



CONNECTING PEOPLE



MOVING FREIGHT



STRENGTHENING COMMUNITIES

TTCMC

MAY 2021

TWIN CITIES – MILWAUKEE – CHICAGO
INTERCITY PASSENGER RAIL



WHAT IS THE TCMC PROJECT?

The Twin Cities - Milwaukee - Chicago Intercity Passenger Rail Project (TCMC) adds a second, daily round-trip passenger rail service to the 411-mile corridor used by Amtrak's long-distance Empire Builder and Hiawatha routes, while also improving freight movement. TCMC leverages existing resources to cost-effectively improve regional intercity transportation in Wisconsin, Minnesota and Illinois.

TCMC improves freight flow through Minnesota and Wisconsin, with key railroad improvements that eliminate bottlenecks. Most importantly, the project doubles intercity rail options to access jobs, attractions, universities and world-class healthcare.



Project Highlights

- » Provides **more choices** for regional travelers with time-sensitive plans and schedules, making **more trips viable by rail**
- » Uses **existing infrastructure, stations and equipment** to keep project costs down
- » Improves operations and expands capacity to provide **more reliable service with better on-time performance** for both passenger and freight trains
- » Improves **intercity connections** throughout Wisconsin and Minnesota with **added rail schedules** that connect to intercity bus and shuttle services, air travel, and local transit

TCMC PROJECT OVERVIEW



**411-mile
ROUTE**

Saint Paul to Chicago



**morning
and midday**

departures from
Saint Paul and Chicago



**7.5-hour
TRAVEL
TIME**

Saint Paul to Chicago



**79 mph
SPEED**

maximum in corridor



**SERVICE
BEGINS
2024**

projected date and
subject to change



**2 DAILY
ROUND
TRIPS**

including TCMC and
Empire Builder service



**124,200
RIDERS**

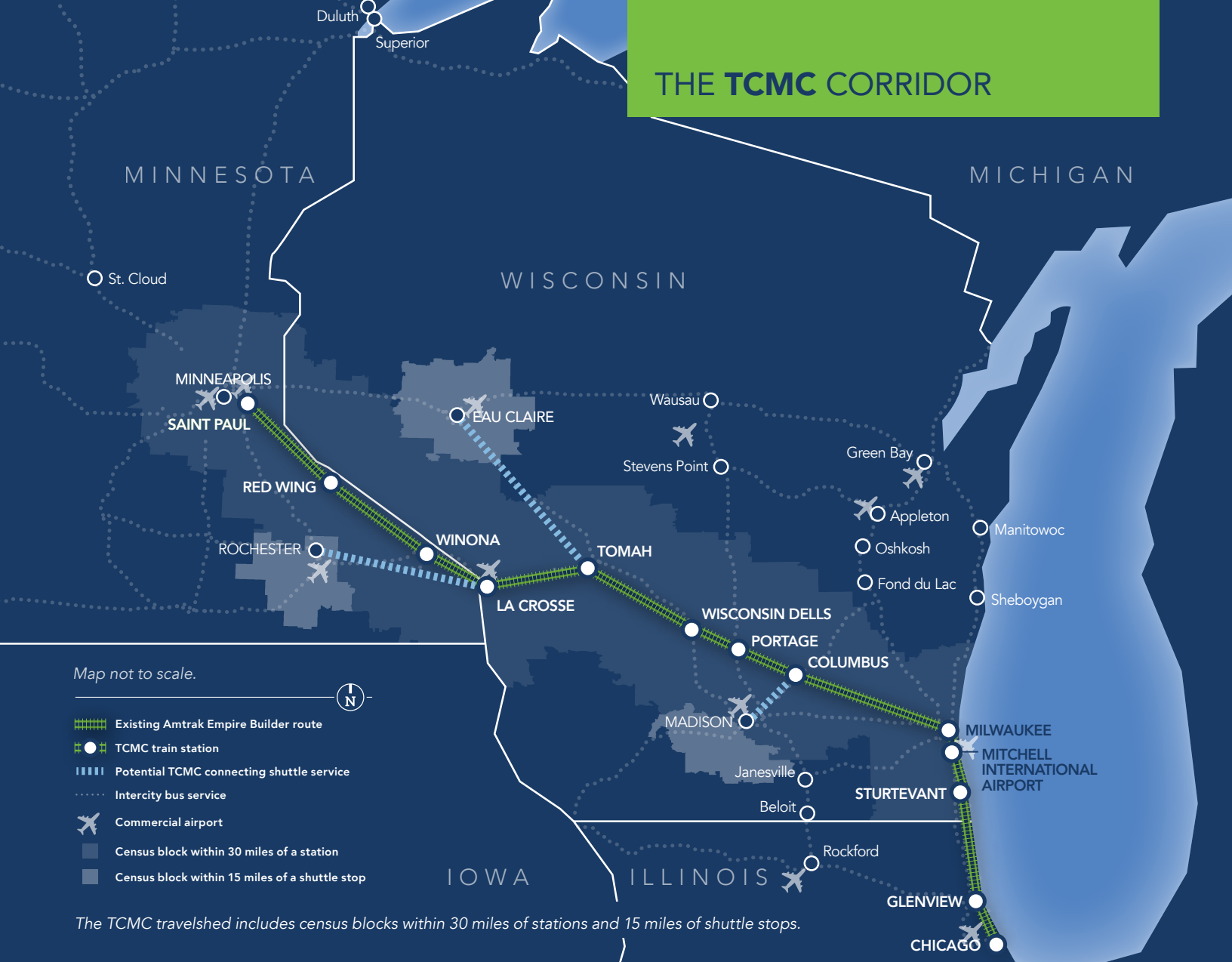
projected for opening
year of service (2024)



