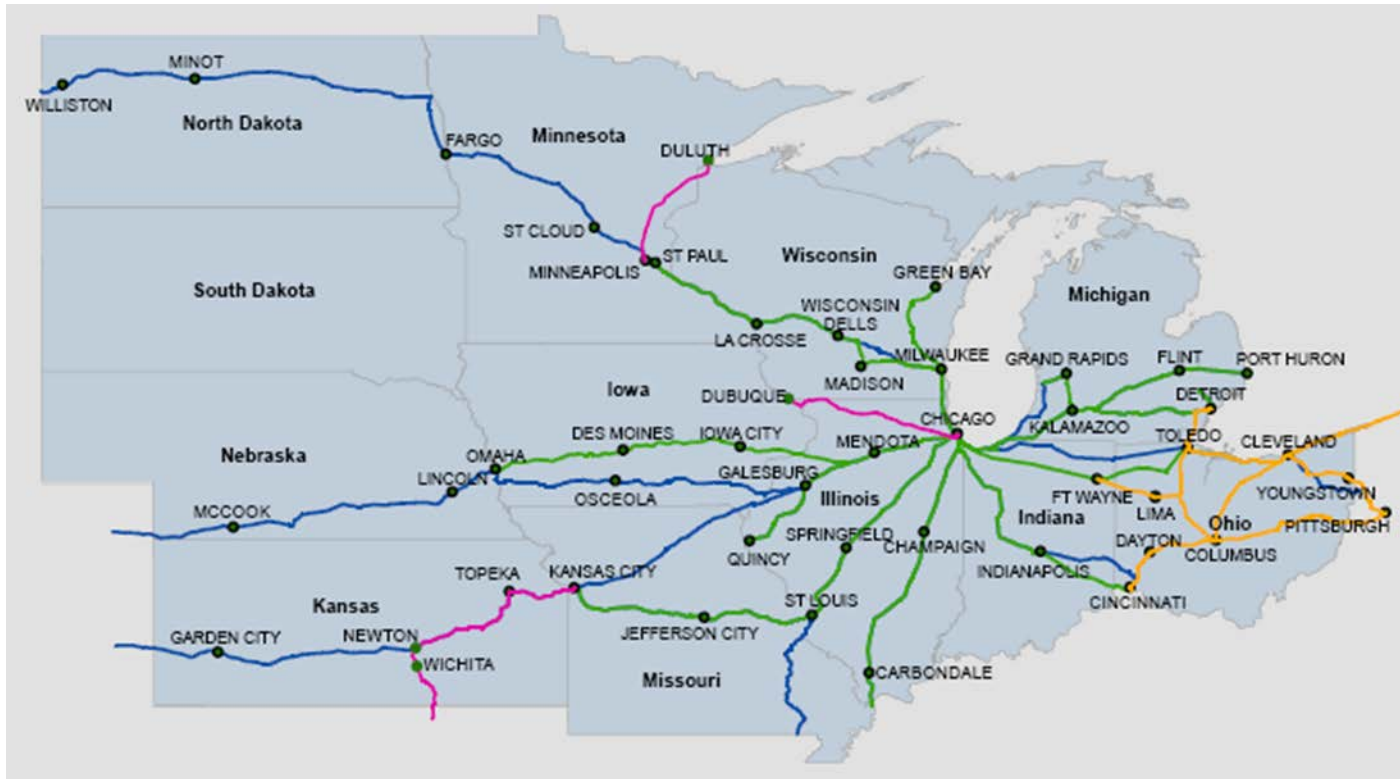


MIPRC

Midwest Interstate
Passenger Rail
Commission



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 - ❑ Submitted joint comments with MWRRRI steering committee into the Federal Railroad Administration's draft guidance for the state development of rail plans
 - ❑ Working with MWRRRI 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**

Route	Frequency	Five-Year Growth (FY 07 to FY 12)*	Average Annual Growth (07 to 12)*	Percent Change FY 11 to FY 12	FY 12	FY 11	FY 07
Chicago-St. Louis (<i>Lincoln & Texas Eagle</i> service) ¹	5 daily	41%	8%	10.8%	675,295	609,730	477,888
Kansas City-St. Louis (<i>Missouri River Runner</i> service)	2 daily	68%	14%	5.3%	195,885	186,077	116,517
Chicago-Milwaukee (<i>Hiawatha</i> service)	7 daily	41%	8%	2.3%	838,355	819,493	593,075
Chicago-Detroit/Pontiac, MI (<i>Wolverine</i> service)	3 daily	8%	2%	-3.8%	484,138	503,290	449,107
Chicago-Grand Rapids, MI (<i>Pere Marquette</i> service)	1 daily	4%	1%	2.5%	109,321	106,662	104,819
Chicago-Port Huron, MI (<i>Blue Water</i> service)	1 daily	48%	10%	1.1%	189,193	187,065	127,642
Chicago-Carbondale, IL (<i>Illini, Saluki & City of New Orleans</i> services) ¹	3 daily	42%	8%	5.2%	374,268	355,811	263,809
Chicago-Quincy, IL (<i>IL Zephyr, Carl Sandburg, Southwest Chief & California Zephyr</i> services) ¹	3.5 daily	36%	7%	4.2%	265,307	254,492	194,535
Chicago-Indianapolis (<i>Hoosier State</i> service)	4 per week	39%	8%	-1.6%	36,669	37,249	26,347
Ridership Totals*	N/A	35%	7%	3.5%	3,168,431	3,059,869	2,353,739

