Future of Intercity Passenger Rail in the Midwest

October 21, 2016

Today’s panelists:

- **Joseph C. Szabo**, Director, Chicago Metropolitan Agency for Planning (*moderator*)
- **Eric Curtit**, Administrator of Railroads, Missouri DOT and Chair, Next Generation Corridor Equipment Pool Committee
- **Katie England**, Director, Multimodal Planning & Programs, Indiana DOT
- **Tim Hoeffner**, Director, Office of Rail, Michigan DOT and Chair, Midwest Interstate Passenger Rail Commission
- **Beth McCluskey**, Director, Office of Intermodal Project Implementation, Illinois DOT
- **Arun Rao**, Manager, Passenger Rail Implementation, Wisconsin DOT
Midwestern States’ Intercity Passenger Rail Vision and Progress

Tim Hoeffner, Director, Office of Rail, Michigan DOT and Chair, Midwest Interstate Passenger Rail Commission

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.
Originally enacted in 2000, states are members through compact legislation.

- **Nine Member States**: Illinois, Indiana, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Wisconsin

- **Four Commissioners** (plus alternates) are appointed from each state:
  - Two gubernatorial appointments (Governor or his/her designee and a private sector appointee)
  - Two legislators (one from each chamber)

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The purposes of MIPRC are to promote, coordinate and support passenger rail service improvements:

- Promote development and implementation of improvements and plans for intercity passenger rail service in the Midwest;
- Coordinate and promote Midwestern interests regarding passenger rail development;
- Support state DOTs’ passenger rail plans.
Federal/State Partnership

MIPRC has taken a primary role in advocating for the federal government to develop an enduring collaboration with states for passenger rail development similar to the partnership it has with states for other modes of transportation.

During the past year . . . .  

FAST Act  
Testimony before Congress  
Positive Train Control (PTC)  
FY 2017 Funding  
Surface Transportation Board
FAST ACT

• Since its inception, MIPRC has urged the inclusion of passenger rail within a comprehensive surface transportation authorization.

• MIPRC sent a letter (Nov. 17, 2015) to House and Senate conferees, urging support for inclusion of passenger rail title; a predictable, dedicated funding source; and flexibility for investing general fund revenue.

• MIPRC will continue talking to Midwestern Members of Congress to fully support and fund the passenger rail title.

Testimony to U.S. Senate

MIPRC Chair Tim Hoeffner testified on Feb. 23, 2016, before the U.S. Senate’s Subcommittee on Surface Transportation and Merchant Marine Infrastructure Safety, and Security. Emphasized:

• Development of the Midwest Regional Rail Network.
• MIPRC’s work with the FRA to develop long-range plan.
• Critical importance of continuing federal support.
Positive Train Control (PTC)
Class 1 RRs, Commuter systems threatened Jan 1, 2016, shutdown unless deadline extended.
MIPRC supported extension (Oct. 1, 2015 letter to Midwestern members of Congress).
Congress approved 3-year extension on Oct. 25, 2015.

FY 2017 THUD Funding
The FAST Act authorized a total of $350.5 million for the three new passenger rail grant programs in FY 2017.
• On May 9, 2016, MIPRC sent a letter to all Midwestern Members of Congress stressing that MIPRC would like to see Congress move towards full funding of all the passenger rail–related provisions at the authorized levels within the FAST Act, but we understand the current fiscal constraints facing FY 2017 appropriations.
• Asked MOCs to strongly support all of the passenger rail–related appropriations contained within the THUD appropriations legislation passed by the U.S. Senate Appropriations Committee (S. 2844)
Surface Transportation Board

- Withdrew its proposed definition of “preference” under 49 USC §24308.
- Final definition of “on-time performance” included arrival times at intermediate stations.
- Assn. of American Railroads, Norfolk Southern and CSX are suing to overturn the OTP decision.

