

High Speed Rail

**PHOTOCOPY
PRESERVATION**

~~324~~ ~~55107~~ High Speed Rail 2-10-84

- May-Leu zeroed out of budget, put funding thru ISTEA is there (trust funds, etc) Congress must give OK to spend it (or they can decide not to spend it this yr.)
- Texas Project has project-specific literature
- French Experience -- any lessons to learn? Summary needed on cost, ridership, etc.
- Japan too.

"SuperTrains" - Book by Joe ~~~~~

- Cost/Benefit Model needed
 - Economic & Social
 - compare to comparable modes-o-transport (air, highway)

FRA - Compile study of Existing Systems...
Appendices, Bibliography

Assessing High-Speed Ground Transportation: The Issues

I.

What will be our needs for intercity passenger transportation in densely populated corridors in the U.S. fifty years from now?

A. Travel demand

1. Population growth or shift
2. Population distribution (degree of concentration in congested corridors, suburban vs. urban locations)
3. Propensity to travel
 - a. Business – levels of economic activity
 - b. Pleasure – disposable income, age, leisure time
 - c. Family needs – shopping, visits
 - d. Alternatives to intercity travel – telecommuting, videoconferencing, etc.

B. Nature and condition of the transportation system

1. Air service – quality and quantity
2. Highway "service" – quality and quantity
3. Rail service – quality and quantity
4. Ability to move from mode to mode

C. Consequences of relying solely on existing options

II.

What role should HSGT play in helping resolve the intercity corridor transportation shortfalls projected for the mid-21st century?

- A. In what situations can HSGT serve as a transportation alternative or connection to other modes?
- B. What are the comparative costs and benefits of increasing transportation supply by means of HSGT, versus other modes?
 1. Energy and air quality impacts

2. Land use impacts
 3. Commercial feasibility
 4. Contribution to competitiveness of the transportation industry
 5. Speed of implementation
 6. Public vs. private financing
 7. Time savings for users and non-users
- C. How would the viability and applicability of HSGT be affected if the true costs of other modes were imposed on their users?
- III. What impacts would HSGT have on urban revitalization?
- A. Access
1. Direct – intercity improvements
 2. Indirect – commuter improvements
- B. Redevelopment
1. Intermodal terminals
 2. Other facility changes (e.g., reroutings; grade crossing eliminations; yards and shops)
- IV. What impacts would HSGT have on national industrial and technological competitiveness and military preparedness?
- A. Direct impacts – distinguished between incremental HSR, "TGV"-like HSR, maglev
1. How would HSGT strengthen America's prestige as a world leader in technological innovation?
 2. How would an HSGT program boost America's competitiveness in world industrial markets for HSGT rolling stock and other components?
 3. To what degree would HSGT assist our defense conversion efforts?
 4. Would HSGT help us meet our defense requirements by providing a

reserve of energy-efficient military and civilian transportation capacity, in conjunction with the Nation's railroad grid?

- B. Indirect impacts – How would a U.S. policy emphasis on HSGT for travel in the 100-500 mile range affect the viability of our short-haul aviation manufacturing industries, especially export aircraft?
- C. Potential stimulation of job growth and new economic activity

V. How could the U.S. implement a long-term HSGT initiative?

- A. What role, if any, should the Federal Government take in funding HSGT?
- B. Of the total national investment in transportation infrastructure over the next half-century, what portion should go to HSGT?
- C. What should be the respective roles of the Federal Government, the States, local governments, private industry, and Amtrak and other carriers in financing, owning, operating, and maintaining HSGT services?
- D. What stable source for the Federal portion of funding should be provided for HSGT – additional explicit flexibility under ISTEA, or some HSGT-specific source?

VI. What immediate Federal actions should occur to support an HSGT initiative?

- A. Technology development (already underway)
- B. Maglev prototype development
- C. Planning support for likely corridors
- D. Right-of-way "land banking," particularly in major cities
- E. Completion of a detailed "system staging" map based on conclusions of Commercial Feasibility Study
- F. Corridor development demonstrations
- G. Initial development investments to test public acceptance
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Mike Schmidt
HSR Meeting 2:30pm
Rm 422, 2/10/94
DEOB

From: Jim Tsang

Summary of High Speed Rail questions from Davis, Deich, Itzkoff, Krupnick, Tsang

1. Highlighted parameters included 3 different HSR systems, ridership, cost and speed of implementation, possible character of any Federal participation, technological fall-out, general social benefits, impact on congestion, air quality, energy usage, land use and development, central cities and possible competing solutions through 2040.

