



RAIL PASSENGERS ASSOCIATION

A Passenger Rail
Revolution:
Transformational
Change in
Transportation in
America



Jim Mathews

President and CEO

- 26-year career at *Aviation Week & Space Technology* magazine (Executive Editor).
- Working with Congressional Committees and Administration Agencies, Jim led RPA's contributions to the *Investing in Infrastructure and Jobs Act (IIJA)*, including authoring major sections of the Rail Title of the Act.
- Just appointed to Passenger Rail Advisory Committee to US Surface Transportation Board (STB), chief federal regulatory agency for railroads.
- Service on 8 eight U.S. Federal government advisory panels.
- Presentations and briefs to Congressional Committees, Federal Railroad Administration (FRA) and STB.



Jim Mathews

President and CEO

- Serves on FRA'S Rail Safety Advisory Committee, the Passenger Rail Working Group, the Hazardous Materials Working Group, and a working group advancing a *Confidential Close Call Reporting System* for train crews.
- Advisory Committee to Federal Emergency Management Agency (FEMA).
- Four years on the U.S. Dept. of Transportation's National Advisory Committee on Travel & Tourism Infrastructure, or NACTTI; chief author of the report to Congress in 2020.

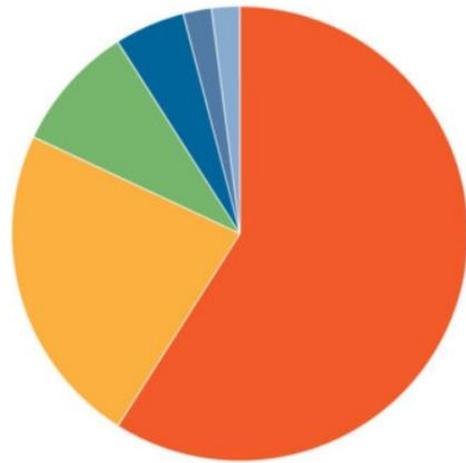


Sean Jeans-Gail

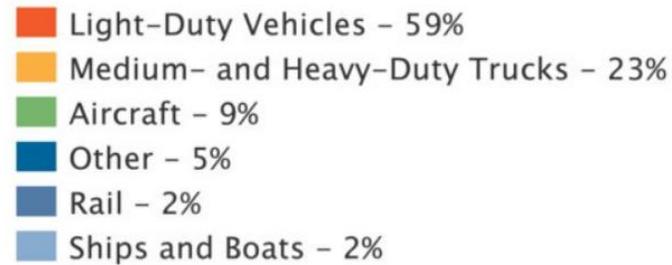
Vice President of Policy + Government Affairs

- Directs RPA's national grassroots advocacy campaigns.
- Oversees federal legislative policy for RPA.
- In charge of RPS's field organizing team.
- Drafts RPA's Legislative Program, supports RPA's legislative field work at the federal, state and municipal level.
- Substantive contributor to IJJA Rail Title content.





2018 U.S. Transportation Sector GHG Emissions by Source



82 percent of US transportation greenhouse gas emissions originate on highways.



EPA: Greenhouse Gas Emissions by Modality

- In 2022, petroleum products accounted for about 90% of the total U.S. transportation sector energy use (Source: EPA).
- Any effective national policy for energy independence will *require* diversifying our transportation network and investing in energy-efficient, electrified passenger rail.

