

Subject: Capitol Corridor Monthly Service Performance Report - April 2021
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CAPITOL CORRIDOR

Monthly Performance Report



SERVICE PERFORMANCE OVERVIEW

April 2021 Service Performance for the Capitol Corridor

The Capitol Corridor continues to experience relatively low ridership due to the ongoing pandemic. During the month of April 2021, the Capitol Corridor experienced a slight increase in ridership compared to March 2021. We continue to focus on safety and health measures onboard the trains and at the stations to ensure passenger safety while using our service.

Standard	Apr 2021	vs. Apr 2020	YTD	vs. Prior YTD	vs. FY 21 Plan
Ridership	27,073	+279%	143,293	-86%	-26.3%
Revenue	\$620,573	+74%	\$3,369,043	-84.7%	-36.7%
End-Point OTP	94%	+0%	91%	+2%	+1%
Passenger OTP	96%	+0%	92%	+4%	+2%

LEGISLATION AND FUNDING

State Legislation and Funding

FFY 2021-22 State Budget, May Revise

On May 18, 2021, Governor Newsom released his [updated Fiscal Year 2021-22 budget](#) ("May Revise"), based on the latest economic forecasts available. California is already leading the country in our intercity passenger rail investments and we expect that, with this additional funding, we will be in a solid position to also leverage emerging Federal programs focused on intercity passenger rail.

The May revise stands in stark contrast to the budget one year ago, when the state projected a deficit of \$54 billion. The Governor reports a projected \$75.7 billion surplus and when combined with over \$25 billion in federal relief, will support his \$100 billion economic stimulus known as the "California Comeback Plan."

The State Constitution requires the new fiscal year budget to be adopted by June 15. It is expected the Legislature will meet this timeline.

Below are highlights of the May Revise and specific spending categories relevant to CCJPA.

Transit & Transportation

Building upon the more than \$18 billion in investments proposed in the Governor’s Budget, the May Revise proposes over \$11 billion in new state transportation investments to lead to an equitable recovery that will competitively position the state to pursue significant federal investment that aligns with the American Jobs Plan and other federal budget priorities. This includes:

- \$1.4 billion for zero-emission buses and trucks
- \$407 million for zero-emission rail and transit equipment purchase and infrastructure
- \$1 billion for transit and rail projects statewide that improve connectivity between state and regional/local services
- \$4.2 billion to the state High-Speed Rail Project
- \$2 billion for state highway rehabilitation and local roads and bridges
- \$500 million to advance active transportation projects
- \$500 million to support high priority grade separations and crossing improvements
- \$1 billion to deliver critical projects in time for the 2028 Olympic Games.

This investment builds on the \$3.2 billion in funding for zero-emission vehicle deployments as proposed by the Governor. We expect that this investment will offer CCJPA and the other California intercity passenger rail providers the opportunity to accelerate a shift to zero emission technology with the goal to complete this transition by 2035.

State Transit Assistance

The May Revise shows a significant turnaround in revenue support for core transit programs. Initially, the January Budget estimated the State Transit Assistance (STA) program would receive approximately \$667 million in FY 2021-22. Now, the program is projected to see revenues of approximately \$786 million, an increase of about \$119 million.

Cap & Trade Programs

Cap and Trade funding has also remained stable. The Low Carbon Transit Operations Program is expected to provide \$106 million, distributed using the STA formula. The Transit and Intercity Rail Capital Program is expected to receive approximately \$487 million in FY 2021-22, as transportation improvement fee (TIF) revenues also remain steady.

Climate Change and Resilience

The May Revision proposes \$11.8 billion in investments over multiple years to address and reduce the state's multi-faceted climate risks, ranging from water supplies, wildfires, heat, and sea-level rise.

The Governor's May Revise invests \$1.8 billion in Fiscal Year 2021-22 in non-General Fund revenue to support zero-emission vehicle deployment, including zero-emission transit vehicles and freight equipment. This funding is sourced primarily from Cap-and-Trade revenues and provides an additional \$826 million relative to the January budget. The May Revise notes that this investment in zero-emission vehicle deployment will reach \$3.2 billion over three years.

Details below.

