

# THE STATUS OF PASSENGER RAIL IMPROVEMENTS IN THE REGION AND PLANS FOR THE FUTURE

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## STATE REPORTS

Illinois – Todd Popish

Indiana – Kristin Brier

Kansas – Chris Herrick

Michigan – Peter Anastor

Minnesota – Dan Krom

Missouri – Troy Hughes

North Dakota – Rebecca Geyer

Wisconsin – Arun Rao

Missouri's Passenger Rail Return on  
Investment Study – Troy Hughes



# THE STATUS OF PASSENGER RAIL IMPROVEMENTS IN THE REGION AND PLANS FOR THE FUTURE

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## STATE REPORTS



Illinois – Todd Popish



# ILLINOIS HIGH-SPEED RAIL

CHICAGO TO ST. LOUIS

EXPERIENCE IT YOURSELF.

## Illinois DOT Update Office of Intermodal Project Implementation

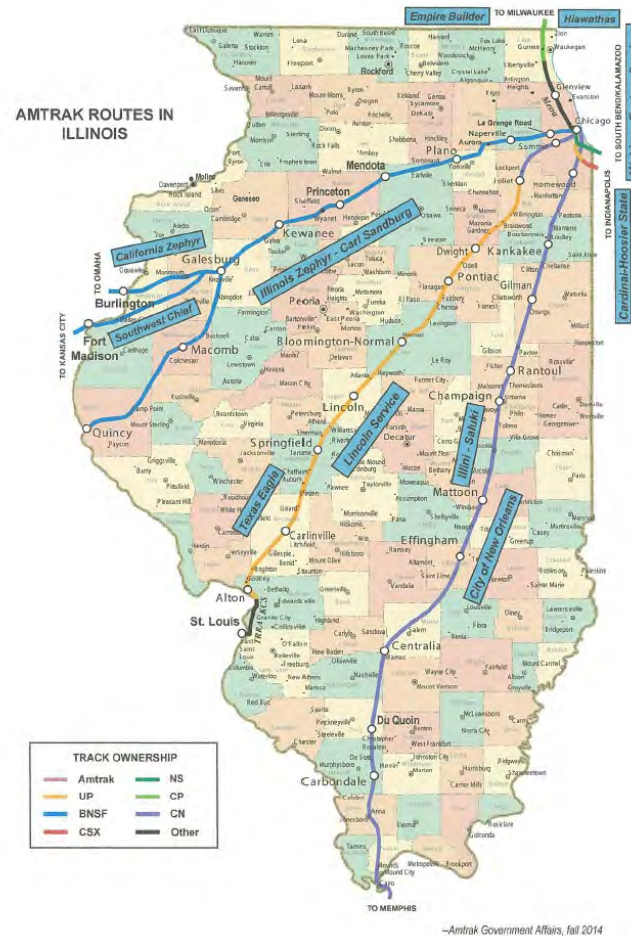


Illinois Department  
of Transportation

[www.idothsr.org](http://www.idothsr.org)  
[www.illinoisrail.org](http://www.illinoisrail.org)

# Amtrak Passenger Rail in Illinois

EXPERIENCE IT YOURSELF.



- 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.

## 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 – Milwaukee *Hiawatha Service*

(jointly supported with WisDOT)

- 7 daily round trips (6 on Sundays)

# Amtrak Operations – COVID-19 Service Levels

EXPERIENCE IT YOURSELF.

- Working with Amtrak, we swiftly reacted to COVID-19, adjusting service levels to be commensurate with demand, abiding by all Amtrak safety protocols and addressing COVID-19 impacts to stations and services throughout this year.
  - On 7/19/21, full-service levels were restored on our 3 Downstate corridors.
  - Working with WisDOT, our funding partner for the Chicago-Milwaukee “Hiawatha Service”, full-service levels were restored on 5/23/2021.
  - We continue to follow Amtrak’s national policies with regard to COVID-19 mitigations for passengers on trains and in stations.



# Amtrak Operations – Current Funding

EXPERIENCE IT YOURSELF.

- IDOT expects to utilize most of its annual state appropriation of \$50M to pay for our full train operations in FY21, with roughly \$14M in federal assistance from COVID relief signed in March 2021 keeping us within budget.
- We are supportive of additional financial assistance from Congress for Amtrak over the near term, including state-supported and long-distance business lines' recovery funding, as ridership slowly returns to pre-COVID levels.



# Chicago to St. Louis High Speed Rail Project

EXPERIENCE IT YOURSELF.

- IDOT continues to work with our partners (Federal Railroad Administration, Union Pacific Railroad, Amtrak) on the implementation of 90 mph service on the Chicago to St. Louis corridor.
- All technical hurdles to implementation of 90 mph service have been cleared.
- IDOT is waiting on UPRR and Amtrak to reach agreement on the details of a new published schedule, hopefully within the next several months.



# 'Rebuild Illinois' Capital Plan

EXPERIENCE IT YOURSELF.

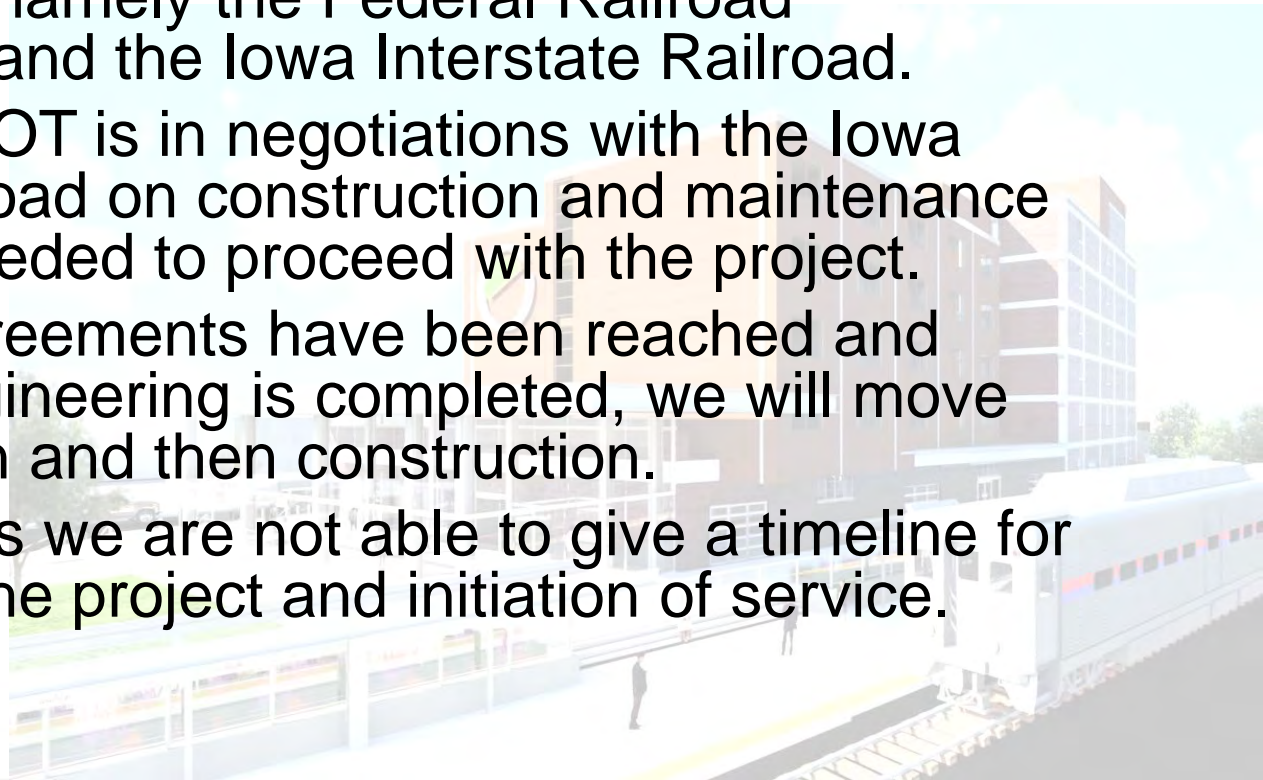
- \$45B capital plan for infrastructure, state facilities, education, and environmental projects
- Passed by IL General Assembly and signed into law by Gov. Pritzker on 6/28/19
- Rail highlights:
  - Additional \$225M to complete Chicago-Quad Cities service expansion project
  - \$275M to reinstate Chicago-Rockford service expansion project
  - \$100M for Chicago-Carbondale corridor improvements
  - \$122M for Springfield 10<sup>th</sup> St Improvement project
  - \$400M for the Chicago CREATE program



# Chicago to Quad Cities Passenger Rail Service

EXPERIENCE IT YOURSELF.

- Work on preliminary engineering and environmental compliance continues in conjunction with our partners on the project, namely the Federal Railroad Administration and the Iowa Interstate Railroad.
- Additionally, IDOT is in negotiations with the Iowa Interstate Railroad on construction and maintenance agreements needed to proceed with the project.
- Once those agreements have been reached and preliminary engineering is completed, we will move into final design and then construction.
- Until that occurs we are not able to give a timeline for completion of the project and initiation of service.



# Chicago to Rockford Passenger Rail Service

EXPERIENCE IT YOURSELF.

- Prime Consultant WSP USA is under contract and has begun outreach to host railroads Metra and Union Pacific Railroad to determine the improvements required to bring passenger rail service back to Rockford.
- The steps that need to be completed prior to the implementation of service include completion of preliminary engineering and environmental compliance, final design and construction.
- IDOT will need to reach agreement with Union Pacific and Metra on construction and maintenance. Additionally, a decision on an operator for the service must be made.
- Until preliminary engineering is completed we are not able to give a timeline as to when service will begin.



# Chicago to Carbondale Improvements

EXPERIENCE IT YOURSELF.