RPA Council of Representatives: Our Special Forces on the Ground

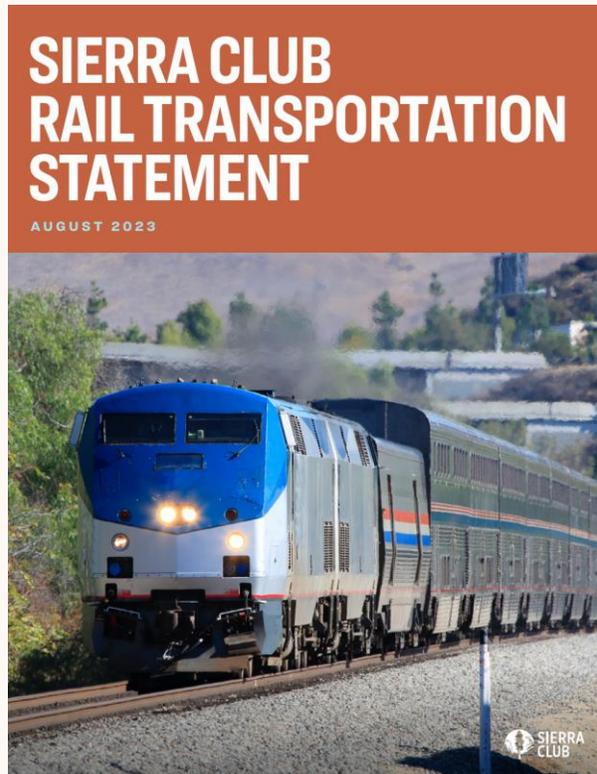
- **Unite local and national efforts to effectively advocate for passenger rail.**
- **112 State Representatives and Up to 10 At-Large Representatives**
- **Advocate for passenger trains and transit in their states and regions**
- **Outreach to State and Congressional Legislators for passenger rail.**
- **Coordinate local efforts with our Federal Program**



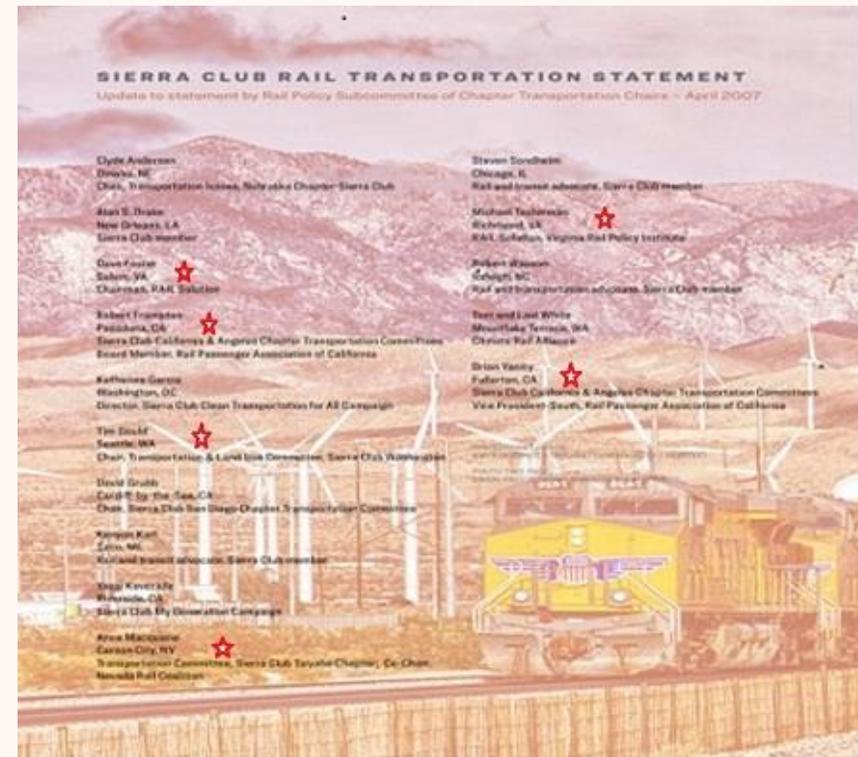
Rail Nation DC 2024 Spring Meeting

Coalition Building: Environmental Advocacy

Sierra Club has embraced Passenger Rail as a Climate Change Solution



Cross Fertilization: Many activists in common



Mobilizing a grassroots network of citizen advocates in organizations across America

- Our members work at the grassroots to bring more trains to their communities, states and regions.
- Our coalition stretches across the map, aligning local passenger rail initiatives with RPA's work in Washington.
- Our Council meets twice a year to formulate a coordinated national effort under the guidance of our government affairs staff.

