



U.S. Department
of Transportation

**Federal Railroad
Administration**

Administrator

1200 New Jersey Avenue, SE
Washington, DC 20590

JAN 21 2011

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

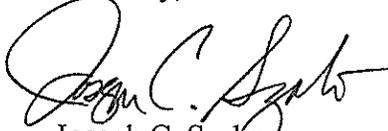
Dear Mr. Chairman:

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 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 quarterly 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

January 1, 2011

**October 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 and effect improvements in Amtrak's on-time performance (OTP); and (2) in keeping with the FRA's October 1, 2010 OTP report, an update on Amtrak's OTP results and performance against FRA-established goals.

(1) OTP Improvement Highlights through August Fiscal Year 2010

OTP Benefits of the High-Speed Intercity Passenger Rail (HSIPR) Program: On October 28, 2010, the Obama Administration announced the second round of selected programs and projects within 23 States under the FRA's HSIPR Program (a complete list of selected investments is available at:

http://www.fra.dot.gov/rpd/downloads/Summary_of_FY10_Selected_Projects_1010.pdf).

Through the States, this program is providing a total of approximately \$10.6 billion (appropriations through FY 2010) for incremental upgrades to existing railroads as well as new high-speed rail systems, all for the purpose of endowing the Nation with a transformative mode of intercity passenger transportation in heavily populated corridors.

Most of the HSIPR awards will ultimately raise the effective speed of the benefiting services, through a combination of better reliability (through capacity additions and other means) and/or higher running speeds. FRA, Amtrak, the States, and host railroads have been working to develop agreements for the performance improvement(s) in intercity passenger rail service that are to be realized upon completion of the respective projects. Accordingly, the completion of the first and second round of FRA's HSIPR betterments will directly improve the OTP of the affected routes, as measured in this series of OTP reports to Congress as well as the forthcoming reports under Section 207 of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA).

Publication of Metrics and Standards: Stemming from the May 12, 2010 publication of the final Metrics and Standards for intercity passenger rail services (available on FRA's webpage at <http://www.fra.dot.gov/Pages/2165.shtml>), which FRA developed jointly with Amtrak in compliance with Section 207 of PRIIA, FRA and Amtrak are in the process of finalizing the first quarterly Metrics and Standards report. This report will provide data on Amtrak's financial, operational, and service quality performance during the fourth quarter of FY 2010. A key feature of the operational data will be the delay minutes Amtrak experiences on the host railroads. Metrics and Standards data collected for the fourth quarter of FY 2010 illustrates the spectrum of reliability Amtrak experiences across its system, with some Class I railroads exceeding the delay minutes standard on most, if not all of the Amtrak trains they host.

The FRA believes that the quarterly Metrics and Standards reports, with their augmented detail, coupled with related provisions in other sections of the PRIIA (e.g., Sections 210 and 213), will

provide additional impetus for the host railroads and Amtrak to emphasize their collaborative efforts toward OTP improvement.

(2) Goals and Route Performance

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

The OTP across the entire Amtrak system for FY 2010 was 79.7 percent, which is less than a percentage-point decrease from the previous year. The slight decline in system-wide performance primarily reflected the OTP experience in the Northeast Corridor (NEC), which was the site of considerable infrastructure renewal activity during FY 2010. By contrast, Amtrak's short distance routes outside the NEC (i.e. "Other Corridor Services") experienced a 1.8 percentage-point increase year-over-year (for an average endpoint OTP of 80.9 percent) although the long-distance trains experienced a 0.5 percentage-point decrease from the previous year (for an average endpoint OTP of 74.6 percent). While Amtrak experienced a slight deterioration in OTP during FY 2010 compared to FY 2009, improvements can be made going forward with further cooperation between Amtrak and the freight railroads, the implementation of the Metrics and Standards under Section 207 of the PRIIA, and the ongoing implementation of the selected State-sponsored investments under the FRA's HSIPR program.

