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# NARPnews

## Indiana Secures Hoosier State Through April

The state of Indiana and Amtrak have reached an agreement that will keep the Hoosier State running until April 1, announcing the deal only a day before the existing contract was set to expire.

Amtrak's 60-day contract extension with the Indiana Department of Transportation (INDOT) will give all sides more space to reach an agreement on a long-term contract. Early reports indicate that Amtrak will continue to manage operations of the Indianapolis – Chicago train, with INDOT contracting out portions of the service to other companies. They also suggest Iowa Pacific Holdings will play some part in providing service.

The successful contract extension comes after a hard-fought advocacy campaign led by passengers. Resolutions of support and orga-

nizing work done by NARP members and state rail groups—such as the Indiana Rail Passenger Alliance and West Virginia's Friends of the Cardinal—brought widespread public attention, creating awareness among communities served by the train about the need to come to a resolution.

That grassroots work was noticed by Indiana's leaders. State Rep. Randy Truitt filed legislation (HB 1217) to include an annual appropriation of \$3 million to continue operations of the Hoosier State.

Republican Governor Mike Pence's administration included a similar provision in its budget recommendations, while calling for an authorization that would allow INDOT to acquire new, modern train equipment. ■

## NARP Maps Out \$209 Billion in Pent-Up Rail Investment

A national survey of state rail plans and grant applications undertaken by NARP documents an enormous unmet demand for intercity passenger rail investment that is growing with each passing year. By analyzing and collating rail projects put forth by state rail divisions, rail authorities, and Amtrak, NARP calculated an existing pipeline of rail projects totaling \$208.57 billion. If Congress were to step up and provide predictable and dedicated funding for passenger trains, state DOTs have shown they are ready to launch work that would dramatically revolutionize the way Americans travel.

This is a living document that NARP will update periodically as existing projects are completed and new corridor development plans supplant old studies. Some of these projects represent competing visions for the development of the U.S. rail network—incremental upgrades to existing service versus cutting edge rail technology. In collecting these numbers, NARP has taken pains not to filter out any projects—if a state went through the process of submitting a grant application to the Federal Railroad Administration or included a project in its state rail plan, it has been included. This list also omits some critical projects—such as the Gulf Coast rail restoration—because no concrete dollar figure has been identified. We have also included links to project documentation where available (online version only).

While the map depicts all 274 projects identified, given the sheer numbers we can only present descriptions for select projects. NARP's Committee on Legislation—made

*(Continued on pg. 4)*

## Ambitious Transportation Proposals Vie for Support

The 114th Congress kicked off with several Senators introducing competing, highly ambitious plans to address the nation's infrastructure crisis. With several key transportation deadlines looming, politicians, lobbyists, and advocacy groups are lining up to see which proposal captures public support.

