

Chicago-Milwaukee Intercity Passenger Rail Tier 1 Environmental Assessment & Service Development Plan

Agency Stakeholder Meeting

November 19, 2012



Meeting Agenda

1. Welcome and Introductions
2. Project Overview and Status Update
3. Purpose and Need for Proposed Hiawatha Service Improvements
4. Alternatives Analysis Summary
5. General Infrastructure Improvements Strategy
6. Public Outreach Opportunities
7. Summary and Next Steps

Introductions

Agency
Stakeholders

Federal
Railroad
Administration

Wisconsin
Department of
Transportation

Illinois
Department of
Transportation

Amtrak

Project
Consultant
Team

Meeting Purpose

Enable Agency Stakeholders to learn more about the Project

Provide an opportunity for Agency Stakeholders to provide comments

Describe future public outreach opportunities

Project Overview

WisDOT and IDOT goal

- Improve Amtrak Chicago-Milwaukee *Hiawatha Service* (add train frequencies, reduce travel time)
- Meet Purpose and Need

Completion of Tier 1 EA and SDP

- Meet federal/state environmental requirements
- Make Chicago-Milwaukee corridor eligible for future federal funding

Next steps (future phases)

- *Preliminary Engineering*
- *Final Design*
- *Construction*

Project Overview

Tier 1 Environmental Assessment (Tier 1 EA)

- Required per National Environmental Policy Act (NEPA)
- FRA determined that Tier 1 EA is appropriate for this Project.

Project Overview

Tier 1 Environmental Assessment (Tier 1 EA) Essential Elements

- *Purpose and Need (Discuss Today)*
- *Alternatives Analysis (Discuss Today)*
- Impacts Analysis
- Mitigation
- Public Involvement
- Interagency Coordination
- Documentation

Project Overview

Service Development Plan (SDP)

- Federal Railroad Administration (FRA) requirement
- Prepared during the planning phase of intercity passenger rail projects
- Lays out the overall scope and approach for the proposed service

Project Overview

Service Development Plan (SDP) Essential Elements

- Purpose and Need
- Service Rationale
- Identification of Alternatives
- Planning Methodology
- Demand and Revenue Forecasts

Project Overview

Service Development Plan (SDP) Essential Elements [Continued]

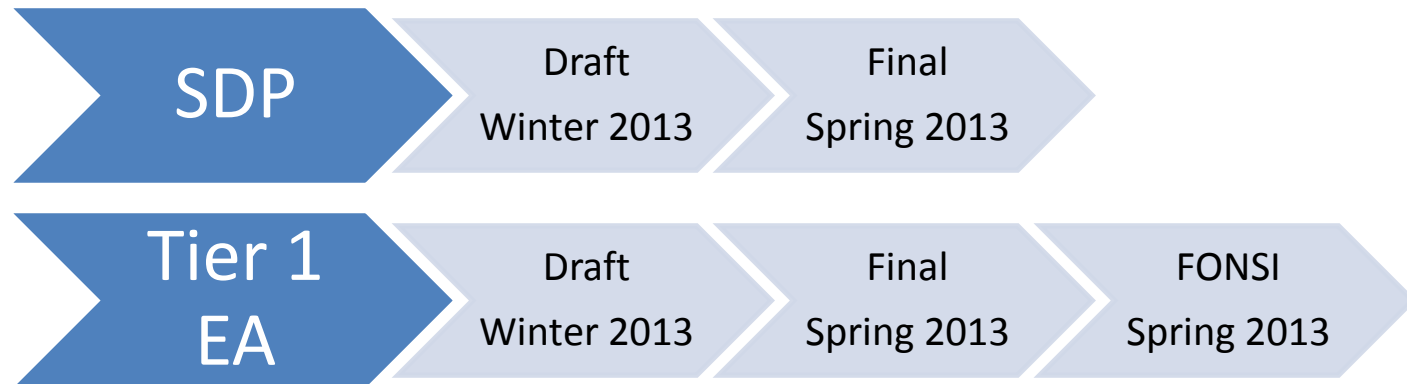
- Operations Modeling
- Station and Access Analysis
- Conceptual Engineering and Capital Programming
- Operating and Maintenance Costs and Capital Replacement Forecast
- Public Benefits Analysis

Project Overview

Corridor
Investment Plan
(CIP)

- Tier 1 Environmental Assessment plus the Service Development Plan

Project Overview – Project Schedule



Existing Amtrak *Hiawatha Service*

Stations:

- Chicago, IL
- Glenview, IL
- Sturtevant, WI
- Milwaukee Airport Rail Station
- Milwaukee, WI

Operations:

- 7 daily round-trips (6 on Sun.)
- Travel time = 1 hr 29 min
- Base fare (CHI-MKE) = \$24
- Other Amtrak Connections
- Thruway Bus Connections



