

# CAPITOL CORRIDOR

## Monthly Performance Report



### SERVICE PERFORMANCE OVERVIEW

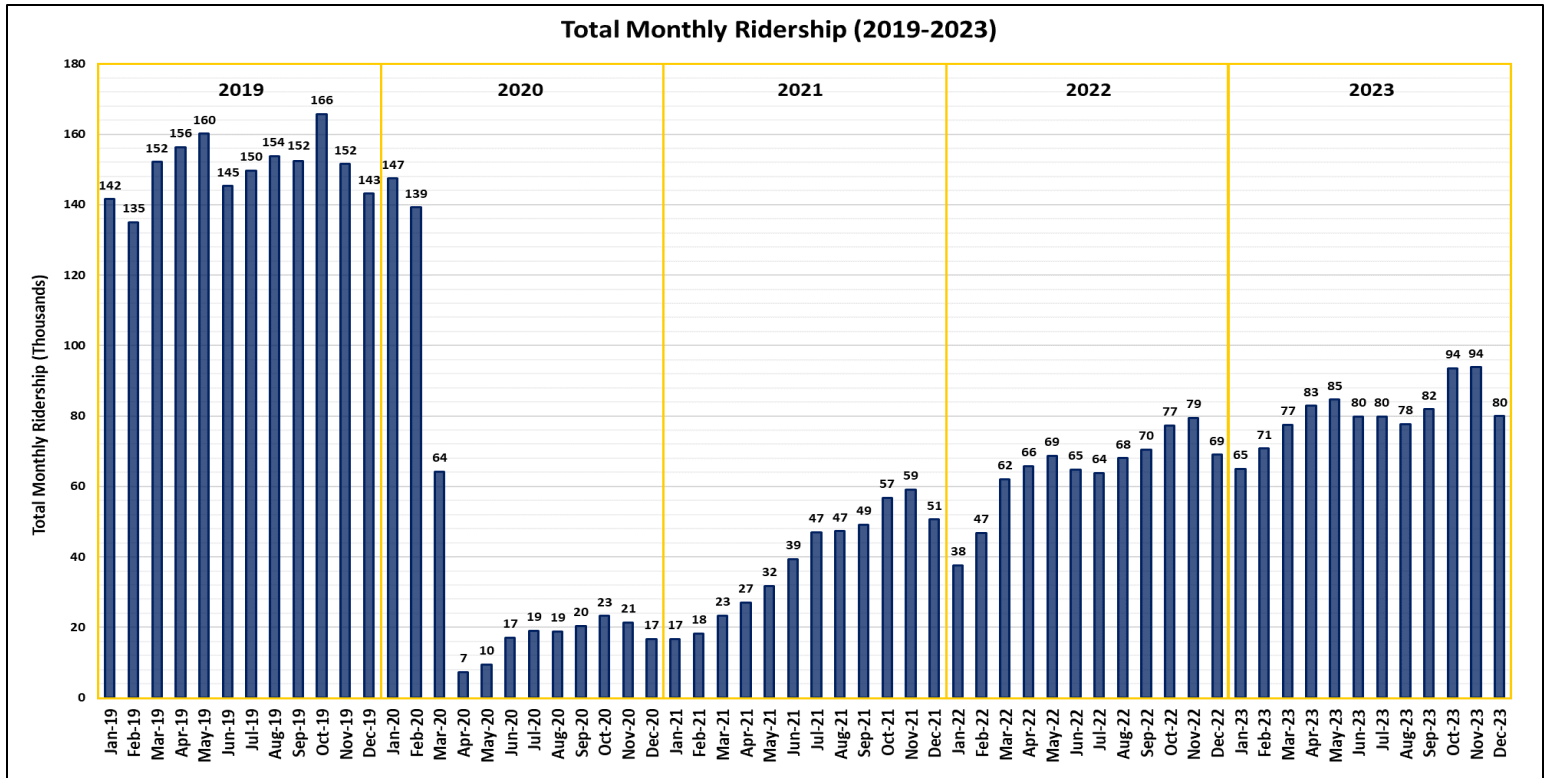
#### December 2023 Service Performance for the Capitol Corridor

During December 2023, Capitol Corridor continued to experience growth with an increase in ridership of 17% and revenue of 23% as compared to the same period in FY 2023. However, the December end-point on-time performance (OTP) fell short of our 90% target, we closed the month at 79%. This performance degradation was due to an increase in third-party safety incidents, including vehicles on track and trespasser incidents. We will continue to focus on improving OTP by addressing third-party safety incidents, including vehicle and trespasser-related issues.

