



California Intercity Passenger Rail

COVID-19 Impacts

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California Intercity Passenger Rail - Overview

Capitol Corridor

- 168 miles
- FY19 Ridership: 1,764,793

San Joaquin

- 363 miles
- FY19 Ridership: 1,076,773

Pacific Surfliner

- 351 miles
- FY19 Ridership: 2,777,465

FY19-20 Performance

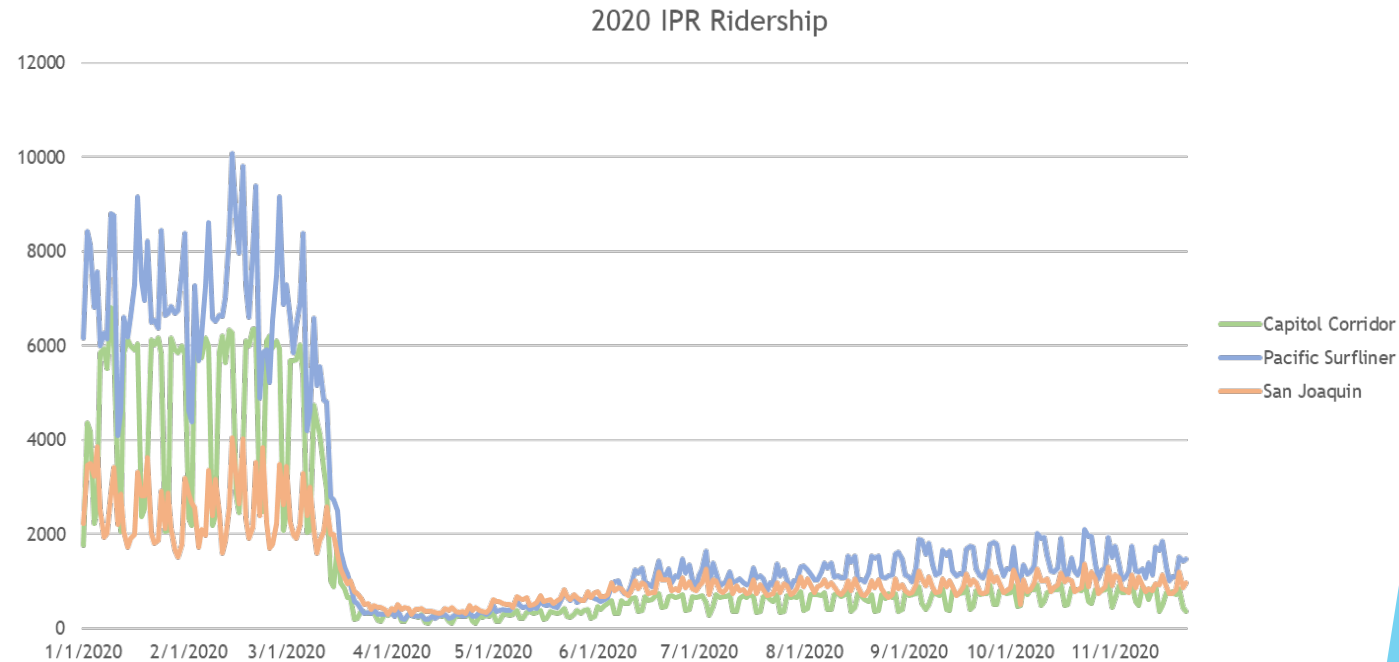
- ▶ FY19-20 started well and ridership uptick accelerated in December-February
- ▶ Small ridership losses from FY18-19 had been erased by February 2020
 - ▶ February 2020 ridership was 8.9% higher than February 2019

Immediate Impact of Pandemic on Intercity Rail

- ▶ “Work-from-home” and “Shelter-in-place” orders were issued across the state in mid-late March.
- ▶ By the end of March, intercity rail ridership had dropped by more than 90%

2020 Ridership

- ▶ Immediate decline in March
- ▶ Gradual recovery reached a plateau in mid-summer
 - ▶ Ridership rebound varies by corridor
 - ▶ San Joaquins corridor has had one of the smallest ridership losses in the country
- ▶ Impact of “pulling the brake” on reopening is to be determined



Immediate Impact of Pandemic

- ▶ Immediate Response to Ridership and Revenue Decline:
 - ▶ State directed JPAs to reduce service to <60% of previous train-miles
 - ▶ Changes made to both train and Thruway Bus services

Weekly Train Miles

Route	Pre-COVID	Current	% of Previous
Capitol Corridor	21,323	11,903	55.8%
Pacific Surfliner	16,919	8,372	49.5%
San Joaquin	14,973	8,820	58.9%