Zero Emission Vehicle Package
(\$ in Millions)

Investment Category	Department	Program	Governor's Budget	May Revision 2021-22	Total 2021-22
		Clean Trucks, Buses & Off-Road Equipment	\$315	\$87	\$402
	Air Resources Board	Clean Cars 4 All & Transportation Equity Projects (\$400 million total)	\$150	\$0	\$150
		Clean Vehicle Rebate Project (\$400 million total)	\$0	\$134	\$134
		Drayage Trucks & Infrastructure (\$470 million total)	\$0	\$160	\$160

Low Carbon Transportation & ZEV Strategy	Air Resources Board & California Energy Commission	Drayage Pilot Project	\$0	\$65	\$65
		Transit Buses & Infrastructure (\$290 million total)	\$0	\$100	\$100
		School Buses & Infrastructure (\$450 million total)	\$0	\$150	\$150
	California Energy Commission	Clean Transportation Program/ ZEV Infrastructure	\$500	(\$500)	\$500
		ZEV Manufacturing Grants (\$250 million total)	\$0	\$125	\$125
	GO-Biz	ZEV Market Development Strategy	\$0	\$5	\$5
Total			\$965	\$826	\$1,791

The May Revise shows a significant turnaround in revenue support for core transit programs. Intercity and Commuter Rail would receive an estimated \$259 million in FY 2021-22 (an increase of approximately \$45 million). Cap and Trade funding has remained stable. The Low Carbon Transit Operations Program is expected to provide \$106 million, distributed using the STA formula. Lastly, the Transit and Intercity Rail Capital Program is expected to receive approximately \$487 million in FY 2021-22, as transportation improvement fee (TIF) revenues also remain steady.

A breakdown of these revenue totals follows.

Estimated Transit Funding (May 2021)							
Source	2020-21 (2020 GB)	2020-21 (2021 GB)	2020-21 (2021 MR)	Forecast Change (2020 GB to 2021 MR)	2021-22 (2021 GB)	2021-22 (2021 MR)	Forecast Change (2021 GB to 2021 MR)
STA							
Base (2.375%)	\$225,281	\$172,965	\$178,453	(\$46,828)	\$179,263	\$215,876	\$36,614
Gas Tax Swap (1.75%)	\$155,684	\$118,716	\$123,524	(\$32,160)	\$123,356	\$151,099	\$27,743
SB 1 (3.5%)	\$311,288	\$237,431	\$247,048	(\$64,241)	\$246,712	\$302,197	\$55,485
STA SOGR (TIF)	\$112,000	\$114,067	\$114,067	\$2,067	\$117,489	\$117,489	\$0
Total	\$804,253	\$643,178	\$663,091	(\$141,162)	\$666,820	\$786,661	\$119,841
INTERCITY & COMMUTER RAIL							
Base (2.375%)*	\$225,281	\$172,965	\$178,453	(\$52,317)	\$179,263	\$215,876	\$36,614
SB 1 (0.5%)	\$44,470	\$33,919	\$35,293	(\$10,551)	\$35,245	\$43,171	\$7,926
Total	\$269,751	\$206,883	\$213,746	(\$62,868)	\$214,507	\$259,047	\$44,540
LCTOP							
Cap & Trade (5.0%)**	\$114,666	\$100,000	\$110,000	(\$14,666)	\$106,000	\$106,000	\$0
Total	\$114,666	\$100,000	\$110,000	(\$14,666)	\$106,000	\$106,000	\$0
TIRCP							
Cap & Trade (10.0%)**	\$233,408	\$200,000	\$220,000	(\$33,408)	\$213,000	\$213,000	\$0
SB 1 (TIF)	\$261,000	\$266,155	\$266,155	\$5,155	\$274,140	\$274,140	\$0
Total	\$494,408	\$466,155	\$486,155	(\$28,253)	\$487,140	\$487,140	\$0
LTF							
Sales and Use Tax (.25%)	\$1,993,621	\$1,822,723	\$1,902,270	(\$91,351)	\$1,807,441	\$2,010,268	\$202,827
Total	\$1,993,621	\$1,822,723	\$1,902,270	(\$91,351)	\$1,807,441	\$2,010,268	\$202,827

* Funds also used for other Caltrans purposes
**Amount reflects auction revenues for the Fiscal Year

Sources: BART government affairs team, California Transit Association's Funding Update

Federal Legislation and Funding

Request for Authorization – CCJPA Request for FY 2021 Federal Appropriations

CCJPA is pleased to announce that \$6.61 million dollars has been sponsored by Representative Ro Khanna in the Federal FAST Act Reauthorization bill to support CCJPA's Agnew Siding project in the 17th Congressional District. The Agnew Siding will be developed in Santa Clara County in the City of Santa Clara, California, on the Union Pacific Railroad (UP) track immediately south of Levi's Stadium and the Great America Station. The new siding will be located in the middle of a 12-mile stretch of single-track territory, providing an opportunity for a critical passing point through this long section.

