

Subject: Capitol Corridor Monthly Service Performance Report - October 2020
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CAPITOL CORRIDOR

Monthly Performance Report



SERVICE PERFORMANCE OVERVIEW

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. FY 21 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%

LEGISLATION AND FUNDING

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 Restoration and Enhancement	\$300.0	\$200.0	\$200.0	\$0.0	\$225.0	\$25.0
Amtrak - Northeast Corridor	\$20.0	\$2.0	\$0.0	-\$2.0	\$2.7	\$2.7
Amtrak - National Network	\$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.
- Create 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 - CLOSING

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.

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