Midwest High-Speed Rail

- Upgraded Existing Infrastructure
- Higher-Speed: 90-110 mph Service
- High-Frequency
- High-Reliability
- High-Quality
Midwest Regional Rail Initiative

- 9 State Departments of Transportation
- Phase I: $450 million
- Final goal: 3,000 miles for $4.1 billion
- No operating subsidies
Reduced Travel Times

Bar chart showing travel times for various cities.

- Detroit
- Cleveland
- Cincinnati
- Carbondale
- St. Louis
- Kansas City
- Omaha
- St. Paul
- Milwaukee

- Equivalent Auto Travel Time
- Current Amtrak Travel Time
- MWRRA Travel Time
Greatly Increased Frequencies

- Detroit
- Cleveland
- Cincinnati
- Champaign
- St. Louis
- St. Louis/KC
- Omaha
- St. Paul
- Milwaukee

Daily Round Trips

Moderate
Existing Service
Economies of Scale

- $40 Per Train Mile
- $21 per Train Mile
State Rail Development Efforts

- Wisconsin
- Michigan
- Ohio
- Illinois
States Are Paying Their Share

- MI: $56 million in state funds has leveraged $48 million in other investments
- WI: $50 million available in state bond funds to Madison-Milwaukee HSR; $8.8 million to rehab Milwaukee Amtrak Station
- IL: Committed/spent $104 million, leveraging $55 million federal, $42 million private funds. In addition, Illinois has $150 million for grade crossings
MI: 90 mph since 2002 -- Positive Train Control
Higher Speeds Coming Soon!
WI: Opened Air-Rail Station in 2005
OH: Completing Ohio Rail Plan…

- 860 miles - 32 stations
- 4 States and Southern Ontario
- 11 major metro areas
- 22 million population
...Connecting Midwest to East Coast

- Midwest Regional Rail - Chicago Hub
- VIA Rail - Canada
- Empire Corridor
- Keystone Corridor
- North East Corridor
- Ohio & Lake Erie Regional Rail - Cleveland Hub
IL: 125 Miles of Class VI Track…
Springfield - Mazonia
• Lockheed-Martin installing along 125 miles of track
• Joint program with railroads, Illinois and federal government
• $65 million investment
…and Upgraded Grade Crossings

- Every crossing between Mazonia & Springfield fully protected
- Fully funded by Illinois
CREATE: Untangling Chicago’s Rail Gridlock
What The Midwest Needs:

• **Federal partnership!**
  – Stable policy
  – Real money
1. Federal Rail Policy

"The corridors are the sources of the greatest potential passenger benefits. They will go largely undeveloped as a viable alternative to congested roads and airports until a consensus is reached on Amtrak's role and on the direction of the nation's future passenger rail system, as well as the means to achieve them."

- US DOT’s Inspector General
What About Amtrak?

- **Reality in Midwest:**
  - No matter who runs the trains, still need to improve the track

- **Reality in Washington D.C.:**
  - No consensus on Amtrak, therefore no money for rail
2. Real Federal Money

- No state is willing/able to make HSR the only transportation investment without federal help.
- Tax Credit Bond Financing
  - Favored mechanism on Capital Hill for HSR funding since 2000.
  - Consistently opposed by OMB as bad fiscal policy
  - CREBs – a useful precedent?
CREBs

- Clean Renewable Energy Bonds
- $800 million in federal tax credit bond financing for renewable energy development
- Signed into law by President Bush as part of the Energy Policy Act of 2005
- See [www.CleanEnergyBonds.org](http://www.CleanEnergyBonds.org)
Conclusion

• Passenger rail is alive and well in the Midwest.
• States are doing what they can, but…
• …We need a federal partnership with real $. 
The Environmental Law & Policy Center is the Midwest’s leading environmental legal advocacy and eco-business innovation organization.

www.elpc.org