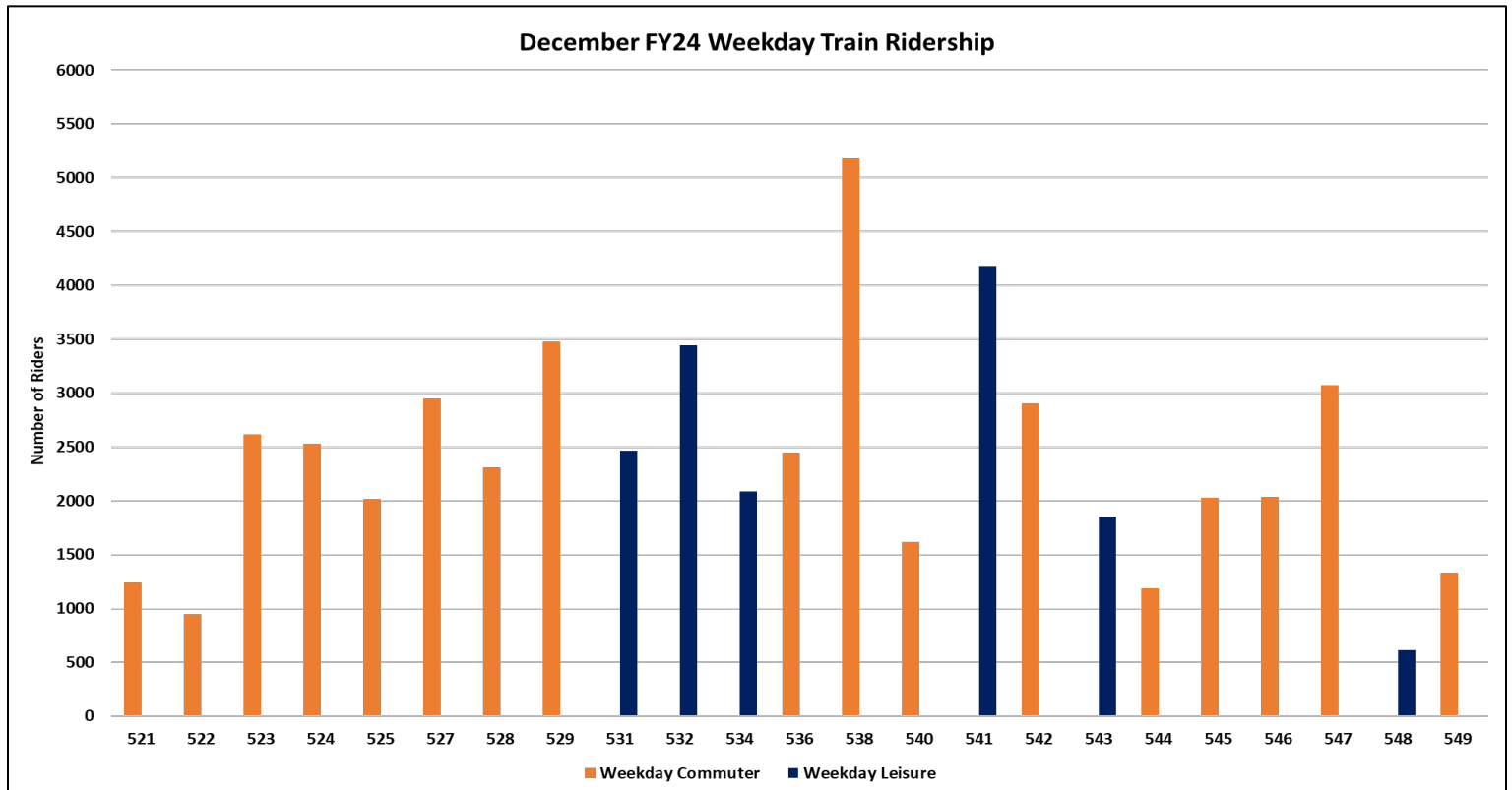
Performance Metric	Dec FY 2024	vs. FY 2023	vs. FY 2019	FY 2024 YTD	vs. FY 2024 ABP	vs. FY 2023 YTD	vs. FY 2019 YTD
Ridership	79,925	16%	-44%	264,364	-4%	17%	-40%
Revenue	\$2,096,478	20%	-38%	\$6,898,436	-8%	23%	-30%
End-Point OTP	79%	-4%	-8%	83%	-7%	5%	-5%
Passenger OTP	82%	-4%	-1%	85%	-5%	4%	-1%

