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
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
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; and planned expansion of Metra rail service

- Study will supplement rail planning efforts:
  - Chicago/Joliet corridor
  - CREATE program
  - Chicago Union Station (CUS) Master Planning Study

‘Rebuild Illinois’ Capital Plan

- $45B capital plan for infrastructure, state facilities, education, and environmental projects
- Passed by IL General Assembly and signed into law by Gov. Pritzker on 6/28/19

- Rail highlights:
  - Additional $225M to complete Chicago-Quad Cities service expansion project
  - $275M to reinitiate Chicago-Rockford service expansion project
  - $100M for Chicago-Carbondale corridor improvements
  - $122M for Springfield 10th St Improvement project
  - $400M for the Chicago CREATE program
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 $450 Million.
- Preliminary engineering activities with Iowa Interstate continuing with IDOT’s program manager (design, environmental, construction management services). We anticipate the completion of scoping by the end of this year.

Chicago to Rockford Passenger Rail Service

- Proposed Amtrak Service between Chicago and Rockford with stops at Elgin, Huntley, and Belvidere
- Uses existing Metra Milwaukee District West line between Chicago and Elgin-Big Timber, and Union Pacific from Elgin to Rockford.
- Program currently totaling approximately $275 Million.
- Project had been on hold since fall 2014. With new funding commitment, IDOT will now pursue reengagement with Metra and Union Pacific and advancement of preliminary engineering activities.
Chicago – St. Louis HSR

State DOT Passenger Rail Updates 10/21/2018

Chicago to St. Louis HSR

Chicago to St. Louis Corridor with 9 stops in between

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

Current Improvements
Between Joliet & East St. Louis

www.idothsr.org
www.connectthemidwest.com
HSR Corridor Accomplishments

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

Ongoing and Future Challenges

- PTC design and certification
Upcoming: Equipment Delivery

- 88 new single-level cars
  - Multi-state procurement led by CalTrans
  - Built by Siemens in Sacramento
  - In production
  - Delivery to begin in 2020
  - Branded “Amtrak Midwest”

Car Enhancements

- ADA enhancements:
  - Integrated wheelchair lifts
  - Fully ADA compliant washrooms
  - Allows for freedom of movement for ADA customers between cars

- Outlets and USB ports at seats
- Onboard information system
- Modern Wi-Fi
- Enhanced food service area
- Bicycle racks incorporated into cars
Car Interiors

Leather Business Class Seating – 3 Seats Across

32 inch wide aisles for wheelchair access in all cars

Coach Class Seating - 4 Across

Styles of cars for the Midwest

» Single Level Passenger Railcar
   – Coach Car
   – Semi-Permanently coupled coach car
   – Business/Coach
   – Café/Coach
Semi-Permanently Coupled Coaches

The trainset combination of standard coaches plus married pairs allow smooth, open transition between the two married cars, while not adversely impacting the maintenance capability of the fleet.

Semi-permanent coupling  Walkway between the semi-permanently coupled cars

Thank you!
State Reports

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

MIPRC– Indiana Update
Kristin Brier, Multimodal Director
Indiana Department of Transportation

October 21, 2019
Amtrak in Indiana

- *Cardinal* services provide thrice-weekly service between Indianapolis to Chicago with stops in Crawfordsville, Lafayette, Rensselaer and Dyer
- Amtrak’s long distance services, *Lake Shore Limited* and *Capitol Limited*, have stops in Waterloo, Elkhart and South Bend
- The *Wolverine*, Michigan’s state service has stops in Michigan City and Hammond
- Supported Illinois DOT CRISI grant for Dolton Interchange, awarded June 2019

Amtrak Hoosier State

- Suspended service on June 30, 2019
- State appropriation budget passed without the $3 million line item to support continued service during 2019 Legislative Session
- FY19 gains
  - Subsidy per passenger decreased $13
  - Ridership increased 3%
  - Revenue increased 5%
  - OTP increased 14%
Amtrak Hoosier State

