



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.

What is MIPRC?



The purpose of MIPRC, through member states and partners, is to promote, coordinate and support passenger rail service improvements through:

Development and implementation of plans and improvements for Midwest intercity passenger rail service

Advocacy for Midwestern interests regarding passenger rail development

Support of our state Department of Transportations' passenger rail plans

Active participation in the FRA led regional rail planning efforts



Who is MIPRC?

Originally enacted in 2000, states are members through compact legislation.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

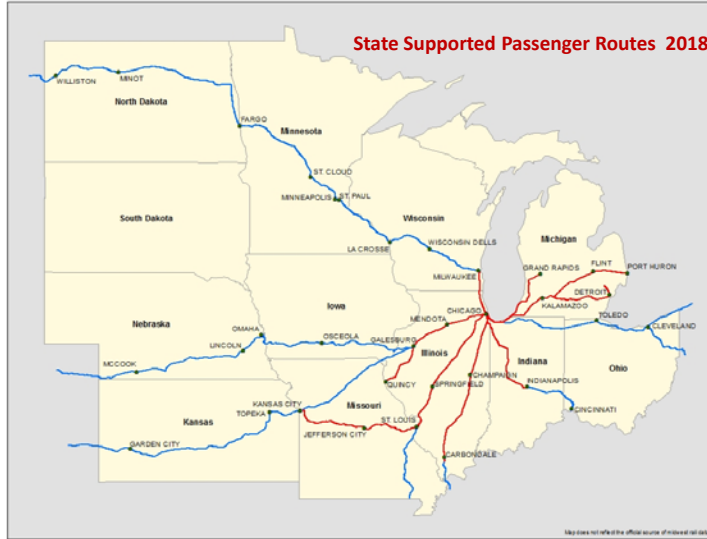
Where is the MIPRC region?



Long-Distance Routes Serving the Midwest

Route	Frequency
<i>Cardinal</i> [Illinois; Indiana; Ohio; Kentucky; West Virginia; Virginia; Washington, D.C.; Maryland; Delaware; Pennsylvania; New Jersey; New York]	3 per week
<i>Empire Builder</i> [Illinois; Wisconsin; Minnesota; North Dakota; Montana; Idaho; Washington/ Oregon]	1 daily
<i>Capitol Limited</i> [Illinois; Indiana; Ohio; Pennsylvania, Maryland, West Virginia, Washington, D.C.]	1 daily
<i>California Zephyr</i> [Illinois; Iowa; Nebraska; Colorado; Utah; Nevada; California]	1 daily
<i>Southwest Chief</i> [Illinois; Iowa; Missouri; Kansas; Colorado; New Mexico; Arizona; California]	1 daily
<i>City of New Orleans</i> [Illinois; Kentucky; Tennessee; Mississippi; Louisiana]	1 daily
<i>Texas Eagle</i> [Illinois; Missouri; Arkansas; Texas (3/week on to New Mexico; Arizona; California)]	1 daily
<i>Lake Shore Limited</i> [Illinois; Indiana; Ohio; Pennsylvania; New York/Massachusetts]	1 daily

What else is in the MIPRC region?



Corridor (State-Supported) Service in the Midwest

Route	Frequency
Chicago-St. Louis (<i>Lincoln</i> service)	4 daily
Kansas City-St. Louis (<i>Missouri River Runner</i> service)	2 daily
Chicago-Milwaukee (<i>Hiawatha</i> service)	7 daily
Chicago-Detroit/Pontiac, MI (<i>Wolverine</i> service)	3 daily
Chicago-Grand Rapids, MI (<i>Pere Marquette</i> service)	1 daily
Chicago-Port Huron, MI (<i>Blue Water</i> service)	1 daily
Chicago-Carbondale, IL (<i>Illini & Saluki</i> services)	2 daily
Chicago-Quincy, IL (<i>IL Zephyr & Carl Sandburg</i> services)	2 daily
Chicago-Indianapolis (<i>Hoosier State</i> service)	4 per week

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What is the End Game ?



The build-out of the **Midwest Regional Rail System**: increasing service frequencies, providing new routes and decreasing travel times.



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Where did we start?



