

News Release



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Contact: Media Relations
202 906.3860

AMTRAK CELEBRATES 40 YEARS SERVING AMERICA Meeting national needs with initiative, pride and success

WASHINGTON – Forty years ago, on May 1, 1971, Amtrak operated its first intercity passenger train and began its continuing journey of meeting America’s national needs with initiative, pride and success.

The 40th anniversary celebration is occurring during a period of long-term growth that has seen Amtrak set annual ridership records in seven of the last eight fiscal years, including more than 28.7 million passengers in FY 2010 – and Amtrak is on track to set a new record this year.

“Not many companies survive for 40 years—and those that do survive because they have talented people, a great product, and a strong history,” writes Amtrak President and CEO Joe Boardman in *Amtrak: An American Story*, a new book celebrating the railroad’s first 40 years.

The federal government created the National Railroad Passenger Corporation during a time when the private railroads were getting out of the passenger rail business. In the Rail Passenger Service Act of 1970, national leaders decided that maintaining a “modern, efficient, intercity rail passenger service is a necessary part of a balanced transportation system.” Amtrak’s national mission was reaffirmed by Congress and the President in the Passenger Rail Improvement and Investment Act of 2008.

In May 1971, Amtrak began to deliver on its national mission and it has drawn upon the initiative, endurance, and competence of its leaders, employees, partners and supporters to become America’s Railroadsm and an enduring part of the American story. For four decades, through periods of opportunity and challenge, Amtrak has served with pride connecting the nation as its intercity passenger rail provider and only high-speed rail operator.

In the 40th anniversary book, Boardman says Amtrak must satisfy both the customer’s demand for better and more comfortable service and “the nation’s need for mobility alternatives that will keep America competitive and healthy.” He explained that America needs a safer,

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greener and healthier transportation alternative and that “our record of fuel-efficiency, safety, and comfort explains why Americans are flocking to Amtrak in record numbers.”

He added Amtrak is the better travel alternative “to a clogged highway system or an air travel model that’s composed in equal parts of delay, discomfort and disrobing” because it “preserves the pleasures that once made people want to travel while addressing our very modern concerns about the environment, our time, and our pocketbooks.”

While the 40th anniversary provides an opportunity to look back at each of the great transitions in the history of the railroad — the formation of the company in 1970-1971, the transfer of the Northeast Corridor to Amtrak in 1976, and the introduction of 150 mph (241 kph) high-speed *Acela Express* service in 2000— Boardman stressed that Amtrak is committed to “providing our country with the transportation choices it will need in the future.”

For example, Amtrak is actively planning for next-generation 220-mph high-speed rail service along the Northeast Corridor, and is beginning to implement a fleet renewal program to provide new, modern and more reliable equipment for passengers and to meet anticipated future service expansion.

Amtrak is offering several ways the public can join in on the celebration, including a [special fare promotion](#) and an anniversary website at [Amtrak40th.com](#) full of historical photographs and other materials, along with the book and a [documentary DVD](#).

In addition, the Amtrak [Exhibit Train](#) will be touring the country for a one year period after making its debut at the National Train Day event in Washington, D.C., on May 7. The free exhibit showcases Amtrak history over the decades, displaying memorabilia like vintage advertising, past menus and dinnerware, and period uniforms.

About Amtrak®:

Celebrating 40 years of dedicated service as America’s Railroadsm, Amtrak is the nation’s intercity passenger rail provider and its only high-speed rail operator. A record 28.7 million passengers traveled on Amtrak in FY 2010 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. Amtrak also is a strong financial performer achieving an 85 percent cost-recovery ratio in FY 2010. 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](#).

Amtrak®: *America's Railroad*™

Amtrak System Statistics

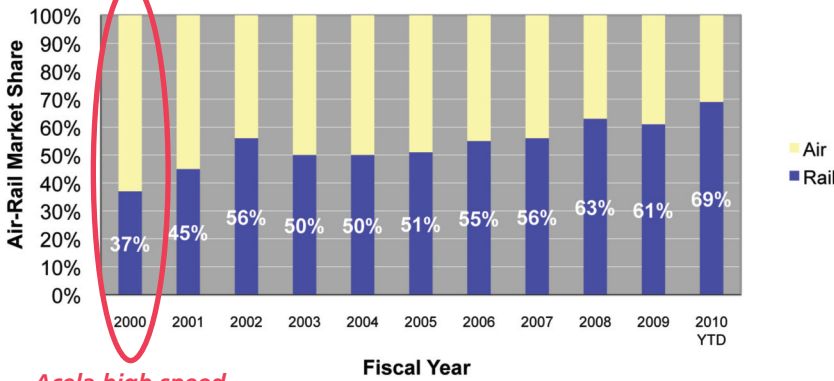
- Amtrak operates America's national intercity passenger rail system:
 - 305 weekday trains
 - 21,100 route-miles
 - Serves 46 states and 3 Canadian provinces
 - Employs over 20,000 people
 - Carried nearly 29 million riders in FY 2010 (all-time record)
 - More than 900,000 daily commuters in 11 states depend on Amtrak
- More than 50% of Amtrak's daily trains meet or exceed 90 mph
- Most Amtrak trains run in collaboration with other railroads:
 - 70% of train-miles run on other railroads
 - Amtrak owns:
 - 363 miles of the 457 mile Northeast Corridor (NEC)
 - 97-mile Michigan Line
 - 65% of the Amtrak-owned track on the NEC can support operations at speeds of 110 mph or higher
- Fifteen states provide financial operating support
- Amtrak operates 4 commuter rail systems, and provides services for 7 others
- Amtrak is the only company in America to maintain track for speeds in excess of 100 mph and its engineering force is responsible for more than 350 miles of track rated for speeds of 100 mph or greater