**13
STATIONS**

shared with Hiawatha and
Empire Builder routes

THE TCMC CORRIDOR



TCMC's travelshed includes about **59%** of Wisconsin's and **61%** of Minnesota's populations.

With 10 million trips annually among car, plane, bus and train modes, the TCMC "travelshed" – with connections to Chicago – is the most highly traveled intercity corridor in Wisconsin and Minnesota.

The rail corridor is the backbone of the intercity network linking other travel modes that serve the three states' population and economic centers.

The TCMC travelshed in Minnesota and Wisconsin is home to ...

6.5 million
PEOPLE

3 MILLION
JOBS

26
MEDICAL
FACILITIES

120
higher education
INSTITUTIONS

1,250
HOTELS
and
RESORTS

620
TOURIST
ATTRACTIONS



... tourist towns and destinations:

“For those who are looking for alternatives to driving to reach the Dells and our businesses, there is a shortage of options. The TCMC Project will double the passenger rail service ... opening up more schedule options for more trips.”

ROMY A. SNYDER
President/CEO
Wisconsin Dells Visitor & Convention Bureau

Most of the annual **4+ million** visitors to Wisconsin Dells and the **thousands** of seasonal workers who support the area’s tourism industry travel from the Chicago, Milwaukee and Twin Cities areas.



... smaller urban and rural areas:

“... passenger rail would round out our transportation picture, helping us fully realize the virtues of our region, keep the jobs and residents we have, and grow.”

STEVEN SOBIEK
Director, City of Portage
Business Development and Planning

TCMC helps **rural** and **smaller urban communities** attract and retain businesses and residents by improving **direct connections** to the economic epicenters of the region.



... universities and students:

“To continue to grow and keep our young talent and attract new residents, the 8,000 students at Winona State University and the 5,900 at St. Mary’s University, quality transportation service is critical.”

MARK E. PETERSON
Mayor, City of Winona, Minnesota

At Winona State and St. Mary’s universities in Minnesota, **41% of students** have taken the train, and **57%** say they would take the train if service was more frequent.





