

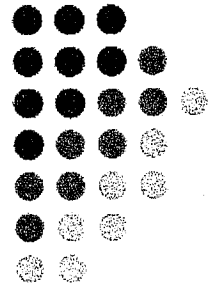
Peter Meitzner

Megapolitan Areas: America's New Metropolis

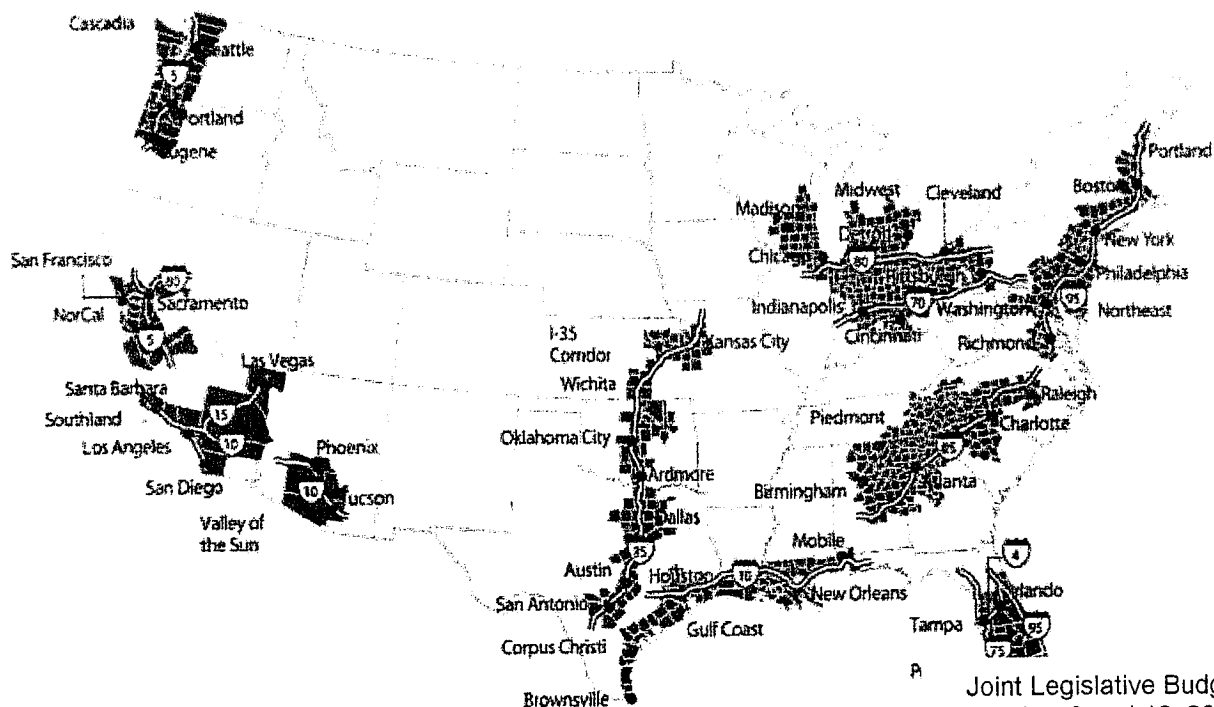
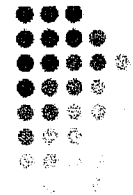
April 13, 2006

