



# MILWAUKEE-CHICAGO *HIAWATHA SERVICE*

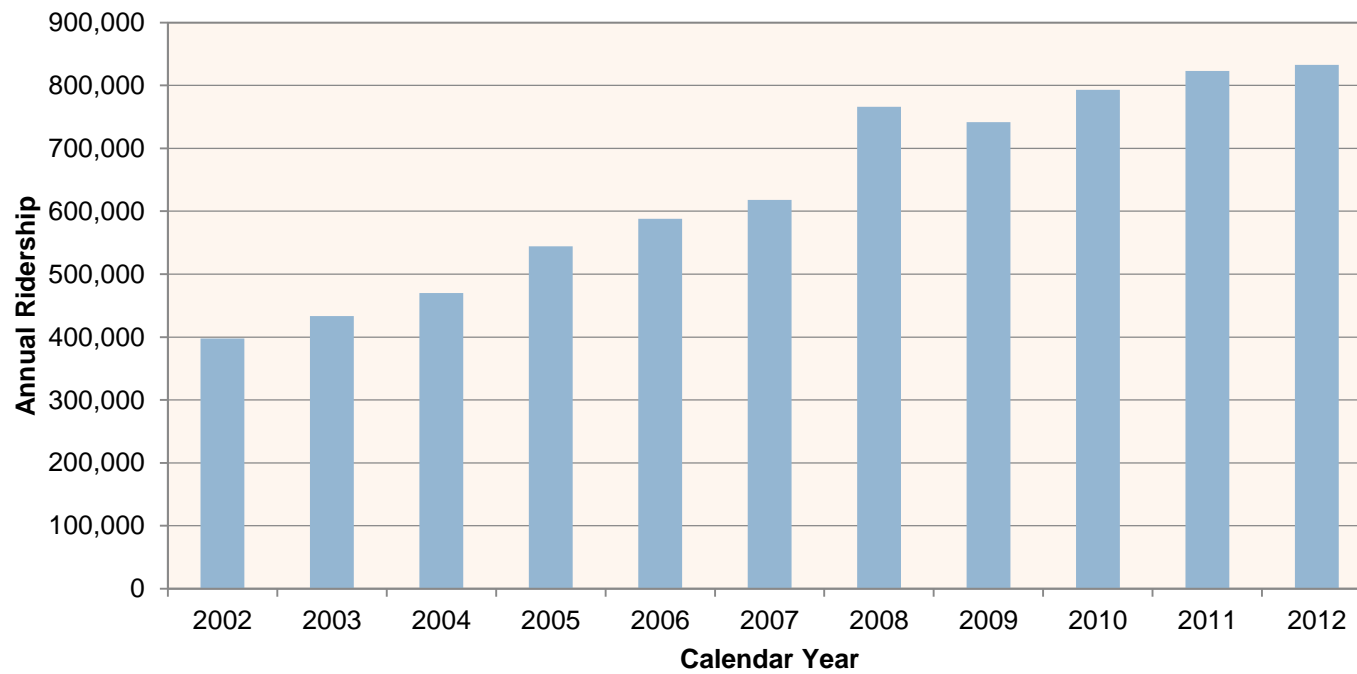
ENVIRONMENTAL ASSESSMENT AND  
SERVICE DEVELOPMENT PLAN FOR 3  
ADDITIONAL ROUND-TRIPS

Contact: Arun Rao, Passenger Rail Implementation  
Manager. Wisconsin DOT. [arun.rao@dot.wi.gov](mailto:arun.rao@dot.wi.gov)

# Annual *Hiawatha Service* Ridership

- Ridership has more than doubled over 10 years

Amtrak *Hiawatha Service* Annual Ridership Trend



# Current Chicago-Milwaukee Study

- Environmental Assessment and Service Development Plan for 3 additional daily *Hiawatha Service* round-trips and potentially faster travel times
- Objective: Eligibility for federal funding for final design and construction of required infrastructure improvements to implement additional frequencies
- Project team and sponsors
  - WisDOT (funding sponsor)
  - IDOT (funding sponsor)
  - Federal Railroad Administration (FRA) (lead federal agency)
  - *In partnership with Amtrak*



# Purpose of proposed improvements

- Address growing demand for passenger rail service in the corridor and seating capacity issues on the existing trains
- Improve service by offering more schedule options and reducing travel time
- Provide more convenience; creating a viable option for more travelers



# Proposed schedules

## Proposed Chicago-Milwaukee Tier 1 EA/SDP Hybrid Schedule – 79 MPH

Train Number		327	329	331	333	335	7	337	339	341	343	345
Station	Mile	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Chicago, IL	0	06:00	08:25	09:25	10:15	13:05	14:15	15:15	17:08	18:45	20:05	22:30
Glenview, IL	17	06:22	–	–	10:37	--	R14:39	15:37	17:32	19:07	20:27	22:52
Sturtevant, WI	62	06:59	–	–	11:14	--	–	16:14	18:14	19:44	21:04	23:29
MARS	79	07:14	09:33	10:33	11:29	14:13	–	16:29	18:28	19:59	21:19	23:44
Milwaukee, WI	86	07:29	09:47	10:49	11:44	14:27	R15:55	16:44	18:45	20:16	21:34	00:01
<b>Total Travel Time</b>		<b>1:29</b>	<b>1:22</b>	<b>1:24</b>	<b>1:29</b>	<b>1:22</b>	<b>1:40</b>	<b>1:29</b>	<b>1:37</b>	<b>1:31</b>	<b>1:29</b>	<b>1:31</b>

Note: All *Hiawatha Service* trains operate between Chicago and Milwaukee only.

