

REVISED



CAPITOL CORRIDOR JOINT POWERS AUTHORITY MEETING OF THE BOARD OF DIRECTORS Wednesday, September 16, 2020 | 10 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 910 3774 8828.

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.
 - Your comment will be read into the record and will become a permanent part of the file.
 - Please submit your comments as far in advance as possible. Emailed comments must be received before 9:00 a.m. on September 16, 2020 in order to be included in the record; *or*
- 2) Submit verbal comments:
 - Call 1-669-900-6833.
 - Enter access code 910 3774 8828.
 - 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. | Consent Calendar | <i>Action</i> |
| | 1. Approve Minutes of the June 17, 2020 Meeting | |
| | 2. Approve 2021 CCJPA Board of Directors Meeting Schedule | |
| V. | Action and Discussion Items | |
| | 1. COVID-19 Update: Impact of and Responses to COVID-19 | <i>Info</i> |
| | 2. CCJPA FY 2020-2021 Budget – Administration, Marketing, Information/Customer Support Services, and Supplemental | <i>Action</i> |
| | 3. Legislative Matters/FY 2020-2021 State Budget | <i>Action</i> |
| | 4. South Bay Connect Update | <i>Info</i> |
| | 5. Capital Projects Update: New Transbay Rail Crossing (NTRC) | <i>Info</i> |
| | 6. Managing Director's Report | <i>Info</i> |
| | 7. Work Completed | <i>Info</i> |
| | a. CCJPA Anti-Racism Statement | |
| | b. Martinez Lighting Enhancement | |
| | c. Richmond Clean-Up | |
| | d. Flooring Repair work | |
| | e. Marketing and Communications Activities (June 2020 –August 2020) | |

8. Work in Progress
 - a. Onboard Wi-Fi Upgrade
 - b. California Passenger Information Display System (CalPIDS) Modernization
 - c. Davis Crossovers and Signal Replacement Project
 - d. Renewable Diesel Pilot Program, Phase II
 - e. Sacramento-Roseville 3rd Track Project – Phase 1
 - f. Santa Clara Siding
 - g. Marketing and Communications Activities
- VI. Board Director Reports
- VII. Public Comment
- VIII. Adjournment. Next Meeting Date: 10:30 a.m., November 18, 2020.

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.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

Regular Board Meeting

Capitol Corridor Joint Powers Authority Board of Directors

Minutes of the 117th Meeting

June 17, 2020

The 117th meeting of the Board of Directors of the Capitol Corridor Joint Powers Authority (CCJPA) was held at 10:00 a.m., Wednesday, June 17, 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 10:00 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); Bevan Dufty, BART; Lucas Frerichs, YCTD; Janice Li, BART; John McPartland, BART; Steve Miller, Sacramento Regional Transit District (SRTD); Teresa O'Neill, Santa Clara Valley Transportation Authority (SCVTA); Robert Raburn, BART; and Ron Rowlett, Solano Transportation Authority (STA).

Absent: Directors Debora Allen, BART; Jim Holmes, PCTPA; Kerri Howell, SRTD; and Harry Price, STA (alternate attended instead). Directors Raul Peralez, SCVTA, and Jim Spering, STA, entered the Meeting later.

Director Peralez entered the Meeting.

Director Spering entered the Meeting.

III. Report of the Chair. Chair Saltzman gave opening remarks and instructions on the virtual meeting, viewing the Meeting and accessing presentation materials online, Public Comment, and Board Members' remarks; highlighted agenda items, including the impact of COVID-19 on Capitol Corridor service and ridership and a proposal to submit an application for federal funding for the Santa Clara Siding Project under the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program; and reported that she was working with staff to draft a statement from CCJPA regarding opposition to racism and efforts to promote diversity within the CCJPA and the larger rail industry, and that she requested that staff provide an update on their efforts to promote diversity at the next Board Meeting.

IV. Consent Calendar.

Director Raburn moved adoption of Item IV.1, Approve Minutes of the February 12, 2020 Meeting; Item IV.2, Resolution No. 20-9, In the Matter of Accepting Fiscal Year (FY) 2020 Cycle

4 Transit and Intercity Rail Capital Program (TIRCP) Funding from the State for Various Sacramento Valley Station (SVS) Projects; and Item IV.3, Resolution No. 20-10, In the Matter of Approving the 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. Director Frerichs seconded the motions, which carried by unanimous roll call vote. Ayes: 13 – Directors Saltzman, Saylor, Allard, Dufty, Frerichs, Li, McPartland, Miller, O’Neill, Peralez, Raburn, Spering, and Rowlett. Noes: 0. Absent: 3 – Directors Allen, Holmes, and Howell.

V. Action and Discussion Items.

1. COVID-19 Update: Impact of and Responses to COVID-19. Mr. Robert Padgette, Managing Director, gave opening remarks. Mr. Leonel (Leo) Sanchez, Deputy Managing Director; Ms. Priscilla Kalugdan, Manager of Capitol Corridor Marketing and Communications; and Mr. Padgette presented the item, highlighting ridership and revenue, ridership variance, service modifications, health and safety precautions, passenger engagement, service restoration, the FY 20 National Railroad Passenger Corporation (Amtrak) operating budget and the impact of COVID-19 on the budget, and the Coronavirus Aid, Relief, and Economic Security (CARES) Act.

Mike Barnbaum addressed the Board.

The item was discussed.

2. Overview of Draft FY 2020-2021 CCJPA Budget (Amtrak Operating, Marketing, Information/Customer Support Services, and Administration). Mr. Padgette presented the item, highlighting deviations from the regular Annual Business Plan (ABP) process, the FY 21 proposed ABP budget, FY 21 budget challenges, the FY 21 Amtrak operating budget, and additional resources for FY 21.

Mike Barnbaum and Elizabeth Ames addressed the Board.

The item was discussed.

3. Authorize Submittal of Application for the FY 2020 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program to Support the Santa Clara Siding Project. Mr. James (Jim) Allison, Manager of Planning, provided an update on the CRISI Program application and funding for the Santa Clara Siding Project.

The item was discussed.

Director Raburn moved adoption of Resolution No. 20-11, In the Matter of Authorizing CCJPA Staff to Apply for FY 2020 CRISI Funding for the Santa Clara Siding Project. Director Miller seconded the motion, which carried by unanimous roll call vote. Ayes: 13 – Directors Saltzman, Saylor, Allard, Dufty, Frerichs, Li, McPartland, Miller, O’Neill,

Peralez, Raburn, Spering, and Rowlett. Noes: 0. Absent: 3 – Directors Allen, Holmes, and Howell.

4. Authorize Submittal of Applications for the 2020-2021 through 2024-2025 State Rail Assistance (SRA) Funding. Mr. Allison presented the item, highlighting project categorization and flexibility with expenditure of funds.

Director McPartland exited the Meeting.

