

Badger Rails

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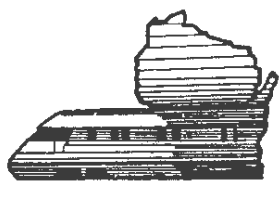
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Badger State Poll?

At the September 9, 2001 meeting at the Wisconsin Dells, the WisARP Board reviewed the results from the Buckeye State (Ohio) poll on support for passenger rail funding. The board was amazed and quite pleased with the results showing the majority of Ohio residents support passenger rail service.

The WisARP Board decided to fund a similar poll here in Wisconsin. WisARP would contract with an independent organization that would compile the list of questions and conduct the poll. This organization would be unbiased.



Wisconsin Association of Railroad Passengers

It is hoped that such a poll would demonstrate that people in Wisconsin also support passenger rail service. However, such a poll would cost thousands of dollars.

The WisARP board has set up a fund for WisARP members to make extra special donations to so we can afford to fund a poll. Donations to this fund would be tax-deductible. The board considers the results of this poll to be very valuable information needed to build support for the Midwest Regional Rail Initiative in Wisconsin.

So please send a check payable to WisARP to:

attn: Andrew Sihler
WisARP Poll Fund
1815 Summit Avenue
Madison, WI 53705-4038

Ohio Passenger Rail Poll

Ohio Association of Railroad Passengers
March 8, 2001

A recent poll indicates a majority of Ohio adults want the state government to develop passenger rail service. The poll was conducted by Ohio State University's Center for Survey Research (OSU-CSR) and was funded by the George Gund Foundation of Cleveland and the Environmental Law & Policy Center of Chicago.

This article is a summary of that poll. The detail of the poll results can be found at www.oarprail.org.

(Continued on page 5, see "Ohio Poll")

Mixed Reactions to GOP High Speed Rail Bill

By Rick Harnish
Midwest High Speed Rail Coalition

On September 7, 2001, the Washington Post reported that Representative Don Young (R-Alaska), Chairman of the House Transportation and Infrastructure Committee, was planning to introduce a \$71 billion bill intended to allow states to build high speed rail, and upgrade freight and commuter lines in congested areas.

While this bill addresses many key components of our nation's transportation

(Continued on page 6, see "GOP Bill")

1995 American Travel Survey

USDOT Bureau of Transportation Statistics

<http://ntl.bts.gov/data/estcus.pdf>

American households took nearly 685 million long-distance trips in 1995. About 656 million of those trips, totaling 1 billion person trips, were to destinations in the United States. Whether traveling for business or pleasure, Americans logged nearly 827 billion miles using our nation's transportation systems.

Approximately 80,000 randomly selected households nationwide were interviewed for the American Travel Survey. The survey collected information about all trips of 100 miles or more, one way, taken by household members in 1995. This profile summarizes the survey results for the nation as a whole.

Where Americans Travel

Interstate Travel

More than half (55% or 552 million) of all person trips were to destinations outside the traveler's home state (interstate). Of these trips, 212 million were to a destination within the same division (intradivisional), and about 341 million trips were to a destination in a different division (interdivisional). Of these interdivisional trips, 133 million were within the same region (intraregional), while about 208 million trips were outside the home region (interregional). All of this interstate travel generated 659 billion person miles, or 80% of all person miles of long-distance travel in the nation.

More than half (265 million or 59%) of the 449 million person trips within the traveler's home state (intrastate) were by personal use vehicle. Of the 241 million interstate trips by car or other personal use vehicle, 113 million were intradivisional and 61 million were intraregional. Interstate travel in personal use vehicles generated 186 billion person miles, or about two-thirds of all vehicle miles of travel.

Regional and Divisional Travel

Table 1 lists the four regions and the nine divisions along with their states that comprise those regions. It shows that over one-third (38%) of all person trips in 1995 were to destinations in the South region. Within that region, the South Atlantic division—Florida, Georgia, North and South Carolina, Virginia, West Virginia, DC, Delaware, and Maryland—accounted for nearly 20% of all trips within the United States. The East North Central division in the Midwest region attracted the next largest number of person trips, with about 148 million, and the Pacific division in the West region accounted for 133 million person trips. In contrast, less than 5% of person trips were to destinations

in the New England division within the Northeast region.

