

FOR IMMEDIATE RELEASE

National Association of Railroad Passengers Unveils Proposal for More Extensive Passenger and Freight Rail Network ***--NARP marks 40th anniversary with call for renewed federal/state commitment to the nation's rail system--***

Washington, D.C., June 25, 2007 – With the average price of gas expected to top \$4 per gallon in the near future, and travelers facing gridlock on the roads and in the skies, the National Association of Railroad Passengers (NARP) on its 40th anniversary today outlined a vision to strengthen America and provide people with more transportation choices. NARP's proposal will expand and modernize the country's intercity rail system, helping to reduce both the nation's carbon emissions and its dependence on oil and facilitating the efficient movement of people and goods.

NARP, the largest national membership advocacy organization for train and rail transit passengers, is calling on America to adopt a nationwide "grid and gateway" train network.

The gateways are major terminals, in many cases served by short- and medium-distance higher frequency and higher speed services, and the grid is an expanded national passenger train network connecting all major metropolitan areas. The vision also includes a dramatic improvement in linkages between airports and intercity rail, a concept where the U.S. lags as far behind Europe as in passenger rail development generally. A map of the proposed "grid and gateway" network and information on its benefits are available at www.narprail.org/vision.

"In the near future, road and air congestion, worldwide competition for oil, and growing environmental concerns will make \$4 a gallon gas seem cheap, today's traffic jams modest, and affordable flights a distant memory," said George Chilson, president of NARP. "Modernizing our rail network through a public-private partnership in which the federal government takes the lead is one of the most effective things we can do today to ensure our quality of life tomorrow. The U.S. is falling further behind the rest of the world in building a modern rail system. We know what is coming. We have an obligation to act now before it is too late."

NARP's goal is to have a nationwide "grid and gateway" system fully in place in the next 40 years, which can be achieved by utilizing existing resources. Public policy should:

- Incorporate existing services, rail lines, and rights of way as well as corridor proposals already underway by states, localities, and freight railroads into a comprehensive national system;

--over--

- Upgrade bottlenecks and capacity-constrained corridors already identified as causing congestion for passenger and freight rail; and
- Support and enable future high-speed service in the most heavily traveled corridors.

According to Ross Capon, executive director of NARP, "Increasing the federal commitment to a national network will make rail service more attractive to shippers and travelers – giving people a safe, convenient, affordable, environmentally sound and energy-efficient alternative to flying and driving. It is in the national interest for the U.S. to get started now on a serious expansion of rail that is long overdue."

Over the past 40 years, efforts by NARP's members have not only fought off attempts to eliminate Amtrak funding, but have resulted in improvements to rail travel in the U.S. including increased attention to on-time performance by passenger and freight railroads, better-designed equipment and amenities on Amtrak trains, and new or reintroduced passenger rail corridors in Maine, California, Illinois, Washington and elsewhere.

About NARP

NARP is the largest national membership advocacy organization for train and rail transit passengers. We have worked since 1967 to expand the quality and quantity of passenger rail in the U.S. Our mission is to work towards a modern, customer-focused national passenger train network that provides a travel choice Americans want. Our work is supported by over 23,000 individual members. www.narprail.org.

#

Media contacts:

Ross Capon, David Johnson, or Matthew Melzer for NARP
(202) 408-8362

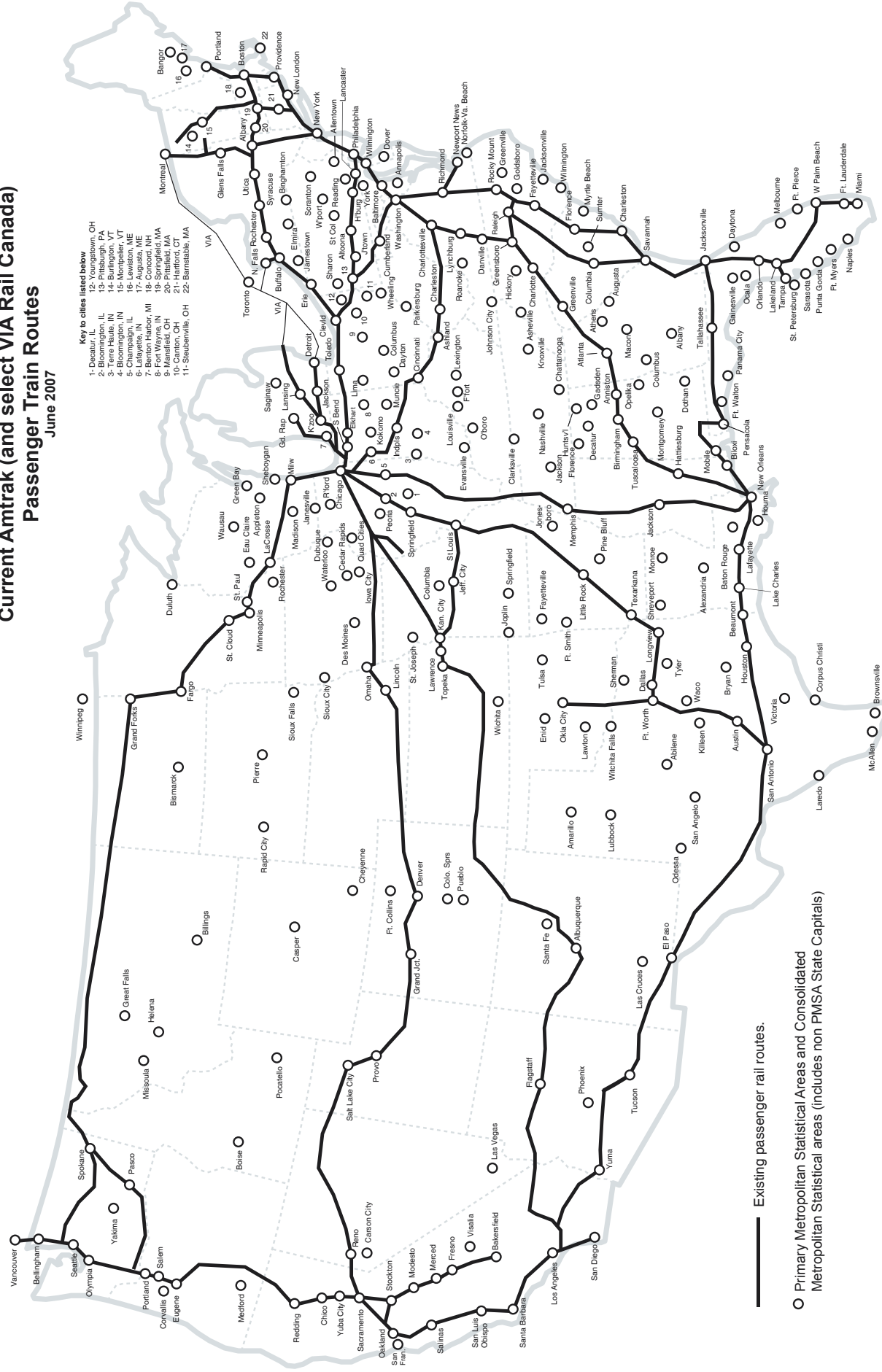
rcapon@narprail.org, djohnson@narprail.org, mmelzer@narprail.org

Current Amtrak (and select VIA Rail Canada) Passenger Train Routes

June 2007

Key to cities listed below

- 1- Decatur, IL
- 2- Bloomington, IL
- 3- Chicago, IL
- 4- Bloomington, IN
- 5- Champaign, IL
- 6- Lafayette, IN
- 7- Benton Harbor, MI
- 8- Grand Rapids, MI
- 9- Marquette, MI
- 10- Canton, OH
- 11- Steubenville, OH
- 12- Youngstown, OH
- 13- Pittsburgh, PA
- 14- Erie, PA
- 15- Montpelier, VT
- 16- Lewiston, ME
- 17- Augusta, ME
- 18- Concord, NH
- 19- Portland, ME
- 20- Philadelphia, PA
- 21- Philadelphia, PA
- 22- Barnstable, MA