Director Saylor moved adoption of Resolution No. 20-12, In the Matter of Approving Funding Applications for CCJPA's Use of the FY 2020-21 to 2024-25 State Railroad Assistance Funds. Director Raburn seconded the motion, which carried by unanimous roll call vote. Ayes: 12 – Directors Saltzman, Saylor, Allard, Duffy, Frerichs, Li, Miller, O'Neill, Peralez, Raburn, Spering, and Rowlett. Noes: 0. Absent: 4 – Directors Allen, Holmes, Howell, and McPartland.

5. Legislative Matters/Governor's May Revise FY 2020-2021 State Budget. Mr. Padgett presented the item, highlighting CCJPA's submission of comments regarding the Notice of Proposed Rulemaking – Metrics and Minimum Standards for Intercity Passenger Rail Service and the Investing in a New Vision for the Environment and Surface Transportation in America (INVEST) Act.
6. South Bay Connect Update – Environmental Phase Process. Ms. Shirley Qian, Senior Planner, presented the item, highlighting separation of the core rail component of the project from the intermodal station component, and the environmental documentation and review process and communications/engagement program for the core rail component of the project.

Mike Barnbaum and Elizabeth Ames addressed the Board.

7. Capital Projects Update. Mr. Padgett presented the item.

The item was discussed.

8. Managing Director's Report. Mr. Padgett reported on ridership, revenue, on-time performance, system operating ratio, the Richmond Lighting project, the Door Operator Replacement project, the Wi-Fi Installation project, the 2020 Intermodal Station Access Study, and trespasser fatalities.

The Managing Director's report was discussed.

Ms. Kalugdan presented information about the Capitol Corridor Rider Survey, including the Survey results.

Mike Barnbaum addressed the Board.

Discussion continued.

9. Work Completed and 10. Work in Progress. Chair Saltzman invited questions or comments from the Board on Items 9 and 10. No comments were received.

VI. Board Member Reports. Chair Saltzman invited Board Member reports and reported that BART opened an extension to Santa Clara County.

VII. Public Comment. Chair Saltzman invited comment from the public. Ms. Williams read a written comment submitted by Eric Reese into the record.

VIII. Adjournment. The meeting adjourned at 11:55 a.m. Next Meeting Date: 10:00 a.m., September 16, 2020, Virtual Meeting or at Sacramento City Hall, Council Chambers, 915 I Street, Sacramento, California 95814.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** September 08, 2020

FROM: Robert Padgett
Managing Director, CCJPA

SUBJECT: 2021 CCJPA Board of Directors Meeting Schedule

PURPOSE

For the CCJPA Board to adopt the Capitol Corridor Joint Powers Authority Board of Directors' meeting schedule during Calendar Year 2021.

BACKGROUND

Pursuant to the CCJPA By-Laws, staff provided to the CCJPA member agency staff a draft schedule for the CCJPA Board meetings in Calendar Year 2021. Based on feedback from the CCJPA member agencies, the following schedule is being submitted to the CCJPA Board for adoption:

Date	Time	*Proposed Location
February 17, 2021	10:00 am	Sacramento, City Council Chambers <i>**Business Plan Adoption</i>
April 21, 2021	10:00 am	Martinez, City Council Chambers
June 16, 2021	10:00 am	Oakland, BART Boardroom
September 15, 2021	10:00 am	Suisun, City Council Chambers
November 17, 2021	10:30 am	Santa Clara Valley Transportation Authority

*Due to the current COVID-19 pandemic and shelter-in-place orders, locations will be confirmed when permissible.

**Adoption of Business Plan requires an affirmative vote of at least two-thirds (11) of appointed members.

RECOMMENDATION

The SCG recommends that the CCJPA Board adopt the 2021 Capitol Corridor Joint Powers Authority Board of Directors meeting schedule.

Motion: The CCJPA Board adopts the attached meeting schedule.



2021 Meeting Schedule DRAFT CCJPA Board of Directors

Date	Time	*Proposed Location
February 17, 2021	10:00 am	Sacramento, City Council Chambers <i>**Business Plan Adoption</i>
April 21, 2021	10:00 am	Martinez, City Council Chambers
June 16, 2021	10:00 am	Oakland, BART Boardroom
September 15, 2021	10:00 am	Suisun, City Council Chambers
November 17, 2021	10:30 am	Santa Clara Valley Transportation Authority

*Due to the current COVID-19 pandemic and shelter-in-place orders, locations will be confirmed when permissible.

**Adoption of Business Plan requires an affirmative vote of at least two-thirds (11) of appointed members.

ADOPTED: _____
CCJPA BOARD OF DIRECTORS

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** September 08, 2020

FROM: Robert Padgett
Managing Director, CCJPA

SUBJECT: COVID-19 Update: Impact of and Responses to COVID-19

At the September 16, 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 projections.

RECOMMENDATION

For information and discussion.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** September 08, 2020

FROM: Robert Padgett
Managing Director, CCJPA

SUBJECT: CCJPA FY 2020-2021 Budget – Administration, Marketing,
Information/Customer Support Services, and Supplemental

PURPOSE

For the CCJPA Board to adopt the CCJPA FY 2020-2021 budget based on enactment of the State Budget Act of 2020.

BACKGROUND

Pursuant to the Interagency Transfer Agreement, the Secretary of the 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 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. 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 2019-2020 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. CCJPA staff is working with CalSTA, Caltrans, and Amtrak to develop an updated Operations estimate based on both the current status and planned resumption of the Capitol Corridor service, as well as any additional cost-saving actions identified. Therefore, FFY 2020-21 Amtrak Operations funding is deferred at this time and will be presented for approval at the November 2020 CCJPA Board Meeting.

Minor Capital, Capitalized Maintenance, and New Transbay Rail Crossing budgets were approved at reduced levels and will utilize unexpended prior year funding in FY 2021. Funding for the California Passenger Display System was deferred for further analysis and evaluation.

Pursuant to the budget enactment, the CalSTA Secretary transmitted the FY 21 Allocation Letter to the CCJPA on July 9, 2020, which provides the following amounts to support the CCJPA's activities in managing the Capitol Corridor service:

Budget Item	FY 20 Budget CalSTA Allocation	FY 21 CCJPA Business Plan Request (a)	FY 21 Budget CalSTA Allocation	Difference (FY 21 CalSTA vs. FY 20)	% Change
Amtrak Operations (b)		Deferred	Deferred		
CCJPA Administrative Management					
General Administrative	\$ 2,737,000	\$ 2,846,000	\$ 2,846,000	\$ 109,000	4.0%
Information/Customer Services	\$ 1,116,000	\$ 1,161,000	\$ 1,161,000	\$ 45,000	4.0%
CCJPA Marketing	\$ 1,174,000	\$ 1,174,000	\$ 1,174,000	\$ -	0.0%
CCJPA Supplemental Allocations					
Minor Capital (c)	\$ 500,000	\$ 500,000	\$ -	\$ (500,000)	-100.0%
Capitalized Maintenance (d)	\$ 1,000,000	\$ 1,000,000	\$ 100,000	\$ (900,000)	-90.0%
CA IPR Supplemental Allocations					
WiFi Management (e)	\$ 2,836,000	\$ 3,136,000	\$ 2,773,878	\$ (62,122)	-2.2%
New Transbay Rail Crossing (f)	\$ 1,750,000	\$ 2,000,000	\$ 1,000,000	\$ (750,000)	-42.9%
California Passenger Display System(g)	\$ -	Deferred	Deferred		
TOTAL – CCJPA Budget	\$ 11,113,000	\$ 11,817,000	\$ 9,054,878	\$ (2,058,122)	-18.5%

