



Amtrak Fact Sheet Fiscal Year 2019 *State of Wisconsin*

Amtrak Service & Ridership

Amtrak operates one National Network train through Wisconsin:

- The **Empire Builder** (daily Chicago-Milwaukee-St. Paul-Seattle/Portland via Columbus, Portage, Wisconsin Dells, Tomah, and La Crosse).

Amtrak also operates one State-Supported route in Wisconsin:

- The **Hiawatha Service**, seven daily round-trips, Milwaukee-Chicago.

During FY19 Amtrak served the following Wisconsin locations:

<u>City</u>	<u>Boardings & Alightings</u>
Columbus	12,537
La Crosse	25,587
Milwaukee	639,713
Milwaukee Airport	178,962
Portage	7,061
Sturtevant	81,846
Tomah	11,394
Wisconsin Dells	14,722
Total Wisconsin Station Usage:	971,822

Host Railroads & On Time Performance

Amtrak relies heavily on the cooperation of other railroads in order to operate routes using tracks that are not owned or controlled by Amtrak. Host railroads are statutorily required to provide Amtrak trains “preference” over freight transportation. However, on time performance on most host railroads is poor and continues to decline largely due to hosts ignoring their statutory responsibilities.

Listed below are the Amtrak services that operate in Wisconsin with each service’s host railroads and on-time performance (OTP) in FY19:

Service	Host Railroads	FY19 OTP
Empire Builder	BNSF, Canadian Pacific, and Metra	46.1%
Hiawatha	Canadian Pacific and Metra	93.7%

“On-time performance” represents the percentage of stations at which the train arrives within 15 minutes of the scheduled arrival time.

Amtrak Guest Rewards

At the end of FY19, there were **107,068** members of the Amtrak Guest Rewards program in Wisconsin. This is an 11% increase from FY18.

Procurement

Amtrak spent \$17,182,016 on goods and services in Wisconsin in FY19, including at:

City	Amount
Glendale	\$ 3,270,802
Milwaukee	\$ 3,828,094
Oak Creek	\$ 6,321,360

Employment

At the end of FY19, Amtrak employed 57 Wisconsin residents. Total wages during FY19 of Amtrak employees living in Wisconsin were \$4,968,726.

PRIIA Section 209 and State Supported Services

The Passenger Rail Investment and Improvement Act of 2008 (P.L. 110-432) required, by October 2013, an equitable arrangement of cost sharing between Amtrak and state or public agency partners that provide funding for short-distance, intercity train services. Agreements were reached with all parties, including Wisconsin, by the deadline, and the services continued to run without interruption.

Amtrak MidwestSM Services

Amtrak operates the state-supported **Hiawatha Service**, under contract with the states of Illinois and Wisconsin. With seven daily trains in each direction, the service is the highest ridership route in the Midwest. These trains are part of the five-state Amtrak MidwestSM network of services, including routes operated under contract for Indiana, Michigan, and Missouri with hubs at Chicago and St. Louis.



Charger Locomotives

Illinois, Michigan, Missouri, and Wisconsin partnered with California to procure a new fleet of locomotives for short-distance state-supported services. The Charger locomotive fleet was constructed by Siemens, sourcing parts from businesses large and small from all across the United States. Deliveries are complete. All 33 locomotives have been deployed on trains that served more than 2.6 million Amtrak customers annually.

Expansion Planning and Service Improvements

Additional Chicago-Twin Cities Service: Amtrak conducted an analysis for the Minnesota and Wisconsin Departments of Transportation of potential ridership, revenue, and operating costs for a second, daily, state-supported round-trip between St. Paul-Minneapolis and Chicago, supplementing the existing *Empire Builder* service. The report also provided a “high-level” examination of capital start-up costs, such as equipment acquisition and infrastructure improvements needed to accommodate the new service.

This report, from May 2015, is available in its entirety at <http://www.dot.state.mn.us/passengerrail/mn-chicago-study.html>. Amtrak will continue to work with both state DOTs to coordinate public outreach, as this prospective project moves into the design phase.

Additional Hiawatha Frequencies: The Wisconsin and Illinois departments of transportation, in coordination with the Federal Railroad Administration, are completing an Environmental Assessment (EA) and Service Development Plan (SDP) to study increasing **Hiawatha Service** from seven to ten round-trips a day. The sponsors are performing additional analysis to further quantify potential impacts of the new service. Once that is complete, a final EA and SDP will be completed, and funding will be sought to implement the service expansion.

Anticipating additional capacity expansion needed on the host railroads, Wisconsin submitted successful applications for Federal Railroad Administration grants to fund construction of the second platform at the Milwaukee Airport Rail Station and mainline upgrades through a Milwaukee freight rail yard. The second platform at MARS will increase capacity and rail network fluidity by allowing Amtrak trains to stop on either track at the second busiest Wisconsin station. Mainline track upgrades through Muskego Yard will allow all freight trains to be routed away from the Milwaukee Intermodal Station, freeing track capacity for passenger trains.

Station Improvements

Milwaukee Intermodal Station: Work was completed in summer 2016 on a new mezzanine over the tracks, with escalators and elevators that connect to new, ADA-compliant platforms.

The Americans with Disabilities Act of 1990 (ADA) requires that stations in the intercity rail transportation system be made readily accessible to and usable by individuals with disabilities. In response, Amtrak developed an ADA Stations Program to bring the stations it serves (and for which it has ADA responsibility) into compliance with ADA requirements and to provide the best possible service to passengers with disabilities in the shortest timeframe and most integrated and efficient way possible.

At Columbus, Tomah, and Portage, Amtrak completed accessibility improvements to address the non-ADA compliant components, accessible routes from the public right of way and parking areas to the station, new passenger boarding platforms, restrooms, ramps and stairs; lighting and signage, and station entrances.

AMTRAK ROUTES IN WISCONSIN

