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Sen. Scott Bennett

Alternate

Sen. Steve Stadelman

Gubernatorial

Ms. Beth McCluskey

Director, Office of Intermodal Project Implementation, IDOT

Mr. Robert Guy

SMART-Transportation Division

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Sen. Phil Boots

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Sen. Ed Charbonneau

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Ms. Brandye Hendrickson

Commissioner, INDOT

Mr. Fred Lanahan

Northeast Indiana Passenger Rail Association

KANSAS

Legislative

TBD

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Gubernatorial

Mr. Chris Herrick

Director, Planning & Development, KSDOT

¹ MIPRC Chair

² MIPRC Vice Chair

³ MIPRC Financial Officer

KANSAS (cont.)

Gubernatorial (cont.)

Mr. Peter Meitzner

Wichita City Council

MICHIGAN

Legislative

TBD

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Alternate

Sen. Tom Casperson

Gubernatorial

Mr. Tim Hoeffner¹

Director, Office of Rail, MDOT

Dr. John J.H. "Joe" Schwarz

Former state legislator and congressman

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Mr. Charlie Zelle

Commissioner, MnDOT

Mr. John Ongaro

St. Louis County, Minn./Northern Lights Express

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TBD

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Ms. Joan Bray²

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Mr. Scott Smith

NEBRASKA

Legislative

Sen. Burke Harr

Sen. Brett Lindstrom

Gubernatorial

TBD

NORTH DAKOTA

Legislative

TBD

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Rep. Kim Koppelman

Mr. Dennis Ming

Dakota, Missouri Valley & Western Railroad

WISCONSIN

Legislative

Rep. Ed Brooks

Sen. Mark Miller

Gubernatorial

Mr. Mark Gottlieb

Secretary, WisDOT

TBD

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Four resident members from each state that has enacted the Compact are appointed to the Commission.

The governor of each state appoints two members (one as his/ her designee and the other from the private sector) and legislative leaders appoint two members (one legislator from each chamber). Leaders may also appoint alternates.

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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 nine-state interstate compact commission that promotes, coordinates and supports regional improvements to passenger rail service. Our member states include Illinois, Indiana, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota and Wisconsin (Iowa, Ohio and South Dakota are also eligible to join).

Enacted in 2000, MIPRC brings together state leaders from across the region to work towards developing and implementing a 21st century passenger rail system. Accomplishing our goal involves adding the Midwest Regional Rail Initiative network and additional state-supported corridors to the region's existing passenger rail infrastructure. MIPRC has taken a primary role in advocating for the federal government to develop an enduring collaboration with states for passenger rail development similar to the partnership it has with states for other modes of transportation. MIPRC also works to ensure that Midwestern states have the support and interstate coordination they need to move forward with the region's passenger rail improvement plans.

Passenger Rail Ridership Growth in the Midwest

Passenger rail is one of the most energy-efficient and environmentally friendly means to move people, and this transportation option is increasingly popular in the Midwest. Nationwide, Amtrak ridership was 31.3 million passengers for the fiscal year that ended September 30, 2016.

Corridor Service Growth

During FY 2016, more than 2.7 million people traveled on corridor service within the Midwest, capping off ten years of impressive growth on these regional, state-supported routes.* **During the past ten years, ridership on Midwestern corridor routes has increased 42 percent.**

**States subsidize the cost of passenger rail service on routes that are less than 750 miles between endpoints (routes in red on map at right are state-supported; lines in blue indicate long-distance routes).*



Long Distance Service Growth

During the past 10 years, ridership on long-distance routes that serve the Midwest has grown by 16 percent. Eight long-distances 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, **many of them in rural communities not served by other forms of intercity transportation.**

Regional Multi-State Projects

Since 1996, the Midwestern states have worked together to plan and implement a 3,000-mile Chicago-hubbed system to connect the region with fast, frequent passenger rail service. When completed, about 90 percent of the Midwest's population will be within a one-hour car ride to a **Midwest Regional Rail System (MWRRS)** station and/or within 30 minutes of a feeder bus station.

In addition, **CREATE** (Chicago Region Environmental and Transportation Efficiency Program) is a project of national economic significance that is reducing rail congestion throughout the region.

In July of 2015 the Midwest was chosen – based on a statement of interest submitted by MIPRC on behalf of the Midwest – as one of two regions that the Federal Railroad Administration will partner with to develop a long-term (20-40 years) vision for a high-performance regional rail network. The **Midwest's FRA-led Planning Project** will determine the priorities, studies and investment needs to advance projects within the multi-state network context and will also identify the potential institutional arrangements, financial requirements, phasing, planning and development activities needed to achieve the vision.

Studies show that **each dollar spent on passenger rail in our region is expected to provide a social benefit of up to two dollars.**

Passenger Rail Development – a State/Federal Partnership

Economic development nationwide will benefit if transportation is developed as an integrated system of all modes. **Passenger rail is generally the best option for transporting people who are traveling between 100 and 600 miles.** It is also often the best transportation mode in certain types of weather and under emergency situations. A weak intercity passenger rail “leg” results in congestion, lost travel time and decreased fuel-efficiency.

Continual and reliable capital investments are key to the success of all transportation modes – including passenger rail.

Awarding of Passenger Rail-Related Capital Funds

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. The majority of funding will help improve or develop four key interstate passenger rail corridors:

- *Chicago-St. Louis-Kansas City*
- *Minneapolis/St. Paul-Chicago*
- *Chicago-Quad Cities*
- *Detroit/Pontiac-Chicago*

A group of Midwestern states has also received \$268 million to buy Next Generation** rail cars and locomotives that will modernize the Midwest's fleet, help accommodate increased ridership, improve service reliability and reduce operating costs on eight interstate corridors.

***The state/federal Next Generation Equipment Pool Committee developed standardized specifications for passenger rail equipment and helped initiate and facilitate the first joint equipment purchases.*

In addition, Midwestern states received funding to study and plan three new routes: Kansas City to Oklahoma City, Minneapolis/St. Paul to Duluth, Minnesota and Chicago to Omaha.

While this funding is allowing our states to strengthen and expand passenger rail service significantly in our region, in order to continue this valuable development, Midwestern states need continued assurance of adequate federal capital assistance.

FAST Act

In December of 2015, Congress laid the groundwork for the development of a truly multi-modal transportation system in our nation with passage of the Fixing America's Surface Transportation (FAST) Act. Since its inception, MIPRC has advocated for intercity passenger rail to be included in federal surface transportation reauthorization legislation. **For the first time in transportation legislative history, intercity passenger rail and Amtrak reauthorization language are included as part of this comprehensive five-year surface transportation bill.**

Three new intercity passenger rail grant programs were established in the FAST Act, but no funding for these grants was provided within the FFY 2016 transportation appropriations. **Full funding for these important programs should be included within federal transportation appropriations, so our states can continue to build on their passenger rail development successes.**