



What is it?

The TCMC Second Train project would provide a second daily round trip passenger train between the Twin Cities and Chicago along the existing Amtrak Empire Builder route.

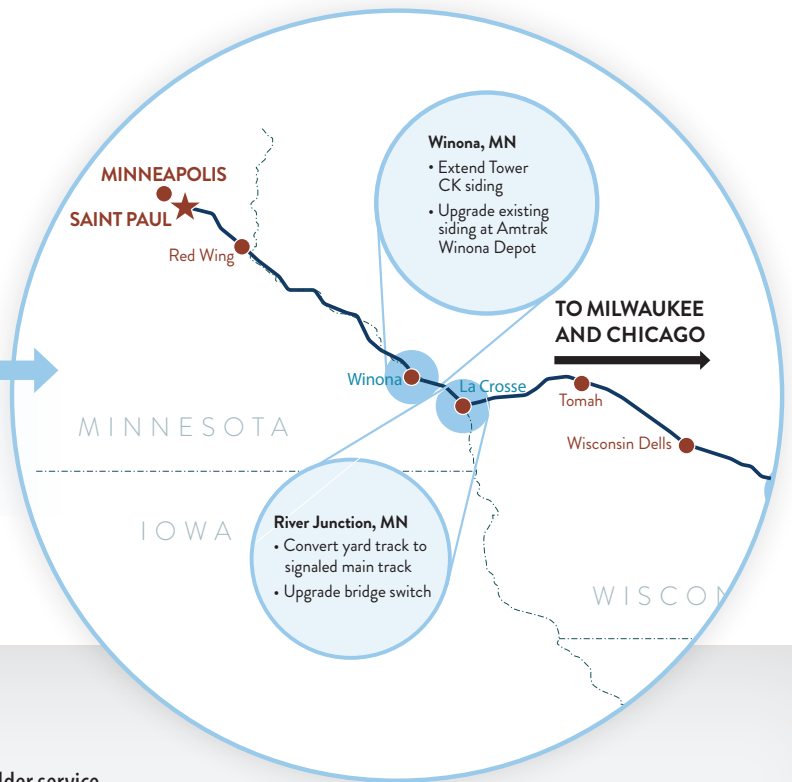
The project would:

- Create jobs and generate economic growth
- Provide safe, reliable, relaxing, productive, affordable alternative to driving or flying
- Provide access to tourism, colleges, events, and more!

Legislative Request

- \$1 million to complete environmental work and service planning
- \$3 million for Minnesota's share of final design costs

MINNESOTA TRACK IMPROVEMENTS
\$25 million from federal and state sources



Project Features

Add another round trip per day, to complement existing Amtrak® Empire Builder service.

Serves 3 stations in Minnesota (Saint Paul, Red Wing, Winona) and 13 total.

278,000 riders annually (155,000 new and 123,000 on current Empire Builder service. Source: Amtrak feasibility study).

Travel time faster than Empire Builder service—about 7.5 hours between Saint Paul and Chicago.

Speed 79 mph (maximum) on existing tracks.

Anticipated schedule about 4-6 hours difference from the departure/arrival times of the Empire Builder service.

Federal Railroad Administration ranked the Chicago to Minneapolis-Saint Paul corridor first in the Midwest for future enhanced service.

The state transportation departments of Minnesota, Wisconsin and Illinois, along with the Federal Railroad Administration are partners in the project's development.



How does the TCMC Second Train benefit Minnesota?

- Addresses gaps in the regional transportation system and offer an alternative for a variety of travelers including a boost for tourism.
- Uses and improves the existing corridor’s rail infrastructure – cost effective
- Creates both construction and permanent jobs – e.g. Amtrak spent over \$60 million on goods and service in Minnesota in 2016; purchases would increase if rail service is doubled.

Capital Costs

Twin Cities-Milwaukee-Chicago Second Train Capital Cost Estimate

Track and signal	\$38
Vehicles.....	\$82
Professional Services.....	\$4
Contingency.....	\$12
Total	\$136 Million

(2017 dollars in millions)

Illustrative Twin Cities-Milwaukee-Chicago Second Train Capital Cost Funding Formula

Federal.....	80%	\$108.8
State (MN, WI, IL).....	20%	\$27.2
Total		\$136 Million

(2017 dollars in millions)

(Share per state is not determined)

Annual Operating Costs

Twin Cities-Milwaukee-Chicago Second Train Operating Cost Funding Assumption

	Percent	Dollars (Millions)
Fares.....	55%	\$6.85
State (MN, WI, IL).....	45%	\$5.60
Total		\$12.45 Million

(2017 dollars in millions, based on 155,000 annual trips)

(Share per state is not determined)

(Federal Restoration and Enhancement grant program provides start-up funding for a percentage of projected Net Operating Costs: Year 1 - 80%, Year 2 - 60%, Year 3 - 40%)

Current State of the Project

Work completed:

- Amtrak feasibility study
- MnDOT phase 1 – alternatives analysis, conceptual engineering, capital cost estimate

Next steps:

- Procure local funding
- MnDOT phase 2 – environmental study, service development plan
- Federal grant request
- Final design, vehicle procurement, construction
- With support TCMC could be operational as early as 2022

Support Continues to Grow

Great River Rail Commission Members

- Dakota County
- Winona County
- Goodhue County
- Wabasha County
- Ramsey County
- Cottage Grove
- Goodview
- Hastings
- Lake City
- St. Paul
- St. Charles
- Red Wing
- St. Paul Park
- Utica
- Wabasha
- Winona
- La Crosse Area Planning Committee



JOBS

Construction of track and station area improvements, estimated at \$30 million, will create new jobs.

