Table Of Contents

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000149
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1b Projects (Preliminary Engineering/National Environmental Policy Act) Chicago Terminal
Status:	Submitted

Online Forms

1. SF-424 Application for Federal Assistance (Version 2.0)
2. SF-424A Budget Information - Non-Construction Programs
3. SF-424B Assurances - Non-Construction Programs
4. SF-LLL Disclosure of Lobbying Activities
    - (Mail-In Signature Page): Required Signature Page - Please sign & mail in.

Additional Information to be Submitted

1. HSIPR Track 1b - PE/NEPA Application Form (Required; Upload template as an attachment)
    - (Upload #1): Chicago Terminal Limits PE/NEPA Project
    - (Upload #2): Exhibits- Attachments, Chicago Terminal Limits
    - (Upload #3): FRA Assurances and Certifications
2. Federal Railroad Administration Assurances & Certifications (Required; Upload template as an attachment)
    - (Upload #4): FRA Assurances
3. Comprehensive Executed Partnership Agreements (Optional; Upload your own document as an attachment; Required prior to award)
4. Map of Planned Investments (Optional; Upload your own document as an attachment)
    - (Upload #5): Map of Chicago Terminal Limits
    - (Upload #6): Map of Project Areas
5. Additional Supporting Documents (Optional; Upload your own document as an attachment)
    - (Upload #7): Congressional Districts

Note: Upload document(s) printed in order after online forms.

OMB Number: 4040-0004
Expiration Date: 07/31/2006

Application for Federal Assistance SF-424 Version 02

* 1. Type of Submission:
- [ ] Preapplication
- [x] Application
- [ ] Changed/Corrected Application

* 2. Type of Application:
- [x] New
- [ ] Continuation
- [ ] Revision

* If Revision, select appropriate letter(s):

* Other (Specify)

* 3. Date Received: 08/24/2009

4. Applicant Identifier:

5a. Federal Entity Identifier:

* 5b. Federal Award Identifier:

State Use Only:

6. Date Received by State: 08/24/2009

7. State Application Identifier:

8. APPLICANT INFORMATION:

* a. Legal Name: Illinois Department of Transportation

* b. Employer/Taxpayer Identification Number (EIN/TIN): 37-1355033

* c. Organizational DUNS: 133600754

d. Address:

* Street1: 100 W Randolph
Street2: JRTC Suite 6-600
* City: Chicago
County: Cook
* State: Illinois
Province:
* Country: UNITED STATES
* Zip / Postal Code: 60601-3229

e. Organizational Unit:

Department Name: Illinois Department of Transpo

Division Name: DPIT

f. Name and contact information of person to be contacted on matters involving this application:

Prefix:
* First Name: George
Middle Name: E
* Last Name: Weber
Suffix:

Title: Bureau Chief

Organizational Affiliation: Illinois Department of Transportation

* Telephone Number: 3127934222
Fax Number: 3127931251

* Email: george.weber@illinois.gov

Application for Federal Assistance SF-424 Version 02

9. Type of Applicant 1: Select Applicant Type:

State Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

*** 10. Name of Federal Agency:**

-Passenger and Freight Railroad Programs

11. Catalog of Federal Domestic Assistance Number:

20.319

CFDA Title:

High-Speed Rail/Intercity Passenger Rail Program

*** 12. Funding Opportunity Number:**

FR-HSR-09-001

* Title:

High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1b Projects (Preliminary Engineering/National Environmental Policy Act)

13. Competition Identification Number:

FR-HSR-09-001-010435

Title:

High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1b Projects (Preliminary Engineering/National Environmental Policy Act)

14. Areas Affected by Project (Cities, Counties, States, etc.):

Chicago (Cook Co.), Illinois west to Porter, IN; north to Mundelein (Roundout Jct); west to Aurora; and south to Dwight. Cities affected in Indiana are Hammond and a major intermodal station at Gary.

*** 15. Descriptive Title of Applicant's Project:**

High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1b Projects (Preliminary Engineering/National Environmental Policy Act) Chicago Terminal

Attach supporting documents as specified in agency instructions.

Application for Federal Assistance SF-424 Version 02

16. Congressional Districts Of:

* a. Applicant: Illino
* b. Program/Project: attach

Attach an additional list of Program/Project Congressional Districts if needed.

17. Proposed Project:

* a. Start Date: 12/15/2009
* b. End Date: 12/15/2011

18. Estimated Funding ($):

* a. Federal	145000000
* b. Applicant	0
* c. State	5000000
* d. Local	0
* e. Other	0
* f. Program Income	0
* g. TOTAL	150000000

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

☐ a. This application was made available to the State under the Executive Order 12372 Process for review on

☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.

☒ c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes", provide explanation.)**

☐ Yes ☒ No

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

☒ **** I AGREE**

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix:
* First Name: George
Middle Name: E
* Last Name: Weber
Suffix:

* Title: Bureau Chief

* Telephone Number: 3127934222
Fax Number: 3127931251

* Email: george.weber@illinois.gov

* Signature of Authorized Representative:
* Date Signed:

Application for Federal Assistance SF-424 Version 02

*** Applicant Federal Debt Delinquency Explanation**

The following field should contain an explanation if the Applicant organization is delinquent on any Federal Debt. Maximum number of characters that can be entered is 4,000. Try and avoid extra spaces and carriage returns to maximize the availability of space.

BUDGET INFORMATION - Non-Construction Programs

OMB Approval No. 0348-0044

SECTION A - BUDGET SUMMARY

Grant Program Function or Activity (a)	Catalog of Federal Domestic Assistance Number (b)	Estimated Unobligated Funds		New or Revised Budget		
		Federal (c)	Non-Federal (d)	Federal (e)	Non-Federal (f)	Total (g)
1. High-Speed Rail	20.319			$145,000,000.00	$5,000,000.00	$150,000,000.00
2. High-Speed Rail	20.319					
3. High-Speed Rail	20.319					
4. High-Speed Rail	20.319					
5. Totals				$145,000,000.00	$5,000,000.00	$150,000,000.00

SECTION B - BUDGET CATEGORIES

6. Object Class Categories	GRANT PROGRAM, FUNCTION OR ACTIVITY				Total
	(1) High-Speed Rail	(2) High-Speed Rail	(3) High-Speed Rail	(4) High-Speed Rail	(5)
a. Personnel	$1,080,000.00				$1,080,000.00
b. Fringe Benefits	$400,000.00				$400,000.00
c. Travel	$20,000.00				$20,000.00
d. Equipment					
e. Supplies					
f. Contractual	$148,500,000.00				$148,500,000.00
g. Construction					
h. Other					
i. Total Direct Charges *(sum of 6a-6h)*	$150,000,000.00				$150,000,000.00
j. Indirect Charges					
k. TOTALS *(sum of 6i and 6j)*	$150,000,000.00				$150,000,000.00
7. Program Income					

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Prescribed by OMB Circular A-102

Previous Edition Usable

SECTION C - NON-FEDERAL RESOURCES

(a) Grant Program	(b) Applicant	(c) State	(d) Other Sources	(e) TOTALS
8. High-Speed Rail		$5,000,000.00	$	$5,000,000.00
9. High-Speed Rail				
10. High-Speed Rail				
11. High-Speed Rail				
12. TOTAL *(sum of lines 8-11)*		$5,000,000.00		$5,000,000.00

SECTION D - FORECASTED CASH NEEDS

	Total for 1st Year	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
13. Federal	$145,000,000.00	$36,250,000.00	$36,250,000.00	$36,250,000.00	$36,250,000.00
14. Non-Federal	$5,000,000.00	$1,250,000.00	$1,250,000.00	$1,250,000.00	$1,250,000.00
15. TOTAL *(sum of lines 13 and 14)*	$150,000,000.00	$37,500,000.00	$37,500,000.00	$37,500,000.00	$37,500,000.00

SECTION E - BUDGET ESTIMATES OF FEDERAL FUNDS NEEDED FOR BALANCE OF THE PROJECT

(a) Grant Program	FUTURE FUNDING PERIODS (Years)			
	(b) First	(c) Second	(d) Third	(e) Fourth
16. High-Speed Rail				
17. High-Speed Rail				
18. High-Speed Rail				
19. High-Speed Rail				
20. TOTAL *(sum of lines 16-19)*				

SECTION F - OTHER BUDGET INFORMATION

21. Direct Charges:	22. Indirect Charges:
$150,000,000.00	

23. Remarks: The concept engineering from the previous work for the MWRRI and CREATE enables IDOT to "hit the ground running". The P3 structure (Exh 13) will coordinate efforts on the early sequencing, budgeting, and scheduling of the project components. Early procurement of section A/E firms to support the PM will

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OPHS-1 SF424B Assurances

Project Title:	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1b Projects (Pı
Project Period:	12/15/2009 to 12/15/2011
Application Organization	Illinois Department of Transportation
Authorized Certifying Official:	George E Weber
Title:	Bureau Chief

☐ I DO NOT agree with the terms of the Signing Agreement

☒ I agree with the terms of the signing Agreement

DISCLOSURE OF LOBBYING ACTIVITIES

Approved by OMB 0348-0046

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352
(See reverse for public burden disclosure.)

1. Type of Federal Action:
[b] a. contract
b. grant
c. cooperative agreement
d. loan
e. loan guarantee
f. loan insurance

2. Status of Federal Action:
[a] a. bid/offer/application
b. initial award
c. post-award

3. Report Type:
[a] a. initial filing
b. material change
For Material Change Only:
year _____ quarter _____
date of last report _____

4. Name and Address of Reporting Entity:
[X] **Prime** [ ] **Subawardee**
Tier _____, *if known*:
Illinois Department of Transportation
100 W Randolph
JRTC, Suite 6-600
Chicago, IL 60601-3229
USA
Congressional District, *if known*: 7

5. If Reporting Entity in No. 4 is a Subawardee, Enter Name and Address of Prime:
Congressional District, *if known*:

6. Federal Department/Agency:
Federal Railroad Administration

7. Federal Program Name/Description:
HSIPR
CFDA Number, *if applicable*: 20.319

8. Federal Action Number, *if known*:

9. Award Amount, *if known*:
$

10. a. Name and Address of Lobbying Registrant
(*if individual, last name, first name, MI*):

b. Individuals Performing Services (*including address if different from No. 10a*)
(*last name, first name, MI*):

11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Signature: _____
Print Name: GEORGE E. WEBER
Title: Bureau Chief
Telephone No.: 3127934222 Date: 08/24/2009

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Approved by OMB
0348−0046

DISCLOSURE OF LOBBYING ACTIVITIES
CONTINUATION SHEET

Reporting Entity: Illinois Department of Transportation Page 2 of 2

The Illinois Department of Transportation has not engaged in lobbying activities relative to transportation projects.

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Standard Form − LLL−A

Upload #1

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000149
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1b Projects (Preliminary Engineering/National Environmental Policy Act) Chicago Terminal
Status:	Submitted
Document Title:	Chicago Terminal Limits PE/NEPA Project

Project Name: MWRRS-IL-Chicago Terminal Limits PE/NEPA *Date of Submission:* 8/24/09 *Version Number:* 1

High Speed Intercity Passenger Rail (HSIPR) Program

Application Form

Track 1b–PE/NEPA

Welcome to the Track 1b – Preliminary Engineering (PE)/National Environmental Protection Act (NEPA) Application for the Federal Railroad Administration's High Speed Intercity Passenger Rail (HSIPR) Program. Applicants for Track 1b-PE/NEPA are required to submit this Application Form and Supporting Materials (forms and documents) as outlined in Section G of this application as well as detailed in the HSIPR Guidance.

We appreciate your interest in the program and look forward to reviewing your application. If you have questions about the HSIPR program or this application, please contact us at HSIPR@dot.fra.gov.

Instructions:

- Please complete this document and provide any supporting documentation electronically.
- In the space provided at the top of each section, please indicate the project name, date of submission (mm/dd/yy) and the application version number. The distinct Track 1b project name should be less than 40 characters and follow the following format: State abbreviation-route or corridor name-project title (e.g., HI-Fast Corridor-Track Work IV).
- For each question, enter the appropriate information in the designated gray box. If a question is not applicable to your PE/NEPA Project, please indicate "N/A."
- Narrative questions should be answered concisely in the space provided.
- Applicants must upload this completed application form and any supporting documentation to www.GrantSolutions.gov by August 24, 2009 at 11:59pm EDT.
- Fiscal Year (FY) refers to the Federal Government's fiscal year (Oct. 1- Sept. 30).
- Please direct questions to: HSIPR@dot.gov

A.Point of Contact and Application Information

(1) Application Point of Contact (POC) Name: **George E. Weber**		**POC Title:** **Bureau Chief - Railroads**		
Street Address: 100 West Randolph, JRTC Suite 6-600	**City:** Chicago	**State:** **IL**	**Zip Code:** **60601**	**Telephone Number:** **312-793-4222**
Fax: 312-793-1251		**Email: George.Weber@illinois.gov**		
(2) Name of lead State or organization applying: Illinois				
(3) Name(s) of additional States and/or organizations applying in this group *(if applicable):* Indiana, Iowa, Michigan, Minnesota, Missouri, Ohio, and Wisconsin				

(4) Is this PE/NEPA Project related to additional applications for HSIPR funding (under this track or other tracks)?
☒ Yes ☐ No ☐ Maybe

If "Yes" or "Maybe" provide the following information:

Other Program/Project Name	Lead Applicant	Track	Total HSIPR Funding Requested *(if known)*	Status of Application
Dwight to St Louis Meet Resolution	**Illinois**	**Track 1a - FD/Construction**	**$ 75 M**	**Applied**
Joliet to Dwight Meet Resolution	**Illinois**	**Track 1a - FD/Construction**	**$ 85 M**	**Applied**
Galesburg Congestion Relief	**Illinois**	**Track 1a - FD/Construction**	**$ 53 M**	**Applied**
63rd Street Flyover (see attach 1 for more)	**Illinois**	**Track 1a - FD/Construction**	**$ 140 M**	**Applied**

B. Project Overview

(1) PE/NEPA Project Name: MWRRS-IL-Chicago Terminal Limits

(2) Indicate the activity(ies) for which you are applying:

☒ Preliminary Engineering (PE) ☒ NEPA site-specific

(3) What are the anticipated start and end dates for this PE/NEPA Project? *(mm/yyyy)*

Start Date: 10/2009 **End Date:** 10/2011

(4) PE/NEPA Project Narrative. *Please limit response to 4,000 characters.*

Describe the PE/NEPA activities that would be completed with HSIPR Track 1 funding through this application. Include the design studies and the resulting project documents for PE activities. For NEPA activities, address the technical and field studies that would be completed and documents that would be prepared, including:

- Project component studies
- PE/NEPA tasks / milestones
- Preparation of documents

Describe the agency and public involvement approach including key activities and objectives (including permitting actions). Address the coordination plan with affected railroads and right-of-way owners.

The nine states of the Midwest Regional Rail Initiative have been working in cooperation with the FRA on planning a 3,000-mile system of improved intercity passenger rail using Chicago as its Hub. This cooperative effort recently produced a Scope of Services for Phase 1 EIS and for a Rail Corridor Transportation Plan (Exhibt 1) and a Phase 1 Purpose and Need (Exh 2).

The Chicago Terminal Area is central to the Midwest Regional Rail System (Exh 3 & 4). In 2000, FRA and the MWRRS established the terminal limits as Rondout, Porter, Joliet, and Aurora to understand the inherent complex problems within the terminal limits that constrain the operations of the network and to idenfity solutions that ensure efficient passenger rail operation. Union Pacific operations will increase in the Joliet to Dwight segment due to the construction of a new intermodal facility. Therefore, the MWRRI extended the terminal limit to Dwight in the Chicago-St. Louis corridor. Therefore, IDOT, on behalf of the States of the MWRRS, is seeking a cooperative agreement for funding for PE/NEPA studies for the Chicago Terminal including the following components: Chicago-Rondout, Chicago-Aurora, Chicago-Dwight, Chicago to Porter (including Grand Crossing), and Chicago Union Station.

The Chicago Terminal Limits Project Scope of Services (Ex 5) defines in detail the tasks and subtasks for the initial GIS and geospatial data collection and mapping; impact assesment; and public involvement. However, preliminary engineering will be performed to a 30% level, rather than the 15% noted in the Phase 1 scope, to determine needed infrastructure improvements, identify environmental impacts and proper mitigation and establish accurate capital costs.

Track schematics will be prepared depicting existing conditions at 1 inch = 1 mile (or 1 inch = 0.1 to 0.5 miles in dense areas) as will plans and profiles at 1 inch = 100 ft. on orthophotographic base maps and digital terrain models; additional needed LIDAR data and base mapping; and standard plans and elevations for structures. Drainage, utility interface, and geotechnical preliminary engineering will be completed.

Operations computer simulation and line capacity analysis will be performed. Operations at Union Station will be modeled to determine needed facility improvements to serve the new passenger service along with Metra's planned growth. Plans will be developed for the Gary Intermodal terminal and other intermodal terminals considered. Standard designs for systems elements like, signals, grade crossing warning devices, communications, and vehicles, shall be established. Capital cost estimates will be prepared for the selected alternatives. Modifications of public and private grade crossings will be designed.

Early and ongoing agency coordination will be undertaken by IDOT, in accordance with their procedures, to identify

concerns and resources for consideration during alternatives development. A project information package will be sent to key state and federal agencies, and agency scoping meetings will be held in Illinois and Indiana to gather data and comments on the project purpose and need, alternatives considered and potential impacts to be addressed in the EIS. Prior to the meetings, invited agencies will receive a scoping packet containing information on the project purpose and need, the alternatives to be considered in the EIS and anticipated impacts. Results from the scoping meeting will be incorporated into the data collection phase of the Environmental Impact Statement.

Major milestones include by month end (x)the following: PMP (1), Purpose & Need (2), route selection in accord with FRA RCTP (3) Scoping meeting (3)alternatives development and planning (4)), concept engineering (4), GIS/mapping(4), draft EIS (18), preliminary engineering (18), hearings (20), FEIS (22), ROD (24).

(5) Status of Activities: In the following table, please indicate the status of planning studies/documentation supporting your planned investment. Indicate the status and key dates for each applicable activity as noted in Appendix 2 of the HSIPR Guidance.

	Select One of the Following:				Provide Dates for all activities:	
	N/A	No study exists	Study Initiated	Study Completed	Actual or Anticipated Initiation Date (mm/yyyy)	Actual or Anticipated Completion Date (mm/yyyy)
Activities/Documents						
Environmental Studies						
Final NEPA Document (Categorical Exclusion (CE) documentation, Environmental Assessment (EA), or Environmental Impact Statement (EIS))	☐	☒	☐	☐	**11/2009-11/2011**	
Historic and Cultural Resource Studies	☐	☒	☐	☐	3/2010	3/2011
Biological Surveys and Assessment	☐	☒	☐	☐	3/2010	3/2011
Wetlands Delineation and Hydrology Studies	☐	☒	☐	☐	3/2010	3/2011
Community Impact Assessment	☐	☒	☐	☐	3/2010	3/2011
Traffic Impact Studies	☐	☒	☐	☐	3/2010	3/2011
Air Emission Studies	☐	☒	☐	☐	3/2010	3/2011
Noise and Vibration Studies	☐	☒	☐	☐	3/2010	3/2011
Preliminary Engineering						
Capital Cost Estimates	☐	☐	☒	☐	6/2009	4/2011
Travel Demand Forecasting	☐	☐	☐	☒	1/1999	6/2004
Operations Analysis	☐	☒	☐	☐	1/2010	4//2011

Operations & Maintenance Cost Estimates	☐	☐	☐	☒	12/2005	12/2006
System Safety Program Plan and Collision/derailment Hazard Analysis	☐	☒	☐	☐	1/2010	4/2011
Engineering Studies - specify in space below: Numerous studies completed see B-6	☐	☐	☒	☒	6/1994	4/2011
Design Drawings	☐	☒	☐	☐	1/2010	4/2011
Project Management Plan	☐	☒	☐	☐	11/2009	12/2009
Other: See attachments for info on analysis conducted to date	☐	☐	☒	☐	6/1995	12/2006

(6) Planned Investment. *Please limit response to 4,000 characters.*

Provide an overview of the main features of the planned investment that is the subject of the PE/NEPA Project including a brief description of:

- The location of the planned investment, including name of rail line(s), State(s), and relevant jurisdiction(s) *(upload map if applicable).*
- Identification of existing service(s) that would benefit from the project, the cities/stations that would be served, and the state(s) where the service operates.
- How the planned investment was identified through a planning process and how it is consistent with an overall plan for developing High-Speed Rail/Intercity Passenger Rail service.
- How the project will fulfill a specific purpose and need in a cost-effective manner.
- The existing and planned intercity passenger rail service(s).
- The project's independent utility.
- The specific improvements contemplated.
- Any use of railroad assets or rights-of-way, and potential use of public lands and property.
- Other rail services, such as commuter rail and freight rail that will make use of, or otherwise be affected by, the planned investment.

The MWRRS can only offer a meaningful alternative to meet future regional travel demands by providing an improved level and quality of passenger rail service. The principal service attributes are reduced travel times and greater reliability. The foremost obstacle to achieving key service attributes lies in the Chicago Terminal Limits (the Project), as defined in the Project Narrative. The Project area is the predominant rail transportation hub of the United States where six of the seven Class 1 freight railroads converge. The planned investment involves the rail lines and property of BNSF, CN, CP, CSX, NS, UP, and Amtrak. The study area is in the States of Illinois and Indiana.

The Project was defined by the MWRRI, Amtrak, and FRA in 2000 with the components consisting of: South of the Lake Corridor; Grand Crossing; Joliet passenger-freight separation; Heritage Corridor grade separations; and Chicago to Aurora and Chicago to Rondout capacity constraints.

The planning process that identified the planned investment included the 1996 HDR South of the Lake and the 2004 HNTB studies identifying a feasible alignment between Chicago and Porter using existing and abandoned rights of way; Grand Crossing Study conducted by IDOT; 1995 Chicago- Milwaukee Study; 2003 Chicago to Joliet Heritage Corridor Study; 2009 HNTB capacity analysis study ; CREATE studies from 2002 to current; the HDR/Canuck 2002 study of Union Station; and MWRRI Phases 1 to 7 studies from 1995 to present. Understanding and addressing the complex problems within the Project area is consistent with overall plans to develop the MWRRS.

The Phase 1 Purpose and Need (p7 – Exh 2)) cites market research for the MWRRS including field surveys of actual and potential rail passengers to understand their travel behaviors, requirements, and preferences. The research concluded that the

key prerequisites for attracting and retaining rail riders are to overcome the current lack of reliability, infrequent service and provide travel times equal or better than the auto mode. Identifying the chokepoints within the Project and engineering solutions in a manner consistent with sound environmental decisions is integral to achieving those objectives effectively,

The Chicago Terminal Area has independent utility since it is a group of projects that will result, upon completion, in the creation of a new or substantially improved HS/IC passenger rail service, and will provide tangible and measureable benefits even if no additional investments are made. Benefits will include on-time performance improvements, travel-time reductions, and higher service frequencies resulting in increased ridership.

The PE/NEPA projects include the following (Exh 4):
Chicago to Porter (South of the Lake Corridor – SOLC) - determine final routes and infrastructure improvements for 56 MWRRS trains (not including long distance train) and the initial improvements for Phase 1 implementation to Detroit/Pontiac;
Grand Crossing – determine infrastructure improvements for 10 additional MWRRS Champaign trains entering/exiting the SOLC;
Chicago to Rondout - determine infrastructure needed for 34 MWRRS Milwaukee trains at full build-out and initial improvements needed to implement the MWRRI Phase 1(20 MWRRS trains);
Chicago to Aurora- determine infrastructure improvements for full build-out and initial improvements at Eola Yard;
Chicago to Dwight- route selection, capacity analysis to determine infrastructure improvements required for full build-out, elimination of rail/ rail crossings on the Heritage corridor, and passenger freight separation at Joliet; and
Chicago Union Station - determine needed facility improvements including completing engineering analysis of associated projects to open train slots at CUS.

The Chicago Terminal project will be undertaken in cooperation with the freights as demonstrated by the letter from the Chicago Planning Group (Exh 5).

(7) Indicate the expected service objectives *(check all that apply):*

- ☒ Additional Service Frequencies
- ☒ Service Quality Improvements
- ☐ Other *(Please Describe):*
- ☒ Improved On-Time performance on Existing Route
- ☒ Increased Average Speeds/Shorter Trip Times

(8) Indicate the type of expected capital investments to be included in the planned investment *(check all that apply):*

- ☒ Structures (bridges, tunnels, etc.)
- ☒ Track Rehabilitation
- ☒ Major Interlockings
- ☒ Station(s)
- ☒ Communication, Signaling and Control
- ☐ Rolling Stock Refurbishments
- ☐ Rolling Stock Acquisition
- ☐ Support Facilities (Yards, Shops, Admin. Buildings)
- ☒ Grade Crossing Improvements
- ☐ Electric Traction
- ☒ Other *(Please Describe)*: **Union Station**

(9) Total Cost of PE/NEPA Project: (Year of Expenditure (YOE) Dollars*) $ 150,000,000

Of this amount, how much would come from the FRA HSIPR Program: (YOE Dollars)** $ 145,000,000

Indicate the percentage of total cost to be covered by matching funds: % 3.30

* Year-of-Expenditure (YOE) dollars are inflated from the base year. Applicants should include their proposed inflation assumptions (and methodology, if applicable) in the supporting documentation

** This is the amount for which the applicant is applying.

(10) Right-of-Way Owner(s): Provide the status of agreements with railroad(s) that own the right-of-way.
If appropriate, "owner(s)" may also include operator(s) under track age rights or lease agreements.
If more than two railroads, please detail in "Additional Information" in Section F of this application.

Railroad owner 1 (Name): Six Class 1 Railroads (Exh 6 - support letter)

Status of railroad owner 1 *(Click on the appropriate option from the dropdown menu shaded in gray)*: Host railroad consulted, but support is not final

Railroad owner 2 (Name):	Amtrak (see Exh. 15)
Status of railroad owner 2 *(Click on the appropriate option from the dropdown menu shaded in gray)*:	Host railroad consulted, but support is not final

(11) Intercity Passenger Rail Operator: If applicable, provide the status of agreement(s) with partner(s) that will operate the benefiting planned High-Speed Rail/Intercity Passenger Rail services after completion of the planned investment (e.g., Amtrak). *Click on the appropriate option from the dropdown menu shaded in gray*:

Name of Operating Partner: Amtrak (see Exh 15)

Status of Agreement: No agreement, but partner supports project

(12) Benefits to Other Types of Rail Service: If benefits to non-intercity passenger rail services are foreseen from the planned investment, please briefly describe those agreements and provide details on their status if applicable. *Please limit response to 1,000 characters.*

The Chicago Terminal Limits projects provides secondary benefits to Commuter Rail Division of the Regional Transportation Authority (Metra), BNSF , Canadian National, Canadian Pacific, CSX Transportation, Norfolk Southern, Union Pacific, South Chicago & Indiana Harbor, and Belt Railroad Company. The Chicago Planning Group, which is comprised of the aforementioned railroads, Amtrak, and AAR supports the Chicago Terminal Limits project (Exh 6). Examples of secondary benefits on the corridors include: Chicago to Dwight- elimination of rail/rail crossing on Heritage Corridor and passenger/freight separation at Joliet benefits Metra (Exh 16)and the freights; Chicago to Aurora -additional capacity near Aurora at Eola Yard benefits Metra and BNSF; Chicago to Rondout -additional capacity for CP on the C&M subdivision benefits Metra and CP; and Chicago to Porter- additional capacity on the SOLC for freight trains when operating on off-peak passenger hours benefits NS and IHB

C. Eligibility Information

(1) Select applicant type, as defined in Appendix 1.1 of the HSIPR Guidance *(check the appropriate box from the list)*:

☒ State
☐ Amtrak

If one of the following, please append appropriate documentation as described in Section 4.3.1 of the HSIPR Guidance:

☐ Group of States
☐ Interstate Compact
☐ Public Agency established by one or more States
☐ Amtrak in cooperation with one or more States

D. Public Return on Investment

(1) Transportation Project Benefits. *Please limit response to 2,000 characters.*

Describe the transportation benefits that are anticipated to result from the planned investment for which you are conducting PE/NEPA, including the extent to which the planned investment may be expected to:

- Lead to benefits for Intercity Passenger Rail including travel time reductions, increased frequencies, and enhanced service quality
- Address safety issues
- Address intercity passenger rail reliability issues
- Be integrated and complementary to the relevant comprehensive planning process (23 U.S.C. 135)
- Provide benefits to other modes of transportation, including benefits to Commuter Rail Services, Freight Rail Service, and Highway and Air Congestion Reduction and Delay or Avoidance of Planned Investments

The Chicago Terminal Limits (the Project) is the "heart" of the MWRRS. The planned investment resulting from the PE/NEPA is the phased build-out of the MWRRS. The MWRRI has done extensive studies on transportation benefits that result "but for" the implementation of the MWRRS. Completing the PE/NEPA for this project will lead to achieving the benefits cited in these studies.

