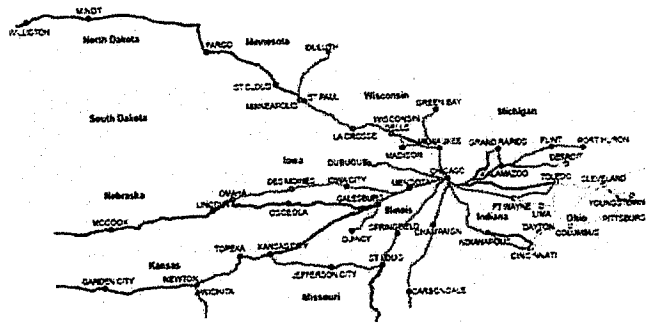


Laura Kliewer



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.



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

► 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



Compact Eligibility:

- Illinois
- Indiana
- Iowa
- Kansas
- Michigan
- Minnesota
- Missouri
- Nebraska
- North Dakota
- Ohio
- South Dakota
- Wisconsin

States are members through compact legislation.



- › Four residents from each state are appointed to MIPRC.
Current MIPRC commissioners from Kansas:

The legislature shall appoint:

- One member from each legislative chamber (and one alternate, optional):

Sen. Roger Reitz (primary); Sen. Vicki Schmidt (alternate)

Rep. JoAnn Pottorff (primary); Rep. Jene Vickrey (alternate)

The governor shall appoint:

- Governor or governor's designee: Chris Herrick, *Director, Planning and Development, KDOT*
- Governor's private sector appointee: Deborah Fischer Stout

MIPRC has taken a leading role in several areas of passenger rail advocacy:

- ▶ Educating/Consensus building
- ▶ Promoting rail development legislation and funding at the federal level
- ▶ Advocating for the Midwest's state-supported passenger rail plans
- ▶ First steps in identifying a structure to continue to develop, manage and implement a regional rail system for the Midwest

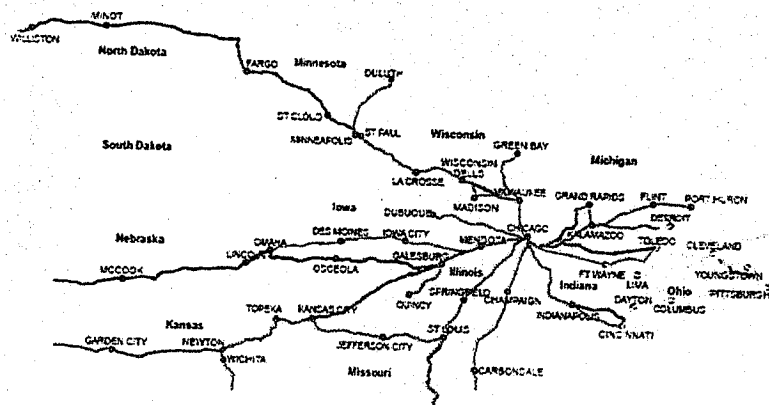
Education/Consensus Building:

- ▶ Information on federal and state issues to commissioners and partners
- ▶ Meetings
- ▶ Webinars
- ▶ Testimony to/for state legislative committees, caucuses, state groups, etc.
- ▶ Press releases/information source to reporters
- ▶ Support to legislative caucuses
- ▶ Website (www.miprc.org)

Importance of Strong Federal/State Partnership

- ▶ Passenger rail is a vital transportation option for our states
- ▶ States need dedicated source of funding for passenger rail similar to other modes of transportation
- ▶ Support for PRIIA, HSIPR program
- ▶ Inclusion of passenger rail in surface transportation reauthorization
- ▶ The Midwest's system

Plans for the Midwest's System



Midwestern States' HSIPR Awards Totals

\$2,564,839,563

By Corridor:

Chicago-St. Louis-Kansas City: \$1,379,208,545

Detroit-Chicago: \$598,084,573

Chicago-Omaha: \$231,000,000

MSP-Milwaukee-Chicago: \$64,798,718

MSP-Duluth: \$5,000,000

Kansas City-Oklahoma City: \$250,000

Joint Equipment Purchase (8 corridors): \$268,201,084

Non-Corridor Specific: \$18,296,643
(includes \$87,563 for Lawrence, KS station improvements)

Midwest Regional Rail System (9 states)