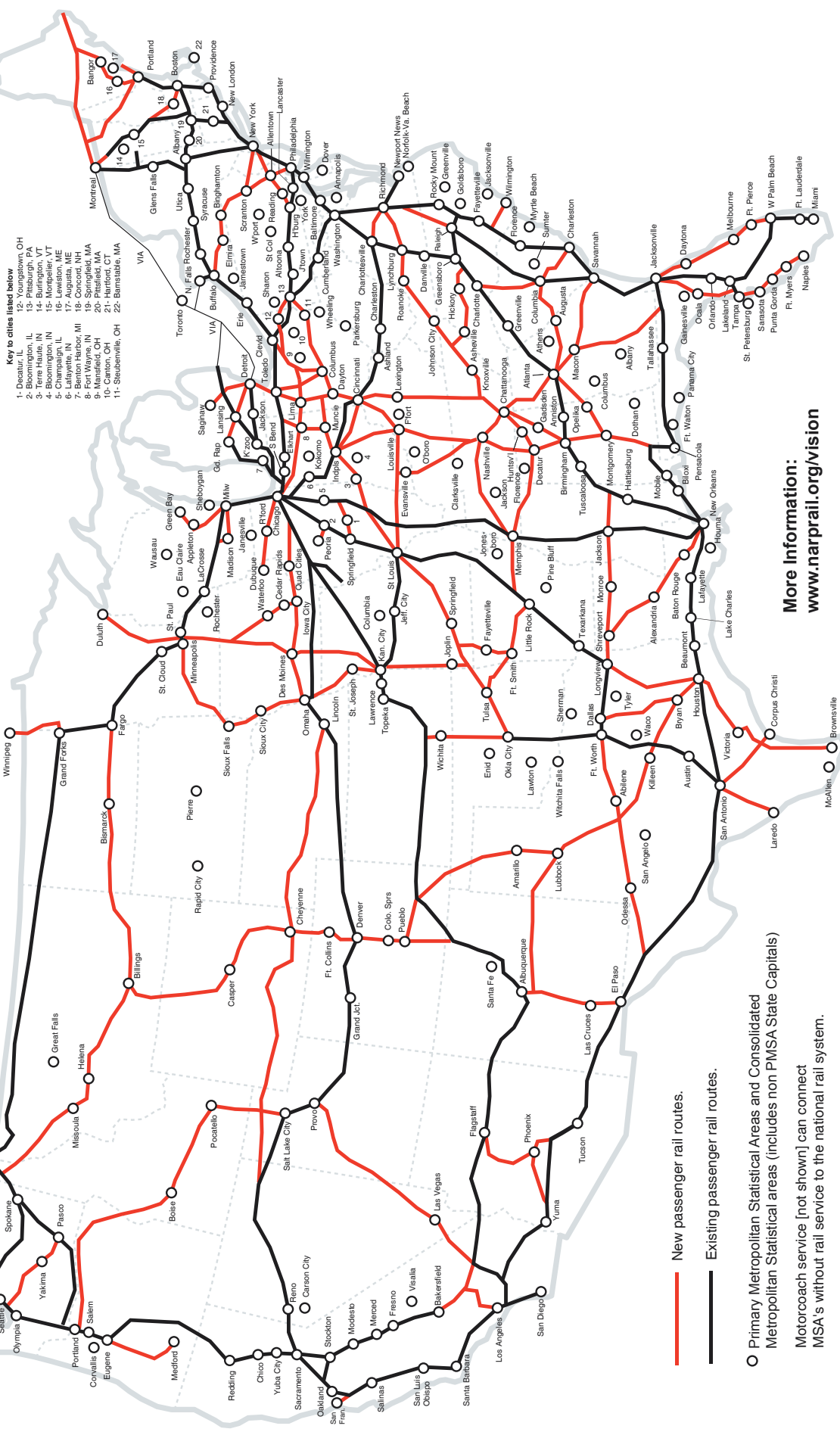


Existing passenger rail routes.

