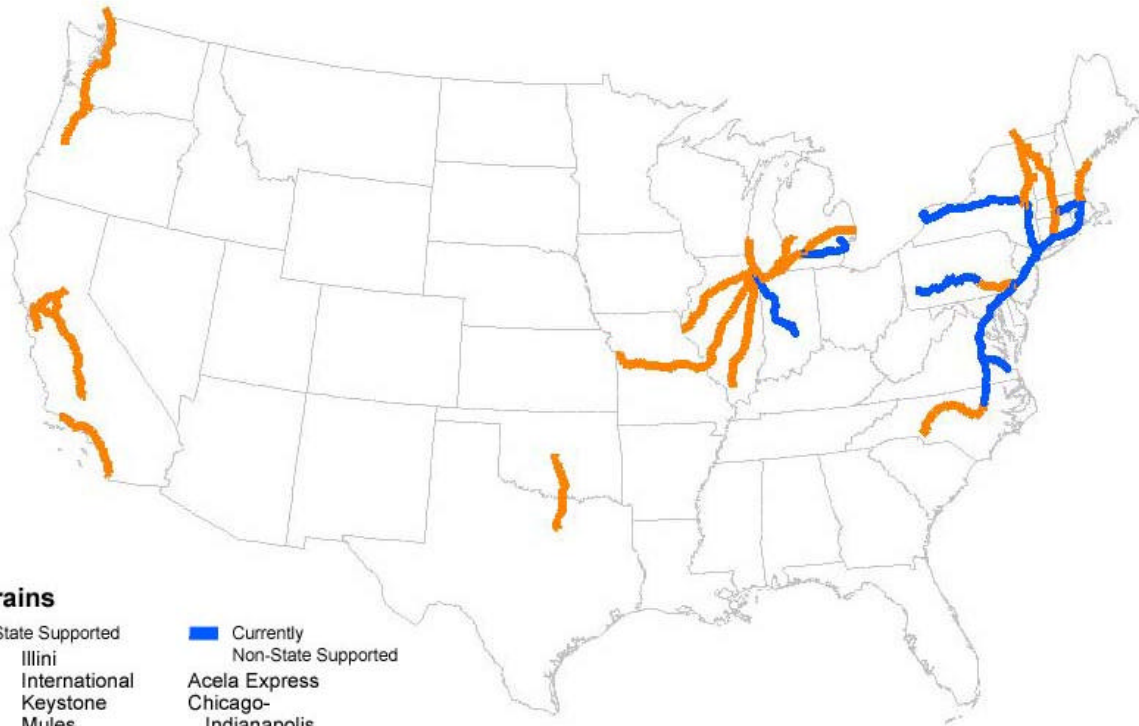




**Corridor & State Facts**

- Amtrak’s corridor services operate over a 6,000-mile route system & 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 farebox revenues.
- Outside the Northeast Corridor, five other 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; Oakland-Fresno-Bakersfield; and, Vancouver-Seattle -Portland-Eugene.
- 13 states provide operating support for 20 different routes, with payments totaling \$126 million in FY 2002, which are expected to increase to \$136 million in FY 2003.
- 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.



**Corridor Trains**

<span style="color: orange;">■</span> Currently State Supported	<span style="color: blue;">■</span> Currently Non-State Supported
Adirondack	Illini
Ann Rutledge	International
Capitols	Keystone
Carolinian	Mules
Cascades	Pacific Surfliner
Downeaster	Pere Marquette
Ethan Allen	Piedmont
Heartland Flyer	San Joaquins
Hiawathas	State House
Illinois Zephyr	Vermont
	Acela Express
	Chicago-Indianapolis
	Clocker
	Empire
	Maple Leaf
	Metroliner
	Michigan Corridor
	Pennsylvanian
	Regional

### 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 13 states across the country. The states that contract with Amtrak are California, Illinois, Maine, Michigan, Missouri, New York, North Carolina, Pennsylvania, Oklahoma, Oregon, 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 farebox 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.



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, 25 minutes. Amtrak now carries 50% of the air/rail market between New York and Washington, and 35% 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.<sup>1</sup> 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 bipartisan 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.

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<sup>1</sup> *NEC Air/Rail Statistics*; Amtrak Market Research & Pricing; May 5, 2003.