



Amtrak Fact Sheet, Fiscal Year 2009

State of Wisconsin

Amtrak Service & Ridership

Amtrak operates one long-distance train through Wisconsin, the *Empire Builder* (daily Chicago-Milwaukee-St. Paul-Seattle/Portland via Columbus, Portage, Wisconsin Dells, Tomah, and La Crosse), and the *Hiawatha Service*, with seven daily round-trips daily on the Milwaukee-Chicago corridor.

During FY09 Amtrak served the following Wisconsin locations:

<u>City</u>	<u>Boardings + Alightings</u>
Columbus	17,338
La Crosse	30,569
Milwaukee	553,475
Milwaukee Airport	147,299
Portage	6,965
Sturtevant	71,369
Tomah	10,225
Wisconsin Dells	13,549
Total Wisconsin Station Usage:	850,789

Procurement/Contracts

Amtrak expended \$3,463,009 for goods and services in Wisconsin in FY09. Most of these funds, \$2,108,099, were spent in Glendale.

Employment

At the end of FY09, Amtrak employed 64 Wisconsin residents. Total wages of Amtrak employees living in Wisconsin were \$4,946,658 during FY09.

State-Assisted Services

The State of Wisconsin, in partnership with the State of Illinois, funds the operation of seven daily, round-trip *Hiawatha Service* trains between Milwaukee and Chicago. In FY09, *Hiawatha Service* ridership was 738,231, down 1.5% from FY08, but still 24% greater than in FY07.

In October 2008, the Federal Railroad Administration awarded Wisconsin \$5 million toward construction costs for a project to upgrade with welded rail a portion of the Canadian Pacific Railway main line used by *Hiawatha Service* and *Empire Builder* trains. Crossing signal circuitry will also be reprogrammed to accommodate higher speeds approaching rail-highway crossings, giving motorists adequate warning in advance of trains. This installation will allow track speeds on this 18-mile segment to be increased from

70 to 79 mph, improving service reliability, ride comfort and reducing trip times. The remainder of the financing will come from Canadian Pacific Railway. The project was completed in 2009.

Wisconsin has announced its intention to purchase two 14-car, 420-seat train sets from Spanish manufacturer Talgo for \$47 million. The cars would replace 20-year old coaches now used on the *Hiawatha Service* between Milwaukee and Chicago. They would be built with parts manufactured in Spain and assembled at plants in Wisconsin. The agreement includes an option to buy two more trains if the state is awarded American Recovery and Reinvestment Act High Speed and Intercity Passenger Rail funds for extending rail service to Madison. Amtrak supported Wisconsin's application for \$651.8 million of these funds to upgrade an 85-mile rail segment between Milwaukee and Madison for the purpose of extending six daily *Hiawatha Service* trips to Madison.

Station Improvements

The Wisconsin Department of Transportation, Amtrak, and Greyhound formally dedicated the renovated Milwaukee Intermodal Station on November 26, 2007. The \$15.8-million, public-private project restored and expanded the Milwaukee Passenger Station, built in 1965. The showcase facility includes ticketing and waiting areas for intercity rail and bus customers in a dramatic multi-story, glass-enclosed atrium and new food-service options.

The Village of Sturtevant built a new station, costing about \$3 million, which went into service on August 14, 2006. It replaced an older station that had fallen into disrepair with a new, ADA-compliant facility that has ample parking. For added safety, the new station includes a pedestrian bridge over the tracks.

The state opened a new station at Mitchell International Airport in Milwaukee on January 18, 2005. The work on these three stations marks the completion of station projects along the *Hiawatha Service* corridor in Wisconsin.

Stimulus Funding, Fiscal 2009

The American Recovery and Reinvestment Act of 2009 (ARRA) provided Amtrak with \$1.3 billion for capital investments, including \$446 million for security and life safety improvements and \$842 million for rebuilding and modernizing infrastructure and equipment. Included in the latter category is a Mobility First program, designed as an immediate-action program to reduce as many accessibility barriers as possible prior to Amtrak's deadline of July 26, 2010, to bring stations into compliance with the Americans with Disabilities Act. Mobility First investments can include wheelchair lifts, connecting walkways, and designated parking spaces. Investments planned for Wisconsin include:

Columbus	Mobility First	\$ 99,100
La Crosse	Mobility First	\$ 31,000
Milwaukee	station security and life safety	\$ 2,465,000
Sturtevant	Information kiosk	\$ 11,000
Tomah	Mobility First	\$ 9,000
Tomah	new 550-foot platform	\$ 500,000
Wisconsin Dells	Mobility First	\$ 34,100
Total Wisconsin ARRA funds:		\$ 3,149,200