

Wisconsin Rail Plan 2030 - Narrative Spreadsheet Addendum #1 Adopted March 2020
Long Range Rail Investment Program - Intercity Passenger Rail and Commuter Rail

ID	Host Railroad	Location	Name	Description	Project benefits		Proposed project funding sources				Correlation of amount of public funding to benefits	Notes
					Public benefits	Private benefits	Total cost	Federal	State (WI)	Other		
P-1	CP	Milwaukee (Milwaukee-Chicago Corridor)	Milwaukee Intermodal Station Passenger Concourse Final Design	Final design of new Milwaukee Intermodal Station Passenger Concourse - CY 2013	Supports existing and future Amtrak Hiawatha Service and Amtrak Empire Builder rail service and passengers. Improved accessibility and compliance with ADA. Increased station capacity. Improved safety in station. More convenient and comfortable rail travel.	Preserves smooth operations of freight through the station. Reconstruction of the platform between the two main line tracks at 8" above the top of the rail will allow continued, uninterrupted freight service. Reconstruction of the platform adjacent to Track #4 will allow level boarding to private cars parked there. Improved access and safety.	\$2,306,000	\$1,980,000	\$326,000	\$0	Public funding will result in: a fully accessible station for the public, especially for those with disabilities; full compliance with federal ADA requirements; greatly improved public transportation facility in terms of comfort, convenience, and safety.	Complete: 2016 Source: WisDOT
P-2	CP	Milwaukee (Milwaukee-Chicago Corridor)	Milwaukee Intermodal Station Passenger Concourse Construction	Construction of new Milwaukee Intermodal Station Passenger Concourse - CY 2013-2014	Supports existing and future Amtrak Hiawatha Service and Amtrak Empire Builder rail service and passengers. Improved accessibility and compliance with ADA. Increased station capacity. Improved safety in station. More convenient and comfortable rail travel.	Preserves smooth operations of freight through the station. Reconstruction of the platform between the two main line tracks at 8" above the top of the rail will allow continued, uninterrupted freight service. Reconstruction of the platform adjacent to Track #4 will allow level boarding to private cars parked there. Improved access and safety.	\$20,000,000	\$ 9,300,000	\$ 10,700,000	\$0	Public funding will result in: a fully accessible station for the public, especially for those with disabilities; full compliance with federal ADA requirements; greatly improved public transportation facility in terms of comfort, convenience, and safety.	Complete: 2016 Source: WisDOT
P-3	CP	Milwaukee (Milwaukee-Chicago Corridor)	Existing Amtrak Hiawatha Service	Construction of expanded platform at Milwaukee Airport Rail Station (Mile Post 78.4) - CY 2012-2013 (Complete)	Improved rail service at station with faster and easier boarding and alighting of trains. Allows more train doors to be open for entry and exit. Accommodates longer trains that accommodate more passengers.	Allow for faster boarding and alighting of trains and longer train lengths, improving operations.	\$994,000	\$678,000	\$316,000	\$0	Public funds will: help improve rail service at the station with faster and easier boarding and alighting of trains; allow for the accommodation of longer trains that accommodate more passengers.	Complete: 2013 Source: 2009 ARRA grant award estimate in YOY \$ (2010 \$)
P-4	CP	Pleasant Prairie (Milwaukee-Chicago Corridor)	Existing Amtrak Hiawatha Service	Construction of new cross-overs on Canadian Pacific right-of-way at Truesdell (Mile Posts 50.1 and 53.6) CY 2012-2013 (Complete).	Improved reliability of passenger rail services.	Improved operations and reliability for freight rail services. Reduces potential conflicts between freight and passenger trains.	\$13,377,000	\$13,377,000	\$0	\$0	Public funds will improve reliability of the passenger rail mode for the public by improving speed and on-time performance.	Complete: 2013 Source: 2009 ARRA grant award estimate in YOY \$ (2010 \$)