Project Overview – Purpose & Need

Need

- *Hiawatha Service* ridership = doubled from CY 2001 (424,000) to CY 2011 (823,000) and still increasing
- Capacity concerns on peak trains (e.g 5:08 PM Chicago departure)
- On-board surveys = strong demand for improved service (e.g. increased frequencies, faster travel times)
- Service improvements recommended by *Connections 2030*, WisDOT long-range state transportation plan

Project Overview – Purpose & Need

Purpose

- Accommodate increasing demand
- Improve service = more schedule options
- Improve service = decreased travel time
- Ease on-board capacity concerns on peak trains
- Improve synergies with other travel modes

Project Overview – Alternatives

Screening Methodology

- Evaluate alternatives on ability to meet Purpose and Need

Alternatives

- Operational Alternatives
- Route/service alternatives

Project Overview – Operational Alternatives

Add seventh coach car

- Would increase seat capacity from 416 to 486 seats per train
- Would help accommodate increasing ridership
- Would ease capacity concerns on peak trains
- Would not meet purpose of improving service by increasing schedule options and reducing travel times
- Would not meet purpose of improving synergies with other travel modes

Project Overview – Operational Alternatives

Raise *Hiawatha Service* fares

- Would reduce demand for the service
- Would ease capacity concerns on peak trains
- Would not meet purpose of improving service by increasing schedule options and reducing travel times
- Would not meet purpose of improving synergies with other travel modes

Project Overview – Operational Alternatives

Implement reserved ticketing

- Would limit the number of passengers on each train
- Would eliminate capacity concerns on peak trains
- Would not meet purpose of improving service by increasing schedule options and reducing travel times
- Would not meet purpose of improving synergies with other travel modes

Project Overview – Route/Service Options

Add 3 daily express trains in each direction and potentially increase maximum speeds to 90 mph

- Would accommodate increasing ridership
- Would ease capacity concerns on peak trains
- Would meet purpose of improving service by increasing schedule options and reducing travel times
- Would meet purpose of improving synergies with other travel modes

Project Overview – Route Alternatives

Route Alternatives



Project Overview – Route Alternatives

CP C&M Subdivision Route is Preferred

- Existing Amtrak route
- The only route option that simultaneously benefits from recent infrastructure investments along the existing Amtrak route and benefits from connectivity with Chicago Union Station

Project Overview – Schedule Development

79-mph Schedule

- Based on existing *Hiawatha Service* schedule
- Identical to Chicago-Milwaukee-Madison RTC Analysis schedule
- 79-mph max. speed between Chicago and Milwaukee

90-mph Schedule

- Identical to Chicago-Milwaukee-Madison RTC Analysis schedule between Chicago and Rondout
- 79-mph max. speed between Chicago and Rondout
- 90-mph max. speed between Rondout and Milwaukee
- Quandel Train Performance Calculator = travel times between Rondout and Milwaukee

Project Overview - Schedules

Proposed Chicago-Milwaukee Tier 1 EA/SDP 79-mph Schedule

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	09:05	10:15	13:05	14:15	15:15	17:08	18:35	20:05	22:09
Glenview, IL	17	06:22	08:47	--	10:37	--	R14:39	15:37	17:30	--	20:27	22:31
Sturtevant, WI	62	06:59	09:24	--	11:14	--	--	16:14	18:07	--	21:04	23:08
MARS	79	07:14	09:39	10:13	11:29	14:13	--	16:29	18:22	19:43	21:19	23:23
Milwaukee, WI	86	07:29	09:54	10:27	11:44	14:27	R15:55	16:44	18:37	19:57	21:34	23:38
Total Travel Time		1:29	1:29	1:22	1:29	1:22	1:40	1:29	1:29	1:22	1:29	1:29

R=Receive passengers only

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	07:15	08:00	11:00	13:00	13:57	D14:07	15:00	17:45	20:25	22:42
MARS	7	06:26	07:28	08:10	11:10	13:10	14:10	--	15:10	17:55	20:38	22:52
Sturtevant, WI	24	06:44	--	08:24	11:24	13:24	--	--	15:24	18:09	--	23:06
Glenview, IL	69	07:25	--	09:01	12:01	14:01	--	D15:12	16:01	18:46	--	23:43
Chicago, IL	86	07:57	08:41	09:29	12:29	14:29	15:23	15:55	16:29	19:14	21:51	00:11
Total Travel Time		1:42	1:26	1:29	1:29	1:29	1:26	1:48	1:29	1:29	1:26	1:29

D=Discharge passengers only

Project Overview - Schedules

Proposed Chicago-Milwaukee Tier 1 EA/SDP 90-mph Schedule

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	09:05	10:15	13:05	14:15	15:15	17:08	18:35	20:05	22:09
Glenview, IL	17	06:22	08:47	--	10:37	--	R14:39	15:37	17:30	--	20:27	22:31
Sturtevant, WI	62	06:56	09:21	--	11:11	--	--	16:11	18:04	--	21:01	23:05
MARS	79	07:10	09:36	10:10	11:25	14:10	--	16:25	18:18	19:40	21:15	23:19
Milwaukee, WI	86	07:25	09:50	10:23	11:40	14:23	R15:55	16:40	18:33	19:53	21:30	23:34
Total Travel Time		1:25	1:25	1:18	1:25	1:18	1:40	1:25	1:25	1:18	1:25	1:25

