News Release

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Contact: Media Relations
202 906.3860

AMTRAK AWARDED $450 MILLION TO UPGRADE NEW YORK - WASHINGTON HIGH-SPEED RAIL SERVICE

Supports Gateway Project, increases speeds, improves reliability

WASHINGTON – The U.S. Department of Transportation awarded Amtrak $450 million in funding to upgrade its rail infrastructure to support more frequent and faster high-speed rail service, and to improve reliability of current service between New York and Washington.

"With this investment by the Obama administration, the Amtrak vision for high-speed rail in the Northeast is now departing the station and heading down the tracks to help take America to the next generation of passenger service," said Amtrak President and CEO Joe Boardman.

The funding will go toward improvements that are an important first step in support of the Amtrak Gateway Project, which will construct new tunnels to access an expanded New York Penn Station, enhance regional economic development and job creation, and lay the foundation for the future launch of 220 mph next-generation high-speed service.

Specifically, the $450 million awarded to Amtrak is for a project to upgrade electrical power, signal systems, track and overhead catenary wires between Morrisville, Pa., and New Brunswick, N.J. – one of the busiest segments of the Northeast Corridor (NEC) and where the densest concentration of *Acela Express* high-speed rail operations occurs. It also will reconfigure track switches at the western entrance to New York Penn Station to mitigate congestion issues. The anticipated completion date is in September 2017.

As a result, Amtrak top speeds will increase from 135 mph to 160 mph along a 24-mile section of track. Combined with new equipment acquisition currently in the planning stages, the project supports plans to add six more *Acela Express* high-speed roundtrips between New York and Washington by 2018 and a total of 15 additional roundtrips by 2022 — doubling high-speed service from current levels.

In addition to the $450 million received by Amtrak, several states were awarded a total of

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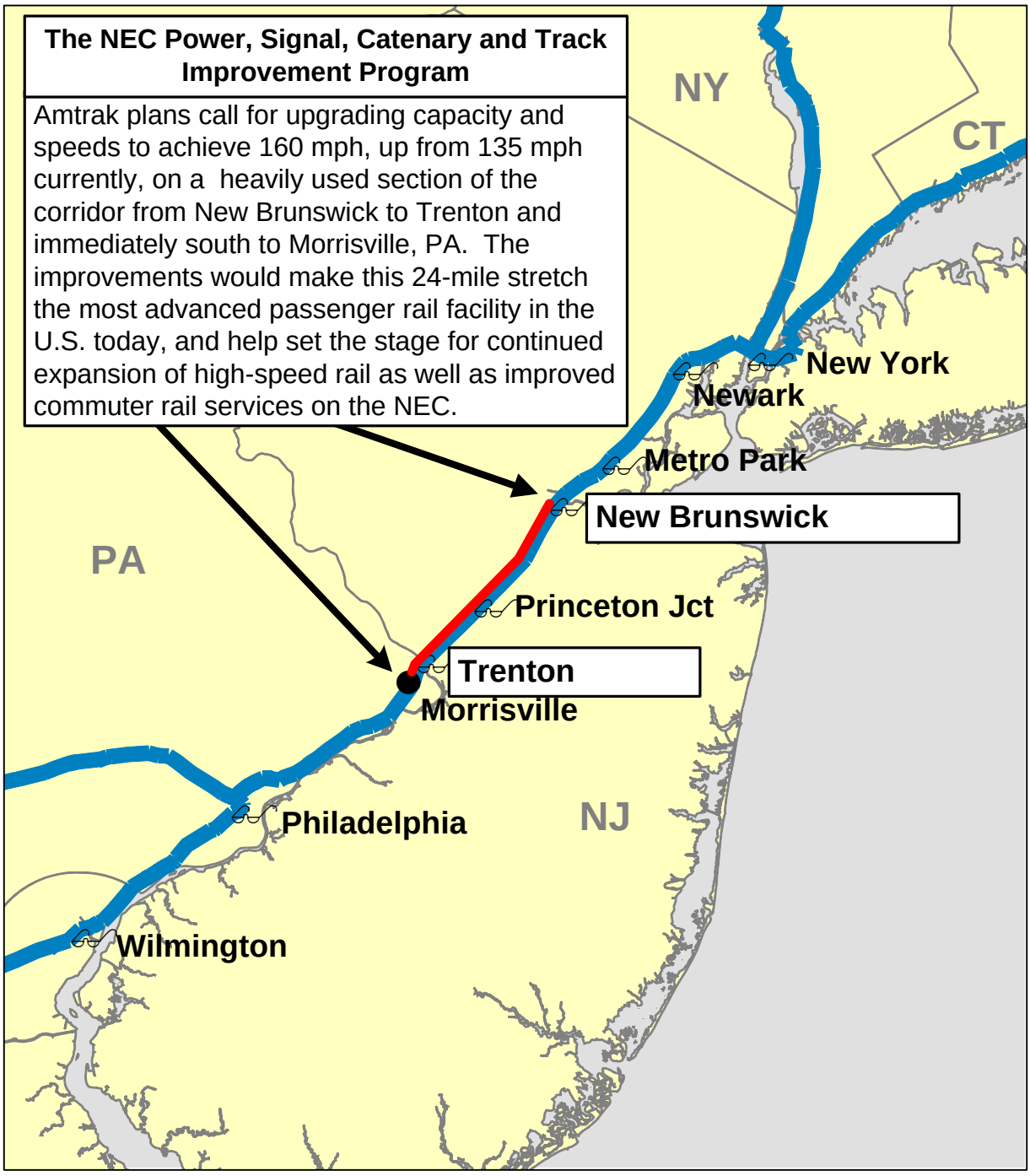
$345 million for other NEC-specific projects each of which are vital for the reliability and capacity of the current NEC network. Amtrak worked closely with its state partners along the NEC during the application process to coordinate projects in order to maximize the expected regional improvements.