- All Aboard Arizona
- All Aboard Michigan
- All Aboard Minnesota
- All Aboard Northwest
- All Aboard Ohio
- All Aboard Washington
- All Aboard Wisconsin
- Arkansas Association of Railroad Passengers
- Association of Oregon Rail and Transit Advocates (AORTA)
- Big Sky Passenger Rail Authority
- Californians for Electric Rail
- Carolinas Association for Passenger Trains
- Climate Rail Alliance
- Colorado Rail Passengers Association
- Delaware Valley Association of Rail Passengers
- Empire State Passenger Association
- Florida Coalition of Rail Passengers
- Friends of Passenger Rail Oklahoma
- Houston Rail Advocates
- I-20 Corridor Council
- Indiana Passenger Rail Alliance
- Indiana Passenger Rail Association
- Lakeshore Rail Alliance
- Louisiana Association of Railroad Passengers
- New River Valley Passenger Rail
- Northern Flyer Alliance
- Passenger Rail Oklahoma
- Rail Passengers Association Midwest Region
- RailPAC (California and Nevada)
- San Antonians for Rail Transit
- Solutionary Rail
- Southeastern Passenger Rail Initiative
- Southern Rail Commission
- Texas Eagle Marketing and Performance Organization
- Train Riders Northeast
- Trains in the Valley
- Utah Rail Passengers Association
- Virginians for High Speed Rail

Transforming Rail in Virginia

A 10-year, \$4 Billion Program

Richmond Main Street Station 1901



Richmond Main Street Station 2024





Interstate 95 Corridor Improvement Plan

Virginia's
Transportation
Revolution:
I-95 Corridor
Improvement Plan
(2019)

Began with a study of a 52-mile stretch of the I-95 corridor between Richmond and DC.

Texas Transportation Institute ranked this corridor as having the worst traffic congestion in the nation (2017).

Study Finding: Widening even 50 miles of highway by one lane in each direction had an estimated cost of \$12.5B.

Study Prediction: In 10 years, the I-95 Corridor would be just as congested as it is today.

