

# 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**

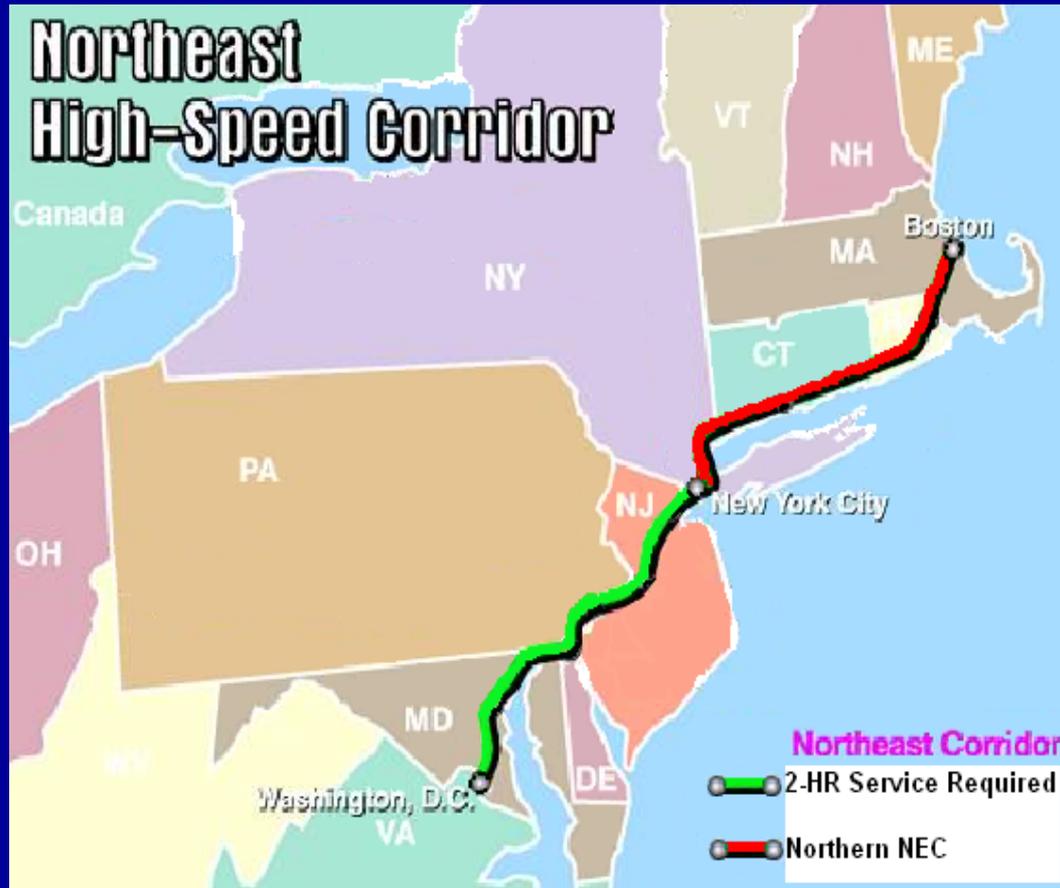


**Amtrak Acela DC-NY: 83 mph avg.**

# High-Speed Rail Proposal

- Historic legislation to help bring true high-speed passenger rail service to the United States became law on October 16, 2008.
- On December 16, 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.
- Commissions of governors, mayors, rail labor, Amtrak, and transit authorities will be established to review and rank proposals for each corridor that receives proposals.
- DOT will review the Commissions' findings and report to Congress. DOT will first report on Northeast Corridor proposals, followed by the 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 – has potential to carry 30 million.

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

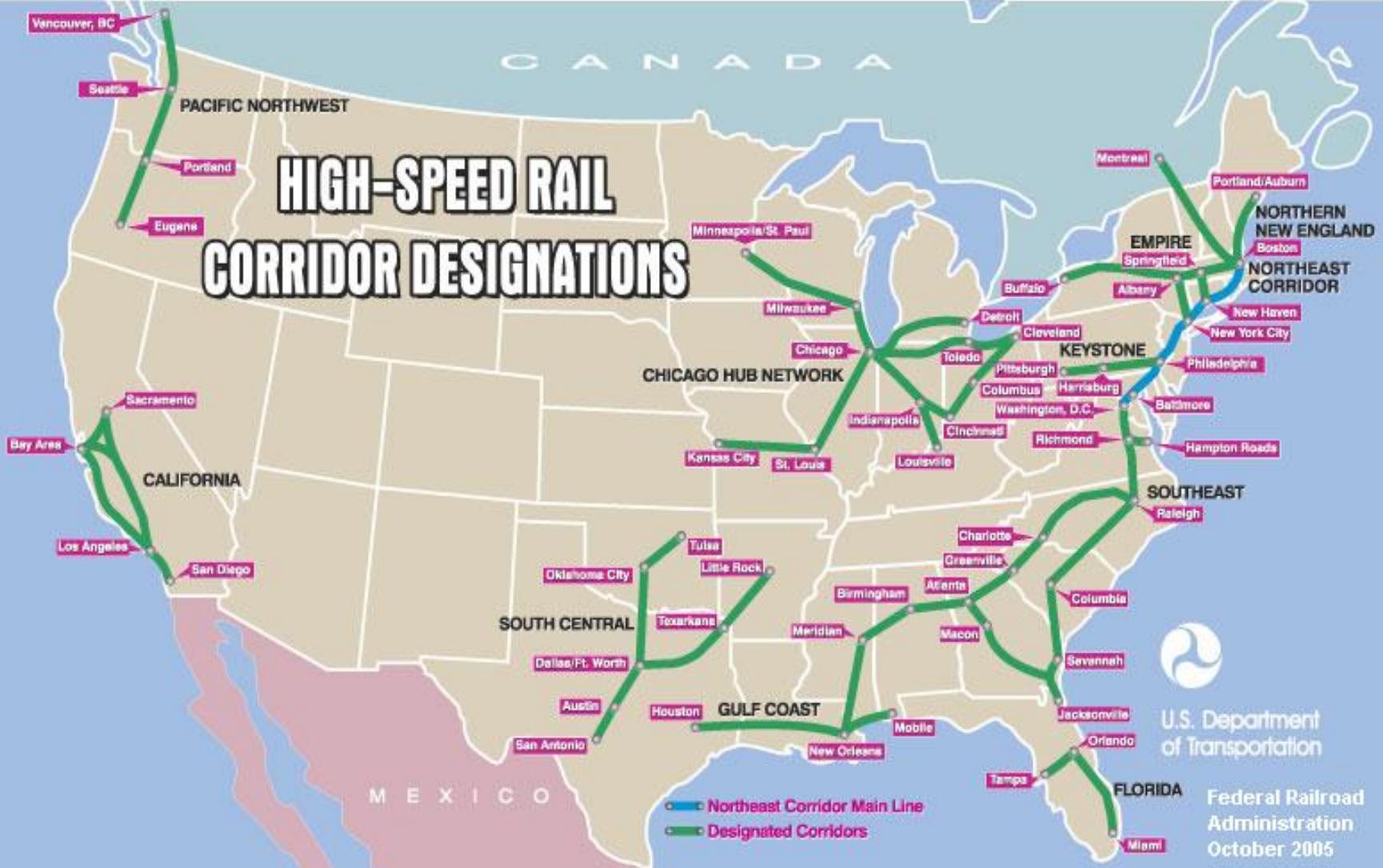
# Facts

- 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