

Amtrak: America's Railroad



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Presentation Outline

- Brief Amtrak Background: History & Funding
- Current Performance
- California Corridor Service
- Amtrak's Regional Presence (Central Valley)
- Questions

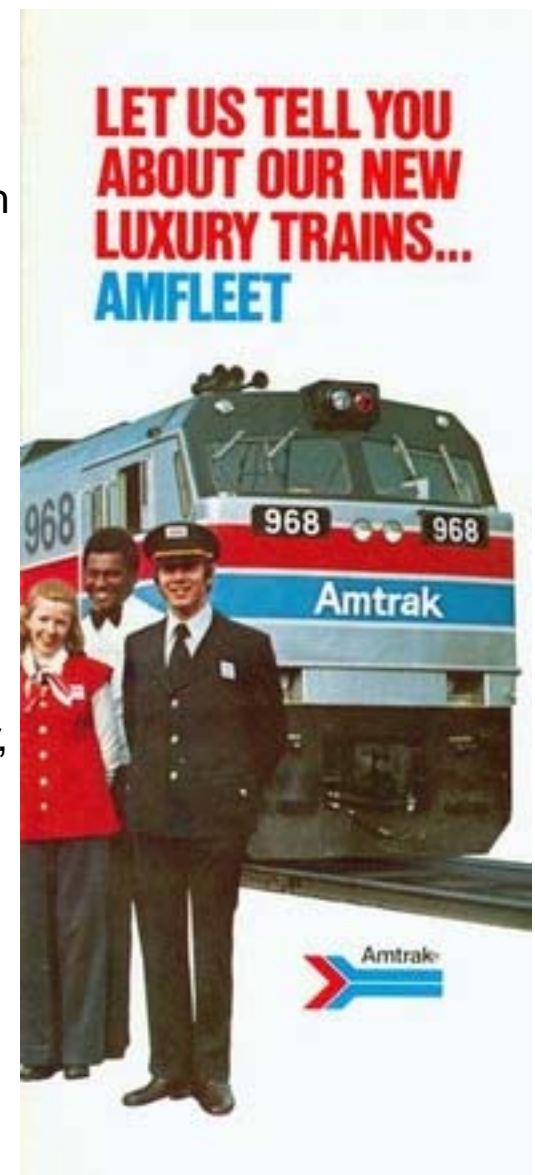
Decline of Intercity Passenger Rail Service

- Following WWII, private intercity rail service could no longer compete against subsidized commercial aviation and highways.
- By late 1960's, America was on verge of losing all intercity passenger rail service.
- In 1970, a quasi-public entity (Amtrak) was created to operate America's intercity network.



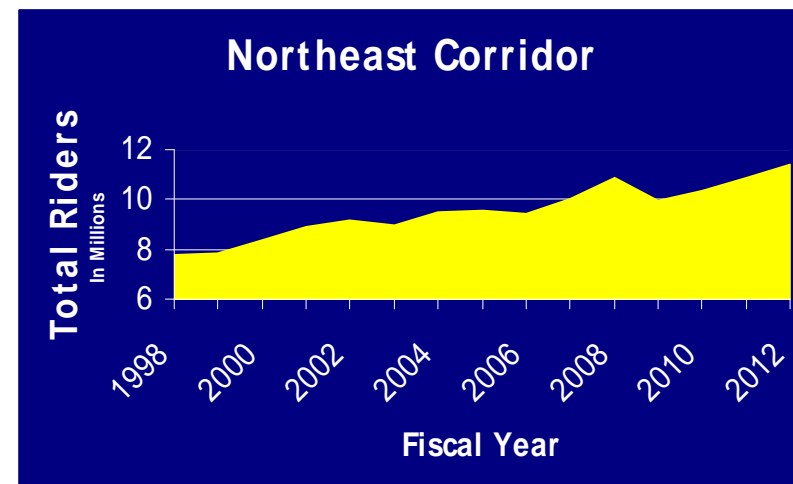
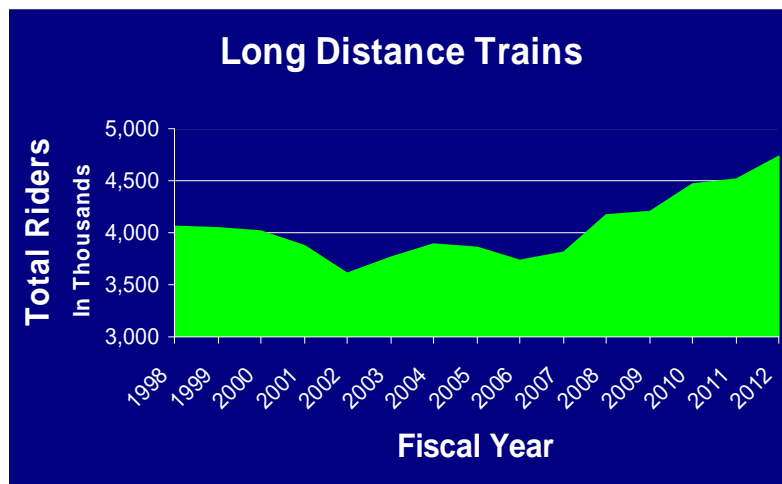
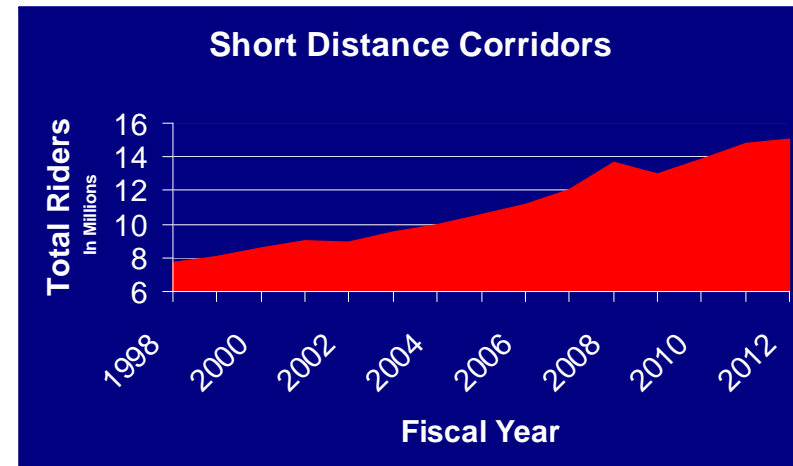
Amtrak Creation

