

How tomorrow moves [CSX]



High Speed Rail on CSX

High Speed Rail Forum

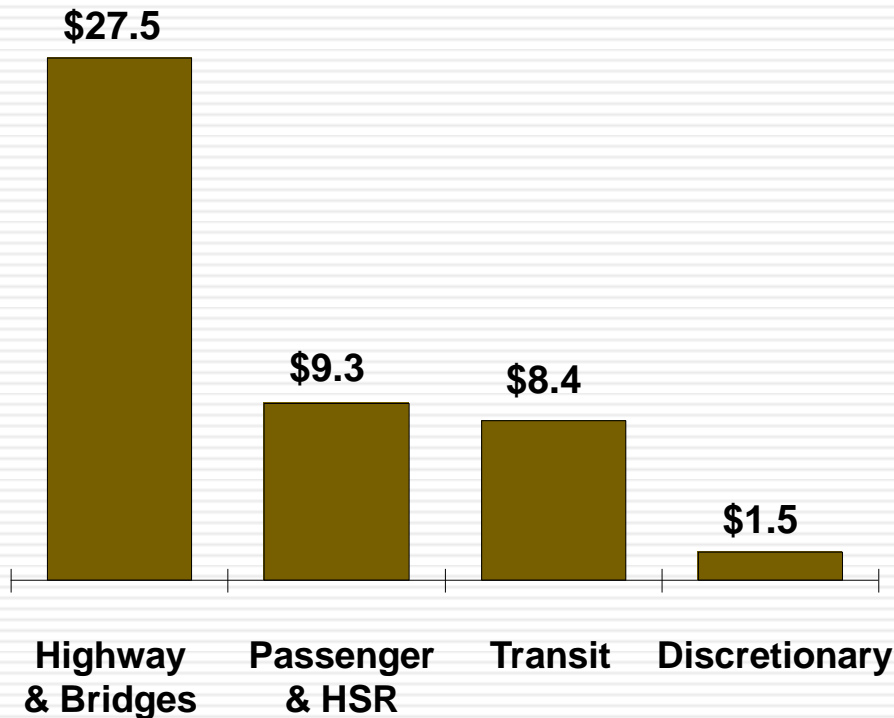
Anne Chettle Reinke * May 11, 2010

Executive Summary

- Passenger rail in the US
- High Speed Rail benchmarking
- CSX position on passenger rail and HSR
- Current State discussions:
 - Virginia and North Carolina
 - Ohio
 - New York
- Challenges and opportunities

Rail is a Presidential priority

Transportation Funding in Stimulus Bill (Billions)



- Federal Stimulus created initial funding opportunities
 - \$27.5B for transportation projects
 - \$9.3B for passenger and high-speed rail
- HSR Grants program received 278 applications requesting \$102 billion for passenger and high speed rail