Case Study: The proposed Northern Lights Express (NLX) project is expected to create 3,000 jobs and \$360 million in wages during construction.

Case Study: In a 2008 Michigan passenger rail station study, travelers sent a stream of benefits throughout the community resulting in local benefits of \$25.7 million annually.

Amtrak Data: During 2013, Amtrak contracted with 50 vendors in Minnesota, having a total economic impact of \$21 million.

Vendors in the TCMC corridor include:

- Winona – Fastenal, Miller Ingenuity (Felpax), Phillips Bus Service
- Red Wing – Railway Research Inc.
- La Crescent – Ready Bus Line
- Twin Cities – Dynamic Air Conveying Systems, Railway Equipment Company, Loram-MOW Inc., Lewis Rail Fasteners, Ecolab, Inc., Thompson West, Accustream, Inc.

Amtrak spent over **\$60 million** on goods and services in Minnesota in **fiscal year 2016**.



TOURISM

TCMC will support tourism growth in Minnesota cities along the River Route, bringing visitors to major sporting events, small town festivals and our beautiful natural attractions.

Case Study: The Heartland Flyer service (Oklahoma City, OK, to Fort Worth, TX) reports the median spending level for lodging, meals, shopping, and entertainment per passenger to be approximately \$120 to \$160, depending on the time of year.

Amtrak Data: Tourism spending in Minnesota from Amtrak passengers in 2016 was \$460,000.

Amtrak boardings and alightings in FY 16 in the River Route were approximately 96,500 in St. Paul, 8,400 in Red Wing, and 18,900 in Winona and 26,619 in La Crosse. Ridership in Minnesota was up almost 6% from FY 15.

About **46%** of Amtrak riders are **tourists**.



SAFETY

83% decline in collisions – Operation Lifesaver reports train/motor vehicle collisions in the US have decreased from a 1972 high of roughly 12,000 to approximately 2,025 in 2016.

- Positive Train Control, a system intended to address operator error, is mandated by Congress to take effect before TCMC service begins.
- The Minnesota Department of Transportation and the Federal Railway 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.
- According to the Rail Passengers Association, shifting just 1% of car traffic to rails in the U.S. would save 200 lives each year (equal to \$1.88 billion per year in economic value).



COMMUNITY BENEFITS

Passenger rail improvements also benefit freight, automobile drivers, the environment, college students and more.

College Students—A survey of over 3,000 college students, faculty, and staff in six institutions in Minnesota shows:

- 41% in Winona have taken the train to/from school.
- 60% said they are likely to take the train in the future.
- 57% say they would take the train if more frequent service was available.

Freight Rail—Freight operators could see cost savings from using improved track. The flow of goods to market would be improved for businesses.

Roadway—The project will reduce pavement wear and tear by diverting auto users to rail.

Environment—The project will reduce automobile emissions.



Supporter Spotlights

We hear a lot from elected officials, business owners, and transportation organizations about why they want more passenger rail options for the River Route. The Supporter Spotlight is a new way to highlight residents and supporters from along the River Route who support adding a second daily train between the Twin Cities and Chicago and why rail is important to them. Get to know some of our supporters below and contact us to be included in the spotlights!



Leone – Winona, MN

I have been passionate about passenger rail for years. While attending the University of Minnesota I needed to commute to another city to complete my training and traveled by passenger rail. It was a relief to have this option, since I could not afford to own a car for the commute. In all kinds of weather, it was safe, affordable, convenient and allowed me to study while traveling. Now, I want to support our Winona, MN Universities and Vocational Technical College students with the similar and better, fast, dependable, economical passenger rail transportation they need.

My husband and I have traveled by train on vacations and it was fun watching the fantastic scenery. The train always put us right in the heart of our destination so there was little need for a car at the other end of the trip. Tourism for others coming to Winona would also help our economy. As the baby boomers age, and millennials spread their wings, traveling by train for a fun getaway trip to Winona would be possible if they cannot drive to attend our many art events and festivals.



Steve – Goodview, MN

I really see the need for a second train here in the Winona Area. Many people including my family travel often to Chicago by train. Several folks have told me personally they would love to have a second option in getting to and from Chicago.

Winona is a busy college town with three colleges. I personally see the train station full at holidays with students and other travelers. I know that second train would be utilized more often than not.

A second train would bring more people to Winona to shop, sightsee and visit because of the beauty of Winona. It would benefit many, many people having the option to have a choice.



Calli – Red Wing, MN / Milwaukee, WI

When I started college at the University of Wisconsin-Milwaukee, I knew it wouldn't be easy for me to travel home often. I didn't have a car, and it wasn't practical for my parents to regularly drive five hours to pick me up. The Empire Builder was a huge help, especially during my first couple of years at school. It was a convenient, inexpensive, and safe way to travel and made it possible for me to visit home more frequently than if I was driving/being driven. The Empire Builder has also made it feasible for college friends to visit me in Red Wing and for my sister to visit me in Milwaukee. I think a second train from the Twin Cities to Chicago would be an incredibly valuable asset that I know my friends and I would utilize.



Robbie – Harmony, MN

I travel back and forth to Chicago on the Empire Builder every 2 months to visit my adult children and my 16 month old Grandson. The drive is too difficult for me so I am grateful to be able to take the train. One thing that would improve the service is of course more on time trains from Winona to Chicago, but also a train that leaves Chicago earlier than 3 PM. I drive one full hour to and from the train station and it is difficult late at night, particularly in the winter. I don't know if there will ever be a high speed train from Chicago to Minneapolis but I hope it will happen. We folks that live in rural communities would benefit greatly.