Working to implement a 21st century passenger rail system by adding the Midwest Regional Rail Initiative network and additional state-supported corridors to the region’s existing passenger rail infrastructure.

The Status of Passenger Rail Improvements in the Region and Plans for the Future
State Reports

- Illinois
- Indiana
- Kansas
- Michigan
- Minnesota
- Missouri
- North Dakota
- Wisconsin

Illinois DOT Update
John Oimoen, Intermodal Project Implementation
MIPRC
October 4, 2018
### Passenger Rail in Illinois

- Amtrak operates 56 daily trains in and through Illinois.
- Amtrak serves nearly 5 million riders at Illinois stations.
- Illinois subsidizes 30 state-sponsored trains that provide service in 4 regional corridors, with 2 million annual riders.

### Amtrak Illinois Corridors

- **Chicago – Milwaukee Hiawatha Service** (jointly supported with WisDOT)
  - 7 daily round trips (6 on Sundays)
- **Chicago - St. Louis Lincoln Service**
  - 4 daily round trips
- **Chicago – Quincy IL Zephyr/Carl Sandburg**
  - 2 daily round trips
- **Chicago – Carbondale Illini/Saluki**
  - 2 daily round trips
Studies for future improvements

» Chicago to Milwaukee EA
» Chicago Terminal Zone Study
» Midwest Regional Rail Planning Study

Chicago to Milwaukee EA

• Partnership between Illinois and Wisconsin DOTs, in association with the FRA
• Evaluating expansion of Hiawatha service up to 10 round trips per day
• Completion of EA positions corridor for future federal funding when available
• Additional analysis ongoing
Chicago Terminal Study

- FRA grant to Illinois Department of Transportation (IDOT), Chicago Department of Transportation (CDOT), and Metra
- Study will yield recommendations for: improved intercity passenger rail service in the Midwest; long-distance Amtrak trains; planned expansion of Metra rail service
- Study will supplement rail planning efforts:
  - Chicago/Joliet corridor
  - CREATE program
  - Chicago Union Station (CUS) Master Planning Study

Midwest Regional Rail Planning Study

- FRA-led planning study exploring potential for a high-performance multi-state intercity passenger rail network in Midwest, utilizing sophisticated FRA model CONNECT, which can estimate ridership and costs for intercity rail networks
- Will ultimately provide a strategic 40-year framework out to 2055 for the Midwest passenger rail network, service, financing and governance
- Coordination with 12 Midwest states, including multiple stakeholder events throughout 2018
- Awaiting FRA release
Chicago to Quad Cities Passenger Rail Service

- Proposed Amtrak Service between Chicago and Moline with stops at La Grange, Naperville, Plano, Mendota, Princeton, and Geneseo (new station)
- Uses existing BNSF line between Chicago and Princeton, and Iowa Interstate Railroad (IAIS) from west of Princeton (Wyanet) to Moline.
- Program currently totaling approximately $225 Million.
- Preliminary engineering activities with Iowa Interstate resuming with IDOT’s program manager (design, environmental, construction management services). We anticipate the completion of scoping in 2019.

Chicago – St. Louis HSR
Chicago to St. Louis Corridor with 9 stops in between

Current Improvements Between Joliet & East St. Louis

13 Counties
Cook, DuPage, Will, Grundy, Livingston, McLean, Logan, Sangamon, Macoupin, Jersey, Madison, St. Clair, and St. Louis

HSR Corridor Accomplishments

- Installation of new rail, concrete ties and related components
- Upgrades made to bridges and culverts, drainage and signalling systems
- New sidings and sections of double track
- Major safety upgrades at crossings with four-quadrant gates and loop detectors
- New stations open in Dwight, Pontiac, Alton, and Carlinville and upgraded stations in Lincoln and Alton.
- 33 Siemens Charger locomotives delivered and in use throughout Midwest.
Upcoming: Equipment Delivery

- 88 new passenger and café cars

  - Multi-state procurement lead by CalTrans
  - Built by Siemens
  - In design review
  - Delivery to begin in 2020
  - Midwest fleet component

Ongoing and Future Challenges

- PTC design and certification
Thank you!

