

TWIN CITIES-MILWAUKEE-CHICAGO Intercity Passenger Rail Service

Appendix G: TCMC Support Resolutions and Correspondence



JUNE 19, 2020



RESOLUTION

RESOLUTION SUPPORTING THE PROPOSED EAU CLAIRE-BLACK RIVER FALLS-TOMAH AMTRAK SHUTTLE CONNECTION.

WHEREAS, passenger rail service, as part of an integrated multimodal transportation system, is increasingly recognized as a critical resource for communities of all sizes to be economically competitive and attractive to skilled talent by providing reasonably priced, safe, accessible transportation to complement other transportation options; and

WHEREAS, the City of Eau Claire sees the value of passenger rail service as critical to efficient travel for employees and students, allows productive use of time during travel, and increases the attractiveness of West Central Wisconsin as a business location and tourism destination; and

WHEREAS, the West Central Wisconsin Rail Coalition has worked since 1999 to obtain passenger rail service for area communities including Hudson/River Falls, Baldwin, Menomonie and Eau Claire/Chippewa Falls, currently developing a public-private partnership to establish an initial corridor between St. Paul and Eau Claire with future extension eastward to Milwaukee and Chicago; and

WHEREAS, the Eau Claire City Council in 2017 adopted a resolution supporting the initiation of passenger rail service between West Central Wisconsin and the Twin Cities, agreeing to cooperate with the West Central Wisconsin Rail Coalition to this end; and

WHEREAS, the Eau Claire City Council in 2009 adopted a resolution supporting including Eau Claire and West Central Wisconsin in the Wisconsin Department of Transportation's Connections 2030 Plan; and

WHEREAS, both the Wisconsin State Rail Plan and the Minnesota State Rail plan include the West Central Wisconsin corridor in long-range plans for passenger rail service; and

WHEREAS, Tomah is among the closest stations to the corridor with current passenger rail service with the Amtrak Empire Builder train once daily in each direction on a route linking Tomah to the Wisconsin communities of La Crosse, Wisconsin Dells, Portage, Columbus and Milwaukee, as well as Chicago, Winona, Red Wing and Minneapolis-St. Paul in neighboring states. Amtrak provides direct passenger rail service from Tomah to 45 cities and towns all the way to the Pacific Northwest, and connections with more than 400 domestic and Canadian destinations; and

WHEREAS, many residents and visitors to West Central Wisconsin currently drive on I-94 to park and use the Amtrak station at Tomah to access the Empire Builder and Amtrak's national network, but there is no direct dedicated shuttle connection from West Central Wisconsin to meet the train. Additionally, Black River Falls currently has no intercity public transportation; and

WHEREAS, Wisconsin Department of Transportation, like 17 other U.S. states, has an operating contract with Amtrak to supplement service along the existing Chicago to Milwaukee route with 14 additional train departures six days per week and twelve on Sunday, because travel utility and demand is best served with multiple frequencies (departures and arrivals) each day providing competitive travel service that prompts motorists to opt not to drive and expanding the capacity of the existing transportation network between Milwaukee and Chicago with seats on trains; and

WHEREAS, the departments of transportation of the states of Wisconsin and Minnesota are working with Amtrak on the TCMC (Twin Cities Milwaukee Chicago) project to consider adding a second daily frequency between St. Paul, Milwaukee and Chicago to serve the additional demand for passenger rail transportation in the corridor; Implementation of this service provides an opportunity to expand its usefulness by connecting significant off-line markets via dedicated shuttle service; and

WHEREAS, the inclusion in the TCMC project of a direct shuttle service between the Chippewa Valley (including downtown Eau Claire), Black River Falls and the Tomah Amtrak station to meet trains would significantly enhance the utility of these rail improvements for West Central Wisconsin. This would open up more travel opportunities for area residents and visitors to connect to/from Milwaukee and Chicago via Tomah, and would especially provide improved mobility for students, seniors and others who cannot or do not want to drive 80 miles to access the service; and

WHEREAS, the City of Eau Claire is constructing a new Transit Center, and it would be beneficial to broaden the offerings available there to travelers in the community to include the Amtrak shuttle to and from Tomah, providing access to the national intercity passenger rail network; and

WHEREAS, the U.S. Federal government appropriated \$1.4 billion for rail-specific, competitive grants available for states to implement passenger rail improvement projects, making this mode a priority for the nation's mobility; and

WHEREAS, communities in West Central Wisconsin want to experience the economic and mobility benefits made possible by a better connected, more functional multimodal transportation network that includes more frequent passenger train departures, such as that being experienced by communities on 28 Amtrak-state partnered passenger rail corridor services across the U.S; and

WHEREAS, implementation of the shuttle connection to Tomah would be a step towards, and be complementary to, the future implementation of direct passenger rail service to West Central Wisconsin.

THEREFORE, BE IT RESOLVED that the City Council of the City of Eau Claire requests the State of Wisconsin to work with Amtrak, the Canadian Pacific Railroad, Minnesota Department of Transportation and other communities along the route to implement one additional passenger train frequency each day between Chicago, Milwaukee, and Saint Paul, via Tomah, and to include dedicated shuttle service between Tomah, Black River Falls and Eau Claire to meet the arrivals and departures of both the new train and the Empire Builder. Including a similar Columbus-Madison shuttle to meet these trains would also provide additional travel options to reach the state's capital city.

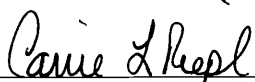
Adopted,
February 25, 2020

(SEAL) 

President Terry L. Weld

(SEAL) 

Acting City Manager Jacob Winzenz

(ATTESTED) 

City Clerk Carrie L. Riepl

CITY OF COTTAGE GROVE, MINNESOTA
CITY COUNCIL
RESOLUTION 2019-029

**RESOLUTION IN SUPPORT OF FUNDING FOR THE
TWIN CITIES-MILWAUKEE-CHICAGO SECOND TRAIN**

WHEREAS, the Twin Cities-Milwaukee-Chicago Second Train Passenger Rail Study completed the alternatives analysis and modelling for introducing a second daily train between the Twin Cities, Milwaukee, and Chicago at speeds up to 79 miles per hour in December 2018; and

WHEREAS, the Twin Cities-Milwaukee-Chicago Second Train Passenger Rail Study identified approximately \$38 million in track and signal improvements in and near Cottage Grove, Minnesota, and

WHEREAS, passenger trains would utilize the existing Amtrak Empire Builder corridor from Saint Paul, MN to Chicago, IL with Minnesota station stops at Union Depot in Saint Paul, Red Wing, and Winona; and

WHEREAS, a second round-trip passenger train from the Twin Cities to Chicago will benefit Minnesota's economy by supporting and creating jobs, increasing tourism, and providing a more economical travel choice; and

WHEREAS, freight railroads will benefit from the capital improvements needed for the Twin Cities-Milwaukee-Chicago Second Train. Crossing improvements will make auto and truck travel safer; and

WHEREAS, MnDOT has requested \$4 million in Governor Walz's capital funding request to the legislature to complete the environmental analysis, service development plan, and final engineering.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Cottage Grove, Minnesota, that it hereby supports funding for the Twin Cities-Milwaukee-Chicago Second Train, and requests that Governor Walz include the \$4 million request from the MnDOT Passenger Rail Office in his capital funding request to the Minnesota Legislature.

Passed this 6th day of March 2019.



