

Presentation to the National Surface Transportation  
Policy and Revenue Study Commission  
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# The Needs and Promises of Intercity Passenger Rail

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## Table 1: Annual Long-Distance Trips by Mode

Transportation mode	Trips (millions)	Standard error	% of total trips	Standard error
Personal vehicle	2336.1	36.89	89.5	0.33
Air	193.3	6.28	7.4	0.26
Bus	55.4	3.45	2.1	0.13
Train	21.1	2.88	0.8	0.11
Other	5.8	1.45	0.2	0.06
Total	2611.7	37.70	100.0	

NOTES: Totals may not add due to rounding. Only trips in which the transportation mode could be identified are included.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Federal Highway Administration, National Household Travel Survey, long-distance file, 2001 (Washington, DC)

# Four questions:

- 1) What is intercity passenger rail/what isn't intercity passenger rail?
- 2) Does it add value to the national transportation system?
- 3) What are the capital needs?
- 4) What are the various investment strategies/possibilities?

What is it?

# Three Components:

- Longer Distance Trains
- Intercity Passenger Corridors
- Northeast Corridor

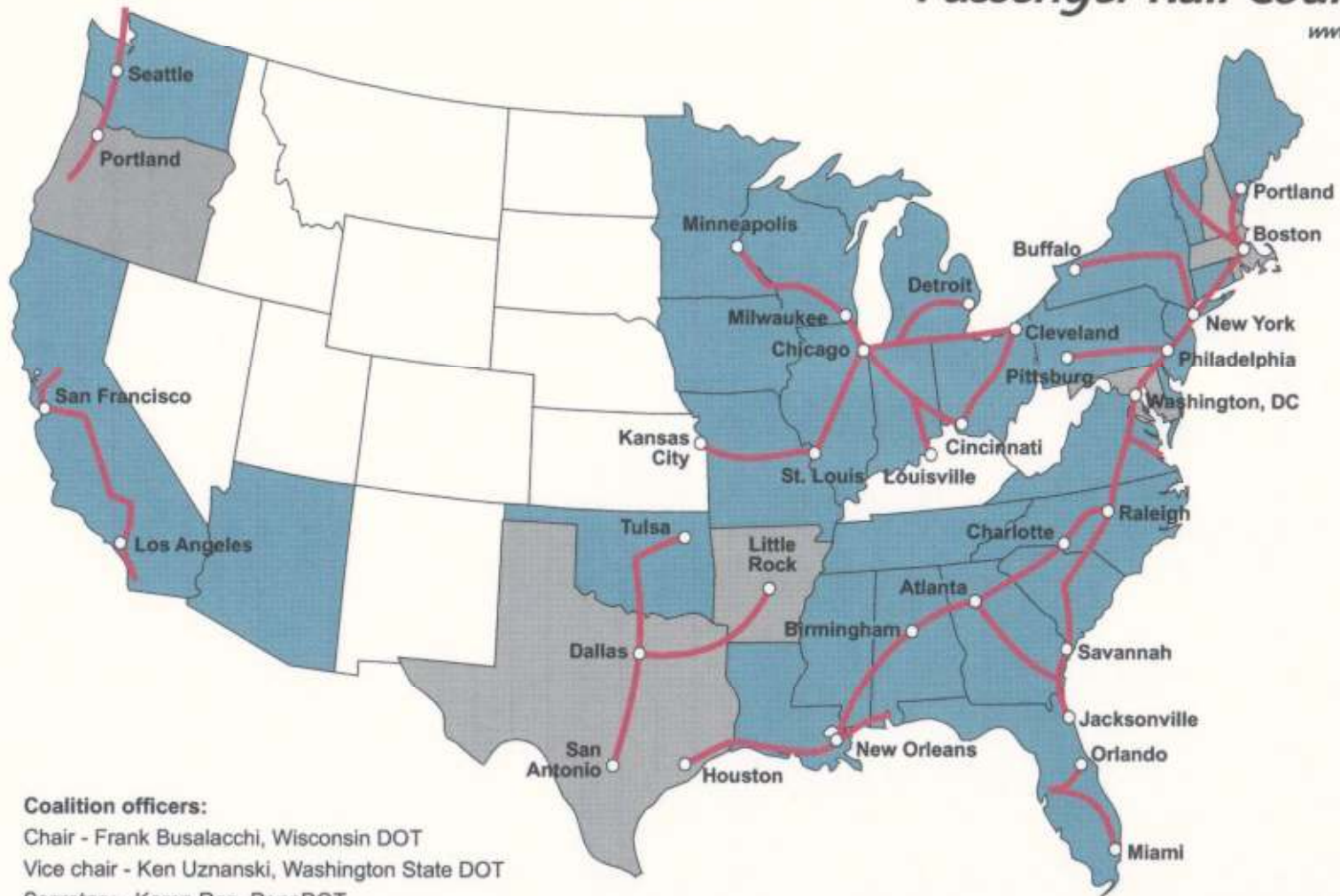
# Longer Distance Trains

States for



# Passenger Rail Coalition

[www.s4prc.org](http://www.s4prc.org)



**Coalition officers:**

Chair - Frank Busalacchi, Wisconsin DOT

Vice chair - Ken Uznanski, Washington State DOT

Secretary - Karen Rae, PennDOT

 Member states (28)  Other high-speed rail corridor states  Federally designated high-speed rail corridors

# Intercity Passenger Rail Corridors



# Northeast Corridor

What isn't intercity passenger rail?

Amtrak

# Does intercity passenger rail add value to the transportation system?

- Intermodal: Airport and bus connections
- Environmental
- Energy
- Economic development
- Safety
- Redundancy