*\*Please note that numbers above include preliminary data received as of the date of the mailing of the Monthly Performance Report.*

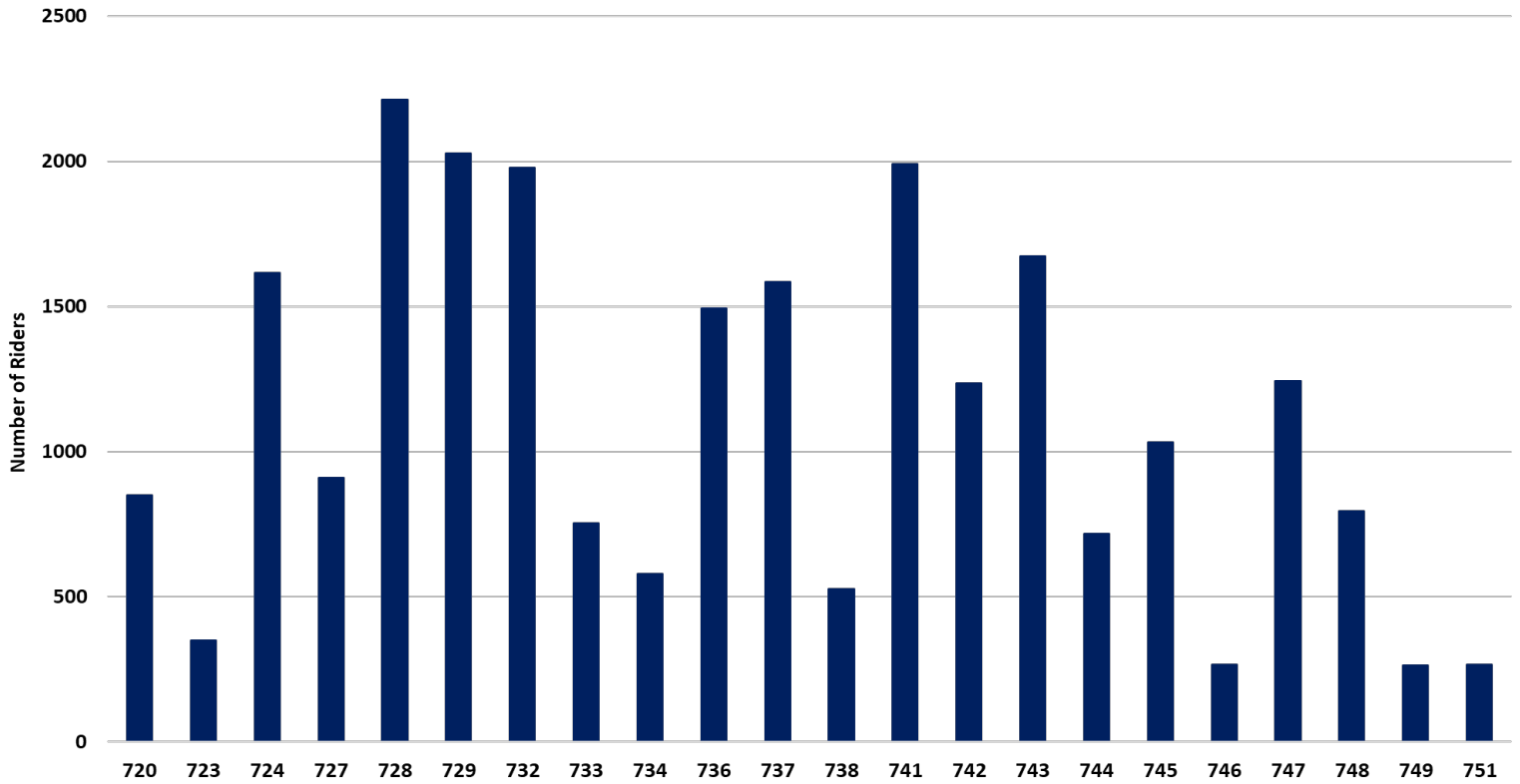
### Total Monthly Ridership (January 2019 to December 2023)



