

A Bright Future for the Passenger Rail Market



**Ross B. Capon, Executive Director
National Association of Railroad Passengers
February 12, 2008
IEEE/ASME National Capital Area Land Transport. Committee
Washington, DC**



***NATIONAL ASSOCIATION OF
RAILROAD PASSENGERS***

TRAINS: A TRAVEL CHOICE AMERICANS WANT

Our Mission

A Modern, customer-focused, national passenger train network that provides a travel choice Americans want





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YOUR
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HERE

NEW MEXICO
RAIL RUNNER

104
NMRX

CSX

ET11 850262



ALBVOVER

AMTRAK

AMTRAK

FIRE LANE

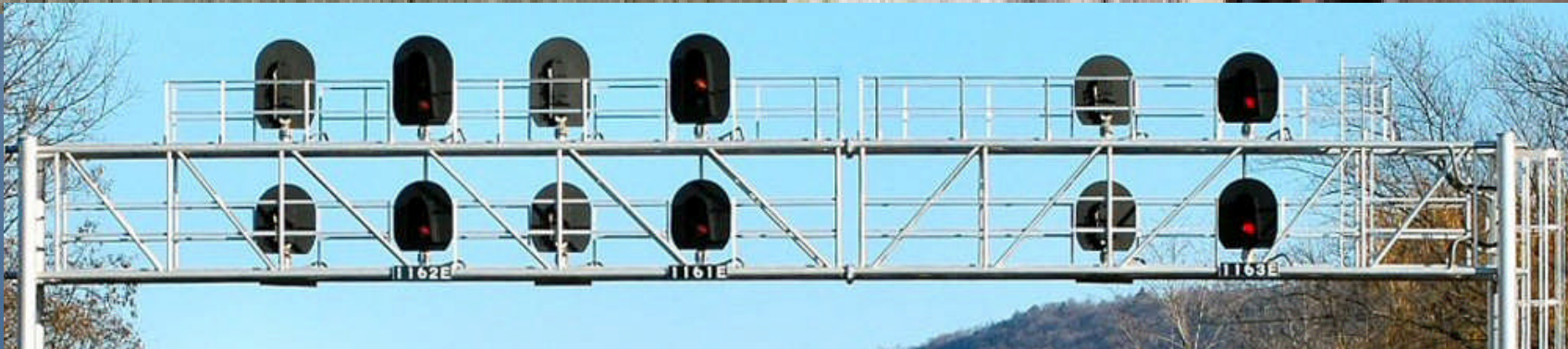
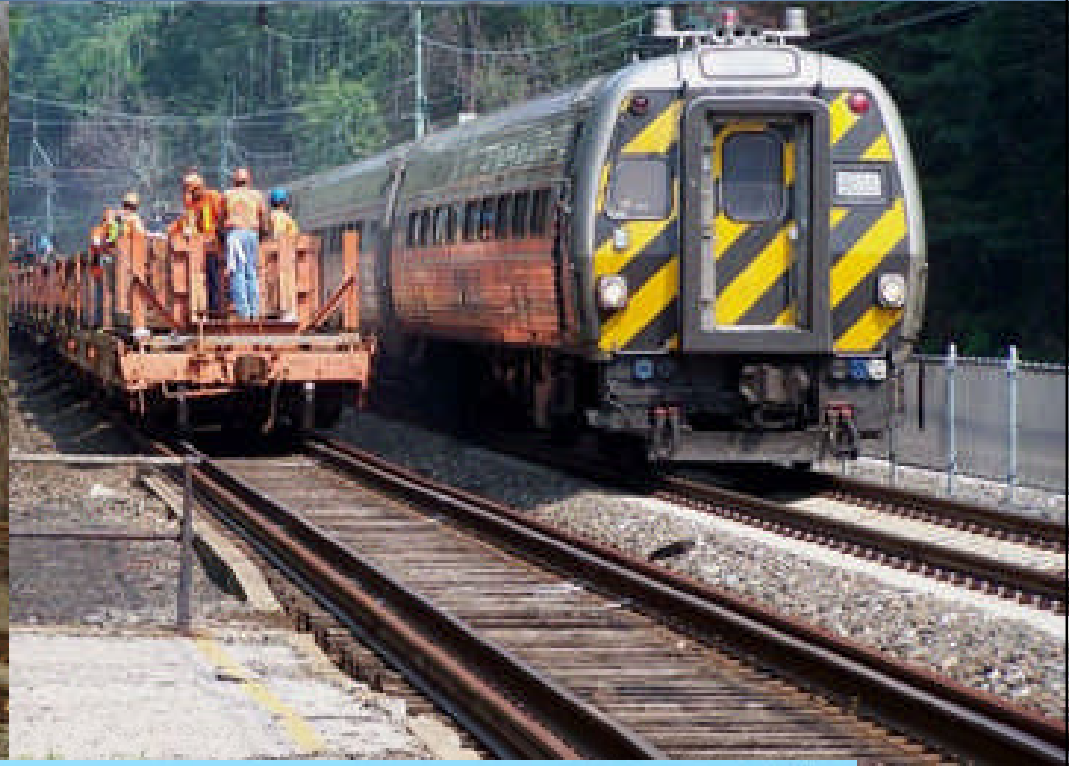
Shift the Conversation

- Focus on growth
 - Expansion, not contraction/cuts
- Grid and Gateway Network
 - Serves many places
 - It's a *network*, not isolated corridors

So There Can Be More of These!



Which Will Require More...



NARP's Vision— Serving Our Population

- 361 Metropolitan Statistical Areas
 - Amtrak serves 174
 - Vision adds 106 = total 280
- 76% of all MSAs
 - 99% or 95 of 96 over-500,000 MSAs
 - 70% or 185 of 265 under-500,000 MSA
- Makes train travel relevant to more people

NARP's Vision— Serving Our Population

- Eight Largest MSA's without intercity passenger trains:
 - Las Vegas, NV
 - Columbus, OH
 - Nashville, TN
 - Louisville, KY
 - Tulsa, OK
 - Allentown-Bethlehem, PA
 - Baton Rouge, LA
 - McAllen-Edinberg, TX

A Realistic Goal

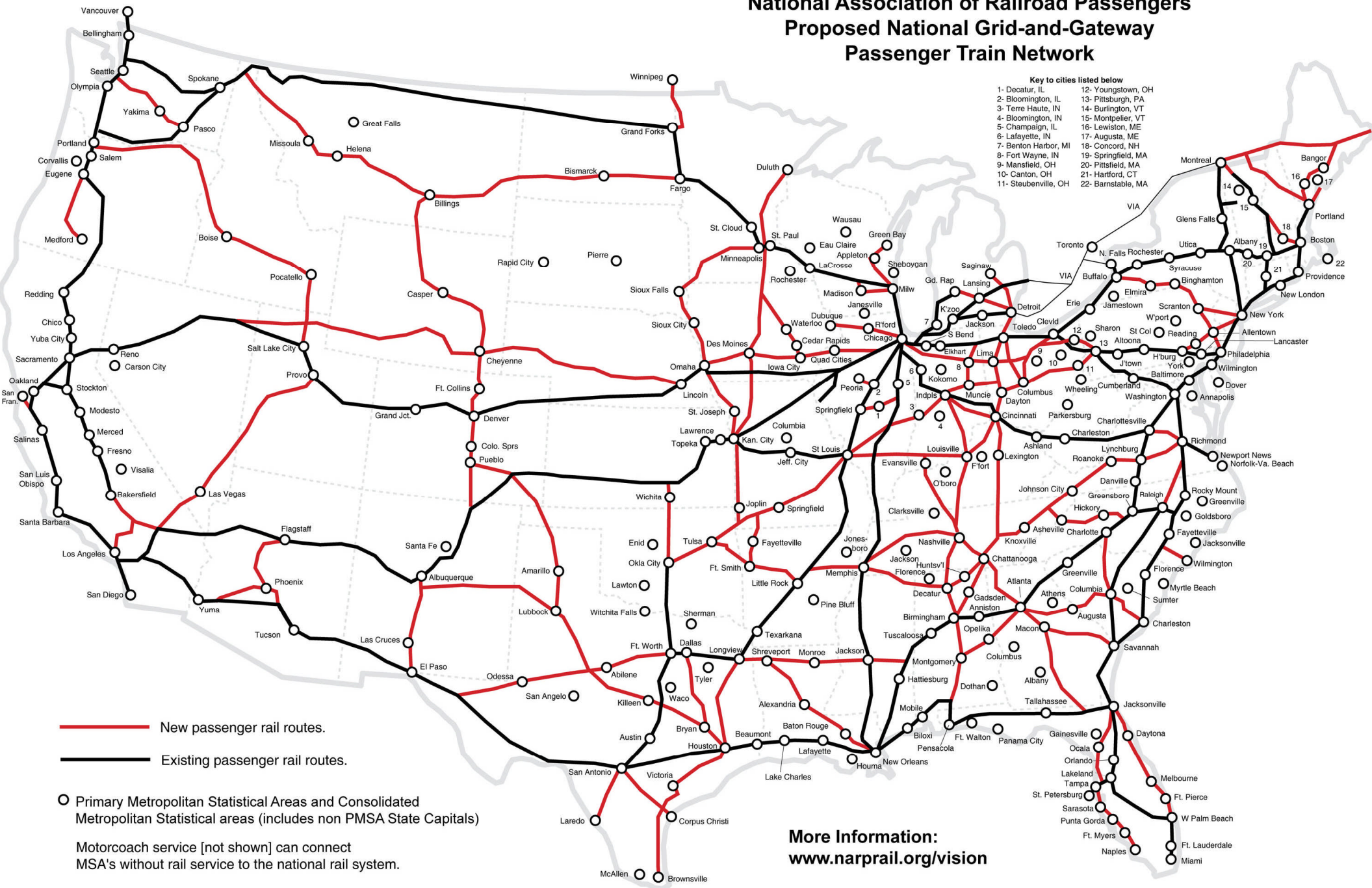
- Using existing railroads or rights-of-way
- Upgrade to minimum FRA Class 4
- Capacity improvements
 - Double track, sidings, etc.
- Double route-miles
 - 22,000 to 45,000
- Cost-effective alternative to new highways and airports