*MIPRC argued for, and supports STB’s decisions.*

FRA-led Planning Project for the Midwest

- On Oct. 20, 2014, the FRA released a “Call for Statements of Interest and Qualifications for Federally-Led Regional Rail Planning Projects” with a deadline of Nov. 12.
- On behalf of the Midwest, MIPRC submitted a Statement of Interest, along with 85 letters of support from a great variety of supporters across the region.
- July 30, 2015: MIPRC received word that the Midwest and Southeast have been chosen for FRA-led multi-state planning projects.
- Consultant has recently been chosen to assist the FRA in developing the Midwest’s plan.
A regional rail plan:

- Is a process led by the FRA in partnership with stakeholders that identifies and describes a common, long-term (30– to 40–year) blueprint for a high–performance rail network within a specified region.
- Illustrates how links with local transit, aviation, highways and non–motorized modes can create a seamless, integrated transportation system to carry travelers from origin to destination throughout the region.
- Identifies the potential institutional arrangements, financial requirements, phasing planning and development activities needed to implement the plan.

The Midwest’s regional rail plan will build on the Midwest Regional Rail Initiative, and help the region and FRA determine the priorities, studies and investment needed to advance projects within a multi–state network.
The build-out of the Midwest Regional Rail System is increasing service frequencies, providing new routes and decreasing travel times.

MWRRI Steering Committee

- The technical rail staff from nine state DOTs have been working together since 1996 to develop and implement the MWRRI plan.

- Illinois
- Indiana
- Iowa
- Michigan
- Minnesota
- Missouri
- Nebraska
- Ohio
- Wisconsin
MWRRI Overview

• 3,000-mile, 9-state passenger rail system with Chicago as the hub
• 63 trainsets
• 4 to 17 daily trains in each direction at speeds up to 110 mph
  • Chicago-Detroit/Grand Rapids/Port Huron
  • Chicago-Toledo-Cleveland
  • Chicago-Indianapolis-Cincinnati
  • Chicago-Carbondale
  • Chicago-St. Louis-Kansas City
  • Chicago-Quincy/Quad Cities-Des Moines-Omaha
  • Chicago-Milwaukee-Madison-LaCrosse-St. Paul
  • Chicago-Milwaukee-Green Bay
• Overall Economic Benefit: $23 billion
• Permanent New Jobs: 57,450
• Average Annual Jobs During Construction (10-year build-out): 15,200

www.miprc.org

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.

Thank you!
Next Generation Equipment Committee

Eric Curtit, Chairman
Missouri DOT

NGEC Partners

• Federal Railroad Administration
• Amtrak
• States
• Industry
NGEC

- Standardization
- Standardization
- Standardization
- Standardization

NGEC OVERVIEW

- 514 - Equipment Capital
- Finance and Administrative Subcommittee
- Procurements
- New specification from Technical Committee
- Midwest states work
- Partners
514 (S.305+S.209)  
Equipment Capitol

• Continuing to deliver results
• Increased state’s role in decision-making
• Continually refining Capital Plan
• Using checks and balances

Finance and Administrative Task Force

• By law revisions
• Legislative work
• Financially speaking
• Grant work
• Funding and direction
Procurements

- Bi-level coaches
- 125mph Diesel Electric
- Metro North
- All Aboard Florida

Technical Committee

- New specification, DC 3\textsuperscript{rd} rail
- Document Control Management
- AAR coordination
- Diesel Exhaust Fluid Working Group
- Requests for specifications
- RVAAC/ Accessibility Working Group
- Procurement assistance
Technical Subcommittee

- Membership
  - Core Team; Members from Amtrak, FRA and States
  - Industry Members; 258 registered participants
- Structure
  - Technical Working Groups, Structural, Electrical, Mechanical, Interior, DTL and DEF
- Meetings
  - Subcommittee: Alternate Thursdays
  - Technical Working Groups as needed

Document Management

- Major PRIIA Technical Subcommittee Effort
- Technical Writer Support Contractor
- Change review process essentially same for each document
Midwest States

- Illinois, Michigan, Missouri, Wisconsin, Iowa
- Ownership
- Governance
- Agreements
- MIPRC
Thank you!