Myron Bailey, Mayor

Attest:



Joe Fischbach, City Clerk

SUPPORTING A PROPOSED EAU CLAIRE – BLACK RIVER FALLS-TOMAH AMTRAK SHUTTLE CONNECTION

WHEREAS, Passenger rail service, as part of an integrated multimodal transportation system, is increasingly being recognized as a critical choice for small, medium and large communities to provide reasonably priced, safe, accessible transportation to compliment other modes of transportation and for communities to be economically competitive and to be attractive to skilled talent; and,

WHEREAS, the West Central Wisconsin business community sees the value of passenger rail service as critical to efficient travel for employees, and allows for productive use of time during travel, and increases the attractiveness of West Central Wisconsin as a business location and tourism destination; and,

WHEREAS, since 1999 the West Central Wisconsin Rail Coalition has worked to obtain passenger rail service for area communities including Hudson/River Falls, Baldwin, Menomonie and Eau Claire/Chippewa Falls and is currently developing a public-private partnership to establish an initial corridor between St. Paul and Eau Claire with future extension eastward to Milwaukee and Chicago; and,

WHEREAS, both the Wisconsin and Minnesota state rail plans include the West Central Wisconsin corridor in long-range plans for passenger rail service; and,

WHEREAS, Tomah currently has passenger rail service with the Amtrak Empire Builder train once daily in each direction on a route linking Tomah to the Wisconsin communities of La Crosse, Wisconsin Dells, Portage, Columbus and Milwaukee, as well as Chicago, Winona, Red Wing and Minneapolis-St. Paul in neighboring states. The Amtrak Empire Builder provides direct rail service from Tomah to 45 cities and towns all the way to the Pacific Northwest, and connections to more than 400 domestic and Canadian destinations; and,

WHEREAS, residents and visitors of West Central Wisconsin drive to Tomah to access the Empire Builder and the Amtrak national network because there is no direct dedicated shuttle connection from West Central Wisconsin and no intercity public bus service from Black River Falls to Tomah; and,

WHEREAS, the Wisconsin Department of Transportation, like 17 other U.S. states, has an operating contract with Amtrak to supplement service along the existing Chicago to Milwaukee route with 14 additional train departures, six days per week, 12 on Sunday, because travel utility and demand is best served with multiple frequencies (departures and arrivals) each day providing competitive travel service that prompts motorists to opt not to drive and expanding the existing transportation network between Milwaukee and Chicago; and,

WHEREAS, the departments of transportation for the states of Wisconsin and Minnesota are working with Amtrak on the Twin Cities Milwaukee Chicago (TCMC) project to consider adding a second daily route between St. Paul, Milwaukee and Chicago to serve the additional demand for passenger rail transportation in the corridor. With the implementation of this service there exists the opportunity to expand its usefulness by connecting communities via dedicated shuttle service; and,

WHEREAS, the inclusion of a direct shuttle service between the Chippewa Valley (including downtown Eau Claire), Black River Falls and the Tomah Amtrak Station in the TCMC project would significantly enhance the utility of these rail improvements for West Central Wisconsin, and would open up travel opportunities for residents and visitors and provide improved mobility for students and seniors to connect with Milwaukee/Chicago through Tomah, and who don't want to drive the 80 miles to access the service; and,

WHEREAS, the City of Eau Claire is constructing a new Transit Center in downtown Eau Claire. Connecting the shuttle service to the new Transit Center would be beneficial to travelers as it provides access to the national intercity rail network; and,

WHEREAS, the United States Federal government has appropriated approximately \$1.4 billion for rail-specific, competitive grants, that are available to states to implement passenger rail improvement projects; and,

WHEREAS, Eau Claire County and the communities in West Central Wisconsin are looking towards the benefits made possible by a better connected, more functional transportation network that includes more frequent passenger train departures, such as are being experienced by communities in 28 different Amtrak-state partnered passenger rail corridors that exist across the U.S.; and,

WHEREAS, implementation of a shuttle service to Tomah would be a step towards and be complementary to the future implementation of direct passenger rail service to West Central Wisconsin.

NOW THEREFORE BE IT RESOLVED; THAT Eau Claire County Board of Supervisors requests the State of Wisconsin work with the West Central Wisconsin Rail Coalition, Amtrak, the Canadian Pacific Railroad, Minnesota Department of Transportation and other communities along the route to implement one additional passenger train service each day between Chicago, Milwaukee and St. Paul, via Tomah, and to include dedicated shuttle service between Tomah, Black River Falls and Eau Claire to meet the arrivals and departures of both the new train and the Empire Builder.

BE IT FURTHER RESOLVED, the County Clerk is directed to send a copy of this resolution to the state legislators and the county clerks who represent the West Central Wisconsin including Eau Claire, Chippewa, Dunn, St. Croix, Trempealeau, Jackson, and Monroe counties.

ADOPTED: May 5, 2020

Janet K. Loomis
County Clerk

STATE OF WISCONSIN

SS

COUNTY OF EAU CLAIRE

I, Janet K. Loomis, County Clerk in and for said county, do HEREBY CERTIFY that the foregoing is a true and correct copy of a resolution adopted by the Eau Claire County Board of Supervisors at the meeting held on May 5, 2020.



Janet K. Loomis
County Clerk



**BOARD OF COUNTY COMMISSIONERS
GOODHUE COUNTY, MINNESOTA**

March 5, 2019

Moved by C/Drotos, seconded by C/Nesseth, and carried (4-1-0) with C/Majerus dissenting to approve the following resolution of support:

WHEREAS, the Twin Cities-Milwaukee-Chicago Second Train Passenger Rail Study completed the alternatives analysis and modelling for introducing a second daily train between the Twin Cities, Milwaukee and Chicago at speeds up to 79 miles per hour in December 2018; and

WHEREAS, the Twin Cities-Milwaukee-Chicago Second Train Passenger Rail Study identified approximately \$25 million in track and signal improvements in Minnesota; and

WHEREAS, passenger trains would utilize the existing Amtrak Empire Builder corridor from Saint Paul, MN to Chicago, IL with Minnesota station stops at Union Depot in Saint Paul, Red Wing and Winona; and

WHEREAS, a second round-trip passenger train from the Twin Cities to Chicago will benefit Minnesota's economy by supporting and creating jobs, increasing tourism and providing a more economical travel choice; and

WHEREAS, freight railroads will benefit from the capital improvements needed for the Twin Cities-Milwaukee-Chicago Second Train. Crossing improvements will make auto and truck travel safer; and

WHEREAS, MnDOT has requested \$4 million in Governor Walz's capital funding request to the legislature to complete the environmental analysis, service development plan and final engineering.

NOW, THEREFORE, BE IT RESOLVED, by the Board of County Commissioners of Goodhue County, Minnesota, hereby supports funding for the Twin Cities-Milwaukee-Chicago Second Train, and requests that Governor Walz include the \$4 million request from the MnDOT Passenger Rail Office in his capital funding request to the Minnesota Legislature.

State of Minnesota
County of Goodhue

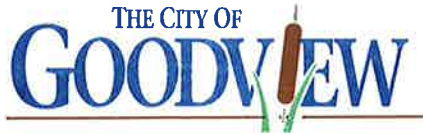
Majerus	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Safe	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Drotos	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Nesseth	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Anderson	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>

I, Scott O. Arneson, duly appointed, County Administrator of the County of Goodhue, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Goodhue County, Minnesota at their session held on the 5th day of March, 2019, now on file in my office, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal at Red Wing, Minnesota, this 5th day of March, 2019.



Scott O. Arneson
County Administrator



4140 FIFTH STREET
GOODVIEW, MN 55987

507/452-1630 • FAX 507/452-2174

RESOLUTION NO. 1090

A RESOLUTION IN SUPPORT OF A SECOND DAILY TRAIN BETWEEN THE TWIN CITIES AND CHICAGO.

WHEREAS, the Twin Cities-Milwaukee-Chicago Second Train Passenger Rail Study completed the alternatives analysis and modeling for introducing a second daily train between the Twin Cities, Milwaukee and Chicago at speeds up to 79 miles per hour in December 2018; and

WHEREAS, passenger trains would utilize the existing Amtrak Empire Builder corridor from Saint Paul, MN to Chicago, IL with Minnesota station stops at Union Depot in Saint Paul, Red Wing and Winona; and

WHEREAS, a second round-trip passenger train from the Twin Cities to Chicago will benefit Minnesota's economy by supporting and creating jobs, increasing tourism and providing a more economical travel choice; and

WHEREAS, freight railroads and the businesses they serve will benefit from the capital improvements needed for the Twin Cities-Milwaukee-Chicago Second Train; and

WHEREAS, crossing improvements will make auto and truck travel safer; and

WHEREAS, MnDOT requires \$4 million to complete environmental analysis, a service development plan and final engineering for the project's next phase of development.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Goodview, Minnesota, that it hereby supports funding for the Twin Cities-Milwaukee-Chicago Second Train, and requests that the Minnesota Legislature and Governor Walz approve this \$4 million request during the 2019 legislative session.

Adopted by the Goodview City Council on this 1st day of April, 2019.



