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

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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
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?

- 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

- 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?

- **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?

- 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!