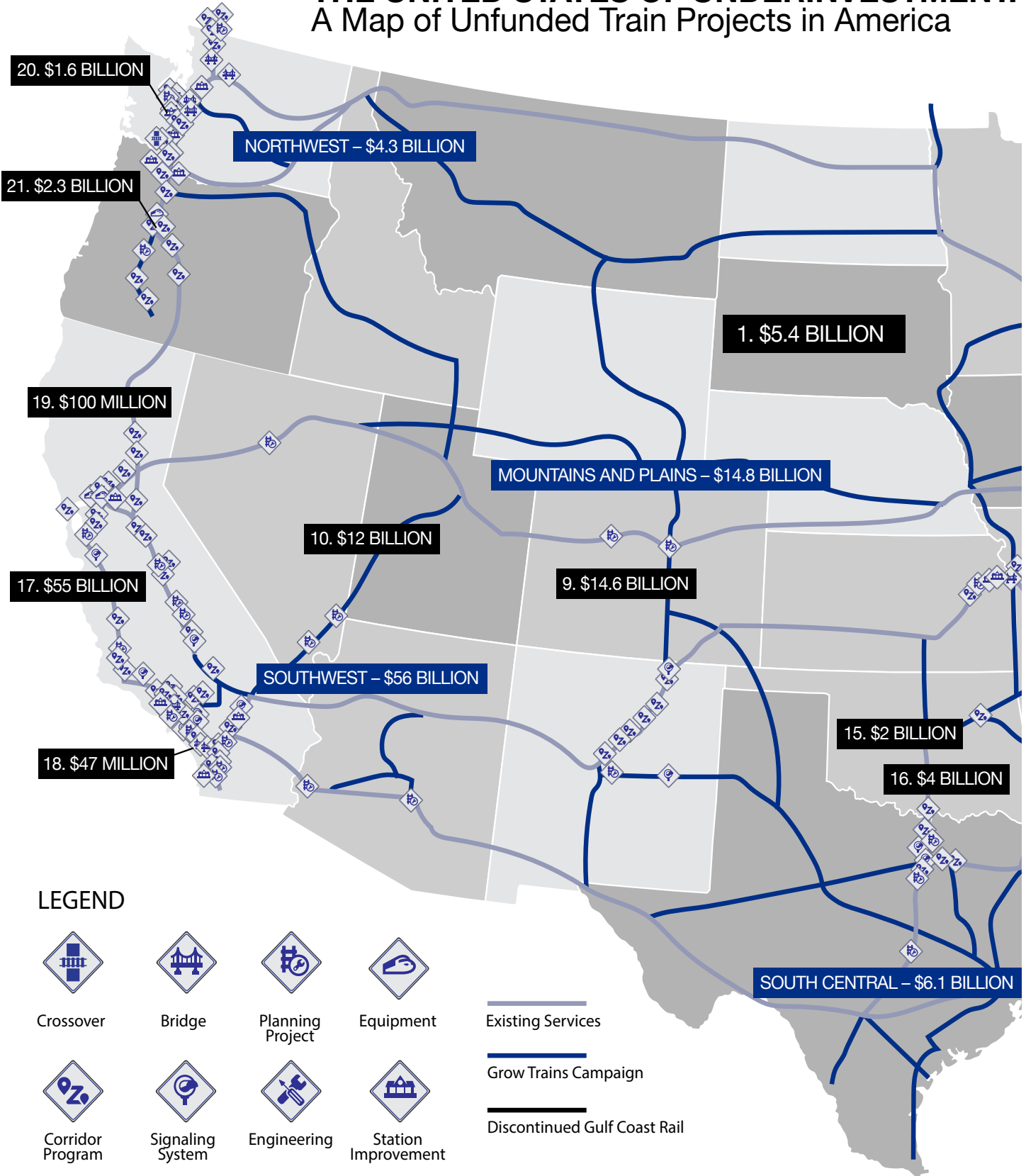
Senators Bernie Sanders (I-VT) and Barbara Mikulski (D-MD) have introduced perhaps the most ambitious legislation—a five-year, \$1 trillion infrastructure plan that would invest \$15 billion per year in modern passenger rail. The Rebuild America Act claims it would put 13 million people to work repairing the backlog of infrastructure projects all across this country. However, the bill does not identify a way to pay for the infrastructure spending.

Several other Senators have pushed alternate proposals that focus on the question—most notably Sens. Rand Paul (R-KY) and Barbara Boxer (D-CA). The bipartisan duo is looking to enable a one-time infusion to the Highway Trust Fund through revenue raised from a 6.5% tax on repatriated foreign earning. Senator Paul says the bill requires no new taxes, giving it good chance to pass the GOP-controlled Congress.

It's an approach that the Obama Administration endorsed in the President's FY 2016 budget, which also identifies corporate tax repatriation to fund infrastructure. The President's plan included more detail, providing \$94.7 billion for transportation over six years. That includes \$114.6 billion for transit and \$28.6 billion for intercity passenger rail. ■

**SAVE THE DATE FOR ASK JIM:** On Thursday evening February 26 at 8pm Eastern time, we would be honored to have you join your President & CEO Jim Mathews for the first in a series of Ask Jim nationwide conference calls! You can dial in at 1-302-202-1104, and enter the conference code 665159. This is not toll-free, but we are exploring ways to make future calls free of charge. Email questions in advance to Jim at [jmathews@narprail.org](mailto:jmathews@narprail.org), and we'll try to get to as many of them as we can during the call!