State Reports
- Illinois
- Indiana
- Kansas
- Michigan
- Minnesota
- Missouri
- North Dakota
- Wisconsin
Indiana Update
October 4, 2018
Jim Stark, Director of Multimodal Planning and Programs

Passenger Rail in Indiana

- Combined *Hoosier State* and *Cardinal* services provide daily round trip Indianapolis to Chicago service with stops in Crawfordsville, Lafayette, Rensselaer and Dyer
- Amtrak’s long distance services the *Lake Shore Limited* and *Capitol Limited* has stops in Waterloo, Elkhart and South Bend
- The *Wolverine*, Michigan’s state service has stops in Michigan City and Hammond
Hoosier State Service

- 196 Miles (169 Miles in Indiana)
- 1 Round-Trip Per Day
- 60 | 25 mph (Passenger | Freight)
- 5 Stations
- Hoosier | 4d
- Cardinal | 3d
- 850 | 4h 54m
- 851 | 5h 0m

Hoosier State Performance

- Indiana Fiscal Year: July 1 – June 30
- FY 19 budget: $3.4M

<table>
<thead>
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<th>FY 2017</th>
<th>FY 2018</th>
<th>Change</th>
<th>Trend</th>
<th>FY 18 YTD</th>
<th>FY 19 YTD</th>
<th>Change</th>
<th>Trend</th>
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<td>$901,590</td>
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<td>$170,845</td>
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<td>27,234</td>
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<td>5,230</td>
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<td>OTP</td>
<td>81%</td>
<td>67%</td>
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<td></td>
<td>46%</td>
<td>88%</td>
<td>42%</td>
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</tr>
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</table>
Hoosier State Service

• Short Term Goals
  • Stabilize OTP
    • Minimize delays
  • Reduce Travel Time
    • Shorten public schedule with support from Amtrak and CSX
  • Increase Ridership
    • Targeted marketing

• Long Term Goals
  • 2 round trips | 7 day service
  • Reduce travel time | 79 mph speed
  • Develop conceptual schedule

<table>
<thead>
<tr>
<th>Morning (Westbound)</th>
<th>Evening (Westbound)</th>
<th>Morning (Eastbound)</th>
<th>Evening (Eastbound)</th>
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<td>8:18 AM</td>
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<td>8:15 PM</td>
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<td>9:29 AM</td>
<td>7:29 PM</td>
<td>8:04 AM</td>
<td>4:59 PM</td>
</tr>
<tr>
<td>11:00 AM</td>
<td>9:00 PM</td>
<td>7:05 AM</td>
<td>4:00 PM</td>
</tr>
</tbody>
</table>

State Funding Programs

• Industrial Rail Service Fund (IRSF) and Railroad Grade Crossing Fund (RGCF) both moving to streamlined, online application process
  • IRSF fiscal year funding is $2.7 M
  • RGCF fiscal year funding is $750,000

• Local Trax
  • Authorized through HEA 1002, provides bonding authority for minimum of $125M
  • Provides grants to cities, towns and counties for grade separation projects
  • Solicitation closed August 31, awards announced by end of October
    • 28 applications received
State Reports
- Illinois
- Indiana
- Kansas
- Michigan
- Minnesota
- Missouri
- North Dakota
- Wisconsin
Passenger Rail in Kansas

Amtrak Southwest Chief

- Kansas City to Western Border
- Mobility for Kansans
- Connects America

Southwest Chief & Megaregions
Upgrades to the Chief Corridor

TIGER VI & VII

- 56 Miles Replaced with Welded Rail
- Rehab 25 at-grade crossings
- Rehab/replace 39 rail turnouts

TIGER IX

- 6-10 miles of Rail Replacement
- At-grade crossings
- Turnouts
- Kansas 100% Complete
- Currently on hold
Southwest Chief – TIGER Story

TIGER Program Submittals

- KS ($5M)
- Others ($22M)
- Federal ($44M)
- Total ($71M)

Proposed Bus Connection

Dodge City to Albuquerque

- PTC Compliance
- Capital & Maintenance Costs
- “Sole User” Section
- Stakeholder Meeting in New Mexico
Heartland Flyer

Amtrak Heartland Flyer

• Fort Worth to Oklahoma City
• Proposed Ext. to Newton Kansas
• Connect Flyer to Southwest Chief
• Wichita ~ Amtrak City

Investment History

Kansas Business Model

• Participate with Capital Expenses
• Not Operating Expenses
Legislative Action

Passenger Rail Revolving Fund
- 2012 State Legislation
- KDOT Secretary given Authority
- Passenger Rail Program
- Capital and Operating Eligible
- Never Funded

Transportation Task Force

2018 Joint Legislative Task Force
- Recommendations for System Needs
- Multimodal Breakout Sessions
- Passenger Rail to be Discussed
State Reports

