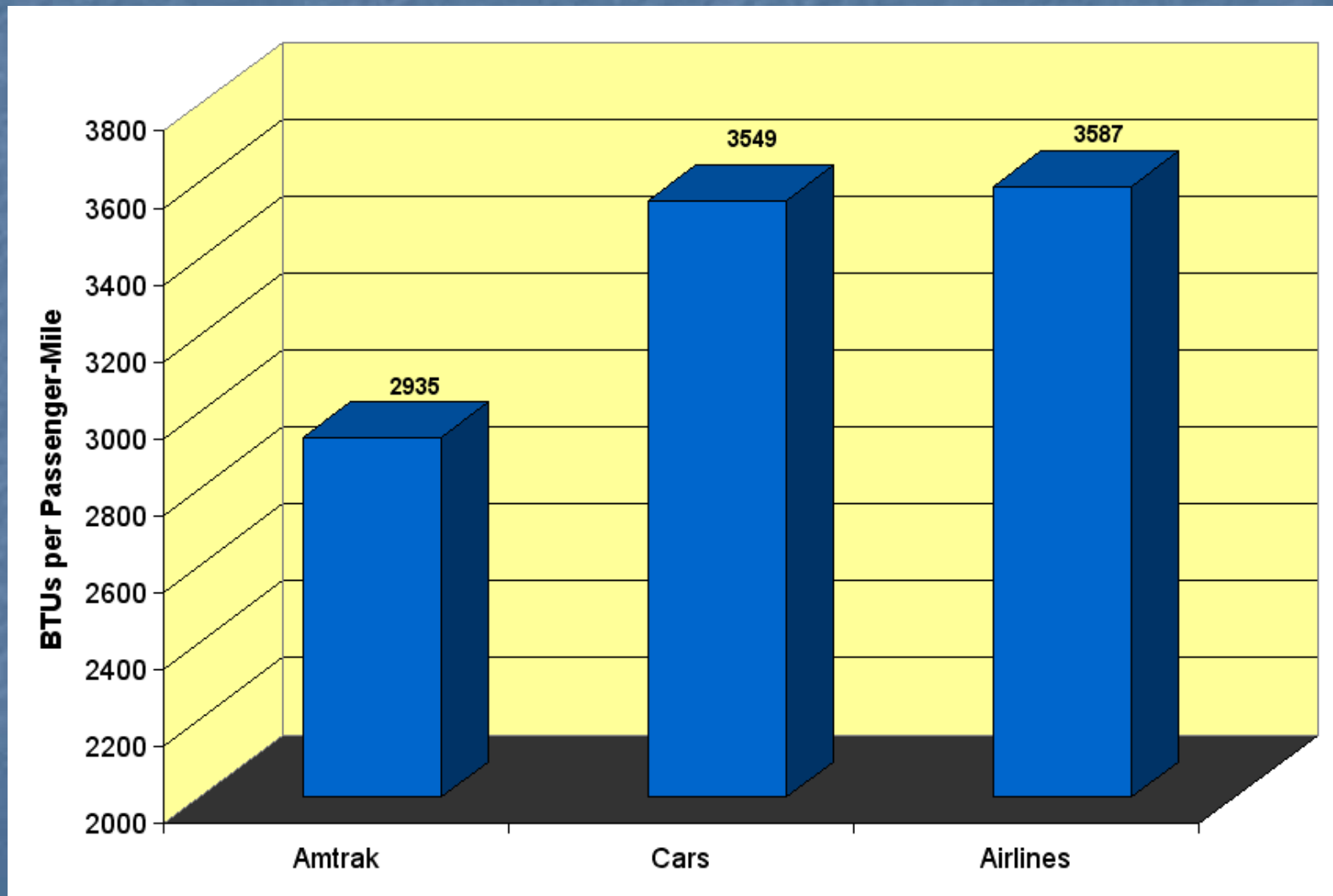


Passenger Rail's Role In An Integrated Surface Transportation System



Ross Capon
Executive Director
National Association of Railroad Passengers
March 19, 2007
Surface Transportation and Revenue Policy Study Commission