Construction Cost Estimates

- \$5 billion—upgrade to Class 4
- \$7 billion—install CTC on dark railroad
- \$7.5 billion—add 3,000 track-miles of sidings/new main tracks
- Average \$487.5 million a year over 40 yrs
- Total \$19.5 billion

National Association of Railroad Passengers Proposed National Grid-and-Gateway Passenger Train Network

- Key to cities listed below**
- | | |
|----------------------|---------------------|
| 1- Decatur, IL | 12- Youngstown, OH |
| 2- Bloomington, IL | 13- Pittsburgh, PA |
| 3- Terre Haute, IN | 14- Burlington, VT |
| 4- Bloomington, IN | 15- Montpelier, VT |
| 5- Champaign, IL | 16- Lewiston, ME |
| 6- Lafayette, IN | 17- Augusta, ME |
| 7- Benton Harbor, MI | 18- Concord, NH |
| 8- Fort Wayne, IN | 19- Springfield, MA |
| 9- Mansfield, OH | 20- Pittsfield, MA |
| 10- Canton, OH | 21- Hartford, CT |
| 11- Steubenville, OH | 22- Barnstable, MA |



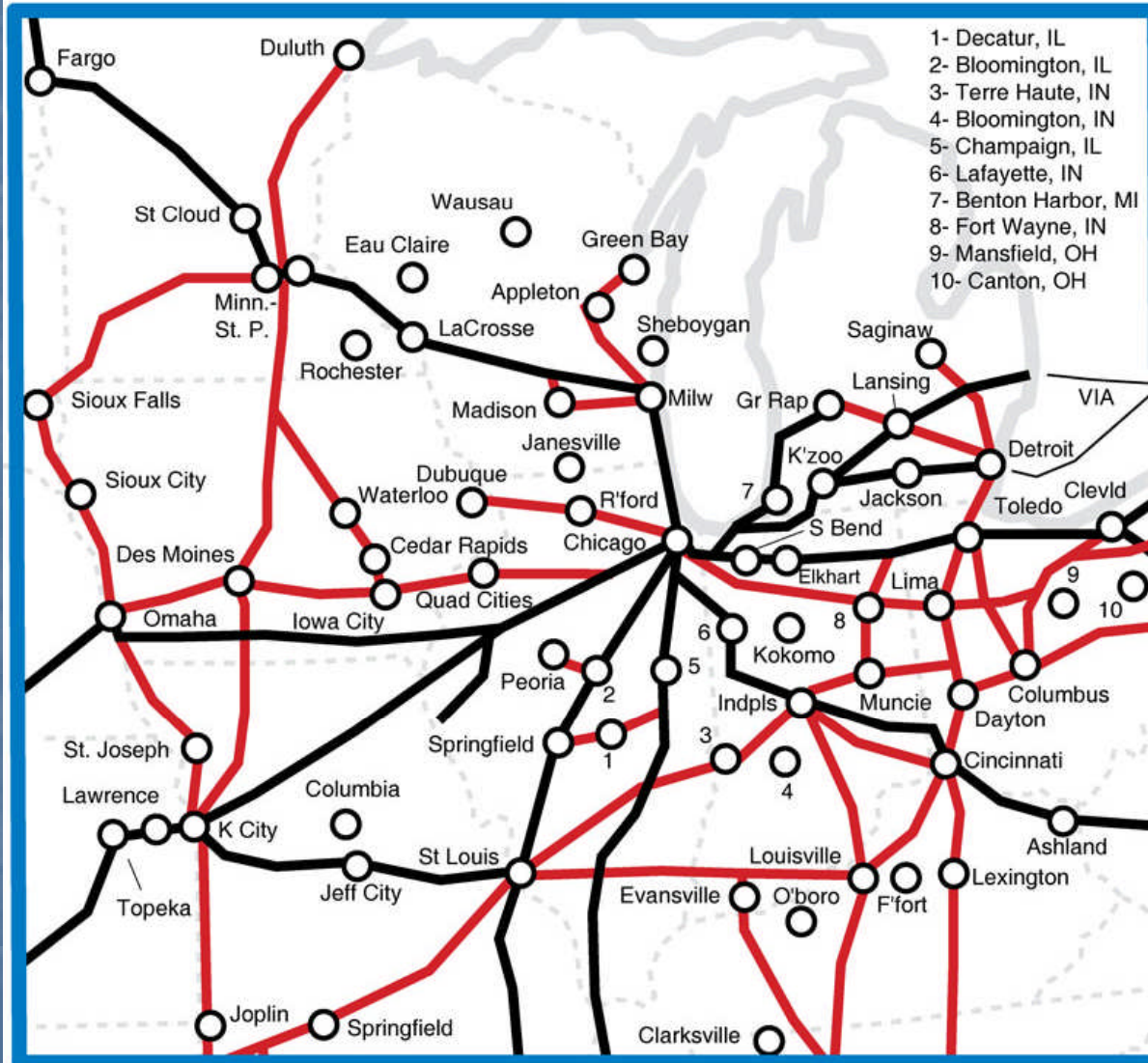
— New passenger rail routes.
— Existing passenger rail routes.

○ Primary Metropolitan Statistical Areas and Consolidated Metropolitan Statistical areas (includes non PMSA State Capitals)

Motorcoach service [not shown] can connect MSA's without rail service to the national rail system.

More Information:
www.narprail.org/vision

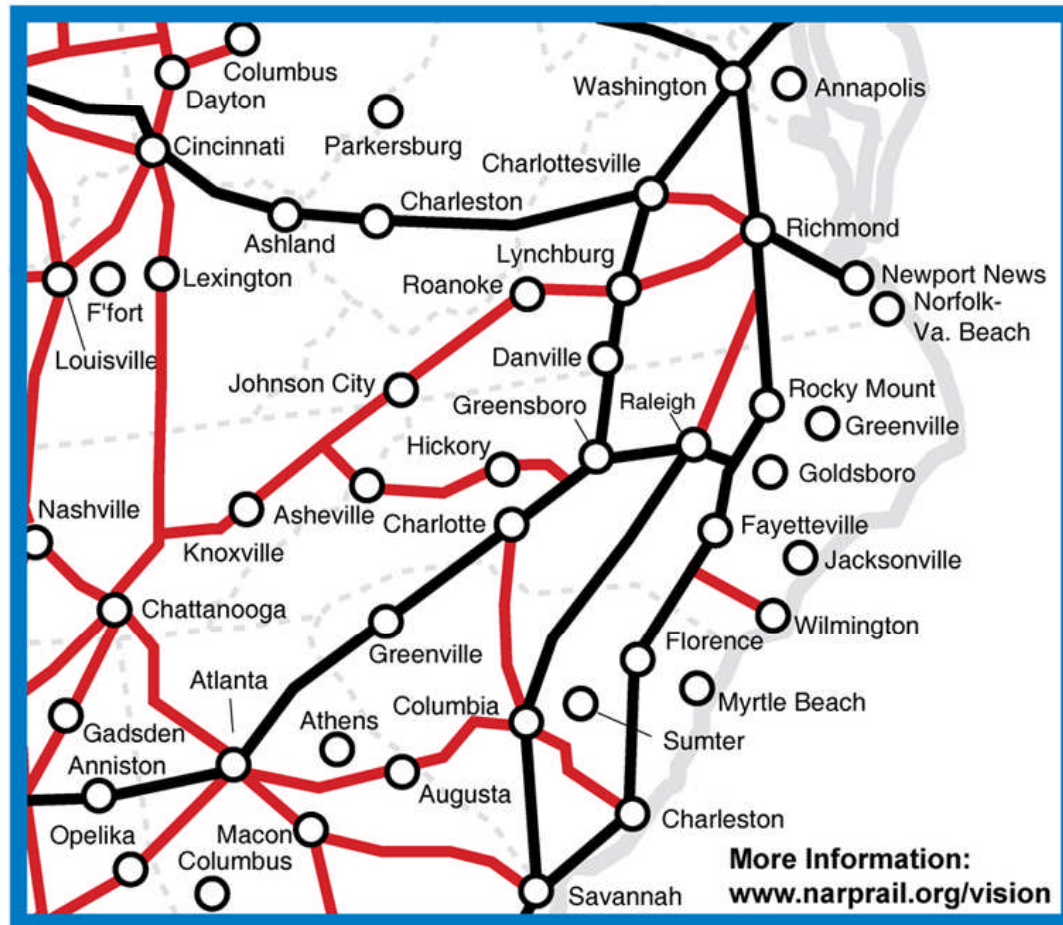
National Association of Railroad Passengers Proposed National Grid-and-Gateway Passenger Train Network Midwest Zoom-In



