



Hello and welcome to today's public meeting for the Chicago to Milwaukee Hiawatha service Intercity Passenger Rail Environmental Assessment.

This presentation provides a brief, high-level overview of the project. It will automatically repeat at the conclusion. When you're done watching, you are encouraged to take a tour of the nearby exhibit space where you may review detailed charts, maps and information about the project, ask questions of the project team members, and importantly, share your thoughts and feedback about the project. Your questions and comments are important to the development of this project.

Hiawatha
MILWAUKEE-CHICAGO

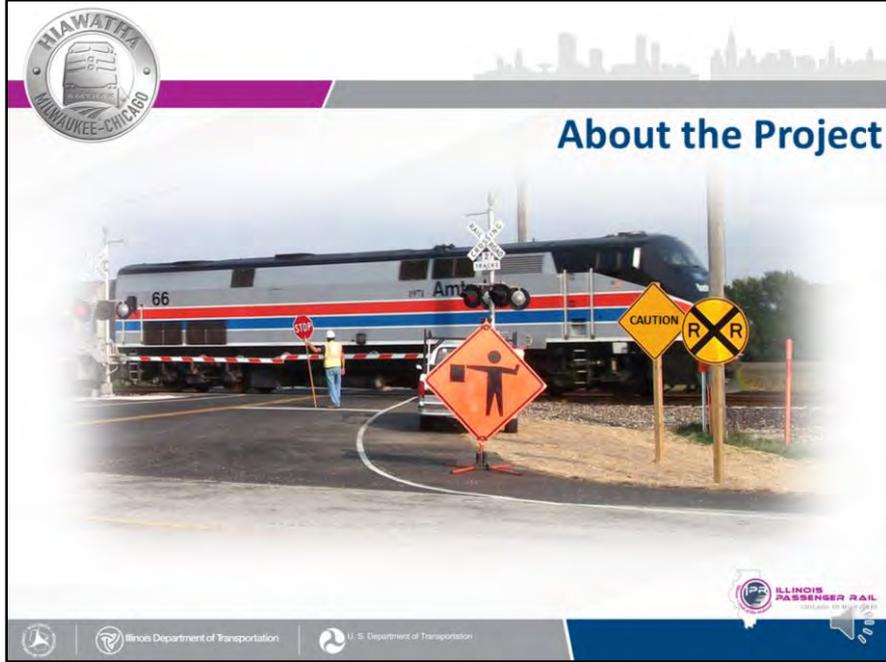
Agenda

- About the Project
- Project **Purpose & Need**
- Current Hiawatha service and **proposed improvements**
- What is an **Environmental Assessment?**
- **Alternatives** being considered
- Potential **Environmental impacts**
- Estimated Project **costs and land acquisitions**
- How to **get involved**

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Here's what will be covered in this presentation.

- The project's purpose and need
- The Hiawatha Service's current **challenges** and the proposed improvements to address those challenges
- The Environmental Assessment process and the alternatives under consideration
- The project's costs and proposed land acquisitions, and;
- How you how you can get involved



Let's begin with a few important details about the Chicago to Milwaukee Intercity Passenger Rail Project Environmental Assessment.

What is the Project About?

Study partners

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Environmental Assessment of Amtrak Hiawatha Service to **identify and **address** existing and **future** passenger demand**

So what, exactly, is this project about? The Wisconsin Department of Transportation, and the Illinois Department of Transportation in partnership with Amtrak, and in coordination with the Federal Railroad Administration, are conducting what is called an Environmental Assessment, also known as an “EA.” All EA’s must adhere to detailed federal requirements as spelled out by the National Environmental Policy Act, or NEPA. The result is a detailed document that is available to the public for review and comment. The purpose of this EA is to identify and address existing and future passenger demand for Amtrak’s Hiawatha Service.

Project History

IDOT & WisDOT have jointly operated Amtrak Hiawatha Service Route since 1989

Wisconsin Department of Transportation
Illinois Department of Transportation

Amtrak Routes
 - Hiawatha Service Route
 - Other Amtrak Routes

Amtrak Stations
 - Hiawatha Service Stations
 - Other Amtrak Rail Stations

Highways
 - Interstate Highways

0 5 10 20 Miles

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IDOT and WisDOT have jointly operated the 86-mile Hiawatha service since 1989. The popular service has five stations, including Chicago Union Station, Glenview, Sturtevant, the Milwaukee Airport and the Milwaukee Intermodal Station. Traveling at a maximum speed of 79-miles per hour, a typical one-way trip between Chicago and Milwaukee takes an hour and 29 minutes, and each train seats up to 429 passengers.



An Environmental Assessment begins with determining the project’s purpose and need. The Purpose and Need serves as the framework for the project, guiding the identification and evaluation of project alternatives. The purpose and need was carefully crafted with input from the project sponsors and stakeholders. Let’s take a look at the elements of the purpose and need now.



