

Figure 1

Rail Passenger-Miles in the U.S.

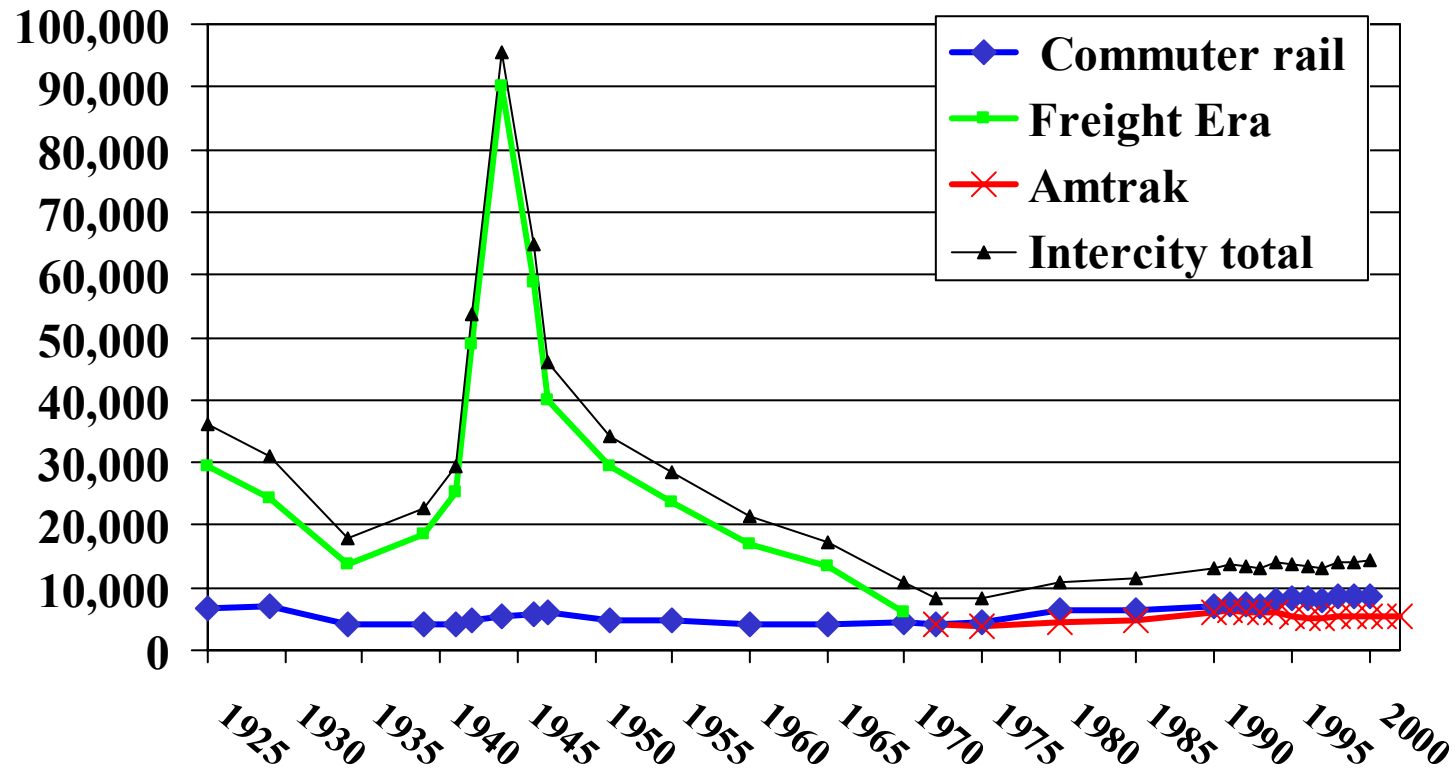


Figure 2

Financial Performance of U.S. Railroads: Net Railway Operating Income (NROI) and Solely Related Passenger Losses (SRL) (constant 2002 \$ millions)