- Illinois
- Indiana
- Kansas
- Michigan
- Minnesota
- Missouri
- North Dakota
- Wisconsin
MICHIGAN UPDATE

MICHIGAN’S PASSENGER RAIL SYSTEM

• **Wolverine**
  • Chicago-Detroit-Pontiac
  • 304 miles
  • 3 Round-trips daily

• **Pere Marquette (PM)**
  • Chicago – Grand Rapids
  • 176 Miles
  • 1 Round-trip daily

• **Blue Water (BW)**
  • Chicago – Port Huron
  • 319 Miles
  • 1 Round-trip daily
Michigan Services Ridership and Revenue

Fiscal Year


Revenue

Ridership

STATIONS
STATION DEVELOPMENT & REPAIRS

- Ann Arbor
  - [http://www.a2gov.org/departments/systems-planning/planning-areas/transportation/Pages/Ann-Arbor-Station.aspx](http://www.a2gov.org/departments/systems-planning/planning-areas/transportation/Pages/Ann-Arbor-Station.aspx)
- Detroit
  - MDOT & City of Detroit soliciting a Development partner
- Port Huron
  - Local community
  - RFP issued

INFRASTRUCTURE IMPROVEMENTS
MICHIGAN ACCELERATED RAIL CORRIDOR

- Amtrak owns 97 miles between Kalamazoo & Porter, Indiana
- MDOT owns 135 miles between Kalamazoo & Dearborn

MICHIGAN ACCELERATED RAIL CORRIDOR (UNDERWAY)

- Transition of ownership completed in 2013
- Track Rehabilitation throughout corridor
- Double Track Project (Dearborn – Ypsilanti)
  - Completed November 2015
- Battle Creek – Kalamazoo
  - Completed Summer 2016
- Jackson – Battle Creek
  - Completed 2017
- Train Control/Signal Investments throughout corridor
  - Completed – Testing ongoing
- Wayne Diamond Replacement
  - Completed 2018
- Entire work schedule expected completion – Early 2019
CHICAGO HUB (CHICAGO-DETROIT/PONTIAC) HIGH SPEED RAIL CORRIDOR

CORRIDOR INVESTMENT PLAN

• MDOT – leading a multistate (Indiana, Illinois & Michigan) effort
• Funding was $3.2M in federal (HSIPR Grant) & $0.8M local matching funds
• Selection of a dedicated passenger rail corridor between Porter, Indiana & Chicago, Illinois through a Level 1 Alternatives Analysis
• Includes a Service Development Plan
• FRA and MDOT are finalizing discussions on a best path forward to advance work.
RELATED STUDIES

COAST TO COAST STUDY (COMPLETED)

https://mibyrail.org/coast-to-coast-line/
ANN ARBOR – TRAVERSE CITY

https://www.groundworkcenter.org/projects/a2tc/a2tc-train-from-tc-to-ann-arbor.html

INTEGRATED STATE LONG RANGE TRANSPORTATION PLAN
**PLAN INTEGRATION**

**Three federally required plans in one**
- State Long-Range Transportation Plan
- State Rail Plan
- State Freight Plan

**First of its kind in the country**
- In cooperation with federal agencies:
  - Federal Highway Administration (FHWA)
  - Federal Railroad Administration (FRA)
  - Federal Transit Administration (FTA)

**Schedule**
- Phase 1 – May 2018 through April 2019
- Phase 2 – May 2019 through December 2020

**QUESTIONS?**
State Reports

- Illinois
- Indiana
- Kansas
- Michigan
- Minnesota
- Missouri
- North Dakota
- Wisconsin

Northern Lights Express

- Dan Krom, Director
- MnDOT Passenger Rail Office
What is Northern Lights Express?

- Intercity passenger rail service between Minneapolis and Duluth
  - Target Field Station
  - Depot in Duluth
- Intermediate Stations
  - Coon Rapids,
  - Cambridge,
  - Hinckley &
  - Superior WI
- 152 miles
- Existing BNSF track
- Regional Connections

What is Northern Lights Express?

- Upgraded Track, Sidings and Systems
- Speed
  - 90 MPH Maximum Speed
  - 60 MPH Average Speed
- 2½ hours -- Twin Cities to Twin Ports

- Four trains/day each way
- One way fare - $30
- Ridership
  - 2020 – Up to 750,000 trips/year
  - 2040 – Up to 1,000,000 trips/year
What Has Been Accomplished So Far?

