

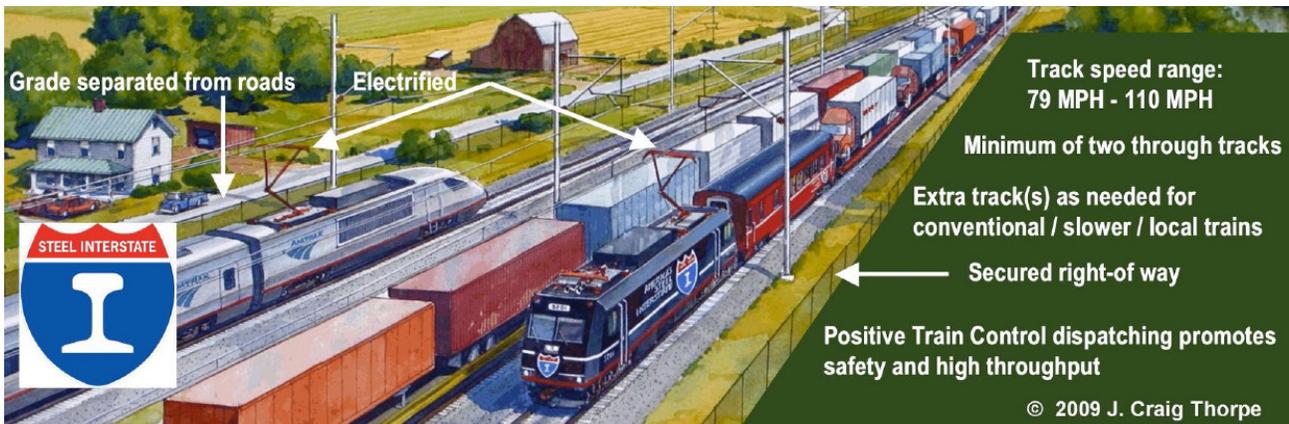
North American Steel Interstate

Future FAST American mobility rides on rails

America can meet demand for increasing freight movement and eliminate congestion without costly highway expansion. Modernizing 40,000 miles of existing rail lines into **a high-capacity rail network, the [Steel Interstate System \(SIS\)](#)**, will reliably move containers, trailers, whole trucks and time-sensitive freight at highway speeds.

The SIS will move long distance container freight and offer short distance solutions, such as truck drive-on/drive-off (open intermodal) technology. The system will be multi-tracked, grade-separated from roadways, employ automatic train control for safety, and configured for speeds in the range of 79-110 mph. For greater efficiency, the SIS will be electrified, incrementally as traffic grows, on the busiest corridors.

A BIG dividend, the Steel Interstate System offers potential for fast [passenger service](#)—serving up to 90% of the U.S. population. Implementing passenger service in corridors where public demand is sufficient will not require placing capacity or speed constraints on any freight service. Passenger rail service is more feasible with SIS because the cost of the infrastructure is principally borne by freight service.



Revolutionary transportation financing

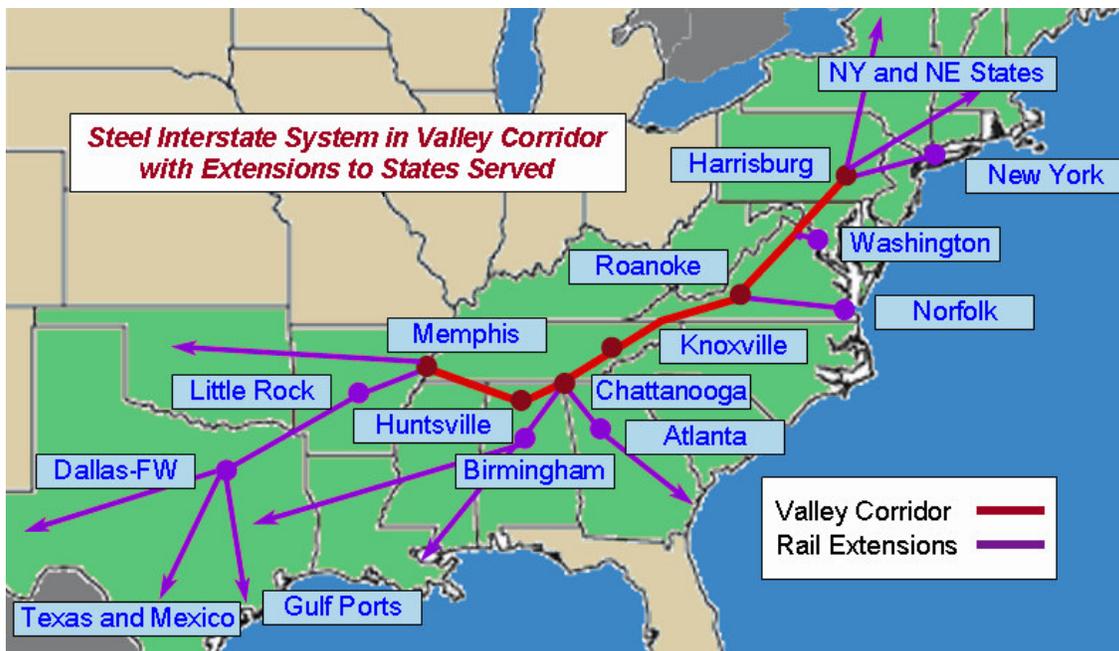
The Steel Interstate System cost is a fraction of public capital and operational costs of expanding and maintaining highway capacity to accommodate projected U.S. freight movement growth. The SIS accomplishes an elegant transportation financing revolution by...

...**substituting real [private investment for public expenditure](#)!**

High performance rail would be financed primarily through incentives to leverage private capital—loan guarantees, tax abatements, incentives for SIS investment of un-repatriated foreign profits of American corporations, and public-private partnerships. Some targeted public funding will jumpstart private investment. The SIS can be built and financed in 25-30 years—a transportation efficiency revolution analogous to the Eisenhower Interstate Highway system, but transforming the rail system with mostly private funds. With the present levels of investment in rail by private companies, a modern system serving most of America will never be attained.

Steel Interstate System Benefits:

- **Economic dividends** accruing to the U.S. are broad and diverse, including:
 - Lower [domestic shipping costs](#) > enhance American productivity
 - [Private investment](#) in rail infrastructure substitutes for tax-payer-funded highway expansion and repair
 - Competitive rail links in and strengthens [rural & "fly over" city economies](#)
 - Reduced [oil imports](#) > enrich our nation's balance of payments account
 - [Oil-free mobility](#) minimizes exposure to world oil prices and to risk of supply disruptions > electrified rail is superior to converting freight to [natural gas](#)
- **National security** is well-served. SIS:
 - Enhances American global competitiveness and economic strength
 - Reduces the nation's total dependence upon oil for moving goods and people
- **Safety and public health** benefits of the SIS:
 - Compelling freight [traffic safety](#) improvements > diminish [congestion](#)
 - Clearing the [air](#) > promotes [public health](#)
- **Environmental advantages** of implementing the SIS:
 - Preserve our [landscape](#) from avoidable pavement and sprawl
 - Restore [air and water quality](#)
 - Lower the nation's [carbon footprint](#)
 - Incentivize [renewable energy development](#)



Rail Solution proposes that a [regional SIS prototype](#) be built to demonstrate the efficacy of the Steel Interstate on an existing rail corridor, paralleling I-81/I-40 between Harrisburg, PA, and Memphis, TN.—the "Valley Corridor". This prototype would attract truck freight from one of the highest density truck corridors in America, transforming the entire region into a truly multimodal corridor.



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