The Executive Summary of 2004 (Exh 7) details the increased frequencies for the full build-out (p. 10) and the travel time reductions ensuring enhanced service quality . The Project, when implemented in accord with the phasing previously presented, improves service reliability and results in the MWRRS Phase 1 states increasing frequencies to Detroit from 3 to 6 R/T; to St Louis from 5 to 8; to Milwaukee, 7 to 10 with 6 to Madison. Providing a solution to the South of the Lake Corridor means that extending service to Ft. Wayne/Cleveland and Indianapolis/Cincinnati is achievable.

The PE/NEPA will address safety issues related to increasing train movements within the Project area, and in a cooperative effort with FRA, ensure that engineering solutions are found to eliminate safety concerns.

The air connect model for the MWRRS estimates that 1.3 million air trips will be diverted compared to the FRA estimate of 2 million diverted air trips expected diverted resulting from 110 mph service. The user benefits for airport congestion were calculated as $1.6 billion. There will be reduced congestions and delays on highways due to 5.1 million auto travelers diverting to the MWRRS. The FRA estimated 2.65 million diverted auto trips in its five-state study (Exh 8, p. 11-5).

The user benefits for highway congestion were calculated as $2.7 billion. Benefits to air carriers in terms of operating cost savings resulting from reduced benefits at the airports yielded a discounted 40-year benefit of $0.9 billion. The benefits to the freight rail system are outlined in B-12.

(2) Environmental Project Benefits Narrative. *Please limit response to 1,000 characters.*

Describe the intended contribution of the planned investment for which you are conducting PE/NEPA towards improved environmental quality, energy efficiency and reduction in the dependence on oil.

The MWRRS has the following environmental benefits when compared with the No-build and highway/airport ; decreased energy consumption, reduced airport emissions and improved air quality, less land required compared to expanding existing highways and airports, opportunities for transit-oriented development, and fewer environmental impacts on sensitive habitats and water resources than highway/airport alternatives.

Based on the number of diverted auto vehicle miles and using the FRA benefit of $0.02 per vehicle mile, the MWRRS yields a benefit for emission savings of $0.6 billion. Chicago is ranked third behind Los Angeles and New York in congestion. The MWRRS diverts 5.1 million auto trips which will reduce congestion and emissions. Congestion costs the Midwest $4.5 billion per year in wasted fuel and lost time. Concerned about air quality, the Environmental Law and Policy Center stated that HSR trains in the Midwest would be three times as energy efficient as cars.

(3) Livable Communities Project Benefits Narrative. *Please limit response to 3,000 characters.*

Describe the anticipated benefits of the planned investment for which you are conducting PE/NEPA for fostering and promoting Livable Communities, and include information on the following:

- Integration with existing high density, livable development (including relevant details on livable development (e.g., central business districts with walking and public transportation distribution networks with transit oriented development)).
- Development of intermodal stations with direct transfers to other transportation modes (both intercity passenger transport and local transit).

The Chicago Terminal Limits PE/NEPA project is in support of the planned investment in the MWRRS. Chapter 11, section 11.3.3 (Exh 8) cites that MWRRS stations are an important feature to the development of the MWRRS. The stations will be the gateway to the communities and provide the “front door’ to the MWRRS. At this “gateway’ or “front door”, considerable joint development potential exists. Increased train operations from high speed trains change the character of the urban areas around the station.

The improved service and new stations encourage development of nearby properties. The resulting increase in property values is referred to as joint development. Joint development potential for MWRS communities is $4.9 billion with investment varying by station size, location and level of increase in passenger activity.

Comparison with previous station-related development shows that these benefits would likely be distributed among the MWRRS stations as follows:

Highest Level: Chicago- $1.73B, St.Louis - $250M; Milwaukee- $227M.
High Level: Indianapolis- $182 M; Cincinnati-$179M; St. Paul-$153M.
Moderate Level: Ann Arbor-$72M; Omaha-$34M; Iowa City-$21M.

MWRRS station development will bring together many modes of travel - trains, planes, automobiles, and regional, inter-city, and airport buses – to maximize the benefits and efficiencies. The ability of a station to achieve its highest potential is affected by the following: level of modal integration, frequency of existing rail and bus services, accessibility of the station to the community, existing level of connectivity to regional modal networks (interstate highways), and level of existing economic development. Multi-modal connectivity is essential to the economic success of the MWRRS.

The Phase 1 States have assured this connectivity with intermodal stations on Chicago- Detroit corridor at Gary Airport for highway access from northwest Indiana; Dearborn intermodal station; Station planned near Detroit Airport; New Station at Detroit connecting to a light rail system to downtown. The Chicago-Milwaukee/Madison has an intermodal station near a major highway and the airport at General Mitchell International and a planned station at Madison Airport with extended parking available. IDOT is working with the City of Normal to develop an intermodal terminal which will be the focal point of the Uptown Redevelopment near I-55, I-74, and I-39.

Access to the MWRRS will be enhanced by the operation of a feeder bus system. The feeder bus network extends the reach

of the system to outlying areas. With full implementation of the MWRRS, including the feeder bus system, approximately 90% of the Midwest region's population will be within a one hour ride of a MWRRS rail station and/or 30 minutes of a MWRRS feeder bus system. The feeder bus network and operating plan was developed with the assistance of the Greyhound Lines

(4) Economic Recovery Benefits. *Please limit response to 2,000 characters.*

Estimate the benefit that the PE/NEPA Project and the planned investment for which you are conducting PE/NEPA will make towards economic recovery and reinvestment, including information on the following:

- How both the PE/NEPA Project and the planned investment will result in the creation and preservation of jobs (including number of onsite and other direct jobs (on a 2080 work-hour per year, full-time equivalent basis). Include a timeline for the anticipated job creation, specifying which jobs would be created for the PE/NEPA studies and an estimate for the planned investment (consider the construction period and operating period).
- How the project represents an investment that will generate long-term economic benefits (including the timeline for achieving economic benefits) and describe, if applicable, how the project was identified as a solution to a wider economic challenge.
- If applicable, how the project will help to avoid reductions in State-provided essential services.

The planned investment will result in significant economic impact in the Midwest (Exh8 – page 11-48). The traditional benefit cost methods developed by the FRA show $23 billion economic impact from building the system. The MWRRI economic analysis states that 57,450 permanent new jobs are created. Unemployment in Illinois increased to 10.4% in July which underlines the need for this economic stimulus.

The MWRRI economic analysis stated that 15,200 full time jobs would be created annually of which 6,000 are construction jobs during the 10 year construction period. There are 152,000 person years of work during the construction period with $5.3 billion in increased earnings and $16.9 billion of increased output of region's business. The Economic analysis (Exh 8, p. 11-44) has a breakdown by type of job with number of jobs created by year averaging from 4,480 jobs in the first year to a high of 30,750 by year 7.

The Mercator Advisors Report provides job by state, earnings by year, and income taxes paid to the state and federal governments. The number of jobs created or maintained over a 2 year period by the PE/NEPA work is 250. The long term benefits include the joint development potential estimated at $4.9 billion with investments varying by investment size (Exhibit 9, p. 9). The long term economic gain derives from the 57,450 permanent jobs created with extra household income of $1.1 billion (Exh 8, p. 8).

The MWRRS will support existing industries and foster growth of new businesses. It will encourage large businesses to distribute their operations more widely into smaller, highly accessible Midwestern communities that provide a high quality of life for residents. New permanent jobs created by the MWRRI Phase 1 in Illinois is 24,200, Wisconsin 9,750, and Michigan 6,975. The detailed timeline for the achieving the economic benefits is included in Exh 10.

E. Project Success Factors

(1) Project Management Approach and Applicant Qualifications. *Please limit response to 3,000 characters.*

Describe qualifications of the applicant and its key partners for undertaking the PE/NEPA Project, include the following information:

- Management Experience – provide relevant information on experience in managing rail programs and planning activities of a similar size and scope to the one proposed in this application. Provide an organizational chart (or equivalent) that outlines the roles played by key project team members in completing activities as well as information on the role of contract support, engineering support and program management.

- Financial Management Capacity and Capability– provide relevant information on capability to absorb potential planning project cost overruns.

- Risk Assessment – provide a preliminary assessment of uncertainties within the planning process and possible mitigation strategies (consider grantee risk, funding risk, schedule risk and stakeholder risk).

Illinois is in a unique position to lead this effort and has the qualifications to provide project and financial management and risk assessment for the Chicago Terminal Limits PE/NEPA Project (the Project). The Governors of the States of Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Ohio, and Wisconsin and the Mayor of the City of Chicago executed an MOU for the "Implementation of High-Speed Rail Passenger Service and Connections Involving Corridors Linking Cities in their Respective States (Exh 11).

This document affirms that "all MOU Participants recognize a priority to establish the Chicago Hub to corridors consisting of Chicago-St Louis, Chicago to Milwaukee-Madison, and Chicago to Detroit-Pontiac, (MWRRI Phase 1) that would form a high-speed hub in the heart of the nation with high-speed and conventional passenger service connections radiating to seven other Midwestern states".

The MOU established a high-level multi-state steering group charged with coordinating the Midwest region's work and supporting the region's collective high-speed rail priorities . The nine states of the Midwest also entered into a MOU beginning July 1, 2002 and extending to July 1, 2010 authorizing a collaborative effort for preserving, improving, and expanding passenger rail service (Exh 12). These documents demonstrate the high level commitment to the success of the Project. Because of the complexity of problems associated with the Project, IDOT is seeking a Track PE/NEPA cooperative agreement to develop engineering solutions consistent with sound environmental practice .

IDOT and the MWRRI states recognize the need to form a public/private partnership to provide management support for the Project which is in one of the world's busiest and most complex rail networks. IDOT and the freight railroad industry, with Metra, Amtrak, and the City of Chicago as partners, have entered into a Governance Structure to facilitate the implementation of the CREATE Program and intends to use this management structure for the Project. A copy of a draft "AGREEMENT REGARDING THE CHICAGO TERMINAL LIMITS PE/NEPA PROJECT GOVERNANCE STRUCTURE" that would form the basis of the management of the project is attached (Exhibit 13). This structure outlines the roles of key project team members in completing required activities. IDOT will engage a program management firm to work within this structure.

The public/private partnership has the capacity to manage the project within budget and certainly to absorb budget overruns. The risk for IDOT is mitigated by managing the Project with a public/private partnership, in cooperation with FRA. The major risk is the availability of future funding for the build-out. Since the Project provides benefits to other MWRRI States, it has been labeled a "neutral" zone, requiring 100% federal funding. The "neutral zone" designation is needed since other MWRRI States are prohibited from funding improvements in Illinois.

(2) Funding Sources: In the following table, please provide the requested information about your funding sources *(if applicable)*

Non FRA Funding Sources	New or Existing Funding Source?	Status of Funding[1]	Type of Funds	Dollar Amount (YOE $)	% of Total Project Cost	Describe any uploaded supporting documentation to help FRA verify funding source
Illinois Jobs Now			Series B	5,000,000	3.33	See Exhibit 17

(3) Project Implementation Narrative. *Please limit response to 1,000 characters.*

Provide a preliminary self-assessment of PE/NEPA Project uncertainties and mitigation strategies (consider grantee risk, funding risk, schedule risk and stakeholder risk). Describe any areas in which you could use technical assistance, best practices, advice or support from others, including FRA.

The PE/NEPA project uncertainties relate directly to cooperation with the freight railroads. IDOT had discussions with the Chicago Planning Group which includes all the freight railroads, Metra, and Amtrak. IDOT has received letters from CPG (Exh 6), Metra (Exh 16), and Amtrak (Exh 15). IDOT intends to form a public-private partnership with the stakeholders further reducing uncertainties (Exh 13).

Risks for the MWRRI were assessed, a quality review was conducted, and a risk report issued (Exh 14). MWRRS operational risk was mitigated by building Phase 1.

The Chicago Terminal Limits PE/NEPA is a project of national significance, and, as such, IDOT, on behalf of the MWRRI states, requests the cooperation of FRA to collaborate and participate in key project meetings, assist in the preparation of engineering and environmental documents, assume responsibility for approving project deliverables at key milestones, and provide authorization for progressing into subsequent phases.

***(4)* Timeliness of Project Completion.** *Please limit response to 1,000 characters.*

Describe the extent to which the PE/NEPA Project will lead to future project and/or Service Development Program applications for Tracks 1 FD/Construction and Track 2 Programs.

The complex problems within the Chicago Terminal Limits need engineering/environmental solutions in accordance with the MWRRI Service Development Plan to ensure that the MWRRI can be built in accordance with the Service Development Plan.

The MWRRI Phase 1 increases service in the Detroit corridor to 6 R/T trains; in the St. Louis corridor to 8 trains, and in the Milwaukee/Madison corridor to 10 trains. In order to provide the key service attribute of reduced travel times and greater reliability identified in the Purpose and Need, solutions for chokepoints in these corridors is needed.

The next phase of the MWRRI is service to Iowa City, Iowa with 5 trains. Therefore, the problems in the Aurora corridor must be resolved to meet the key service attribute of the Purpose and Need.

Completion of this PE/NEPA Project will move specific projects or segments of the corridor to final design/construction either through Track 1A or Track 2 work.

[1] Reference Notes: The following categories and definitions are applied to funding sources:
Committed: Committed sources are programmed capital funds that have all the necessary approvals (e.g. legislative referendum) to be used to fund the proposed project without any additional action. These capital funds have been formally programmed in the State Rail Plan and/or any related local, regional, or state Capital Investment Program (CIP) or appropriation. Examples include dedicated or approved tax revenues, state capital grants that have been approved by all required legislative bodies, cash reserves that have been dedicated to the proposed project, and additional debt capacity that requires no further approvals and has been dedicated by the sponsoring agency to the proposed project.
Budgeted: This category is for funds that have been budgeted and/or programmed for use on the proposed project but remain uncommitted, i.e., the funds have not yet received statutory approval. Examples include debt financing in an agency-adopted CIP that has yet to be committed in their near future. Funds will be classified as budgeted where available funding cannot be committed until the grant is executed, or due to the local practices outside of the project sponsor's control (e.g., the project development schedule extends beyond the State Rail Program period).
Planned: This category is for funds that are identified and have a reasonable chance of being committed, but are neither committed nor budgeted. Examples include proposed sources that require a scheduled referendum, requests for state/local capital grants, and proposed debt financing that has not yet been adopted in the agency's CIP.

F. Additional Information

(1) Please provide any additional information, comments, or clarifications and indicate the section and question number that you are addressing (e.g., Section D, Question 3). *This section is optional.*

The document has referenced exhibits to support the information provided. These exhibits have been attached to this applicatons. The exhibits are as follows:

1. MWRRI Phase 1 EIS Scope of Services
2. MWRRI Phase 1 Purpose and Need (draft final)
3. Chicago Terminal Limits Map - Supportiing documentation for Section G
4. Maps by Chicago Terminal Limits Project Areas - Supporting documentation fro Section G
5. Chicago Terminal Limits Draft Scope of Services (for section engineering/environmental firms)
6. Chicago Planning Group Letter of Support
7. MWRRI Executive Summary, September 2004
8. MWRRI Project Notebook Chapter 11 Replacement , November 2006
9. Financing High Speed Intercity Passenger Rail - Mercator Advisors, LLC
10. Job Creation and Economic MWRRI System- wide Brochure
11. Governor's and Mayor Daley's Memorandum of Understanding
12. MWRRI Memorandum of Understanding
13. Draft Chicago Terminal Limits PE/NEPA Project Governance Structure
14. MWRRI Quality Review 2006
15. Amtrak Letter of Support
16. Metra Letter of Support
17. Illinois Public Act 096-0035

Additionally, eight (8) attachments are with this document as follows:

1. Related Track 1 Applications - List of related projects - see section A(4)
2. HDR Chicago Union Station study - in section B(6),the issues at Chicago Union Station were identified by this study
3. MWRRI Project Notebook and Appendices, 2004 - The Project Notebook and appendices related to most sections but particlary section B(5). Sections B(6) and D(1) discuss the number of trains within the MWRRS. Refer to Chapter 8, specifically Exhibit 8-13 concerning phasing. Also,the application discusses MWRRI Phase 1. Phase 1 is defined on page 8-5. The train schedules are shown in appendix A-8. The application in section D(3) discusses livable communities and the relationship to the need for a feeder bus system. Please refer to A-1 involving Greyhound Lines participation in the MWRRI. the Project Notebook and Appendices also contain information related to Section b(5) concerning travel demand forecasting, operations analysis,operations and maintenance costs estimates, and capital cost estimates
4. MWRRS Executive Summary 2000 Section B(6) discusses how the planned investment was derived from a planning process. this atatachment contains a summary of the planning process in the MWRRI from 1995 to 2000.
5. South of the Lake Corridor Study Section B(6) identifies the South of the Lake Study as work done to plan the investment. this attachment is the report of that effort.
6. Job Creation and Economics Brochure for each MWRRI state - The unemployment throughout the Midwest states is greater than 10% with the state of Michigan nearing 20%. These brochures show by each state the jobs created and economic benefits as related to economic stimulus for the planned investment on a phasing and state by state basis.
7. BNSF Eola Yard concepts - concepts supporting planned investment refernced in Section B(6)
8. BNSF Support letter
9. MWRRI System wide Track Maintenance Costs - Section B(5) addresses maintenance costs. This attachment is the cost of maintenance for both maintenance and cyclical capital costs. Charlie Quandel, working with Amtrak, interpreted the FRA Technical Monograph dated January 2004, prepared by Zetz Tech. This dtail analysis estimate that the cost of maintenace for the entire system was $3.79 per train mile and the cost of cyclic captial was $3.21 per train mail for a total cost of $7.00. This attachment contains the costs by subdivision for each route and corridor in the MWRRS.

G.Summary of Application Materials

Program Forms	Required	Optional	Reference	Description	Format
☒ Application Form	✓		HSIPR Guidance Section 4.3.3.3	This document to be submitted through *GrantSolutions.*	Form
Supporting Documentation	**Required**	**Optional**	**Reference**	**Description**	**Format**
☒ Planned Investment map		✓	Application Question B.6	Map of the Planned Investment location. Please upload into *GrantSolutions*.	None
Standard Forms	**Required**	**Optional**	**Reference**	**Description**	**Format**
☒ SF 424: Application for Federal Assistance	✓		HSIPR Guidance Section 4.3.3.3	Please submit through *GrantSolutions*	Form
☒ SF 424A: Budget Information-Non Construction	✓		HSIPR Guidance Section 4.3.3.3	Please submit through *GrantSolutions*	Form
☒ SF 424B: Assurances-Non Construction	✓		HSIPR Guidance Section 4.3.3.3	Please submit through *GrantSolutions*	Form
☒ FRA Assurances Document	✓		HSIPR Guidance Section 4.3.3.3	May be obtained from FRA's website at http://www.fra.dot.gov/downloads/admin/assurancesandcertifications.pdf. The document should be signed by an authorized certifying official for the applicant. Submit through *GrantSolutions.*	Form

PRA Public Protection Statement: Public reporting burden for this information collection is estimated to average 32 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for this information collection is **2130-0583**.

Upload #2

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000149
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1b Projects (Preliminary Engineering/National Environmental Policy Act) Chicago Terminal
Status:	Submitted
Document Title:	Exhibits- Attachments, Chicago Terminal Limits

EXHIBIT 1

MWRRI PHASE 1 EIS SCOPE OF SERVICES

DRAFT Scope of Services
Midwest Regional Rail Initiative
Phase I EIS and Rail Corridor Transportation Plan

The Steering Committee for the Midwest Regional Rail Initiative (MWRRI) has determined to prepare an Environmental Impact Statement and Rail Corridor Transportation Plan to implement Phase I of the Midwest Regional Rail System (MWRRS). Phase I of the MWRRS would implement passenger rail service up to 110 mph on the following routes:

- Chicago-St. Louis: Increase service from 5 round trips to 8 round trips
  - project limits: Chicago Union Station to St. Louis Amtrak station
  - speed: existing track speed Chicago to Joliet, maximum 110 mph Joliet to Springfield, existing track speed Springfield to St Louis)
- Chicago-Milwaukee-Madison: Increase service from 7 round trips to 10 round trips to Milwaukee; provide 6 new round trips to Madison.
  - (project limit: Chicago Union Station to Milwaukee Union Station to proposed Madison Airport station)
  - speed: existing track speed Chicago to Watertown, maximum 110 mph Watertown to Madison
- Chicago-Detroit: Increase service from 3 round trips to 9 round trips
  - project limit: Chicago Union Station to Detroit New Center station
  - speed: current track speed Chicago to Buffington Harbor (CP 501), maximum 110 mph CP 501 to CP West Detroit, current track speed CP West Detroit to Detroit Intermodal Terminal

The Scope of Services under this CONTRACT consist of conceptual engineering, environmental studies and public involvement activities to support an Environmental Impact Statement evaluating actions required for high speed passenger rail service primarily within existing rail rights of way.

The EIS for Phase I of the MWRRI will incorporate previous data and analysis evaluated in NEPA documents completed on segments of the Phase I corridors. The EIS will include the following evaluations:

- re-evaluating the Madison-Milwaukee EA/FONSI (2004),
- re-evaluating and supplementing the Chicago-St. Louis EIS (2003) (to allow increased service between Dwight and Chicago)
- incorporating available NEPA documents completed for actions on the Chicago-Detroit corridor in Michigan.
- Incorporating available NEPA documents completed for actions on the Chicago-Milwaukee corridor.

It is assumed that the preferred alternatives and impacts evaluated in most previous NEPA studies will remain unchanged. The exception will be in the Chicago-St. Louis corridor, where the re-evaluation will assume the preferred build alternative between St. Louis and Dwight, and select a preferred build alternative between Dwight, Illinois and Chicago, Illinois using one of the corridors evaluated in the 2003 DEIS.

The Lead State Agency for execution and oversight of this contract will be determined upon future financing to implement Phase I of the MWRRI. An environmental review subcommittee,

established under a separate MWRRI Phase I MOU between FRA, Indiana DOT, WisDOT, MDOT and IDOT, will oversee agreement on analytical methodologies and preparation of the EIS document.

1. PROJECT MANAGEMENT

1.1 Preparation of Project Management Plan. As an early task the CONSULTANT will prepare a Project Management Plan. This plan brings together in one document a description of all project tasks and identifies responsibilities for these tasks. The plan provides a detailing of the activity schedule and inter-relationship of the various tasks. This activity schedule will insure that project tasks are scheduled in advance and completed when required. The plan will include a listing, schedule and description of all project deliverables and the process for their review and publication. The plan will further address project Steering Committee meeting dates and responsibilities and monthly reporting to the Lead Agency.

The CONSULTANT will create and maintain an electronic and hard copy of the Administrative Record. The FRA Administrative Record includes relevant studies, data, and documents used by the federal agency to prepare the NEPA document, as well as those documents considered in the Record of Decision (ROD). Key project documents will be filed and ready for reference if requested.

Deliverable: Project Management Plan and Administrative Record

1.2 Monthly Progress Reporting. Each calendar month the CONSULTANT will prepare a document describing activities carried out during the preceding month, as well as work scheduled for the current month. Progress on the project will be documented and assessed in accordance with the overall project schedule. Any discrepancies with the planned timetable will be addressed in the report. Major issues confronting the CONSULTANT or unresolved issues affecting the progress of the work will be identified and suggestions for their resolution presented. The reporting format will be addressed under Task 1.1. The monthly progress reports will be submitted each month by a mutually agreed upon date.

Deliverable: Monthly Progress Reports

1.3 Steering Committee Meetings. The CONSULTANT will attend up to 33 monthly meetings with the project Steering Committee and/or the MWRRI EIS Subcommittee. Meetings are expected to last approximately 3 to 4 hours. The CONSULTANT will work with the LEAD AGENCY in setting meeting dates. The CONSULTANT will work with the Lead Agency project manager to set the meeting agenda approximately one week in advance of the meeting. The CONSULTANT will make every effort to make materials available to the Steering Committee members in advance of the meeting. The CONSULTANT will provide an individual to take Committee minutes. Upon approval from the Lead Agency project manager, the CONSULTANT will distribute meeting minutes to Steering Committee members.

Deliverables: Steering Committee Agenda, meeting minutes and supporting material

1.4 Project Managers Meetings. The CONSULTANT 's PM and Project Environmental Lead will meet with the Lead Agency's PM as needed to discuss project concerns, task scheduling, procedural issues, deliverable reviews, outreach and community issues, etc. These meetings

may be called by either party, and shall be conducted by phone or in person as needed. The CONSULTANT will prepare minutes of these meeting. The CONSULTANT will be responsible for communicating the results of these meeting to appropriate project staff.

Deliverables: Meeting notes

1.5 Task and Deliverable Coordination. The CONSULTANT's PM and Project Environmental Lead will carryout all tasks necessary to guide, schedule and coordinate project activities and study deliverables. All deliverables will be prepared in draft in electronic form and delivered to the Lead Agency project manager for review and comment prior to finalizing. Scheduled review periods shall be set forth in the task schedule developed in Task 1.1. The CONSULTANT will modify each deliverable based upon one consolidated set of review comments from the Lead Agency. All deliverables, except the environmental document and engineering plans, will be prepared as chapters to a Project Report notebook. The CONSULTANT will prepare 10 Project Report notebook copies and CDs, and 10 paper copies and one CD for the Lead Agency. CONSULTANT will prepare a CD and 50 copies of the "Scoping" report and the circulation version of the environmental document as may be required for general public review.

Deliverables: Project Notebooks, CDs, Lead Agency Copies

2. PRELIMINARY ALTERNATIVES ANALYSIS

2.1 The CONSULTANT will conduct a preliminary alternatives analysis that will include identifying alternative corridors that have been addressed during the life of the MWRRI program in the Phase I corridors. The CONSULTANT will consider only a single technology diesel powered passive tilt train with multiple alternative routes between nodes. Work will consist of researching previous studies and coarsely defining alternatives that have not been previously considered. Each alternative will be developed sufficiently to define those characteristics that are important in evaluating the suitability of the route to satisfy the purpose and need. A scoring system will be developed. Route alternatives will be presented to the Steering Committee, who will score and rank, then select the alternative corridors for continued development for the DEIS. Routes not passing the screening will be rejected and documented as alternatives considered in the DEIS. Routes carried forward will be further developed and analyzed in the DEIS. Anticipated alternatives that may be addressed include:

- No Build Alternative
- High Speed Rail Build Corridors

  Dedicated Passenger High Speed Rail Corridors

  Shared-use Passenger Rail and Freight Rail Corridors

It is anticipated that the No-Build alternative will be described based on existing modal information available from the MWRRI coalition states. The No-Build alternative description will address existing and planned inter-city transportation options including the following modes:

- Highway Network
- Intercity Bus Service

- Passenger Rail Services
- Freight Railroad Network
- Air Travel Network

The No-Build Alternative will be used as the base against which the impacts of the Build Alternatives will be compared in the DEIS.