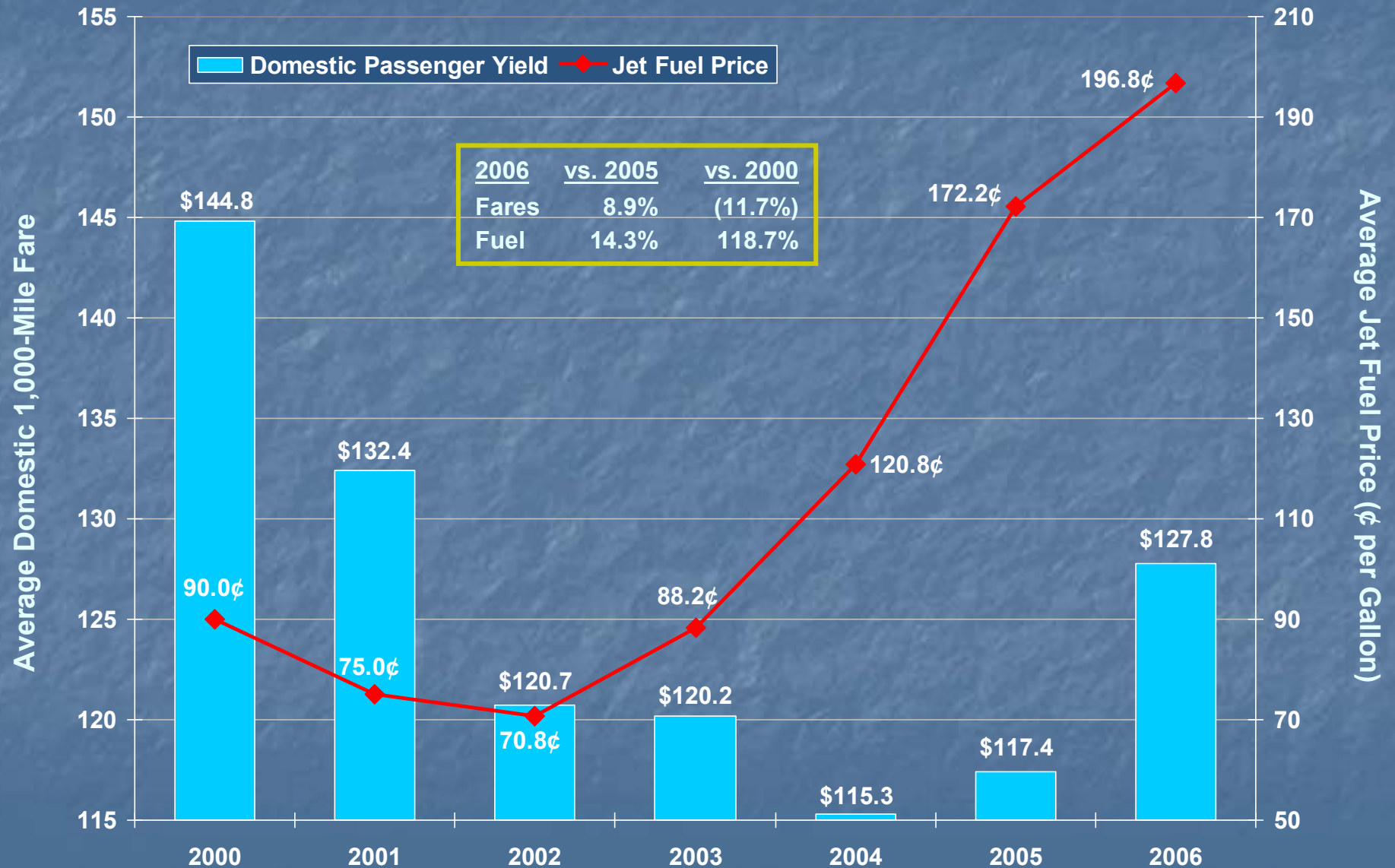
Amtrak's Superior Energy Efficiency



Source: US Department of Energy

Jet Fuel Prices Outpacing Domestic Fares

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



Source: ATA and U.S. Energy Information Administration

Carbon Trading and Passenger Rail

- Amtrak and Altamont Commuter Express are the only railroads in the Chicago Climate Exchange
- Airlines eventually may offset carbon limits by purchasing credits from passenger rail operators
- Carbon-neutral travel



Climate Change & Politics

- The Stern Report triggered major change in U.K. public attitudes
- In six months, from something that gets lip service to something that actually defines people's everyday lives
 - Airline pollution taxes
 - London center city zone tolling
- Stern, though an economist, advocated fiscal & regulatory measures dealing with land use

The Public Wants Trains!