- a) The CCJPA Annual Business Plan Update submitted to CalSTA in May 2020.
- b) Approval for Amtrak Operations funding for FFY 2020-2021 is deferred at this time.
- c) Minor capital allocation to support small scale projects. Unexpended prior year funding will be utilized in FY 2021 for Minor Capital.
- d) Capitalized maintenance program funding to ensure a high-performance service. Unexpended prior year funding will be utilized in FY 2021 for Capitalized Maintenance.
- e) Funding is to support the provision of third party onboard-WiFi and its associated management expenses for the CCJPA and San Joaquin JPA transferred from Amtrak to the CCJPA in FFY 2018-19.
- f) Separate allocation for additional staffing and project planning resources related to the joint study with San Francisco Bay Area Rapid Transit for the New Transbay Rail Crossing (NTRC). Unexpended prior year funding will be utilized in FY 2021 for NTRC.
- g) Approval for California Passenger Display System for FY 2020-2021 is deferred at this time, pending further analysis and evaluation.

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 2021 budget of \$9,054,878 pursuant to the enactment of State Budget Act of 2020 and the allocation of such funds by the State to the CCJPA.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of Adopting the Capitol Corridor
Joint Powers Authority Fiscal Year 2021 Budget/

Resolution No. 20-13

WHEREAS, the State Budget for Fiscal Year 2021 (FY 21), which covers the period July 1, 2020 through June 30, 2021, was enacted on June 29, 2020; and

WHEREAS, the CCJPA has received the FY 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 including:

Budget Item	Amount
Administrative	\$ 2,846,000
Marketing	\$ 1,174,000
Information/Customer Services	\$ 1,161,000
Management of Onboard WiFi Services	\$ 2,773,878
Amtrak Operations	Deferred
Minor Capital Projects	\$ -
Capitalized Maintenance Program	\$ 100,000
New Transbay Rail Crossing	\$ 1,000,000
California Passenger Information Display System	Deferred
Total	\$ 9,054,878

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, approval of the FFY 2020 – 2021 Amtrak Operations budget was deferred while CCJPA staff continues 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 identified;

WHEREAS, approval for the California Passenger Display System (CalPIDS) budget was deferred for further analysis and evaluation; and

WHEREAS, Section 8.1 of the Amended Joint Exercise of Powers Agreement among the Member Agencies provides for the preparation and submission to the Capitol Corridor Joint Powers Board of a budget by the Managing Agency, and adoption thereof by the CCJPA Board; and

RESOLVED, that the CCJPA Board hereby adopts the CCJPA FY 21 budget of \$9,054,878 pursuant to the allocation letter from the Secretary of the California State Transportation Agency plus any further amount authorized and provided by the State to support additional Capitol Corridor train and feeder bus service based upon the enactment of the State Budget Act of 2020 and subject to allocation of such funding by the State.

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.

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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: September 08, 2020

FROM: Robert Padgett
Managing Director, CCJPA

SUBJECT: Legislative Matters/FY 2020-2021 State Budget

PURPOSE

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

BACKGROUND

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.

Per the May Revise, the State Transit Assistance (STA) program is projected to see revenues of approximately \$528 million in FY 2020-21, a decrease of about \$278 million.

Intercity and Commuter Rail would receive an estimated \$164 million in the coming fiscal year (a drop of approximately \$106 million).

Cap and Trade funding remains mostly stable but faces some new uncertainty. The Low Carbon Transit Operations Program is expected to provide \$116 million,

Estimated Transit Funding (May Revise)					
Source	2018-19	2019-20 (GB)	2019-20 (MR)	2020-21 (GB)	2020-21 (MR)
STA					
Base (2.375%)	\$216,984	\$214,941	\$220,636	\$225,281	\$138,012
Gas Tax Swap (1.75%)	\$149,694	\$148,024	\$152,776	\$155,684	\$91,895
SB 1 (3.5%)	\$299,387	\$296,048	\$305,552	\$311,288	\$183,789
STA SGR (TIF)	\$105,000	\$108,900	\$108,900	\$114,600	\$114,600
Total	\$771,065	\$767,913	\$787,864	\$806,853	\$528,296
INTERCITY & COMMUTER RAIL					
Base (2.375%)*	\$216,984	\$214,941	\$220,636	\$225,281	\$138,012
SB 1 (0.5%)	\$42,772	\$42,293	\$43,650	\$44,470	\$26,256
Total	\$259,755	\$257,233	\$264,286	\$269,751	\$164,267
LCTOP					
Cap & Trade (5.0%)	\$146,949	\$137,693	\$129,720	\$114,666	\$105,200
Total	\$146,949	\$137,693	\$129,720	\$114,666	\$105,200
TIRCP**					
Cap & Trade (10.0%)	\$163,029	\$654,750	\$623,245	\$233,408	\$225,408
SB 1 (TIF)	\$245,000	\$254,100	\$254,100	\$267,400	\$267,400
Total	\$408,029	\$908,850	\$877,345	\$500,808	\$492,808
LTF					
Sales and Use Tax (.25%)	\$1,835,602	\$1,927,619	\$1,742,189	\$1,993,621	\$1,426,873
Total	\$1,835,602	\$1,927,619	\$1,742,189	\$1,993,621	\$1,426,873
* Funds also used for other Caltrans purposes					
** Funds included as part of five-year programming cycle					

distributed using the STA formula. Lastly, the Transit and Intercity Rail Capital Program is expected to receive approximately \$493 million in FY 2020-21, as transportation improvement fee (TIF) revenues (as well as Cap and Trade) remain steady (if not showing a slight increase over the current year).

Federal Legislation and Funding

Federal CARES Act

The Federal Railroad Administration (FRA) is making more than \$1 billion 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 in lieu of 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 we expect 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.

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.

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

Recently, the House Transportation, Housing and Urban Development (THUD) Subcommittee marked up its spending plan, 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.

In light of the ridership and revenue impacts of the current public health emergency, Amtrak is seeking additional Federal support for operations through the annual appropriations process.

