

High Speed Rail Proposal *for America's Future*



Maglev: 350 mph



**Japanese Bullet Train:
180+ mph**



French TGV: 200+ mph



Amtrak Acela DC-NY: 83 mph avg.

High Speed Rail Proposal

- The DOT Secretary will initially solicit proposals for development of a high speed rail link between Washington, D.C. and New York City.
- The DC/NYC corridor will serve as a pilot for similar high speed rail projects across the United States.
- The Secretary may request proposals for other corridors around the country after the NEC proposal is selected.
- Proposals will include engineering, financing, and development plans for the DC/NYC corridor.
- Proposals will require DC to NYC express service of no more than 2 hours.
- DOT will convene a Commission comprised of state, local, federal, and labor stakeholders to evaluate the proposals, and report the Commission's recommendations to Congress.
- Congress will evaluate the Commission's report and take the necessary action to commence work on the corridor.
- Labor protections guaranteed.
- A study to maximize NEC economic development will be conducted.

Benefits

- Relieve Northeast congestion
- Take passenger cars and trucks off highways
- Free up national airspace



- Positive economic development
- Reduce air pollution and emissions
- Reliable transportation alternatives
- Enhances commuter and freight operations

Facts

- Amtrak Acela is NOT high speed – averages only 83 mph between DC and NYC
- Northeast Corridor Acela carries 3.5 million riders annually – potential for 30 million
- Corridor wasted – asset underutilized
- With separated high speed rail service, commuter and freight rail would benefit
- Corridor will be developed to maximize economic value
- Taxpayer subsidy minimized
- The only high speed eligible right-of-way Amtrak owns is the Northeast Corridor

Northeast Corridor