Travel Outside the United States

Only about 4% of trips taken by Americans in 1995 were to destinations outside of the United States. About half of the 41 million person trips that Americans made to foreign destinations were to our neighboring countries of Canada (28%) and Mexico (23%). Nearly 18% of foreign travel was to Europe, about 11% to the Caribbean, and 8% to Asia. Another 3% of person trips were to South America, and 1% were to Africa.

How Americans Travel

Three out of four household trips (one or more members of a household traveling together) within the United States were taken in a personal use vehicle in 1995. Americans took about 505 million long-distance personal use vehicle trips, resulting in over 280 billion vehicle miles of travel on the nation's highways. Personal use vehicles were the mode of choice for shorter trips. About 37% of these trips were less than 300 miles round trip, and 68% were less than 500 miles round trip. The median round-trip distance for personal use vehicle trips was 368 miles.

Commercial air travel, the mode most frequently used for longer trips, accounted for 19% of all household trips. About 72% of commercial airplane trips were 1,000 miles or more round trip, with a median distance of 1,732 miles.

Charter or tour buses were used for about 2% of all household trips. Over half the charter or tour bus trips were less than 500 miles round trip, for a median of 438 miles. Intercity bus and train travel each accounted for less than 1% of all household trips. The median round-trip distance for intercity bus trips was 491 miles and the median round-trip distance for train trips was 440 miles.

Making Intermodal Connections

Most long-distance travelers using common carriers—commercial airplanes, intercity buses, and trains—used a car, truck, or van to get to the airport or station to begin their trips. 56% of air travelers, 44% of travelers on intercity buses, and 40% of train travelers parked at the airport or station. Another 31% of air travelers, 26% of intercity bus riders, and 32% of train riders were dropped off at the airport or station. Air passengers traveled farther to airports (21 miles) than did travelers to train or bus stations.

Table 1
Destinations of Person Trips by Census Region and Division: 1995
(In thousands)

WEST REGION	<i>Pacific Division: 132,779 (13.3%)</i> Alaska, Hawaii, Washington, Oregon, California <i>Mountain Division: 104,382 (10.4%)</i> Montana, Idaho, Wyoming, Nevada, Utah, Colorado, Arizona, New Mexico
MIDWEST REGION	<i>West North Central Division: 93,155 (9.3%)</i> North Dakota, South Dakota, Minnesota, Iowa, Kansas, Missouri <i>East North Central Division: 148,237 (14.8%)</i> Wisconsin, Michigan, Illinois, Indiana, Ohio
NORTHEAST REGION	<i>Mid-Atlantic Division: 97,114 (9.7%)</i> New York, Pennsylvania, New Jersey <i>New England Division: 47,190 (4.7%)</i> Maine, Vermont, New Hampshire, Massachusetts, Rhode Island, Connecticut
SOUTH REGION	<i>West South Central Division: 117,233 (11.7%)</i> Oklahoma, Texas, Arkansas, Louisiana <i>East South Central Division: 63,350 (6.5%)</i> Kentucky, Tennessee, Mississippi, Alabama <i>South Atlantic Division: 195,878 (19.6%)</i> Delaware, Maryland, DC, West Virginia, Virginia, North Carolina, South Carolina, Georgia, Florida

A higher proportion of intercity bus and train travelers, compared with air travelers, used public transit (bus or subway) as their access mode to get to the station before departure: about 14% of intercity bus travelers, about 15% of rail travelers, and just over 1% of air travelers. Taxis were also used more often by bus or train passengers (9 and 10%, respectively) than by air passengers (about 6%) to get to the station. About 6% of bus riders walked to the departure station.

Once they arrived at their final destination, about 38% of air travelers were picked up at the airport, while another 38% rented a car, truck, or van. About 67% of intercity bus and 49% of train riders were picked up at the station at their destination, while only small proportions of travelers using either mode rented a vehicle at their destination.

Use of public transit at the destination was most prevalent among intercity bus and train travelers. About 12% of bus and 16% of train travelers used public transit to get from the station to their final destination. Taxis were used most frequently by train travelers (23%). About 9% of intercity bus passengers and 6% of train travelers walked to their final destinations.

