



**CAPITOL CORRIDOR JOINT POWERS AUTHORITY
MEETING OF THE BOARD OF DIRECTORS
Wednesday, November 18, 2020 | 10:30 a.m. | Virtual**

Due to social distancing regulations in place, public participation will be via teleconference only.

You may join the CCJPA Board Meeting via Zoom as follows:

- Call 1-669-900-6833.
- Enter access code 968 8765 3284.

You may watch the Board Meeting live at www.capitolcorridor.org/ccjpa-board.

The full agenda packet, supplemental materials, and presentation materials will be available for download at www.capitolcorridor.org/ccjpa-board.

You may submit a public comment via the following methods:

- 1) Submit written comments:
 - Send email to ccjpaboard@capitolcorridor.org.
 - Indicate “Public Comment” as the subject line.
 - Please submit your comments as far in advance as possible. Emailed comments received by 2:00 pm on Tuesday, November 17th will be provided to the Board in advance of the meeting and will be included as part of the permanent Meeting record. Comments received after that time will be provided to the Board following the Meeting; *or*
- 2) Submit verbal comments:
 - Call 1-669-900-6833.
 - Enter access code 968 8765 3284.
 - Dial *9 to raise your hand when you wish to speak.
 - Public comment is limited to three (3) minutes per person, per item.

AGENDA

- I. Call to Order
- II. Roll Call and Pledge of Allegiance
- III. Report of the Chair
- IV. Election of Chair and Vice-Chair (2-Year Term: 2021-2022) *Action*
- IV. Consent Calendar *Action*
 1. Approval of Minutes of the September 16, 2020 Meeting
 2. California Integrated Travel Program (CalITP) – Demonstration Project for Payment Acceptance Services
 3. Budget Update: Capitalized Maintenance FY 2020-21
 4. Budget Allocation Update: State Rail Assistance 2017-18 through 2019-20
- V. Action and Discussion Items
 1. COVID-19 Update/Revised Annual Business Plan (FY 2020-21 – FY 2021-22) *Action**
 2. CCJPA FY 2020-2021 Budget Update: Amtrak Operations - October 2020 through January 2021 *Action*
 3. Revised Amendment 2 of the CCJPA/Amtrak FY 2020 Operating Agreement *Action*
 4. Capitol Corridor Annual Performance Report (FY 2020) *Action*
 5. Legislative Matters/Federal Funding *Action*
 6. Capital Projects Update: Sacramento-Roseville 3rd Track Project – Phase 1 *Info*
 7. Managing Director’s Report *Info*

- 8. Work Completed *Info*
 - a. Occupancy Checking Tool
 - b. Davis Crossovers and Signal Replacement – 25% Track Design
 - c. Santa Clara Siding – 25% Design
 - d. Sacramento-Roseville Third Main Track Phase I – 25% Design
 - e. Marketing and Communications Activities (September 2020 – October 2020)
- 9. Work in Progress *Info*
 - a. Onboard Wi-Fi Upgrade
 - b. California Passenger Information Display System (CalPIDS) Modernization
 - c. Renewable Diesel Pilot Program, Phase II
 - d. South Bay Connect
 - e. Link21 Program (formerly New Transbay Rail Crossing)
 - f. Upcoming Marketing and Communications Activities
- VI. Board Director Reports
- VII. Public Comment
- VIII. Adjournment. Next Meeting Date: 10:00 a.m., February 17, 2021.

The CCJPA Board reserves the right to take action on any agenda item. Consent calendar items are considered routine and will be enacted, approved, or adopted by one motion unless a request for discussion or explanation is received from a CCJPA Board Director or from a member of the audience.

**Approval of the revised annual business plan requires an affirmative vote of at least two-thirds (11) of the appointed members.*

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

Regular Board Meeting

Capitol Corridor Joint Powers Authority Board of Directors
Minutes of the 118th Meeting
September 16, 2020

The 118th meeting of the Board of Directors of the Capitol Corridor Joint Powers Authority (CCJPA) was held at 10:00 a.m., Wednesday, September 16, 2020, via teleconference, pursuant to Governor Gavin Newsom's Executive Order N-29-20 and the California Shelter-in-Place mandate. Chair Saltzman presided; Patricia K. Williams, Recording Secretary.

I. Call to Order. Chair Saltzman called the meeting to order at 10:10 a.m.

II. Roll Call and Pledge of Allegiance.

Directors present: Rebecca Saltzman, San Francisco Bay Area Rapid Transit District (BART); Don Saylor, Yolo County Transportation District (YCTD); John Allard, Placer County Transportation Planning Agency (PCTPA); Debora Allen, BART; Janice Li, BART; Steve Miller, Sacramento Regional Transit District (SRTD); Raul Peralez, Santa Clara Valley Transportation Authority (SCVTA); Robert Raburn, BART; and Jim Spering, Solano Transportation Authority (STA).

Absent: Directors Jim Holmes, PCTPA, and Kerri Howell, SRTD. Directors Bevan Dufty, BART; Lucas Frerichs, YCTD; John McPartland, BART; Teresa O'Neill, SCVTA; and Harry Price, STA, entered the Meeting later.

III. Report of the Chair. Chair Saltzman gave instructions on the virtual meeting, accessing presentation materials online, Public Comment, and Board Members' remarks.

IV. Consent Calendar.

Director Raburn requested that Item IV.2, Approve 2021 CCJPA Board of Directors Meeting Schedule, be removed from the Consent Calendar.

Director Raburn moved adoption of Item IV.1, Approve Minutes of the June 17, 2020 Meeting. Director Miller seconded the motion, which carried by unanimous roll call vote. Ayes: 9 – Directors Saltzman, Saylor, Allard, Allen, Li, Miller, Peralez, Raburn, and Spering. Noes: 0. Absent: 7 – Directors Dufty, Frerichs, Holmes, Howell, McPartland, O'Neill, and Price.

Director Raburn introduced an amendment to the 2021 CCJPA Board of Directors Meeting Schedule that would allow BART to host the September 15, 2021 Board meeting and Suisun City to host the June 16, 2021 Board meeting.

The proposed amendment was discussed.

Director Raburn moved adoption of Item IV.2, Approve 2021 CCJPA Board of Directors Meeting Schedule, with the following amendment: the June 16, 2021 meeting will be held in the Suisun City Council Chambers and the September 15, 2021 meeting will be held in the BART Board Room in Oakland. Director Li seconded the motion, which carried by unanimous roll call vote. Ayes: 9 – Directors Saltzman, Saylor, Allard, Allen, Li, Miller, Peralez, Raburn, and Spering. Noes: 0. Absent: 7 – Directors Dufty, Frerichs, Holmes, Howell, McPartland, O’Neill, and Price.

Roland Lebrun addressed the Board.

V. Action and Discussion Items.

1. COVID-19 Update: Impact of and Responses to COVID-19. Robert Padgette, Managing Director; Leonel (Leo) Sanchez, Deputy Managing Director; and Priscilla Kalugdan, Manager of Capitol Corridor Marketing and Communications, presented the item, highlighting ridership and revenue; average daily ridership; service modifications; health and safety precautions; planned service changes; communicating health and safety protocols to passengers; digital billboards; the benefit of the Coronavirus Aid, Relief, and Economic Security (CARES) Act to service; the current Annual Business Plan (APB) process; the approved Fiscal Year 2021 (FY 21) APB budget; and the FY 21 National Railroad Passenger Corporation (Amtrak) operating budget and budget modifications.

Mike Barnbaum addressed the Board.

Director Frerichs entered the Meeting.

The item was discussed.

Director Dufty entered the Meeting.

Discussion continued.

2. CCJPA Fiscal Year (FY) 2020-2021 Budget – Administration, Marketing, Information/Customer Support Services, and Supplemental. Catherine Relucio, Manager of Budget and Administration, presented the item, highlighting the FY 21 Annual Allocation letter from the California State Transportation Agency and funding allocations in the FY 21 budget.

Roland Lebrun addressed the Board.

The item was discussed.

Director Miller moved adoption of Resolution No. 20-13, In the Matter of Adopting the Capitol Corridor Joint Powers Authority Fiscal Year 2021 Budget. Director Saylor seconded the motion, which carried by unanimous roll call vote. Ayes: 11 – Directors Saltzman, Saylor, Allard, Allen, Dufty, Frerichs, Li, Miller, Peralez, Raburn, and Spering. Noes: 0. Absent: 5 – Directors Holmes, Howell, McPartland, O’Neill, and Price.

Director Price entered the Meeting.

3. Legislative Matters/FY 2020-2021 State Budget. Managing Director Padgett presented the item, highlighting efforts to obtain potential federal funding for additional support and the expiration and expected extension of the Fixing America's Surface Transportation (FAST) Act.

Roland Lebrun addressed the Board.

4. South Bay Connect Update. Managing Director Padgett introduced the item and Shirley Qian, Senior Planner, presented the item, highlighting outreach activities, the results of the Notice of Preparation public comment period, and the project schedule.

Patricia Williams, Recording Secretary, announced that Mike Barnbaum had submitted a written comment that was previously provided to the Board.

The following individuals addressed the Board:

Mike Barnbaum
Roland Lebrun
Elizabeth Ames
Joe Bolte

The item was discussed.

Director McPartland entered the Meeting.

Discussion continued.

5. Capital Projects Update: New Transbay Rail Crossing (NTRC). Camille Tsao, Manager of Special Projects, NTRC (CCJPA), and Sadie Graham, Acting Director of NTRC (BART), presented the item, highlighting the 21-county Megaregion; public survey results; migration; the program timeline; the Business Case Evaluation Framework; the Program Vision; goals and objectives; an equity framework; Metropolitan Transportation Commission's (MTC) Plan Bay Area 2050; the upcoming Bay Area Council Economic Institute report; outreach efforts; the new program website launch in the fall; and the new name for the NTRC program, "Link21 Connect Northern California."

The following individuals addressed the Board:

Elizabeth Ames
Roland Lebrun
Derrick Sagehorn
Joe Bolte

Director O'Neill entered the Meeting.

The item was discussed.

Chair Saltzman announced that Items V.6, Managing Director's Report; V.7, Work Completed; and V.8, Work in Progress, would be brought before the Board as a unit.

6. Managing Director's Report. Managing Director Padgett reported on ridership, revenue, on-time performance, the system operating ratio, trespasser fatalities, and customer comments.
7. Work Completed and 8. Work in Progress. Priscilla Kalugdan and Marques Cook, Principal Marketing Representative, reported on CCJPA's anti-racism statement and initial activities to promote equality.

Recording Secretary Williams announced that Mike Barnbaum had submitted a written comment that was previously provided to the Board.

Mike Barnbaum addressed the Board.

Chair Saltzman invited questions or comments from the Board on Items V.6, V.7, and V.8. No comments were received.

VI. Board Member Reports. Chair Saltzman invited Board Member reports. Director Raburn thanked staff for following-up on meetings he attended in East Oakland regarding cut fences and encampments.

VII. Public Comment. Chair Saltzman invited comment from the public. Janet Pygeorge addressed the Board.

VIII. Adjournment. The meeting adjourned at 12:01 p.m. Next Meeting Date: 10:30 a.m., November 18, 2020.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** November 10, 2020

FROM: Robert Padgett
Managing Director, CCJPA

SUBJECT: California Integrated Travel Program (CalITP) – Demonstration Project for Payment Acceptance Services

PURPOSE

For the CCJPA Board to approve CCJPA to enter into two sole-source contracts with Kubapay and Littlepay for a duration of one year each to support the demonstration of payment acceptance services as part of the California Integrated Travel Program (CalITP).

BACKGROUND

The CCJPA is the fiscal sponsor of CalITP, working in partnership with Caltrans and CalSTA to support developments that accrue to California at large, eventually benefitting CCJPA's customers in the future. The action described below is a discrete action in a longer path toward more widespread travel and ticketing integration.

After a successful demonstration project involving Monterey Salinas Transit (MST), the CalITP Payment Acceptance effort has begun to engage transit agencies and operators interested in open-loop contactless payments or piloting contactless payments (credit/debit cards and mobile wallets). The project team needs access to a pool of open-loop payment-supporting validators, associated services, and customer support to support subsequent demonstrations, build a competitive marketplace of vendors, and to initiate and support multiple small-scale pilots.

The project team has produced a demonstration plan of 50 devices from vendors who meet required specifications to support implementations for two to five bus transit agencies over a period of a year. The cost for installation and removal of equipment will be paid for and be the responsibility of the transit agency, while for the demonstration period, the vendor equipment and service support will be supported by CalITP funding. At the end of the term, agencies will be offered the option to retain these validators and enter into separate service agreements for ongoing support. As the CalITP fiscal sponsor, CCJPA is requesting approval to enter one-year agreements with Kubapay and Littlepay to allow the Cal-ITP team and agency partners to run live demonstrations for at least six months, after an initial installation and configuration period of at most six months.

The sole-source contracts are required to allow agencies to use existing payment procurement vendors available through the California Department of General Services (DGS). Transit agencies may, without further procurement, use a Master Services Agreement established by DGS to enter into a payment processing contract (EPAY MSA). There are two EPAY providers available under this agreement, and currently, only one, Elavon, is able to process open-loop transit transactions. Elavon is at this stage integrated with Littlepay as its open-loop transit agency back-end provider. The combination of Elavon and Littlepay is being used for the first demonstration project with MST. Fortunately, Littlepay has integrations with multiple front-end device vendors (validators). For this next phase, the project team concluded that we should seek an alternative validator vendor rather than using the same vendor involved in the existing MST demonstration. The alternatives are limited to vendors who already have an integration with Littlepay and have devices that meet the US/CA market requirements. Kubapay is the only vendor for this demonstration project that can meet the contactless (COVID) and transit vehicle mounting requirements, is able to deliver the solution in the demonstration timeline, and has entered the US market.

To support this demonstration project, CCJPA would need to enter two sole-source agreements with Kubapay and Littlepay for a 12-month demonstration. The agreements are estimated at this time as follows:

Supplier	*Estimate	Not-to-Exceed
Kubapay (validators and associated services)	\$137,100	\$150,000
Littlepay (payments processor)	\$23,375	\$50,000
TOTAL	\$160,475	\$200,000

RECOMMENDATION

It is recommended that the CCJPA Board approve CCJPA to enter into sole-source contracts with Kubapay and Littlepay, for not-to-exceed amounts of \$150,000 and \$50,000 respectively, for the CalITP Demonstration Project for Payment Acceptance Services.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

Resolution No. 20-14

In the Matter of
Entering into Contracts with Kubapay and Littlepay for the Purposes of Supporting
California Integrated Travel Program's Demonstration Project for Payment Acceptance Services/

WHEREAS, the CCJPA was awarded \$27.3 million in FY 2018 Transit and Intercity Rail Capital Program (TIRCP) funding for the purposes of implementing the California Integrated Travel Project (CalITP) establishes CCJPA as the CalITP fiscal sponsor; and,

WHEREAS, CalITP implementation has involved and will continue to involve unique partnerships with worldwide partners from transit agencies to private sector, non-profits, and industry leaders; and,

WHEREAS, prospective contracts with Kubapay, at up to \$150,000, and Littlepay, at up to \$50,000, have been identified by the CalITP team leading the payments portion of CalITP as the only suitable vendors to support a payment acceptance service one-year demonstration project for CalITP; and,

WHEREAS, CCJPA's authority when procuring services over \$100,000 via a sole source arrangement require the CCJPA Board to authorize entering into the Kubapay contract, but by convenience and association, also the (under \$100,000) Littlepay contract to meet Cal-ITP strategic objectives; and therefore, be it

RESOLVED, that CCJPA Board authorizes CCJPA to enter into the identified contract amounts with Kubapay and Littlepay and authorizes the CCJPA Executive Director or his designee to complete all necessary contracting processes named in this resolution.

#

ACTION:	DATE:	ATTEST:
Ayes:		<hr/> Patricia K. Williams Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** November 10, 2020

FROM: Robert Padgett
Managing Director, CCJPA

SUBJECT: Budget Update: Capitol Corridor Capitalized Maintenance FY 2020-21

PURPOSE

For the CCJPA Board to approve a revised budget for the Capitol Corridor Capitalized Maintenance program 2020-21.

BACKGROUND

The Capitalized Maintenance program enhances on-time performance, passenger ride quality and customer satisfaction through track improvements and has been funded by the California State Transportation Agency (CalSTA) at a level of approximately \$1M in recent years. The program is an important part of CCJPA's contribution to the routine maintenance of the Union Pacific Railroad (UPRR) territory that maintains reliability of Capitol Corridor's service. The current contract for capitalized maintenance ends in December 2020. To continue the capitalized maintenance work and establish a contract for calendar year 2021 with UPRR, this resolution seeks to use available Revenue Above Budget (RAB) operating funds to fill a funding gap to execute a full year contract with UPRR. CCJPA expects to receive the necessary funding from CalSTA to continue the program in FY 2021-22 at a later date. However, in order to enter into a fully funded calendar year agreement with UPRR, CCJPA staff has identified \$300,000 in RAB operations funds to cover the funding gap. Staff is requesting approval to increase the project by an additional \$300,000 in RAB funding in order to maintain program continuity with the expectation that these funds will ultimately be replaced by CalSTA funding.

The total estimated budget needed to support the 2020 – 2021 Capitalized Maintenance program is \$750,000, which includes the UPRR contract, CCJPA labor, and related expenses. FY 2019-20 Capitalized Maintenance funding in the amount of \$350,000 is remaining. This amount, coupled with CalSTA's allocation of \$100,000 for FY 2020-21 Capitalized Maintenance approved by the CCJPA Board on September 16, 2020 (Resolution 20-13), brings the total approved budget to \$450,000 for the fiscal year ending June 30, 2021. As proposed by CCJPA staff, the additional \$300,000 in RAB funding is necessary to execute a calendar year contract with UPRR.

Capitalized Maintenance Budget – 2020 - 2021

Funding Source	Approved Budget	Proposed Budget
FY 2019-20 Capitalized Maintenance CalSTA Allocation	\$350,000	
FY 2020-21 Capitalized Maintenance CalSTA Allocation	\$100,000	
Revenue Above Budget (RAB) Operations Funds		\$300,000
<i>Total</i>	<i>\$450,000</i>	<i>\$300,000</i>

Total 2020 - 2021 Capitalized Maintenance Budget**\$750,000****RECOMMENDATION**

The SCG recommends that the CCJPA Board approve a budget of not-to-exceed \$750,000 to implement the Project and authorize the CCJPA Executive Director or her designee to execute all necessary and appropriate actions for the implementation of the Project.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Authorizing a Revised Budget for the
Capitol Corridor Capitalized Maintenance Program 2020-2021/

Resolution No. 20-15

WHEREAS, the Capitalized Maintenance program enhances on-time performance, passenger ride quality and customer satisfaction through track improvements and has been funded by the California State Transportation Agency (CalSTA) at a level of approximately \$1M in recent years; and

WHEREAS, the remaining FY 2019-20 Capitalized Maintenance funding in the amount of \$350,000 coupled with CalSTA's allocation of \$100,000 for FY 2020-21 Capitalized Maintenance approved by the CCJPA Board on September 16, 2020 (Resolution 20-13) provides a total approved capitalized maintenance budget of \$450,000 for the fiscal year ending June 30, 2021; and

WHEREAS, the current contract for capitalized maintenance ends in December 2020, and to continue the work and establish a contract for calendar year 2021 with UPRR, CCJPA staff has identified available Revenue Above Budget (RAB) operating funds to fill a funding gap required to execute a full year contract with UPRR; and

WHEREAS, CCJPA expects to receive the necessary funding from CalSTA to continue the program in FY 2021-22, however, in order to enter into a fully funded agreement with UPRR without state funds in hand at this time, CCJPA staff has identified \$300,000 in RAB operations funds to cover the funding gap with the expectation that these funds will ultimately be replaced by CalSTA funding and returned to CCJPA for other use; and

WHEREAS, the total estimated budget needed to support the 2020 – 2021 Capitalized Maintenance program is \$750,000 which includes the UPRR contract, CCJPA labor, and related expenses; and therefore it be

RESOLVED, that the CCJPA Board does hereby approve the use of \$300,000 in RAB operating funds to revise the Capitalized Maintenance Program 2020-2021 budget to an amount not to exceed \$750,000;

AND BE IT FURTHER RESOLVED, that the CCJPA Board hereby authorizes the CCJPA Executive Director or his designee to execute all necessary and appropriate actions for the implementation of the Project.

#

ACTION:	DATE:	ATTEST:
Ayes:		<hr/> Patricia K. Williams Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** November 10, 2020

FROM: Robert Padgette
Managing Director, CCJPA

SUBJECT: Budget Allocation Update: State Rail Assistance 2017-18 through 2019-20

PURPOSE

For the CCJPA Board to approve the updated SRA budget allocation and related project budgets for State Rail Assistance (SRA) 2017-18 through 2019-20 funding.

BACKGROUND

The CCJPA Board has taken numerous actions to refine the projects and the budget allocations from the initial allocation of State Rail Assistance (SRA) 2017-18 through 2019-20 funding. First, through Resolution 17-22 the Board authorized CCJPA to submit funding applications in response to the SB 1 Call for Projects. In response CCJPA submitted a request to the California State Transportation Agency (CalSTA) to fund five projects with funds projected to be available during the first three years of the program: Safety and Security, Pre-Construction environmental and design for rail and station infrastructure improvements (South Bay Connect and Sacramento to Roseville Third Track Phase 1), California Passenger Information Display System (CalPIDS) Upgrade, and Signal Replacement and Upgrade. In response to that submittal, on January 30, 2018, the CalSTA awarded \$13.1 million in project costs. Subsequently, the CCJPA Board authorized Resolution 18-9 approving partial project budgets for SRA-funded projects while the remainder of funding had yet to be assigned in a project budget (shown in the table below).

Now, based on project clarity and timing, CCJPA staff is now requesting approval to update the budget allocation of the full \$13.1 million in SRA funding and SRA-funded project budgets as detailed in the last column of the following table.

State Rail Assistance 2017-2018 through 2019-2020 - Approved Projects (a)	Awarded by Caltrans December 2017 (b)	Initial Budget Authorization June 2018 (c)	Proposed SRA Budget Allocation November 2020 (d)
Signal Replacement Upgrade (e)	\$1,900,000	\$1,900,000	\$3,310,000
California Passenger Information Display System (CalPIDS) Upgrade	\$1,110,529	\$1,110,529	\$1,410,529
Pre-construction environmental/design work for rail and station Infrastructure Improvements (f)	\$7,839,471	\$100,000	\$1,200,000
Safety and Security (g)	\$2,250,000	\$2,430,000	\$5,739,471
Santa Clara Siding	\$0	\$0	\$1,440,000
TOTAL	\$ 13,100,000	\$ 5,540,529	\$ 13,100,000

- a) CCJPA projects funded by SRA 2017-2018 through 2019-20 funding
- b) SRA award allocation by project
- c) Initial budget authorized for SRA projects by the CCJPA Board of Directors in June 2018
- d) Proposed SRA project budget allocation – to be approved by the CCJPA Board at its November 2020 meeting
- e) Signal Replacement Upgrade projects, including Davis Crossover and Signal Reliability Improvement
- f) Pre-construction activities for South Bay Connect project
- g) Safety and Security – Right-of-Way Clean-up, fencing installation, and grade crossing safety improvements

RECOMMENDATION

It is recommended that the CCJPA Board approve the updated budget allocation and project budget updates for State Rail Assistance 2017-18 through 2019-20 funding. and authorize the CCJPA Executive Director or his designee to enter the necessary agreements for the implementation of these projects.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Authorization of updated State Rail Assistance 2017-2018
Through 2019 – 2020 Budget Allocation/

Resolution No. 20-16

WHEREAS, the CCJPA Board, through Resolution 17-22 on November 15, 2017, authorized CCJPA to submit funding applications to the California State Transportation Agency (CalSTA) in response to the SB 1 Call for Projects for State Rail Assistance (SRA) 2017-18 through 2019-20 funding; and

WHEREAS, the CCJPA applied for SRA funding to support the following projects - Safety and Security (Right-of-Way clean-up), Pre-Construction and Environmental Design Work for the Oakland to San Jose Service Expansion and Sacramento to Roseville Third Track Phase 2, California Passenger Information Display System (PIDS) Replacement and Upgrade, and Signal Replacement and Upgrade; and

WHEREAS, on January 30, 2018, CalSTA awarded \$13.1 million to CCJPA for the above-referenced projects; and

WHEREAS, on June 20, 2018, the CCJPA Board approved initial project budgets for the following SRA-funded projects: Safety/Security (dedicated ROW crew) - \$2,430,000; South Bay Connect (formerly Oakland to San Jose Service Expansion) - \$100,000; California Passenger Information Display System - \$1,110,529; and Signal Replacement and Upgrade - \$1,900,000; and

WHEREAS, CCJPA staff is requesting an updated allocation of the SRA funding to the following projects:

State Rail Assistance Projects	Allocation
Signal Replacement Upgrade (Davis Crossovers and Signal Reliability Projects)	\$3,310,000
California Passenger Information Display System (CalPIDS) Upgrade	\$1,410,529
Pre-construction environmental/design work for rail and station Infrastructure Improvements for South Bay Connect	\$1,200,000
Safety and Security (Right-of-Way Clean-Up, Fencing, and Grade Crossing Improvements)	\$5,739,471
Santa Clara Siding	\$1,440,000
TOTAL	\$13,100,000

And therefore, be it

RESOLVED, that the CCJPA Board does hereby approve the updated budget allocation and project budget updates for State Rail Assistance 2017-18 through 2019-20 funding;

AND BE IT FURTHER RESOLVED, that the CCJPA Board hereby authorizes the CCJPA Executive Director or his designee to enter the necessary agreements for the implementation of these projects.

