ABSTRACT

By conservative, reliable, objective, and preliminary estimates, the United States could generate at least $660 million annually – $26.4 billion over four decades – by building and operating faster, more frequent, more dependable, and more highly integrated passenger rail service in four corridors: The Northeast; the Chicago Hub; California; and the Northwest. Numerous studies by a variety of national and international organizations and government agencies suggest that the actual cost of building and/or improving passenger rail service lines is significantly less than the cost per mile of other modal alternatives. In fact, in many corridors, passenger rail is the only feasible option for adding capacity, given the practical constraints facing aviation and highway expansion. Further, by integrating improved, higher speed intercity passenger rail service into the existing transportation system, major issues of congestion, mobility and economic inequality can be addressed.

INTRODUCTION

The U.S. Census Bureau estimates that the population of our nation will grow by more than 100 million over the next 40 years. A sizeable portion of America’s present population is already searching for mobility alternatives, and demographers predict that desire will only continue to grow in the face of rising fuel costs, environmental concerns, senior citizen mobility issues, and a steady growth in urban population centers brought on by Millennials and Empty Nesters (Davis, Dutzik, 2012; Baxandall, 2012; t4America, 2011).
All of these influences are putting pressure on America’s transportation infrastructure, which, by most credible measures, is hampered by deferred maintenance and inadequate capacity. Since the early 1970s, transportation policy makers have recognized the need to maintain a competitive, multi-modal interurban transportation system. Unfortunately, the nation’s investment and policy development has not kept pace with either demand or expectation, thereby constraining the transportation system and limiting consumer choice.

In the 1990s, beginning with the Clinton administration and continuing through the administration of George W. Bush, serious bipartisan efforts were undertaken to address the needs of the nation’s transportation infrastructure – including its intercity passenger(135,219),(875,828)
Related Content

Focused Error Analysis: Examples from the Use of the SHEEP Model
[www.igi-global.com/article/focused-error-analysis/171403?camid=4v1a](www.igi-global.com/article/focused-error-analysis/171403?camid=4v1a)

Challenges in Clinical Data Linkage in Australia: Perspective of Spinal Cord Injury
[www.igi-global.com/article/challenges-in-clinical-data-linkage-in-australia/171402?camid=4v1a](www.igi-global.com/article/challenges-in-clinical-data-linkage-in-australia/171402?camid=4v1a)

Voluntary Reporting of Performance Data: Should it Measure the Magnitude of Events and Change?
[www.igi-global.com/article/voluntary-reporting-of-performance-data/209739?camid=4v1a](www.igi-global.com/article/voluntary-reporting-of-performance-data/209739?camid=4v1a)

Prediction of Heart Disease Using Random Forest and Rough Set Based Feature Selection