Why Americans Travel

Of all person trips in 1995, one-third were to visit friends

or relatives, 23% were for business, and 30% were for leisure activities including rest or relaxation, sightseeing, outdoor recreation, entertainment, or shopping. Another 15% were for personal business, such as attending weddings or funerals, obtaining medical treatment, or participating in school-related activities.

Two-thirds of all long-distance person trips by personal use vehicle in 1995 were for pleasure: 35% to visit friends or relatives and 31% for leisure travel; about 19% were for business. The largest share of commercial air travel (47%) also was for pleasure (27% to visit friends or relatives and 20% for leisure). But in contrast to personal use vehicle trips, 43% of commercial air travel was for business.

After commercial airplanes, trains had the highest share of business travel at 27% of all train trips. However, the largest share of train travel, 40% of all person trips, was to visit friends or relatives. The largest proportion of intercity bus trips (56%) also was to visit friends or relatives. Most trips by charter or tour bus (65%), and ship, boat, or ferry (79%) were leisure trips.

Vacations

Over half of all travel in 1995 (52% or 515 million person trips) was for vacations. About 47% of vacation travel was for leisure, and 43% was to visit friends or relatives. One in three travelers did not consider visiting friends or relatives a

(Continued on page 4, see "Travel Survey")

Travel Survey

(Continued from page 3)

vacation. More than 82% of vacation travelers used a personal use vehicle for their trip, while another 15% of vacationers traveled by commercial airplane.

Weekends

Weekend travel that included one or two nights away from home and an overnight stay on a Friday and/or Saturday accounted for 253 million person trips in 1995, about 25% of all travel. When a weekend trip is defined more broadly as comprising one to five nights, including a Friday and/or Saturday night (as defined by the Travel Industry Association of America, U.S. Travel Data Center), the 1995 American Travel Survey found that 441 million person trips, about 44% of all travel, would be considered weekend trips. For weekend trips of one or two nights, 41% were to visit friends or relatives, 32% were leisure trips, and 13% were for business.

Personal use vehicles were the most popular travel mode for 91% of one- or two-night weekend trips. About 7% of weekend trips were by commercial air, and the remaining 2% were by other modes.

Nights Away from Home and Type of Lodging

Nearly one-fourth of all person trips were "day trips," not involving an overnight stay. Excluding these day trips, travelers spent an average of 4.3 nights away from home on each trip. Of travelers spending one or more nights at their destination, 46% stayed with friends or relatives, while another 38 % stayed in a hotel or motel, and the rest stayed in other types of lodging.

Not surprisingly, of the travelers who went to visit friends or relatives, nearly all (87%) stayed in their friends' or relatives' homes, while three-fourths of all business travelers stayed in a hotel or motel.

Among leisure travelers, 52% stayed in a hotel or motel; another 23% stayed in owned or rented cabins or condominiums, 17% stayed with friends or relatives, and 8% stayed in a camper, trailer, or recreational vehicle.

When Americans Travel

The largest share of travel in 1995 (30% of all person trips) occurred during the third quarter, July through September, when 35% of vacations and 30% of weekend trips were taken. The largest share of leisure trips also occurred during the third quarter (38%), along with 27% of trips to visit friends or relatives. The fourth quarter, when holiday travel is prevalent, was the peak time to visit friends or relatives (30%).

Business travel was evenly distributed during the first three quarters of the year at 26% in each quarter, but somewhat lower, about 22%, in the fourth quarter.

Who Travels

Of all person trips, fewer than half were taken by women, while two-thirds were taken by persons 25 to 64 years of age. Approximately 48% of person trips were taken by persons who lived in households making \$50,000 or more per year, and 42 % were taken by persons with a bachelor's degree or higher. In addition, only 15% of person trips were taken by minorities, 25% were taken by persons under 25 years old, while 9% were taken by persons 65 years old and over. Only 6% of person trips were taken by persons who had not finished high school, and 16% by persons who lived in households with incomes under \$25,000.