#

ACTION:	DATE:	ATTEST:
Ayes:		<hr/> Patricia K. Williams Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** November 10, 2020

FROM: Robert Padgett
Managing Director, CCJPA

SUBJECT: COVID-19 Update and Approve Revised CCJPA FY 2020-21 – FY 2021-22
Annual Business Plan Update (November 2020)

PURPOSE

For the CCJPA Board to approve the revised CCJPA FY 2020-21 – FY 2021-22 Annual Business Plan Update (November 2020).

BACKGROUND

COVID-19 Update

At the November 18, 2020 CCJPA Board of Directors meeting, staff will provide an update on the impact and responses to the current COVID-19 public health crisis. The presentation will address front line safety, ridership, service modifications, federal stimulus support, and budget updates.

Revised Annual Business Plan

On May 1, 2020, the Board-approved CCJPA FY 2020-21 and FY 2021-22 Annual Business Plan (ABP) was submitted to the California State Transportation Agency (CalSTA), assuming full levels of service and ridership for FY 21. On May 7, 2020, CalSTA provided guidance to all three California intercity passenger rail Joint Powers Authorities (JPAs) regarding actions to ensure that we effectively manage our resources as we move into FY 2021 in the midst of tremendous uncertainty. CalSTA's guidance currently limits operations to no more than 50-60% of service levels in the currently approved business plans and seeks other cost reduction areas.

After review and approval from the CCJPA Board of Directors, the revised CCJPA FY 2020-21 ABP (which will be sent under separate cover) will be submitted in November 2020 to CalSTA reflecting updated operating plans and operating cost estimates as a result of the COVID-19 pandemic and its impact on travel demand for the Capitol Corridor intercity passenger rail service. Key revisions to the ABP include:

- Operating Plan - Due to decreased ridership demand related to COVID-19 starting in March 2020 that is forecasted to persist into FY2020-21, CCJPA will continue to operate temporarily reduced train service that is 55% of normal until health and financial conditions permit a return of partial or complete service. The expectation is that service levels will be revisited throughout the year with the potential to add service. For budget

forecasting purposes, the revised business plan reflects this reduced level of service through the remainder of the fiscal year. Connecting bus services are also reduced. Other significant operating plan changes include temporarily discontinuing food and beverage services onboard all trains and the rollout of a paper-free Transit Transfer Program.

- Northern California Equipment Fleet - In response to the changing demands for service due to the COVID-19 pandemic, Capitol Corridor worked collaboratively with Caltrans and the other CA IPRs to minimize the use of Amtrak leased cars in the state and maximize the use of the California owned fleet. The revised fleet plan for FY 2020-21 has been updated in Table 7-1 of the ABP. Capitol Corridor will operate the current temporary reduced service with a fleet that generally relies on seven four-car trainsets.
- Marketing Strategies - In response to the current COVID-19 pandemic, communication strategies will include an emphasis on safety precautions being taken on Capitol Corridor service and changes in rail or connecting bus schedules throughout the year. As local health conditions permit, marketing and communication efforts will shift toward an active outreach effort to rebuild ridership.
- Onboard Technology (Wi-Fi) – The budget need for FY2021 for Wi-Fi passenger service and associated management expenses have been reduced to include only the Northern California fleet.
- California Passenger Information Display System (CalPIDS) Modernization –CalPIDs will not be funded through CCJPA’s annual allocation. CCJPA will instead use SRA funding with a reduced scope.
- Performance Standards – Uniform Performance Standards (UPS) will be updated when ridership stabilizes and service is restored to pre-pandemic levels.
- Funding Requirements –Table 9-1 has been updated to reflect the budget for the temporary reduction in service levels and ridership demand due, the carryover of unexpended prior year FY 20 operating funds due to the CARES Act, the extension of CARES Act funding for the months of October through December 2020, and the initial allocation received for the first four months of FY 2020-21.

RECOMMENDATION

It is recommended that the CCJPA Board approve the revised CCJPA FY 2020-21 – FY 2021-22 Annual Business Plan and submit a copy of the revised Annual Business Plan to the Secretary of CalSTA. (Approval of the revised Annual Business Plan Update requires an affirmative vote of at least two-thirds (11) of the appointed members.)

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Approving of the Revised State Fiscal Year 2020-21 to
FY 2021-22 Annual Business Plan Update
For the Capitol Corridor Joint Powers Authority/

Resolution No. 20-17

WHEREAS, on May 1, 2020, the Board-approved CCJPA FY 2020-21 and FY 2021-22 Annual Business Plan (ABP) was submitted to the California State Transportation Agency (CalSTA), assuming full levels of service and ridership for FY 21; and

WHEREAS, on May 7, 2020, CalSTA provided guidance to all three California intercity passenger rail Joint Powers Authorities (JPAs) as we move into FY 2021 in the midst of tremendous uncertainty due to the COVID-19 global pandemic and resulting shelter-in-place orders, that we limit operations to no more than 50-60% of service levels in the currently approved business plans and work collaboratively with CalSTA, Caltrans, Amtrak, and the California JPAs to implement cost reduction strategies; and

WHEREAS, CCJPA staff has, in the Revised Annual Business Plan, included updated service plans and operating cost estimates as a result of the COVID-19 global pandemic and its impact on travel demand for the Capitol Corridor intercity passenger rail service; and

WHEREAS, some revisions included in the ABP update are: CCJPA will continue to operate temporarily reduced train service that is 55% of normal with a fleet that generally relies on seven four-car trainsets; connecting bus services are also reduced; food and beverage services will be temporarily discontinued onboard all trains; communication strategies will include an emphasis on safety precautions being taken on Capitol Corridor service; and

WHEREAS, Funding Requirements (Table 9-1) has been updated to reflect the budget for the temporary reduction in service levels and ridership demand due to the COVID-19 pandemic, the carryover of unexpended prior year FY 20 operating funds due to the CARES Act, the extension of CARES Act funding for the months of October through December 2020, and the initial CalSTA allocation received for the first four months of FY 2020-21; and

WHEREAS, service levels will be revisited throughout the year and additional service may be implemented as health and financial conditions permit a return of partial or complete service; and therefore, be it

RESOLVED, that the CCJPA Board does hereby approve and adopt the revised FY 2020-21 - FY 2021-22 Annual Business Plan Update for the Capitol Corridor Service;

AND BE IT FURTHER RESOLVED, that the CCJPA forthwith transmit a copy of this resolution to CalSTA and Caltrans.

#

ACTION:	DATE:	ATTEST:
Ayes:		<hr/> Patricia K. Williams Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** November 10, 2020

FROM: Robert Padgette
Managing Director, CCJPA

SUBJECT: CCJPA FY 2020-2021 Budget Update: Amtrak Operations – October 2020 through January 2021

PURPOSE

For the CCJPA Board to adopt the CCJPA FY 2020-2021 Amtrak Operations budget for October 2020 through January 2021.

BACKGROUND

Pursuant to the Interagency Transfer Agreement, the Secretary of California State Transportation Agency (CalSTA) is required to allocate funds in the state budget to cover the CCJPA's annual budget for the period covering July 1 to the following June 30. On June 29, 2020, the Governor enacted the State Budget Act of 2020 (July 1, 2020 - June 30, 2021) - a \$202.1 billion spending plan that strengthens emergency response, protects public health and safety, and promotes economic recovery while closing a \$54.3 billion budget shortfall caused by the COVID-19 recession.

The CalSTA Secretary transmitted the initial FY 21 Allocation Letter to the CCJPA on July 9, 2020, which was approved by the CCJPA Board of Directors on September 16, 2020, and provided to CCJPA early approval of administrative and marketing elements of the FY 2020-2021 Annual Business Plan (ABP) necessary to support the CCJPA's activities in managing the Capitol Corridor service.

On September 23, 2020, CCJPA received the FFY 2020-21 Amtrak Operations allocation from CalSTA for the first four months of FY 2020-21, October 2020 – January 2021 (will be sent under separate cover). Operating funding in the letter is based on the following requirements:

1. Capitol Corridor continues to operate the train service in effect on September 1, 2020 (55% of normal service levels) using seven four-car trainsets. Deployment of additional fleet and service will be contingent on additional funding being identified and allocated later in the fiscal year.
2. Capitol Corridor operating with only state-owned equipment (or Amtrak non-powered control units of state-owned cab-car equipment is unavailable) unless authorized to use the state's strategic reserve fleet.

3. No staffed, on-board food service due to state public health guidance not to provide food service while indoor dining is restricted.
4. Capitol Corridor continues to participate in statewide efforts to control costs in various areas so that resources can be set aside for restoring services as the market returns and resources allow.

The FY 2021 operations allocation is based on a conservative estimate of total revenue at \$1.6 million for the months of October 2020 through January 2021. Using the Amtrak's forecast, operating costs for the current temporary reduced service for the first four months of FY 21 are \$13.5 million. The operations payment to Amtrak will be offset by the FY 2020 surplus operating funds in the amount of \$8.7 million due to support from the CARES Act, and projected additional CARES Act funding available for FY 2021. CalSTA has allocated an additional \$18.5K for operations for October 2020 through January 2021 to close the funding gap during the four-month operating period as outlined in the following table.

Capitol Corridor	Oct 20	Nov 20	Dec 20	Jan 21	Total
Revenue (a)	\$427,249	\$438,246	\$406,051	\$383,142	\$1,654,688
Less Costs (b)	\$3,382,899	\$3,382,899	\$3,382,899	\$3,382,899	\$13,531,596
Plus CARES Act FFY 20-21					
Drawdown (c)	\$1,300,000	\$1,300,000	\$600,000		\$3,200,000
Plus FY 19-20 state operations funding surplus after cap on FFY 19-20 costs due to CARES Act (d)					\$8,658,407
Total Need (e)	\$1,655,650	\$1,644,653	\$2,376,848	\$2,999,757	-\$18,501

- a) Estimates of total revenue for the months of October 2020 through January 2021 based on a zero percent growth scenario beginning in June 2020.
- b) Costs estimated based on the forecast provided by Amtrak.
- c) Remaining CARES Act funding estimated to be available to CCJPA in FY 21 that Amtrak will directly apply towards FY 2020-21 operations.
- d) State operations funding surplus in FY 20 due to CARES Act to be used in FY21.
- e) CCJPA's total estimated operations funding need for October 2020 through January 2021.

CCJPA will continue to work with CalSTA, Caltrans, and Amtrak to develop updated Operations estimates based on the current status and planned resumption of the Capitol Corridor service, as well as any additional cost saving actions identified in upcoming discussions. CCJPA will participate in regular budget check-in meetings with CalSTA throughout the fiscal year to review updated Operations estimates on both the current status and planned resumption of the Capitol Corridor service and assess additional Operations funding needs for FY 2020-21.

It is expected that CalSTA will provide additional funding to CCJPA for FY 2020-21 based on needs identified and availability of State funds.

RECOMMENDATION

It is recommended that the CCJPA Board, in accordance with Section 8.1 of the Amended Joint Exercise Powers Agreement to Establish the CCJPA, adopt the CCJPA FY 2020-21 Amtrak Operating budget for the months of October 2020 through January 2021, in the amount of \$18,501, including a carryover of FY 20 State operations funding surplus due to the CARES Act to be used in FY 2020-21 as well as remaining CARES Act funding available to CCJPA in FY 2020-21.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of

Adopting the Updated CCJPA Fiscal Year 2021 Budget:

Amtrak Operations - October 2020 – January 2021

Resolution No. 20-18

WHEREAS, On July 9, 2020, the CCJPA received the FY 2020-21 allocation letter from the Secretary of the California State Transportation Agency (CalSTA) providing \$9,045,878 to the CCJPA to support its administrative management of the Capitol Corridor service for FY 2021; and

WHEREAS, the FY 2020-2021 Annual Business Plan (ABP) was developed before the COVID-19 global pandemic which caused a dramatic reduction in ridership and revenue across the statewide system; and

WHEREAS, approval of the FFY 2020 – 2021 Amtrak Operations budget was deferred while CCJPA staff worked with CalSTA, Caltrans, and Amtrak to develop updated Operations estimates based on both the temporary reduced train service (55% of normal service) and planned resumption of the Capitol Corridor service, as well as any additional cost saving actions identified; and

WHEREAS, on September 23, 2020, CCJPA received the FFY 2020-21 Amtrak Operations allocation from CalSTA for the first four months of FY 2020-21, October 2020 – January 2021; and

WHEREAS, based on the following estimates of revenue and costs and funds available to CCJPA in FY 2021, CalSTA has allocated \$18,501 for temporary reduced service operations under specific operating requirements from October 2020 through January 2021 as follows:

Capitol Corridor	Oct 20	Nov 20	Dec 20	Jan 21	Total
Revenue (a)	\$427,249	\$438,246	\$406,051	\$383,142	\$1,654,688
Less Costs (b)	\$3,382,899	\$3,382,899	\$3,382,899	\$3,382,899	\$13,531,596
Plus CARES Act FFY 20-21 Drawdown (c)	\$1,300,000	\$1,300,000	\$600,000		\$3,200,000
Plus FY 19-20 state operations funding surplus after cap on FFY 19-20 costs due to CARES Act (d)					\$8,658,407
Total Need (e)	\$1,655,650	\$1,644,653	\$2,376,848	\$2,999,757	-\$18,501

And therefore, it be

RESOLVED that the CCJPA Board, in accordance with Section 8.1 of the Amended Joint Exercise Powers Agreement to Establish the CCJPA, adopt the CCJPA FY 2020-21 Amtrak Operating budget for the months of October 2020 through January 2021 in the amount of \$18,501,

including a carryover of FY 20 State operations funding surplus due to the CARES Act to be used in FY 2020-21 as well as remaining CARES Act funding available to CCJPA in FY 2020-21.

AND BE IT FURTHER RESOLVED, that the CCJPA Board forthwith transmit a copy of this resolution to the California State Transportation Agency, and California Department of Transportation Division of Rail and Mass Transportation.

#

ACTION:	DATE:	ATTEST:
Ayes:		<hr/> Patricia K. Williams Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** November 10, 2020

FROM: Robert Padgett
Managing Director, CCJPA

SUBJECT: Revision of Amendment 2 of the CCJPA/Amtrak Fiscal Year 2020 Operating Agreement

PURPOSE

For the CCJPA Board to authorize the revision and execution of Amendment 2 of the Fiscal Year 2020 (FY 20) CCJPA/Amtrak Operating Agreement for Amtrak's operation of the Capitol Corridor Service (intercity train and feeder bus).

BACKGROUND

Because of the COVID-19 global pandemic and resulting shelter-in-place orders, ridership on State-supported trains and the corresponding passenger revenue were severely impacted. On June 17, 2020, Amendment 2 of the FY 20 Operating Agreement was approved by the CCJPA Board to amend its terms to provide for the incorporation of the federal Coronavirus Aid, Relief, and Economic Security (CARES) Act. The CARES Act provides relief to state-supported intercity passenger rail routes that have entered into agreements with Amtrak pursuant to Section 209 of Passenger Rail Investment and Improvement Act (PRIIA) of 2008. Providing \$239 million in funding for the States, the CARES Act offset the costs owed to Amtrak for the operation of these services through FY 20 and capped billing for FY20 at 80% of FY 19 billings.

In September 2020, the California State Transportation Agency (CalSTA) provided operations funding to the California intercity passenger rail service providers, including Capitol Corridor, for the first four months of FY 2020-21 (October 2020 – January 2021) for the level of train service that was in place on September 1, 2020. See agenda item V.2. CCJPA staff will continue working with CalSTA, Caltrans, and Amtrak to develop updated Operations estimates based on both the current status and planned resumption of the Capitol Corridor service, as well as any additional cost saving actions for FY 2020-21.

At this time, we are requesting approval from the CCJPA Board to revise Amendment 2 to allow CCJPA to continue operating under the FY 20 operating agreement for October 2020 through January 2021. The revisions will remove the escalation language in the continuation clause and add the payment schedule for the additional four months. A complete one-year extension is expected when funding is approved by CalSTA. The current four-month extension will allow for continuation of service and payment under the existing FY20 operating agreement.

As part of this revision, we are also requesting approval to increase the operating agreement by a not-to-exceed amount of \$90,000 to upgrade the Ironworker Machine upgrade at the Oakland Maintenance Facility, which, when complete, will allow for more efficient repair of damaged State-owned rail equipment, benefitting Capitol Corridor service operations. The funding source for this purchase is the Revenue Above Budget account.

RECOMMENDATION

The SCG recommends that the CCJPA Board authorize the revision and execution of Amendment 2 of the FY 20 CCJPA/Amtrak Operating Agreement to allow CCJPA to continue operating under the FY 20 Operating Agreement for the first four months of FY 2020-21 (October 2020 through January 2021) under the approved allocation provided by CalSTA, as well as approve the Ironworker Machine Upgrade project in the amount of not-to-exceed \$90,000.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

Resolution 20-19

In the Matter of Approving the Revision
to Amendment 2 of Agreement for the Provision of Rail Passenger Service ("FY 2020 Operating Agreement")
between the National Railroad Passenger Corporation and the Capitol Corridor Joint Powers Authority

WHEREAS, as of October 1, 2019, the National Railroad Passenger Corporation ("Amtrak") and Capitol Corridor Joint Powers Authority ("CCJPA") entered into an Agreement for the provision of intercity passenger rail ("IPR") service and connecting bus service by Amtrak under CCJPA's direction; and

WHEREAS, the FY 2020 Operating Agreement Amendment 1 was executed on April 6, 2020 to include \$90,545 for the Wayside Power project at the Oakland Maintenance Facility; and

WHEREAS, the COVID-19 global pandemic and resulting shelter-in-place orders, ridership on state- supported trains and the corresponding passenger revenue were severely impacted; and the federal Coronavirus Aid, Relief, and Economic Security (CARES) Act provides relief to state-supported intercity passenger rail routes that have entered into agreements with Amtrak pursuant to Section 209 of Passenger Rail Investment and Improvement Act (PRIIA) of 2008, providing \$239 million in funding for the states to offset the costs owed to Amtrak for operation of these services through FY 20 year

WHEREAS, Amendment 2, approved by the CCJPA Board on June 17, 2020, amended the terms of the FY 2020 Operating Agreement to provide for the incorporation of CARES Act relief funding, under which Amtrak will adjust the payments due for FY 2020 to 80% of the FY 2019 billing; and

WHEREAS, in September 2020, the California State Transportation Agency (CalSTA) provided operations funding to Capitol Corridor for the first four months of FY 2020-21 (October 2020 – January 2021) which was offset by CARES Act funding and a carryover of \$8.67 million dollars in FY20 operations funds due to the CARES Act; and therefore, be it

RESOLVED, that the CCJPA Board does hereby approve the revision to and execution of Amendment 2 to the CCJPA/Amtrak FY 2020 Operating Agreement to amend its terms to allow CCJPA and Amtrak to continue operating the Capitol Corridor service under the FY 20 operating agreement for October 2020 through January 2021; and to increase the operating agreement by a not-to-exceed amount of \$90,000 to upgrade equipment at the Oakland Maintenance Facility which will allow for more efficient repair of damaged State-owned rail equipment, benefitting Capitol Corridor service operations;

AND BE IT FURTHER RESOLVED, that the CCJPA Board forthwith transmit a copy of this resolution to Amtrak, the California State Transportation Agency, and California Department of Transportation Division of Rail and Mass Transportation.

#

ACTION: DATE:	ATTEST:
Ayes:	<hr/> Patricia K. Williams Secretary
Noes:	
Abstain:	

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** November 10, 2020

FROM: Robert Padgett
Managing Director, CCJPA

SUBJECT: Capitol Corridor Annual Performance Report (FY 2020)

PURPOSE

For the CCJPA Board to review, comment, and adopt the draft Capitol Corridor Annual Performance Report for the reporting period of Federal Fiscal Year (FY) 2020 (October 2019 through September 2020).

BACKGROUND

As part of its outreach plan, CCJPA produces an annual performance report that presents the basic information regarding how the public investment in the Capitol Corridor is being managed and what the resulting service quality and quantity are, as measured by standard business performance indicators. For FY 2020, the service performance for the Capitol Corridor continued its strong performance for ridership, revenue and efficiency (System Operating Ratio) until mid-March, when the COVID-19 pandemic called for emergency measures such as shelter-in-place restrictions to manage public health conditions and control the spread of the disease. Due to many employers mandating their employees to work from home, and with public events and social gatherings cancelled, ridership declined sharply from mid-March through the end of the fiscal year.

- Capitol Corridor finished as follows for FY 2020 (preliminary figures): annual ridership (898,007 passengers; -49.2% vs FY 19), revenues (\$20.2M; -47.2% vs FY 2019), and System Operating Ratio (34%; -43% vs FY 19).
- At 86.9%, End-Point On-Time-Performance (OTP) fell below the target of 90%.
- The rating for Customer Satisfaction (CSI) was 90.7% (thru Feb) Highly Satisfied. CSI surveys were suspended in March due to decreased ridership during pandemic.

This year's annual report (a draft will be sent under separate cover) will shift to an all-digital format using a microsite as the main point of delivery. This format will allow for a continued emphasis on infographics and feature multimedia clips to illustrate CCJPA's FY 2020 achievements. The new digital format will also allow for the entire report, as well as portions of it, to be shared via social media channels and other electronic means, allowing for a wider audience reach. Staff will also prepare the popular one-sheet "Fast Facts" that can be distributed digitally, as well as printed in

smaller quantities, which will showcase our most critical FY 2020 achievements. CCJPA Board members can share the digital annual report microsite to their audiences to raise awareness of and present the success of the Capitol Corridor Service to interested parties – elected officials, local communities, chambers of commerce.

The staff is pursuing an aggressive timeline for completing the launch of the digital report microsite in early January. Comments from the CCJPA Board will be incorporated into a final version. The report will also be used in presentations to local community leaders and other interested parties that are or may be involved in the partnership with the CCJPA.

RECOMMENDATION

It is recommended that the CCJPA Board approve and adopt, as revised in conjunction with comments from the CCJPA Board, the Capitol Corridor Annual Performance Report (FY 2020).

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Approving the Capitol Corridor
Annual Performance Report (FY 2020)/

Resolution No. 20-20

WHEREAS, the CCJPA has identified the development of a Capitol Corridor Annual Performance Report (“Report”) as a means of providing basic information regarding how the public investment in the Capitol Corridor is being managed and what the resulting service quality and quantity is, as measured by standard, industry business performance indicators; and

WHEREAS, the Report is to be utilized by the CCJPA as an outreach tool to present the success of and the CCJPA’s vision for Capitol Corridor Service to interested parties, such as elected officials, local communities, and chambers of commerce; and

WHEREAS, a draft Report for Federal Fiscal year 2020 (FY 2020) was transmitted to the CCJPA Board and comments received from the CCJPA Board at its November 18, 2020 Meeting will be incorporated into the Final Report; and

WHEREAS, the Final Report will be transmitted by mid-January 2021 to the State Legislators and will also be used in presentations to local community leaders and other interested parties in the corridor;

RESOLVED, that the CCJPA Board does hereby approve the Report for FY 2020, substantially in the form presented at this meeting, subject to appropriate policy review;

AND BE IT FURTHER RESOLVED, that the CCJPA Board hereby authorizes the CCJPA and its member agencies to distribute the Report, as revised pursuant to comments received at the November 18, 2020 CCJPA Board Meeting, to interested parties and utilize the Report as an outreach and promotional tool to raise the awareness of the Capitol Corridor Service and develop partnerships with state, regional and local officials.

#

ACTION:	DATE:	ATTEST:
Ayes:		<hr/> Patricia K. Williams Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** November 10, 2020

FROM: Robert Padgette
Managing Director, CCJPA

SUBJECT: Legislative Matters/Federal Funding

PURPOSE

To provide the CCJPA Board with an overview of the proposed legislative matters affecting Capitol Corridor service.

BACKGROUND

Federal Legislation and Funding

Federal Coronavirus Aid, Relief, and Economic Security (CARES) Act

The Federal Railroad Administration (FRA) has made more than \$1 billion under the recently enacted Coronavirus Aid, Relief, and Economic Security (CARES) Act available to Amtrak to support the railroad's activities and the impacts of the COVID-19 pandemic. At least \$239 million of the CARES Act funds is helping to mitigate the cost of providing service on Amtrak's 28 State-supported intercity passenger rail (IPR) routes, where, under PRIIA (Passenger Rail Investment and Improvement Act of 2008), State governments are required to pay for ticket revenue shortfalls. CARES Act funds have been used in lieu of any increase in States' payments. The legislation limited Amtrak's FY 20 charges to Capitol Corridor and other State-supported IPR services at 80% of the FY 19 invoiced amount.

At the conclusion of FY 20, approximately \$79 million of the CARES Act funding remains unexpended and will be applied proportionally to state services, including Capitol Corridor, for the first three months of FY 21. See agenda item V.2.

Amtrak is exploring additional federal fiscal support for state-supported services for FY 21 through the annual appropriations process as well as emergency COVID-19 relief funding.

Proposed Federal FY 20-21 Budget, Continuing Resolution (CR), and Extension of Fixing America's Surface Transportation (FAST) Act

The House Transportation, Housing and Urban Development (THUD) Subcommittee marked up its spending plan for FY 21 on July 7, 2020, which includes the various accounts for IPR services. The Senate THUD Subcommittee released its FY 21 proposed appropriation levels on November 10, 2020 which includes the funding for FRA administered programs. See the table below.