White House Infrastructure American Jobs Plan

In March 2021, the White House released a [Fact Sheet on President Biden's American Jobs Plan](#). The \$2.25 trillion American Jobs Plan includes an investment of \$80 billion in federal support for reliable passenger and freight rail service over an eight-year period. This multi-year funding stream would address deferred maintenance, enhance existing corridors, and build new lines in high-potential locations. CCJPA staff continues to work with our national and state legislators and partners to advocate for increased investment in State-supported intercity passenger rail in this infrastructure plan.

Fixing America's Surface Transportation (FAST) Act Reauthorization

The Fixing America's Surface Transportation (FAST) Act enacted in December 2015 represented the first comprehensive, long-term surface transportation legislation since 2005's SAFETEA-LU. The FAST Act continues to fulfill the Constitutional directive that investment in transportation is a core federal responsibility. A one-year extension of the FAST Act currently extends the statute through September 30, 2021. CCJPA continues to collaborate with CalSTA, the California JPAs, SAIPRC, and Amtrak to provide input regarding the reauthorization bill.

PROGRAM UPDATES

Taking another step toward a return to full, pre-pandemic service, **the Capitol Corridor is introducing a new schedule on Monday, June 7, 2021**, that increases the number of trains on both weekdays and weekends. Highlights of the new schedule are:

- Increase in weekday trips from 16 to 22
- Increase in weekend trips from 10 to 18
- Return to full, pre-pandemic service frequency between Oakland and San Jose (14 trips daily)
- Restoration of Café Car service
- Improved connections with BART at the Richmond Station for better travel options to San Francisco
- Implementation of an expanded pulse schedule with more predictive departure times

The schedule can be viewed here: www.capitolcorridor.org/schedules
[/](#).





In response to the rise in violence against members of the Asian-American community, CCJPA reaffirmed its stance against racism, just ahead of Asian-American Pacific Islander Heritage month.

Read the statement here:

https://www.capitolcorridor.org/blogs/get_on_board/capitol-corridor-stands-against-anti-asian-pacific-islander-violenc/

Corridor Conversations – Virtual Happy Hour with NorCal Destinations. On April 28, 2021, the Capitol Corridor hosted a virtual happy hour webinar for 111 registrants with Visit Sacramento, Visit Fairfield, Visit Berkeley, San Francisco Travel, Visit Oakland, and Visit San Jose to highlight popular attractions along the Capitol Corridor route. Watch the recording: [here](#).



Back in 2017, we introduced you to our new EPA-certified, Tier IV Charger locomotives that help us leave a smaller carbon footprint on the planet. **We're happy to announce that we now have two more of these Charger locomotives in the fleet for a total of 10!** The two locomotives will replace a pair of older EPA Tier II F-59 locomotives that are being decommissioned. This is part of our larger fleet-greening strategy to align with the State of California's mandate for 100% zero-emission passenger rail by 2035. These Charger locomotives were also built locally here in Sacramento California at the Siemens Rail Vehicle Facility by Californians recycling a large part of your tax money back into and for the State of California. This also helps California stay at the top of technology for Passenger rail in the United States.

OUTLOOK - CLOSING

In the coming months, we will begin the process of what we expect will be an extraordinary improvement in the Capitol Corridor service with the return of much of our pre-pandemic service. As our customers return, they will see an improved on-time performance, a lightning-fast Wi-Fi service, and improvements to some of our cars allowed by our reduced service. But that's not all. We have continued to make progress on many capital improvements on the corridor, including a new siding in Santa Clara to help with reliability, signal upgrades near Davis Station, the South Bay Connect project, and the Sacramento to Roseville third track. All of the federal and state programs are beginning to align to support what we expect to be a new era in intercity passenger rail investment. The team here at Capitol Corridor is ready to help make that happen.

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