Weekly Thruway Bus Runs

Route	Pre-COVID	Current	% of Previous
Capitol Corridor	77	28	36.4%
Pacific Surfliner	9	5	55.6%
San Joaquin	56	30	53.6%



Navigating the Pandemic

Navigating the Pandemic - Coordination

- ▶ Bi-weekly calls with Amtrak and other states to discuss health & safety, emergency funding legislation, policy, and other issues:
 - ▶ Amtrak
 - ▶ Operations, performance, and COVID-19 safety measures
 - ▶ Updates on Hill appropriations bill
 - ▶ SAIPRC (States-Amtrak Intercity Passenger Rail Commission)
 - ▶ Legislation and lobbying
 - ▶ Cost Sharing Working Group
 - ▶ Marketing Working Group

Navigating the Pandemic - Funding

- ▶ **Filling the Revenue Gap - CARES Act:**
 - ▶ Capped Amtrak charges to states at 80% of actual billing in FFY19
 - ▶ Set aside \$239M for state-supported routes
 - ▶ Excess drawdown to be used in Oct, Nov, and Dec of FFY21
 - ▶ 80% cap continues
- ▶ **State/JPA cost reduction measures:**
 - ▶ Service Reductions
 - ▶ Process Improvements/Improved Fleet Management
- ▶ **State Surplus:**
 - ▶ 80% cap created surplus of State FY20 funds
 - ▶ Coordination with JPAs to use surplus funds for FY21 operations

Navigating the Pandemic - Cost Savings

- ▶ Lag between cost savings implementation and actual cost reductions due to Amtrak 209 (state-supported services) billing and related issues:
 - ▶ Some charges are fixed costs
 - ▶ Shared costs with long distance routes
 - ▶ Maintenance-of-Way
 - ▶ Some costs are avoidable
 - ▶ Fuel, on-board services, stations
 - ▶ Labor costs can be reduced in some areas
 - ▶ Maintenance and equipment
 - ▶ Focus on Caltrans-owned fleet and return Amtrak-owned fleet where possible
 - ▶ Working with JPAs to more actively manage maintenance

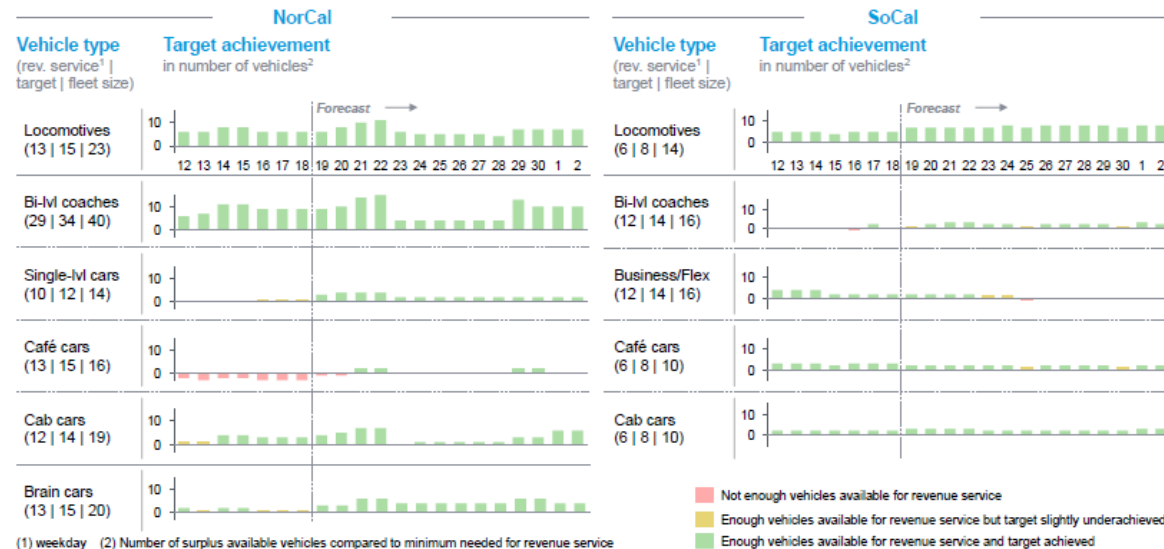
Navigating the Pandemic - Health & Safety