Intermodal

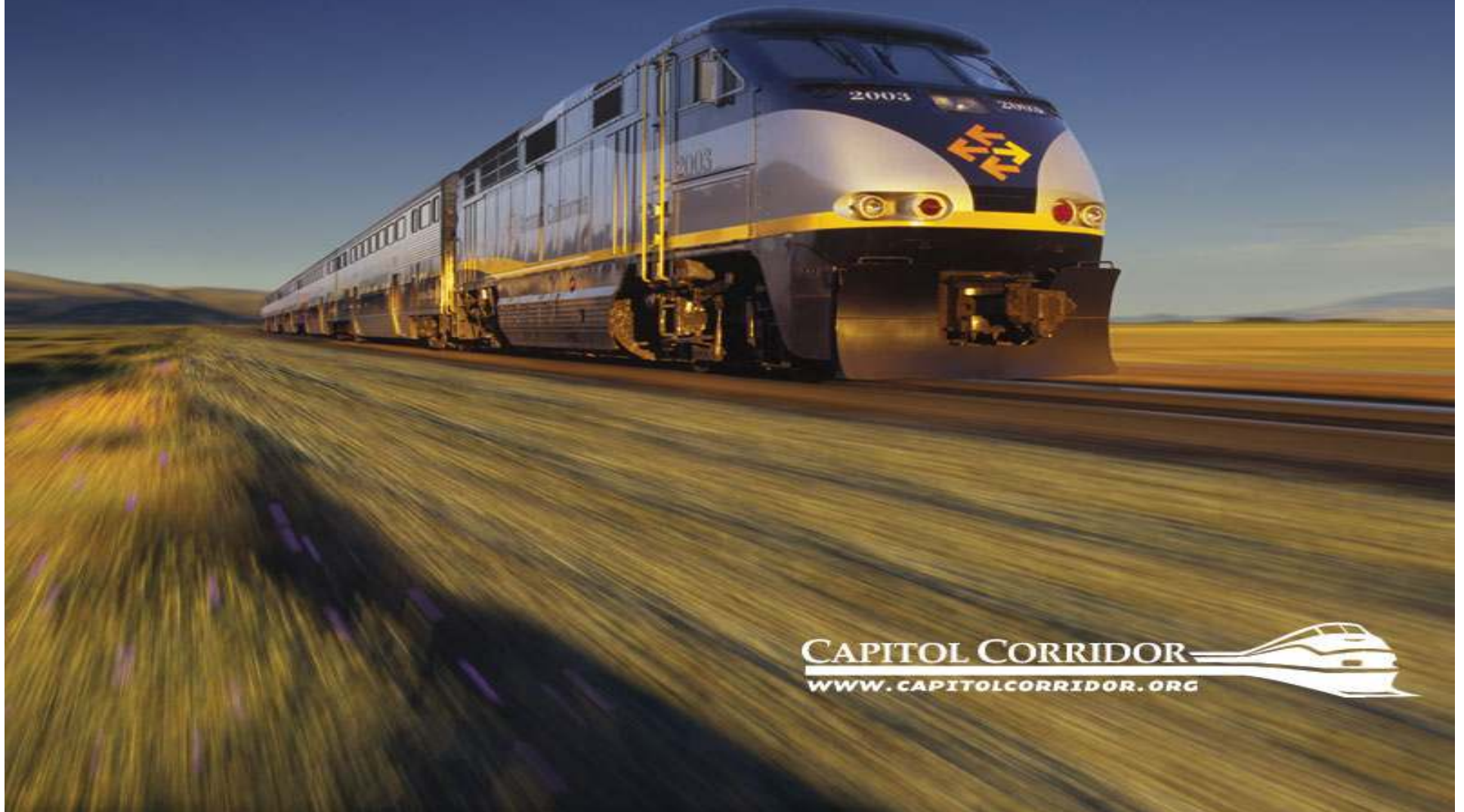




Energy

# Capitol Corridor

Northern California Intercity Rail



**CAPITOL CORRIDOR**  
[WWW.CAPITOLCORRIDOR.ORG](http://WWW.CAPITOLCORRIDOR.ORG)





What are the capital needs?

