



## 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.

## Legislative Request

The \$10 million requested will provide matching funds to leverage \$20 million in federal grant funds for final design and construction of track and signal improvements in Winona and La Crescent, Minnesota.

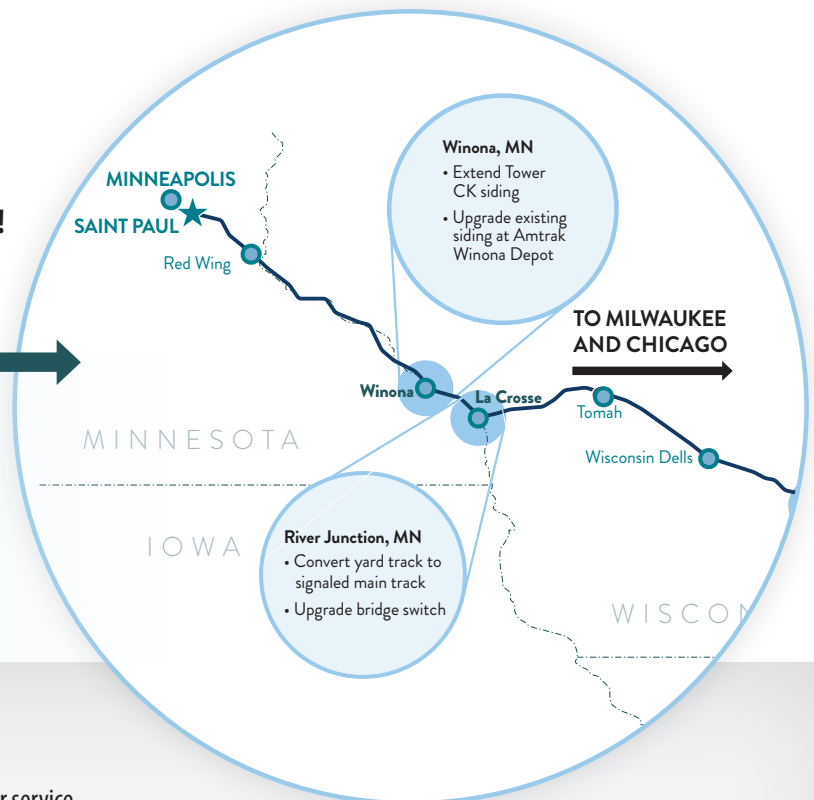
## Project Benefits

- 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!
- Improve freight train speed
- Improve safety

## MINNESOTA IMPROVEMENTS

\$16.9 million in siding and station improvements in Winona

\$13.8 million for track and switch improvements in River Junction



## 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.

Ridership: 155,000 trips on TCMC, 123,000 trips on current Empire Builder, 278,000 total trips annually. Source: Amtrak feasibility study

Travel time faster than the current 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 offers an affordable alternative for a variety of travelers
- Boosts tourism in river communities and the Twin Cities
- 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 services in Minnesota in 2016; purchases would increase if rail service is doubled.

### Capital Costs

#### Twin Cities-Milwaukee-Chicago Second Train Capital Cost Estimate

|                             | Dollars (Millions)              |
|-----------------------------|---------------------------------|
| Track and signal .....      | \$38.5 to \$52.0                |
| Professional Services ..... | \$3.9 to \$5.2                  |
| Contingency .....           | \$12.6 to \$15.1                |
| <b>Total .....</b>          | <b>\$55.0 to \$72.3 Million</b> |

(2017 dollars in millions) (Assumes use of overhauled Amtrak legacy vehicles)

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

|                          | Percent    | Dollars (Millions)              |
|--------------------------|------------|---------------------------------|
| Federal .....            | 45% to 59% | \$25 to \$42.3                  |
| State (MN, WI, IL) ..... | 55% to 41% | \$30                            |
| <b>Total .....</b>       |            | <b>\$55.0 to \$72.3 Million</b> |

(2017 dollars in millions) (Seeking \$10 million each from MN, WI and Amtrak.)

### 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                 |
| <b>Total .....</b>       |         | <b>\$12.45 Million</b> |

(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
- Phase 1 – alternatives analysis, conceptual engineering, capital cost estimate

### Next steps:

- Procure local funding
- Phase 2 – environmental study, service development plan
- Federal grant request
- Final design, vehicle procurement, construction
- Operating cost sharing agreement
- 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
- Washington 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



## Twin Cities-Milwaukee-Chicago Intercity Passenger Rail Service Project

# BENEFITS



## JOBS

Construction of track and station area improvements in Minnesota, estimated at \$30.7 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.



Twin Cities-Milwaukee-Chicago Intercity  
Passenger Rail Service Project

# PASSENGER RAIL PRAISE

## 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!



### Steve – Goodview, MN

Folks have told me personally they would love to have a second option in getting to and from Chicago.



### Calli – Red Wing, MN / Milwaukee, WI

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.



### Joua – St. Paul, MN

I drive to Chicago at least once per month to visit friends. The train schedule doesn't work for me. If there were more train trips I would leave the car at home and not have to worry about traffic or parking in Chicago.