P-5	CP	Milwaukee-Chicago	Next-generation passenger rail equipment acquisition for Amtrak Hiawatha Service	Replacement of existing single-level cars and locomotives on the Hiawatha Service, with new, next-generation single-level cars and fuel-efficient locomotives through the ARRA-funded Midwest equipment procurement, with the remainder funded through a Federal-State Partnership for State of Good Repair grant, for which WisDOT was selected for award in 2019.	Replacement of equipment will improve performance, reliability, efficiency and the amenities of rail travel, attracting more riders, and making operations more efficient. Increases seating capacity while not increasing operating costs. New locomotives are more fuel efficient and have lower emissions. Improves ADA access.	Improved and more efficient operations for freight and passenger operators. Improved access and safety.	\$38,965,000	\$25,716,900	\$13,248,100	\$0	Public funding of the project improves reliability and efficiency of publicly funded passenger rail services, and makes rail travel more efficient, comfortable, convenient, and reliable.	Locomotive replacement: Complete: 2018 Car replacement: Selected for grant award and in progress: 2020 - 2024 Preliminary estimate for 6 coach cars and 3 cab cars based on option order prices for the California equipment procurement. Source: WisDOT
P-6	CP/Metra	Milwaukee-Chicago	Chicago-Milwaukee corridor improvements (Midwest Regional Rail Phase 1)	Final design and construction of infrastructure improvements to accommodate up to 3 additional daily Hiawatha Service round-trips between Chicago and Milwaukee at speeds up to 90 mph.	Implementation of improved intercity passenger rail service improves mobility, provides an alternative to congestion, supports economic development, creates jobs, reduces transportation costs, supports energy efficiency and efforts to reduce greenhouse gas emissions, and supports livable communities.	Improves infrastructure that freight trains will operate on. Improves operations for freight companies. Reduces potential conflicts between freight and passenger trains. Improves safety and reliability. Lowers transportation costs for some businesses.	TBD	TBD	TBD	TBD	Public funding for the implementation of expanded intercity passenger rail service improves mobility, supports economic development, creates jobs, reduces transportation costs, supports energy efficiency and efforts to reduce greenhouse gas emissions, and supports livable communities.	Cost estimates for the full program of improvements on the corridor are being finalized and will be released in 2020.
P-7	CP	Milwaukee (Milwaukee-Chicago Corridor)	Milwaukee Airport Rail Station 2nd Platform	Final design and construction of a 2nd platform along the western CP track at the Milwaukee Airport Rail Station. This will include an enclosed bridge with elevator/stair towers to access the new west platform from the station building and east platform.	Improves accessibility and safety for passengers at the station, and improves reliability of passenger and freight by providing CP flexibility of dispatching passenger or freight trains on either track. The project is also required to add passenger train frequencies.	Provides freight trains improved reliability, capacity, and travel time through the ability to dispatch freight and passenger trains on either track.	\$10,100,000	\$5,050,000	\$4,000,000	\$1,050,000	Public funding will result in improved accessibility, improved safety, and improved comfort and space for waiting passengers at the station. It will also improve reliability for freight and passenger trains leading to travel time savings.	Selected for grant award and in progress: 2020 - 2022

