



News Release

Federal stimulus funding for high speed and intercity passenger rail projects will significantly help the Midwest build-out planned network

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LOMBARD, IL – The Midwest Interstate Passenger Rail Commission (MIPRC) today congratulates the federal government and the Midwestern states for their commitment to developing a network of faster, more frequent passenger rail service in the region.

According to a summary list and fact sheets posted on the White House web site late last night, each Midwestern state that applied for a portion of the \$8 billion stimulus funding available through the High Speed Intercity Passenger Rail Program has received financial support for one or more project.

In total, the Midwest will receive more than \$2.6 billion, to improve track and signaling on existing lines (allowing for faster and more frequent service), to conduct the environmental work necessary to bring higher speed service on other lines, and to conduct feasibility studies for additional service. Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Ohio and Wisconsin will all receive a portion of the award.

Four corridors that had been previously designated by the Federal Railroad Administration as "High-Speed Rail Corridors" -- Minneapolis/St. Paul-Milwaukee-Chicago, Chicago-St. Louis-Kansas City, Cleveland-Columbus-Cincinnati and Detroit-Chicago -- will receive substantive funding.

"A good day for America! At last, reinvesting in our infrastructure, creating jobs, travel options and rebuilding our future!" said Missouri State Rep. Charlie Schlottach, immediate past chair of MIPRC.

Missouri is to receive \$31 million in funding for various improvements along the St. Louis to Kansas City line. Illinois will receive \$1.1 billion to make necessary track, signaling and station improvements to implement 110 mph service between Chicago and St. Louis.

"This is a great step forward for passenger rail and economic development in Illinois. It is rewarding to see the federal government recognize the state's commitment to passenger rail and devote significant resources to improving our system," said Illinois State Rep. Elaine Nekritz, MIPRC's chair.

Minnesota and Wisconsin will both receive funding for development of the Chicago to Minneapolis/St. Paul corridor. Wisconsin's \$822 million award will fund necessary improvements to bring new service between Chicago and Madison. Minnesota's award, at \$1 million, will fund the environmental study that is necessary before high speed rail service can be extended from Madison to the Twin Cities.

(more)

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*Bringing Together
State Leaders from
Across the Region
to Advocate
for Passenger Rail
Improvements*

The Midwest Interstate Passenger Rail Commission is a 10-state interstate compact commission that promotes, coordinates and supports regional improvements to passenger rail service. Our member states include Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio and Wisconsin

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“President Obama's leadership has jump-started a nationwide race to bring high speed rail to the American people. It's an exciting step towards the development of the line from Chicago to the Twin Cities,” said Minnesota State Sen. Katie Sieben. Sieben is the Minnesota Senate’s appointment to MIPRC.

For the Detroit-Chicago corridor, Illinois, Indiana and Michigan will all receive funding to make track and station improvements.

"This is a forward-looking investment for 21st century high speed modern travel," noted Michigan State Rep. Lee Gonzales, the Michigan House’s appointment to MIPRC.

Ohio’s \$400 million award will allow the state to start up new passenger rail service between the major metropolitan areas in the state. The 250-mile “3-C” corridor will connect Cincinnati in the southwestern area of the state up to Cleveland via the capitol of Columbus.

Since 2000, the Midwest Interstate Passenger Rail Commission has worked on behalf of its member states to promote, coordinate and support improvements to passenger rail service. A primary objective of the commission is to help build the strong federal-state partnership necessary to advance passenger rail improvements in our region and nation.

“Witnessing this first major federal investment in passenger rail development is a wonder to behold, and to have all the Midwestern states that applied benefit directly is marvelous – it will not only jump-start the region’s network, but provide a much-needed economic stimulus,” said Missouri Sen. Joan Bray (Sen. Bray is Missouri Gov. Jay Nixon’s designee to the commission).

Last October, MIPRC formally expressed support for Midwestern states’ applications. In a letter to FRA Administrator Joe Szabo, MIPRC described the benefits of the Midwest’s two multi-state initiatives – the Midwest Regional Rail Initiative (MWRRI) and the Ohio Hub. The letter explained that that the two initiatives have been planned by Midwestern states for over a dozen years and that the build-out of the MWRRI and Ohio Hub would bring over \$30 billion in economic benefit to the region, while creating an average of more than 20,000 jobs annually during construction and approximately 75,000 permanent new jobs. MIPRC also asked that the funding provided through the stimulus be awarded to a number of states, rather than focusing on one or two large state projects, noting that this would both help jump-start passenger rail development and stimulate the economy in many states.

