



high speed rail FAQ's

for central indiana

Q: What is the high speed rail proposal for central Indiana?

The Midwest Regional Rail System (MWRRS) plan includes a high speed rail corridor from Chicago to Indianapolis to Cincinnati, generally following the current Amtrak corridor. This corridor will connect central Indiana to other cities in the Midwest, including Minneapolis, Detroit, Cleveland, and St. Louis, via the system's Chicago hub. The Chicago to Cincinnati corridor is a designated U.S. High-Speed Rail Corridor. This designation includes a branch route from Indianapolis to Louisville.

Q: How fast will the Midwest high speed trains travel?

The current high speed rail plan calls for train speeds up to 110 mph, the fastest speed allowable for trains that use at-grade crossings.

At these speeds, a trip from Indianapolis to downtown Chicago will take 2 hours and 41 minutes. A trip from Indianapolis to Cincinnati will take just 90 minutes.

Q: How much will the Chicago to Cincinnati route cost?

The latest estimate from the Midwest Interstate Passenger Rail Commission is \$700 million in capital costs. Tracks, signals and crossings are already being upgraded in the Chicago area with funds from the federal stimulus bill (American Recovery and Reinvestment Act).

Q: What must happen next for high speed rail service to come to central Indiana?

Environmental studies and preliminary engineering plans for the Chicago to Cincinnati corridor must be completed by the State of Indiana. These studies are estimated to cost about \$20 million. Once these studies are complete, Indiana will be eligible for federal high speed rail grants that may pay as much as 80% of the capital costs.



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Q: Is the federal government investing in high speed rail?

To date, the U.S. Department of Transportation has committed \$10.5 billion for high speed rail investments throughout the country, including over \$2.5 billion for Midwestern projects.

Q: Will Central Indiana benefit from high speed rail service?

An economic study done for the Midwest Regional Rail System found that investment in high speed passenger rail in Indiana would create over 4,500 new jobs, and provide \$86 million in extra household income. Total user benefits for Indiana are estimated to be \$2.3 to \$3.5 billion.

High speed passenger rail promotes economic expansion (including new manufacturing jobs), creates new choices for travelers in addition to flying or driving, reduces national dependence on oil, and fosters urban and rural community development.

Q: What are the environmental and social benefits of passenger rail?

Today's intercity passenger rail service consumes one-third less energy per passenger-mile than cars. It is estimated that if we built high speed rail lines on all federally-designated corridors, it could result in an annual reduction of 6 billion pounds of CO2. Passenger trains use less land than expanding highways or airports.

Q: Will Hoosiers ride passenger trains?

Even with the recession, ridership on Amtrak's Hoosier State grew 7% from 2009 to 2010, and 11% from 2010 to 2011. Over the last 5 years ridership increased 85%.

Q: What can you do to help?

Take action: Encourage your state legislators and mayor to support state investment in high speed rail – an investment in Indiana's future.



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