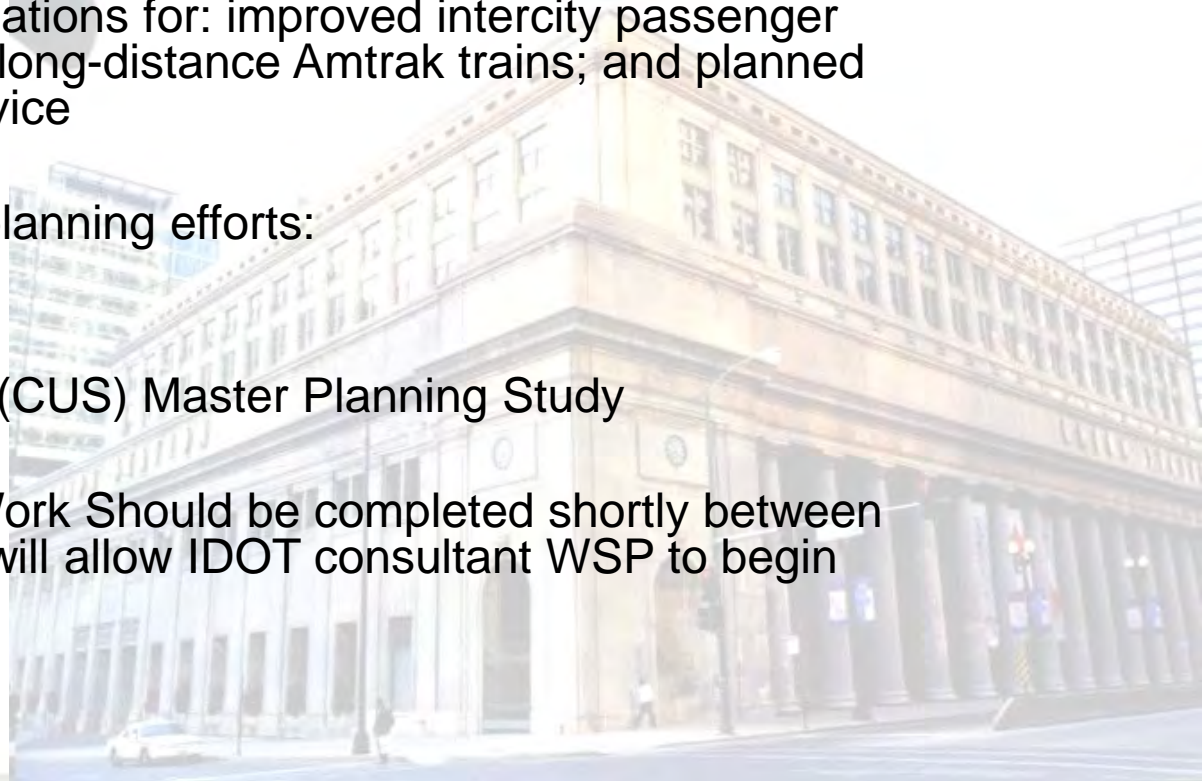
- Prime Consultant Quandel Consultants, Inc. is under contract.
- The proposed improvements would increase capacity and flow on the corridor with the goal of improving on time performance for our state supported trains (Illini and Saluki).
- While specific details on the improvements will need to be agreed to by IDOT and the CN railroad (the host railroad on the corridor), they will likely include sidings and sections of second track in areas where trains frequently meet, causing delays.
- Preliminary discussions have begun with CN.



# Chicago Terminal Study

EXPERIENCE IT YOURSELF.

- 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
- Study's Statement of Work Should be completed shortly between IDOT and FRA, which will allow IDOT consultant WSP to begin study activities.





EXPERIENCE IT YOURSELF.

# ILLINOIS HIGH-SPEED RAIL

CHICAGO TO ST. LOUIS

# Thank you!



Illinois Department  
of Transportation

[www.idothsr.org](http://www.idothsr.org)  
[www.illinoisrail.org](http://www.illinoisrail.org)

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## STATE REPORTS



Indiana – Kristin Brier

# MIPRC— Indiana Update

Kristin Brier, Multimodal Director  
Indiana Department of Transportation

October 14, 2021

# Indiana State Rail Plan

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# N. IN Commuter Transportation District (NICTD)

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- Board of Directors is chaired by INDOT Commissioner
- Receives \$18 million from Commuter Rail Fund and \$5 million from Public Mass Transit Fund
- Two expansion projects underway: Double Track NWI and West Lake Extension

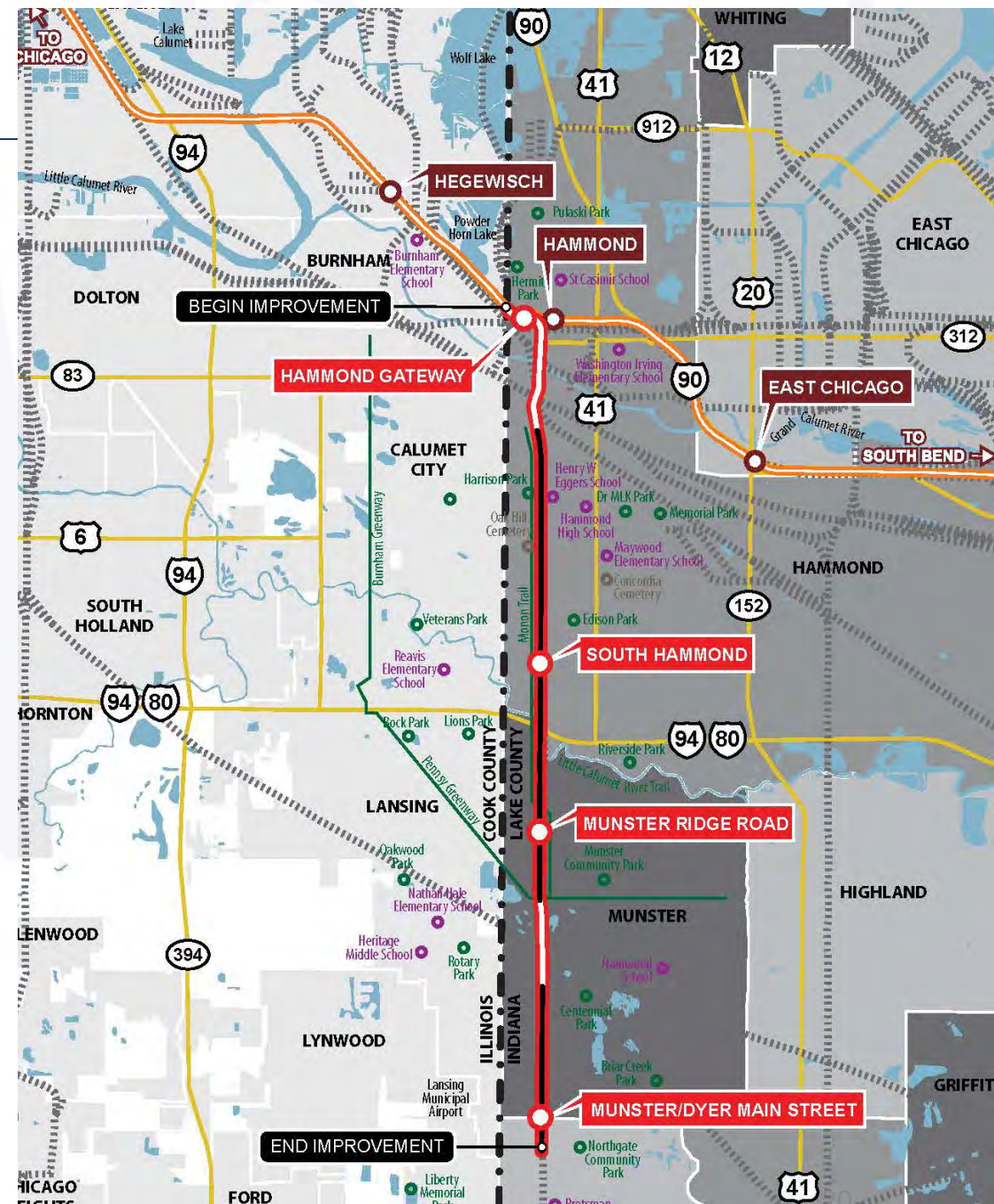
# South Shore – Double Track NWI

- Double tracking between Gary and Michigan City
- FRA grant agreement signed January 2021



# South Shore – West Lake Extension

- Extends service between Dyer and Hammond, including 4 new stations.
- Anticipated construction completion in late 2024, passenger service starting 2025.



# Amtrak in Indiana

- The *Cardinal* provides thrice-weekly service between Indianapolis and 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