Passenger Rail Funding \$ (millions) - FY21 -House THUD Appropriations Bill including Emergency Appropriations Title V -7-7-20				
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 liquified 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.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** September 8, 2020

FROM: Robert Padgett
Managing Director, CCJPA

SUBJECT: South Bay Connect Update

PURPOSE

To provide an update on the South Bay Connect project, in particular the Notice of Preparation Public Comment Period from June 22, 2020 to August 13, 2020.

BACKGROUND

The South Bay Connect project (formerly Oakland to San Jose Phase 2A) released a Notice of Preparation (NOP) of an Environmental Impact Report (EIR) on June 22, 2020, which started a 45-day Public Comment Period. The project conducted virtual public scoping meetings and collected public comments on the project scope and environmental scope of the EIR. The project deployed a multi-faceted promotional, educational, and engagement program to reach the diverse interested and/or impacted publics. Project communication and engagement activities were implemented in multiple languages and ADA-accessible while still providing virtual, safe, and convenient ways to participate during COVID-19 social distancing mandates. Below is a summary of the public outreach conducted during the Public Comment Period.

Categories of comments received include:

- Noise
- Vibration
- Air quality
- Traffic/Congestion
- Property impacts/value
- Environmental justice
- Tribal
- General environmental concerns
- General project opposition

Promotion

- Multimedia total reach = 543,991
- 528,696 readerships through 4 ads
- 15,095 mailers to property owners/residents
- 200+ media outlets received news release
- Social media
 - 9.13k impressions
 - 525 total engagement
- E-Blasts
 - 5k stakeholders reached
 - 5 project communications

Virtual Engagement

- Website total visitors = 5,039
 - 2,596 mobile devices
 - 2,279 desktops
 - 167 tablets
 - 1,891 social media platforms
- Live Chat session
 - 40 live conversations
- Online Scoping Meeting
 - 1,906 visitors
- Telephone Town Halls
 - 227 attendees during 2 sessions

Results

- Sign-ups for project notifications = 499
- Comments received during scoping = 434
 - 125 emails
 - 137 online meeting and 80 website comments
 - 11 hotline calls
 - 40 live chats
 - 70 telephone town hall comments/questions
 - 7 mailed letters

RECOMMENDATION

For information and discussion.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** September 08, 2020

FROM: Robert Padgette
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.

CCIPA CAPITAL PROJECTS September 2020			
Project Name	Project Description/Benefits	Cost	Projected Completion
Capitalized Maintenance 2019/2020	Track maintenance for State of Good Repair Program to maximize on-time performance (annual program)	\$ 1,000,000	December-20
LED Station Lighting Upgrade (Richmond and Martinez)	Replace station lighting with improved and more efficient LED lighting at the Richmond and Martinez Stations.	\$ 455,000	September-20
Signal Replacement/Upgrade	Replace outdated signal systems to reduce signal system interruptions and delays (three year program).	\$ 1,200,000	Phase II December-20
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	December-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
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
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-21 Construction - June-24
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: Nov-21 Design: Dec-25 Construction: Dec-26
	CAPITAL PROJECT TOTAL	\$ 445,503,969	
CCIPA PARTNER PROJECTS June 2020			
Project Name	Project Description/Benefits	Cost	Projected Completion
California Passenger Information Display System Modernization	Design, test, and implement an improved passenger train arrival/alerts system all communication channels including signs, servers, data, software.	\$ 1,260,529	December-21
Door Panel Procurement	Procurement of door panels for Caltrans-owned Surfliner Rail Cars	\$ 550,000	June-21
California Integrated Travel Program	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	Management of onboard WiFi upgrade and operations for the Capitol and San Joaquins Corridors.	\$ 2,836,000	Ongoing
	PARTNER PROJECT TOTAL	\$ 33,746,529	



Date: September 08, 2020
From: Robert Padgett, Managing Director
To: CCJPA Board of Directors
Subject: Managing Director's Report – August 2020

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

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** September 08, 2020

FROM: Robert Padgette
Managing Director, CCJPA

SUBJECT: WORK COMPLETED (September 16, 2020 Meeting)

PURPOSE

To provide a report on work completed up to the September 16, 2020 CCJPA Board meeting.

BACKGROUND

The following is a report on recently completed work:

- a. CCJPA Anti-Racism Statement: As Chair Saltzman announced at the June 17, 2020 CCJPA Board meeting, CCJPA staff drafted and released a statement against racism in response to ongoing systemic racism and in solidarity with recent public calls for justice. Staff is developing a list of actions to promote diversity and racial equity in our workplace, amongst our peers, and within the communities that we serve. To view the full statement, go to: www.capitolcorridor.org/blogs/get_on_board/we-stand-against-racism/.
- b. Martinez Lighting Enhancement: In February 2019, the Capitol Corridor Board authorized a project to improve the station lighting at the Martinez station by replacing the light fixtures with LED lighting. These improvements continued a program of upgrades previously performed at the Richmond, Roseville, and Great America stations. The improvements replaced older-design station lighting with modern high efficiency LED lighting in order to reduce energy usage and thus reduce related greenhouse gas emissions. The project further reduced energy usage and fugitive light emissions by using fixtures that automatically reduce lighting levels during periods of inactivity and by using more carefully focused lighting. Also, safety, security, and lighting consistency were improved by utilizing long-life LED fixtures that will require less maintenance and be subject to fewer failures. Improvements were completed in September 2020.
- c. Richmond Clean-Up: 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.

- d. Flooring Repair Work: Flooring repair work was recently completed on the last two cars under a contract between CCJPA and Amtrak. The agreement was to remove and replace the subfloor and strengthen the heavy foot traffic areas by adding floor joists and reinforcing gussets. A new solid subfloor replaced the sagging panels, using composite panels that are lighter and more durable than the originals.
- e. Marketing Activities (June 2020 – August 2020):
 - Advertising, Promotions, and Offers:
 - a. Select outdoor billboards ran in July/August with a “travel safely” message. Other ad campaign elements are on hold (TV spots, radio, digital ads),
 - Print and Digital Communications:
 - a. Created Health & Safety video outlining new cleaning protocols
 - b. Developed evergreen brochure to lead readers to the online schedule and other information
 - Public Relations, Events, Outreach, and Customer Service:
 - a. Crafted and released anti-racism statement
 - b. Developed and produced printed/digital materials and messaging to convey health and safety initiatives on board, at stations, and all communications channels.
 - c. Launched RailGoods.com company store with BART, featuring branded logo items for public sale.

RECOMMENDATION

For information only.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** September 08, 2020

FROM: Robert Padgett
Managing Director, CCJPA

SUBJECT: WORK IN PROGRESS (September 16, 2020 Meeting)

PURPOSE

To provide an update on work in progress up to the September 16, 2020 CCJPA Board meeting.

