



## High Speed Passenger Trains Legislative Brief

### High Speed Passenger Rail service is clean, efficient, and economical.

- Passenger trains traveling up to 110 mph will connect many Indiana communities with Chicago and other cities in the Midwest, including Minneapolis, Detroit, Cleveland, and St. Louis.
- High speed trains will contribute to economic growth and strengthen the state's manufacturing, service and tourism industries.



### What legislation is needed in Indiana to provide high speed rail service?

- A dedicated source of state funding for passenger rail will allow the state to obtain increased federal funding to build and operate high speed trains on Indiana's three designated corridors within the Midwest Regional Rail Initiative:
  - Chicago to Detroit
  - Chicago to Cleveland
  - Chicago to Indianapolis to Cincinnati.

### With the economic downturn, why focus on passenger rail?

- With the passage of the federal stimulus bill (American Recovery and Reinvestment Act of 2009), and the Passenger Rail Investment and Improvement Act, Congress has provided dramatically increased funding for passenger rail projects in the U.S.
- States which have state rail funding in place will be in a better position to compete for these federal dollars.
- Investment in high speed passenger rail in Indiana will create over 4,500 new jobs, and provide \$86 million in extra household income, at a time when we need it the most.
- High speed passenger rail improves access between Hoosier communities, supports existing industries, fosters the growth of new small businesses and provides a convenient, efficient option for business travel.

### What are the environmental and social benefits of passenger rail?

- Passenger trains produce less air pollution per passenger mile than automobiles, and use less land than expanding highways or airports.
- It reduces transportation-related energy consumption, helping move us along to energy independence.
- Traveling by high speed train on trips up to 400 miles is typically quicker and more cost effective than traveling by automobile or airplane.

## Who is supporting HEC in this?

- The Indiana High Speed Rail Association, mayors and chambers of commerce along the high speed corridors, and businesses including steel manufacturers.

## Will people ride passenger trains?

- Even with the recession, in 2008 Amtrak trains carried over 27 million passengers, the second highest ridership total since 1971.
- Amtrak routes in Indiana showed steady ridership growth in 2007 and 2008, and declined slightly in 2009 as the recession endured.

## Which areas are currently served by passenger rail in Indiana?

- Long distance routes are:
  - Cardinal – Chicago to Indianapolis to Cincinnati to Washington DC to New York
  - Capitol Limited – Chicago to South Bend to Washington DC
  - Lake Shore Limited – Chicago to South Bend to New York
  - Hoosier State – Chicago to Indianapolis

## How does I-69 factor into our push for the state to provide high speed passenger rail service?

- HEC supports the selection of the least damaging and least costly route for the I-69 highway extension, which is unquestionably the U.S. 41/I-70 route that uses existing roadways. If this route is built, it can be completed more quickly, at only half the cost (or less) in construction expenses.
- If the state were to pursue the less costly U.S. 41/I-70 route, the money that was saved could be used to fund passenger rail.

## What about “Major Moves” and passenger trains?

- No state funding is dedicated to support passenger rail service in Indiana today.
- While a majority of the state’s Major Moves funds are dedicated to new road construction, those funds could be re-prioritized and directed to passenger rail, transit and road repair.



**Proposed Midwest Regional Rail System**