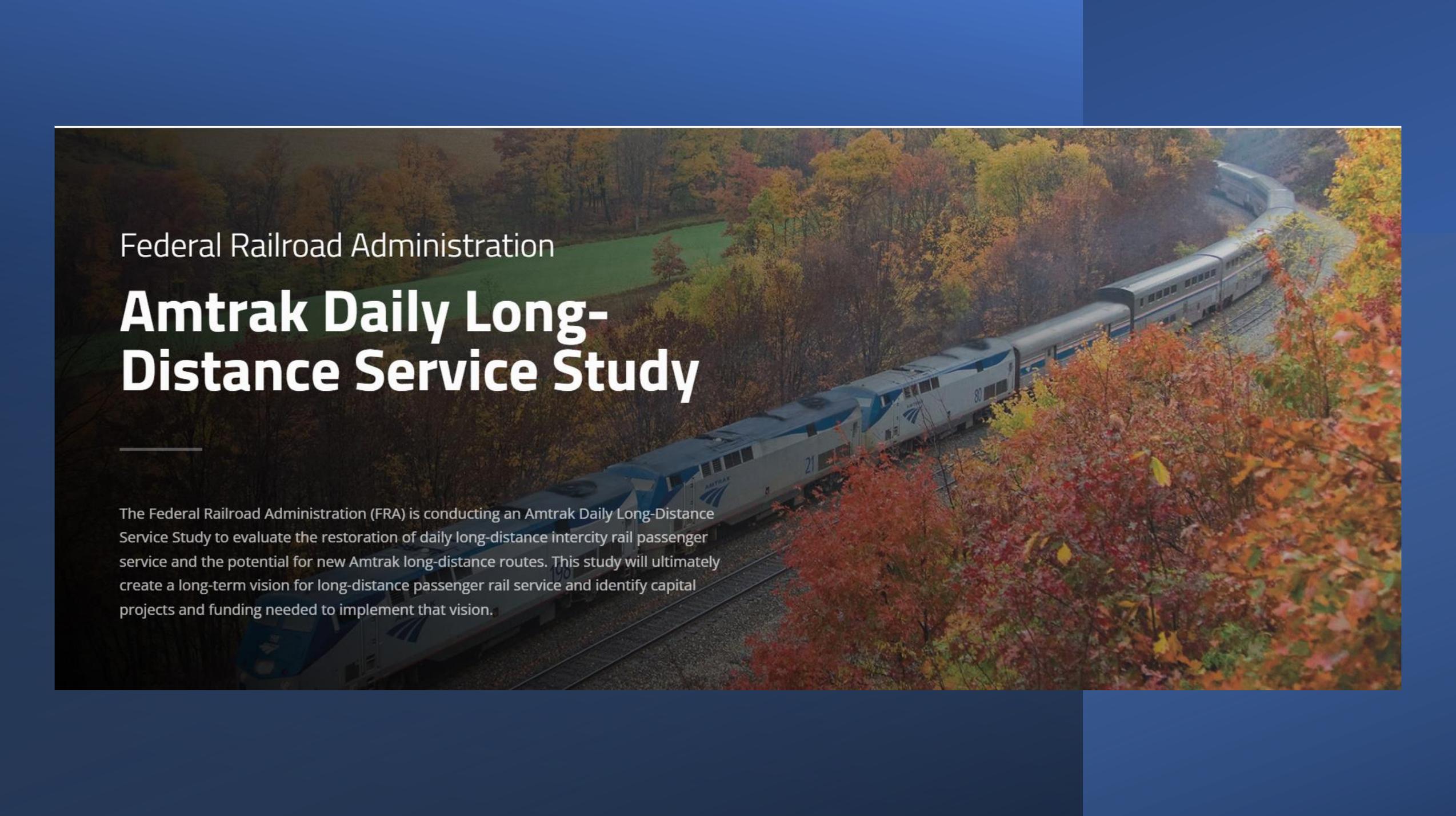


The Better Solution: RAIL!!

- Move more people, rather than more cars through the corridor.
- Increase the throughput capacity within Virginia's rail corridors (I-95 and elsewhere).
- Couple with transit and road spot improvements.
- Most cost-effective solution both short- and long-term.



- **Public Ownership of Rail Assets**
- **New Bridge Across the Potomac**
- **More Trains Instead of More Lanes**
- **Extended Corridor Routes**
- **Transformative State Rail Fund**