Passenger Rail Funding \$ (millions) - FY21 -House THUD Appropriations Bill AND Senate THUD Appropriations (11-10-20) including House's Emergency Appropriations Title V						
	FY 19 FAST Act Authorized (P.L. 114-94)	FY 2020 Appropriations	FY 2021 House THUD (7-7-20) Recommended Appropriations	FY 2021 House Bill Change from FY 2020 Appropriations	FY 2021 Senate THUD Recommended Appropriations (11-10-20)	FY 2021 Senate THUD Recommended Appropriations Compared to the House (shown as Senate minus)
Consolidated Rail Infrastructure and Safety (CRISI)	\$255.0	\$325.0	\$500.0	\$175.0	\$340.0	-\$160.0
Federal State Partnership for State of Good Repair	\$300.0	\$200.0	\$200.0	\$0.0	\$225.0	\$25.0
Restoration and Enhancement	\$20.0	\$2.0	\$0.0	-\$2.0	\$2.7	\$2.7
Amtrak - Northeast Corridor	\$557.0	\$700.0	\$750.0	\$50.0	\$680.0	-\$70.0
Amtrak - National Network	\$1,143.0	\$1,300.0	\$1,300.0	\$0.0	\$1,320.0	\$20.0
FRA Safety and Operations & Railroad Research and Development	\$262.0	\$264.8	\$277.1	\$12.3	\$274.7	-\$2.4
MAGLEV Technology Deployment Program		\$2.0	\$5.0	\$3.0	\$0.0	-\$5.0
Total	\$2,537.0	\$2,793.8	\$3,032.1	\$238.3	\$2,842.4	-\$189.7
BUILD/TIGER/National Infrastructure Investments		\$1,000.0	\$1,000.0	\$0.0	\$1,000.0	\$0.0

On September 30, 2020, HR 8337, the Continuing Appropriations Act of 2021 and Other Extensions Act of 2020, was signed by President Trump. The bill includes a continuing resolution, funding federal programs through December 11, 2020, averting the government shutdown that otherwise would have begun on October 1. The bill also includes a one-year extension of the FAST Act, the federal surface transportation authorization act, providing funding certainty to transportation agencies nationwide.

In light of the recent election, it is possible that another Continuing Resolution will be passed for FY 21 appropriations and emergency relief funding.

HEROES Act 2.0 – Emergency Relief Funding

On October 1, 2020, the United States House of Representatives passed the updated version of the HEROES Act, addressing COVID-19 relief and emergency needs that have developed since the House passed the earlier iteration of the bill in May.

The \$2.2 trillion emergency funding bill includes \$2.4 billion to support Amtrak's ability to operate passenger rail service on Northeast Corridor (NEC), State-supported, and long-distance routes, protect Amtrak workers from furloughs, and prevent service reductions on long-distance routes. This includes \$350 million to Amtrak for State-supported routes.

On October 6, 2020, it was announced that Senate negotiations with the House on another round of emergency funding would be halted until after the November election.

Investing in a New Vision for the Environment and Surface Transportation in America (INVEST in America)

As mentioned above, the current surface transportation authorization, which expired on September 30th, was extended for one year. The Investing in a New Vision for the Environment and Surface Transportation in America (INVEST in America), when passed, will replace the current surface transportation authorization.

On June 3, 2020, the House Committee on Transportation and Infrastructure Committee released the text, summary, and details on the proposed next five-year, \$494 billion surface transportation legislation known as INVEST in America. All the details can be found at the following link:

<https://transportation.house.gov/news/press-releases/committee-leaders-unveil-the-invest-in-america-act-a-transformational-surface-transportation-bill-to-bring-nations-infrastructure-into-a-new-era>

With respect to Intercity Passenger Rail, here is the high-level summary of the proposed \$60 billion targeted to Rail Investments over the next five years:

- Triples funding for Amtrak to \$29 billion over five years, allowing for improvement and expansion of the Nation's passenger rail network, including the Northeast Corridor (NEC) and the National Network, giving travelers a reliable, low-carbon option to travel both short and long distances, including to regions that lack frequent or affordable airport service.
- Invests in Amtrak stations, facilities, services, and modernization of its equipment, while continuing Amtrak's legacy of serving long-distance, state-supported, and Northeast Corridor passengers and ensuring a skilled Amtrak workforce.
- Creates a new \$19 billion program, the Passenger Rail Improvement, Modernization and Expansion (PRIME) grant program, devoted entirely to passenger rail improvements and expansion, performance optimization, and intercity passenger rail transportation expansion.
- Dramatically increases funding for the Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant program to \$7 billion to fund passenger and freight rail projects. Expands program eligibilities and allows commuter rail authorities to compete for funds.
- Helps communities improve safety at rail crossings with a new \$2.5 billion grade separation grant program.
- Addresses "long trains," trains longer than 7,500 feet, as well as train crossings that are blocked more than 10 minutes, which impact local traffic and emergency response times.
- Prohibits U.S. DOT from allowing the transport of liquified natural gas by rail tank car until extensive safety analysis is performed and additional conditions are met.

Notice of Funding Opportunity (NOFO) for Consolidated Rail Infrastructure and Safety Improvements (CRISI)

The U.S. Department of Transportation's Federal Railroad Administration (FRA) issued a Notice of Funding Opportunity (NOFO) for the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program on April 17, 2020. CCJPA applied for CRISI funds to support its Santa Clara Siding project which will contribute to reducing a source of catastrophic delay for Capitol Corridor and ACE trains in the Santa Clara area. On September 23, 2020, the FRA announced the selection of 50 projects in 29 states to receive competitive CRISI grant funding in the amount of \$320.6 million. CCJPA was not awarded a CRISI grant in this round. [View the list of CRISI FY 20 project recipients here.](#)

RECOMMENDATION

For information only.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** November 10, 2020

FROM: Robert Padgett
Managing Director, CCJPA

SUBJECT: Capital Projects Update

PURPOSE

To provide the CCJPA Board with an update on the CCJPA's Capital Program, including infrastructure projects and rail vehicles for the Capitol Corridor service.

BACKGROUND

CCJPA maintains an ongoing listing of various capital projects led by CCJPA and those led by others that will influence the Capitol Corridor service. The table on the next page provides the latest update on the projects that are underway by the CCJPA.

A more extensive list of all capital projects in all development stages is presented annually in the required Annual Business Plan Update document adopted by the CCJPA Board at the February 12, 2020 Board meeting.

The current list of active projects underway using secured capital funds is provided below.

RECOMMENDATION

For information and discussion.

CCJPA CAPITAL PROJECTS November 2020			
Project Name	Project Description/Benefits	Cost	Projected Completion
Signal Replacement/Upgrade	Replace outdated signal systems to reduce signal system interruptions and delays (three-year program).	\$ 1,200,000	Phase II December-20
ROW Safety/Security	Annual funding to support UP in ROW clean-up including vegetation removal, clean-up and encampment relocation (three-year program).	\$ 2,250,000	March-21
Santa Clara Siding	Design and construct 2,000' siding in the vicinity of the Santa Clara Great America Station	\$ 1,441,969	Design May-21 Construction June-22
South Bay Connect (Oakland to San Jose Phase 2A)	Environmental, design, and construction to relocate Capitol Corridor service between Oakland Coliseum and Newark from Niles Subdivision to Coast Subdivision, which will decrease travel time between Oakland and San Jose and to improve connections to SF Peninsula.	\$ 349,422,000	Environmental: Dec-21 Design: Dec-25 Construction: Dec-26
Capitalized Maintenance 2020-2021	Track maintenance for State of Good Repair Program to maximize on-time performance (annual program)	\$ 450,000	December-21
Davis Station Signal Improvements	Improve the railroad signal system and replace track crossovers at Davis station to improve reliability and lifespan of the railroad infrastructure.	\$ 5,150,000	December-21
Stege Signal Improvements	Improvements to the railroad signal system in the vicinity of Richmond station which will result in improved reliability and better on-time performance.	\$ 1,050,000	June-22
Sacramento to Roseville Third Main Track Phase I	Construct first phase of third main track and layover facility improvements in order to increase service frequency between Sacramento and Roseville.	\$ 83,535,000	Design/ROW - June-22 Construction - June-24
	CAPITAL PROJECT TOTAL	\$ 444,498,969	
CCJPA PARTNER PROJECTS November 2020			
Project Name	Project Description/Benefits	Cost	Projected Completion
Door Panel Procurement	Procurement of door panels for Caltrans-owned Surfliner Rail Cars	\$ 550,000	June-21
California Passenger Information Display System (CalPIDs) Modernization	Design, test, and implement an improved passenger train arrival/alerts system all communication channels including station hardware, servers, data, and software.	\$ 1,260,529	December-21
California Integrated Travel Program (CalITP)	Develop a governance structure and approach for a system that allows for seamless statewide travel and fare purchase across multiple agencies and modes	\$ 27,100,000	Pilot October-22
Network Integration	Support for initial Second Transbay Crossing study and Southern Alameda County Rail Study	\$ 2,000,000	Ongoing
WiFi Upgrade & Oversight FFY 2020-2021	Management of onboard WiFi upgrade and operations for the Capitol and San Joaquin Corridors.	\$ 2,773,878	Ongoing
Link21 (New Transbay Rail Crossing) FY 2020-2021	Planning and implementation strategies for a new Transbay Rail Crossing. (Cumulative funding since FY 20: \$2.750M)	\$ 1,500,000	Ongoing
	PARTNER PROJECT TOTAL	\$ 33,134,407	



Date: November 10, 2020
From: Robert Padgett, Managing Director
To: CCJPA Board of Directors
Subject: Managing Director's Report – October 2020

TO BE PROVIDED UPON RECEIPT OF OCTOBER 2020
SERVICE PERFORMANCE RESULTS FROM AMTRAK

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** November 10, 2020

FROM: Robert Padgette
Managing Director, CCJPA

SUBJECT: WORK COMPLETED (November 18, 2020 Meeting)

PURPOSE

To provide a report on work completed up to the November 18, 2020 CCJPA Board meeting.

BACKGROUND

The following is a report on recently completed work:

- a. Occupancy Checker Tool: At the end of September 2020, our Occupancy Checking Tool went live on the [Performance page of CapitolCorridor.org](https://www.CapitolCorridor.org). It uses recent train-specific ridership data to give passengers an idea of how full their train might be, allowing them to make informed travel decisions. This will assist passengers in maintaining adequate social distance during their travels.
- b. Davis Crossovers and Signal Replacement – 25% Track Design Review: The design team has submitted the 25% level track design to the Union Pacific Railroad (UPRR) in September 2020 for review. Following completion of the track design, the UPRR will complete the signal design and construct the project. When complete, this project will provide a gateway to the future replacement of the Davis boarding platforms with a more safe, ADA-compliant arrangement utilizing a center island platform with grade-separated pedestrian access. Managed by Amtrak, the boarding platform project is in the initial exploratory phase with the project stakeholders. Amtrak expects to begin the design process as soon as the stakeholders have been able to weigh in with their concerns.
- c. Santa Clara Siding – 25% Design Review: Following receipt of review comments from the UPRR on the project's 25% design, the project team held an on-site constructability job walk meeting. Using comments received at this job walk, the design team has been advancing towards the 30% design. When the design is complete, the UPRR will construct this siding, which will allow Capitol Corridor and other trains to meet and pass in the segment of single track between Newark and San Jose. When complete, the new siding will reduce delays that occur in the area due to train congestion.

- d. Sacramento-Roseville Third Main Track Phase I – 25% Design Review: With input from the UPRR, the team recently submitted a revised 25% design for review. This revision to the design utilized significant changes to the scope of the project, for a major reduction in project cost, while preserving the benefits to the Capitol Corridor service. When complete, this project will allow the Capitol Corridor to operate two additional round trips between Sacramento and Roseville. The future Phase II of this project will permit the Capitol Corridor to operate a total of 10 round trips in this segment.
- e. Marketing Activities (September 2020 – October 2020):
 - Advertising, Promotions, and Offers:
 - a. Coordinated with agency on next steps for winter ads (held over from spring), highlighting health and safety messages.
 - Public Relations, Events, Outreach, and Customer Service:
 - a. Held first “Corridor Conversations” virtual webinar, to engage with riders
 - b. Coordinated with Operation Lifesaver on digital advertising campaign and social media activities for Rail Safety Month.

RECOMMENDATION

For information only.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** November 10, 2020

FROM: Robert Padgette
Managing Director, CCJPA

SUBJECT: WORK IN PROGRESS (November 18, 2020 Meeting)

PURPOSE

To provide an update on work in progress up to the November 18, 2020 CCJPA Board meeting.

BACKGROUND

The following is a report on work efforts currently underway:

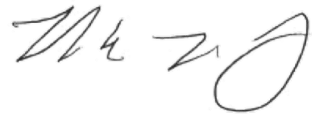
- a. Onboard Wi-Fi Upgrade – After implementation delays due to the COVID-19 shelter-in-place orders, the existing Northern California passenger rail (legacy) fleet is well underway in the installation phase planned next-generation Wi-Fi system upgrade from the initial 2011 installation. CCJPA launched the new landing page and SSID, YourTrainWiFi, in late October 2020. By the date of this November Board meeting, nearly 75% of the fleet is expected to be upgraded. This will include the new Siemens cars scheduled for delivery in early 2021. A press announcement is scheduled about the progress of the and features of the new system.
- b. California Passenger Information Display System (CalPIDS) Modernization – The project is currently in software design and testing phase, with expected completion in Spring 2021. Staff is working with an expert consultant to develop a CalPIDS implementation plan for Capitol Corridor that minimizes initial hardware investments but still delivers a PIDS that improves upon the existing system while establishing a more independent PIDS away from Amtrak management.
- c. Renewable Diesel Pilot Program, Phase II – The renewable diesel program was put on hold during the COVID-19 pandemic and reduction in train service. With the return of the Auburn 529/536 train route on June 1, 2020, the renewable fuel pilot resumed. Originally scheduled to be completed in October 2020, a pending time extension from the ETA will push the test completion date to January of 2021.

- d. South Bay Connect – Since concluding the initial Scoping Period for Environmental Impact Report (EIR) in August 2020, the project team is working on the technical analyses of environmental impacts for the draft EIR, while continuing public outreach and engagement activities such as presentations and meetings with various local city councils and community groups. Development of the draft EIR will continue into 2021, and the project team will continue to engage interested public stakeholders in different ways, such as presentations and Community Working Groups. CCJPA continues to work with UPRR on modeling the shift of service to Coast Subdivision.
- e. Link21 Program (formerly the New Transbay Rail Crossing) – In October and November 2020, the Link21 team convened the Staff Program Development Team (transportation planning/funding organizations and rail operators) and the Jurisdiction Working Group; both will meet quarterly. By the end of the year, the Bay Area Council Economic Institute will publish a report on the benefits of a new rail crossing to the Megaregion. By year’s end, the new Link21 website will be online, which will include a survey for members of the public to provide input on overall program goals and objectives.
- f. Upcoming Marketing and Communications Activities –
 - Advertising, Promotions, and Offers:
 - a. “Travel Safely” ads will run late fall/winter to utilize deferred advertising spend from the Spring
 - Print and Digital Communications:
 - a. Planning for possible December timetable change
 - b. Launching Transit Transfer Modernization, initial phase to allow for contactless travel between Capitol Corridor and connecting services.
 - Public Relations, Events, Outreach, and Customer Service:
 - a. “Corridor Conversations” virtual webinar series in November and December
 - b. Developing social media campaign to earn customer testimonials and other user-generated content highlighting train travel during a pandemic.

RECOMMENDATION

For information only.



DATE: November 13, 2020
FROM: Robert Padgett, Managing Director 
TO: CCJPA Board of Directors
SUBJECT: Supplemental Materials for the CCJPA Virtual Board Meeting
November 18, 2020

Please find attached the following supplemental materials for your review:

- Item V.1 - Revised Annual Business Plan (FY 2020-21 – 2021-22)
- Item V.2 - CalSTA Allocation Letter (FY 20-21)
- Item V.4 - Capitol Corridor Annual Performance Report (FY 2020)
- Item V.7 - Managing Director's Report
- Item V.7 - FFY 20 Performance Charts
- Item V.8e - Marketing and Communications Activities Report

Should you have any questions, please do not hesitate to contact me at robp@capitolcorridor.org or 510-464-6990. Thank you.

Attachments

CAPITOL CORRIDOR

INTERCITY PASSENGER RAIL SERVICE

BUSINESS PLAN UPDATE FY 2020-21 • FY 2021-22

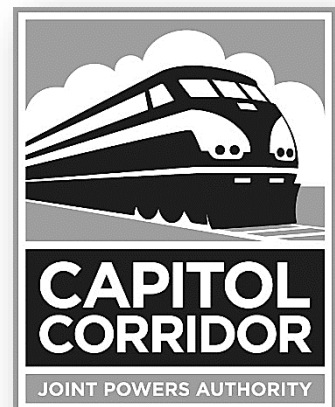


AUBURN • SACRAMENTO • DAVIS • SUISUIN-FAIRFIELD • MARTINEZ • OAKLAND • SAN FRANCISCO • SAN JOSE

CAPITOL CORRIDOR INTERCITY PASSENGER RAIL SERVICE DRAFT ANNUAL BUSINESS PLAN FY 2020-21 – FY 2021-22 NOVEMBER 2020

PREPARED BY
Capitol Corridor Joint Powers Authority

PREPARED FOR
CALIFORNIA STATE TRANSPORTATION AGENCY



EXECUTIVE SUMMARY.....	1
1. INTRODUCTION.....	1
2. HISTORICAL PERFORMANCE OF THE SERVICE.....	1
3. OPERATING PLAN AND STRATEGIES.....	2
Train Service and Expansions.....	2
Motorcoach Service and Transit Connections.....	3
FY 2019-20 Operating Plan	3
FY 2020-21 and FY 2021-22 Operating Plans and Strategies.....	3
4. CAPITAL IMPROVEMENT PROGRAM.....	5
Capital Improvement Program Funding.....	5
Programmed and Current Capital Improvements.....	5
Out-Year Capital Improvement Program.....	5
Specific Capital Improvement Program Discussion.....	5
Railroad Infrastructure Maintenance and Improvements	5
Rolling Stock Equipment Improvements	6
Service Amenity Improvements	6
Service Plan Improvements and Expansions	7
5. PERFORMANCE STANDARDS AND ACTION PLAN.....	8
FY 2018-19 Performance Standards and Results.....	8
FY 2019-20 Performance Standards and Results to Date.....	8
FY 2020-21 and FY 2021-22 Performance Standards.....	8
FY 2020-21 and FY 2021-22 Action Plan	8
6. ESTABLISHMENT OF FARES	9
FY 2020-21 Fares.....	10
FY 2021-22 Fares	11
7. SERVICE AMENITIES, FOOD SERVICES, AND EQUIPMENT	11
Service Amenities.....	11
Equipment Acquisition, Renovation, and Upgrades.....	12
Rehabilitation and Modification Programs	13
Rail Equipment Projects Completed in FY 2019-20.....	13
Rail Equipment Projects Upcoming in FY 2020-21	13
8. MARKETING STRATEGIES	13
FY 2020-21 Marketing Program.....	15
FY 2021-22 Marketing Program.....	15
9. FY 2020-21 & FY 2021-22 ANNUAL FUNDING REQUIREMENT: COST AND RIDERSHIP PROJECTIONS.....	15
Operating Costs.....	15
Marketing Expenses	16
Administrative Expenses	16
Total Budget.....	16
Supplemental Allocations.....	16
10. SEPARATION OF FUNDING	18
11. CONSIDERATION OF OTHER SERVICE EXPANSIONS AND ENHANCEMENTS	19
Megaregional Rail Planning & Vision Plan Update.....	19
New Transbay Rail Crossing	19
Rail Service Expansion Planning	19
APPENDIX A.....	21
APPENDIX B.....	22
APPENDIX C.....	23

EXECUTIVE SUMMARY

Introduction. This Annual Business Plan (ABP) presents an overview of the Capitol Corridor Joint Powers Authority's (CCJPA) strategic plan and funding request for the next two fiscal years (FY 2020-21 and FY 2021-22). This document outlines the service and capital improvements that have contributed to the Capitol Corridor's success, identifies necessary improvements to sustain its growth, and incorporates customer input as detailed in Chapter 263 of California State Law.

Intercity passenger rail business plans are integral to the overall statewide planning, coordination, and budgeting of the services. In a normal year, the CCJPA submits its ABP to the Secretary of the California State Transportation Agency (CalSTA) in the April preceding the new upcoming fiscal year and, as necessary, a revised version can be submitted by June 15th. This ABP was approved by the CCJPA Board of Directors in February 2020 in advance of the Covid-19 public health crisis and was submitted to CalSTA in May 2020. This revised ABP is being submitted in November 2020 to reflect temporary reduced service changes that have been implemented in response to decreased ridership demand due to the COVID-19 global pandemic.

As administrator of the Capitol Corridor®, the CCJPA's primary focus is the continuous improvement of the train service through effective cost management, gaining share in the travel market, and delivering a customer-focused, safe, frequent, reliable, and sustainable transportation alternative to the congested I-80, I-680, and I-880 highway corridors. The CCJPA is governed by a Board of Directors comprised of 16 elected officials from six member agencies along the 170-mile Capitol Corridor route (see Figure 1-1):

- Placer County Transportation Planning Agency (PCTPA)
- Solano Transportation Authority (STA)
- Yolo County Transportation District (YCTD)
- Sacramento Regional Transit District (Sac RT)
- San Francisco Bay Area Rapid Transit District (BART)
- Santa Clara Valley Transportation Authority (VTA)

History. The Capitol Corridor service began in December 1991 with six daily trains between San Jose and Sacramento. The CCJPA assumed management responsibility for the service in October 1998. Since then, Capitol Corridor has grown into the third busiest intercity passenger rail service in the nation. In August 2006, the CCJPA expanded service from 24 to 32 weekday trains between Sacramento and Oakland and from eight to 14 daily trains continuing to San Jose. In August 2012, the CCJPA utilized the reconfigured Sacramento station to optimize operational cost effectiveness and reduced service to 30 daily round trips between Sacramento and Oakland (freeing up the two allotted track capacity slots to the San Joaquin Intercity Passenger Rail service).

Operating Plan. Due to the decreased ridership demand which commenced in March 2020 related to the COVID-19 global pandemic and is forecasted to persist into FY2020-21, CCJPA will continue to operate a temporary reduced operating plan that is 55% of normal in FY2020-21 until health and financial conditions permit a return to increased service. Service levels will be revisited throughout the year with the potential to return additional service as ridership demand increases and shelter-in-place orders are adjusted. For the purposes of budget forecasting, the business plan reflects this reduced level of service. In addition to reduced train frequencies, connecting bus services are also reduced. Other significant operating plan changes in the next fiscal year include temporarily discontinuing food and beverage services onboard all trains until further notice and the proposed rollout of a paper-free Transit Transfer Program.

The basic operating costs for the Capitol Corridor conform with Section 209 of the Passenger Rail Improvement and Investment Act of 2008 (PRIIA). This policy is used to develop the costs for the FY 2020-21 and any future CCJPA/Amtrak operating agreements. The table below summarizes projected operating budgets for FY 2020-21 and FY 2021-22.

	FY 2020-21 <i>Temporary Reduced Service</i>	FY 2020-21 <i>(Full Service, Pre-COVID)</i>	*FY 2021-22
Sacramento – Oakland	16 weekday (10 weekend) trains	30 weekday (22 weekend) trains	30 weekday (22 weekend) trains
Oakland – San Jose	10 weekday (8 weekend) trains	14 daily trains	14 daily trains
Sacramento – Roseville	2 daily trains	2 daily trains (with plans for up to 20)	2 daily trains (with plans for up to 20)
Roseville – Auburn	2 daily trains	2 daily trains	2 daily trains
Budget/Operations	\$21,708,000 <i>Offset by Federal CARES Act</i>	\$32,893,000	\$33,974,000
Change vs. FY 2019-20 Budget	-\$10,275,000 [-31.2%]	-\$308,000 [-0.9%]	+\$773,000 [+2.3%]

* FY 2021-22 service and budget will be updated during FY 2020-21. CCJPA will monitor travel patterns and travel demand throughout FY 2020-21 to determine the potential to return to full service as soon as health and financial conditions permit.

Performance Standards. The CCJPA incorporates the most recent version of the Uniform Performance Standards (UPS) as modified by CalSTA. System performance standards will be updated after ridership stabilizes and service is returned to pre-pandemic levels. The table below provides an overview of the performance of the Capitol Corridor compared to the UPS as well as the updated forecasted UPS for the next two fiscal years (see Appendix B for additional details):

	FY 18-19			FY 19-20	*FY 20-21	*FY 21-22
Performance Standard	Actual	Standard	% Difference	Standard	Standard	Standard
<u>Usage</u>						
Route Ridership	1,777,136	1,670,400	+6%	1,759,000	1,795,000	1,808,000
Passenger Miles	119,601,577	113,555,900	+5%	119,086,000	120,409,000	121,281,000
<u>Efficiency</u>						
System Operating Ratio (train and feeder bus)	60%	52%	+16%	52%	52%	52%
Total Operating Cost/Passenger-Mile	\$0.52	\$0.56	-7%	\$0.56	\$0.56	\$0.56
<u>Service Quality</u>						
End-Point On-Time Performance	89%	90%	-1%	90%	90%	90%
Passenger On-Time Performance	87%	90%	-3%	90%	90%	90%
Operator Delays/10K Miles	429	>325	+32%	>325	>325	>325

*System performance standards will be updated after ridership stabilizes and service is returned to pre-pandemic levels.

Capital Improvement Program. The CCJPA's Capital Improvement Program (CIP) is consistent with the CCJPA's Vision Plan, regional and State of California transportation plans (e.g. Regional Transportation Plans [RTPs] and Caltrans' 2018 State Rail Plan). The CIP includes projects in four broad categories: railroad infrastructure maintenance and improvements, rolling stock equipment improvements, service amenity improvements, and service plan improvements and expansions.

