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

- On October 16, 2008, an historic proposal to bring true high-speed passenger rail service to the United States became law.
- The DOT Secretary will solicit proposals for finance, design, construction, operation and maintenance of 11 designated high-speed rail 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.

Benefits

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

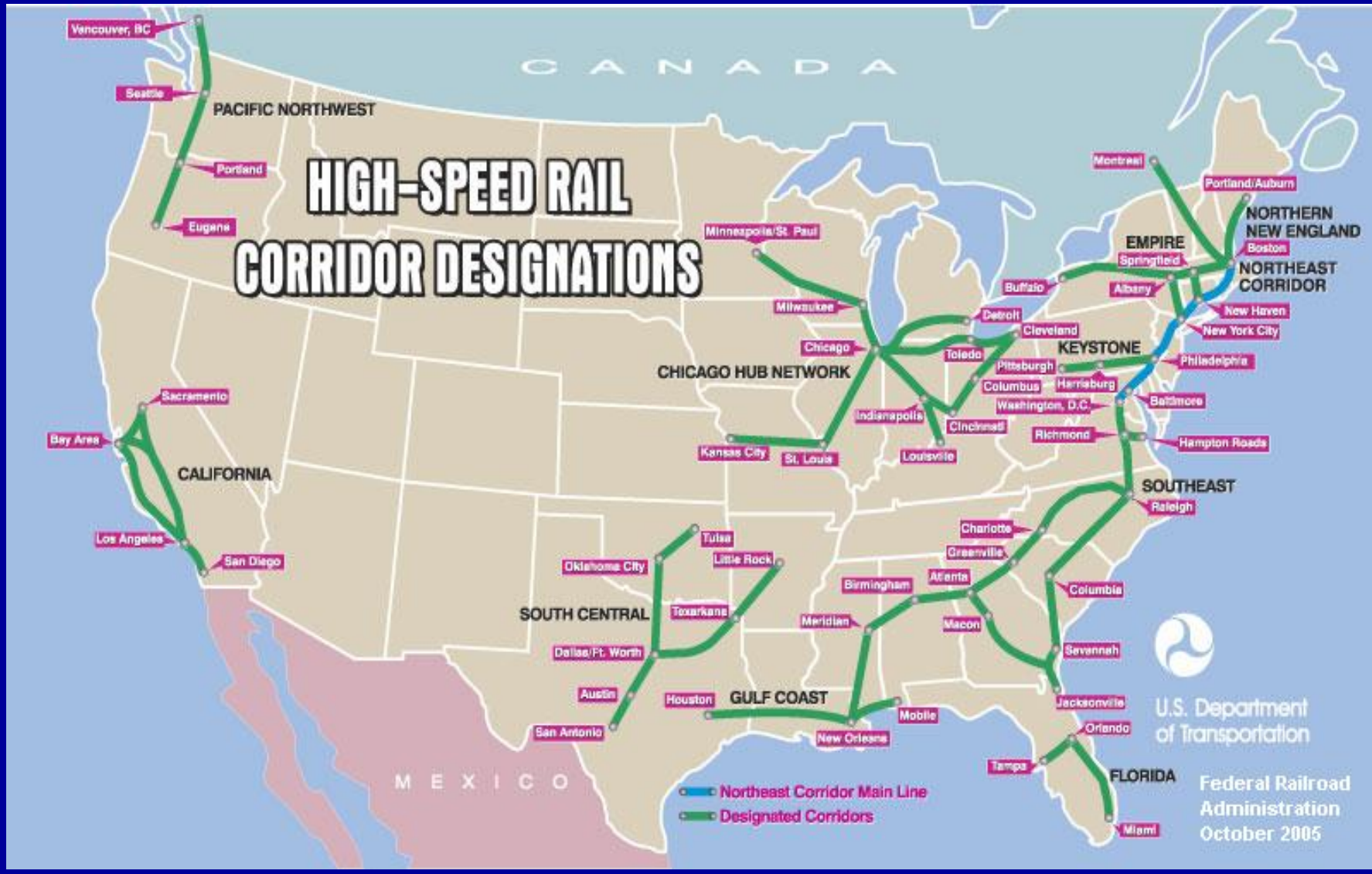
- Positive economic development
- Reduce air pollution and emissions
- More energy efficient than cars or planes
- Enhance commuter and freight operations

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 remains the only "high-speed" train in the U.S., but 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
CANADA
MEXICO
Vancouver, BC
Seattle
PACIFIC NORTHWEST
Portland
Eugene
Sacramento
Bay Area
CALIFORNIA
Los Angeles
San Diego
Minneapolis/St. Paul
Milwaukee
Chicago
CHICAGO HUB NETWORK
Kansas City
St. Louis
Detroit
Cleveland
Toledo
Indianapolis
Cincinnati
Louisville
Columbus
Pittsburgh
KEYSTONE
Harrisburg
Washington, D.C.
Philadelphia
Baltimore
Richmond
Hampton Roads
Buffalo
Albany
Springfield
EMPIRE
Montreal
Portland/Auburn
Boston
NORTHERN NEW ENGLAND
NORTHEAST CORRIDOR
New Haven
New York City
SOUTHEAST
Raleigh
Charlotte
Greenville
Atlanta
Birmingham
Columbia
Macon
Meridian
Savannah
Jacksonville
Orlando
Tampa
FLORIDA
Miami
Tulsa
Oklahoma City
Little Rock
SOUTH CENTRAL
Texarkana
Dallas/Ft. Worth
Austin
San Antonio
Houston
GULF COAST
Mobile
New Orleans
U.S. Department of Transportation
Federal Railroad Administration
October 2005
Northeast Corridor Main Line
Designated Corridors