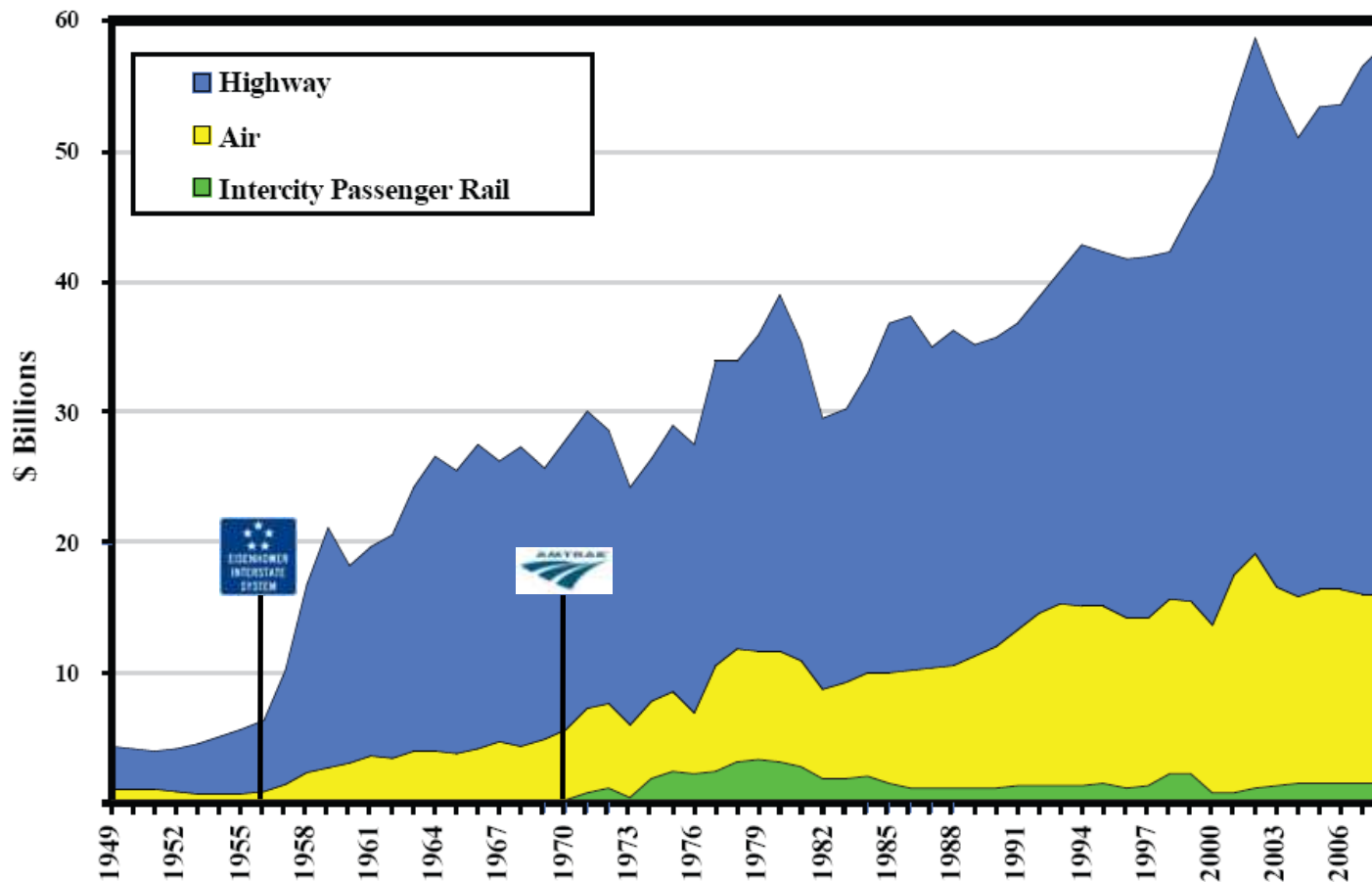
FRA has designated 10 High Speed Rail corridors

VISION for HIGH-SPEED RAIL in AMERICA



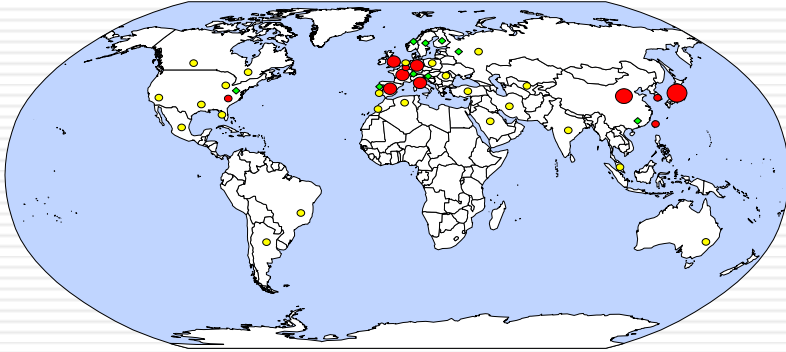
U.S. has been slow in investing in Passenger Rail