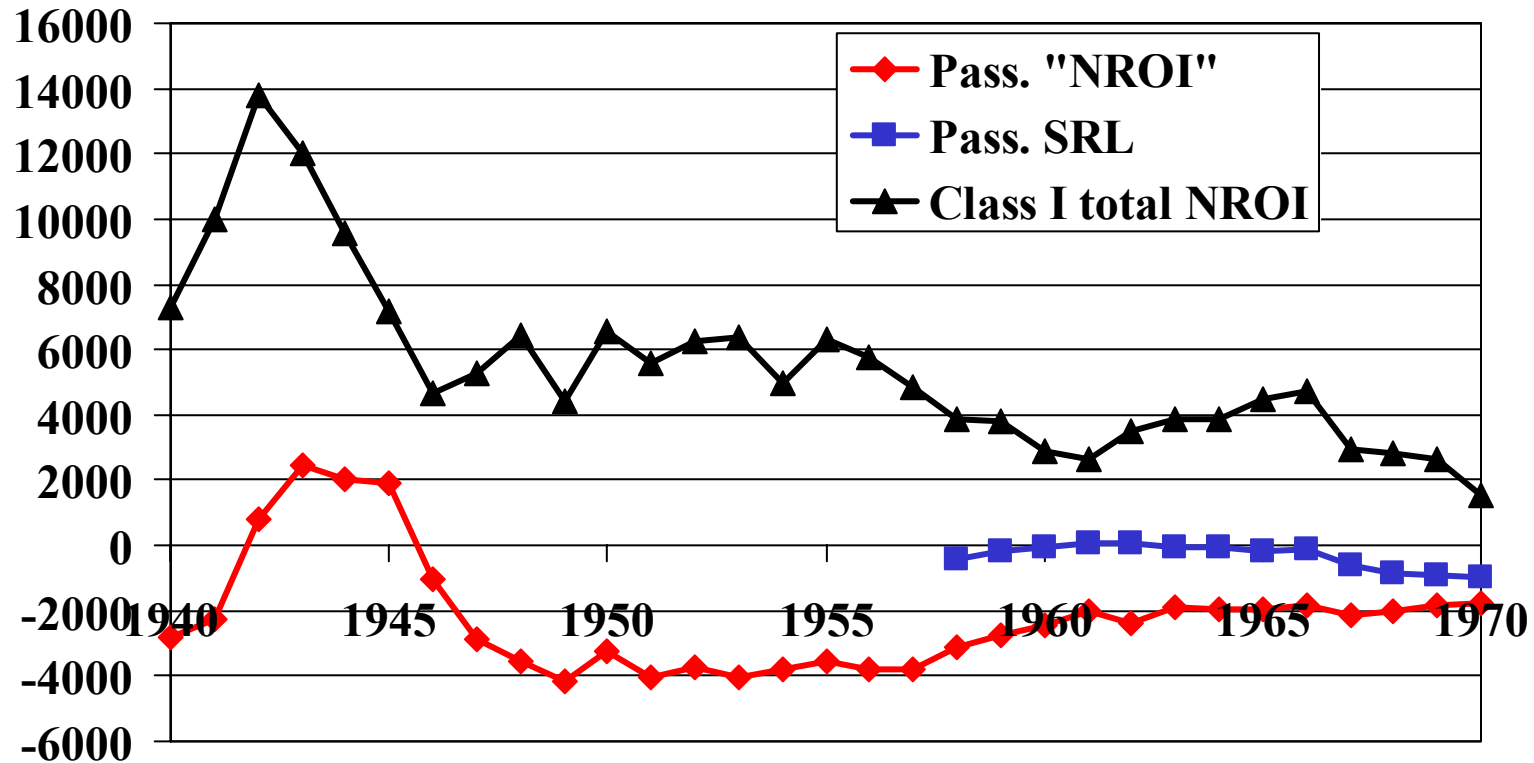


Figure 3

Financial Performance of U.S. Railroads: Net Railway Operating Income and Solely Related Passenger Losses (constant 2002 \$ millions)