Amtrak Achievements

- Amtrak recovers 76% of operating costs out of ticket revenue, more than any other passenger rail carrier in the country†
 - When revenues other sources such as real estate contracts and services for other railroads are included, Amtrak covered 84% of operating costs in FY10.
 - Air travelers paid about 57% of the FAA operating budget in 2010 and only 33% of the total FAA budget
 - Fuel taxes and user fees cover less than 60% of total highway system costs
 - Unlike other modes, railroads provide their own traffic control, police and security, training and signals
- Amtrak finished FY 2010 with ridership and revenue records
 - Since 2000, ridership has grown by 36%
- Since 2005, we have cut diesel fuel use nearly 9%
- Since 2002, Amtrak has cut its debt in half
- Amtrak's investment of American Recovery and Reinvestment Act (ARRA) funds has been a major success:
 - Employed 2,844 full time equivalent jobs (including work generated by suppliers and contractors)
 - Returned 15 locomotives and 81 railcars to service
 - Major improvements to electric traction and bridges on the NEC, and Americans with Disabilities Act (ADA) compliance work at 100 stations

†Preliminary 2010 figures, subject to change based on the outcome of the annual audit

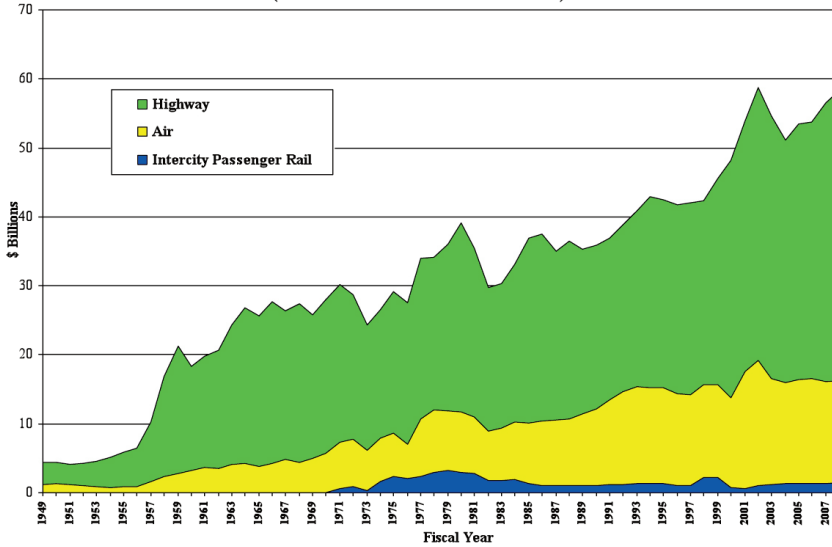
Washington to New York Air-Rail Market



Acela high speed service introduced

Federal Investment in Transportation, 1949-2008

(2009 Constant Dollars. Time Axis Not to Scale.)



Source: U.S. DOT

Overview of Selected DOT Organizations and Trust Funds

All data FY 2010	Federal Aviation Administration (FAA)	Federal Highway Administration (FHWA)	Federal Railroad Administration (FRA)
Budget	\$15.99 billion	\$42.79 billion	\$4.35 billion (includes \$1.6 billion for Amtrak)
Staff	48,159	2,923	895
Trust Fund Outlays	\$12.8 billion	\$21.8 billion	None
Total U.S. DOT budget for FY 2010: \$74.5 billion			

In FY 2010, Amtrak received nearly \$1.6 billion in operating and capital support from the Federal Government.

- \$563M for operating support
- \$1 billion for capital investment

To put those numbers into perspective, here are some other comparable sums:

\$450M - Cost of a single Space Shuttle launch

\$761M - Federal FY 2010 appropriations for the Smithsonian Institution

\$2.35B - Amtrak's total FY 2009 revenue (generated by ticket sales and other sources - excludes Federal support)

\$2.6B - Total cost to the New York-New Jersey metropolitan economy of airport delays in 2008

\$2.9B - Federal budget for the National Park Service in FY 2009

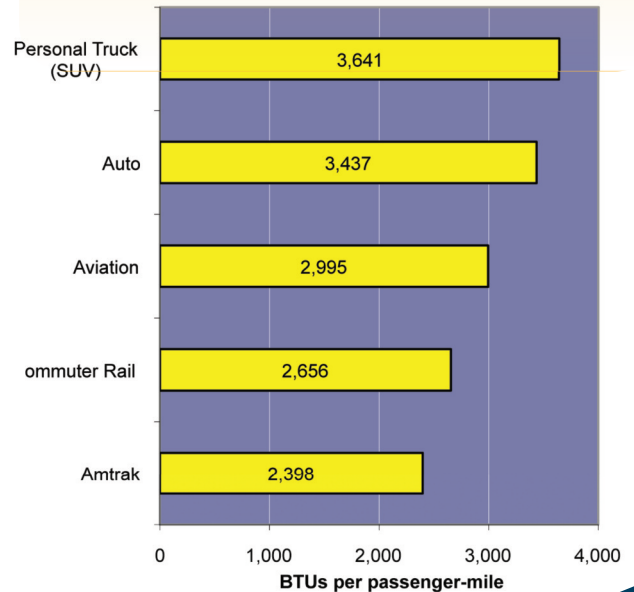
\$3.1B - Federal capital appropriation for the U.S. Postal Service

\$32.9B - Economic impact of domestic flight delays in America in 2007

\$34.5B - Payments from the General Fund to "bail out" the U.S. Highway Trust Fund since September 2008. These payments "top off" the fund, as gas tax revenue is not keeping pace with expenditures

\$79B - Total budget request for US Department of Transportation (DOT) for FY 2011.

How much energy does it take to move a passenger?



Source: US DOE