Attachment A
Amtrak On-Time Performance for FY 2010
Year-to-Date Totals for October 2009 through September 2010

	✓ Indicates both tests were met for OTP Progress	Test 1: Higher Percent On Time FY 2010 vs. FY 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		80.6%	(6.6%)	92.1%	(11.5%)	(1.6)
Regional Service		74.7%	(5.3%)	88.2%	(13.5%)	(1.4)
<i>Other Corridor Services (Goal proposed for FY 2012: 90% Minimum target proposed for FY 2010: 80%)</i>						
Adirondack	✓	62.2%	4.8%	80.0%	(17.8%)	2.1
Blue Water	✓	68.8%	17.9%	80.0%	(11.2%)	1.9
Capitols	✓	93.2%	0.9%	83.8%	9.4%	1.6
Carolinian		48.9%	(8.3%)	80.0%	(31.1%)	1.2
Cascades	✓	73.0%	1.7%	80.0%	(7.0%)	0.8
Downeaster		70.8%	(4.1%)	85.2%	(14.4%)	(0.9)
Empire Service		85.6%	3.0%	82.7%	3.0%	(3.6)
Ethan Allen Express		74.8%	19.1%	80.0%	(5.2%)	(0.4)
Heartland Flyer		81.4%	(2.4%)	80.0%	1.4%	4.7
Hiawatha		89.5%	2.4%	89.7%	(0.2%)	(0.2)
Hoosier State	✓	74.7%	22.5%	80.0%	(5.3%)	2.1
Illini	✓	62.9%	16.7%	81.6%	(18.7%)	0.0
Illinois Zephyr	✓	92.8%	4.5%	80.1%	12.7%	1.9
Keystone		87.1%	(2.9%)	88.1%	(1.0%)	(0.4)
Lincoln Service		72.2%	(1.1%)	80.0%	(7.8%)	2.0
Maple Leaf	✓	69.0%	8.7%	80.0%	(11.0%)	1.0
Missouri Services	✓	91.1%	17.5%	80.0%	11.1%	6.8
Pacific Surfliner	✓	83.2%	0.1%	83.9%	(0.7%)	0.1
Pennsylvanian		90.1%	(5.9%)	82.6%	7.5%	1.1
Pere Marquette	✓	53.2%	14.9%	80.0%	(26.8%)	2.0
Piedmont		79.2%	3.2%	83.7%	(4.5%)	(0.4)
San Joaquins	✓	90.7%	1.1%	81.2%	9.5%	2.1
Vermont		85.6%	(3.3%)	80.0%	5.6%	0.5
Wolverines	✓	61.5%	17.5%	80.0%	(18.5%)	1.7
<i>Long Distance Trains (Goal proposed for FY 2012: 85% Minimum target proposed for FY 2010: 72.5%)</i>						
Auto Train		87.0%	(1.7%)	75.8%	11.2%	1.1
California Zephyr		52.6%	(7.1%)	72.5%	(19.9%)	4.6
Capitol Limited		68.3%	(2.4%)	72.5%	(4.2%)	3.0
Cardinal	✓	51.1%	5.4%	72.5%	(21.4%)	0.1
City of New Orleans		82.6%	(0.4%)	85.0%	(2.4%)	(0.1)
Coast Starlight	✓	89.9%	7.5%	72.5%	17.4%	2.1
Crescent		73.0%	(11.0%)	72.5%	0.5%	0.7
Empire Builder	✓	77.8%	2.2%	80.4%	(2.6%)	0.0
Lake Shore Limited	✓	75.7%	0.0%	72.5%	3.2%	4.4
Palmetto		64.2%	(2.7%)	72.5%	(8.3%)	3.4
Silver Meteor	✓	72.8%	0.2%	72.5%	0.3%	1.6
Silver Star	✓	77.5%	9.8%	72.5%	5.0%	1.6
Southwest Chief		79.1%	(6.1%)	75.1%	4.0%	0.7
Sunset Limited	✓	87.5%	8.3%	72.5%	15.0%	4.0
Texas Eagle		69.6%	(5.6%)	72.5%	(2.9%)	1.9