



## Amtrak Fact Sheet Fiscal Year 2021 State of Wisconsin

### Amtrak Service & Ridership

At the end of FY 2021, Amtrak operated over 15 trains per day in Wisconsin, as part of the following routes:

- **Long Distance**  
*Empire Builder* (daily Chicago-St. Paul-Seattle/Portland)
- **State Supported**  
*Hiawatha* (seven-times-daily Chicago-Milwaukee)

### Stations Served

During FY 2021, Amtrak served the following locations in Wisconsin.

City (Code)	Ridership
Columbus (CBS)	6,019
La Crosse (LSE)	11,169
Milwaukee (MKE)	198,389
Milwaukee Airport (MKA)	37,580
Portage (POG)	3,440
Sturtevant (SVT)	17,977
Tomah (TOH)	6,091
Wisconsin Dells (WDL)	8,304
<b>Total Wisconsin Station Usage:</b>	<b>288,969</b>

Amtrak maintains the Great American Stations website (<https://www.greatamericanstations.com/>), which includes detailed profiles of every Amtrak station. Information available includes a brief history of each station, a review of what organization or organizations are responsible for the various portions of each facility, a list of routes serving each station, contact information for the appropriate Amtrak representative for that station, and relevant local community links.

### Host Railroads & On Time Performance

Amtrak relies heavily on the cooperation of other railroads to operate routes using tracks that Amtrak does not own or control. 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 customer on-time performance (OTP) in FY 2021:

Service	Host Railroad (s)	FY21 OTP
<i>Empire Builder</i>	BNSF, Canadian Pacific, Metra	59.3%
<i>Hiawatha</i>	Canadian Pacific, Metra	94.8%

Customer OTP measures what proportion of customers arrive at their destination on time. For *Acela* trains, the margin is within ten minutes of the schedule and the margin is 15 minutes for all other trains. Thus, if a train is 16 minutes late to its final stop, and all its riders are headed for that stop, then even if the train is on time at every intermediate stop, customer OTP would be 0%, reflecting the passengers' experience.

**Amtrak Guest Rewards**

At the end of FY 2021, there were approximately 13.5 million members of Amtrak Guest Rewards (AGR), with 125,245 members listing an address in Wisconsin. This is a 3.6% increase from FY 2020. For more information about AGR, please see: <https://www.amtrak.com/guestrewards/home>

**Procurement**

In FY 2021, Amtrak procured goods and services worth \$2.63 billion, and more than 99% of that figure was sourced from firms headquartered domestically. In Wisconsin, Amtrak spent \$10,529,254, broken down in the following locations:

City	Amount (\$)
Beloit	352,768
Brownsville	816,207
Glendale	2,518,355
Janesville	209,764
Lake Geneva	231,824
Madison	543,741
Menomonee	807,692
Milwaukee	3,008,822
Monona	105,011
Mount Pleasant	231,742
Oak Creek	756,319
Waukesha	512,840

**Employment & Wages**

At the end of FY 2021, Amtrak employed 17,055 people, including 52 Wisconsin residents. Total FY 2021 wages were \$1.54 billion, of which Wisconsin residents earned \$4,648,764.

**Section 209 Service**

In the Passenger Rail Investment and Improvement Act of 2008 (P.L. 110-432), Congress 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 by the deadline, and the services continued to run without interruption.

**Additional Information**

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 four-state Amtrak Midwest<sup>SM</sup> network of services, including routes operated under contract for Illinois, Michigan, and Missouri with hubs at Chicago and St. Louis.

## **Bipartisan Infrastructure Law**

Enacted in November 2021, the Infrastructure Investment and Jobs Act (IIJA), or “Bipartisan Infrastructure Law,” provides \$66 billion in guaranteed funding for intercity passenger and freight rail over the next five years. That includes \$22 billion in dedicated Amtrak funding – for fleet modernization, state-of-good-repair work, and other specified project types – and another \$44 billion for FRA-administered grants. This historic federal investment will rebuild crumbling infrastructure, improve accessibility onboard and at our stations, enable overdue service expansions, and transform U.S. passenger rail service.

## **Amtrak Connects US**

In 2021, Amtrak released the Amtrak Connects US vision for growing America’s passenger rail system and meeting the needs of both fast-growing metro areas and other underserved communities. Our vision proposed 39 new routes, 25 enhanced routes, and 160 new stops to serve 20 million new riders across the United States. Since then, the Federal Railroad Administration has launched the Corridor Identification & Development Program to establish a pipeline of intercity passenger rail projects ready for federal investment and technical assistance.

Importantly, the Amtrak Connects US vision was only a starting point. Amtrak is ready to work with States and other eligible entities to begin or expand service anywhere – regardless of whether the route was included in the vision.

## **Expansion Planning and Service Improvements**

**Additional Chicago-Twin Cities Service (TCMC):** Amtrak conducted an analysis for the Wisconsin and Minnesota Departments of Transportation of potential ridership, revenue, and operating costs for a second, daily, state-supported roundtrip between St. Paul, Milwaukee, 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.

The TCMC project has been awarded a Restoration and Enhancement grant to support the first three years of operating funding and a Consolidated Rail Infrastructure and Safety Improvement grant for \$31.7 million to complete infrastructure improvements on the host railroad. Amtrak and the states of Wisconsin and Minnesota each contributed to reach the \$53 million capital cost. The partners hope to begin service in FY 2023.

**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 roundtrips 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**

Amtrak is undertaking work at and around stations as part of a nationwide effort to achieve compliance with the Americans with Disabilities Act. Amtrak has completed construction to the path of travel between the public right-of-way and the station, built a new train platform, doorway, lighting, and signage at Portage. Design plans for ADA improvements are also advancing at Columbus, Tomah, and Lacrosse with construction planned for FY 2023.

# AMTRAK ROUTES IN WISCONSIN