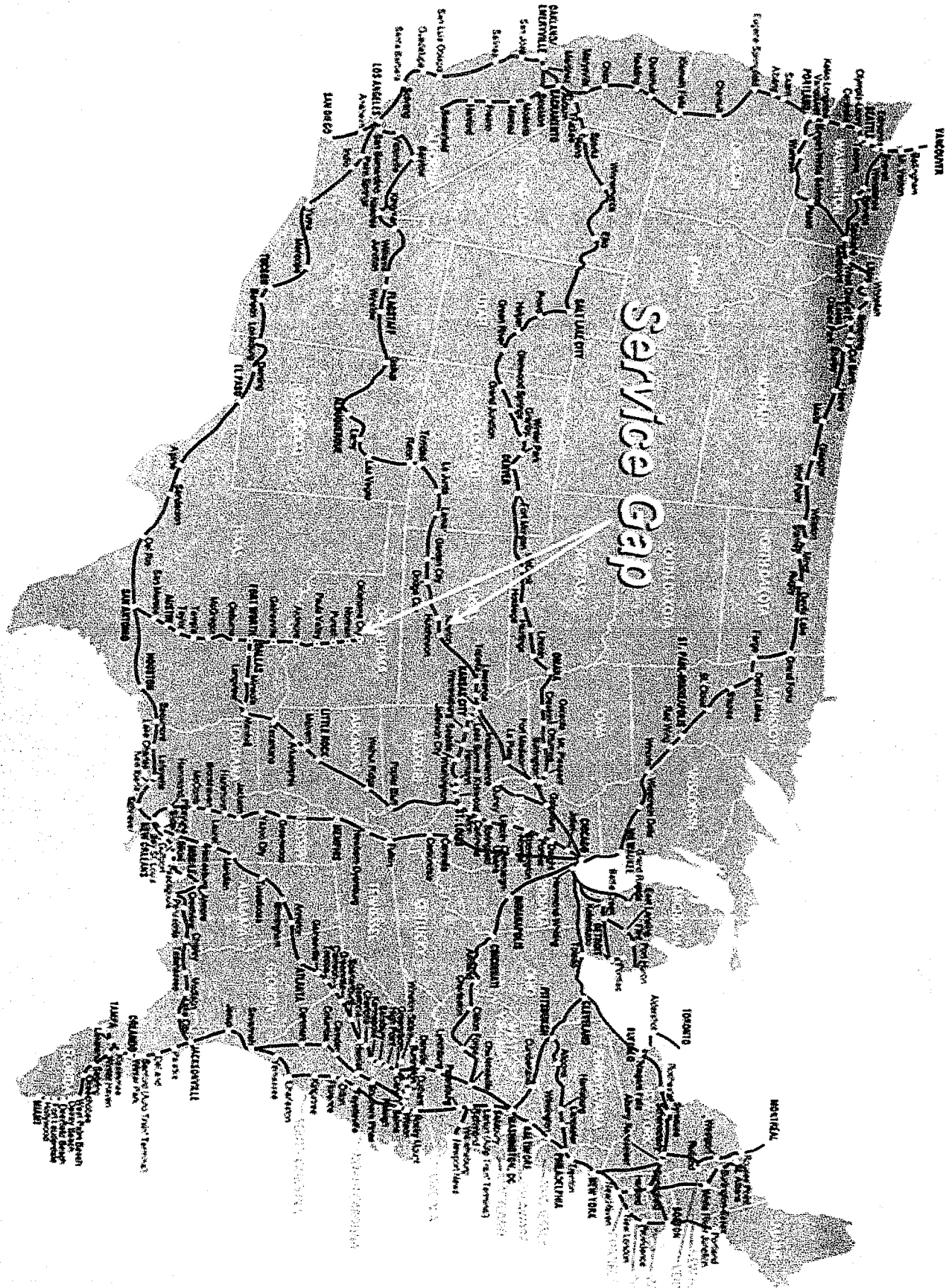
Robert Lang, Arthur C. Nelson & Paul Knox
Virginia Tech, Alexandria, VA