In regards to long-term service plan improvements in the next two fiscal years, CCJPA will be continuing the final engineering design of Sacramento to Roseville service expansion project, and the South Bay Connect (formerly Oakland to San Jose Phase 2A) project will be in its environmental and design phase; CCJPA will continue to work in partnership with BART on the initial planning stages for a New Transbay Rail Crossing that includes BART and standard gauge interregional passenger rail services. For railroad infrastructure maintenance and improvements, CCJPA will continue to work with Union Pacific Railroad to maintain railroad right-of-way infrastructure in prime condition to reduce delays and ensure excellent on-time performance [90%+] for Capitol Corridor trains. For rolling stock improvements, maintaining and improving onboard bike storage will continue to be a priority, and testing of renewable diesel as an alternative fuel source will present an exciting opportunity to decrease carbon emissions associated with train operations. For service amenity improvements, customers can expect to see improvements in the onboard Wi-Fi service in FY 2020-

21, and the Passenger Information Display System (PIDS) Modernization project will be in the initial phases of implementation; also, the California Integrated Travel Program, in coordination with the California State Transportation Agency, will be entering an important phase of research and development of core concepts in the next fiscal year, and the beginnings of a pilot program should be clear in FY 2020-21.

Marketing Strategies. In response to the current COVID-19 global pandemic, communication strategies will include an emphasis on safety precautions being taken on Capitol Corridor service and any necessary changes in rail or connecting bus schedules throughout the year. When health and financial conditions allow, the CCJPA's marketing strategies for FY 2020-21 and FY 2021-22 will continue to target specific markets and increase ridership where seating capacity is available by raising awareness of destinations, transit connections, and amenities. Over the next two fiscal years, CCJPA will develop partnerships with new destinations, create programs to enhance the overall customer experience, and seek out opportunities to grow ridership via micro-markets. Seasonal campaigns are planned to position Capitol Corridor as a distinct regional service brand, and CCJPA will continue to coordinate with local partners and Amtrak on promotions, outreach, and shared marketing collateral.

Action Plan. Working with its service partners, the CCJPA continues to achieve annual record performance results for the Capitol Corridor and, as set forth in this ABP, will continue to ensure that Capitol Corridor is a safe, reliable, sustainable and customer-focused service. The CCJPA is committed to manage the service to meet or exceed near-term budget projections. CCJPA will conduct the planning analysis and cultivate the partnerships and funding opportunities necessary to make incremental as well as longer-term transformational changes to the Capitol Corridor route.

1. INTRODUCTION

The revised CCJPA Annual Business Plan (ABP) is being submitted in November 2020 to the Secretary of the California State Transportation Agency (CalSTA), reflecting updated operating plans and operating cost estimates as a result of the COVID-19 global pandemic and its impact on travel demand for the Capitol Corridor® intercity passenger rail (IPR) service. As part of Chapter 263 of State Law that allowed for the transfer of the Capitol Corridor service to the CCJPA on July 1, 1998, the CCJPA is required to prepare an ABP that identifies the current fiscal year's operating and marketing strategies; summarizes capital improvement plans for the Capitol Corridor; and includes the funding request to the Secretary of CalSTA for the CCJPA's operating, administrative, and marketing costs for inclusion in the State Budget proposal to the Legislature. The levels of service outlined in this ABP are temporary with the intent to return to full service as health and financial conditions allow. CCJPA will monitor travel patterns and travel demand throughout FY 2020-21 to determine the potential to return to full service.

THE CAPITOL CORRIDOR PROVIDES A SUSTAINABLE TRANSPORTATION SERVICE CONNECTING THE THREE ECONOMIC EMPLOYMENT CENTERS IN NORTHERN CALIFORNIA: SACRAMENTO, SAN FRANCISCO/OAKLAND, AND SAN JOSE/SILICON VALLEY.

The CCJPA is governed by a Board of Directors comprised of 16 elected officials from six member agencies (listed below) along the 170-mile Capitol Corridor rail route (see Figure 1-1):

- Placer County Transportation Planning Agency (PCTPA)
- Solano Transportation Authority (STA)
- Yolo County Transportation District (YCTD)
- Sacramento Regional Transit District (Sac RT)
- San Francisco Bay Area Rapid Transit District (BART)
- Santa Clara Valley Transportation Authority (VTA)

Starting in March 2020, CCJPA reduced train service due to significant ridership reductions related to COVID-19 shelter-in-place guidance across Northern California. For FY 2020-21, CCJPA will continue the temporary reduced operation of the schedule introduced on June 1, 2020. Temporary reduced service levels will be as follows: 16 weekday trains (10 weekend trains) between Sacramento and Oakland; 10 weekday trains (8 weekend trains) between Oakland Jack London Square and San Jose; and two daily trains between Sacramento and Auburn.

The Capitol Corridor serves 18 train stations along the 170-mile rail corridor connecting the counties of Placer, Sacramento, Yolo, Solano, Contra Costa, Alameda, San Francisco (via motorcoach), and Santa Clara. The train service parallels the I-80/I-680 highway corridor between Sacramento and Oakland, and I-880 between Oakland and San Jose. In addition, the Capitol Corridor connects outlying communities to the train service via a dedicated motorcoach bus network as well as partnerships with local transit agencies that assist passengers traveling to destinations beyond the train station.

Capitol Corridor train and connecting motorcoach services are developed with input from riders, private sector stakeholders (such as Chambers of Commerce), and public interests (such as local transportation agencies), along with the entities that help deliver the Capitol Corridor service – Amtrak, Union Pacific Railroad (UPRR), Caltrans, and the various transportation agencies and communities that are along the Capitol Corridor route.

2. HISTORICAL PERFORMANCE OF THE SERVICE

On December 12, 1991, the State of California Department of Transportation (Caltrans) and Amtrak initiated the Capitol Corridor intercity train service with six daily trains between San Jose and Sacramento. In 1996, legislation was enacted to establish the CCJPA, a partnership among six local transportation agencies sharing in the administration and management of the Capitol Corridor intercity train service.

In July 1998, an Interagency Transfer Agreement (ITA) transferred the operation of the Capitol Corridor service to the CCJPA for an initial three-year term, which was extended in 2001. In September 2003, legislation was enacted that eliminated the sunset date in the ITA and established the current, permanent governance structure for the CCJPA. The CCJPA now operates and manages the Capitol Corridor service through an operating agreement with Amtrak.

Under management of the CCJPA, collection and use of train operations and revenue data has been a consistent tool to expand and fine tune service plans to optimize ridership, increase revenue, achieve cost efficiency, and improve safety. Appendix A presents an overview of the financial performance and ridership growth of the Capitol Corridor service since its inception in December 1991.

Figure 1-1
Map of Capitol Corridor Service Area



3. OPERATING PLAN AND STRATEGIES

The CCJPA aims to meet the travel and transportation needs of Northern Californians by providing safe, frequent, reliable, and sustainable Capitol Corridor intercity train service. CCJPA is increasing the use of detailed daily operating information (e.g. ridership, delays, safety incidents, and customer comments) to drive efficiencies and identify capital improvement needs to enhance the reliability of service. Applying business intelligence and analytics ensures that the CCJPA uses sound business principles in developing short- and long-term operating strategies for the Capitol Corridor trains.

Train Service and Expansions

Pre-COVID-19 prior to March 2020, the Capitol Corridor maintained service at 30 weekday (22 weekend) trains between Sacramento and Oakland and 14 daily trains between Oakland and San Jose since August 2012. In FY20-21, the Capitol Corridor will be operating a temporary reduced service of 16 weekday (10 weekend) trains between Sacramento and Oakland and 10 weekday (8 weekend) trains between Oakland and San Jose due to the COVID-19 pandemic with the expectation to return to full service as soon as health and financial conditions allow. CCJPA will continue to monitor changes in travel patterns and demand and adjust service accordingly.

In the meantime, potential refinements for future schedules are being studied and considered with the goal of better aligning services south of Oakland to meet customer demands, improving connectivity to BART, and improving the efficient use of equipment. The CCJPA continues to plan for service expansions to/from Roseville and longer-term service expansions to/from San Jose. These service expansion/extension projects will also require additional rolling stock.

Motorcoach Service and Transit Connections

The Capitol Corridor provides dedicated motorcoach bus connections to San Francisco and communities east of Sacramento (South Lake Tahoe, CA and Reno, NV). In addition, the CCJPA partners with local transit agencies to offer expanded options for transit connections throughout the corridor. The CCJPA reimburses the transit agencies through the Transit Transfer Program that allows Capitol Corridor passengers to transfer free of charge to participating local transit services. There is a joint ticketing arrangement with Placer Commuter Express and Roseville Transit. CCJPA also partners with Santa Cruz Metro and Monterey-Salinas Transit to share operating costs for the benefit of both agencies and their riders. Figure 3-1 illustrates the range of passenger rail, Amtrak Thru-way bus, and other local transit connections available from Capitol Corridor stations.

As part of the overall FY20-21 COVID-19 temporary service reduction, the motorcoach bus connection to Santa Barbara will be discontinued, and the connection to San Francisco will be reduced to serve a subset of Capitol Corridor trains. CCJPA will continue to explore the possibility of transitioning to an AC Transit provided connection for this service.

CCJPA is working to implement a paper-free Transit Transfer Program in FY20-21 which will allow passengers to transfer with partnering transit agencies by showing an electronic ticket instead of a paper slip. A paper-free, contactless process will reduce COVID-19 health risks and printing costs.

In regard to Senate Bill (SB) 742, which enables the State-supported intercity passenger rail services (Capitol Corridor, San Joaquins, and Pacific Surfliner) to pick up and drop off passengers on their Amtrak intercity Thru-way bus routes without requiring them to have a train ticket as part of their trip, CCJPA is coordinating with the other two intercity passenger rail services on the implementation and expect to assess appropriate bus routes that have existing capacity in the next fiscal year.

FY 2019-20 Operating Plan

The Operating Plans for FY 2019-20 were:

- Sacramento – Oakland:
 - July 1, 2019 to March 20, 2020: 30 weekday (22 weekend day) trains
 - March 21, 2020 to May 31, 2020: 10 daily trains
 - June 1, 2020 to June 30, 2020: 16 weekday (10 weekend day) trains
- Oakland – San Jose:
 - July 1, 2019 to March 20, 2020: 14 daily trains
 - March 21, 2020 to May 31, 2020: 10 daily trains
 - June 1, 2020 to June 30, 2020: 10 weekday (8 weekend day) trains
- Sacramento – Roseville – Auburn:
 - July 1, 2019 to March 20, 2020: two daily trains
 - March 21, 2020 to May 31, 2020: no service
 - June 1, 2020 to June 30, 2020: two daily trains

FY 2020-21 and FY 2021-22 Operating Plans and Strategies

CCJPA will maintain the temporary reduced operating plan established on June 1, 2020 for FY 2020-21 until health and financial conditions permit the return of additional service:

- Sacramento – Oakland: 16 weekday (10 weekend day) trains
- Oakland – San Jose: 10 weekday (8 weekend day) trains
- Sacramento – Roseville – Auburn: Two daily trains

CCJPA will monitor travel patterns and travel demand throughout FY 2020-21 to determine the potential to return to full service as soon as health and financial conditions permit.

**CCJPA WILL PARTNER WITH
AMTRAK TO INCREASE THE
PRESENCE OF SECURITY AND THE
FREQUENCY OF DEEP CLEANING AT
SELECT EAST BAY STATIONS.**

Safety and Security

The CCJPA will continue to work with partners, including UPRR, Amtrak, Caltrans, and Caltrain, to monitor and maintain the PTC system on Capitol Corridor rolling stock as well as along the route that Capitol Corridor trains operate on for safe and reliable train service.

In FY 2020-21, CCJPA will partner with Amtrak on additional security patrols and increased frequency of deep cleaning at select East Bay stations.

Figure 3-1: Connecting Bus, Transit, and Train Services



Service Reliability

The CCJPA consistently takes action to address issues with service reliability and On-Time Performance (OTP). Two actions that were initiated in FY 2018-19 and that will continue in the FY 2020-21 and future year operating strategies are:

- Supporting an additional two Amtrak transportation supervisors in the Oakland to San Jose section of the route to address unauthorized trespassing and service incidents.
- Continuing a right-of-way (ROW) cleaning crew (financed with CCJPA State Rail Assistance (SRA) funds [~\$1,000,000 per year] and executed by UPRR) to address vegetation overgrowth, add and repair security barriers/fences, and remove homeless encampments along the ROW.

4. CAPITAL IMPROVEMENT PROGRAM

The CCJPA maintains a Capital Improvement Program (CIP) used to continuously improve the Capitol Corridor's reliability, travel times, OTP, safety/security, and to expand service frequency. These initiatives are supported by capital funding sources at the local, regional, state, and federal levels.

Capital Improvement Program Funding

Since the inception of the Capitol Corridor service in 1991, more than \$1 billion from a mixture of funding sources were invested or programmed to purchase rolling stock, build or renovate stations, upgrade track and signal systems for increased capacity, and construct train maintenance and layover/storage facilities. The vast majority of funding has come from the State.

The 2018 State Rail Plan update lays out a transformative long-term vision of the statewide railroad network. The 2018 State Rail Plan envisions capital investments supporting a multi-tiered freight and passenger rail operating environment that better serves travel markets and delivers better cost efficiency than services do today. While ambitious, this plan would transform State rail operations and service, including Capitol Corridor service in the years to come. The CCJPA's Northern California Megaregional Rail planning efforts, which evolved from the Vision Plan process, are coordinated within the larger context of the 2018 State Rail Plan.

Programmed and Current Capital Improvements

Improvements made in this fiscal year as well as capital projects planned for FY 2020-21 and FY 2021-22 can be categorized into four broad categories: railroad infrastructure maintenance and improvements, rolling stock equipment improvements, service amenity improvements, and service plan improvements and expansions.

Out-Year Capital Improvement Program

The out-year CIP is bolstered with new stable, long-term funding sources from the passage of Senate Bill 1 (SB1). A combination of dedicated (State Rail Assistance) and competitive grant (TIRCP) funds, for which CCJPA has been historically successful in securing, enables CCJPA to confidently plan for significant, long-term capital projects such as Sacramento to Roseville Third Track, South Bay Connect (formerly Oakland to San Jose Phase 2A). This funding also allows CCJPA to take a variety of measures to optimize service, including working with CalSTA on a statewide Integrated Travel Program. See Appendix C for a list of capital projects and their funding statuses. CCJPA is also working in partnership with BART to continue planning efforts for Link21, a New Transbay Rail Crossing that would potentially include standard gauge rail to allow intercity passenger rail service between San Francisco and the East Bay.

Specific Capital Improvement Program Discussion

Railroad Infrastructure Maintenance and Improvements

Davis Station Improvements Design

The CCJPA has entered a partnership with Amtrak, UPRR, and the City of Davis to begin a major program of improvements at the Davis station. This project will improve passenger safety and accessibility at this station while reducing train delays, improving railroad fluidity, and providing new pedestrian connectivity to adjacent neighborhoods. The first phase of this work will involve replacement of track crossovers and railroad signal system near the station. Design of the remaining improvements will proceed concurrently.

Santa Clara Siding Improvement Design

Final design for a new passing siding in the Santa Clara-Great America station vicinity is underway and will be completed in FY2020-21. To date, funding is available to cover all design and pre-construction activities. A new passing siding in the Santa Clara-Great America station vicinity would offer two benefits: 1) Provide a storage track to hold Capitol Corridor special/extra trains to serve events at Levi's Stadium, which is adjacent to the Santa Clara-Great America Station; and 2) Reduce delays to Capitol Corridor and ACE trains due to unscheduled meets in the current single-track territory. These delays cascade throughout the respective train systems, causing further service disruptions and delays. CCJPA is working to obtain the remaining funds to implement the project as soon as the design phase is complete.

Signal Replacement/Upgrade

The CCJPA has continued to work in partnership with UPRR to improve the railroad signal system. As a result, signal-related train delays have since been reduced. In FY 2020-21, additional improvements will be made to the signal system to reduce train delays and improve the signal system reliability.

Right-of-Way (ROW) Safety and Security Improvements

The ROW Safety and Security Improvement Project is a partnership between CCJPA and UPRR to identify and mitigate safety/security concerns along the UPRR right-of-way, such as removing debris and temporary shelters. These actions help decrease trespasser fatalities as well as delays caused by debris on the tracks. The project is expected to continue in perpetuity based on available funding.

Capitalized Maintenance

The Capitol Corridor Capitalized Maintenance program focuses on upgrades and improvements to the railroad infrastructure to achieve and maintain a high level of on-time performance. In the past fiscal year, funding was used for improvements to the railroad track to improve passenger ride comfort and on-time reliability. The program also funded railroad signal system reliability improvements.

Rolling Stock Equipment Improvements

Wi-Fi Upgrade

In FY 2020-21, CCJPA will continue working with our Wi-Fi service provider to upgrade the existing onboard Wi-Fi with new equipment and technology. Design and installation which commenced in FY 2019-20 will continue and is expected to be complete in early FY 2020-21. Overall, the upgrades will allow faster connection speeds, better service-level monitoring, and allow expanded onboard entertainment functions. The Wi-Fi service and upgrades are provided using a service model approach, in which both the capital and ongoing operating costs of supporting Wi-Fi and the associated amenities (e.g., entertainment and service applications) are amortized over time to allow for appropriate technology life-cycle upgrades to proceed, thus perpetually keeping the system modernized and meet the latest customer experience expectations.

Renewable Diesel Testing

To help the State meet its greenhouse gas reduction targets and eliminate harmful air pollution emissions, CCJPA is actively engaged with its statewide rail partners and the California Air Resources Board (CARB) to test the use of renewable diesel as a substitute for carbon-based diesel fuel. CCJPA, Siemens, Cummins, and Caltrans are presently testing renewable diesel in a new Charger locomotive as well as improving static testing on a F59 locomotive, and testing is expected to conclude in January 2021. With successful test results, renewable diesel is poised to become the standard diesel fuel used on the Capitol Corridor fleet and potentially other intercity and commuter rail fleets in California.

Additional New Rolling Stock

Caltrans has procured new single-level passenger rail cars and these cars will be delivered for use on the San Joaquins service beginning in 2020. This delivery may offer an opportunity to shift some vehicles to CCJPA for assignment to the Capitol Corridor trainset rotation. The service expansion to/from Roseville—in association with the completed phase one of the Sacramento to Roseville Third Track project—will require more locomotives and rail cars for the Capitol Corridor service. In advance of the order of new rail vehicles for the NorCal IPR fleet, Caltrans is spearheading a fleet management plan that is supported by the CCJPA, SJJPA, and the LOSSAN Rail Corridor Agency.

Service Amenity Improvements

Bicycle Access

CCJPA has implemented a number of projects to support bicycle access to the service, including:

- Support operations and maintenance of 184 BikeLink eLockers across all Capitol Corridor stations.
- Made BikeLink cards available for purchase on Capitol Corridor trains and at staffed stations.
- Increased onboard bicycle storage capacity by installing new angled bike racks on select train cars.

CCJPA plans to install angled bike racks in additional cars. A bike rack design for the Amtrak-leased Superliners was completed and is available to be implemented if needed in the future.

California Passenger Information Display System (PIDS) Modernization

PIDS provides passengers with train arrival information at Capitol Corridor stations and the current system is now in need of replacement. CCJPA is working to modernize PIDS across the system, with implementation expected to begin by early 2021.

California Integrated Travel Program (Cal ITP)

CCJPA is managing a CalSTA-led, multi-agency initiative to research, develop and implement an Integrated Travel Program (Cal ITP) that will enable California residents and visitors to plan and pay for travel across multiple modes of transportation, including bus, metro, light and intercity rail, paratransit, bike hire, and ride-hailing services in California. With the help of dedicated Caltrans staff leading integration, the CCJPA is fiscally and programmatically supporting these critical objectives. Prior to FY 2020-21, a Market Sounding and Feasibility Study will be complete, and a Business Case start to be developed in Spring 2020. Initial phase of Cal ITP will involve pilots with select public and private transportation operators focusing on payment and/or mobility data implementation. The California Intercity Passenger Rail system has options to commence a mobile ticketing solution during calendar year 2021 that is being planned as one of various Cal-ITP developments in FY 2021-22.

Service Plan Improvements and Expansions

Sacramento to Roseville Third Track Service Expansion Project

The Sacramento to Roseville Third Track Project is currently at the 25% final design phase, and CCJPA is proceeding with the anticipated additional design refinements while also considering a revised access fee model of delivering project benefits with UPRR. A combined approach (capital capacity improvement coupled with an access fee model) may prove to be the most cost-effective method of delivering the Project benefits. The Project's goals remain increased frequency of up to nine additional daily round trips between Sacramento and Roseville and an improved Roseville station.

South Bay Connect (Oakland to San Jose Service Expansion Project Phase 2A)

The South Bay Connect project involves two main elements: 1) the rerouting of Capitol Corridor train service from its existing UPRR Niles Subdivision to the UPRR Coast Subdivision between Oakland and Newark and 2) a new intermodal station in the Fremont/Newark area that connects north-south rail service and existing east-west bus service across the Dumbarton transportation corridor, enhancing transit connections between Alameda County and the Peninsula. The proposed service reroute reduces travel time by up to 13 minutes between Oakland and San Jose. Resulting increases in ridership from travel time reduction and new intermodal station connections would reduce vehicle miles traveled on this congested corridor, resulting in lower overall transportation GHG emissions and harmful air pollutants. This project is being developed in coordination with a broad range of stakeholders, including Alameda CTC, AC Transit, and other public and private entities. The project completed its Project Definition phase in December 2019 and began a two-year environmental and final design phase in June 2020.

Service Optimization Study

The Service Optimization Study is a multifaceted look at potential short- to medium-term opportunities to increase ridership across the Northern California passenger rail system. Strategies to be examined include market-to-market travel demand and improve existing train scheduling and equipment utilization to maximize reliability and connectivity quality between different train systems. This work will heavily rely on a Northern California railroad network-level analysis of various NorCal passenger rail services that commenced in May 2020. Another important element of the Service Optimization Study is to refine a travel demand and ridership model for the explicit use of Northern California passenger rail operators that can more accurately capture the nuances of land-use details, intercity travel, and intercity/commuter hub station performance that are not captured by existing Amtrak or metropolitan planning organization (MPO) models.

Link 21 (New Transbay Rail Crossing)

CCJPA is partnering with BART on initial planning efforts needed to deliver Link 21, a New Transbay Rail Crossing between San Francisco and the East Bay. The planned new rail crossing would include BART and standard gauge passenger rail services. The addition of interregional passenger rail service across the Transbay corridor would enable a one-seat ride between Sacramento and San Francisco and allow further one-seat direct connections between the Peninsula and East Bay locations. Section 9 of this ABP continues to include resources to support the full-time staffing and supporting resources to advance the planning studies and outreach efforts for interregional passenger rail services serving the greater NorCal Megaregion as part of the New Transbay Rail Crossing Project.

5. PERFORMANCE STANDARDS AND ACTION PLAN

The CCJPA's management approach for the Capitol Corridor utilizes a customer-focused business model. This approach emphasizes delivering reliable, frequent, safe, and cost-effective train service designed to sustain growth in ridership and revenue. During the past 20 years, ridership has trended upward as the service provides a viable, transport alternative to the parallel congested I-80/I-680/I-880 highway corridors that is competitive in terms of travel time, reliability, and cost.

The CCJPA develops performance standards for the Capitol Corridor service to be aligned with the Uniform Performance Standards (UPS) developed by the CalSTA. CCJPA has long used data analysis to drive cost effective service improvements and expects to increase the role of data in future fiscal years. Table 5-1 summarizes the UPS and CCJPA results for FY 2018-19 and for FY 2019-20 through February 2020, and will be updated when ridership stabilizes and service is increased back to pre-pandemic levels. Appendix B shows the measures used to develop standards for two additional years through FY 2023-24.

FY 2018-19 Performance Standards and Results

- Ridership: 1.8 million, an increase of four percent over the prior FY 2017-18.
- Revenue: \$38.1 million, five percent above FY 2017-18.
- System Operating Ratio (farebox ratio): 60 percent, above the 58 percent ratio for FY 2017-18, primarily due to increased revenues and lower fuel expenses.
- On-Time Performance (OTP): 89 percent, slipping one percent from FY 2017-18.

FY 2019-20 Performance Standards and Results through February 2020

- Ridership: Year-to-date (through February 2020) ridership is 3.7 percent above last year and 6.3 percent above business plan projections.
- Revenue: Year-to-date (through February 2020) revenue is 4.9 percent above last year and 9.4 percent above business plan projections.
- System Operating Ratio: Year-to-date (through February 2020) system operating ratio (a.k.a. farebox return) is 64 percent, above the FY 2019-20 standard of 52 percent.
- On-Time Performance (OTP): Year-to-date (through February 2020) End-Point OTP is 85 percent, which is 5 percent below the 90 percent standard. Passenger OTP is 84 percent, 6 percent below the 90 percent standard.

FY 2020-21 and FY 2021-22 Performance Standards

Table 5-1 provides the preliminary performance standards for FY 2020-21 and FY 2021-22. Appendix B shows the measures used to develop the performance standards. The FY 2020-21 and FY 2021-22 future operating costs have been developed to conform with PRIIA Section 209 pricing policy, which stipulates that all state-financed, Amtrak-operated intercity passenger rail (IPR) routes under 750 miles shall be priced by Amtrak in a fair and equitable manner.

System performance standards will be updated after ridership stabilizes and service is returned to pre-pandemic levels.

FY 2020-21 and FY 2021-22 Action Plan

Table 5-2 summarizes projects, ongoing and planned, over FY 2020-21 and FY 2021-22. The projects listed are new, one-time initiatives and do not reflect recurring or annual CCJPA objectives (e.g. develop annual marketing plan, update business plan, rider appreciation events, etc.). Each project shown in Table 5-2 is dynamic and can change based on circumstances beyond CCJPA's control.