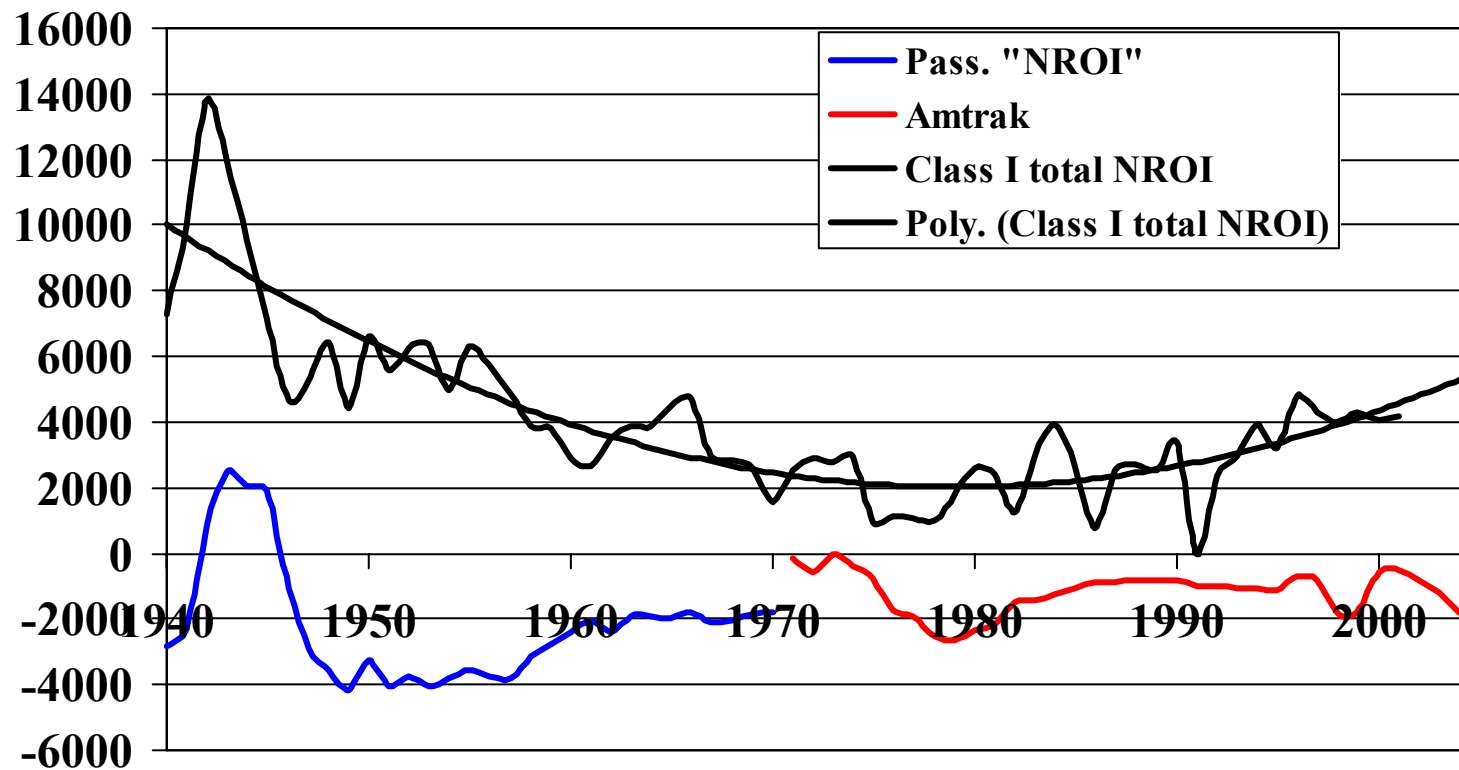
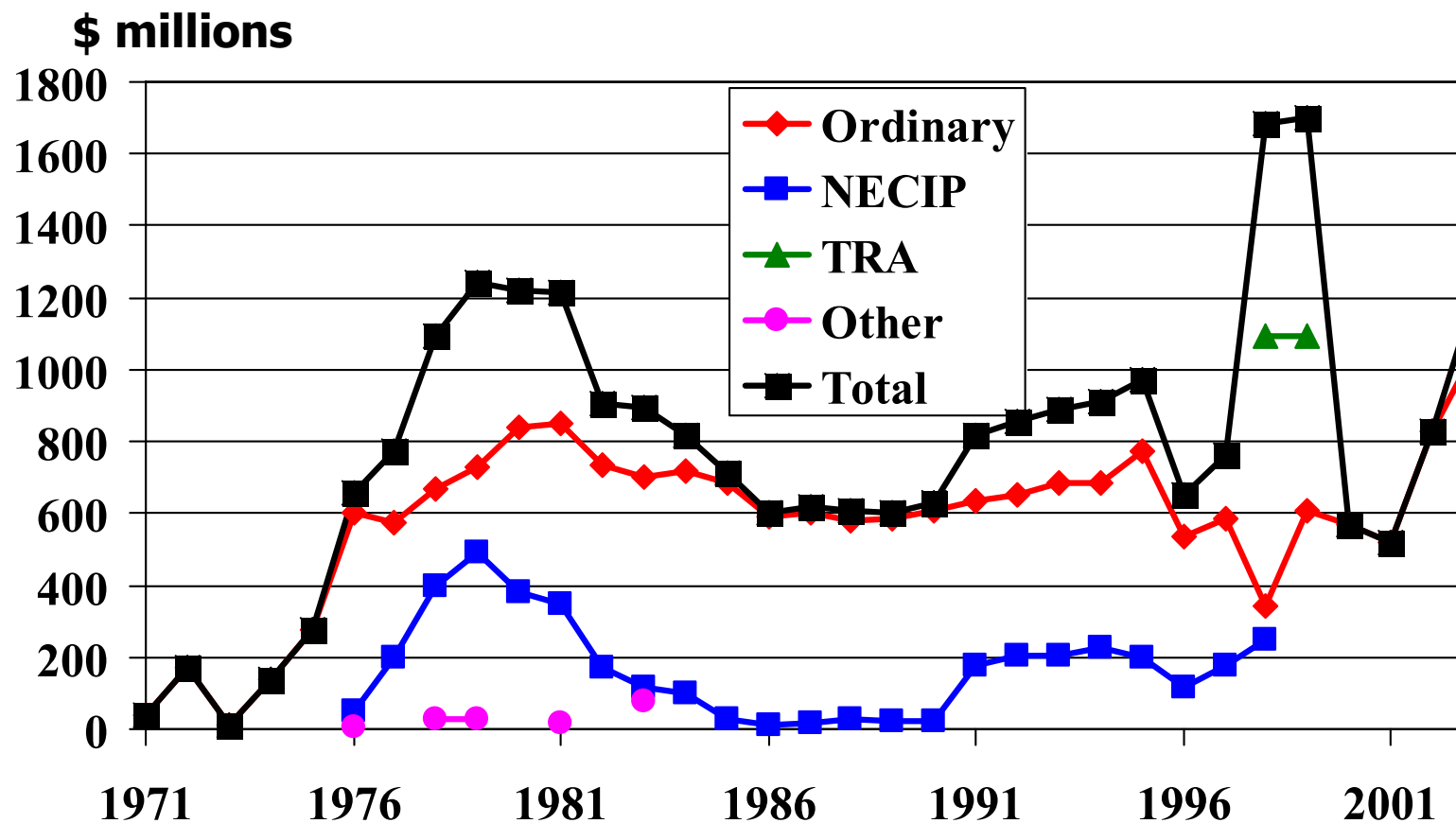


