



U.S. Department
of Transportation

**Federal Railroad
Administration**

Administrator

1200 New Jersey Avenue, SE
Washington, DC 20590

APR 17 2013

The Honorable Barbara Mikulski
Chairwoman
Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Madam Chairwoman:

I am pleased to submit this quarterly report on Amtrak's On-time performance. I hope that the information contained in the enclosed report will assist the Committee in its work.

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

Sincerely,

A handwritten signature in black ink, appearing to read "Joseph C. Szabo".

Joseph C. Szabo
Administrator

Enclosure

**Amtrak On-Time Performance (OTP) Report
(As Described in Section 154 of Pub. L. 111-117)**

This report includes (1) an update on recent Federal Railroad Administration (FRA) efforts to improve Amtrak's on-time performance and (2) Amtrak's OTP results and performance against FRA-established goals.

OTP Highlights through the First Quarter of Fiscal Year (FY) 2013

Summary: During the first quarter of FY 2013, all major hosts except Canadian Pacific (CP) and CSX showed at least some improvement in host-responsible delays relative to the same quarter one year ago. BNSF had the lowest overall level of delay of any of the major hosts. CP had the highest level of host-responsible delay amongst the major hosts while Canadian National (CN) had the highest level of freight train interference delay. On CP, high delays were driven primarily by Slow Order delays and Freight Train Interference (FTI) delays.

STB Investigation Under PRIIA Section 213: The STB investigation of CN performance pursuant to PRIIA Section 213 is currently on hold, pending discussions between Amtrak and CN.

Canadian Pacific: Following the success of a joint Amtrak/Vermont Railway effort to reduce delays on the Vermont Railway portion of the Ethan Allen route, attention is now focused on the CP portion of the Ethan Allen route, which also hosts the Adirondack. Slow orders have been a persistent issue on this segment; during the first quarter FY 2013, slow order delays alone were 1,462 minutes per 10,000 train miles on the CP portion of the Adirondack service, and 2,031 minutes per 10,000 train miles on the CP portion of the Ethan Allen service.

CP rail work impacting both the Adirondack and Ethan Allen routes is slated to be complete in the late summer of 2013. Additional CP track work on the Adirondack route is not scheduled until 2014.

FTI delays on the CP have risen over the past few years, increasing on the Empire Builder, Adirondack, and Ethan Allen routes. Amtrak and CP are jointly working on ways to reduce FTI delays on all Amtrak routes on CP.

Texas Eagle: Amtrak and Union Pacific (UP) have been collaborating since July 2011 on a special effort to reduce delays on the Texas Eagle service. Although host-responsible delays on the Texas Eagle Service during the first quarter of FY 2013 were lower on average than in the same period one year ago, they were still excessive for all the route's hosts. Slow-order delays on BNSF and freight train interference delays on UP and CN were primary drivers of the high host-responsible delay on this route. Currently, UP is undergoing major track work efforts on the Texas portion of the route.

I-95 Corridor: Several I-95 Corridor trains, specifically the Auto Train, Carolinian, Silver Star and Silver Meteor, have seen increases in host-responsible delays in the first quarter of

FY 2013 versus the same period one year earlier. The South Florida trains (Silver Star and Silver Meteor) have experienced significant host-responsible delays on the Central Florida Rail Corridor (CFRC), which is being prepared to house the "Sunrail" commuter service in the greater Orlando region (estimated start date: 2014). CFRC took over ownership and maintenance from CSX of a 61 mile section of rail between Deland and Poinciana, Florida; CSX continues to dispatch the territory. The major causes of delays on CFRC are slow orders due to construction, and FTI delays with CSX trains. The FTI situation also affects portions of these routes that are still CSX-owned. The Palmetto is the only long distance service in this corridor whose host responsible delays are below 900 minutes per 10,000 train-miles.

Cardinal: The Cardinal is continuing to see the benefits of efforts between CSX and Amtrak during FY 2012, as CSX-responsible delays are under 900 minutes per 10,000 train-miles as of January 2013. Amtrak and Buckingham Branch Railroad (BBRR) are working on a long-term plan to reduce the host-responsible delay due to slow orders and FTI on the BBRR segment of the Cardinal.

FRA Investments with Long-Term OTP Impacts: Investments sponsored by FRA in passenger-rail-related infrastructure can have lasting impacts on OTP. Two completed projects on California's Capitol Corridor and Pacific Surfliner routes exemplify the types of corridor improvements that provide immediate and long-term benefits. The State of California received \$18.0 million in American Recovery and Reinvestment Act (ARRA) funds to construct two new platforms and make operational improvements at the San Jose Diridon Station and another \$1.72 million in ARRA funding to install two maintenance-of-way spurs in San Diego and Orange Counties. The former will allow more trains, including Capitols, to move through San Jose and the latter will reduce maintenance delays to trains including the Pacific Surfliner in Southern California.