• Selection of Route Alignment
• Evaluation of Service Alternatives
  • Benefit Cost Analysis
  • 79, 90, 110 mph
  • 2, 4, 6, 8 round trips
  • Varied Schedules

What Has Been Accomplished So Far?

• RTC Capacity Analysis
  • Capital improvements to track and systems to support:
    • Increased capacity
    • Increased speed
    • Reliable passenger operations
    • Reliable freight operations
  • Improvements include:
    • Upgrade of sidings
    • Some parallel track
    • CTC/PTC
    • Upgrade maintenance level to Class 5
What Has Been Accomplished So Far?

- Station Location Selection & Design
  - Climate controlled station building
  - Platform shelters
  - Security Lighting
  - ADA compliant
  - Pedestrian connections
  - Transit stops and shelters
  - Drop‐off/Pick‐up locations
  - Parking
  - Taxi stands

- Review of All Grade Crossings
  - Upgrade safety measures
  - 117 public grade crossings
  - Minimum of flashing lights and gates
  - Adjustment of approach grade

  - No crossings will be closed by NLX.

  - MnDOT will pursue crossing closures through its crossing safety program.
What Has Been Accomplished So Far?

- Financial Planning
- Public Outreach
- Economic Impact Study
- Service Development Plan

Where Are We?

- Final Service Development Plan
  - Approved – February 2018
- Tier 2 – Project Level EA
  - Identified a preferred alignment
  - PE for required track improvements
  - Assessed impacts of the alignment footprint
  - Documented mitigation commitments
  - FONSI – February 20, 2018
  - Findings of Fact – March 2, 2018
What is Happening Now?

• Discussions with Amtrak

What is Next?

• Secure Capital Funding
• Secure Operating Funding
• Completion of all necessary agreements with BNSF and Amtrak
• Procurement of Equipment
• Final Design
• Construction
• Implementation of Service

• Service could begin about 2½ years from initiation of final design
Twin cities – Milwaukee – Chicago (TCMC) intercity passenger rail Service project

Project Update

TCMC Pre-NEPA Phase I Study

- Phase 1 Study
  - July 2016 to July 2018

- Includes
  - Purpose and need
  - Route and service alternatives analysis
  - Operations analysis
  - Proposed infrastructure improvements
  - Capital cost estimates
Alternatives analysis

- 4-level screening process used to identify reasonable and feasible service alternatives
- Each screening level provided greater level of detail in analyzing identified alternatives
- Five service alternatives analyzed
- Two advanced to operations modeling

Alternatives Advanced

- About 4-6 hours apart from Empire Builder schedule
- Up to 13 stations
- 79 mph maximum speed
- Between Chicago and Milwaukee:
  - Train utilizes existing or proposed time slot within Hiawatha corridor

- Alternative 1
  - TCMC service operates as an extension of an existing frequency with respect to existing Hiawatha service.

- Alternative 4a
  - TCMC service operates as a separate, additional frequency with respect to existing Hiawatha service.

  - Two other deviations of Alternative 4 were also run (Alternative 4b and 4c)
  - Neither performed better than Alternative 4a.
Operations analysis – RTC Software

- Simulate railroad operations
  - Existing plus future trains
  - Identify where trains are delayed
- Identify capital improvements to track and systems to support:
  - Increased capacity
  - Increased speed
  - Reliable passenger operations
  - Reliable freight operations
- Improvements may include:
  - Add and/or upgrade main track
  - Lengthen and/or upgrade sidings
  - Upgrade turnouts
  - Install universal crossovers
  - Modify and/or upgrade signal systems

Alternative 1
Proposed Infrastructure Improvements

Note: These proposed infrastructure improvements are preliminary and have not been approved by MnDOT, WisDOT, FRA or the Canadian Pacific.
Alternative 4A
Proposed Infrastructure Improvements

Note: These proposed infrastructure improvements are preliminary and have not been approved by MnDOT, WisDOT, FRA or the Canadian Pacific.

