



U.S. Department
of Transportation

**Federal Railroad
Administration**

Administrator

1200 New Jersey Avenue, SE
Washington, DC 20590

JUL 03 2010

The Honorable Daniel K. Inouye
Chairman
Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

Section 154 of the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2010 (Pub. L. 111-117) requires the Federal Railroad Administrator to "submit a quarterly report on April 1, 2010, and quarterly reports thereafter, to the House and Senate Committees on Appropriations detailing the Administrator's efforts at improving the on-time performance of Amtrak intercity rail service operating on non-Amtrak owned property. Such reports shall compare the most recent actual on-time performance data to pre-established on-time performance goals that the Administrator shall set for each rail service, identified by route. Such reports shall also include whatever other information and data regarding the on-time performance of Amtrak trains the Administrator deems to be appropriate."

I am pleased to submit the report in accordance with this requirement. I hope that the information contained in the enclosed report will assist the Committee in its work.

Identical letters have been sent to the Ranking Member of the Senate Committee on Appropriations, and to the Chairman and Ranking Member of the House Committee on Appropriations.

Sincerely,

Joseph C. Szabo

Enclosures

July 1, 2010

**July 2010 Report on Amtrak On-Time Performance
Submitted by the Federal Railroad Administrator
Under Section 154 of Pub. L. 111-117**

This report includes two sections: (1) an update on recent Federal Railroad Administration (FRA) efforts to catalyze improvements in Amtrak's on-time performance (OTP); and (2) in keeping with the FRA's April 1, 2010 OTP report, an update on Amtrak OTP results and performance against FRA-established goals.

(1) OTP Improvement Highlights through May Fiscal Year 2010

Southeast Corridor: FRA, which required Amtrak to develop a Southeast (I-95) Corridor Performance Improvement Plan as part of the Fiscal Year (FY) 2007 Grant Agreement between the FRA and Amtrak, has selected the Commonwealth of Virginia to receive a \$74.8 million High-Speed Intercity Passenger Rail (HSIPR) grant to improve capacity and service reliability along the I-95 Corridor. The centerpiece of this project will be the construction of 11.4 miles of third track on the Southeast Corridor between Arkendale and Powell's Creek, VA.

While Virginia is currently working with FRA to finalize the HSIPR grant agreement, Amtrak in FY 2010 continues to experience mixed OTP results with its trains on the Southeast Corridor. The *Auto Train*, which had the highest endpoint OTP among Amtrak's long-distance trains in FY 2009, had an OTP of 87.7 percent in FY 2010 through May, which is 3.5 percentage-points lower than the previous year, but is still among the top third of the long-distance trains in terms of on-time arrivals. The *Palmetto* and *Carolinian* have also experienced year-over-year declines in their endpoint OTP through May FY 2010 (decreases of 3.6 and 11.9 percentage points respectively), while the OTP for the *Silver Meteor* has remained virtually the same. However, the percent of on-time arrivals was just under 80 percent for the *Silver Star*, which is a 12.3 percentage-point improvement over the previous year.

Chicago-St. Louis Corridor: The Union Pacific (UP) Railroad and Amtrak continue to advance the Performance Improvement Plan for the UP's portion of the Chicago – St. Louis corridor. The focus on the corridor has contributed to significant OTP improvements for Amtrak trains. For example, the endpoint OTP for the Chicago – St. Louis *Lincoln Service* was 76.8 percent in FY 2010 through May, which year-over-year, is a 7.1 percentage-point improvement. These improvements have stemmed from reductions in slow orders, dispatching improvements, and Amtrak operational improvements. This corridor was also selected to receive funding under the HSIPR program for investments that will improve train speeds and capacity.

Other Recent OTP Developments: Other routes with Performance Improvements Plans under development are also to receive capacity improvement projects through the HSIPR program. These capacity investments are to occur on the *California Zephyr's* route, the *Adirondack's* route and between Chicago, IL and Porter, IN (which is traversed by the *Capitol Limited*, *Lake Shore Limited*, and the trains serving Michigan). These projects are expected to improve the reliability of passenger rail service upon completion.

With the May 12, 2010 publication of the Section 207 Metrics and Standards under the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) (available on FRA's webpage at: <http://www.fra.dot.gov/Pages/2165.shtml>), Amtrak anticipates renewed efforts going forward between Amtrak and host freight railroads in advancing existing Performance Improvement Plans and implementing additional Performance Improvement Plans on new routes.

(2) Goals and Route Performance

Attachment A contains updated OTP statistics for all Amtrak routes for FY 2010 through May. As the attachment illustrates, approximately half of the routes (20) have had improvements in OTP (in terms of both improved percent on-time and no decrease in effective speed) through May 2010. Of those routes experiencing OTP improvement, a total of nine (four corridor-type and five long-distance trains) are meeting, or are surpassing, their FRA-defined OTP target for FY 2010.

The on-time performance across the entire Amtrak system through May FY 2010 was 80.9 percent, a one percentage-point increase over the previous year. Amtrak's short distance routes outside the Northeast Corridor (i.e. "Other Corridor Services") experienced a 2.6 percentage-point increase year-over-year (for an average endpoint OTP of 82.7 percent) while the long-distance trains experienced a 3.5 percentage-point increase over the previous year (for an average endpoint OTP of 78 percent). Further highlighting the extent of these fiscal year improvements, compared to the previous year, approximately one-quarter of Amtrak's routes have had endpoint OTP increases of ten percentage-points or greater.