State Reports

• Joint Equipment Procurement
• Illinois
• Indiana
• Michigan
• Wisconsin
Joint Equipment Procurement

- $268 million Federal Railroad Administration Grant to the Midwest to replace aging locomotives and railcars with modern equipment capable of high-speed operations along eight state-supported routes in the region.

Joint Equipment Procurement

- Rail Car Procurement
  - Joint effort between California and Illinois, with Illinois representing Michigan and Missouri
  - Awarded in November 2012 to Nippon Sharyo, USA
  - Delivery expected starting in 2020
Joint Equipment Procurement

- **Locomotive Procurement**
  - Joint effort between Illinois, California and Washington, with Illinois representing Michigan, Missouri and Wisconsin
  - Locomotives for the Midwest states awarded to Siemens Rail Systems USA in Sacramento, CA
  - Testing is ongoing, and delivery is expected starting in 2016

Joint Equipment Procurement

- **Midwest Equipment Management**
  - The four states (Illinois, Michigan, Missouri and Wisconsin) have reached an agreement to jointly own, manage, and maintain the Midwest Fleet, under the authority of the Midwest Interstate Passenger Rail Compact (MIPRC).
  - Agreement provides option to add additional MIPRC members in the future.
State Reports

- Joint Equipment Procurement
- **Illinois**
- Indiana
- Michigan
- 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
Studies for future improvements

- Chicago to Detroit EIS (led by MDOT)
- Chicago to Milwaukee EA (led by WisDOT)
- Chicago to Quad Cities
- Chicago Terminal Zone Study

Chicago to Detroit-Pontiac EIS

- Partnership between Michigan, Indiana and Illinois DOTs in association with the Federal Railroad Administration
- Evaluating passenger rail improvements for the Chicago-Detroit/Pontiac passenger rail corridor
- Completion of EIS positions Chicago-Detroit-Pontiac corridor for future federal funding when available
- http://www.greatlakesrail.org/
Chicago to Milwaukee EA

- Partnership between Illinois and Wisconsin DOTs, in association with the Federal Railroad Administration (FRA)
- Evaluating expansion of Hiawatha service up to 10 round trips per day
- Completion of EA positions corridor for future federal funding when available

Chicago to Quad Cities

- Finalizing grant agreement with FRA
- Resuming discussions with Iowa Interstate Railroad
- Consultant selection this week
- BNSF Eola Yard upgrade
  - Phase I complete
  - Phase II expected to begin this fall
Chicago Terminal Study

- FRA grant to Illinois Department of Transportation (IDOT), Chicago Department of Transportation (CDOT), and Metra
- Study outcome: improved intercity passenger rail service in the Midwest, long-distance Amtrak trains, and planned expansion of Metra commuter rail service
- Study will supplement Chicago-Detroit/Pontiac corridor, Chicago/Joliet corridor, CREATE program, and Chicago Union Station (CUS) Master Planning Study planning
- Statement of Work under final development and consultant selection planned for first quarter calendar year 2017
Since 1980's IDOT has been looking at this corridor for high-speed service.

1992
Designated a HSR Corridor

Ridership continues to grow

EIS
Completed
Record of Decision received in 2004

History: Chicago-St. Louis Corridor

1992
Designated a HSR Corridor

Ridership continues to grow

EIS
Completed
Record of Decision received in 2004

Current Improvements
Between Joliet & East St. Louis

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 Program Budget: $1.95 Billion

