

**From:** [Impastato, Theresa M](#)  
**To:** [Frigo Ryan](#)  
**Subject:** FW: FAST Act - Speed Limit Action Plan  
**Date:** Wednesday, March 13, 2019 10:54:46 AM  
**Attachments:** [image001.png](#)  
[FAST Act Compliance Instruction.docx](#)  
[Southwest Sub Speed changes Page 1version update.xlsx](#)  
[Southwest Sub Speed changes Page 2version update \(4\).xlsx](#)  
[Copy of Template 20+mph Speed Drop to Curve-Bridge-Tunnel \(2-12-16\) with Instructions \(2\).xlsx](#)  
[FAST speeds.xlsx](#)  
[FAST ACT Columbia River Subdivision.xlsx](#)  
[FAST ACT SEA-WEN.xlsx](#)  
[FAST ACT SEA-PDX Passenger Speeds.xlsx](#)  
[FAST ACT PDX-PSC.xlsx](#)  
[FAST ACT PDX-EUG.xlsx](#)  
[FAST ACT SEA-VAC.xlsx](#)  
[FAST ACT EUG-KFS.xlsx](#)  
[FAST ACT SEA-PDX Talgo Speeds.xlsx](#)  
[FAST ACT MOT-WFH.xlsx](#)  
[BAY SUBDIVISION FAST ACT.XLSX](#)  
[Speed Changes Midwest.xlsx](#)  
[Hlavaty West Final FAST Act.xlsx](#)  
[East Road Operations Speed Restrictions 1.xlsx](#)  
[MNCR.xlsx](#)  
[MRS.xlsx](#)  
[NHB.xlsx](#)  
[NYSNYT.xlsx](#)  
[NECR.xlsx](#)  
[Harrisburg Line 20+mph Speed Drop to Curve-Bridge-Tunnel.xlsx](#)  
[NEC PW SPEED DROP CURVES.xlsx](#)  
[Puckett WAS to CUM and WAS to CVS.xlsx](#)  
[Makosky PGH to CUM and HAR to PGH.xlsx](#)  
[Perkins WAS to RVR and CVS to LYH.xlsx](#)  
[PW SPEED DROP CURVES.xlsx](#)  
[20+mph Speed Drop to Curve-Bridge-Tunnel ~ UPT 03-24-16.xlsx](#)  
[FAST ACT Spokane Subdivision.xlsx](#)  
[FAST ACT Lakeside Subdivision.xlsx](#)  
[FAST ACT Kootenai River Subdivision.xlsx](#)

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Here's what was sent.

Regards,



Theresa Impastato  
Sr. Director System Safety

Office:

Mobile:

Fax:



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**From:** Nichols, David

**Sent:** Saturday, July 02, 2016 7:57 AM

**To:** <[REDACTED]> <[REDACTED]>; 'Smith, Melvin (FRA)'

<[REDACTED]>

**Cc:** Spratt, Terrence J <[REDACTED]>; Logue, Michael J

<[REDACTED]>; Jagodzinski, Christopher <[REDACTED]>; Stadtler, DJ

<[REDACTED]>

**Subject:** FW: FAST Act - Speed Limit Action Plan

Mr. Mardente:

Find below Amtrak's Speed Limit Action Plan and associated attachments which are referenced within the text below.

Please contact me if you wish to discuss or have questions. It is a lot of information.

Thanks,

Dave Nichols  
*VP/Chief Transportation Officer*  
2955 Market Street  
Philadelphia, PA 19104  
[REDACTED]

### **Speed Limit Action Plan**

1) In response to Emergency Order No. 31 of May 28, 2015, Amtrak submitted a Northeast Corridor Curve Mitigation Plan on June 8, 2015 (Revised June 12, 2015), which was accepted by FRA on June 25, 2015. The plan called for modification of the signal system so that the ATC would enforce cab signal changes in order to ensure safe train speeds enforced for more than 20MPH reductions from the maximum authorized approach speed to curves. All these modifications on the NEC were completed by August 31, 2016.

Subsequently all areas of the Amtrak NEC (except the Main Line – Mill River to Springfield (MRS), which does have the modified signal system in place), and the Amtrak Michigan Line (AML) have working Positive Train Control in effect: ACSES on the NEC (scheduled for implementation on the MRS in two pieces: Springfield to Hartford by December, 2016 and the remainder by December, 2017, after the double track construction is completed) and ITCS on the AML.

Amtrak requests exemption from any other requirements on the above segments which are governed by PTC or a modified signal system.

2) On the remainder of Amtrak's Route's: the Hudson Line and the routes on which Amtrak is a tenant and does not own the infrastructure, Amtrak plans to make mandatory the communication between the locomotive engineer and another qualified crew member when Approaching Speed Restrictions. This will go into effect no later than 30 days after the plan is approved. The Plan will be monitored through Amtrak's 219.7 Program.

The Hudson line will be equipped with PTC (ACSES) in two stages; the first segment, Poughkeepsie to Albany/Rensselaer (the vast majority of the line) by September, 2017 and the remaining portion by December, 2017.

All Amtrak's locomotives and control cars are equipped with alerters.

Attached are the Surveys of each main track location where there is a reduction of more than 20 miles per hour from the approach speed to a curve, bridge, or tunnel and the maximum authorized operating speed for passenger trains at that curve, bridge, or tunnel; and, the proposed instruction requiring communication between the engineer and another qualified train crew member.