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
- Joint Equipment Procurement

Illinois DOT Update
Beth McCluskey, Intermodal Project Implementation
MIPRC
September 28, 2016
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
- 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 rail planning efforts:
  - Chicago-Detroit/Pontiac Corridor,
  - Chicago/Joliet corridor
  - CREATE program
  - Chicago Union Station (CUS) Master Planning Study
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
- 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

<table>
<thead>
<tr>
<th>Category</th>
<th>Amount</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Track &amp; Structures</td>
<td>$637 Million</td>
<td>33%</td>
</tr>
<tr>
<td>Grade Crossings, Fencing, OH Bridges</td>
<td>$194 Million</td>
<td>10%</td>
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<tr>
<td>Real Estate</td>
<td>$40 Million</td>
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<td>Stations</td>
<td>$35 Million</td>
<td>2%</td>
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<tr>
<td>Rolling Stock/Equipment</td>
<td>$609 Million</td>
<td>31%</td>
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<tr>
<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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<tr>
<td><strong>Total</strong></td>
<td><strong>$1,951 Million</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

Note: This summary does not include Tier 1 and Tier 2 EIS's, Joliet Multimodal, or other individual projects.

Who’s Involved?

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**
Grade Crossing Improvements

- 4 quadrant gates
- New signage and pavement markings
- ADA accessibility directive signage
- Pedestrian crossings / sidewalks
- Extensive liaison with IDOT Highways, local agencies, ICC, FRA, and others
- Detours coordinated with community

Reliable schedule

Passenger amenities

IMPROVED PASSENGER EXPERIENCE

Reduced travel time

New & upgraded stations
Station Improvements

- New or renovated facilities
- Increased passenger safety, comfort and convenience
- Lighting, site and parking improvements
- New ADA compliant boarding platforms

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
- Illinois
- Indiana
- Kansas
- Michigan
- Minnesota
- Missouri
- North Dakota
- Wisconsin
- Joint Equipment Procurement

Indiana Report
September 28, 2016
Hoosier State

- Long-term agreements through June 30, 2017
  - Iowa Pacific Holdings (IPH): Equipment, onboard amenities, marketing
  - Amtrak: Operating crews, ticketing, host railroads relationships
- 4 weekly trips, Indianapolis - Chicago
- INDOT’s cost is capped at $3M per year
- Local communities contributing $246K in FY16 & $352K in FY17

https://www.hoosierstatetrain.com

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Hoosier State Results

<table>
<thead>
<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>
</tr>
</thead>
<tbody>
<tr>
<td>Revenues</td>
<td>$59,597</td>
<td>$86,981</td>
<td>46%</td>
<td>green</td>
<td>$661,237</td>
<td>$882,567</td>
<td>33%</td>
<td>green</td>
</tr>
<tr>
<td>Ridership*</td>
<td>2,120</td>
<td>2,648</td>
<td>25%</td>
<td>green</td>
<td>28,040</td>
<td>27,060</td>
<td>-3%</td>
<td>red</td>
</tr>
<tr>
<td>On-time Performance</td>
<td>47%</td>
<td>86%</td>
<td>39%</td>
<td>green</td>
<td>65%</td>
<td>83%</td>
<td>18%</td>
<td>green</td>
</tr>
</tbody>
</table>

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

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

**Challenges**
- Ridership
- Relationships with vendors
- IPH equipment & maintenance
- Capital investment needs
- Regulatory environment
Indiana Gateway

• Project is nearing completion
• Freight and passenger benefits
• Exemplary project management

Other Projects and Activities

• Chicago – Ft. Wayne, IN – Columbus, OH corridor
• Chicago – Detroit/Pontiac corridor
• South Shore
  • West Lake Corridor extension
  • East Chicago station improvements
• 2017 State Rail Plan
State Reports

- Illinois
- Indiana
- Kansas
- Michigan
- Minnesota
- Missouri
- North Dakota
- Wisconsin
- Joint Equipment Procurement
Southwest Chief Route Improvement Project

TIGER VI Project Management Team

Garden City, KS
  Matt Allen, City Manager
  Randy Cottrell, City Engineer

Kansas Department of Transportation
  John Maddox, Freight and Rail Program Manager
  Davonna Moore, Assistant Bureau Chief, Transportation Planning
  Michael Moriarty, Bureau Chief, Transportation Planning

