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 Interstate Passenger Rail Commission Briefing: Development of the Midwest’s Regional Intercity Passenger Rail Network
Originally enacted in 2000, states are members through compact legislation.

- **Nine Member States**:  
  - Illinois  
  - Indiana  
  - Kansas  
  - Michigan  
  - Minnesota  
  - Missouri  
  - Nebraska  
  - North Dakota  
  - Wisconsin  
  *Iowa, Ohio & South Dakota are also eligible to join the compact*

- **Four Commissioners** (plus alternates) are appointed from each state:  
  - Two gubernatorial appointments (Governor or his/her designee and a private sector appointee)  
  - Two legislators (one from each chamber)

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.
Eight long-distance intercity passenger rail routes serve the Midwest, all originating out of the nation's largest rail hub, Chicago. Altogether, these routes have 80 station stops across the Midwest.

<table>
<thead>
<tr>
<th>Route</th>
<th>Frequency</th>
<th>Ten-Year Growth FY 06 to FY 16*</th>
<th>Average Annual Growth (00 to 10)*</th>
<th>Ridership FY 16</th>
<th>Ridership FY 06</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Cardinal</strong> (Illinois, Indiana, Ohio; Kentucky, West Virginia; Virginia; Washington, D.C.; Maryland; Delaware; Pennsylvania; New Jersey, New York)</td>
<td>3 per week</td>
<td>10%</td>
<td>1%</td>
<td>104,831</td>
<td>95,076</td>
</tr>
<tr>
<td><strong>Empire Builder</strong> (Illinois, Wisconsin; Minnesota; North Dakota; Montana; Idaho; Washington/Oregon)</td>
<td>1 daily</td>
<td>-9%</td>
<td>-1%</td>
<td>454,625</td>
<td>497,020</td>
</tr>
<tr>
<td><strong>Capital Limited</strong> (Illinois, Indiana, Ohio; Pennsylvania, Maryland, West Virginia; Washington, D.C.)</td>
<td>1 daily</td>
<td>15%</td>
<td>2%</td>
<td>228,044</td>
<td>198,044</td>
</tr>
<tr>
<td><strong>California Zephyr</strong> (Illinois, Iowa; Nebraska; Colorado; Utah, Nevada, California)</td>
<td>1 daily</td>
<td>24%</td>
<td>2%</td>
<td>417,322</td>
<td>335,443</td>
</tr>
<tr>
<td><strong>Southwest Chief</strong> (Illinois, Iowa; Missouri; Kansas; Colorado; New Mexico; Arizona, California)</td>
<td>1 daily</td>
<td>21%</td>
<td>2%</td>
<td>264,748</td>
<td>200,416</td>
</tr>
<tr>
<td><strong>City of New Orleans</strong> (Illinois, Kentucky; Tennessee; Mississippi; Louisiana)</td>
<td>1 daily</td>
<td>42%</td>
<td>4%</td>
<td>248,560</td>
<td>175,237</td>
</tr>
<tr>
<td><strong>Texas Eagle</strong> (Illinois, Missouri, Arkansas, Texas (3/week on to New Mexico, Arizona, California))</td>
<td>1 daily</td>
<td>32%</td>
<td>3%</td>
<td>206,321</td>
<td>232,654</td>
</tr>
<tr>
<td><strong>Lake Shore Limited</strong> (Illinois, Indiana, Ohio; Pennsylvania; New York, Massachusetts)</td>
<td>1 daily</td>
<td>20%</td>
<td>2%</td>
<td>387,853</td>
<td>323,480</td>
</tr>
<tr>
<td><strong>Ridership Totals</strong></td>
<td>N/A</td>
<td>16%</td>
<td>2%</td>
<td>2,513,104</td>
<td>2,157,320</td>
</tr>
</tbody>
</table>

Source: Amtrak

*Ridership totals, average annual growth and five- and ten-year growth compiled by MPRC.
Southwest Chief Route Improvement Project

- **Southwest Chief Route Infrastructure Investment Project (TIGER VI Grant) – Grant Recipient: City of Garden City, KS**
  - Total project budget - **$21,769,963**
    - Federal TIGER VI Grant amount - **$12,469,963**
    - KDOT - **$3,000,000**
    - BNSF - **$2,000,000**
    - AMTRAK - **$4,000,000**
    - Local units of government in Kansas and Colorado - **$300,000**
    - In Kansas -
      - Replaced 40 miles of bolted rail with new 136 pound continuous welded rail (CWR) Rehabilitated 23 turnouts
      - Rehabilitated 12 at-grade crossings
      - 1,050 tons of ballast applied