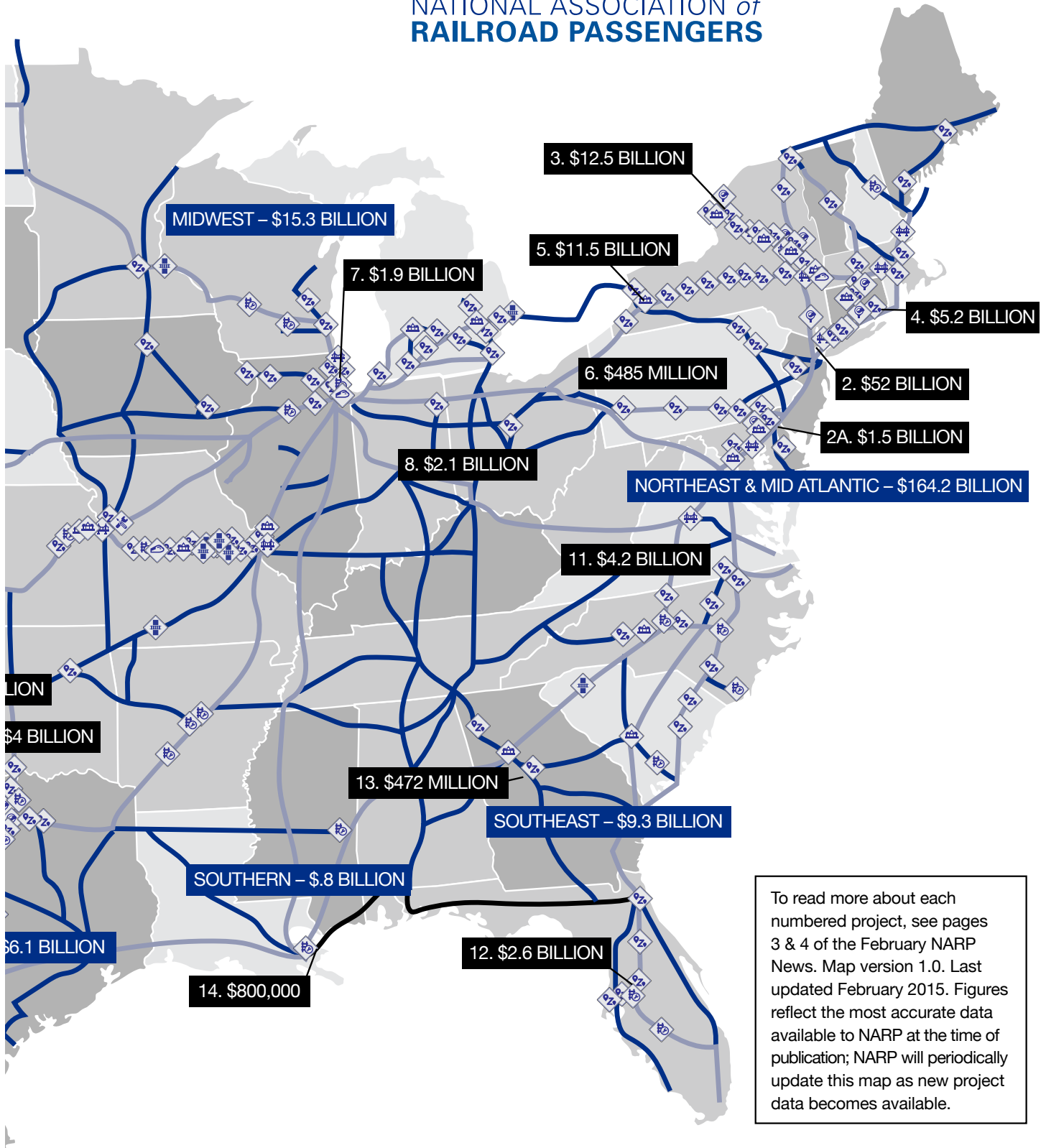
# THE UNITED STATES OF UNDERINVESTMENT: A Map of Unfunded Train Projects in America



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NATIONAL ASSOCIATION of  
**RAILROAD PASSENGERS**



To read more about each numbered project, see pages 3 & 4 of the February NARP News. Map version 1.0. Last updated February 2015. Figures reflect the most accurate data available to NARP at the time of publication; NARP will periodically update this map as new project data becomes available.

## Mapping Out Demand for Passenger Train

up of volunteers from across the country, elected by NARP members—have identified what they believe to be the most critical projects by region.

### National Network

1.) New Equipment - \$5,400 million: It is absolutely critical to immediately provide funds for the acquisition of new equipment and the repair and refurbishment of Amtrak's rapidly aging fleet. NEC and National System trains utilize a fleet that is too small to meet current needs. Reliability and safety of outdated equipment is also a concern. This item doesn't correlate to a specific grant; NARP extrapolated the figure based upon ridership needs and Amtrak's most recent fleet plan.

### Northeast & Mid Atlantic – \$97.88 billion

2.) Northeast Corridor State of Good Repair - \$52,000 million: As part of a collaboration with the 12 NEC states, the FRA, eight commuter railroads, and three freight railroads, Amtrak produced a plan outlining the minimum level of investment to cover needed system repair and upgrades, along with some capacity enhancements to help handle the projected 60% increase in today's intercity and commuter trips on the NEC by 2030.

