

## High Speed Rail Passenger Service: Not Your Grandfather's Train!



### Purdue Road School

Presentation by Leigh Morris, Deputy INDOT Commissioner,  
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## Well Planned High Volume Corridors Connecting Population Centers



# The Midwest Corridors

MIDWEST REGIONAL PASSENGER RAIL SYSTEM



## Indiana's Priorities:

- Collaborate with other Midwestern states to seek ways to enhance rail passenger service without sacrificing the efficiency and reliability of rail freight service which is vital to Indiana's economy.
- Support the Midwest Rail Initiatives including, but not limited to:
  - Connecting to the east by way of Indiana
  - Connecting to the southeast by way of Indianapolis and Cincinnati



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Indiana joined with the States of Illinois, Iowa, Michigan, Minnesota, Missouri, Ohio and Wisconsin and the City of Chicago to form the **Midwest Multi-State Steering Group for High Speed Rail**

## **Purpose of the Steering Group**

- To coordinate the applications from member states and the City of Chicago for federal funding
- To provide guidance, leadership and a single advocacy voice in support of the region's collective high-speed rail initiatives
- To provide a single point of contact regarding high speed rail between member states and the City of Chicago and the U.S. Department of Transportation

## Why is this Initiative Important?

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- It demonstrates the unified support for expansion of high speed rail in the Midwest
- It provides a vehicle for consistent communication about high speed rail and a platform for public advocacy for it
- It contributes to the creation and maintenance of livable communities, helping to reduce congestion, pollution and urban sprawl

## Two Other Midwest Groups

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- Indiana is also a member of two other groups dedicated to the creation of “next generation” rail passenger service:
  - **The Midwest Regional Rail Initiative---** comprised of technical experts from Departments of Transportation
  - **The Midwest Interstate Passenger Rail Commission—comprised** of two members of state legislatures, and two representatives appointed by Governors , one of whom represents the private sector.

## What are the expected benefits?

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- **Job creation!** In addition to direct employment created, there will be significant opportunities for U.S. manufacturers and other employers to provide the products and/or services needed
- **Efficiency!** By working together, the participating entities can avoid duplication of effort and unproductive “wheel spinning”
- **Synergy!** The chances for success (both in funding and operations) are enhanced by the clear dedication to unified interaction.

## What are the prerequisites for success?

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- Consistent and visible support from each of the participating entities
- Demonstrating and documenting the impact of high speed rail on the Midwest economy and the quality of life for its residents
- Protecting the efficiency and reliability of freight rail operations

## **What is the likely economic impact of improved rail passenger service?**

- 57,450 new jobs\*
- 15,200 average annual jobs during construction\*
- City-center to city-center service supports downtown revitalization and transit oriented development
- Mobility and access benefits will generate additional employment in manufacturing, service and tourism sectors

\*Source: *Economic Impacts of the Midwest Regional Rail System*, Transportation Economics and Management Systems, Inc., published by the Midwest Regional Rail Initiative

## **What impact will improved rail passenger service have on the environment?**

- Less pollution than cars or planes
- Trains use 1/3 the energy of cars
- Trains use 1/6 the energy of planes
- Reduce consumption of foreign-dependent fuels (For example, travelers could save 7.5 million gallons of gas/year by utilizing proposed high speed rail services between Chicago and St. Louis.

## Can high speed trains compete with automobiles and airlines?

### ■ Madison-Chicago

#### MIDWEST RAIL:

- \$40-\$67, 2 hours
- Downtown stations

#### personal auto:

- \$10-\$40 cost, 3-4 hours
- Parking, congestion

#### commercial air:

- \$150-\$300 fare, 1 hour
- Plus 1 hour from terminals to downtown.

### ■ Chicago-St. Louis

#### MIDWEST RAIL:

- \$65-\$75, 3.75 hours
- Downtown stations

#### personal auto:

- \$30-\$90 cost, 5-7 hours
- Parking, congestion

#### commercial air:

- \$50-\$350 fare, 1.1 hour
- Plus 2 hours from terminals to downtown

## INDOT Applications Submitted

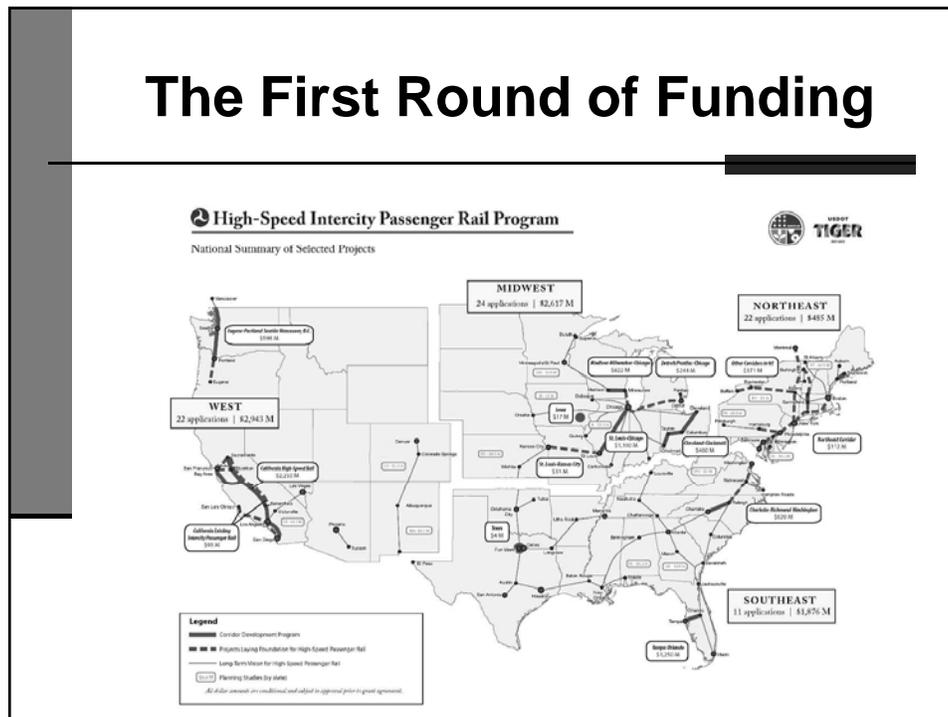
- **Track 1 Project** (Requires project completion within 2 years of obligation (with obligation being no later than September 30, 2010).

**Norfolk Southern Indiana Gateway  
\$ 71,364,980 (Track 1)**

- **Track 2 Project** (Allows for studies, development, construction, completion and implementation period after obligation (or no later than by December 1, 2017).

**Chicago to Cleveland Corridor  
\$ 2,816,658,000 (Track 2)**

# The First Round of Funding



# The Indiana Gateway Project

- \$71.4 Million grant to alleviate arguably the single most delay-prone rail passenger corridor in the nation
- Creates an estimated 703 Construction Jobs
- 20 Month Construction Cycle
- 7 projects include high speed crossovers and related signal system improvements, improved and expanded sidings
- Benefits freight rail as well as passenger
- Prerequisite for future passenger corridors

## The time is right!

- Improved rail passenger service is a national priority. President Obama favors a major expansion of high-speed rail service, noting the opportunity to **“could connect the Midwest with a high-speed rail system that would provide immediate jobs”**
- The Midwest Region is in a uniquely strong position to qualify for allocation of Federal Stimulus (ARRA) Funds
- The Midwest Region—including Indiana—is unified in its support of improved rail passenger service
- Indiana can compete for jobs involved with the fabrication of rail-related equipment and products

## It can be a reality!



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