— New passenger rail routes
 — Existing passenger rail routes

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National Association of Railroad Passengers Proposed National Grid-and-Gateway Passenger Train Network North and South Carolina Zoom-In

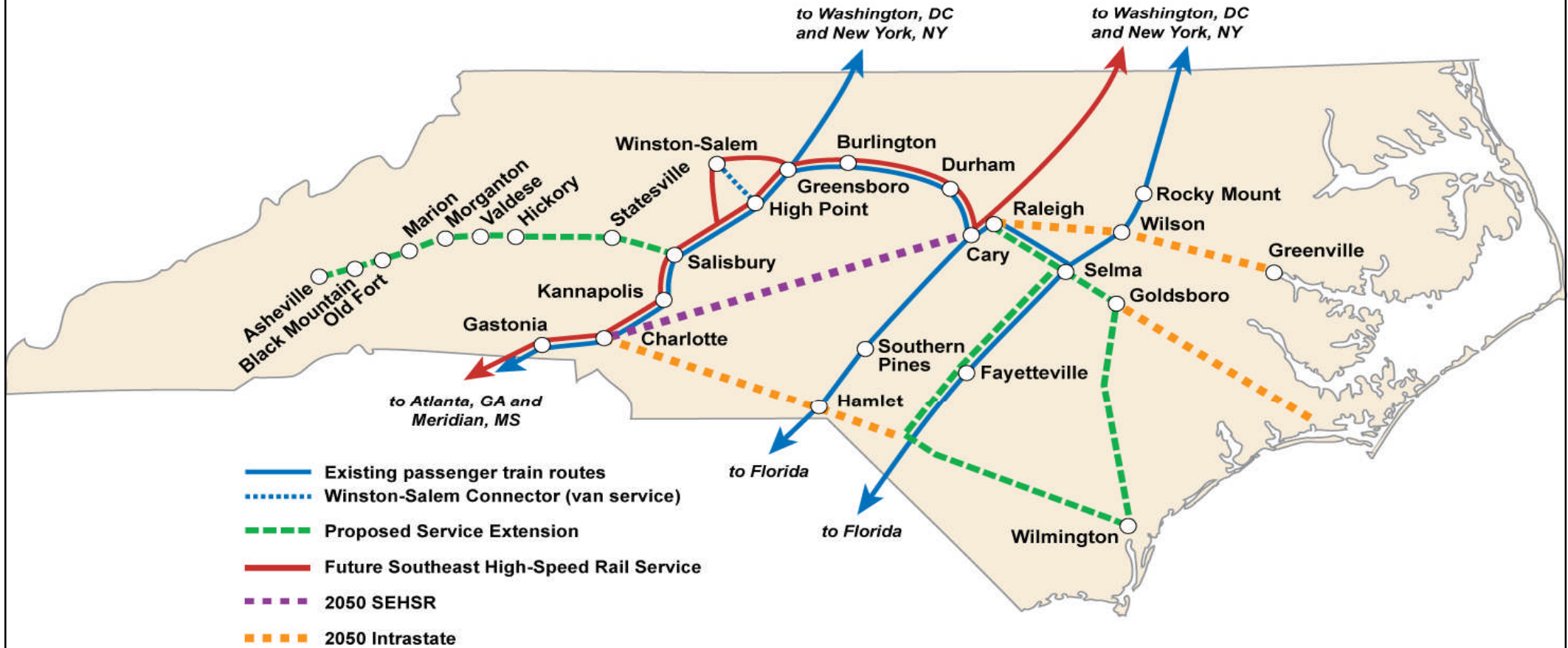


 New passenger rail routes.

 Existing passenger rail routes.

NC DOT's Vision—More Routes than NARP!

Current and Future Passenger Rail Services



National Commission Endorses Rail

- National Surface Transportation Policy and Revenue Study Commission issued its report January 15.
- Immediate gas tax increase (most media see only this!); transition to VMT tax.
- New process for determining which projects get priority, based on need not politics (“Bridge to Nowhere”)

National Commission Endorses Rail

- Includes Passenger Rail Working Group cost estimates; maps they were based
- “A rigorous quantitative analysis [needed] before [making] specific passenger rail investments to...benefits and costs...and compare them with...[bus/aviation/road].”
- Recommends replacing 108 existing federal programs with just 10—only “Intercity Passenger Rail” is mode-specific