Figure 4

Amtrak funding by year current dollars

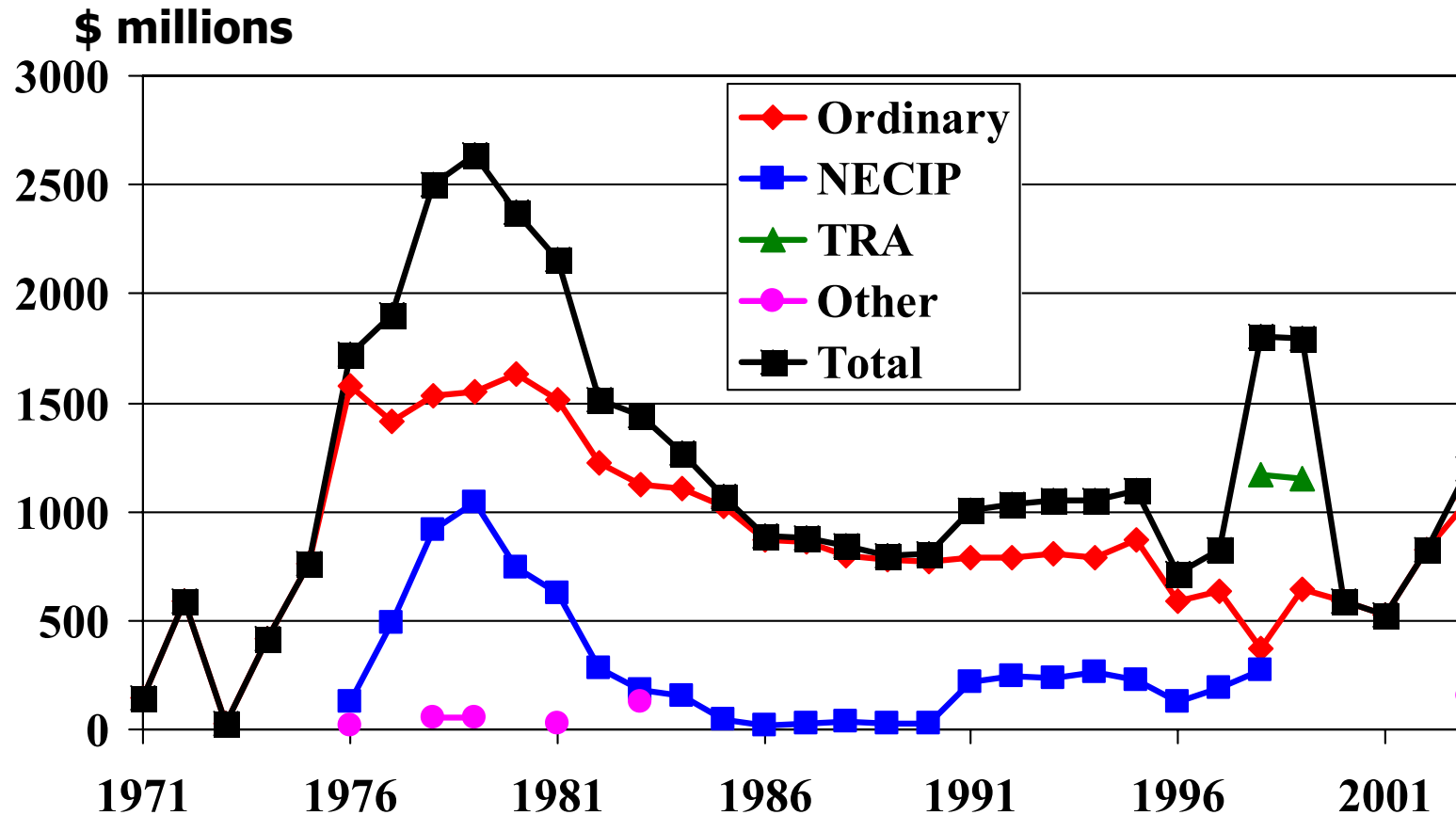


Total through FY2003: \$25,596 million

Note: in addition, Amtrak's debt increased by over \$3 billion between FY96 and FY2002.

Figure 5

Amtrak funding by year in constant 2002 dollars



Total through FY2003: \$38,273 million

Note: in addition, Amtrak's debt increased by over \$3 billion between FY96 and FY2002.