- **Virginia Passenger Rail Authority**
- **Federal Grant Awards**

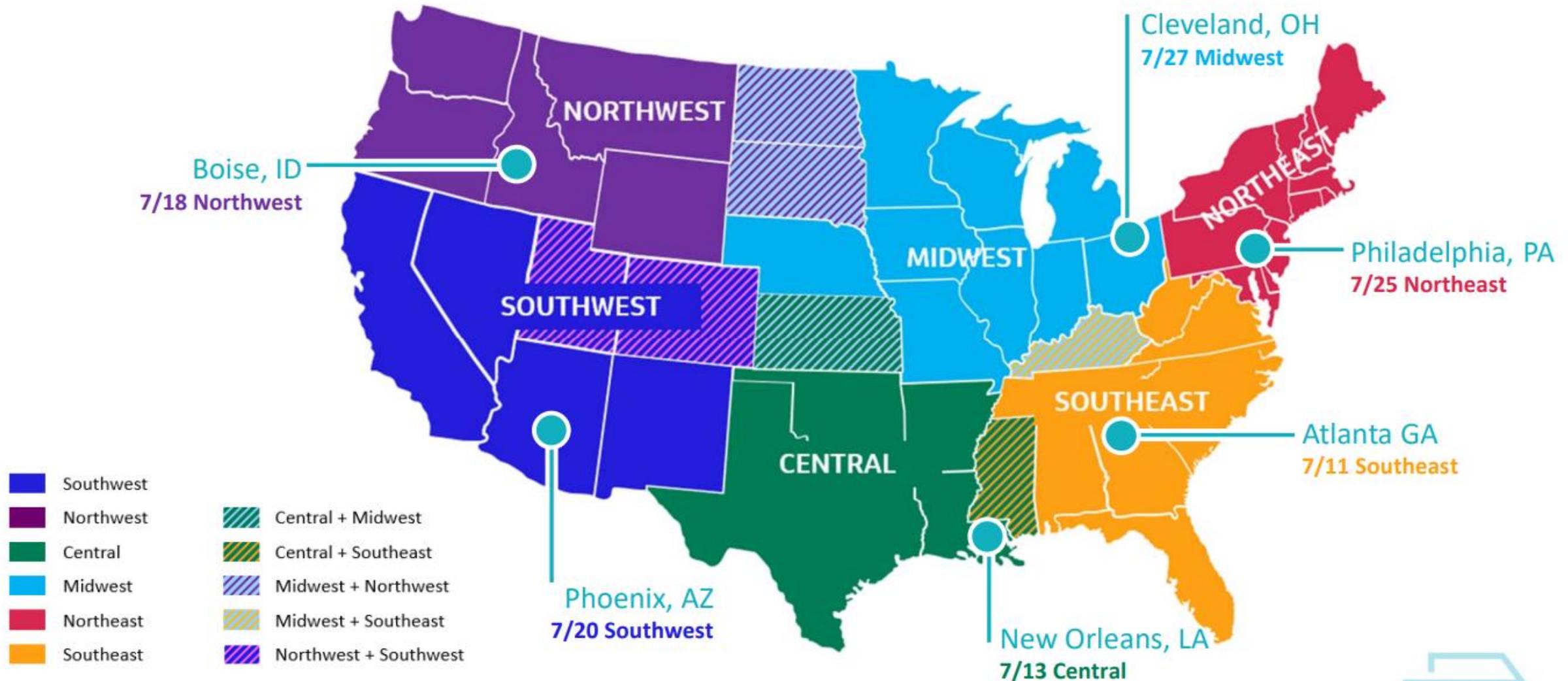
An aerial photograph of an Amtrak train traveling through a forest with vibrant autumn foliage. The train is composed of several locomotives and passenger cars, moving along a track that curves through the trees. The foliage is in various shades of orange, red, and yellow, indicating the fall season. The train is the central focus of the image, and the surrounding forest is dense and colorful.