Community and Economic Development

- » Brings in more visitors and workers to station communities
- » Enables communities to leverage the rail service to attract and retain jobs and businesses
- » Gives more options to communities with otherwise limited transportation choices
- » Supports development in downtowns and areas around the stations
- » Generates added jobs, income and sales from construction, train operations and additional visitor spending

Freight Network Improvements

- » Improves freight rail operations and capacity
- » Grade-crossing and capacity improvements improve safety and reduce gate-down times
- » Supports freight rail shipping
- » More efficient freight operations reduce emissions and take trucks off roads

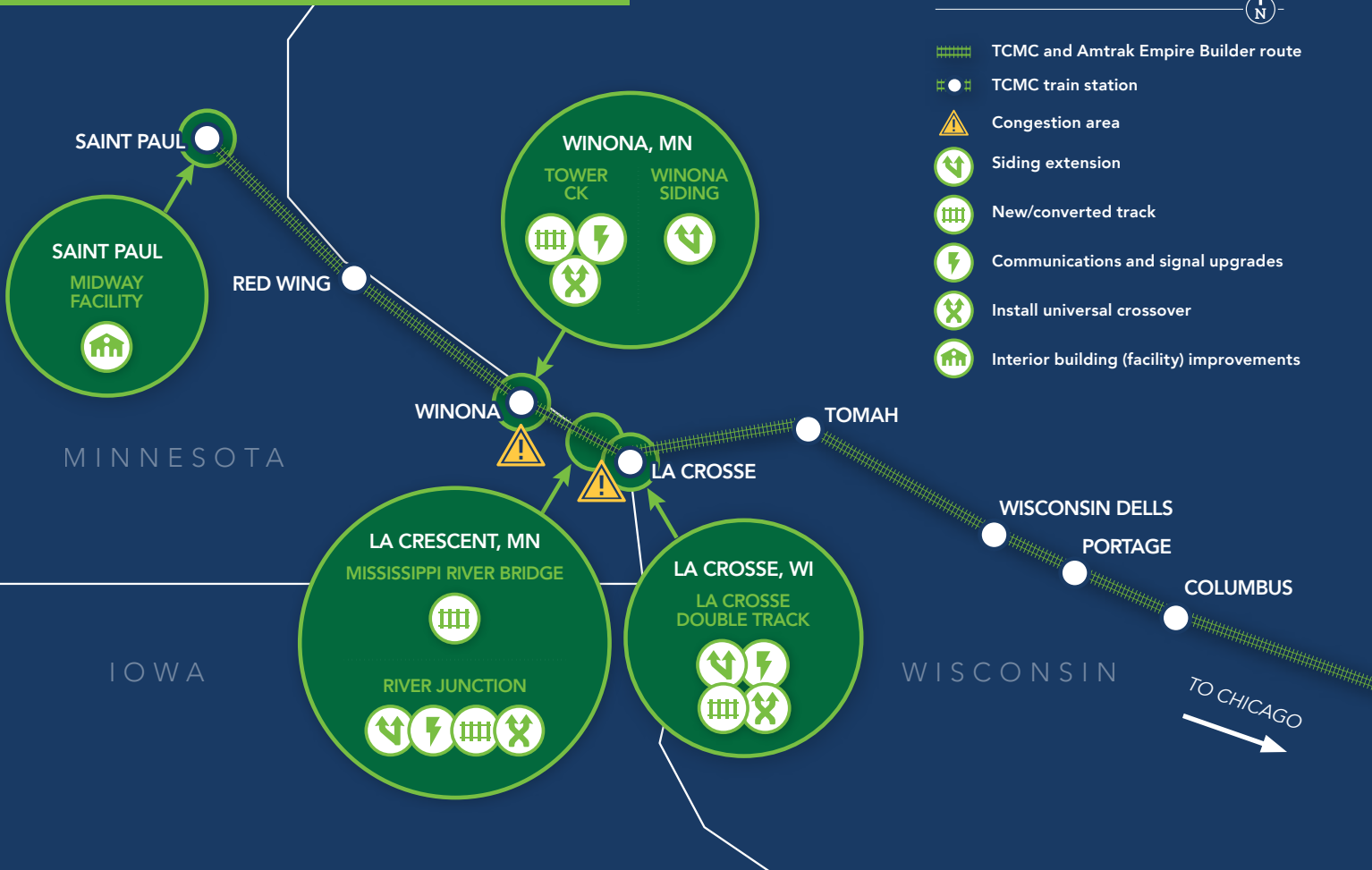
Operators and shippers will save **\$34.7 million** over 30 years by moving freight more efficiently through the TCMC corridor