Of all person trips taken by those 16 years old and over, 64% were working full time, and for trips taken by persons 55 years or older, 45% were retired. Because about 80 % of person trips were taken in personal use vehicles, the characteristics of the people taking these trips were very similar to those of all person trips. But, there are some striking differences between personal use vehicle trips and trips by other modes:

Commercial air trips were more likely than personal use vehicle trips to be taken by persons in the 25 to 64 age group (77 versus 64%) and less likely to be taken by those under 25 (15 versus 27%), more likely to be taken by persons who have a bachelor's degree or higher (61 versus 38%), to be working full time (74 versus 62%), and to live in households with income of \$50,000 or higher (66 versus 45%).

Intercity bus trips were more likely to be taken by persons 65 years old and over (24%), female (58%), minority (52%), less educated (37% less than high school graduate and 15% bachelor's degree or higher), and to live in households with less income (54% in households making under \$25,000). Also, about 30% of intercity bus trips were taken by persons who lived in a household with no personal use vehicle available.

Train trips also were more likely to be taken by persons 65 and over (14%), female (53%), minority (32%), to live in households with incomes under \$25,000 (23%) and in households with no personal use vehicle (22%).

**Buckeye State
(Ohio) Poll
Demographic
Snapshot**

*Of those partici-
pating in the sur-
vey:*

86% were voters
registered in Ohio;

78.5% own their
homes;

61.2% were mar-
ried;

57.9% were fe-
males;

51.3% considered
themselves as having
a conservative politi-
cal ideology while
26.3% considered
themselves liberal
and 19.8% said they
were moderate.

51.2% worked full
time while 20.6%
were retired;

32.7% had a high
school diploma as
their highest educa-
tional achievement
while 21.5% said
they had attended
some college and
another 16.3% had
earned a bachelors
degree;

Ohio Poll

(Continued from page 1)

A supermajority of Ohioans -- four out of five (80.2%) -- said they favored or strongly favored state-supported efforts to develop passenger rail services in Ohio. Only 5.8% said they opposed or strongly opposed those efforts.

If federal funding is available for improving passenger rail services, two of every three (65%) Ohioans said state money should be used to attract these funds to Ohio, while fewer than one out of five (18.1%) neither favored nor opposed the state doing that. Only 13.7% of Ohioans opposed using state funds to attract federal dollars for Ohio passenger rail improvements.

More than half of Ohioans -- 53.5% -- said the best way to relieve road traffic congestion is to "improve all forms of transportation including mass transit and high-speed rail." Another 10.2% said traffic congestion should be reduced by changing land use patterns, such as curbing urban sprawl. A clear minority -- only about one out of four Ohioans (27.9%) -- said the solution is to expand or build more highways and roads.

Slightly less than half (48.1%) of Ohioans believed road traffic congestion in their communities was getting somewhat worse or much worse. Only two out of five (42.3%) said it was staying the same, and far fewer people -- just 8.8% -- said things were getting better.

The best way to relieve congestion and delays at Ohio's airports is to "build alternatives such as high-speed rail systems," said two of five Ohioans (41%), making it the most popular solution to airport gridlock. Fewer than one of five Ohioans (only 19.4%) said the best solution is to add more runways to existing airports, while only about one of seven people (15.2%) said no changes should be made to Ohio airports. Fewer than one out of 12 people (8.5%) felt that the best solution is to construct new airports.

If a system of fast, modern passenger

trains was available to Ohioans, more than 4 out of 5 of them (83.8%) said it was somewhat likely or very likely they would consider taking a train to a destination 75-300 miles from home.

For trips of 75-300 miles away from home, a majority of Ohioans -- or 6 out of 10 (59.6%) -- said they would prefer taking a high-speed train to/from their destination. Next on their list of favorites, at a distant second place, was to fly, with fewer than 2 out of 10 (18.8%), followed by bus (13.1%) and car (4.2%) for trips of that distance.

Nearly three out of four Ohioans, or 74%, said they believed a modern, convenient and efficient passenger rail network would improve the quality of life in Ohio. Only 3 out of 20 people (16.5%) said it would not.

Among cities in Ohio or in adjoining states, Ohioans ranked Columbus (14.8%) as their most popular destination, yet Columbus has no rail passenger service. Ohio's capital city was followed by Cleveland (8.9%), Cincinnati (7.3%), Dayton (5.6%), Toledo (3.3%), Akron (3.1%), Chicago (2.5%) and Pittsburgh (2.5%) as Ohioans' most popular destinations in the region.