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

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

- Key to cities listed below
- 1- Decatur, IL
 - 2- Bloomington, IL
 - 3- Springfield, IL
 - 4- Chicago, IL
 - 5- Chicago, IL
 - 6- Lafayette, IN
 - 7- Benton Harbor, MI
 - 8- Springfield, MA
 - 9- Mansfield, MA
 - 10- Canton, OH
 - 11- Steubenville, OH
 - 12- Youngstown, OH
 - 13- Pittsburgh, PA
 - 14- New York, NY
 - 15- Montpelier, VT
 - 16- Lewiston, ME
 - 17- Concord, NH
 - 18- Concord, NH
 - 19- Springfield, MA
 - 20- Pittsfield, MA
 - 21- Hartford, CT
 - 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



Fact sheet on NARP's proposed "grid and gateway"

A parity in route miles

- There are currently 22,000 route miles of rail lines (one land mile = one route mile, regardless of how many tracks are on that mile of land)
- NARP's proposal will bring the number of route miles to 45,000 – roughly the same size as the current interstate highway system.
- The interstate highway system has grown from its initial 41,000 miles to 47,000 miles in 2004.

An increase in communities served

- Today, many big metro areas have little or no Amtrak service.
- NARP's proposal would have meaningful service in all major metropolitan areas and a majority of the smaller ones.

Providing a transportation choice people demand

- In 2006, a Harris poll indicated that 79% of adults would like to see an increasing proportion of traffic going by intercity or commuter rail.
- According to a 2005 study by the Surface Transportation Policy Project, people living in communities with few transportation options devote the greatest share of their family budget to transportation costs.

More information: <http://www.narprail.org/vision>

*National Association of Railroad Passengers
Washington, D.C.
202-408-8362
narp@narprail.org*



**NATIONAL ASSOCIATION OF
RAILROAD PASSENGERS**

TRAINS: A TRAVEL CHOICE AMERICANS WANT

Congestion: A national network of passenger rail will ease traffic congestion

Highway congestion is bad, and only getting worse.

- Since 1982, the average delay per highway rush hour traveler has tripled to almost 50 hours per year. (Source: American Association of State Highway and Transportation Officials, presentation by Dr. Anthony Kane, Jan. 22, 2007, "A new vision for the future Interstate system.")
- The 65 million vehicles on U.S. highways in 1955 are today 246 million, and will be 400 million by the year 2055. (Source: AASHTO, February 2007, "Transportation: Invest in our Future.")

Roadway congestion is not limited to urban areas.

- According to AASHTO studies cited above, interstate travel is currently one-quarter of vehicle miles traveled, is the fastest growing segment of vehicle miles traveled, and is bursting at the seams. AASHTO expects that by 2020, 90 percent of urban interstates will be at or exceeding capacity.

The skies are also congested.

- The increases in air traffic that characterized the 1990s (temporarily diminished post 9-11) have returned and by the end of 2006 surpassed prior records – with growth continuing. The 63 million take-offs and landings in 2007 will grow to 81.1 million by 2020, and the 60% increase in private flying hours will further tax capacity. (Source: "FAA Aerospace Forecasts: Fiscal Years 2007-2020," "FAA Forecasts Steady Growth in Air Travel Demand," March 15, 2007 press release of Federal Aviation Administration.)
- A flight from Philadelphia to Los Angeles that took 5 hours and 5 minutes 40 years ago today takes just over 6 hours. Schedule padding by airlines is in response to increased congestion, higher fuel prices (and consequent slower cruising speeds) and outdated air traffic control systems that more than offset the efficiency gains of the modern airplane equipment itself. (Source: Philadelphia Inquirer, "Farther, faster? Not Anymore," by Paul Nussbaum, April 23, 2007. Wall Street Journal, "Why Flights are Getting Longer," by Scott McCartney, May 29, 2007.)