- **Southwest Chief Route Infrastructure Improvement Project**

- **Southwest Chief Route Infrastructure Investment Project (TIGER VII Grant) Grant Recipient: La Junta, CO**
  - Total project budget - **$22,425,200**
    - Federal TIGER VII Grant amount - **$15,200,000**
    - KDOT - **$1,000,000**
    - BNSF - **$2,000,000**
    - AMTRAK - **$4,000,000**
    - Local units of government in Kansas, Colorado and New Mexico - **$225,200**
    - In Kansas -
      - Replaced 13 miles of bolted rail with new 136 pound continuous welded rail (CWR) in Rehabilitated 26 turnouts
      - Rehabilitated 12 at-grade crossings
      - 1,050 tons of ballast applied
Flooding in North Dakota along the Empire Builder route caused service disruptions

- Unless the rail grade was raised, the Empire Builder would have been rerouted to the south, ending service to Rugby, Devils Lake, and Grand Forks.
- Devils Lake Subdivision rail grade raise phase II is now complete
  - A TIGER grant of $10 M in 2011 funded a portion of the rail replacement
  - Because the lake is currently below its natural outlet, Phase III to raise the track an additional 5 feet was suspended. If the lake rises to a level near the natural outflow, Phase III will be reconsidered, as needed.
Amtrak Empire Builder

- Amtrak’s Empire Builder line offers two daily trains between Chicago and the Pacific Northwest along major portions of the Lewis and Clark Trail. The Empire Builder offers seven stops in North Dakota.

- North Dakota’s portion of the line offers spectacular sites, such as the Gassman Coulee Trestle bridge near Minot and historic depots at Williston (1910), Stanley (1902), Minot (1905), Rugby (1907, also on the National Registry of Historic Places), Devils Lake (1907), and Fargo (1906); many are newly renovated.
The build-out of the Midwest Regional Rail System is increasing service frequencies, providing new routes and decreasing travel times.
MWRRI Steering Committee

• 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

Between 1996 & 2010, the states provided funding and the MWRRI periodically received federal funding to undertake seven phases of tasks, including:

- Development of the Midwest Regional Rail System plan – a proposed 10-year plan to implement a network of faster, more frequent regional passenger rail service (up to 110 mph) in 100- to 500-mile corridors, hubbed in Chicago.
- Development of ridership and revenue forecasts (2000)
- Executive plan (2004)
- Economic impact analysis (2007)
- Implementation plan (ongoing)
MWRRS Overview

- 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

The MWRRRI plan served as the blueprint for the vast majority of the Midwestern states’ applications to the federal HSIPR grant program.

Between FFY 2009 and FFY 2011, Congress appropriated more than $10 billion in federal funding to states for passenger rail capital improvements and planning.

Under the High Speed Intercity Passenger Rail (HSIPR) program, the Midwest was awarded $2.5 billion.
Build-out of the MWRRS to date

- Joint Equipment Procurement
- Illinois
- Indiana
- Michigan
- Minnesota
- Missouri
- Wisconsin

Joint Equipment Procurement

- $268 million Federal Railroad Administration Grant to the Midwest to replace aging locomotives and railcars with modern equipment capable of high-speed operations along eight state-supported routes in the region.
- Standard specifications development by the Next Generation Equipment Committee (PRIIA Section 305)
Joint Equipment Procurement

• Rail Car Procurement
  • Joint effort between California and Illinois, with Illinois representing Michigan and Missouri
  • Awarded in November 2012 to Nippon Sharyo, USA
  • Delivery expected starting in 2020

• Locomotive Procurement
  • Joint effort between Illinois, California and Washington, with Illinois representing Michigan, Missouri and Wisconsin
  • Locomotives for the Midwest states awarded to Siemens Rail Systems USA in Sacramento, CA
  • Testing is ongoing, and delivery schedules are being developed.
Joint Equipment Procurement

- **Midwest Equipment Management**
  - The four states (Illinois, Michigan, Missouri, and Wisconsin) have reached an agreement to jointly own, manage, and maintain the Midwest Fleet, under the authority of the Midwest Interstate Passenger Rail Compact.
  - Agreement provides option to add additional MIPRC members in the future.
Build-out of the MWRRS to date

• Joint Equipment Procurement
• Illinois
• Indiana
• Michigan
• Minnesota
• Missouri
• Wisconsin

What are we building?