Of the different levels of rail passenger service which Ohio might build, nearly half of all Ohioans (46.7%) said they preferred 110 mph passenger trains, running on rebuilt tracks. At a distant second place was a more basic level of service operating below 80 mph on existing freight tracks, with about 1 out of 4 (26.2%) desiring that level. One of five (21.5%) wanted a more elaborate version in which trains would operate at 180 mph or faster and use totally new tracks.

Among the most frequently discussed methods of financing an Ohio passenger rail system, 1 out of 4 Ohioans (24.4%) said they favored using state general funds such as sales taxes, followed by borrowing money via a bond issue (23.5%), raising the gas tax a penny per gallon (21%), or taking the money from existing highway/transportation funds (19%).

GOP Bill

(Continued from page 1)

infrastructure, it is missing the most important component: funding.

State transportation officials across the country have identified rail as a crucial part of our transportation network. They are asking Congress to create a program with a similar structure to the highway and aviation programs to upgrade tracks allowing faster, more frequent trains.

As reported, the bill would make \$36 billion in tax exempt bonds and \$35 billion in low interest loans available to state departments of transportation for removing grade crossings and upgrading existing rail lines to improve safety and allow higher speeds.

News from KenRail

By Norm Siler

Sturtevant's new Amtrak station is now scheduled for construction in Spring, 2002, according to KenRail president Brian Hamilton, who learned of the new, later date from a Village official.

Amtrak has sought improved conditions for its Sturtevant area passengers for more than a decade, and approval of a new site followed several years of local efforts by volunteers to renovate the existing station, built in 1907 at the crossing of Milwaukee-Chicago tracks with the Racine-Burlington-Savannah, IL track. KenRail supported those villagers in 1993 when they successfully persuaded Village officials to lease the station and dissuaded CP Rail from bulldozing the historic structure. It is one of four buildings clustered in the original settlement now named Sturtevant.

But volunteer energies and donated materials were not sufficient. By 1998, Sturte-

The bill, however, does not provide a revenue stream for repaying those bonds and loans. They would have to be repaid entirely by the states.

Strong, competitive rail service is of national importance. Additionally, all planned and existing routes cross state lines. Therefore, just as with highways and airports, the federal government should play a strong role in developing needed rail infrastructure by establishing a railroad trust fund.

"We are very happy to see the GOP propose such a far reaching rail infrastructure program," said Richard Harnish, Executive Director of the Midwest High Speed Rail Coalition. "but it is missing is the traditional 80% federal match."

vant knew it had to improve the situation, and an October, 1998 story in the Racine Journal Times reported a deal to purchase land and build a larger station with much more parking at a site just south of State Highway 20. The following August, Governor Thompson announced during his annual moving-state-government week that funds for Sturtevant's new station would be appropriated.

Funding didn't proceed that easily, though, once concerns for pedestrians crossing CP Rail tracks surfaced. After extensive negotiations among CP Rail, Wisconsin DOT and Amtrak, those concerns were put to rest with a decision for constructing a pedestrian walkway beneath the busy tracks.

All of those aspects have now come together, the village official told Brian Hamilton, and construction will begin in April, 2002.

**A Message from
George D. Warrington, Amtrak
President and
CEO - 9/14/01**

No one has escaped the sorrow and grief of the past week. Like all Americans, the Amtrak family of employees is enormously saddened by the horror of the tragedies in New York City and Washington, DC. But, also like all Americans, we are ready to help.

Every day, Amtrak travels through the heart of our great nation – from our largest cities to our smallest towns. With the continued disruption of the nation's aviation system, we have been a critical link throughout the whole country. In response, we have added cars and trains in the Northeast, on the West Coast and on long distance trains so that people can get to their destina-

(Continued on page 7)

(Continued from page 6)

tions in the days ahead.

We have reached out to the airlines to assist family and friends, and of course, are accepting all airline tickets. We are proudly assisting the American Red Cross by transporting emergency medical supplies to aid the victims in New York City. In short, all of us at Amtrak are resolved to do whatever we can to help heal the nation.