Federal Investment in Intercity Transportation (1949-2008)



Source: Federal Railroad Administration; constant 2009 dollars

The rest of the World has been investing in HSR



- Major public investments established infrastructure
- Some passenger rail operations profitable because of subsidies
- No two systems entirely alike
- Some mix freight, others do not
- China investing \$50B in 2009

	Japan	France	Germany	UK	China	US
Date of initiation	1964	1981	1988	2003	2007	1969/2000
System length (route-miles)	1,360	1,180	798	70	588	457
Top operating speed (mph)	188	199	186	186	186	125/150
HSR ridership (millions)	300	100	67	8	No Data	11

However, the U.S. freight railroad is the envy of the world

CSX supports the High Speed Rail concept

Passenger rail solutions can create mutual gains

Passenger solutions must comply with four principles:

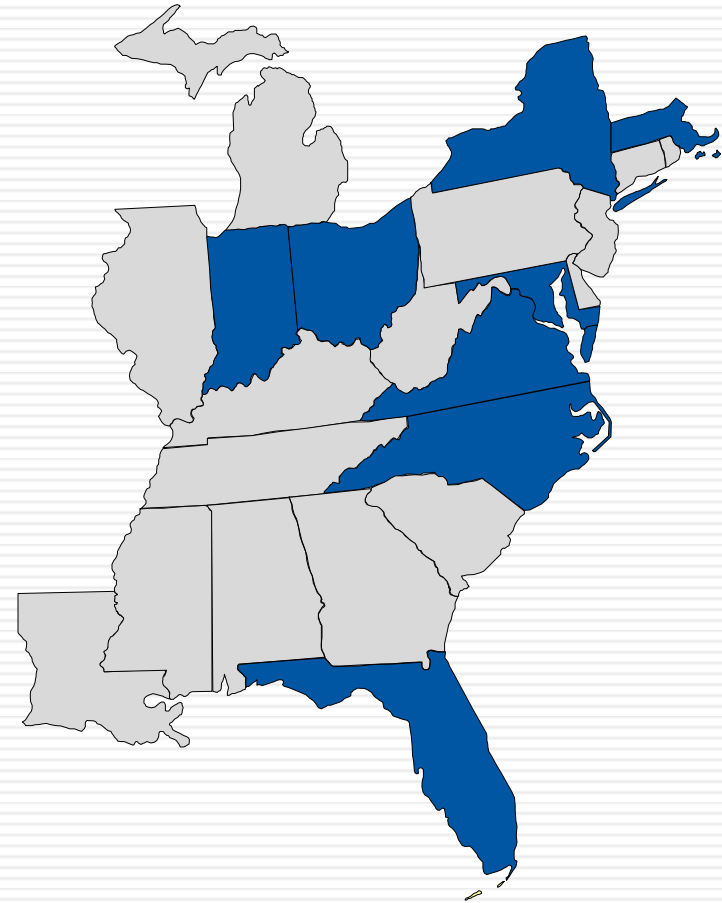
- 1) Uncompromised Safety
- 2) Enhanced Capacity
- 3) No Fault Liability
- 4) Appropriate Compensation