# Passenger Rail Infrastructure Plan

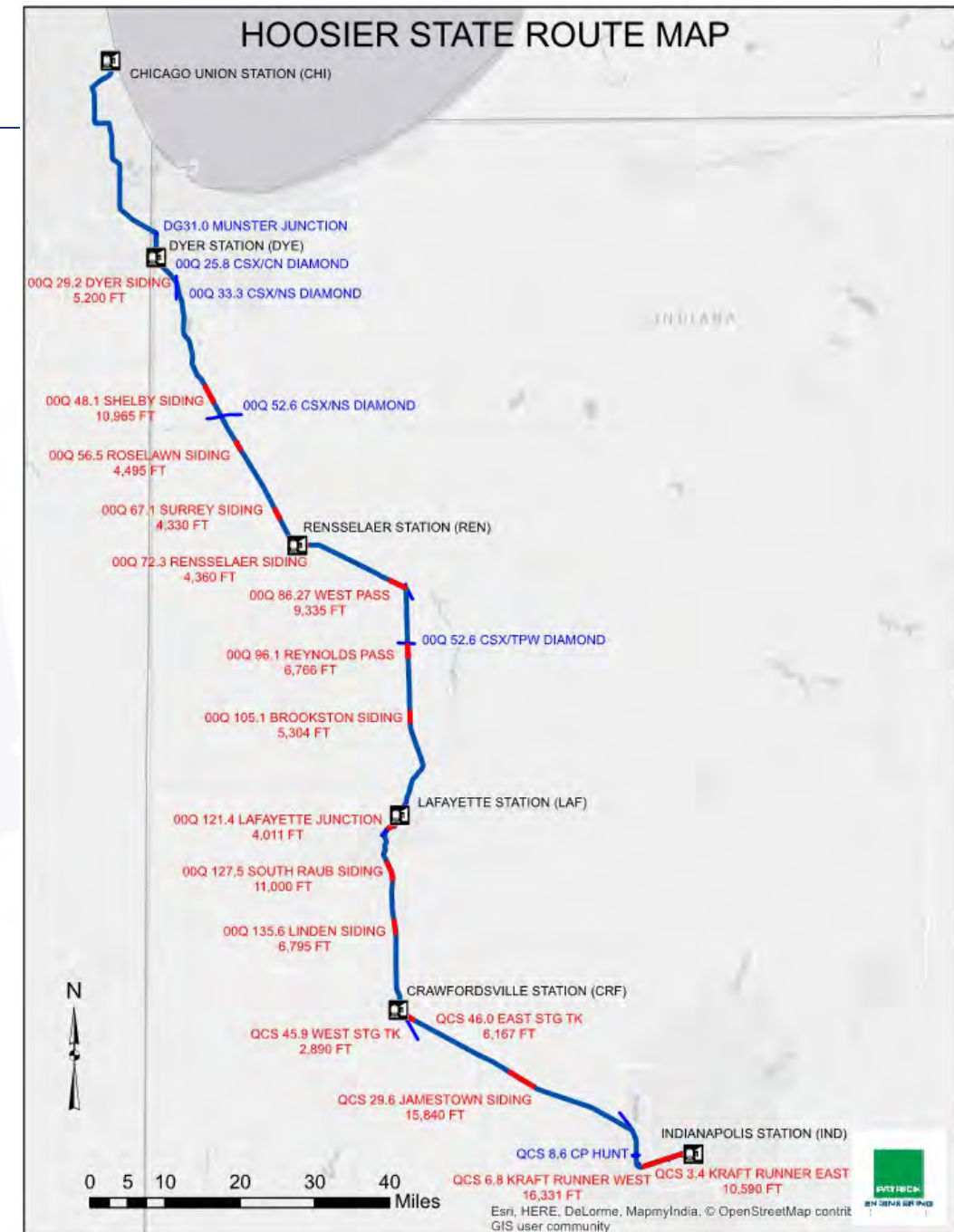


- Completed by Patrick Engineering in late 2019
- Conceptual scope of infrastructure improvements (within IN) and cost to reduce travel time and increase frequency of trips between Indianapolis and Chicago.

[rail.indot.IN.gov](http://rail.indot.IN.gov)

# Hoosier State Conceptual Corridor

- Reduced travel time through localized speed improvements (four projects)
- Increased frequency to two round trips per day (6 new/extended sidings, two other projects)
- Increased max speed to 79 mph (ten projects)



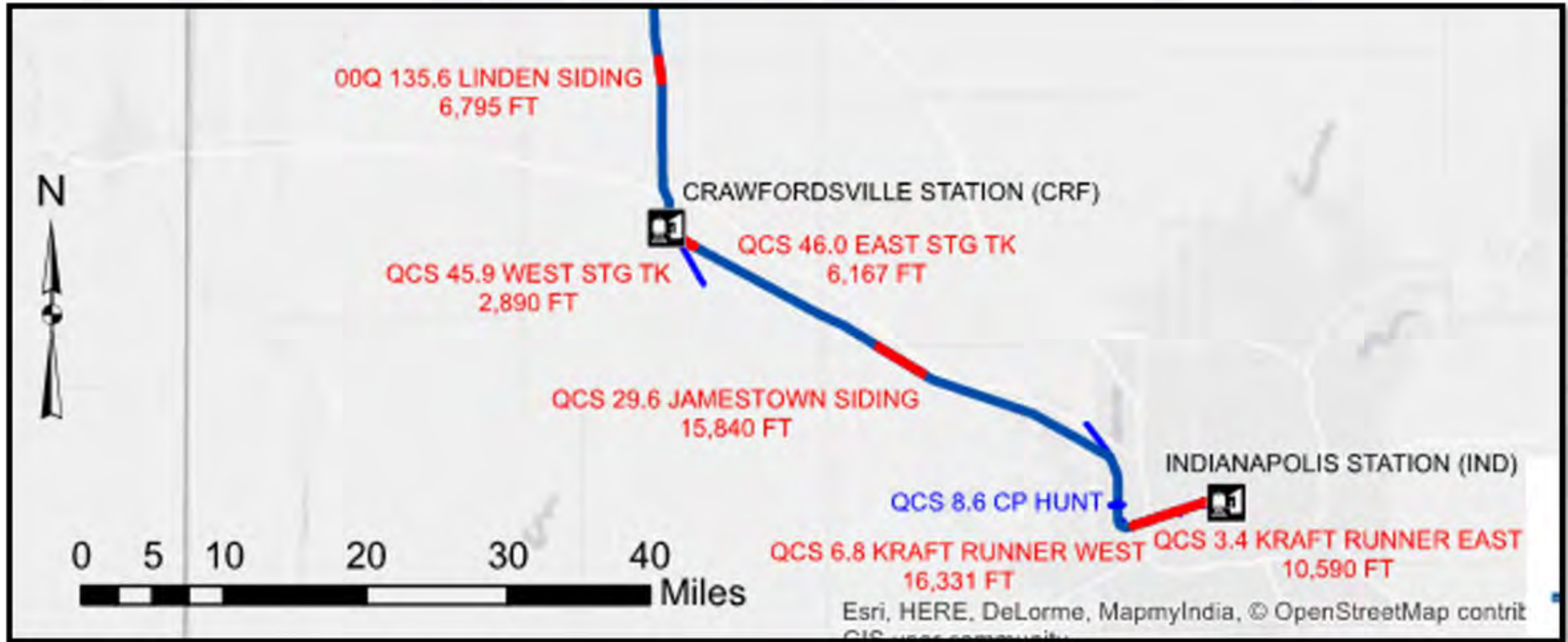
# Hoosier State Concept – Dyer to Rensselaer



# Hoosier State Concept – Rensselaer to South Raub



# Hoosier State Concept – South Raub to Indy



# Thank you!

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**Kristin Brier**

Multimodal Director, [kbrier@indot.IN.gov](mailto:kbrier@indot.IN.gov)

**Venetta Keefe**

Rail Programs Office Manager, [vkeefe@indot.IN.gov](mailto:vkeefe@indot.IN.gov)

# THE STATUS OF PASSENGER RAIL IMPROVEMENTS IN THE REGION AND PLANS FOR THE FUTURE

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## STATE REPORTS



**Kansas** – Chris Herrick



# Kansas Passenger Rail Update

## October 14, 2021

### Milwaukee, Wisconsin

Chris Herrick  
Director, Division of Planning and Development  
John Maddox, Freight and Rail Unit Manager  
Kansas Department of Transportation



# CDOT – KDOT Positive Train Control Project

## Positive train control (PTC)

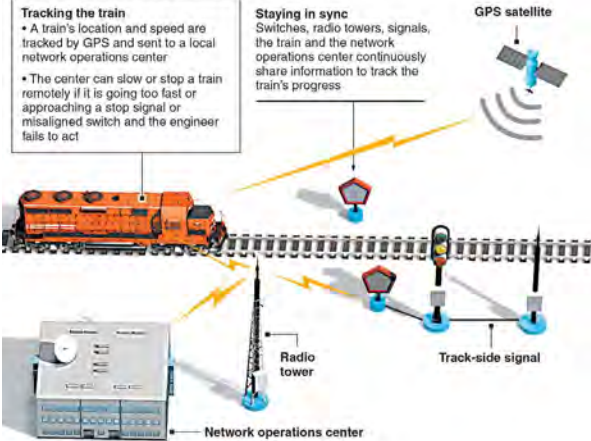
### Slowing or stopping a train before an accident

**Tracking the train**

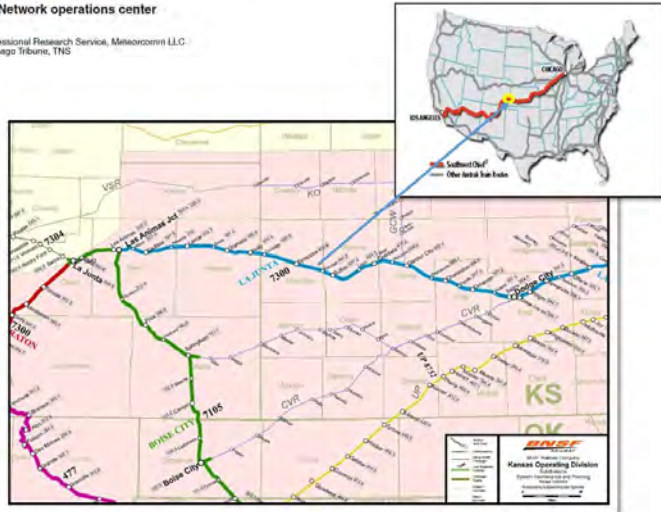
- A train's location and speed are tracked by GPS and sent to a local network operations center
- The center can slow or stop a train remotely if it is going too fast or approaching a stop signal or misaligned switch and the engineer fails to act

**Staying in sync**

Switches, radio towers, signals, the train and the network operations center continuously share information to track the train's progress



Source: Federal Railroad Administration, Congressional Research Service, Moseconomi LLC  
Graphics: Jamal R. Birnson, Ryan Haggerty, Chicago Tribune, TNS



## • Installation of PTC between Dodge City, KS and Las Animas Junction, CO

- Project Partners: CDOT, KDOT, Amtrak, BNSF
- Project Funding
  - CRISI Grant - \$9,157,600
  - CDOT - \$400,000
  - KDOT - \$1,023,750
  - Amtrak - \$765,650
  - Southwest Chief and Front Range Passenger Rail Commission - \$100,000
  - TOTAL Project Cost - \$11,447,000
  - Majority of work will be done in Kansas
  - Amtrak Requirement

## • Project Completion Date – Late 2021

- Entire Amtrak Southwest Chief Route will be PTC Compliant

# Proposed Heartland Flyer Extension Service Development Plan Update

- **Anticipated Start – 4<sup>th</sup> Quarter 2021**
  - Infrastructure improvement costs
  - Annual ridership projections
  - Annual operating and subsidy costs
  - Station improvement costs
- **Anticipated Completion – 3<sup>rd</sup> Quarter 2022**
- **Project Consultant – DB Engineering and Consulting**
- **Project Partners**
  - KDOT
  - Amtrak
  - BNSF Railway
  - Oklahoma DOT
  - Local Communities