- ▶ CDPH Guidance for on-board safety, food service, etc.
- ▶ Coordinating with UC system epidemiologists and aerosol experts on measures to protect passengers and crew
- ▶ Coordinating with CDPH, CalSTA, JPAs, Transit Associations on research and marketing measures to assure travelers of rail/transit safety during the pandemic

Navigating the Pandemic - Data and Coordination

- ▶ Caltrans and JPAs have conducted joint “sprints”:
 - ▶ Essential Service Planning
 - ▶ Fleet Maintenance and Management
- ▶ Building Data Tools

Equipment Availability 11/12-12/2/2020



(1) weekday (2) Number of surplus available vehicles compared to minimum needed for revenue service
Source: Amtrak WMS, DB Analysis

Pfizer



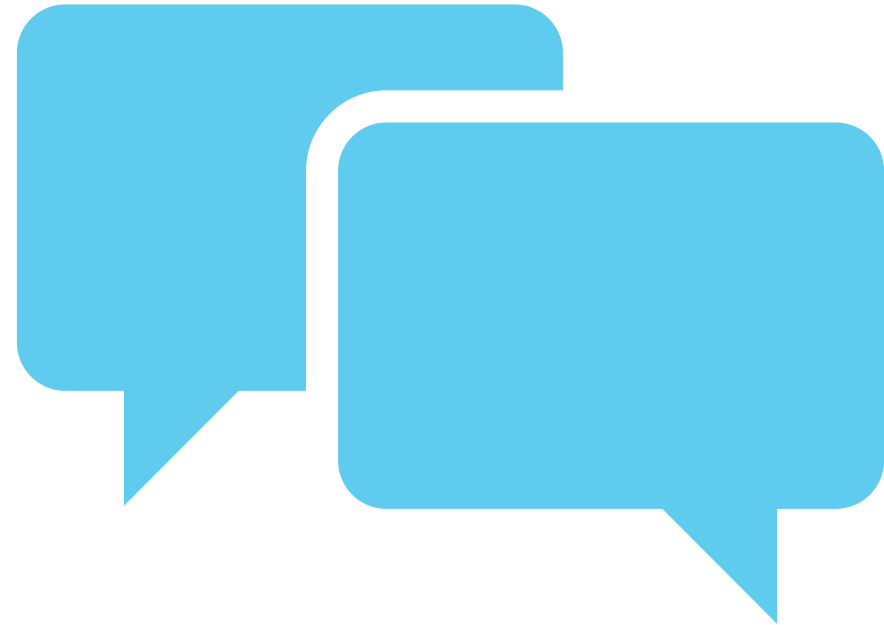
Preparing for Recovery

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Preparing for Recovery

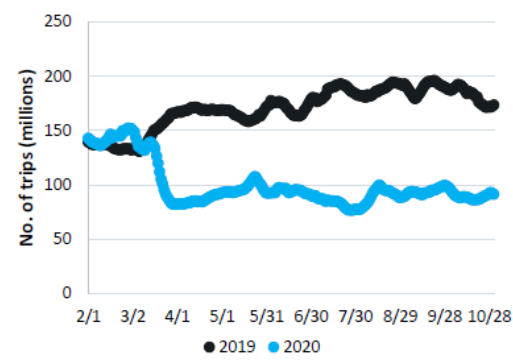
- ▶ Continued collaboration with epidemiologists, air quality experts, and public health officials
- ▶ Coordinated messaging with rail, transit, tourism, and state partners:
 - ▶ During pandemic: “How we’re keeping you safe”
 - ▶ Post-pandemic: “Welcome back!”



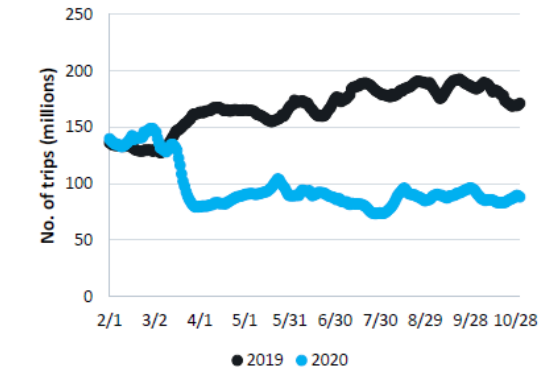
Preparing for Recovery

- ▶ Ridership recovery potential
 - ▶ Trips <50 miles have decreased as a share of all trips in CA
 - ▶ Trips 50-100 and >100 miles are greater share of trips than pre-pandemic levels
 - ▶ All three IPR corridors saw demand increase when COVID-19 was under control and at holidays
- ▶ Transit and rail ridership has remained strong in countries that have had a robust public health response: (e.g., New Zealand, Australia, Singapore, South Korea, Taiwan, Japan)
- ▶ Auckland, NZ transit ridership is back to 75% of previous transit use