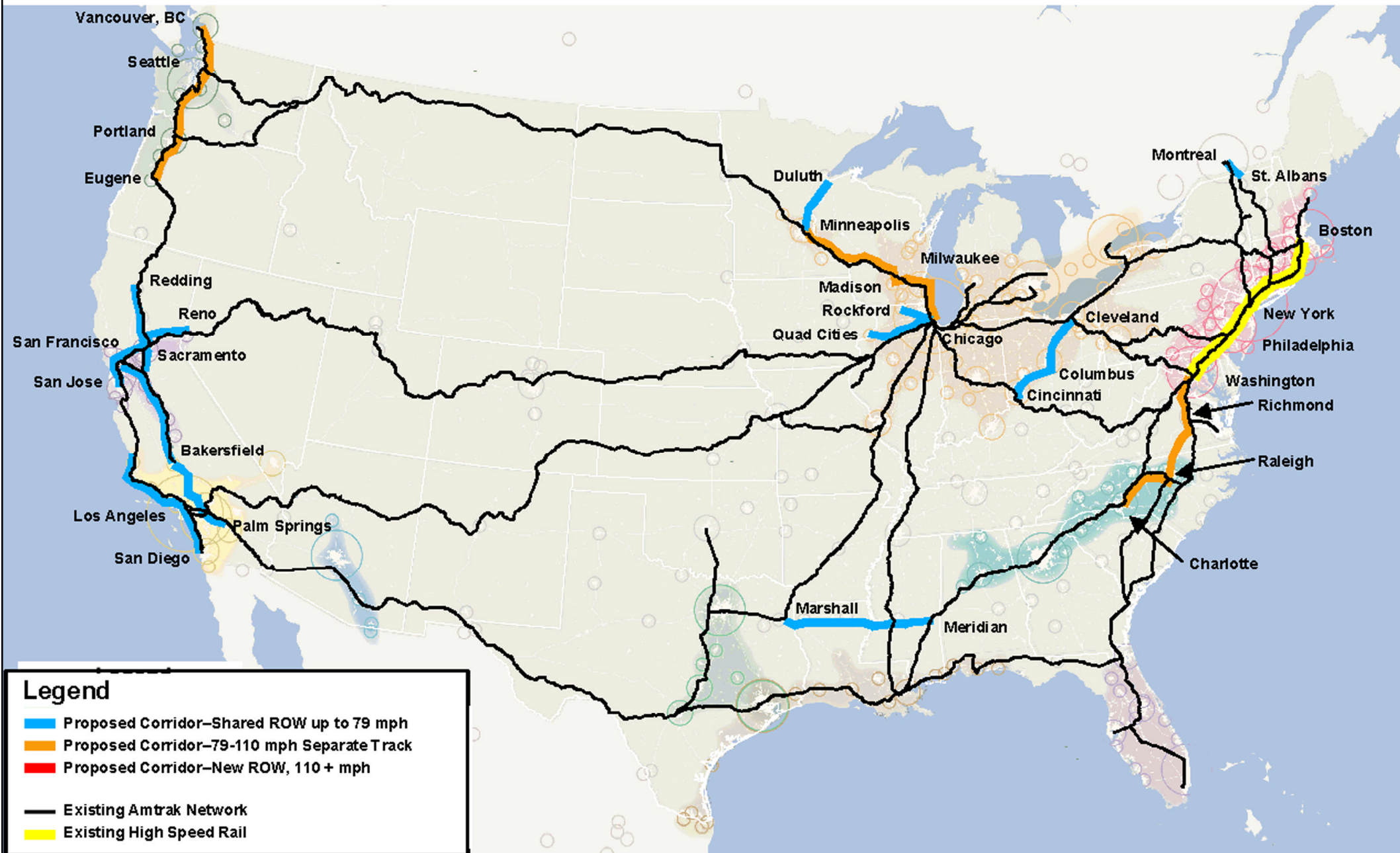
Commission's 10 Programs

- **Rebuilding America** — state of good repair
- **Global Competitiveness** — gateways and goods movement
- **Metropolitan Mobility** — congestion relief in major urban areas
- **Connecting America** — connections to smaller cities and towns
- **Intercity Passenger Rail** — regional networks in high growth corridors
- **Highway Safety** — incentives to save lives
- **Environmental Stewardship** — human and natural
- **Energy Security** — develop alternative transportation fuels
- **Federal Lands** — public access on federal property
- **Research & Development** — a coherent national research program

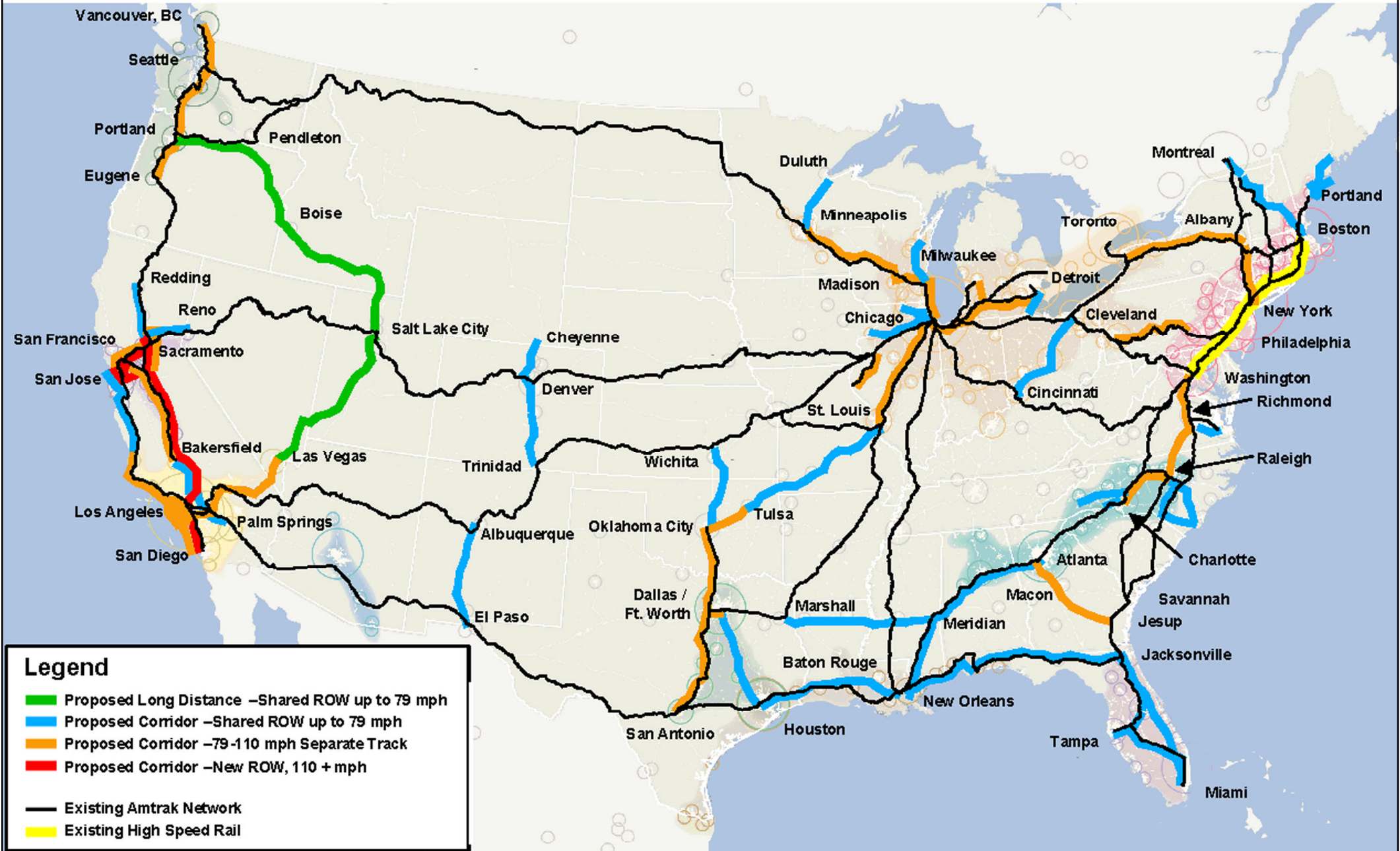
Existing Intercity Passenger Rail Network



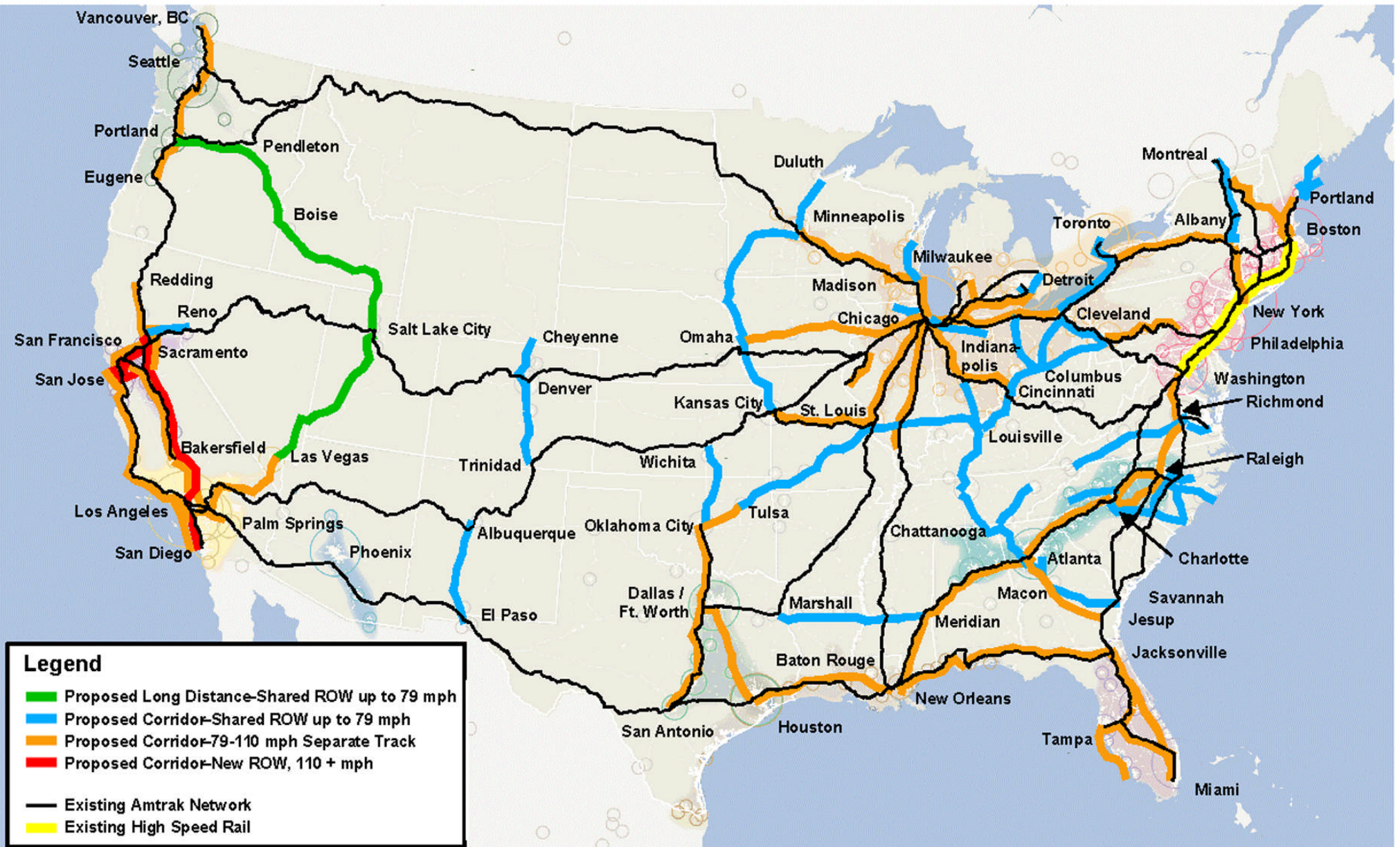
2015 PRWG Proposed Intercity Passenger Rail Network