Current challenges

- Speed (90 mph)
- Separation (30 feet)
- Sealed (No Grade Crossings)
- Cost

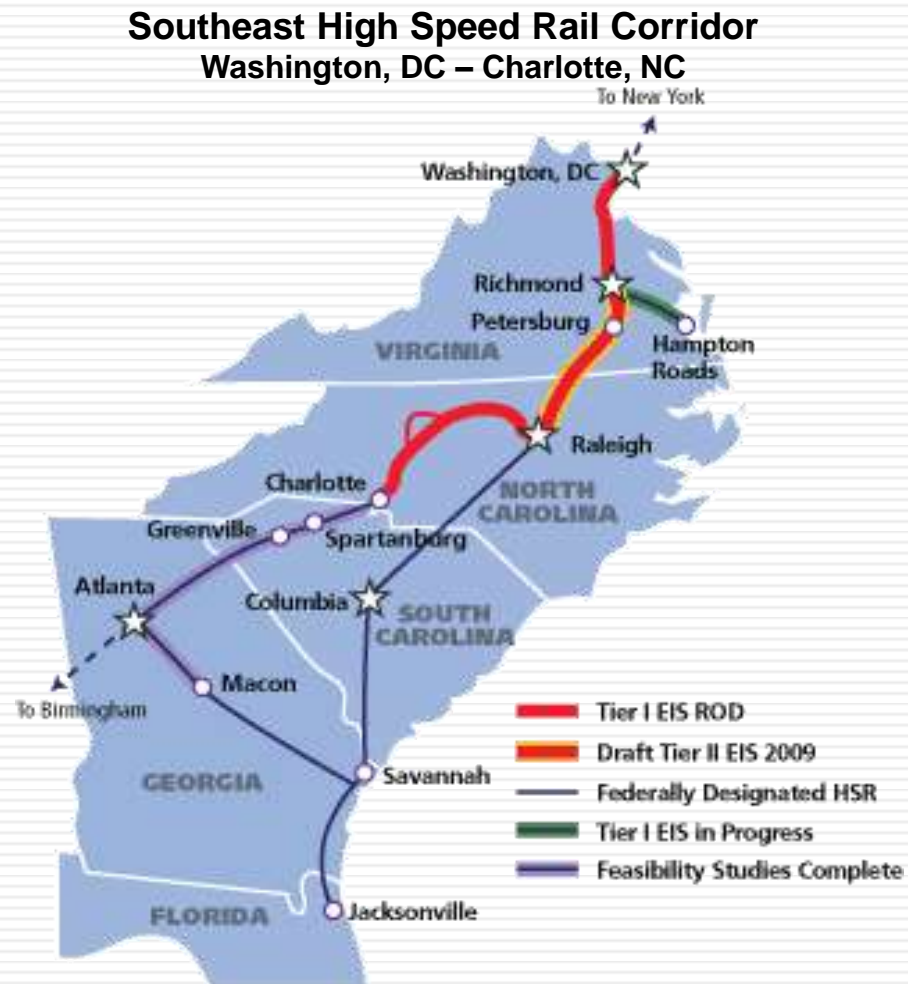
Passenger rail on CSXT

- CSXT rail network hosts the most passenger traffic in the East
- Several states currently proposing new or expanded passenger operations on CSXT network (ex. MA, FL)
- CSXT cooperated with six states in seeking federal stimulus funds
- Framework terms and conditions still being determined



Virginia and North Carolina working together on HSR

- Combined VA-NC corridor received \$520 million in HSR grants
- NC service proposal would have 110 mph top speed and require purchase of CSX ROW
- Requires acquisition of CSX's abandoned S-Line segment in VA and negotiated access on operating ROW from Norlina-to-Raleigh
- NC MOU completed with strong protections for continued freight use and property appraisal process



From the SEHSR website (<http://www.sehsr.org/>)

Ohio submitted application for the 3C Corridor

- Ohio received \$400 million in HSR grants
- 3C Corridor to restore former Amtrak service
- Additional capacity requirements identified for 79 MPH passenger service
- Concerns with state future vision of 110 MPH service on CSX infrastructure
- MOU completed emphasizing need to complete capacity studies and protect current and future freight use



From Ohio Department of Transportation Website

New York very active in pursuing HSR

- Received \$151 million in HSR grants
- Issues regarding separate corridors for speeds above 90 mph
- Albany-to-NYC corridor has received less attention



Potential Challenges and Opportunities

- Lack of funding on the federal and state side could force discussion away from real high speed rail
- Long-term maintenance (who and how to pay for) still to be determined in discussions between states and Amtrak
- CSX is working with interested states on their HSR proposals; must balance overarching interest in safety, plus service to customers and predicted future growth