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<th>Category</th>
<th>Amount</th>
<th>Percentage</th>
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<tr>
<td>Track &amp; Structures</td>
<td>$637 Million</td>
<td>33%</td>
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<tr>
<td>Grade Crossings, Fencing, OH Bridges</td>
<td>$194 Million</td>
<td>10%</td>
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<td>Real Estate</td>
<td>$40 Million</td>
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<tr>
<td>Stations</td>
<td>$35 Million</td>
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<td>Rolling Stock/Equipment</td>
<td>$609 Million</td>
<td>31%</td>
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<td>Signal &amp; Communications</td>
<td>$205 Million</td>
<td>11%</td>
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<tr>
<td>Professional Services</td>
<td>$231 Million</td>
<td>12%</td>
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<td><strong>Total</strong></td>
<td><strong>$1,951 Million</strong></td>
<td><strong>100%</strong></td>
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Note: This summary does not include Tier 1 and Tier 2 EIS’s, Joliet Multimodal, or other individual projects.

Who’s Involved?

- Elected Officials
- Business Community
- Regional Agencies
- General Public & Interest Groups
- Transportation Providers
- City/County Technical Staff
- Project Partners
  - Illinois Department of Transportation (IDOT)
  - Federal Railroad Administration (FRA)
  - Union Pacific Railroad (UPRR)
  - Amtrak
  - Illinois Commerce Commission (ICC)
  - Others
What are we building?

- Upgrades for passenger speeds up to 110 mph
- Design and construction of **262 miles of main track** including concrete ties and welded rail between East St. Louis and Joliet
- Realignment of curves
- New **second tracks and sidings**
- Grade crossing **warning devices**
- Construction of **grade crossings**
- Train control **signaling**
- Turnouts, culverts, bridges, fencing, etc.
- Purchase of six new high-speed **train sets**
- Eight (8) new/renovated **stations**
HSR Corridor Accomplishments 2015

- 5 NEPA documents approved (41 of 52 complete)
- Closed on over 250 parcels land acquisition
- Installed more than 68,000 linear feet of rail
  - More than 2.9 million linear feet of rail to date
- 123,000 tons of ballast
  - 1.65 million tons to date
- 12,000 ties
  - 721,000 to date
- 12 turnouts
  - 74 to date
Current and Future Challenges

• Funding Deadline
  • ARRA Funds must be invoiced by 6/30/17 (with exception of equipment)

• Continued challenges with PTC Implementation

• Community coordination

• Equipment design reviews and testing

Thank you!
State Reports

• Joint Equipment Procurement
• Illinois
• Indiana
• Michigan
• Wisconsin

Indiana Passenger Rail Update

Katie England
Director of Multimodal Planning and Programs

October 21, 2016
Passenger Rail in Indiana

- Amtrak Long Distance Services
  - *Capitol* and *Lake Shore Limited*
  - *Cardinal*
- Michigan-supported Service
  - *Wolverine*
- Indiana-supported Service
  - *Hoosier State*

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Hoosier State

- New service began August 2, 2015
- INDOT is contributing $6,000,000
- Local communities contributing > $600,000
- Long-term agreements through June 30, 2017
  - Iowa Pacific Holdings (IPH): Equipment, onboard amenities, marketing
  - Amtrak: Operating crews, ticketing, host railroads relationships

https://www.hoosierstatetrain.com
Hoosier State Results

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<tr>
<th></th>
<th>August 2015</th>
<th>August 2016</th>
<th>% change</th>
<th>Trend</th>
<th>Prior YTD</th>
<th>Current YTD</th>
<th>% change</th>
<th>Trend</th>
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<tr>
<td>Revenues</td>
<td>$59,597</td>
<td>$86,981</td>
<td>46%</td>
<td></td>
<td>$661,237</td>
<td>$882,567</td>
<td>33%</td>
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<tr>
<td>Ridership*</td>
<td>2,120</td>
<td>2,648</td>
<td>25%</td>
<td></td>
<td>28,040</td>
<td>27,060</td>
<td>-3%</td>
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</tr>
<tr>
<td>On-time Performance</td>
<td>47%</td>
<td>86%</td>
<td>39%</td>
<td></td>
<td>65%</td>
<td>83%</td>
<td>18%</td>
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</tbody>
</table>

*Even though ridership was down overall from one year ago, from May 2016 to August 2016, ridership increased 11%.