Development of HSR build alternative corridors for dedicated passenger high speed rail corridors and shared-use passenger and freight rail corridors will be conducted in conjunction with the identification of constraints. Public opinion will be considered in developing study corridors. Coordination with representatives from FRA and state DOTs, freight rail carriers and state and federal regulatory/resource agencies is anticipated during the development of corridors.

The preliminary build alternative corridors will be developed using the previously completed engineering and environmental screening studies conducted for the MWRRI states. The CONSULTANT will also review specific, state level studies of corridors to include in the preliminary alternatives analysis. Studies to be reviewed will include:

- Milwaukee-Madison Passenger Rail Corridor Study Environmental Assessment 2000
- Chicago-St Louis High Speed Rail Project EIS 1999
- Tri-State Study 1991
- South-of-the-Lake Corridor Study 2004 (Amtrak Purchase Order S-049-31385)
- MWRRI Phases 1-5

The majority of freight rail routes within the Phase I corridors have been assessed in previous MWRRI studies. Each route alternative considered in previous MWWRI Phase 1 to 5 studies will be reviewed as necessary to consider the identified specific infrastructure improvement requirements, capacity issues, and previously developed comparative capital cost estimates.

Corridors anticipated to be initially evaluated include:

Chicago-Madison:
Addressed under previous environmental documents

Chicago-Detroit
MC: Chicago-Gary-Michigan City-Niles-Kalamazoo-Battle Creek-Jackson-Ann Arbor-Detroit
WAB: Chicago-Gary-New Paris-Montpelier-Adrian-Detroit
GT/PM: Chicago-Blue Island-Valparaiso-South Bend-Battle Creek-Lansing-Howell-Detroit

Chicago-St. Louis
GM&O: Chicago-Joliet-Pontiac-Bloomington-Springfield-Alton-St. Louis
ICRR: Chicago-Kankakee-Gilman-Clinton-Springfield-Litchfield-Alhambra-St. Louis
WAB: Chicago-Orland Park-Gibson City-Bement-Decatur-Litchfield-Alhambra-St. Louis

Deliverables: Preliminary Alternatives Analysis Report

3. CONCEPTUAL ENGINEERING

3.1 Introduction. The requirements for conceptual engineering to support the NEPA process have not been uniformly implemented on recent high speed passenger rail studies. The Milwaukee-Madison study produced 100 scale plans on photogrammetric mapping and DTMs (1 inch = 100 feet) from Watertown to Madison and track schematics (1 inch = 1 mile) over the entire route from Milwaukee to Madison. However, the Chicago-St Louis EIS did not employ plans or schematics, but depicted the routes on very coarse scale state and regional maps. The Florida High Speed Rail study from Orlando to Tampa produced 100 scale plans and profiles on accurate orthophotography for a highway alternative and an existing railroad corridor alternative.

Recent studies for commuter rail projects under the FTA New Starts process typically produce 100 scale plans on high resolution orthophotography to aid in identifying environmental impacts and to produce accurate cost estimates. However, it should be noted that these studies generally address modest length corridors through suburban and urban regions. Accurate, high resolution base mapping or orthophotography is generally available for a nominal cost in such areas and sensitive neighbors tend to reside in close proximity to the rail corridors resulting in greater environmental impacts.

Due to the extensive area covered by this study, it is intended to minimize the scope and cost of engineering to that necessary to support the environmental process. Should the project proceed, it is anticipated that the preliminary engineering and final engineering stages will produce thorough and accurate operating plans, construction documents and cost estimates.

The FRA has prepared a document to guide the development of high speed passenger rail studies titled, "Railroad Corridor Transportation Plans: A Guidance Manual." The July 8, 2005 revision depicts existing track configuration and proposed track configuration in a schematic style that facilitates the visualization and quantification of improvements. While this approach serves to document the proposed infrastructure changes, it is not particularly effective in identifying property or wetlands impacts. However, it is very cost effective (does not require orthophotography) and easily understood by the host railroads. During later preliminary engineering, traditional engineering plans will be required to detail new tracks, structures and signals.

In cases where new track is required and the right of way is limited, it is prudent to develop scaled plans on orthphoto mapping to determine the feasibility and cost of construction.

3.2 Track Schematics. The consultant will prepare track schematics depicting existing and current conditions at 1 inch = 1 mile (or 1 inch = 0.1 to 0.5 miles in dense areas). The track schematics will show main line tracks, sidings and spurs, curvature, length of curve, grade, turnouts, crossovers, grade crossings, stations, yards, major culverts, bridge structures, retaining walls, signals, approximate right of way limits and property impacts.

Track schematics will be prepared for the entire Phase 1 network to serve as documentation for the capacity analysis and for updating the capital cost estimates for all build alternatives. (Track schematics are not required for the Milwaukee-Madison segment, as suitable documents are existing.) Source data will include previous studies, current railroad track charts and engineering (val) maps.

3.3 Conceptual Plans. The consultant will prepare conceptual plans at 1 inch = 100 ft for evaluating environmental impacts and verifying the feasibility of construction on two alternative build segments from Chicago to Porter. Profiles will be prepared for new flyover structures and roadway grade separations. The plans shall be prepared on existing orthophotography from either CREATE or MPO sources. Plans will depict existing and new main line tracks, sidings and spurs, curve data, turnouts, crossovers, grade crossings, stations, yards, major culverts, bridge structures, retaining walls, signals, geographic and political boundaries, approximate right of way limits and property impacts, and wetlands and wetland impacts.

Plans will also be prepared on sections of the Phase 1 network where it is expected that additional tracks, stations and/or parking, layover facilities/yards and shops, and grade separations will be constructed. Orthophotography and digital terrain model data will be obtained as necessary to prepare conceptual designs and evaluate property and wetlands impacts. Moderate length passing sidings in single track territory will be planned at 20 mile intervals to provide operational flexibility. Passings sidings will be coordinated with the computer modeling and schedules. (A preliminary engineering design exists on the segment from Watertown to Madison. Other segments requiring new infrastructure construction will require plan preparation.)

3.4 Vehicle Layover and Storage/Maintenance Facility Requirements. The CONSULTANT will define the functional facility requirements and size of vehicle layover and storage and maintenance facilities. Candidate layover sites will be identified and candidate Vehicle Storage and Maintenance Facility (VSMF) sites will be identified. One or two conceptual, 40 scale plans will be developed for application to multiple sites. In addition, site suitability will be evaluated in terms of community acceptance, relationship to local plans and zoning, and multi-modal potential. The results of this subtask will serve as input to capital cost estimates and determination of potential Right-of-Way (ROW) needs.

3.5 Structural Concepts. The CONSULTANT will develop standard concept plans and elevations for railroad and roadway structures including bridges, passenger tunnels and retaining walls. The standards shall be applied to establish capital costs and identify impacts to adjacent properties.

3.6 Capacity Analysis. The CONSULTANT will undertake operations simulation and line capacity analysis of the Chicago to Porter/Tolleston segment to include the full build-out of the MWRRS; Alton to St. Louis, Town Line Rd to New Center (Michigan), a limited analysis of the Chicago to Joliet segment for full build-out; and a technical analysis of the full build-out impact on the Chicago Union Station. (*Note: Capacity analysis is currently underway between Chicago and Milwaukee*) Operations on all mainline tracks, passing sidings, and interlockings will be considered. Operations off the mainline, in yards, sidings, or junctions with other rail lines will be modeled to the extent necessary to allow modeling of trains leaving or entering the mainline tracks.

Route segments with light passenger and freight traffic will not be modeled. In such cases, travel times will be estimated based on speed profiles and distances.

In addition to track and alignment characteristics, the model will incorporate a signal system suitable for the planned speeds. The signal system is a key factor in determining the capacity and flow of traffic through the system.

The network model will be constructed based on the existing configuration depicted in the track schematics. The train consists and performance, and signal system data will be added. Once the database is complete, the model will be verified against the raw data, to eliminate coding errors, and then be validated against existing operating schedules, train departure/arrival data, and on-time performance data.

Following validation, the CONSULTANT will use the validated model to analyze the existing system with expected future traffic to identify areas that will cause train delays and capacity constraints. The CONSULTANT will report the results of these evaluations in the form of operational statistics (run times, delay times, and speed performance) in table and graphical format as well as written text to assist in the interpretation of the data.

Specific Tasks:

- Data Collection – The CONSULTANT will compile a list of specific data requirements needed to build the simulation database to verify that all necessary data has been obtained. Typical items required include locomotive performance characteristics, train consists, train schedules; track geometry, point of switch locations, interlocking configuration and preferred routing; wayside/home signal locations; signal aspects; safe braking criteria for passenger and freight operations and existing operational statistics (for calibration purposes).
- Data Entry and Verification – Using the data collected the CONSULTANT will construct a simulation database using the Rail Traffic Controller (RTC) software package. This database will be verified vs. the source documentation to ensure accurate entry.
- Simulation Validation – The CONSULTANT will use the RTC model to simulate the existing operation on the system as described above, including a Monte Carlo analysis. The results of this simulation will be compared to the existing operational statistics received in task 1 to calculate a correction factor with which to normalize the results of future alternative analysis.
- Analysis of Alternatives – The CONSULTANT will use the validated model to analyze the existing system with existing and expected future traffic to identify areas that will cause capacity constraints and train delays. Once capacity constraints have been identified, the database will be modified to include conceptual track and/or signal improvements. The simulation shall be re-run to test the effectiveness of the improvements in mitigating train delays.
    - Passenger train schedules will be developed generally based on the previous work in the MWRRI study with suitable schedule pad.
    - Simulations will be performed employing current levels or near term of commuter rail and freight traffic with the proposed high speed passenger service levels.
    - Simulations will be performed employing 20 year growth projections of all potential services in the corridors where such services are identified in the local or regional transportation plans.

3.7 Conceptual Systems Elements. Standard conceptual designs for systems elements, including signals, grade crossing warning devices, communications, and vehicles shall be established. The standards shall be applied to establish capital costs and identify requirements for

supporting infrastructure. Signal block layouts will be established where necessary to support planned high speed passenger service.

3.8 Capital Cost Estimating/Alternatives Studies. The CONSULTANT will update previous capital cost estimates based on track schematics, plans and quantities for each of the build alternatives in the entire Phase I system.

3.9 Grade Crossing Analysis – Transportation Impacts. Grade crossing analysis was completed in the Milwaukee-Madison EA/FONSI and the Chicago-St. Louis EIS. No additional crossing analysis is anticipated in these corridors.

The CONSULTANT will update previously collected data on grade crossings in the Chicago-Detroit passenger rail corridor. The CONSULTANT will conduct a field reconnaissance of all public and private (330 est.) grade crossings. Each roadway crossing will be evaluated to assess potential safety and traffic operation impacts from train activity. Crossing activities will be categorized by type of proposed protection (a maximum of 3 categories), based upon exposure and other operational characteristics. Daily traffic volume thresholds will be set for each category. A detailed sketch will be prepared for each type of crossing.

Average daily traffic volumes will be obtained from the appropriate state DOTs for each public crossing. No volumes will be obtained for private crossings unless they serve commercial/industrial areas, in which case machine counts will be taken at up to 50 locations if approved by property owners. The CONSULTANT will develop 2035-yr. traffic projections for each public crossing and private road for which current counts are known. The projections will be based on historical patterns since 1990 and potential for development. An exhibit will be prepared to illustrate both current and future traffic volumes on public cross roads and private roadways were current volumes were established. The CONSULTANT will prepare approximate queue lengths and delay estimates that will be calculated for those crossings proposed to remain open, with protection, and will be based on standard highway capacity analysis procedures. Train scheduled crossing times and other operational details will be obtained from other CONSULTANT tasks.

Crossing locations with potential roadway closures will be identified by category. For each crossroad closure, access to adjacent properties will be confirmed, and access sketch plans will be prepared.

Crossing locations with potential adverse safety and/or operational problems will be identified by category. Mitigation sketch plans will be prepared for each crossroad identified as requiring improvements. The CONSULTANT will also prepare an improvement cost estimate for those crossings not previously evaluated in the Chicago-Detroit and Chicago-Milwaukee corridors.

3.10 Railroad Coordination. The CONSULTANT will, upon authorization from the MWRRI Steering Committee, initiate coordination activities with railroad owners and operators in the Phase I corridors. Coordination is anticipated to include obtaining data, sharing preliminary and final results of engineering and modeling activities, meetings and revisions of deliverables to reflect appropriate revisions to address owner/operator comments. All meetings and railroad input will be documented.

3.11 Railroad Corridor Transportation Plans. The CONSULTANT will prepare Railroad Corridor Transportation plans for each of the three corridors. The plans will generally comply with the FRA guidelines: "Railroad Corridor Transportation Plans: A Guidance Manual," dated July 8, 2005. Specific exceptions or limitations are as follows:

- II. The route selection and analysis will be reported in the EIS as described in 2.1.

- III.A Track plans shall be developed for specific sites as described in 3.3. Profiles shall be prepared only at flyover structures as described in 3.3. (Note that the preparation of plans for the entire project would typically be performed in preliminary engineering phase of the work). Track schematics will be prepared for the entire corridor as described in 3.2. Track schematics will depict details as commonly provided on railroad track charts and timetables. (Greater detailed analysis requiring data sources such as valuation maps and signal plans is deferred to preliminary engineering.)

- III.B/C Signal and communication system plans will not be included as this data is not commonly available from the railroads at the early planning stages.

- V/VI Railroad operations analysis employing computer simulation tools shall be limited to regions where freight train interference is likely. Specific segments addressed in this study will include those areas identified in 3.6. Local commuter service shall be modeled only where such service exists or is funded under an FTA FFGA through preliminary engineering.

- VIII Environmental and historical impacts will be analyzed and reported in the EIS document.

- XI The report will be limited (not including those elements described above). In addition, the report will not include data that would normally be developed under a preliminary engineering program such as D. Curve Analysis, and G. Construction Sequence and H. Detailed Description of Signal System Changes.

Deliverables:

- Schematics and Conceptual engineering plans
- Vehicle layover and storage/maintenance facility technical report
- Structure Concepts technical report
- Systems elements technical report
- Rail crossing analysis
- Capital Cost Estimate
- Capacity Analysis report
- Materials and minutes from railroad coordination meetings
- Railroad Corridor Transportation Plan

4. INITIAL GIS AND GEOSPATIAL DATA COLLECTION AND MAPPING

Existing conditions (Chicago to Porter and Chicago to Dwight) will primarily be determined using existing GIS and geospatial data sets of information available from MWRRI states and federal agencies. Depending on data availability, and where fiscally appropriate, GIS-based information will be used to help describe existing conditions and evaluate impacts through spatial analysis and modeling. The CONSULTANT will collect the following *existing* inventories of GIS-based environmental information from the affected State, Federal and local agencies:

- Ground and Surface Water Resources/Floodplain
- Wetlands
- Threatened and Endangered Species
- Parks and Recreation/Wildlife Refuge
- Special Protected Areas
- Historic and Cultural Resources (archeological sites will not be publicly disclosed)
- Environmental Justice / Demographic Census Information
- Farmland
- Land Use Compatibility
- Soils/Slopes Constraints
- Hazardous Material/Waste
- Socioeconomics
- Public Safety
- Coastal Resources

The CONSULTANT will standardize the collection, management and use of this GIS data by complying with the GIS Data Model rules developed as part of the MWRRI Pilot GIS Data Model. Map production and spatial analysis will be prepared at an appropriate scale to conduct a representative impact analysis of alternatives.

5. IMPACT ASSESSMENT

The CONSULTANT will prepare an Environmental Impact Statement (EIS) on alternatives selected for further evaluation in Task 2, Preliminary Alternatives Analysis. The CONSULTANT will prepare the EIS in accordance with the WisDOT *Facilities Development Manual*, and will further coordinate with IDOT, INDOT and MDOT to confirm consistency with IDOT's *Bureau of Design and Environment Manual*, INDOT's *Procedural Manual for Preparing Environmental Studies* and MDOT's *Road Design Manual*. It is assumed that the Federal Rail Administration (FRA) will provide the federal agency leadership on this project. The Impact Assessment will assume little to no change in impacts for actions on which previous NEPA documents are completed and that the focus of assessment will be on the specific impact areas in the Chicago-Detroit and Chicago-Dwight routes.

5.1 Notice of Intent. The CONSULTANT will prepare a Notice of Intent to prepare an EIS. A copy of the Notice will electronically be sent to WisDOT, IDOT, INDOT and MDOT for review and comment. WisDOT will forward the revised NOI to the FRA for acceptance prior to FRA forwarding it for publication in the Federal Register. The Notice of Intent will include a brief description of the project limits, history, initial Purpose and Need, alternatives and alternative selection process. It will also include the names, addresses, and phone numbers of project representatives that will function as a point of contact.

Deliverable: Notice of Intent

5.2 Agency Coordination. The CONSULTANT will conduct early and ongoing agency coordination to identify concerns and resources for consideration during alternatives development. General agency coordination will consist of sending the initial project information package to key state and federal agencies to inform them about the project. In accordance with IDOT procedures, IDOT will take the lead to coordinate agency reviews within Illinois.

The CONSULTANT will work closely with the FRA during all coordination activities. In consultation with individual states, the CONSULTANT will host an agency scoping meeting in each state; Wisconsin, Illinois, Indiana and Michigan to gather data and comments on the project purpose and need, alternatives considered and potential impacts to be addressed in the EIS. Prior to the agency scoping meeting, the CONSULTANT will prepare a scoping packet to distribute to invited agencies. The packet will contain information on the project purpose and need, the range of alternatives to be considered in the EIS and anticipated impacts to be evaluated. Information and data collected from the scoping meeting will be incorporated into the data collection phase of the Environmental Impact Statement.

The CONSULTANT will prepare for and host follow up coordination meetings at key milestones during the project; after the initial impact assessment on alternatives selected for full evaluation in the EIS (prior to the public hearing on the DEIS), and upon selection of a preferred alternative.

The CONSULTANT will work with individual state agencies on specific issue areas such as natural resources, threatened and endangered species and historic resources. It is assumed that the Consultant will prepare for and attend up to a total of 24 individual state and federal agency meetings.

The CONSULTANT will provide an opportunity for up to four agency field reviews at selected locations the project corridor, if desired.

Deliverables:

- Scoping packet (Scoping Report to be prepared under Task 6.4)
- Meeting materials and minutes

5.3 Data Collection and Analysis. The CONSULTANT will collect information to identify early environmental concerns of the alternatives, as well as guide the development of a preferred alternative. The CONSULTANT will re-evaluate, supplement and incorporate findings from previous NEPA documents prepared for actions on the project alternative corridors.

The CONSULTANT will use existing literature, mapping and aerial photos collected under Task 4 to identify locations of potentially important upland habitats, wetlands and floodplains along the project corridor. This information will be plotted on a project base map (environmental constraints map). Available electronic data from FEMA will be used to map the 100-year flood boundary on the project base map. Literature and mapping reviews will be supplemented with field investigations to identify selected sensitive resources (no aquatic species surveys or water quality data will be collected) directly affected by the proposed action.

The CONSULTANT will prepare an environmental constraints map early in the project development process for use in agency coordination, public involvement, and local government coordination. Its purpose is to depict known resources located within the corridor that may influence the development and refinement of alternatives. This information will be displayed on project aerial maps

5.3.1 Land Use. The CONSULTANT will document the existing land uses as a part of this task. Such land uses may include; residential, commercial, agricultural, industrial, institutional and park lands. This information will be collected from state, regional and metropolitan planning organizations in the Phase I corridors and select local staff to obtain information on development and land use trends. The CONSULTANT will collect relevant state and regional reports, plans and documents. Additional information will be obtained from select local governments, such as the county agencies, Chambers of Commerce and interest groups, in areas of specific impact sensitivity. Types of data obtained may include information such as population, housing, industry data, economic data such as employment rates and labor pool availability, community services, agricultural preservation plans, and water quality management plans.

The CONSULTANT will identify and locate any other corridor resources/features considered of importance to development and refinement of the alternatives. Such resources may include potentially sensitive receptors (i.e. residential units, schools, churches, and in-patient medical facilities located within close proximity to either the existing and/or proposed roadway) aesthetic features, and prime farmland.

The CONSULTANT will analyze impacts to land use characteristics along the project corridors. The analysis will consider past, present and future trends and patterns along the project corridors, and land use compatibility and incompatibility. The CONSULTANT will coordinate with the regional and, where appropriate, local officials and agencies to evaluate potential land use impacts associated with the new alignment. Potential secondary and cumulative impacts of increased service in the project corridors will be considered in a qualitative manner and draw upon previous MWRRI analyses.

5.3.2 Socioeconomics. The CONSULTANT will update and collect population and other economic data as documented by available sources (e.g. U.S. Bureau of the Census), for past trends and implications for future growth along the project corridors. The CONSULTANT will characterize economic conditions along the project corridors. Regional and local officials will be contacted for relevant information.

A description of the communities affected by the proposed action, including a demographic analysis will be conducted. Using U.S. Census data, state demographic data and information from metropolitan planning organizations, the CONSULTANT will document population and demographic trends along the project corridors. The CONSULTANT will coordinate with state and regional planning staff and select communities to obtain data on environmental justice populations along the alternative alignment corridors. The evaluation will comply with Executive Order on Environmental Justice 12898 – "Federal Actions to Address Environmental Justice in Minority and Low-Income Populations."

Following completion of the conceptual design work for the stations and track alignment, the CONSULTANT will evaluate any potential property impacts, including takings arising from

right-of-way intrusion, station development, and grade separated crossings. The EIS will summarize the relocations in terms of number of business or residence, and discuss availability or replacement business or housing locations, and why this would or would not be a significant impact. In addition, a summary that adequately explains the relocation situation will be completed.

5.3.3 Farmlands. The CONSULTANT will re-evaluate farmland impact analyses conducted in previous NEPA documents. For new impact analyses in corridors not previously evaluated, the CONSULTANT will coordinate with the NRCS to define statewide prime, unique or locally important farmland within the limits of the project area. Once preliminary right-of-way limits have been determined for the alternatives, the Farmland Conversion Impact Rating form (AD-1006) will be completed for each alternative. The forms will then be forwarded to the NRCS in each state by the CONSULTANT. After the NRCS has completed their sections, the points will be totaled, and the relative impacts of each build alternative will be assessed.

The CONSULTANT will identify farm operations affected by right-of-way or access changes The CONSULTANT will coordinate with the agricultural state agency in each state to confirm that no substantial impacts are anticipated requiring state level impact analysis (i.e. Wisconsin Ag Impact Statement, Michigan PA 116 or Illinois DOA coordination). The impact analysis will describe the agricultural area affected by the proposed action including: an estimate of the area to acquired, a description of the direct effects on farm operations caused by the action and a description of measures to minimize adverse effects or to enhance benefits.

5.3.4 Historic Resources. The CONSULTANT will confirm previous Section 106 coordination completed for previous NEPA documents completed in the Phase I corridors. The CONSULTANT will undertake Section 106 coordination for remaining undocumented corridors (the Chicago-Milwaukee and Chicago-Detroit corridors and any new work in the Chicago-St. Louis corridor) to evaluate impacts to historic resources. The CONSULTANT will develop and propose to FRA the following:

- An approved "Area of Potential Effect (APE)" and suggested properties that are believed to be eligible, or on, the National Register of Historic Places within the APE;
- Up to three Consulting Party (CP) meetings in each state;
- A Draft and Final Historical Properties Report;
- A Draft and Final Effects Report.

The CONSULTANT will define the project's APE, in consultation with individual SHPOs in Wisconsin, Illinois, Indiana and Michigan. For the purposes of this Scope of Services, it is assumed that the APE will be the existing railroad right of way, except in areas where additional right of way is required or where specific areas of proximity impacts may occur. In areas where additional right of way is required or proximity impacts occur, the APE is assumed to be the area immediately adjacent to the rail alignment. It is assumed that existing station areas will be used with no changes to existing station conditions.

The CONSULTANT will prepare, organize, and conduct the first CP meeting in each state to determine potentially significant properties within the APE. If "No Effect" is determined through

coordination with the state SHPOs and the CPs, the CONSULTANT will prepare the support documentation for a recommended "no historic properties affected".

If the FRA in consultation with the SHPO determines that a structure, structures, or a district are listed on, or eligible for the National Register of Historic Places, research will be conducted and documented sufficiently in a Historical Properties Report for Section 106 coordination and (if applicable) Section 4(f) documentation to determine the impacts to the historic property. The CONSULTANT assumes that no more than 10 eligible resources will be documented. The CONSULTANT will prepare, organize, and conduct a second CP meeting in four states to discuss the National Register criteria and elements of integrity, and to provide an explanation of eligible properties. If additional eligible resources are identified, documentation will be considered Extra Services.

Once the identification and evaluation efforts of properties are complete, the CONSULTANT will determine whether there are historic properties affected. If there are historic properties affected, the CONSULTANT will develop a preliminary effect finding for up to 10 properties. The effects of the proposed action on historic properties will be described in the draft Findings of Effects Report. The CONSULTANT will prepare a draft report of findings which will include a description of the project background, the field techniques employed and a set of recommendations for the management of resources located. The report will also include a preliminary assessment of the potential eligibility of the recorded properties for listing in the NHRP, an assessment of the impact of the planned construction on the recorded above-ground resources, and recommendations for further study.

The CONSULTANT will prepare, organize, and conduct a third CP meeting in four states to discuss the Draft Findings of Effect and the CP and SHPO will have 30 days to comment on the Findings of Effects Report. Appropriate mitigation measures will be determined at the third CP meeting. The CONSULTANT will prepare a Final Effects Report based on comments on the Draft report. If a property is adversely affected, the CONSULTANT will prepare an Memorandum of Understanding/Agreement for up to one property per state for state DOT/SHPO/FRA/ACHP signature. Preparing MOU/MOAs for additional properties will be considered Extra Services.

The sufficiency for Section 106/4(f) will be determined by an environmental review subcommittee created in the Phase I MOU.

The CONSULTANT will include findings on historical resources and effects in all public meetings for the project. Detailed vibration analysis on historic properties is not included in this Scope of Services.

5.3.5 Archeological Resources. The CONSULTANT will initiate and participate in Section 106 consultation as described in Section 5.3.4. The CONSULTANT will re-evaluate previously studied Phase I corridors to confirm that previous Section 106 consultation findings are still valid (this includes the Chicago-St. Louis EIS, the Milwaukee-Madison EA/FONSI and previous MDOT NEPA documents for actions in the Chicago-Detroit corridor). The CONSULTANT will conduct a Phase 1a Archaeological Literature Review for alternative corridors selected for further evaluation in Task 2, Preliminary Alternatives Analysis. The background research/records check will consist of a review of the available archaeological and historical information pertinent to the project corridors. The review will include:

- An inspection of the Wisconsin, Illinois, Indiana and Michigan SHPO site files for archaeological sites and Traditional Cultural Properties recorded within 0.5 miles of new railroad alignment (assuming a total of 10 miles of new alignment in the Phase I corridors) outside existing railroad right of way;
- A review of previous cultural resources studies that have been conducted within and near to the project corridors in order to compile background information relevant to identified cultural properties as well as to identify areas of high probability for archaeological sites (both historic and prehistoric) and other cultural resources. And
- A preliminary analysis of the area's environmental characteristics that may aid in understanding the location patterning of prehistoric and historic era sites.

Tribal consultation will be lead by WisDOT, IDOT, INDOT and MDOT in their respective states. The CONSULTANT will provide support materials and attend meetings with agency staff. Subsequent Phase 1 and Phase 2 archaeological field testing will not be conducted under this scope of services. The CONSULTANT will coordinate with WisDOT, IDOT, INDOT and MDOT to determine the scope of future Phase 1 and Phase 2 field testing that would be required for the Preferred Alternative evaluated in the Final EIS.

