



Union Depot, Suite 200
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www.mnhighspeedrail.com

RIVER ROUTE MEMBERS:

Dakota County
Regional Rail Authority

Goodhue County
Regional Rail Authority

Ramsey County
Regional Rail Authority

Wabasha County
Regional Rail Authority

Winona County
Regional Rail Authority

Cottage Grove

Goodview

Hastings

La Crosse Area
Planning Committee

Lake City

Prairie Island Indian Community

Red Wing

St. Charles

St. Paul

St. Paul Park

Utica

Wabasha

Winona

TWIN CITIES-MILWAUKEE-CHICAGO SECOND TRAIN

Expanded passenger rail service is good for the Mississippi River route

We advocate for:

The TCMC Second Train, a daily round trip passenger train between the Twin Cities, Milwaukee, and Chicago.

TCMC Second Train (Twin Cities – Milwaukee – Chicago)

- A second daily round trip passenger train on Amtrak's existing Empire Builder route between the Twin Cities and Chicago could be operational in just a few years.
- A 2015 Amtrak feasibility study estimated 155,000 additional annual trips.
- The service would complement the existing Empire Builder service and be more reliable and more convenient.
- Corridor safety would be improved as crossings, track, and stations are improved.
- The regional economy will benefit from rail investments that increase freight rail capacity.
- The service would strengthen multi-modal connections to airports, intercity bus stations, local transit, and non-motorized destinations.
- To begin service, the project needs funding to complete planning, design, and a service plan. This work gets us ready to request federal funds for safety, track, and station improvements, and at least one train set.



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TWIN CITIES-MILWAUKEE-CHICAGO SECOND TRAIN

Support for the MnDOT Passenger Rail Office

- State funding will provide Minnesota's match to funds provided by the Ramsey County Regional Railroad Authority and the state of Wisconsin for continued project development of the Twin Cities-Milwaukee-Chicago Second Train.
- State funding can be used to match federal funds provided in the FAST Act for capital costs for the Twin Cities-Milwaukee-Chicago Second Train. This service could be operated by a private entity.
- Without funding the MnDOT Passenger Rail Office, Minnesota will not have a voice or role in the development of interstate passenger rail projects in the Midwest.
- Without funding the MnDOT Passenger Rail Office, work will stop on passenger rail studies that are close to completion, wasting money invested in these projects. This includes the Twin Cities-Milwaukee-Chicago Second Train and Northern Lights Express.
- Without funding the MnDOT Passenger Rail Office, the 2015 State Rail Plan cannot be implemented and the goals for freight and passenger rail cannot be achieved.

Benefits of rail investment

- Passenger rail investments are good for the economy. Since nearly all passenger trains run on freight rail tracks, passenger rail investments in tracks and stations reduce the cost of moving freight and can also improve safety on the tracks and at roadway crossings.
- Passenger rail investments create temporary construction jobs and permanent jobs as businesses expand and tourism increases.
- Passenger rail investments are good for the environment. Freight railroads are four times more fuel efficient than trucks and produce 75% less greenhouse gasses. Passenger trains can carry hundreds of passengers, reducing automobile emissions.

Consequences of not investing in rail

- Congestion on the rail system will worsen, slowing down freight movement and passenger trains, making it costlier to businesses that ship by rail and causing delays to passenger trains.
- Business expansion will be limited. Businesses may move to areas with more rail capacity to accommodate growth.
- Businesses that depend on freight will have to use costlier means such as trucks to move their goods; businesses that rely on passenger rail service to bring customers become more auto-dependent.
- The threat of train derailments and crashes at crossings will continue or worsen.