Project Purpose

Address existing and future demand

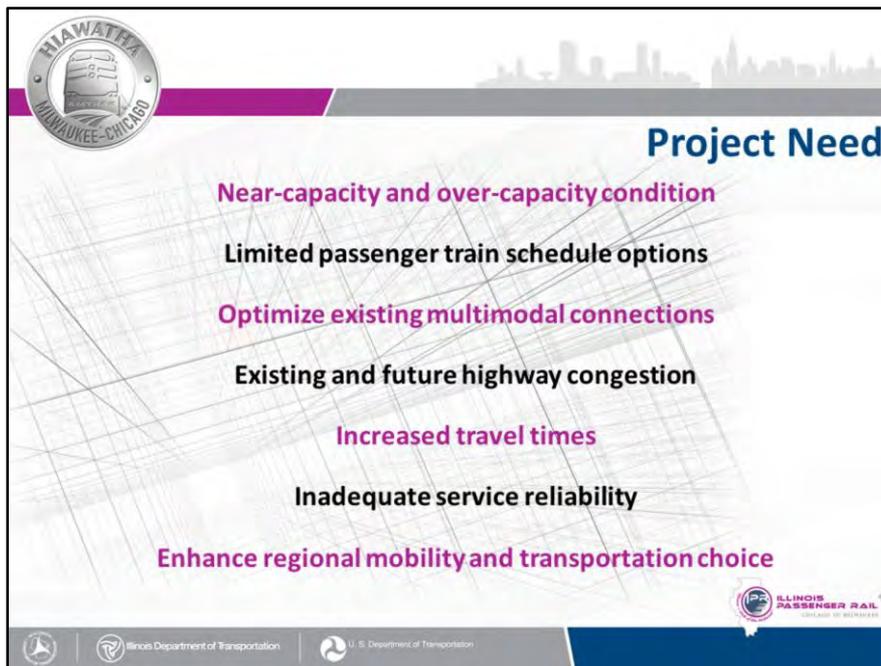
Expand modal options

Alternative to traffic delay, reliability issues, & long travel times

Strengthen transportation connections

Enhance and improve reliability



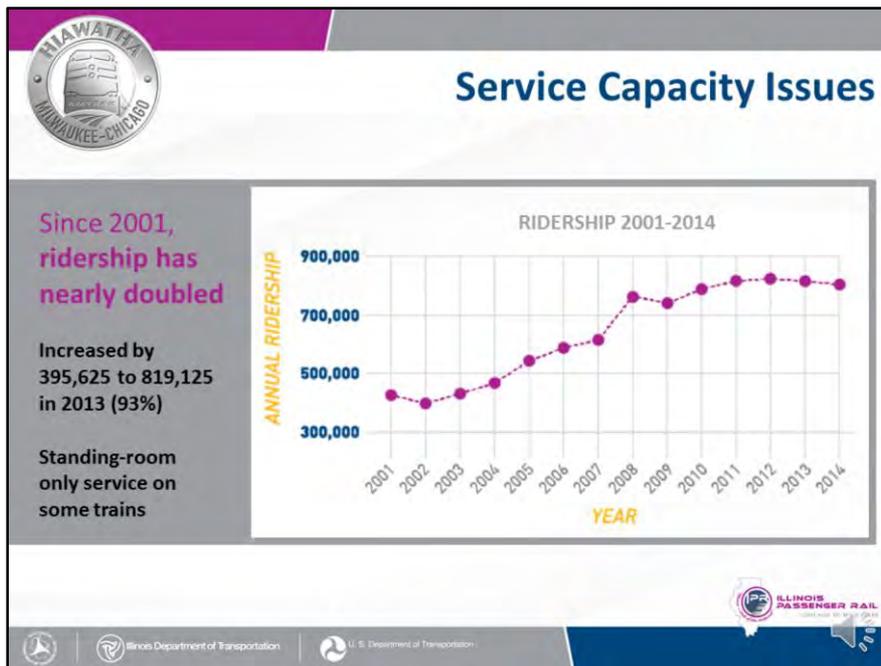


The need for the project is derived from the following elements:

- Near-capacity and over-capacity conditions aboard peak *Hiawatha Service* trains;
- Limited passenger train schedule options to meet existing and future passenger demand and to optimize existing multimodal connections;
- Existing and future highway congestion resulting in increased travel times for autos and buses in the corridor may result in additional demand for alternative modes of travel;
- Inadequate service reliability due to conflicts with freight and other passenger traffic in the corridor;
- The need to enhance mobility and transportation choice as identified in state and regional planning documents.



There are a number of challenges and opportunities on the Hiawatha Corridor that drive the project's purpose and need. The following slides will take a look at some key facts, figures and trends.



The Hiawatha Corridor is a growing and popular passenger rail route. Ridership has been trending up since 2001. In fact, ridership has nearly doubled over the past 14 years to a total approaching more than 800-thousand trips in 2014. Instances of near and over-capacity on four Hiawatha trains have also increased in recent years, causing standing room only conditions on some trains during peak hours. Hiawatha Service ridership is expected to continue growing in the future, and near-and-over-capacity conditions are expected to occur more frequently if no improvements are made to the service.

HIAWATHA
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Anticipated Passenger Demand

On-board passenger survey

Passengers strongly agreed they would ride more often

Early and late evening departures were attractive additions

Source: Intercity Passenger Rail: Implications for Urban, Regional, and National Mobility. University Transportation Center for Mobility. December 2011.

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In a recent on-board survey of Hiawatha Service passengers, on average, passengers ‘strongly agreed’ that they would ride more often if additional daily departures and arrivals were provided. Additional early and late evening departures from Chicago and an additional morning departure from Milwaukee were attractive schedule additions.

HIAWATHA
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Multimodal Connections

CHICAGO UNION STATION

Multiple connections to intercity and local bus service, air and other passenger rail

MILWAUKEE INTERMODAL STATION

MILWAUKEE GENERAL MITCHELL AIRPORT

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Train schedule options are critical to providing flexibility for passengers traveling within the corridor, as well as flexibility of transferring to modes that service destinations outside the corridor. The Hiawatha Service offers multimodal connections to intercity and local bus service, air service, and other intercity passenger rail routes, including Chicago’s Union Station, Milwaukee Intermodal Station and Milwaukee General Mitchell Airport.



Traffic volumes are projected to increase on I-94 & other highways adjacent to the route, and traffic studies indicate congestion will worsen if assumed transit projects do not get built. In the on-board survey, seventy percent of passengers said they would have travelled by auto if train were not available, and they said that avoiding high traffic congestion was the primary reason for taking the train.