BACKGROUND

The following is a report on work efforts currently underway:

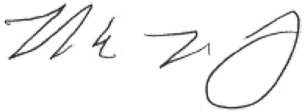
- a. Onboard Wi-Fi Upgrade – After implementation delays due to the COVID-19 shelter-in-place orders, the existing Northern California passenger rail (legacy) fleet is now underway in the installation phase planned next generation Wi-Fi system upgrade from the initial 2011 installation. This will also soon include the new Siemens cars scheduled for delivery in the fall of 2020. Installation is nearly complete on approximately half the fleet. Complete installation is expected by October 2020.
- b. California Passenger Information Display System (CalPIDS) Modernization – Since project kick-off in December 2019, CalPIDS consultants have been working on software design and testing, which will last an estimated six to nine months. The first implementation of CalPIDS is expected by the summer of 2021. CCJPA staff have been working with AT&T to scope the telecommunications improvements needed at Capitol Corridor, San Joaquins, and ACE stations to support CalPIDS. Separately, the CCJPA staff are working with CalSTA to explore potential options to deliver PIDS in an alternative way that better aligns with the State budget and Cal-ITP goals.
- c. Davis Crossovers and Signal Replacement Project – The design team has continued the track design for this project. After receiving review comments from the Union Pacific Railroad (UPRR) on the 10% design previously submitted, the team has advanced towards the 25% level design submittal. When the track design is complete, the UPRR will complete the signal design and construct the project. The completion of this project will be a gateway to the future replacement of the Davis boarding platforms with a safer, 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.

- d. Renewable Diesel Pilot Program, Phase II – The renewable diesel program was put on hold during the COVID-19 public health crisis and reduced service. On June 1, 2020, with the return of the Auburn 529/536 train route, the renewable fuel pilot resumed. It was then interrupted again in early July 2020 when struck by a truck that ran a grade crossing. In early August 2020, it was put back into service again, and an extension for EPA testing was granted to last until September 2021. We expect to have the final results by April 2021.
- e. Sacramento-Roseville 3rd Track Project, Phase 1 – After receiving input from the Union Pacific Railroad on the project 25% design plans, the design team has continued to work towards a revised 25% design submittal. The revised plans will represent a significant reduction in project scope – while preserving the operational benefits for the Capitol Corridor – and thus should result in important project cost savings. When the track design is complete, the UPRR will complete the signal design for the project. In order to construct the project, the Capitol Corridor will need to facilitate the acquisition of a small amount of Right-of-Way for the Union Pacific Railroad. The property acquisition work will begin soon after the revised 25% design plans are accepted by the UPRR and exact R/W needs are finalized. When constructed, this Phase I project will permit the Capitol Corridor to operate two additional round trips in the Sacramento – Roseville segment, for a total of six trains daily.
- f. Santa Clara Siding – Following receipt of review comments from the Union Pacific Railroad on the project 10% design, the project team has continued towards the 25% design submittal. When the design is complete, the Union Pacific Railroad will construct this siding, which will allow Capitol Corridor and other trains to meet and pass in this segment of single track between Newark and San Jose. This should permit the reduction of the significant delays that occasionally occur in this segment due to train congestion.
- g. Upcoming Marketing and Communications Activities –
 - Advertising, Promotions, and Offers:
 - a. “Travel Safely” ads will run early fall to utilize deferred advertising spend from the Spring
 - Print and Digital Communications:
 - a. Planning for possible October timetable change
 - b. Preparing additional digital and print communications for health and safety protocols
 - Public Relations, Events, Outreach, and Customer Service:
 - a. Planning Managing Director Message to Riders, including options for virtual engagement
 - b. Planning digital campaign and social media activities for Rail Safety Month

RECOMMENDATION

For information only.



DATE: September 11, 2020
FROM: Robert Padgette, Managing Director 
TO: CCJPA Board of Directors
SUBJECT: Supplemental Materials for the CCJPA Virtual Board Meeting
September 11, 2020

Please find attached the following supplemental materials for your review:

- Item V.2 – FY21 CalSTA Allocation Letter
- Item V.6 - Managing Director's Report
- Item V.6 - FY20 Performance Charts
- Item V.7e - 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

Gavin Newsom
Governor

David S. Kim
Secretary

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

July 9, 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).

This letter contains early approval of administrative and marketing elements of the ABP (prior to the July 31st date in statute) in order to provide important direction on the approach to encumbering resources to support July 2020 to June 2021 administrative and marketing costs. Additional detail related to the remainder of the ABP will be addressed in a future letter, which we expect to complete by July 31, 2020.

I. Funding Requests

A. Administrative Expenses

1. CCJPA requests \$2,846,000 in Administrative expenses for FY 2020-21 (Page 17, Table 9.1). This amount is approved for CCJPA Administrative expenses in FY 2020-21.
2. The CCJPA requested \$2,000,000 for additional administrative expenses related to planning and implementation strategies for a Second Transbay Rail Crossing (Page 18, Paragraph 6) in FY 2020-21. In subsequent conversations with CalSTA, CCJPA communicated an anticipated \$500,000 of remaining funding from the FY 2019-20 allocation for Transbay and the ability to limit essential efforts to a total budget of \$1,500,000 in FY 2020-21 by maintaining current staffing levels and funding commitments. Consequently, an additional \$1,000,000 is approved for Transbay-related Administrative expenses in FY 2020-21, which is supplemented by \$500,000 carried forward from FY 2019-20.
3. Future ABPs should provide a line-item detail of administrative expenses including insurance, legal, travel, dues, memberships, banking fees, and consulting services. Funds in these line-items are considered "Core Functions" and can be adjusted between line items by the CCJPA without approval by CalSTA.

4. By January 31, 2021, Caltrans will provide guidance on an administrative expense escalation rate for FY 2021-22 to be considered as a target for the next ABP. It is possible the escalation rate will be limited and lower than proposed for FY 2021-22.
5. The ABP forecast of \$2,960,000 for Administrative funding in FY 2021-22 is noted and will be analyzed in the context of the State budget capacity for FY 2021-22.
6. The ABP forecast of \$2,000,000 for additional administrative expenses related to planning and implementation strategies for a Second Transbay Rail Crossing FY 2021-22 is noted and will be analyzed in the context of the State budget capacity for FY 2021-22.

B. Marketing Expenses

1. The CCJPA requests \$1,174,000 for FY 2020-21 for marketing expenses (Page 17, Table 9-1). This amount is approved.
2. Due to the effects of COVID-19 on Intercity Passenger Rail ridership and revenue, CalSTA requests limiting paid advertising until it is likely to be effective in encouraging a significant ridership response that Capitol Corridor trains are able to safely handle in accordance with industry guidance provided by state and local health officials. CalSTA requests that CCJPA coordinate any planned advertising campaign with Caltrans, as the State may be able to provide additional marketing resources to support statewide efforts to return rail and transit ridership and revenue to pre-COVID-19 levels once rail services are prepared to do so.
3. CCJPA shall provide to CalSTA and Caltrans on a regular basis all marketing reports that are provided to the CCJPA Board and be prepared to provide support for statewide analysis on the effectiveness of various marketing efforts to improving the financial performance of the service.
4. Any remaining FY 2019-20 marketing funds may be carried over to FY 2020-21.
5. The ABP forecast of \$1,174,000 for marketing expenditures in FY 2021-22 is noted and will be analyzed in the context of the State budget capacity for FY 2021-22.