Table 5-1: System Performance Standards and Results

Performance Standard	FY 18-19			FY 19-20	*FY 20-21	*FY 21-22
	Actual	Standard	% Difference	Standard	Standard	Standard
<u>Usage</u>						
Route Ridership	1,777,136	1,670,400	+6%	1,759,000	1,795,000	1,808,000
Passenger Miles	119,601,577	113,555,900	+5%	119,086,000	120,409,000	121,281,000
<u>Efficiency</u>						
System Operating Ratio (train and feeder bus)	60%	52%	+16%	52%	52%	52%
Total Operating Cost/Passenger-Mile	\$0.52	\$0.56	-7%	\$0.56	\$0.56	\$0.56
<u>Service Quality</u>						
End-Point On-Time Performance	89%	90%	-1%	90%	90%	90%
Passenger On-Time Performance	87%	90%	-3%	90%	90%	90%
Operator Delays/10K Miles	429	>325	+32%	>325	>325	>325

*System performance standards will be updated after ridership stabilizes and service is returned to pre-pandemic levels.

6. ESTABLISHMENT OF FARES

The CCJPA develops fares in conjunction with Amtrak to ensure the Capitol Corridor service is attractive and competitive with the automobile and other transportation options. Ticket types include standard one-way and roundtrip fares, as well as monthly passes and 10-ride tickets valid for 45 days. Ten-ride tickets are discounted roughly 35 percent compared to one-way fares and monthly tickets are discounted roughly 50 percent from one-way fares, assuming use of 40 times per month. A 6-ride ticket was introduced in summer 2019, designed for college/university students. These discounted multi-ride fares have become increasingly popular due to the high number of repeat riders who use the Capitol Corridor trains as their primary means of travel along the corridor. Multi-ride tickets can be used year-round for all regular-scheduled train service. Reservations are not required for any of the trains.

The CCJPA also offers targeted discount programs for leisure travelers. The “Take Five for \$5 on Weekends” buy-one/bring up to five others at \$5 each way is a seasonal discount for small group travel. Due to its popularity, CCJPA developed the “Friends and Family” year-round offer that allows savings for buy-one/bring up to five others at 50 percent off. The Capitol Corridor also utilizes a variety of seasonal discounts aimed at specific target groups such as seniors, to promote off-peak and weekend ridership. In addition, Capitol Corridor offers a variety of Everyday Discounts for seniors, children, military, disabled person, and members of select organizations.

ENVIRONMENTAL IMPACT OF CAPITOL CORRIDOR SERVICE

The Capitol Corridor’s success and ridership growth benefits the environment by reducing air pollution and greenhouse gas emissions. In California, approximately 41 percent of greenhouse gas emissions come from the transportation sector. The Capitol Corridor generated an estimate of more than 120 million passenger miles in FY 2018-19, which corresponds to removing approximately 90.6 million vehicle miles traveled (VMTs) from Northern California roadways. **The resulting net reduction of carbon dioxide was over 20,000 tons, which is equivalent to planting more than 2,912 trees.**

Table 5-2: FY 2020-21 and FY 2021-22 Action Plan

PROJECT	Past Fiscal Years	FY 2020-21				FY 2021-22				Future Fiscal Years
		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
Davis Station Improvements Design										
Santa Clara Siding Improvement Design										
UPRR Signal Replacement/Upgrade										
UPRR ROW Safety and Security										
Surfliner Door Panel Replacement										
Renewable Diesel Testing										
Bicycle Access Plan Implementation										
California Integrated Travel Program										
California Passenger Information Display System (PIDS) Modernization										
Service Optimization Plan										
Sacramento to Roseville Third Track Service Expansion										
South Bay Connect (Oakland to San Jose Phase 2A)										
New Transbay Rail Crossing										

FY 2020-21 Fares

CCJPA recently completed a multi-year series of fare increases on multi-ride tickets that have followed an inflationary increase of two percent per year. No fare increases are planned in FY 2020-21 for single-ride or multi-ride tickets (except for train tickets that include a bus connection) as CCJPA works with Amtrak to seek opportunities to improve the efficiency of our service delivery. CCJPA is working with Amtrak on an overall adjustment for some bus fares to keep pace with a significant increase in bus costs for some routes. Bus fares have not adjusted in recent fare increases and changes may be necessary to maintain current service levels.

As part of its Marketing Program (Section 8), the CCJPA will develop outreach initiatives designed to increase customer satisfaction and ridership. Opportunities related to fares and ticketing include:

- Raise awareness of the flexibility of Capitol Corridor’s “unreserved” ticketing
- Continue to promote the college/university six-ride ticket and the “Stride On Board” loyalty program.
- Continue to promote California’s “Everyday Discounts”
- Increase utilization of Amtrak’s mobile ticketing features, since they enable real-time validation and improve customer convenience

Together, these fare and ticketing programs for FY 2020-21 will enhance customer convenience and increase revenue yield as part of the expanding eTicketing program.

FY 2021-22 Fares

Currently, we do not anticipate fare increases for multi-ride or single-ride train tickets in FY 2021-22 beyond an inflationary level increase. If operating expenses fluctuate significantly (either increases or decreases), this plan will be revisited and adjusted accordingly. Other fare and ticketing opportunities include:

- Continue to expand and raise visibility of transit connectivity programs such as the Transit Transfer Program, joint ticketing, and transfer of motorcoach bus routes to parallel local transit services
- Enhance customer loyalty and referral programs to retain existing riders and attract new riders

7. SERVICE AMENITIES, FOOD SERVICES, AND EQUIPMENT

The CCJPA is responsible for the administration and maintenance supervision of the State-owned fleet of rail cars and locomotives assigned to Northern California. The CCJPA works to ensure equity in the operation and maintenance of equipment assigned to the Capitol Corridor and the San Joaquins services. In accordance with the ITA, the CCJPA is entrusted with ensuring the rail fleet is operated and maintained to the highest standards of reliability, cleanliness, and safety. In addition, the ITA ensures that the unique features and amenities of the State-owned train equipment are well utilized and maintained to standards established by Amtrak, the State, and the CCJPA.

Service Amenities

Accessibility

The Capitol Corridor provides complete accessibility to passengers. Accessibility features include on-board wheelchair lifts, two designated spaces per train car for passengers in wheelchairs and one wheelchair-accessible lavatory on the lower level of each train car. Mobility-impaired persons not in wheelchairs can utilize grip bars at each door, work with conductors to utilize on-train step stools, or even utilize the wheelchair lifts, if needed, to board from the platform. Passengers who require assistance may contact the conductors for assistance in boarding or detraining.

Passenger Information Displays (PIDS)

Each California rail car is equipped with passenger information displays that provide the train number and destination. These displays will be gradually upgraded with newer replacement parts that still maintain the historic look and feel of the unique California railcar equipment. Upgrades to the displays include new lithium batteries, LED lighting, and new display messages.

At the stations, there are electronic PIDS displays that provide train arrival times, delay information, and other notifications. CCJPA is leading an effort to modernize the PIDS system to improve system reliability and functionality. Description of the PIDS modernization can be found in Section 4, Capital Improvement Program.

Lavatories

Lavatories in California cars feature electric hand dryers, soap dispensers, and infant diaper-changing tables. New air fresheners were added in the last fiscal year to help mitigate odors.

Wi-Fi

All cars in the fleet have complimentary Wi-Fi service that originates from the “brain” car (Café car). In 2018, CCJPA transitioned from an Amtrak-managed Wi-Fi service to a CCJPA-managed service. CCJPA is actively developing a next-generation Wi-Fi solution that will result in a significant upgrade of the system in 2020. CCJPA will manage the next-generation Wi-Fi system under a longer-term services-based contract, thus ensuring the Wi-Fi technology on California Intercity trains is kept modernized. See more details on next-generation Wi-Fi in Chapter 9, Supplemental Allocation section (page 20).

Bicycle Access

Bicycle storage demand on the Capitol Corridor trains has quickly outpaced the capacity to safely meet that demand in recent years. The CCJPA Bicycle Access Plan (2012) presented key actions to improve and increase on-train and secure station bicycle capacity. To accommodate the increasing demand for on-board bike storage, bicycle access initiatives include:

- Installed bike storage racks in all Northern California Coach Cars to store three bicycles on the lower level of the car.
- Retrofitted 14 first generation California Cab Cars (8300-series) in FY 2013-14 to hold 13 bicycles as opposed to seven bicycles.
- Configured five Surfliner Cab Cars (6000-series) with storage space for up to 13 bicycles in the lower level baggage area.
- Added former California baggage cars (8200-series) with 15 bike storage capacity per car to the Capitol Corridor fleet as second bike cars on select Capitol Corridor trains.
- Installed secure station bicycle parking at most Capitol Corridor stations.
- Designed and installing onboard bike racks that increases storage capacity by 33 percent
- Designing an onboard bicycle storage solution for the Superliner cars, which are leased from Amtrak for operations in the Capitol Corridor system.

Food and Beverage Services

Onboard food and beverage services will be suspended in FY2020-21 due to COVID-19 public health advice, safety concerns, and budget constraints. Onboard services will resume as conditions permit.

Equipment Acquisition, Renovation, and Upgrades

The CCJPA works closely with Caltrans and Amtrak to refine the maintenance and operations programs at the Oakland Maintenance Facility to improve the reliability, safety, and cost-effectiveness of the Northern California rail fleet, which supports both the Capitol Corridor and San Joaquin services. The fleet is a mix of California-owned equipment and leased Amtrak equipment as shown in Table 7-1. New fleet acquisitions under development will dramatically increase service capacity.

In January 2014, the State of Illinois, as lead agency for the Midwest states, California, Oregon, and Washington, announced the award of a federal-funded locomotive procurement for Chargers, the cleanest diesel-electric locomotives in the world. Chargers are clean-burning and meet EPA Tier IV emissions requirements. Eight Chargers were assigned to Northern California for use on the Capitol Corridor and San Joaquin services. In 2017, Caltrans accepted ownership of the Chargers, Amtrak was contracted to operate them and CCJPA accepted to oversee the maintenance and service performance of the units. These eight Chargers were all equipped with federally mandated PTC (Positive Train Control). They now are now officially in operation on the Capitol Corridor in the lead position, further enhancing the safety of the Capitol Corridor service. CCJPA expects to receive two more Chargers in 2021, replacing two of the F59 locomotives.

In response to the changing demands for service due to the COVID-19 pandemic, Capitol Corridor has been working collaboratively in a fleet management task force with Caltrans and the other CA IPRs to shift the state-owned fleet in order to minimize the use of Amtrak leased cars. The updated fleet plan for FY 2020-21 is below in Table 7-1. Capitol Corridor will operate the current temporary reduced service with a fleet that generally relies on seven four-car trainsets.

Table 7-1: Northern California Equipment Fleet (Capitol Corridor and San Joaquin)

California owned rail equipment	NOTES
15 F59 Locomotives	Assigned to San Joaquin and Capitol Corridor service
2 Dash-8 Locomotives	Assigned to San Joaquin and Capitol Corridor service
8 Charger Locomotives	Assigned to San Joaquin and Capitol Corridor service
1 MP14B Yard Switcher	Assigned to San Joaquin and Capitol Corridor service
78 Bi-Level California Coach and Café Cars	Assigned to San Joaquin and Capitol Corridor service
14 Single Level Comet Cars	Assigned to San Joaquin service
Amtrak Supplemental Equipment	NOTES
4 NPCU Single Level Baggage Cars	Assigned to San Joaquin and Capitol Corridor service

Rehabilitation and Modification Programs

Using previously allocated State funds, the CCJPA, Caltrans, and Amtrak have created a multi-year program of periodic overhauls to the existing train fleet that will improve the fleet performance and maintain the valued assets of the State's rolling stock investment, while at the same time still provide enough cars to effectively run the service until new cars start to arrive in 2021. Below are lists of both the completed and upcoming projects:

Rail Equipment Projects Completed in FY 2019-20

- PTC equipment was installed in all the State's 23 locomotives and 19 cab cars and is now fully operational and complied with the January 2019 federal deadline.
- 39 of the 66 first generation California IPR cars have gone through a multi-year project to upgrade HVAC systems to a more environmentally friendly-refrigerant (R-410A), redesign ducting, and upgrade computer-controlled thermostats for more comfortable and constant temperature. During this modification, workers replaced aging floors with new linoleum and enhanced bracing at high traffic areas.

Rail Equipment Projects Upcoming in FY 2020-21

- Testing of renewable diesel in the new Tier IV California Charger locomotives to be EPA certified began in mid-2019 and will last one year. After successful testing, the new California Charger locomotive will be the cleanest petroleum-powered locomotive in the world and move California-owned passenger rail vehicles towards their goal of being carbon-free by 2040.
- Newly designed bike racks with more storage capacity are being tested and will be installed on all cab cars. A bike rack design for the Amtrak-leased Superliners was completed and is available to be implemented if needed in the future.
- The 15 F-59 locomotives owned by the State are going through a multi-year State-funded renovation program that began in 2011 and are due to go through their final overhaul in 2020. Two of the 15 are to be replaced with Tier IV Chargers by 2021, with an additional five possible by 2022/23. The head-end power units in the locomotives that provide power for lighting, electrical outlets, etc., that were updated to EPA Tier IV standards in 2012, will be overhauled starting in 2020.
- Upgrades to the HVAC, ducting, and thermostatic controllers will continue.
- The diner cars built in 1995/96 will undergo a rehabilitation of the upper level galley to update the equipment with current technology standards. Modifications include installing new chillers, drainage, counter tops, lighting, internet connections and food storage units. The new design will also make the working area more ergonomic for the food service employees. The first diner car to undergo the upgrade is due back in service February 2020.
- For added safety and security, beginning March 2020, event recorders (black boxes) will be upgraded for better compatibility with PTC as well as trainset operation monitoring.
- Assess a new seating proposal to replace existing seats on the 6000 series Surfliner cars and solicit passenger feedback.
- Replace side door operators on the 6000 series Surfliner cars starting in March 2020.
- Replacement of 20-year-old side door panels on the 6000 series Surfliner cars in 2020.
- Clean the waste tank systems and reroute the venting on the 8800-series cars to help mitigate foul odors.
- Ongoing replacement and upgrading of the floor panels on the 8000 series cars.
- Replace the destination sign LED displays.
- Overhaul the hydraulic ADA boarding lifts on all cars.
- Ongoing replacement of current incandescent and fluorescent lighting with more energy efficient, brighter, longer lasting, and cooler operating LED lighting.

8. MARKETING STRATEGIES

To raise brand awareness of the Capitol Corridor service and increase ridership, the CCJPA employs a strategy of combining targeted advertising campaigns, multi-channeled cross-promotions with strategic partners, paid social media, and media outreach efforts. Primary objectives include promoting the service in key markets and attracting riders to trains with available capacity. Staff will focus on rider acquisition and retention through targeted advertising and brand engagement, primarily in the digital media space. Marketing dollars and impact are maximized through joint promotions and social media sharing with key partners along the Capitol Corridor route. Many of these marketing efforts are on a temporary hold until health conditions in California change and travel is once again encouraged.

Advertising Campaigns and Brand Awareness

Advertising campaigns inform leisure and business travel audiences about the advantages of train travel, including amenities, promotions/pricing, and destinations. CCJPA's advertising efforts emphasize the Capitol Corridor image, brand, and destinations, in accordance with the CCJPA Board's edict to create a distinct, regional brand for the Capitol Corridor and strengthen brand awareness throughout the service area.

Promotions

The CCJPA will continue successful programs that target specific markets designed to build ridership during off-peak hours such as midday/mid-week and weekend travel. Destination-focused promotions highlight riding the train to events at venues along the route, such as Oakland Coliseum and Levi's® Stadium, creating awareness of the train as a convenient to reach leisure destinations throughout Northern California. Limited activities are expected in FY 2020-21.

Online Presence and Customer Engagement

The CCJPA places great importance on delivering timely and accurate passenger communications via multiple channels, and engaging customers in providing feedback. Ongoing efforts include:

- Maintaining a website that is mobile optimized and easy to navigate, with booking and trip planning tools that are easy to use, as well as timely and engaging content.
- Boosting participation in online social networking platforms, such as Facebook, Twitter, Instagram, and LinkedIn and exploring new opportunities within these rapidly evolving platforms.
- Continuing rider appreciation programs such as "Cappy Hour" discounted drink hours, and other rider-focused programs.
- Enabling consistent and timely passenger communications via a variety of channels, including SMS/text and email service alerts, to ensure customers receive clear and up-to-date information.
- Encouraging passengers to provide input via our channels such as the website, social media, and toll-free number. We use this feedback to identify and prioritize service modifications, capital improvements, and desired amenities for the service.

Partnership Brand Marketing

The Capitol Corridor's Strategic Marketing Partnership program has established a catalog of marketing assets and associated metrics to enhance the CCJPA's trade promotion negotiations, enabling selected partners to market their products via Capitol Corridor's diverse marketing channels, such as interior, exterior, and station signage, social media, email, electronic station signs, and the on-board Wi-Fi landing page. The partnership program is designed to increase value, ridership and revenues by leveraging relationships with organizations that are close to Capitol Corridor stations and/or share similar target audiences to heighten Capitol Corridor's brand visibility.

Joint Marketing and Outreach

The CCJPA achieves cost efficiencies by working with local community partners, such as CCJPA member agencies and local destinations, to promote both destination and rail travel. Limited activities in this area are expected in FY 2020-21.

Customer Relations

The CCJPA views communication with passengers as the cornerstone of our customer-focused service delivery. CCJPA actively encourages passengers to provide input via our website, social media channels, and toll-free number, funneling these comments into an online platform, which allows CCJPA to better respond to the customer's request or issue. We use this feedback to identify and prioritize service modifications, capital improvements, and desired amenities in the service.

Public Relations, Outreach, and Advocacy

The CCJPA's public information efforts uses traditional and digital media to build awareness about its service-activities include:

- Advocacy and public relations efforts that aim to increase the Capitol Corridor's visibility and recognition as a unique interagency partnership.
- Helping communities along the route to build awareness of the service in their respective cities through local outreach campaigns, including transit connections via the Transit Transfer Program.
- Publishing an Annual Performance Report that informs the public and elected officials of the service's successes, benefits, and challenges.
- Collaborating with Operation Lifesaver, a voluntary effort by railroads, safety experts, law enforcement, public agencies, and the general public. The CCJPA coordinates with Operation Lifesaver to support rail safety campaigns through education, engineering, and enforcement.

FY 2020-21 Marketing Program

CCJPA's FY 2020-21 Marketing Program will focus initially on communicating health and safety information. As local health conditions permit, these activities will shift toward an active outreach effort to rebuild ridership.

CCJPA will continue its own independent advertising campaigns that position Capitol Corridor as a distinct regional service brand. CCJPA will evolve the Capitol Corridor brand to ensure that marketing and customer touchpoints align with the CCJPA's overall vision at present and into the future. Key elements will include:

- Creating more digital content (videos, photos, infographics, etc.) for distribution via website, blog, and social media channels, to educate and engage riders and non-riders.
- Collaborating on promotions with partners to maximize media spend and expand market reach.
- Conducting deeper analysis of ridership data to identify opportunities for micro-markets (single day/train offers, short-distance city pairs, etc.) and more sophisticated market segmentation.
- Extend visibility of the brand, via train exteriors, uniforms, and other channels.
- Seeking solutions for Contact Center communication gaps, research cost-saving options, evaluate service hours, etc.
- Identifying areas for marketing and customer service automation and personalization, to more efficiently use our resources.

FY 2021-22 Marketing Program

The CCJPA will continue to strive for ridership and revenue growth, as well as increased brand awareness through the region and beyond. Additionally, CCJPA will continue to align its marketing efforts with planned service amenity improvement projects, to ensure consistency of the customer experience. As CCJPA marks its 30th year of operation, marketing and communication efforts will focus on commemorating this milestone, along with emphasizing CCJPA's commitment to high quality, customer-focused passenger rail service into the future.

9. FY 2020-21 & FY 2021-22 ANNUAL FUNDING REQUIREMENT: COST AND RIDERSHIP PROJECTIONS

The primary purpose of this ABP, as defined in the ITA, is to request the annual funds required by the CCJPA to operate, administer, and market the Capitol Corridor service for agreed-upon service levels as well as administer two State IPR technology programs and a megaregional rail service expansion planning effort. Previous sections in this document describe the proposed operating plan, planned service improvements, and capital improvements for FY 2020-21 and FY 2021-22.

Operating Costs

Based on the Operating Plan and Strategies (Section 3), the CCJPA has prepared a forecast for the temporary reduced service in FY 2020-21 and FY 2021-22 operating expenses, ridership, and revenues. The FY 2020-21 operating costs conform pursuant to PRIIA Section 209, which was implemented in FY 2013-14 as part of a national launch of a pricing policy for all Amtrak-operated IPR services under 750 miles. The CCJPA will submit any updated operating cost forecasts by June 15, 2020. Given the degree of uncertainty in operating costs, passenger revenue, and service levels, the expectation is that mid-year budget adjustments may be necessary.

Projected operating costs are shown in Table 9-1 and include the basic train service and associated throughway bus services provided by Amtrak, the Information and Customer Support Services provided by CCJPA/BART, as well as CCJPA's share of costs relating to the local transit service partnerships.

Marketing Expenses

The CCJPA's marketing budget for FY 2020-21 and FY 2021-22 will fund the respective fiscal year's Marketing Programs presented in Section 8. The budget estimates shown in Table 9-1 represent only direct expenditures of the CCJPA and do not include any costs for marketing programs provided solely by Amtrak or the State.

Administrative Expenses

Table 9-1 identifies the estimate for the FY 2020-21 and FY 2021-22 budgets that support the administrative activities of the CCJPA for the Capitol Corridor service.

Total Budget

The Capitol Corridor service will remain a part of the State's IPR system, and, pursuant to the ITA, the service will continue to receive annual funding appropriations from the State. To that end, the CCJPA will provide the level of service consistent with funding appropriated by the Legislature and allocated by the State. Any cost savings realized by the CCJPA or revenues exceeding business plan projections during the term of the ITA will be used by the CCJPA for service improvements.

Supplemental Allocations

CCJPA receives additional annual supplemental allocations from Caltrans for special projects that are not within the core CCJPA annual operating budget. Table 9-1 includes the Supplemental Allocations that have been provided to CCJPA by CalSTA in July 2020 for FY 2020-21.

Minor Capital Projects

Minor capital projects are small projects to improve Capitol Corridor passenger rail facilities and operations that are less than \$314,000. Some recent examples of minor capital projects include the installation of signage at stations and the repair of damaged station bike eLockers.

Capitalized Maintenance

See description in Chapter 4, Railroad Infrastructure Maintenance and Improvements section.

Table 9-1
CCJPA FY 2020-21 - FY 2021-22 Funding Requirement
Capitol Corridor Service

Service Level	Current	Proposed		
	FY 2019-20 Budget	FY 2020-21 Budget Pre-COVID-19 Full Service	FY 2020-21 Budget Temporary Reduced Service	*FY 2021-22 Budget See note below
Sacramento-Oakland				
Weekday	30	30	16	30
Weekend	22	22	10	22
Oakland-San Jose				
Weekday	14	14	10	14
Weekend	14	14	8	14
Sacramento-Roseville	2	2	2	2
Roseville-Auburn	2	2	2	2
Ridership	1,759,000	1,795,000	388,488	1,808,000
Amtrak Operating Budget Expenses				
Third Party Expenses (a)	\$ 12,128,000	\$ 12,269,000	\$ 6,373,000	\$ 12,514,000
Amtrak Expenses (b)	\$ 53,546,000	\$ 53,343,000	\$ 32,048,000	\$ 54,397,000
TOTAL Expenses	\$ 65,674,000	\$ 65,612,000	\$ 38,421,000	\$ 66,911,000
Revenue				
Ticket Revenue	\$ 34,987,500	\$ 35,361,000	\$ 8,850,000	\$ 35,714,000
Food & Beverage Revenue	\$ 1,912,500	\$ 1,933,000	\$ -	\$ 1,952,000
Other Revenue (c)	\$ 600,000	\$ 606,000	\$ 276,000	\$ 612,000
TOTAL Revenue	\$ 37,500,000	\$ 37,900,000	\$ 9,126,000	\$ 38,278,000
CCJPA Funding Requirement				
Amtrak Operations				
Net Operating Budget (Costs less revenue)	\$ 28,174,000	\$ 27,712,000	\$ 29,295,000	\$ 28,633,000
FFY 19-20 Surplus State Operations Funds (d)				
Carryover due to CARES Act	\$ -	\$ -	\$ (8,658,000)	\$ -
FFY 20-21 CARES Act Drawdown (e)	\$ -	\$ -	\$ (3,200,000)	\$ -
TOTAL Amtrak Operations Funding Need	\$ 28,174,000	\$ 27,712,000	\$ 17,437,000	\$ 28,633,000
CCJPA Management				
Information/Customer Support Services (f)	\$ 1,116,000	\$ 1,161,000	\$ 1,161,000	\$ 1,207,000
Marketing (g)	\$ 1,174,000	\$ 1,174,000	\$ 1,174,000	\$ 1,174,000
Administrative Budget (h)	\$ 2,737,000	\$ 2,846,000	\$ 2,846,000	\$ 2,960,000
TOTAL CCJPA Funding Request (i)	\$ 33,201,000	\$ 32,893,000	\$ 22,618,000	\$ 33,974,000
Difference from FY18-19 Budget		\$ (308,000)	\$ (10,275,000)	\$ 773,000
Percent Change from FY18-19 Budget		-0.9%	-31.2%	2.3%
SUPPLEMENTAL ALLOCATIONS			\$ 22,618,000	
CCJPA Supplemental Allocations				
Minor Capital Projects (j)	\$ 500,000	\$ -	\$ -	\$ 500,000
Capitalized Maintenance (k)	\$ 1,000,000	\$ 100,000	\$ 100,000	\$ 1,000,000
TOTAL CCJPA Supplemental Allocations	\$ 1,500,000	\$ 100,000	\$ 100,000	\$ 1,500,000
CA IPR Support Supplemental Allocations				
Onboard Technology [Wi-Fi] (l)	\$ 2,336,000	\$ 2,773,878	\$ 2,773,878	\$ 4,505,000
New Transbay Rail Crossing (m)	\$ 1,750,000	\$ 1,000,000	\$ 1,000,000	\$ 2,000,000
TOTAL CA IPR Supplemental Allocations	\$ 4,086,000	\$ 3,773,878	\$ 3,773,878	\$ 6,505,000

* FY 2021-22 service and budget will be updated during FY 2020-21. CCJPA will monitor travel patterns and travel demand throughout FY 2020-21 to determine the potential to return to full service as soon as health and financial conditions permit.