Considerable momentum for improving Amtrak's OTP was achieved in FY 2009 and notable OTP improvements continue to be made across the Amtrak system in FY 2010. This momentum can only be helped by further cooperation between Amtrak and the freight railroads, the implementation of the published PRIIA Section 207 Metrics and Standards, and the implementation of recently selected State-sponsored investments under the FRA's ongoing HSIPR program.

Attachment A
Amtrak On-Time Performance for FY 2010
Year-to-Date Totals through May

| | ✓ Indicates both tests were met for OTP Progress | Test 1: Higher Percent On Time YTD - May 2010 vs. YTD - May 2009 | | | | Test 2: Constant or Better Effective Speed |
|---|---|---|-----------------------------|--------------------------------|---|--|
| | | FY10 % On Time | % Change from FY09 | Proposed Target for FY10 | % Variance from FY10 Target | Change in MPH from October 2007 Baseline |
| <i>Northeast Corridor Service (Goal proposed for FY 2012: 95%)</i> | | | | | | |
| Acela | | 81.7% | (5.3%) | 92.1% | (10.4%) | (1.2) |
| Regional Service | | 75.3% | 1.1% | 88.2% | (12.8%) | (1.4) |
| <i>Other Corridor Services (Goal proposed for FY 2012: 90%. Minimum target proposed for FY 2010: 80%)</i> | | | | | | |
| Adirondack | ✓ | 63.6% | 0.8% | 80.0% | (16.4%) | 2.2 |
| Blue Water | ✓ | 69.8% | 19.9% | 80.0% | (10.2%) | 2.4 |
| Capitols | | 92.0% | (0.1%) | 83.8% | 8.2% | 1.6 |
| Carolinian | | 51.2% | (11.9%) | 80.0% | (28.8%) | 1.8 |
| Cascades | ✓ | 71.2% | 0.5% | 80.0% | (8.8%) | 0.8 |
| Downeaster | | 75.6% | 4.3% | 85.2% | (9.6%) | (0.7) |
| Empire Service | | 86.9% | 3.1% | 82.7% | 4.2% | (0.9) |
| Ethan Allen Express | | 76.3% | 19.0% | 80.0% | (3.7%) | (0.5) |
| Heartland Flyer | ✓ | 86.6% | 6.3% | 80.0% | 6.6% | 5.0 |
| Hiawatha | | 90.1% | 3.3% | 89.7% | 0.4% | (0.1) |
| Hoosier State | ✓ | 76.5% | 22.1% | 80.0% | (3.5%) | 1.8 |
| Illini | | 57.8% | (4.0%) | 81.6% | (23.8%) | (0.4) |
| Illinois Zephyr | ✓ | 93.1% | 7.6% | 80.1% | 13.0% | 2.0 |
| Keystone | | 86.7% | (1.7%) | 88.1% | (1.4%) | (0.2) |
| Lincoln Service | ✓ | 76.8% | 7.1% | 80.0% | (3.2%) | 2.3 |
| Maple Leaf | ✓ | 75.5% | 13.6% | 80.0% | (4.5%) | 1.7 |
| Missouri Services | ✓ | 92.5% | 28.1% | 80.0% | 12.5% | 7.0 |
| Pacific Surfliner | | 79.4% | (4.0%) | 83.9% | (4.5%) | 0.1 |
| Pennsylvanian | | 90.5% | (6.0%) | 82.6% | 7.9% | 0.6 |
| Pere Marquette | ✓ | 59.5% | 23.6% | 80.0% | (20.5%) | 2.6 |
| Piedmont | | 81.3% | 7.1% | 83.7% | (2.5%) | (0.9) |
| San Joaquins | ✓ | 90.4% | 1.2% | 81.2% | 9.2% | 2.0 |
| Vermonteer | | 84.8% | (2.9%) | 80.0% | 4.8% | 0.1 |
| Wolverines | ✓ | 68.7% | 23.1% | 80.0% | (11.3%) | 2.2 |
| <i>Long Distance Trains (Goal proposed for FY 2012: 85%. Minimum target proposed for FY 2010: 72.5%)</i> | | | | | | |
| Auto Train | | 87.7% | (3.5%) | 75.8% | 11.9% | 1.3 |
| California Zephyr | ✓ | 62.6% | 3.8% | 72.5% | (9.9%) | 4.8 |
| Capitol Limited | ✓ | 73.8% | 6.1% | 72.5% | 1.3% | 3.1 |
| Cardinal | ✓ | 61.5% | 12.3% | 72.5% | (11.0%) | 0.2 |
| City of New Orleans | | 81.5% | (2.1%) | 85.0% | (3.5%) | (0.1) |
| Coast Starlight | ✓ | 89.9% | 10.5% | 72.5% | 17.4% | 2.1 |
| Crescent | | 76.1% | (10.1%) | 72.5% | 3.6% | 0.7 |
| Empire Builder | | 80.2% | (3.6%) | 80.4% | (0.1%) | 0.0 |
| Lake Shore Limited | ✓ | 81.7% | 6.2% | 72.5% | 9.2% | 4.0 |
| Palmetto | | 67.4% | (3.6%) | 72.5% | (5.1%) | 3.7 |
| Silver Meteor | | 74.3% | (0.3%) | 72.5% | 1.8% | 1.6 |
| Silver Star | ✓ | 79.2% | 12.3% | 72.5% | 6.7% | 1.6 |
| Southwest Chief | | 85.6% | (0.8%) | 75.1% | 10.5% | 0.7 |
| Sunset Limited | ✓ | 89.4% | 14.8% | 72.5% | 16.9% | 3.9 |
| Texas Eagle | ✓ | 69.8% | 1.6% | 72.5% | (2.7%) | 1.9 |