The Midwest Regional Rail Initiative **MWRRI** was developed in 1996

Through 2010, with state funds and periodic federal funds MIPRC tasks included:

- Development of the Midwest Regional Rail System (MWRRS) plan
A proposed 10-year plan to implement a faster network with more frequent regional passenger rail service (up to 110 mph) in 100- to 500-mile corridors, hubbed in Chicago; this was the blueprint for the vast majority of the Midwestern states' applications to the federal HSIPR grant program
- Development of ridership and revenue forecasts (2000)
- Executive plan (2004)
- Economic impact analysis (2007)
- Implementation (ongoing)

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Accomplishments



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

With 25% of nationwide funding, the Midwest was able to embark upon a HSR network plan beyond what was possible for decades

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What are we working on?

Equipment purchases and deliveries

Implementation of HSIPR projects

Midwest Rail planning studies

Advocacy with Action Items



Equipment purchases and deliveries

Multi-state American Recovery and Reinvestment Act (ARRA) funded procurement

- 63 locomotives
- 33 for Midwest



Passenger car delivery through Siemens to begin 2021





High Speed Rail Implementation



- **Illinois:** Chicago to St. Louis HSR project
- **Indiana:** Gateway Project
- **Iowa:** BNSF Crossovers; Chicago to Omaha EIS
- **Michigan:** Kalamazoo to Dearborn acquisition and improvements; station improvements
- **Minnesota:** Twin Cities to Chicago EIS; Northern Lights Express service
- **Missouri:** Third main line in St. Louis on TRRA; West approach to Merchants bridge; universal crossovers and crossing improvements
- **Wisconsin:** Crossover improvements; Mitchell Airport platform

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TIGER/BUILD Grant Results



Midwestern states have received \$285 million over the nine rounds of TIGER funding for passenger rail improvements

- **Illinois:** CREATE Program projects (Round 1, 2010 & Round 4, 2012); Normal Multimodal Transportation Center (Round 1, 2010); Moline Multimodal Station (Round 2, 2010); Alton Regional Multimodal Station (Round 3, 2011); Springfield Rail Improvements Project (Round 5, 2013 & Round 8, 2016)
- **Indiana:** Waterloo Station improvements (Round 2, 2010)
- **Kansas:** Southwest Chief Route improvements (Round 6, 2014; Round 7 2015 & Round 9, 2018)
- **Michigan:** Kalamazoo to Dearborn rail improvements (Round 5, 2013)
- **Minnesota:** St. Paul Union Depot Multi-Modal Transit and Transportation Hub (Round 1, 2010)
- **North Dakota:** Devils Lake Rail Improvements (for Empire Builder route) (Round 3, 2011)

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Planning for the Future



FRA-Led Midwest Regional Rail Planning Study

- 2014: FRA's *Call for Statements of Interest & Qualifications for Federally-Led Regional Rail Planning Projects*
- MIPRC, on behalf of the Midwest, submitted a Statement of Interest, with 85 letters of support
- 2015: FRA chose the Midwest and Southeast for FRA-led multi-state planning projects
- **Goal:** Produce a 40-year framework for the Midwest intercity passenger rail network, including a prioritization of corridors and investment projects, governance structure, and funding strategy
- **Lead Stakeholders:** the 12 Midwestern state DOTs and MIPRC
- **Supporting Stakeholders:** 30 entities, from freight rail representatives to Amtrak to advocacy organizations to MPOs
- **Timeline:** Workshops wrapped up December 2017, awaiting draft study from FRA

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Studies for future improvements



- Chicago to Detroit EIS
- Chicago to Milwaukee EA
- Chicago Terminal Zone Study
- Midwest Regional Rail Planning Study
- Twin Cities-Milwaukee-Chicago



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Securing our Future



The time to act is now:

MIPRC seeks a true and lasting federal/state partnership, similar to other modes of transportation, which yields adequate, dedicated federal investment in developing, implementing and operating passenger train service:

- Preserve the National Network (long distance routes)
- Fully fund the three passenger rail-related grant programs authorized within the FAST Act
- Continue funding for BUILD (formerly TIGER)
- Identify dedicated funding source(s) for intercity passenger rail

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Thank you!

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