- State subsidy per passenger much larger than surrounding Midwest states

<table>
<thead>
<tr>
<th>Route</th>
<th>Frequency</th>
<th>10-Year Revenue Growth (FY 08 to FY18)**</th>
<th>Ticket Revenue FTV 18**</th>
<th>Ticket Revenue FY 18*</th>
<th>State Support FY 18*</th>
<th>Ridership FY 18*</th>
<th>State Support Per Passenger*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chicago St. Louis (Lincoln service)</td>
<td>4 daily</td>
<td>$35,965,169</td>
<td>$11,240,984</td>
<td>(see it total)</td>
<td>(see it total)</td>
<td>(see it total)</td>
<td>(see it total)</td>
</tr>
<tr>
<td>Chicago-Quincy, IL (Amtrak &amp; C&amp;NW service)</td>
<td>2 daily</td>
<td>$5,024,928</td>
<td>$4,979,728</td>
<td>(see it total)</td>
<td>(see it total)</td>
<td>(see it total)</td>
<td>(see it total)</td>
</tr>
<tr>
<td>Chicago-Carbondale, IL (Illinois &amp; Southern service)</td>
<td>2 daily</td>
<td>$7,163,327</td>
<td>$7,792,414</td>
<td>(see it total)</td>
<td>(see it total)</td>
<td>(see it total)</td>
<td>(see it total)</td>
</tr>
<tr>
<td><strong>TOTAL: Illinois</strong></td>
<td>8 daily</td>
<td>$27,722,244</td>
<td>$24,000,173</td>
<td>$44,960,000</td>
<td>1,017,395</td>
<td>$43.74</td>
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<tr>
<td>Chicago-Detroit/Pontiac, MI (Michigan service)</td>
<td>3 daily</td>
<td>$32,223,083</td>
<td>$16,248,510</td>
<td>$8,820,500</td>
<td>$188,570</td>
<td>$18.36</td>
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</tr>
<tr>
<td>Chicago-Grand Rapids, MI (Pere Marquette service)</td>
<td>1 daily</td>
<td>$5,297,327</td>
<td>$5,973,391</td>
<td>$4,000,000</td>
<td>95,540</td>
<td>$41.87</td>
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</tr>
<tr>
<td>Chicago-Huron, MI (Blue Water service)</td>
<td>1 daily</td>
<td>$6,557,507</td>
<td>$4,118,762</td>
<td>$6,000,000</td>
<td>195,000</td>
<td>$12.43</td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL: Michigan</strong></td>
<td>5 daily</td>
<td>$32,989,342</td>
<td>$23,377,643</td>
<td>$18,800,500</td>
<td>764,230</td>
<td>$24.71</td>
<td></td>
</tr>
<tr>
<td>Kansas City-St. Louis (Missouri River Runner service)</td>
<td>2 daily</td>
<td>$5,805,884</td>
<td>$5,311,162</td>
<td>$9,100,000</td>
<td>172,555</td>
<td>$52.74</td>
<td></td>
</tr>
<tr>
<td>Chicago-Albuquerque (Missouri service)***</td>
<td>7 daily</td>
<td>$10,311,543</td>
<td>$11,213,765</td>
<td>$6,000,000</td>
<td>$300,500</td>
<td>$12.43</td>
<td></td>
</tr>
<tr>
<td><strong>Midwest Corridor Service Totals: N/A</strong></td>
<td>5 daily</td>
<td>$85,546,938</td>
<td>$64,509,488</td>
<td>$82,016,461</td>
<td>1,754,578</td>
<td>N/A</td>
<td></td>
</tr>
</tbody>
</table>

Amtrak Hoosier State

- Better service would involve multimillion dollar investments in equipment and infrastructure
- More frequent service, better equipment and faster travel times will make traveling by train a more attractive option for Hoosiers
- Developed conceptual schedule for future service
  - 2 round trips daily, 79 mph
NICTD Update

• Change in board composition after 2019 General Assembly session
• Significant state investment in rail – up to $205 million
• Double track between Gary and Michigan City – moving forward
• Receive $18 million from Commuter Rail Fund and $5 million PMTF funds annually

South Shore

• Double tracking between Gary and Michigan City
• West Lake extension from Hammond to Dyer
Local Trax Update

- 2017 Indiana General Assembly allowed INDOT to bond up to $125 million dollars to finance railroad crossing safety projects.
  - Goal: eliminate railroad crossings, increase commuter safety, and improve fluidity in Indiana communities
- 12 projects awarded $121 million in state funds ($157.5 total project cost)
- Anticipate engineering assessments in October
- Tentatively scheduled for lettings in early 2022

Indiana State Rail Plan

- Updated every four years
- Forward-facing: Indiana is NOT just a highway state
- Projects seeking federal funding must be in the plan
- Consultant selection underway
Thank you!

