

# FAST-TRACKING THE FUTURE

## AMTRAK & THE DEVELOPMENT OF HIGH-SPEED & INTERCITY PASSENGER RAIL



## HIGH-SPEED RAIL, TODAY AND TOMORROW

In 2008, Congress recognized our nation's need for improved passenger rail service by passing the Passenger Rail Investment and Improvement Act (PRIIA). This law provides a framework for the development of high-speed rail, which is defined as intercity rail passenger service that is reasonably expected to achieve operating speeds of at least 110 miles per hour. PRIIA authorizes the appropriation of federal funding to support grants to states for capital projects in designated high-speed rail corridors. Amtrak is uniquely qualified to provide America's high-speed rail service, being the only railroad in North America that has built and currently operates and maintains high-speed rail service.

### THE NECESSARY EXPERIENCE

In 2000, Amtrak introduced Acela Express®, America's fastest train, providing high-speed service between Washington, DC and Boston along the Northeast Corridor (NEC). The 457-mile route is the only one in the Western Hemisphere capable of supporting speeds of 125-150 mph. What's more, it's a uniquely challenging operational environment. While most high-speed services in the world operate on dedicated rights-of-way reserved exclusively for very fast trains, Amtrak operates its NEC services on a densely populated route that is shared with more than 2,500 daily trains. Acela Express not only shares tracks with slow moving freight trains, but also with Amtrak's Northeast Regional and various local commuter trains. Out of necessity, Amtrak has developed the unique operational, mechanical and engineering skills required to operate this system. It's that kind of experience and ingenuity that make us the best choice for the operation of new high-speed corridors in America.

Our experience is not something we inherited from our predecessors. Rather, it's something Amtrak developed over the last 38 years as we worked to bring high-speed service to America. Amtrak is unique among American rail providers, with a history of major engineering and construction projects designed to support the goal of faster rail service between major urban centers. In the 1980s, Amtrak built the improvements that made the New York to Washington leg of the Northeast Corridor into a 125 mph railroad; in the 1990s, it undertook a whole range of improvements that raised speeds on the New York to Boston leg as high as 150 mph, through the installation of vital innovations such as Positive Train Control and electrification. At the same time, some train speeds between Washington and New York were raised to 135 mph.

### BUILDING STATE PARTNERSHIPS

In 2006, we undertook the improvement of our Keystone Corridor between Philadelphia and Harrisburg in partnership with the Commonwealth of Pennsylvania, raising speeds to 110 mph and setting the stage for the next round of incremental improvement, which will raise them to 125 mph. Amtrak has also partnered with the state of New York to raise speeds on the Empire Corridor between New York and Albany above 100 mph, and has installed a positive train control system on its Michigan Line that permits 95 mph service, soon to support the improvement of train speeds to 105 mph. Amtrak is also working closely with several Midwestern states to develop the plans for the Midwest Regional Rail Initiative, supporting their efforts to introduce modern, high-speed trains of up to 110 mph to the region.

While we are confident that the multi-use approach that built the Northeast Corridor will be successful nationwide, we are also quite ready and willing to partner with states that seek to explore the possibilities of service at speeds in excess of 150 mph on specially built, dedicated rights-of-way. In fact, Amtrak has well-established operating partnerships with 15 states, and is eager to bring its unique experience and specialized engineering and planning capabilities to the task of developing high-speed rail in America.

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## UPGRADING EXISTING CORRIDORS

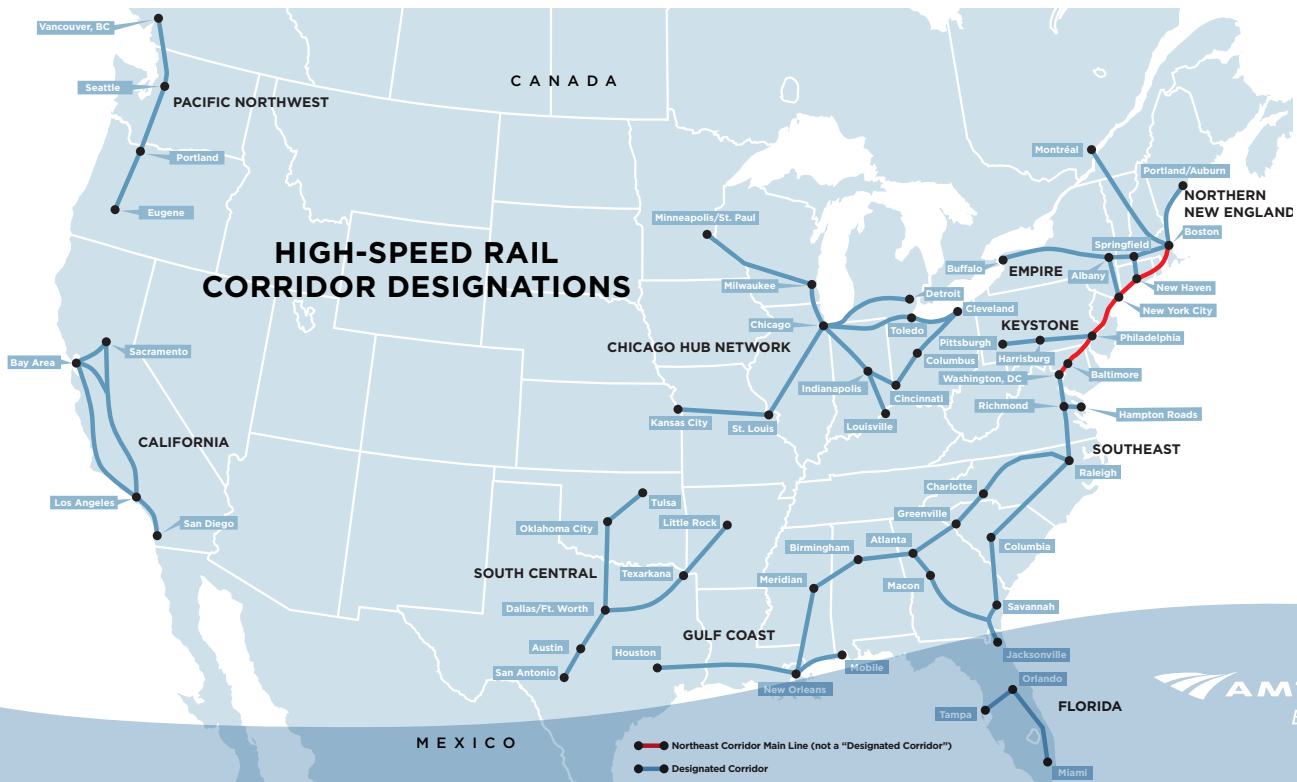
Even before PRIIA became law, the U.S. Department of Transportation had designated 10 corridors for high-speed service development. PRIIA reiterated Congressional intent to pursue the development of these routes and authorized the funding program that would support it. The American Recovery and Reinvestment Act provides \$8 billion in capital grants for high-speed rail corridors and intercity passenger rail service, and the FY 2010 Transportation, Housing and Urban Development appropriations bill contains an additional \$2.5 billion.