Mayor

Attest:



City Administrator

**CITY OF HASTINGS
DAKOTA COUNTY, MINNESOTA**

RESOLUTION 03-02-19

**A RESOLUTION IN SUPPORT OF TWIN CITIES-MILWAUKEE-CHICAGO SECOND
PASSENGER TRAIN**

WHEREAS, the Twin Cities-Milwaukee-Chicago Second Train Passenger Rail Study completed the alternatives analysis and modelling for introducing a second daily train between the Twin Cities, Milwaukee and Chicago at speeds up to 79 miles per hour in December 2018; and

WHEREAS, the Twin Cities-Milwaukee-Chicago Second Train Passenger Rail Study identified approximately \$38 million in track and signal improvements in and near Winona, Minnesota, and

WHEREAS, passenger trains would utilize the existing Amtrak Empire Builder corridor from Saint Paul, MN to Chicago, IL with Minnesota station stops at Union Depot in Saint Paul, Red Wing and Winona; and

WHEREAS, a second round-trip passenger train from the Twin Cities to Chicago will benefit Minnesota's economy by supporting and creating jobs, increasing tourism and providing a more economical travel choice; and

WHEREAS, freight railroads will benefit from the capital improvements needed for the Twin Cities-Milwaukee-Chicago Second Train. Crossing improvements will make auto and truck travel safer; and

WHEREAS, MnDOT has requested \$4 million in Governor Walz's capital funding request to the legislature to complete the environmental analysis, service development plan and final engineering.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Winona, Minnesota, that it hereby supports funding for the Twin Cities-Milwaukee-Chicago Second Train, and requests that Governor Walz include the \$4 million request from the MnDOT Passenger Rail Office in his capital funding request to the Minnesota Legislature.

Adopted this 4th day of March, 2019

Mary D Fasbender
Mary D. Fasbender, Mayor

Attest:

Julie Flaten
Julie Flaten, City Clerk



LA CROSSE COUNTY
Exceptional services. Extraordinary place.

Administrator, Steve O'Malley
212 6th Street North Suite 2400
La Crosse, WI 54601-3200
608-785-9700 Phone
608-789-4821 Fax
lacrossecounty.org

June 21, 2019

Mark O'Connell, Executive Director
Wisconsin Counties Association
22 East Mifflin Street, Suite 900
Madison, WI 53703

Re: Resolution for WCA Annual Business Meeting

Dear Mr. O'Connell,

Enclosed with this cover letter is a resolution by our County Board on an important matter of public policy to enhance passenger rail transportation, which will help to grow business and tourism in the State of Wisconsin.

Our State has a unique opportunity at this time because Governor Evers budget and the legislature's Joint Finance Committee both support funding to expand rail service between Milwaukee and Chicago on the Amtrak Hiawatha line.

Increasing the frequency of the Hiawatha service provides a first step to enable the addition of one daily train in each direction on the Amtrak Empire builder route from Milwaukee to the Twin Cities of Minnesota.

Expanding passenger rail service along the entire Chicago-Milwaukee-La Crosse-Twin Cities route would benefit the economy of the entire State and especially the 17 Wisconsin Counties adjacent to the route representing roughly 50% of the State's population.

La Crosse County strongly encourages the Wisconsin Counties Association to Support the Expansion of Amtrak Services along the existing rail corridor as part of the WCA platform.

Sincerely,

Steve O'Malley
County Administrator



RESOLUTION # 8-6/19

TO: HONORABLE MEMBERS OF THE LA CROSSE COUNTY BOARD OF SUPERVISORS

ITEM # 6-12

BOARD ACTION

Adopted:
For: 25
Against: 1
Abstain: 1
Abs/Excd: 6
Vote Req: 1
Other Action: Rec'd - 2019

EXECUTIVE COMMITTEE ACTION

Adopted:
For: 7
Against: 0
Abstain: 0
Abs/Excd: 2

RE: SUPPORT EXPANSION OF AMTRAK SERVICES CHICAGO-MILWAUKEE-LA CROSSE-TWIN CITIES

WHEREAS, one way to help grow business and tourism in Wisconsin is by providing a range of affordable, safe, and convenient transportation options including expanding the frequency of Amtrak services along the Hiawatha and Empire Builder route from Chicago-Milwaukee- La Crosse to the Twin Cities; and

WHEREAS, increased ridership via the Milwaukee-Chicago Hiawatha service has increased to the point that no operating subsidy will be required to run the seven round trips per day, confirming that investments in competitive passenger rail service is economically viable; and

WHEREAS, the Governor's budget requested funding to expand rail service between Milwaukee and Chicago on the Amtrak Hiawatha line and the legislature's Joint Finance committee has supported an investment that will provide matching funds for federal transportation grants to complete the improvements to increase service from seven round trips daily to ten round trips per day; and

WHEREAS, expanding the Hiawatha service provides a first step to enable the addition of one daily train in each direction on the Amtrak service route along the Chicago-Milwaukee-La Crosse-Twin Cities rail corridor, which will benefit the economy of the entire State, making business and tourism travel more convenient likely increasing ridership that could eliminate the operating subsidy for the Empire route; and

WHEREAS, expansion of the service along Chicago-Milwaukee-La Crosse-Twin Cities route will enhance service for the 17 Wisconsin Counties adjacent to the route, representing roughly 50% of the State's population, many within 30-45 minutes driving distance to an existing Train Station, the Counties include: Kenosha, Racine, Milwaukee, Waukesha, Jefferson, Dodge, Dane, Columbia, Sauk, Adams, Juneau, Monroe, La Crosse, Trempealeau, Buffalo, Pepin and St. Croix.

NOW THEREFORE BE IT RESOLVED that the La Crosse County Board of Supervisors encourages the State of Wisconsin to support the additional bonding authority to secure matching Federal funds to make the track capacity and signal improvements necessary to increase the number of trains to permit one daily train in each direction, serving all communities along the Chicago-Milwaukee- La Crosse to the Twin Cities route.

BE IT FURTHER RESOLVED that this resolution will be forwarded to Governor Evers, the La Crosse federal and State legislative delegation and to the Wisconsin Counties Association to include in the WCA platform.

FISCAL NOTE: No direct cost to La Crosse County.

Date: June 12, 2019
EXECUTIVE COMMITTEE CHAIR

Terri G. Parlic
RECORDING CLERK

	Reviewed Only	Recommended	Not Recommended	
Co. Admin.	<u>SKD</u>	<u>50</u>		Requested By: County Board Chair
Fin Director				Date Requested: June 6, 2019
Corp. Counsel	<u>MS</u>			Drafted By: County Administrator
Board Chair				

Adopted by the La Crosse County Board this 20 Day of June, 2019

STATE OF WISCONSIN
COUNTY OF LA CROSSE
I, Ginny Dankmeyer, County Clerk of La Crosse County do hereby certify that this document is a true and correct copy of the original resolution required by law to be in my custody and which the County Board of Supervisors of La Crosse County adopted at a meeting held on the 20th day of June 2019.