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Short-term: 2010-2025	P-8	CP	Milwaukee (Milwaukee-Chicago Corridor)	Milwaukee-Cutoff CTC signalization project	Final design and installation of upgraded railroad signals between cutoff and just east of the Milwaukee Intermodal Station.	Upgrades signaling from the current Automatic Block Signaling system to Centralized Train Control will improve reliability of passenger and freight, improve safety, increase train speeds, and achieve a state of good repair.	Improves reliability and train speeds for freight trains.	\$5,400,000	\$2,700,000	\$2,700,000			Public funding will improve a critical segment of railroad that goes through the busy Milwaukee Intermodal Station with an improved signalizing system that will provide safety, reliability, performance, and train travel time benefits. Selected for grant award and in progress: 2020 - 2022
	P-9	CP	Milwaukee (Milwaukee-Chicago Corridor)	Muskego Yard Improvements: Freight Bypass of Milwaukee Intermodal Station	Final design and construction of improvements at Muskego Yard to allow freight trains to bypass Milwaukee Intermodal Station through the yard while maintaining efficient yard operations. Includes the signal and track improvements to create two 25 mph through-tracks through the yard, a yard lead, and replaced or rehabbed bridges in the yard to accommodate the increased freight traffic and speeds.	Public benefits include the ability to add a passenger rail daily round-trip pending agreements with the host railroads, reduced gates-down times at 3 at-grade crossings, improved safety at Milwaukee Intermodal Station, and increased capacity for passenger trains at the station.	Increased speed, reliability, and capacity for freight trains and improved yard operations. Improved bridges within the yard.	\$54,600,000	\$26,600,000	\$20,000,000	\$8,000,000		Public funding will result in the public benefits associated with an additional passenger rail daily frequency; improving schedule options on the Hiawatha Service and increasing ridership. It will also improve reliability for freight and passenger trains, increase capacity for more passenger trains at Milwaukee Intermodal Station, improve safety by removing freight from the station, and reduce gates down times at three at-grade road crossings in the City of Milwaukee, which will benefit public transit buses and other vehicles' reliability and travel times. Source: WisDOT
	P-10	CP	Minneapolis/St. Paul-La Crosse-Milwaukee-Chicago (TCMC)	Second Round-trip Frequency: Minneapolis/St. Paul-La Crosse-Milwaukee-Chicago Empire Builder Corridor	Funding for final design and construction of infrastructure improvements to accommodate one additional round-trip on the Empire Builder corridor between Chicago and Minneapolis/St. Paul serving existing Wisconsin stations.	Implementation of improved intercity passenger rail service improves mobility, provides an alternative to congestion, supports economic development, creates jobs, reduces transportation costs, supports energy efficiency and efforts to reduce greenhouse gas emissions, and supports livable communities.	Potentially improves infrastructure that freight trains will operate on. Reduces potential conflicts between freight and passenger trains. Improves safety and reliability. Lowers transportation costs for some businesses.	\$72,000,000	\$47,000,000	\$10,000,000	\$15,000,000		Public funding will result in improved service and schedule options for existing Wisconsin station communities. The Chicago-Minneapolis/St. Paul corridor will become a 2 daily round-trip corridor increasing trip options. Reliability and train on-time performance will be significantly improved on the 2nd frequency. Increased passenger activity at stations will encourage economic activity in station communities. Expanded passenger rail service improves mobility, supports economic development, creates jobs, reduces transportation costs, supports energy efficiency and efforts to reduce greenhouse gas emissions, and supports livable communities. Implementation depends on NEPA clearance expected to be completed in 2020 and securing of federal and state, local, and private matching funds.
Long Range: 2030 Plan Horizon	P-11	TBD	Minneapolis/St. Paul-LaCrosse-Milwaukee-Chicago	Twin Cities-LaCrosse-Milwaukee-Chicago Intercity Passenger Rail Corridor (Phase 2)	Final Design and Construction of Minneapolis / St. Paul to Milwaukee corridor segment infrastructure to accommodate 4 to 8 daily intercity passenger rail round-trips (also includes stations, coach cars and locomotives, and equipment service and inspection facility).	Implementation of new and expanded intercity passenger rail service improves mobility, provides an alternative to congestion, supports economic development, creates jobs, reduces transportation costs, supports energy efficiency and efforts to reduce greenhouse gas emissions, and supports livable communities.	Improves infrastructure that freight trains will operate on. Improves operations for freight companies. Reduces potential conflicts between freight and passenger trains. Improves safety and reliability. Lowers transportation costs for some businesses.	TBD	TBD	TBD	TBD		Public funds will result in the implementation of new and expanded intercity passenger rail service that: connects two major economic centers of the Midwest, serves other major urban areas in Wisconsin, improves mobility, supports economic development, creates jobs, reduces transportation costs, supports energy efficiency and efforts to reduce greenhouse gas emissions, and supports livable communities. The previously selected route alternative of the Milwaukee-Minneapolis / St. Paul route alternatives analysis, part of an EIS process started by Minnesota DOT, was the current Amtrak Empire Builder route. The EIS has been put on hold, and the route alternatives would be re-evaluated when the environmental process begins. The Midwest Regional Rail Initiative route alignment through Madison is identified as a future route alignment for the Chicago-Minneapolis/St. Paul corridor. Additional environmental work between Madison and Portage would be required if this route alignment moves forward. The Milwaukee to Madison segment of that route has an independent Environmental Assessment and Finding of No Significant Impact from the Federal Railroad Administration, enabling service on the Madison-Milwaukee-Chicago segment to potentially occur prior to or separately from the overall corridor. A route alignment serving Eau Claire and West Central Wisconsin, as well as service on the Eau Claire and Minneapolis/St. Paul segment, could also advance pending further study.
	P-12	BNSF	Minneapolis-Duluth via Superior, WI	Northern Lights Express	Construction of infrastructure, stations, equipment, and other facilities for high-performance intercity passenger rail between Minneapolis, MN and Duluth, MN, with a stop in Superior, WI.	Implementation of expanded intercity passenger rail service improves mobility, provides an alternative to congestion, supports economic development, creates jobs, reduces transportation costs, supports energy efficiency and efforts to reduce greenhouse gas emissions, and supports livable communities.	Improves infrastructure that freight trains will operate on. Improves operations for freight companies. Reduces potential conflicts between freight and passenger trains. Improves safety and reliability. Lowers transportation costs for some businesses.	\$500 - 600 million	TBD	TBD	TBD		Public funding for the project: improves mobility, supports economic development, creates jobs, reduces transportation costs, supports energy efficiency and efforts to reduce greenhouse gas emissions, and supports livable communities. Cost estimates are being completed by Minnesota DOT

