

News Release



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AMTRAK MOVES AGGRESSIVE AGENDA FOR 2012 America's Railroad® is building for the future

WASHINGTON – With demand for intercity passenger rail service on the rise as demonstrated by yet another year of record ridership, Amtrak is moving forward with an aggressive agenda for 2012 and building for the future while strengthening current services.

Among the key actions planned in the New Year are building the first units of 70 new electric locomotives and 130 new single-level long-distance cars, the national roll-out of eTicketing to all trains, and the further integration and advancement of Northeast Corridor (NEC) planning efforts to improve the existing Corridor and develop a high-capacity, next-generation high-speed rail (NextGen HSR) system.

“Amtrak is building the equipment, infrastructure and organization needed to ensure our strong growth continues into the future,” said President and CEO Joe Boardman. “We are investing in projects critical for enhancing the passenger experience, essential for supporting our national network of services and vital for the future of America’s Railroad.”

Other significant projects in 2012 include: upgrading NEC tracks, bridges and other infrastructure; pursuing efforts to expand *Acela Express* capacity; advancing initial planning work for the Gateway Program to provide additional capacity into Manhattan for intercity, commuter and NextGen HSR services; improving station accessibility under requirements of the Americans with Disabilities Act; and continuing the development of a next-generation reservation system.

Boardman explained these and other projects support a strong focus on strengthening the Amtrak bottom line and its strategic goals of safety and security, customer focus, mobility and connectivity, environment and energy, and financial and organizational excellence.

He added the projects for 2012 follow and enhance recent accomplishments including a new all-time ridership record of nearly 30.2 million passengers in FY 2011 – the eighth ridership record in the last nine years. Among other major achievements in the past year, Amtrak also: made Wi-Fi available to 75 percent of all its passengers; launched an iPhone app; reduced its

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debt for the eighth consecutive year; and completed a massive renewal and integration of its financial, and procurement and materials management systems.

Attached are highlights of just some of the major projects Amtrak will begin, continue or complete during 2012 across its national network.

About Amtrak®:

Celebrating 40 years of dedicated service as America's Railroad®, Amtrak is the nation's intercity passenger rail provider and its only high-speed rail operator. A record 30.2 million passengers traveled on Amtrak in FY 2011 on more than 300 daily trains – at speeds up to 150 mph (241 kph) – that connect 46 states, the District of Columbia and three Canadian Provinces. Amtrak operates trains in partnership with 15 states and four commuter rail agencies. Enjoy the journeySM at Amtrak.com or call 800-USA-RAIL for schedules, fares and more information. Join us on facebook.com/Amtrak and follow us at twitter.com/Amtrak

attachment



Amtrak Major Projects in 2012

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NEXT-GENERATION HIGH-SPEED RAIL (NextGen HSR) AND NORTHEAST CORRIDOR (NEC) DEVELOPMENT

UPDATED NEC VISION PLAN Amtrak’s vision for developing a new high-capacity, 220 mph NextGen HSR system is being fully integrated within the NEC infrastructure and investment development program to bring together all funding, policy and planning decisions to ensure HSR projects are a critical element of NEC improvement efforts. Amtrak intends to release an update of the original Vision report in spring 2012 that will present further refinements to Amtrak’s phased, stair-step implementation of world-class HSR encompassing both upgrades to existing NEC infrastructure to enhance capacity at key chokepoints, improve reliability and advance a state of good repair for existing and new high-speed, intercity, commuter and freight rail services and the development of the NextGen HSR system.

NEC HSR BUSINESS AND FINANCIAL PLAN By mid-2012, Amtrak will complete a business and financial plan for its NEC HSR Vision that will identify potential public and private funding sources as well as strategies for financing, including maximizing private investment opportunities. In addition, it will address a variety of project financing issues such as risk, credit, debt and investment phasing.

8TH WORLD CONGRESS ON HSR Amtrak is a partner and co-sponsor of the 8th World Congress on High-Speed Rail that will be held in Philadelphia in July 2012. The event is expected to attract some 2,000 attendees worldwide to exchange views on the development and achievements of high-speed rail. It is being organized by the International Union of Railways, the American Public Transportation Association and the American Association of Railroads.