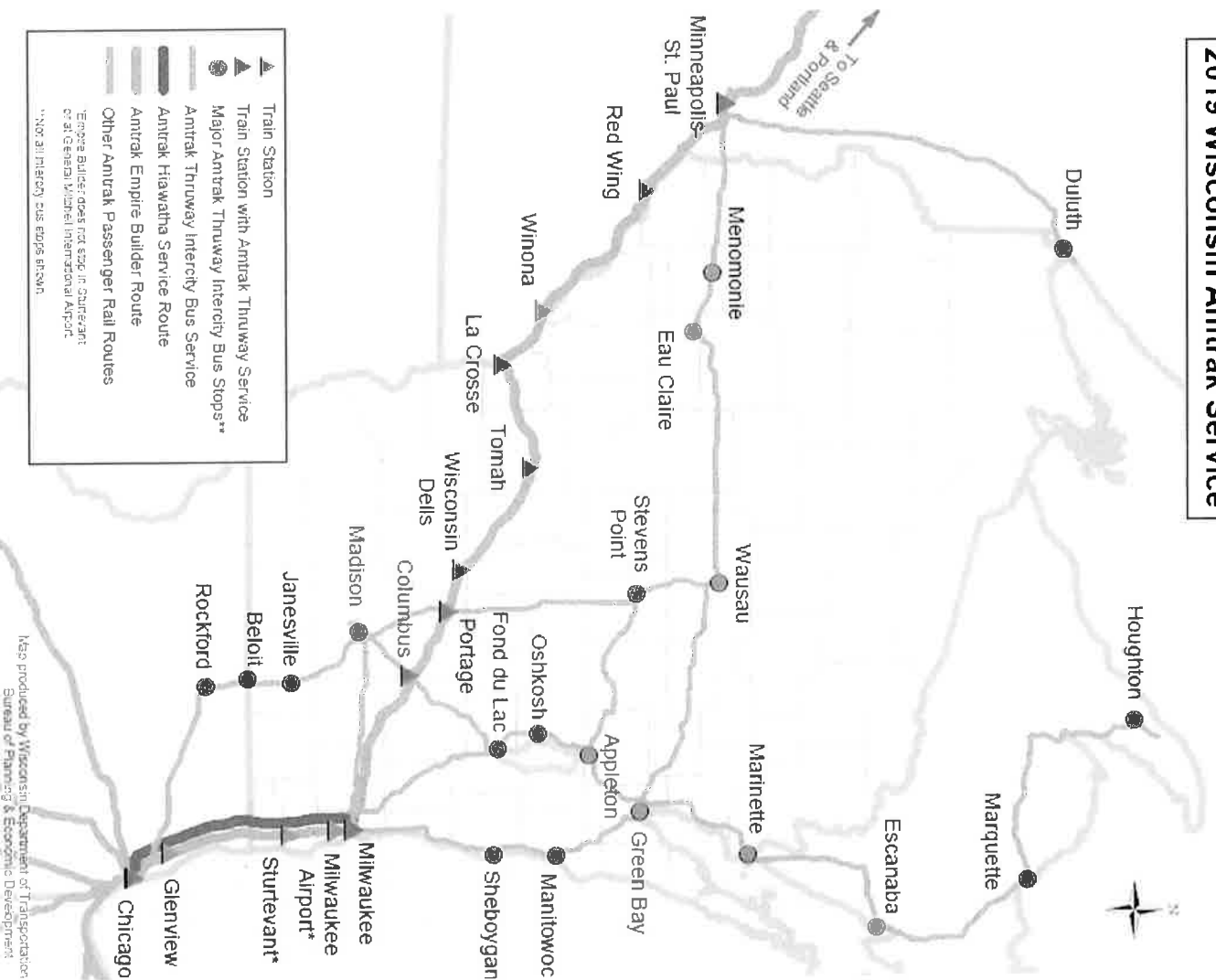
Ginny Dankmeyer
Ginny Dankmeyer, La Crosse County Clerk

2019 Wisconsin Amtrak Service

17 WI Counties
Adjacent to the
Route

Roughly 1/2 the
population of the
State could be
within a short drive
of an existing
station

Two trains daily
would significantly
expand convenience
from Chicago to
Twin Cities



RESOLUTION NO. 20-01

RESOLUTION REQUESTING STATE OF WISCONSIN SUPPORT FOR ONE ADDITIONAL PASSENGER TRAIN FREQUENCY EACH DAY BETWEEN CHICAGO, MILWAUKEE, AND SAINT PAUL, VIA PORTAGE.

WHEREAS, passenger rail service is increasingly being recognized as a critical modal choice for small and medium sized communities, providing reasonably priced, safe, accessible transportation to complement the highway network; and

WHEREAS, Portage has a passenger rail station served once each direction every day on a route linking the community to the Wisconsin communities of Columbus, Lacrosse, Milwaukee, Tomah, and Wisconsin Dells, as well as Chicago, Winona and Minneapolis-St. Paul among others in neighboring states. Amtrak provides direct passenger rail service from Portage to 45 cities and towns all the way to the Pacific Northwest, and connections with more than 400 domestic and Canadian destinations; and

WHEREAS, Amtrak has set record ridership with thirty-two and one half million trips provided in Federal Fiscal Year 2019, earning \$3.3 billion in revenue, and reducing Federal operating support to the lowest ever, \$29 million. 7,061 customers boarded and alighted from Amtrak trains at the Portage station, 400 West Oneida Street, in FFY 2019. This would increase to 11,661, with the addition of a two daily trains, indicating the value that increased passenger rail service could have for residents of Columbia County; and

WHEREAS, Wisconsin Department of Transportation, like 17 other U.S. states, has an operating contract with Amtrak to supplement service along the existing Chicago to Milwaukee route with 14 additional train departures six days per week with and twelve on Sunday, because travel utility and demand is best served with multiple frequencies (departures and arrivals) each day providing competitive travel service that prompts motorists to opt not to drive and expanding the capacity of the existing transportation network between Milwaukee and Chicago with seats on trains; and

WHEREAS, the U.S. Federal government appropriated \$1.4 billion for rail-specific, competitive grants available for states to implement passenger rail improvement projects, making this mode a priority for the nation's mobility; and

WHEREAS, the Southeast Wisconsin business community sees the value of frequent passenger rail service as critical to efficient travel for employees, allows productive use of time during travel, and increases the attractiveness of Southeast Wisconsin as a business location and tourism destination; and

WHEREAS, the City of Portage wants to experience the economic and mobility benefits made possible by more frequent passenger train departures, such as that being experienced by communities on 28 Amtrak-state partnered passenger rail corridor serves across the U.S; and

WHEREAS, Improving the ease of access to Portage for business, tourism and resident travel will enhance Portage's attractiveness and facilitate worker retention in the City's growing industrial facilities; and

IT IS, THEREFORE RESOLVED THAT:

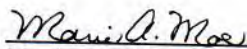
The Common Council of the City of Portage requests the State of Wisconsin to work with Amtrak, the Canadian Pacific Railroad, Minnesota Department of Transportation and other communities along the route to implement one additional passenger train frequency each day between Chicago, Milwaukee, and Saint Paul, via Portage; which would double the number of departures and arrivals available at Portage each day.

Adopted this 9th day of January, 2020



Rick Dodd, Mayor

Attest:



Marie A. Moe, WCPC, MMC, City Clerk

Resolution requested by:
Director of Business Development and Planning



439 Main Street--Red Wing, MN—55066--651-388-4719

RESOLUTION

WHEREAS, the Twin Cities-Milwaukee-Chicago Second Train Passenger Rail Study completed the alternatives analysis and modeling for introducing a second daily train between the Twin Cities, Milwaukee and Chicago at speeds up to 79 miles per hour in December 2018; and

WHEREAS, passenger trains would utilize the existing Amtrak Empire Builder corridor from Saint Paul, MN to Chicago, IL with Minnesota station stops at Union Depot in Saint Paul, Red Wing and Winona; and

WHEREAS, a second round-trip passenger train from the Twin Cities to Chicago will benefit Minnesota's economy by supporting and creating jobs, increasing tourism and providing a more economical travel choice; and

WHEREAS, freight railroads and the businesses they serve will benefit from the capital improvements needed for the Twin Cities-Milwaukee-Chicago Second Train; and;

WHEREAS, crossing improvements will make auto and truck travel safer; and

WHEREAS, MnDOT requires \$4 million to complete an environmental analysis, a service development plan and final engineering for the project's next phase of development.

NOW, THEREFORE, BE IT RESOLVED, by the Red Wing Area Chamber of Commerce of Red Wing, Minnesota, that it hereby supports funding for the Twin Cities-Milwaukee-Chicago Second Train, and requests that the Minnesota Legislature and Governor Walz approve this \$4 million request during the 2019 legislative session.

Dated this 1st day of March, 2019.

A handwritten signature in blue ink that reads "Patty Brown".

Patty Brown

Executive Director
Red Wing Area Chamber of Commerce
439 Main Street
Red Wing, MN 55066
651-388-4719

patty@redwingchamber.com

www.redwingchamber.com

[www.Facebook.com/redwingchamber](https://www.facebook.com/redwingchamber)

Our business is making your business stronger!