2030 PRWG Proposed Intercity Passenger Rail Network



2050 PRWG Proposed Intercity Passenger Rail Network



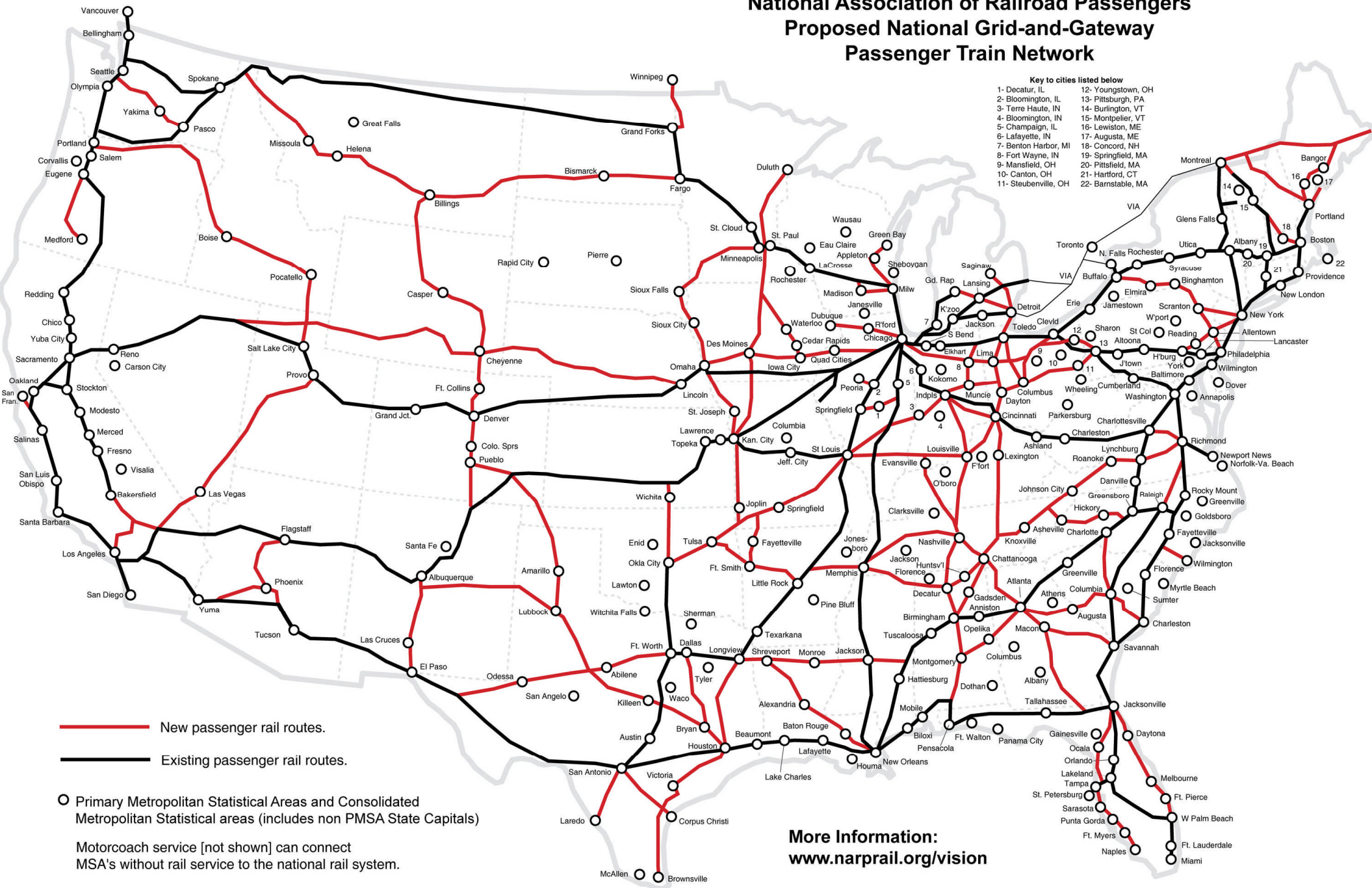
Legend

- █ Proposed Long Distance-Shared ROW up to 79 mph
- █ Proposed Corridor-Shared ROW up to 79 mph
- █ Proposed Corridor-79-110 mph Separate Track
- █ Proposed Corridor-New ROW, 110+ mph
- Existing Amtrak Network
- █ Existing High Speed Rail

Background map based on "America 2050: A Prospectus", www.america2050.org, Regional Plan Association

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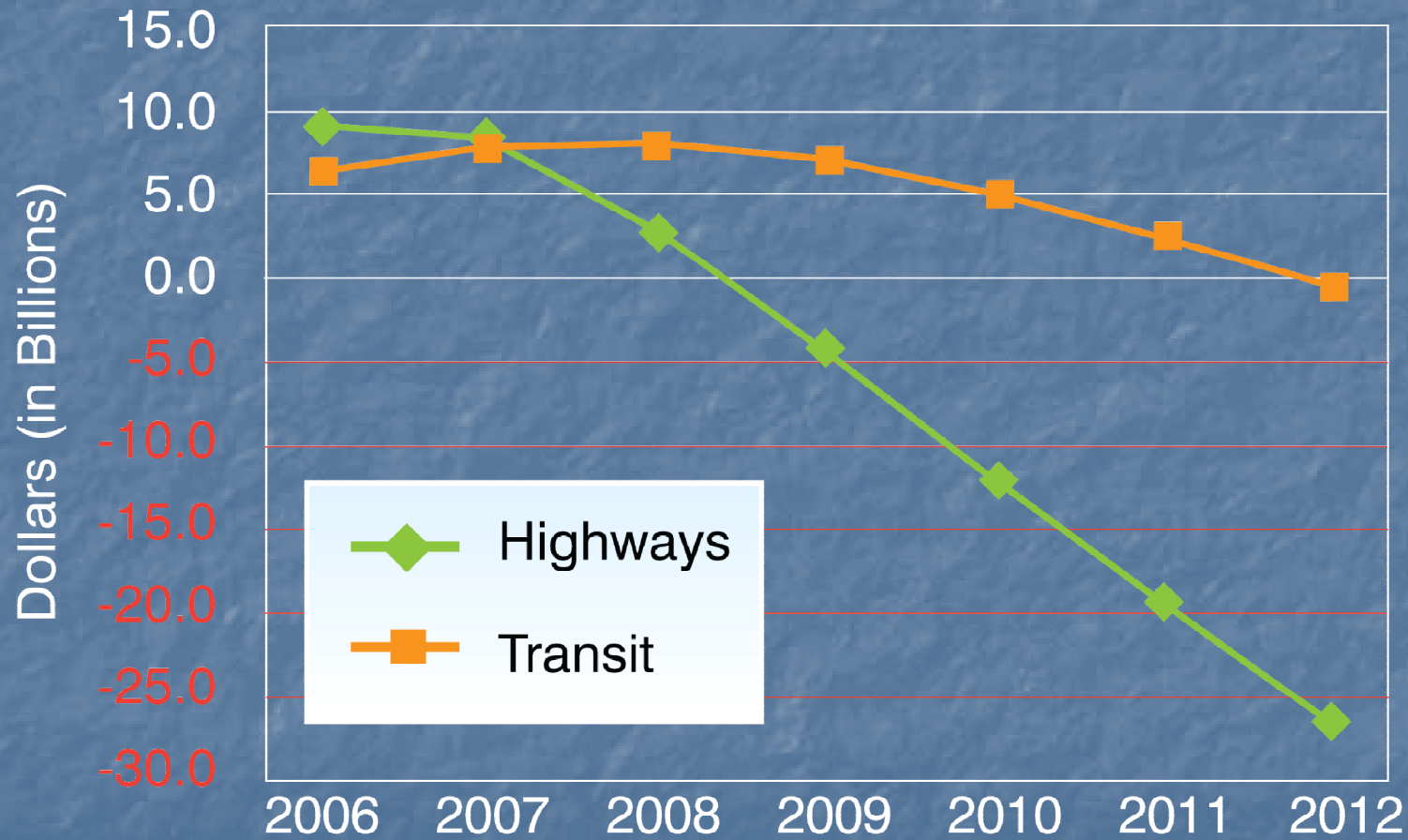
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Commission Cost Estimates