John S. Hall
Arizona State University, Tempe, AZ



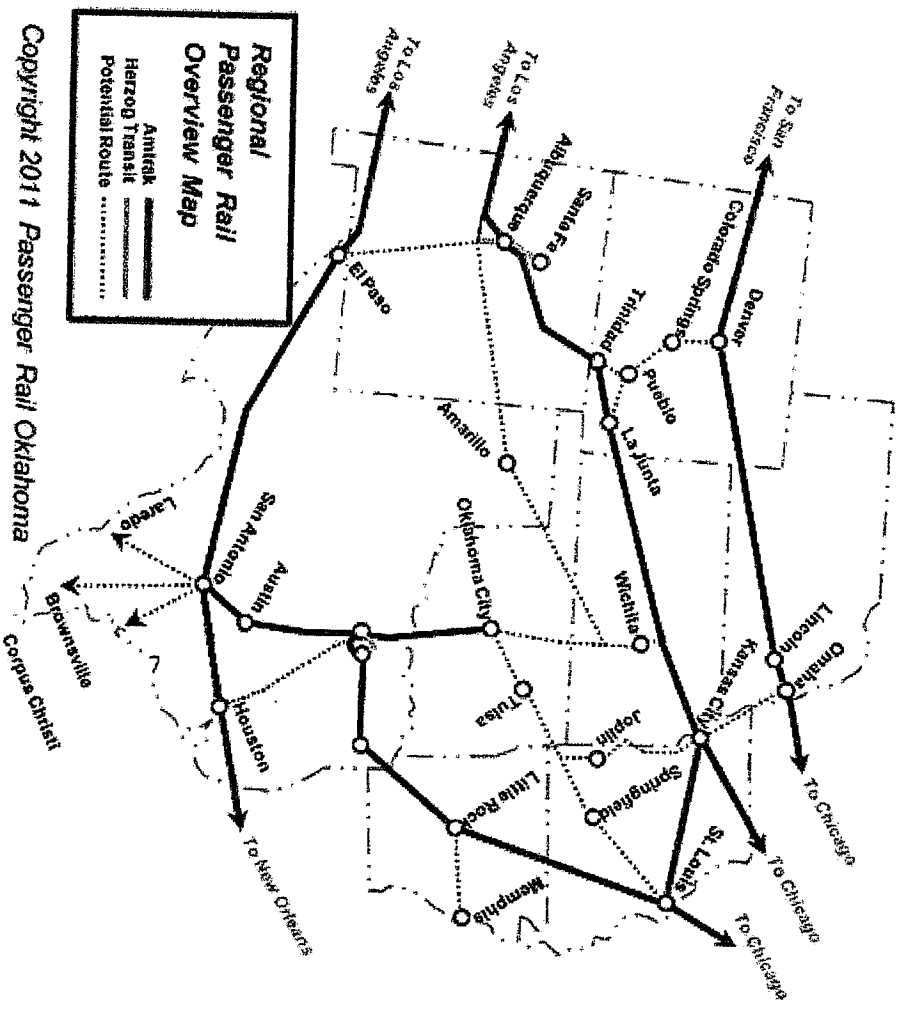
Megapolitan Geography





Of course, that's just the situation TTI identified right now. In 2050, we'll be home to 100 million more Americans. Just when our economic competitiveness will require our nation to move more people and more goods than ever, our highways will be choking at maximum capacity and our runways and airport gates will be overcrowded.

So, while our interstate highways unlocked our economy's potential in the second half of the 20th century, our success in the 21st century will require a more diverse toolkit of intercity transportation options. *Including passenger rail.*



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April 06, 2012

**Texas, Oklahoma, Kansas look to seize the day
with Passenger Rail Symposium**

The Northern Flyer Alliance is a group of 49 cities, 6 counties, and 19 Chambers of Commerce from Kansas City to Fort Worth that have joined together to promote passenger rail in their communities and in the tri-state region that includes Kansas, Oklahoma, and Texas.

Today, the Alliance is holding a Passenger Rail Symposium, and Federal Railroad Administrator Joseph Szabo was on hand with a message of strong support from this Administration.



President Obama's all-of-the-above energy strategy means investing in more fuel-efficient transportation. That means cars that go farther on every gallon of gas. It means using our nation's waterways for shipping freight. It means electric transit buses that can recharge in less than 10 minutes.

And it means more rail.

Passenger rail is three times more energy-efficient than car travel and six times more efficient than air travel.

And, at a time when the Texas Transportation Institute has identified 328 seriously congested highway corridors--stretches of roadway around the U.S. that experience hours of traffic jams each day--a single dedicated high-speed passenger rail line can carry more capacity than six lanes of freeway.

Of course, that's just the situation TTI identified right now. In 2050, we'll be home to *100 million more* Americans. Just when our economic competitiveness will require our nation to move more people and more goods than ever, our highways will be choking at maximum capacity and our runways and airport gates will be overcrowded.

So, while our interstate highways unlocked our economy's potential in the second half of the 20th century, our success in the 21st century will require a more diverse toolkit of intercity transportation options. *Including passenger rail.*

News Release



FOR IMMEDIATE RELEASE
April 11, 2012

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Contact: Media Relations
202 906.3860

AMTRAK ON PACE TO SET NEW RIDERSHIP RECORD Routes nationwide show increase in passengers, Gateway Program essential for future growth of northeast region

WASHINGTON – Amtrak is on pace to set another new annual ridership record as passenger counts across its national network for the first six months of fiscal year 2012 (October 2011 – March 2012) are up 3.7 percent over the same period last year when the current record was established.

A closer look at the numbers show all Amtrak business lines experienced growth in the first half of FY 2012 as compared to the same period the prior year, including the Northeast Corridor (up 5.2 percent), long-distance trains (up 3.0 percent) and state-supported and other short-distance routes (up 2.7 percent.) This ridership growth continues a long-term trend that has led to eight records in the last nine years, including 30.2 million passengers in FY 2011.