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

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

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:**

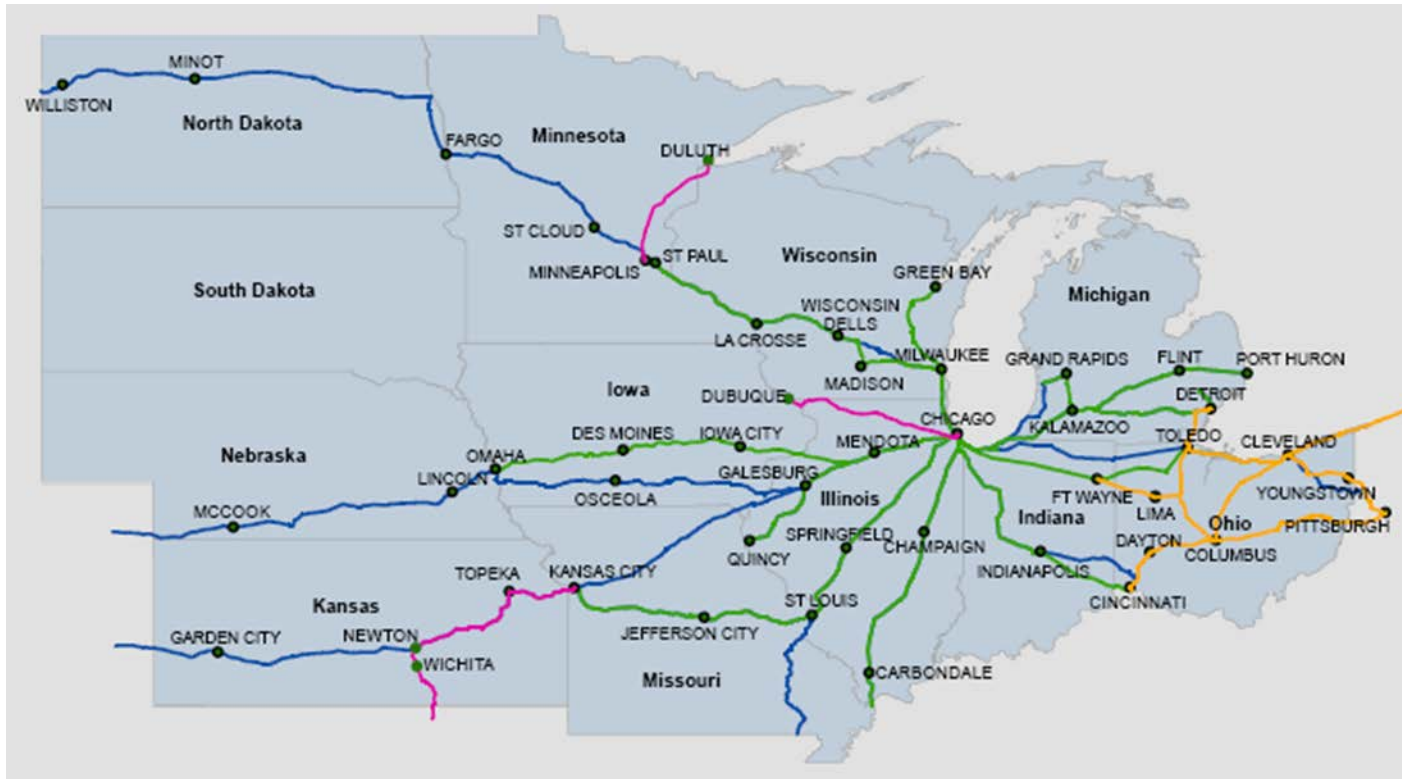
- Illinois
- Indiana
- Kansas
- Michigan
- Minnesota
- Missouri
- Nebraska
- North Dakota
- Ohio
- Wisconsin

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)

MIPRC

Midwest Interstate
Passenger Rail
Commission



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

Midwest Regional Rail Initiative