BNSF Railway
  DJ Mitchell, Assistant Vice President of Passenger Operations
  Reich Wessler, Director Passenger Train Operations

AMTRAK
  Ray Lang, Director Government Affairs

BNSF Railway
DJ Mitchell, Assistant Vice President of Passenger Operations
Reich Wessler, Director Passenger Train Operations

Southwest Chief Route Improvement Project

- Southwest Chief Route Infrastructure Investment Project (TIGER VI Grant) – Grant Recipient: City of Garden City
  - Total project budget - $21,769,963
    - Federal TIGER VI Grant amount - $12,469,963
    - KDOT - $3,000,000
    - BNSF - $2,000,000
    - AMTRAK - $4,000,000
    - Local units of government in Kansas and Colorado - $300,000
  - In Kansas -
    - Replaced 40 miles of bolted rail with new 136 pound continuous welded rail (CWR)
    - Rehabilitated 23 turnouts
    - Rehabilitated 12 at-grade crossings
    - 1,050 tons of ballast applied
Southwest Chief Route Infrastructure Improvement Project

TIGER VII Project Management Team

- **La Junta, Colorado**
  - Rick Klein, City Manager

- **Kansas Department of Transportation**
  - John Maddox, Freight and Rail Program Manager
  - Davonna Moore, Assistant Bureau Chief, Transportation Planning
  - Michael Moriarty, Bureau Chief, Transportation Planning

- **Colorado Department of Transportation**
  - David Krutsinger, Deputy Director, Division of Transit and Rail

- **New Mexico Department of Transportation**
  - Frank Sharpless, Transit and Rail Director

- **BNSF Railway**
  - DJ Mitchell, Assistant Vice President of Passenger Operations
  - Reich Wessler, Director Passenger Train Operations

- **AMTRAK**
  - Ray Lang, Director Government Affairs

Grant Recipient: La Junta, CO

- Total project budget - $22,425,200
  - Federal TIGER VII Grant amount - $15,200,000
  - KDOT - $1,000,000
  - BNSF - $2,000,000
  - AMTRAK - $4,000,000
  - Local units of government in Kansas, Colorado and New Mexico - $225,200

- In Kansas -
  - Replaced 13 miles of bolted rail with new 136 pound continuous welded rail (CWR) in Rehabilitated 26 turnouts
  - Rehabilitated 12 at-grade crossings
  - 1,050 tons of ballast applied
Project Performance Measures

1. FRA Track Classification (IV) establishes track quality rating and maximum allowable operating speed
   - Pre-project (baseline) Measurement: certification of track classification year prior to initiating work under FRA grant agreement
     - Report is due no later than December 31, 2015
   - (After) Project Performance Measurement: yearly for a period of three (3) years after the line segments within the project parameters opens for operation under normal condition – submit annually on March 1

2. Annual number of minutes under slow order restrictions due to rail condition (speed on rail line below establish [normal] operating speed
   - Pre-project (baseline) Measurement: annual average for year prior to initiating work under FRA grant agreement
     - Report is due no later than December 31, 2015
   - (After) Project Performance Measurement: yearly for a period of five (5) years after the line segments within the project parameters opens for operation under normal condition – submit annually on March 1
THANK YOU! QUESTIONS...

Davonna Moore
Assistant Bureau Chief, Multimodal Group
Bureau of Transportation Planning
785-296-0346
davonna@ksdot.org

State Reports
- Illinois
- Indiana
- Kansas
- Michigan
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- Joint Equipment Procurement
Michigan Update

MIPRC & SCORT

TIM HOEFFNER
DIRECTOR, OFFICE OF RAIL
MICHIGAN DEPARTMENT OF TRANSPORTATION

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.
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 Improvements
West Detroit (Complete)

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

Englewood Flyover (Complete)

Indiana Gateway (Nearing Completion)
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

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

Corridor Service Development Plan & Programmatic EIS
Vision, Milestones & Alternatives for Corridor

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)

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
North-South Commuter Rail (WALLY) 
Ann Arbor – Howell

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

Ann Arbor – Detroit Regional Rail
Southeast Michigan Regional Transportation Authority

- Created per state statute
- Master Plan
  - http://www.rtamichigan.org/masterplan/
- Proposed Millage – November election
State Rail Conference

Michigan Rail Conference

- 4th annual Rail Conference held in Marquette, MI – August 2016
  - Potential to become Regional Rail Conference
  - August 2017 – Kalamazoo, Michigan
Questions?