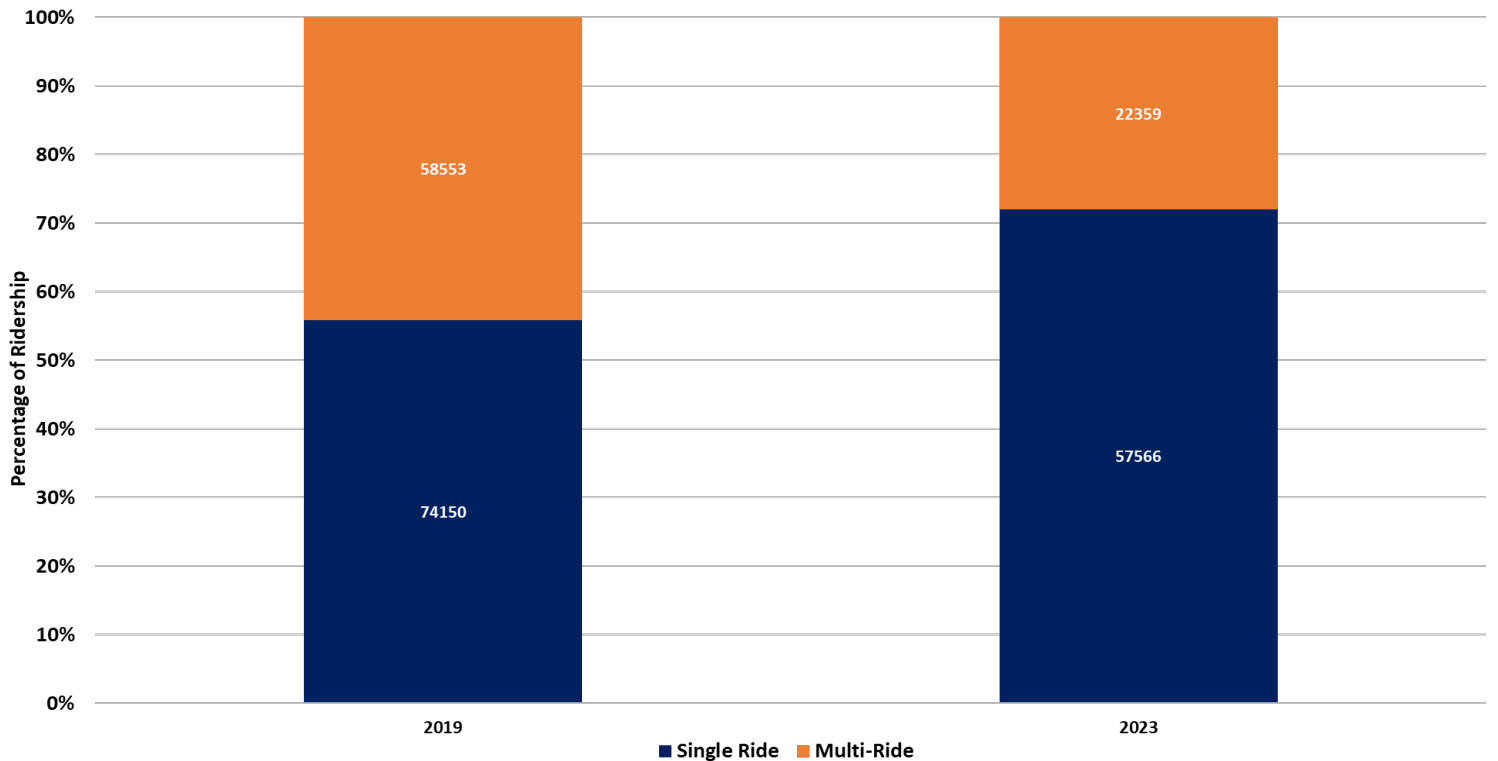
### December Ridership Data Analysis



### December FY24 Weekend Train Ridership



### Ridership by Single-Ride & Multi-Ride Tickets (Dec. FY19 vs FY24)



## LEGISLATION AND FUNDING

### State Legislation and Funding

Governor Newsom released his draft state budget proposal for FY 2025 on January 10<sup>th</sup>. Responding to a \$37.9 billion budget deficit, the \$291.5 billion budget proposes to implement a series of funding delays and shifts (between fund sources) to maintain the state's commitments to addressing top priorities, including preserving transit operations, delivering major capital projects, combatting the housing and homelessness crises, preparing for, and responding to climate change, and expanding access to healthcare services.

The Governor's proposed budget preserves the \$5.1 billion for transit operations and capital projects in the Budget Act of 2023-24 but delays the appropriation of some of this funding to address the state's budget problem.

The proposed budget includes an update to the State Transit Assistance (STA) program projections. STA will see revenues of about \$1.1 billion in FY 2024-25. Compared to FY 2023-24, this is an increase of about \$65 million. Similarly, the revenue reflected for intercity and commuter rail would be about \$363 million, which is an increase of about \$23 million from FY 2023-24.

A breakdown of the revenue totals can be found in the table below.

<b>REVENUE ESTIMATES FOR FY 2023-24 &amp; 2024-25 @ GOVERNOR'S BUDGET (JAN. 10)</b>			
<b>FUNDING SOURCE</b>	<b>FY 2023-24 (CY)</b>	<b>FY 2024-25 (BY)</b>	<b>CHANGE (CY → BY)</b>
<b>STA</b>			
Base Rate (2.375%)	\$284,674	\$303,760	\$19,086
