

# Transportation Development Association of Wisconsin

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# Midwest Regional Rail Initiative History

*Nine states and Amtrak have worked together since 1996 to plan and implement MWRRI*

## Planning Goals and Assumptions

- To provide network efficiencies to each corridor
- To increase revenues through increased speeds and frequencies to reduce operating subsidies
- To keep associated capital investment to reasonable levels





# The Midwest Regional Rail Plan



# A New Performance Paradigm

- Regional service in 100 to 500 mile corridors
- City center to city center
- Diesel-electric power provides 110 mph top speeds
- Significant increase in frequencies
- Travel times less than auto – in some cases less than air



# Infrastructure Improvements

- Track, sidings, grade crossings, Signals, Stations
- Infrastructure investments needed for:
  - Increased speeds
  - Passenger and freight operations
  - Safety
- Shared-use corridors
  - Benefits to freight railroad partners





# Next Generation Equipment

- Latest high speed equipment technology
  - Spacious 2x2 seating, 110 v. outlets, bistro car
  - Light weight, high horsepower: better acceleration and deceleration, reduced travel times
  - Tilt: increases passenger comfort, speeds in curves
- Joint state procurement



# Competitive Performance

- MWRRI compares favorably to electrified high speed service in the Northeast Corridor (NEC)
- MWRRI express service: top speeds of 110 mph, average speeds of 78 mph
- MWRRI local service: average speed of 67 mph
- NEC Acela express service has an average speed of 70 mph



# A Public Investment in Enhanced Mobility

- Cost: \$9.6 billion over 10 years
  - \$8.2 billion for infrastructure
  - \$1.4 billion for 64 new train sets
- A freight rail partnership





# Why Not the European Model?

## European Model

- 180 mph electrified service has high capital costs
- \$30 - \$50 million per mile – FRA
- Dedicated, grade-separated corridor
- Land and property takings

## Midwest Regional Rail Initiative

- MWRRI \$2-8 million per mile
- Existing freight corridors
- Improvements can benefit freight operations

# An Engine for Economic Development

- Creates 15,000 construction jobs
- Creates 57,400 permanent jobs
  - WI 9,570 jobs
- \$4.9 billion in increased property values
  - Milwaukee \$227 million
  - Madison \$97 million
- \$23 billion in user benefits
  - WI \$4.6 billion



# The Midwest Commitment

- Midwest states committed to initiative
- Letter to Secretary LaHood supporting “Phase I” corridors
- Engineering and environmental work for other corridors





# Federal Funding is a Reality

- Passenger Rail Investment and Improvement Act (PRIIA)
  - October 2008
  - Reauthorizes Amtrak
  - Provides a 5 year program structure
- American Recovery and Reinvestment Act (ARRA)
  - February 2009
  - \$8 billion for High Speed and Intercity Rail
  - 100 percent federal funding
  - President Obama's "signature item"

# ARRA High Speed Rail Program

- Pre-applications submitted July 10
  - \$103 billion in projects from 40 states
- Track 1 Project applications (“shovel ready”) submitted August 24
  - \$8.8 billion in applications submitted
  - FRA funding announcement October, November?
- Track 2 Corridor applications due October 2
  - FRA project funding announcement March?

# Future Federal Funding Promising

- Second round of ARRA funding?
- 2010 PRIIA appropriation
  - 80/20 funding
  - President's budget \$1 billion
  - Senate \$1.3 billion
  - House \$4 billion
- Surface Transportation Program Reauthorization
  - National Commission: \$5 billion annually



# Wisconsin is Positioned to Win

- Milwaukee to Madison Service is “funding ready”
- The only NEPA document for an entire corridor
- New high speed service
- Regional leader: founding member of MWRRI
- Illinois Trifecta
  - Obama, LaHood, Szabo
- Chicago Olympics



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