C. Information/Customer Services

1. The CCJPA requests \$1,161,000 for FY 2020-21 for the CCJPA/BART to continue to provide call center/phone information services (Page 17, Table 9-1). This amount is approved.
2. The ABP forecast of \$1,207,000 for Information/Customer Services funding in FY 2021-22 is noted and will be analyzed in the context of the State budget capacity for FY 2021-22.

D. Onboard Technology (Wi-Fi)

1. The provision of 3rd party onboard Wi-Fi and its associated management expenses for the Capitol and San Joaquins Corridors were transferred from Amtrak to the CCJPA in Federal Fiscal Year (FFY) 2019-20. The Pacific Surfliner fleet was originally expected to go through a transition process in FFY 2020-21, similar to how the onboard Wi-Fi service on the Northern California fleet shifted from Amtrak oversight to CCJPA, but that has recently been deferred to FFY 2021-22. The CCJPA will continue a service-based Wi-Fi contract to amortize capital and ongoing operation costs to ensure that the services remain up-to-date with cellular and Wi-Fi technology changes.
2. The CCJPA requested \$3,469,000 for Wi-Fi passenger service and associated management expenses for the three intercity rail corridors for FY 2020-21 (Page 17, Table 9-1). In subsequent conversations with CalSTA, CCJPA has advised CalSTA that the Pacific Surfliner fleet is no longer expected to transition to CCJPA oversight in FFY 20-21, which reduces the Northern California Wi-Fi budget need for FY 2020-21 to \$2,773,828. Consequently, \$2,773,828 is approved for the FY 2020-21 Capitol Corridor and San Joaquins related Wi-Fi expenses in FY 2020-21.
3. The ABP forecast of \$4,297,000 Wi-Fi funding in FY 2021-22 is noted and will be evaluated in the context of the State budget capacity in FY 2021-22. The deferral of LOSSAN transition to FFY 2021-22 is understood to increase the FY 2021-22 budget request to \$4,505,000.

E. Minor Capital

1. The CCJPA requested \$500,000 for fiscal year 2020-21 Minor Capital costs (Page 17, Table 9-1). In subsequent conversations with CalSTA, CCJPA communicated that the Minor Capital funds previously allocated to CCJPA in FY 2018-19 and 2019-20 cover anticipated Minor Capital costs through FY 2020-21 and that this request is withdrawn. Consequently, no additional Minor Capital funds will be approved for FY 2020-21.
2. Caltrans has prepared guidelines for the use of Minor Capital Project funding consistent with State law. These guidelines shall be used in requesting Minor Capital funding. Minor Capital funds cannot be used for administrative, marketing, or Amtrak operating expenses.
3. The ABP forecast of \$500,000 for minor capital expenditures in fiscal year 2021-22 is noted and will be analyzed in the context of utilization of previous minor capital allocations and the State budget capacity for fiscal year 2021-22.

F. California Passenger Information Display System (CA PIDS)

1. 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 users of the system.

2. CCJPA requests \$872,000 for CA PIDS and associated management expenses for FY 2020-21 (Page 17, Table 9-1), covering its share of ongoing program costs. In subsequent conversations with CalSTA, CCJPA has agreed to provide detailed analysis and information to CalSTA on the proposed PIDS program so that the total commitment over the proposed multi-year effort can be evaluated. Consequently, CalSTA defers approval or denial of this funding request pending further review.
3. The ABP forecast of \$1,403,000 for CA PIDS funding in FY 2021-22 is noted and will be evaluated in the context of the State budget capacity in FY 2021-22.

G. Operations Expenditures

1. 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).
2. 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.
3. CCJPA staff should 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. No FFY 2020-21 Operations funds are approved at this time.
4. In subsequent conversations with CalSTA, CCJPA communicated an anticipated \$350,000 surplus from their FY 2019-20 allocation for Capitalized Maintenance. CCJPA also revised their FY 2020-21 capitalized maintenance budget to \$450,000, which would cover capitalized maintenance commitments through the end of FY 2020-21. Consequently, an additional \$100,000 is approved for Capitalized Maintenance in FY 2020-21. If additional capitalized maintenance needs are identified prior to the end of FY 2020-21, CCJPA should bring those amounts up during future planned quarterly budget check-in meetings between the State and the JPAs.

II. FY 2020-21 Funding Request Summary:

Budget Item	Approved Amount
Administrative	\$3,846,000
Marketing	\$1,174,000
Information/Customer Services	\$1,161,000
Onboard Technology (Wi-Fi)	\$2,773,878
CA PIDS	Deferred
Minor Capital	\$0
Capitalized Maintenance	\$100,000
Operations	Deferred
Total	\$9,054,878

- 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.

III. 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 regarding CalSTA's position on your ABP, please contact Chief Deputy Secretary for Rail and Transit Chad R. Edison at (916) 323-5400.

Sincerely,

David S. Kim

DAVID S. KIM
Secretary

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 for Planning and Modal Programs,
California Department of Transportation
Kyle Grading, Chief, Division of Rail and Mass Transportation
California Department of Transportation



Date: September 11, 2020

From: Robert Padgett

To: CCJPA Board of Directors

Subject: Managing Director's Report – August 2020

Service Performance Overview

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	August 2020	vs August 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

State and Federal Legislation and Funding Updates

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.

Passenger Rail Funding \$ (millions) - FY21 -House THUD Appropriations Bill including Emergency Appropriations Title V -7-7-20				
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.