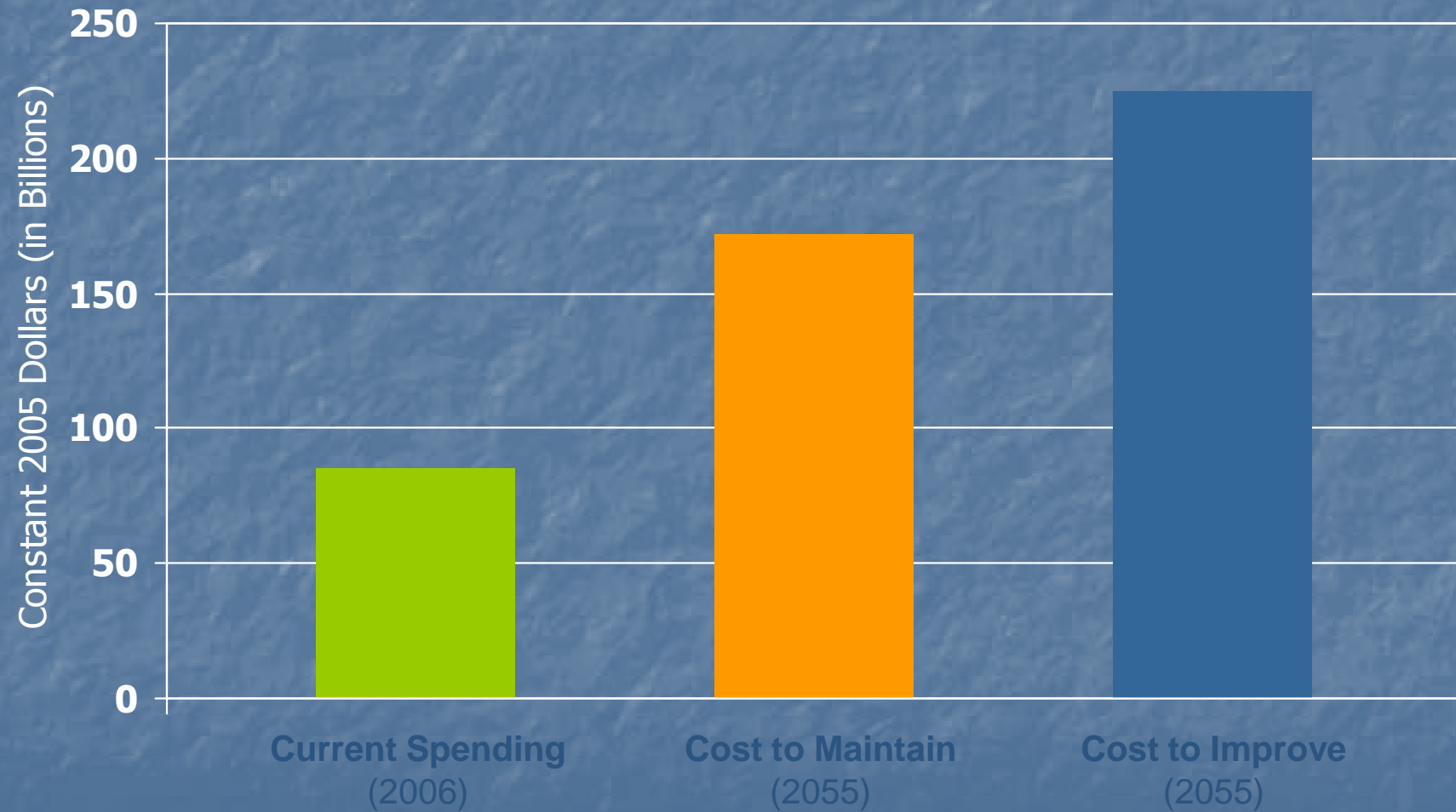
<i>Dollars in Billions/yr</i>	Currently Sustainable	Range Thru FROM	2035 TO
Highway	\$68	\$182	\$250
Transit	\$13	\$23	\$34
Freight Rail	\$4	\$5	\$7
Passenger Rail	\$1	\$9	\$9