Ridership Trends

Since May 2016, ridership has increased 16%.
Hoosier State – Looking forward

**Successes**
- Improved on-time performance
- Highest rated route on Amtrak’s system
- Innovative, first-in-nation business model

**Challenges**
- Growing ridership
- Relationships with IPH and Amtrak
- Equipment and maintenance
- Capital investment needs (including PTC)
- Regulatory environment

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Hoosier State Studies

**Purdue University research**
- Follow-up survey of riders
- Last mile problem

**RFP for Track Consultant**
- Expertise to review capital project proposals
- Currently posted
Indiana Gateway

- Project completed before end of 2016
- Freight and passenger rail benefits

Other Activities in Indiana

- Chicago – Ft. Wayne, IN – Columbus, OH corridor
- South Shore
  - West Lake Corridor
  - East Chicago Station Improvements

- 2017 State Rail Plan
State Reports

- Joint Equipment Procurement
- Illinois
- Indiana
- **Michigan**
- Wisconsin

Michigan’s Passenger Rail System

Amtrak Services in Michigan:

- **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 do not include any Amtrak long-distance trains
Michigan Passenger Rail Ridership & Revenue Trends
FY 2006 - 2015

Ridership

Revenue

Troy/Birmingham Station (New)

Grand Rapids Station (New)
Dearborn Station (New)

East Lansing Station (New)

Station Developments & Repairs

• Bangor renovation (pictured)
• 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
• Bangor
  – Platform repairs
Infrastructure Improvement: West Detroit (Complete)

- Total project cost $19 Million
- Reduces Amtrak travel time to downtown Detroit
- Separates freight traffic from passenger traffic
- Complete!

Infrastructure Improvement: 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
- Ypsilanti – Battle Creek
  - Expected completion – November 2016
- Train Control/Signal Investments throughout corridor
  - Expected completion November 2017
- Entire work schedule expected completion – November 15, 2017
Vision: A safe and reliable passenger rail service that offers frequent, daily round trips at **speeds up to 110 mph** between Chicago, Illinois and Detroit/Pontiac, Michigan.

**www.michigan.gov/greatlakesrail**

- Evaluation of route improvements & alternatives
- Public Input
- Tier I Environmental Impact Statement
- Service Development Plan

**Milestones**
- June 2012 – Kickoff
- August 2012 – Notice of Intent
- September 2014 – Draft EIS
- Winter 2016 – FRA Approval of FEIS
- Spring 2017 – Record of Decision

**Reasonable Route Alternatives - South of the Lake (SOTL)**

**Coast to Coast Study**

**Ann Arbor – Traverse City**

[More information](https://mibyrail.org/coast-to-coast-line/)

[More information](https://www.groundworkcenter.org/projects/a2tc/a2tc-train-from-tc-to-ann-arbor.html)
North-South Commuter Rail (WALLY), Ann Arbor – Howell

http://www.theride.org/AboutUs/Initiatives/NorthSouthCommuterRail

Ann Arbor – Detroit Regional Rail

M-1 Rail (Q-Line)
State Reports

• Joint Equipment Procurement
• Illinois
• Indiana
• Michigan
• Wisconsin
**Intercity Passenger Rail in Wisconsin**

- **Existing Services**
  - Amtrak Hiawatha Service
  - Amtrak Empire Builder
  - Amtrak Thruway buses

- Current department focus for passenger rail: *Maintain and improve existing passenger rail service and corridors*

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**Wisconsin Rail Plan 2030**

