

Subject: Capitol Corridor Monthly Service Performance Report - August 2020
Date: Thursday, September 17, 2020 at 7:39:26 PM Central Daylight Time
From: Mimi Kyi
To: Robert Padgette
Attachments: image001.png, image002.jpg, image003.jpg, image004.png, image005.jpg, image006.jpg, image007.jpg, image008.jpg, image009.jpg



SERVICE PERFORMANCE OVERVIEW

August 2020 Service Performance for the Capitol Corridor

During the month of August 2020, the Capitol Corridor continued to experience low ridership levels due to the current COVID-19 global pandemic and resulting shelter-in-place orders. Due to this reduced ridership and a decline in survey responses, Amtrak was unable to obtain sufficient data to measure customer satisfaction.

Standard	Aug 2020	vs Aug 2019	YTD	vs. Prior YTD	vs. FY20 Plan
Ridership	18,360	-88%	878,183	-46%	-45%
Revenue	\$421,734	-86%	\$19,794,575	-43%	-42%
Operating Ratio	7%	-88%	37%	-39%	-29%
End-Point OTP	85%	-5%	88%	0%	-2%
Passenger OTP	86%	-3%	88%	0%	-2%
Customer Satisfaction	N/A	N/A	N/A	N/A	N/A

LEGISLATION AND FUNDING

State Legislation and Funding

Enactment of FY 20-21 State of CA Budget

On June 29, 2020, Governor Newsom signed the Budget Act of 2020 – 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 – and a raft of budget trailer bills.

Federal Legislation and Funding

Federal CARES Act

The Federal Railroad Administration (FRA) made more than \$1 billion available under the recently enacted Coronavirus Aid, Relief, and Economic Security (CARES) Act available to Amtrak. This is to support the railroad’s activities (to prevent, prepare for, and respond to the spread of COVID-19) in the U.S. and its impacts on operations and business.

At least \$239 million of the CARES Act funds will help mitigate the cost of providing service on Amtrak's 28 State-supported intercity passenger rail routes, where, under PRIIA (Passenger Rail Investment and Improvement Act of 2008), State governments are required to pay for ticket revenue shortfalls. These funds will be used to prevent any increase in States' payments. This set-aside is inclusive of Capitol Corridor and the legislation also limits Amtrak's current FY20 charges to Capitol Corridor at 80% of the FY19 invoiced amount, or approximately \$19.5 million. This amount is less than the \$28 million budgeted for FY20, which will allow us to shift some resources into FY21. The expectation is that some portion of the \$239 million will remain at the end of FY20 to be applied proportionally to state services for FY21.

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

On April 17, 2020, 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. 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. The benefits of the project will reverberate across the Northern California rail network by providing rail infrastructure where the effects of line congestion elsewhere on the network are mitigated by the provision of this siding.

Proposed Federal FY 20-21 Budget

Amtrak is exploring additional federal fiscal support for state-supported services for FY21 through the annual Congressional appropriations process. Action on an annual appropriations bill is unlikely to occur before the beginning of the next fiscal year on October 1.

The House approved its proposed budget which includes the various accounts for IPR services (see table), as well as emergency appropriations. The Senate THUD Subcommittee has not yet issued proposed funding levels.

Account	FY 2020 Appropriations	FY 2021 House THUD Subcomm	Difference	Emergency Appropriations
Consolidated Rail Infrastructure and Safety (CRISI)	\$325.0	\$500.0	\$175.0	\$5,000.0
Federal State Partnership for State of Good Repair	\$200.0	\$200.0	\$0.0	\$0.0
Restoration and Enhancement	\$2.0	\$0.0	-\$2.0	\$0.0
Amtrak - Northeast Corridor	\$700.0	\$750.0	\$50.0	\$5,000.0
Amtrak - National Network	\$1,300.0	\$1,300.0	\$0.0	\$3,000.0
FRA Safety and Operations & Railroad Research and Development	\$264.8	\$277.1	\$12.3	\$0.0
MAGLEV Technology Deployment Program	\$2.0	\$5.0	\$3.0	\$100.0
Total	\$2,793.8	\$3,032.1	\$238.3	\$13,100.0
BUILD/TIGER/National Infrastructure Investments	\$1,000.0	\$1,000.0	\$0.0	\$3,000.0

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

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 Investing in a New Vision for the Environment and Surface Transportation in America (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 liquefied natural gas by rail tank car until extensive safety analysis is performed and additional conditions are met.

The current surface transportation authorization expires on September 30th and the expectation is an extension of the current authorization will be necessary given the lack of action at this point.

PROGRAM UPDATES

On July 27, 2020, **we released our [statement on racial equality](#)**, affirming its importance and our commitment to finding ways to promote diversity, inclusion, and equity within our industry. Staff wrote the anti-racism statement with the support of the Board, in response to the killing of George Floyd and ongoing racial tensions across the country. A CCJPA staff workgroup has put together some initial actions to carry out as part of this commitment, which includes increasing visibility of black Americans and other people of color. To view the full statement, go to: www.capitolcorridor.org/blogs/get_on_board/we-stand-against-racism/.



Richmond right-of-way clean-up activities occurred on July 16, 2020. The location was on the Union Pacific Railroad Right-of-Way in Richmond, CA, adjacent to the Richmond BART Maintenance Facility. CCJPA continues to work with Union Pacific Railroad (UPRR) for clean-up activities and fencing install. UPRR has targeted a fence repair for 107th and Pearmain Street in Oakland, CA.



OUTLOOK - CLOSING

While we face unprecedented short-term challenges and uncertainties, the long-term prospects for passenger rail look quite promising. The first public draft of the federal transportation authorization legislation proposes an order of magnitude change in the potential investment level for passenger rail service. We will continue to closely monitor ridership levels and customer feedback to ensure that we meet our passenger needs as much as possible. As we plan for FY21, we continue to face significant uncertainties and will need to carefully consider additions to service based on demand for travel and available budget resources.

Robert Padgette
Managing Director
Capitol Corridor Joint Powers Authority
Phone: 510-464-6990 Fax: 510-464-6901
e-mail: robp@capitolcorridor.org
300 Lakeside Drive, 14th Floor East, Oakland, CA 94612

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