- Polls—Harris released February 2006 showed these preferences for increasing market share in the future: 44% commuter rail; 35% long-distance rail; 23% each local bus & airlines
- Ridership—positive response where good service is provided

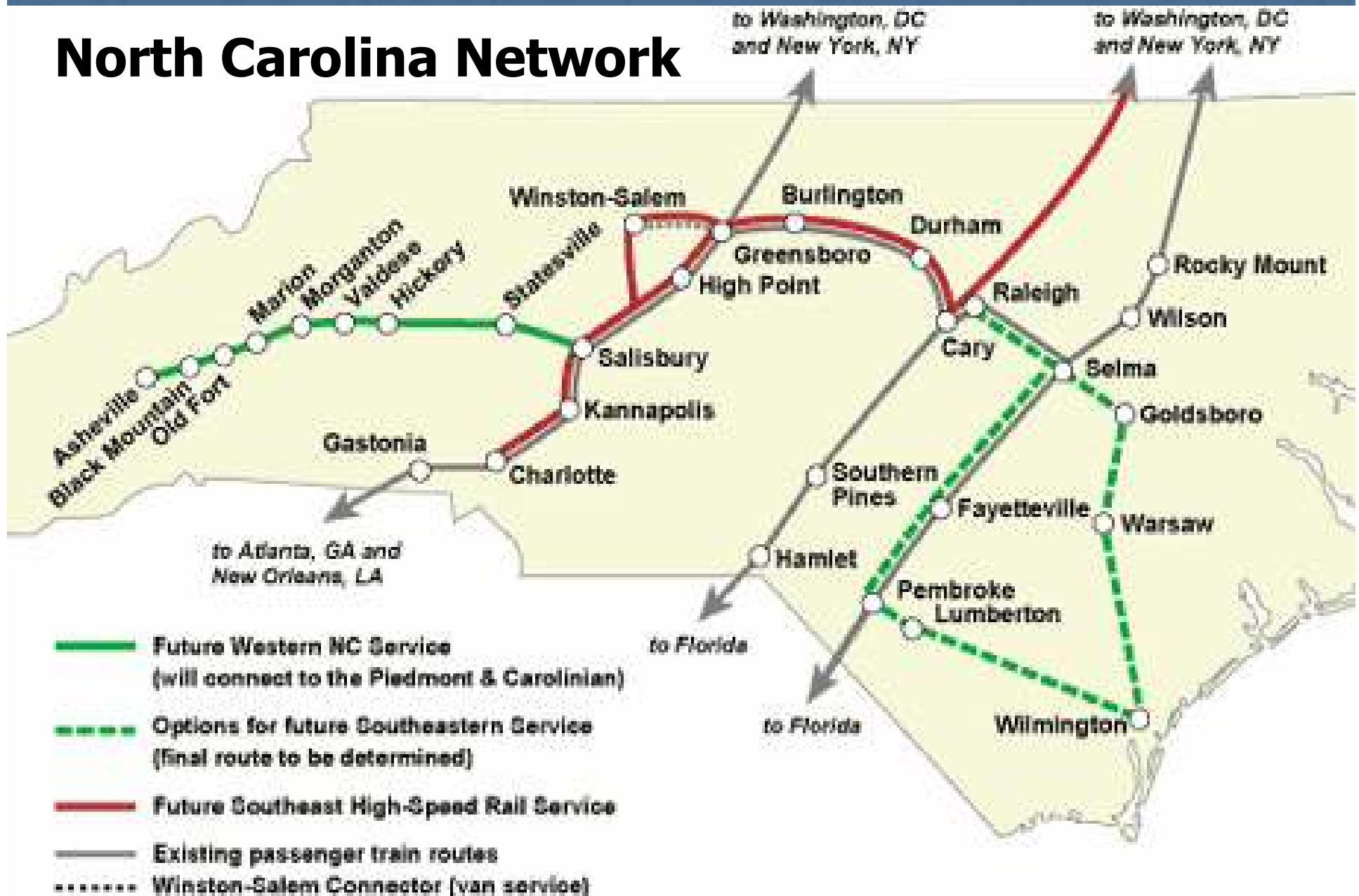
The Public Wants a Better Deal

- Transportation policy that supports energy efficient, pedestrian-friendly communities
- Federal support for intercity passenger rail *development*, not just “holding the line”
- FTA policy that recognizes rail’s ability to influence development, rather than the existing anti-rail bias

Ohio Hub Plan



North Carolina Network



NEW MEXICO RAIL RUNNER



**Commuter Rail In
Non-Traditional
Markets (Nashville,
Albuquerque)**

States Want to Choose Rail

Taxpayers are demanding and states want to provide an alternative to crowded roads, but...



States Want to Choose Rail

Federal policies are biased against rail and reward states for constructing more highways;
No federal-state matching funds for rail

States Want to Choose Rail

An 80%-20% match is needed to put rail on equal par with highways and aviation

States Want to Choose Rail!