(a) Includes Fuel, Host Railroad Maintenance of Way and Host Railroad On-Time Performance Incentive payments.

(b) Expenses for services provided by Amtrak (i.e. On Board Staffing, Station Services, Ticketing and Maintenance of Equipment) and overhead support fees.

(c) Miscellaneous revenue as allocated by Amtrak's Performance Tracking system.

(d) FFY 19-20 surplus State operating funds for carryover and use in FFY 20-21 due to savings from the Federal CARES Act.

(e) Savings due to FFY 20-21 Federal CARES Act.

(f) Information/Customer Support Services provided by CCJPA/BART.

(g) Marketing expenses; does not include contributions by Amtrak or additional resources provided by the State (i.e. market research program).

(h) Expenses for administrative support of the CCJPA Board and for management of the Capitol Corridor service.

(i) Sum of CCJPA Operating Budget, Marketing, Administrative Budgets.

(j) Expenses to be allocated for small or minor capital projects.

(k) Railroad infrastructure reliability enhancements.

(l) Management of Wi-Fi by CCJPA for northern CA IPR services. Refer to Section 9 of the Business Plan for more details.

(m) To advance the standard-gauge passenger rail as part of the New Transbay Crossing, pursuant to the California State Rail Plan (2018).

CA IPR Support Supplemental Allocations

Onboard Technology [Wi-Fi]

In 2018, CCJPA worked with Amtrak to transfer the provision of third-party onboard Wi-Fi and its associated management expenses for the two Northern California State-supported intercity passenger rail services (Capitol Corridor and San Joaquins) to the CCJPA, with the understanding that the Southern California Pacific Surfliner would eventually also join under CCJPA's oversight. As part of this shift, CCJPA procured a Next Generation onboard Wi-Fi service provider and a Wi-Fi service oversight contractor.

Under guidance from the Caltrans DRMT, these procurements were conducted as service-based contracts that ensure:

- Technology is continually refreshed according to its optimized service life, not only according to when capital grant funds are available;
- Bandwidth using cellular modems keeps pace with capacities of the cellular network, not limited by the technology on the train;
- Costs are lowered over time by reducing the churn of capital procurement and servicing aging-in-place equipment; and,
- Scaling and sharing of resources are used to reduce costs in the oversight and delivery of Wi-Fi service.

A service-based contract model amortizes capital and ongoing operational costs over a long service period, resulting in planned and predictable monthly payments for all elements of service delivery. CCJPA commenced the transition to Next Generation Wi-Fi for the Northern California fleet in FY 2019-20, and CCJPA incurred costs for supporting the legacy Wi-Fi system (necessary for uninterrupted Wi-Fi service to customers), one-time Next Generation Wi-Fi task order development, design oversight and commissioning, and the monthly payments for the Next Generation Wi-Fi and Wi-Fi oversight contractor. The annual cost of the Next Generation Wi-Fi system for the northern California IPR services is \$2.774 million for FY 2020-21 and then \$4.505 million for FY 2021-22. This funding does not include onboard Wi-Fi for the LOSSAN managed Pacific Surfliner service which is expected to transition later when Amtrak rolling stock and state funding capacities align.

Link 21 (New Transbay Rail Crossing)

Initial studies have begun through BART and the CCJPA on early planning and implementation strategies for a Second Transbay Rail Crossing that would support both BART trains and interregional (intercity and commuter) passenger train services between the East Bay and San Francisco. Previous studies have identified the need for a new Transbay crossing of BART plus stand-gauge passenger rail services --- Core Capacity Study for the Transbay Corridor (Metropolitan Transportation Commission (MTC) and the 2018 California State Rail Plan (Caltrans).

CCJPA initially supported this initial planning in FY 2018-19 with \$1 million from a 2018 TIRCP funding grant for network integration (working with outside consultants) and a \$1.750 million supplemental allocation in FY 2019-20 from the State. CCJPA is requesting an annual supplemental allocation amount of \$1.0 million in FY 2020-21 and \$2.0 million in FY 2021-22 for the purposes of supporting dedicated full-time staff positions plus providing financial resources for project planning and implementation strategies.

10. SEPARATION OF FUNDING

As identified in the Joint Exercise of Powers Agreement (JEPA) for the CCJPA, the Controller-Treasurer of the Managing Agency of the CCJPA will perform the functions of Treasurer, Auditor, and Controller of the CCJPA. San Francisco Bay Area Rapid Transit District's (BART) prior agreement with the CCJPA to serve as the CCJPA's Managing Agency was first renewed in February 2005 for a five-year term through February 2010 and subsequently renewed for another five years for the period of February 2010 through February 2015. These five-year terms are consistent with AB 1717, enacted in September 2003, which allows the CCJPA Board five years to monitor BART's performance as the Managing Agency. In November 2019, the CCJPA Board approved a five-year term with BART for the period of February 20, 2020 through February 19, 2025. This action was subsequently supported by BART's Board in December 2019.

As identified in the ITA, the State performs audits and reviews of CCJPA's Capitol Corridor service-related financial statements. In addition, the CCJPA requires that the Controller-Treasurer provide an annual independent audit of the accounts of the CCJPA within six months of the close of the State fiscal year. BART has established the appropriate accounting and financial procedures to ensure that the funds secured by the CCJPA during FY 2020-21 and FY 2021-22 to support the Capitol Corridor are solely expended to operate, administer, and market the service.

11. CONSIDERATION OF OTHER SERVICE EXPANSIONS AND ENHANCEMENTS

This section presents service expansion and enhancement opportunities beyond the CCJPA's FY 2020-21 and FY 2021-22 service plans and funding requirements. Planning for potential new services will require securing capital improvements, additional operating funds, and institutional agreements. The CCJPA CIP is fully aligned with the goals of the 2018 State Rail Plan, which includes integration of rail services (high speed rail, intercity and regional rail, and integrated express buses) and development of multimodal connection points across the State that allows for convenient and timed transfers between different transit services and modes.

The 2018 State Rail Plan was developed by CalSTA and Caltrans DRMT to envision the passenger and freight rail network in California at a larger scale than previous versions of the State Rail Plan. The Plan incorporates not only the IPR services, but also the planning efforts for the California High Speed Rail system. The leadership by CalSTA, as expressed through the 2018 State Rail Plan, is advancing the concepts of State rail planning and has greatly influenced the funding awards CCJPA has received from Cap and Trade as well as under SB1.

Megaregional Rail Planning & Vision Plan Update

In November 2014 the CCJPA Board adopted the Vision Plan Update and in November 2016, adopted the Vision Implementation Plan that directed the CCJPA to plan the future of Capitol Corridor service in a larger Northern California megaregional context. This endeavor includes exploring cross-bay connections in San Francisco Bay Area and connections with passenger rail services in the San Joaquin Valley. In 2018, the State adopted a State Rail Plan that supported actions within the CCJPA Vision Implementation Plan and encourages cooperation among Northern California rail providers under a Northern California Megaregional context.

The long-term vision for Capitol Corridor fundamentally involves developing Capitol Corridor service as one where frequency (currently capped at 15 roundtrips) is not limited by existing host railroad agreements. Instead, the vision is for a service with 15-minute frequencies in the peak hour, and one where higher-speed service (up to potentially 150 mph – electrified service) is permitted. This vision was first examined at a high-level in the Vision Plan Update where core concepts were studied, and several viable alignment alternatives were moved forward to the next step. The next step, the Vision Implementation Plan, eliminated alternatives to one alignment via a phased and detailed engineering and operations level analysis. By identifying a path to a railroad corridor in public control, the implications for layering intercity, commuter, and even high-speed rail, are all viable potential outcomes consistent with the objectives of the 2018 State Rail Plan.

Link 21 (New Transbay Rail Crossing)

CCJPA is now working with BART on early planning and implementation strategies for Link21, a New Transbay Rail Crossing – an opportunity for a second crossing for BART between the East Bay and San Francisco and a first crossing of this heavily traveled corridor for interregional (intercity and commuter) passenger train services. This approach aligns with the Core Capacity Study needs identified in the Metropolitan Transportation Commission (MTC)-led study and with the CCJPA Board direction to blend a conventional rail crossing toward an expanded rail network described in the 2018 State Rail Plan. The context of the Northern California Megaregion is the backdrop for the planned incremental program development steps for this megaproject.

CCJPA is supporting initial planning for this project with a 2018 TIRCP funding grant and a supplemental allocation from CalSTA commencing in FY 2019-20 for five years. CCJPA will work with the Bay Area Council Economic Institute and the University of California Davis, Institute for Transportation Studies, to commence a combined economic and transportation impact study of the new crossing for the Northern California Megaregion. CCJPA will then participate in a BART-led series of procured steps in development; critical program oversight, environmental and design efforts, right-of-way, and finally construction efforts that are aimed at project delivery over the next 15 to 20 years.

Rail Service Expansion Planning

Most recently revised in February 2019, the CCJPA's Train Station Policy supports future extensions to new markets beyond the Capitol Corridor or to potentially open up new markets within the existing route. This policy encourages partnerships between several passenger rail services and local/regional transportation agencies. The updated CCJPA Train Station Policy presents an improved process to consider new station viability, benefit, and integration into the Capitol Corridor route. It clarifies the process of establishing a potential new station and of developing the funding program to support the development of new stations along the route.

APPENDICES

APPENDIX A

Historical Service Statistics

Fiscal Year	Daily Trains	Total Ridership	% Change Prior Year	Riders Per Day	Revenue*	% Change Prior Year	Operating Expenses*	% Change Prior Year	Farebox Ratio*	State Costs*
SFY 91/92 (a)	6	173,672	- -	864	\$1,973,255	- -	\$4,848,967	- -	40.7%	\$1,592,907
SFY 92/93	6	238,785	- -	650	\$2,970,103	- -	\$8,333,093	- -	35.6%	\$6,712,017
SFY 93/94	6	364,070	52.5%	1,000	\$3,598,978	21.2%	\$9,911,735	18.9%	36.3%	\$6,714,761
SFY 94/95	6	349,056	-4.1%	960	\$3,757,146	4.4%	\$9,679,401	-2.3%	38.8%	\$6,012,315
SFY 95/96 (b)	8	403,050	15.5%	1,100	\$4,805,072	27.9%	\$11,077,485	14.4%	43.4%	\$6,434,940
SFY 96/97	8	496,586	23.2%	1,360	\$5,938,072	23.6%	\$20,510,936	85.2%	29.0%	\$9,701,519
FFY 97/98 (c)	8	462,480	-6.9%	1,270	\$6,245,105	5.2%	\$20,527,997	0.1%	30.4%	\$11,404,143
FFY 98/99 (d)	10/12	543,323	17.5%	1,490	\$7,314,165	17.1%	\$23,453,325	14.3%	31.2%	\$16,022,024
FFY 99/00 (e)	12/14	767,749	41.3%	2,100	\$9,115,611	24.6%	\$25,672,749	9.5%	35.7%	\$16,440,540
FFY 00/01 (f)	14/18	1,073,419	39.8%	2,941	\$11,675,117	28.1%	\$28,696,741	11.8%	40.7%	\$17,680,477
FFY 01/02	18	1,079,779	0.6%	2,960	\$12,201,602	4.5%	\$32,842,038	14.4%	37.2%	\$20,590,919
FFY 02/03 (g)	18/20/22/24	1,142,958	5.9%	3,130	\$12,800,469	4.9%	\$36,469,383	11.0%	38.1%	\$21,540,910
FFY 03/04	24	1,165,334	2.0%	3,190	\$13,168,373	2.9%	\$35,579,266	-2.4%	37.2%	\$22,708,181
FFY 04/05	24	1,260,249	8.1%	3,450	\$15,148,333	15.0%	\$35,110,571	-1.3%	43.2%	\$19,962,238
FFY 05/06 (h)	24/32	1,273,088	1.0%	3,490	\$16,014,636	5.7%	\$35,147,033	0.1%	45.8%	\$19,132,397
FFY 06/07	32	1,450,069	13.9%	3,970	\$19,480,992	21.6%	\$40,533,332	15.3%	48.1%	\$21,052,340
FFY 07/08	32	1,693,580	16.8%	4,640	\$23,822,862	22.3%	\$43,119,290	6.4%	55.2%	\$22,265,039
FFY 08/09	32	1,599,625	-5.5%	4,383	\$23,505,602	-1.3%	\$50,159,032	16.3%	47.0%	\$25,113,642
FFY 09/10	32	1,580,619	-1.2%	4,330	\$24,372,185	3.7%	\$52,843,973	5.4%	46.0%	\$27,499,149
FFY 10/11	32	1,708,618	8.1%	4,681	\$27,176,573	11.5%	\$56,699,385	7.3%	48.0%	\$29,158,222
FFY 11/12 (i)	32/30	1,746,397	6.7%	4,785	\$29,200,000	7.4%	\$59,035,857	4.1%	50.2%	\$29,606,390
FFY 12/13	30	1,701,185	-2.6%	4,661	\$29,186,617	-0.05%	\$60,472,128	2.4%	51.0%	\$29,110,318
FFY 13/14 (j)	30	1,419,084	1.1%	3,888	\$29,177,880	-0.03%	\$58,063,314	-4.0%	50.9%	\$28,421,000
FFY 14/15	30	1,474,873	3.9%	4,041	\$30,092,694	3.14%	\$57,586,946	-0.8%	52.0%	\$32,595,784
FFY 15/16	30	1,560,814	5.8%	4,264	\$32,187,647	7.0%	\$57,135,316	-0.8%	55.0%	\$31,745,660
FFY 16/17	30	1,607,277	3.0%	4,403	\$33,968,835	5.5%	\$58,010,359	1.5%	57.0%	\$31,729,519
FFY 17/18	30	1,706,849	6.2%	4,676	\$36,305,769	6.9%	\$61,221,333	5.5%	58.0%	\$31,000,000
FFY 18/19	30	1,777,136	4.1%	4,869	\$38,109,114	5.0%	\$62,492,832	2.1%	60.0%	\$28,689,495

SFY = State Fiscal Year (July 1- June 30)

FFY = Federal Fiscal Year (October 1 -September 30)

a. Statistics available for partial year only because service began in December 1991.

b. Increase to 8 trains began in April 1996.

c. Statistics presented for FFY 97/98 and each subsequent FFY to conform with Performance Standards developed by BT&H.

d. 10 trains began on October 25, 1998 and 12 trains began on February 21, 1999.

e. 14 trains began on February 28, 2000 .

f. 18 trains began on April 29, 2001.

g. 20 trains began on October 27, 2002; increase to 22 trains began on January 6, 2003; increase to 24 trains began on April 28, 2003.

h. 32 trains began on August 26, 2006 (with increase to 14 daily trains to/from San Jose).

i. 30 trains began on August 13, 2012 (service optimization with re-opening of the Sacramento Valley Station platform).

j. Starting in FY 2014 Amtrak adjusted ridership reports to account for the actual tickets lifted via the scanning of tickets by the conductors, which results in ridership forecasts and reports that are 15%-20% below previous forecasts and reports. Previously, multiride tickets were not directly logged into the system but the passenger counts for multiride tickets were estimated based on assumed inflated usage. Prior year % change is made using adjusted FY 12/13 ridership.

APPENDIX B

CAPITOL CORRIDOR PERFORMANCE STANDARDS FFY 2018-19 to FFY 2023-24

PERFORMANCE STANDARD	FY 2018-19				FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24
	ACTUAL	STANDARD	VARIANCE ACTUAL TO STANDARD	PERCENT CHANGE	STANDARD	PRELIMINARY STANDARD	PRELIMINARY STANDARD	PRELIMINARY STANDARD	PRELIMINARY STANDARD
NUMBER OF DAILY TRAINS (SAC-OAK)	30	30			30	30	30	30 (a)	30 (a)
USAGE									
Route Ridership	1,777,136	1,670,400	106,736	6.4%	1,759,000	1,795,000	1,808,000	1,844,000	1,881,000
Passenger Miles	119,601,577	113,555,900	6,045,677	5.3%	119,086,000	120,409,000	121,281,000	123,179,000	125,651,000
Average Daily Ridership	4,869	4,576	292	6.4%	4,819	4,918	4,953	5,052	5,153
Percent Change in Route Ridership	4.1%	3.6%			5.3%	2.0%	0.7%	2.0%	2.0%
Percent Change in Train Passenger Miles	5.1%	5.0%			4.9%	1.1%	0.7%	1.6%	2.0%
Percent Change in Train Miles	0.8%	0.5%			-0.5%	1.9%	0.0%	0.0%	0.0%
Passenger Miles per Train Mile (PM/TM)	102.4	97.1	5.3	5.4%	102.4	101.6	102.3	103.9	106.0
COST EFFICIENCY									
System Operating Ratio	61%	55%	5.9%	--	56%	57%	56%	56%	57%
Total Operating Costs per Passenger Mile					\$0.56	\$0.56	\$0.56	\$0.57	\$0.57
Percent Change in Total Revenue	5.0%	6.5%	--	--	6.2%	1.1%	1.0%	3.0%	3.0%
Percent Change in Total Expenses	2.1%	-0.2%	--	--	4.1%	-0.1%	1.9%	2.8%	2.7%
Train Revenue per Train Mile	\$30.26	\$28.17	\$2.09	7.4%	\$30.08	\$29.84	\$30.14	\$31.27	\$32.21
Train Revenue per Passenger Mile (Yield)	\$0.296	\$0.290	\$0.01	1.9%	\$0.296	\$0.302	\$0.308	\$0.314	\$0.320
Train Expenses per Train Mile	\$53.14	\$54.54	-\$1.40	-2.6%	\$56.17	\$57.86	\$59.59	\$61.38	\$63.22
Train Only State Cost per Train Mile	\$22.88	\$26.36	-\$3.48	-13.2%	\$22.93	\$21.99	\$22.70	\$23.05	\$23.65
Train Only State Cost Per Passenger Mile	\$0.22	\$0.27	-\$0.05	-17.7%	\$0.22	\$0.22	\$0.22	\$0.22	\$0.22
SERVICE QUALITY									
End-Point On Time Performance	89%	90%	-1%	--	90%	90%	90%	90%	90%
Passenger On Time Performance	87%	90%	-3%	--	90%	90%	90%	90%	90%
Operator Delays per 10,000 Miles	429	>325	104	32%	>325	>325	>325	>325	>325
Percent of California Car Fleet Available	79%	87%	-8%	--	87%	87%	87%	87%	87%
OPERATING RESULTS									
TRAIN AND BUS									
Total Revenue	\$ 38,109,114	\$ 35,300,000	\$2,809,114	8.0%	\$ 37,500,000	\$ 37,900,000	\$ 38,278,000	\$ 39,426,000	\$ 40,609,000
Total Expenses (b)	\$ 62,492,832	\$ 64,135,076	\$ (1,642,244)	-2.6%	\$ 66,790,000	\$ 66,728,000	\$ 68,027,000	\$ 69,898,000	\$ 71,820,000
Total CCJPA Operating Budget	\$24,383,718	\$28,835,076	(\$4,451,358)	-15.4%	\$29,290,000	\$28,828,000	\$29,749,000	\$30,472,000	\$31,211,000
TRAIN ONLY									
Train Only Revenue	\$ 35,347,074	\$ 32,935,000	2,412,074	7.3%	\$ 34,987,500	\$ 35,361,000	\$ 35,714,000	\$ 37,060,000	\$ 38,172,000
Train Only Expenses	\$ 62,069,278	\$ 63,754,000	(1,684,722)	-2.6%	\$ 61,653,000	\$ 61,425,000	\$ 62,617,000	\$ 64,380,000	\$ 66,192,000
Train Only State Operating Cost	\$ 26,722,204	\$ 30,819,000	(4,096,796)	-13.3%	\$ 26,665,500	\$ 26,064,000	\$ 26,903,000	\$ 27,320,000	\$ 28,020,000
Train Miles	1,168,000	1,169,000	(1,000)	-0.1%	1,163,000	1,185,000	1,185,000	1,185,000	1,185,000

(a) Anticipated start of two (2) additional round trip trains to/from Roseville in FY20/21, based upon the expected completion of Phase 1 of the Sacramento-Roseville 3rd track project.

(b) Includes operating expenses for call center/phone information and customer services provided by CCJPA/BART.

^ - Includes payments to Amtrak for use of equipment (including insurance) and minor capital costs. Not included in any other line item.

• - Represents fixed price contract cost Actual contract cost may be lower, but not higher.

¶ - Per Business Plan Update/Amtrak Contract

@ - Standard assumes increased train service to San Jose, Placer County: 30 Oakland-Sacramento weekday trains (22 on weekends), 22 daily trains to/from San Jose, 8 daily trains to/from Roseville and 4 daily trains to/from Auburn.

NOTE 1 - Performance measures not calculated where no standard was developed.

***System performance standards will be updated after ridership stabilizes and service is returned to pre-pandemic levels**

APPENDIX C**Capital Projects by CCJPA (\$ million)**

CCJPA Sponsored Projects	Status	Programmed (\$ millions)	Funding Sources	Project Cost (\$ millions)
Davis Station Improvements	Pre-construction activities	\$7.30	PTA, SRA, CCJPA RAB	\$7.30
Santa Clara Siding Improvement Project	Pre-construction activities	\$3.34	SRA, TIRCP	\$5.73
Capitalized Maintenance	Ongoing (\$1M annually)	\$10.00	STIP, PTA (ongoing 10-year dedicated funding)	\$10.00
UPRR Signal Replacement/Upgrade	In progress	\$7.15	SRA, PTA	\$7.15
UPRR Right-of-Way Safety and Security	In progress	\$7.50	SRA	\$7.50
Surfliner Door Panel Replacement	Procurement in progress	\$0.55	Caltrans DRMT	\$0.55
Renewable Diesel Testing	Pilot testing in progress	\$1.00	CCRP	\$1.00
Bicycle Access Plan Implementation	Refinement for new onboard bike rack and design of Superliner bike rack	\$0.23	CCRP	\$0.23
California Integrated Travel Program	Various studies and business cases are being developed. Initial pilots with select operator are expected in 2020.	\$27.34	TIRCP	\$27.34
California PIDS Modernization (CCJPA share)	Design initiated	\$1.11	SRA	\$1.11
Service Optimization Plan	NorCal network analysis to begin in early 2020	\$0.40	TIRCP, CCRP	\$0.40
Sacramento to Roseville Third Main Track Construction Phase 1	Final design in progress	\$85.65	Prop 1A HST, STIP, PCTPA STIP, TIRCP, SRA	\$85.65
Sacramento to Roseville Third Main Track Construction Phase 2	Phase 2 for 7 additional round trips (10 round trips total). This phase is not fully funded.	\$4.00	CCRP	\$465.40
South Bay Connect (Oakland to San Jose Phase 2A)	Environmental and final design to begin in early 2020	\$196.36	STIP, TIRCP, RM3, Measure BB	\$264.38
Network Integration	Support for initial Second Transbay Crossing economic analysis and Southern Alameda County Rail Study	\$2.00	TIRCP	\$2.00
TOTAL - ALL PROJECTS		\$343.29	ESTIMATED TOTAL	\$872.71

Gavin Newsom
Governor

David S. Kim
Secretary

915 Capitol Mall, Suite 350B
Sacramento, CA 95814
916-323-5400
www.calsta.ca.gov

September 23, 2020

Ms. Rebecca Saltzman, Chair
Capitol Corridor Joint Powers Authority
300 Lakeside Drive, 14th Floor, East
Oakland, CA 94612

Dear Ms. Saltzman:

The California State Transportation Agency (CalSTA) is in receipt of the Capitol Corridor Joint Powers Authority (CCJPA) Business Plan for Fiscal Year (FY) 2020-21 and FY 2021-22. The Final Annual Business Plan (ABP) was submitted on May 1, 2020 to CalSTA and the California Department of Transportation (Caltrans).

The July 10, 2020 letter from CalSTA to CCJPA provided early approval of administrative and marketing elements of the ABP in order to provide important direction on the approach to encumbering resources to support July 2020 to June 2021 administrative and marketing costs.

The FY 2020-21 ABP California Passenger Information Display System (CA PIDS) and Operations budget requests are addressed below.

This approval letter contains the resources necessary to cover an estimated first four months of operations in FY 2020-21 (from October 2020 through January 2021). A limited approval is provided to all corridors in the state while we work together to ensure that costs and revenues align in a manner that allows us to continue operating the September 1st train service level on an on-going basis, prior to approving funding for additional service increases. COVID-19 has significantly impacted ridership and revenue of the services, and, as a result, fiscal results need to be tightly monitored in the months ahead.

