
Amtrak: More Riders & Persistent Uncertainty



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Presentation Outline

- Background on Amtrak
- Summary of Amtrak's overall status in FY10 and FY11 YTD
- Overview of funded capital projects within the LOSSAN corridor
- Discussion of the broad challenges facing Amtrak and the *Pacific Surfliners*
- Comments about High Speed Rail (HSR)
- Closing & questions

Basic facts about Amtrak



- Chartered by Congress as the nation's intercity passenger railroad; began operations in May 1971.
- 20,000 employees operate a 21,100 mile system; majority of route miles on tracks shared with freight trains.
- 60% of trains operate at top speeds in excess of 90 mph.
- The *Acela Express* is the fastest train in North America:
 - Top speed of 150 mph
 - Recovers 169% of operating expense; still requires federal capital support
- Amtrak covers ~76% of operating costs with ticket revenue; total revenue covers ~85% of operating costs; Congress' annual appropriation covers ~15% of costs.

Amtrak's Intercity Services



Northeast Corridor (NEC)

- 457 mile route; links Boston-Washington
- Largely Amtrak-owned
- FY10 ridership +4.3%; revenues +4.7%

Short distance trains/corridors (up to 750 mi)

- 15 states provide financial support for corridor services
- FY10 ridership +6.5%; revenue +3.4%
- *Pacific Surfliner* 2nd busiest route nationwide
- FY10 *Surfliner* ridership +0.8%; revenue +6.4%

Long Distance Trains (beyond 750 mi)

- Fifteen routes
- Provide mobility to rural communities and link network
- FY10 ridership +6.6%; revenue +10.3%

Overall Amtrak Performance

- **Record System Ridership**

28.7 million in FY10 – highest ridership in Amtrak’s history

+4.3% Northeast Corridor (FY10)

+6.5% Corridor Routes (FY10)

+0.8% *Pacific Surfliner* (FY10)

+6.6% Long-Distance (FY10)

FY11 YTD ridership +6.7%; 19 consecutive months of ridership growth!

+6.1% *Pacific Surfliner* (FY11 YTD)

- **Improved Financial Performance**

85% Cost Recovery Ratio—highest of any American rail system

FY10 System Revenues +9.0%

FY11 YTD revenues +10.8%



Overall Amtrak Performance--Reliability

Systemwide OTP

79.7% - FY10

79.3% - FY11 YTD

Freight volumes increasing; serious operational disruptions i.e. flooding & fires

Pacific Surfliner OTP

76.4% - FY10

80.2% - FY11 YTD

46.5% of FY10 delays to *Surfliner* resulted from meets with other passenger trains

5.6% of FY10 *Surfliner* delays due to Amtrak-caused factors



Federally Funded LOSSAN Capital Projects

1. LA – Fullerton triple track (\$34.8M)
2. Additional crossovers (\$8.4M)
3. Oceanside station track (\$3.4M)
4. Positive Train Control (\$38.4M)
5. Orange County maintenance spur (\$1.7M)
6. Additional P.E./NEPA grants (+\$30M)
7. New state-owned rolling stock (\$168M)



Amtrak-Funded LOSSAN Capital Projects

1. \$34M upgrade to Los Angeles Maintenance Facility.

Completed 4/2011; ARRA Funded



More Photos of New Los Angeles Preventative Maintenance Facility



New Los Angeles Preventative Maintenance Facility

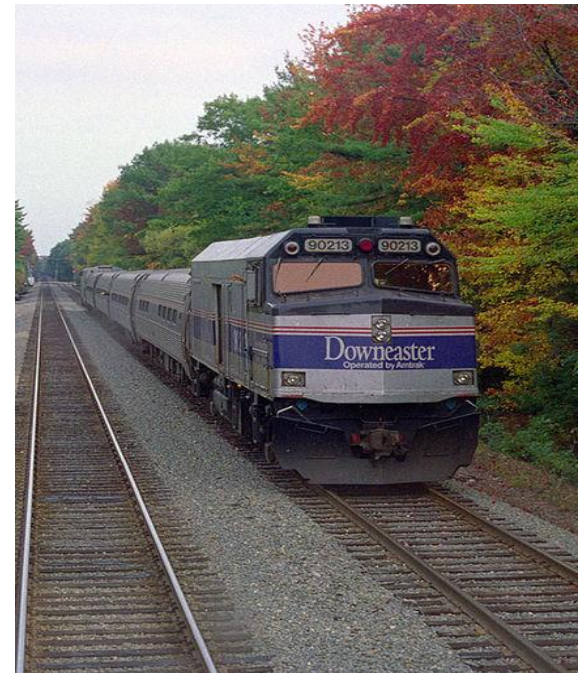


New Los Angeles Preventative Maintenance Facility



Amtrak's Overall Challenges

1. Amtrak's fleet is old and needs replacement.
 - Fleet's average age is greater than anytime in history, and this hampers ridership & revenue.
2. Favorable political window has largely closed; with few exceptions, success will be preserving the status quo.
3. Current funding levels remain below Amtrak's authorized amount.
 - Cycle of deferred investment continues.
 - Political dynamics resulted in uneven federal participation (i.e. no HSR funds for FY11).
4. Federal policy requires states to pay all costs for corridor trains by 2013; state are resource constrained.
5. The issue of intercity rail is part of the larger debate around the country's need for infrastructure renewal; can we have a rational discussion?



Pacific Surfliner's Challenges

1. Constrained infrastructure
2. Rolling stock – new equipment will help, but several years until delivery
3. How to meaningfully integrate services while preserving intercity and freight utility
4. Improving overall intermodal functionality
5. Balancing regional needs along entire corridor
6. Additional state operating funding needed
7. PTC mandate

These challenges speak to the corridor's success!



Amtrak's Perspective on High Speed Rail (HSR)...

1. Existing intercity services compliment HSR—it's about efficiency and intermodalism.
2. For many regions, an incremental approach is prudent and politically palatable.
3. Other regions may commit to true HSR.
4. Regardless, Amtrak's expertise, skilled workforce, national presence, and vast experience make it a logical operating and/or contractual partner.
5. As other nations have demonstrated, HSR works; Amtrak wants to help America realize the same!



1971 – 2011 Happy 40th Birthday, Amtrak



Despite tremendous obstacles, Amtrak has survived, and demonstrated people want intercity mobility alternatives.

Regardless of Amtrak's many accomplishments, America lags behind in developing a functional, modern, national intercity rail network.

Will the Next 40 Years Bring This?

If so, Amtrak is eager and qualified to assist...



Thank You!

