

**CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS MEETING**

WEDNESDAY, June 21, 2017

10:00 AM

BART Boardroom, Oakland CA

- The meeting was called to order by Chair Frerichs.
- The CCJPA Board approved the Consent Calendar.
- SB1 and the dedicated \$5M per year for operating and/or capital projects from diesel fuel was discussed and the CC JPA will work with Cal STA on disbursement of funds. Opportunity to apply for competitive grants for TIRCP and Congested Corridors Program funds (\$245M and \$250M available respectively).
- CC JPA sent a letter of support for SCA 6 (Wiener) – Reduced Local Sales Tax Threshold for Transportation Projects.
- Discussion of Congress passing the Omnibus spending bill for the remainder of FY 17. Includes funding for CRISI (Rail Infrastructure), SOGR (State of Good Repair) and Rail Restoration/Enhancement.
- New SB595 (Bell). Member Josefowitz expressed concerns for funding northern bridges congestion projects. Member Sperring asked for a developed list and to be careful to focus on greatest need. Should be one or two projects at the front of the list. Member Rayburn agreed with Member Josefowitz on the bridges projects. Motion and seconded to support SB595. Passed unanimously.
- Draft Budget of FY 17-18 was discussed and has decreased the total by \$472,000. This decrease in net operating expenses is due to increased ridership and revenues that offset projected increases in expenses.
- Travel Time Savings Project is wrapping up, test trains are running. Will complete this in one phase between Jan-Mar 2018.
- Capitol Corridor 527 Incident. J. Paul from Amtrak discussed the event and response. Explanation on reason the crew was not relieved until Martinez (was not reported as a rule violation). Upon further review and inspection of tracks from UP, a speed violation was suspected. By this time the train had arrived in Martinez. Members on board the train that day expressed confusion among the passengers and the station employees. No plan was in place and an employee had to commandeer a waiting AMTRAK bus to transport passengers to their destination. There were also questions on why a rule violation was not reported immediately. J. Paul explained that they rely on the train crew to self-report. This did not happen as the crew thought it was a rough track problem and only reported that to the radio control.
- How's Business Presentation. Record level of ridership in May 2017, ridership increasing and fare recovery at 56%. Time table changes have increased ridership in all categories.
- Meeting adjourned at 11:30 AM