Figure 6
Amtrak System Map



Figure 7
Amtrak's Long Haul Network

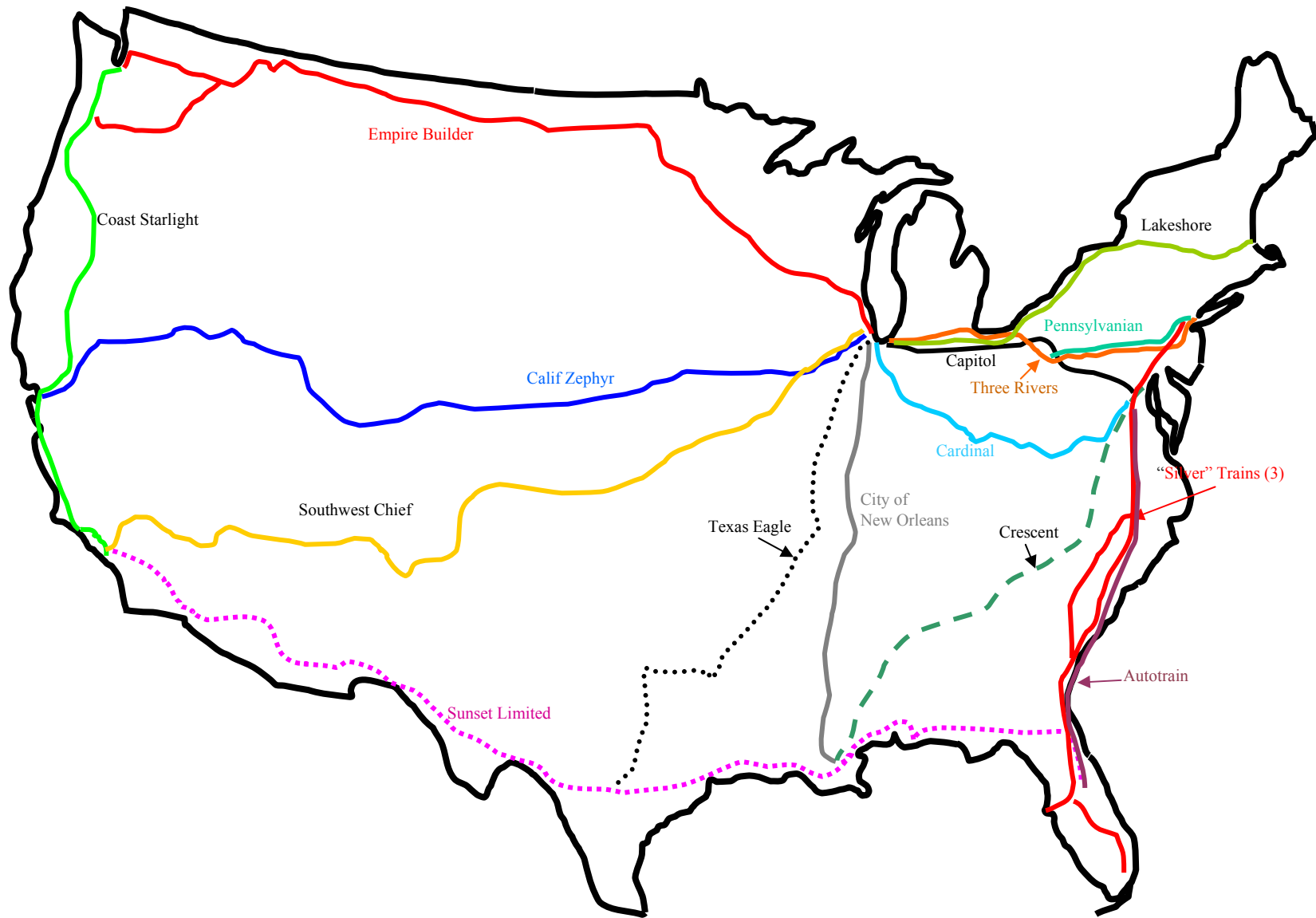