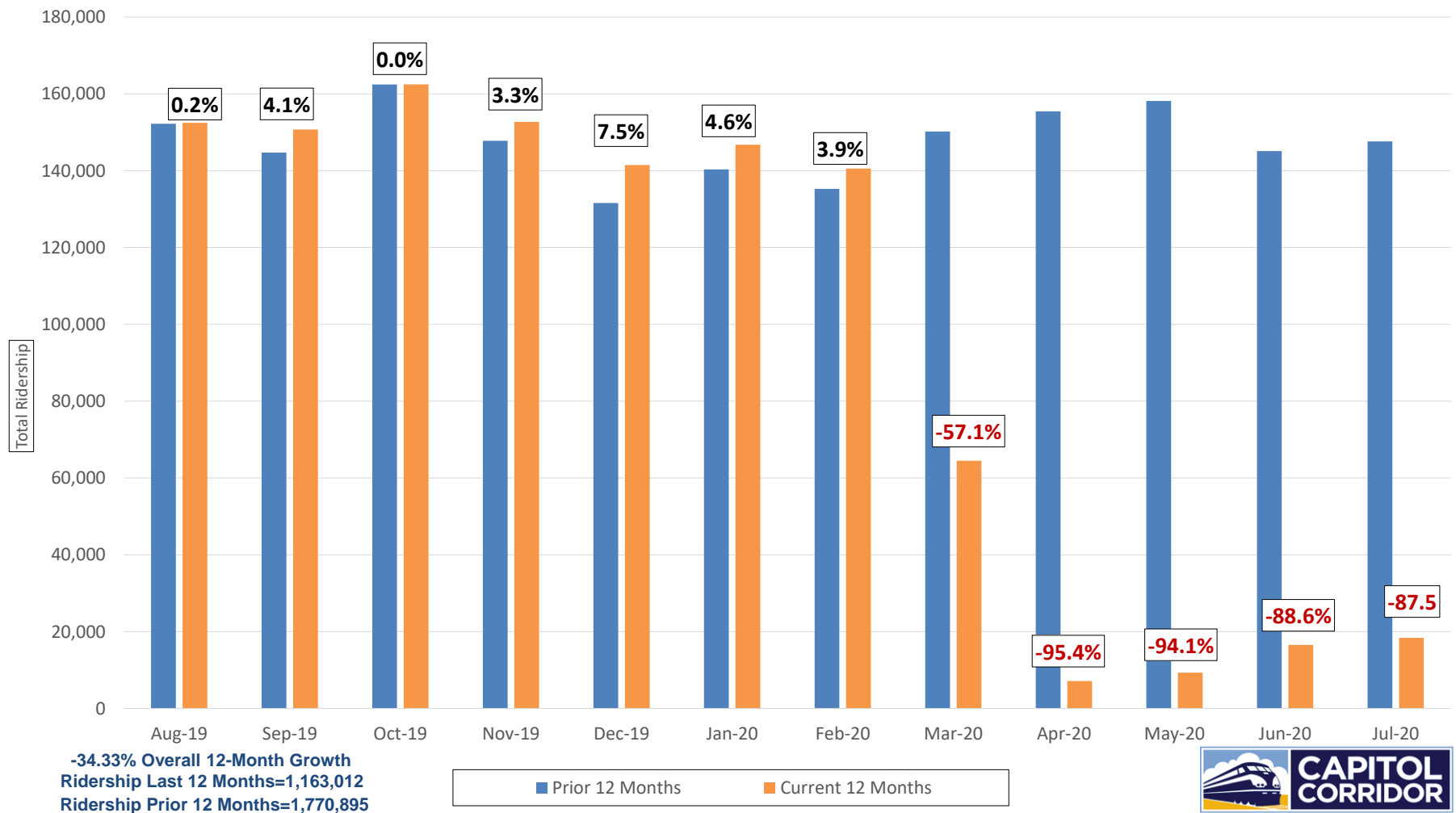


Outlook

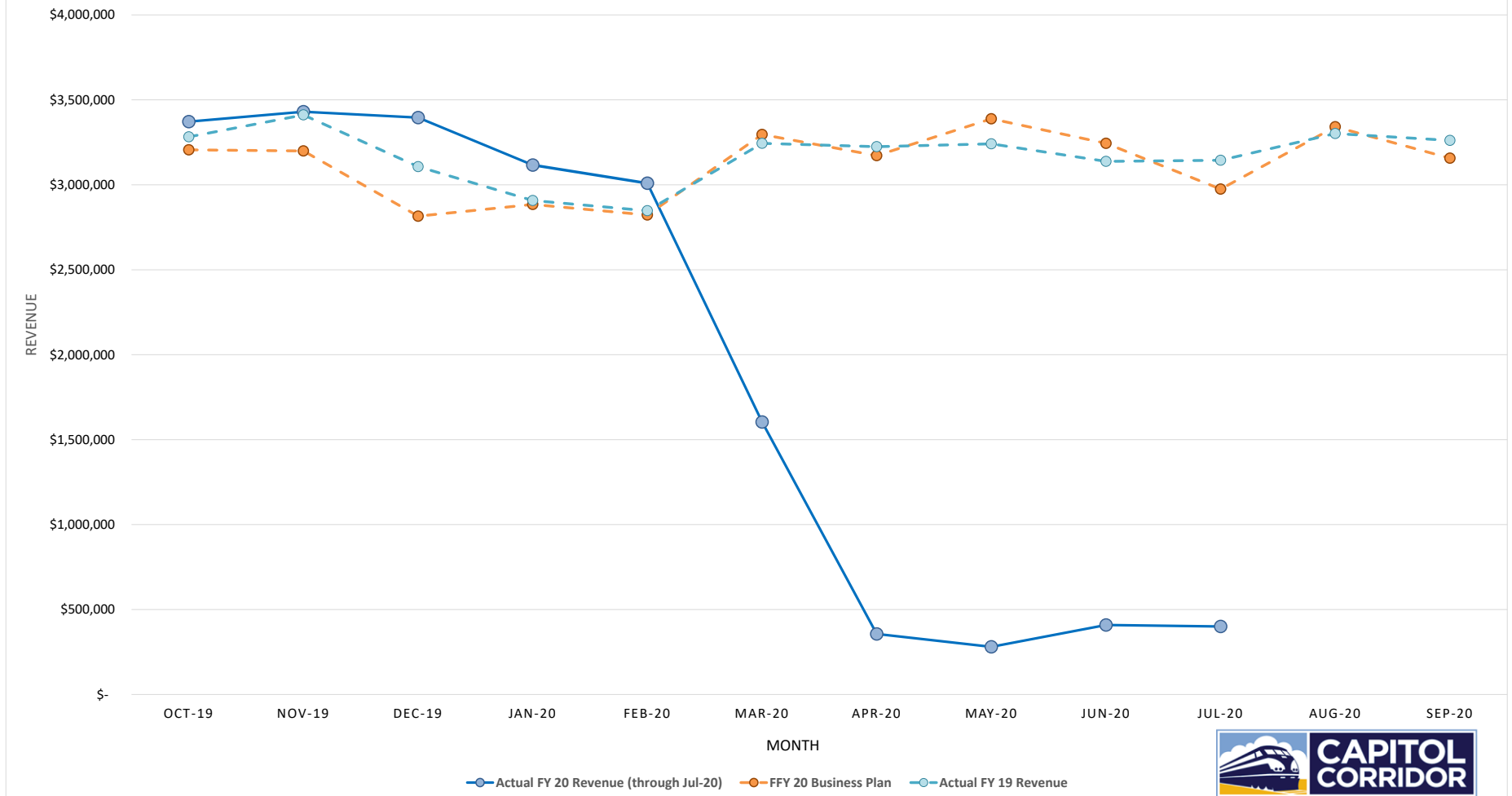
While we face unprecedented short-term challenges and uncertainties, the long-term prospects for passenger rail look quite promising. The first public draft of the federal transportation authorization legislation proposes an order of magnitude change in the potential investment level for passenger rail 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.