5.3.6 Section 4(f)/6(f) Lands. The CONSULTANT will re-evaluate Section 4(f)/6(f) findings of previous NEPA documents in the Phase I corridors. For remaining corridors, the CONSULTANT will document the location of public use section 4(f) and 6(f) lands within the project vicinity. Section 4(f) lands may include; public parks, recreation areas, waterfowl or wildlife refuge of national, state, or local significance, bike and walking paths and school recreation areas open to the public. Section 6(f) lands are those lands acquired or developed with Land and Water Conservation Funds. Documenting this data will require coordination with the state agencies administering Section 6(f) funds. This land use information will be plotted on the environmental constraints map.

The Section 4(f) evaluation will include a description of: public parks and recreation areas, wildlife and waterfowl refuges, historic properties, archeological sites, and special coastal areas likely to be impacted by the project. A description of the uniqueness of the property and the proposed action's use of the properties will be presented. An alternatives analysis will be conducted, including the "do nothing" alternative and prudent and feasible alternatives. The CONSULTANT will coordinate with agencies with jurisdiction over impacted Section 4(f) properties to determine measures that could minimize and mitigate adverse impacts and enhance beneficial effects. The CONSULTANT will coordinate with Lead Agency and FRA staff to determine the applicability of Section 4(f). It is assumed that a Section 4(f) Statement will be prepared for potential uses in the Indiana Dunes State Park and the Indiana Dunes National Lakeshore.

5.3.7 Water Resources/Floodplains. The CONSULTANT will re-evaluate impacts evaluated in previous NEPA documents and address impacts of remaining corridors to be evaluated in this Phase I EIS. Due to the length of the study corridors and assuming that most anticipated actions will be confined to existing rail rights-of-way, the environmental document will address impacts to water resources identified through secondary sources including USGS maps, aerial photographs and existing federal and state databases to generally characterize the water resources in the study corridors. The CONSULTANT will coordinate with individual state agencies to characterize the existing conditions of substantially affected streams. For potential new alignment, it is assumed that the study

corridors will be 100 feet wide. Corridor width of new alignment in Michigan will be determined in consultation with MDOT. The CONSULTANT will review USGS topographical mapping, aerial photography, Federal Emergency Management Agency (FEMA) floodplain and floodway mapping and site verify selected waterways where substantial stream impacts are anticipated. The CONSULTANT will coordinate with the United States Environmental Protection Agency (EPA) to determine if the proposed project is within a designated sole source aquifer area (SSA).

Perennial and intermittent streams will be identified using USGS maps, aerial photographs, and field reviews of the study corridor alignments. The number of stream crossings will be determined for each alternative carried forward into the DEIS. This analysis will identify the proposed conceptual design developed during the project such as whether the aquatic resource will be bridged, culverted, filled, and/or relocated. The CONSULTANT will briefly describe impacts to the physical, chemical, and biological characteristics of the aquatic ecosystem. Mitigation measures, such as erosion and sediment control, to avoid and minimize impacts will be discussed. No Hydrology and Hydraulic modeling is included in this Scope of Services. It is assumed that the study corridor alignments are not within a designated sole source aquifer. If the preferred alignment is within an area of a Sole Source Aquifer (SSA), further consultation with the EPA will be needed to determine if a detailed groundwater impact assessment is needed.

5.3.8 Wetlands. The CONSULTANT will re-evaluate impacts evaluated in previous NEPA documents and address impacts of remaining corridors to be evaluated in this Phase I EIS. The CONSULTANT will identify impacted wetland resources; evaluate the functions and values of identified wetlands and determine wetland impacts.

The CONSULTANT will gather preliminary information on wetlands via National Wetland Inventory maps, U.S.G.S. hydrological and topographical maps, U.S.D.A. Soils Surveys, NRCS wetland maps and aerial photography for the project area. Field determinations of the wetlands identified by the secondary sources will be conducted utilizing methodology outlined in the 1987 *U.S. Army Corps of Engineers Wetland Delineation Manual*.

Due to the undetermined schedule for construction and permitting, no formal wetland delineations will be performed. Wetland boundaries will not be surveyed or flagged in the field. Upon field verification of the wetlands identified through the secondary resources, boundaries of impacted resources will be established based upon aerial mapping. Field information and descriptions will be noted only on impacted wetland resources. The watershed, location, approximate size, classification, soils, vegetation, and hydrological regime of wetlands will be summarized. Wetland boundaries will be plotted on aerial photography and placed in the CONSULTANT's Geographical Information System (GIS) database.

The methodology for determining wetland functions will be determined in consultation with each state, but it is assumed that only one methodology will be employed for the Phase I corridors. Consensus for functional assessment methodology will be determined through the Phase I MOU between FRA, MDOT, INDOT, WisDOT and IDOT.

Direct and indirect impacts to wetlands will be evaluated by the CONSULTANT for each of the alternatives carried forward into the DEIS. Coordination will be conducted with the U.S. Army

Corps of Engineers, U.S. Fish and Wildlife Service, and individual state agencies to reach consensus on feasible measures to permit and, if necessary, mitigate wetland losses. This information will be documented in the DEIS. A formal wetland delineation, jurisdictional determination, wetland technical report or compensatory mitigation plan for the preferred alternative is not included in this scope of services.

5.3.9 Threatened and Endangered Species. The CONSULTANT will re-evaluate impacts evaluated in previous NEPA documents and address impacts of remaining corridors to be evaluated in this Phase I EIS. The CONSULTANT will review National Heritage Inventories and coordinate with the U.S. Fish and Wildlife Service (USFWS) and appropriate agencies in Illinois, Indiana, Wisconsin and Michigan to identify Threatened and Endangered species and other sensitive species issues along the project corridor. Two federally listed endangered species are known to occur along the project corridors: the Hines emerald dragonfly and the Karner Blue butterfly. It is anticipated that the CONSULTANT will conduct formal Section 7 Consultation for both species and will assume to prepare a Biological Assessment for the Karner Blue butterfly and update the existing Biological Assessment for the Hines emerald dragonfly. The CONSULTANT will coordinate with IDOT and collect additional surveys for the emerald dragonfly conducted in the Chicago-St. Louis corridor. A summary of consultation will be provided in the EIS.

5.3.10 Upland Habitats. The CONSULTANT will re-evaluate impacts evaluated in previous NEPA documents and address impacts of remaining corridors to be evaluated in this Phase I EIS. The CONSULTANT will collect existing information and describe major plant communities along the project corridors. At impacted uplands, the CONSULTANT will field verify habitats and provide a description of the upland habitat area including: prominent plant communities, expected wildlife associations with these communities, known endangered or threatened species in these habitats, known wildlife or waterfowl use areas or movement corridors, probable direct impact and significance on wildlife, and probable secondary impacts. Measures will be proposed to minimize the effects or enhance the beneficial effects of the project. It assumed that no unique habitat will be affected. If habitat or resources are identified during agency coordination, additional surveys and consultation would be extra work outside of this scope of services.

5.3.11 Air Quality. The CONSULTANT will evaluate the potential air quality impacts of the project on the study area. The air quality analysis will determine if the proposed project will interfere with the attainment or maintenance of the National Ambient Air Quality Standards (NAAQS).

The CONSULTANT will identify the attainment status of criteria pollutants for all air quality control regions in the study area.

The CONSULTANT will review regional impacts based upon coordination with the Metropolitan and Regional Planning Organizations having interests in the study corridor. The regional analysis will calculate the projected change in ozone precursor emissions (nitrogen oxides and volatile organic compounds) due to the proposed alternative. Rail emission rates for the pollutant burden analysis will be developed using data published by the Environmental Protection Agency (EPA). Motor vehicle emission rates will be developed with EPA's MOBILE6.2. A total pollutant burden protocol will be submitted to IDOT, INDOT, WisDOT, MDOT, FTA and the Planning Organizations prior to development of the pollutant burden levels.

It is anticipated that local carbon monoxide analysis will not be required.

5.3.12 Noise and Vibration. The CONSULTANT will conduct a noise and vibration analysis to assess impacts and reasonable mitigation measures for the proposed project. This task will also include determination the existing Ldn noise levels along the project alternative corridors. The existing rail corridor and proposed alternative corridors will be evaluated to identify noise and vibration sensitive receptors. These receptor locations will be identified based upon review of USGS maps and aerial photographs, proposed plans and site visits.

Existing noise and vibration levels within the study corridor will be developed using the CREATE Freight Noise and Vibration Model for freight operations in the study areas combined with FTA's Transit Noise and Vibration Impact Assessment, FTA-VA-90-1003-06, May 2006 for passenger rail operations and FRA's publication High-Speed Ground Transportation Noise and Vibration Impact Assessment, October 2005, in areas of higher speed passenger rail operations.

The noise and vibration impact evaluation of future operations will be performed according to the FRA guidelines and procedures presented in FRA's publication High-Speed Ground Transportation Noise and Vibration Impact Assessment, October 2005. Horn noise analysis will be performed according to the FRA Horn Noise Analysis procedures and software.

The noise and vibration analysis will develop noise levels at representative sensitive receptor locations, develop vibration impact curves based upon train speed profiles and published vibration data. If noise or vibration impacts are identified, potential mitigation measures will be identified and feasibility will be addressed.

The CONSULTANT will provide a description of the types of construction equipment used and construction noise abatement measures to be employed.

5.3.13 Hazardous Materials. The CONSULTANT will re-evaluate the data collected during the Chicago-St. Louis DEIS/FEIS and Milwaukee-Madison NEPA documents and prepare an addendum to these documents.

The CONSULTANT will also conduct a Preliminary Environmental Site Assessment (PESA) the Chicago to Detroit segment (approximately 300 miles) to identify potentially contaminated sites that may impact/affect the project. The PESA survey will consist of a corridor search of standard federal and state environmental records sources within ⅛ mile of the rail road right-of-way, which includes: the National Priorities List (NPL); Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS); Resource Conservation Recovery Act (RCRA); Emergency Response Notification System (ERNS); State-lead investigations and cleanups; Solid Waste Facilities (SWF); Leaking Underground Storage Tank (LUST) and Underground Storage Tank (UST); and spill incidents.

The sites identified on the database will be ranked as "low", "medium", or "high" based on their potential to impact the project. The site's ranking will be based on two criteria: 1) proximity to the project corridor; and 2) the magnitude and status of the environment conditions. Any database site given a "high" ranking for one or both categories will be

considered as a potential environmental impact to the corridor. The results of the environmental database records search review will be presented in a tabular format.

Based on the project's selected alternatives following the initial evaluation, the CONSULTANT will complete Phase I ESAs on properties identified in the PESA that would be acquired to construct new stations or siding locations, expand existing stations, or construct new track. The Phase I ESAs will be conducted to further identify any hazardous materials or releases to the corridor and/or potential site contamination that would affect the development of the project. For the purposes of this scope of services and cost estimate, it was assumed that 10 locations would require Phase I ESAs. The Phase I ESA scope of work includes:

- A site reconnaissance of the properties and surrounding area proposed for acquisition.
- Telephone interviews with present and/or former property owners, neighbors, and other private parties who may have knowledge of past of present property usage.
- A search of standard federal and state environmental records sources within the ASTM distance standards from the property locations proposed to be acquired.
- A review of City Tax and Building records to determine past and present property ownership and usage.
- A review of historical aerial photographs, historical topographic maps, and Sanborn Fire Insurance Maps to obtain information regarding historical property usage.
- A review City Directory Abstract information from local governmental agencies and library.
- A review of available physiographic information including topographic, pedologic, geologic and hydrogeologic information.
- A review of utility relocation corridors, if any, to determine where and at what depth they will be installed.

The findings and recommendations resulting from the PESA and Phase I ESA will be summarized in the Environmental Impact Statement.

Phase II Site Investigations are not included in this Scope of Services due to the unknown number of required evaluations.

5.3.14 Freight Capacity and Transportation Impacts. For the EIS, the CONSULTANT will summarize freight capacity analyses conducted under Task 2. The CONSULTANT will review long range plans of the DOTs and metropolitan planning organizations along the project alternative corridors to identify major planned transportation improvements for various modes, including transit, highway and rail investments. Available airport improvement plans will also be reviewed to identify major planned investments. The CONSULTANT will qualitatively evaluate the effect of implementing high speed passenger rail service on existing and planned transportation services and investments along the project corridors.

Grade crossing closures may be proposed in limited locations along the project alternative corridors. The CONSULTANT will identify proposed crossing closings and qualitatively evaluate the impacts to traffic flows. It is assumed that closures are proposed only at low-volume roads where alternative access exists, and that there will be an insignificant impact to local traffic patterns.

5.3.15 Public Safety. The CONSULTANT will identify safety considerations for freight providers, passenger and surrounding communities. The EIS will summarize proposed safety measures to avoid and reduce safety risks.

5.3.16 Indirect and Cumulative Impacts. The CONSULTANT will review the resource areas listed above and determine which areas will be analyzed for cumulative impacts. Documentation for these areas will include a discussion of impacts from direct, indirect, and other actions. The resources evaluated will be determined in conjunction with the environmental review subcommittee created under the Phase I MOU.

5.4 Environmental Document Production and Distribution

5.4.1 Draft Environmental Impact Statement. The CONSULTANT will prepare a Draft Environmental Impact Statement (DEIS). The data generated from the engineering, public involvement and environmental tasks will provide all of the information necessary to complete the EIS.

The CONSULTANT will incorporate the purpose and need for Phase I of the MWRRI prepared previously. The administrative DEIS will be distributed to the Lead Agency and the Federal Railroad Administration for distribution to individual state DOTs for review and comment.

The Lead Agency will collect state DOT comments to submit to the CONSULTANT. The CONSULTANT will host one meeting with the Lead Agency and State DOTs to resolve comments. The administrative draft DEIS will be revised based upon comments received. It is anticipated that some of these comments may address content, however, it is not anticipated that any new analysis will be required.

The DEIS will be submitted to the Lead Agency and FRA for verification that all comments have been addressed, and for approval to print the document for distribution.

The CONSULTANT will coordinate printing of the DEIS. It is anticipated that approximately 50 paper copies and 50 CDs of the DEIS will be produced for distribution. A pdf file of the DEIS will be provided to IDOT, INDOT, WisDOT and MDOT and FRA for posting on their websites.

The CONSULTANT will prepare the DEIS distribution list and prepare the notice of availability of the EIS, and an opportunity for a public hearing. The CONSULTANT will provide the Notice of Availability to individual state DOTs for publication in local newspapers. The CONSULTANT will circulate the Notice of Availability to local municipalities along the project corridors. The CONSULTANT will provide the Notice of Availability to FRA for publication in the Federal Register.

5.4.2 Final Environmental Impact Statement. After the DEIS public hearing and review period, the CONSULTANT will review and organize comments and prepare responses to substantive public hearing/written and agency comments. The public hearing transcripts will be reviewed, as well as written comments received as a result of the Public Hearing, and agency comments received as a result of the DEIS review process.

A summary of substantive comments received (written and public hearing) along with a response to each will be included in the Final EIS (FEIS). The DEIS will be revised to reflect the Preferred Alternative and reasons for its preference. The FEIS will document mitigation commitments and compliance with applicable environmental laws and Executive Orders. Additional data needs will be identified and provided, if appropriate.

The CONSULTANT will prepare an administrative draft of the Final Environmental Impact Statement (FEIS). The FEIS will document the selected alternative and the reasons for its selection, as well as address substantive comments. The FEIS will document compliance/completion with requirements of applicable laws, executive orders and related requirements such as Section 106, Section 7, Section 4(f).

The CONSULTANT will distribute the FEIS to the Lead Agency to distribute to individual state DOT's. The Lead Agency will collect state DOT comments to submit to the CONSULTANT. The CONSULTANT will host one meeting with the Lead Agency and State DOTs to resolve comments. Based on Lead Agency and FRA review comments, the CONSULTANT will revise the FEIS. Copies of the revised document and a title sheet for signature will be produced. Once approved, fifty (50) paper copies and fifty (50) CDs of the approved version of the FEIS will be produced for distribution.

The CONSULTANT will prepare the Notice of Availability and distribute the FEIS. The CONSULTANT will provide the Notice of Availability to individual state DOTs for publication in local newspapers. The CONSULTANT will circulate the Notice of Availability to local municipalities along the project corridors. The CONSULTANT will provide the Notice of Availability to FRA for publication in the Federal Register.

5.4.3 Record of Decision. The CONSULTANT will be responsible for preparing the draft Record of Decision (ROD). The Consultant will review and organize comments on the FEIS and prepare responses to substantive comments. Comments and responses will be summarized in the ROD. A draft ROD will be prepared and submitted to the Lead Agency (who will submit to individual state DOTs) and FRA for review and comment. The ROD will be revised to reflect comments, and the revised document will be resubmitted for approval. Once approved, Fifty (50) paper copies and fifty (50) CDs of the approved version of the ROD will be submitted to IDOT, INDOT, WisDOT, MDOT and FRA for distribution.

Deliverables:

- Environmental Constraints Map
- Biological Assessment for Karner Blue butterfly/Hines emerald dragonfly
- Completed Farmland Conversion Impact Rating (AD-1006), if required.
- Phase 1a Assessment
- Administrative draft DEIS and Final DEIS
- Administrative draft FEIS, Final FEIS
- Administrative draft ROD, Final ROD

6. PUBLIC INVOLVEMENT

6.1 Public Involvement Plan. The CONSULTANT will develop a Public Involvement Plan for the project. The plan will outline the public involvement program and will identify key contacts within agencies, the news media, public officials and the general public. The plan

will also identify key contacts with civic and business groups, relevant interest groups, present and potential riders/users, and private service providers/shippers. The plan will identify how public involvement activities will be linked to key milestones in the planning/engineering and environmental analytic process. The plan also should identify link public involvement activities with key milestones, including:

- Notice of intent publication and scoping activities.
- Development of purpose and need.
- Identification of the range of alternatives.
- Collaboration on impact assessment methodologies.
- Completion of the Draft EIS.
- Identification of the preferred alternative alignments.
- Completion of the Final EIS.
- Completion of ROD

The plan will contain a series of public involvement and educational activities that will include: informational workshops; educational materials and displays; briefings for federal, state, and local elected officials; small group meetings; creation and maintenance of a comment/response database; creation and maintenance of a public outreach database; an agency coordination effort; and assistance to Lead Agency with the MWRRI Steering Committee.

The CONSULTANT will submit the draft Public Involvement Plan for Lead Agency and FRA review. The final plan will be revised based on received comments.

6.2 Mailing List. The CONSULTANT will establish and maintain a database of elected officials, public officials, agency staff, and key public stakeholders, as appropriate. The database will be used to provide the public with information concerning progress on the project and for notifying the public of meetings and workshops. The Lead Agency and state DOTs will review and provide input on the mailing list.

The initial mailing list will not attempt to include all of the adjacent property owners in the study corridors. The mailing list will be built using data obtained from key public agencies in each MWRRI Phase I state. The CONSULTANT will also contact state DOTs and their local offices for input on local/community leaders and contacts. Public officials will also be asked to provide community leader names during the initial telephone contact. Included in the database will be civic/social service agencies as identified in the community outreach research.

The database will have 2,500+ records at the time of the mailing for the first public workshop/first announcement and could grow to around 25,000 based upon updates and additions being made after each involvement activity, public requests and correspondence.
For budgeting purposes, assume an initial mailing list of 2,500 contacts.

6.3 Phone and Mail Contac/Comment Database. The CONSULTANT will provide a toll-free telephone number for citizens wishing to contact the study team. The telephone service will begin prior to project Scoping and will continue through the completion of the Record of Decision. Telephone and mail contact will be handled by responsible project personnel having expertise in the area of concern. Responses to mail and phone responses will be

coordinated with the Lead Agency and appropriate state DOTs. Standard, form letters will be used to the greatest extent possible. All letters will be approved by the state agency in whose state inquiries originate. The CONSULTANT will maintain a correspondence file.

The CONSULTANT will implement a database to track, manage and report on all public comments related to the project. This database shall be used for routine reporting of comments to the Steering Committee, partner agencies and for tracking of all project correspondence to the public.

6.4 Public Scoping and Informational Meetings. The CONSULTANT will conduct two general Public Information Meetings over the course of the project. Given the length of the project corridors, each of these meetings will be conducted in up to ten (10) locations along the project alternative corridors (2 in Wisconsin, 3 in Illinois, 2 in Indiana, 3 in Michigan). Each location will be subject to review and approval by IDOT, INDOT, WisDOT and MDOT prior to selection.

The purpose of the public information meetings will be to provide the general public with information on the project and report study outcomes. The first series of public information meetings would be held near the start of the study process. This meeting would also serve as a Scoping Meeting to help define the alternatives and issues for study in the DEIS, prepared under Tasks 3.0, 4.0 and 5.0 above. The CONSULTANT shall document the outcome of the Scoping process in a Scoping Report. The second series of public information meetings would be conducted following the evaluation of alternatives to inform the public of alternatives screened from further analysis and gather input towards the selection of a preferred alternative. This information would be included in the EIS. It is assumed a formal Public Hearing on that document would be held under Task 5.11.

A number of activities will be undertaken as part of this task. These include activities related to preparing for and conducting the public meetings and are as follows:

- Preparation of a mailing list for information on the projects and these public meetings. This task also includes keeping that list updated throughout the course of the project.
- Preparation and distribution of the required meeting notice for each of the meetings to local clerks. The state DOTs will publish notices in local papers.
- Preparation of a slide show or other explanatory presentation for use in these meetings as well as in some of the other meetings described below.
- Identification and coordination of the meeting location.
- Preparation of explanatory handouts.
- Preparation of explanatory display boards presenting key project information for the meetings. It is anticipated that up to sixteen (16) displays may be required for each of the two series of meetings.
- Preparation of press releases (for individual state DOTs to distribute) and display advertising for each of the meetings.
- Provision of project staff to run the meetings and to meet with the public to answer questions and hear concerns.
- Preparation and distribution of Scoping Report.
- Preparation and distribution of minutes of public involvement meeting summarizing key comments and discussions.

- Preparation of a limited number of special information requests from elected officials attending the meetings.

6.5 Small Group Meetings. The CONSULTANT will conduct up to thirty (40) meetings with small groups located along the project alternative corridors who express interest in learning more about the study and its outcome. These groups are expected to represent a wide variety of interested parties from neighborhood groups concerned about the impact of an alignment on their properties to business groups concerned about the impacts on local business districts. The purpose of this task is to provide information to a broad spectrum in an effective way. This task also includes time for organizing and coordinating these meetings.

6.6 Local and State Public Officials Meetings. The CONSULTANT will conduct up to fifty (50) meetings to brief local and state elected officials on the progress of the study over its life. These meetings are intended to be held generally with a single official rather than a group. The purpose of these meetings is to ensure that elected officials are well informed on the study, its alternatives and the impacts of those alternatives on their constituents. This task also includes time for organizing, coordinating and reporting these meetings. The CONSULTANT will notify the Lead Agency and the appropriate state DOT prior to meeting with any public official in case they might want to attend. A brief e-mail note will be sent to the Lead Agency PM and state DOT contact immediately following the meeting.

6.7 Stakeholder Interviews. The CONSULTANT will conduct up to fifteen (15) key stakeholders early in the course of the study. These meetings are intended to be held generally with business groups, freight railroads and local communities who have an interest in the alternative corridors under consideration. The purpose of these meetings is to ensure that stakeholders are well informed on the study, its alternatives and the impacts of those alternatives. This task also includes time for organizing, coordinating and reporting these meetings. The CONSULTANT will notify the Lead Agency prior to meeting with any public official in case they might want to attend. A brief e-mail note will be sent to the Lead Agency's PM and state DOT contact immediately following the meeting.

6.8 Fact Sheets. The CONSULTANT will prepare up to 4 fact sheets on key issues of public concern. Possible fact sheet issues could include noise/vibration, traffic/safety/grade crossings, parking, property values, economic development, station locations and design and any other relevant issue that continuously appears in the comment response database or during public outreach activities. Fact sheets will be distributed to those communities in which a particular topic may be an issue. Other copies will be used as handouts at meetings and other outreach activities or used to provide project information as requested by the public. Fact sheets are envisioned as one "8 ½" x "11" page, full color, printed front and back. The CONSULTANT and the Lead Agency, with input from the state DOTs, will agree upon the subjects to be covered by the fact sheets.

6.9 Website. The Lead Agency will host the project website. The CONSULTANT will prepare content and layout for the project web page in consultation with the each state a DOT public information officer. The CONSULTANT will provide updated information during key milestones throughout the study to provide an additional avenue to involve/inform the public about the project. The CONSULTANT will assist the Lead Agency (see Task 5.3) as needed in developing responses to posted comments.

6.10 Media Relations. All direct media inquires made to the CONSULTANT will be directed to the Lead Agency. At the direction of the Lead Agency, the CONSULTANT will prepare materials for press releases and other materials for editorial board briefings. The CONSULTANT will also meet with local editorial boards and media outlets up to twelve (12) times during the course of the project.

6.11 Official Public Hearing. The CONSULTANT will conduct one official public hearing on the DEIS. As with the public information meetings described above, the hearing will be held in up to ten (10) locations along the project alternative corridors to facilitate access by the interested public. It is anticipated that officials from the appropriate state DOT will officiate the public hearing in their respective state. The CONSULTANT will hold and staff an open house prior to the start of the official public hearing to allow attendees time to review display materials.

This task includes preparing notices, display advertising, press releases, preparation of a presentation , handouts and exhibits and making arrangements for hearing locations. This task also assumes making arrangements for court reporters and signing personnel (if requested). The task also includes attendance at the public hearing by key project staff. The official transcript and written material received on the project will be prepared for publication in the Final EIS.

Deliverables:

- Public Involvement Plan
- Scoping and public information meeting materials and minutes
- Scoping Report
- E-mail notes on each small group, public official and stakeholder meeting
- Listing of speaking engagements and media meetings in the Monthly Progress Report
- Fact Sheets
- Website materials
- Public Hearing presentation, handouts and displays
- Public Hearing Log including: legal notice, affidavits of public notice, list of newspapers publishing the notice, distribution list for hearing notice, hearing displays, handouts, presentation, transcripts, written comments and a summary of comments and responses
- Project Correspondence File and database

EXHIBIT 2

MWRRI PHASE 1 PURPOSE AND NEED (DRAFT FINAL)

PHASE I – MWRRI

Draft Purpose and Need Statement

March 2008

PREPARED FOR

Steering Committee –
Midwest Regional Rail Initiative
Illinois Department of Transportation
Indiana Department of Transportation
Iowa Department of Transportation
Michigan Department of Transportation
Minnesota Department of Transportation
Missouri Department of Transportation
Nebraska Department of Roads
Ohio Rail Development Commission
Wisconsin Department of Transportation

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HNTB

Phase I – MWRRI
Draft Purpose and Need Statement

March 2008

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Phase I – MWRRI
Draft Purpose and Need Statement
September 2007

1 Proposed Action

Four state transportation agencies; the Illinois Department of Transportation, the Indiana Department of Transportation, the Michigan Department of Transportation and Wisconsin Department of Transportation, propose to implement Phase I of the Midwest Regional Rail Initiative (MWRRI). The Federal Railroad Administration (FRA), an operating administration within the U.S. Department of Transportation, has agreed to serve as the lead federal agency for the project. The MWRRI is an ongoing effort to develop an improved and expanded passenger rail system in the Midwest. Phase I of the MWRRI is defined as the implementation of high speed train service up to 110 mph on the following routes (See Figure 1):

Chicago-St. Louis:	Increase service from 5 round trips to 8 round trips.
Chicago-Milwaukee-Madison:	Increase service from 7 round trips to 10 round trips to Milwaukee; provide 6 new round trips to Madison.
Chicago-Detroit:	Increase service from 3 round trips to 6 round trips, (currently operating on a portion of the Amtrak segment at 95 mph, with an increase to 110 mph in early 2008).

The existing transportation network in these study corridors includes highway (auto and bus) and air modes, and limited passenger rail service between all city pairs, excepting the Milwaukee-Madison segment, which is not currently served by passenger rail (See Figure 2).

