

Whether in a second economic stimulus, comprehensive transportation funding legislation, or in energy/climate change legislation, we urge Congress and the Administration to include stable, long-term funding for intercity passenger rail. Intercity passenger rail can move more people for each energy dollar, minimize damage to the environment, and increase the safety of our transportation system.

*Every \$1 billion invested in rail creates 20,000 green jobs.*



1. [http://www.ccap.org/Presentations/Winkelman%20TRB%202004%20\(1-13-04\).pdf](http://www.ccap.org/Presentations/Winkelman%20TRB%202004%20(1-13-04).pdf)
2. Numerous sources. See especially Over Our Heads: A Local Look at Global Climate by John C. Ryan. NEW Report No. 6. Northwest Environmental Watch, Seattle, Washington, 1997. See especially page 43. The Congressional Research Service notes that along with intercity bus, intercity passenger rail is comparatively fuel efficient. See CRS 96-22. Amtrak and Energy Conservation in Intercity Passenger Transportation. Stephen J. Thompson. Updated September 3, 1996. See also California Department of Transportation. California State Rail Plan. 2001-02 to 2010-12. (January 2002.)
3. Oak Ridge National Laboratory's annual "Transportation Energy Data Book 25-06." See page 12 of Data Book, chapter 2 (see chapter 9 for detailed historical data for non-highway modes; Amtrak is at table 9.13 on page 14).
4. WisDOT staff analysis of data in "State Rail Plan 2020 Intercity Passenger Rail Corridors Feasibility Study," TEMS Inc., July 2002.
5. Testimony on the Benefits of Intercity Passenger Rail before the Subcommittee on Railroads, Pipeline and Hazardous Materials of the House Committee on Transportation and Infrastructure by Will Kempton, Director of the California Department of Transportation, Tuesday, June 26, 2007, page 4.
6. 2007 Growth and Transportation Survey, National Association of Realtors, October 2007.
7. See: [http://www.amtrak.com/servlet/Satellite?c=WSArticlePage&cid=1178293997567&pagename=WhistleStop%2FWSArticlePage%2FBlank\\_Template](http://www.amtrak.com/servlet/Satellite?c=WSArticlePage&cid=1178293997567&pagename=WhistleStop%2FWSArticlePage%2FBlank_Template)
8. A technical report prepared by the Washington State DOT found that rail service in the Vancouver, BC-Seattle-Tacoma-Portland-Salem-Eugene corridor is environmentally competitive with air and automobile service. See Cascades Cross Modal Analysis Technical Report, Vol. 6, Washington State Department of Transportation, June 2004.

*States for*  
[www.s4prc.org](http://www.s4prc.org)

*Passenger Rail Coalition*

# COOLER CORRIDORS

WITH INTERCITY PASSENGER RAIL

## ENVIRONMENTAL QUALITY, ENERGY EFFICIENCY, & GREEN JOBS

**“Projected growth in driving will cancel out the CO<sub>2</sub> savings from the fuel economy and renewable fuel requirements in the energy bill the President just signed....”**

—Steve Winkelman, Center for Clean Air Policy

**Trends in carbon emissions** from the transportation sector dictate that vehicles, fuels, and the increasing amount Americans drive each year all need to be addressed in federal legislation to reduce U.S. greenhouse gas emissions. As travel demand grows, we can only reach our climate protection and energy independence goals by changing both driving patterns and development patterns of new infrastructure.

*Transportation is the fastest growing source of CO<sub>2</sub> in the United States* and is projected to exceed 175% of year 2000 levels by 2025.<sup>1</sup> Personal cars and trucks now account for 40% of the Nation’s oil consumption, and our vehicle-based transportation system produces about a third of the greenhouse gases that we emit.

Carbon Emissions (per passenger mile)	
Rail	.21 kg
Car	.35 kg
Air	.48 kg

Emissions factors are based on calculations from the World Resources Institute (WRI) and Carbonfund.org. Calculations assume single-occupant car and the added impact of high-altitude emissions for air. Graphic courtesy of Amtrak. See also [http://www.amtrak.com/pdf/CriticalLink/CriticalLink2007\\_5.pdf](http://www.amtrak.com/pdf/CriticalLink/CriticalLink2007_5.pdf)

*Rail travel is widely known to maximize energy and economic efficiency and minimize environmental impact.*<sup>2</sup> The 31 states of the States for Passenger Rail Coalition support a reduced carbon footprint for the Nation through reductions in greenhouse gas emissions by 20% (from 1990 levels) by 2020. Over the long term, the Coalition supports reductions consistent with emerging national, corridor, and state reduction goals.

### Increasing Energy Efficiency

In 2003, Amtrak consumed 18% less energy per passenger mile than did airlines and 17% less than did automobiles.<sup>3</sup> In another analysis, Wisconsin Department of Transportation calculated that a savings of more than 2.5 million gallons of gasoline per year could be achieved in Wisconsin by implementing proposed passenger rail service improvements called

for in the Midwest Regional Rail System Plan.<sup>4</sup>

### Easing Congestion

*Rail increases travel capacity away from our crowded highways.* In California, three busy rail routes have “reduced congestion on the highway system by more than one-half billion passenger miles of travel.”<sup>5</sup> Nearly half of Americans believe that improving public transit is the best way to reduce congestion.<sup>6</sup>

### Energy Used (BTUs) Per Passenger Mile



BTU stands for British Thermal Unit, a standard unit of energy. Figures listed refer to BTUs used per actual passenger mile from 2005, the most recent year for which data is available for all three modes from the Department of Energy’s Oak Ridge National Laboratories. Graphic courtesy of Amtrak. See also [http://www.amtrak.com/pdf/CriticalLink/CriticalLink2007\\_5.pdf](http://www.amtrak.com/pdf/CriticalLink/CriticalLink2007_5.pdf)

### Reducing Greenhouse Gas Emissions

*Rail contributes less CO<sub>2</sub> to the atmosphere per passenger mile traveled than do cars or airplanes*—about 14%–15% less than cars and nearly 40% less than air travel. In addition, Amtrak has committed to a 6% reduction in CO<sub>2</sub> emissions from diesel locomotives from 2003 to 2010 (from baseline years 1997–2001) with its participation in the Chicago Climate Exchange.<sup>7,8</sup>

### Total CO<sub>2</sub> Emissions per Passenger per Route (lb)\*

Intercity Route	Rail	Car	Air*
Washington – New York	90	104	174
Chicago – St. Louis	112	132	218
San Francisco – Los Angeles	187	218	364

\*Emissions factors based on calculations from the World Resources Institute (WRI) and Carbonfund.org. Source: Table adapted from Amtrak. See [http://www.amtrak.com/servlet/Satellite?c=WSArticlePage&cid=1178293997567&pagename=WhistleStop%2FWSArticlePage%2FBlank\\_Template](http://www.amtrak.com/servlet/Satellite?c=WSArticlePage&cid=1178293997567&pagename=WhistleStop%2FWSArticlePage%2FBlank_Template)

### The Future

The key to expansion of intercity passenger rail is capital for investment in infrastructure and equipment. Combined, a dedicated, 80–20 federal–state matching program and 30-year tax credit bonds would enable states to capture the benefits of rail. Such a financing package is the first step toward intercity passenger rail funding to the equivalent of other surface transportation programs.