“Amtrak achieving ridership records is important, but it is more critical that the right infrastructure be in place to continue this trend in the years to come and to provide safe, efficient and reliable rail transportation for all current and future passengers,” said President and CEO Joe Boardman. “To do this in the Northeast, we must advance our proposed Gateway Program, as it is essential for the future growth and economic development of the entire region.”

Boardman explained the Northeast Corridor (NEC) in particular has seen strong ridership growth in recent years and demand for passenger rail service on this line is expected to significantly increase as population grows, highway and airport congestion worsen, and gas prices rise throughout the region. He added that Amtrak is preparing to meet these challenges by beginning work on a comprehensive, long-term plan to improve the NEC and expand high-speed rail service, including through its Gateway Program to build increased tunnel, track and station capacity into the heart of New York City for intercity and commuter trains.

The regional highlights below (and the attached ridership chart) show both the breadth and depth of increased Amtrak ridership across the country:

– more –

Northeast and Southeast

For the first six months of FY 2012, ridership on the *Northeast Regional* service (Washington – Boston) is up 8.2 percent from the same period the prior year continuing a strong performance from its record-setting year in FY 2011. The *Keystone Service* (New York – Philadelphia – Harrisburg) also is seeing strong ridership growth with a 4.0 percent increase.

In addition, the *Ethan Allen* (New York – Rutland, Vt.) is up 9.0 percent, the *Adirondack* (New York – Montreal) is up 5.5 percent, the *Empire Service* (New York – Albany) is up 3.6 percent and the *Downeaster* (Boston – Portland) is up 3.3 percent. The Amtrak Virginia services had sizable gains with Washington – Lynchburg up 27.4 percent and Washington – Newport News up 16.0 percent. Also, the *Piedmont* (Raleigh – Charlotte) is up 15.1 percent.

West and Pacific Northwest

Ridership continues to increase on the *San Joaquin* (Sacramento-Oakland-Bakersfield) with 11.5 percent more passengers in the first six months of FY 2012 over the same period last year and the *Capitol Corridor* (San Jose – Oakland – Sacramento – Auburn) is up 6.7 percent. Also, the Amtrak Cascades (Vancouver, B.C. – Seattle – Portland – Eugene) saw a slight increase of 0.5 percent.

Midwest

Leading the ridership increase in the Midwest during the first half of FY 2012 vs. the same period in FY 2011 is the Chicago-St. Louis corridor served by *Lincoln Service* trains and the *Texas Eagle*, with a combined ridership gain of 10 percent. The highest percentage hike in the Central U.S. is a 10.6 percent increase in ridership on the *Heartland Flyer* (Oklahoma City – Fort Worth.) Both routes are the subject of new technology deployments, with demonstrations of 110 mph *Lincoln Service* trains planned for this fall and a new train control system installed on the *Heartland Flyer*.

Long-distance routes

Several Amtrak long-distance routes are experiencing ridership growth in the first six months of FY 2012 over the same period the prior year. Among the routes with the strongest percentage increases include the *Empire Builder* (Chicago – Seattle/Portland) up 6.6 percent, the

Coast Starlight (Los Angeles – Seattle) up 5.7 percent, the *City of New Orleans* (Chicago – New Orleans) up 5.5 percent, the *Silver Star* (New York – Raleigh – Tampa – Miami) up 3.5 percent, the *Crescent* (New York – New Orleans) up 3.3 percent and the *Southwest Chief* (Chicago – Los Angeles) up 3.2 percent.

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 Ridership

| | October-March FY12 | | |
|---------------------------|--------------------|------------------|-------------------|
| | Ridership | | |
| | FY12 | FY11 | % change vs. FY11 |
| Northeast Corridor | | | |
| <i>Acela Express</i> | 1,674,255 | 1,696,893 | -1.3 |
| <i>Northeast Regional</i> | 3,864,340 | 3,571,003 | +8.2 |
| <i>Special Trains</i> | 8,402 | 3,659 | +129.6 |
| Subtotal | 5,546,997 | 5,271,555 | +6.2 |

