Working to implement a 21st century passenger rail system by adding the Midwest Regional Rail Initiative network and additional state-supported corridors to the region’s existing passenger rail infrastructure.
During the past year . . . . .
• **Ensuring a strong federal partnership, coordinating input on passenger rail-related issues affecting our states:**

- Delegation to Washington, D.C. to talk about the importance of federal passenger rail authority and funding to the Midwest. The delegation met with top officials from Amtrak and the Federal Railroad Administration, and 62 Midwestern Members of Congress and their staff.

- MIPRC’s chair invited to testify before Congress.

- Work to have US DOT remove 3-year cap on allowing states to use the Congestion Mitigation and Air Quality Improvement Program (CMAQ) for intercity passenger rail funds operations.

- Submitted joint comments with MWRRI steering committee into the Federal Railroad Administration’s draft guidance for the state development of rail plans.

- Working with MWRRI to determine regional governance needs for the future.
• **Education, advice and coordination within our states:**

- Webinar on Midwestern states’ passenger rail progress
- Research: surveyed states that have state-supported passenger rail service to better understand ways states can fund current/planned service
- Presentation on the Midwest’s passenger rail development plans, progress and legislative issues during the Midwestern Legislative Conference Annual Meeting in St. Paul, MN.
- Frequent communication to commissioners on state, regional and federal passenger rail-related issues and developments.
- Work with individual states
MIPRC Annual Meeting provides forum for interstate education and dialogue. On this year’s agenda:

- Methods for State Funding of Passenger Rail Operations
- FRA’s CONNECT Model for Mega-Region Planning
- The University Connection to Passenger Rail
- The Importance of Rail Suppliers to the Midwest’s Economy
- The Status of Passenger Rail Improvements in the Region
- Legislative and Other Passenger Rail-Related Activity in Our States
- Federal Outlook
The Midwest is a testament to the fact that people increasingly want the option to take the train!

Ridership on corridor (largely state-supported) service in the region is very strong:

- In FY 2012, ridership on the 9 Midwestern corridor (less than 750 miles) routes combined was almost **3.2 million**, **double** the number of riders on those routes in FY 2004.

- **Five-year growth** (between FY 2007 and FY 2012) was **35 percent**.

Ridership on long-distance service continues to grow:

- **Five-year growth** (between FY 2007 and FY 2012) on routes that travel through Midwestern states was **21 percent**.
Ridership Growth on Corridor Service in the Region is Very Strong