Federal Railroad Administration

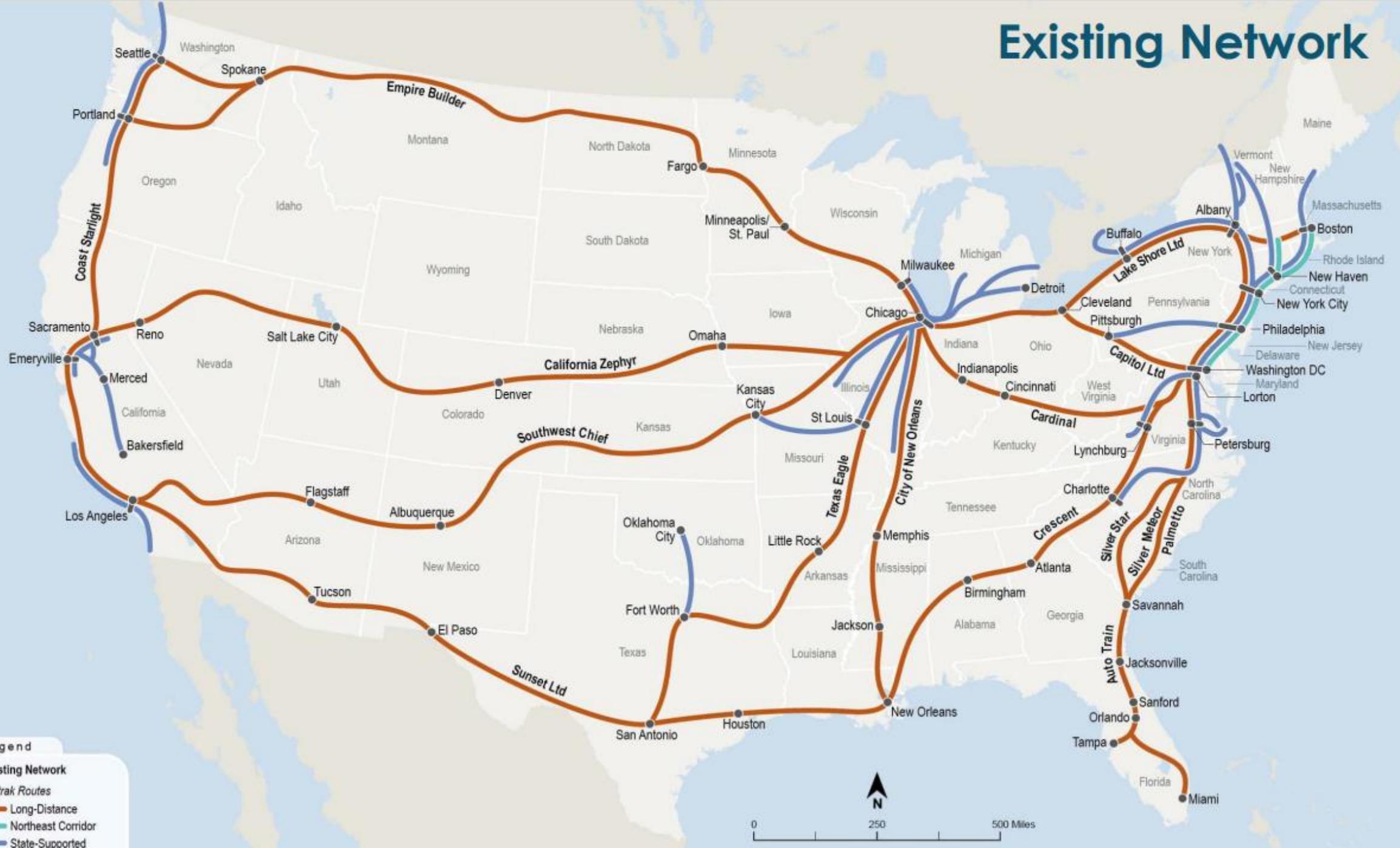
Amtrak Daily Long-Distance Service Study