Traveler and Mobility Benefits

- » More connection opportunities with intercity bus, transit and air services
- » Allows travelers to work or relax while traveling
- » Provides downtown-to-downtown connections
- » Avoids traffic congestion, weather delays, parking, security lines and tolls
- » Provides travel options for people who cannot or who choose not to drive



TCMC CONSTRUCTION AREAS

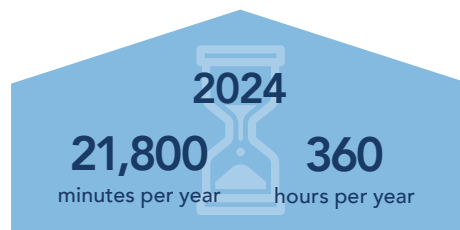


Proposed TCMC improvements would reduce weekly gate-down times by 9% in Winona, Minnesota and La Crosse, Wisconsin.

The TCMC project includes improvements to rail infrastructure, so that the corridor can handle increased freight and passenger train traffic.

These upgrades will allow the freight trains to move more quickly and smoothly through the corridor and alleviate train congestion and delays.

TCMC BENEFIT: FREIGHT DELAY SAVINGS



TCMC DOLLARS AND CENTS

Capital Costs

TCMC saves capital expenditures by leveraging existing rail infrastructure, equipment, crews, stations, and

maintenance facilities. The TCMC received a **\$31.8 million Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program grant** in 2020 that will cover 60% of the

TCMC project's total capital cost of \$53.3 million. Amtrak has committed \$5 million, so the remaining \$16.5 million in state matches is needed to make the project a reality.



Revenue and Operations (First Year of Service)

TCMC received a **\$12.6 million federal Restoration and Enhancement grant** to help offset operating costs in the first three years of service. For the first year of service, this means that Amtrak's projected

operating cost of \$12.29 million will be offset by the forecasted \$4.86 million annual revenue and \$5.62 million from the grant. The remaining \$1.81 million cost would be shared among the state partners.

REVENUE AND OPERATING COST FORECAST BY FISCAL YEAR (IN MILLIONS)

	2024	2025	2026	2027	2028	2029
Amtrak Operating Cost	\$12.29	\$12.30	\$12.32	\$12.33	\$12.35	\$12.36
Annual Revenue	\$4.86	\$4.91	\$4.95	\$5.00	\$5.04	\$5.09
Federal Restoration and Enhancement Grant	\$5.62	\$4.20	\$2.79	\$0	\$0	\$0
Shared State Partner Support (Split Among States)	\$1.81	\$3.20	\$4.58	\$7.34	\$7.30	\$7.27

Note: As revenue increases annually, shared state partner support decreases.

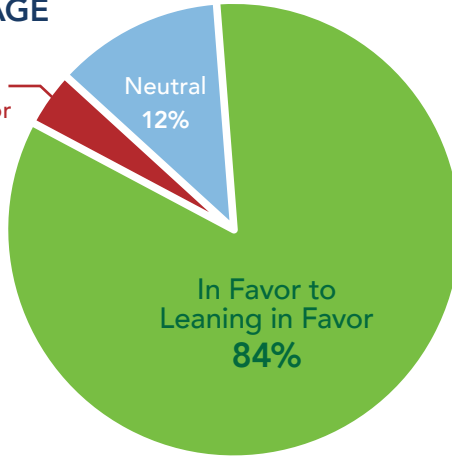
TCMC: PUBLIC, STAKEHOLDER FEEDBACK

In early March 2021, the Wisconsin and Minnesota departments of transportation publicly shared a recorded presentation detailing the TCMC project. In response, the states received (as of April 9) over 3,800 comments, with about **84% indicating support** for the project.