R=Receive passengers only

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	06:19	07:19	08:04	11:04	13:04	14:01	D14:07	15:04	17:49	20:29	22:46
Milw. Air. Rail Sta.	7	06:30	07:32	08:14	11:14	13:14	14:14	--	15:14	17:59	20:42	22:56
Sturtevant, WI	24	06:47	--	08:27	11:27	13:27	--	--	15:27	18:12	--	23:09
Glenview, IL	69	07:25	--	09:01	12:01	14:01	--	D15:12	16:01	18:46	--	23:43
Chicago, IL	86	07:57	08:41	09:29	12:29	14:29	15:23	15:55	16:29	19:14	21:51	00:11
Total Travel Time		1:38	1:22	1:25	1:25	1:25	1:22	1:48	1:25	1:25	1:22	1:25

D=Discharge passengers only

Proposed Infrastructure Improvements

2010 Chicago-Milwaukee-Madison RTC Analysis

- CP Input
- Metra Input
- HNTB Input

2012 Project-By-Project Review (Draft Projects List)

- WisDOT Input
- IDOT Input
- FRA Input

2012 Draft Projects List Review and Discussion

- *WisDOT, IDOT, FRA Input*
- *Host Railroads Input*
- *Amtrak Input*

Infrastructure Improvement Strategy

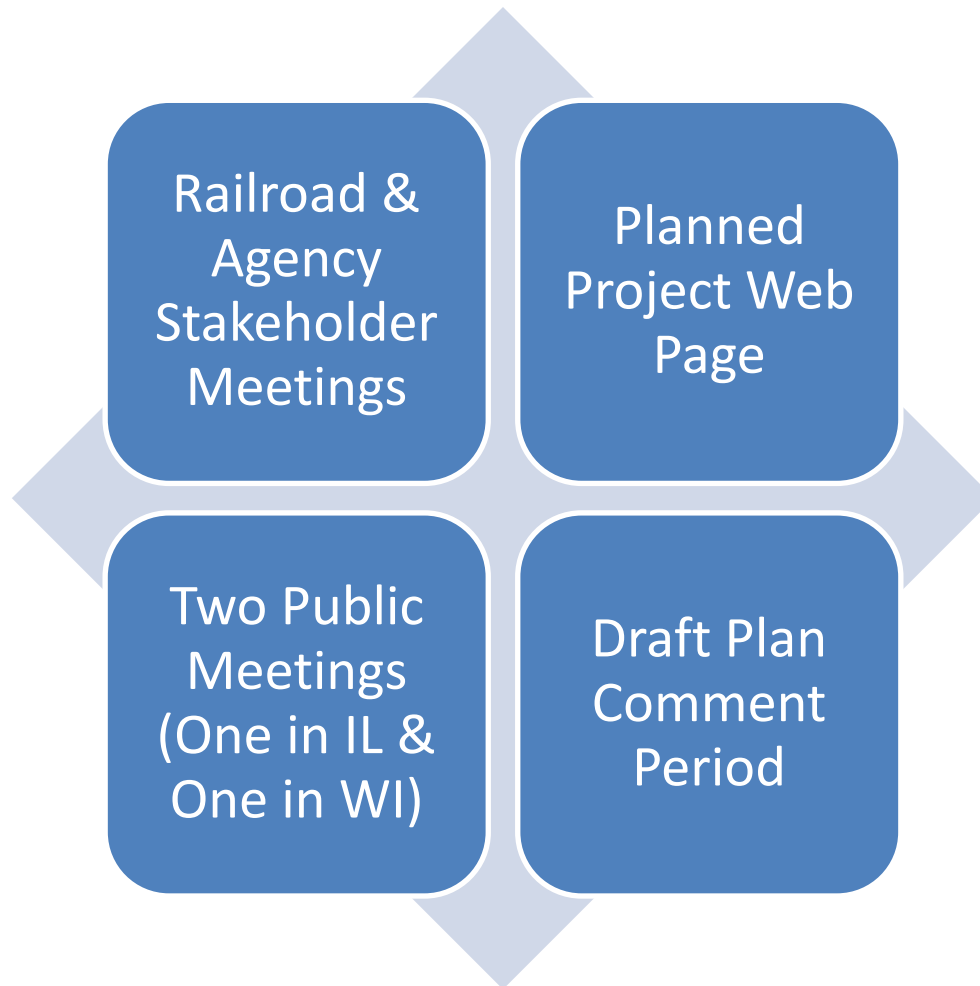
Support improved intercity passenger rail service

Do not negatively impact freight or commuter rail service

Minimize potential environmental impacts by staying within existing right-of-way as much as possible

Implement infrastructure improvements that will benefit future service improvements

Stakeholder & Public Outreach



For Additional Information

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Summary and Next Steps