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

Ridership Growth on Corridor (largely state-supported) Service in the Region is Very Strong

Ridership on Corridor Service in the
Midwest: Five year growth 35 percent

Route	Frequency	Five-Year Growth (FY 07 to FY 12)	Average Annual Growth (07 to 12)	Percent Change FY 11 to FY 12	FY 12	FY 11	FY 07
Chicago-St. Louis (<i>Lincoln & Texas Eagle</i> service) ¹	5 daily	41%	8%	10.8%	675,295	609,730	477,888
Kansas City-St. Louis (<i>Missouri River Runner</i> service)	2 daily	68%	14%	5.3%	195,885	186,077	116,517
Chicago-Milwaukee (<i>Hawatha</i> service) ¹	7 daily	41%	8%	2.3%	838,355	819,493	593,075
Chicago-Detroit/Pontiac, MI (<i>Wolverine</i> service)	3 daily	8%	2%	-3.8%	484,138	503,290	449,107
Chicago-Grand Rapids, MI (<i>Pere Marquette</i> service)	1 daily	4%	1%	2.5%	109,321	106,662	104,819
Chicago-Port Huron, MI (<i>Blue Water</i> service)	1 daily	48%	10%	1.1%	189,193	187,065	127,642
Chicago-Carbondale, IL (<i>Illini, Saluki & City of New Orleans</i> services)	3 daily	42%	8%	5.2%	374,268	355,811	263,809
Chicago-Quincy, IL (<i>IL Zephyr, Carl Sandburg, Southwest Chief & California Zephyr</i> services) ¹	3.5 daily	36%	7%	4.2%	265,307	254,492	194,535
Chicago-Indianapolis (<i>Hoosier State</i> service)	4 per week	39%	8%	-1.6%	36,669	37,249	26,347
Ridership Totals	N/A	35%	7%	3.5%	3,168,431	3,059,869	2,353,739

Source: Amtrak

¹ *Texas Eagle, City of New Orleans, Southwest Chief and California Zephyr* ridership numbers are included only to the extent that the ridership is applicable to stops on the corridor (e.g. ridership on the *Texas Eagle* outside of the Chicago-St. Louis corridor is not included).

Ridership on Long-Distance Service Continues to Grow

Ridership on Long-Distance Trains
that Serve the Midwest:
Five year growth 21 percent

Route	Five-Year Growth (FY 07 to FY 12)	Average Annual Growth (07 to 12)	Percent Change FY 11 to FY 12	FY 12	FY 11	FY 07
<i>Cardinal</i> [Illinois; Indiana; Ohio; Washington, D.C.; New York]	20%	4%	4.9%	116,373	110,923	96,896
<i>Empire Builder</i> [Illinois; Wisconsin; Minnesota; North Dakota; Montana; Idaho; Washington/Oregon]	8%	2%	15.8%	543,072	469,167	504,977
<i>Capitol Limited</i> [Illinois; Indiana; Ohio; Pennsylvania, Maryland, West Virginia, Washington, D.C.]	17%	3%	0.1%	226,884	226,597	193,748
<i>California Zephyr</i> [Illinois; Iowa; Nebraska; Colorado; Utah; Nevada; California]	14%	3%	5.9%	376,459	355,324	329,840
<i>Southwest Chief</i> [Illinois; Iowa; Missouri; Kansas; Colorado; New Mexico; Arizona; California]	12%	2%	0.1%	355,316	354,912	316,668
<i>City of New Orleans</i> [Illinois; Kentucky; Tennessee; Mississippi; Louisiana]	40%	8%	8.5%	253,170	233,318	180,473
<i>Texas Eagle</i> [Illinois; Missouri; Arkansas; Texas (3/week on to New Mexico; Arizona; California)]	55%	11%	12.8%	337,973	299,508	218,321
<i>Lake Shore Limited</i> [Illinois; Indiana; Ohio; Pennsylvania; New York/ Massachusetts]	29%	6%	4.3%	403,700	387,043	312,643
Ridership Totals	21%	4%	7.2%	2,612,947	2,436,792	2,153,566

Source: Amtrak

Note: Includes ridership on entire route.

The Way Forward . . .

- ▶ MIPRC and MWRRI working together to identify a structure to continue to develop, manage and implement a regional rail system for the Midwest

Thank you!

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