• Upgrades for passenger speeds up to 110 mph
• Design and construction of 262 miles of main track including concrete ties and welded rail between East St. Louis and Joliet
• Realignment of curves
• New second tracks and sidings
• Grade crossing warning devices
• Construction of grade crossings
• Train control signaling
• Turnouts, culverts, bridges, fencing, etc.
• Purchase of locomotives and cars
• Eight (8) new/renovated stations
Chicago to Quad Cities

- Grant amendment finalized with FRA
- Discussions with Iowa Interstate Railroad resumed
- Program management consultant selected
- BNSF Eola Yard upgrade
  - Phase I complete
  - Phase II has resumed and is ongoing throughout 2017

Chicago Terminal Study

- FRA grant to Illinois Department of Transportation (IDOT), Chicago Department of Transportation (CDOT), and Metra
- Study outcome: improved intercity passenger rail service in the Midwest, long-distance Amtrak trains, and planned expansion of Metra commuter rail service
- Study will supplement Chicago-Detroit/Pontiac corridor, Chicago/Joliet corridor, CREATE program, and Chicago Union Station (CUS) Master Planning Study planning
- Statement of Work under final development and consultant selected
- Summer 2017 target start date for study
Build-out of the MWRRS to date

- Joint Equipment Procurement
- Illinois
- **Indiana**
- Michigan
- Minnesota
- Missouri
- Wisconsin

Indiana Gateway

- Project near completion
- Freight and passenger rail benefits
Build-out of the MWRRS to date

- Joint Equipment Procurement
- Illinois
- Indiana
- **Michigan**
- Minnesota
- Missouri
- Wisconsin

Infrastructure Improvement:
West Detroit (Complete)

- Total project cost $19 Million
- Reduces Amtrak travel time to downtown Detroit
- Separates freight traffic from passenger traffic
- Complete!
Infrastructure Improvement: Michigan Accelerated Rail Corridor (Underway)

- Transition of ownership completed in 2013
- Track Rehabilitation throughout corridor
- Battle Creek – Kalamazoo  
  - Completed Summer 2014
- Dearborn – Ypsilanti (Double Track Project)  
  - Completed November 2015
- Jackson – Battle Creek (TIGER Grant)  
  - Completed November 2016
- Ypsilanti – Jackson (Track work only)  
  - Expected completion – November 2020
- Train Control/Signal Investments throughout corridor  
  - Expected completion November 2017

Corridor Service Development Plan & Programmatic EIS  
Vision, Milestones & Alternatives for Corridor

Vision: A safe and reliable passenger rail service that offers frequent, daily round trips at speeds up to 110 mph between Chicago, Illinois and Detroit/Pontiac, Michigan.  
[www.michigan.gov/greatlakesrail](http://www.michigan.gov/greatlakesrail)

Reasonable Route Alternatives - South of the Lake (SOTL)

- Evaluation of route improvements & alternatives
- Public Input
- Tier I Environmental Impact Statement
- Service Development Plan

Milestones

- June 2012 – Kickoff
- August 2012 – Notice of Intent
- September 2014 – Draft EIS
- Winter 2016 – FRA Approval of FEIS
- Spring 2017 – Record of Decision
Build-out of the MWRRS to date

- Joint Equipment Procurement
- Illinois
- Indiana
- Michigan
- **Minnesota**
- Missouri
- Wisconsin

Twin Cities-Milwaukee-Chicago High Speed Rail Corridor

**Objective:** Increased passenger rail service at enhanced speeds between the Twin Cities and Chicago

**Current Status**

- Updating ridership forecasts and operations modeling
- Refining the purpose and need statement
- Goal: Agreement from FRA on the preferred service alternative
- Estimated completion – Summer 2017
Twin Cities-Milwaukee-Chicago High Speed Rail Corridor

Service Alternatives Analysis

Determine what additional track and signal infrastructure may be needed to:

- Support 80 mph frequent passenger train service at a high level of efficiency and reliability
- Reduce or eliminate any negative operational impacts to future freight service caused by the new passenger service

Service alternative screening analysis:

- 80 mph service at 4 or 6 round trips
- Review estimated capital and operating costs against projected revenue

2nd Empire Builder Frequency

Twin Cities – La Crosse - Milwaukee-Chicago

- Existing Empire Builder Chicago-Seattle/Portland
  - Over 100,000 riders annually Chicago-TC
  - Most using for regional travel: 70% of ons/offs in Wisconsin are travelling to locations within that corridor segment
- Feasibility study for 2nd train completed in 2015:
  - 2nd round-trip Chicago-TC on the Empire Builder corridor
  - Existing stations; convenient times that complement the Empire Builder schedule
  - Favorable ridership and revenue projections supported advancing to the next step
2nd Empire Builder Frequency: TCMC Phase 1 and 2 Study

- Twin Cities - Milwaukee - Chicago (TCMC) Intercity Passenger Rail Service Phase 1 Study ongoing
- TCMC study phase 1 includes:
  - Analysis of integration with Hiawatha Service
  - Further operations/capacity modeling and infrastructure needs identification
  - Concept engineering and capital cost estimates for identified infrastructure
  - Pre-NEPA activities (Purpose and need, alternatives analysis, outreach)
  - Service alternatives and how they integrate with the Hiawatha Service
- Expected completion Fall 2017
- Phase 2 (starting 2017) will complete NEPA/SDP requirements for federal funding to implement