2. What are the current international benchmarks and what can we learn from them today? What does economic analysis say about the promise of HSR?

3. What can we learn from current US efforts to build HSR systems?

4. What does it cost today to move a person X miles by air in the US? What are the federal, state or local subsidies? What about intercity air travel abroad? Are there other solutions that can substitute for high speed rail intercity travel?

5. Given current airfares, would HSR in the most heavily traveled US corridors be viable assuming total capture of all current air and rail passenger traffic?

6. For current conditions, what would be the indirect benefits of having a high speed rail system in the United States in our best choice corridors?

7. How will the answers to questions 5 and 6 change as the boundary conditions evolve to describe possible future realities.

8. How should we judge the contributions of future transportation systems?

9. What are the uncertainties in our projections of demand and criteria as we move 46 years ahead?

10. Are there major synergies between different transportation modes? What will be needed to make these significant? Would these changes change the prospects for HSR.

11. What is the shape of the cost-performance curve for HSR going to look like?

12. Are there institutional, political etc. considerations that currently unfairly penalize HSR solutions?

13. Does the decision to implement a HSR system depend on the details of how federal support can be provided?

14. How will the affordability and desirability of competitive systems such as highway, tele- and air change in the next 46 years?

already in
iterative,
although projected

High Speed Rail Notes: February 9, 1994

Proposed Report: A summary of economic analyses of the construction and operation of steel wheels on steel rails high speed rail lines in France, Germany and Japan. What are the factors that make high speed rail a worthwhile investment in these countries at the present time? What do they tell us about the current US situation?

Proposed Report: An analysis of projections for traffic through the year 2020(?) in major US corridors proposed for high speed rail systems. This includes detailed descriptions of growth rates and traffic between intermediate points.

Proposed Report: What are the possibilities for significantly reducing the costs of the implementation of a high speed rail system in the United States in the next 25 years?

Proposed Report: A quantitative summary of the present and future social benefits arising from the implementation of a high speed rail system in a limited number of high volume corridors in the US.

Proposed Report: What are some of the ways that alternative transportation modes such as short haul aircraft, automobiles etc. can improve over the next quarter century. What will be the costs of implementing these improvements and how can these improvements meet projected needs. Are there interesting synergies that can be exploited.

Proposed Report: What is the role of the Federal Government in promoting different modes of future intercity transport, especially involving rail..

Proposed Report: What can high speed rail do for freight transportation in major corridors?

Summary of High Speed Rail Working Group Meeting, February 10, 1994.

Attendance: Noah Rifkin DoT 366-3983
Mike Schmidt DPC 456-7777
Jim Tsang OSTP 456-6044
Michael Deich NEC 456-2801
Marc Chupka OEP 456-6224
Alan Krupnick CEA 395-5012
Denise Walter NEC 456-6567
Don Itzkoff FRA 366-0857
Alice Davis OMS 395-3101

The meeting began with a brief summary of the events leading to the creation of this working group.

There was discussion about some of the 14 Questions handed out before the meeting and the 7 Proposed Report subjects handed out at the meeting.

The state of existing knowledge of some of the subjects was reviewed.

Don Itzkoff summarized some of the questions he posed in his response to the first meeting in describing what is known (attached 3 pages titled "Assessing HSGT : The Issues").

It was agreed that Itzkoff's office will pull together answers or materials needed for answers to his questions 1 ("...our needs for intercity passenger transportation in densely populated corridors in the US..." and 2 ("...role HSGT should play in helping resolve the intercity corridor transportation shortfalls projected for the mid-21st century...") and Proposed Report 1 ("....summary of economic analyses of the construction and operation of...lines in France, Germany and Japan..."). There is a preference for quantitative rather than anecdotal information.

Denise Walter and Jim Tsang volunteered to help FRA in this effort.

Itzkoff's office will have a response ready by March 15th and the committee will meet about one week after the response is sent to its members.

Itzkoff reviewed FRA plans for proposed Next Generation High Speed Rail effort including development of a comprehensive national policy statement on high-speed ground transportation, support of non-electric high speed engines and support for defense conversion efforts in the rail area.

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