Figure 8
Amtrak's Short Haul Routes

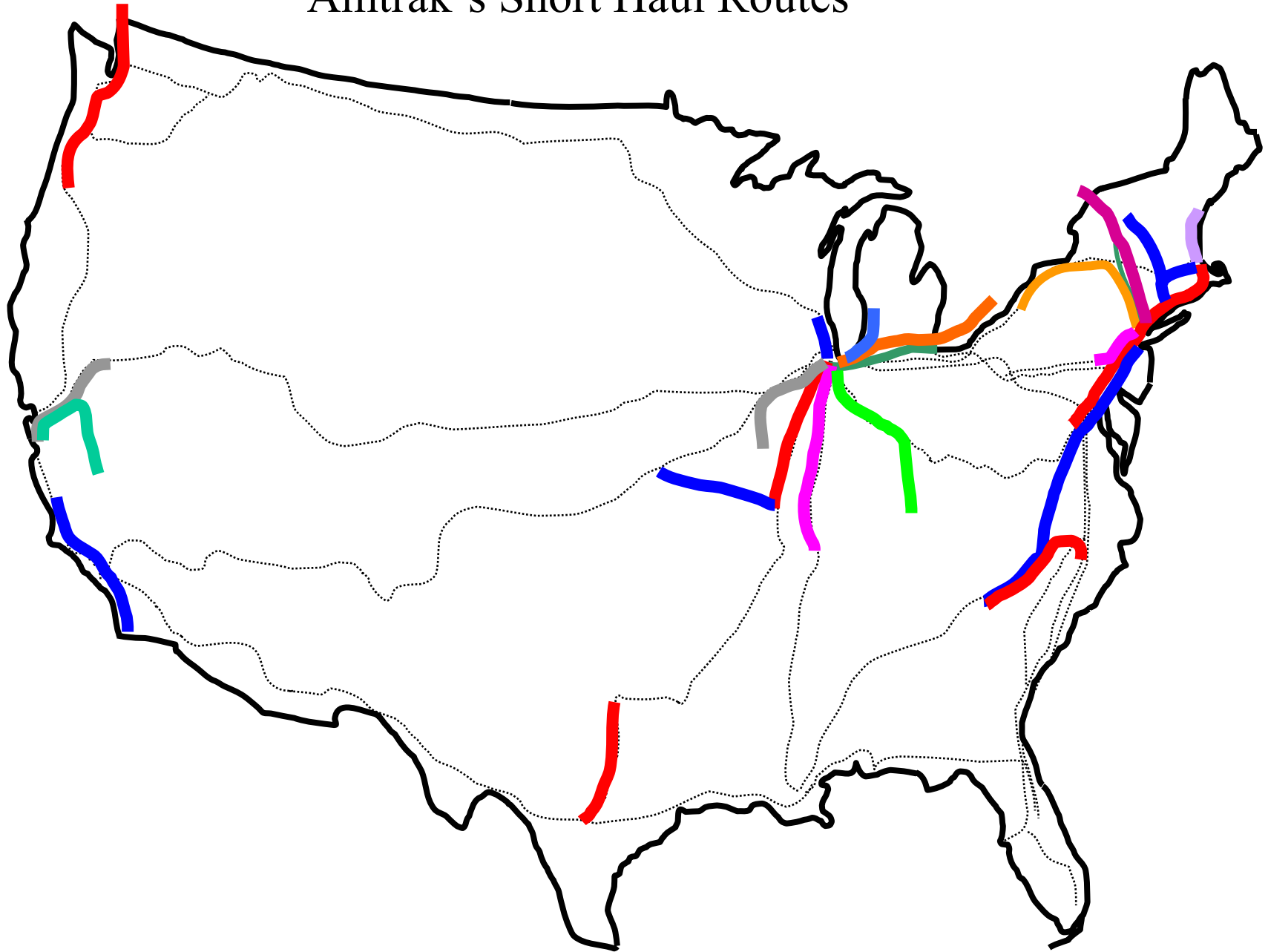


Figure 9