# RAISE 2021 Grant Application

- **If awarded – final phase of BNSF/Amtrak Southwest Chief infrastructure improvements will be completed**
  - Infrastructure improvement costs
  - Annual ridership projections
  - Annual operating and subsidy costs
  - Station improvement costs
- **Grant Applicant – City of Trinidad, CO**
- **Anticipated award announcements – 4<sup>th</sup> quarter 2021**
- **Project Scope – Rail replacement, turnout improvements and crossing improvements**
- **Project Partners**
  - KDOT
  - CDOT
  - Amtrak
  - BNSF Railway
  - Local Units of Government in Kansas and Colorado
  - Southwest Chief and Front Range Passenger Rail Commission
  - Colorado Rail Passenger Association

MP 364-376 (Kansas)	MP 471-492 (Colorado)
10.29 miles of rail	18.70 miles of rail
7 new turnouts	10 new turnouts
9 new grade crossings	10 new grade crossings

## Project Funding: CRISI Grant

Federal Funds: \$8,434,446  
Non-Federal Match: \$8,602,000  
**TOTAL: \$17,036,446**

# Potential Funding Opportunities

- Federal
  - Competitive grant programs such as CRISI, RAISE, etc.
- State
  - Multimodal Modernization and Expansion Program
    - SDP funded by KDOT
    - Heartland Flyer expansion will compete with other projects in Expansion category
    - All expansion projects will be scored including the HF. Project scoring is based upon economic, engineering and regional input factors
    - Projects will be selected and moved into the Project Development Pipeline

# Questions?



# Thank You!

# THE STATUS OF PASSENGER RAIL IMPROVEMENTS IN THE REGION AND PLANS FOR THE FUTURE

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## STATE REPORTS



Michigan – Peter Anastor



# Michigan Update

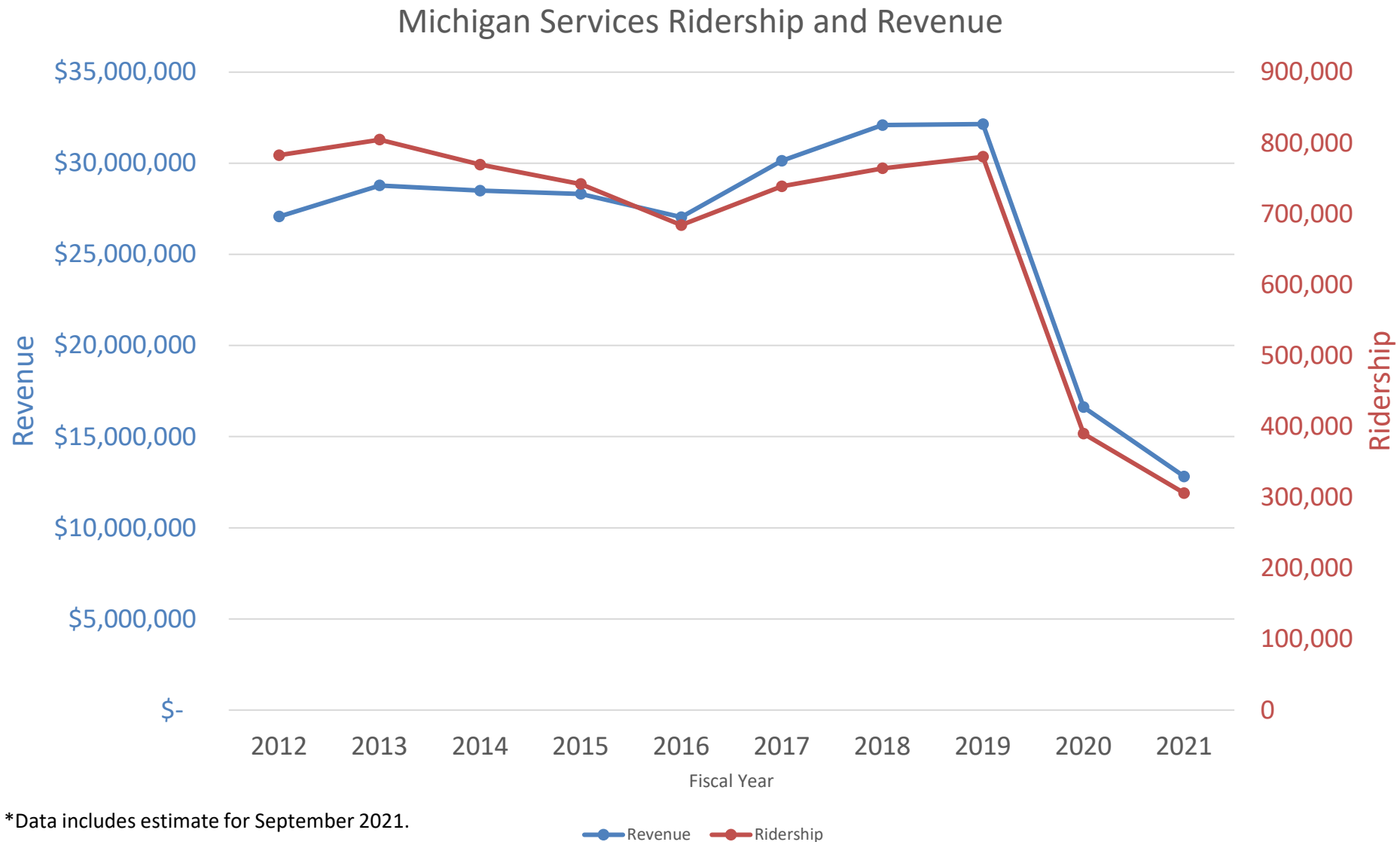
## MIPRC 2021 Annual Meeting

MDOT Office of Rail  
October 14, 2021

# Amtrak State Supported Services



# Ridership & Revenue Update



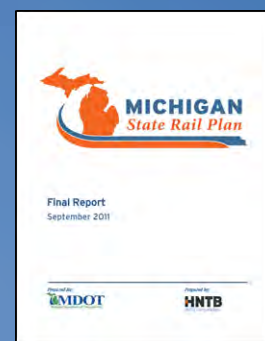
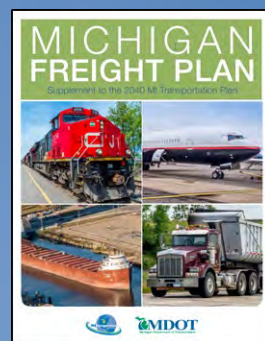
# Integrated State Long Range Plan: A Unified Plan With Multiple Purposes

Five plans integrated into one single long range plan

First of its kind in the nation

Provides multimodal perspective on transportation issues with consistency

Estimated Completion: November 2021





# Michigan Line Improvements

- 110 MPH between Porter, IN and Kalamazoo since February 2012
- 110 MPH between Kalamazoo and Albion since May 2021
- Currently finishing additional projects for 110 MPH service along entire corridor:
  - Albion to Jackson at conclusion of Rail & Tie Production season in Q1 2022
  - Jackson to Ypsilanti once curve modifications are completed – 2023.
  - Ypsilanti to Dearborn in 2022

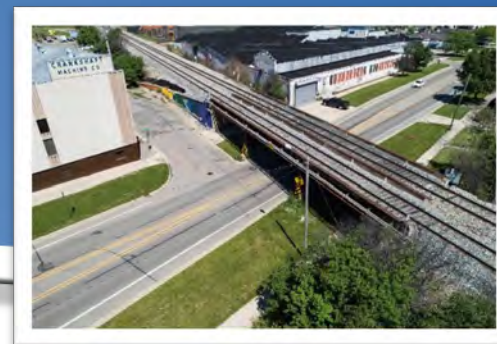
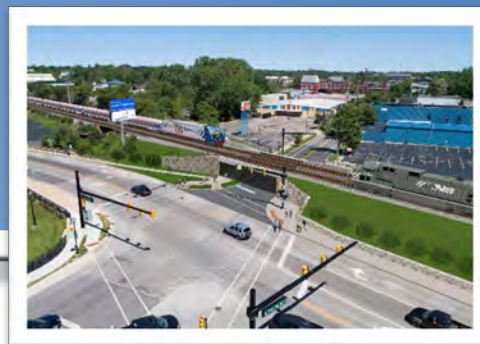
# Kalamazoo-Dearborn Service Development

- The \$196.5 M ARRA grant that originally set the course for 110 MPH
- Work included:
  - Rehabilitation of track
  - Replaced 250 bungalows
  - Removed 35 private grade crossings
  - Closed 6 of 129 public grade crossings
  - Reconstructed 79 public grade crossings
  - Replace signal systems
  - Installing PTC



# 2018 SOGR Grant Funding

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



# 2019 CRISI Grant Funding

- \$750K CRISI grant funding to match \$750K including State and Amtrak funds
- Work includes:
  - PE/NEPA work for a new connection on CN-owned segment in Battle Creek
  - Will reduce congestion and allow for new track for Battle Creek station stop

# 2019 SOGR Grant Funding

- \$6.5 M SOGR grant funding to match \$6.5 M in State funding and Amtrak funds
- Work includes:
  - Track and signal infrastructure reliability improvement projects over the entire corridor
  - Install 23 back up generators
  - Replace 17 switch heaters and bring in natural gas
  - Replace 26 gate mechanisms
  - Replace 10 turn outs



# 2020 CRISI Grant Funding

- \$23.4 M CRISI grant funding to match \$14.6 M in State funding and \$1.0 M from Amtrak
- Work includes:
  - Trespass prevention and pedestrian safety enhancements between Kalamazoo and Dearborn
  - Enhancement includes adding fencing and improving select grade crossings
  - Addressing high pedestrian incident locations in Kalamazoo, Albion and Ann Arbor

# 2020 SOGR Grant Funding

- \$15.6 SOGR grant funding to match \$12.5 M in State funding and \$3.0 M in Amtrak funds
- Work includes:
  - Modifications to 42 curves
  - Improving 16 public and 8 private at-grade crossings
  - Replacing 80,000 feet of existing curve worn rail and lighter rail sections