**Summary of Projected Corridor Investment Needs**

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Next 6 Years	Corridors	7-20 Years	Total	Next 6 Years	Corridors	7-20 Years	Total	Notes
\$6,590,000,000	Northeast Corridor (Washington-New York-Boston)	\$15,100,000,000	\$21,690,000,000	\$6,590,000,000	Northeast Corridor (Washington-New York-Boston)	\$15,100,000,000	\$21,690,000,000	
\$170,000,000	Keystone Corridor (Philadelphia-Harrisburg)	\$310,000,000	\$480,000,000	\$170,000,000	Keystone Corridor (Philadelphia-Harrisburg)	\$310,000,000	\$480,000,000	
\$	Keystone Corridor Extension (to Pittsburgh)	\$850,000,000	\$850,000,000	\$	Keystone Corridor Extension (to Pittsburgh)	\$850,000,000	\$850,000,000	
\$340,000,000	Empire Corridor (New York-Albany-Buffalo)	\$1,900,000,000	\$2,240,000,000	\$340,000,000	Empire Corridor (New York-Albany-Buffalo)	\$1,900,000,000	\$2,240,000,000	
\$538,000,000	Midwest Regional Rail Initiative (MWRRI) System Chicago-Detroit segment	\$538,000,000	\$1,076,000,000	\$538,000,000	Midwest Regional Rail Initiative (MWRRI) System Chicago-Detroit segment	\$538,000,000	\$1,076,000,000	
\$500,000,000	Midwest Regional Rail Initiative (MWRRI) System Chicago-St. Louis segment	\$500,000,000	\$1,000,000,000	\$500,000,000	Midwest Regional Rail Initiative (MWRRI) System Chicago-St. Louis segment	\$500,000,000	\$1,000,000,000	
\$681,500,000	Midwest Regional Rail Initiative (MWRRI) System Chicago-Milwaukee-Minneapolis segments	\$1,441,900,000	\$2,123,400,000	\$681,500,000	Midwest Regional Rail Initiative (MWRRI) System Chicago-Milwaukee-Minneapolis segments	\$1,441,900,000	\$2,123,400,000	
\$	Midwest Regional Rail Initiative (MWRRI) System other Chicago Hub corridors/extensions	\$2,339,200,000	\$2,339,200,000	\$	Midwest Regional Rail Initiative (MWRRI) System other Chicago Hub corridors/extensions	\$2,339,200,000	\$2,339,200,000	
\$479,400,000	Southeast High-Speed Rail (SEHSR) System (Washington-Richmond/Hampton Roads-Raleigh-Charlotte)	\$4,779,400,000	\$5,258,800,000	\$479,400,000	Southeast High-Speed Rail (SEHSR) System (Washington-Richmond/Hampton Roads-Raleigh-Charlotte)	\$4,779,400,000	\$5,258,800,000	
\$352,000,000	SEHSR Extensions (to Atlanta/Macon and Jacksonville)	\$1,327,000,000	\$1,679,000,000	\$352,000,000	SEHSR Extensions (to Atlanta/Macon and Jacksonville)	\$1,327,000,000	\$1,679,000,000	
\$2,000,000,000	Florida Corridor (statewide initiative)	\$8,000,000,000	\$10,000,000,000	\$2,000,000,000	Florida Corridor (statewide initiative)	\$8,000,000,000	\$10,000,000,000	
\$380,000,000	Capital Corridor (San Jose-Oakland-Sacramento)	\$1,410,000,000	\$1,790,000,000	\$380,000,000	Capital Corridor (San Jose-Oakland-Sacramento)	\$1,410,000,000	\$1,790,000,000	
\$1,490,000,000	Pacific Surfliner Corridor (San Luis Obispo-Los Angeles-San Diego)	\$4,050,000,000	\$5,540,000,000	\$1,490,000,000	Pacific Surfliner Corridor (San Luis Obispo-Los Angeles-San Diego)	\$4,050,000,000	\$5,540,000,000	