Resolution No. 7362

A Resolution of Support for the Twin Cities-Milwaukee-Chicago Intercity Passenger Rail Service Project ("TCMC Passenger Rail Project")

WHEREAS, passenger rail service in the Twin Cities to Chicago corridor is typically sold out in the summer months; and

WHEREAS, the TCMC Passenger Rail Project will provide needed capacity and a second daily passenger rail train that will travel between Union Depot in St. Paul and Chicago; and

WHEREAS, the TCMC Passenger Rail Project will offer faster and more reliable travel times; and

WHEREAS, the TCMC Passenger Rail Project will provide a more convenient, attractive, and affordable transportation option; and

WHEREAS, the TCMC Passenger Rail Project's Minnesota station stops would be Union Depot in St. Paul, Red Wing and Winona; and

WHEREAS, the TCMC Passenger Rail Project will create jobs and generate economic growth; and

WHEREAS, the TCMC Passenger Rail Project will support tourism growth along the River Route; and

WHEREAS, the Federal Railroad Administration ranked the Minneapolis to Chicago corridor first in the Midwest for future enhanced service; and

WHEREAS, funding is needed for Phase Two of the TCMC Passenger Rail Project study including completion of environmental documentation and a service development plan; and

WHEREAS, the TCMC Passenger Rail Project is one of the Minnesota High Speed Rail Commission's highest priorities; and

WHEREAS, the Minnesota High Speed Rail Commission has requested a Minnesota legislative request for \$1 million to complete the environmental work and service planning; and

WHEREAS, the Minnesota High Speed Rail Commission has requested a Minnesota legislative request for \$3 million for Minnesota's share of the TCMC Passenger Rail Project's final design costs; and

WHEREAS, MnDOT is currently leading the efforts in the requests for Minnesota funding.

NOW, THEREFORE, BE IT RESOLVED by the City Council of Red Wing, Minnesota that it supports the TCMC Passenger Rail Project development.

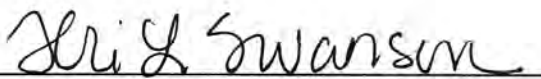
BE IT FURTHER RESOLVED that the City Council, supports the Minnesota High Speed Rail Commission's funding requests.

Adopted by the City Council this 11th day of February, 2019.



Dean Hove, Council President

ATTEST:



Teri L. Swanson, MCMC
City Clerk

(seal)



Presented to the Mayor at 8:13 P.m. on this 11th day of February, 2019. Approved this 11th day of February, 2019.



Sean M. Dowse, Mayor

RESOLUTION REGARDING PASSENGER RAIL SERVICE

WHEREAS, passenger rail service is an important mode to preserve access to medium-sized and small cities across the nation, providing reasonably priced, safe, accessible transportation to complement the highway network; and

WHEREAS, Tomah has been on the passenger rail network since rails were first extended across Wisconsin in the 19th Century, and today continues to be served by Amtrak with one departure and arrival each day on a route linking the community to the Wisconsin communities of Lacrosse, Wisconsin Dells, Portage, Columbus and Milwaukee, as well as Chicago, Winona and Minneapolis-St. Paul among others in neighboring states. Amtrak provides direct passenger rail service from Tomah to 45 cities and towns all the way to the Pacific Northwest, and connections with more than 400 domestic and Canadian destinations; and

WHEREAS, Amtrak has set record ridership with thirty-two and one half million trips provided in Fiscal Year 2019, earning \$3.3 billion in revenue, and reducing Federal operating support to the lowest ever, \$29 million. 11,394 customers boarded and alighted from Amtrak trains at the Tomah station on Superior Avenue just north of downtown. Based on analysis this could increase to at least 18,000 annually, with the addition of a two daily trains, indicating the value that increased passenger rail service could have for residents of Monroe County; and

WHEREAS, Wisconsin Department of Transportation, like 17 other U.S. state departments of transportation, has an operating contract with Amtrak to supplement service along routes of high local priority; in Wisconsin the 14 weekday trips between Milwaukee and Chicago; because travel utility and demand is best served with multiple frequencies providing competitive travel service and expanding the capacity of the existing transportation network; and

WHEREAS, the Southeast Wisconsin business community sees the value of frequent passenger rail service as critical to efficient travel for employees, allows productive use of time during travel, and increases the attractiveness of Southeast Wisconsin as a business location and tourism destination; and

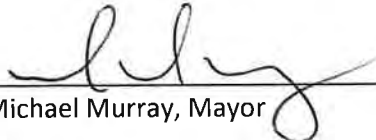
WHEREAS, the U.S. Federal government appropriated \$1.4 billion for rail-specific, competitive grants available for states to implement passenger rail improvement projects, making this mode a priority for the nation's mobility; and

WHEREAS, the City of Tomah wants to experience the economic and mobility benefits made possible by more frequent passenger train departures, such as that being experienced by communities on frequent passenger rail corridors across the U.S; and

WHEREAS, improving the ease of access to Tomah for business, tourism and resident travel will enhance Tomah's attractiveness by connecting the city with an expanding network of passenger rail across the Midwest; and

THEREFORE, BE IT RESOLVED that the City of Tomah Council requests the State of Wisconsin to work with Amtrak, the Canadian Pacific Railroad, Minnesota Department of Transportation and other communities along the route to implement one additional passenger train frequency each day between Chicago, Milwaukee, and Saint Paul, via Tomah; which would double the number of departures and arrivals available at Tomah each day.

Dated this 17th day of March, 2020.



Michael Murray, Mayor

ATTEST:


JoAnn M. Cram, City Clerk



City of Saint Paul

City Hall and Court
House
15 West Kellogg
Boulevard
Phone: 651-266-8560

Signature Copy

Resolution: RES 19-489

File Number: RES 19-489

Supporting the second daily train to Chicago.

WHEREAS, the Twin Cities-Milwaukee-Chicago Second Train Passenger Rail Study completed the alternatives analysis and modelling for introducing a second daily train between Saint Paul, Milwaukee and Chicago at speeds up to 79 miles per hour in December 2018; and

WHEREAS, the Twin Cities-Milwaukee-Chicago Second Train Passenger Rail Study identified approximately \$25million in track and signal improvements in Minnesota, and

WHEREAS, passenger trains would utilize the existing Amtrak Empire Builder corridor from Saint Paul, MN to Chicago, IL with Minnesota station stops at Union Depot in Saint Paul, Red Wing and Winona; and

WHEREAS, a second round-trip passenger train from the Twin Cities to Chicago will benefit Minnesota's economy by supporting and creating jobs, increasing tourism and providing a more economical travel choice; and

WHEREAS, freight railroads will benefit from the capital improvements needed for the Twin Cities-Milwaukee-Chicago Second Train and crossing improvements will make auto and truck travel safer; and

WHEREAS, Governor Walz's has included the TCMC Second Train in his capital funding request to the legislature to complete the environmental analysis, service development plan and final engineering; and


WHEREAS, two bills have been introduced in the legislature specifically to fund the TCMC Second Train and two more bills to fund passenger rail activities statewide, including the TCMC Second Train.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Saint Paul, Minnesota, that it hereby supports funding for the Twin Cities-Milwaukee--Chicago Second Train.

At a meeting of the City Council on 3/20/2019, this Resolution was Passed.

Yea: 7 Councilmember Brendmoen, Councilmember Thao, Councilmember Tolbert, Councilmember Noecker, Councilmember Prince, Councilmember Jalali Nelson, and Councilmember Busuri

Nay: 0

Vote Attested by 
Council Secretary Trudy Moloney

Date 3/20/2019

Approved by the Mayor 
Melvin Carter III

Date 3/25/2019

Clerk _____
Shari Moore

Date _____

**CITY OF ST. PAUL PARK
WASHINGTON COUNTY, MINNESOTA
RESOLUTION NO. 1567**

**SHOWING SUPPORT FOR THE SECOND PASSENGER TRAIN
FROM THE TWIN CITIES TO CHICAGO**

WHEREAS, the Twin Cities-Milwaukee-Chicago Second Train Passenger Rail Study completed the alternatives analysis and modelling for introducing a second daily train between the Twin Cities, Milwaukee and Chicago at speeds up to 79 miles per hour in December 2018; and

WHEREAS, the Twin Cities-Milwaukee-Chicago Second Train Passenger Rail Study identified approximately \$38 million in track and signal improvements in and near St. Paul Park, Minnesota, and

WHEREAS, passenger trains would utilize the existing Amtrak Empire Builder corridor from Saint Paul, MN to Chicago, IL with Minnesota station stops at Union Depot in Saint Paul, Red Wing and Winona; and

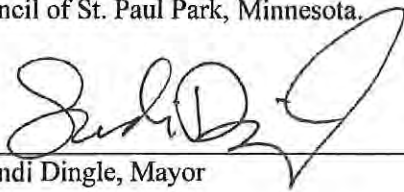
WHEREAS, a second round-trip passenger train from the Twin Cities to Chicago will benefit Minnesota's economy by supporting and creating jobs, increasing tourism and providing a more economical travel choice; and

WHEREAS, freight railroads will benefit from the capital improvements needed for the Twin Cities-Milwaukee-Chicago Second Train. Crossing improvements will make auto and truck travel safer; and

WHEREAS, MnDOT has requested \$4 million in Governor Walz's capital funding request to the legislature to complete the environmental analysis, service development plan and final engineering.