The Federal Railroad Administration (FRA) is conducting an Amtrak Daily Long-Distance Service Study to evaluate the restoration of daily long-distance intercity rail passenger service and the potential for new Amtrak long-distance routes. This study will ultimately create a long-term vision for long-distance passenger rail service and identify capital projects and funding needed to implement that vision.

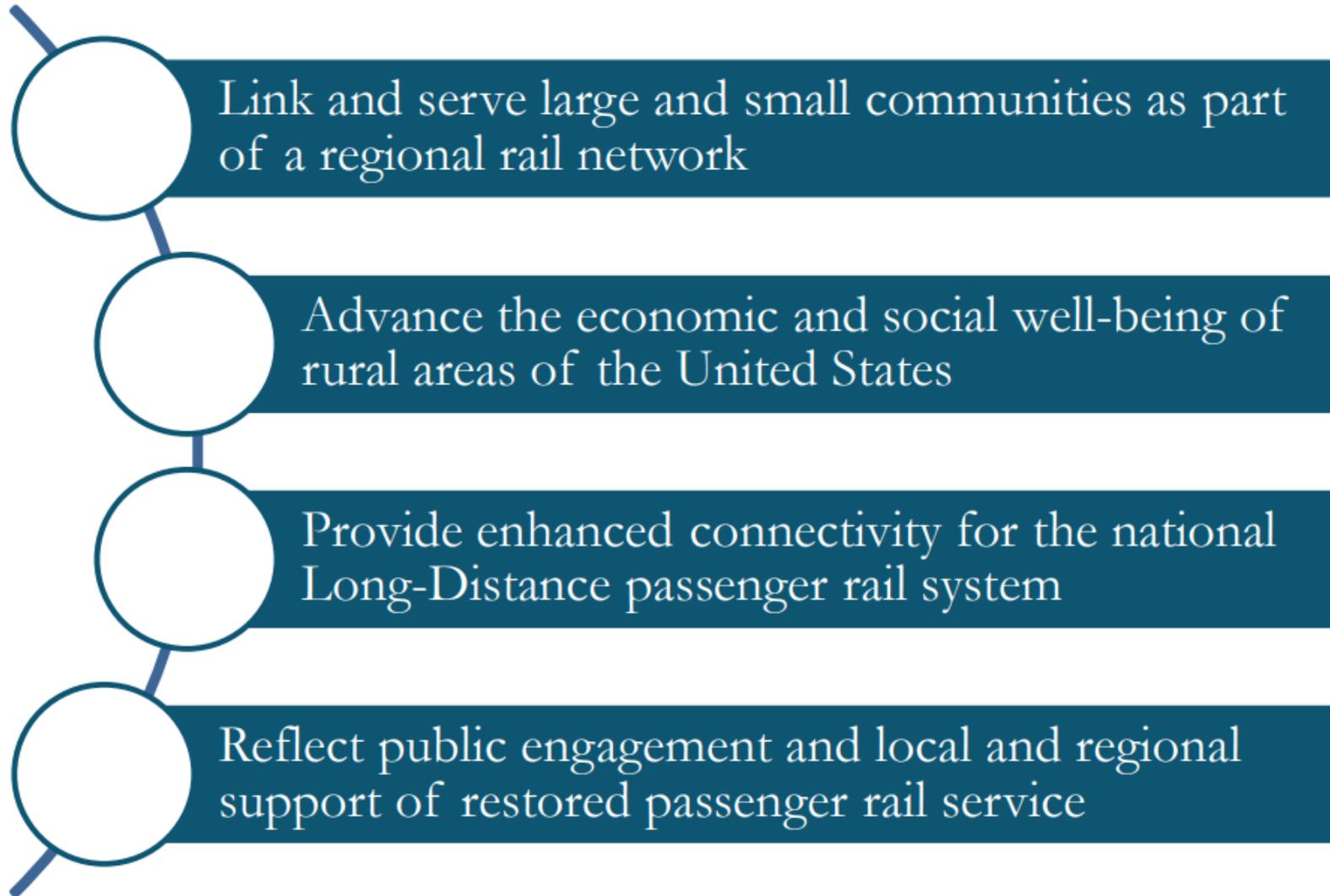
Long-Distance Service Study Regions: Stakeholder Group Meetings