FLEET REPLACEMENT AND EXPANSION

70 NEW ELECTRIC LOCOMOTIVES FOR THE NORTHEAST The first units of a \$466 million order for 70 new electric locomotives will be built during 2012. They will operate at speeds up to 125 mph on the NEC (Washington – Boston) and up to 110 mph on the Keystone Corridor (Philadelphia – Harrisburg) replacing locomotives in service between 20 and 30 years with average mileage of 3.5 million miles traveled. The first units are expected to be in service in 2013.

130 NEW SINGLE-LEVEL LONG-DISTANCE CARS The first units of a \$298.1 million order for 130 new single-level long-distance cars will be built during 2012, and includes sleepers, diners, baggage cars and baggage / dormitory cars. They will replace and supplement the existing fleet, improve financial and on-time performance, and allow Amtrak to retire the oldest cars still in service that date back to the 1940s. The first units are expected to be in service in 2013.



Amtrak Major Projects in 2012

UPDATED FLEET STRATEGY PLAN Amtrak intends to release an updated fleet strategy plan in the spring of 2012 with the latest analysis on replacing and expanding its existing conventional and high-speed rail fleet. It also will include discussion on how Amtrak plans to manage capacity to meet the forecasted growth in ridership across its national network.

NATIONAL NETWORK IMPROVEMENT PROJECTS

NATIONAL ROLL-OUT OF eTICKETING Amtrak intends to roll-out eTicketing to all its trains nationwide by late summer 2012. Once fully deployed, passengers will receive their eTickets electronically which can either be printed at a location of their choice or opened on a Smartphone with the barcode displayed for the train conductor to scan. A successful pilot test of the technology was conducted in late 2011 on the *Downeaster* (Boston – Portland) and next will be tested in early 2012 on the *Capitol Corridor* (San Jose – Sacramento) and the *City of New Orleans* (Chicago – New Orleans.)

ADA STATION AND FACILITY ACCESSIBILITY IMPROVEMENTS During 2012, Amtrak intends to spend \$50 million on construction at 10 stations, designing level-boarding platforms at 30 stations and interior designs at 57 stations, and beginning detailed assessments at an additional 53 stations to meet requirements of the Americans with Disabilities Act (ADA.)

LONG-DISTANCE ROUTE PERFORMANCE IMPROVEMENT PLANS Amtrak will undertake an in-depth evaluation in 2012 of the top performing long-distance routes to identify and implement changes where possible to improve key measures such as customer service, ridership and financial and on-time performance. The five routes being analyzed are *Auto Train* (Lorton, Va. – Sanford, Fla.), *Empire Builder* (Chicago – Seattle / Portland), *Southwest Chief* (Chicago – Los Angeles), *City of New Orleans* (Chicago – New Orleans) and *Coast Starlight* (Seattle – Los Angeles.) A similar analysis was performed on the other 10 long-distance routes during 2010 and 2011.

NEXT-GENERATION RESERVATION SYSTEM During 2012, Amtrak will continue a multi-year program to modernize its 30-year-old reservation system which is at the heart of passenger and train operations. The updated technology will make it easier for Amtrak to adapt to the rapidly changing needs of customers, enhance the customer experience by supporting new sales and reservation features such as enhanced shopping and booking functionality, and improve system performance and reliability while better integrating with other Amtrak business systems. The project is expected to be completed in 2014.

NEW TECHNOLOGY FOR ONBOARD FOOD SALES In late spring 2012, Amtrak will begin a national roll-out of its new point-of-sale (POS) equipment on café cars on all routes, replacing the current cash register and credit card processing machines with technology that streamlines many sales functions in the food service cars. Passengers will experience improved customer service as café attendants will spend less time doing paperwork, faster transaction speeds, and clearer sales receipts, and Amtrak can quickly discern what items are popular and adjust menus accordingly. POS has been deployed on *Pacific Surfliner* (San Juan Obispo – Los Angeles – San Diego), *Capitol Corridor* (San Jose – Sacramento) and *San Joaquin* (Oakland – Bakersfield) trains since Oct. 2010 and on *Acela Express* since Nov. 2011. Amtrak will complete outfitting all café and dining cars with POS by late 2012.