State Reports
- Illinois
- Indiana
- Kansas
- Michigan
- Minnesota
- Missouri
- North Dakota
- Wisconsin
- Joint Equipment Procurement
Minnesota’s Passenger Rail Program

Overview of passenger rail projects –
◦ Twin Cities to Milwaukee HSR Corridor to Chicago
◦ 2nd Amtrak train Feasibility Study
◦ NLX – Twin Cities to Duluth

State Rail Director

Questions
Objectives

- 6-8 rt Daily, 110mph, travel time under 6 hrs. St Paul – Chicago
- Evaluate only the one build alternative along with the no-build alternative
- Identify environmental consequences and measures necessary to mitigate environmental impacts

Current Status

- Develop purpose and need
- Focus on environmental work related to the 2nd train study
- RTC modelling
MNDOT, WisDOT and La Crosse County requested Amtrak to complete a feasibility study of adding a second daily intercity passenger train between the Twin Cities (or St. Cloud) and Chicago, IL.

Existing Empire Builder route through Illinois and Wisconsin, with several end points in Minnesota.

The purpose of a second daily train is to offer more options to travelers in the corridor by providing better eastbound reliability and increased train frequency.

Corridor Study Area

Railroads:
- BNSF
- Mn. Commercial
- Canadian Pacific
- Metra
- RCRRA
- 499.8 miles

Note; Sturtevant and Glenview are current Hiawatha stops
Current Activities

- MnDOT, WisDOT, RCRRA, LaCrosse APO, MnHSR Commission (project partners)

- Statement of work for Phase 1 Study:
  - Environmental Analysis (EA) and Service Development Plan (SDP)
  - Additional RTC modeling as required by FRA to determine infrastructure improvements
  - 2nd train schedule integration with the Hiawatha Service between Milwaukee and Chicago
  - Conceptual engineering
  - Railroad coordination

Northern Lights Express

- Intercity passenger rail service
- Connects Minneapolis and Duluth
  - Coon Rapids
  - Cambridge
  - Hinckley
  - Superior
- 150 miles
- Existing BNSF tracks
  - 90-110 mph max
  - 4-6 r trips / day
NLX Study Process

- 2009 Feasibility Study
- Alternatives analysis studies complete in 2012
- Tier 1 EA completed
  - FONSI – 2013
- Current phase of project
  - PE
  - NEPA – Tier 2 EA

Current Work -- PE/NEPA Phase

- Operational Planning
  - Railroad Capacity Analysis
- Financial Planning
  - Ridership Forecasts
  - Capital Cost
  - Operating Cost
  - Benefit-Cost Analysis
- Preliminary Engineering
  - Station Design
  - Track Design
  - Systems Design
  - Grade Crossings
- Tier 2 Project Level Environmental Assessment
Schedule

- Completion of PE/NEPA Phase – June 2017
  - Financial Plan – Dec 2016
  - Service Development Plan – March 2017
  - Tier 2 Project Level EA – June 2017
  - Negotiation with BNSF, Amtrak etc. – June 2017

- PE/NEPA phase is fully funded
- If funding for final design and construction is received in a timely manner, service could start as early as January 2020.

State Rail Director

- Manage the State Council on Freight Rail, Interagency Freight Rail Working Group, Liaison with Freight Railroads

- Goal: Improve communications and enhance safety and economic development in communities across the State.

- Governor’s Rail Safety Initiative with $119 million in rail safety improvements proposed

- Agencies/Departments of: Transportation, Agriculture Commerce, Economic development, Pollution Control, Public Safety, Revenue

- Other include: Class I railroads, 3 Minnesota Class II and III railroads in the State, Amtrak, League of Mn. Cities, and Assn. of Mn. Counties
Questions?

