



STATE OF ILLINOIS  
**OFFICE OF THE GOVERNOR**  
SPRINGFIELD, ILLINOIS 62706

**Pat Quinn**  
GOVERNOR

November 10, 2011

Honorable Richard J. Durbin  
Member of Congress  
711 Hart  
Washington, D.C. 20510

Dear Senator Durbin:

As you are aware, conference negotiations are progressing on the FFY 2012 appropriations bill that includes the Transportation-Housing and Urban Development bill. I am writing today to ask you to support overall transportation funding at its highest possible level to ensure that we continue building an efficient transportation infrastructure system that is critical to the nation's economic recovery.


However, I am concerned that the \$100 million included in the Senate-passed bill, through an amendment sponsored by Senator Durbin, for Capital Assistance for High-speed Rail Corridors and Intercity Passenger Rail Service may be threatened in the final conference bill. I urge you to oppose any cuts to high-speed rail (HSR) funding. The National Association of Railroad Passengers, the Midwest Interstate Passenger Rail Commission, the Coalition of Northeastern Governors and the States for Passenger Rail Coalition all endorse \$100 million for the HSR and Intercity Passenger Rail Program.

HSR passenger service in Illinois represents a natural and logical evolution of our multi-modal transportation network and there has been a strong bipartisan commitment to bring HSR to Illinois. In 2009 the Illinois General Assembly (G.A.) passed my *Illinois Jobs Now!* program which included \$400 million in state bonds to leverage an additional \$1.8 billion in federal funds for HSR corridor projects in Illinois (Chicago – St. Louis) and (Chicago – Quad Cities). Another \$150 million was appropriated to support and expand Illinois' state-supported Amtrak service. Today, Illinois has multiple projects underway, creating thousands of construction jobs and upgrading the existing track between Chicago and St. Louis to accommodate 110-mph trains by 2015.

As rail travel continues to grow in popularity as an alternative to other forms of transportation, this investment will create jobs by putting unemployed construction workers and private companies back to work upgrading our transportation infrastructure. Cutting HSR funding would have a major adverse impact at a time when such funding is necessary to build an integrated multi-modal transportation system, to safely and efficiently provide mobility opportunities for the movement of people and goods and to support the nation's economic recovery efforts.

I urge you to support the \$100 million appropriation for HSR Intercity Passenger Rail Service in the final FFY 2012 Conferenced U.S. Department of Transportation Appropriation bill. I look forward to working with you to ensure that this funding is maintained.

Sincerely,

A handwritten signature in black ink that reads "Pat Quinn". The signature is written in a cursive style with a large, prominent "P" and "Q".

Pat Quinn  
Governor