Attachment A

Amtrak On-Time Performance: First Quarter of FY 2013

(Oct 1, 2012 to Dec 31, 2012)

			Test 1: On-Time Percentage (compared to prior year period)		Test 2: Constant or Better Effective Speed	✓ Indicates both tests were met for OTP Progress
	FY 2013 OTP Target	Change from OTP Target	Amtrak OTP	Percentage Point Variance from Prior Year	Change in MPH from October 2008 Baseline for Last 4 Quarters	
Northeast Corridor Service (Goal proposed for FY 2013: 95%)						
Acela	95.0%	(5.3%)	89.7%	(0.5%)	0.1	
Regional Service*	95.0%	(9.1%)	85.9%	0.8%	0.7	✓
Other Corridor Services (Goal proposed for FY 2013: 90%)						
Adirondack	90.0%	(20.4%)	69.6%	(4.9%)	1.1	
Blue Water	90.0%	(16.6%)	73.4%	14.9%	4.3	✓
Capitols	90.0%	3.8%	93.8%	(0.3%)	2.1	
Carolinian	90.0%	(19.3%)	70.7%	(5.4%)	1.3	
Cascades	90.0%	(8.8%)	81.2%	3.7%	0.5	✓
Downeaster	90.0%	(8.8%)	81.2%	0.4%	0.8	✓
Empire Service	90.0%	2.3%	92.3%	0.1%	2.7	✓
Ethan Allen Express	90.0%	(12.2%)	77.8%	8.8%	3.3	✓
Heartland Flyer	90.0%	(28.8%)	61.2%	(14.3%)	0.6	
Hiawatha	90.0%	(1.5%)	88.5%	(3.1%)	(0.9)	
Hoosier State	90.0%	(11.0%)	79.0%	15.6%	3.0	✓
Illini	90.0%	(19.6%)	70.4%	(4.3%)	2.3	
Illinois Zephyr	90.0%	1.3%	91.3%	4.1%	1.1	✓
Keystone	90.0%	(0.4%)	89.6%	0.3%	0.6	✓
Lincoln Service	90.0%	(2.9%)	87.1%	11.8%	3.4	✓
Maple Leaf	90.0%	(19.3%)	70.7%	(7.6%)	0.6	
Missouri Services	90.0%	3.2%	93.2%	4.1%	8.3	✓
Pacific Surfliner	90.0%	(4.3%)	85.7%	8.8%	0.2	✓
Pennsylvanian	90.0%	6.6%	96.6%	3.8%	0.8	✓
Pere Marquette	90.0%	(26.4%)	63.6%	11.9%	2.7	✓
Piedmont	90.0%	(13.9%)	76.1%	3.0%	1.4	✓
San Joaquins	90.0%	(2.7%)	87.3%	(1.1%)	1.0	
Vermont	90.0%	2.6%	92.6%	11.6%	2.4	✓
Wolverines	90.0%	(35.1%)	54.9%	24.1%	2.4	✓
Long Distance Trains (Goal proposed for FY 2013: 85%)						
Auto Train	85.0%	(7.5%)	77.5%	(13.2%)	(0.1)	
California Zephyr	85.0%	(9.5%)	75.5%	42.9%	3.2	✓
Capitol Limited	85.0%	0.8%	85.8%	31.4%	2.4	✓
Cardinal	85.0%	(19.6%)	65.4%	11.0%	1.1	✓
City of New Orleans	85.0%	0.9%	85.9%	1.1%	1.5	✓
Coast Starlight	85.0%	(11.1%)	73.9%	(12.0%)	1.0	
Crescent	85.0%	(1.7%)	83.3%	(4.7%)	0.5	
Empire Builder	85.0%	(24.4%)	60.6%	(5.6%)	(0.7)	
Lake Shore Limited	85.0%	(3.5%)	81.5%	15.6%	1.4	✓
Palmetto	85.0%	(5.5%)	79.5%	(5.8%)	1.1	
Silver Meteor	85.0%	(23.3%)	61.7%	(16.6%)	(0.1)	
Silver Star	85.0%	(23.8%)	61.2%	(15.4%)	0.7	
Southwest Chief	85.0%	6.8%	91.8%	22.8%	0.1	✓
Sunset Limited	85.0%	0.9%	85.9%	12.8%	0.3	✓
Texas Eagle	85.0%	(0.2%)	84.8%	6.0%	2.6	✓

* Excludes Northeast Regional Service extensions to Lynchburg, Richmond, Newport News and Norfolk.