A table compiling the information on the projects for which Midwestern states received awards is attached.

Fact sheets for each on each of the awards are on the White House press release webpage:

<http://www.whitehouse.gov/briefing-room/statements-and-releases>

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The MIPRC is a 10-state compact of Midwestern states – Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio and Wisconsin – working together to preserve and improve passenger rail service in the region.



Summary of Midwestern States' Awards 1/28/10



MIDWEST REGION			\$2.617 billion total
Corridor: Chicago-St. Louis-Kansas City			
State	Route	Est. Funding	Description
IL	Chicago - St. Louis	\$1.102 billion	Improvements to the corridor, allowing passenger rail service from Chicago to St. Louis to operate at speeds of up to 110 mph. These include an overhaul of track, signal systems, and existing stations, as well as implementation of positive train control technology. Planning studies for additional service enhancements are also included.
MO	St. Louis - Kansas City	\$31 million	Projects will include the expansion of existing railroad bridges and universal crossovers, as well as improved grade crossings.
<i>Corridor Total</i>		<i>\$1.133 billion</i>	
Corridor: Minneapolis/St. Paul-Milwaukee-Chicago			
MN	Minneapolis/St. Paul-Madison	\$1 million	A planning study will explore extension of high-speed rail service to the Twin Cities
WI	Madison-Milwaukee	\$810 million	This project will include new and refurbished stations, as well as implementation of positive train control technology along 80 miles of track.
WI	Milwaukee - Chicago	\$12 million	Station construction, infrastructure enhancements, and signal and track improvements will enhance time performance and reliability and create the building blocks for future 110 mph service.
<i>Corridor Total</i>		<i>\$823 million</i>	
Corridor: Detroit-Chicago			
MI	Detroit/Pontiac-Chicago	\$40 million	Renovation of stations in Troy and Battle Creek, MI, and construction of a new station in downtown Dearborn.
IL	Detroit/Pontiac-Chicago	\$133 million	Station renovations and investments such as a new station, a flyover, approach bridges and embankment and retaining walls.
IN	Detroit/Pontiac-Chicago	\$71 million	Crossovers and related signal system improvements, rail additions and siding improvements, resulting in travel time savings and on-time performance improvements.
<i>Corridor Total</i>		<i>\$244 million</i>	
Corridor: Cleveland-Columbus-Cincinnati			
OH	Cleveland - Columbus - Cincinnati	\$400 million	"3-C" (Cleveland-Columbus-Cincinnati) start-up service (capacity additions, track upgrades, grade crossing upgrades, stations, train maintenances & layover facilities). This project will also include planning for necessary equipment that can support future service improvements/
<i>Corridor Total</i>		<i>\$400 million</i>	
*Corridor: Chicago-Omaha			
IA	Chicago-Omaha	\$1 million	Service Level Tier 1 NEPA planning study to determine preferred route, prepare a service development plan (SDP) and conduct preliminary engineering (PE) for new service between Chicago and Omaha
<i>Corridor Total</i>		<i>\$1 million</i>	
*Additional Midwestern States' Projects Awarded			
IA	Iowa portion of Amtrak's California Zephyr route	\$17 million	Reduce travel times and improve on-time performance by installing 4 remotely-controlled powered crossovers on the BNSF Ottumwa subdivision.
KS	Kansas-Oklahoma/Texas route studies	\$250 thousand	Service development plan between Newton, KS and Oklahoma City, OK connecting Amtrak Southwest Chief service with the Heartland Flyer service, as well as potential new service connecting Kansas City and Dallas/Fort Worth
<i>Total Additional Project Awards:</i>		<i>17.25 million</i>	

Sources: http://www.whitehouse.gov/files/documents/100128_1400-HSRAwards-Summary_FRA%20Revisions.pdf; Midwestern states' HSIPR Program applications.

Note: funding for those marked with an asterisk () are from sources other than the \$8 billion funding for High Speed Intercity Passenger Rail Program available through the American Recovery and Reinvestment Act.