2 Purpose

The purpose of the MWRRI and the proposed action is to provide a means to help meet future regional travel needs through improvements to the level and quality of regional passenger rail service. The proposed action offers an opportunity to provide reliable and competitive passenger rail service as an attractive alternative transportation choice by:

- Decreasing travel times,
- Increasing frequency of service,
- Improving reliability, and
- Providing amenities to improve passenger ride quality and comfort.

The FRA also refers to high-speed passenger rail service as high-speed ground transportation (HSGT). The FRA defines HSGT as a "self-guided intercity passenger ground transportation that is time competitive with air and/or auto on a door-to-door basis for trips in the approximate range of 100 to 500 miles. This is a market-based, not a speed-based definition. It recognizes that the opportunities and requirements for HSGT differ markedly among different pairs of cities."[1]

[1] http://www.fra.dot.gov/us/content/31

Legend

Phase1

MWRRI Phase I

FIGURE 1

0 40 80 160
Miles

N

HNTB

(G:\41569_MWRR\Work\GIS\MXD\Phase1.mxd) 5/25/2007

Legend

- Existing Passenger Rail Service
- Proposed Passenger Rail Service
- Existing Freight Rail Corridors
- Airports

Existing Regional Transportation Network
Phase I MWRRI Corridors

FIGURE 2

Source: Bureau of Transportation Statistics, US Census Bureau

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0 25 50 100 Miles

(G:\41569_MWRR\Work\GIS\MXD\Phase1_v92.mxd) 9/12/07

3 Background

The sponsors of the MWRRI are nine transportation agencies across the Midwest:

- Illinois Department of Transportation
- Indiana Department of Transportation
- Iowa Department of Transportation
- Michigan Department of Transportation
- Minnesota Department of Transportation
- Missouri Department of Transportation
- Nebraska Department of Transportation
- Ohio Rail Development Commission and
- Wisconsin Department of Transportation

The MWRRI was established in the context of the broader national federal efforts to support high-speed rail investment beginning with the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and its subsequent re-authorization in 1998 (TEA-21). Federal funds continue to support rail projects in the Midwest, including $250 million for creating intermodal facilities, highway grade-crossing elimination and upgrades, construction of rail lines, and Illinois' CREATE program. As a result of this legislation and later designations, the Midwest Regional Rail System (MWRRS) corridors are part of the Chicago Hub high-speed rail network, one of ten FRA-designated high-speed rail corridor networks across the United States. This designation allows a corridor to receive specially targeted funding for highway-rail grade crossing safety improvements, and recognizes the corridor as a potential center of high-speed rail activity.

In October 1999, the MWRRI agencies joined together to evaluate the potential for implementing the MWRRS and to create a business plan for its implementation. The MWRRS is proposed as a Chicago-based rail network encompassing approximately 3,000 route miles in the nine MWRRI states (See Figure 3). With the full implementation of the MWRRS, planned passenger rail routes and complementary feeder bus service, approximately 90 percent of the Midwest region's population would be within an hour's ride of a MWRRIS rail station and /or 30 minutes of a MWRRS feeder bus station.[2]

Among the recommendations from previous MWRRI studies is to implement the system through a phased approach, by first implementing corridor segments with the highest ridership potential per dollar invested. The MWRRI states identified the Chicago-Milwaukee-Madison, Chicago-Detroit and Chicago-St. Louis corridors as Phase I corridors because existing rail service provides an opportunity to quickly implement improved reliability and amenities that are attributes of the MWRRI. The increased investment in the Phase I corridors is an opportunity to create a strong base on which to implement future MWRRI corridors throughout the system.

[2] Midwest Regional Rail Initiative. September 2004. Midwest Regional Rail System Executive Report. Page 9.

Full System MWRRI

FIGURE 3

HNTB

Furthermore, IDOT, MDOT, and WisDOT have invested resources within the Phase I corridors to improve passenger rail service performance. WisDOT completed its NEPA review and preliminary engineering for implementing rail service between Milwaukee and Madison. WisDOT is currently implementing track and signal improvements in the corridor.

Recently, WisDOT has made a number of upgrades along the route between Chicago and Milwaukee. The State of Wisconsin purchased the Milwaukee Amtrak Station for $1.4 million and construction will be completed in Fall 2007 on a $16.7 million public-private sector venture to rehabilitate and improve the station. Additional work is underway to rehabilitate the train shed. In January 2005, Wisconsin opened the $6.8 million Milwaukee Airport Rail Station at the General Mitchell International Airport in Milwaukee. This facility is one of four in the country that provide Amtrak service to a major international airport. More recently, in August 2006, a new station was opened at Sturtevant, WI, providing service to the Village of Sturtevant and to the City of Racine, WI.

IDOT completed an Environmental Impact Statement to allow for increased train speeds between St. Louis and Dwight and rehabilitation work between Springfield and Dwight has already been completed. This rehabilitation work brings the track up to Class 6 standards and allows speeds of up to 110 mph, with appropriate enhancement of the signal system.

MDOT has implemented a number of infrastructure and control system upgrades that are intended to ultimately allow for speeds up to 110 miles per hour along the Chicago-Detroit high-speed corridor. Michigan and Amtrak are also continuing work to close or protect all grade crossings along the corridor.

4 Need

To address the purpose of meeting regional travel needs by preserving, improving and expanding passenger rail service in the Phase I MWRRS corridors, it is necessary to provide reliable, attractive and safe passenger rail service as an alternative transportation choice for the Midwest. Shortly after the initiation of the MWRRI, the transportation agencies conducted market research to gauge the feasibility of the MWRRS. The market research included intensive field survey of actual and potential rail passengers to understand their travel behaviors, requirements and preferences. The research concluded that the most important prerequisites for attracting and retaining rail riders are to overcome the current lack of reliability, infrequent service and provide travel times that are equal to or better than the auto mode.

The principal service attributes of the MWRRS are:

- Improved travel times and frequencies,
- Competitive fares that maximize revenue yields,
- Use of modern equipment,
- Improved accessibility and reliability, and
- Upgraded on-board and station amenities.[3]

[3] Midwest Regional Rail Initiative. June 2004. MWRRI Project Notebook, Page 3-1

The study findings indicate that the MWRRS can attract new passengers, primarily from auto and air markets, by providing improved service and amenities. Offering high quality service (competitive in terms of time, price, frequency, and reliability), modern facilities with comfortable stations and state-of-the-art trains would divert passengers into the rail market, yielding increased ridership and revenue.[4]

The surveys concluded that attracting travelers from all types of modes to the MWRRS will require a mix of marketing strategies and enhanced service attributes such as comparable trip times and more frequent service. While air service is one of the most expensive travel modes, air travelers place a high value on total trip time and frequency of service. Primary market research also concluded that it is important to dramatically improve current on-board and rail station services and continue making improvements. Marketing rail service to auto travelers must highlight service reliability in addition to convenience and reduced travel time.[5]

4.1 Travel Demand in MWRRI corridors

A review of previous MWRRI research, long range transportation plans, and long range capacity studies indicate that travel demand will continue to grow. Research shows that long term (through the year 2040), population, employment and income across all nine MWRRI states are projected to grow consistently. This growth is expected to result in a 13 percent increase in intercity travel between 2010 and 2020 and a further 28 percent increase by 2040.[6]

A review of selected regional and state transportation plans mirror these statistics. For example, the Michigan DOT projects that by the year 2030 population and employment in the I-94 corridor between Chicago and Detroit will grow 3.4% and 6.7%, respectively. During that same time frame, total daily vehicle-miles of travel is expected to increase 35%.[7] MDOT has estimated that travel on interstate freeways has increased 55 percent since 1990, with 35 percent of the average vehicle miles traveled occurring under congestion conditions. With the anticipated increase in traffic, MDOT expects that congestion on the freeway system will continue to increase.[8]

In northwest Indiana, between 1980 and 2000, population decreased one percent, but traffic volumes on major highways in the region increased about 50 percent. The Northwestern Indiana Regional Planning Commission (NIRPC) recognizes that part of this demand is the result of the region's strategic location at the southern end of Lake Michigan. Many of the nation's transportation systems converge in the region, making orderly flow of goods and services a priority for transportation planning in the region. According to the NIRPC's long range

[4] Midwest Regional Rail Initiative. June 2004. MWRRI Project Notebook, Page 4-10.
[5] Midwest Regional Rail Initiative. June 2004. MWRRI Project Notebook, Page 4-12.
[6] Midwest Regional Rail Initiative. June 2004. MWRRI Project Notebook, Page 4-26.
[7] Michigan Department of Transportation.
[8] Michigan Dept. of Transportation. August 23, 2002. State Long Range Plan, 2000-2025.

transportation plan, three of the seven major east-west transcontinental interstate highways cross through northwest Indiana. Trunk lines of three major eastern railroads pass through the region.[9]

A review of available state and regional long range transportation plans further supports the MWRRI conclusions; these plans consistently reveal the following themes:

- Travel demand will continue to outpace population and employment growth,
- Populations will continue to age, indicating the need to meet travel demands through alternative modes,
- State DOTs and local metropolitan planning organizations, which oversee long range transportation planning, will continue to emphasize preservation of existing infrastructure before building new infrastructure, and
- Needed highway capacity expansion to meet travel demand exceeds available funds, indicating that travel needs will need to be met through alternative travel modes and travel demand management.[10]

The MWRRI agencies concluded in their studies that the MWRRS can be a meaningful alternative to meet continued travel demand on highway and air infrastructure.[11] The MWRRI studies estimate that in the year 2020, 4.4 million auto trips could be diverted to high-speed rail travel. In its high-speed ground transportation studies, the FRA calculated the travel time saved when traffic volumes are reduced on major highways between city pairs. FRA estimated the net present value (NPV) of the benefit of all diverted auto trips throughout the study period was the equivalent of $23.48 per diverted passenger auto trip. This value, multiplied by the estimated 4.4 million auto trips diverted by the MWRRS and discounted over a 30- year period, yields a benefit of $1.3 billion.[12]

The MWRRI estimates similar benefits for air carriers. Trips diverted to rail can yield operating cost savings resulting from reduced airport congestion. This is especially important considering that airline delays reached an all-time high in 2006. In a March 2007 press release, U.S. Secretary of Transportation Mary E. Peters cautioned that aviation delays will grow without significant reforms[13]. Air traffic is expected to increase by the equivalent of two major hub airports annually

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[9] Northwestern Indiana Regional Planning Commission. 2006. Northwestern Indiana Long Range Transportation Plan-Connections 2030. pages 3-2 to 3-3.

[10] Indiana Dept. of Transportation. December 15, 2004. INDOT 2030 Long Range Plan, 2004 Draft Update.
Michigan Dept. of Transportation. August 23, 2002. State Long Range Plan, 2000-2025.
Wisconsin Dept. of Transportation. 2000. Wisconsin State Highway Plan 2020.
Chicago Area Transportation Study. October 9. 2030 Regional Transportation Plan for Northeastern Illinois.
East-West Gateway Council of Government. March 2005. Legacy 2030.
Northwestern Indiana Regional Planning Commission. 2006. Northwestern Indiana Long Range Transportation Plan-Connections 2030.
Southeast Wisconsin Regional Planning Commission. April 2005. Review and Update of Regional Land Use and Transportation System Plans for Southeast Wisconsin, Newsletter #2.

[11] Midwest Regional Rail Initiative. June 2004. MWRRI Project Notebook, Page 4-40.

[12] Ibid. Page 11-4.

[13] Federal Aviation Administration, March 2007, FAA Forecast Steady Growth in Air Travel Demand, Press Release No. AOC-8-07

through 2020. As airport traffic volume approaches capacity, delays increase. The MWRRS would enhance travel options in the Midwest. Furthermore, since air service is primarily focused on trips that exceed 300 miles, the MWRRS would tend to complement rather than compete with air service in the Midwest[14].

The Federal Aviation Administration (FAA) tracks the continuing growth of air travel demand. In 2001, the FAA developed benchmark summaries to compare projected growth in air travel demand with projected expansion in airport capacity. Demand at Chicago O'Hare is projected to grow by 18% by 2011. The FAA estimates that the imbalance between capacity and demand growth is will significantly increase delays at Chicago's O'hare International Airport.[15]

While capacity is expected to keep pace with demand at Detroit Metro Wayne County International and Lambert St. Louis International Airports, demand is projected to increase by nearly 30% by year 2011. Capacity generally decreases in adverse weather conditions, which may include poor ceiling and visibility, unfavorable winds and heavy precipitation. In its 2004 Airport Capacity Benchmark Report, the FAA estimates that poor weather reduces capacities at Chicago O'Hare, Detroit, and St. Louis International airports between 25 to 38%.[16] Longer-term forecasts indicate that by 2025, enplanements at O'Hare are expected to increase by 65%; Detroit and St. Louis are projected to increase by 66 and 72%, respectively.[17]

For its study corridors, the FRA study estimated the benefits to air carriers by multiplying the projected reduction in the number of aircraft hours of delay by the average cost to the airlines for each hour of delay. Average delays were capped at 15 minutes per operation. The NPV of air carrier benefits was estimated at $623 million for the 110-mph high-speed rail scenario, or the equivalent of $23.46 per diverted passenger air trip. This value, multiplied by the 1.35 million air trips diverted to the MWRRS, yielded a discounted 30-year benefit of approximately $0.4 billion.[18]

4.2 Decrease travel times

The preference surveys that the MWRRI agencies conducted over the last several years have revealed several important factors that influence the success of high-speed rail service in the Midwest. Travel time, frequency of service, and reliability are the primary factors that determine the choice of transportation mode.

Thus, the MWRRI agencies propose a passenger rail system that will provide a mix of travel times and train schedules to accommodate business as well as leisure travelers. Improved travel times and increased frequency of service will serve to foster connectivity throughout the region and strengthen the overall attractiveness and performance of the MWRRS. When compared with the travel times of the current passenger rail service, travel time savings on the MWRRS can range from 30 percent between Chicago and St. Louis to 32 percent between Chicago and Detroit. Table 1 illustrates travel time reductions achieved by improvements to rail infrastructure proposed

[14] Midwest Regional Rail Initiative. June 2004. MWRRI Project Notebook. Page 1-2
[15] Federal Aviation Administration, 2001, Airport Capacity Benchmark Report 2001, page 32.
[16] Federal Aviation Administration, 2004, Airport Capacity Benchmark Report, 2004, page 6.
[17] Federal Aviation Administration, March 2007, Terminal Area Forecast Summary, FAA-APO-07-1
[18] Midwest Regional Rail Initiative. June 2004. MWRRI Project Notebook Page 11-4.

under the MWRRS. Improvements to infrastructure and mitigation of freight capacity issues can reduce rail travel times so they compare favorably with those of other travel modes. A comparison of estimated travel times between the various modes are illustrated in Tables 2 through 4 for the Phase I city pairs.

Table 1
Estimate Train Travel Times
Phase I MWRRS Corridors

City Pairs	Current Service	MWRRS Service	Time Reduction	% Reduction
Chicago-Detroit	5 hr 36 min	3 hr 46 min	1 hr 50 min	32%
Chicago-Madison*	NA	2 hr 32 min	NA	NA
Chicago-St. Louis	5 hr 20 min	3 hr 49 min	1 hr 31 min	28%

*no passenger rail service exists between Chicago and Madison.
Source: MWRRI. September 2004. Midwest Regional Rail System Executive Report.

Table 2
Travel Time Comparisons between Travel Choices
Chicago - Madison[1]

Mode	Estimated Travel Time Downtown to Downtown One-way	Estimated Total Travel Time	Passenger Rail Estimated Travel Time Comparison
Passenger Rail		3 hours-12 minutes	--
Walk/Auto Segment[2]	15 minutes to Chicago Union Station		
Station Segment	10 minutes		
Train Segment	2 hours-32 minutes		
Walk/Auto Segment	15 minutes to Downtown Madison (assumes airport station)		
Auto and Parking	3-4 hours	3-4 hours	12 minutes faster to 48 slower than train
Bus[3]			
Auto/Walk Segment	15 minutes to downtown bus station	4 hours-40 minutes	1 hour-28 minutes slower than train.
Station Segment	10 minutes		
Bus Segment[3]	4 hours		
Taxi/Walk	15 minutes to Downtown Madison		
Air			
Auto Segment	1 hour Downtown Chicago to O'Hare Airport (includes parking time in downtown)	3 hours-51 minutes	39 minutes slower than train
Airport Segment	1.5 hours O'Hare Airport		
Air Segment[4]	51 minutes		
Airport Segment	15 minutes		
Auto Segment	15 minutes Madison Airport to Downtown Madison		

[1] Full build-out of 110 mph service between Chicago-Milwaukee service included
[2] Travel time estimates for walk, auto, train, and station segments obtained from *Milwaukee-Madison Passenger Rail Corridor Project Environmental Assessment*, WisDOT ID 0410-40-40/0499-10-39, http://www.dot.state.wi.us/projects/d1/hsrail/environ.htm, June 2001.
[3] Average bus travel time
[4] Based on United Airlines, http://travel.united.com/ube/core/us/compactSearch.do?waitingPageFlag=true, Accessed September 2007.

Source: HNTB Corporation

Table 3
Travel Time Comparisons between Travel Choices
Chicago-St. Louis

Mode	Estimated Travel Time Downtown to Downtown One-way	Estimated Total Travel Time	Passenger Rail Estimated Travel Time Comparison
Passenger Rail		4 hours, 29 minutes	--
Walk/Auto Segment[1]	15 minutes to Chicago Union Station		
Station Segment	10 minutes		
Train Segment[2]	3 hr 49 minutes		
Walk/Auto Segment	15 minutes to Downtown St. Louis		
Auto and Parking	5-6 hours	5-6 hours	31 minutes to 1 hour-31 minutes slower than train
Bus[3]			
Auto/Walk Segment	15 minutes to bus station	7 hours-3 minutes	2 hours-34 minutes slower than train.
Station Segment	10 minutes		
Bus Segment	6 hours-23 minutes		
Auto/Walk	15 minutes		
Air		4 hours-55 minutes	26 minutes slower than train
Auto/Transit Segment	1 hour Downtown to O'Hare Airport		
Airport Segment	1.5 hours		
Air Segment[4]	1 hour-10 minutes O'Hare Airport to Lambert-St. Louis Airport		
Airport segment	15 minutes		
Auto/Transit Segment	1 hour Lambert-St. Louis Airport to Downtown St. Louis (includes parking time in downtown)		

[1] Travel time estimates for walk, auto and station segments obtained from Milwaukee-Madison Passenger Rail Corridor Project Environmental Assessment, WisDOT ID 0410-40-40/0499-10-39, http://www.dot.state.wi.us/projects/d1/hsrail/environ.htm
[2]Travel time estimates for train segment are based on Midwest Regional Rail System, *Executive Report*, September 2004.
[3]Average bus travel time
[4] Based on United Airlines, http://travel.united.com/ube/shopInput.do?waitingPageFlag=true, Accessed September 2007.

Source: HNTB Corporation

Table 4
Travel Time Comparisons between Travel Choices
Chicago-Detroit

Mode	Estimated Travel Time Downtown to Downtown One-way	Estimated Total Travel Time	Passenger Rail Estimated Travel Time Comparison
Passenger Rail		4 hours-26 minutes	--
Walk/Auto Segment[1]	15 minutes Downtown Chicago to Union Station		
Station Segment	10 minutes		
Train Segment[2]	3 hours-46 minutes		
Auto Segment	15 minutes from New Center station to Downtown Detroit		
Auto and Parking	4 hours-30 min. to 5 hours	4 hours-30 min. to 5 hours	4 minutes to 34 minutes slower than train
Bus[3]		7 hours-50 minutes	3 hours-24 minutes slower than train.
Auto/Walk Segment	15 minutes to downtown bus station		
Station Segment	10 minutes		
Bus Segment	7 hours-10 minutes		
Auto/Walk	15 minutes bus station to downtown		
Air		4 hours-40 minutes	14 minutes slower than train
Auto/Transit Segment	1 hour Downtown Chicago to O'Hare Airport		
Airport Segment	1.5 hours		
Air Segment[4]	1 hour-15 minutes Detroit/Wayne Airport-O'Hare Airport		
Airport segment	15 minutes		
Auto Segment	40 minutes to Detroit Wayne Airport to Downtown Detroit		

[1] Travel time estimates for walk, auto and station segments obtained from Milwaukee-Madison Passenger Rail Corridor Project Environmental Assessment, WisDOT ID 0410-40-40/0499-10-39, http://www.dot.state.wi.us/projects/d1/hsrail/environ.htm
[2] Travel time estimates for train segment are based on Midwest Regional Rail System, *Executive Report*, September 2004.
[3] Average bus travel time
[4] Based on, Northwest Airlines, http://res.nwa.com/App/FlightSearchResults, Accessed September 2007.

Source: HNTB Corporation

4.3 Increase frequency of service

The preference surveys that the MWRRI agencies conducted found that air travelers place a high value on frequency as well as travel time. Thus, the MWRRS focuses on more frequent passenger rail service, with improved travel times to attract air travelers.[19]

Improvements to infrastructure and mitigation of freight capacity issues can allow for increased train frequency in the MWRRS. Table 5 provides a comparison of existing and proposed train frequencies, which generally creates a doubling or tripling of the level of service.

[19] Midwest Regional Rail Initiative. June 2004. MWRRI Project Notebook. Page 4-6.

Table 5
Number of Daily Round Trips

City Pair	Current Amtrak Service	Phase I MWRRS
Chicago-Detroit	3	6
Chicago-St. Louis	5*	8
Chicago-Milwaukee	8*	10
Milwaukee-Madison	0	6**

*Includes Amtrak long-distance trains
** MWRRS route differs from current Amtrak service
Source: MWRRI Project Notebook, June 2004, Page 3-4

4.4 Improve reliability

According to MWRRI surveys, both business and leisure travelers value reliability; particularly business air travelers, who value reliability substantially more than non-business air travelers and all rail travelers. Thus, the success of the MWRRS to attract ridership is closely linked to providing on-time performance that is competitive with airline on-time performance. A potential added benefit of passenger rail in the Midwest is that it can typically operate in poor weather conditions, providing a reliable alternative to air travel in inclement weather.[20] Severe weather and congestion rarely cause delays and there is normally minimal waiting time at stations.[21]

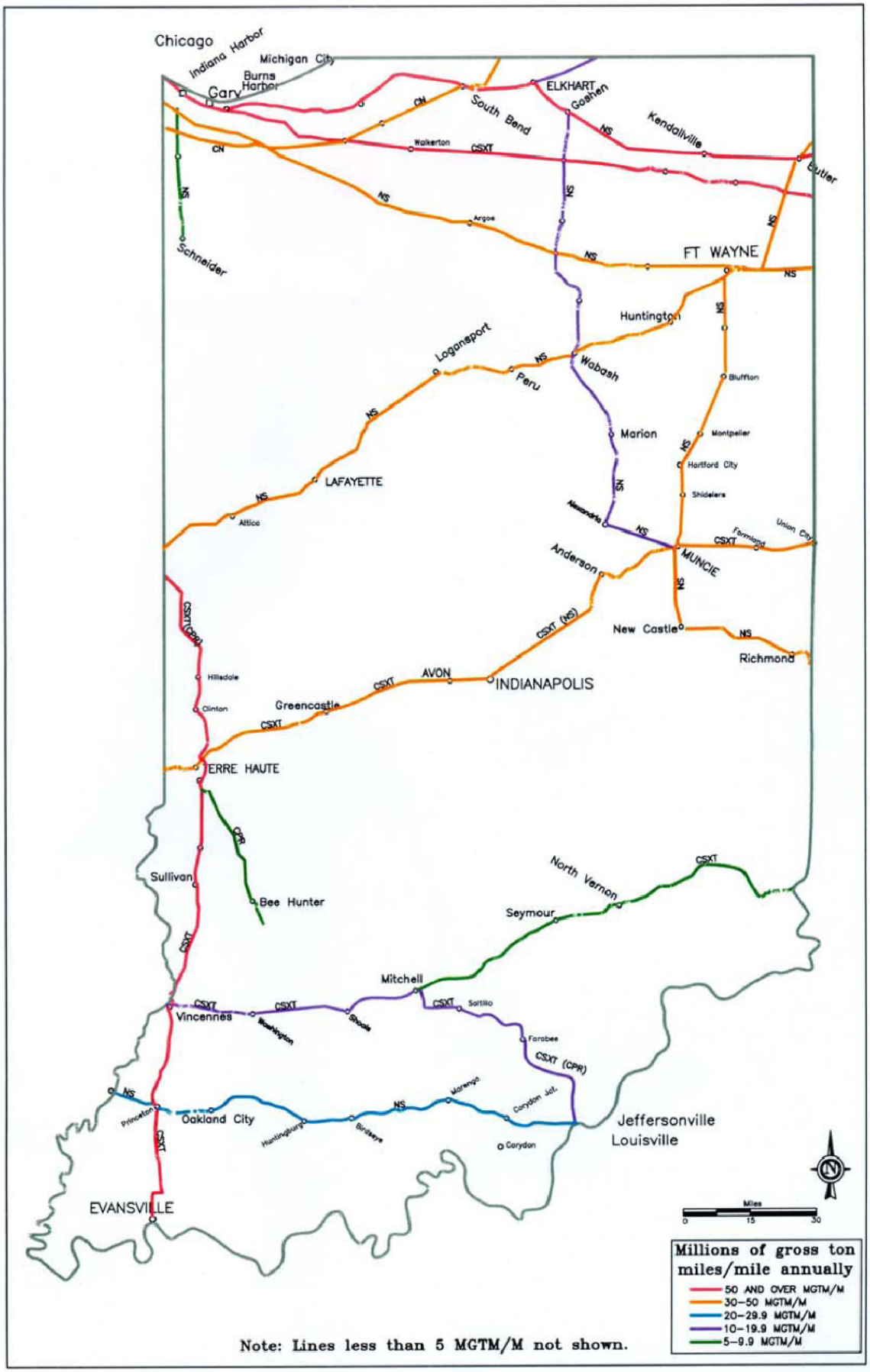
However, there are several infrastructure and operational constraints along all three of the Phase I corridors that must be addressed to improve reliability of existing passenger rail service and future expansion of service proposed under the MWRRI. The MWRRI would improve reliability through corridor improvements including construction and upgrades of bridges, sidings, crossovers, interlockings, turnouts and the construction and upgrades of additional trackage.

In order to achieve financial goals, rolling stock must be very reliable in all weather conditions. The MWRRI assumes that rolling stock suppliers would participate in on-going maintenance activities. It is also anticipated that equipment awards would include long-term performance and maintenance cost specifications; these would serve as incentives for long-range ease of maintenance and reliability.

4.4.1 Chicago-Detroit

Along the Chicago-Detroit corridor, capacity for passenger rail service is affected by heavy freight rail traffic and infrastructure constraints. For example, the high volume of national and local freight and passenger rail traffic through northwestern Indiana frequently delays existing passenger rail trains in the corridor. A network of national trunk rail lines, along with several regional and local rail lines cross through the region to and from all directions. Figure 4 illustrates the high density of freight rail traffic in northwestern Indiana.[22]. The main Norfolk Southern

[20] Midwest Regional Rail Initiative. June 2004. MWRRI Project Notebook. Page 4-8
[21] Midwest Regional Rail Initiative. June 2004. MWRRI Project Notebook Page 4-31.
[22] Indiana Department of Transportation, Multi-Modal Transportation Division, Indiana Rail Plan, October 2002, Page 5.



Source: Indiana Department of Transportation, Multi-Modal Transportation Division, Indiana Rail Plan, October 2002, Page 5.

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Railroad Traffic Density in Indiana

FIGURE 4

trunk line, from the Illinois state line at Hammond east to St. Joseph County, is the most heavily used rail line in northwest Indiana. This corridor accommodates over fifty trains per day[23].