1. Funding Requests

a. Operations Expenditures

- i. CCJPA requests \$27,712,000 in Federal Fiscal Year (FFY) 2020-21 funding for Amtrak Operations costs (Page 17, Table 9.1) and \$1,000,000 for the Capitalized Maintenance program to ensure a high-performance service (Page 17, Table 9-1).
- ii. CCJPA anticipated minor schedule changes in FY 2020-21 to support the overall operating plan in place prior to the COVID-19 Pandemic into FY 2021-22. Key operational areas of focus included maintaining increased seating capacity on select

- trains to address crowding conditions and enhanced cleaning and security patrols at select East Bay stations.
- iii. The ABP was developed before the COVID-19 pandemic caused a dramatic reduction in ridership and revenue across the statewide system. As a result, CalSTA has directed that all intercity rail services operate no more than 50-60% of the train miles previously approved in their FY 2019-20 ABPs and that the JPAs pursue cost savings until there is more clarity that funding will be sufficient to support a higher level of service. Operating funding approved in this letter is based on the current requirements:
1. Capitol Corridor continuing to operate the level of train service that was in effect on September 1, 2020 and doing so with a fleet that generally relies on seven four-car trainsets. A fleet management task force that collaboratively developed recommendations across all three intercity rail corridors determined that this level of fleet deployment could meet near-term needs for capacity. Deployment of additional fleet and frequencies, including use of the strategic reserve fleet, will be contingent on additional funding being identified and allocated later in the fiscal year.
 2. Capitol Corridor operating with only state-owned equipment (or Amtrak non-powered control units if state-owned cab-car equipment is unavailable) unless authorized to use the state's strategic reserve fleet. (Three cars of the Superliner 34900-series are expected to be available for the strategic reserve fleet in Northern California and could be transferred if needed; the balance of nine cars in the strategic reserve fleet will initially be based in Southern California.)
 3. No staffed, on-board food service due to state public health advice to not provide food service while indoor dining is restricted. We are unable to approve funding for such services until this advice is revised.
 4. Capitol Corridor continues to participate in statewide efforts to control costs in a variety of areas so that resources can be set aside for restoring services as the market returns and resources allow.
- iv. Caltrans conservatively estimates total revenue for the Capitol Corridor for the months of October 2020 through January 2021 to be \$1,654,688 based on a zero percent growth scenario beginning in June 2020. Using the most recent Amtrak forecast, Caltrans estimates the cost for service as it exists today for the same period of October 2020 through January 2021 to be \$13,531,596. The total estimated need to fully fund service as it exists today for the period of October 2020 through January 2021 is \$11,876,908. Should revenues improve or costs be lower than expected, the funding level identified will allow service to be provided over a longer time duration.
- v. Based on Amtrak's calculations as of the date of this letter, it is anticipated that CCJPA will have an FFY 2019-20 state operations funding balance of \$8,658,407 as a result of the CARES Act subsidy that capped FY 2019-20 Operations payments to 80% of FFY 2018-19 levels. In addition, \$3,200,000 remains available to CCJPA in

CARES Act funding that Amtrak will directly apply towards FFY 2020-21 operations. These state and federal funds should be used to fund the initial Operations payments to Amtrak for FFY 2020-21.

- vi. Based on the above estimates and funds available to CCJPA in FY 2020-21, \$18,501 is allocated to CCJPA for operations for the period of October 2020 through January 2021 as outlined below:

Capitol Corridor	Oct 20	Nov 20	Dec 20	Jan 21	Total
Revenue	\$427,249	\$438,246	\$406,051	\$383,142	\$1,654,688
Less Costs	\$3,382,899	\$3,382,899	\$3,382,899	\$3,382,899	\$13,531,596
Plus CARES Act FFY 20-21 Drawdown	\$1,300,000	\$1,300,000	\$600,000		\$3,200,000
Plus FY 19-20 state operations funding surplus after cap on FFY 19-20 costs due to CARES Act					\$8,658,407
Total Need	\$1,655,650	\$1,644,653	\$2,376,848	\$2,999,757	-\$18,501

- vii. CCJPA shall continue to work with CalSTA, Caltrans, and Amtrak to develop updated Operations estimates based on both the current status and planned resumption of the Capitol Corridor service, as well as any additional cost saving actions identified in the upcoming discussions.
- viii. CalSTA will schedule regular budget check-in meetings throughout FY 2020-21 to review updated Operations estimates based on both the current status and planned resumption of the Capitol Corridor service and assess additional Marketing and Operations budget needs for FY 2020-21. Following those meetings, CalSTA may provide additional funding to CCJPA for FY 2020-21 based on those needs identified and the availability of State funds.

b. California Passenger Information Display System (CA PIDS)

- i. CCJPA programmed SRA funding in FY 2019-20 to initiate development of an in-station and on-platform passenger information display system (PIDS) for passenger rail services across California, which was subsequently planned to be implemented by CCJPA through a service-based contract to amortize capital and ongoing operation costs and be partly funded by contributions from other passenger rail corridors making use of the system.
- ii. CCJPA requests \$872,000 for a new CA PIDS and associated management expenses for FY 2020-21 and \$1,403,000 for FY 2021-22 (Page 17, Table 9-1).

Subsequent to the submission of the final ABP, CCJPA has provide additional analysis and information to CalSTA on the proposed Passenger Information Display System (PIDS) program. CalSTA has reviewed this analysis and determined the due to limited resources and the availability of less costly approaches for providing PIDS, this request is not approved.

2. FY 2020-21 Funding Request Summary:

Budget Item	Previously Approved	Approved in this letter
Administrative	\$3,846,000	\$0
Marketing	\$1,174,000	\$0
Information/Customer Services	\$1,161,000	\$0
Onboard Technology (Wi-Fi)	\$2,773,878	\$0
CA PIDS	\$0	0
Minor Capital	\$0	\$0
Capitalized Maintenance	\$100,000	\$0
October 2020 through January 2021 Amtrak Operations	\$0	\$18,501
Total	\$9,054,878	\$18,501

- a. Each budget item above shall be tracked and managed separately. If changes between budget items are required, the CCJPA shall follow the process outlined in the Fund Transfer Agreement.
3. Under current law, the CCJPA is required to submit an ABP to CalSTA by April 1st of each year. However, Amtrak does not provide its Capitol Corridor PRIIA 209 State Payment Forecast to the CCJPA until March 31st of each year. The result is that the ABP does not include Amtrak's most recent estimate on which a contract will be developed. To resolve this timing issue for the FY 2021-22 ABP, CalSTA requests that the CCJPA provide a draft ABP on April 1, 2021, and make modifications to the ABP by June 30, 2021, to incorporate the operating cost estimates from Amtrak's PRIIA 209 State Payment Forecast.

If you have any questions or need additional information, please contact Chief Deputy Secretary for Rail and Transit Chad R. Edison at (916) 323-5400.

Sincerely,

David S. Kim

DAVID S. KIM
Secretary

Ms. Rebecca Saltzman
September 23, 2020
Page 5

cc: Robert Padgett, Managing Director, Capitol Corridor Joint Powers Authority
Chad R. Edison, Chief Deputy Secretary for Rail and Transit,
California State Transportation Agency
Toks Omishakin, Director, California Department of Transportation
Jeanie Ward-Waller, Deputy Director, California Department of Transportation,
Planning and Modal Programs
Kyle Grading, Chief, California Department of Transportation,
Division of Rail and Mass Transportation

PRELIMINARY DRAFT – FY20 Annual Performance Report

Overview

For the FY20 Annual Performance Report, staff plans to shift to an all-digital version of the report using a multimedia microsite. Through this change, we can:

- Better illustrate the story of our FY20 performance both before and during COVID-19 service changes
- Create shareable content that can be utilized across various social media channels such as Twitter, Facebook, LinkedIn, Instagram, YouTube, etc.
- Transition away from traditionally printed booklet to a downloaded PDF directly from site.

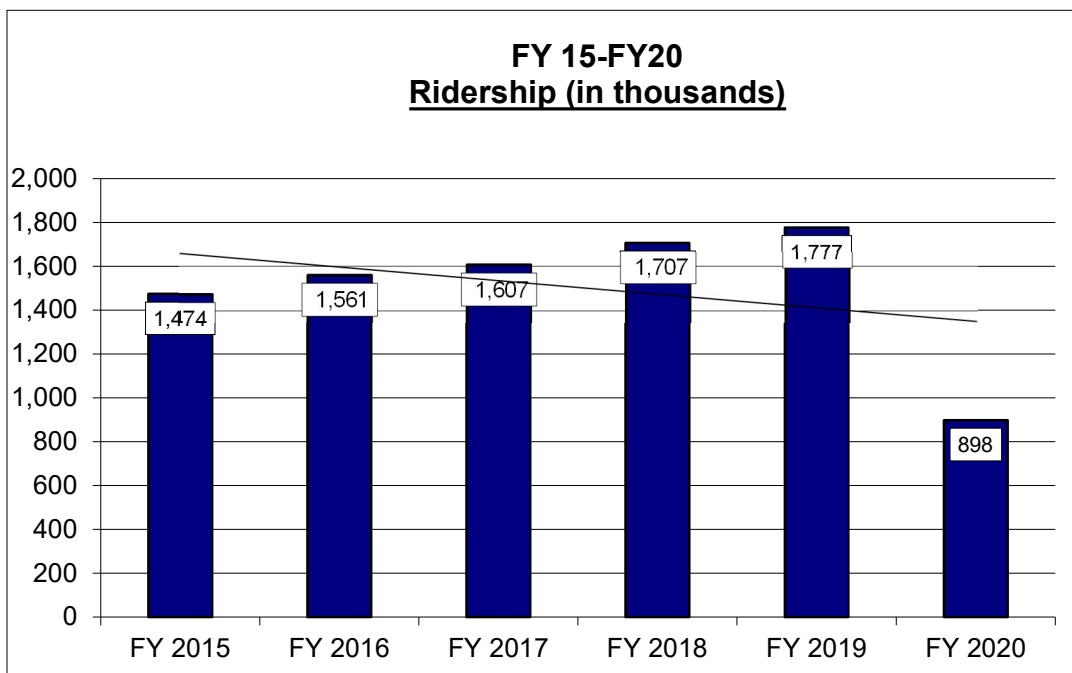
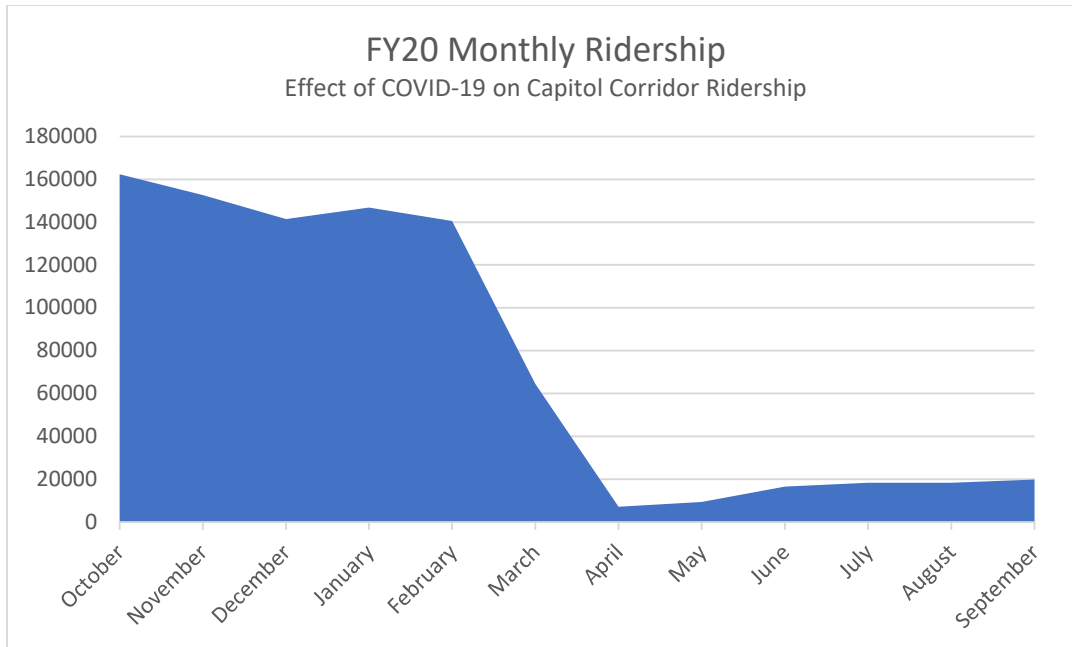
The Annual Performance Report will include our key performance results on ridership, revenue and on-time performance; an update on project achievements and milestones; and a special section on the actions we took in response to COVID. Leveraging this new format, and to increase viewer engagement, we plan to elevate the user experience with videos and animated charts to describe our achievements.

Following are the key performance indicator charts that we use each year, along with a breakout of FY20 monthly ridership to show the effects of COVID-19 on our service this year, as well as a chart showing our changes in service level this past year.

Performance Charts (preliminary figures)

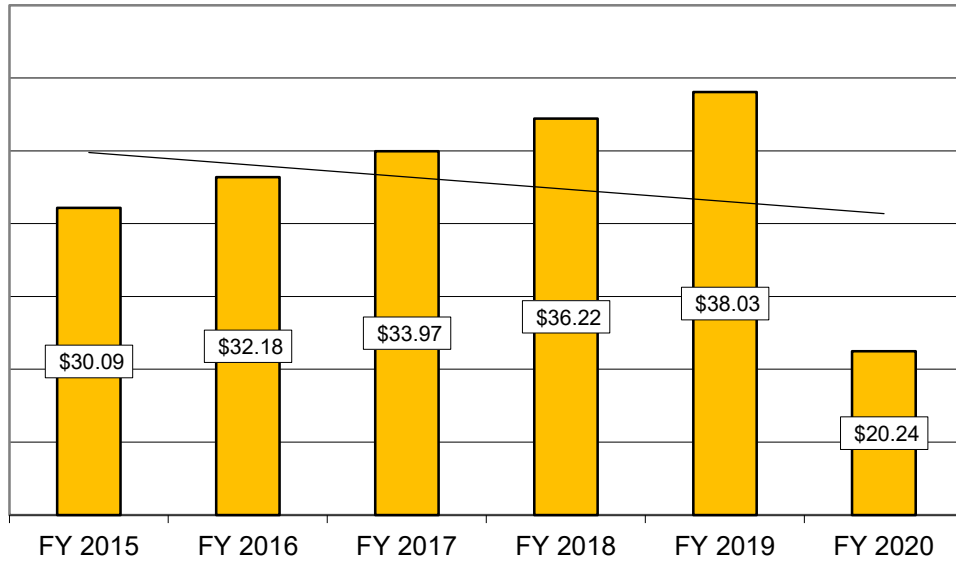
Twenty-Two Years of CCJPA Management Capitol Corridor Performance Summary					
Period	Service Level	Ridership	Revenue (in millions)		Revenue-to- Cost Ratio
FY 2020	30 daily trains (reduced 3/21/2020)	898,007	\$	20.24	34%
FY 1998 (pre-CCJPA)	8 daily trains	463,000	\$	6.25	30%
FY 1998 - 2020 (22 year improvement)	275%	94%		224%	13%

PRELIMINARY DRAFT - FY20 CCJPA Annual Performance Report

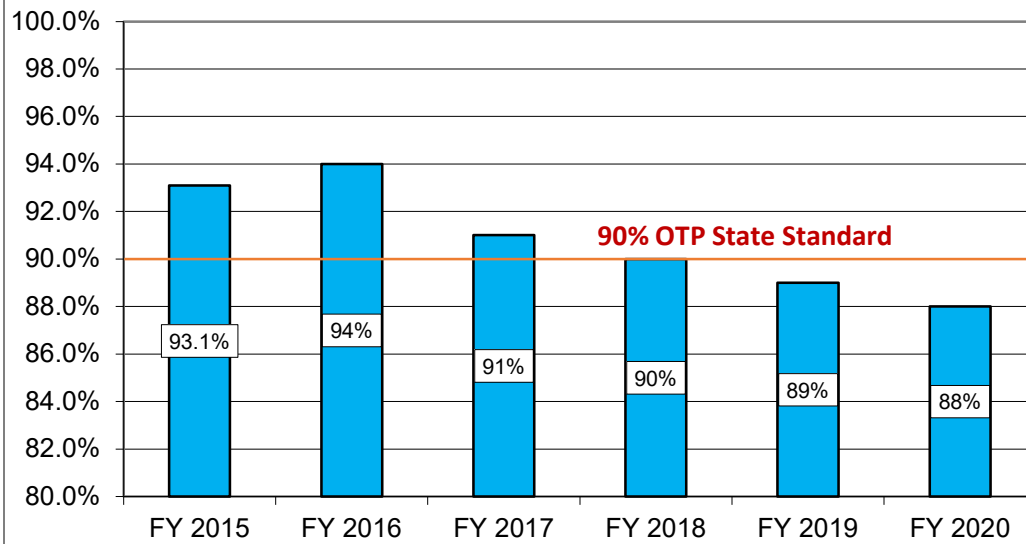


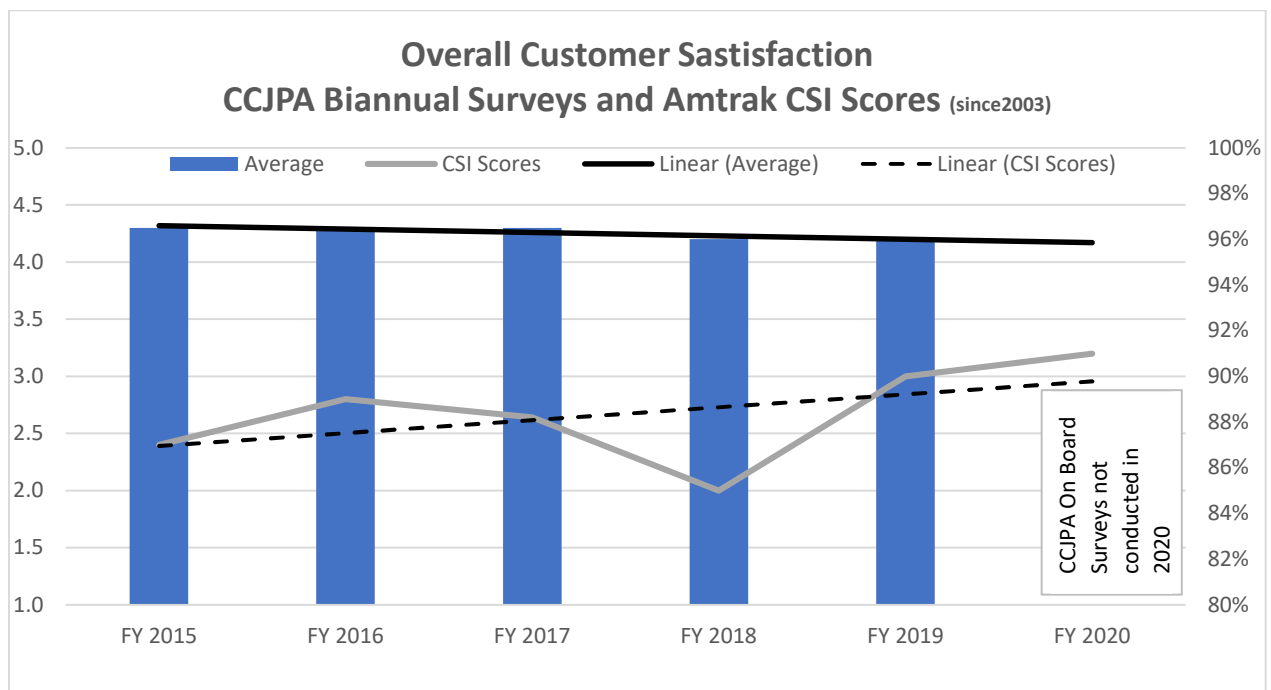
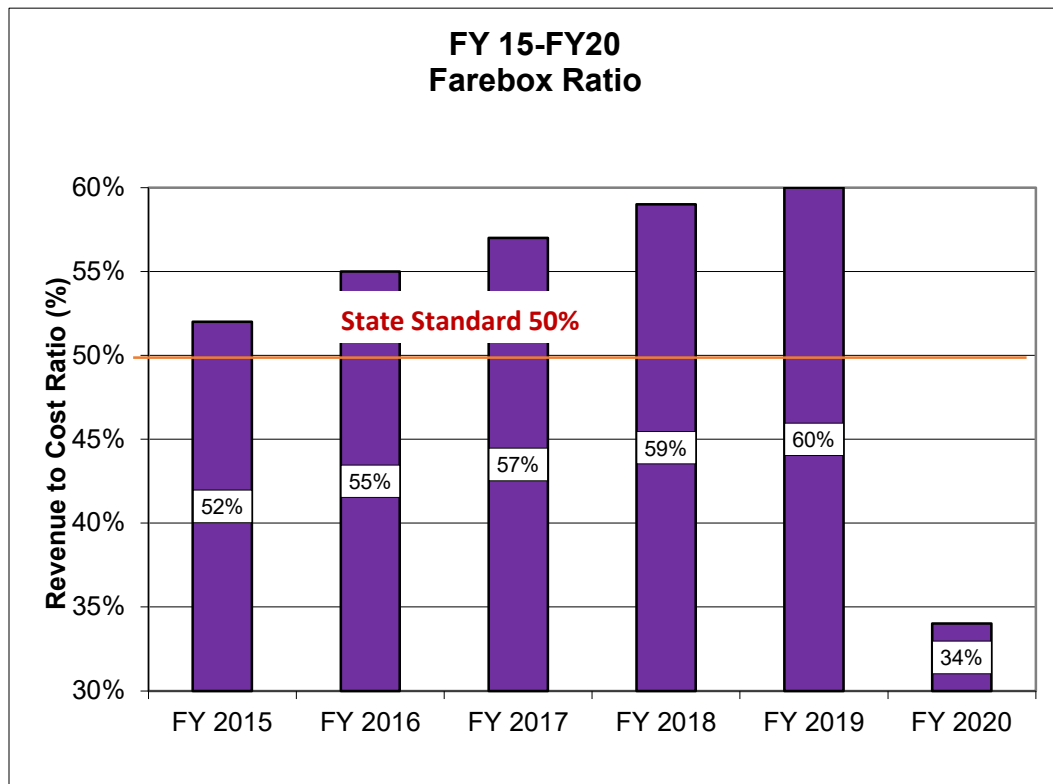
PRELIMINARY DRAFT - FY20 CCJPA Annual Performance Report

FY15-FY20
Revenue (\$ millions)

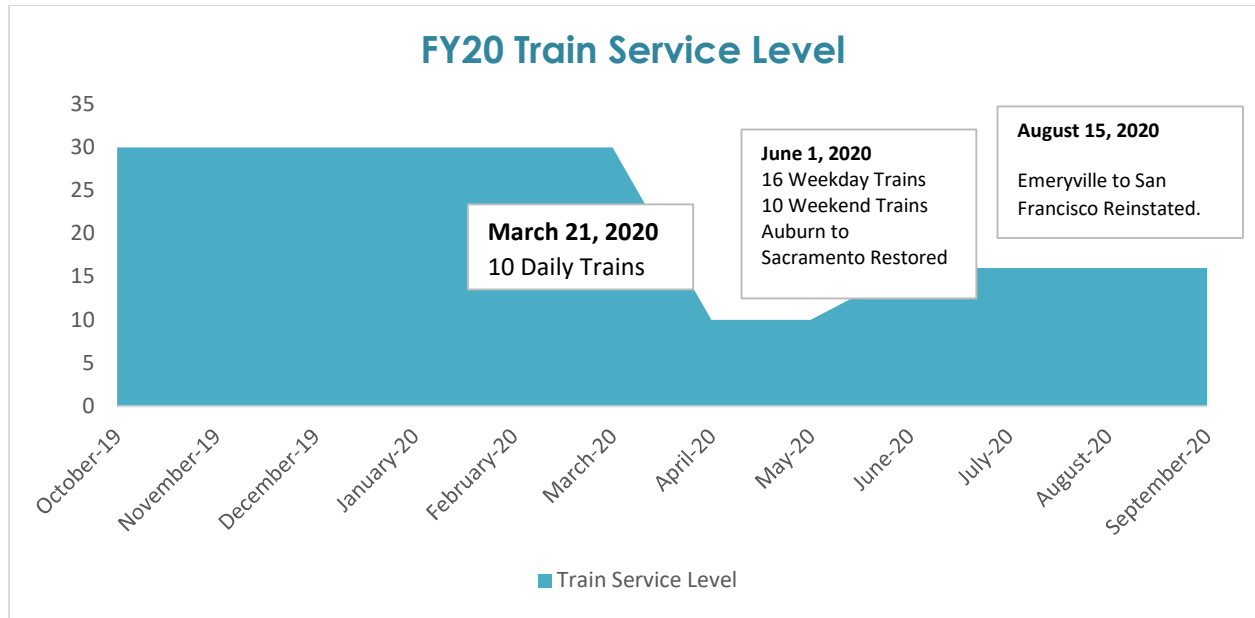


FY15-FY20
On-Time Performance





PRELIMINARY DRAFT - FY20 CCJPA Annual Performance Report





Date: November 13, 2020

From: Robert Padgett

To: CCJPA Board of Directors

Subject: Monthly Service Performance Report – October 2020

October 2020 Service Performance for the Capitol Corridor

The Capitol Corridor service is experiencing a slight increase in ridership in comparison to recent months as shelter-in-place restrictions begin to be lifted in jurisdictions along the Capitol Corridor route. We will continue to focus on safety and health measures onboard the trains and at the stations to ensure passenger safety while using our service.

Standard	Oct 2020	vs Oct 2019	YTD	vs. Prior YTD	vs. FY21 Plan
Ridership	22,527	-86%	22,527	-86%	+20%
Revenue	\$502,116	-85%	\$502,116	-85%	+18%
End-Point OTP	93%	+12%	93%	+12%	+3%
Passenger OTP	93%	+8%	93%	+8%	+3%

State and Federal Legislation and Funding Updates

Federal Legislation and Funding

Federal Coronavirus Aid, Relief, and Economic Security (CARES) Act

The Federal Railroad Administration (FRA) has made more than \$1 billion under the recently enacted Coronavirus Aid, Relief, and Economic Security (CARES) Act available to Amtrak to support the railroad's activities and the impacts of the COVID-19 pandemic. At least \$239 million of the CARES Act funds is to mitigate the cost of providing service on Amtrak's 28 State-supported intercity passenger rail (IPR) routes, where, under PRIIA (Passenger Rail Investment and Improvement Act of 2008), State governments are required to pay for ticket revenue shortfalls. CARES Act funds have been used in lieu of any increase in States' payments. The legislation limited Amtrak's FY 20 charges to Capitol Corridor and other State-supported IPR services at 80% of the FY 19 invoiced amount.

