



HIGH-SPEED INTERCITY PASSENGER RAIL: THE WESTERN CONNECTION



WHY NOW?

- Timing Is Perfect
- Regional Connectivity
- Higher Fuel Prices
- Modal Choices
- National Vision From Current Administration
- Federal Funding Available
- Emphasis On Going Green
- Job Creation
- Highway Congestion

TRANSPORTATION REALITIES

- Highway infrastructure between major metros is at capacity.
- Limited options for highway expansion
 - Lack of necessary funding at the federal level
 - Major environmental challenges
 - Escalating costs due to slow project delivery process
 - Limits of highway technology

HSP IS PROVEN



- Japan created the first HSPR system in 1964 and no fatalities in 45 years.
- Preferred transportation mode in the Far East, Near East, Europe and now the Middle East
- Hundreds of billions is being invested in HSR globally.
- China investing \$180 billion over next 24 months



WESTERN
High Speed Rail Alliance

WESTERN HIGH SPEED RAIL OPPORTUNITIES

- HSR connecting the Western U.S. reduces highway and air traffic congestion
- Increases highway capacity for goods movement demand
- Reduces dependence on foreign oil and greenhouse gas emissions
- Makes the U.S. more competitive globally with other connected nations

NSTPRC RECOMMENDATION

The National Surface Transportation Policy and Revenue Study Commission, created by Congress in 2005, recommended that the entire country (population centers within 500 miles of each other) should be connected by high-speed ICPR by 2050.



GAO CONCLUSION

In 2006, the General Accounting Office concluded, “Routes of 750 miles or more... show limited public benefits for dollars expended. These routes account for 15-percent of riders but 80-percent of financial losses. Corridor routes [less than 500 miles] perform better.”



NEW VISION

- Developed societies need a growing transportation system.
- The answers must balance development and sustainability.
- Cultural shift in how we move people and goods

WHAT IS HIGH SPEED RAIL?

- Train Sets
- Designated Rights of Way/No Shared Tracks
- Travels at over 220 MPH
- Separate Infrastructure
- Rolling stock
- State Of The Art Signaling systems
- Stations NOT Stops

WHAT IS HIGH SPEED RAIL?

- NOT Amtrak or traditional passenger or freight rail as we know it today.
- A new mode of transport
- Requires a new way of thinking
- Not commuter rail or transit
- State of the Art Technology

HIGH SPEED RAIL IS...



- A new approach based on service between population centers within 500 miles
- Measures of success
 - On-time performance
 - Reduction of highway congestion
 - Lower greenhouse gas emissions

HIGH SPEED RAIL

- Land Occupancy
 - Highways require more land mass 3-4 times more
- Carbon Emission
 - 80kg (180 lbs) if traveling by plane. The weight of an average passenger
 - 13 kg (29lbs) if traveling by HSR the weight of an average roller bag suitcase
- Safety
 - In 45 years the Japanese have never had an incident.

HIGH SPEED RAIL

- Stations
 - Station Location is critical to the success for HSR. The first and last 25 miles is critical for the rider.
- Cost
 - The best question is not what is this going to cost, however, what is the cost if we do nothing?
- System:
 - Have standards and connectivity of systems.
 - Having many different pieces does not create a national system.

LEGISLATIVE NEEDS

- Legislative recognition for agencies and organizations that have regional cooperation and development of regional corridors
- Provide a mechanism for multi-state and regional authorities to conduct studies and plan projects
- Public & private sector investment incentives

FUNDING OPPORTUNITIES

- Funding Request
 - \$5 million FY2011 Transportation appropriations
 - \$30 million Highway authorization bill
- Public/Private Investment
- New Transportation Authorization

MOVING FORWARD

- Expand membership to other jurisdictions, entities and associations, both public and private
- Encourage development of new corridors beyond the existing passenger rail network

MEMBERS OF THE WESTERN HIGH-SPEED RAIL ALLIANCE

DENVER REGIONAL COUNCIL OF GOVERNMENTS
Denver, Colorado

MARICOPA ASSOCIATION OF GOVERNMENTS
Phoenix, Arizona

REGIONAL TRANSPORTATION COMMISSION OF CLARK COUNTY (RTC)
Las Vegas, Nevada

REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY
Reno, Nevada

UTAH TRANSIT AUTHORITY (UTA)
Salt Lake City, Utah