Amtrak also is encouraged that the U.S. Department of Transportation is awarding funding to states for other projects in the Northeast, the Midwest and in California that will benefit current Amtrak services and are critical building blocks for expanded and higher speed intercity passenger rail service across the nation.

About Amtrak®
Celebrating 40 years of dedicated service as America's Railroad[sm], Amtrak is the nation's intercity passenger rail provider and its only high-speed rail operator. A record 28.7 million passengers traveled on Amtrak in FY 2010 on more than 300 daily trains – at speeds up to 150 mph (241 kph) – that connect 46 states, the District of Columbia and three Canadian Provinces. Amtrak operates trains in partnership with 15 states and four commuter rail agencies. Amtrak also is a strong financial performer achieving an 85 percent cost-recovery ratio in FY 2010. Enjoy the journey[sm] at Amtrak.com or call 800-USA-RAIL for schedules, fares and more information. Join us on facebook.com/Amtrak and follow us at twitter.com/Amtrak.

attachment

Amtrak Northeast Corridor Power, Signal, Catenary, and Track Improvement Program



Project components described on reverse side.

AMTRAK®

Amtrak Northeast Corridor Power, Signal, Catenary, and Track Improvement Program

- **Frequency Converter Station Expansion: Metuchen, NJ**
  The project will provide an approximate 25% increase in the capacity of electrical power available from the Metuchen converter station. The project is needed to improve reliability of existing operations and to support the increased power loads that will result from the larger number of trains envisioned by 2022.

- **New Substations: Newark, NJ and Trenton, NJ**
  Substations step-down voltage from high-capacity transmission lines to power railroad systems. Two new substations are required in New Jersey to support the higher speeds and levels of service envisioned for this section of the Corridor.

- **Catenary Upgrades: Newark, NJ to Philadelphia, PA**
  This project includes modifications to the overhead power supply, or "catenary" system, to support higher operating speeds and levels of service. Intermediate support structures for overhead wires will be installed between New Brunswick and Trenton to shorten the spans between supporting poles. The shorter spans are less sensitive to weather extremes, facilitate speeds of up to 160 mph, and will improve operating reliability for both intercity and commuter trains.

- **Signal Upgrades: New Brunswick, NJ and Trenton, NJ**
  The project will upgrade the power supply to the signal system and install other signaling equipment to allow higher speeds and improved capacity utilization.

- **"A" Interlocking: Penn Station New York**
  "A" Interlocking, at the western entrance of the Penn Station, is a critical junction where trains merge or diverge as they approach the station (or Hudson River Tunnels from the opposite direction). This project will upgrade crossover locations to permit 30 mph moves, doubling speeds compared to the current 15 mph restriction, and creating additional throughput capability at one of the most congested points on the corridor.

- **Midway Interlocking Reconstruction: New Brunswick - Princeton Junction, NJ**
  The project will install a high-speed universal crossover at Midway Interlocking north of Princeton Junction to provide operating flexibility, improved capacity utilization and faster clearing times for NJ Transit and Amtrak trains operating on this segment of the Corridor.

- **Track Upgrades and Curve Improvements: New Brunswick, NJ – Morrisville, PA**
  The project will upgrade track and straighten curves, in some cases replacing wooden ties with concrete, in support of higher speeds, improved capacity utilization and helping to minimize to minimize track outages and maintenance requirements on this heavily trafficked section of the corridor.