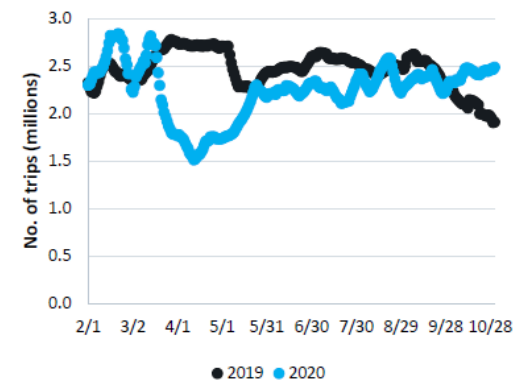
Total travel remains noticeably lower than in 2019



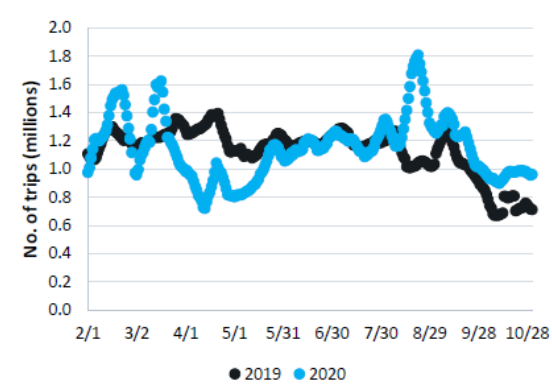
Trips <50 miles drive total travel



Trips 50-100 miles are at near pre-pandemic levels

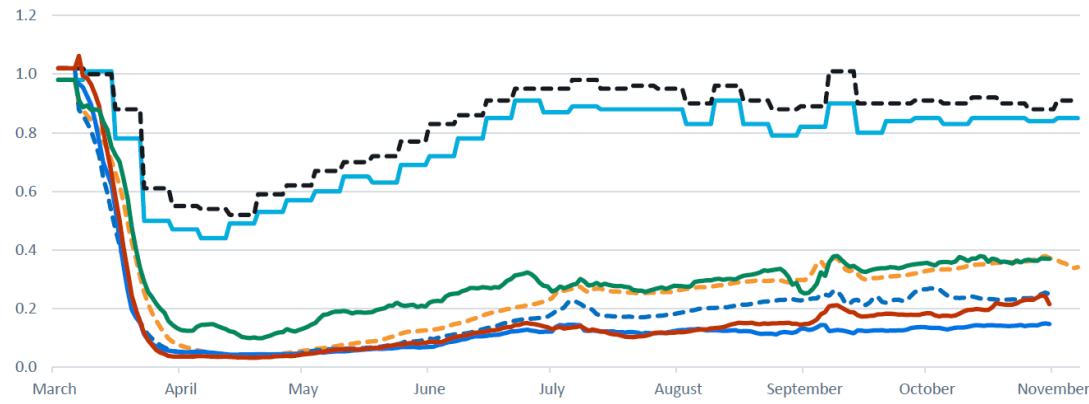


Trips >100 miles are at/greater than pre-pandemic levels



Longer-distance shared transport modes have had slower recovery levels

7-Day Moving Average Index (Same Period 2019=1.0); solid lines represent CA data and dotted lines represent national data (as of Nov. 12th, 2020)¹



- Auto: U.S. BTS Vehicle Miles Traveled Index^A
- Auto: California BTS Vehicle Miles Traveled Index^A
- Air U.S. TSA Traveler Index^B
- Amtrak Rail Ridership Index^C
- Capitol Corridor Ridership Index^C
- Pacific Surfliner Ridership Index^C
- San Joaquins Ridership Index^C

Preparing for Recovery

- ▶ Leaner fleet
- ▶ Improved overhaul and maintenance processes
- ▶ New state-owned coaches enter service in 2021

Passenger Railcars	Pre-COVID	Current	Post-COVID
State-owned	102	102	151
Amtrak-owned	92	55	55
Total	194	157	206



Preparing for Recovery

- ▶ California Intercity Passenger Rail is now well-positioned to continue playing a vital role in the state's multi-modal mobility network:
 - ▶ More robust communication with partners
 - ▶ New data and decision-making tools
 - ▶ Service improvements that will benefit passengers and operators
 - ▶ Leaner fleet management and improved maintenance process
 - ▶ Pipeline of projects for new and expanded service