Incremental Rate (1.75%)	\$195,119	\$209,182	\$14,063
SB 1 Rate (3.5%)	\$390,237	\$418,364	\$28,127
STA SOGR (30% of TIF)	\$125,619	\$129,388	\$3,769
<b>Subtotal</b>	<b>\$995,648</b>	<b>\$1,060,693</b>	<b>\$65,044</b>
<b>Intercity &amp; Commuter Rail</b>			
Base Rate (2.375%)*	\$284,674	\$303,760	\$19,086
SB 1 Rate (0.5%)	\$55,748	\$59,766	\$4,018
<b>Subtotal</b>	<b>\$340,422</b>	<b>\$363,526</b>	<b>\$23,104</b>
<b>TIRCP</b>			
Cap & Trade (10% of GGRF)**	\$429,000	\$365,000	-\$64,000
SB 1 (70% of TIF)	\$293,111	\$301,904	\$8,793
<b>Subtotal</b>	<b>\$722,111</b>	<b>\$666,904</b>	<b>-\$55,207</b>
<b>LCTOP</b>			
Cap & Trade (5% of GGRF)**	\$214,500	\$182,500	-\$32,000
<b>LTF</b>			
Local Sales and Use Tax (.25%)	\$2,097,525	TBD	TBD
<b>TOTAL</b>	<b>\$4,370,206</b>	<b>\$2,273,623</b>	<b>\$942</b>
<i>*Funds used for additional Caltrans purposes</i>			
<i>**Amounts reflect anticipated auction revenues for each FY</i>			

### *Federal Legislation and Funding*

#### **Continuing Resolution Federal FY 2024**

Federal funding for the Department of Transportation continues under a third Continuing Resolution (CR) that funds operations until March 1, 2024. A distinct continuing resolution for eight federal agencies (Defense, Labor-HHS-Education, Commerce-Justice-Science, Interior-Environment, State-Foreign Operations, Financial Services, Legislative Branch, and Homeland Security) provides funding through March 8, 2024. The CR does not incorporate the FY 2024 authorized funding increases included in the Infrastructure Investment and Jobs Act. Additional action by USDOT and FRA to release funding opportunities for discretionary programs is not expected to occur until an FY 2020 budget is passed.