- Kristin Brier – Multimodal Director, kbrier@indot.IN.gov
- Venetta Keefe – Rail Programs Office Mgr, vkeefe@indot.IN.gov
- Jason Holder – LPA Special Programs Mgr, Local Trax, jholder@indot.in.gov

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Kansas Passenger Rail Initiatives

- TIGER VI and VII projects completed
- TIGER IX project approved AMTRAK and BNSF Railway PTC issues
  - Dodge City, KS to Albuquerque, NM
  - FRA Categorical Exclusion Worksheets completed and project reviewed by state SHPO offices
  - Awaiting signed agreement between Colfax County, New Mexico and FRA
  - KDOT will contribute $1 million in match funds
  - Total Project Cost = $28,300,000
Kansas Passenger Rail Initiatives

• CRISI Grant Project
  ▪ PTC Installation on the BNSF/AMTRAK Southwest Chief route between Dodge City, KS and Las Animas, CO
  ▪ FRA Categorical Exclusion Worksheets completed and project reviewed by state SHPO offices
  ▪ Awaiting signed agreement between CDOT and FRA
  ▪ KDOT will contribute $1 million in match funds
  ▪ Total Project Cost = $11,450,000

Proposed Heartland Flyer Extension
Updated Infrastructure/Operating Analysis

• Will be completed late October/early November
  ▪ Update 2010/11 analysis
  ▪ Track infrastructure improvements to accommodate 79 mph passenger rail service
  ▪ Analysis of infrastructure improvements
  ▪ Analysis of projected annual ridership, operating costs and subsidy
THANK YOU!

State Reports
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Michigan Update
2019 MIPRC Annual Meeting

Tim Hoeffner, Director
MDOT Office of Rail

Ridership & Revenue Update

Michigan Services Ridership and Revenue

Revenue

Ridership

Fiscal Year


Revenue:
- $- $5,000,000 $10,000,000 $15,000,000 $20,000,000 $25,000,000 $30,000,000 $35,000,000

Ridership:
- 620,000 640,000 660,000 680,000 700,000 720,000 740,000 760,000 780,000 800,000 820,000

Fiscal Year
PTC Implementation

- 110 MPH between Porter, IN and Kalamazoo for more than 7.5 years (Feb. 2012)

- PTC on remainder of Michigan line currently finishing final approvals for increased speeds
  - 110 MPH service between Kalamazoo & Battle Creek expected at the start of Q2 2020
  - 110 MPH operation will then extend Battle Creek to Jackson at conclusion of Rail & Tie Production season in Q4 2020
  - 110mph operation is planned between Ypsilanti & Townline in 2022 and between Jackson & Ypsilanti once Section 3 curve mods are completed

Equipment

- Michigan is working with Midwest states to finish Siemens locomotive procurement
- Currently working through car procurement
- New equipment will run on all Michigan services by 2022.
SOGR Grant Funding

- $23.4 million SOGR grant funding to match $23.4 million in State funding
- Work includes:
  - Rail, crosstie & track surface rehabilitation between Battle Creek & Dearborn
    - Replacement of 80,000 ties
    - Replacement of 162,000 lineal feet rail
  - Replacement of two bridges in Jackson

Chicago-Detroit/Pontiac Passenger Rail Corridor Program

- MDOT – led multistate (Indiana, Illinois & Michigan) effort
- Funding $3.2M in federal (HSIPR Grant) & $0.8M local match
- Included Service Development Plan (SDP) & Draft EIS
- Concluded that continued work at corridor level is not beneficial in longer term & advancement of work at project level identified in SDP is more productive
- FRA rescinded Notice of Intent for EIS on November 30, 2018 & will not issue Final EIS or Record of Decision
- Work will continue at the project level as defined in the SDP
**Integrated State Long Range Plan**

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)

Estimated completion – December 2020

---

**Toledo – Michigan Central Depot Study**

- $30,000 feasibility study by Detroit/Wayne County Port Authority
- Exploring the possibility of returning Amtrak service to the Michigan Central Depot, which is being revived by Ford as a technology campus
**Toledo – Detroit Metro Study**

- Study by Toledo City Council to connect Toledo to Detroit Metro Airport, as well as Ann Arbor and Detroit
- Analyzed two different types of passenger trains: A conventional 79 mph service and a higher-speed 110 mph service
- Estimated cost to implement $390 million ($4.60/mile) to $524 million ($6.10/mile)