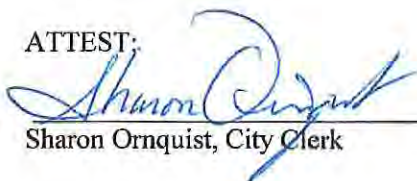
NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of St. Paul Park, Minnesota, that it hereby supports funding for the Twin Cities-Milwaukee- Chicago Second Train, and requests that Governor Walz include the \$4 million request from the MnDOT Passenger Rail Office in his capital funding request to the Minnesota Legislature.

Adopted this 4th day of March 2019, by the City Council of St. Paul Park, Minnesota.



Sandi Dingle, Mayor

ATTEST:



Sharon Ornquist, City Clerk

**City of St. Charles
Resolution #07-2019**

**A Resolution Requesting Funding Support for the Twin Cities-Milwaukee-Chicago
Second Train**

WHEREAS, the Twin Cities-Milwaukee-Chicago Second Train Passenger Rail Study completed the alternatives analysis and modeling for introducing a second daily train between the Twin Cities, Milwaukee and Chicago at speeds up to 79 miles per hour in December 2018; and

WHEREAS, the Twin Cities-Milwaukee-Chicago Second Train Passenger Rail Study identified approximately \$38 million in track and signal improvements in and near Winona, Minnesota, and

WHEREAS, passenger trains would utilize the existing Amtrak Empire Builder corridor from Saint Paul, MN to Chicago, IL with Minnesota station stops at Union Depot in Saint Paul, red Wing and Winona; and

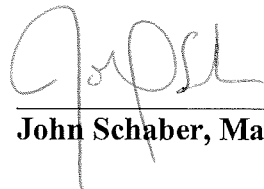
WHEREAS, a second round-trip passenger train from the Twin Cities to Chicago will benefit Minnesota's economy by supporting and creating jobs, increasing tourism and providing a more economical travel choice; and

WHEREAS, freight railroads will benefit from the capital improvements needed for the Twin Cities-Milwaukee-Chicago Second Train. Crossing improvements will make auto and truck travel safer; and

WHEREAS, MnDOT has requested \$4 million in Governor Walz's capital funding request to the legislature to complete the environmental analysis, service development plan and final engineering.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of St. Charles supports funding for the Twin Cities-Milwaukee-Chicago Second Train, and requests that Governor Walz include the \$4 million request from the MnDOT Passenger Rail Office in his capital funding request to the Minnesota Legislature.

Adopted by the Council of the City of St. Charles, Minnesota this 26th day of February, 2019.



John Schaber, Mayor

Attest:


Nick Koverman, City Administrator

RESOLUTION REGARDING PASSENGER RAIL SERVICE

WHEREAS, passenger rail service is an important mode to preserve access to medium-sized and small cities across the nation, providing reasonably priced, safe, accessible transportation to complement the highway network; and

WHEREAS, Tomah has been on the passenger rail network since rails were first extended across Wisconsin in the 19th Century, and today continues to be served by Amtrak with one departure and arrival each day on a route linking the community to the Wisconsin communities of Lacrosse, Wisconsin Dells, Portage, Columbus and Milwaukee, as well as Chicago, Winona and Minneapolis-St. Paul among others in neighboring states. Amtrak provides direct passenger rail service from Tomah to 45 cities and towns all the way to the Pacific Northwest, and connections with more than 400 domestic and Canadian destinations; and

WHEREAS, Amtrak has set record ridership with thirty-two and one half million trips provided in Fiscal Year 2019, earning \$3.3 billion in revenue, and reducing Federal operating support to the lowest ever, \$29 million. 11,394 customers boarded and alighted from Amtrak trains at the Tomah station on Superior Avenue just north of downtown. Based on analysis this could increase to at least 18,000 annually, with the addition of a two daily trains, indicating the value that increased passenger rail service could have for residents of Monroe County; and

WHEREAS, Wisconsin Department of Transportation, like 17 other U.S. state departments of transportation, has an operating contract with Amtrak to supplement service along routes of high local priority; in Wisconsin the 14 weekday trips between Milwaukee and Chicago; because travel utility and demand is best served with multiple frequencies providing competitive travel service and expanding the capacity of the existing transportation network; and

WHEREAS, the Southeast Wisconsin business community sees the value of frequent passenger rail service as critical to efficient travel for employees, allows productive use of time during travel, and increases the attractiveness of Southeast Wisconsin as a business location and tourism destination; and

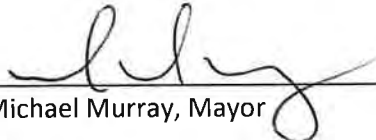
WHEREAS, the U.S. Federal government appropriated \$1.4 billion for rail-specific, competitive grants available for states to implement passenger rail improvement projects, making this mode a priority for the nation's mobility; and

WHEREAS, the City of Tomah wants to experience the economic and mobility benefits made possible by more frequent passenger train departures, such as that being experienced by communities on frequent passenger rail corridors across the U.S; and

WHEREAS, improving the ease of access to Tomah for business, tourism and resident travel will enhance Tomah's attractiveness by connecting the city with an expanding network of passenger rail across the Midwest; and

THEREFORE, BE IT RESOLVED that the City of Tomah Council requests the State of Wisconsin to work with Amtrak, the Canadian Pacific Railroad, Minnesota Department of Transportation and other communities along the route to implement one additional passenger train frequency each day between Chicago, Milwaukee, and Saint Paul, via Tomah; which would double the number of departures and arrivals available at Tomah each day.

Dated this 17th day of March, 2020.


Michael Murray, Mayor

ATTEST:

JoAnn M. Cram, City Clerk

160 Johnson Street
PO Box 1069
Winona, MN 55987



507.452.0735
VisitWinona.com

RESOLUTION

WHEREAS, the Twin Cities-Milwaukee-Chicago Second Train Passenger Rail Study completed the alternatives analysis and modeling for introducing a second daily train between the Twin Cities, Milwaukee and Chicago at speeds up to 79 miles per hour in December 2018; and

WHEREAS, passenger trains would utilize the existing Amtrak Empire Builder corridor from Saint Paul, MN to Chicago, IL with Minnesota station stops at Union Depot in Saint Paul, Red Wing and Winona; and

WHEREAS, a second round-trip passenger train from the Twin Cities to Chicago will benefit Minnesota's economy by supporting and creating jobs, increasing tourism and providing a more economical travel choice; and

WHEREAS, freight railroads and the businesses they serve will benefit from the capital improvements needed for the Twin Cities-Milwaukee-Chicago Second Train; and

WHEREAS, crossing improvements will make auto and truck travel safer; and

WHEREAS, MnDOT requires \$4 million to complete environmental analysis, a service development plan and final engineering for the project's next phase of development.

NOW, THEREFORE, BE IT RESOLVED, by Visit Winona (Convention & Visitors Bureau), Minnesota, that it hereby supports funding for the Twin Cities-Milwaukee-Chicago Second Train, and requests that the Minnesota Legislature and Governor Walz approve this \$4 million request during the 2019 legislative session.

Dated this 22nd day of March 2019.

A handwritten signature in cursive script that reads 'Pat Mutter'.