#### **Federal Corridor Identification and Development Program**

The Capitol Corridor service was one of many rail corridors across the country selected under the new FRA Corridor Identification and Development Program. This program is intended to be the mechanism through which rail corridor improvements are identified, evaluated, and implemented. Funding in the amount of \$500K for each identified corridor is intended to be the first step in the process. The formal submission was made by the California Department of Transportation, together with nine other corridors across the state. The Capitol Corridor selection is summarized as follows:

#### **Capitol Corridor - California Department of Transportation**

The proposed corridor would enhance the existing state-supported Capitol Corridor between San Jose and Auburn, CA, with an extension to San Francisco, Salinas, and Novato, CA, and Reno/Sparks, NV. The proposed corridor would also include new frequencies. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

#### **Fiscal Year 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program Notice of Funding Opportunity (NOFO)**

USDOT has published its notice of funding opportunity for the fiscal year 2024 round of the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program in the amount of \$1.5 billion for FY24 RAISE awards. RAISE grants will be awarded on a competitive basis, per statute, for planning or constructing surface transportation infrastructure projects that will improve safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness, and opportunity, including tourism, state of good repair, partnership and collaboration, and innovation.

[The full NOFO text can be found here](#) and applications are due February 28, 2024. As required by the BIL, award decisions will be announced by June 27, 2024. [USDOT will offer a series of webinars on the RAISE application process, which will be made available here.](#)

#### **Key Notices of Federal Funding Opportunities**

The U.S. Department of Transportation (DOT) has posted [Key Notices of Funding Opportunity](#), a schedule for upcoming Notices of Funding Opportunities (NOFOs) for key programs within the Bipartisan Infrastructure Law (BIL) and the Inflation Reduction Act (IRA), as well as adjacent programs that support BIL and IRA objectives. This list is not comprehensive and will be updated periodically with additional programs and revised dates as appropriate.

