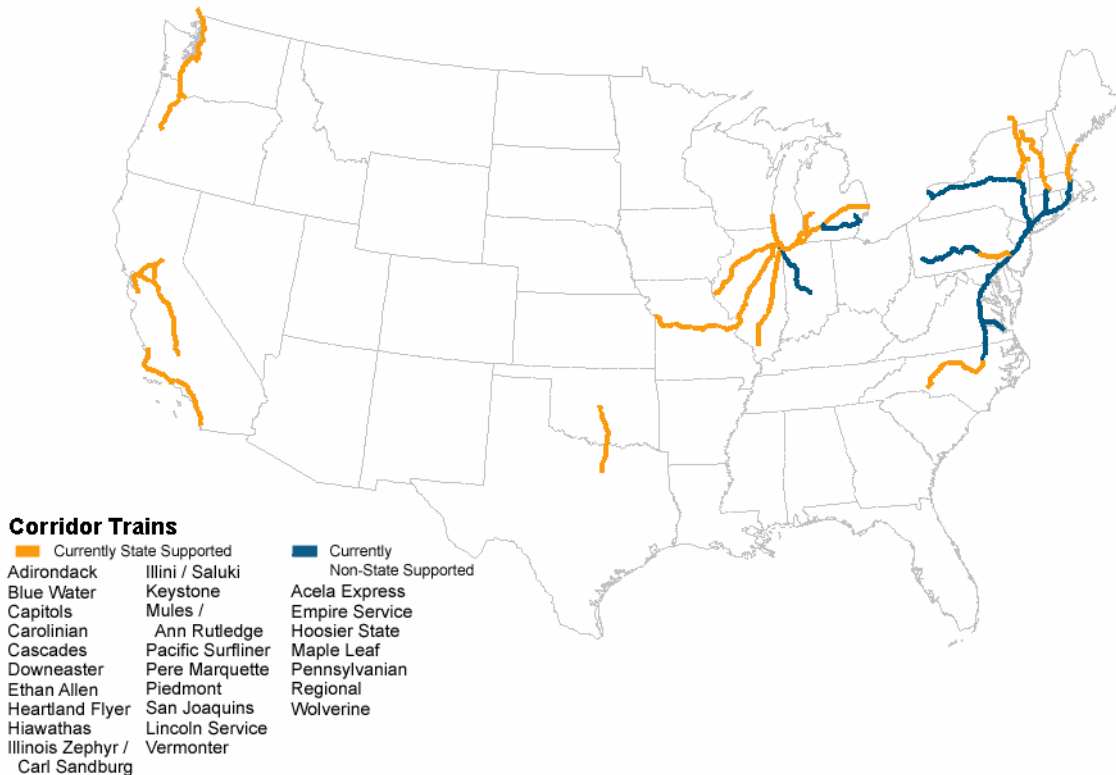




Corridor & State Facts

- Amtrak’s corridor services operate over a 6,000-mile route system and serve 23 states, primarily in the Northeast, Midwest and along the Pacific Coast.
- With the exception of some trains operating between Boston and Washington, which cover their direct operating costs but not the corridor’s significant capital costs, none of Amtrak’s corridor or state routes covers all of their expenses from passenger revenues.
- Outside the Northeast Corridor, seven corridors carry over one half million people annually. These corridors are:
 - San Diego-Los Angeles-San Luis Obispo
 - San Jose-Oakland-Sacramento-Auburn
 - New York-Albany-Buffalo-Toronto
 - New York-Philadelphia-Harrisburg
 - Oakland-Fresno-Bakersfield
 - Vancouver-Seattle-Portland-Eugene
 - Chicago-Milwaukee
- Fourteen states provide operating support for 20 different routes, with payments totaling over \$160 million in FY 2007.
- Many states, including California, Illinois, Oregon, New York, and Washington recognize the benefits of investing in corridor development, and have spent substantial state funds to improve services with positive ridership results.



Funding of State & Corridor Routes

Ever since Amtrak instituted service in 1971, it has contracted with states to operate additional state-subsidized passenger rail service. Amtrak currently operates 20 state-supported routes in 14 states across the country. The states that contract with Amtrak are California, Illinois, Maine, Michigan, Missouri, New York, North Carolina, Pennsylvania, Oklahoma, Oregon, Texas, Vermont, Washington and Wisconsin.

In order to ensure equity among Amtrak's state contracts, Amtrak has adopted a uniform policy of charging all states 100 percent of the direct operating costs of state-supported trains that are not covered by passenger revenues. Many states have also made capital investments in tracks and equipment used by their state-supported trains.

Corridor Development

Improving trip times and increasing the number of trains on corridors connecting the nation's downtown business centers can significantly improve regional transportation, often at a fraction of the cost of expanding highway or airport capacity. Many states have focused on rail corridor development as a critical element of improving access to city centers. With modest funding, these corridors could be able to better manage growing highway congestion and provide important environmental, economic and transportation benefits.



Cascades Service in the Pacific Northwest

Currently, Amtrak operates the high-speed *Acela Express* service, which travels in the Northeast Corridor between New York and Washington in approximately 2 hours 45 minutes, and Boston and New York in approximately 3 hours, 20 minutes. Amtrak has 56% of the air/rail market between New York and Washington, and 41% of the market share between Boston and New York. This is up from 36% between New York and Washington and 18% between Boston and New York before *Acela Express* was introduced.¹ This demonstrates travelers will increasingly use a reliable, trip-time competitive alternative to the congestion that is otherwise choking our cities.

- Corridors in which states have invested funds to improve trip times and frequencies include the *Pacific Surfliners* in California and the *Cascades Service* in the Pacific Northwest. These corridors have multiple frequencies and the potential to become higher-speed rail corridors once infrastructure improvements can be made.
- Several bills in support of higher-speed rail have been introduced into Congress and have seen bi-partisan support, but have not been enacted. Given a source of dedicated funding for development of the federally designated high-speed rail corridors, higher-speed rail service could be implemented throughout the country.
- The State of California contributed \$66 million for corridor operations in FY 2006. In November 2006, voters approved Proposition 1B which includes \$400 million for future intercity passenger rail capital investment. This builds on \$1.8 billion in capital investment in the prior 15 years. The state-supported trains carried nearly **5 million** passengers in FY 2007, representing nearly 20% of Amtrak's national total. These trains are consistently achieving annual ridership growth, showing that investment in passenger rail will reap benefits.

¹ *Air/Rail Statistics*; Amtrak Market Research and Pricing; February 4, 2008