

The Midwest region is a national leader in planning and developing an integrated, multi-state passenger rail network that has resulted in improved service. Ridership on key corridors has grown by over 70% since 2000.

Chicago to St. Louis Corridor: The Illinois Department of Transportation (IDOT) initiated 110-mph service on a 15-mile segment of the Chicago-St. Louis Corridor between the cities of Dwight and Pontiac as part of the nearly \$1.4 billion Federal investment in the corridor. A Record of Decision issued by the FRA in December 2012 approved a corridor program that will expand 110-mph service and increase frequencies on the entire corridor.

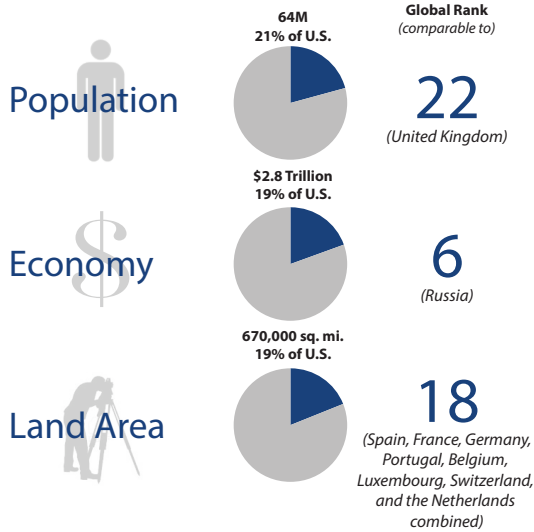
Chicago to Detroit Corridor: Passenger trains operate between Porter, IN and Kalamazoo, MI at speeds up to 110-mph – the first corridor outside the Northeast Corridor to operate at high speeds. To expand 110-mph service on the corridor, the State of Michigan purchased 135 miles of right of way from the Norfolk Southern Railroad using HSIPR funds as a part of the Kalamazoo-Dearborn Service Development Program through a \$150 million investment. Kalamazoo-Dearborn work will soon begin, thanks to \$196.5 million in HSIPR funds, including upgrades to track, signals and infrastructure to support Positive Train Control, improve passenger and freight service on the line, and positively impact Amtrak's on-time performance.

Bringing new passenger rail cars to multiple states: In November 2012, the California Department of Transportation awarded a contract with a base contract price of \$352.2 million – 36 percent below expectations – for 130 bi-level rail cars to serve California, the Midwest and the Pacific Northwest. The Sumitomo-Nippon Sharyo joint venture will produce the cars in Rochelle, IL, with deliveries projected to begin in 2015.

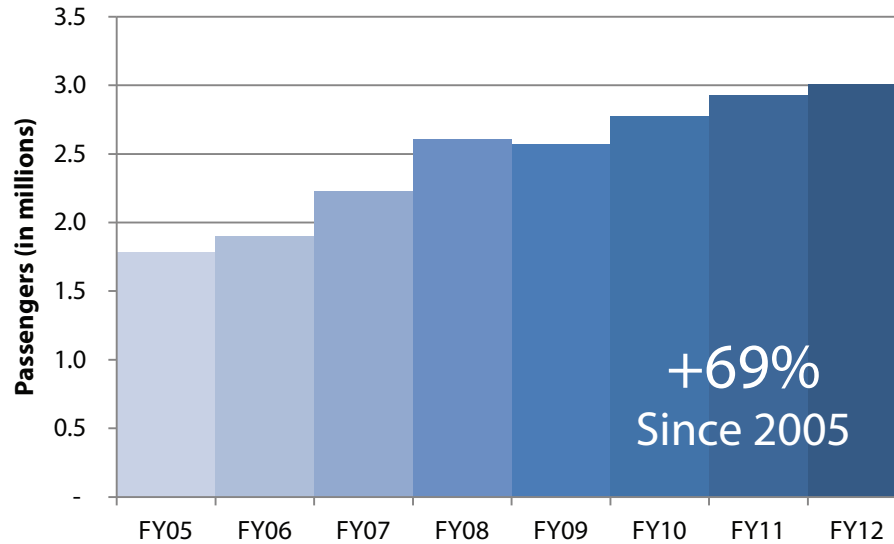


Midwest Region

Region Characteristics

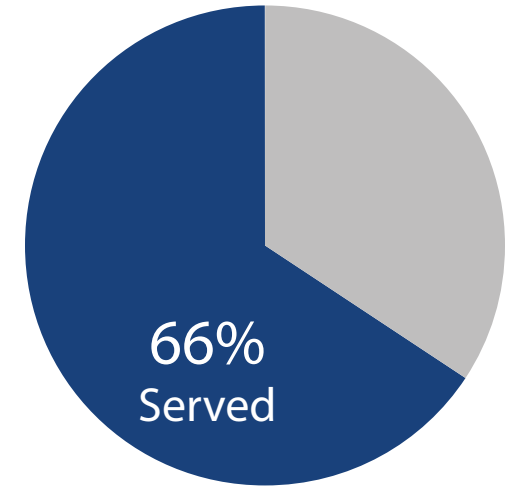


Ridership Growth



Population Served

Population within 30 miles of a passenger station that receives at least one daily intercity train.



Corridor Details

Corridor	Distance (miles)	Federal Investments (\$M, 2008-2012)					Investment Description	Service Improvements			
		HSIPR	TIGER	RRIF	Other	Total		More Trains/ New Service	Faster Travel	Better Reliability	Improved Stations/ Equipment
Chicago - St. Louis	284	\$1,343	\$46	-	-	\$1,390	Track and signal upgrades to allow for reduced travel times and 110mph service; station upgrades; improvements to provide a safer and more reliable service.		✓	✓	✓
Chicago - Detroit - Pontiac	304	\$598	-	-	\$4	\$602	Acquisition and improvement of rail line to allow for 110mph service; new and upgraded stations; signal improvements; railroad congestion mitigation projects.		✓	✓	✓
Chicago - Iowa City - Omaha	470	\$231	\$10	-	\$3	\$244	New service connecting Iowa City to Chicago via the Quad Cities.	✓			✓
Chicago - Milwaukee - Twin Cities	418	\$71	\$35	-	-	\$106	Rehabilitation of a multi-modal station in Twin Cities; track work.			✓	✓
Twin Cities - Duluth	155	\$5	-	-	\$2	\$7	Evaluations for potential new service to Duluth.	✓			
St. Louis - Kansas City	283	\$36	-	-	\$3	\$39	Track and bridge projects to improve safety and reliability.			✓	✓
Multiple Midwest Corridors	n/a	\$268	\$100	-	\$2	\$370	Purchase of at least 88 next generation passenger cars and 21 locomotives for service on 8 midwestern corridors; investments in passenger/freight bottlenecks around Chicago.			✓	✓
Other Corridors / Freight Investments	n/a	\$17	\$13	\$176	\$40	\$246	Improvements to freight corridors and long-distance service.	varies			
State Rail Plans	n/a	\$1	-	-	-	\$1	Planning to lay groundwork for future rail service.	planning			
TOTAL		\$2,571	\$204	\$176	\$54	\$3,005					

SOURCES : Population: U.S. Census Bureau, 2010. Economy: U.S. Bureau of Economic Analysis, 2010. International Statistics: CIA World Factbook, 2012. All Other Information: Federal Railroad Administration, 2012.