Passenger-Km Trends

1980=100

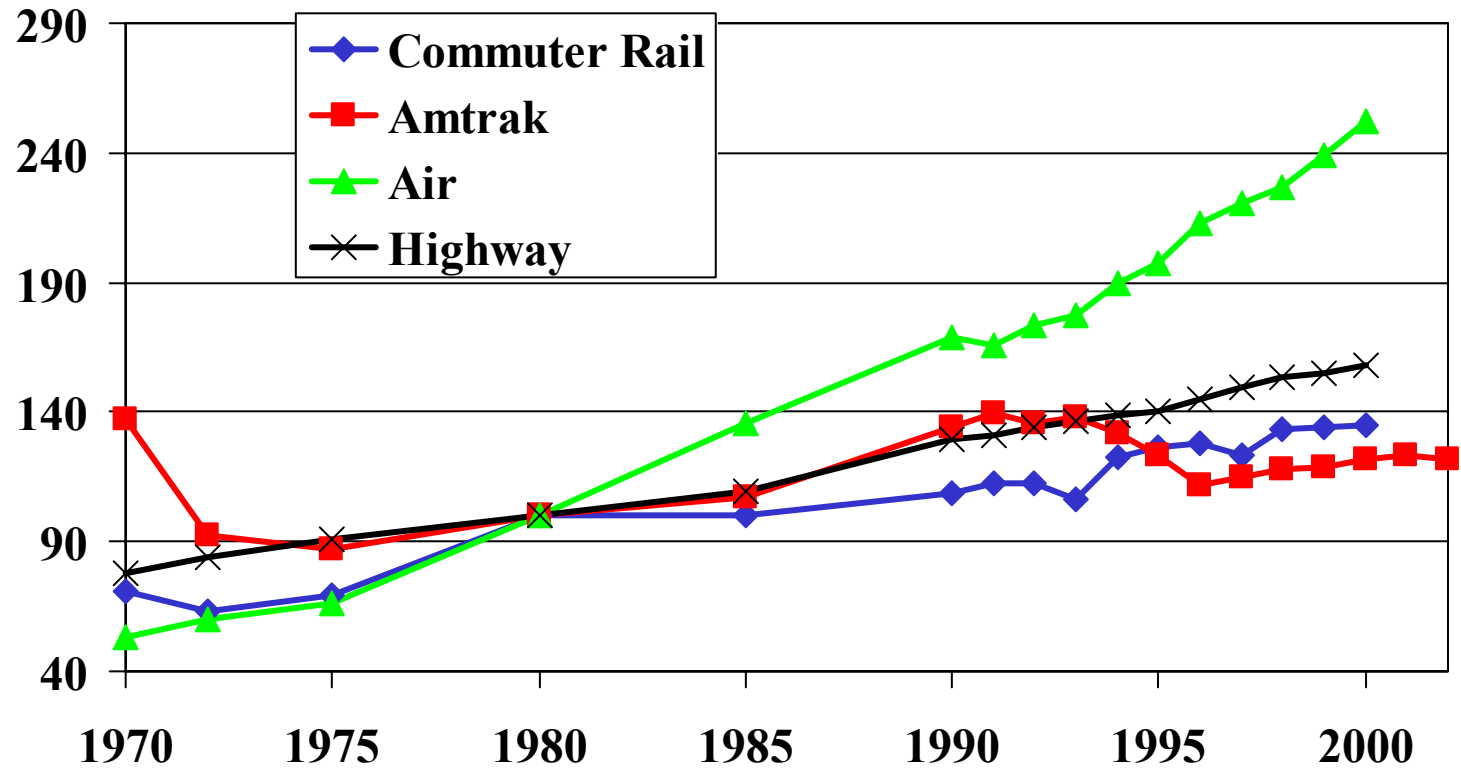
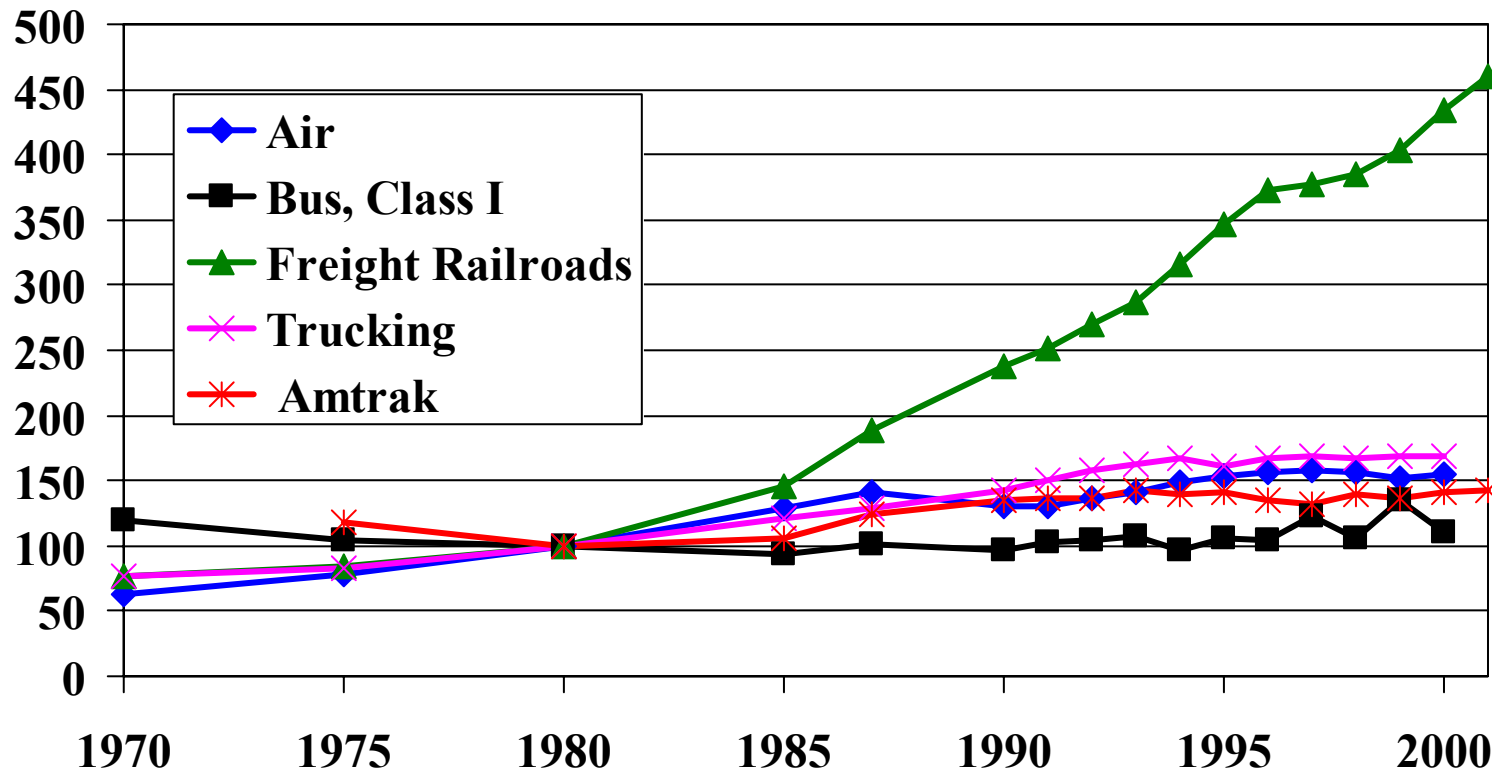