**Ann Arbor – Traverse City Study**

- Ridership feasibility & cost estimate study to connect Ann Arbor, Traverse City & Petoskey
- Study found potential to attract 1.5 million riders annually and may generate $100 million in annual revenue by 2040 according to the consultants.
- Would require extensive upgrades to existing track
Chicago-Detroit-Toronto Service

• Amtrak included in 2020 budget request to Congress
• Connects Canada’s largest Metropolitan Area with Detroit and Chicago
• Will require addressing several issues to establish rail service:
  – Construction of a border processing facility
  – Limited track capacity & “Slot” through rail tunnel between Detroit-Windsor
  – Neither Amtrak’s Detroit station or VIA’s Windsor station is on the route to/from the Detroit River Rail Tunnel – would need upgrades to track between Windsor Tunnel Portal and VIA Windsor/Walkerville Station
  – And of course, there’s funding

• In the meantime, bus service between the rail stations is a shorter-term implementation possibility

Thank you!
Questions?
State Reports
- Illinois
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- Wisconsin

Minnesota Passenger Rail Projects Update

MIPRC Annual Meeting

Dan Krom, Director
MnDOT Passenger Rail Program
**Twin Cities Milwaukee-Chicago (TCMC)**

- Adds additional trip to existing Empire Builder Chicago-Seattle/Portland
  - Over 155,000 new riders annually Chicago-TC
  - Most using for regional travel: 70% of ons/offs in Wisconsin are travelling to locations within that corridor segment
  - Existing stations; convenient times that complement the Empire Builder schedule
  - Reduced travel time

---

**Twin Cities-Milwaukee-Chicago (TCMC)**

- Capital cost estimates range from $55m - $73m
- Annual operating costs estimate $12.5m
- Next Steps:
  - Phase 2 environmental
  - Service development plan
  - Federal grant request
  - Final design, equipment procurement
  - Operating cost sharing agreement
- Could be operational by 2022
Northern Lights Express

- Intercity passenger rail service- 4 round trips/day, up to 90mph
- Connects Minneapolis and Duluth
  - Coon Rapids
  - Cambridge
  - Hinckley
  - Superior
- 150 miles
- Existing BNSF tracks

Northern Lights Express - Status

- 2009 Feasibility Study
- Alternatives analysis studies complete in 2012
- Tier 1 EA completed, FONSI – 2013
- Completion of PE/NEPA Phase – June 2017
  - Financial Plan – Dec 2016
  - Service Development Plan – March 2017
  - Tier 2 Project Level EA, FONSI – February 2018
- If funding for final design and construction is received in a timely manner, service could start 2 1/2 years as after receiving full funding.
Northstar Corridor Extension Project

- Northstar commuter rail service is currently being provided by the Metropolitan Council between Target Field Station and Big Lake, MN. In response to legislation passed by the Minnesota legislature in 2019, MnDOT is undertaking this study to determine the cost effectiveness of extending commuter rail service to St Cloud.

- Project activities:
  - Engage BNSF in discussions to define scenarios and advance the progress of the study.
  - Identify the necessary capacity improvements associated with each scenario using RTC modeling.
  - Prepare concept engineering plans, capital cost estimates, and operating cost estimates.
  - Perform a high-level evaluation of potential environmental impacts.
  - Present findings to Legislature in the spring of 2020
  - If funding is provided future work will 1) prepare ridership estimates and revenue projections and 2) develop and implement a public and stakeholder involvement plan to review the study alternatives.

State Funding Issues

- Passenger rail activities are funded from general funds and general obligations bonds
- Gas tax and vehicle license fees are constitutionally dedicated to roads and bridges
- Office operating general funds appropriation received for SFY’ 20 – ’21
- Developing G.O. bonding request for next legislative session as a source for matching funds for federal grants
- Exploring other potential dedicated funding options
Contact information:
Daniel.Krom@state.mn.us
651 366-3193

MnDOT Passenger Rail Program Information:
http://www.dot.state.mn.us/passengerrail/

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Missouri River Runner Update

2019 MIPRC meeting

@MoRiverRunner

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 Chargers for power since Fall 2017
- Typical consist: Business/Café car and two coaches
- Flooding in Spring/Summer 2019 caused a loss of 42 days of train service
Performance metrics

Missouri River Runner
Customer Satisfaction Index Scores

<table>
<thead>
<tr>
<th>Year</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
<th>2019 YTD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Score</td>
<td>89%</td>
<td>90%</td>
<td>88%</td>
<td>87%</td>
<td>91%</td>
</tr>
</tbody>
</table>