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SEATTLE MAINTENANCE FACILITY Amtrak intends to complete in 2012 a \$42 million project to upgrade its Seattle King Street Coach Yard Maintenance Facility. It involves concurrent work on the first two phases of a four phase project designed to improve the capacity, efficiency and working conditions of the shops that perform inspections, testing and maintenance of locomotives and passenger rail equipment. Phase I consists of the construction of an enclosed structure over two tracks and large enough to allow an entire Amtrak *Cascades* train to be serviced indoors. Phase II consists of a new three-story structure that will include a materials warehouse for the storage of parts, administrative offices and other facilities for personnel who presently work out of mobile trailers.

MAJOR NEC INFRASTRUCTURE IMPROVEMENT PROJECTS

ADVANCING GATEWAY PROGRAM Amtrak intends to spend \$15 million in 2012 for planning and other pre-construction activities on its Gateway Program to provide additional capacity into Manhattan for Amtrak intercity and New Jersey Transit commuter services, including the proposed NextGen HSR system. The overall scope includes building two additional tunnels under the Hudson River to access expanded terminal facilities serving New York Penn Station and the future Moynihan Station on the site of the former Farley Post Office. It also will replace and expand the century old Portal Bridge over the Hackensack River and increase from two to four the number of tracks between Newark and New York. Specifically, the funding in 2012 will be used for planning, design and preliminary environmental review for project elements as well as to begin utility relocation for the Portal Bridge project which is currently in the final design stage.

160 MPH HSR UPGRADES IN NEW JERSEY In 2012, Amtrak will advance design, engineering and other pre-construction activities for a \$450 million project funded by the federal high-speed rail program that will boost top train speeds from 135 mph to 160 mph along a 24-mile section of the NEC between Trenton and New Brunswick, New Jersey. The project supports the goals of the Gateway Program and includes upgrading track, electrical power (frequency converter capacity and additional substations), signal systems and overhead catenary wires to permit the faster speeds and also reconfigures track switches at the western entrance to New York Penn Station to mitigate congestion issues. Major construction work will begin in 2013 with project completion expected in 2017.

NIANTIC RIVER BRIDGE REPLACEMENT In 2012, Amtrak is continuing construction on this \$125 million multi-year project to replace the movable Niantic River Bridge originally built in 1907 and located between East Lyme and Waterford, Conn. Partially funded by the American Recovery and Reinvestment Act, the new bridge will enable Amtrak to increase speeds and minimize traffic and delays. The project involves constructing a new two-track, electrified railroad bascule bridge just south of its present position, new track alignments on both approaches to the bridge and expansion of the navigation channel beneath the bridge and an increase in the vertical under-clearance above the water for the benefit of river traffic. Also, sections of the Niantic Bay Overlook boardwalk will be reconstructed and the beach replenished. The project is expected to be completed in May 2013.



Amtrak Major Projects in 2012

NEW YORK EAST TUNNEL TRACK WORK Amtrak will continue work on a \$72 million multi-year project in 2012 to replace track in all four of its East River tunnels that access New York Penn Station. The track structure for the full length of each tunnel will be replaced, including new ties, rail, and ballast plus other drainage improvements. The project will improve the reliability of both Amtrak intercity and Long Island Railroad commuter rail services and is expected to be completed in mid-2015.

SAFETY AND SECURITY

POSITIVE TRAIN CONTROL (PTC) By the end of 2012 –three years ahead of a Congressional deadline for the rail industry— Amtrak intends to complete a \$12.8 million project to install PTC technology capable of controlling train movements to prevent collisions on sections of Amtrak-owned tracks along the NEC not already equipped with the sophisticated safety technology. Federal funds are covering 80 percent, or nearly \$10.3 million of the cost.

ENHANCING SECURITY In 2012, the Amtrak Police Department will expand its comprehensive rail security efforts to provide increased right of way protection to detect and deter terrorists seeking to derail passenger trains, particularly those operating on the Amtrak-owned NEC. In addition, efforts will be made to re-engage passengers and the public as part of its Partners for Amtrak Safety and Security program and “If you See Something, Say Something...Hopefully, its Nothing” public awareness campaign to encourage individuals to report behaviors or activities that are unusual or out of the ordinary such as trespassers and suspicious packages by calling Amtrak Police at 1- 800- 331-0008.