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SENATE RESOLUTION

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WHEREAS, Both the public and numerous states have shown great interest in high-speed rail as an efficient and environmentally friendly means of moving people and creating economic activity; and

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WHEREAS, A 2,250-mile Midwestern high-speed rail network as envisioned under the United States Department of Transportation's high-speed corridor designations could create more than 1 million permanent jobs and more than 450,000 construction jobs in the region; and

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WHEREAS, Outside of California, the Midwest has the highest concentration of cities with a population of more than 300,000; most of those cities, including Chicago, Detroit, Indianapolis, Milwaukee, Cleveland, Minneapolis, St. Louis, and Cincinnati, could be served by a Midwest high-speed rail network; these metropolitan areas alone represent nearly 10% of the U.S. population and the Midwest region is home to one-third of the U.S. population; and

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WHEREAS, In 2009, President Obama and the United States Congress demonstrated leadership and vision by jumpstarting high speed rail plans in the United States with an \$8 billion allocation for high speed rail funding in the American Recovery

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1 and Reinvestment Act; and

2 WHEREAS, The Federal Rail Administration received  
3 pre-applications from 40 states totaling \$103 billion this year  
4 and ultimately received 45 applications from 23 states totaling  
5 \$50 billion, as well as an additional \$7 billion in requests  
6 for corridor studies; these figures ultimately dwarfed the \$8  
7 billion to be allocated under the American Recovery and  
8 Reinvestment Act; and

9 WHEREAS, In order to meet the demonstrated demand for high  
10 speed rail of at least \$57 billion, the federal government  
11 needs to spend \$8 billion every year for the next 7 years; and

12 WHEREAS, The United States Congress is currently debating  
13 the amount of high speed rail funding to put into the annual  
14 budget this fall; while the U.S. House of Representatives  
15 appropriated \$4 billion in the 2010 transportation  
16 appropriations bill (H.R. 3288), the U.S. Senate only  
17 appropriated \$1.2 billion in its version; and

18 WHEREAS, A conference committee is set to finalize the  
19 allocation of high speed rail funding in the FY2010 federal  
20 budget; and

21 WHEREAS, The amount of high speed rail funding in the first

1 federal budget since passage of the stimulus bill will  
2 determine whether or not the nation will continue to  
3 aggressively invest in high speed rail; the difference between  
4 the House's \$4 billion allocation for high speed rail and the  
5 Senate's \$1.2 billion for high speed rail is dramatic; and

6 WHEREAS, The State of Illinois has appropriated funds for  
7 high speed rail; the Illinois General Assembly has allocated  
8 more than \$850 million for railroad infrastructure in the  
9 capital bill, the single largest legislative-enacted  
10 appropriation of any state in the history of the nation for  
11 railroad infrastructure; therefore, be it

12 RESOLVED, BY THE SENATE OF THE NINETY-SIXTH GENERAL  
13 ASSEMBLY OF THE STATE OF ILLINOIS, that we urge the United  
14 States Senate to agree with the United States House of  
15 Representatives and spend \$4 billion on high speed rail in the  
16 FY2010 budget in order to match the commitment to high speed  
17 rail demonstrated by the State of Illinois; and be it further

18 RESOLVED, That we specifically urge U.S. Senators Dick  
19 Durbin and Roland Burris to push for a \$4 billion allocation  
20 for high speed rail in the FY2010 budget; and be it further

21 RESOLVED, That suitable copies of this resolution be  
22 presented to the Majority and Minority Leaders of the United

1 States Senate and United States Senators Dick Durbin and Roland  
2 Burris.