Capital Cost Estimate

<table>
<thead>
<tr>
<th>COST CATEGORY</th>
<th>ALTERNATIVE 1</th>
<th>ALTERNATIVE 4</th>
<th>DIFFERENCE</th>
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<td>Vehicles</td>
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<td>$81,900,000</td>
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<td>Professional Services</td>
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<td>Unallocated Contingency</td>
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<td>$12,429,768</td>
<td>$2,904,336</td>
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<td>TOTAL</td>
<td>$168,675,145</td>
<td>$136,727,453</td>
<td>$31,947,692</td>
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</table>

- Alternative 1 costs are higher
  - Construction costs includes Medary siding improvements
  - Vehicle costs include additional coaches to accommodate the Hiawatha ridership
  - Professional services are estimated as a percentage of construction costs
  - Unallocated contingency is estimated as a percentage of total costs
TCMC Project Timeline

TCMC Next Steps

- Phase 2 Study
  - Preliminary Design
  - Environmental review process
  - Service Development

- Implementation
  - Final Design
  - Construction
  - Operation

- Service could begin 4½ years after Phase 2 is initiated
Questions?

Receive project updates through “Connect with us” link on project website: [www.dot.state.mn.us/passengerrail/tc-mil-chi/](http://www.dot.state.mn.us/passengerrail/tc-mil-chi/)

Dan Krom
daniel.krom@state.mn.us

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State Reports

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- Indiana
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- North Dakota
- Wisconsin

MIPRC 2018 Annual Meeting
October 3-5
Milwaukee, Wisconsin
Basics

- Missouri River Runner is two daily round trips
- 10 stops along KC to STL corridor
- Approximately 15-30% of riders are from connections
- Running new Chargers for power
- Business/Café car and two coaches
Performance metrics

Missouri River Runner
Customer Satisfaction Index Scores

![Graph showing customer satisfaction index scores for Missouri River Runner Amtrak Fiscal Year 2014 to 2018 YTD.]

Performance metrics (cont’d)

Number of Rail Passengers on Missouri State-Sponsored Trains

![Graph showing number of rail passengers for Missouri State-Sponsored Trains by fiscal year and quarter.]

10/4/2018
Performance metrics (cont’d)

Percentage of Amtrak Trains on Time

Projects – complete!

Kansas City to St. Louis Rail Corridor Projects

Current Statistics

Projects – complete!
PTC update

- Mainline being done by UPRR
- Terminals almost done with PTC – testing left
- MO awarded $15M for PTC ($12M KCT, $3M TRRA)
- IDOT awarded $18M for PTC in STL terminal

FARE increases

- 2% SFY12
- 3% SFY13
- 2% SFY14
- 5% SFY17
- 5% SFY18
- No dip in ridership from fare increases
- Revenues held steady as ridership dropped
- 5% planned for SFY19
Questions?

State Reports
- Illinois
- Indiana
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- Wisconsin
Intercity Passenger Rail Progress and Future Plans in North Dakota

October 4, 2018

North Dakota’s portion of the line offers spectacular sites, such as the Gassman Coulee Trestle bridge near Minot and historic depots at Williston (1910), Stanley (1902), Minot (1905), Rugby (1907, also on the National Registry of Historic Places), Devils Lake (1907), and Fargo (1906); many are newly renovated.

Amtrak Empire Builder

- Amtrak’s Empire Builder line offers two daily trains between Chicago and the Pacific Northwest along major portions of the Lewis and Clark Trail. The Empire Builder has seven stops in North Dakota.

- North Dakota’s portion of the line offers spectacular sites, such as the Gassman Coulee Trestle bridge near Minot and historic depots at Williston (1910), Stanley (1902), Minot (1905), Rugby (1907, also on the National Registry of Historic Places), Devils Lake (1907), and Fargo (1906); many are newly renovated.
Passenger Rail Service Status and Improvements

- There were no passenger rail disruptions this past year along the North Dakota portion of the Amtrak Empire Builder route.
  - An incident near Bainville, MT delayed service 1 night, near the ND/MT border.
- NDDOT was awarded $1.03M through the 2015 Safe Transport of Energy Products (STEP) Grant to improve a corridor of crossing enhancement projects through North Dakota.
  - Nearly finished, will complete at the end of the 2018 construction period.