- Regional air service is among the fastest-growing segments of air travel. (Source: "FAA Aerospace Forecasts: Fiscal Years 2007-2020," U.S. Department of Transportation) Yet corridors of 100-500 miles serve distances where rail corridors are particularly competitive. Unlike air, passenger rail capacity can be easily increased by adding cars to existing trains.

More information: <http://www.narprail.org/vision>

*National Association of Railroad Passengers
Washington, D.C.
202-408-8362
narp@narprail.org*



Travel Choices: A nationwide passenger rail network will provide travel choices

Choices are critical in an emergency.

- After a highway collapse shut down a major arterial route into San Francisco, local commuter rail agencies were able within hours to add cars and shift schedules and get people moving the next business day with minimal disruptions (Source: San Francisco Chronicle, “The Maze Meltdown: Easy Does It: Once again, commute is faster than expected,” May 2, 2007.)

Choices ease family pocketbooks.

- Cities with the greatest transportation choices pay the fewest dollars for transportation per household. For example, families in auto-centric Houston spend 20 cents of every dollar on transportation, while those in transit-friendly Baltimore spend 14 cents. (Source: Surface Transportation Policy Project, “Driven to Spend”, June 14, 2005.)

Many communities have no choice today.

- Even in its truncated state today, Amtrak serves 174 communities, mostly in rural areas, that are outside the service areas of even the smallest “hub” commercial airports. Amtrak’s long distance trains serve 51 communities without intercity bus service. (Source: Comparison of Amtrak schedules to www.faa.gov/airports_airtraffic/airports/planning_capacity/passenger_allcargo_stats/passenger/media/cy05_primary_np_commercial.pdf and bus information www.greyhound.com and www.strayhound.com.)

People demand choice.

- One in five Americans age 65 and older does not drive. The number of people aged 65 and older is expected to more than double between 2002 and 2030. This may be why AARP calls on Congress to “support nationwide passenger rail service...and establish a dependable funding mechanism that ensures continuing broad-based nationwide passenger rail service.” (Source: AARP studies and policy documents, including “Community Mobility Options: The Older Person’s Interest” (2005), “Reimagining America; AARP’s Blueprint for the Future. “ (2005) “The Policy Book: AARP Public Policies 2007.”)

- A pre-9-11 Boeing study found one in three Americans afraid of or anxious about flying (Source: www.fearofflying.com/research.shtml)
- Nearly 80% of adults would like to see an increasing share of travel by commuter or intercity rail, and almost two thirds say their communities need more transportation options. (Source: Harris and Wirthlin polls found at www.harrisinteractive.com/harris%5Fpoll/index.asp?PID=638 and www.apta.com.)

More information: <http://www.narprail.org/vision>

*National Association of Railroad Passengers
Washington, D.C.
202-408-8362
narp@narprail.org*



**NATIONAL ASSOCIATION OF
RAILROAD PASSENGERS**

TRAINS: A TRAVEL CHOICE AMERICANS WANT

Energy Efficiency: Rail travel is the most energy efficient transportation alternative

