

Chicago – Milwaukee Intercity Passenger Rail Corridor

Past, Present, and Future



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Chicago Milwaukee St Paul & Pacific Union Station, Milwaukee, WI, 14 Nov 1935
Keith Fink Collection

Nov 14 - 1935

1945

80 round trips daily between Milwaukee and Chicago operated on three railroads:

- Milwaukee Road
- Chicago-Northwestern
- North Shore Line

Chicago-Milwaukee Passenger Rail: *The Past*

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Milwaukee-Chicago Passenger Rail: *The Past*

Amtrak: The 1970s

- 1971: Amtrak begins service with 5 round-trips, 2 of which continue to St. Louis
- 1973: The St. Louis through service is discontinued
- 1975: One of the five round-trips extends to Detroit
- 1975: Turboliner equipment is introduced
- 1977: Detroit run-through is eliminated
- 1977 – 1979: Chicago – Twin Cities regional train is added (Twin Cities Hiawatha)

Amtrak's new Turboliner - the train of the future is years ahead of schedule. Turboliner now runs New York to St. Louis, Chicago to Milwaukee, and Fort Worth.

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Milwaukee-Chicago Passenger Rail: *The Past*

Amtrak: The 1980s



- 1981:
 - Service reduced to 2 round-trips daily
 - Turboliners are eliminated, Amfleets are introduced.
- 1984:
 - Service increased to 3 round-trips daily
- 1989:
 - Amtrak, WI, and IL launch a 2 year demonstration project with states funding 2 additional roundtrips for a total of 5. Amtrak operates 3 without assistance.
 - The service is renamed *Hiawatha Service*, travel time is 92-95 minutes.
 - Horizon coach cars are introduced.



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Chicago-Milwaukee Passenger Rail: *The Past*

Amtrak: The 1990s



- 1991: Increase to 7 round-trips daily (Amtrak funds 3, States fund 4)
- 1995: Reduced to 4 round-trips daily (all state-funded); Later in 1995 increased to 6 round-trips
- 1998: Six round-trips with 4 extending to Watertown (90 day highway construction mitigation)



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Chicago-Milwaukee Passenger Rail: *The Past*

Amtrak: The 2000s & 2010s



- 2000: Travel time reduced to 89 minutes (track improvements)
- 2002: Service increased to 7 round-trips daily
- 2005: Milwaukee Airport Rail Station added
- 2006: New Sturtevant station opens
- 2007: Milwaukee station rebuilt as Milwaukee Intermodal Station
- 2013: Wi-Fi and e-ticketing introduced
- 2015: Schedule adjustments to enable late night weekend service
- 2016: New train concourse at Milwaukee Intermodal Station opens; Roll-on bike service begins
- 2017: New Siemens Charger locomotives introduced as part of Midwest states jointly owned equipment pool



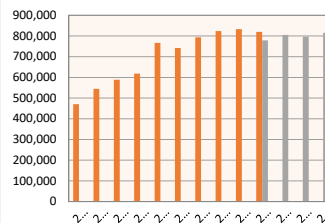
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Chicago-Milwaukee Passenger Rail: *The Present*

- 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 and standing-room-only conditions are increasing on peak trains as ridership continues to grow
- Tipping point of having to permanently add more cars, which adds costs
- Need for increased frequencies has been identified for years and growing fast



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Chicago-Milwaukee Passenger Rail: *The Present*

- Equipment: State-Owned Midwest Equipment Pool
 - New Siemens Charger locomotives introduced in 2017
- *Amtrak Midwest Initiative*
 - Joint states effort to improve regional connections and promote them through a new web page and other efforts
 - Schedule changes to improve connections to IL, MI, MO, and IN routes
 - New sub-brand created:



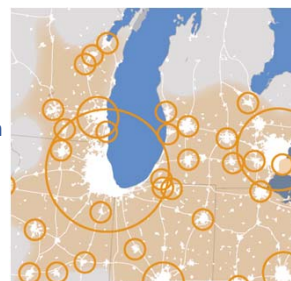
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Chicago-Milwaukee Passenger Rail: *The Present*

Economic Importance Today

- Milwaukee-Chicago a critical, dense corridor within the Midwest mega region with over 10 million MPO population
- On the Hiawatha, overall 42% business or commuting; 58% non-work related trips.
- Weekdays:
 - 67% business or commuter travel:
 - 23% daily commuters
 - 19% less than daily commuting
 - 25% going to/from business trip/meeting
 - 34% of tickets on weekdays are paid for by employers
- Regular riders from companies with facilities or subsidiaries /clients in Milwaukee and Chicago, including, for example:
 - *SC Johnson, Case, Miller Coors, Johnson Controls, Northwestern Mutual, US Bank, Rockwell Automation, Manpower, and others.*
- Business community calling for more frequencies