**Thank you!**  
**Questions?**

# THE STATUS OF PASSENGER RAIL IMPROVEMENTS IN THE REGION AND PLANS FOR THE FUTURE

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## STATE REPORTS



Minnesota – Dan Krom



# Minnesota DOT Intercity Passenger Rail

## MIPRC Annual Meeting Update

October 14, 2021

Dan Krom, Director  
Passenger Rail Program  
Minnesota Department of Transportation

# 2021 Passenger Rail Activities

- **2021 Legislative session**

- TCMC included as one of the Walz Administration's investment priorities
- Numerous hearings -Transportation and Capital investment Committees
- Comprehensive stakeholder and public involvement
- One of MIPRC priority project and MIPRC member outreach!
- \$10 million in General Funding secured for Mn. match for CRISI grant for TCMC

# Minnesota Passenger Rail Plan and Projects

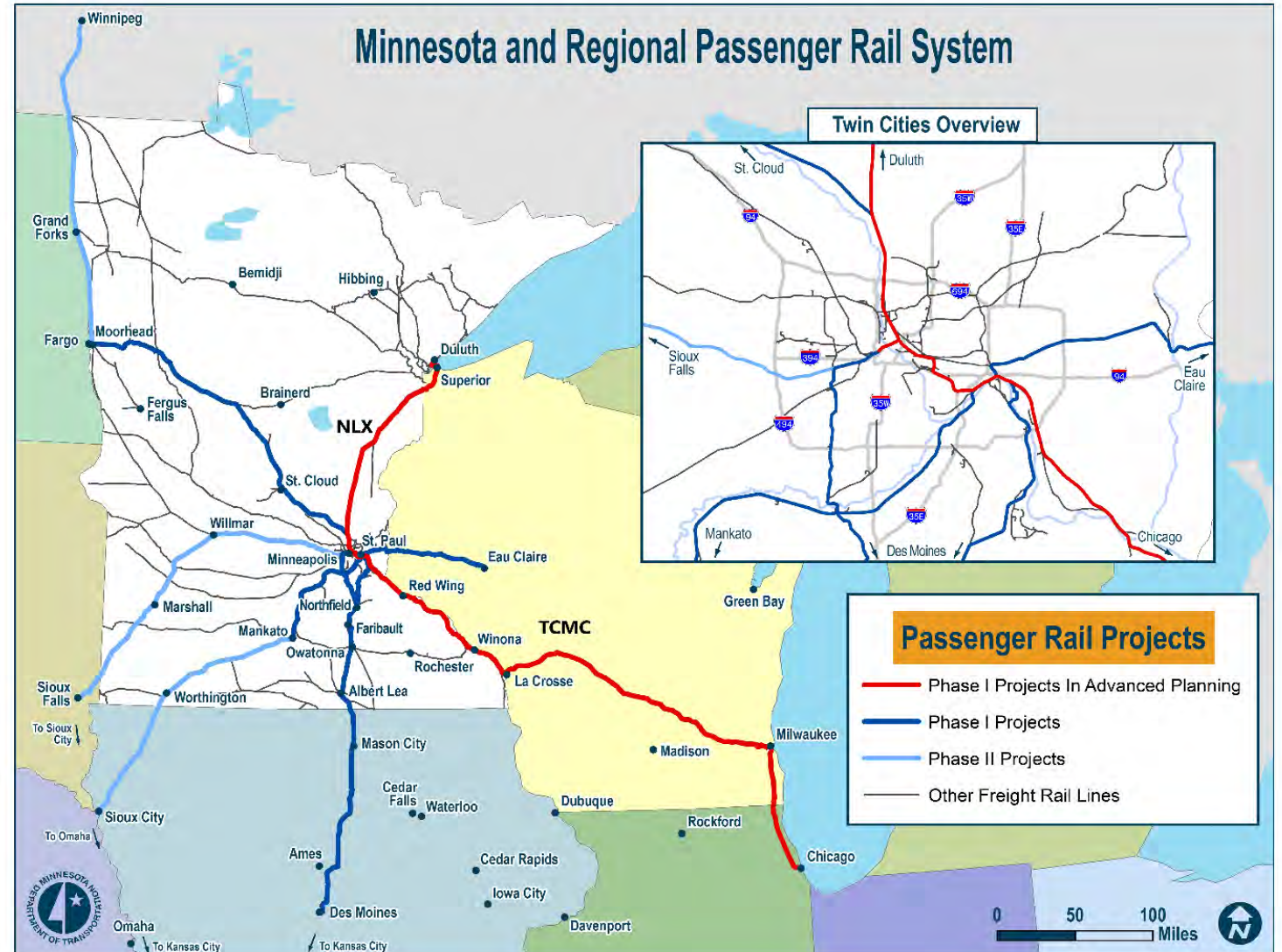
## Update to the State Rail Plan

- Initial work underway

## Projects Under Development

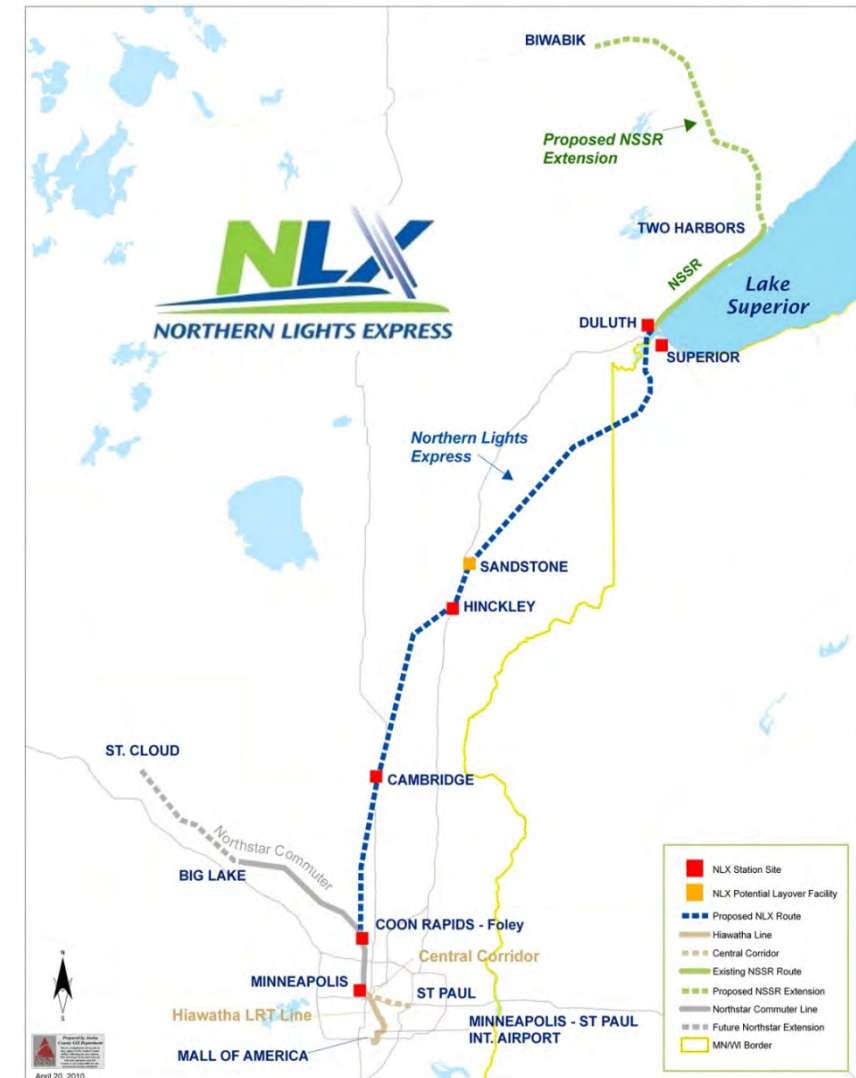
## Identified in the State Rail Plan:

- Northern Lights Express
  - Minneapolis to Duluth
- Twin Cities Milwaukee Chicago
  - St Paul to Chicago Second Train
- Emerging Corridors



# Northern Lights Express –NLX Features

- Re-establish intercity passenger rail service in the corridor
- 4 round trips daily
- Top travel speed of 90 mph, 2.5hr. travel time
- Connects Minneapolis and Duluth
  - Coon Rapids, Cambridge, Hinckley, Superior WI
- 700,000 annual ridership first year
- Uses 150 miles of existing BNSF tracks



# Northern Lights Express - Status

2009 Feasibility Study

Alternatives analysis study complete in 2012

Tier 1 Environmental Assessment (EA) completed- 2013

Tier 2 Environmental clearance, completion of preliminary engineering – February 2018

Next steps

- Secure capital and operating funding

- Complete all necessary agreements with BNSF and Amtrak

- Final design and construction

- **Service could start as soon as 3 years after receiving full funding.**

# 2022 Passenger Rail Legislative

## **DRAFT Capital Proposal**

Bonding funds for project development

- Rail Safety and Capacity improvements

## **DRAFT Policy Proposal**

Sustainable funding for passenger rail program

- Funding for planning
- Project development
- Operations

# Thank you

**Dan Krom**

Passenger Rail Program Director

*[daniel.krom@state.mn.us](mailto:daniel.krom@state.mn.us)*

651 366-3193

# THE STATUS OF PASSENGER RAIL IMPROVEMENTS IN THE REGION AND PLANS FOR THE FUTURE

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## STATE REPORTS



Missouri – Troy Hughes

**2021 MIPRC Meeting**


# MISSOURI UPDATE



# Missouri River Runner: Overview

- 283 MILES BETWEEN ST. LOUIS AND KANSAS CITY WITH CONNECTIONS TO THE *LINCOLN*, *SOUTHWEST CHIEF* AND *TEXAS EAGLE* TRAINS
  - 8 STOPS IN BETWEEN, INCLUDING JEFFERSON CITY (STATE CAPITAL)
- MISSOURI RIVER RUNNER IS TWO DAILY ROUND TRIPS
- TYPICAL CONSIST: LOCOMOTIVE, BUSINESS/CAFÉ CAR AND TWO COACHES
- 2014-2018 AVERAGE ANNUAL RIDERSHIP: 176,000
- AVERAGE FARE: \$32.47



A photograph of an Amtrak conductor, a woman of African descent, wearing a dark blue uniform jacket, a white shirt, a patterned scarf, and a blue surgical mask. She is wearing a dark blue Amtrak conductor's cap. She is standing in front of a silver Amtrak train car. The background is slightly blurred, showing the train and some distant buildings.

