



A Market-Based Investment Strategy

The Federal Railroad Administration's market-based approach reflects the differing needs and characteristics of corridors throughout the nation through a three-tiered passenger rail strategy.

Core Express services: frequent trains at 125-250+ mph in the nation's densest and most populous regions.

Regional services: 90-125 mph service between mid-sized and large cities.

Emerging services: up to 90 mph service connecting communities to the passenger rail network and providing a foundation for future corridor development.

Additional Resources

An Inventory of HSR Criticisms With Suggested Responses

<http://www.apta.com/resources/reportsandpublications/Documents/HSR-Defense.pdf>

The Case for Business Investment in High-Speed Rail

http://www.apta.com/resources/reportsandpublications/documents/HSRPub_final.pdf

New Polling, papers and more

<http://www.apta.com/gap/policyresearch/highspeedrail/>

Federal Railroad Administration

<http://www.fra.dot.gov>

Moving Ahead in FY2013

The Obama Administration proposes spending \$2.5 billion for network development and rail system preservation in FY2013, and an additional \$6 billion for immediate investments in new equipment, stations, and rail infrastructure. To reach the goal of providing 80 percent of Americans with access to the high-speed rail network within 25 years, the Administration proposes a \$53 billion investment in high-speed and intercity passenger rail over the next six years.



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High-Speed Rail—On the Move in America



Moving Toward a Stronger Economy

Americans Want High-Speed Rail

With high-speed rail being developed in five mega-regions, travel choices will expand exponentially for most Americans. Nearly two thirds of this population report interest in traveling by high-speed rail, and the figure soars to 75 percent among those in the 18-24 age bracket. Their reasons: faster trip times, lower cost, greater convenience, and a more environmentally friendly alternative to other transportation modes.

High-speed rail is critical to America's economic future. Congestion on our highways and runways already costs \$130 billion a year, and our population is expected to grow by another 100 million people in the next 40 years. That is the key rationale behind the Obama Administration's more than \$10 billion investment in high-speed and passenger rail projects across the country.

Rail projects are moving forward in 32 states, laying the foundation for future economic growth by creating construction and manufacturing jobs for American workers and attracting small businesses and new development. Expenditures for high-speed rail are estimated to support 24,000 jobs for each billion dollars of investment. In addition to generating more highly skilled transportation-industry jobs, high-speed rail will create a revitalized domestic transportation industry supplying more products and services, with more dollars retained in our economy. As an energy-efficient choice in transportation, high-speed rail will reduce greenhouse gas emissions to help meet national and international climate goals.

More than 40 projects totaling \$2.9 billion are under construction or set to break ground this year.

Midwest



In February 2012, 110 mph service began between Chicago and Kalamazoo, MI, marking the first expansion of regional high-speed rail outside of the Northeast Corridor. This increase in speed will cut 10 to 20 minutes from travel times along this segment of the line alone, and within the next three years Amtrak will expand 110 mph service from Kalamazoo to the central and eastern regions of Michigan. Once complete, the modernized service will cut nearly two hours from the Detroit-Chicago run.

The Obama Administration's high-speed rail investment is enabling workers to lay 96 miles of track between Chicago and St. Louis. The project will result in up to one hour of passenger travel-time savings by 2014 and improve on-time performance by upgrading speeds to 110 mph on portions of the corridor. An estimated 5,000 jobs are expected to be created through this project. In Normal, IL, improved rail service on this corridor has already generated \$200 million in private investment in the city's central business district, where the occupancy rate is now 100 percent.

Northeast



Improvements are underway along Northeast Corridor routes that serve nearly 50 million people in the densely populated regions around Washington, DC, Philadelphia, New York, Boston, and beyond. Projects currently in construction will enhance speeds and improve safety on the Keystone line between Harrisburg and Philadelphia; increase speeds on the Vermonter line between Washington, DC, and St. Albans, VT; and expand the Downeaster service from Boston north to Freeport and Brunswick, ME. Construction workers in Brunswick are now laying track for the first rail service to Portland and Boston since 1959. Private investment has already gravitated toward the Brunswick

Southeast



Over the last several years, train ridership has increased in the Southeast as the states of Virginia and North Carolina have expanded service. This year, North Carolina will begin a \$290 million corridor upgrade program that will reduce trip times between Charlotte and Raleigh, allow for more daily round trips, and improve on-time performance. The two states are also moving forward with the pre-requisite environmental and engineering work for projects that will allow trains traveling between Raleigh and Washington, DC, to reach average speeds similar to the Acela trains on the Northeast Corridor.

California



The California High-Speed Rail Authority projects 600,000 full-time construction jobs will be created over the course of building and 450,000 permanent new jobs will result from high-speed rail related economic growth over the next 25 years. The project will connect major cities that currently do not have significant air service, connect suburban commuting sheds with central cities, and will connect the largest central cities while reducing airport congestion.

Pacific Northwest



More than \$800 million in federal funding is already transforming historic train stations in Portland and Seattle, and putting people back to work while improving the region's rail capacity and service reliability. With a rapidly growing population and a tripling of ridership along Amtrak's Cascades route since 1995, demand for passenger rail service is surging in the Pacific Northwest. Ultimately, Washington and Oregon hope to provide hourly rail service between Portland and Seattle, while also shaving an hour off today's trip time. The time savings will make passenger rail along the corridor very competitive with air travel between the two cities and will decrease traffic congestion along the Interstate 5 corridor, reducing the region's carbon emissions.

Progress in America's Mega-Regions

Nearly 85 percent of rail investments to date are substantially concentrated in five key mega-regions: the Midwest, the Northeast Corridor, the Pacific Northwest, the Southeast Corridor, and California. High-speed intercity passenger rail improvements are underway in all mega-regions, which represent approximately 65 percent of the U.S. population and stand to absorb the bulk of future population growth. These densely populated mega-regions will demand new streamlined transportation choices that avoid highway congestion and the high cost of air travel. At the same time, rural and small urban communities will benefit from the increased transfer points and feeder services connecting with new high-speed rail corridors.



Expenditures for high-speed rail are estimated to support 24,000 jobs for \$1 billion dollars of investment.

High-speed rail will create a revitalized domestic transportation industry supplying more products and services, with more dollars retained in our economy.