Existing Network



Legislative Considerations for Long-Distance Service Expansion

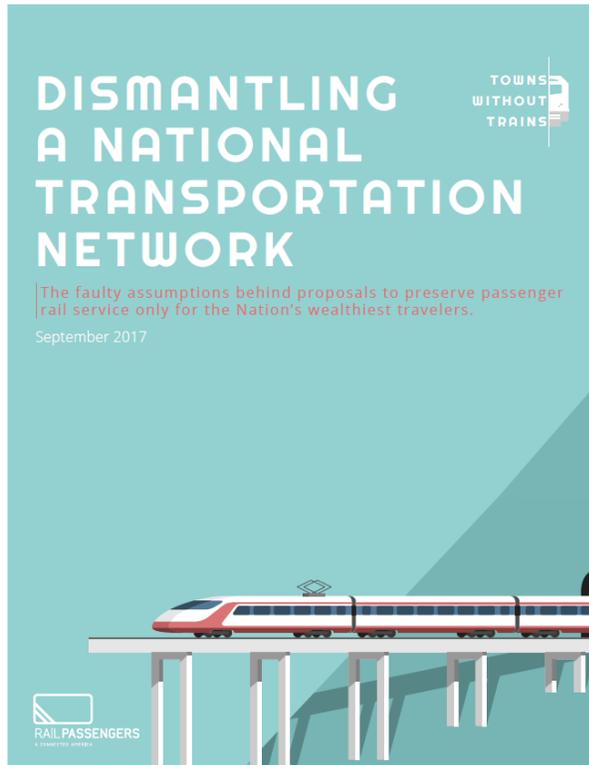


TRANSPORTATION EQUITY: Rural Access to Passenger Rail



RAIL PASSENGERS
ASSOCIATION

Acela Washington to Boston



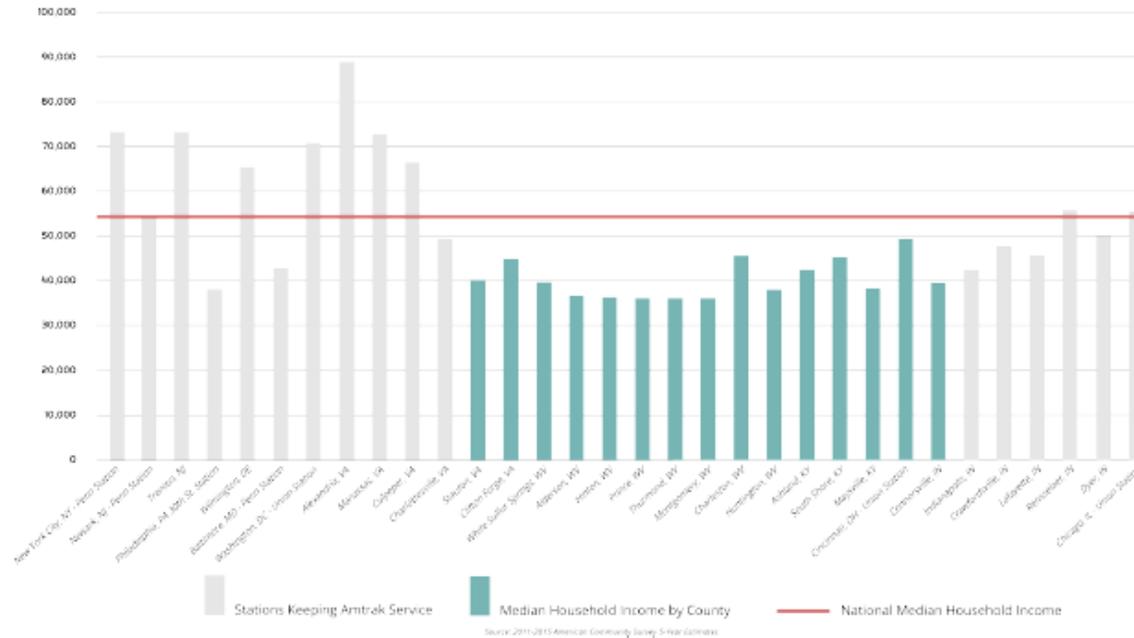


TRANSPORTATION EQUITY: Rural Access to Passenger Rail

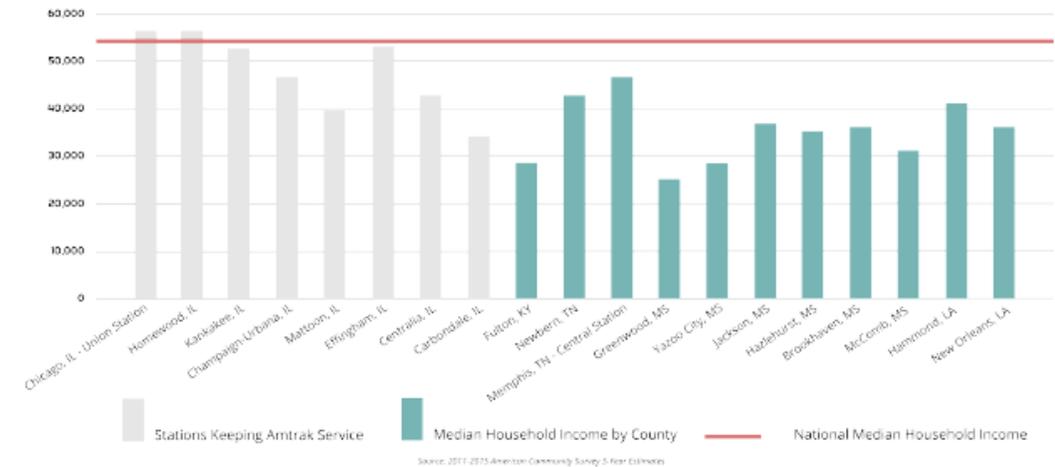
Cardinal Route: New York to New Orleans

City of New Orleans: Chicago to New Orleans

Cardinal Route
Median Household Income



City of New Orleans
Median Household Income



Source: 2011-2015 American Community Survey 5-Year Estimates

Source: 2011-2015 American Community Survey 5-Year Estimates

Conceptual Enhanced Network

Conceptual segments for future route development consideration



Segments are conceptual building blocks for consideration in developing potential new long-distance routes

- Legend**
- Baseline Network**
- Amtrak Routes
 - Long-Distance
 - Northeast Corridor
 - State-Supported
- Baseline Projects**
- Brightline
 - Gulf Coast Passenger Rail
 - Twin Cities-Milwaukee-Chicago
 - CAHSR MOS

- Enhanced Network**
- Segments
 - Segment Options



Proposed Network of Preferred Routes



“More Trains to More Places for More People”

If all 15 proposed routes are added to the National Network:

- 45 million more Americans would have access to intercity passenger rail service, an
 - 18% increase over the current network;
- 89% of Americans would have access to Amtrak.
- 9 million more rural Americans would have access to passenger rail service
 - 51% increase over the current network,
 - Connect almost half of the population of Rural America with no access today,
- 5 million rural residents living in areas of persistent poverty; and
- 216 stations would be added to the Amtrak network, including 102 stations in small and rural communities.



Economic and Social Well-Being of Rural America

The FRA's preferred enhanced rail network would:

Add 82 more Medical Centers onto the Amtrak network, a 16% increase;

Add 5 million people who today have poor medical access (DOT's "healthdisadvantaged areas") to the network

86% of all U.S. medical centers served;

Bring 600 additional higher education institutions on-network, a 22% increase

Including military training centers and historically black colleges and universities;

Connect 12 more National Parks, Recreation Areas, and Preserves to the Amtrak network, a 19% increase.