**Long-range state rail plan**

- Wisconsin Rail Plan 2030 adopted in Spring of 2014
- 5 year update cycle
- Rail plan update process anticipated to start in the first half of 2018
- Contains both short-range and long-range passenger rail initiatives
  - Long-term plan includes passenger rail routes identified in Midwest Regional Rail Initiative and Connections 2030, the statewide long-range multimodal transportation plan
Milwaukee-Chicago Hiawatha Service

- Seven round-trips daily, 6 on Sunday
- 86 miles, shortest Amtrak route in US
- Operates over CP and Metra
- Milwaukee to Chicago/Midwest hub in 89 minutes
- Features one of four Amtrak stations within an airport: Milwaukee Airport Rail Station
- 6th busiest state supported route, 807,000 riders FY16
  - Weekdays: 42% work commute; 25% business trip; 34% of tickets paid by employers
  - 20% multi-ride, higher on weekdays
  - 70% passengers would drive if train were not available
- Percent of trains arriving on-time is in the mid-90s

Hiawatha Service ridership
Hiawatha Service: Challenges

- Seating capacity issues on peak trains with standees; pressure to add coaches
- Need for additional frequencies
- Limited capacity that host railroads are willing to use for ICPR on a busy rail corridor:
  - 60 Metra trains
  - 25 freight trains
  - 16 Amtrak trains

Hiawatha Service Initiatives

- Ongoing improvements; just this year:
  - Addition of new Saturday night trains
  - Track side roll on bikes and pets on trains
  - Implementation of new peak/off-peak fare system, remaining unreserved
  - Hiawatha Marketing program using CMAQ funds
  - Hiawatha 10 RT Corridor Investment Plan (EA/SDP)
Hiawatha Marketing Program

- 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
- Draft Completed; Released October 6th, 2016 with public involvement in October/November
- Over $150 million (2014 dollars) in railroad infrastructure improvements
- Eligibility for federal funding

Chicago-Milwaukee ICPR Corridor EA and SDP

- In partnership with Amtrak
- WisDOT
- IDOT
- FRA
- Eligible for federal funding

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

- **Existing Empire Builder Chicago-Seattle/Portland**
  - Over 100,000 riders annually Chicago-TC
  - Most using for regional travel: 70% of ons/offs in Wisconsin are travelling to locations within that corridor segment
- **Feasibility study for 2nd train completed in 2015:**
  - 2nd round-trip Chicago-TC on the Empire Builder corridor
  - Existing stations; convenient times that complement the Empire Builder schedule
  - Favorable ridership and revenue projections supported advancing to the next step

2nd Empire Builder Frequency: TCMC Phase 1 Study

**Partners**
- MnDOT
- WisDOT
- IDOT
- FRA
- Ramsey County, MN
- La Crosse, WI MPO
- MN HS Rail Commission

**Next phase:** Twin Cities - Milwaukee - Chicago Intercity Passenger Rail Service Phase 1 Study

**TCMC study includes:**
- Analysis of integration with Hiawatha Service
- Further operations/capacity modeling and infrastructure needs identification
- Concept engineering and capital cost estimates for identified infrastructure
- Pre-NEPA activities (Purpose and need, alternatives analysis, outreach)

**Expected completion summer 2017**

**Phase 2 (starting next year) will complete NEPA/SDP requirements for federal funding to implement**
New Milwaukee Intermodal Station Train Concourse

- Opened in June, 2016
- New roof structure
- Pedestrian overhead access to platforms with escalators and elevators
- Three new ADA compliant platforms and signage
- Completion: June 2016
- Cost: $22 million

Minnesota: Northern Lights Express

- Four round-trips daily Duluth-Superior-Twin Cities at 90 mph
- Tier 2 Environmental Assessment (EA), Preliminary Engineering, and Service Development Plan (SDP)
- Draft EA end of 2016
- Completion Tier 2 EA/SDP June 2017; eligibility for federal funds
- Public meeting in Superior, WI re: grade crossing improvements on October 25th
Future of Intercity Passenger Rail in the Midwest

Thank you!

Questions?