Projected Highway and Transit Account Balances Through 2012



Source: U.S. Department of the Treasury projections

Annual National Funding Gap

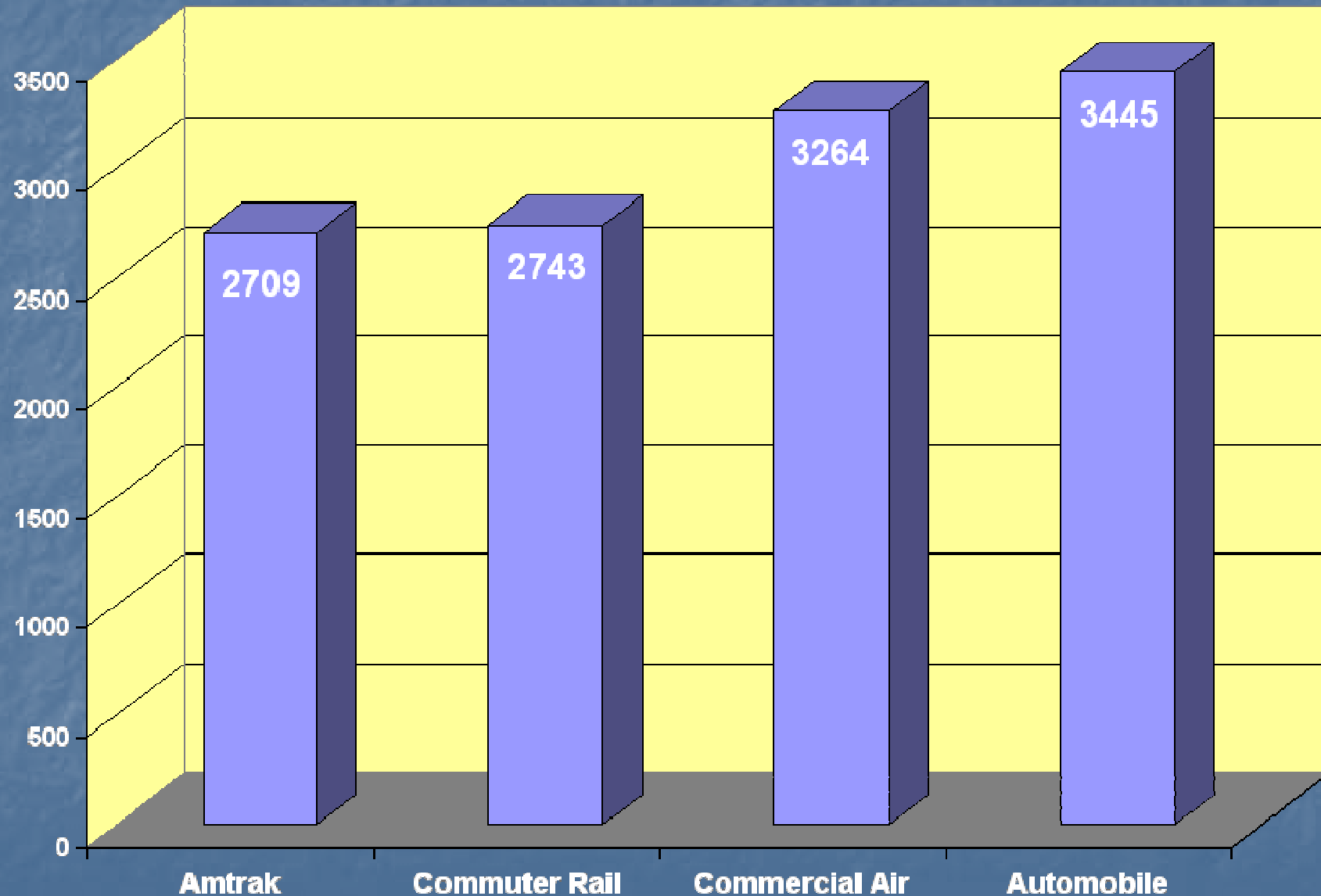


Source: Section 1909 Commission

Bush “Addresses” HTF Problem

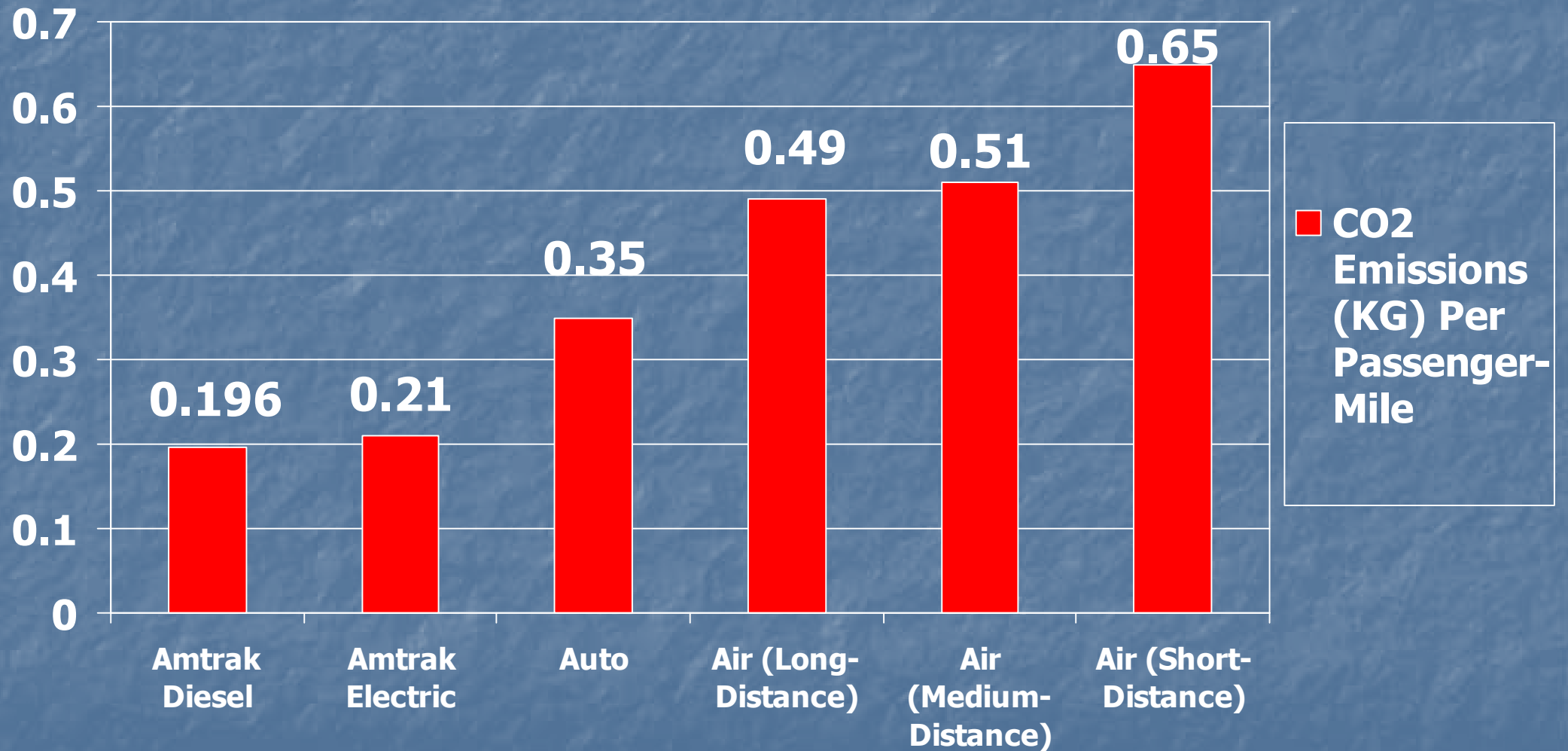
- Recommends FY 2009 transit spending that is \$202 million below what is in SAFETEA-LU
- Proposes to “borrow” \$3.2 billion from the HTF transit account, with no indication how it would be repaid