Pat Mutter
Executive Director
Visit Winona

Wabasha County Board of Commissioners

RESOLUTION NO: 2019-041

WHEREAS, the Twin Cities-Milwaukee-Chicago Second Train Passenger Rail Study completed the alternatives analysis and modeling for introducing a second daily train between the Twin Cities, Milwaukee and Chicago at speeds up to 79 miles per hour in December 2018; and

WHEREAS, the Twin Cities-Milwaukee-Chicago Second Train Passenger Rail Study identified approximately \$38 million in track and signal improvements in and near Winona, Minnesota, and

WHEREAS, passenger trains would utilize the existing Amtrak Empire Builder corridor from Saint Paul, MN to Chicago, IL with Minnesota station stops at Union Depot in Saint Paul, Red Wing and Winona; and

WHEREAS, a second round-trip passenger train from the Twin Cities to Chicago will benefit Minnesota's economy by supporting and creating jobs, increasing tourism and providing a more economical travel choice; and

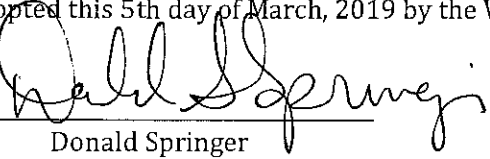
WHEREAS, freight railroads will benefit from the capital improvements needed for the Twin Cities-Milwaukee-Chicago Second Train. Crossing improvements will make auto and truck travel safer; and

WHEREAS, MnDOT has requested \$4 million in Governor Walz's capital funding request to the legislature to complete the environmental analysis, service development plan and final engineering.

NOW, THEREFORE, BE IT RESOLVED, the County of Wabasha, Minnesota, that it hereby supports funding for the Twin Cities-Milwaukee-Chicago Second Train, and requests that Governor Walz include the \$4 million request from the MnDOT Passenger Rail Office in his capital funding request to the Minnesota Legislature.

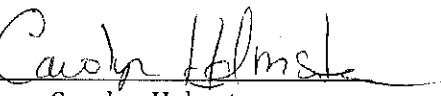
Adopted this 5th day of March, 2019 by the Wabasha County Board of Commissioners.

By:


Donald Springer
County Board Chair

Attest:

By:


Carolyn Holmsten
Interim County Administrator

Wabasha Kellogg

Corporate Sponsors: AmericInn of Wabasha • City of Wabasha • National Eagle Center • Saint Elizabeth's Medical Center • WNB Financial

RESOLUTION

WHEREAS, the Twin Cities-Milwaukee-Chicago Second Train Passenger Rail Study completed the alternatives analysis and modeling for introducing a second daily train between the Twin Cities, Milwaukee and Chicago at speeds up to 79 miles per hour in December 2018; and

WHEREAS, passenger trains would utilize the existing Amtrak Empire Builder corridor from Saint Paul, MN to Chicago, IL with Minnesota station stops at Union Depot in Saint Paul, Red Wing and Winona; and

WHEREAS, a second round-trip passenger train from the Twin Cities to Chicago will benefit Minnesota's economy by supporting and creating jobs, increasing tourism and providing a more economical travel choice; and

WHEREAS, freight railroads and the businesses they serve will benefit from the capital improvements needed for the Twin Cities-Milwaukee-Chicago Second Train; and;

WHEREAS, crossing improvements will make auto and truck travel safer; and

WHEREAS, MnDOT requires \$4 million to complete environmental analysis, a service development plan and final engineering for the project's next phase of development.

NOW, THEREFORE, BE IT RESOLVED, by the Wabasha-Kellogg Area Chamber of Commerce and Convention and Visitors Bureau of Wabasha, Minnesota, that it hereby supports funding for the Twin Cities-Milwaukee-Chicago Second Train, and requests that the Minnesota Legislature and Governor Walz approve this \$4 million request during the 2019 legislative session.

Dated this 27th day of February, 2019.



Christina Dawson
Executive Director

**CITY OF WISCONSIN DELLS
RESOLUTION NO. 5123**

WHEREAS, passenger rail service is increasingly being recognized as a critical modal choice for small and medium sized communities, providing reasonably priced, safe, accessible transportation to complement the highway network; and

WHEREAS, Wisconsin Dells is served by the Amtrak Empire Builder with one train in each direction every day on a route linking the community with the economic centers of Milwaukee, Chicago, and Minneapolis-St. Paul, as well as Portage, Columbus, Lacrosse, and Tomah, among others in neighboring states. Amtrak provides direct passenger rail service from Wisconsin Dells to 45 cities and towns all the way to the Pacific Northwest, and connects with other cities nationwide.

WHEREAS, Wisconsin Dells' tourist industry is the number one job creator in the County, with 4 to 5 million annual visitors, many who come from the Twin Cities and Chicago metropolitan area, and passenger rail service is a component of bringing people to our attractions, as well as bringing employees to the community, which is crucial to the success of our businesses.

Whereas, the single daily round-trip train is limited in its ability to bring more visitors and workers to the Wisconsin Dells given its limited schedule and often sold-out trains.

WHEREAS, Amtrak has set record ridership with thirty-two and one half million trips provided in Federal Fiscal Year 2019, earning \$3.3 billion in revenue, and reducing Federal operating support to the lowest ever, \$29 million. 13, 631 customers boarded and alighted from Amtrak trains at the Wisconsin Dells station in Federal Fiscal Year 2018. This would increase to as much as 23,000 with the addition of a two daily trains, indicating the value that increased passenger rail service could have for residents of Columbia County; and

WHEREAS, Wisconsin Department of Transportation, like 17 other U.S. states, has an operating contract with Amtrak to supplement service along the existing Chicago to Milwaukee route with 14 additional train departures six days per week with and twelve on Sunday, because travel utility and demand is best served with multiple frequencies (departures and arrivals) each day providing competitive travel service that prompts motorists to opt not to drive and expanding the capacity of the existing transportation network between Milwaukee and Chicago with seats on trains; and

WHEREAS, the U.S. Federal government appropriated \$1.4 billion for rail-specific, competitive grants available for states to implement passenger rail improvement projects, making this mode a priority for the nation's mobility; and

WHEREAS, the Southeast Wisconsin business community sees the value of frequent passenger rail service as critical to efficient travel for employees, allows productive use of time during travel, and increases the attractiveness of Southeast Wisconsin as a business location and tourism destination, and the Wisconsin Dells wants experience similar benefits; and

WHEREAS, the City of Wisconsin Dells wants to experience the economic and mobility benefits made possible by more frequent passenger train departures, such as that being experienced by communities on 28 Amtrak-state partnered passenger rail corridor serves across the U.S; and

WHEREAS, Improving the ease of access to Wisconsin Dells for business and tourism will enhance Wisconsin Dells' attractiveness and facilitate worker retention economic growth; and

WHEREAS, the Wisconsin Dells wants to grow economically and encourage development, and improved passenger rail service beyond the single daily round-trip will be a powerful tool to do this.

Whereas, the Wisconsin Dells recognizes that transportation investments that benefit Wisconsin residents and businesses require public support for construction and ongoing operations, as long as projects have a positive return on investment.

THEREFORE, BE IT RESOLVED that the City of Wisconsin Dells Council strongly supports continued efforts by the State of Wisconsin and the Wisconsin legislature to implement a second daily round-trip train between the Twin Cities, Wisconsin Dells, Milwaukee, and Chicago, and asks that all reasonable measures be taken to begin the service.

Dated the 20th day of January, 2020.

Edward E. Wojnicz

Edward E. Wojnicz

Mayor

Attest:

Nancy R. Holzem

Nancy R. Holzem

City Clerk/Coordinator

Vote: 6 ayes 0 nays 0 abst.
Introduced: January 20, 2020
Passed: January 20, 2020
Published: January 30, 2020

RESOLUTION

WHEREAS, the Twin Cities-Milwaukee-Chicago Second Train Passenger Rail Study completed the alternatives analysis and modeling for introducing a second daily train between the Twin Cities, Milwaukee and Chicago at speeds up to 79 miles per hour in December 2018; and

WHEREAS, passenger trains would utilize the existing Amtrak Empire Builder corridor from Saint Paul, MN to Chicago, IL with Minnesota station stops at Union Depot in Saint Paul, Red Wing and Winona; and

WHEREAS, a second round-trip passenger train from the Twin Cities to Chicago will benefit Minnesota's economy by supporting and creating jobs, increasing tourism and providing a more economical travel choice; and

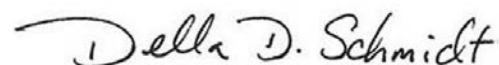
WHEREAS, freight railroads and the businesses they serve will benefit from the capital improvements needed for the Twin Cities-Milwaukee-Chicago Second Train; and

WHEREAS, crossing improvements will make auto and truck travel safer; and

WHEREAS, MnDOT requires \$4 million to complete environmental analysis, a service development plan and final engineering for the project's next phase of development.

