

North American Steel Interstate Coalition

Giving Focus to National Rail Development Policies

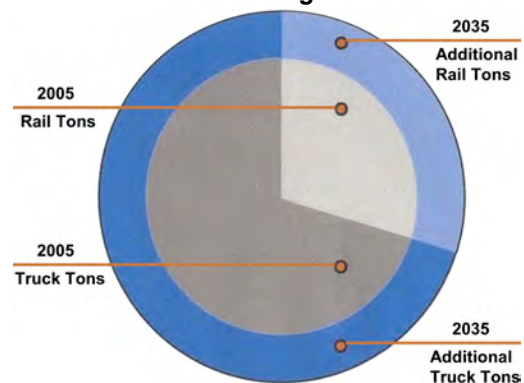


THE WORLD IS ON THE CUSP OF TRANSPORTATION CHAOS: Oil is a rapidly diminishing resource. In April, 2010, the U.S. Department of Defense (DOD) predicted “massive” world oil shortages by 2015. Because of near total oil dependency, United States travel and shipping are especially vulnerable. Already declining world oil production raised gasoline and diesel fuel prices sharply before the recession. Vehicle miles traveled dropped. The U.S. Highway Trust Fund could not afford new roads; maintenance of old ones consumed all its money.

SOLUTION! A HIGH-PERFORMANCE RAIL SYSTEM

The Millennium Institute (MI) finds that a major shift to rail-based shipping and transit powered by electricity from renewable sources could significantly reduce our dependency on imported oil and greatly reduce greenhouse-gas emissions. We could, if we act now, stretch resources, add needed transport capacity, assure affordable mobility, and improve our standard of living for decades to come.

Truck vs. Rail Market Shares in Tons: 2005 through 2035



Private investment alone is not capable of adding substantial capacity. Only aggressive public-private partnerships can grow rail's market share. (American Association of State Highway & Transportation Officials)

Conceptual NORTH AMERICAN STEEL INTERSTATE SYSTEM

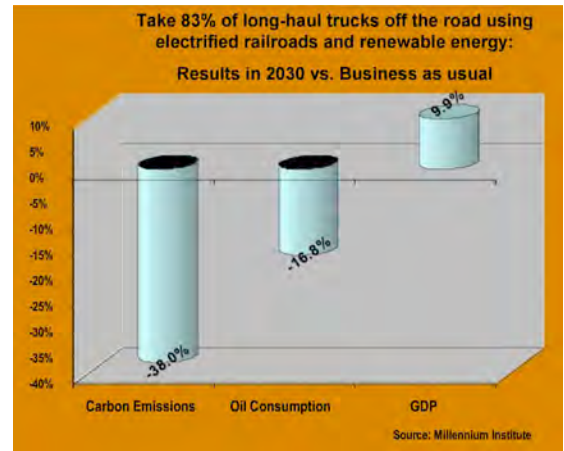


A GREEN STEEL INTERSTATE SYSTEM REDUCES

Railroads can work well with other modes of transport to serve those now wholly dependent on interstate highways. Millennium Institute calls for shifting 80 percent of non-local shipments to 20 percent of the existing core rail network. This rail network must be (1) substantially upgraded and (2) electrified. This 38,000 to 45,000-mile **Steel Interstate System (SIS)**, conceptualized by the Department of Defense as the **Strategic Rail Core Network (STRACNET)**, would be analogous to the Interstate Highway System, offering fast freight and passenger service across the nation.

A public-private investment of \$250-500 billion, with up to \$1.2 trillion more devoted to urban rail transport over the next 20 years, would produce, MI calculates, a 26 percent reduction in national oil consumption and a 38 percent reduction in transportation-related greenhouse gas emissions, if we use domestically generated green (renewable) electricity for trains and high-capacity transit.

STEEL INTERSTATE DESIGN calls for a minimum of two grade-separated *through* tracks, engineered, signaled, and dispatched for 79 MPH to 110 MPH, offering frequent, reliable service.



The Steel Interstate System would divert most non-local truck freight to intermodal trains. Auto time-competitive passenger trains would serve the majority of Metropolitan Statistical Areas (pop. 50,000+) in the U.S. In addition, the Steel Interstate System would complement and connects those mega-regions to be served by true high-speed rail (HSR = 150+ MPH).

STEEL INTERSTATE SYSTEM AT A GLANCE:

- Through trucks diverted from highways access the Steel Interstate System at small-footprint, regional facilities capable of handling 300 roll-on/roll-off trucks per day;
- Passenger rail reliance returns to every community that experienced robust rail passenger service in 1920 and surpass former ridership levels. Steel Interstates once more link mid-size regions and encourage local transit and smart growth.
- An estimated 200 daily trains minimum, passing any given point, move 6,720 diverted trucks and 4,000 passengers (or equivalent of 3,000 automobiles) every hour.

POTENTIAL STAKEHOLDERS AND USERS OF THE STEEL INTERSTATE SYSTEM

include owner-operator truckers; private fleet shippers and manufacturers; national commercial trucking firms; freight forwarder/ logistics firms; express mail and package companies; agribusiness (especially those dealing in perishables); USPS, U.S. and state departments of transportation; municipal planning organizations; airport and industrial development authorities; tourism bureaus; chambers of commerce; Amtrak; commuter rail agencies; private-sector passenger rail operators; passenger airlines with unprofitable routes; electric utilities; environmental and public health advocates; infrastructure builders; defense logistics planners; and the traveling public.

JOIN THE REBIRTH OF U.S. RAIL—THE STEEL INTERSTATE COALITION. Making the Steel Interstate System a reality requires more research and promotion. To capture imaginations and enter our national vision, the concept needs to be promoted in regional segments. RAIL Solution is spearheading the national Steel Interstate Coalition and promoting a demonstration segment for the SIS paralleling the I-81, I-40 and I-75 Corridors, using rail lines between Harrisburg, PA and Memphis, TN via Knoxville, TN, Chattanooga, TN and Huntsville, AL.

For more information, please visit www.steelinterstate.org



David Foster, Executive Director
 342 High Street, Salem, VA 24153-3948
 (540) 389-0407 / railsolution@aol.com
 Michael Testerman, Vice-chairman
 314 N 27th ST., Richmond, VA 23223-7322
 (804) 649-1405 / testertrain@verizon.net