Rail's Superior Energy Efficiency

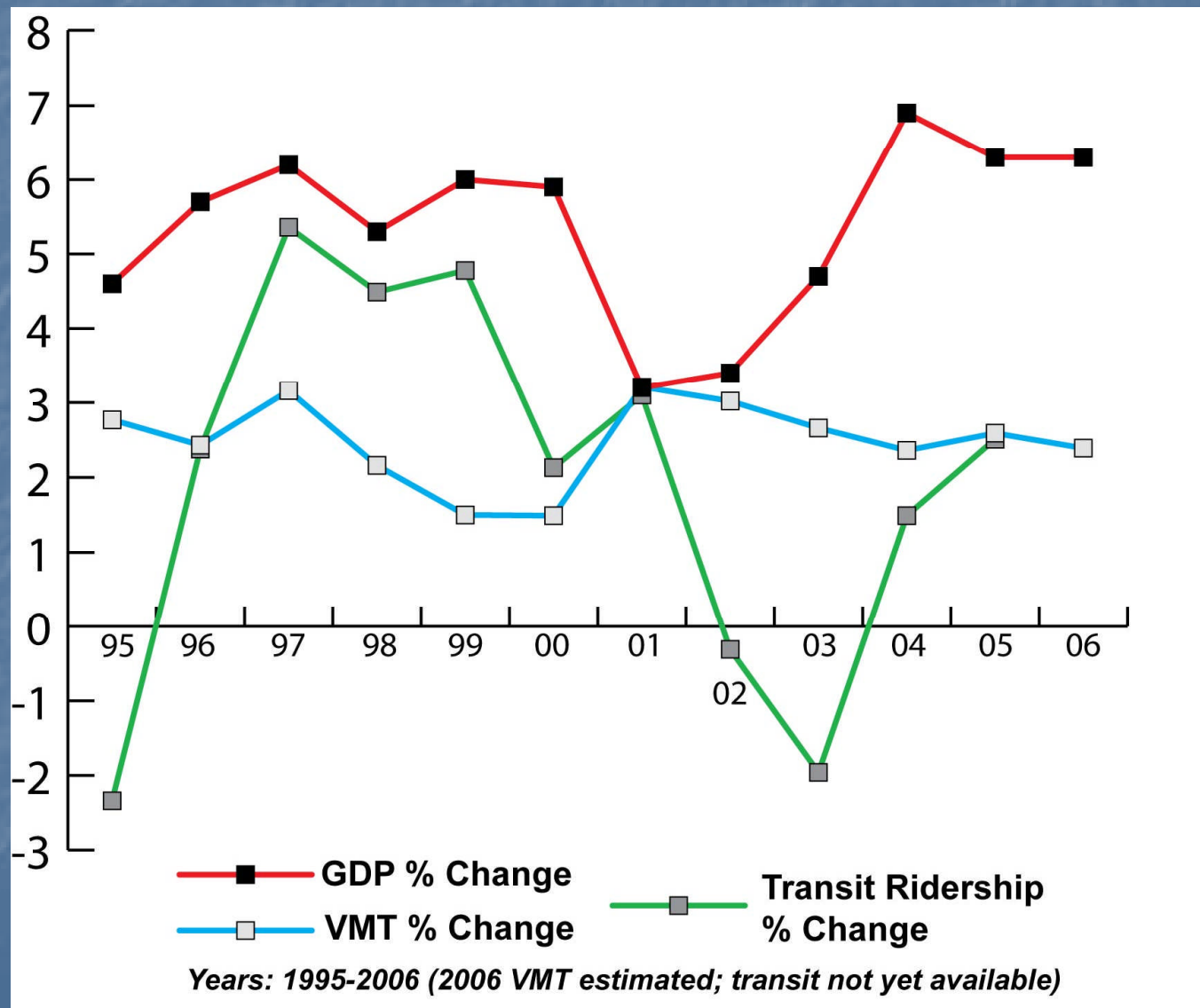


BTU's per passenger-mile, 2005 data, US Dept. of Energy

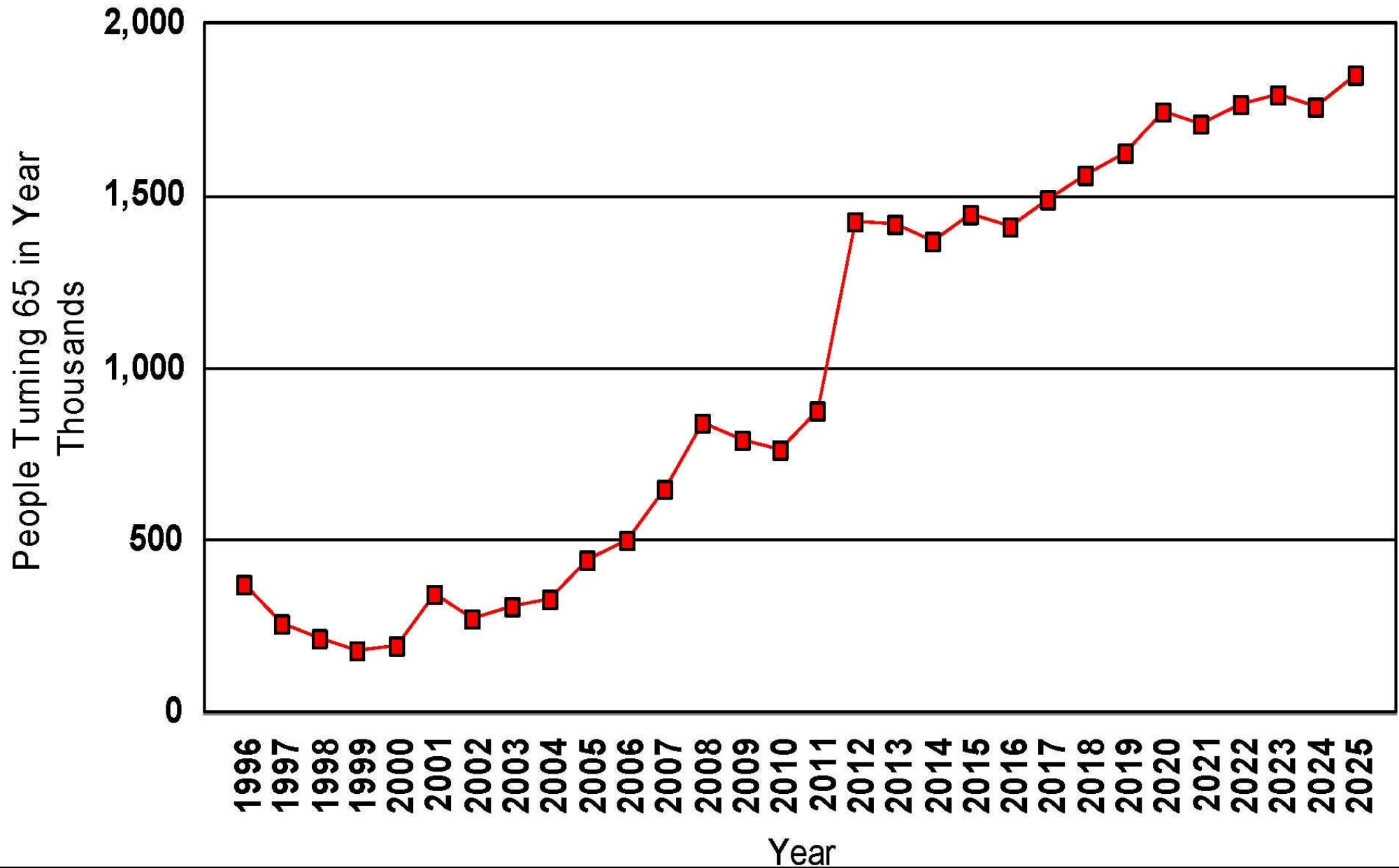
Amtrak's Carbon Impact



Economic Growth Does Not Require More Automobile Usage

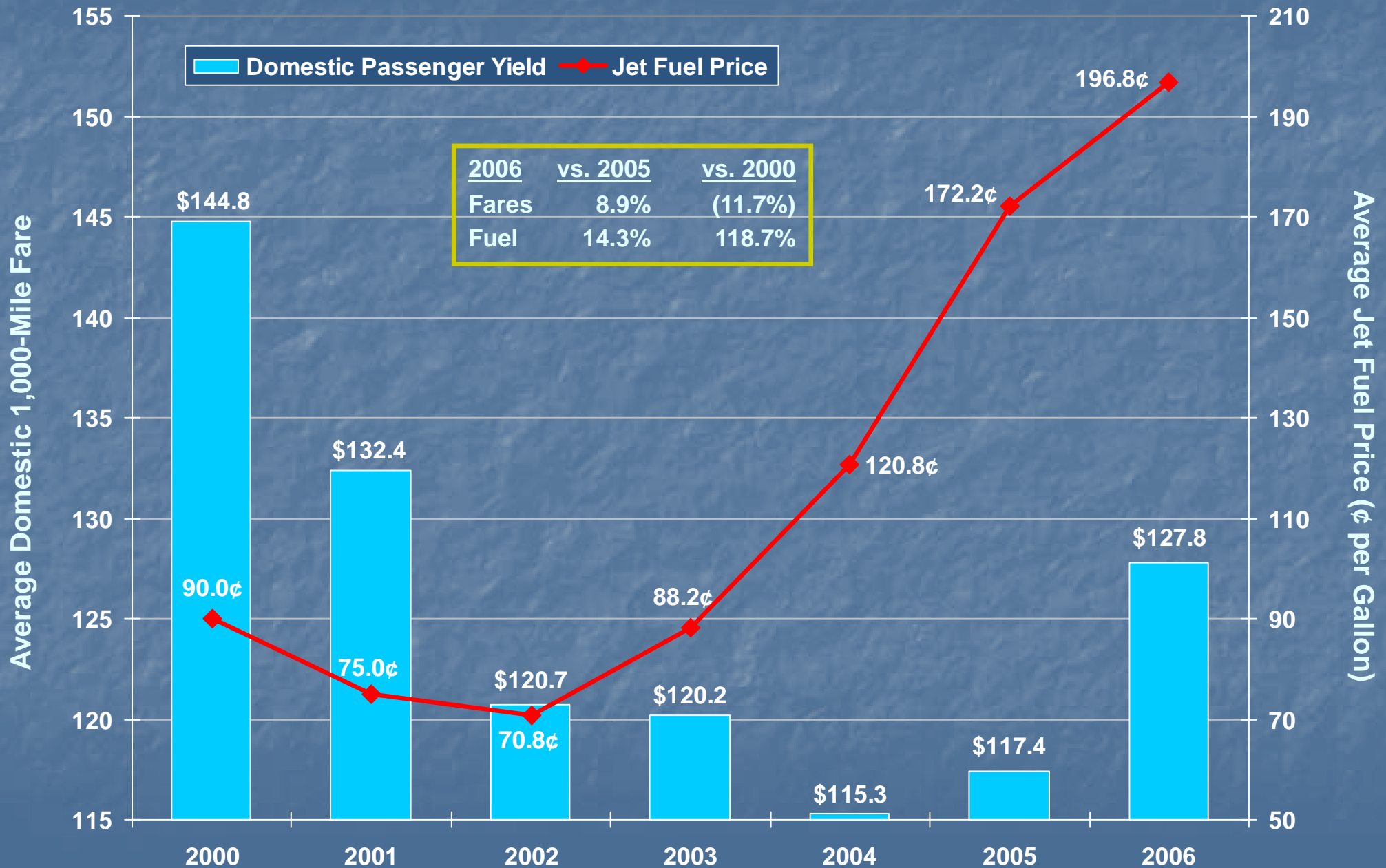


People Turning 65 Annually 1995-2025



Jet Fuel Prices Outpacing Domestic Fares

Domestic Passenger Yield Up Year-Over-Year, But Down From Peak



	2006 vs. 2005	vs. 2000
Fares	8.9%	(11.7%)
Fuel	14.3%	118.7%

Source: ATA and U.S. Energy Information Administration

Freight Railroads Also Benefit

Passenger-driven investments result in:

- Capacity
- Grade crossing improvements
- Signal improvements
- New sidings or main tracks
- New crossovers
- Facilities often available for freight use a majority of hours during the week

Downtown Washington, DC capacity improvements (dedicated freight track on far right)



Downtown Washington, DC capacity improvements (dedicated freight track segregated from pax operations)



New Quantico Creek Bridge

(Picture taken from new bridge; old bridge still in service; note space for third track)



New, Passenger-only Bridge over South Fork of New River, Fort Lauderdale (Freight uses old drawbridge)



Metrolink's Antelope Valley line at Sylmar, CA (ex-SP secondary line that would not be what it is today without Metrolink's ownership)



Tower 55 Rail Reliever Study



What's Needed for Passenger Rail to Grow?

- Vision and leadership
 - States and localities get it; Lack of federal leadership
- Federal-state funding match
 - Same as highways, transit, aviation
- Rising gas prices will drive more to trains
 - Public is ahead of the politicians



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900 Second St., NE, Suite 308

Washington DC 20002-3557

www.narprail.org

djohnson@narprail.org

202-408-8362, fax -8287