## Missouri River Runner: COVID-19 Highlights

- Service was reduced to one daily round trip starting on March 30, 2020. Twice daily round trip resumed July 19, 2021.
- Ridership has rebounded to ~70% of pre-pandemic levels.
- SFY 2022 Legislative appropriation was \$10.85 million, a record high level.
- On-time Performance for SFY 2021 was 82% (highest since SFY 2017, but consistent with the 10 year average).



MISSOURI  
RIVER  
RUNNER:  
FARE  
INCREASES

- **SFY 2017: 5%**
- **SFY 2018: 5%**
- **SFY 2019: 5%**
- **SFY 2020: 5%**
- **SFY 2021: Planned 5% increase suspended**
- **SFY 2022: Mid-year 5% increase being considered**

# Missouri Looking Ahead to 2022

## Service Reduction:

- *Missouri River Runner* probably service reduction starting January 2022 to stay within budget
- MoDOT and Amtrak are working to find the level of service that minimizes disruptions and maximizes ridership and revenue
- Length of service reduction is unknown

## Chicago-St. Louis-Kansas City through train:

- Working with Amtrak and IDOT to resume the CHI-STL-KCY through train (former *Ann Rutledge*)
- Net benefit of increased riders and revenue, and eliminates transfers/layovers in St. Louis

## Examining new Missouri markets:

- Hannibal (extension of IDOT Chicago-Quincy service)
- SW Missouri (Springfield/Joplin to Kansas City)
- St. Joseph (to Kansas City)



## Passenger Rail Return on Investment Study – Spring 2021

### → MISSOURI RIVER RUNNER BY THE NUMBERS •

IN MISSOURI, THE TOTAL ANNUAL ECONOMIC IMPACTS  
GENERATED BY THE RIVER RUNNER INCLUDE:



**1,250**

JOBS ANNUALLY



**\$65 MILLION**

IN ANNUAL LABOR INCOME



**\$208 MILLION**

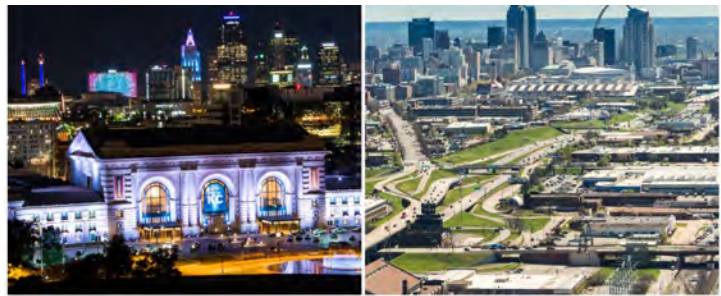
IN ANNUAL ECONOMIC ACTIVITY

MORE THAN

**\$22 MILLION**

IN ANNUAL TAX REVENUE

Completed Missouri State Freight and Rail Plan – Winter 2021



# THE STATUS OF PASSENGER RAIL IMPROVEMENTS IN THE REGION AND PLANS FOR THE FUTURE

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## STATE REPORTS

**North Dakota** – Rebecca Geyer



**MIPRC 2021 Annual Meeting** | October 13-15



# Intercity Passenger Rail Progress and Future in North Dakota

MIPRC 2021 Annual Meeting

October 13-15, 2021

# Amtrak

## Empire Builder Status

- Amtrak's Empire Builder line operates tri-weekly between Chicago and the Pacific Northwest along major portions of the Lewis and Clark Trail. The Empire Builder has seven stops in North Dakota.



- Amtrak operates two daily trains along the North Dakota portion of the Amtrak Empire Builder route. Services were reduced to tri-weekly from October 19, 2020 until June 2021; when President Biden signed his first COVID relief bill.



- Adopted North Dakota's Long-Range Transportation Plan can be found here: [transportationconnection.org](https://transportationconnection.org)
  - ❖ Despite the pandemic, stakeholder outreach was strong.
  - ❖ Innovative storytelling tools and surveys
  - ❖ The Plan's published brief, useful document is a quick and easy reference.
  - ❖ Appendices provide technical information collected.

North Dakota's first combined

# FREIGHT & RAIL

Plan



<https://www.dot.nd.gov/projects/frp/>

Final plan is to be adopted no later than Nov 2022

Rebecca J. Geyer AICP, PMP  
NDDOT – Planning/Rail Manager

701.328.2675 [rgeyer@nd.gov](mailto:rgeyer@nd.gov)



# Thank You!!!



MICHAEL BREITUNG  
PHOTOGRAPHY

# THE STATUS OF PASSENGER RAIL IMPROVEMENTS IN THE REGION AND PLANS FOR THE FUTURE

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## STATE REPORTS

**Wisconsin** – Arun Rao



**MIPRC 2021 Annual Meeting** | October 13-15



CONNECTING PEOPLE



MOVING FREIGHT



STRENGTHENING COMMUNITIES



# TCMC

TWIN CITIES – MILWAUKEE – CHICAGO **INTERCITY PASSENGER RAIL**

## 2021 MIPRC Annual Meeting

### October 14th, 2021

# Project Highlights

- Adds 2<sup>nd</sup> daily round-trip on Amtrak Empire Builder route
- Quadruples ***schedule choices*** making more regional trips viable by rail
- Provides an eastbound train with greater ***reliability*** than existing service
- Improves ***intermodal connections*** throughout Wisconsin and Minnesota with added rail schedules that connect to intercity bus and shuttle services, air travel, and local transit



# Project Overview



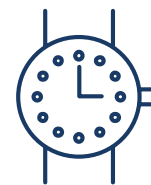
411-mile  
**ROUTE**

Saint Paul to Chicago



morning  
and midday

departures from  
St. Paul and Chicago



7.5-hour  
**TRAVEL  
TIME**

Saint Paul to Chicago



79 mph  
**SPEED**

maximum in corridor



**SERVICE  
BEGINS  
2024**

projected date and  
subject to change



**2 DAILY  
ROUND  
TRIPS**

including TCMC and  
Empire Builder service



124,200  
**RIDERS**

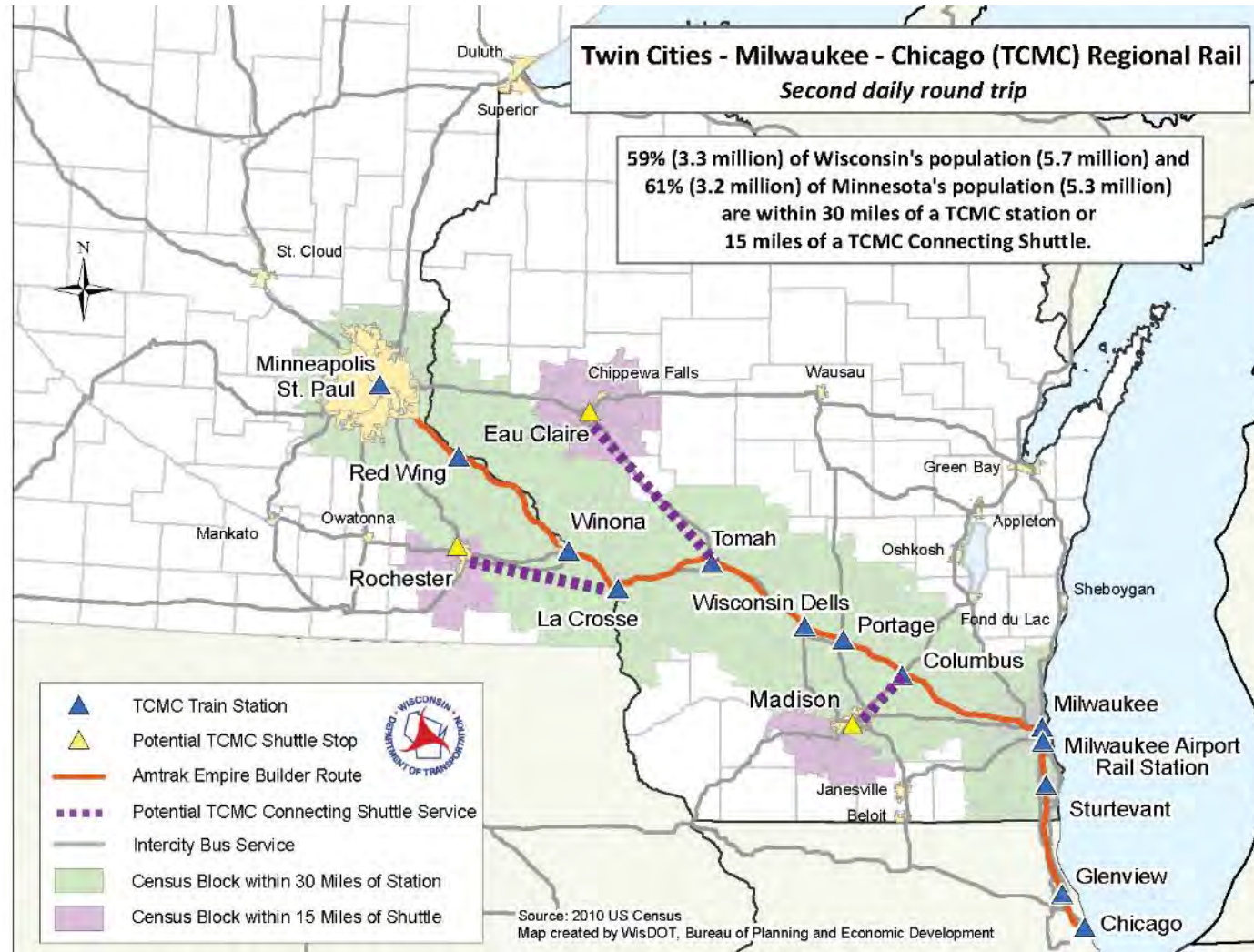
projected for opening  
year of service (2024)