- In 1970 Congress created Amtrak thus freeing the private railroads from the “passenger rail burden”
- Amtrak was given certain rights as part of the “deal” reached with the freight railroads.
 - ✓ Access rights at incremental cost
 - ✓ Priority dispatching
 - ✓ Liability coverage
- Amtrak legislation allows states to support short distance services.
- Caltrans invests in three corridors; *San Joaquin, Pacific Surfliner, Capitol Corridor.*
- Caltrans plays a vital role in the development of the CA intercity passenger rail service by setting policy, purchasing rolling stock and funding the three state supported services.



Amtrak's Current Performance

- Amtrak carried 31.2M passengers in FY12—highest ridership in history.
- Ridership +3.5% compared to FY11; revenue up +6.8%.
- Ridership records set in 9 of past 10 years.
- From FY 2000 to FY 2012, Amtrak ridership is up 49 percent.
- System's operating cost recovery ratio is 88%.
- Despite growing ridership, America hasn't adequately invested in rail.



Funding

- How is Amtrak funded?
 - Every year Amtrak submits a grant request to Congress and receives an appropriation.

Amtrak Funding	FY 2013 Amtrak Grant Request	FY 2013 Expected Appropriations	FY 2014 Amtrak Grant Request
Operating Grant	\$450	\$473	\$373
General Capital	\$1,505	\$647	\$2,065
Debt Service	\$212	\$258	\$212
Total	\$2,167	\$1,378	\$2,650

Historically, Amtrak’s appropriation has been inadequate as illustrated by the chart above.



California Corridor Service



- The ***Pacific Surfliner*** (San Diego-Los Angeles-Santa Barbara-San Luis Obispo) is the 2nd-busiest corridor in the U.S. with 2.6 million riders in FY12.
- The ***Capitol Corridor*** (San Jose-Oakland-Sacramento-Auburn) is the 3rd-busiest corridor in the country with 1.8 million riders in FY12.

Amtrak's Central Valley Presence – *San Joaquin*



- 365 mile route - Bakersfield-Oakland-Sacramento.
- 1.14M riders in FY12 (+7.2%).
- 5th busiest corridor in the country.
- \$39 million annual revenue.
- 75% OTP.
- California has the highest Amtrak usage of any state.

Amtrak's Central Valley Presence – *San Joaquin*

San Joaquin City Pair Ridership, FY12

<u>City Pair</u>	<u>Ridership</u>
Bakersfield - Fresno	104,689
Bakersfield - Stockton	85,602
Fresno - Hanford	77,157
Bakersfield - Hanford	45,224
Fresno - Stockton	43,995
Bakersfield - Sacramento	38,735
Bakersfield - Modesto	38,570
Bakersfield - Martinez	36,905
Fresno - Sacramento	36,147
Bakersfield - Merced	35,533
Emeryville - Fresno	29,093
Bakersfield - Emeryville	25,670
Emeryville - Stockton	22,469
Fresno - Martinez	22,060
Oakland - Stockton	20,249
Richmond - Stockton	17,375
Hanford - Stockton	17,135
Merced - Stockton	16,728
Modesto - Stockton	16,374
Hanford - Sacramento	15,360



Amtrak® Long Distance Routes



Thank You

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