

\$52 Billion Needed to Bring the Northeast Corridor to a State-of-Good-Repair!

America's Passengers ask for your help in securing investment for this vital infrastructure asset

Amtrak President Joseph Boardman has publicly stated that the Northeast Corridor is deteriorating rapidly and needs \$782 million/year for the next 15 years to address the accelerating maintenance backlog:

- **\$15 billion for the Gateway Project:** will provide new trans-Hudson River tunnels to New York's Penn Station, a new two track Portal Bridge and 4 tracks between Newark, NJ and New York, NY.

- **\$1.5 billion for the Baltimore and Potomac tunnels in Baltimore:** will provide for new tunnels eliminating present sharp curves and slow 35 mph speed limitation

- **\$800 million for a new Susquehanna Bridge:** will provide a new bridge with 4 tracks and a 160 mph capability versus the current 2 tracks and 100 mph

- **\$600 million for a new Gunpowder River Bridge**

- **\$670 million for Amtrak's Master Plan:** will provide capital investments to increase train capacity throughput

- **\$275 million for new Acela II high-speed rolling stock:** will provide new equipment to reduce running times to 2 hours 15 minutes between New York and Washington, 3 hours and 5 minutes New York and Boston consistent with an upgraded existing trackbed.

Possible Adverse Consequence: Without this funding, Amtrak's Boardman has said that the carrier will be "eating our assets alive" leading to a de-capitalization of infrastructure. Deterioration of fixed plant is now exceeding the railroad's financial ability to repair deficiencies and will lead to a slowdown in passenger train schedules, reduced reliability and lessened riding quality without investment.

Boosting Top Speeds:

Already operating:

- 150 mph for *Acela Express* in Rhode Island, 135 mph elsewhere, and 110 mph for most *Northeast Regionals* on much of the Northeast Corridor (Washington-Boston) and *Keystone* Corridor (Philadelphia-Harrisburg)
- 79 mph for the *Vermont* between White River Junction and Vernon (up from 59 mph). Along with the Springfield, Massachusetts to Brattleboro reroute, 2 hours now saved to and from Washington, D.C.

In progress:

- 165 mph for *Acela Express* on sections in New Jersey, Maryland, and Rhode Island.
- 90 mph for much of the New Haven, Connecticut to Springfield, Massachusetts corridor.

Northeast Corridor Statistics

- Home to 51 million residents (1 in 7) generating 20% (\$50 billion) of the nation's Gross Domestic Product (GDP).
- 456 mile corridor between Boston and Washington: busiest railroad in America recording 2,200 daily intercity and regional passenger train movements in eight states and the District of Columbia along with 70 freight movements.
- Base line passenger traffic growth, expected to grow 45% in next 40 years. Infrastructure improvements are required to address expected capacity deficiencies.
- 11.4 million annual riders between Boston, New York and Washington—greatest in the nation.
- Accounts for 70% of air/rail riders between New York and Washington, 51% between New York and Boston.
- Incorporates top three busiest passenger rail stations in the country: New York, Washington, D.C. and Philadelphia.