2040 ND State Rail Plan

- Updated North Dakota's State Rail Plan
  - Adopted in late 2017
- Significant Passenger Rail findings:
  - The seven Amtrak Stations provide accessibility to many of the large population centers in the state.
  - 54% of North Dakotans live 25 miles or less from an Amtrak Station; 60% of North Dakotans live 50 miles or less from an Amtrak Station.
  - Ridership grew in ND in 2012-13 with the oil boom and has decreased principally due to the decline of activity in the Bakken region.
- Plan Web Page:
State Reports

- Illinois
- Indiana
- Kansas
- Michigan
- Minnesota
- Missouri
- North Dakota
- Wisconsin

Wisconsin Passenger Rail Update

MIPRC Annual Meeting 2018
Milwaukee, WI

Arun Rao, Passenger Rail Manager
Wisconsin Department of Transportation
**WisDOT update**

- Current department focus for passenger rail: *Maintain and improve existing passenger rail service and corridors, with focus on the Hiawatha*
- Amtrak service in Wisconsin includes Hiawatha, Empire Builder, and Thruway bus.
- The Hiawatha is Wisconsin’s state-supported intercity passenger rail route
  - 7 Round-trips daily
  - Milwaukee Intermodal-Milwaukee Airport – Sturtevant – Glenview - Chicago Union Station

**Milwaukee-Chicago Hiawatha Service Performance**

- Over 830,000 riders SFY18; 3.4% increase over 2017
- Over 94% on-time performance over the past year
- In state fiscal year 2018, nearly 75% of total costs were covered by ticket revenues.
- Seating capacity issues persist on peak trains
Recent Hiawatha Service Initiatives

- Schedule changes for weekend service
  - Friday night train and Saturday early AM train retained indefinitely
- Amenities added over the past few years
  - Improved boarding for multi-riders at CUS
  - Roll-on trackside checked bike service
  - Pets program
  - New promotions (Students, Seniors, Kids ride free, etc.)
- Equipment: State-Owned Midwest Equipment Pool
  - New Siemens Charger locomotives introduced in 2017
  - New Siemens coach cars coming in 2020
- Amtrak Midwest Initiative
  - Joint states effort to improve regional connections and promote through new web page and other efforts
  - Schedule changes to improve connections to IL, MI, MO, and IN routes
  - New sub-brand created:

Chicago-Milwaukee Hiawatha Corridor: Increasing to 10 Daily RT

- Environmental Assessment and Service Development Plan for the Chicago-Milwaukee Hiawatha Service corridor to:
  - add 3 additional daily round-trip frequencies, for a total of 10 round-trips daily
  - reduce travel time and improve reliability
- Busy corridor with 65 Metra commuter rail trains, 25 freight trains, and 16 Amtrak trains daily (proposed increase to 22 Amtrak)
Chicago-Milwaukee 10 Round-trips EA Projects
- Railroad infrastructure projects (7 in Illinois, 3 in Wisconsin) needed to accommodate additional trains and maintain reliability
- Total Railroad Infrastructure cost: over $155 million with a total capital cost of nearly $200 million.

Chicago-Milwaukee Hiawatha Corridor EA: Increasing to 10 Daily RT
- Status Update / Next Steps
  - Draft completed Oct 2016
  - Official public comment period through January 2017, but comments continue to be collected and considered.
  - Strong support from:
    - Wisconsin stakeholders and public
    - Business community in Southeast Wisconsin and Illinois
  - Opposition from Glenview and Lake Forest, IL areas to track projects, current freight noise and vibration, and freight trains at crossings
  - Additional analysis is underway to address comments and additional outreach is planned
WisDOT grant applications in 2018 to advance Milwaukee-Chicago Improvements

- FRA CRISI Grant Program
  - Milwaukee Airport 2nd Platform and CTC signaling upgrade near Milwaukee Intermodal Station
  - Cab-coach cars and coach cars added to Midwest fleet in order to fully equip Hiawatha Service

- BUILD
  - Milwaukee Airport 2nd Platform and CTC signaling upgrade near Milwaukee Intermodal Station

2nd Empire Builder Frequency
Twin Cities –La Crosse- Milwaukee-Chicago

- Existing Empire Builder Chicago-Seattle/Portland
  - Over 100,000 riders annually Chicago-TC
  - Six stops in Wisconsin
  - Most using for regional travel: 70% of ons/offs in WI are travelling to locations within Chi-Msp segment
  - Major delays including this summer; hours late due to BNSF delays in N. Dakota and Montana
  - Flooding in WI this summer

- Ongoing Study for Second Train Chi-Mke-TC
  - MnDOT study, complete this year
  - Train simulation modeling, engineering, capital costs, pre-NEPA activities
  - Next phase: complete NEPA/engineering and Service Development Plan for federal funding
The Status of Passenger Rail Improvements in the Region and Plans for the Future

Thank you! Questions?

Working to implement a 21st century passenger rail system by adding the Midwest Regional Rail Initiative network and additional state-supported corridors to the region’s existing passenger rail infrastructure.