Service Reliability

- **On-Time Performance** remains strong but has seen some decreases in recent years, including a **six percent decrease** from 2004-2015
- 40% of **delays have been related to other trains** indicating that there are railroad capacity challenges on the corridor that need to be addressed.



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Overall, the Hiawatha Service has a history of very good on-time performance; however, service reliability has been gradually decreasing in recent years. While there has been some improvement the first half of this year, on-time performance decreased by six percent between 2004-2015. Forty percent of delays have been related to other trains and infrastructure issues, indicating that there are railroad capacity challenges on the corridor that need to be addressed .

Project Consistent with Regional Transportation Planning Goals

- Wisconsin Connections 2030 Plan
- Wisconsin Rail Plan 2030
- SEWRPC Vision 2050
- 2012 Illinois State Transportation Plan
- CMAP GO TO 2040 Comprehensive Plan

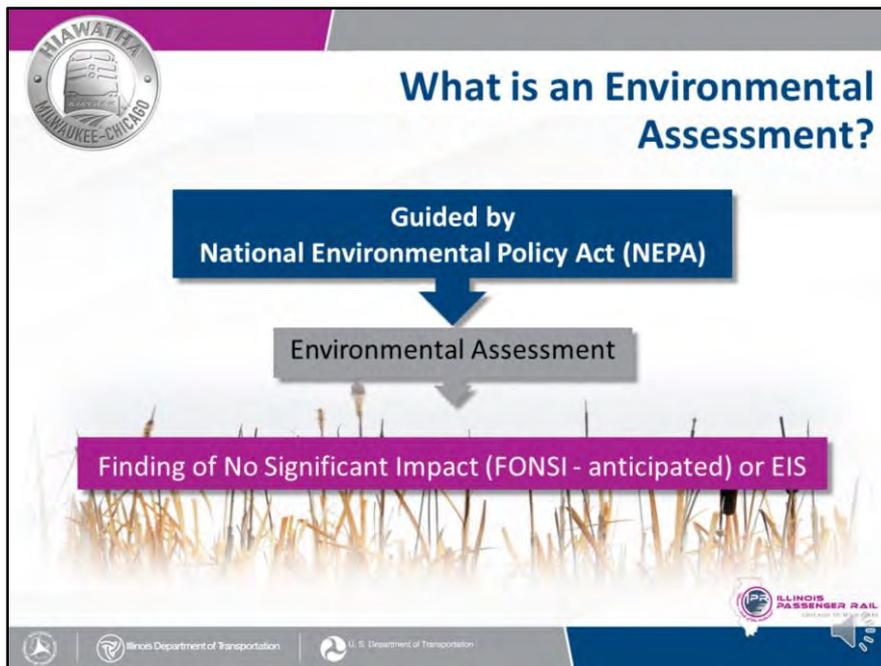
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The proposed service improvement project is consistent with many state and regional transportation planning efforts and goals, including: the Wisconsin Connections 2030 Plan, the Wisconsin Rail Plan, the Southeast Wisconsin Regional Planning Commission’s Vision 2050, the Illinois State Transportation Plan and the “CMAP” GO TO 2040 Comprehensive Plan, to name a few. This is a key factor that supports the project’s purpose and need.



The following slides briefly review the National Environmental Policy Act or NEPA study process. Because project sponsors will seek federal funding for the implementation of the project in the future, WisDOT, IDOT, and FRA must comply with NEPA when producing the EA . Public involvement is a key part of the NEPA process in which project information is shared with the public and comments on the project are solicited , which is the purpose of the meeting today.



So what is an Environmental Assessment? An Environmental Assessment or EA is a concise public document that has been prepared for this project as guided by the NEPA process.

The NEPA process helps public officials:

- Make decisions based on understanding of environmental consequences
- Take actions that protect, restore, and enhance the environment

The EA provides sufficient evidence and analysis to determine whether a proposed project will require the preparation of an environmental impact statement or a finding of no significant impact, or “FONSI”.

If no significant impacts would result from the proposed project, then a FONSI is issued by FRA. This project is anticipating the issuance of a FONSI.



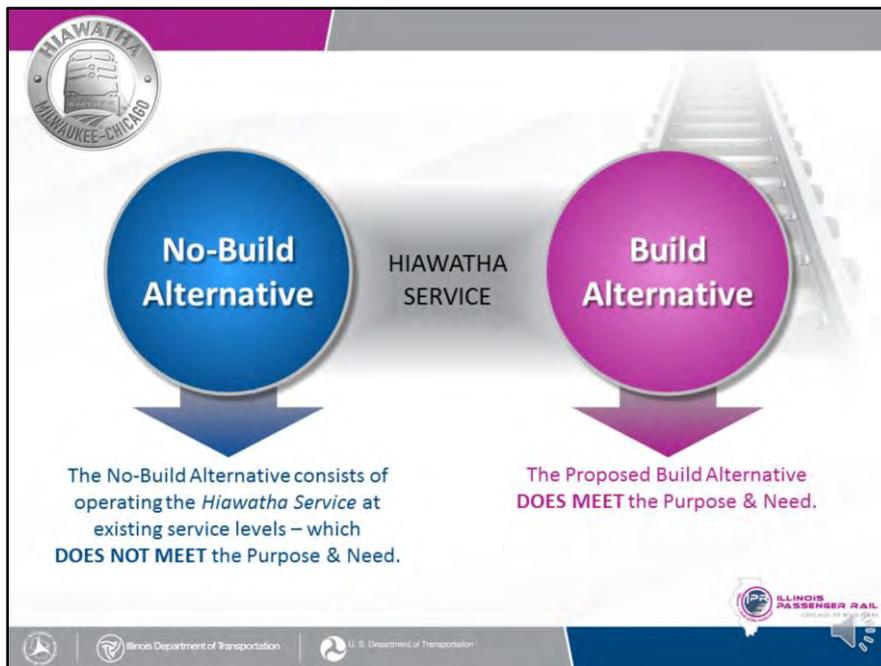
The EA document contains a detailed section called an “Alternatives Analysis.” It’s a review of the range of alternatives considered for implementing the proposed project. Alternatives are identified and evaluated to assess their ability to meet the purpose and need for the project. This section of the presentation briefly summarizes some of the alternatives that have been considered in the study. Over the past three years, the project team has evaluated many alternatives. After receiving feedback from stakeholders such as local, regional and state municipalities, alternatives that did not meet the project’s purpose and need, engineering design criteria, and avoided or minimized adverse environmental impacts were not advanced, as documented in the EA report. The alternatives analysis identified a No-Build and Build Alternative for further evaluation within the EA. The next few slides summarize the Build Alternative .