2a.) Baltimore & Pennsylvania Tunnel - \$1,500 million: Amtrak has been warning of the need to replace this tunnel—constructed in 1873—which acts as a critical chokepoint on the NEC, forcing trains to slow to 30 mph. One-fifth of Amtrak trips and one-third of its ticket revenues depend on travel through Baltimore. The tunnel is also critical to MARC commuter trains, along with local freight rail operations.

3.) Gateway Project - \$12,568 million: The Gateway Program is a proposed set of strategic rail infrastructure improvements designed to improve current services and create new capacity that will allow the doubling of passenger trains running under the Hudson River. The program will increase track, tunnel, bridge, and station capacity, eventually creating four mainline tracks between Newark, NJ, and Penn Station, New York, including a new, two-track Hudson River tunnel

4.) NEC High-Speed Replacement Trainsets – \$5,200 million: Amtrak applied Amtrak's goal is to acquire trainsets that can operate

at 160 mph with options for 186 mph and 220 mph NextGen high-speed rail service on new infrastructure between New York and Washington. Amtrak is seeking up to 28 trainsets with between 400 and 450 seats that can meet or exceed current Acela Express trip times on the existing NEC infrastructure. The initial order of new trainsets is expected to enter revenue service on the NEC in 2019.

5.) Empire Corridor (NYC to Niagara Fall) - \$11,578 million: The New York State Department of Transportation issued a plan to develop a cross-state service between New York City, Albany, and Niagara Falls. The most ambitious alternative supports improving system-wide on-time performance, reducing travel times, increasing service frequency, attracting ridership, and reducing automobile trips. The alternative includes high capital costs—\$14.7 billion—but has the greatest potential for environmental and community impacts. The price tag NARP has identified reflects the fact that the corridor received several hundred million in funding from previous rounds of HSIPR grants.

6.) Keystone Corridor (Keystone East) - \$489 million: the Keystone Corridor East Service Development Plan produced in 2009 by the Pennsylvania Department of Transportation (PennDOT). Phase I consists of projects that can significantly enhance the service quality of the Keystone Corridor. Phase II consists of long range projects intended to increase the overall corridor maximum operating speed to 125mph.

### Midwest – \$14.29 billion

7.) Cross Rail - \$1,925 million: CrossRail Chicago is a program of projects developed by Midwest High Speed Rail Association designed to build a passenger-dedicated mainline into and through Chicago. Each of the projects has already been proposed independently by several agencies. If coordinated, each becomes more powerful. The projects include: Union Station capacity improvements, new connections at 16th St/St. Charles Air Line, the A-2 Flyover, an O'Hare Terminal, Metra/Milw Rd Track improvements, and Metra/IC electric division track improvements.

8.) Chicago to Cleveland High Speed Rail Corridor - \$2,186 million: Indiana applied

for a corridor development grant to build a modern, high-speed rail network that would make it possible to travel from Cleveland to Chicago within 2.5 hours.

### Mountains & Plains – \$14.71 billion

9.) Front Range Rail - \$14,600 million (Corridor Construction): The Colorado Department of Transportation has developed a plan to build a modern rail service on a north-south corridor between Fort Collins and Pueblo and on an I-70 east-west corridor from DIA to the Eagle County Regional Airport. The system would improve mobility for the region's congested transportation system, and create 11,000 jobs directly, with another 16,000 indirect "spin-off" jobs.

10.) Western High Speed Rail Alliance Service Planning – \$12 million (Planning Grant): Formed by regional governments in Colorado, Utah, Arizona, and Nevada, the WHSRA applied for a planning grant to develop a high-speed rail network throughout the Rocky Mountain and Intermountain West regions, with eventual possible connections to the Pacific Coast and other areas of the U.S. Major metropolitan areas connected by the proposed network include Denver, Salt Lake City, Reno, Las Vegas, and Phoenix.

### Southeast – \$9.31 billion

11.) Southeast High-Speed Rail Corridor (Charlotte to Washington, DC) - \$4,292 million: The North Carolina Department of Transportation requested a grant to connect Washington, DC, Richmond, VA, and Raleigh, NC to Charlotte, NC with train service reaching maximum speeds of 110 mph. The FRA has already provided \$620 million in federal grants for this corridor.

