



Bart Reed <bartreed1951@gmail.com>

AMTRAK CALIFORNIA PERFORMANCE [#09-02]

1 message

Train Riders Association of California <trac@omsoft.com>

Thu, Jan 15, 2009 at 11:48 AM

TRAC E-Bulletin #09-02Type: PERFORMANCE STATISTICSSource: CCJPA

TRAC Members & Associates--

ITEM 1:

After the relatively modest November growth in Capitol Corridor riders (+2.7%), we were expecting to see a significant slowing of ridership growth on the Capitol Corridor in December, reflecting the impacts of both the economic downturn, as well as falling gas prices.

It did not happen.

Rather, ridership and revenue both grew in the +8-9% range on the Capitol Corridor, creating another record high for ridership in the month of December 2008. The San Joaquins also saw similar ridership and revenue percentage growth. Only the Pacific Surfliner service saw a substantial loss in riders and downturn in revenue. This may be a reflection of a more significant economic deterioration in Southern California than in Northern California.

Sustained on-time performance on the Capitol Corridor has helped keep riders, and improved on-time performance of the San Joaquins is also likely helping to sustain growth there.

Capitol Corridor (December 2008):

130,261 passengers +9.0% vs. December 2007

This is a new December record, and keeps the Capitol Corridor third busiest route in the country, still by a wide margin

Passengers for the last 12 months: 1,729,401 , now pushing towards the 1.8 million barrier!

\$1,822,259 December 2008 ticket revenue +8.4% vs. December 2007

The farebox recovery revenue-to-cost ratio for December is 43.3% , reflecting the increased Amtrak cost base due to labor contracts and fuel

adjustments (FY to date: 46%, a bit lower than the 50% target). Traditionally, January through April our farebox recovery rate is lower than May through September, so we still have a ways to go to get 'on budget'.

On-time performance for December 'delivered to the customer' was: 93.0% still the best of any corridor service in the country, reflecting sustained Union Pacific performance at 98-99% and continued good Amtrak operational performance. (FFY to date: 92.6%) This is our best year-to-date quarterly report ever for on-time performance.

These first quarter stats are a good start to the Fiscal Year, and Capitol Corridor on-time performance is now the best in the country, topped only by the once-a-day Pennsylvanian (Philadelphia-Pittsburgh) and still well above the premier Acela Express service on the Northeast Corridor (86.1%).

Pacific Surfliners (December 2008):

195,887 passengers -8.1% vs. December 2007, but still the second busiest route in the nation, by a wide margin

\$3,551,818 December 2008 revenue: -5.3% vs. December 2007

On-time performance for December 2008: 85.2% (FFY to date: 80.5%)

San Joaquins (December 2008):

80,920 passengers +9.3% vs. December 2007

\$2,762,135 December 2008 revenue: +8.9% vs. December 2007

On-time performance for December: 87.6% (FFY to date: 88.0%)

Total California Intercity Corridor Ridership for December 2008: 407,068

Total Northeast Corridor 'Spine' ridership for December 2008: 825,191

For December 2008, the California Corridors are 49.33% of Northeast Corridor 'Spine' Boston-Washington ridership

Total Northeast Corridor ridership for December 2008

with branches to Springfield, MA; Albany, NY and Harrisburg, PA: 1,034,737

For December 2008, the California Corridors are 40% of the total Northeast Corridor ridership. Overall NEC ridership declined by -6.0%, but the Keystone service (Philadelphia-Harrisburg) grew by +14.5%.

ITEM 2: CAPITOL CORRIDOR Temporary service change scheduled to be in effect February 13-March 15, 2009

Project Overview:

Union Pacific will be upgrading track infrastructure between the Suisun/Fairfield and Davis stations, installing new ties at their own expense. This is the third installment of a multi-year track upgrade project between Oakland and Sacramento, designed to keep the railroad in good condition so trains can operate more reliably.

Affected Trains:

During the course of the track work, some morning and early afternoon Capitol Corridor trains will not operate between Sacramento, Davis and Suisun/Fairfield. Instead, connecting buses will carry passengers between these stations; trains will operate on the remainder of the route on a modified schedule, which is currently under development.

Additionally, some trains are expected to be suspended completely during the work period to give Union Pacific extra time on the tracks.

Affected Motorcoach Routes:

Some changes to connecting motorcoach service will also occur as a result of this track work. Most motorcoach/train connections are expected to accommodate the temporary schedule during this track work project.

Availability of Finalized Temporary Timetable:

Amtrak and Capitol Corridor staff are still in the process of reviewing individual train and bus schedules in relation to this track work project. The final schedule will be released on the Capitol Corridor website www.capitolcorridor.org by the end of January.

Bob Reynolds
TRAC Volunteer and Board Secretary

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Official TRAC Website: <http://www.calrailnews.com/>