State Reports
- Illinois
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- Joint Equipment Procurement
Passenger Rail Investment and Improvements in Missouri

MIPRC Briefing
St. Louis, MO
September 2016

Current Passenger Rail Improvements

- Passenger Projects
  - $3 million federal grant for PTC implementation
  - Midwest fleet work
  - $25,000/year for station improvements
  - Exploring use tax on car rentals
Current Passenger Rail Improvements

Kansas City to St. Louis Rail Corridor Projects

- Knob Noster passing siding
- Kingsville passing siding
- Hermann crossover
- Bonnotts Mill crossover
- 2nd track – Lee’s Summit to Pleasant Hill

Shovel Ready Projects

Preliminary engineering and environmental review completed on five projects in FY 2015:

- Knob Noster passing siding
- Kingsville passing siding
- Hermann crossover
- Bonnotts Mill crossover
- 2nd track – Lee’s Summit to Pleasant Hill
Expanded Infrastructure

- Third main line at St. Louis completed in FY 2015

Expanded Infrastructure

- West approach to Merchants Bridge in St. Louis – under construction
Investments = Results

- On Time Percentage: 86%
- Ridership: 56%
- Revenue: 115%
- Customer Satisfaction: 90%

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Administrator of Railroads
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State Reports
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Intercity Passenger Rail Progress and Future Plans in North Dakota

September 28, 2016
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 offers 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 between Grand Forks, Devils Lake and Rugby as in previous reports.

- NDDOT was awarded $1.03M through the 2015 Safe Transport of Energy Products (STEP) Grant.
  - This application focused on a corridor of crossing enhancement projects along the passenger rail line through North Dakota. Awards have not yet been disbursed.

- NDDOT applied for funding through the Railroad Safety Infrastructure Improvement Grant program in June 2016.
  - This application featured construction of an overpass to eliminate an at-grade crossing on ND’s passenger rail line. Still waiting to hear the awards from this program.
2040 ND State Rail Plan

- Updating North Dakota’s State Rail Plan
  - Have been gathering public input through surveys and series of meetings this year.

- Objectives
  - Shared vision for North Dakota’s rail system
  - Recommended policies, programs, processes and projects to improve rail related safety and service
  - Understanding of current and future issues & trends
  - Guidance to enhance & optimize rail system & service
  - Ensure PRIIA Compliance

- Schedule
  - Still on target for completion late 2016

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Wisconsin
Amtrak Hiawatha Service

- State operating support for the Amtrak Hiawatha Service (Milwaukee-Chicago)
- Continued strong ridership; 6th highest in the country, highest outside east and west coasts
- Strong OTP; in the mid 90s
- Continuous improvements

Partners
- WisDOT
- IDOT
- Amtrak
- Metra
- CP Rail

Wisconsin
New MIS Train Concourse

- Construction completed of the new Milwaukee Intermodal Station Train Concourse
  - New roof structure
  - Pedestrian overhead access to platforms with escalators and elevators
  - New ADA compliant platforms and signage
  - Completed: June 2016
  - Cost: $22M
Wisconsin
Chicago-Milwaukee Corridor EA and SDP: 10 RT Hiawatha Service

- 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; will be released September 2016 with public involvement in October/November

Wisconsin
2nd Empire Builder Frequency

- Feasibility study completed in 2015:
  - Daily 2nd round-trip frequency between Chicago and Minneapolis/St. Paul on the Empire Builder corridor
  - Serve existing stations at convenient times that complement the Empire Builder schedule
  - Favorable ridership and revenue projections identified in the feasibility report supported a more detailed study of the proposed service
Wisconsin
2nd Empire Builder Frequency (TCMC Phase 1 Study)

- Next phase of study began this summer as the Twin Cities - Milwaukee - Chicago (TCMC) Intercity Passenger Rail Service Phase 1 Study
- TCMC study includes:
  - Analysis of integration with Hiawatha Service
  - Further operations modeling and infrastructure needs identification with additional capacity modeling
  - Conceptual engineering and capital cost estimates for identified infrastructure
  - Pre-NEPA activities (Purpose and need, alternatives analysis, outreach)
- Expected completion is summer 2017
- Additional funding will be needed to complete NEPA requirements to be eligible for federal funding to implement

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

2015 Wisconsin Amtrak Service

MIPRC 2014 Annual Meeting St. Louis, Missouri September 28 & 29
State Reports
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- Joint Equipment Procurement

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

- 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
Equipment Procurement

- The Midwest States group has reached an agreement on equipment ownership and governance.

- The locomotives will be tested up to 110 mph in Pueblo, Colorado and up to 125 mph in the Northeast Corridor.