- Airlines consume 20 percent more energy per passenger mile than Amtrak; cars consume 27 percent more energy per passenger mile than Amtrak. Amtrak consumes 2,709 British Thermal Units (BTUs) per passenger-mile to airlines' 3,264, and automobiles' 3,445. The highway showing would be even worse if light trucks (two-axle four-tire), commonly used as personal vehicles, were included. (Source: Oak Ridge Laboratories, "Transportation Energy Data Book," edition 26, May 29, 2007.)
- In 2005, the 2.3 billion gallons of fuel wasted solely due to highway congestion in 85 urban areas across America were enough to fill 46 supertankers or 230,000 gasoline trucks. (Source: Texas Transportation Institute, "Urban Mobility Information: 2005 Annual Urban Mobility Report.")
- Improvements spurred by passenger rail demand have helped increase freight rail mobility. Freight rail has a fuel consumption rate 11.5 times more energy efficient than trucks, and a single intermodal freight train can take up to 280 trucks or 1,100 cars off of the highway. Without rail as an option, freight shippers would have to put 50 million additional trucks on the roadways. (Sources: U.S. Department of Energy, Energy Information Administration, "Issues in Focus", part of the Annual Energy Outlook 2007. Association of American Railroads, "Overview of U.S. Freight Railroads," January 2007.)
- Technological advances make new passenger and freight equipment more and more energy-efficient. Fuel efficiency on freight locomotives is 75% improved since 1980. At Amtrak, there is very little new equipment and none on order. Fixing this will let Amtrak further improve its fuel efficiency. But even today, thanks to improved operating practices and higher load factors, Amtrak energy efficiency is steadily improving. This enables Amtrak to exceed its commitment to reducing carbon dioxide emissions as a Chicago Climate Exchange member. The Chicago Climate Exchange is a global marketplace in which members who beat their emission reduction targets can sell credits to members who are not meeting targets. (Sources: Information on the fuel efficiency of locomotives comes from Association of American Railroads, "Overview of U.S. Freight Railroads," January 2007. Amtrak information from Energy Fact Sheet at www.amtrak.com)

- Federal officials have been calling for massive new aviation capacity in cities like New York and Chicago with intense, short-haul air traffic – by far the least energy efficient air services. These calls ignore great opportunities to develop modern rail corridors to handle that traffic more efficiently. (Sources: U.S. Department of Energy, Energy Information Administration, “Issues in Focus”, part of the Annual Energy Outlook 2007. U.S. Department of Transportation, Federal Aviation Administration, “FAA Aerospace Forecasts: Fiscal Years 2007-2020.”)

More information: <http://www.narprail.org/vision>

*National Association of Railroad Passengers
Washington, D.C.
202-408-8362
narp@narprail.org*



**NATIONAL ASSOCIATION OF
RAILROAD PASSENGERS**

TRAINS: A TRAVEL CHOICE AMERICANS WANT

Environmental Impact:

Rail travel is the most environmentally benign mass transportation alternative

- By operating electric locomotives on the Northeast Corridor, fuel-efficient diesel locomotives in the rest of the system, removing tens of millions of passengers from the highways, and by encouraging cluster development around many of its stations, Amtrak helps mitigate both direct and indirect sources of air pollution.
- In the United States, highway vehicles accounted for almost all carbon monoxide emissions, 78% of nitrogen oxides, and 77% of volatile organic compounds emitted into the air in 2002. (Source: U.S. Department of Transportation, Bureau of Transportation Statistics, "Transportation Statistics Annual Report", November 2005.)
- Many investments on behalf of passenger rail have served to benefit freight rail as well, and freight trains are responsible for between six and twelve times less pollution per mile than trucks. A typical truck emits three times more nitrogen oxides and particulates per ton-mile than a locomotive, and much more greenhouse gases. (Sources: Surface Transportation Policy Project, "State of the Nation's Intercity Rail," February 11, 2004. Association of American Railroads, "Overview of U.S. Freight Railroads," January 2007.)
- Railroads reduce the amount of paved roads, parking lots, and interchanges required for transportation. Paved surfaces damage aquatic life by washing toxic chemicals into waterways, hastening erosion, and altering water temperatures – with serious degradation occurring when more than 10% of a watershed's acreage is paved. (Source: Pew Oceans Commission, "Coastal Sprawl: The effects of Urban Design on Aquatic Ecosystems in the United States," 2002.)