Furthermore, in Michigan, relatively short sidings for passenger to passenger train meets, as well as relatively long distances between sidings create the potential for delays due to waiting for opposing traffic. Another capacity constraint is related to fact that there are no sidings between Battle Creek and Kalamazoo. There is also the potential for freight and passenger train congestion through Battle Creek and congestion delays in the Detroit area, especially at interlockings.[24]

Amtrak's annual On-time Performance Reports and Minutes of Delay statistics for Amtrak's operations between Chicago and Detroit were analyzed for six trains over the period 2004-2006. Amtrak's on-time performance was approximately 50%. The reports indicate that the top reasons for delay were freight train interference, passenger train interference, and C&S work due to defects.[25] Delays due to freight interference can be expected to grow. An MWRRI analysis projects freight traffic between Chicago and Porter, Indiana to grow between 2% and 5% annually. This increase is expected to lead to greater congestion and delay for both passenger and freight trains. Infrastructure improvements, including new tracks, are required to accommodate both passenger and freight service growth.[26]

The MWRRI's potential mitigation options along the Chicago-Detroit route include the infrastructure improvements between Chicago and Porter, Indiana and extension of sidings and double track, upgrading turnouts, and the construction of new trackage in Michigan. MWRRI analysis indicates that freight trains would still need to be carefully slotted between Battle Creek and Kalamazoo, as will passenger trains coming into and out of Chicago.[27]

4.4.2 Chicago-St. Louis

The freight traffic on the route between Joliet and Alton, IL is relatively light, but heavy in the St. Louis and Chicago terminal areas, causing passenger service delays. In the Chicago area, the route operates through a highly industrialized area, with numerous freight shippers. Freight congestion in the St. Louis area also causes delays. There are a number of meet-points along the route, but few are sufficient for unobstructed passenger to passenger train meets.[28]

Amtrak's annual On-time Performance Reports and Minutes of Delay statistics for Amtrak's operations between Chicago and St. Louis were analyzed for two trains over the period 2004-2006. Amtrak's on-time performance was approximately 70%. The top reasons for delay on the

[23] Northwestern Indiana Regional Planning Commission, June 2007, Connections 2030 Regional Transportation Plan, Part I pages 58 - 59
[24] Midwest Regional Rail Initiative. June 2004. MWRRI Project Notebook. Pages 6-51 - 6-53
[25] On-Time Performance and Minutes of Delay Statistics, May 2007 letter from Michael W. Franke (Senior Director, Amtrak)
[26]HNTB, December 2004, Detroit-Chicago High Speed Rail Corridor Study Update "South of the Lake Corridor"
[27] Midwest Regional Rail Initiative. June 2004. MWRRI Project Notebook. Pages 6-52, 6-53
[28] Midwest Regional Rail Initiative. June 2004. MWRRI Project Notebook. Pages 6-58

route between Chicago and St. Louis were due to C & S work, freight train interference, and speed restrictions due to defects or slow orders[29]

There are several potential mitigation options to address delays on the route between Chicago and St. Louis. Potential improvements include the addition of crossovers, turnouts, and sidings along with the creation and management of train slots. These improvements should be sufficient to accommodate the MWRRS trains that would operate over this route.[30]

4.4.3 Chicago-Milwaukee

Amtrak operates the Hiawatha service between Chicago and Milwaukee. Amtrak's annual On-time Performance Reports and Minutes of Delay statistics for Amtrak's operations between Chicago and Milwaukee were analyzed for 14 trains over 2004-2006. Over this time period, the on-time performance record for the Hiawatha service was over 90% and substantially better than the Chicago-St. Louis and Chicago-Detroit routes.[31] The main reasons for delay along the Hiawatha route were due to interference by commuter trains, routing delays, and C & S work.

One of the key requirements of the MWRRS is the use of the right-of-way that is currently owned by the freight railroads. A goal of the MWRRI is to develop cooperative agreements with freight railroads to allow increased passenger rail service. These cooperative agreements need to include additional capacity to ensure that the freight railroads can maintain their own train service. Other improvements that would increase capacity include upgrading signaling systems and the construction of additional tracks, railroad yard bypasses, and freight sidings.

4.5 Amenities

The MWRRS plan for improved passenger rail ridership also includes continuing focus on amenities. Technological advances, along with an increased attention to customer satisfaction, have led to considerable improvements to on-board amenities.[32] In addition to improved performance and reliability, an expanded suite of amenities for the MWRRS allows passengers to work and relax comfortably while on the train. The following are examples of on-board amenities that would respond to customer expectations and satisfaction:

- Food and beverage service,
- Open seating and airline-type business class seating,
- Large flexible compartments,
- Receptacles for computers and other communication equipment,
- Wireless internet access, and
- Audio-visual monitors at seats for news, entertainment, and informational programs.

[29] On-Time Performance and Minutes of Delay Statistics, May 2007 letter from Michael W. Franke (Senior Director, Amtrak)
[30] Midwest Regional Rail Initiative. June 2004. MWRRI Project Notebook. Pages 6-59
[31] On-Time Performance and Minutes of Delay Statistics, May 2007 letter from Michael W. Franke (Senior Director, Amtrak)
[32] Midwest Regional Rail Initiative. June 2004. MWRRI Project Notebook. Pages 1-1, 3-6

MWRRS rail cars would also be equipped with special vibration-absorbing mountings and soundproofing to reduce noise levels. These features add to passenger comfort. Investments to improve amenities are expected to raise ridership and increase revenues as the high quality service offered by MWRRS would attract travelers into the rail market.[33]

5 Conclusion

The purpose of the MWRRI and the proposed action is to provide a means to help meet future regional travel needs through improvements to the level and quality of regional passenger rail service. The proposed action offers an opportunity to provide reliable and competitive passenger rail service as an attractive alternative transportation choice through improved travel times, improved frequency and reliability and upgraded amenities.

State DOTs and local metropolitan planning organizations anticipate consistent increases in total daily vehicle-miles traveled on their freeway systems; much of these increases are expected to occur under congested conditions. As needed highway capacity expansion is physically constrained or exceeds available funds, future travel demands will need to be met through alternative travel modes and travel demand management.

The expected increases in travel demand will also affect air transportation. As a general rule, as air traffic volume approaches capacity, delays tend to increase. As air service is increasingly focused on trips that exceed 300 miles, MWRRS can compliment rather than compete with air service in the Midwest.

The MWRRS can offer a meaningful alternative to meet future regional travel demands by providing an improved level and quality of passenger rail service; principal service attributes include:

- Improved travel times, reliability and frequencies
- Competitive fares that maximize revenue yields
- Use of modern equipment
- Improved amenities

These improvements allow MWRRS to revitalize passenger rail in the Midwest and be a key component of the regional transportation system.

[33] Midwest Regional Rail Initiative. June 2004. MWRRI Project Notebook. Page 2-7, 4-10

EXHIBIT 3

CHICAGO TERMINAL LIMITS MAP

Exhibit 12-7
Chicago Terminal Area

EXHIBIT 4

MAPS BY CHICAGO TERMINAL LIMITS PROJECT AREAS

Chicago Terminal Limits PE/NEPA

Chicago-Porter
Chicago-Rondout
Chicago Aurora
Chicago-Dwight

August 21, 2009

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MWRRI – Chicago Terminal Limits PE/NEPA Illinois ARRA Project

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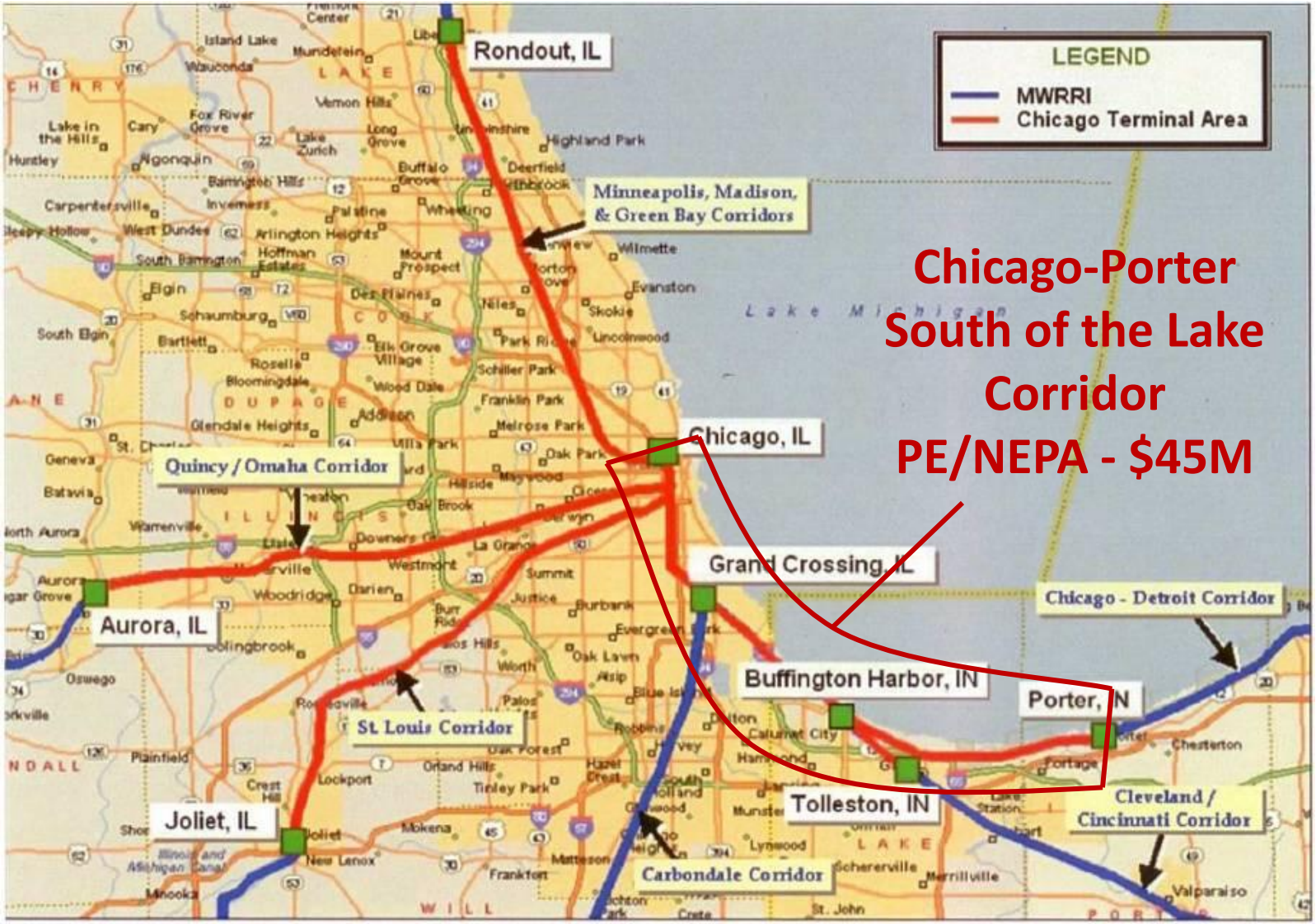
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Grand Crossing, IL
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Buffington Harbor, IN
Porter, IN
St Louis Corridor
Tolleston, IN
Cleveland / Cincinnati Corridor
Joliet, IL
Carbondale Corridor
Lake Michigan

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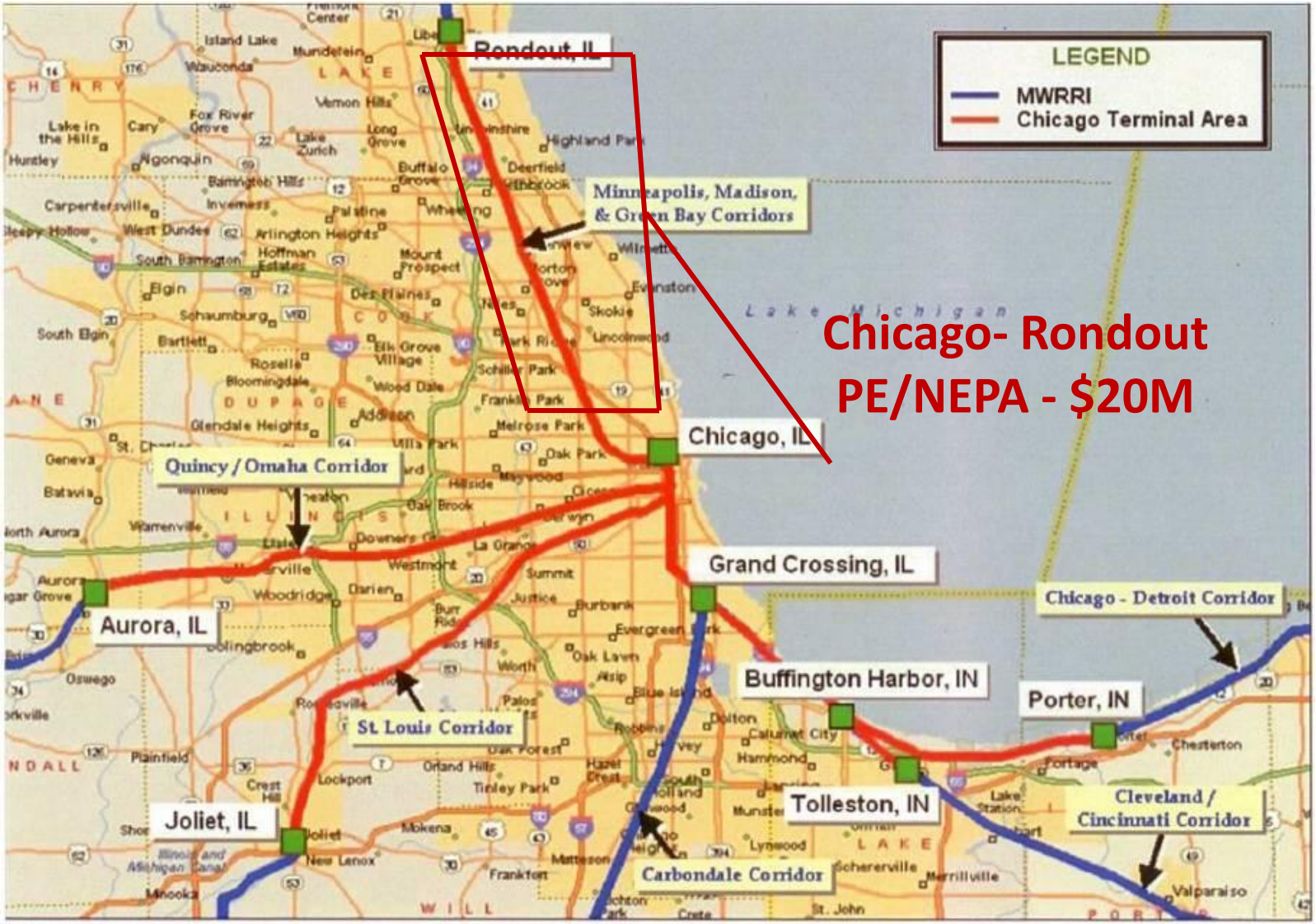
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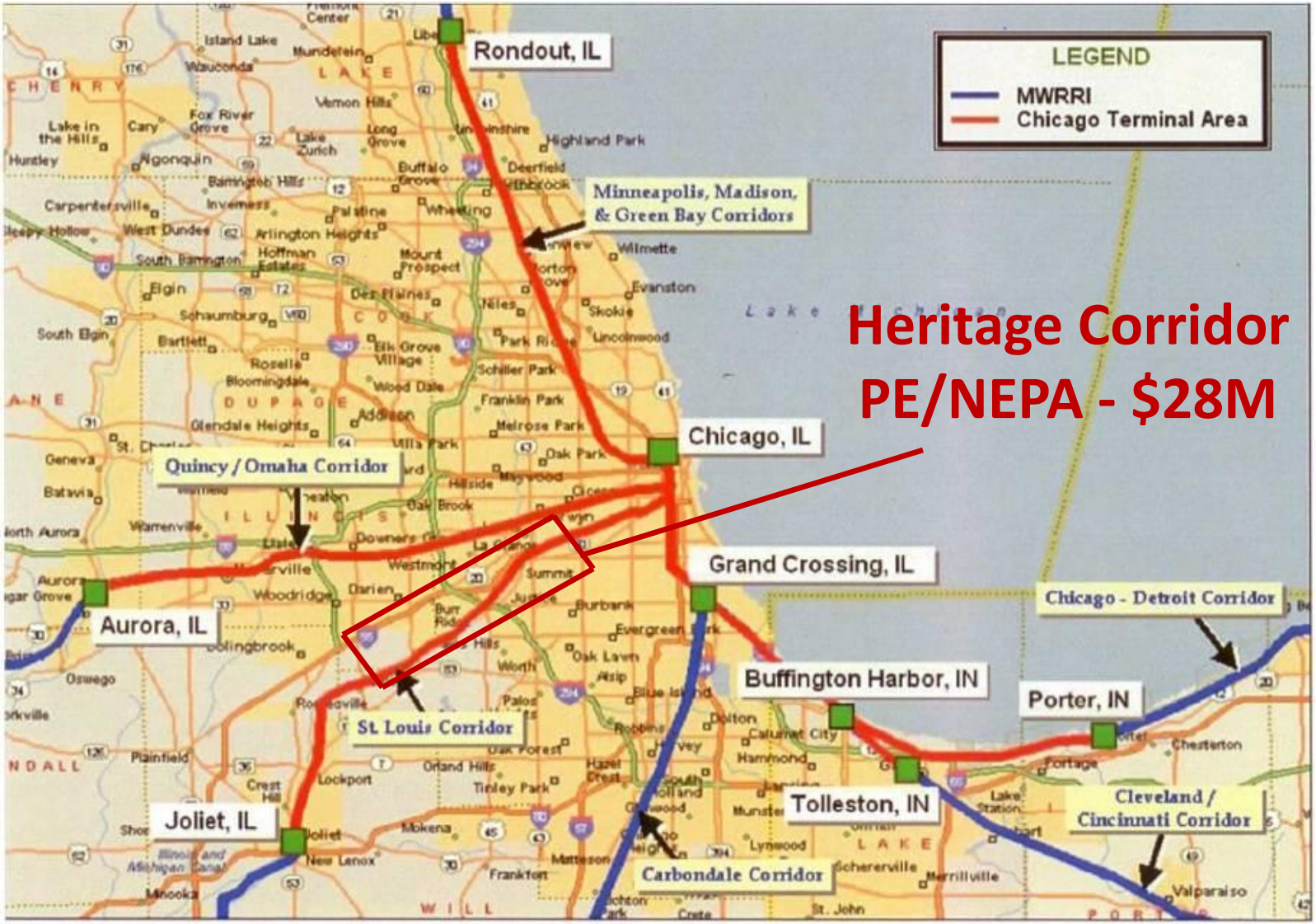
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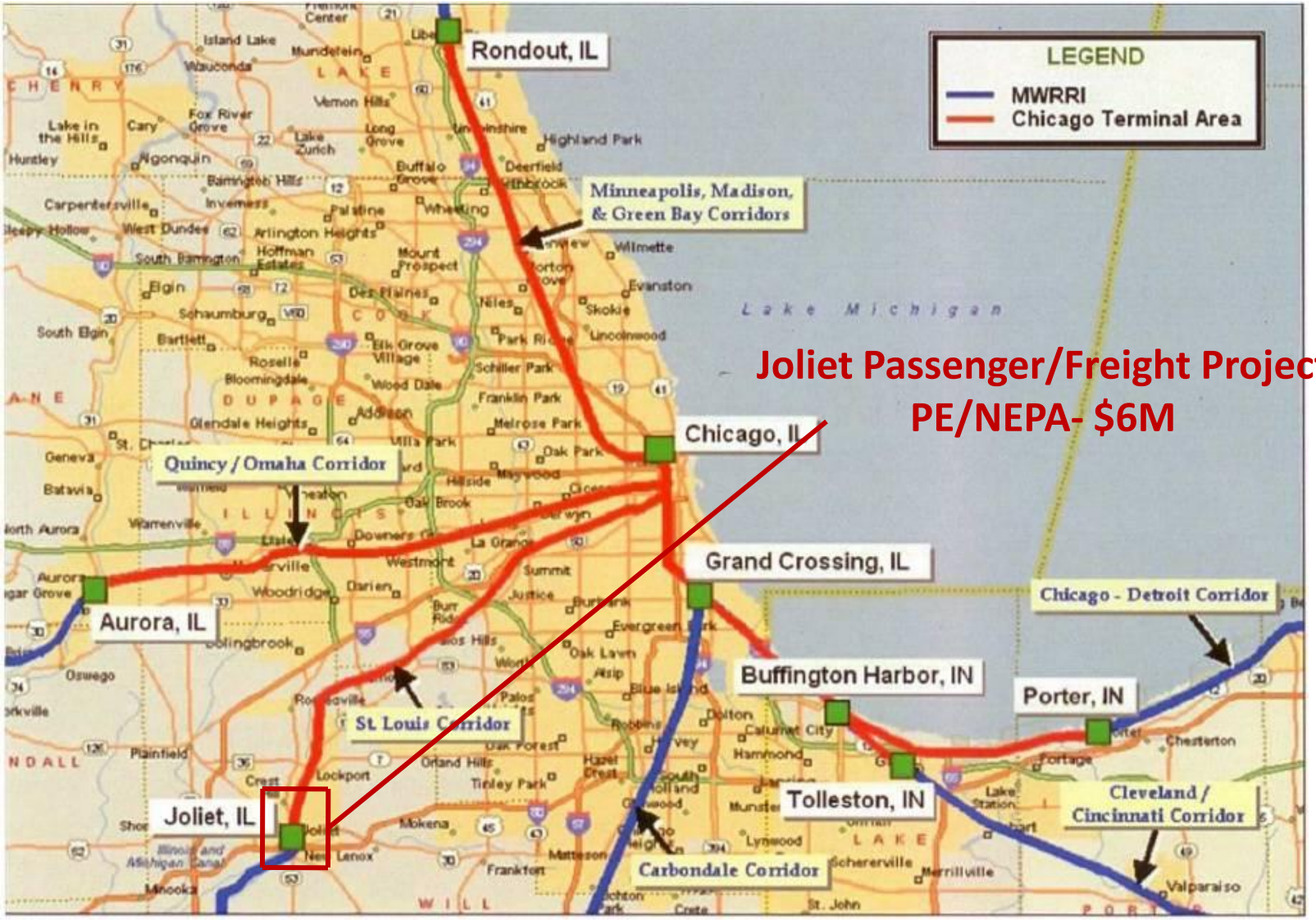
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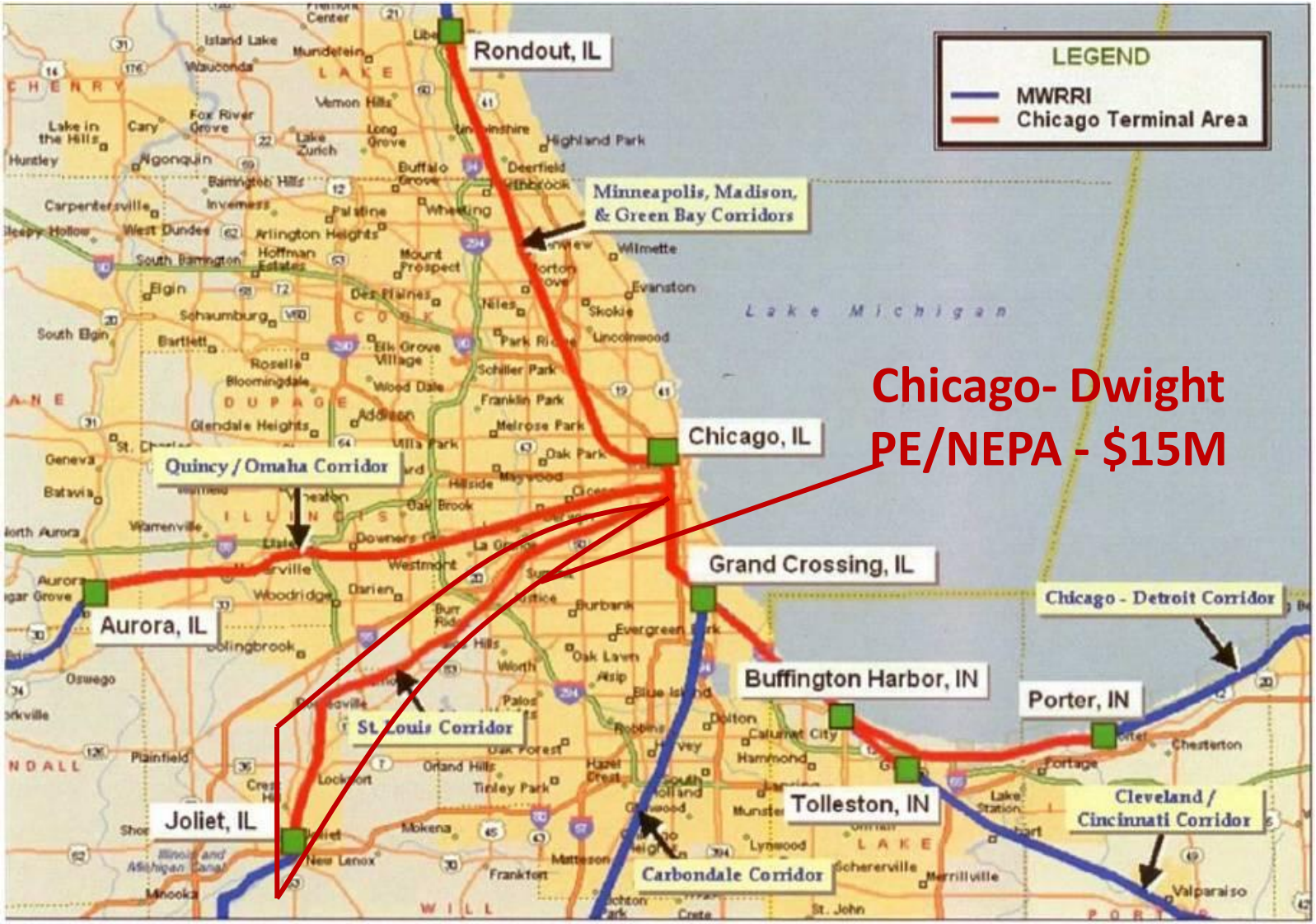
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Chicago - Detroit Corridor
Aurora, IL
Buffington Harbor, IN
Porter, IN
St Louis Corridor
Tolleston, IN
Cleveland / Cincinnati Corridor
Joliet, IL
Carbondale Corridor
Lake Michigan

EXHIBIT 5

CHICAGO TERMINAL LIMITS DRAFT SCOPE OF SERVICES

Chicago Terminal Limits PE/NEPA for the Midwest Regional Rail System (MWRRS)

The MWRRS is a 3,000-mile system of improved intercity passenger rail planned to serve nine states with a combined population of 60 million people. Using Chicago as its hub, MWRRS would provide improved reliability for rail passengers with speeds of 110 mph. Reduced travel times, increased safety though improved signaling and infrastructure, higher frequency of service, and more comfort through modern amenities will serve to provide a much needed travel alternative in an interdependent and critically important economic region of our country.

Since 1996 the MWRRS has produced a series or studies investigating the feasibility of a regional, high-speed passenger rail system in the Midwest. The most recent update of the Midwest Regional Rail System Plan was completed in September 2004. Since that time the MWRRS Steering Committee has completed a "peer review" of the 2004 plan, a regional economic impact study, a "purpose and need statement", work scopes for required environmental studies, and public information materials. In early 2009, the Steering Committee has undertaken Alternative Analysis studies on most of the routes in accordance with Section 2 of the FRA Rail Corridor Transportation Planning Guidance.

The Chicago Terminal is central to the MWRRS. In 2000, FRA and the MWRRS established the terminal limits as Rondout, Porter, Joliet, and Aurora . IDOT desires to understand the inherent complex problems with the terminal limits that constrain efficient operations of the network and to idenfity solutions that ensure efficient passenger rail operatons of the MWRRS. Therfore, on behalf of the MWRRI, IDOT is seeking funding for PE/NEPA studies for the Chicago Terminal including the following segments within the Chicago terminal area:

- Chicago-Rondout
- Chicago-Aurora
- Chicago-Dwight
- Chicago to Porter (including Grand Crossing)
- Chicago Union Station

The PE/NEPA Workscope will include the following elements:

1. PRELIMINARY ENGINEERING

1.1 Introduction.

1.2 Track Schematics. Track schematics will be prepared depicting existing and current conditions at 1 inch = 1 mile (or 1 inch = 0.1 to 0.5 miles in dense areas). The track schematics will show main line tracks, sidings and spurs, curvature, length of curve, grade, turnouts, crossovers, grade crossings, stations, yards, major culverts, bridge structures, retaining walls, signals, approximate right of way limits and property impacts.