TOTAL COMMENTS RECEIVED:
3,825

SUPPORT BY PERCENTAGE

Not in Favor to Less in Favor
4%



COMMENTS BY NUMBER

In Favor to Leaning in Favor	3,208
Neutral	467
Not in Favor to Less in Favor	150

WHAT STAKEHOLDERS ARE SAYING

"[The TCMC] project fills regional transportation system gaps and provides an alternative that is cost-effective to implement, operate and maintain."

KURT BAUER, President and CEO
Wisconsin Manufacturers & Commerce

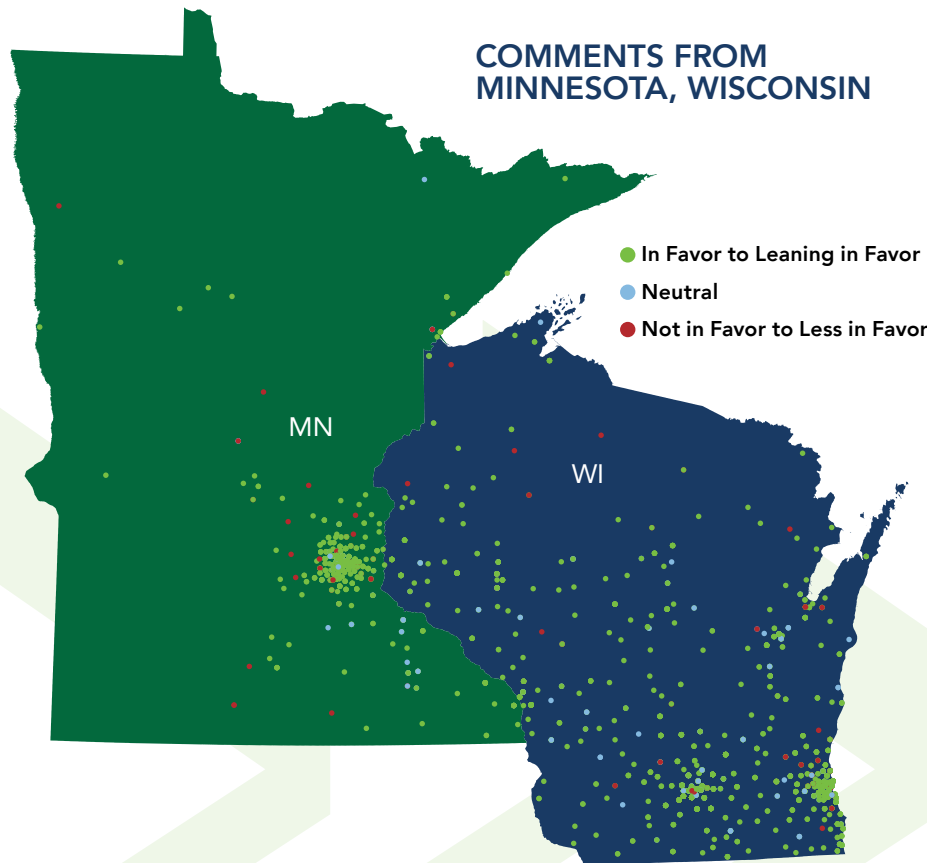
"Additional rail service between Wisconsin, Illinois, and Minnesota provides more opportunities for regional relationships and new business ventures."

DEBBY JACKSON, Executive Director
Transportation Development Association

"The economy of our community depends on a solid foundation that includes quality public transportation. Doubling the existing Amtrak service through our community strengthens that foundation, helping us realize the potential of our location, and making us the place where people will want to be."

JANIS CANNON, Senior Vice President
Choice Hotels upscale brands Cambria Hotels and the Ascend Collection

COMMENTS FROM MINNESOTA, WISCONSIN



WHAT THE PUBLIC IS SAYING

"This corridor ... needs any help it can get to provide travelers and commuters with more non-automobile transportation options."

"I live in Winona and all my kids live in Chicago. I would take this train once a month if you did this."

"Recruiting and retaining good employees in smaller communities would be much easier ..."

"As a small businesses owner and eventual farmer, I am all for improving rail infrastructure for better access to the rural community."

"The current departure time from St. Paul is often too early ... A second train [that will] provide more flexibility with times and greater reliability is much needed."