Amtrak Fiscal Year

Performance metrics (cont’d)

Number of Rail Passengers on Missouri State-Sponsored Trains

<table>
<thead>
<tr>
<th>Year</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number</td>
<td>53,613</td>
<td>46,937</td>
<td>46,836</td>
<td>48,084</td>
<td>45,520</td>
</tr>
<tr>
<td>4th Qtr</td>
<td>189,591</td>
<td>172,832</td>
<td>170,892</td>
<td>172,555</td>
<td>156,671</td>
</tr>
<tr>
<td>3rd Qtr</td>
<td>44,304</td>
<td>43,818</td>
<td>43,082</td>
<td>46,031</td>
<td>44,304</td>
</tr>
<tr>
<td>2nd Qtr</td>
<td>48,819</td>
<td>46,043</td>
<td>45,753</td>
<td>45,082</td>
<td>46,631</td>
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<tr>
<td>1st Qtr</td>
<td>38,536</td>
<td>35,983</td>
<td>35,960</td>
<td>35,000</td>
<td>29,731</td>
</tr>
</tbody>
</table>

State Fiscal Year
Performance metrics (cont’d)

![Graph showing Percentage of Amtrak Trains on Time over State Fiscal Years 2015 to 2019.]

FARE increases
- 2% SFY14
- 5% SFY17
- 5% SFY18
- 5% SFY19
- 5% SFY20
- No dip in ridership from fare increases
- Revenues held steady as ridership dropped
In SFY 2019, despite flood-related service interruptions, per rider revenue remained constant.

In SFY 2019, 11.5% of Missouri River Runner trains were cancelled for flood-related reasons. During that time, ridership dropped only 9.8%.
Questions?

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Intercity Passenger Rail Progress and Future Plans in North Dakota

October 21, 2019

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 (year built) 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.
- In 2019, NDDOT completed the project which installed four new signals and upgraded 31 crossing signals from incandescent to LED lighting along the corridor with $1.03M in 2015 Safe Transport of Energy Products (STEP) Grant funding.

ND Long-Range Transportation Plan

- Preparing an update to North Dakota’s Long-Range Transportation Plan beginning this fall and the process is anticipated to last approximately 18 months.
  - The previous plan, TransAction III, was adopted in 2012, and amended in 2018.
  - New plan will use a performance- and scenario-based approach to find out how our customers want our multi-modal system to perform into the future.
  - The Plan’s goal is to publish a brief, useful document for easy reference.
  - Appendices will be available that document technical information collected.
State Reports

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Milwaukee-Chicago Amtrak Hiawatha Service Performance

- Status of Investments in Rail and Bus Transportation
- 75% costs recovered by fares
- 99% on-time in September
- 6% increase in riders: 880,000 SFY2019

Amtrak Hiawatha Service State Fiscal Year Ridership

Hiawatha Service Gross Monthly Ticket Revenue

State Payment Forecast for Wisconsin*

*Forecast represents the estimated payment to Wisconsin from the gross monthly ticket revenue.
Modernization of Regional Rail

Wisconsin, Illinois, Michigan, and Missouri, in partnership with Amtrak

Advancing a modern, functional, cost-effective regional rail network

- Schedule changes to improve connectivity
- Next generation state-owned passenger rail equipment for the Midwest state-supported routes
- New regional sub-brand created with website coming: Amtrak Midwest
- Adding train frequencies (daily trips) to existing corridors and reducing travel times

Leveraging efficiencies to extend the reach of Amtrak Hiawatha Service

Enhanced connections to existing rail corridors will help create a multimodal system that works for Wisconsin

New Amtrak Thruway I-41 Connecting Bus Service

- Using Hiawatha cost savings to reinvest in connecting services in northeast Wisconsin
- Two additional daily coach round-trips between Green Bay and Milwaukee with timed connections to Chicago on Amtrak Hiawatha trains.
- Enables same-day round-trip between Green Bay, the Fox Valley, and Chicago
- Serves Milwaukee Mitchell International Airport
Transitioning from planning to implementation

Hiawatha and Twin Cities—Milwaukee-Chicago expansion

TCMC: Twin Cities-Milwaukee-Chicago 2nd Daily Train

Findings

• Infrastructure costs: $55 million to $72 million depending on operating alternative
• $10 - $12 million in state funds needed each from WI and MN for their share of federal grant match
• Ridership of 155,000 annually is comparable to other similar, successful routes
• State-supported corridor (route under 750 miles)
• Operating support (operating costs minus revenues) required and split among the states