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Long Range: 2030 Plan Horizon	P-13	UP	Eau Claire-Minneapolis/St. Paul	Eau Claire-Twin Cities	Infrastructure, stations, equipment and other facilities for implementation of intercity passenger rail between Eau Claire and Minneapolis/St. Paul.	Implementation of expanded intercity passenger rail service improves mobility, provides an alternative to congestion, supports economic development, creates jobs, reduces transportation costs, supports energy efficiency and efforts to reduce greenhouse gas emissions, and supports livable communities.	Improves infrastructure that freight trains will operate on. Improves operations for freight companies. Reduces potential conflicts between freight and passenger trains. Improves safety and reliability. Lowers transportation costs for some businesses.	TBD	TBD	TBD	TBD	Public funding for the project: improves mobility, supports economic development, creates jobs, reduces transportation costs, supports energy efficiency and efforts to reduce greenhouse gas emissions, and supports livable communities.	The project is currently being pursued by the West Central Wisconsin Rail Coalition Organizing Council, as a private sector initiative.
	P-14	TBD	Existing and future intercity passenger rail stations in Wisconsin	Wisconsin Rail Station Capital Assistance Program	Provides state funding assistance for station improvements, including improvements to make existing stations fully accessible and compliant with ADA, safety improvements, passenger information improvements, building, platform, or parking lot improvements, signage, etc.	Station improvements provide a safer and more accessible facility for the travelling public. Improved or new stations also have positive economic development opportunities for communities, and support livable communities.	Improves safety and reliability for passenger trains and some improvements at stations will improve safety and operations of freight trains.	TBD	TBD	TBD	TBD	Public funds will improve mobility and accessibility to rail stations, improve safety at rail stations, support economic development, creates jobs, and support livable communities.	State funds could be in addition to federal funds, particularly for new stations that are part of federally-funded intercity passenger rail corridors.
	P-15	TBD	Green Bay-Milwaukee-Chicago Intercity Passenger Rail (Midwest Regional Rail Phase 3)	Green Bay-Milwaukee-Chicago Intercity Passenger Rail (Midwest Regional Rail Phase 3)	Final Design and Construction of Green Bay-Milwaukee-Chicago corridor infrastructure to accommodate up to 17 daily round-trips between Chicago and Milwaukee with up to 7 of those extending to Green Bay.	Implementation of expanded intercity passenger rail service improves mobility, provides an alternative to congestion, supports economic development, creates jobs, reduces transportation costs, supports energy efficiency and efforts to reduce greenhouse gas emissions, and supports livable communities.	Improves infrastructure that freight trains will operate on. Improves operations for freight companies. Reduces potential conflicts between freight and passenger trains. Improves safety and reliability. Lowers transportation costs for some businesses.	TBD	TBD	TBD	TBD	Public funding for the project: improves mobility, supports economic development, creates jobs, reduces transportation costs, supports energy efficiency and efforts to reduce greenhouse gas emissions, and supports livable communities.	Cost estimates to be determined during a future NEPA/Planning study.
These projects require completion of Preliminary Engineering and NEPA studies that will include separate applications for federal funding.													

Minnesota DOT led projects as of time of writing

Eau Claire MPO's LRTP 2045 inc. study MN/St. Paul - Chicago and Mn/St. Paul Eau Claire passenger service <http://wcrpc.org/Complete%20Chippewa-Eau%20Claire%20Long%20Range%20Plan.pdf>

SEWRPC Long Range transportation plan Vision 2050 recommends 4 commuter rail lines <https://www.vision2050sewis.org/public-transit>

Madison MPO Long range transportation plan recommends maintaining rail network for future passenger rail service http://madisonareampo.org/planning/documents/RTP_2050_Chapter_5_Needs_Analysis_FINAL.pdf