The Midwest Interstate
Passenger Rail Commission

Bringing Together State Leaders
From Across the Region to
Advocate for Passenger Rail
Improvements
Why Promote Passenger Rail?

Isn’t passenger rail transportation’s . . .
MIPRC: Bringing Together State Leaders from Across the Region to Advocate for Passenger Rail Improvements
Weakest link?

In our nation currently, passenger rail is the “weakest link” of the transportation modes. Some want to say “goodbye” to most if not all passenger rail service, but others see things differently. Including, of course, the states that have joined the MIPRC.

There are many reasons to bring passenger rail “up to speed” in our region and the nation . . .
Intercity Passenger Rail is Part of the Transportation Puzzle

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Increased Mobility

- Faster and safer than auto travel
- As fast as air travel on a door-to-door basis, but more affordable, convenient and comfortable
- Keeps running in virtually all weather
- A viable travel choice for an aging population, persons with disabilities and millions of Americans who do not have cars
In the Midwest, the Midwest Regional Rail Initiative (MWRRI) – a plan developed by nine state DOTs in the Midwest to bring better, more frequent, passenger rail service to the region – is projected to draw 8 million riders annually, making rail service almost as popular as regional air travel.
Complements Other Transportation Modes

• Convenient service to most of the region's major airports, allowing residents of smaller communities the benefits of affordable long-distance travel

• Supports commuter and light rail
Less Congestion

- Americans waste $60 billion per year in time and fuel due to airport and road congestion
- A single railroad track can carry as many people as a ten-lane highway at a fraction of the cost
Cleaner Air and Less Sprawl

- Trains use much less energy and cause less air pollution per passenger than cars or planes
- Downtown train stations will encourage development in city and town centers, counteracting suburban sprawl
- Less need for new highways and airports
New Jobs and Economic Growth

- The MWRRI will bring 15,000 jobs during construction, and 2,000 permanent jobs during operation
- $9.1 billion in new economic activity
- Stations become magnets for economic development
- Promotes tourism and intra-regional economy
Today, most intercity train service in the region is part of long-distance service, with only one train option per day.

The MWRRI will increase the frequency and speed of passenger rail service in the region dramatically. With its downtown-to-downtown service, passenger rail in the Midwest will be a convenient, viable transportation alternative for business and leisure travelers.
Passengers will be able to choose from between four and nine roundtrip options daily, and enjoy trip times competitive with cars, and even air!

Plus, from the time you get on a train, to the time you arrive at your destination, you can work (on your computer and via cellphone), relax, move around the train, and more!
## Examples of MWRRI Service Improvements

<table>
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<th>Corridor</th>
<th>Current Daily Rountrips</th>
<th>MWRRI Daily Rountrips</th>
<th>Roundtrip Increase</th>
<th>Current Rail Trip Time (Fastest)</th>
<th>MWRRI Rail Trip Time (Express)</th>
<th>Time Decrease</th>
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Incremental high speed rail costs just $1 million per mile — less than 1/10th the cost of highway construction.

Once built, high speed rail in the Midwest will pay for itself.
passenger rail has been limping along, chronically underfunded, with no dedicated source of funding. In recent years, rail has received about one percent of the total federal transportation expenditures.
2001 Federal Transportation Expenditures

Highway 80%

Air 19%

Rail 1%

Source: US DOT Bureau of Transportation Statistics
“Passenger rail is a critical component of a modern, multi-modal transportation system, and needs to have financial support, unified policy development and oversight similar to that afforded to our air, highway and mass transit modes.”

*American Passenger Rail Agreement*
So what can we do?

MIPRC: Bringing Together State Leaders from Across the Region to Advocate for Passenger Rail Improvements
The MIPRC has taken a leading role in several areas of passenger rail advocacy:

- Education
- Building consensus around common goals
- Raising awareness of the MWRRI
- Promoting rail development legislation at the federal level
American Passenger Rail Agreement

MIPRC: Bringing Together State Leaders from Across the Region to Advocate for Passenger Rail Improvements
American Passenger Rail Agreement:
on the right track

- America needs a balanced, integrated transportation system
- American people need diverse transportation choices
- Passenger rail is a critical component of a modern, multi-modal transportation system
- It needs to have financial support, unified policy development and oversight similar to that afforded to our air, highway and mass transit modes
American Passenger Rail Agreement: Calling on Congress and the President to . . .

1. Establish a dedicated, multi-year federal capital-funding program for intercity passenger rail, patterned after the existing federal highway, airport and mass transit programs
American Passenger Rail Agreement: Calling on Congress and the President to . . .

2. Establish, as federal policy, a preserved and improved national passenger rail system – a nationwide, interconnected passenger rail system that stimulates higher levels of efficiency, innovation and responsiveness. Direct the Federal Railroad Administration, or another agency within the U. S. Department of Transportation, to – with state and local input – develop, fund and oversee this federal policy.
3. Provide full federal funding of Amtrak to maintain the national network during the period that the new federal plans and policies are being developed. Then, fully fund implementation of the national passenger rail system – with its new efficiencies, innovation and responsiveness – in subsequent years.
American Passenger Rail Agreement

123 Signatories
as of 9/4/03
APRA Endorsements: National Rail Associations

- National Association of Railroad Passengers
- States for Passenger Rail Coalition
- Rail Users’ Network
- Association of Rail Travel in the U.S.
- Railway Supply Institute

MIPRC: Bringing Together State Leaders from Across the Region to Advocate for Passenger Rail Improvements
APRA Endorsements:

Unions

- Brotherhood of Locomotive Engineers
- United Transportation Union
APRA Endorsements: National Associations of State/Local Officials

- The Council of State Governments
- National Conference of State Legislatures
- National League of Cities
- U.S. Conference of Mayors
APRA Endorsements: Midwestern Groups

- Midwest Interstate Passenger Rail Commission
- Midwestern Legislative Conference
- Midwest High Speed Rail Coalition
- Environmental Law and Policy Center of the Midwest
Other APRA Endorsements

- Cities, villages and counties across the U.S.
- State Rail Associations
- Businesses
- Chambers of Commerce
- Environmental groups
MIPRC: Bringing Together State Leaders from Across the Region to Advocate for Passenger Rail Improvements
Federal legislation:
http://thomas.loc.gov

MIPRC:
www.csgmidwest.org/About/Rail_Commission.htm
The Midwest Interstate Passenger Rail Commission

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