Note: Train 7 (*Empire Builder*) continues from Milwaukee to Minneapolis/St. Paul, MN and Seattle, WA/Portland, OR.

Train Number		328	330	332	334	336	338	8	340	342	344	346
Station	Mile	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Milwaukee, WI	0	06:15	07:25	08:00	11:03	13:00	13:56	D14:07	15:00	17:45	20:25	22:42
MARS	7	06:26	07:35	08:10	11:16	13:10	14:06	–	15:10	17:55	20:38	22:52
Sturtevant, WI	24	06:44	07:49	08:24	--	13:24	14:20	–	15:24	18:09	--	23:06
Glenview, IL	69	07:25	08:26	09:01	--	14:01	14:57	D15:12	16:01	18:46	--	23:43
Chicago, IL	86	07:57	08:59	09:29	12:34	14:29	15:29	15:55	16:29	19:14	21:51	00:11
<b>Total Travel Time</b>		<b>1:42</b>	<b>1:34</b>	<b>1:29</b>	<b>1:31</b>	<b>1:29</b>	<b>1:33</b>	<b>1:48</b>	<b>1:29</b>	<b>1:29</b>	<b>1:26</b>	<b>1:29</b>

Schedules used for modeling and host railroad coordination

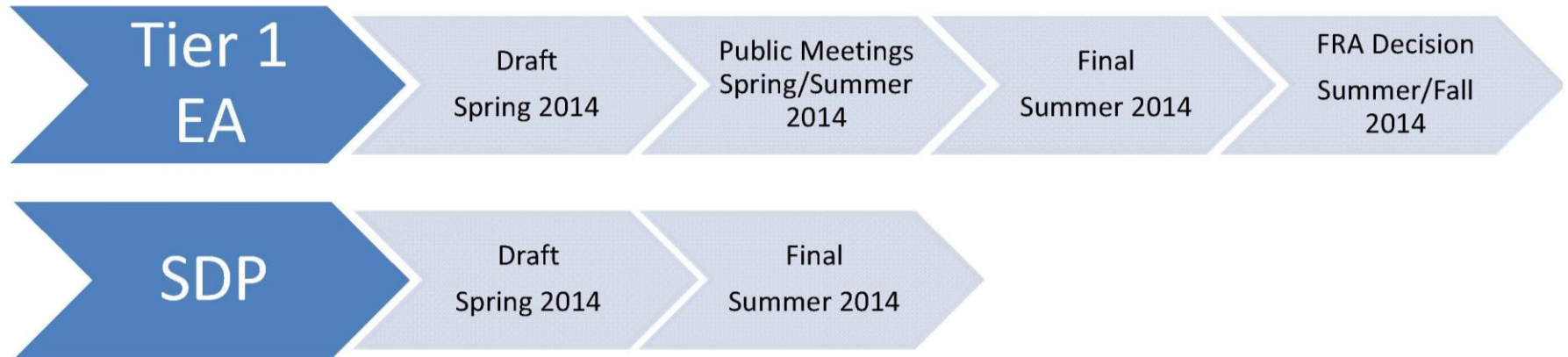


# Where we are in the process

- Discussions with host railroads and FRA on infrastructure needed to accommodate additional trains.
- Next steps
  - ▣ Conceptual engineering of infrastructure
  - ▣ Environmental Assessment of infrastructure
  - ▣ Finding of No Significant Impact from Federal Railroad Administration (FRA)
  - ▣ Completion of Service Development Plan
    - Includes details of the operation (schedules, ridership and revenue forecasts, operating and maintenance cost estimates, operating plan, etc.) and benefit-cost analysis
  - ▣ Application for funding
  - ▣ Final Design and Construction



# Project timeline



# Opportunities for Questions/Comment

- Project website:  
<http://www.dot.wisconsin.gov/projects/rail/intercity>
- Anytime via email on the website or directly to [arun.rao@dot.wi.gov](mailto:arun.rao@dot.wi.gov)
- At the public information meeting (please check web page for time and location)







O-  
MINNEAPOLIS/ST. PAUL 2<sup>ND</sup>  
*EMPIRE BUILDER*  
FREQUENCY FEASIBILITY  
STUDY

Contact: Minnesota DOT Passenger Rail Office

# What is the “2<sup>nd</sup> Frequency”

- Operate daily between Chicago, Milwaukee and St. Paul, Minneapolis, and/or St. Cloud
- Make all existing *Empire Builder* station stops, with the addition of Milwaukee Airport (no Sturtevant)
- Run at convenient times that complement the current *Empire Builder* schedule between Chicago and the Twin Cities
  - AM departure from Milwaukee to the Twin Cities
  - Evening arrival in Milwaukee from the Twin Cities



# What is the “2<sup>nd</sup> Frequency”

- Better reliability and on-time performance than the Empire Builder because of shorter corridor and fewer railroad “handoffs”
- Better suited for regional transportation



# 2<sup>nd</sup> Frequency Feasibility Study

- Minnesota-lead study
  - WisDOT and La Crosse County are funding partners
- Feasibility study includes:
  - Ridership and revenue forecasts
  - Operating cost estimates
  - Infrastructure needs and capital cost estimates
  - Operational details
- Railroad capacity analysis underway to determine infrastructure needs to accommodate the additional frequency and determine capital costs



# 2<sup>nd</sup> Frequency Feasibility Study

- Estimated completion date of feasibility study and capacity analysis:
  - ▣ December 2013 or early 2014
- For more information, please contact Minnesota DOT Passenger Rail Office