Figure 10

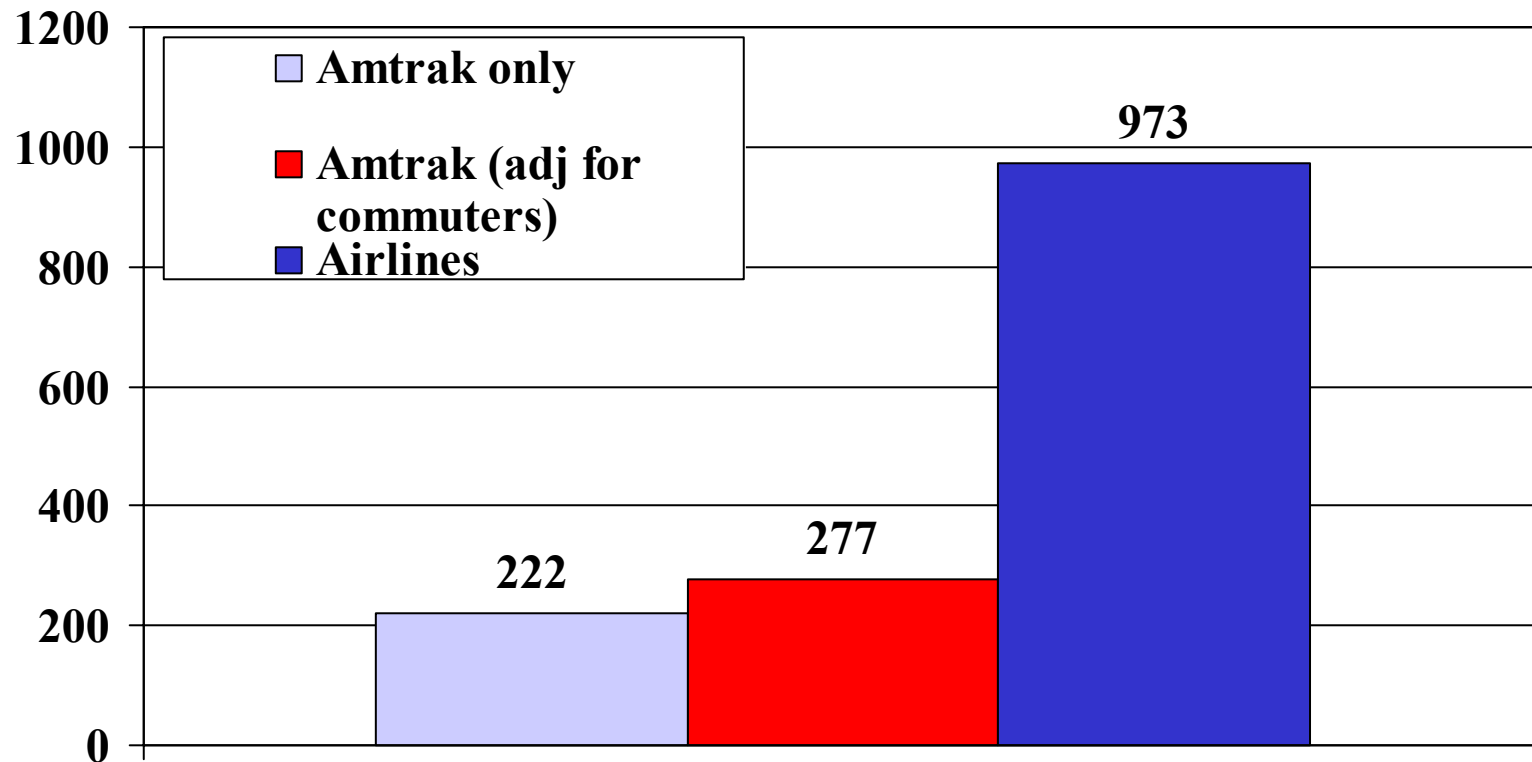
Labor Productivity Trends (pm/employee or ton-mile/employee) 1980=100



Source: National Transportation Statistics 2002, Table 3-24 and AAR, Statistics of Class I railroads

Figure 11

Passenger-Miles/Employee (000) (2000)



Amtrak adjustment for commuters uses average 22 mi/commuter trip.
Probably overstates productivity slightly.

Figure 12 The “Emerging Corridors”

Designated High Speed Rail Corridors As Of 1/19/01

