



June 14 2023

Nikolai Schlegel
6 Elizabeth Ln
Danville, CA 94526

Dear Nikolai,

Thanks to supporters like you, years of work for passenger rail in general, and for high-speed trains, is really starting to accelerate.

Can you keep the momentum going with an additional contribution to the Alliance today?

The High Speed Rail Alliance has three top objectives, and we see exciting developments for each of them.

Objective #1: Establish an annual federal passenger-rail program.

Funding from the Bipartisan Infrastructure Law (BIL) has already set exciting new projects in motion. This funding lasts for five years—but if used well, it will lay foundations and create demand for ongoing, future investment in trains.

One early sign of this comes from the Federal Railroad Administration's new Corridor ID program, funded by the (BIL). Corridor ID provides full support to study the establishment or expansion of passenger service on corridors. The applications aren't public, but we've heard that the FRA received more than a hundred. If even a fraction of these studies lead to service, we'll have a proliferation of new trains running all over the country.

That will create a virtuous cycle—when more people have modern trains available, demand and support for even more will grow.

#2: Get at least one American high-speed line in operation by 2030.

Alongside the State of California's high-speed rail project, a new contender for high-speed service in the U.S. has emerged. This spring, the private railroad Brightline announced its plan to build and operate a high-speed line between Las Vegas and Los Angeles—in time for the 2028 Olympics. Given the speed of construction and success of Brightline's first American project in Florida, it's a good bet that Brightline will meet this goal.

High-speed trains are a transformative technology. When Americans have a chance to see them in action in our own country, it will spark more interest and accelerate planning and work in other parts of our country.

#3: Have a plan in place to renew the national rail hub in Chicago, by 2025.

This spring, Amtrak has applied for more than a billion dollars to invest in renovating and expanding passenger-rail infrastructure in and around Chicago Union Station. That will provide the capacity to run more trains throughout the Midwest, and across the nation. The High Speed Rail Alliance strongly supports this effort and has built grassroots support to back the project.

Also in Illinois, the first two meetings of the state's new High-Speed Railway Commission have taken place. The Alliance led the way in creating this Commission, and I have the honor of serving on it. I will work for this Commission to advocate for Illinois to have a leading role in modernizing the rail network that radiates out of Chicago in all directions.

This brings me to one more very exciting thing to share. The High Speed Rail Alliance has a vision—not just to fix up existing infrastructure and make things work a little better.

By investing to connect downtown Chicago's train stations and other infrastructure, we can vastly improve train travel for the whole region. For example, we can make it possible for travelers to easily get to and from Chicago's O'Hare International Airport by train from throughout the Chicago region, and from other cities and states. And we can make it possible to travel by train throughout the Midwest and beyond. Imagine traveling from Green Bay to Indianapolis, with a brief transfer in Chicago, or from Peoria to Detroit, Toronto, or New York.

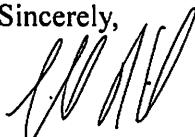
We call this vision CrossRail Chicago. The Alliance created this four-minute video about it, which I ask you to watch and share: CrossRailChicago.org

CrossRail brings it all together. A network like this can be a model for hubs in other parts of the country. CrossRail is designed with high-speed service in mind. And CrossRail, at the center of North America's rail network, can serve travelers to and from hundreds of cities from coast to coast.

You have made work like this possible.

In this incredibly promising time, will you make a new investment in the work of the High Speed Rail Alliance?

Sincerely,



Richard Harnish
Executive Director

P.S. Thank you for contributing to a future with fast, frequent and affordable trains. Please consider donating online at HSRail.org/Donate



Donation Form

Thank you very much for being a member of the Alliance. You are helping to make fast, frequent, and affordable trains a reality, here in North America.

Can you help change American travel options for the better by making a special donation of \$50?

Please make a donation at HSRail.org/Donate. If you prefer donating by mail, please make any needed corrections and return this form.

Level:

Yes, I'll make a donation of _____

Name: Nikolai Schlegel

Address: 6 Elizabeth Ln
Danville, CA 94526

Phone (optional):

Email (optional): nikolai.schlegel@gmail.com

Member Type: Supporter Member Since: 2022-11-06

Renewal Due: 2023-12-01

HSRA is a 501(c)(3) organization. Contributions may be tax-deductible.

Any questions or comments? Please email Dylan@HSRail.org or call 773-334-6758.