

**Press Release
For Immediate Release**

ITI's Gil Carmichael Says *North American* Intermodal Transportation Network Required for 21st Century Economic Vitality

- Railroads Are Poised To Play Dominant Role in Global Transportation Infrastructure -

DENVER, CO, June 28, 2010 – In an address to more than 200 members of the Railway Industrial Clearance Association, Gil Carmichael, Founding Chairman of the Board of Directors of the Intermodal Transportation Institute at the University of Denver and a former Federal Railroad Administrator, said that by soliciting industry input, the Federal Railroad Administration (FRA) has taken a significant step toward creating a new National Rail Plan and that it should be congratulated.

Carmichael said, however, that the FRA could go further in addressing the needs of today's globalized *intermodal* transportation infrastructure. "Ten years into the 21st century, we finally realize the United States must produce a new, holistic, sustainable, ethical, and environmentally friendly *intermodal* transportation system. This system would use alternative, reusable fuel sources to create an efficient 'rail-based' freight and passenger transportation network," he said. "The future begins now."

"The Interstate Highway System of the previous century, created during the era of 'cheap fuel' and serving primarily the highways and airlines, has served the United States well," he said, "but today we have a population that has doubled in 50 years and could reach 400 million people by 2050, creating even greater mobility problems. We already have a deteriorating, badly stressed, and congested transportation infrastructure that cannot meet our international consumer or shipper demands. Today's 'container-based' global economy requires an interconnected, intermodal transportation system that uses the strengths and efficiencies of all modes of transportation, as opposed to a singular mode approach."

Carmichael also said that FRA's 21st century National Rail Plan must also include Canada and Mexico. "North America has a 240,000-mile rail ROW network that governments and private railroads have invested in for 150 years," he commented. "In most cases this rail network connects all of the major center cities and ports in North America [but not our major airports]. After years of downsizing and single tracking, most North American railroads are probably operating at only 20-25 percent of true rights-of-way capacity. This broad, huge ROW system is already in place and is paid for! Why not better utilize it? We could easily expand FRA's National Rail Plan into a *North American* Rail Plan. It will be expensive; but can we afford NOT to do it? Many nations have already moved past North America with intermodal and high-speed passenger rail programs."

“The solution to meeting this century’s transportation/economic challenges lies in building a North American *Interstate 2.0*, a holistic, high-speed, passenger and freight rail transportation system that is seamless in nature,” said Carmichael. “It will require a working partnership between the federal and state agencies of the U.S., Canada and Mexico, and the private sector -- especially the freight railroads and the passenger rail segments. This creates a large public works project with jobs that cannot be outsourced. When completed, this project will provide a major asset for a more livable and sustainable continental transportation system with alternative, reusable fuel sources and long-term jobs for at least four decades of this century.”

Carmichael said that by double- or triple-tracking at least 30,000 miles of the railroad's main lines, with 100 percent grade separations, and utilizing new technologies such as GPS, Positive Train Control (PTC), and digital sensors, an ethical and sustainable, rail-based, North American transportation system will transform the continent’s infrastructure landscape in the next few decades. He strongly recommends that the United States Congress approves two, new, intermodal trust funds that replace the expiring Interstate Highway Trust Fund to pay for this century’s new infrastructure.

“While this new North American transportation system utilizes our huge existing freight rights-of-way for safe passenger transit, we must remember these two transportation sectors are not mutually exclusive, as some in the freight industry fear,” said Carmichael. He reminded us that “as far back as 1910, when all U.S. cities were still developing, thanks to railroad expansion, approximately 80 percent of intercity passengers were successfully and safely riding the rails.” So was 80-90 percent of the nation's overland freight! It was a very successful *shared* rail system.

“With proper investments and new technologies, this holistic vision of a North American Rail Network will seamlessly connect all modes of transportation and provide a very safe, sustainable, and energy-efficient intermodal infrastructure that reliably moves people from car/transit to train to plane and freight from ship to train to truck,” summarized Carmichael. “This rail-based *Interstate 2.0* will be the new transportation paradigm for the 21st century.”

About ITI

The Intermodal Transportation Institute at the University of Denver offers an Executive Masters Program that awards a Master of Science in Intermodal Transportation Management from the University of Denver. This graduate degree program prepares transportation industry managers for the increasingly complex, global business environment where knowledge of finance, quantitative processes, supply chain, transportation law, and public policy issues as well as freight, passenger, and intermodal transportation operational strategies are critical management tools for success. For more information on the ITI Executive Masters Program call: 303-871-4702 or visit: www.du.edu/transportation.

EDITORIAL CONTACTS:

Jim Martin
JDM & Associates
jim@jmandassociates.com
847-570-9100

Cathy Johnson
ITI Executive Director
Intermodal Transportation Institute
University of Denver
303-871-4702
catjohn@du.edu