Track schematics will be prepared for the entire Terminal area to serve as documentation for the capacity analysis and for updating the capital cost estimates for all build alternatives. Source data will include previous studies, current railroad track charts and engineering (val) maps.

1.3 Plan Drawings. Plans and profiles will be prepared at 1 inch = 100 ft. on orthophotographic base maps and digital terrain models from CREATE project where possible. Additional LIDAR data and base mapping will be prepared as necessary. Plans will depict existing and new main line tracks, sidings and spurs, curve data, turnouts, crossovers, grade crossings, stations, yards, major culverts, bridge structures, retaining walls, signals, geographic and political boundaries, right of way limits and property impacts, and wetlands and wetland impacts. Plans will also be prepared on sections where it is expected that additional tracks, stations and/or parking, layover facilities/yards and shops, and grade separations will be constructed.

1.4 Vehicle Layover and Storage/Maintenance Facility Requirements. The functional facility requirements and size of vehicle layover and storage and maintenance facilities. Candidate layover sites will be identified and candidate Vehicle Storage and Maintenance Facility (VSMF) sites will be identified. 40 scale plans will be developed for application to multiple sites. In addition, site suitability will be evaluated in terms of community acceptance, relationship to local plans and zoning, and multi-modal potential. The results of this subtask will serve as input to capital cost estimates and determination of potential Right-of-Way (ROW) needs.

1.5 Structural Concepts. Standard concept plans and elevations for railroad and roadway structures including bridges, passenger tunnels and retaining walls. The standards shall be applied to establish capital costs and identify impacts to adjacent properties.

1.6 Capacity Analysis. Operations simulation and line capacity analysis will be performed in cooperation with the freight railroads, Metra and Amtrak. Operations on all mainline tracks, passing sidings, and interlockings will be considered. Operations off the mainline, in yards, sidings, or junctions with other rail lines will be modeled to the extent necessary to allow modeling of trains leaving or entering the mainline tracks.

In addition, operations at Union Station will be modeled extensively to ensure that the proposed facility improvements can serve the new passenger service along with Metra's planned growth.

In addition to track and alignment characteristics, the model will incorporate a signal system suitable for the planned speeds. The signal system is a key factor in determining the capacity and flow of traffic through the system.

The network model will be constructed based on the existing configuration depicted in the track schematics. The train consists and performance, and signal system data will be added. Once the database is complete, the model will be verified against the raw data, to eliminate coding errors, and then be validated against existing operating schedules, train departure/arrival data, and on-time performance data.

Following validation, the validated model will be used to analyze the existing system with expected future traffic to identify areas that will cause train delays and capacity constraints. The results of these evaluations will be reported in the form of operational statistics (run times, delay times, and speed performance) in table and graphical format as well as written text to assist in the interpretation of the data.

1.7 Conceptual Systems Elements. Standard conceptual designs for systems elements, including signals, grade crossing warning devices, communications, and vehicles shall be established. The standards shall be applied to establish capital costs and identify requirements for supporting infrastructure. Signal block layouts will be established where necessary to support planned high speed passenger service.

1.8 Capital Cost Estimating/Alternatives Studies. Capital cost estimates based on track schematics, plans and quantities will be prepared for the selected alternatives.

1.9 Grade Crossing Analysis – Transportation Impacts. A field reconnaissance of all public and private grade crossings will be conducted. Each roadway crossing will be evaluated to assess potential safety and traffic operation impacts from train activity.

Average daily traffic volumes will be obtained from the appropriate state DOTs for each public crossing. 2035-yr. traffic projections for each public crossing and private road will be prepared. Crossing locations with potential roadway closures will be identified by category. For each crossroad closure, access to adjacent properties will be confirmed, and access plans will be prepared.

Crossing locations with potential adverse safety and/or operational problems will be identified. Mitigation sketch plans will be prepared for each crossroad identified as requiring improvements.

1.10 Railroad Coordination. The study work will be closely coordinated with the freight railroads, Metra and Amtrak. Coordination is anticipated to include obtaining data, sharing preliminary and final results of engineering and modeling activities, meetings and revisions of deliverables to reflect appropriate revisions to address owner/operator comments.

1.11 Railroad Corridor Transportation Plans. Railroad Corridor Transportation plans will be prepared for each corridor. The plans will generally comply with the FRA guidelines: "Railroad Corridor Transportation Plans: A Guidance Manual," dated July 8, 2005.

1.12 Union Station Capacity Analysis and Planning.

2. INITIAL GIS AND GEOSPATIAL DATA COLLECTION AND MAPPING

Existing conditions will primarily be determined using existing GIS and geospatial data sets of information available from MWRRI states and federal agencies. Depending on data availability, and where fiscally appropriate, GIS-based information will be used to help describe existing conditions and evaluate impacts through spatial analysis and modeling. The CONSULTANT will collect the following *existing* inventories of GIS-based environmental information from the affected State, Federal and local agencies:

- Ground and Surface Water Resources/Floodplain
- Wetlands
- Threatened and Endangered Species
- Parks and Recreation/Wildlife Refuge
- Special Protected Areas
- Historic and Cultural Resources (archeological sites will not be publicly disclosed)
- Environmental Justice / Demographic Census Information
- Farmland
- Land Use Compatibility
- Soils/Slopes Constraints
- Hazardous Material/Waste
- Socioeconomics
- Public Safety
- Coastal Resources

The CONSULTANT will standardize the collection, management and use of this GIS data by complying with the GIS Data Model rules developed as part of the MWRRI Pilot GIS Data Model. Map production and spatial analysis will be prepared at an appropriate scale to conduct a representative impact analysis of alternatives.

3. IMPACT ASSESSMENT

The CONSULTANT will prepare an Environmental Impact Statement (EIS) on alternatives selected for further evaluation in Task 2, Preliminary Alternatives Analysis. The CONSULTANT will prepare the EIS in accordance with the IDOT environmental standards as defined in IDOT's *Bureau of Design and Environment Manual*, coordinating with WisDOT, INDOT and MDOT. It is assumed that the Federal Rail Administration (FRA) will provide the federal agency leadership on this project. The Impact Assessment will assume little to no change in impacts for actions on which previous NEPA documents are completed and that the focus of assessment will be on the specific impact areas.

3.1 Notice of Intent. The CONSULTANT will prepare a Notice of Intent to prepare an EIS. A copy of the Notice will electronically be sent to WisDOT, IDOT, INDOT and MDOT for review and comment. WisDOT will forward the revised NOI to the FRA for acceptance prior to FRA forwarding it for publication in the Federal Register. The Notice of Intent will include a brief description of the project limits, history, initial Purpose and Need, alternatives and alternative selection process. It will also include the names, addresses, and phone numbers of project representatives that will function as a point of contact.

Deliverable: Notice of Intent

3.2 Agency Coordination. The CONSULTANT will conduct early and ongoing agency coordination to identify concerns and resources for consideration during alternatives development. General agency coordination will consist of sending the initial project information package to key state and federal agencies to inform them about the project. In accordance with IDOT procedures, IDOT will take the lead to coordinate agency reviews within Illinois.

The CONSULTANT will work closely with the FRA during all coordination activities. In consultation with individual states, the CONSULTANT will host an agency scoping meeting in each state; Wisconsin, Illinois, Indiana and Michigan to gather data and comments on the project purpose and need, alternatives considered and potential impacts to be addressed in the EIS. Prior to the agency scoping meeting, the CONSULTANT will prepare a scoping packet to distribute to invited agencies. The packet will contain information on the project purpose and need, the range of alternatives to be considered in the EIS and anticipated impacts to be evaluated. Information and data collected from the scoping meeting will be incorporated into the data collection phase of the Environmental Impact Statement.

The CONSULTANT will prepare for and host follow up coordination meetings at key milestones during the project; after the initial impact assessment on alternatives selected for full evaluation in the EIS (prior to the public hearing on the DEIS), and upon selection of a preferred alternative.

The CONSULTANT will work with individual state agencies on specific issue areas such as natural resources, threatened and endangered species and historic resources. It is assumed that the Consultant will prepare for and attend up to a total of 24 individual state and federal agency meetings.

The CONSULTANT will provide an opportunity for up to four agency field reviews at selected locations the project corridor, if desired.

Deliverables:

- Scoping packet (Scoping Report to be prepared under Task 6.4)
- Meeting materials and minutes

3.3 Data Collection and Analysis. The CONSULTANT will collect information to identify early environmental concerns of the alternatives, as well as guide the development of a preferred alternative. The CONSULTANT will re-evaluate, supplement and incorporate findings from previous NEPA documents prepared for actions on the project alternative corridors.

The CONSULTANT will use existing literature, mapping and aerial photos collected under Task 4 to identify locations of potentially important upland habitats, wetlands and floodplains along the project corridor. This information will be plotted on a project base map (environmental constraints map). Available electronic data from FEMA will be used to map the 100-year flood boundary on the project base map. Literature and mapping reviews will be supplemented with field investigations to identify selected sensitive resources (no aquatic species surveys or water quality data will be collected) directly affected by the proposed action.

The CONSULTANT will prepare an environmental constraints map early in the project development process for use in agency coordination, public involvement, and local government coordination. Its purpose is to depict known resources located within the corridor that may influence the development and refinement of alternatives. This information will be displayed on project aerial maps

3.3.1 Land Use. The CONSULTANT will document the existing land uses as a part of this task. Such land uses may include; residential, commercial, agricultural, industrial, institutional and park lands. This information will be collected from state, regional and metropolitan planning organizations in the Phase I corridors and select local staff to obtain information on development and land use trends. The CONSULTANT will collect relevant state and regional reports, plans and documents. Additional information will be obtained from select local governments, such as the county agencies, Chambers of Commerce and interest groups, in areas of specific impact sensitivity. Types of data obtained may include information such as population, housing, industry data, economic data such as employment rates and labor pool availability, community services, agricultural preservation plans, and water quality management plans.

The CONSULTANT will identify and locate any other corridor resources/features considered of importance to development and refinement of the alternatives. Such resources may include potentially sensitive receptors (i.e. residential units, schools, churches, and in-patient medical facilities located within close proximity to either the existing and/or proposed roadway) aesthetic features, and prime farmland.

The CONSULTANT will analyze impacts to land use characteristics along the project corridors. The analysis will consider past, present and future trends and patterns along the project corridors, and land use compatibility and incompatibility. The CONSULTANT will coordinate with the regional and, where appropriate, local officials and agencies to evaluate potential land use impacts associated with the new alignment. Potential secondary and cumulative impacts of increased service in the project corridors will be considered in a qualitative manner and draw upon previous MWRRI analyses.

3.3.2 Socioeconomics. The CONSULTANT will update and collect population and other economic data as documented by available sources (e.g. U.S. Bureau of the Census), for past trends and implications for future growth along the project corridors. The CONSULTANT will characterize economic conditions along the project corridors. Regional and local officials will be contacted for relevant information.

A description of the communities affected by the proposed action, including a demographic analysis will be conducted. Using U.S. Census data, state demographic data and information from metropolitan planning organizations, the CONSULTANT will document population and demographic trends along the project corridors. The CONSULTANT will coordinate with state and regional planning staff and select communities to obtain data on environmental justice populations along the alternative alignment corridors. The evaluation will comply

with Executive Order on Environmental Justice 12898 – "Federal Actions to Address Environmental Justice in Minority and Low-Income Populations."

Following completion of the conceptual design work for the stations and track alignment, the CONSULTANT will evaluate any potential property impacts, including takings arising from right-of-way intrusion, station development, and grade separated crossings. The EIS will summarize the relocations in terms of number of business or residence, and discuss availability or replacement business or housing locations, and why this would or would not be a significant impact. In addition, a summary that adequately explains the relocation situation will be completed.

3.3.3 Farmlands. The CONSULTANT will re-evaluate farmland impact analyses conducted in previous NEPA documents. For new impact analyses in corridors not previously evaluated, the CONSULTANT will coordinate with the NRCS to define statewide prime, unique or locally important farmland within the limits of the project area. Once preliminary right-of-way limits have been determined for the alternatives, the Farmland Conversion Impact Rating form (AD-1006) will be completed for each alternative. The forms will then be forwarded to the NRCS in each state by the CONSULTANT. After the NRCS has completed their sections, the points will be totaled, and the relative impacts of each build alternative will be assessed.

The CONSULTANT will identify farm operations affected by right-of-way or access changes The CONSULTANT will coordinate with the agricultural state agency in each state to confirm that no substantial impacts are anticipated requiring state level impact analysis (i.e. Wisconsin Ag Impact Statement, Michigan PA 116 or Illinois DOA coordination). The impact analysis will describe the agricultural area affected by the proposed action including: an estimate of the area to acquired, a description of the direct effects on farm operations caused by the action and a description of measures to minimize adverse effects or to enhance benefits.

3.3.4 Historic Resources. The CONSULTANT will confirm previous Section 106 coordination completed for previous NEPA documents completed in the Phase I corridors. The CONSULTANT will undertake Section 106 coordination for remaining undocumented corridors (the Chicago-Milwaukee and Chicago-Detroit corridors and any new work in the Chicago-St. Louis corridor) to evaluate impacts to historic resources. The CONSULTANT will develop and propose to FRA the following:

- An approved "Area of Potential Effect (APE)" and suggested properties that are believed to be eligible, or on, the National Register of Historic Places within the APE;
- Up to three Consulting Party (CP) meetings in each state;
- A Draft and Final Historical Properties Report;
- A Draft and Final Effects Report.

The CONSULTANT will define the project's APE, in consultation with individual SHPOs in Wisconsin, Illinois, Indiana and Michigan. For the purposes of this Scope of Services, it is assumed that the APE will be the existing railroad right of way, except in areas where additional right of way is required or where specific areas of proximity impacts may occur. In areas where additional right of way is required or proximity impacts occur, the APE is assumed to be the area immediately adjacent to the rail alignment. It is assumed that existing station areas will be used with no changes to existing station conditions.

The CONSULTANT will prepare, organize, and conduct the first CP meeting in each state to determine potentially significant properties within the APE. If "No Effect" is determined through coordination with the state SHPOs and the CPs, the CONSULTANT will prepare the support documentation for a recommended "no historic properties affected".

If the FRA in consultation with the SHPO determines that a structure, structures, or a district are listed on, or eligible for the National Register of Historic Places, research will be conducted and documented sufficiently in a Historical Properties Report for Section 106 coordination and (if applicable) Section 4(f) documentation to determine the impacts to the historic property. The CONSULTANT assumes that no more than 10 eligible resources will be documented. The CONSULTANT will prepare, organize, and conduct a second CP meeting in four states to discuss the National Register criteria and elements of integrity, and to provide an explanation of eligible properties. If additional eligible resources are identified, documentation will be considered Extra Services.

Once the identification and evaluation efforts of properties are complete, the CONSULTANT will determine whether there are historic properties affected. If there are historic properties affected, the CONSULTANT will develop a preliminary effect finding for up to 10 properties. The effects of the proposed action on historic properties will be described in the draft Findings of Effects Report. The CONSULTANT will prepare a draft report of findings which will include a description of the project background, the field techniques employed and a set of recommendations for the management of resources located. The report will also include a preliminary assessment of the potential eligibility of the recorded properties for listing in the NHRP, an assessment of the impact of the planned construction on the recorded above-ground resources, and recommendations for further study.

The CONSULTANT will prepare, organize, and conduct a third CP meeting in four states to discuss the Draft Findings of Effect and the CP and SHPO will have 30 days to comment on the Findings of Effects Report. Appropriate mitigation measures will be determined at the third CP meeting. The CONSULTANT will prepare a Final Effects Report based on comments on the Draft report. If a property is adversely affected, the CONSULTANT will prepare an Memorandum of Understanding/Agreement for up to one property per state for state DOT/SHPO/FRA/ACHP signature. Preparing MOU/MOAs for additional properties will be considered Extra Services.

The sufficiency for Section 106/4(f) will be determined by an environmental review subcommittee created in the Phase I MOU.

The CONSULTANT will include findings on historical resources and effects in all public meetings for the project. Detailed vibration analysis on historic properties is not included in this Scope of Services.

3.3.5 Archeological Resources. The CONSULTANT will initiate and participate in Section 106 consultation as described in Section 5.3.4. The CONSULTANT will re-evaluate previously studied Phase I corridors to confirm that previous Section 106 consultation findings are still valid (this includes the Chicago-St. Louis EIS, the Milwaukee-Madison EA/FONSI and previous MDOT NEPA documents for actions in the Chicago-Detroit corridor). The CONSULTANT will conduct a Phase 1a Archaeological Literature Review for alternative corridors selected for further evaluation in Task 2, Preliminary Alternatives Analysis. The background research/records check will consist of a review of the available archaeological and historical information pertinent to the project corridors. The review will include:

- An inspection of the Wisconsin, Illinois, Indiana and Michigan SHPO site files for archaeological sites and Traditional Cultural Properties recorded within 0.5 miles of new railroad alignment (assuming a total of 10 miles of new alignment in the Phase I corridors) outside existing railroad right of way;
- A review of previous cultural resources studies that have been conducted within and near to the project corridors in order to compile background information relevant to identified cultural properties as well as to identify areas of high probability for archaeological sites (both historic and prehistoric) and other cultural resources. And
- A preliminary analysis of the area's environmental characteristics that may aid in understanding the location patterning of prehistoric and historic era sites.

Tribal consultation will be lead by WisDOT, IDOT, INDOT and MDOT in their respective states. The CONSULTANT will provide support materials and attend meetings with agency staff. Subsequent Phase 1 and Phase 2 archaeological field testing will not be conducted under this scope of services. The CONSULTANT will coordinate with WisDOT, IDOT, INDOT and MDOT to determine the scope of future Phase 1 and Phase 2 field testing that would be required for the Preferred Alternative evaluated in the Final EIS.

3.3.6 Section 4(f)/6(f) Lands. The CONSULTANT will re-evaluate Section 4(f)/6(f) findings of previous NEPA documents in the Phase I corridors. For remaining corridors, the CONSULTANT will document the location of public use section 4(f) and 6(f) lands within the project vicinity. Section 4(f) lands may include; public parks, recreation areas, waterfowl or wildlife refuge of national, state, or local significance, bike and walking paths and school recreation areas open to the public. Section 6(f) lands are those lands acquired or

developed with Land and Water Conservation Funds. Documenting this data will require coordination with the state agencies administering Section 6(f) funds. This land use information will be plotted on the environmental constraints map.

The Section 4(f) evaluation will include a description of: public parks and recreation areas, wildlife and waterfowl refuges, historic properties, archeological sites, and special coastal areas likely to be impacted by the project. A description of the uniqueness of the property and the proposed action's use of the properties will be presented. An alternatives analysis will be conducted, including the "do nothing" alternative and prudent and feasible alternatives. The CONSULTANT will coordinate with agencies with jurisdiction over impacted Section 4(f) properties to determine measures that could minimize and mitigate adverse impacts and enhance beneficial effects. The CONSULTANT will coordinate with Lead Agency and FRA staff to determine the applicability of Section 4(f). It is assumed that a Section 4(f) Statement will be prepared for potential uses in the Indiana Dunes State Park and the Indiana Dunes National Lakeshore.

3.3.7 Water Resources/Floodplains. The CONSULTANT will re-evaluate impacts evaluated in previous NEPA documents and address impacts of remaining corridors to be evaluated in this Phase I EIS. Due to the length of the study corridors and assuming that most anticipated actions will be confined to existing rail rights-of-way, the environmental document will address impacts to water resources identified through secondary sources including USGS maps, aerial photographs and existing federal and state databases to generally characterize the water resources in the study corridors. The CONSULTANT will coordinate with individual state agencies to characterize the existing conditions of substantially affected streams. For potential new alignment, it is assumed that the study corridors will be 100 feet wide. Corridor width of new alignment in Michigan will be determined in consultation with MDOT. The CONSULTANT will review USGS topographical mapping, aerial photography, Federal Emergency Management Agency (FEMA) floodplain and floodway mapping and site verify selected waterways where substantial stream impacts are anticipated. The CONSULTANT will coordinate with the United States Environmental Protection Agency (EPA) to determine if the proposed project is within a designated sole source aquifer area (SSA).

Perennial and intermittent streams will be identified using USGS maps, aerial photographs, and field reviews of the study corridor alignments. The number of stream crossings will be determined for each alternative carried forward into the DEIS. This analysis will identify the proposed conceptual design developed during the project such as whether the aquatic resource will be bridged, culverted, filled, and/or relocated. The CONSULTANT will briefly describe impacts to the physical, chemical, and biological characteristics of the aquatic ecosystem. Mitigation measures, such as erosion and sediment control, to avoid and minimize impacts will be discussed. No Hydrology and Hydraulic modeling is included in this Scope of Services. It is assumed that the study corridor alignments are not within a

designated sole source aquifer. If the preferred alignment is within an area of a Sole Source Aquifer (SSA), further consultation with the EPA will be needed to determine if a detailed groundwater impact assessment is needed.

3.3.8 Wetlands. The CONSULTANT will re-evaluate impacts evaluated in previous NEPA documents and address impacts of remaining corridors to be evaluated in this Phase I EIS. The CONSULTANT will identify impacted wetland resources; evaluate the functions and values of identified wetlands and determine wetland impacts.

The CONSULTANT will gather preliminary information on wetlands via National Wetland Inventory maps, U.S.G.S. hydrological and topographical maps, U.S.D.A. Soils Surveys, NRCS wetland maps and aerial photography for the project area. Field determinations of the wetlands identified by the secondary sources will be conducted utilizing methodology outlined in the 1987 *U.S. Army Corps of Engineers Wetland Delineation Manual*.

Due to the undetermined schedule for construction and permitting, no formal wetland delineations will be performed. Wetland boundaries will not be surveyed or flagged in the field. Upon field verification of the wetlands identified through the secondary resources, boundaries of impacted resources will be established based upon aerial mapping. Field information and descriptions will be noted only on impacted wetland resources. The watershed, location, approximate size, classification, soils, vegetation, and hydrological regime of wetlands will be summarized. Wetland boundaries will be plotted on aerial photography and placed in the CONSULTANT's Geographical Information System (GIS) database.

The methodology for determining wetland functions will be determined in consultation with each state, but it is assumed that only one methodology will be employed for the Phase I corridors. Consensus for functional assessment methodology will be determined through the Phase I MOU between FRA, MDOT, INDOT, WisDOT and IDOT.

Direct and indirect impacts to wetlands will be evaluated by the CONSULTANT for each of the alternatives carried forward into the DEIS. Coordination will be conducted with the U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, and individual state agencies to reach consensus on feasible measures to permit and, if necessary, mitigate wetland losses. This information will be documented in the DEIS. A formal wetland delineation, jurisdictional determination, wetland technical report or compensatory mitigation plan for the preferred alternative is not included in this scope of services.

3.3.9 Threatened and Endangered Species. The CONSULTANT will re-evaluate impacts evaluated in previous NEPA documents and address impacts of remaining corridors to be evaluated in this Phase I EIS. The CONSULTANT will review National Heritage Inventories and coordinate with the U.S. Fish and Wildlife Service (USFWS) and appropriate agencies in

Illinois, Indiana, Wisconsin and Michigan to identify Threatened and Endangered species and other sensitive species issues along the project corridor. Two federally listed endangered species are known to occur along the project corridors: the Hines emerald dragonfly and the Karner Blue butterfly. It is anticipated that the CONSULTANT will conduct formal Section 7 Consultation for both species and will assume to prepare a Biological Assessment for the Karner Blue butterfly and update the existing Biological Assessment for the Hines emerald dragonfly. The CONSULTANT will coordinate with IDOT and collect additional surveys for the emerald dragonfly conducted in the Chicago-St. Louis corridor. A summary of consultation will be provided in the EIS.

3.3.10 Upland Habitats. The CONSULTANT will re-evaluate impacts evaluated in previous NEPA documents and address impacts of remaining corridors to be evaluated in this Phase I EIS. The CONSULTANT will collect existing information and describe major plant communities along the project corridors. At impacted uplands, the CONSULTANT will field verify habitats and provide a description of the upland habitat area including: prominent plant communities, expected wildlife associations with these communities, known endangered or threatened species in these habitats, known wildlife or waterfowl use areas or movement corridors, probable direct impact and significance on wildlife, and probable secondary impacts. Measures will be proposed to minimize the effects or enhance the beneficial effects of the project. It assumed that no unique habitat will be affected. If habitat or resources are identified during agency coordination, additional surveys and consultation would be extra work outside of this scope of services.

3.3.11 Air Quality. The CONSULTANT will evaluate the potential air quality impacts of the project on the study area. The air quality analysis will determine if the proposed project will interfere with the attainment or maintenance of the National Ambient Air Quality Standards (NAAQS).

The CONSULTANT will identify the attainment status of criteria pollutants for all air quality control regions in the study area.

The CONSULTANT will review regional impacts based upon coordination with the Metropolitan and Regional Planning Organizations having interests in the study corridor. The regional analysis will calculate the projected change in ozone precursor emissions (nitrogen oxides and volatile organic compounds) due to the proposed alternative. Rail emission rates for the pollutant burden analysis will be developed using data published by the Environmental Protection Agency (EPA). Motor vehicle emission rates will be developed with EPA's MOBILE6.2. A total pollutant burden protocol will be submitted to IDOT, INDOT, WisDOT, MDOT, FTA and the Planning Organizations prior to development of the pollutant burden levels.

It is anticipated that local carbon monoxide analysis will not be required.

3.3.12 Noise and Vibration. The CONSULTANT will conduct a noise and vibration analysis to assess impacts and reasonable mitigation measures for the proposed project. This task will also include determination the existing Ldn noise levels along the project alternative corridors. The existing rail corridor and proposed alternative corridors will be evaluated to identify noise and vibration sensitive receptors. These receptor locations will be identified based upon review of USGS maps and aerial photographs, proposed plans and site visits.

Existing noise and vibration levels within the study corridor will be developed using the CREATE Freight Noise and Vibration Model for freight operations in the study areas combined with FTA's Transit Noise and Vibration Impact Assessment, FTA-VA-90-1003-06, May 2006 for passenger rail operations and FRA's publication High-Speed Ground Transportation Noise and Vibration Impact Assessment, October 2005, in areas of higher speed passenger rail operations.

The noise and vibration impact evaluation of future operations will be performed according to the FRA guidelines and procedures presented in FRA's publication High-Speed Ground Transportation Noise and Vibration Impact Assessment, October 2005. Horn noise analysis will be performed according to the FRA Horn Noise Analysis procedures and software.

The noise and vibration analysis will develop noise levels at representative sensitive receptor locations, develop vibration impact curves based upon train speed profiles and published vibration data. If noise or vibration impacts are identified, potential mitigation measures will be identified and feasibility will be addressed.

The CONSULTANT will provide a description of the types of construction equipment used and construction noise abatement measures to be employed.

3.3.13 Hazardous Materials. The CONSULTANT will re-evaluate the data collected during the Chicago-St. Louis DEIS/FEIS and Milwaukee-Madison NEPA documents and prepare an addendum to these documents.

The CONSULTANT will also conduct a Preliminary Environmental Site Assessment (PESA) the Chicago to Detroit segment (approximately 300 miles) to identify potentially contaminated sites that may impact/affect the project. The PESA survey will consist of a corridor search of standard federal and state environmental records sources within ⅛ mile of the rail road right-of-way, which includes: the National Priorities List (NPL); Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS); Resource Conservation Recovery Act (RCRA); Emergency Response Notification System

(ERNS); State-lead investigations and cleanups; Solid Waste Facilities (SWF); Leaking Underground Storage Tank (LUST) and Underground Storage Tank (UST); and spill incidents.