In following NEPA requirements, the EA document identifies and evaluates a range of alternatives for reasonableness, and eliminates alternatives from further analysis that are not found to be reasonable.

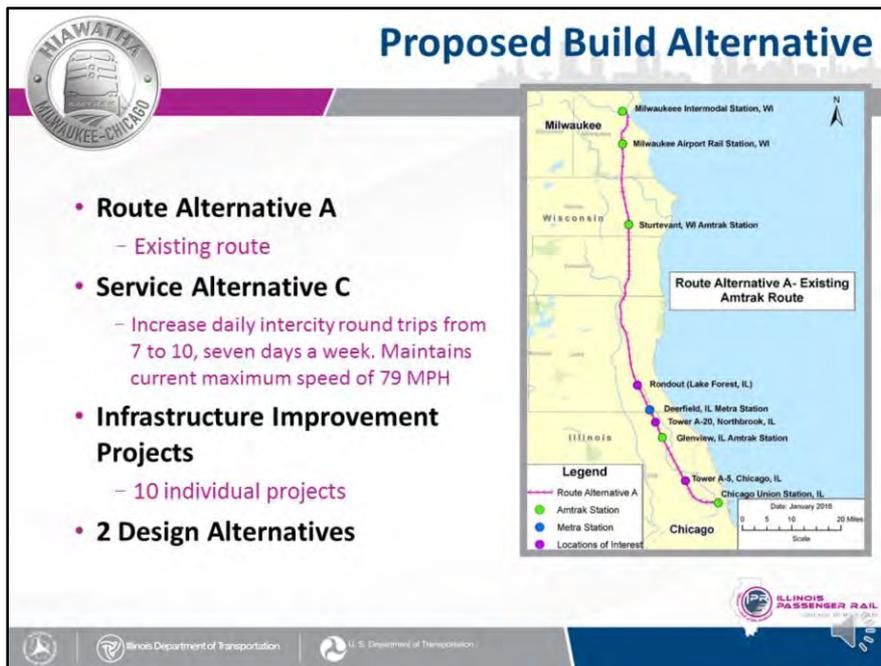
In intercity passenger rail corridor planning, the range of alternatives to be considered consists of a hierarchical array of Route, Service, Investment, and Design Alternatives, which is developed with the goal of examining a complete range of alternatives as a means of fulfilling the purpose and need of the project.

Each Route, Service, Investment, and Design Alternative was examined in sequence in order to identify the reasonable build alternatives in the EA. At each level, a preliminary range of alternatives was first identified and then screened to eliminate alternatives that would not be able to fulfill the purpose and need of the project, or which were determined not to be a reasonable means of doing so.



As part of the project documentation, you may see references to a “No-Build” alternative. Under NEPA requirements for comparison purposes, a “no-build” or “do-nothing” option must be included as part of the Alternatives Analysis. The No-Build Alternative consists of operating the *Hiawatha Service* at existing service levels - seven round trips per day Monday through Saturday and six round trips on Sunday – at existing speeds. Maintaining existing service levels does not meet the Project Purpose and Need because existing and future passenger rail demand would not be addressed; modal options would not be expanded to provide an alternative to delays, reliability issues, and travel times; connections to other transportation options would not be strengthened; and the reliability of the service would not be improved.

The next section of the presentation discusses the proposed Build Alternative that is recommended to move forward in the EA.



The proposed Build Alternative consists of four parts to be carried forward into the EA.

- A Route Alternative corresponding to the existing Amtrak route.
- A Service Alternative reflecting a frequency of 10 round trips per day, seven days a week with similar travel times, train consists, stopping patterns, and fare structures that are currently in place. The 10 round trip schedule would add two non-peak period and four peak period trips per day. The added trips address gaps in the existing schedule during peak travel times and would potentially reduce overcrowding on some trains during peak service.
- To implement this Service Alternative, a single Infrastructure Improvement package was identified, comprised of 10 individual projects which we'll review in a moment.
- In addition, the Build Alternative includes two design alternatives for one of the 10 projects.



The slide features a purple and white header with the 'MILWAUKEE CHICAGO' logo on the left and the title 'Infrastructure Improvement Projects' in blue. A numbered list of ten projects is presented in the center, with each item preceded by a purple circle containing a white number. The footer includes logos for the Illinois Department of Transportation and the Illinois Passenger Rail Authority.

Infrastructure Improvement Projects

- 1 Glenview Universal Crossover
- 2 UPRR Siding Extension at A-20
- 3 Speed Increase between A-20 (Northbrook) and Rondout (Lake Forest)
- 4 Deerfield Holding Track
- 5 Lake Forest Universal Crossover
- 6 Rondout Siding Extension
- 7 Metra Fox Lake Second Track
- 8 Milwaukee Airport Rail Station Second Platform
- 9 Muskego Yard Signalization
- 10 Milwaukee Station-Cut-Off CTC Installation

The EA proposes improvements in ten locations across the corridor. These infrastructure investments are necessary to support the proposed new service level of 10 trips per day on the route. We'll highlight them next.

