



## Office of the Mayor

David J. Cieslewicz

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### MAYOR DAVID J. CIESLEWICZ

#### BIO

Dave Cieslewicz (chess LEV ich) was elected Mayor of Madison in April 2003. Since becoming Mayor, Cieslewicz has focused his priorities on affordable housing, environmental protection, transit, economic development, the arts and civil rights. All of these initiatives are part of the Mayor's Healthy City plan to make Madison the healthiest, most progressive city in America.

Before becoming Mayor, Cieslewicz was the co-founder and first executive director of 1000 Friends of Wisconsin, a non-profit research and advocacy organization focusing on land use and transportation. Before that he was Director of Government Relations for The Nature Conservancy, which followed his service as chief of staff in a state senate office and work for the Assembly Natural Resources Committee.

Born in 1959 and raised in West Allis, Wisconsin, Cieslewicz is a graduate of the University of Wisconsin in Madison. He enjoys reading, especially political biographies, and keeping reasonably fit for a guy his age. And about once a month you can find him playing Sheepshead with friends at the Memorial Union. He lives in the Regent Neighborhood with his wife Dianne.

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### NATIONAL SURFACE TRANSPORTATION POLICY AND REVENUE STUDY COMMISSION

Chicago Field Hearing

April 18-19, 2007

#### Remarks by Mayor Dave Cieslewicz City of Madison, Wisconsin

Thank you for the opportunity to speak in support of intercity passenger rail service, and the important role that the federal government can have in advancing the development of new passenger rail services in the United States.

I feel it is critically important to the economies of Wisconsin's growing metropolitan areas and the entire State of Wisconsin that a federal capital matching program for states be established in order to develop, expand, and improve intercity passenger rail.

I believe that a federal intercity passenger rail program similar to that of highways (with an 80% federal/20% state and local share) will generate the development of a better travel alternative for this country.

Intercity passenger rail can provide a travel option that does not currently exist for many American travelers. Passenger rail is a travel alternative that's environmentally responsible, improves mobility and economic development, and helps reduce our dependence on foreign oil.

#### Operational/Economic Benefits

There's strong evidence that where public investments are made in passenger rail infrastructure and equipment, operational and financial dividends are realized.

In addition, the added mobility and development opportunities associated with passenger rail investments can benefit local economies with new employment, increased property values, and higher incomes.

More specifically, there are many reasons why intercity passenger rail can be highly competitive with other travel modes.

- ◆ no waiting in long lines at airports far from downtown business centers
- ◆ total travel time can be competitive with travel by either air or auto in these corridors

- ◆ price for rail travel is competitive
- ◆ business people can be more productive during their journey

### Energy and Environmental Benefits

The President and members of Congress have called for reducing our dependence on foreign oil, and the American public needs mobility alternatives to congested highways and airports.

In addition, the days of cheap energy in this country are gone – and we face an uncertain energy future. As prices for gasoline continue to march steadily upward, the public's demand for energy-efficient rail service will continue to increase.

From an environmental standpoint, an argument can be made that for every passenger or two that boards a train, another vehicle is taken off the road – and taking that vehicle's emissions out of the global warming equation. Global warming experts contend that we're polluting the air with automobile emissions and that the impending climate change will wreak havoc on our planet for generations to come.

### Federal Support Needed

There is a growing demand for passenger rail service across America – and there is the opportunity in Congress to pass legislation that will help meet that demand.

One of my primary goals is the enactment of a comprehensive federal program that provides sufficient capital funding needed to implement intercity passenger rail corridor improvements that are already planned throughout the country.

It is important that the President and members of Congress understand the extent Americans desire passenger rail, and how supportive they are of its development, expansion, and improvement.

At this time, a reliable federal funding partner – like we have for highways and airports – is sorely needed. Passenger rail is the only U.S. intercity transportation mode without some kind of dedicated federal/state capital funding program. I believe our federal programs for highways and airports can be models for congressional action on intercity passenger rail.

### Midwest Regional Rail Initiative

In the Midwest, our Midwest Regional Rail Initiative plan calls for a 3,000 mile Chicago-hubbed system serving nine states with corridor service between Chicago and major cities such as Minneapolis/St. Paul, St. Louis, Detroit, Cleveland, and Cincinnati. Many of these plans could be implemented in the near future if fully funded.

In Wisconsin, efforts are well underway to establish a high-speed passenger rail connection between Madison and Milwaukee.

Hiawatha Service between Milwaukee and Chicago – supported by the states of Wisconsin and Illinois – set an all time record in 2005 with 544,000 riders, a 15.8 percent increase over 2004, which was also a record. And now we are ready to extend the Hiawatha Service from Milwaukee to Madison with track, signal, and equipment improvements estimated at \$316 million in 2002 dollars.

In fact, Wisconsin Governor Jim Doyle has proposed \$80 million in state funding for this project in anticipation of meeting the state match requirement. And I can tell you that public enthusiasm in Madison is very high.

#### Madison and Milwaukee Partnership

For Wisconsin's two largest cities, the creation of a high-speed passenger rail connection between Milwaukee and Madison will be one of the centerpieces of a new initiative we have called the M2 Collaborative.

A combination of sustained high energy prices, an increasingly congested road system, and an ever more competitive economy where every productive minute counts all argue for new passenger rail options. We believe that this connection between our two cities, with some stops in between, will be key in knitting together our economies, with benefits for the entire state of Wisconsin. The increased efficiency of the road system and the productive time saved through rail travel will have great benefits to our entire economy.

Clearly, Wisconsin is poised to be one of the first places in the nation where new high speed passenger rail corridors could flourish. With a strong state and local commitment, I am hopeful that the federal government will soon join in this partnership.

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Laura Kliewer is the director of the Midwest Interstate Passenger Rail Commission (MIPRC), which was created by an interstate compact agreement in 2000.

The purpose of the MIPRC is to promote, coordinate and support regional improvements to passenger rail service. The MIPRC's commissioners are state legislators, governors and members of the private sector from each member state, appointed by legislative leadership and the governor. States join the MIPRC through adoption of uniform compact legislation – currently the states of Illinois, Indiana, Michigan, Minnesota, Missouri, Nebraska, North Dakota and Ohio are members.

Kliewer, who has been the commission's director since its inception, is also a senior policy analyst with the Midwestern Office of The Council of State Governments. Kliewer holds an undergraduate degree in political science from the University of California-Los Angeles and a master's degree in communications from Wheaton College.