Ridership on Corridor Service in the

Midwest: **Five year growth 35 percent**

<table>
<thead>
<tr>
<th>Route</th>
<th>Frequency</th>
<th>Five-Year Growth (FY 07 to FY 12)*</th>
<th>Average Annual Growth (07 to 12)*</th>
<th>Percent Change FY 11 to FY 12</th>
<th>FY 12</th>
<th>FY 11</th>
<th>FY 07</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chicago-St. Louis (Lincoln &amp; Texas Eagle service) ¹</td>
<td>5 daily</td>
<td>41%</td>
<td>8%</td>
<td>10.8%</td>
<td>675,295</td>
<td>609,730</td>
<td>477,888</td>
</tr>
<tr>
<td>Kansas City-St. Louis (Missouri River Runner service)</td>
<td>2 daily</td>
<td>68%</td>
<td>14%</td>
<td>5.3%</td>
<td>195,885</td>
<td>186,077</td>
<td>116,517</td>
</tr>
<tr>
<td>Chicago-Milwaukee (Hiawatha service)</td>
<td>7 daily</td>
<td>41%</td>
<td>8%</td>
<td>2.3%</td>
<td>838,355</td>
<td>819,493</td>
<td>593,075</td>
</tr>
<tr>
<td>Chicago-Detroit/Pontiac, MI (Wolverine service)</td>
<td>3 daily</td>
<td>8%</td>
<td>2%</td>
<td>-3.8%</td>
<td>484,138</td>
<td>503,290</td>
<td>449,107</td>
</tr>
<tr>
<td>Chicago-Grand Rapids, MI (Pere Marquette service)</td>
<td>1 daily</td>
<td>4%</td>
<td>1%</td>
<td>2.5%</td>
<td>109,321</td>
<td>106,662</td>
<td>104,819</td>
</tr>
<tr>
<td>Chicago-Port Huron, MI (Blue Water service)</td>
<td>1 daily</td>
<td>48%</td>
<td>10%</td>
<td>1.1%</td>
<td>189,193</td>
<td>187,065</td>
<td>127,642</td>
</tr>
<tr>
<td>Chicago-Carbondale, IL (Illini, Saluki &amp; City of New Orleans services) ¹</td>
<td>3 daily</td>
<td>42%</td>
<td>8%</td>
<td>5.2%</td>
<td>374,268</td>
<td>355,811</td>
<td>263,809</td>
</tr>
<tr>
<td>Chicago-Quincy, IL (IL Zephyr, Carl Sandburg, Southwest Chief &amp; California Zephyr services) ¹</td>
<td>3.5 daily</td>
<td>36%</td>
<td>7%</td>
<td>4.2%</td>
<td>265,307</td>
<td>254,492</td>
<td>194,535</td>
</tr>
<tr>
<td>Chicago-Indianapolis (Hoosier State service)</td>
<td>4 per week</td>
<td>39%</td>
<td>8%</td>
<td>-1.6%</td>
<td>36,669</td>
<td>37,249</td>
<td>26,347</td>
</tr>
</tbody>
</table>

**Ridership Totals***

<table>
<thead>
<tr>
<th>Route</th>
<th>Frequency</th>
<th>Five-Year Growth (FY 07 to FY 12)*</th>
<th>Average Annual Growth (07 to 12)*</th>
<th>Percent Change FY 11 to FY 12</th>
<th>FY 12</th>
<th>FY 11</th>
<th>FY 07</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td>35%</td>
<td>7%</td>
<td>3.5%</td>
<td>3,168,431</td>
<td>3,059,869</td>
<td>2,353,739</td>
<td></td>
</tr>
</tbody>
</table>

Source: Amtrak

1 *Texas Eagle, City of New Orleans, Southwest Chief and California Zephyr ridership numbers are included only to the extent that the ridership is applicable to stops on the corridor (e.g. ridership on the Texas Eagle outside of the Chicago-St. Louis corridor is not included).

* Compiled by MIPRC
Ridership on Long-Distance Service Continues to Grow

Ridership on Long-Distance Trains
that Serve the Midwest:

**Five year growth 21 percent**

<table>
<thead>
<tr>
<th>Route</th>
<th>Route Details</th>
<th>Five-Year Growth (FY 07 to FY 12)*</th>
<th>Average Annual Growth (07 to 12)*</th>
<th>Percent Change FY 11 to FY 12</th>
<th>FY 12</th>
<th>FY 11</th>
<th>FY 07</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Cardinal</strong></td>
<td>[Illinois; Indiana; Ohio; Washington, D.C.; New York]</td>
<td>20%</td>
<td>4%</td>
<td>4.9%</td>
<td>116,373</td>
<td>110,923</td>
<td>96,896</td>
</tr>
<tr>
<td><strong>Empire Builder</strong></td>
<td>[Illinois; Wisconsin; Minnesota; North Dakota; Montana; Idaho; Washington/Oregon]</td>
<td>8%</td>
<td>2%</td>
<td>15.8%</td>
<td>543,072</td>
<td>469,167</td>
<td>504,977</td>
</tr>
<tr>
<td><strong>Capitol Limited</strong></td>
<td>[Illinois; Indiana; Ohio; Pennsylvania, Maryland, West Virginia, Washington, D.C.]</td>
<td>17%</td>
<td>3%</td>
<td>0.1%</td>
<td>226,884</td>
<td>226,597</td>
<td>193,748</td>
</tr>
<tr>
<td><strong>California Zephyr</strong></td>
<td>[Illinois; Iowa; Nebraska; Colorado; Utah; Nevada; California]</td>
<td>14%</td>
<td>3%</td>
<td>5.9%</td>
<td>376,459</td>
<td>355,324</td>
<td>329,840</td>
</tr>
<tr>
<td><strong>Southwest Chief</strong></td>
<td>[Illinois; Iowa; Missouri; Kansas; Colorado; New Mexico; Arizona; California]</td>
<td>12%</td>
<td>2%</td>
<td>0.1%</td>
<td>355,316</td>
<td>354,912</td>
<td>316,668</td>
</tr>
<tr>
<td><strong>City of New Orleans</strong></td>
<td>[Illinois; Kentucky; Tennessee; Mississippi; Louisiana]</td>
<td>40%</td>
<td>8%</td>
<td>8.5%</td>
<td>253,170</td>
<td>233,318</td>
<td>180,473</td>
</tr>
<tr>
<td><strong>Texas Eagle</strong></td>
<td>[Illinois; Missouri; Arkansas; Texas (3/week on to New Mexico; Arizona; California)]</td>
<td>55%</td>
<td>11%</td>
<td>12.8%</td>
<td>337,973</td>
<td>299,508</td>
<td>218,321</td>
</tr>
<tr>
<td><strong>Lake Shore Limited</strong></td>
<td>[Illinois; Indiana; Ohio; Pennsylvania; New York/ Massachusetts]</td>
<td>29%</td>
<td>6%</td>
<td>4.3%</td>
<td>403,700</td>
<td>387,043</td>
<td>312,643</td>
</tr>
<tr>
<td><strong>Ridership Totals</strong>*</td>
<td></td>
<td>21%</td>
<td>4%</td>
<td>7.2%</td>
<td>2,612,947</td>
<td>2,436,792</td>
<td>2,153,566</td>
</tr>
</tbody>
</table>

Source: Amtrak

* Compiled by MIPRC

Note: Includes ridership on entire route.
The purposes of MIPRC are to promote, coordinate and support passenger rail service improvements:

- Promote development and implementation of improvements and plans for intercity passenger rail service in the Midwest
- Coordinate and promote Midwestern interests regarding passenger rail development
- Support state DOTs’ passenger rail plans
• **Ten Member States:**
  - Illinois
  - Indiana
  - Kansas
  - Michigan
  - Minnesota
  - Missouri
  - Nebraska
  - North Dakota
  - Ohio
  - Wisconsin

Four Commissioners (plus alternates) are appointed from each state.

- Two Legislators (one from each chamber), plus optional alternates
- Two gubernatorial appointments (one governor or his/her designee, the other a private sector delegate)
Working to implement a 21st century passenger rail system by adding the Midwest Regional Rail Initiative network and additional state-supported corridors to the region’s existing passenger rail infrastructure.
Midwest Regional Rail Initiative

The technical rail staff from nine state DOTs have been working together since 1996 to develop and implement the MWRRI plan.

- Illinois
- Indiana
- Iowa
- Michigan
- Minnesota
- Missouri
- Nebraska
- Ohio
- Wisconsin
Midwest Regional Rail System (9 states)

3,000-mile, 9-state passenger rail system with Chicago as the hub
63 trainsets

4 to 17 daily trains in each direction at speeds up to 110 mph
- Chicago-Detroit/Grand Rapids/Port Huron
- Chicago-Toledo-Cleveland
- Chicago-Indianapolis-Cincinnati
- Chicago-Carbondale
- Chicago-St. Louis-Kansas City
- Chicago-Quincy/Quad Cities-Des Moines-Omaha
- Chicago-Milwaukee-Madison-LaCrosse-St. Paul
- Chicago-Milwaukee-Green Bay

Overall Economic Benefit: $23 billion
Permanent New Jobs: 57,450
Average Annual Jobs During Construction (10-year build-out): 15,200