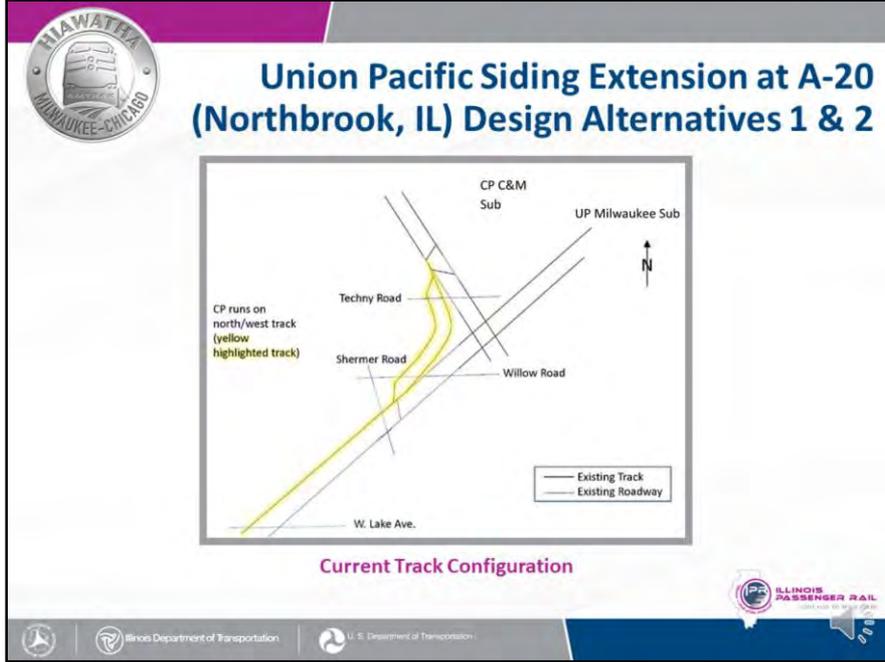
Glenview and Lake Forest Universal Crossovers

- Construct two track crossovers
- Allows trains to move onto opposite tracks while Metra train crews conduct maintenance activities

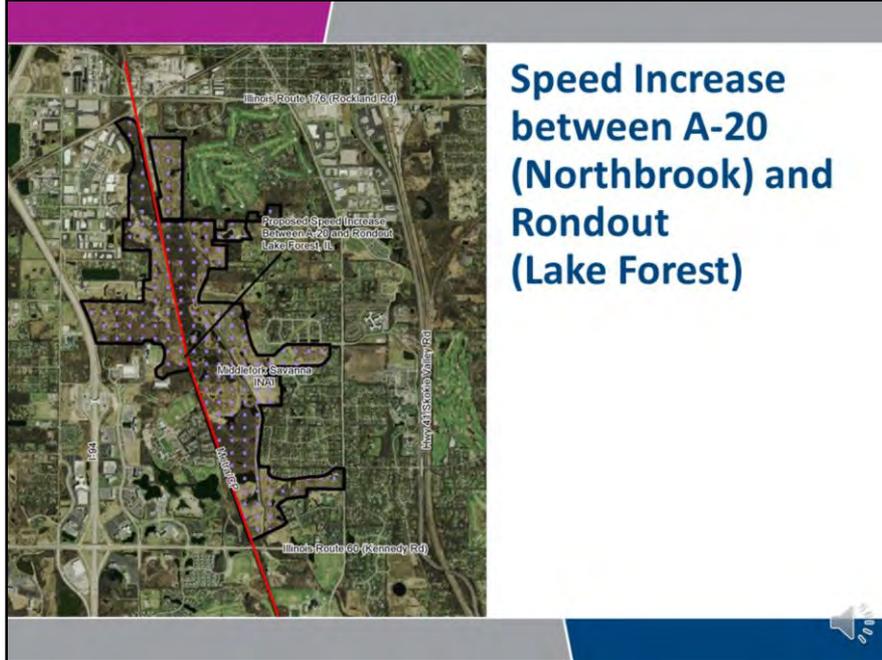
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The Glenview and Lake Forest Universal Crossover projects add two track crossovers in both locations to allow trains to cross over to opposite tracks. These projects will increase operational flexibility, particularly while Metra crews conduct maintenance activities. This helps avoid maintenance work at night which is opposed by communities and railroad unions.



The two design alternatives propose to construct a 10,000 foot section of track adjacent to Canadian Pacific and Union Pacific mainlines in Glenview. The project reduces delays for passenger and freight rail and would provide additional capacity on the C&M mainline. In a few moments, this presentation will take a closer look at the two design alternatives.



This project proposes a speed increase for certain freight trains from 40 miles per hour to 50 miles per hour. The project would provide reduced travel times to freight trains traveling through the 12-mile segment of track. The project also provides an improvement in capacity in the segment by decreasing the speed differential between freight and passenger trains. The speed increase is proposed to occur between the railroad control point known as A-20 in Northbrook, Illinois and the railroad control point known as Rondout in Lake Forest, Illinois.

The existing siding on the west side of the mainlines and south of the control point at Rondout in the city of Lake Forest, Illinois is proposed to be extended approximately 13,000 feet to the south to just north of Illinois Route 60. The project would provide operational flexibility for both freight and passenger trains.