CAPITOL CORRIDOR RIDERSHIP (AUGUST 2019 - JULY 2020)

COMPARING PREVIOUS 12 MONTH PERIOD TO CURRENT 12 MONTH PERIOD



CAPITOL CORRIDOR REVENUE (FFY 2019 - 2020)
FFY 20 ACTUALS, COMPARED TO FFY 20 BUSINESS PLAN FORECASTS & FFY 19 ACTUALS



TRAIN PERFORMANCE

FY20 (October 2019 - July 2020)

FY 20 Actuals & Percent Change from FY20 Business Plan, FY 19 Actuals

Performance Model	Ridership	Revenue	End-Point OTP	Passenger OTP	System Operating Ratio	Customer Satisfaction (CSI)
Actual FY 20 Performance	859,823	\$ 19,372,841.39	89%	88%	40%	90.72
FY 20 Business Plan Forecasted	1,454,197	\$ 31,001,929.04	90%	90%	52%	92.5
<i>FY 20 Actual vs FY 20 Businss Plan (% Change)</i>	-41%	-38%	-2%	-2%	-24%	-2%
<i>FY 20 vs FY 19 Actual Performance (% Change)</i>	-42%	-39%	0%	1%	-34%	0%

Marketing & Public Relations

Limited Route 99 Service Reinstated

On August 15, we restored connecting bus service on weekdays and weekends between Emeryville and San Francisco. The limited schedule provides a connection to the Salesforce Plaza location. Ridership and load capacity is being monitored to allow for social distancing while onboard buses.



Virtual Events Along Our Route

In early August, the Capitol Corridor shared a collection of virtual events being hosted by partners and other organizations on the route. Since the pandemic has lasted throughout the entire summer, this content allows us to stay engaged with our followers and support our partners.



South Bay Connect

The Environmental Phase of the South Bay Connect Project includes a 45-day comment period between June 29 – August 13. The Marketing Team helped promote the public comment period, which included online meetings and telephone town halls. A second Town Hall was added on August 5 due to great interest in the project.



SOUTH BAY CONNECT
Unlocking Possibilities

Last Call

Public participation is vital!
Learn more and provide feedback by
August 13 at **SouthBayConnect.com**

#SouthBayConnect #UnlockingPossibilities

Marketing and Public Relations (cont'd.)

Health and Safety Themed Messaging

HEALTH & SAFETY TIPS



With health and safety being top of mind for many who are still traveling, Capitol Corridor has made a concerted effort over the past months to inform passengers of expanded health and safety protocols. Communication channels have included outdoor billboards, videos, and digital banner messages.



**KEEP
HANDS CLEAN**

**FACE COVERINGS
ARE REQUIRED
ON ALL TRAINS, BUSES,
AND AT STATIONS.**



**ALL TRAINS HAVE BATHROOMS
WITH HOT WATER AND SOAP
FOR WASHING HANDS.**



**PRACTICE
SOCIAL DISTANCING**

**LEARN MORE AT:
[CAPITOLCORRIDOR.ORG/HEALTH](https://capitolcorridor.org/health)**



Communications: Social Media, CC Rail Mail and Service Alerts

Followers as of 8/27/20

July 2020



16,634
▼ -109



6,313
▲ 3



3,219
▲ 10

Net New Subscribers

Total Subscribers

Engagement Rate

CC Rail Mail

+108

5,955

46%

Weekday Service Alerts

+19

5,150

37%

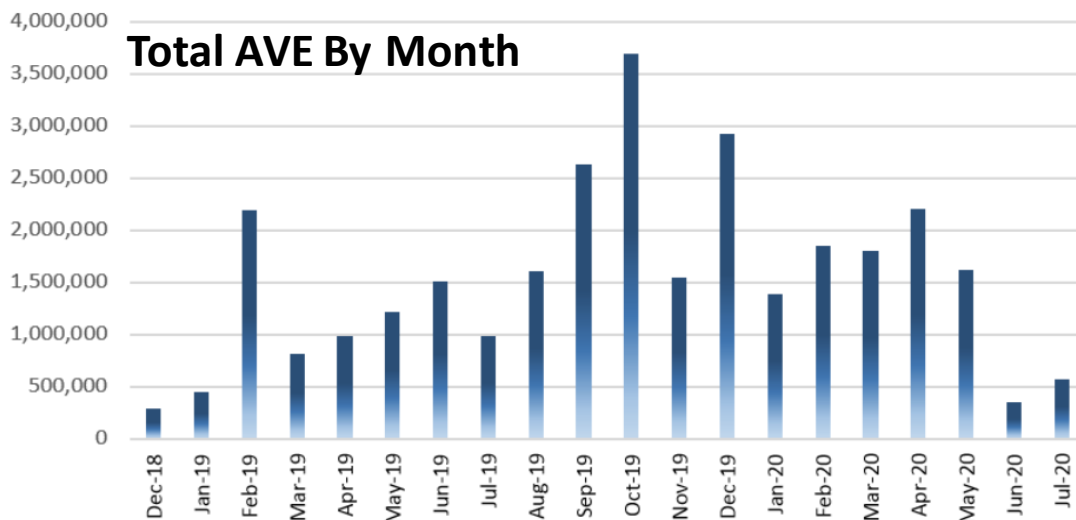
Weekend Service Alerts

+70

1,182

32%

Earned Media Reporting – July 2020

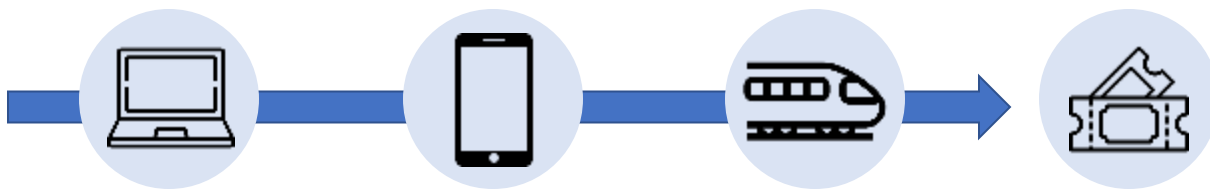


Number of News Stories: 14

Number of Broadcast Stories: 6

Advertising Value Equivalency (AVE): \$568,000.

Website - June and July 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
June	16,708	48.9%	1,714	360
July	26,570	53.9%	3,252	395
August*	35,746	54.7%		



Marketing and Communications Update

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 • Planning for 30th Anniversary year-long celebrations (Dec. 2021) • Online Customer Engagement event (TBD) • Transit Transfer Program Update • Train Status Survey
October <ul style="list-style-type: none"> • Tentative date for Annual Onboard Survey • Begin design/production of FY20 Annual report • Fall Timetable Change 	November <ul style="list-style-type: none"> • Thanksgiving service communications • Planning for 30th Anniversary year-long celebrations (Dec. 2021) • Café Car Evaluation 	December <ul style="list-style-type: none"> • Holiday card • Holiday travel communications
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 	March
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