More information: <http://www.narprail.org/vision>

*National Association of Railroad Passengers
Washington, D.C.
202-408-8362
narp@narprail.org*



Frequently Asked Questions About the NARP Vision

Q: How did you pick the cities to be linked?

A: Cities were picked based on Bureau of Transportation Statistics documentation of American travel patterns and the current pattern of existing rail lines or rail right of ways that would be logical routes, at least initially.

Q: Is this logistically achievable?

A: The routes proposed already exist in the form of existing rail or rail right-of-way (though most will require upgrades).

Q: Will the rail lines be linked to existing systems?

A: The system NARP is proposing will utilize in-use rail lines, existing lines that are not in use, and land that has been zoned for tracks, which have been designed to link to existing systems including commuter rail.

Q: Does NARP's vision interfere with the movement of freight?

A: To the contrary – we believe this vision will help advance freight mobility by spurring capital investment that benefits both passenger and freight rail. Much of the construction aimed at passenger rail benefits freight including, for example, intercity investments in the states of Washington, California, and Maine.

Q: On-time-performance is already an issue; won't adding more tracks and trains worsen on-time-performance?

A: The proposal envisions upgrades that would add rails, improve speeds, upgrade switches, or otherwise expand capacity for both freight and passenger rail. By bringing on existing lines that are not in use and laying tracks in right-of-ways designed for rail, we can expand the capacity of the network, which should make it more efficient and result in fewer time delays.

Q: Won't more trains worsen pollution and contribute to global warming?

A: To the contrary, by removing passengers from high-polluting cars and airplanes, trains minimize transportation's environmental impacts. Trains are far more energy efficient than cars or planes. New data from Oak Ridge National Laboratory indicate that, in 2005, automobiles used 27.2% more energy (BTUs or British Thermal Units) per passenger-mile than Amtrak, and domestic airlines used 20.5% more energy than Amtrak. Amtrak consumed 2,709 BTUs per passenger-mile, compared with airlines' 3,264 and automobiles' 3,445. The highway showing would be even worse if light trucks (two-axle, four-tire), commonly used as personal vehicles, were included.

Q: Will the American people – used to convenience of flying or driving – even take trains?

A: Where Americans are given attractive rail service, they use it. For instance, in California where the state has invested billions of dollars following a voter-approved rail initiative, we now find 20 percent of all Amtrak riders. Remember, this is the auto capital of the planet. The current reliance on cars and airplanes is in great part due to lack of options, not lack of demand. In fact, recent Harris Polls have found that almost four in five adults would like to see more long travel by intercity and commuter rail, and almost two thirds of Americans surveyed in a 2004 study said their communities needed more transportation options.

Q: Is this financially achievable?

A: Had people understood today's costs of building and maintaining Interstates, airports, and air control systems at the time those systems were initially proposed, those systems probably never would have been built, or at least not to the extent they have been. But instead, policymakers understood popular demand, emerging travel trends, and future needs, and set policies in place that increased car and air travel. We believe that if policymakers adequately appreciate the public's support for and interest in passenger rail, policymakers will be able to identify and implement funding sources.

Q: How much will this cost, and where will the money come from?

A: Determining the cost of the necessary upgrades, as well as the funding source, will be part of the process that we are hoping to kick-start with this proposal. What we are articulating is a vision for transportation in America based on popular demand, increasing challenges (like gas prices, fuel supplies, and congestion), and existing infrastructure – not a plan that lays out the details of how to get from today to tomorrow. However, total estimated costs are only relative to an order of magnitude (as was the Interstate Highway initial cost estimate). More importantly is the required level of annual capital investment needed over the span of years of the problem in order to achieve it. Federal and state partnerships have already expanded rail service in Illinois, California, Maine, Oklahoma and North Carolina, just to name a few locations. NARP supports a dedicated funding source for passenger rail, which would allow for long-term planning to develop a nationwide passenger rail network in a coordinated and effective way, and which would insure a substantial federal match for state rail investments.