### PROGRAM UPDATES

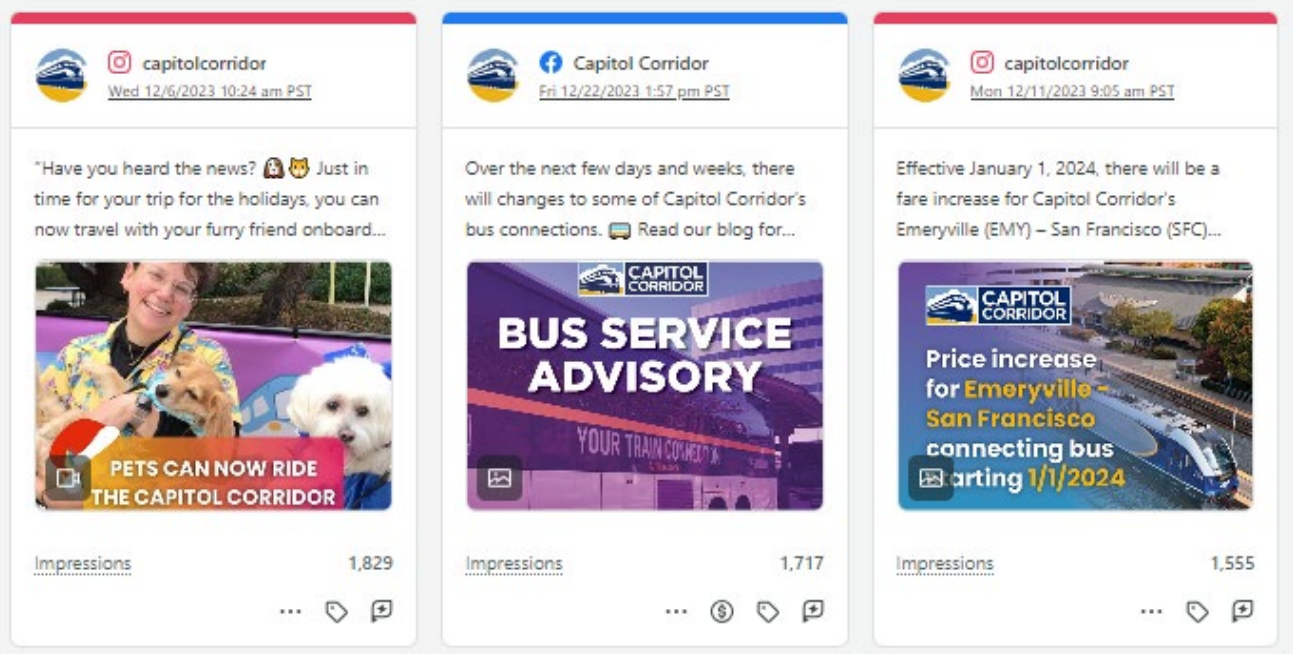
#### FY 2023 Annual Performance Report

In January, we published the [CCJPA FY23 Annual Performance Report](#) online, which includes video remarks from Chair Raburn, Vice Chair Houdesheldt, and Managing Director Rob Padgett, along with updates on key programs and metrics.

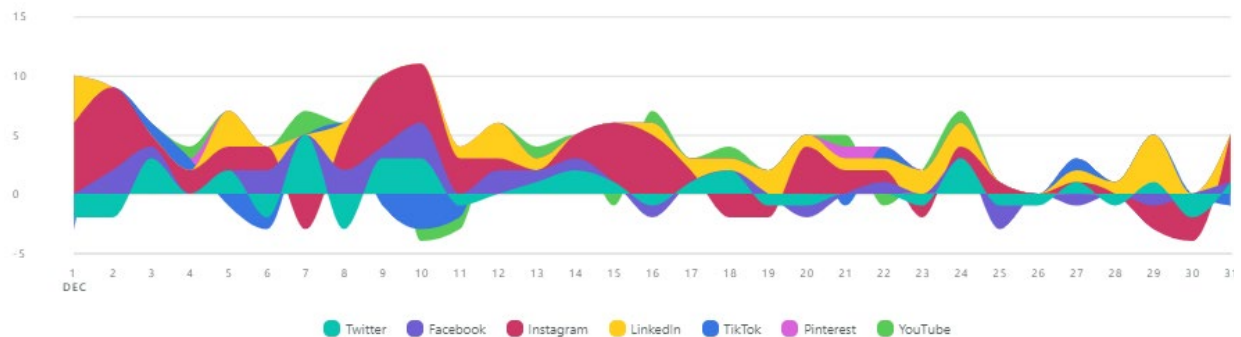
#### Social Media

In December, we experienced increased audience growth and engagement, communicated service changes and timely weather advisories, and continued to share holiday happenings along the corridor.

#### Top December Posts



Total Growth: 36,279 (increased MoM)



## OUTLOOK - CLOSING

We are pleased to report that our ridership growth year-over-year continued through the end of calendar year 2024. Given the increased demand, we are working closely with CalSTA to bring additional equipment to our service as soon as possible. This month offered a bit of a setback with our monthly on-time performance, given a December surge in the number of trespasser incidents and vehicles on the tracks. This continues to be a challenging issue for our service, but we are working closely with Union Pacific, Amtrak, and local communities in our service area to do everything in our power to limit these instances and minimize delays when they occur. Important to note this month is that our draft Annual Business Plan is now online, so please take the opportunity to review our plans for the next two years. We welcome your feedback and will provide all comments submitted to the CCJPA Board when we adopt the plan at the April Board meeting. As always, we appreciate your continued support and look forward to seeing you on the train.