

High-Speed Rail *for America's Future*

U.S. Rep. John L. Mica
Republican Leader, Committee on Transportation and Infrastructure



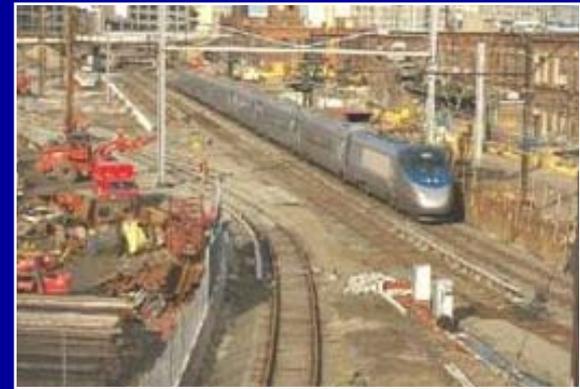
Maglev: 350 mph



**Japanese Bullet Train:
180+ mph**



French TGV: 200+ mph



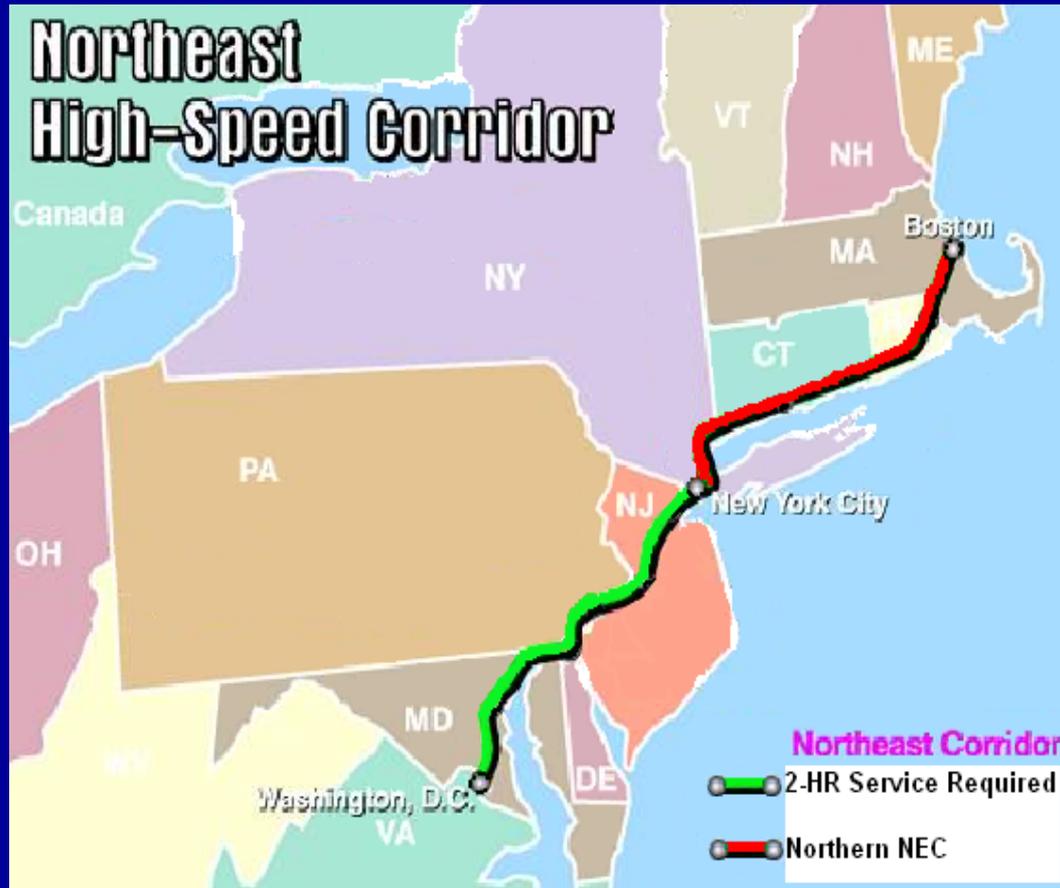
Amtrak Acela DC-NY: 83 mph avg.

High-Speed Rail Timeline

Historic legislation to help bring true high-speed passenger rail service to the United States became law on October 16, 2008.

- December 15, 2008: U.S. DOT issued a solicitation of proposals to finance, design, construct, operate and maintain high-speed service in 11 designated corridors across the nation.
- Spring 2009: Over 90 expressions of interest from private companies and state DOTs received. DOT will host workshops for proposal development.
- September 2009: Proposals due to DOT, including technical description, financial plan, legislative actions needed.
- November 2009: Commissions of governors, mayors, rail labor, Amtrak, and transit authorities established to review and rank proposals for each corridor that receives proposals. Submit recommendations to DOT.
- April 2010: DOT reviews the Commissions' findings and reports to Congress, first on Northeast Corridor proposals, then other corridors.
- Congress will evaluate DOT's report and take the necessary action to commence work on the corridors.
- \$5,000,000 is authorized for preliminary engineering for each proposal that is recommended to Congress in each corridor's report.

Northeast Corridor



Amtrak's Acela is the only so-called "high-speed" train in the U.S., but averages less than 83 mph between DC and New York.

Over 70% of chronic aviation delays in U.S. emanate from New York region airspace congestion.

The only high-speed eligible right-of-way Amtrak owns in its entirety is between DC and New York in the Northeast Corridor (NEC).

Under the law, high-speed proposals for DC to NYC will require express service of no more than 2 hours, door-to-door.

DOT will first review the NEC Commission's findings and report to Congress, before reporting on any other corridor.

NEC Acela carries 3.5 million riders annually. If the corridor's capacity were enhanced, there is potential for millions more riders.

Corridor wasted – asset underutilized.

Benefits

- Relieve congestion on the nation's highways
- Free up national airspace
- Provide reliable transportation alternatives



- Positive economic development
- Reduce air pollution and emissions
- More energy efficient than cars or planes
- Enhance commuter and freight operations

Facts

- High-speed rail investment in the U.S. lags far behind other nations in Europe and Asia
- London, Paris and Brussels are connected by the Eurostar train, at speeds up to 186 mph
- Japan has introduced 180 mph trains on its 40-year old, 1220-mile high-speed network
- Amtrak's Acela, the U.S. version of "high-speed", averages less than 83 mph between DC and New York due to poor track and infrastructure
- California recently approved a \$10 billion bond initiative for a high-speed rail network with train from L.A. to San Francisco at 220+ mph (2 hrs 40 min)
- Rail consumes 17% less energy per passenger mile than airlines, and over 21% less than cars
- High-speed rail can provide downtown-to-downtown trip times much shorter than either plane or car

High-Speed Corridors

- The Northeast Corridor
- The California Corridor
- The Empire Corridor
- The Pacific Northwest Corridor
- The South Central Corridor
- The Gulf Coast Corridor
- The Chicago Hub Network
- The Florida Corridor
- The Keystone Corridor
- The Northern New England Corridor
- The Southeast Corridor

HIGH-SPEED RAIL CORRIDOR DESIGNATIONS



U.S. Department of Transportation

Federal Railroad Administration
October 2005