At the conclusion of FY 20, approximately \$79 million of the CARES Act funding remains unexpended and will be applied proportionally to state services, including Capitol Corridor, for the first three months of FY 21. See agenda item V.2.

Amtrak is exploring additional federal fiscal support for state-supported services for FY 21 through future emergency COVID-19 relief funding legislation.

Proposed Federal FY 20-21 Budget, Continuing Resolution (CR), and Extension of Fixing America's Surface Transportation (FAST) Act

The House Transportation, Housing and Urban Development (THUD) Subcommittee marked up its spending plan for FY 21 on July 7, 2020, which includes the various accounts for IPR services. The Senate THUD Subcommittee released its FY 21 proposed appropriation levels on November 10, 2020 which includes the funding for FRA administered programs. See the table below.

Passenger Rail Funding \$ (millions) - FY21 -House THUD Appropriations Bill AND Senate THUD Appropriations (11-10-20) including House's Emergency Appropriations Title V						
	FY 19 FAST Act Authorized (P.L. 114-94)	FY 2020 Appropriations	FY 2021 House THUD (7-7-20) Recommended Appropriations	FY 2021 House Bill Change from FY 2020 Appropriations	FY 2021 Senate THUD Recommended Appropriations (11-10-20)	FY 2021 Senate THUD Recommended Appropriations Compared to the House (shown as Senate minus)
Consolidated Rail Infrastructure and Safety (CRISI)	\$255.0	\$325.0	\$500.0	\$175.0	\$340.0	-\$160.0
Federal State Partnership for State of Good Repair	\$300.0	\$200.0	\$200.0	\$0.0	\$225.0	\$25.0
Restoration and Enhancement	\$20.0	\$2.0	\$0.0	-\$2.0	\$2.7	\$2.7
Amtrak - Northeast Corridor	\$557.0	\$700.0	\$750.0	\$50.0	\$680.0	-\$70.0
Amtrak - National Network	\$1,143.0	\$1,300.0	\$1,300.0	\$0.0	\$1,320.0	\$20.0
FRA Safety and Operations & Railroad Research and Development	\$262.0	\$264.8	\$277.1	\$12.3	\$274.7	-\$2.4
MAGLEV Technology Deployment Program		\$2.0	\$5.0	\$3.0	\$0.0	-\$5.0
Total	\$2,537.0	\$2,793.8	\$3,032.1	\$238.3	\$2,842.4	-\$189.7
BUILD/TIGER/National Infrastructure Investments		\$1,000.0	\$1,000.0	\$0.0	\$1,000.0	\$0.0

On September 30, 2020, HR 8337, the Continuing Appropriations Act of 2021 and Other Extensions Act of 2020, was signed by President Trump. The bill includes a continuing resolution, funding federal programs through December 11, 2020. The bill also includes a one-year extension of the FAST Act, the federal surface transportation authorization act, providing funding certainty to transportation agencies nationwide.

HEROES Act 2.0 – Emergency Relief Funding

On October 1, 2020, the United States House of Representatives passed the HEROES Act, addressing COVID-19 relief and emergency needs that have developed since the House passed the earlier iteration of the bill in May.

The \$2.2 trillion emergency funding bill includes \$2.4 billion to support Amtrak's ability to operate passenger rail service on Northeast Corridor (NEC), State-supported, and long-distance routes, protect Amtrak workers from furloughs, and prevent service reductions on long-distance routes. This includes \$350 million to Amtrak for State-supported routes.

On October 6, 2020, it was announced that Senate negotiations with the House on another round of emergency funding would be halted until after the November election.

Investing in a New Vision for the Environment and Surface Transportation in America (INVEST in America)
As mentioned above, the current surface transportation authorization, which expired on September 30th, was extended for one year. The Investing in a New Vision for the Environment and Surface Transportation in America (INVEST in America), when passed, will replace the current surface transportation authorization.

On June 3, 2020, the House Committee on Transportation and Infrastructure Committee released the text, summary, and details on the proposed next five-year, \$494 billion surface transportation legislation known as INVEST in America. All the details can be found at the following link:

<https://transportation.house.gov/news/press-releases/committee-leaders-unveil-the-invest-in-america-act-a-transformational-surface-transportation-bill-to-bring-nations-infrastructure-into-a-new-era>

With respect to Intercity Passenger Rail, here is the high-level summary of the proposed \$60 billion targeted to Rail Investments over the next five years:

- Triples funding for Amtrak to \$29 billion over five years, allowing for improvement and expansion of the Nation's passenger rail network, including the Northeast Corridor (NEC) and the National Network, giving travelers a reliable, low-carbon option to travel both short and long distances, including to regions that lack frequent or affordable airport service.
- Invests in Amtrak stations, facilities, services, and modernization of its equipment, while continuing Amtrak's legacy of serving long-distance, state-supported, and Northeast Corridor passengers and ensuring a skilled Amtrak workforce.
- Creates a new \$19 billion program, the Passenger Rail Improvement, Modernization and Expansion (PRIME) grant program, devoted entirely to passenger rail improvements and expansion, performance optimization, and intercity passenger rail transportation expansion.
- Dramatically increases funding for the Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant program to \$7 billion to fund passenger and freight rail projects. Expands program eligibilities and allows commuter rail authorities to compete for funds.
- Helps communities improve safety at rail crossings with a new \$2.5 billion grade separation grant program.
- Addresses "long trains," trains longer than 7,500 feet, as well as train crossings that are blocked more than 10 minutes, which impact local traffic and emergency response times.
- Prohibits U.S. DOT from allowing the transport of liquified natural gas by rail tank car until extensive safety analysis is performed and additional conditions are met.

Notice of Funding Opportunity (NOFO) for Consolidated Rail Infrastructure and Safety Improvements (CRISI)

The U.S. Department of Transportation's Federal Railroad Administration (FRA) issued a Notice of Funding Opportunity (NOFO) for the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program on April 17, 2020. CCJPA applied for CRISI funds to support its Santa Clara Siding project which will contribute to reducing a source of catastrophic delay for Capitol Corridor and ACE trains in the Santa Clara area. On September 23, 2020, the FRA announced the selection of 50 projects in 29 states to receive competitive CRISI grant funding in the amount of \$320.6 million. Short-line and rural projects represented the vast majority of those selected. CCJPA was not awarded a CRISI grant in this round. [View the list of CRISI FY 20 project recipients here.](#)

Program Updates

- On November 12, 2020, CCJPA had the second “**Corridor Conversations**” **webinar series**. In this webinar, CCJPA staff discussed Thanksgiving service, health and safety, Wi-Fi, and provided other service and project updates.



- Thanksgiving week will look a little different this year.** For the first time, we will require reservations for train and bus travel from Monday, November 23 through Monday, November 30. Additionally, we are capping bookings at 50%. Implementing reservation requirements during the week of Thanksgiving will allow us to manage ridership and ensure all passengers have room for social distancing on board.



- The design team has submitted the **Davis Crossovers and Signal Replacement - 25% level track design** to the Union Pacific Railroad (UPRR) in September 2020 for review. Following completion of the track design, the UPRR will complete the signal design and construct the project. When complete, this project will provide a gateway to the future replacement of the Davis boarding platforms with a more safe, ADA-compliant arrangement utilizing a center island platform with grade-separated pedestrian access. Managed by Amtrak, the boarding platform project is in the initial exploratory phase with the project stakeholders. Amtrak expects to begin the design process as soon as the stakeholders have been able to weigh in with their concerns.
- Following receipt of review comments from the UPRR on the **Santa Clara Siding 25% design**, the project team held an on-site constructability job walk meeting. Using comments received at this job walk, the design team has been advancing towards the 30% design. When the design is complete, the UPRR will construct this siding, which will allow Capitol Corridor and other trains to meet and pass in the segment of single track between Newark and San Jose. When complete, the new siding will reduce delays that occur in the area due to train congestion.

- In October and November 2020, the **Link21 (formerly the New Transbay Rail Crossing)** team convened the Staff Program Development Team (transportation planning/funding organizations and rail operators) and the Jurisdiction Working Group; both will meet quarterly. By the end of the year, the Bay Area Council Economic Institute will publish a report on the benefits of a new rail crossing to the Megaregion. By year's end, the new Link21 website will be online, which will include a survey for members of the public to provide input on overall program goals and objectives.

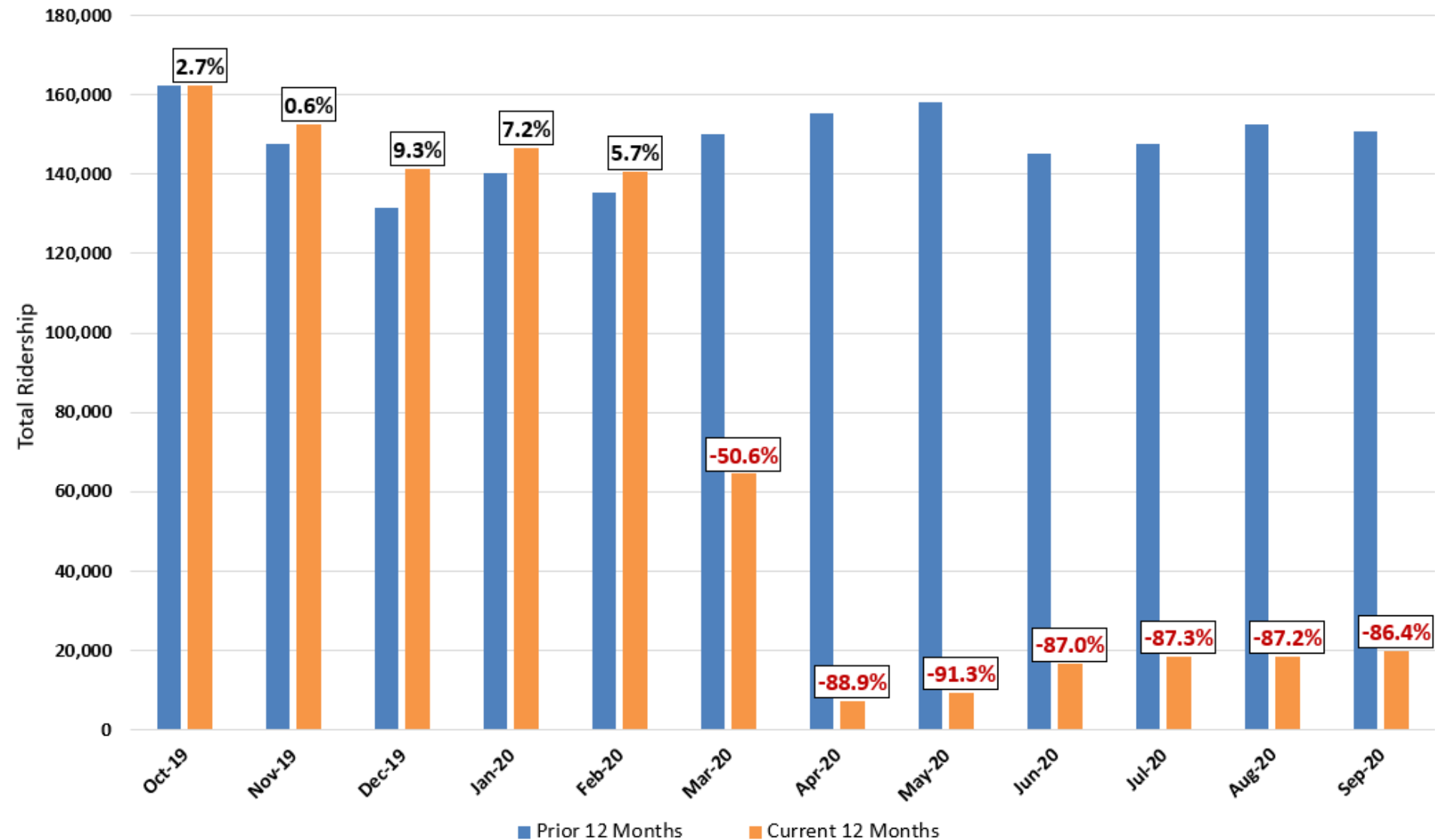


Outlook

While we continue to face unprecedented challenges resulting from the ongoing pandemic, we continue to make progress on long-term expansion of the service. We are optimistic that we will see an expansion in infrastructure investments in the coming year at the Federal level, with an emphasis on passenger rail. We believe that CCJPA is well positioned to make short to medium term investments in our service should that opportunity arise. We will continue to closely monitor the demand for service in the coming months and work closely with our other state partners to seek additional Federal relief.

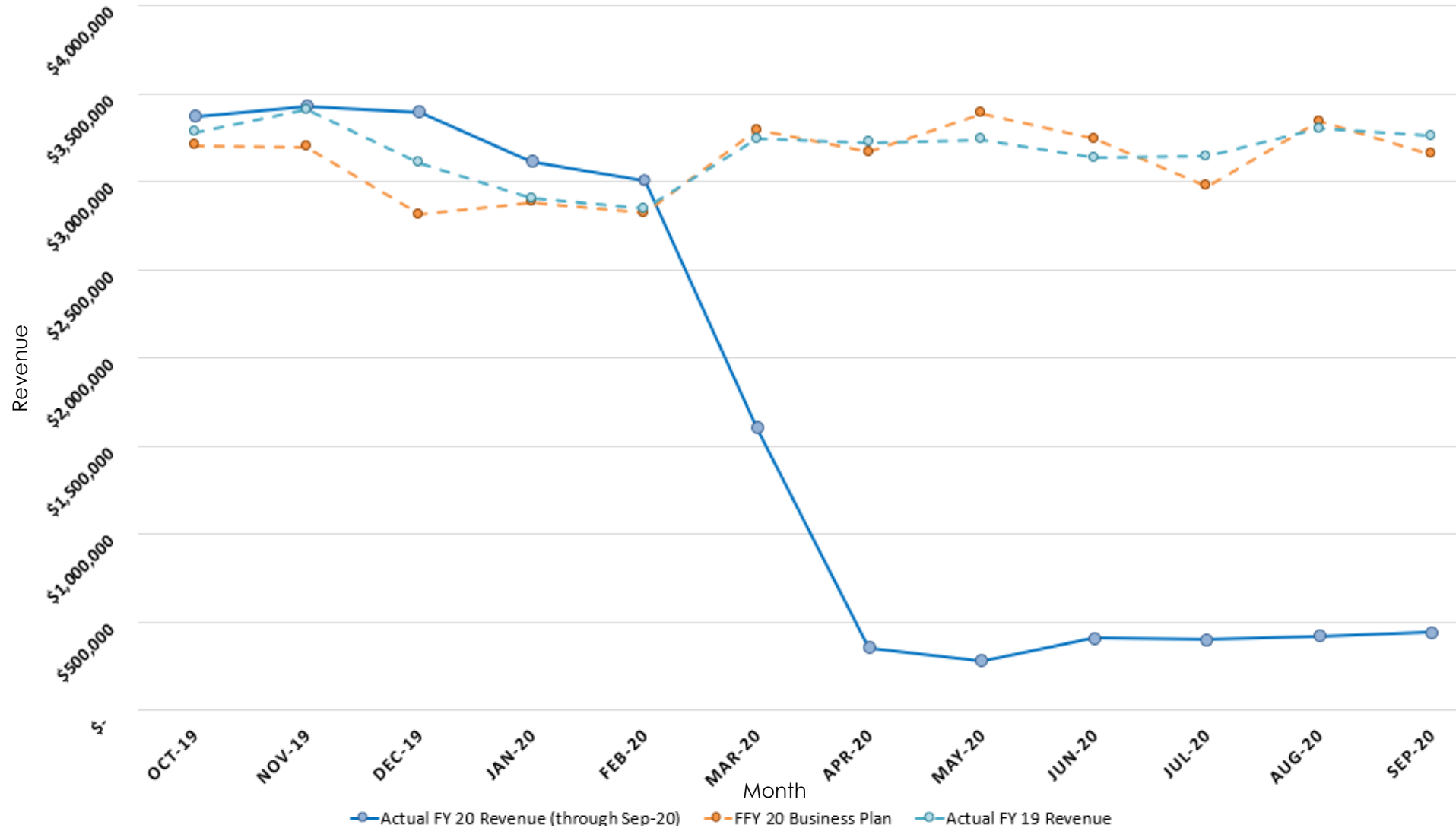
Performance - Ridership

FFY 20 October 2019 – September 2020



Performance - Revenue

FFY 2019 - 2020



Service Performance

FFY 20 (October 2019 – September 2020)

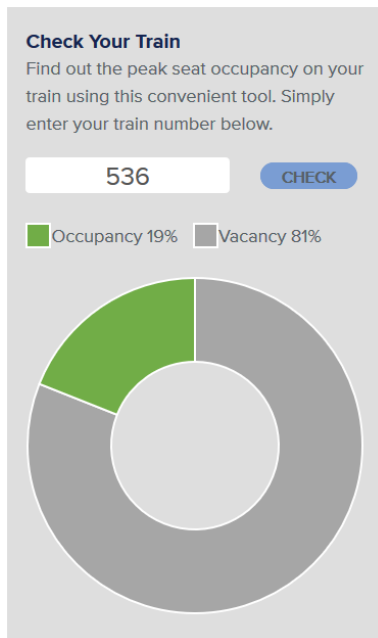
Performance Measure	FY 20 Actual	FY 20 Business Plan Forecast	FY 20 Actual vs FY20 Business Plan (% Diff)	FY 20 vs FY 19 Actual (% Diff)
Ridership	.89	1.75	-49%	-49%
Revenue	\$20.23	\$37.50	-46%	-47%
End-Point On-Time-Performance	88%	90%	-2%	-1%
Passenger On-Time-Performance	87%	90%	-3%	0%
System Operating Ratio	34%	52%	-34%	-43%
*Customer Satisfaction	90.72	92.5	-2%	0%

**Data through Feb 2020*

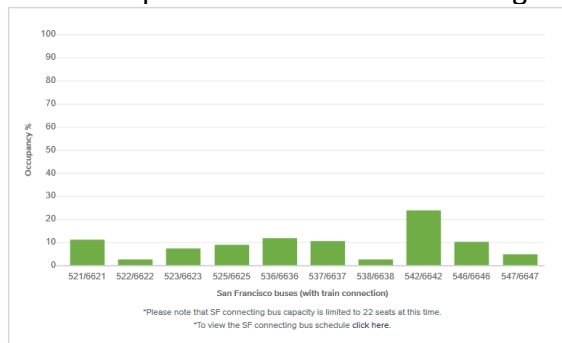
All figures in millions

Marketing & Public Relations

Performance Page



Traveling safely continues to be a priority for passengers and for the Capitol Corridor service—this includes being able to socially distance on board the train. To help ease concerns, we launched a new “Check Your Train” feature on the Performance page of our website. The occupancy tracking tool provides recent ridership levels on both weekday and weekend trains. Passengers can now book their trains with increased confidence that there will be ample room for social distancing.



Making a San Francisco bus connection? Our Performance page also includes bus ridership for connections between Emeryville and San Francisco. With seating capacity capped at 50%, passengers can plan to ensure they can travel safely and with certainty that they will have a seat available.

Name Our Train

Our long-time mascot Cappy will be sharing the spotlight with a new co-mascot—Cori! Her name was chosen by a vote from our riders and fans who chose their favorite spelling by commenting on Facebook, Instagram and Twitter. Cori plush dolls are coming soon to our online company store RailGoods.com.

The Winner Is...

Cori



Next Generation Wi-Fi

The Next Generation Wi-Fi project has officially launched and is now providing passengers with a premier Wi-Fi experience through a new network called “YourTrainWiFi”. Riders can expect the Wi-Fi service to be quicker and more



reliable, and even take advantage of new features like “Share-My-Train,” a tool to let loved ones know when their train will be arriving.

Cast Your Vote



Comment and pick her name
Corry, Cori, Cory or Corrie
Coming soon 2 www.railgoods.com

California Clean Air Day






To bring awareness to California Clean Air Day this past October 7, we encouraged everyone to support our state’s effort in promoting clean air by taking a pledge to ride public transportation, bike, or event plant a tree.



Communications: Social Media, CC Rail Mail and Service Alerts

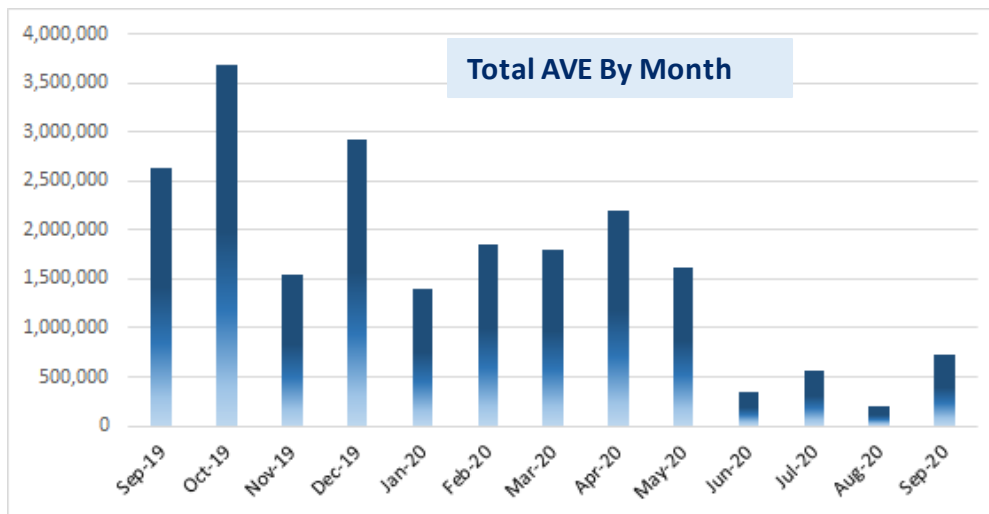
Followers as of 10/27/20

September 28 – October 27, 2020

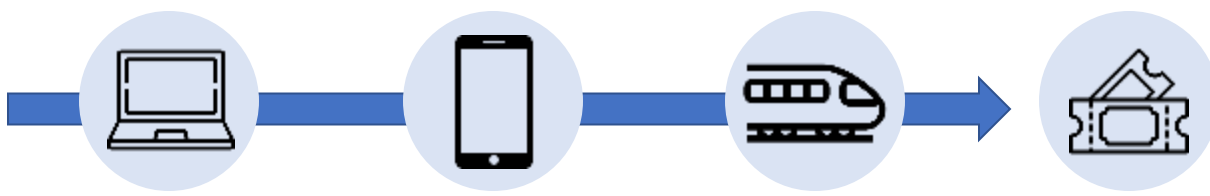
		Net New Subscribers	Total Subscribers	Engagement Rate
	16,686 ▼ 30			
	6,320 ▼ 3			
	3,261 ▲ 4			
	CC Rail Mail	0	5,894	38%
	Weekday Service Alerts	-80	5,070	37%
	Weekend Service Alerts	33	1,232	32%

Earned Media Reporting – September 2020

Number of News Stories: 15
 Number of Broadcast Stories: 1
 Advertising Value Equivalency (AVE): \$727,810.



Website - August-September 2020



	CapitolCorridor.org Visits	Percentage of Visits Via Mobile	Referrals to Amtrak.com from Capitol Corridor.org	Bookings on Amtrak.com initiated from CapitolCorridor.org
August	24,800	55.7%	2,976	391
September	28,760	50.8%	2,899	311



FY21 Marketing and Communications Overview

July <ul style="list-style-type: none"> ✓ Statement on Racial Equality ✓ Health and Safety video ✓ Health and Safety webpage ✓ CalITP Presentation ✓ Update Transit Transfer Program ✓ Rail Goods Company Store Launch 	August <ul style="list-style-type: none"> ✓ San Francisco Bus Connection Reactivation (mid to late August) ✓ Timetable Update ✓ South Bay Connect Public Comments ✓ New TransBay Crossing Branding ✓ Health and Safety messaging along the route 	September <ul style="list-style-type: none"> ✓ Rail Safety Month ✓ Visit CA Promotion ✓ Corridor Conversations – Online Engagement Event ✓ Transit Transfer Program Update ✓ Train Status Survey ✓ Bike to Wherever Day 2020
October <ul style="list-style-type: none"> ✓ Tentative date for Annual Onboard Survey ✓ Begin design/production of FY20 Annual report ✓ Route 20 Schedule Update ✓ Route 7 Schedule Update ✓ Route 21 Schedule Update ✓ Onboard YourTrainWiFi launch ✓ California Clean Air Day 	November <ul style="list-style-type: none"> • Thanksgiving service communications • Transit Transfer Modernization • Corridor Conversations – Holiday Travel • Continue design/production of FY20 Annual Report 	December <ul style="list-style-type: none"> • Holiday card • Holiday travel communications • Planning for 30th Anniversary year-long celebrations (Dec. 2021) • Corridor Conversations – Yolo Bird Society • Develop destination-themed content
January <ul style="list-style-type: none"> • Annual Performance Report • Business Plan workshops • 30th Anniversary year-long celebrations (Dec. 2021) 	February <ul style="list-style-type: none"> • Stitch ‘n’ Ride Discount to Stitches West Expo in Santa Clara TBD 	March <ul style="list-style-type: none"> • Possible spring advertising campaign
April <ul style="list-style-type: none"> • FY21 Budget Planning • A's Baseball Partnership 	May <ul style="list-style-type: none"> • FY22 Planning 	June <ul style="list-style-type: none"> • Contract vendor planning for FY22 • Onboard Survey of Riders