\$820,000,000	San Joaquin Corridor (Oakland/Sacramento-Bakersfield)	\$1,770,000,000	\$2,590,000,000	\$820,000,000	San Joaquin Corridor (Oakland/Sacramento-Bakersfield)	\$1,770,000,000	\$2,590,000,000	
\$590,000,000	California Coast Corridor (San Francisco-Los Angeles)	\$910,000,000	\$1,500,000,000	\$590,000,000	California Coast Corridor (San Francisco-Los Angeles)	\$910,000,000	\$1,500,000,000	
\$155,000,000	Extensions to California Corridors (Reno, Redding, Palm Springs, and Las Vegas)	\$272,600,000	\$427,600,000	\$155,000,000	Extensions to California Corridors (Reno, Redding, Palm Springs, and Las Vegas)	\$272,600,000	\$427,600,000	
\$620,000,000	Pacific Northwest Corridor (Vancouver-Seattle-Portland-Eugene)	\$2,690,000,000	\$3,310,000,000	\$620,000,000	Pacific Northwest Corridor (Vancouver-Seattle-Portland-Eugene)	\$2,690,000,000	\$3,310,000,000	
\$	Gulf Coast Corridor (Houston-New Orleans-Mobile and New Orleans-Atlanta)	\$4,640,000,000	\$4,640,000,000	\$	Gulf Coast Corridor (Houston-New Orleans-Mobile and New Orleans-Atlanta)	\$4,640,000,000	\$4,640,000,000	
\$	Northern New England (Boston-Portland, Boston-Vermont-Montreal)	\$2,500,000,000	\$2,500,000,000	\$	Northern New England (Boston-Portland, Boston-Vermont-Montreal)	\$2,500,000,000	\$2,500,000,000	
\$1,273,000,000	South Central Corridor (San Antonio-Dallas/Fort Worth-Tulsa, Dallas/Fort Worth-Little Rock)	\$2,560,000,000	\$3,833,000,000	\$1,273,000,000	South Central Corridor (San Antonio-Dallas/Fort Worth-Tulsa, Dallas/Fort Worth-Little Rock)	\$2,560,000,000	\$3,833,000,000	
\$	Colorado Corridor (Front Range and I-70 West)	\$4,049,784,000	\$4,049,784,000	\$	Colorado Corridor (Front Range and I-70 West)	\$4,049,784,000	\$4,049,784,000	
<b>978,900,000</b>	<b>Total</b>	<b>\$42,958,984,000</b>	<b>\$59,937,884,000</b>	<b>\$16,978,900,000</b>	<b>Total</b>	<b>\$42,958,984,000</b>	<b>\$59,937,884,000</b>	<b>\$16,</b>

Notes: Estimates for the Gulf Coast, and Northern New England corridors obtained from Amtrak. Capital estimates for the *Keystone* Extension are based on the midpoint of a range of project estimates. Capital estimates for the *South Central Corridor* are based on Amtrak's estimate of \$2.56 billion total for the entire corridor, based on published report. Capital estimates for MWRRI are updates from the last published report. Distribution between next six-year and 7-20 year investment periods is estimated for the California Corridor Extensions. Capital investments for Florida Corridor are based on midpoint of range for non-electric technology estimates.

What are the various investment strategies/possibilities?

# Current Programs:

- RRIF
- Rail Relocation
- Swift
  - PTC

# Section 130: Safety



Dedicated source of funding

Not the Highway Trust Fund





**Thanks!**