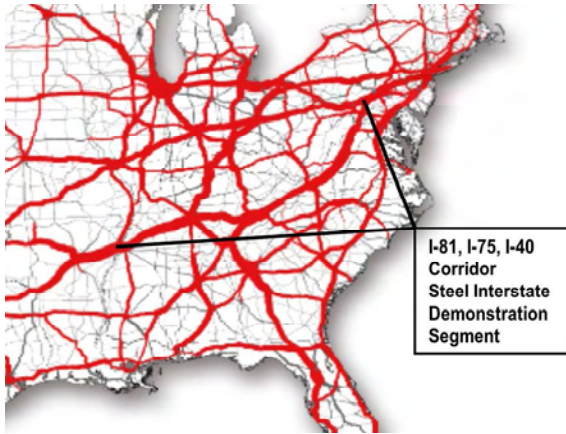


RAIL Solution's vision for the Interstate 81/Interstate 40 Corridor - a Steel Interstate prototype demonstration

Today a Norfolk Southern railroad line links Harrisburg, PA and Memphis, TN, a corridor of about a thousand miles. Upgrading, double-tracking, grade separating, and electrifying this line would provide an excellent demonstration of the Steel Interstate concept.

RAIL Solution is working to develop broad-based support for such an initiative. Many factors make this corridor ideal.



As this FHWA truck density map shows, heavy trucking characterizes this I-81/I-40 Corridor. A similar rail traffic density map reveals only a thin line here. Overwhelmingly the freight flow today is on the highway. Diverting 60% of the through trucks to trains would greatly reduce highway

congestion, maintenance, need for new construction, and highway safety problems.

There is strong popular support for improved freight rail infrastructure as a means of reducing truck problems on I-81/I-40. Over 50 local governments in VA and TN have voted resolutions endorsing a Steel Interstate project here. A list and copies are at railsolution.org. In public comments on I-81 expansion in Virginia, over 70% urged consideration of a rail alternative.

We are working with metropolitan planning organizations and numerous partner groups in the I-81/I-40 Corridor to advance our rail vision. The rail improvements are congruent with, but go well beyond, those sought in Norfolk Southern's multi-state Crescent Corridor project, as well as truck diversion feasibility studies in both the I-81 and I-40 Corridors conducted by Virginia's Department of Rail and Public Transportation and the Tennessee Department of Transportation.

A corollary benefit would be capacity to handle passenger trains over the route on an expedited basis without interfering with freight trains, connecting to and from existing Amtrak service at Memphis and Harrisburg.

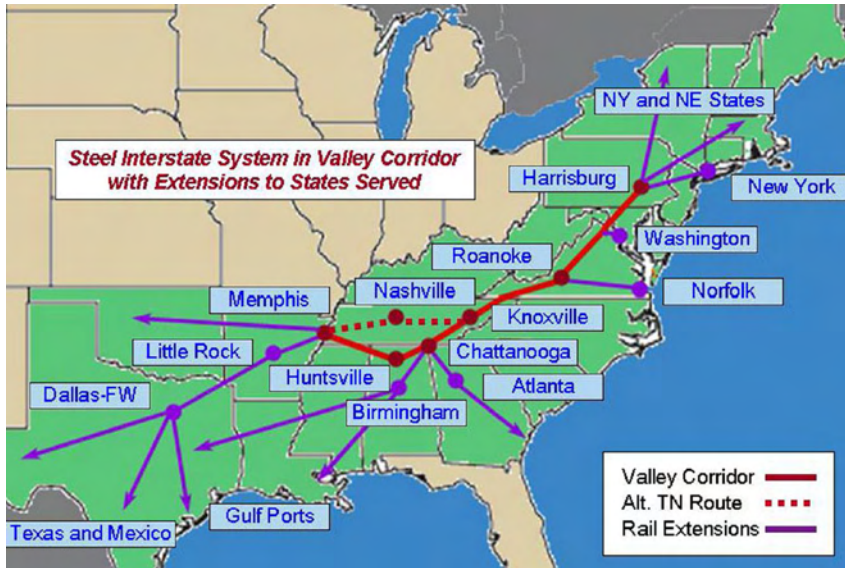
For full concept benefits, see: steelinterstate.org



ELEMENTS OF STEEL INTERSTATE DESIGN: A minimum of two grade-separated through tracks, engineered, signaled, and dispatched for 79 MPH to 110 MPH, offering frequent, reliable service. The electrified Steel Interstate System would create adequate capacity to divert most non-local truck freight to intermodal trains, and to accommodate passenger trains without impairing freight operations.



Prototype Demonstration of the North American Steel Interstate System in I-81/I-40 Corridor



The Steel Interstate prototype will provide maximum diversion of truck freight to rail and accommodate passenger and freight service on the same fast, reliable rail infrastructure. The Prototype Demonstration in the Memphis to Harrisburg corridor will test the economic and technical feasibility of the Steel Interstate concept in one of the heaviest density trucking lanes of the nation. *The result:* less interstate highway construction and maintenance, less consumption of oil, far lower pollution and environmental impact such as greenhouse gases, fewer trucks on the highways, and fast, frequent railroad passenger service made possible as a corollary benefit for our region.

RELATIONSHIP TO RAILROADS IN THE CORRIDOR: The solid line shown on the map is a portion of the Norfolk Southern Crescent Corridor. The alternative dashed line via Nashville involves CSX ownership. Neither railroad has supported the Steel Interstate or our advocacy for a prototype. Our vision leapfrogs the plans of these Class I railroads and what they could finance. We envision a multi-track, grade-separated, electrified super railroad prototype, transforming 21st Century rail transportation, and have developed detailed, innovative public and private financing options for this project, which would be operated for-profit by private enterprise. We continue to share those plans with state and federal legislators to paint a compelling cost/benefit Steel Interstate portrait compared with business-as-usual highway capacity expansion.

RAIL SOLUTION'S ADVOCACY IN THE I-81/I-40 CORRIDOR: We got our start in the I-81 Corridor in 2003 when we proposed a rail alternative to a plan by a Halliburton-led consortium to privatize I-81 in Virginia and rebuild it as a truck tollroad. Our original mission to stop a bad highway project transformed into a greater mission to not miss out on the vast opportunities that rail could provide for our economy, the environment, and for our quality of life. If you have questions, can help us in this campaign, or would like one of us to speak at your event, please use the contacts below. We continue to seek resolutions of support from local governments and non-government organizations.

Executive Director: David Foster, Salem, VA (540) 389-0407 / RAIL Solution Board of Directors:

Michael Testerman Richmond, VA (804) 649-1405	Pete Lotts Knoxville, TN (865) 675-7394	Rees Shearer Emory, VA (276) 944-5355	Ken Marsh Kingsport, TN (423) 288-4321	Barbara Walsh Lexington, VA (540) 463-2330
Bob Peckman Roanoke, VA (540) 366-7780	Jeff Price Wyncotte, PA (215) 598-3000	Steven Sondheim Memphis, TN (901) 761-1793		Robinson Foster West Linn, OR (503) 781-9339



RAIL SOLUTION
railsolution.org