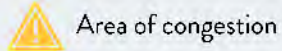
13  
**STATIONS**

shared with Hiawatha and  
Empire Builder routes

# TCMC Corridor and Travelshed



# TCMC Railroad Infrastructure Improvements

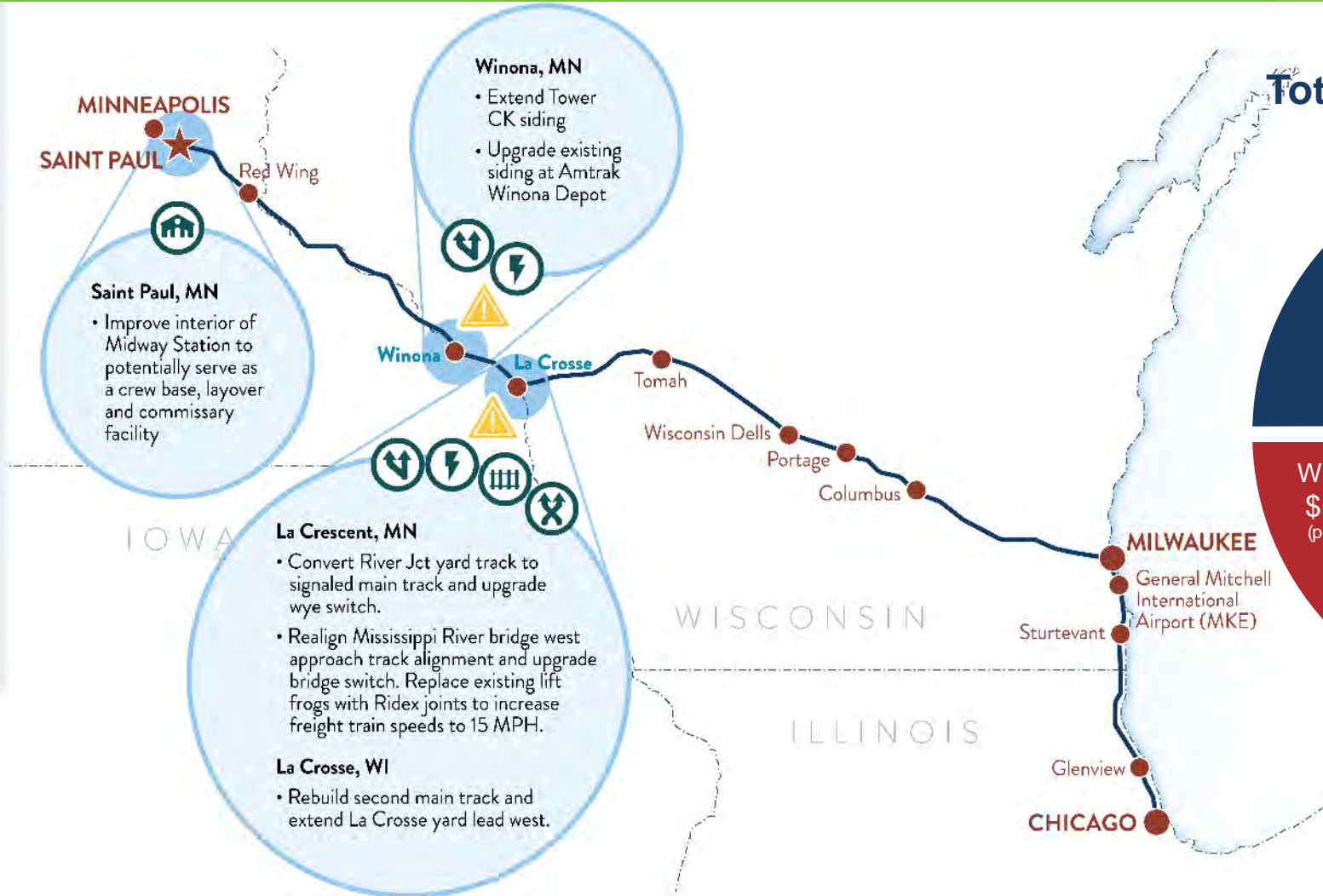


## PROPOSED INFRASTRUCTURE IMPROVEMENTS

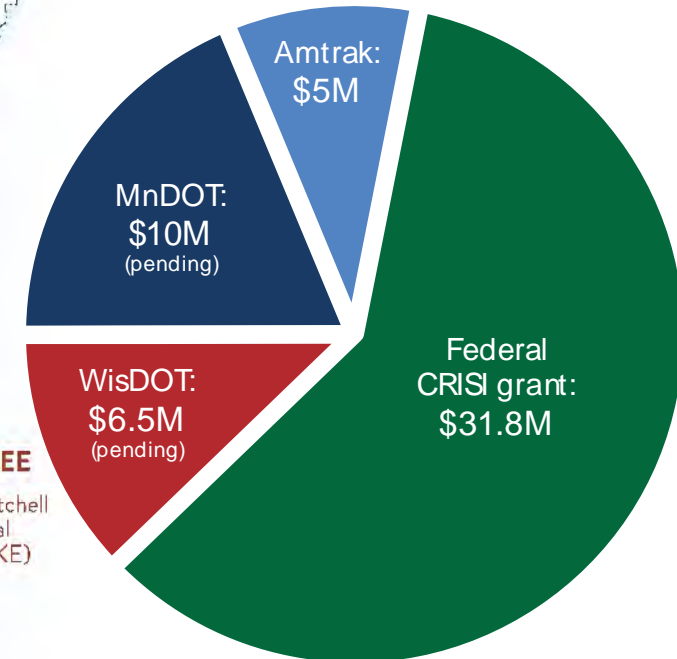
-  Siding extension
-  Upgrade with power switches and signals
-  New or converted track
-  Install universal crossover
-  Building improvements

### NOTE:

These are **proposed** infrastructure improvements, subject to revisions during environmental review and final design work.



## Total Project Cost \$53M



# FRA Grants to Wisconsin for TCMC Project

- FRA Restoration and Enhancements Grant
  - \$12M towards first 3 years of operating support for TCMC service
- FRA Consolidated Railroad Infrastructure and Safety Improvement Program (CRISI) grant
  - \$31.8M for FD/construction of 5 railroad infrastructure projects in MN and WI to implement TCMC service.
  - Covers 60% of TCMC's \$53.3M cost.



# Revenue and Operations

## Revenue and Operating Cost Forecast by Fiscal Year (in millions)

	2024	2025	2026	2027	2028	2029
Amtrak Operating Cost	\$12.29	\$12.30	\$12.32	\$12.33	\$12.35	\$12.36
Annual Revenue	\$4.86	\$4.91	\$4.95	\$5.00	\$5.04	\$5.09
Federal Restoration and Enhancement Grant	\$5.62	\$4.20	\$2.79	\$0	\$0	\$0
State Partner Support (Split Among States)	\$1.81	\$3.20	\$4.58	\$7.34	\$7.30	\$7.27

# Our Progress to Date: Tasks Completed

- RR capacity modeling and infrastructure needs identification
- Preliminary Design and Cost
- Service Development Plan
- Public Outreach
- Environmental Clearance
- Federal Grant Applications
- State funding matches secured
- Now underway
  - Railroad Agreement
  - FRA Grant Agreement
  - State-state Agreements
  - Final Design Consultant



States received over **3,800 comments** in March, with **84% indicating support** for the project.

# Next Steps and Schedule

Final Design  
2022

Construction  
2023-2024

Service Start  
Late 2024

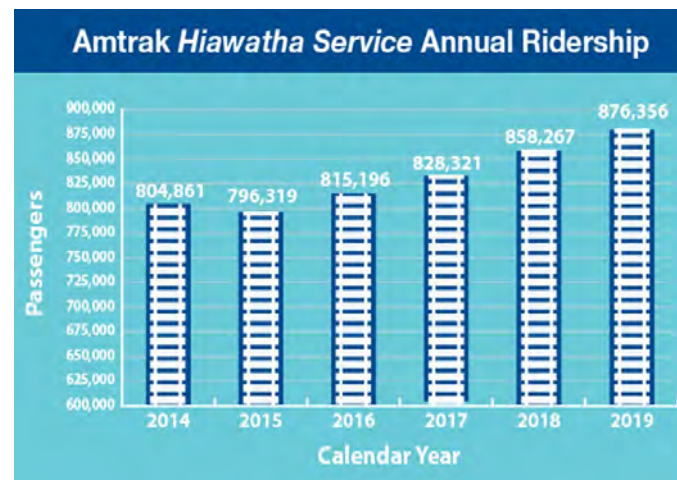


# Wisconsin DOT Hiawatha Corridor Program

MIPRC Annual Meeting  
October 14<sup>th</sup>, 2021

# Milwaukee-Chicago Hiawatha Service


- 2019 record high of 880,000 riders
- 85% of costs recovered by fares in 2019
- 2020 and 2021 reduced service and pandemic ridership
  - Ridership was 15% of 2019
- Full schedule resumed in June 2021
  - Aug 2021 ridership 48% of Aug 2019
- Ridership growing but travel patterns changing
- On-time Performance: 92%



# Amtrak Thruway Initiative Interstate 41

- Two round-trips daily
  - Service launched July 2019
  - One round-trip suspended March 2020
  - Full service resumed in June 2021
- Enables same-day round-trip Green Bay, Fox Cities to/from Chicago
- Timed connection to Hiawatha trains to/from Chicago and MKE airport service
- Amtrak-contracted bus service
- Ridership growing slowly
  - July 2021 30% higher than July 2019
  - Aug 2021 21% higher than Aug 2019







**THRUWAY**  
SERVICE CONNECTION


**NEW**

**Your easy connection to Milwaukee and Chicago**

I-41 Bus connects with Amtrak® Hiawatha® trains  
Travel to Chicago and back in one day



- Green Bay
- De Pere
- Appleton
- UW Oshkosh
- Oshkosh
- Fond du Lac
- Milwaukee
- Milwaukee Airport
- Sturtevant
- Glenview, IL
- Chicago, IL



Book now at [AmtrakHiawatha.com](https://AmtrakHiawatha.com),  
Amtrak app or 1-800-USA-RAIL



# Wisconsin Supplemental ICPR Equipment Acquisition

- Project equips all Hiawatha trains with new passenger rail cars
- Consistent with all other Midwest routes → economies of scale
- Fully incorporates Hiawatha into Midwest equipment pool
- 6 Siemens Venture coaches and 3 cab-coaches
- Expected in service 2025



# Hiawatha Service Expansion : Increase Frequencies

- Increase frequencies from 7 daily round-trips up to 10 daily round trips
- Tasks Underway:
  - Incremental build of required railroad infrastructure improvements – grants
  - Analysis with host railroads of infrastructure alternatives to projects removed in Illinois
- Next Steps:
  - Agreement with host railroads on projects
  - Environmentally clear newly agreed-upon infrastructure
  - Apply for federal grant for design and construction for IL projects
  - Add frequencies up to 10 RT daily



# Hiawatha Expansion Projects: MARS Expansion

- Milwaukee Airport Rail Station (MARS) Expansion Project adds 2nd platform with overhead access and elevator towers
- \$10.1 million
  - \$5.05M FRA CRISI
  - \$4M WI
  - \$1M Amtrak
  - \$50K CP Rail
- Improves capacity, reliability, accessibility, and safety
- Project required for increased frequencies
- Environmental complete; 60% design complete; final design ongoing
- Construction in 2022-2023.



