Chicago-Milwaukee Passenger Rail: The Past

1945
80 round trips daily between Milwaukee and Chicago operated on three railroads:
- Milwaukee Road
- Chicago-Northwestern
- North Shore Line

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)
Milwaukee-Chicago Passenger Rail: The Past

Amtrak: The 1980s

- **1981:**
  - Service reduced to 2 round-trips daily
  - Turboliners are eliminated, Amfleet cars 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.

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)
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

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
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:

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:
- Business community calling for more frequencies
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

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)
**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

---

**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
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

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
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

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