To the families and friends of those who lost their lives in this horrible tragedy, we send our prayers and deepest sympathies. To the rest of the nation, we send our efforts of assistance as symbols of strength, hope and solidarity.

Sincerely,

George D. Warrington
President and CEO

News From NARP

By Ross B. Capon
NARP Executive Director

September 20, 2001 - The Amtrak ridership figures in my message yesterday -- from published news reports -- were not correct. Amtrak says, during September 12-17:

- * Nationwide ridership grew about 17%, not including all the airline tickets Amtrak honored.
- * Ridership on long-distance trains grew about 35%.
- * Northeast Corridor ridership grew an estimated 9% "despite the near-shutdown of businesses and schools throughout the Northeast and the Jewish holiday."

Amtrak says it added:

- * 1,600 daily seats to long-distance trains;
- * 300 daily seats to West Coast trains;
- * 2,000 daily seats to unreserved Northeast Corridor trains.

Amtrak says that through September 18 it had transported "237 extra carloads of mail" above normal levels. "Amtrak provided transportation to New York City for families and friends of victims, firefighters, police, medical teams, military and other public officials, airline crew members, and even sports teams. In partnership with the American Red Cross, Amtrak transported thousands of emergency relief kits to New York City."

Yesterday, 16 senators wrote to Secretary Mineta indicating that they have asked Amtrak "to provide us with a plan to accelerate investments in safety, secu-

urity, and capacity throughout its passenger rail system. We plan to work with you, and Congressional leaders, to ensure that these emergency funds are approved and provided as expeditiously as possible." The letter praised the Department of Transportation's "swift and confident response" to the tragedy, and noted: "For the past week, Amtrak has proven what we have long believed: that it is an essential component of our national transportation system."

The lead signers were Sens. Hutchison (R-TX) and Commerce Chairman Hollings (D-SC). Both senators from five states signed: Delaware (Biden & Carper), Maryland (Mikulski and Sarbanes), Massachusetts (Kennedy and Kerry), New Jersey (Corzine and Torricelli), New York (Clinton and Schumer). Other signers: Chafee (R-RI), Environment & Public Works Chairman Jeffords (I-VT), Reid (D-NV) and Specter (R-PA). They deserve thanks!

Sen. Kerry was heard on the radio today saying that he would not support any separate bailout for the airlines without including Amtrak.

He also talked about need for a balanced transportation system. If you have not yet contacted your legislators, please emphasize the need for Amtrak action this year, i.e., before Congress adjourns for the holidays -- adjournment could come as early as mid-October. Several bills (read opportunities) are likely, of which the airline bill is just the first. For Congress to tell America two years in a row, "wait until next year," is not acceptable.

Special Announcement

The Representing Rail Passengers Conference, originally slated for Saturday, September 15 and Sunday, September 16, has been postponed until December 1 & 2, 2001, at the Hilton Garden Hotel in Philadelphia, PA. For further information e-mail Philip Copeland at plcope@eriecoast.com or call Richard Rudolph, chair of steering committee for RRPI at (207) 642-5161.

attn: Todd T. Temperly
408 Fremont Street
Lake Mills, WI 53551

Badger Rails

WisARP Fall 2001 Membership Meeting October 27, 2001; Saturday 10:00 AM

Quality Inn South (608) 222-5501; 4916 E. Broadway; Madison, WI

Directions: Take I-90 to Madison and exit 142A onto USH 12/18 west, travel 1/2 mile, exit 266 USH 51 North(Stoughton Road), turn right on E. Broadway

The cost to attend is \$25 per person(includes lunch) if you pre-register by mail before the meeting. Otherwise, the cost is \$30 per person at the door. Registration begins at 9:30 am and the meeting begins at 10:00 am. Lunch is at 12:00 noon and the meeting resumes at 1:00 pm and concludes at 3:00 pm. Elections of board officers will be held. If you wish to become a board member, call Ed Leight (608) 824-9604 or Judy Siegfried (608) 255-0418.

Topics: Guest speakers will talk about the status of the Midwest Regional Rail Initiative and the type of equipment being considered for the project.

To pre-register, please send \$25 per person to:

Todd T. Temperly
408 Fremont Street
Lake Mills, WI 53551