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Milwaukee-Chicago Passenger Rail: *The Future*

Economic Development Along the Rail Corridor: Foxconn in Racine County, WI

- Up to 13,000 employees at Racine County site, 2 miles from Sturtevant Amtrak station. Transportation impacts and improvements:
 - On an 18.5-mile stretch of I-94 in Kenosha County, traffic is forecasted to grow from 83,000 to 153,000 vehicles a day currently to 100,000 to 200,000 vehicles daily by 2034.
 - \$496 million reconstruction of the I-94 North-South freeway widens from three lanes to four in each direction; designed for future autonomous vehicles.
 - Public transit and other roadway improvements
 - Improvements to the Hiawatha
- Foxconn N.A. headquarters in downtown Milwaukee

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Milwaukee-Chicago Passenger Rail: *The Future*

 WisDOT
 IDOT
 FRA
 In partnership with Amtrak



Increasing to 10 Daily Round-trips

- Environmental Assessment (EA) and Service Development Plan to:
 - add 3 additional daily round-trip frequencies, for a total of 10 round-trips daily
 - reduce travel time and improve reliability
- Corridor has 65 Metra commuter rail trains, 25 freight trains, and 16 Amtrak trains daily (proposed increase to 22 Amtrak)



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Milwaukee-Chicago Passenger Rail: *The Future*

Increasing to 10 Daily Round-trips

- Railroad infrastructure projects (6 in Illinois, 3 in Wisconsin) needed to accommodate additional trains and maintain reliability
- Total Railroad Infrastructure cost: 195 million



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Milwaukee-Chicago Passenger Rail: *The Future*

Increasing to 10 Daily Round-trips

- Significant ridership growth forecasted with 10 round-trip schedule
- 10 round-trip schedule addresses crucial needs/ transportation issues in the multimodal corridor
 - Adds AM peak departure from Milwaukee
 - Adds PM peak departure from Chicago
 - Adds night departures from both cities
 - Addresses overcrowding on peak trains

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Milwaukee-Chicago Passenger Rail: *The Future*

Increasing to 10 Daily Round-trips

EA Status and 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
- Strong opposition from Glenview and Lake Forest, IL areas to track projects, current freight noise and vibration, and freight trains at crossings
- Additional analysis/outreach is underway to address comments
 - Additional environmental analysis
 - Operations modeling
 - Refinements to projects
 - Analysis of alternative design options
 - Additional public outreach

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Milwaukee-Chicago Passenger Rail: *The Future*

Increasing to 10 Daily Round-trips:

Starting now, building incrementally

- FRA CRISI Grant Programs 2017 and 2018
 - 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 2018
 - Milwaukee Airport 2nd Platform and CTC signaling upgrade near Milwaukee Intermodal Station

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Milwaukee-Chicago Passenger Rail: *The Future*

- Equipment: State-Owned Midwest Equipment Pool
 - New Siemens Coach Cars in 2020-22
- Amtrak Midwest Initiative
 - Further improvements to connections to Ann Arbor/Detroit/Pontiac and St. Louis with new, faster schedules for those services coming on line



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Your trip on the Hiawatha today

- Glenview Metra Station
 - 2 platforms, no grade separation (ped crossing of tracks)
 - Hiawatha ridership (on/off): 55,216
 - Metra (over 55 stops per day), Amtrak Empire Builder, PACE bus
- Foxconn Site (Mt. Pleasant, WI)
 - Up to 13,000 employees
 - 1200 acre campus
 - 2 miles south of Sturtevant Amtrak station.
- Sturtevant, WI Amtrak Station (near Racine, WI), close to SC Johnson headquarters and Foxconn site
 - 2 platforms, up-and-over access (elevators, stairs)
 - Annual ridership (on/off): 83,902
 - Belle Urban Transit (Racine)
- Milwaukee Airport Rail Station
 - 1 platform
 - Annual ridership (on/off): 164,054
 - Shuttle to airport terminal for air, bus, car rental, taxi
- Milwaukee Intermodal Station
 - 4 platforms, up-and-over access (escalators and elevators)
 - Annual ridership (on/off): 605,351
 - Bus Transit, The Hop Streetcar, Intercity and commuter bus, bike share, ZipCar, taxis)



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