<table>
<thead>
<tr>
<th>TCMC PROJECT FEATURES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Service frequency: 1 round trip per day, in addition to existing long-distance Empire Builder service</td>
</tr>
<tr>
<td>Anticipated schedule: About 4-6 hours difference from the departure/arrival times of the Empire Builder service</td>
</tr>
<tr>
<td>Speed: 79 mph (maximum)</td>
</tr>
<tr>
<td>Travel time: Faster than Empire Builder service — about 7.5 hours between Saint Paul and Chicago</td>
</tr>
<tr>
<td>Stations: 13 total — includes two stations in Illinois and three stations in Wisconsin served by Hiawatha service</td>
</tr>
<tr>
<td>Ridership: About 155,000 riders annually</td>
</tr>
<tr>
<td>Capital cost: $55-76 million for track capacity improvements</td>
</tr>
<tr>
<td>Annual operating cost: $12.45 million</td>
</tr>
<tr>
<td>Annual state operating subsidy: $5.60 million subsidy would be divided among Minnesota, Wisconsin, and Illinois</td>
</tr>
</tbody>
</table>
TCMC Status

Progress to date

- Feasibility study (forecasts for ridership, revenues, costs)
- Operations analysis
- Capacity modeling and infrastructure needs
- Concept engineering and capital cost estimates for infrastructure
- Pre-NEPA activities (Purpose and need, alternatives analysis, initial outreach)

Current work in progress (Completion spring 2020)

- Completing Service Development Plan (Updated ridership, revenue, costs, operation details, benefit-cost analysis)
- Environmental surveys for projects
TCMC Next Steps

Next Steps

- Complete environmental clearance and railroad agreement (Spring/summer 2020)
- Secure matching funds from:
  - State of Wisconsin
  - State of Minnesota
  - Amtrak
  - Local partners
  *Matching fund target is $30 million (federal grant $42 million)*
- Complete and submit federal grant application for final design and construction (Summer 2020 or later)

TCMC Planning and Development Timeline
Milwaukee-Chicago Hiawatha Expansion

Increase to 10 Round-trips Daily

- Environmental Clearance and Service Development Plan Ongoing:
  - Infrastructure projects in WI and IL: $200 million

- Progress to date
  - Selected for over $32M in grants in 2019
    - Milwaukee Airport Station 2nd Platform
    - New trains
    - Upgraded signaling system in Milwaukee
    - Application submitted for $56 million Muskego Yard project in Milwaukee

Challenges

- Opposition to track improvements in Illinois
- Working with railroad stakeholders to find alternative projects that add sufficient track capacity
- Large enough federal grant programs
- State and local funding matches

Next Steps

- Complete analysis of infrastructure alternatives to projects in Illinois and clear them environmentally
- Apply for federal grant for final design and construction for projects
- Build and add frequencies incrementally up to 10 RT daily
  - Muskego Yard project applied for under BUILD/CRIII is crucial

2019 Federal Grant Award Selections

Advancing improvements to the Hiawatha corridor incrementally

Milwaukee Airport Rail Station Expansion

- $10.1 million project
  - $5.05M FRA CRIISI; $4M WI; $1M Amtrak; $50K CP Rail
- Adds second platform with overhead access and two elevator towers
- Benefits: Enables freight and passenger trains to be dispatched on both tracks; ADA; Safety

CTC Signaling Installation Milwaukee

- $5.2 million project
  - $2.6M FRA CRIISI; $2.6M WI
- Replaces ABS signaling with CTC
- Benefits: reliability, safety, speed increase
2019 Federal Grant Award Selections

Advancing improvements to the Hiawatha corridor incrementally

Next Generation Single Level Equipment Acquisition: Hiawatha

- $39M million project
  - $28M FRA Fed-State Partnership; $11M WI
  - Adds 6 coaches/3 cabs to Midwest pool for use on Hiawatha
  - Reliability, accessibility, additional seating capacity, lower maintenance costs, consistent equipment with all MW routes

BUILD and CRISI Grant Application: Muskego Yard Improvements

- $54M million project
  - $26M USDOT/FRA; $20M WI; $8M Amtrak
  - Bypass for freight trains of Milwaukee Intermodal Station

Thank You

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Wisconsin Department of Transportation
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.