To mitigate the significant operational concerns at Rondout, antiquated signal equipment must be replaced, trackwork upgraded, and a second track constructed between Rockland Road and St. Mary’s Road on the Fox Lake Subdivision. These improvements would significantly improve delays at this critical interlocking by moving stopped trains off the mainline and increasing through-speeds.



Deerfield Holding Track

- Construct new track to allow Metra to temporarily move trains off the main tracks onto a holding track which allows them to reverse direction
- Increases schedule flexibility by reducing train stoppage on main tracks



The purpose of this project is to allow Metra to “short turn” trains north of Deerfield off the main tracks onto a holding track. A “short turn” means that a train is temporarily stopped at a particular point on a route in order for it to continue service in the opposite direction. Metra currently short turns between 6 and 8 trains per day on the mainline at Deerfield Road, which means that the mainline is blocked while Metra crews change ends, which can take approximately 15 minutes each time. When Metra short turns their trains off the mainline, capacity for through-trains would increase, which would allow for increased schedule flexibility.



This project proposes to install a second Hiawatha Service platform on the west side of the Canadian Pacific tracks, elevator towers on the east and west sides of the tracks, and a pedestrian bridge to cross from the east side platform to the west side at the Milwaukee Airport Rail Station. Because there is currently only one platform, southbound Amtrak trains must use railroad capacity to cross over to the east track to drop off and pick up passengers at the station. When the second platform is constructed, congestion would decrease on the mainline tracks because Amtrak would be able to use the proper track to load and unload passengers. When congestion is decreased, reliability for all users increases.

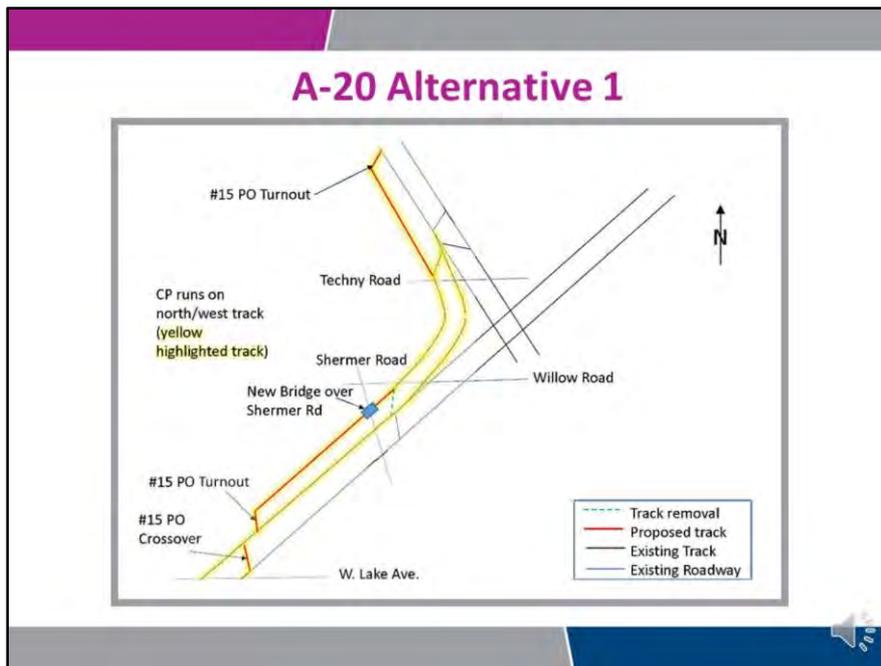


The Muskego Yard signalization project would provide operational flexibility for Canadian Pacific trains by providing a two-track signalized alternative route around Milwaukee Station. By providing two signalized yard tracks, CP would have the option to divert some freight through Muskego Yard instead of through the station. In addition, CP freight trains could be held in Muskego Yard rather than on the C&M mainline if necessary.

The Milwaukee Station Cut-Off project provides increased reliability and operational flexibility to Amtrak and freight trains traveling through the Milwaukee Intermodal Station. By upgrading the signals and providing Centralized Traffic Control throughout the segment, passenger and freight train movements within the Milwaukee Intermodal Station would become automatic and remote-controlled, enabling trains to operate more efficiently and at higher speeds between the Station and Cut-Off, a railroad control point 1.8 miles west of the Station .

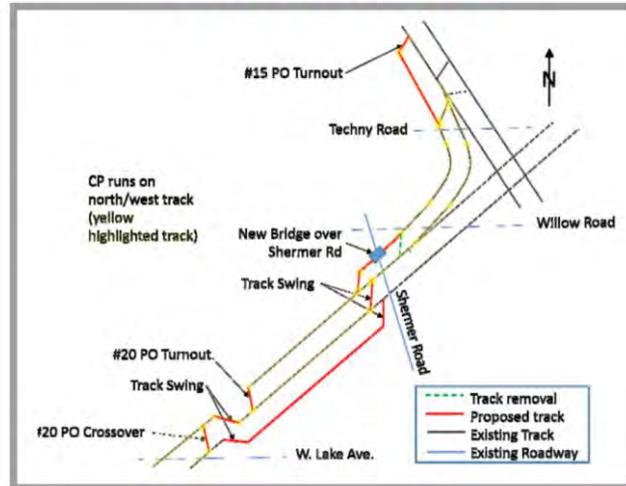


Let's take a closer look at the Union Pacific Siding Extension project. A range of six alternatives was considered to address capacity and delay issues at the Union Pacific junction with the Canadian Pacific at the A-20 control point in Northbrook, IL. Four of the alternatives did not meet the purpose and need of the project and/or had significant environmental impacts associated with them. Two alternatives for the Union Pacific siding projects advanced to the EA.