12.) Florida High-Speed Rail (Tampa-Orlando) - \$2,654 million: The Florida Department of Transportation was initially successful in securing a grant for the development of 220 mph high-speed train service between Tampa and Orlando, until Governor Rick Scott killed the project for political reasons. However, with All Aboard Florida's plan to connect Miami to Orlando with 110 mph service, a Tampa to Orlando service still has massive potential to contribute to the state's mobility and economy.

13.) Atlanta to Macon Corridor Program



- \$472 million: The Georgia Department of Transportation developed a plan to implement passenger service on the Macon to Atlanta corridor. Project includes track upgrades, rail signalization, positive train control, crossings (quad gates, lights, and bells), locomotives, passenger cars, parking lots and stations.

**Southern – \$1.75 million**

14.) New Orleans - Houston Corridor Plan - \$800,000: The Southern Rapid Rail Commission applied for a planning grant to develop service along the 362-mile track segment between New Orleans and Houston. The corridor includes the communities of Baton Rouge, Louisiana; Lafayette, Louisiana; Lake Charles, Louisiana; and Beaumont, Texas. The total population of communities being considered for proposed high-speed rail stations along this segment was 8,579,531 in 2010. Proposed high-speed intercity passenger rail service on this segment is based on incremental improvements to existing freight railroad right-of-way (primarily owned by either Union Pacific or Kansas City Southern).

**South Central – \$6.16 billion**

15.) South Central High-Speed Rail Corridor (Tulsa - Ft. Worth) - \$2,096 million: The Oklahoma Department of Transportation applied for a grant to develop the 311 mile rail corridor between Fort Worth and Oklahoma City.

16.) Texas – Oklahoma High-Speed Rail Corridor – \$4,000 million (approximate): The Departments of Transportation for the states of Oklahoma and Texas are currently engaged in an evaluation of a range of passenger rail service options along the 850-mile corridor from Oklahoma City to South Texas. The corridor will help the state accommodate booming population and economic growth along the I-35 corridor, serving Oklahoma City, Dallas/Forth Worth, San Antonio, and Austin, with the potential to extend south to Mexico. The study's results will be made public by the end of 2015.

**Southwest – \$56.51 billion**

17.) California High Speed Rail System (San Francisco - Los Angeles) - \$55,000 million (approximate): The California High-Speed Rail Authority has finalized a \$68 billion plan to construct a statewide high-speed rail system connecting Southern California to the Bay Area, via the Central Valley. The

project has received roughly \$4 billion in federal funding, in addition to \$9 billion in voter approved bonds. The project also has a dedicated stream of funding from the state's polluters tax, with revenue estimated \$250 million per year.

18.) Los Angeles - San Diego Corridor Development - \$47 million: Also known as Amtrak's Pacific Surfliner Corridor, more than 2.7 million intercity passengers use the 351-mile LOSSAN corridor each year. During the next 20 years, more than \$1 billion in improvements are planned in the San Diego County section of the LOSSAN corridor. These projects include double tracking, bridge and track replacement, new stations, grade separations, and other improvements to shorten trip times and increase passenger rail service.

19.) California Statewide Rolling Stock Acquisition - \$100 million: California Department of Transportation applied for a grant to acquire passenger cars and locomotives for use on intercity rail corridors in California, enabling trains to accommodate increasing ridership, improve reliability, reduce operating costs, and operate at higher speeds. The state has received \$168 million in federal funding so far.

**Northwest – \$4.36 billion**

20.) Pacific Northwest Corridor (Seattle – Portland) – \$1,685 million: The Washington State Department of Transportation applied for a grant to develop long-term system expansion and realization of service benefits, including the future addition of a dedicated high-speed rail track with train speeds of up to 150 mph. Benefits include additional round trips, reduced travel time, and increased on-time performance.

21.) Pacific Northwest Corridor (Portland – Eugene) – \$2,348 million: The Oregon Department of Transportation applied for a grant to upgrade passenger train service along the Willamette Valley, expected to see population growth of 35 percent over the next 20 years, reaching 3.6 million by 2035. During the same period, freight volume is expected to grow by 60 percent. The application identified rail improvements to provide additional passenger and freight rail capacity, and to provide more reliable trains, more frequent trains and shorter travel times between Eugene and Portland. ODOT is currently studying alternatives as part of the EIS process. ■

**From the CEO: What Is Going On With My Membership Card?**

*A message from NARP President & CEO Jim Mathews:*

If you've experienced some administrative hiccups with NARP lately, you're not alone. We have had a host of problems with computer systems, software and databases which have defied our best efforts to fix. I'd like to offer my sincere apologies on behalf of all of your hard-working NARP staff team for any problems you have had, whether it's a long wait for a membership card, an errant renewal notice mailing after you have already renewed, or even a seemingly long time to cash your very welcome annual contribution check.