State Supported and Other Short Distance Corridors

| | | | |
|---|------------------|------------------|-------------|
| <i>Ethan Allen</i> | 24,729 | 22,688 | +9.0 |
| <i>Vermont</i> | 39,372 | 44,636 | -11.8 |
| <i>Albany-Niagara Falls-Toronto</i> | 187,035 | 195,702 | -4.4 |
| <i>Downeaster Service</i> | 244,580 | 236,806 | +3.3 |
| <i>Shuttles (New Haven-Springfield)</i> | 184,995 | 183,320 | +0.9 |
| <i>Keystone Service</i> | 687,860 | 661,126 | +4.0 |
| <i>Empire Service (New York City-Albany)</i> | 518,002 | 500,064 | +3.6 |
| <i>Lincoln Service (Chicago-St. Louis)</i> | 314,864 | 291,108 | +8.2 |
| <i>Hiawatha Service</i> | 405,248 | 388,734 | +4.2 |
| <i>Wolverine Service</i> | 226,551 | 243,185 | -6.8 |
| <i>Illini/Saluki (Chicago-Carbondale)</i> | 158,100 | 149,440 | +5.8 |
| <i>Illinois Zephyr/Carl Sandburg (Chicago-Quincy)</i> | 111,504 | 107,144 | +4.1 |
| <i>Heartland Flyer</i> | 40,610 | 36,719 | +10.6 |
| <i>Pacific Surfliner Service</i> | 1,202,878 | 1,276,151 | -5.7 |
| <i>Amtrak Cascades Service</i> | 371,375 | 369,693 | +0.5 |
| <i>Capitol Corridor Service</i> | 872,588 | 817,468 | +6.7 |
| <i>San Joaquin Service</i> | 536,893 | 481,309 | +11.5 |
| <i>Adirondack</i> | 56,026 | 53,094 | +5.5 |
| <i>Blue Water</i> | 89,190 | 85,823 | +3.9 |
| <i>Washington-Lynchburg</i> | 89,078 | 69,901 | +27.4 |
| <i>Washington-Newport News</i> | 284,333 | 245,019 | +16.0 |
| <i>Hoosier State</i> | 17,760 | 17,566 | +1.2 |
| <i>Missouri River Runner (Kansas City-St. Louis)</i> | 91,712 | 87,858 | +4.4 |
| <i>Pennsylvanian</i> | 101,150 | 101,465 | -0.3 |
| <i>Pere Marquette</i> | 50,520 | 48,787 | +3.6 |
| <i>Carolinian</i> | 143,762 | 152,643 | -5.8 |
| <i>Piedmont Service</i> | 81,272 | 70,623 | +15.1 |
| <i>Special Trains</i> | 25,929 | 31,009 | -16.4 |
| Subtotal | 7,157,916 | 6,969,071 | +2.7 |

Long Distance

| | | | |
|----------------------------|-------------------|-------------------|-------------|
| <i>Silver Star</i> | 216,223 | 208,981 | +3.5 |
| <i>Cardinal</i> | 54,400 | 54,052 | +0.6 |
| <i>Silver Meteor</i> | 181,765 | 182,138 | -0.2 |
| <i>Empire Builder</i> | 257,471 | 241,546 | +6.6 |
| <i>Capitol Ltd.</i> | 103,125 | 104,103 | -0.9 |
| <i>California Zephyr</i> | 174,871 | 181,247 | -3.5 |
| <i>Southwest Chief</i> | 166,616 | 161,484 | +3.2 |
| <i>City of New Orleans</i> | 124,091 | 117,626 | +5.5 |
| <i>Texas Eagle</i> | 163,922 | 141,005 | +16.3 |
| <i>Sunset Limited</i> | 49,427 | 47,115 | +4.9 |
| <i>Coast Starlight</i> | 203,845 | 192,786 | +5.7 |
| <i>Lake Shore Limited</i> | 186,270 | 182,920 | +1.8 |
| <i>Palmetto</i> | 87,657 | 95,287 | -8.0 |
| <i>Crescent</i> | 149,121 | 144,349 | +3.3 |
| <i>Auto Train</i> | 127,719 | 127,250 | +0.4 |
| Subtotal | 2,246,523 | 2,181,889 | +3.0 |
| Amtrak Total | 14,951,436 | 14,422,515 | +3.7 |

NOTE: Ridership to some locations south and west of Chicago is on both state-supported and national system Amtrak trains, as reported above. Combined ridership of all Amtrak trains on these corridors is as follows for Oct. 11 - March 12: Chicago-St. Louis, 353,483 (up 10% from Oct. 10 - March 11); Chicago-Carbondale, 183,229 (up 6% from Oct. 10 - March 11) and Chicago-Quincy 128,671 (up 4% from Oct. 10 - March 11).