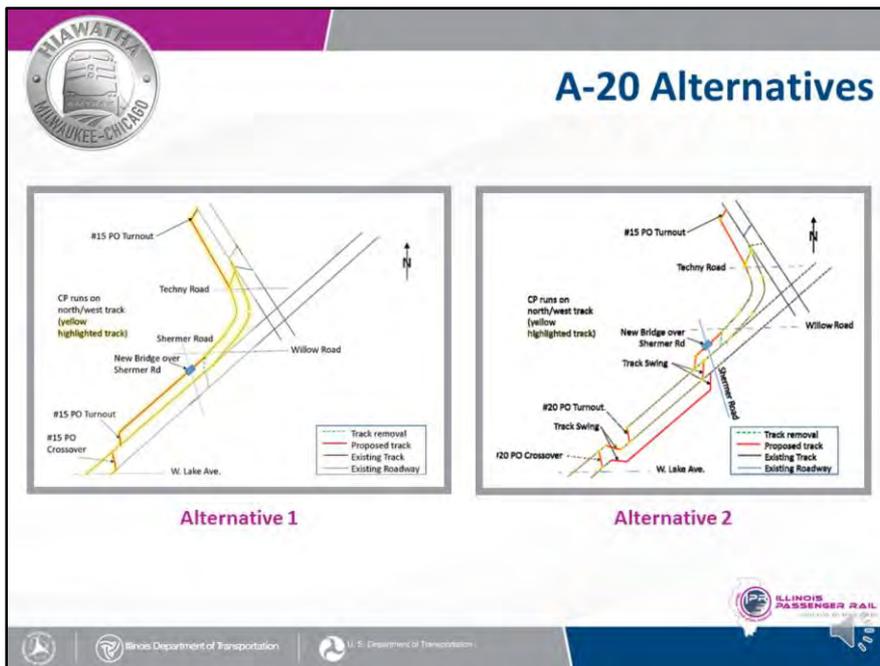


Alternative 1 proposes constructing an 11-thousand foot holding track adjacent to the UP Milwaukee Subdivision on the **west** side of the existing two mainlines between Techny Road and West Lake Avenue. It also calls for construction of a new bridge in Glenview over Shermer Road adjacent to the existing bridge.

A-20 Alternative 2



Alternative 2 proposes construction of a ten-thousand foot holding track adjacent to the UP Milwaukee Subdivision on the **east** side of the existing two mainlines, and like alternative 1, also includes construction of a new bridge over Shermer Road adjacent to the existing bridge. In this alternative, construction of track shifts to allow UP mainline operations to occur on the eastern two tracks allowing Canadian Pacific trains to use the former UP western mainline.



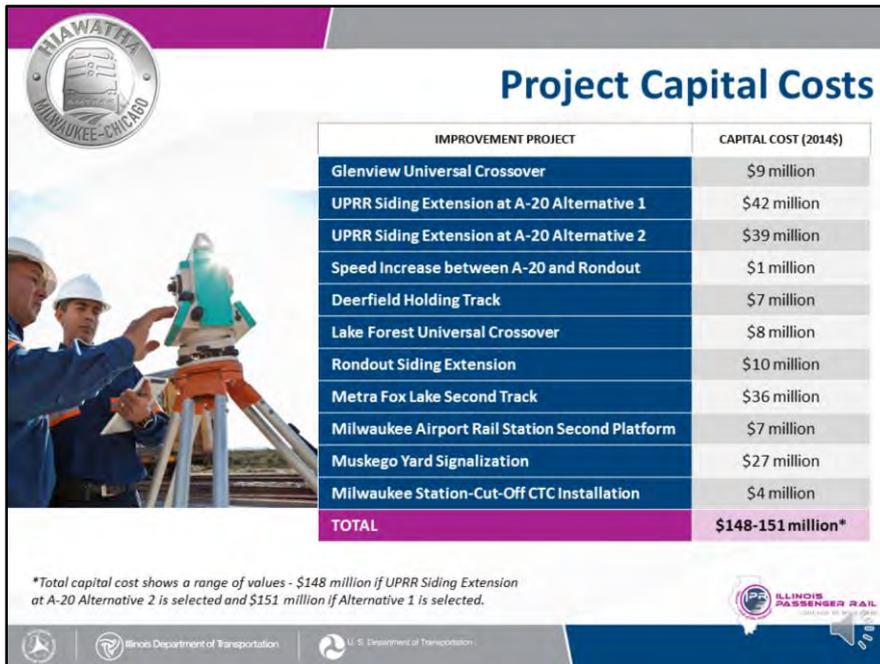
Both Alternatives 1 and 2 meet the purpose and need of the overarching EA because each would mitigate conflicts with freight and other passenger traffic and enhance and improve the reliability of the *Hiawatha Service* and other commuter and freight trains. They would also provide for more schedule options to meet existing and future passenger demand.

However, Alternative 2 would have no impact on noise and vibration. Alternative 1 would shift CP freight operations 14 feet closer to the neighborhood west of the UP tracks. Although noise and vibration impacts from Alternative 1 would not be severe, Alternative 2 would have **less** of an impact to residences than Alternative 1.