NOW, THEREFORE, BE IT RESOLVED, by the Winona Area Chamber of Commerce, Minnesota, that it hereby supports funding for the Twin Cities-Milwaukee-Chicago Second Train, and requests that the Minnesota Legislature and Governor Walz approve this \$4 million request during the 2019 legislative session.

Dated this 21st day of February 2019.



Della D. Schmidt
President/CEO
Winona Area Chamber of Commerce

RESOLUTION #2019- 008

RESOLUTION SUPPORTING A SECOND AMTRAK TRAIN RUNNING BETWEEN THE TWIN CITIES, MILWAUKEE AND CHICAGO WITH REGULAR STOPS AT WINONA STATION

WHEREAS, the Twin Cities-Milwaukee-Chicago Second Train Passenger Rail Study completed the alternatives analysis and modelling for introducing a second daily train between the Twin Cities, Milwaukee and Chicago at speeds up to 79 miles per hour in December 2018; and

WHEREAS, the Twin Cities-Milwaukee-Chicago Second Train Passenger Rail Study identified approximately \$38 million in track and signal improvements in and near Winona, Minnesota; and

WHEREAS, passenger trains would utilize the existing Amtrak Empire Builder corridor from Saint Paul, MN to Chicago, IL with Minnesota station stops at Union Depot in Saint Paul, Red Wing and Winona; and

WHEREAS, a second round-trip passenger train from the Twin Cities to Chicago will benefit Minnesota's economy by supporting and creating jobs, increasing tourism and providing a more economical travel choice; and

WHEREAS, freight railroads will benefit from the capital improvements needed for the Twin Cities-Milwaukee-Chicago Second Train. Crossing improvements will make auto and truck travel safer; and

WHEREAS, MnDOT has requested \$4 million in Governor Walz's capital funding request to the legislature to complete the environmental analysis, service development plan and final engineering.

NOW, THEREFORE, BE IT RESOLVED, by the County Board of Commissioners, that it hereby supports funding for the Twin Cities-Milwaukee-Chicago Second Train, and requests that Governor Walz include the \$4 million request from the MnDOT Passenger Rail Office in his capital funding request to the Minnesota Legislature.

Adopted at Winona, Minnesota this 26th day of February, 2019.

WINONA COUNTY BOARD OF COMMISSIONERS



Marie H. Kovcesi
Board Chair

Attest



Kenneth J. Fritz
County Administrator



February 12, 2020

**From: Rev. James P. Burns, IVD, Ph.D.,
President, Saint Mary's University of Minnesota**

**To: Governor Tim Walz
Senator Jeremy Miller
Representative Gene Pelowski**

On behalf of the Saint Mary's University of Minnesota community, I support Governor Walz's bonding request that provides \$10 million to the proposed Twin Cities-Milwaukee-Chicago (TCMC) Second Train. These funds would provide final studies and matching dollars for infrastructure improvements, including in the City of Winona and at the Mississippi River crossing.

Higher education competition for students and faculty is increasing rapidly across the country. We believe we are at a disadvantage when students compare alternative transportation options for travel to and from school in Minnesota versus other states.

The TCMC Second Train project proposes to add a second round-trip per day, to complement the existing Amtrak® *Empire Builder* service. It would serve three stations in Minnesota (Saint Paul, Red Wing, Winona) and 13 stations total in Minnesota, Wisconsin, and Illinois. An estimated annual ridership of about 155,000, on top of the current *Empire Builder* service (123,000) is expected, with many of those passengers being students, faculty, and staff from Winona State University and Saint Mary's University of Minnesota.

Good for the region and for Winona

A second train will create jobs and generate economic growth along the rail corridor. Already, Amtrak is a major purchaser of goods and services in Minnesota; Winona businesses and residents are among those who benefit.

Currently, our universities generate more than \$500 million in economic activity in the Winona area every year. Much of that impact is derived from students attending our institutions, many of whom ride Amtrak. **Studies have shown that 41% of college students at Winona State University and Saint Mary's University of Minnesota have taken the train to/from school, and 57% say they would take the train if more frequent service was available.** In this way, trains are a key to further recruitment.

The bonding bill proposed by Governor Walz would provide Minnesota's share of dollars needed for infrastructure improvements to upgrade the existing Winona station with an ADA compliant platform and to construct siderails on the west end of town and at the river crossing near LaCrosse.

OFFICE OF THE PRESIDENT

SAINT MARY'S UNIVERSITY OF MINNESOTA

700 Terrace Heights #30 • Winona, MN 55987-1399 USA • Office 507-457-1503 • Email president@smumn.edu • SMUMN.EDU

The needed siderail improvements in Winona and at the Mississippi River crossing will enhance safety and improve on-time performance, a major complaint from students for the *Empire Builder*. Freight traffic movement would be more efficient and cost-effective, as well.

Naturally, more passengers stopping in Winona would translate into more visitor dollars being spent at all of the wonderful attractions Winona offers: The Great River Shakespeare Festival, Beethoven Festival, Frozen River Film Festival, the Minnesota Marine Art Museum, to name a few. As venues for many of these events, we're proud to be an important part of the community fabric that makes this area unique.

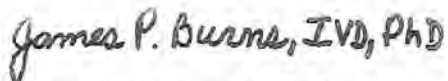
Passenger rail is safe

The Minnesota Department of Transportation and the Federal Railroad Administration have invested over \$11 million in crossing safety improvements along the TCMC corridor; \$11.6 million in additional crossing safety improvements are being studied. In addition, Positive Train Control, a system intended to address passenger rail operator issues, is mandated by Congress to take effect before TCMC service begins. Providing safe transport to and from school and home is of critical importance to our university community.

Mutual agreement

We understand our state leaders have many hard decisions to make. However, on the issue of a second train, we can all agree the benefits to Winona and our mutual constituencies are paramount and worthy of support.

Thank you for your consideration,

A handwritten signature in black ink that reads "James P. Burns, IVD, PhD". The signature is written in a cursive, slightly slanted style.

Rev. James P. Burns, IVD, Ph.D.
President

president@smumn.edu

From: [Paul Schollmeier](#)
To: [Roggenbuck, Kevin](#)
Subject: letters of support
Date: Thursday, February 20, 2020 3:39:31 PM
Attachments: [Saint Mary's University Feb12 TCMC letter.pdf](#)

External message alert: This message originated from outside the Ramsey County email system. Use caution when clicking hyperlinks, downloading pictures or opening attachments.

Kevin below is the letter from WSU president Scott Olsen.

Attached is the letter from Father Burns from Saint Mary's UNiversity.

I am still working on a joint media letter of support. It's not the best from WSU. Obviously, they don't want to place other needs ahead of their own.

Both have said in email communications that GRR can say that their universities support the TCMC.

Paul

Dear _____ (Gov. Walz/Sen. Miller/Rep. Pelowski)

Winona State University's top bonding requests for the 2020 legislative session are the "CICEL" project and HEAPR investments found in the Minnesota State Capital Investment Request. If those projects are supported and state resources allow for additional investments, then I would encourage you to consider the proposed second train to and from Winona.

Governor Walz includes \$10 million in his bonding project budget for this proposed additional train between the Twin Cities, Milwaukee, and Chicago. This investment would provide final studies and matching dollars for needed infrastructure improvements, including in the City of Winona and at the Mississippi River crossing. I believe there is demand for this service: the second train would have three stops in Minnesota and is predicted to more than double the ridership currently found on the Empire Builder. A second train to and from Winona would better serve WSU's students, employees, and guests. A recent study found that more than half of WSU students say they would take the train if more frequent service was available.

Again, I hope the state budget will allow full support for the Minnesota State bonding request, and particularly the "CICEL" project and HEAPR at WSU and HEAPR at Minnesota State College, Southeast. If resources allow for these investments and more, then please consider this additional investment in southeastern Minnesota. Thank you!

Sincerely yours,

Scott R. Olson, President?

Paul Schollmeier
City of Winona
Council Member At-Large 2017 - Present

Great River Rail Commission Member