We have had enough problems, and talked with enough members, that I felt it was important in the interest of transparency to share with you what we're doing to solve the problem.

NARP changed to a different provider of database services last year before I arrived as your President. This vendor is responsible for maintaining our contact lists with all of your information -- mailing address, names of all members in your household, when you last renewed your membership, and the dates and

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This issue has news through February 5, 2015.  
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## China Speeds Ahead With High-Speed Rail

While the U.S. continues to engage in political battles over the creation of a high-speed rail program, China continues to race forward in building the most expansive and ambitious high-speed network in the world.

The most recently revealed project displays a truly breathtaking ambition: the Chinese and Russian governments have signed a memorandum of understanding to build a 4,350 mile high-speed rail line between Beijing and Moscow. The train would cut the travel time for train passengers to 30 hours (from the current five days), and cost an estimated USD \$242 billion to build. Chinese officials claim the line can be completed within 10 years.

Both countries will take part in funding the line, which appears to be part of a larger effort to link the two economies together. Just last May, officials inked a \$400 million pipeline deal to provide Chinese markets with Russian gas. Additionally, Chinese sources hinted the rail project would include a freight component; a modern freight rail line would benefit Chinese manufacturers by providing a more direct link to European markets than currently exists through oceanic shipping routes.

This investment in a national high-speed rail network is already paying off along certain corridors: the Shanghai – Beijing high-speed

corridor announced that it would post an annual profit of \$192 million in 2014. The line climbed into the black just three years after the line opened, two years ahead of projections (the numbers refer only to annual revenue compared to expenditures, and doesn't take into account construction costs). Officials at the Ministry of Transport clarified that this profitability is tied to the large populations served by the corridor, and are not likely to be repeated along other lines, particularly those that serve less densely populated regions in the west and the north. China is adamant that these lines are worth the cost, however. The trains have the potential to unify disparate and remote regions in the same way the Transcontinental Railroad helped connect the U.S. in the late-1800s.



### Membership Cards (cont'd)

amounts of any other donation or contribution you may have made. It was clear shortly after my arrival that this vendor was struggling to make sense of our large database.

We demanded accountability, and to their credit, the vendor assigned a full-time management-level advocate to us and worked to develop a “get well” plan to recover the reliability we need. We and technology experts at the vendor have been working gradually through a “punch list” of problems we identified that needed to be solved, but progress has been slower than any of us would like. Furthermore, some issues are proving resistant to straightforward fixes. Please know that we intend to continue to hold them accountable, and that the NARP staff continues to look at all available options for restoring our database reliability.

Membership cards depend on the accuracy of the database, and most of the delays in processing membership cards have stemmed from the need to ensure that these records are accurate. If you need your number

to book a trip and don't have it, we are happy to provide that here in the DC office (as many of you have called and discovered!). While we await the database fixes, we're also looking at other options, including a system that would allow you as an individual member to log on to the website and print your own temporary ID card while awaiting your mailed card.

In short, we're doing everything we can to work with the vendors we have, while also looking at other options and solutions. I can promise that by this time next month, we will have either a resolution to the problems or a Plan B to restore reliability through some other means. It is my number-one administrative priority, and it will remain so until your service is restored to the level you have every right to expect.

Meanwhile, with a new Congress in place posing both challenges and opportunities for infrastructure investment and a new way of thinking about transportation, your staff will keep working on policy, analysis and legislative and agency contacts to continue to build on the policy successes we all enjoyed in the Fall of 2014! ■

## NARP RESPONDS TO HOUSE RAIL BILL

As this the February NARP News was being finalized, the House Committee on Transportation & Infrastructure released a passenger rail reauthorization bill. The proposal is largely a reissuance of last year's PRRIA 2014, which featured reforms without addressing the serious funding issues facing passenger rail. “A successful rail reauthorization must allow the U.S. passenger rail network to grow,” said NARP President Jim Mathews. “The American people are already voting for more trains with their wallets, setting 11 Amtrak ridership records in the past 12 years. Public use of trains is growing far faster than air or road travel or even the population itself. NARP believes that these people—and indeed all Americans—have the right to choose how they travel.” You can read more about NARP's analysis of the bill online at: [bit.ly/NARP\\_PRRIA2015](http://bit.ly/NARP_PRRIA2015)