## THE INSIDE TRACK

Because of our longstanding relationship with the freight railroads (70% of Amtrak's annual train miles are run on freight lines), Amtrak is uniquely positioned to bring its expertise to bear on the problem of accelerating service on mixed-use corridors. We have operating agreements with the major Class I systems as well as many smaller carriers, and we are the only domestic carrier with experience in maintaining track to the relevant standards the Federal Railroad Administration (FRA) requires for high-speed service. In addition, our operations management organization and our national sales and marketing, and reservation and ticketing networks were developed to support a national passenger rail system that works to the benefit of the traveling public by offering a viable alternative to other modes of transportation.

## A DEFINITE DEMAND

A well-run high-speed operation can offer viable service, and it has driven a modal shift on the East Coast. Since the introduction of Acela Express in 2000, Amtrak has nearly reversed its position in the New York-Washington air-rail market. In 2000, we held a 37% market share; today, we hold a 61% market share, carrying more passengers between the two cities than all of the airlines put together – by a comfortable margin. We are within a point of being able to say the same about the Boston-New York air-rail market, which has risen from a 20% share in 2000 to a 49% share by mid-2009. There is a definite demand for intercity passenger service on routes of fewer than 500 miles, and Amtrak knows more than any other commercial entity about the needs and challenges of the American marketplace and railroad system.



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## HIGH-SPEED RAIL — A VISION FOR THE FUTURE

Incremental improvement of existing routes is a vital step toward an improved national system. But it's just the first step. PRIIA also lays the groundwork for the development of very high-speed rail corridors – those that operate at speeds up to 220 miles per hour. Such systems have been in development abroad (in China, for example) and are the latest in fast ground transportation.

### SELECTED AMTRAK CORRIDOR SERVICES

SERVICE	TOP SPEED	DAILY TRIPS	LENGTH	FY 08 RIDERSHIP GROWTH	CONNECTS
Acela Express and Northeast Regional	150 mph	153	457 miles	+8.6%	Washington-New York-Boston
Keystone	110 mph*	27	104 miles	+19.8%	Harrisburg-Philadelphia
Wolverine	95 mph	6	281 miles	+5.2%	Chicago-Detroit
Pacific Surfliner	90 mph	24	350 miles	+7.1%	San Luis Obispo-Los Angeles-San Diego
Hiawatha	79 mph	14	86 miles	+25.9%	Chicago-Milwaukee
Lincoln Service	79 mph	8	284 miles	+16.5%	Chicago-St. Louis
Empire	110 mph	18	142 miles	+3.8%	New York-Albany
Capitol Corridor	79 mph	33	133 miles	+16.8%	Bay Area-Sacramento
Cascades	79 mph	11	310 miles	+12.8%	Portland-Seattle

*\*Keystone trains operate at 125 mph on the Philadelphia-NYC portion of the trip (over the Northeast Corridor).*

## A REGULATIONS REGULAR

In addition to our engineering and mechanical expertise, our web of supporting services and systems and our longstanding relationships with states and freight railroads, Amtrak has an unparalleled understanding of the unique regulatory and operational requirements for passenger service in the U.S. We have an unparalleled understanding of the FRA's rules and procedures, and have developed strong specialization in very specific market areas, such as the marketing of high-speed services to American consumers and the operation of the national reservation, ticketing, and network management system.

This moment is both exciting and crucial for transportation in America. Let's keep the momentum going. Amtrak is ready and eager to partner with states and other entities to unlock the potential of our nation's existing railroad network.