Minneapolis: Northern Lights Express

Tier 2 Environmental Assessment (EA), Preliminary Engineering, and Service Development Plan (SDP)
- Four round-trips daily Duluth-Superior-Twin Cities at 90 mph
- Final EA was published for public review and comment late April of this year
- Public meetings were held May 16-18, and written comments on the Tier 2 Project Level EA are due by May 24.
- Completion Tier 2 EA/SDP June 2017; eligibility for federal funds
Build-out of the MWRRS to date

- Joint Equipment Procurement
- Illinois
- Indiana
- Michigan
- Minnesota
- Missouri
- Wisconsin

Current Passenger Rail Improvements

Kansas City to St. Louis Rail Corridor Projects

- $1.9/$1.28 10 Crossing Upgrades KC to Sedalia Completed FY14
- $22.6/$5.8 Second Osage River Bridge Completed FY14
- $3.3/$4.8 California Passing Siding Completed FY09
- $13.5/$5.9 West Approach to Merchants Bridge Completed CY17
- $3.6/$6.9 St. Louis Terminal RR Third Main Line Completed CY15
- $2.3/$2.04 St. Louis Webster Crossover Completed FY13

$ Federal Funding
$ State Funding
$ Railroad Investment
All figures in millions
Build-out of the MWRRS to date

- Joint Equipment Procurement
- Illinois
- Indiana
- Michigan
- Minnesota
- Missouri
- Wisconsin

Chicago-Milwaukee ICPR Corridor EA and SDP

- Environmental Assessment and Service Development Plan for the Chicago-Milwaukee Hiawatha Service corridor to:
  - add 3 additional daily round-trip frequencies, for a total of 10 round-trips daily
  - reduce travel time
- Draft Completed; Released October 6th, 2016 with public involvement in October/November; anticipated 6 months until submission of final EA to FRA
- Over $150 million (2014 dollars) in railroad infrastructure improvements; total capital $200 million
- Eligibility for federal funding
Building on the MWRRS . . .
Planning for the Future

FRA-Led Multistate Rail Planning Project

• **In 2012**, MIPRC approached the FRA about holding a series of FRA-led workshops which would help identify the governance structure the Midwest will need to plan and move forward with regional passenger rail development, and to begin the next phase of regional planning & oversight.

• **On Oct. 20, 2014**, the FRA released a “Call for Statements of Interest and Qualifications for Federally-Led Regional Rail Planning Projects” with a deadline of Nov. 12.

• On behalf of the Midwest, MIPRC submitted a Statement of Interest, along with 85 letters of support from a great variety of supporters across the region.

• **July 30, 2015**: MIPRC received word that the Midwest and Southeast had been chosen for FRA-led multi-state planning projects.
The goal of the project is to “Produce a 40-year framework for the Midwest intercity passenger rail network, including a prioritization of corridors and investment projects, a governance structure, and funding strategy.”

Lead Stakeholders include the 12 Midwestern state DOTs and MIPRC

Supporting Stakeholders include 30 entities, from freight rail representatives to Amtrak to advocacy organizations to MPOs.

The Midwest’s regional rail plan will build on the Midwest Regional Rail Initiative, and help the region and FRA determine the priorities, studies and investment needed to advance projects within a multi-state network.
FRA-Led Midwest Regional Rail Planning Study

**Stakeholder Charge**
- Provide relevant data and input to the study effort
- Review and assess information produced from the effort and present each state’s perspective on the topics to be analyzed
- Identify institutional requirements and financial arrangements required to achieve the goals
- Communicate study progress to state transportation leadership
- Strategize and collaborate on future study activities and planning priorities

FRA-Led Midwest Regional Rail Planning Study

- The 18-month project will include a series of workshops:
  - The first workshop was held March 8 in Chicago.
  - The next workshop is scheduled for June 7 in St. Paul.
- Anyone can be an “interested party” to the project:
  Contact Peter Schwartz (FRA Project Manager) at peter.schwartz@dot.gov.
- More information, including a list of all stakeholders, workshop materials and a contact form to join as an interested party can be found at www.midwestrailplan.org.
Federal/State Partnership

In order to preserve and improve intercity passenger rail in the region:

- our states need the federal government to develop an enduring collaboration with the states for passenger rail development and implementation similar to other modes of transportation

Federal/State Partnership

MIPRC thanks Congress for including a rail title for the first time in a transportation funding authorization. The FAST Act’s programs that address rail safety, capital and operations are crucial for the states, as is the State-Supported Route Advisory Committee.
Federal/State Partnership: Key Components
In order to preserve and improve intercity passenger rail in the region:

- Adequate federal financial investment in operating long-distance train service
- Full funding of the three passenger rail-related grant programs authorized with the FAST Act
- Continuation of funding for the vital TIGER program
- Dedicated funding

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.

Thank you!