Give credit to states who have done work on their own (e.g. California)

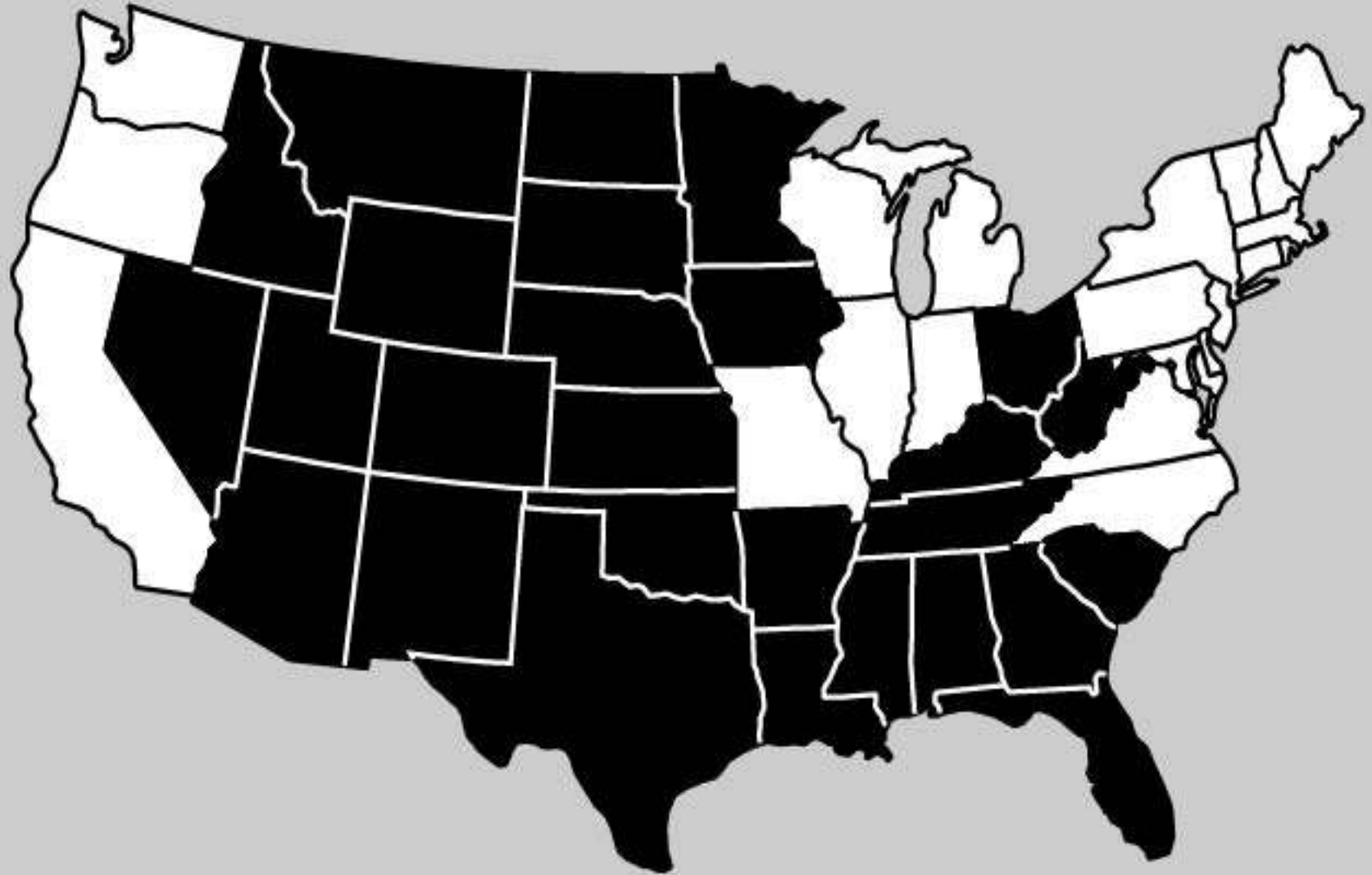
Overnight Trains Are Vital

- Well-used—326 passengers per run, 176 passengers per train-mile in FY 2006
- Some people cannot fly
- Majority of passengers are coach, Amtrak's lowest-income group
- Growing number of places where Amtrak is only (or only affordable) public transport

Overnight Trains Are Vital

- Lay the groundwork for future growth and progress
 - California's Capitol Corridor
 - First Street Tunnel in Washington, D.C.
 - Portland-Seattle Corridor
- Most corridor infrastructure improvements also will benefit overnight trains.

STATES (IN BLACK) THAT WILL BE WITHOUT INTERCITY PASSENGER RAIL SERVICE IF NATIONAL NETWORK TRAINS ARE ELIMINATED



What Passenger Rail Needs to Grow and Thrive

- Long term Amtrak Reauthorization
 - Provide a solid foundation to build on
- 80% Federal match
- Change policies that encourage new road construction at the expense of passenger rail projects and the quality of life for American taxpayers...

So There Can Be More of These!