BEFORE



AFTER

# Hiawatha Expansion Projects: Muskego Yard and Signal Upgrade

## Freight Bypass of Milwaukee Intermodal Station (MIS) through CP Rail **Muskego Yard**

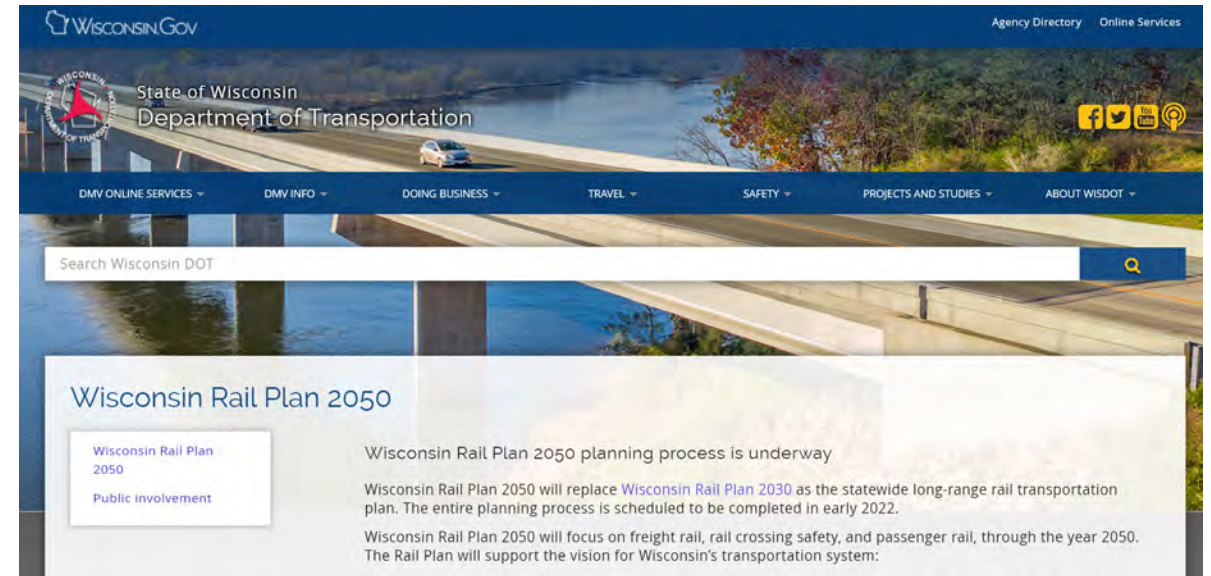
- \$54M project is funded:
  - \$26M FRA CRISI grant
  - \$20M WI
  - \$8M Amtrak
- Two new mainline signalized freight through-tracks and new or upgraded bridges
- Adds capacity at MIS for increased passenger trains; required for increased frequencies
- Final Design 2022; Construction 2023-2024

CTC signal Upgrade MIS: \$5.4M CRISI project



# Wisconsin Rail Plan 2050

- Update of WI Rail Plan 2030
- Draft plan under development
- 30 day comment period for draft plan
- 45 day comment period for draft final plan





# Thank You

Arun Rao

Passenger Rail Manager

Wisconsin Department of Transportation

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# THE STATUS OF PASSENGER RAIL IMPROVEMENTS IN THE REGION AND PLANS FOR THE FUTURE

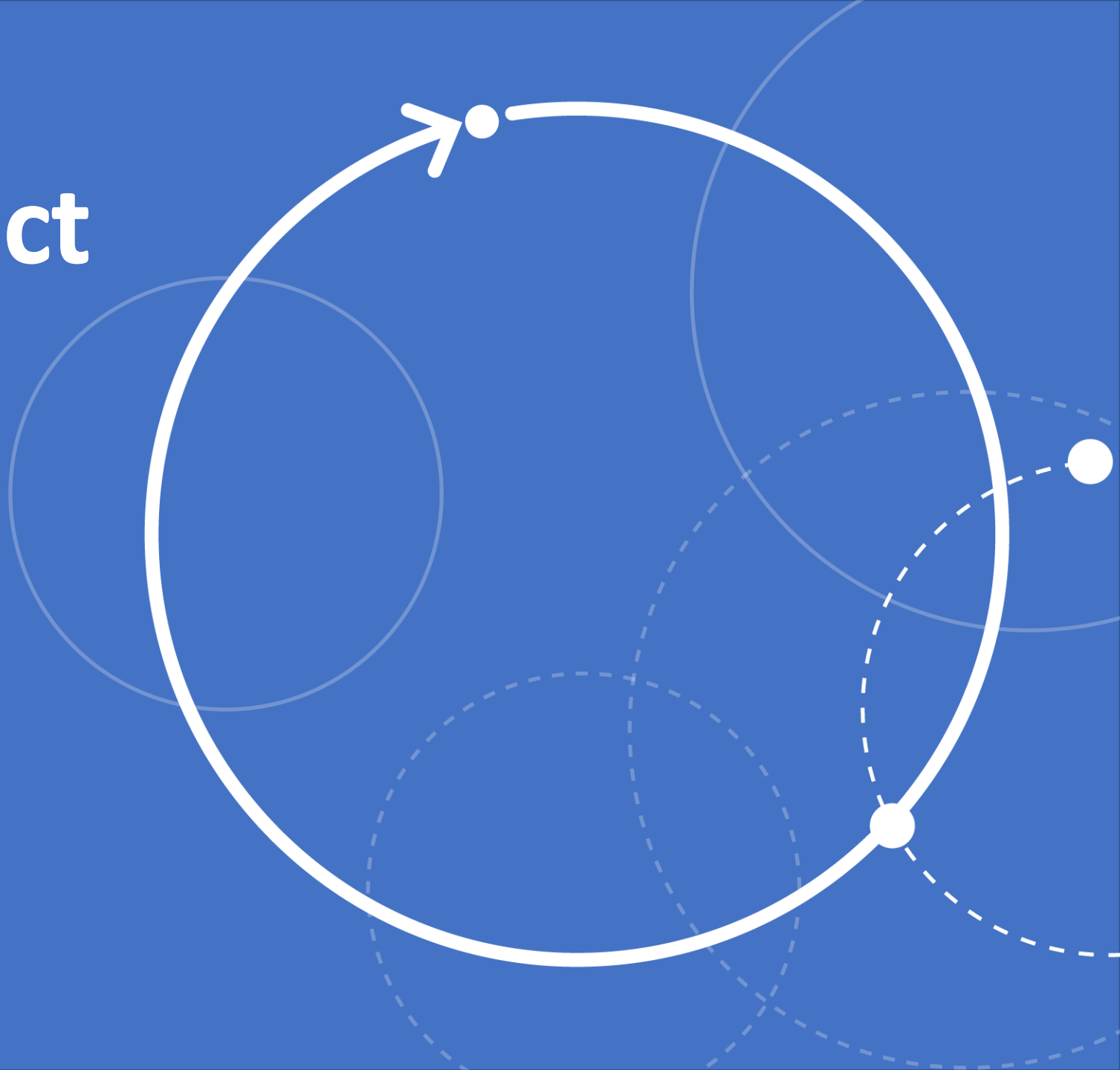
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## STATE REPORTS

Missouri's Passenger Rail Return on  
Investment Study – Troy Hughes



# Economic Impact of the Missouri River Runner Passenger Rail Service



# Study Purpose

- Conduct an economic assessment of the Missouri River Runner Amtrak passenger train service
- Evaluate total direct, indirect, and induced economic benefits in terms of:
  - Travel & transportation
  - Tourism & visitor spending



# River Runner Stations & Attractions



# Total Economic Impact Findings

The total direct, indirect, and induced economic benefits of the River Runner support nearly:

The state of MO  
saves

**\$19.8 million**  
in annual roadway  
maintenance as a  
result of River  
Runner ridership



**1,1250** jobs annually



**\$65M** in labor income



**\$208M** in economic activity



**\$22 M** in annual tax revenue

# Amtrak Tourism & Visitor Spending Impacts

- River Runner riders spend an estimated \$21.8M in hotels and \$25.3M in food & sightseeing costs each year, which supports nearly:
  - **Over 800** jobs
  - **\$30M** in labor income
  - **\$86M** in economic activity
  - **\$11M** in federal, state & local tax revenue



# Impact of Amtrak's Direct Spending in Missouri

- Amtrak's direct spending in MO supports local vendors and small businesses:
  - In 2019, Amtrak spent \$28.9M to hire services from MO construction, landscaping, railroad, engineering, and technology businesses.
  - Amtrak employs 78 people across MO, amounting to about \$7.5 million in labor income.
- Collectively, Amtrak's direct employment and spending in MO supports:
  - **450** jobs
  - **\$35.2M** in labor income
  - **\$122.6M** in economic activity
  - **\$11.3M** in federal, state & local tax revenue

# MIPRC 2020 ANNUAL MEETING

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## DISCUSSION



# Questions? Comments?

Virtual Participants:

“Raise your hand” and unmute  
your line when we announce your  
name

*OR*

Type your question in the chat  
pane to be read by staff