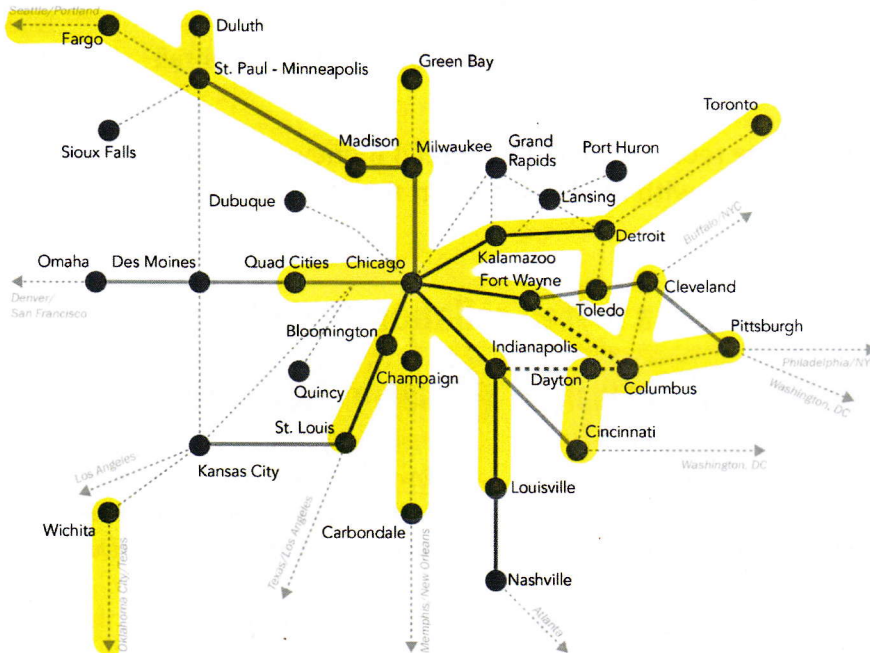


First Steps Towards the Midwest's 40 Year Vision

The Corridor Identification & Development Program supports plans for 19 new routes and services

Initial Routes chosen for Corridor ID Program in the Midwest Regional Rail 40-year Vision (2021)



Midwestern passenger rail plans got a major boost late last year. Twenty routes endorsed by the Midwest Interstate Passenger Rail Commission and submitted by MIPRC member states were accepted into the inaugural round of the Federal Railroad Administration's Corridor Identification & Development (Corridor ID) Program.*

This is a major step toward build-out of the 2021 Midwest Regional Rail Plan, which was developed by the FRA at MIPRC's request. Additional Midwestern routes may be added in future rounds of the program.

*Funding for the Corridor Identification & Development Program is authorized by the Infrastructure Investment & Jobs Act of 2021.

LONG-DISTANCE ROUTES

- > Restoration of the *North Coast Hiawatha* (Chicago-Seattle via Bismarck, North Dakota)
- > Daily *Cardinal* service (currently 3 days/week, Chicago-Indianapolis-Cincinnati-Washington, D.C.)

MIPRC MEMBER STATES

Illinois:

- > Chicago-Quad Cities (new service)
- > Chicago-Carbondale (*Illini/Saluki*) improvements
- > Chicago-St. Louis (*Lincoln Service*) improvements
- > Chicago-Peoria (new service)

Indiana:

- > Indianapolis-Chicago (improvements, additional frequencies)
- > Indianapolis-Louisville expansion (new service)
- > Chicago-Ft. Wayne-Columbus-Pittsburgh (new service)

Kansas:

- > Wichita-Newton, KS (*Heartland Flyer* extension) new service

Michigan:

- > Grand Rapids-Chicago (*Pere Marquette*) improvements and additional frequencies
- > Port Huron-Chicago (*Blue Water*) improvements and additional frequencies
- > Detroit-Chicago (*Wolverine*) improvements and expansion to Toronto, Ontario

Minnesota:

- > Twin Cities-Duluth (*Northern Lights Express*) new service

Missouri:

- > Chicago-Quincy (*Illinois Zephyr/Carl Sandburg*) extension to Hannibal, MO
- > Kansas City-St. Joseph (new service)

Wisconsin:

- > Milwaukee to Chicago (*Hiawatha*) additional frequencies
- > *Hiawatha* extension from Milwaukee to Green Bay (new service)
- > Milwaukee-Madison-Eau Claire-Twin Cities (new service)
- > Eau Claire-Twin Cities (new service)
- > Twin Cities-Milwaukee-Chicago (*Borealis*) second frequency (to be a 3rd daily train between those cities)

NON-MIPRC MEMBER STATES

Ohio:

- > Cincinnati, Columbus, Cleveland, Dayton (new service)
- > Cleveland-Toledo-Detroit (new service, also supported by Michigan's Department of Transportation)

Cooperation in Action: This *Charger* has just brought a *Hiawatha* train into Milwaukee from Chicago. The consortium of Midwestern states – Illinois, Michigan, Missouri, and Wisconsin – cooperate under MIPRC's authority to jointly own and operate modern *Charger* locomotives and *Venture* train cars on state-supported passenger rail routes.



Incubator for Passenger Rail Expansion

The Corridor Identification and Development program is the primary “incubator” for passenger rail expansion outside of the Northeast Corridor.

Under the program, the sponsor of each chosen route receives \$500,000 in seed money, with no non-federal matching funds required, and works closely with the FRA to begin the first stage of service development and planning.

Inclusion in the federal Corridor ID Program is a 3-Step collaborative process:

- 1 \$500,000 seed money**
Pays for a project sponsor to create a scope of work, schedule and budget for a service development plan (*no non-federal match required*)
- 2 Service Development Plan**
Created by the project sponsor and includes an inventory of capital projects required in the corridor (*10% non-federal match required*)
- 3 Capitol Project Clearance**
Preliminary engineering and National Environmental Policy Act clearance for the capital projects identified in Step Two (*20% non-federal match required*)

Projects that clear all three steps will be prioritized for future construction funding through the Federal-State Partnership for Interstate Passenger Rail program.

Sustained federal investment in these (and other) passenger rail programs – both during the remaining life of the IIJA and in subsequent surface transportation legislation at or near their fully-authorized levels will be critical for the successful build out for the Midwest Regional Rail Plan.

MIPRC is ready, willing and able to be a partner and source of information to you in ongoing efforts to build a truly regional passenger rail network in the Midwest.

For more information contact Laura Kliever at 630.925.1922 or via email lkliever@miprc.org



Cooperation in Action: Built by Siemens in Sacramento, modern *Charger* locomotives, pulling new *Venture* cars are now carrying passengers on Midwestern state-supported passenger rail routes — a result of the ongoing federal-state funding partnership.



www.miprc.org

MIPRC
Midwest Interstate
Passenger Rail
Commission