Environmental Commitments	
AREA OF ASSESSMENT	IMPACTS/ENVIRONMENTAL COMMITMENTS
Land use, zoning, and property acquisition	Land acquisition needed at two sites: Metra For Lake Second Track project in Green Oaks, IL, and Milwaukee Airport Rail Station Second Platform project in Milwaukee, WI
Socioeconomics	None.
Title VI and Environmental Justice	None.
Agriculture	None.
Transportation	None.
Noise and vibration	Best Management Practices to be used during construction to minimize construction equipment noise.
Air quality	Best Management Practices to be used during construction to minimize dust and airborne discharges.
Hazardous materials	A Preliminary Site Environmental Assessment (PESA) for hazardous materials sites would be conducted at the time of final design for each project. State requirements for hazardous materials would be adhered to during construction.
Public health and safety	None.
Cultural resources	Full consultation with Native American Tribes will occur during final design.
Critical habitat and endangered species	Project May Affect, Not Likely to Adversely Affect Eastern Prairie Fringed Orchid throughout corridor in known locations of species. Formal consultation with USFWS will occur during final design. A qualified archaeologist will monitor the construction-related ground disturbing activities at Muskego Yard.
Water resources and aquatic habitats	Potential impacts would be minimized through the use and enforcement of Erosion and Sedimentation Control policies and National Pollutant Discharge Elimination System (NPDES) permits that employ Best Management Practices and construction activities would comply with all spill prevention control and countermeasures requirements.
Water quality	Construction impacts would be avoided or minimized by the placement of Best Management Practices (e.g., sediment and erosion control, silt fences, check dams, and sediment basins).
Floodplains	There is a potential for floodplain impacts for the following projects: Rondout Siding Extension, Metra For Lake Second Track, and Muskego Yard Signalization. Coordination with FEMA and 100-year flood analyses would be undertaken during final design.
Wetlands	There is a potential for wetland impacts for the following projects: Rondout Siding Extension, Metra For Lake Second Track, and Milwaukee Airport Rail Station Second Track. Coordination with US Army Corps of Engineers and state DNRs would occur during final design.
Section 4(f) properties	Best Management Practices to be used during construction to minimize construction noise, dust emissions, and erosion.
Section 6(f) properties	None.
Energy use and climate change	Operation of the Build Alternative would cause a minimal net increase in energy consumption considering both Alternatives would be using new energy efficient locomotives.
Visual and aesthetic quality	The retaining wall proposed for the UPRR Siding Extension at A-20 Design Alternatives 1 and 2 would be designed in close coordination with the public to minimize visual impacts as much as possible.

This chart represents the 19 existing social, economic, and environmental resources within the Hiawatha corridor and the potential impacts of the proposed action and Build Alternative on the resources.

It is anticipated that the Build Alternative would result in negligible cumulative impacts on the physical environment, ecological systems, and the human environment. The impact to any given resource within any given area is expected to be relatively small and would have a negligible cumulative impact when combined with any other project impact in the corridor. To learn more about these impacts, you may wish to review the EA document, or visit the exhibits prepared for this meeting.



Capital costs were estimated for the ten infrastructure projects identified to accommodate the 10-round trip Hiawatha Service. The costs are presented in 2014 dollars and include contingencies for final design and construction services. The total capital cost for the project is estimated to be 148 million dollars if the UPRR Siding Extension at A-20 Alternative 2 project is selected and 151 million dollars if alternative 1 is selected.



WisDOT and IDOT are charged an annual state payment by Amtrak to operate and maintain Hiawatha Service infrastructure and equipment. The state payment is the difference between the Hiawatha Service revenue and the cost to operate and maintain the service annually. The annual O&M costs include everything from fuel, Amtrak train and engine crew labor, and car and locomotive maintenance costs to station maintenance, Amtrak administrative services, and insurance costs. The annual state payment is estimated to be seven million dollars for fiscal year 2019 based on the use of three sets of all new Next Generation cars and locomotives.



Land Acquisition

PARCEL DESCRIPTION	TOTAL PARCEL SIZE	AMOUNT PROPOSED FOR ACQUISITION
Metra Fox Lake Second Track Project		
Parcel #1124100004 13686 W. Rockland Road Green Oaks, IL 60048	2.29 acres	0.44 acres
Parcel #1113300003 13735 W. Atkinson Road Green Oaks, IL 60048	19.26 acres	0.05 acres
Parcel #1113300014 13885 W. Atkinson Road Green Oaks, IL 60048	49.58 acres	0.29 acres
Milwaukee Airport Rail Station Second Platform Project		
Parcel #6719970110 5758 S. 13 th Street Milwaukee, WI 53221	6.96 acres	0.07 acres



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  U.S. Department of Transportation

Two projects propose the acquisition of land adjacent to the rail right-of-way: the Metra Fox Lake Second Track project and the Milwaukee Airport Rail Station Second Platform project. Construction of the Metra Fox Lake Second Track project would require the acquisition of about three quarters of an acre of land identified by the Village of Green Oaks, IL as Limited Industrial. Construction of the Milwaukee Airport Rail Station Second Platform project would require the acquisition of seven tenths of an acre of land identified by the City of Milwaukee as Industrial - Light. The table on the screen summarizes the proposed land acquisition for the two project areas.



Local agency participation has been encouraged throughout the EA process, starting with the agency stakeholder meeting held on November 19, 2012. Potential stakeholders were identified early in the study and included agencies at the federal, state, county, and local levels who were invited to comment on the proposed purpose and need and alternatives. Comments and concerns were incorporated into the draft EA. Two stakeholder engagement webinars were held and several meetings with the Villages of Glenview and Village of Northbrook occurred as well. Coordination occurred throughout the project with Canadian Pacific, Union Pacific, and Metra to identify railroad infrastructure that would support increased Hiawatha Service frequencies.



Your input is important to the development of this project. You are invited to leave a comment or question today or may submit one through the project website, via email, or regular mail. All comments received through November 15 will be included in the project record.

A copy of the Environmental Assessment document is available on the project website. The public document contains concise and detailed information about the proposed project that may be useful for your review.

After the comment period has ended, the Environmental Assessment will be finalized and will include the preferred alternative and a record of public comments.



Thank you for your participation.

You are invited to visit the exhibit area to learn more and speak with project team members.

This is the conclusion of this recorded presentation. In a few moments, it will replay from the beginning.



*This presentation will
restart momentarily.*



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