The sites identified on the database will be ranked as “low”, “medium”, or “high” based on their potential to impact the project. The site’s ranking will be based on two criteria: 1) proximity to the project corridor; and 2) the magnitude and status of the environment conditions. Any database site given a “high” ranking for one or both categories will be considered as a potential environmental impact to the corridor. The results of the environmental database records search review will be presented in a tabular format.

Based on the project’s selected alternatives following the initial evaluation, the CONSULTANT will complete Phase I ESAs on properties identified in the PESA that would be acquired to construct new stations or siding locations, expand existing stations, or construct new track. The Phase I ESAs will be conducted to further identify any hazardous materials or releases to the corridor and/or potential site contamination that would affect the development of the project. For the purposes of this scope of services and cost estimate, it was assumed that 10 locations would require Phase I ESAs. The Phase I ESA scope of work includes:

- A site reconnaissance of the properties and surrounding area proposed for acquisition.
- Telephone interviews with present and/or former property owners, neighbors, and other private parties who may have knowledge of past of present property usage.
- A search of standard federal and state environmental records sources within the ASTM distance standards from the property locations proposed to be acquired.
- A review of City Tax and Building records to determine past and present property ownership and usage.
- A review of historical aerial photographs, historical topographic maps, and Sanborn Fire Insurance Maps to obtain information regarding historical property usage.
- A review City Directory Abstract information from local governmental agencies and library.
- A review of available physiographic information including topographic, pedologic, geologic and hydrogeologic information.
- A review of utility relocation corridors, if any, to determine where and at what depth they will be installed.

The findings and recommendations resulting from the PESA and Phase I ESA will be summarized in the Environmental Impact Statement.

Phase II Site Investigations are not included in this Scope of Services due to the unknown number of required evaluations.

3.3.14 Freight Capacity and Transportation Impacts. For the EIS, the CONSULTANT will summarize freight capacity analyses conducted under Task 2. The CONSULTANT will review long range plans of the DOTs and metropolitan planning organizations along the project alternative corridors to identify major planned transportation improvements for various modes, including transit, highway and rail investments. Available airport improvement plans will also be reviewed to identify major planned investments. The CONSULTANT will qualitatively evaluate the effect of implementing high speed passenger rail service on existing and planned transportation services and investments along the project corridors.

Grade crossing closures may be proposed in limited locations along the project alternative corridors. The CONSULTANT will identify proposed crossing closings and qualitatively evaluate the impacts to traffic flows. It is assumed that closures are proposed only at low-volume roads where alternative access exists, and that there will be an insignificant impact to local traffic patterns.

3.3.15 Public Safety. The CONSULTANT will identify safety considerations for freight providers, passenger and surrounding communities. The EIS will summarize proposed safety measures to avoid and reduce safety risks.

3.3.16 Indirect and Cumulative Impacts. The CONSULTANT will review the resource areas listed above and determine which areas will be analyzed for cumulative impacts. Documentation for these areas will include a discussion of impacts from direct, indirect, and other actions. The resources evaluated will be determined in conjunction with the environmental review subcommittee created under the Phase I MOU.

3.4 Environmental Document Production and Distribution

3.4.1 Draft Environmental Impact Statement. The CONSULTANT will prepare a Draft Environmental Impact Statement (DEIS). The data generated from the engineering, public involvement and environmental tasks will provide all of the information necessary to complete the EIS.

The CONSULTANT will incorporate the purpose and need for Phase I of the MWRRI prepared previously. The administrative DEIS will be distributed to the Lead Agency and the Federal Railroad Administration for distribution to individual state DOTs for review and comment.

The Lead Agency will collect state DOT comments to submit to the CONSULTANT. The CONSULTANT will host one meeting with the Lead Agency and State DOTs to resolve comments. The administrative draft DEIS will be revised based upon comments received. It is anticipated that some of these comments may address content, however, it is not anticipated that any new analysis will be required.

The DEIS will be submitted to the Lead Agency and FRA for verification that all comments have been addressed, and for approval to print the document for distribution.

The CONSULTANT will coordinate printing of the DEIS. It is anticipated that approximately 50 paper copies and 50 CDs of the DEIS will be produced for distribution. A pdf file of the DEIS will be provided to IDOT, INDOT, WisDOT and MDOT and FRA for posting on their websites.

The CONSULTANT will prepare the DEIS distribution list and prepare the notice of availability of the EIS, and an opportunity for a public hearing. The CONSULTANT will provide the Notice of Availability to individual state DOTs for publication in local newspapers. The CONSULTANT will circulate the Notice of Availability to local municipalities along the project corridors. The CONSULTANT will provide the Notice of Availability to FRA for publication in the Federal Register.

3.4.2 Final Environmental Impact Statement. After the DEIS public hearing and review period, the CONSULTANT will review and organize comments and prepare responses to substantive public hearing/written and agency comments. The public hearing transcripts will be reviewed, as well as written comments received as a result of the Public Hearing, and agency comments received as a result of the DEIS review process.

A summary of substantive comments received (written and public hearing) along with a response to each will be included in the Final EIS (FEIS). The DEIS will be revised to reflect the Preferred Alternative and reasons for its preference. The FEIS will document mitigation commitments and compliance with applicable environmental laws and Executive Orders. Additional data needs will be identified and provided, if appropriate.

The CONSULTANT will prepare an administrative draft of the Final Environmental Impact Statement (FEIS). The FEIS will document the selected alternative and the reasons for its selection, as well as address substantive comments. The FEIS will document compliance/completion with requirements of applicable laws, executive orders and related requirements such as Section 106, Section 7, Section 4(f).

The CONSULTANT will distribute the FEIS to the Lead Agency to distribute to individual state DOT's. The Lead Agency will collect state DOT comments to submit to the CONSULTANT. The CONSULTANT will host one meeting with the Lead Agency and State DOTs to resolve comments. Based on Lead Agency and FRA review comments, the CONSULTANT will revise the FEIS. Copies of the revised document and a title sheet for signature will be produced. Once approved, fifty (50) paper copies and fifty (50) CDs of the approved version of the FEIS will be produced for distribution.

The CONSULTANT will prepare the Notice of Availability and distribute the FEIS. The CONSULTANT will provide the Notice of Availability to individual state DOTs for publication in local newspapers. The CONSULTANT will circulate the Notice of Availability to local municipalities along the project corridors. The CONSULTANT will provide the Notice of Availability to FRA for publication in the Federal Register.

3.4.3 Record of Decision. The CONSULTANT will be responsible for preparing the draft Record of Decision (ROD). The Consultant will review and organize comments on the FEIS and prepare responses to substantive comments. Comments and responses will be summarized in the ROD. A draft ROD will be prepared and submitted to the Lead Agency (who will submit to individual state DOTs) and FRA for review and comment. The ROD will be revised to reflect comments, and the revised document will be resubmitted for approval. Once approved, Fifty (50) paper copies and fifty (50) CDs of the approved version of the ROD will be submitted to IDOT, INDOT, WisDOT, MDOT and FRA for distribution.

Deliverables:

- Environmental Constraints Map
- Biological Assessment for Karner Blue butterfly/Hines emerald dragonfly
- Completed Farmland Conversion Impact Rating (AD-1006), if required.
- Phase 1a Assessment
- Administrative draft DEIS and Final DEIS
- Administrative draft FEIS, Final FEIS
- Administrative draft ROD, Final ROD

4. PUBLIC INVOLVEMENT

4.1 Public Involvement Plan. The CONSULTANT will develop a Public Involvement Plan for the project. The plan will outline the public involvement program and will identify key contacts within agencies, the news media, public officials and the general public. The plan will also identify key contacts with civic and business groups, relevant interest groups, present and potential riders/users, and private service providers/shippers. The plan will identify how

public involvement activities will be linked to key milestones in the planning/engineering and environmental analytic process. The plan also should identify link public involvement activities with key milestones, including:

- Notice of intent publication and scoping activities.
- Development of purpose and need.
- Identification of the range of alternatives.
- Collaboration on impact assessment methodologies.
- Completion of the Draft EIS.
- Identification of the preferred alternative alignments.
- Completion of the Final EIS.
- Completion of ROD

The plan will contain a series of public involvement and educational activities that will include: informational workshops; educational materials and displays; briefings for federal, state, and local elected officials; small group meetings; creation and maintenance of a comment/response database; creation and maintenance of a public outreach database; an agency coordination effort; and assistance to Lead Agency with the MWRRI Steering Committee.

The CONSULTANT will submit the draft Public Involvement Plan for Lead Agency and FRA review. The final plan will be revised based on received comments.

4.2 Mailing List. The CONSULTANT will establish and maintain a database of elected officials, public officials, agency staff, and key public stakeholders, as appropriate. The database will be used to provide the public with information concerning progress on the project and for notifying the public of meetings and workshops. The Lead Agency and state DOTs will review and provide input on the mailing list.

The initial mailing list will not attempt to include all of the adjacent property owners in the study corridors. The mailing list will be built using data obtained from key public agencies in each MWRRI Phase I state. The CONSULTANT will also contact state DOTs and their local offices for input on local/community leaders and contacts. Public officials will also be asked to provide community leader names during the initial telephone contact. Included in the database will be civic/social service agencies as identified in the community outreach research.

The database will have 2,500+ records at the time of the mailing for the first public workshop/first announcement and could grow to around 25,000 based upon updates and additions being made after each involvement activity, public requests and correspondence.

For budgeting purposes, assume an initial mailing list of 2,500 contacts.

4.3 Phone and Mail Contac/Comment Database. The CONSULTANT will provide a toll-free telephone number for citizens wishing to contact the study team. The telephone service will begin prior to project Scoping and will continue through the completion of the Record of Decision. Telephone and mail contact will be handled by responsible project personnel having expertise in the area of concern. Responses to mail and phone responses will be coordinated with the Lead Agency and appropriate state DOTs. Standard, form letters will be used to the greatest extent possible. All letters will be approved by the state agency in whose state inquiries originate. The CONSULTANT will maintain a correspondence file.

The CONSULTANT will implement a database to track, manage and report on all public comments related to the project. This database shall be used for routine reporting of comments to the Steering Committee, partner agencies and for tracking of all project correspondence to the public.

4.4 Public Scoping and Informational Meetings. The CONSULTANT will conduct two general Public Information Meetings over the course of the project. Given the length of the project corridors, each of these meetings will be conducted in up to ten (10) locations along the project alternative corridors (2 in Wisconsin, 3 in Illinois, 2 in Indiana, 3 in Michigan). Each location will be subject to review and approval by IDOT, INDOT, WisDOT and MDOT prior to selection.

The purpose of the public information meetings will be to provide the general public with information on the project and report study outcomes. The first series of public information meetings would be held near the start of the study process. This meeting would also serve as a Scoping Meeting to help define the alternatives and issues for study in the DEIS, prepared under Tasks 3.0, 4.0 and 5.0 above. The CONSULTANT shall document the outcome of the Scoping process in a Scoping Report. The second series of public information meetings would be conducted following the evaluation of alternatives to inform the public of alternatives screened from further analysis and gather input towards the selection of a preferred alternative. This information would be included in the EIS. It is assumed a formal Public Hearing on that document would be held under Task 5.11.

A number of activities will be undertaken as part of this task. These include activities related to preparing for and conducting the public meetings and are as follows:

- Preparation of a mailing list for information on the projects and these public meetings. This task also includes keeping that list updated throughout the course of the project.
- Preparation and distribution of the required meeting notice for each of the meetings to local clerks. The state DOTs will publish notices in local papers.
- Preparation of a slide show or other explanatory presentation for use in these meetings as well as in some of the other meetings described below.
- Identification and coordination of the meeting location.

- Preparation of explanatory handouts.
- Preparation of explanatory display boards presenting key project information for the meetings. It is anticipated that up to sixteen (16) displays may be required for each of the two series of meetings.
- Preparation of press releases (for individual state DOTs to distribute) and display advertising for each of the meetings.
- Provision of project staff to run the meetings and to meet with the public to answer questions and hear concerns.
- Preparation and distribution of Scoping Report.
- Preparation and distribution of minutes of public involvement meeting summarizing key comments and discussions.
- Preparation of a limited number of special information requests from elected officials attending the meetings.

4.5 Small Group Meetings. The CONSULTANT will conduct up to thirty (40) meetings with small groups located along the project alternative corridors who express interest in learning more about the study and its outcome. These groups are expected to represent a wide variety of interested parties from neighborhood groups concerned about the impact of an alignment on their properties to business groups concerned about the impacts on local business districts. The purpose of this task is to provide information to a broad spectrum in an effective way. This task also includes time for organizing and coordinating these meetings.

4.6 Local and State Public Officials Meetings. The CONSULTANT will conduct up to fifty (50) meetings to brief local and state elected officials on the progress of the study over its life. These meetings are intended to be held generally with a single official rather than a group. The purpose of these meetings is to ensure that elected officials are well informed on the study, its alternatives and the impacts of those alternatives on their constituents. This task also includes time for organizing, coordinating and reporting these meetings. The CONSULTANT will notify the Lead Agency and the appropriate state DOT prior to meeting with any public official in case they might want to attend. A brief e-mail note will be sent to the Lead Agency PM and state DOT contact immediately following the meeting.

4.7 Stakeholder Interviews. The CONSULTANT will conduct up to fifteen (15) key stakeholders early in the course of the study. These meetings are intended to be held generally with business groups, freight railroads and local communities who have an interest in the alternative corridors under consideration. The purpose of these meetings is to ensure that stakeholders are well informed on the study, its alternatives and the impacts of those alternatives. This task also includes time for organizing, coordinating and reporting these meetings. The CONSULTANT will notify the Lead Agency prior to meeting with any public official in case they might want to attend. A brief e-mail note will be sent to the Lead Agency's PM and state DOT contact immediately following the meeting.

4.8 Fact Sheets. The CONSULTANT will prepare up to 4 fact sheets on key issues of public concern. Possible fact sheet issues could include noise/vibration, traffic/safety/grade crossings, parking, property values, economic development, station locations and design and any other relevant issue that continuously appears in the comment response database or during public outreach activities. Fact sheets will be distributed to those communities in which a particular topic may be an issue. Other copies will be used as handouts at meetings and other outreach activities or used to provide project information as requested by the public. Fact sheets are envisioned as one "8 ½" x "11" page, full color, printed front and back. The CONSULTANT and the Lead Agency, with input from the state DOTs, will agree upon the subjects to be covered by the fact sheets.

4.9 Website. The Lead Agency will host the project website. The CONSULTANT will prepare content and layout for the project web page in consultation with the each state a DOT public information officer. The CONSULTANT will provide updated information during key milestones throughout the study to provide an additional avenue to involve/inform the public about the project. The CONSULTANT will assist the Lead Agency (see Task 5.3) as needed in developing responses to posted comments.

4.10 Media Relations. All direct media inquires made to the CONSULTANT will be directed to the Lead Agency. At the direction of the Lead Agency, the CONSULTANT will prepare materials for press releases and other materials for editorial board briefings. The CONSULTANT will also meet with local editorial boards and media outlets up to twelve (12) times during the course of the project.

4.11 Official Public Hearing. The CONSULTANT will conduct one official public hearing on the DEIS. As with the public information meetings described above, the hearing will be held in up to ten (10) locations along the project alternative corridors to facilitate access by the interested public. It is anticipated that officials from the appropriate state DOT will officiate the public hearing in their respective state. The CONSULTANT will hold and staff an open

house prior to the start of the official public hearing to allow attendees time to review display materials.

This task includes preparing notices, display advertising, press releases, preparation of a presentation , handouts and exhibits and making arrangements for hearing locations. This task also assumes making arrangements for court reporters and signing personnel (if requested). The task also includes attendance at the public hearing by key project staff. The official transcript and written material received on the project will be prepared for publication in the Final EIS.

Deliverables:

- Public Involvement Plan
- Scoping and public information meeting materials and minutes
- Scoping Report
- E-mail notes on each small group, public official and stakeholder meeting
- Listing of speaking engagements and media meetings in the Monthly Progress Report
- Fact Sheets
- Website materials
- Public Hearing presentation, handouts and displays
- Public Hearing Log including: legal notice, affidavits of public notice, list of newspapers publishing the notice, distribution list for hearing notice, hearing displays, handouts, presentation, transcripts, written comments and a summary of comments and responses
- Project Correspondence File and database

EXHIBIT 6

CHICAGO PLANNING GROUP LETTER OF SUPPORT

Chicago Region Environmental and Transportation Efficiency Program

CREATE

KEEPING THE GO IN CHICAGO

The Chicago Region Environmental and Transportation Efficiency Program (CREATE) is a first-of-its-kind partnership between the State of Illinois, City of Chicago, Metra and the nation's freight railroads.

A project of national significance, CREATE will $1.5 billion in critically needed rail infrastructure improvements. CREATE will improve the quality of life of Chicago-area residents and increase the efficiency of freight and passenger rail service throughout the region.

FOR MORE INFORMATION, PLEASE VISIT:
www.CreateProgram.org

CONTACT CREATE AT:
CREATE/CTCO
1501 S. Canal
Chicago, IL 60607
312-744-2732 (744-CREATE)

Illinois Department of Transportation CDOT

ASSOCIATION OF AMERICAN RAILROADS

August 20, 2009

Mr. George E. Weber
Chief Rail Bureau
IDOT
2300 S. Dirkson Parkway, Room 339
Springfield, IL 62764

Dear George:

The Chicago Planning Group (CPG), comprised of one member from BNSF, CN, CP, CSX, NS, UP, Association of American Railroads, Metra, Amtrak, BRC, and IHB oversee, as a group, the entirety of the CREATE program and all of its Passenger, Freight and Grade Separation projects.

The Chicago Planning Group understands that the Illinois Department of Transportation, on behalf of the Midwest Regional Rail Initiative, is submitting an application to the Federal Railroad Administration for funding under the American Recovery and Reinvestment Act of 2009 for the Chicago Terminal Limits project. The CPG understands that the Chicago Terminal project is central to the Midwest Regional Rail System and that the terminal limits has been established as Rondout, Porter, Joliet, and Aurora. The CPG further understands that IDOT desires to enter into a cooperative agreement and to collaborate with the Federal Railroad Administration to determine the inherent complex problems within the terminal limits that would constrain efficient operations and to identify solutions that ensure efficient passenger rail operations of the proposed MWRRS.

The CPG, in partnership with IDOT, METRA, Amtrak, and the City of Chicago, is successfully managing the CREATE program. CPG is supportive of the Chicago Terminal Limits project and looks forward to collaborating with FRA, IDOT, and the MWRRI states in this endeavor. As such, the management process currently in place for the CREATE project is flexible enough to provide the necessary management and oversight functions of the Chicago Terminal Limits project. The CPG looks forward to extending our partnership to include the MWRRI states as they move forward to implement modern and efficient passenger rail service in the Midwest.

Sincerely,

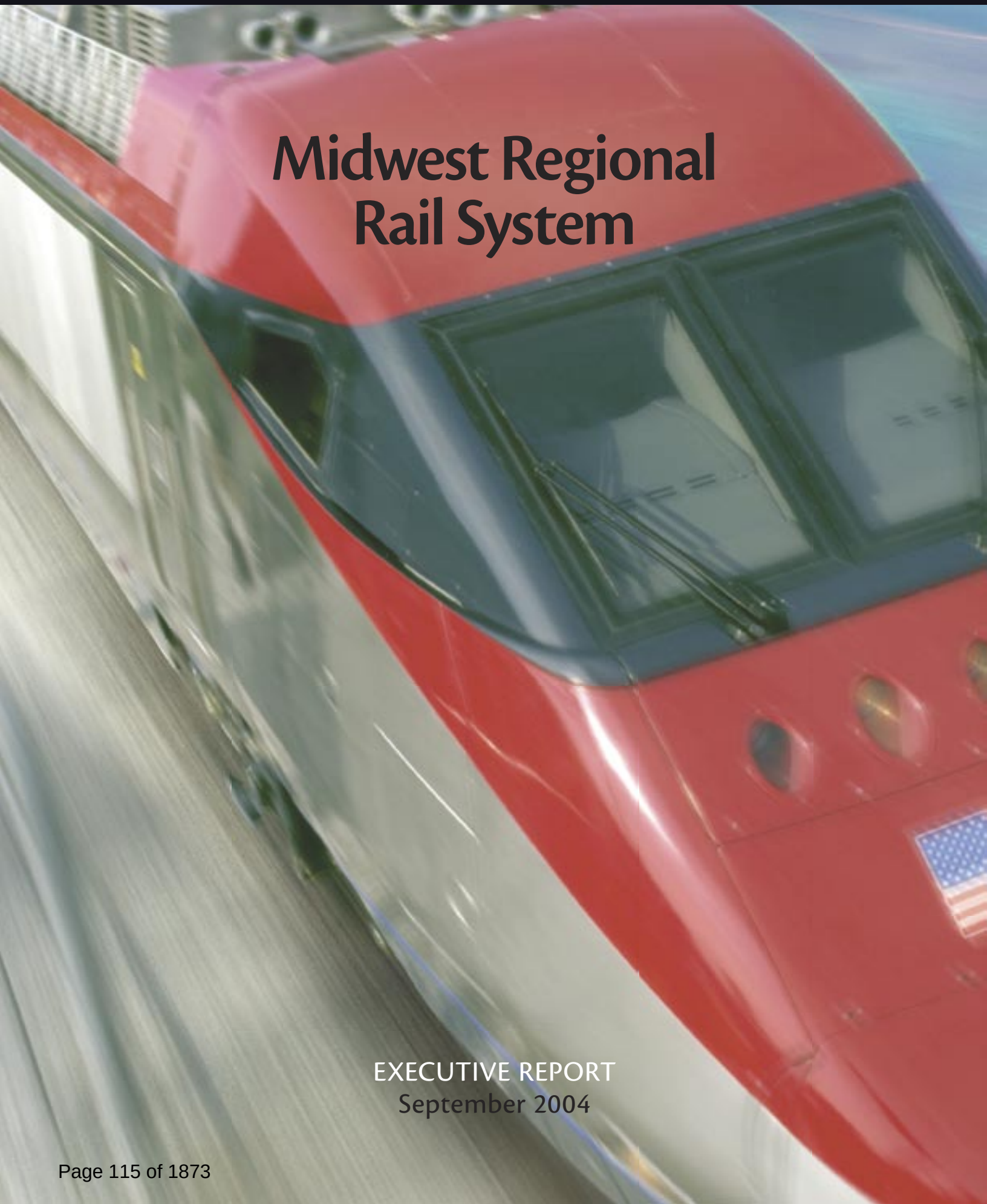
Hugh J. Kiley
NS – AVP Operations
CPG Co-Chairman

Greg N. Garrison
UP - General Supt. – Western Region
CPG Co-Chairman

EXHIBIT 7

MWRRI EXECUTIVE SUMMARY, SEPTEMBER 2004

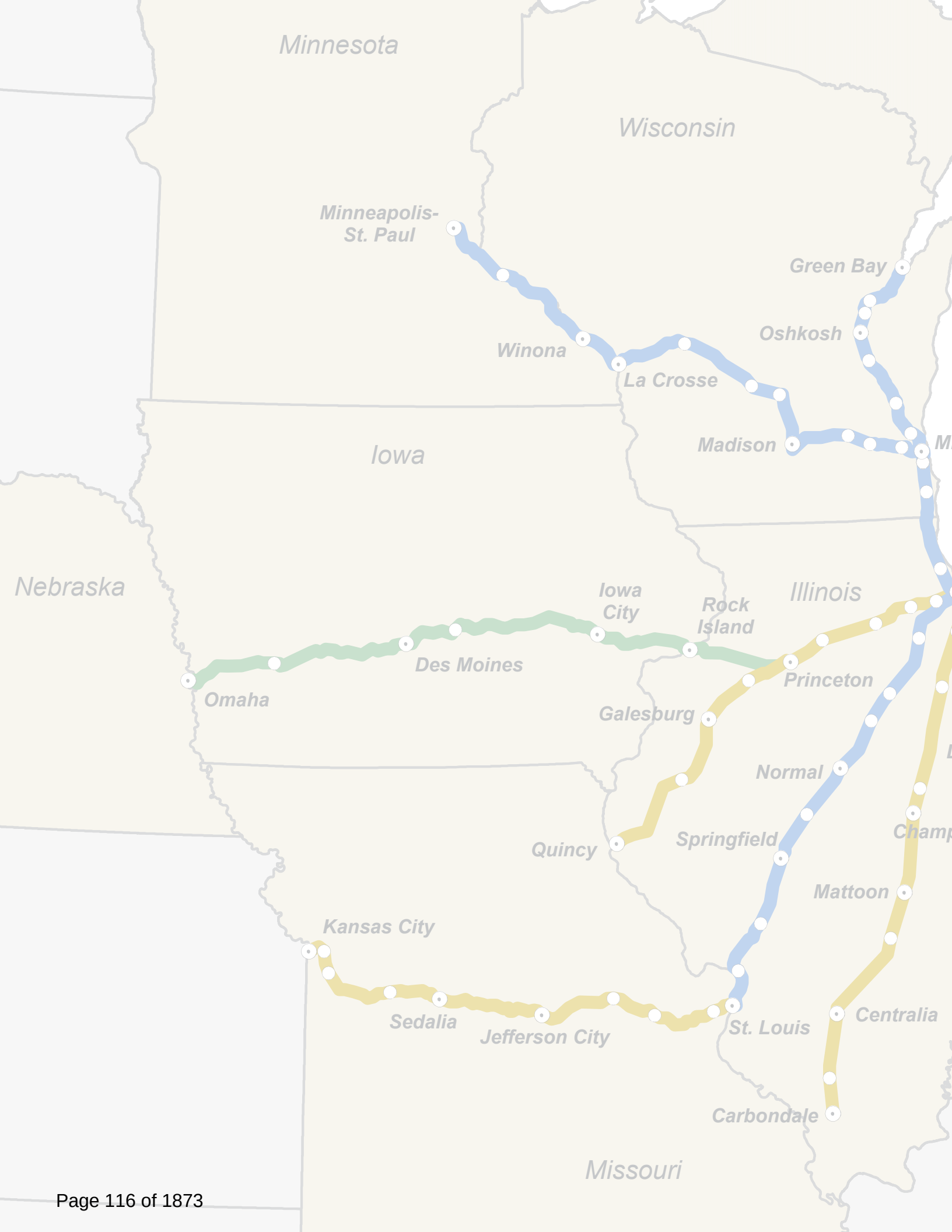
A Transportation Network for the 21st Century



Midwest Regional Rail System

EXECUTIVE REPORT

September 2004


Minnesota
Wisconsin
Minneapolis-
St. Paul
Green Bay
Oshkosh
Winona
La Crosse
Madison
Iowa
Nebraska
Iowa
City
Rock
Island
Illinois
Des Moines
Omaha
Princeton
Galesburg
Normal
Quincy
Springfield
Mattoon
Kansas City
Sedalia
Jefferson City
St. Louis
Centralia
Carbondale
Missouri

Midwest Regional Rail System

EXECUTIVE REPORT

September 2004

Prepared for

Illinois Department of Transportation

Indiana Department of Transportation

Iowa Department of Transportation

Michigan Department of Transportation

Minnesota Department of Transportation

Missouri Department of Transportation

Nebraska Department of Roads

Ohio Rail Development Commission

Wisconsin Department of Transportation

Prepared by

Transportation Economics & Management Systems, Inc.

In association with

HNTB Corporation

The Midwest Regional Rail Initiative (MWRRI) is an ongoing effort to develop an improved and expanded passenger rail system in the Midwest. The sponsors of the Midwest Regional Rail Initiative are the transportation agencies of nine Midwest states—Illinois Department of Transportation, Indiana Department of Transportation, Iowa Department of Transportation, Michigan Department of Transportation, Minnesota Department of Transportation, Missouri Department of Transportation, Nebraska Department of Roads, Ohio Rail Development Commission and Wisconsin Department of Transportation.

This 2004 Executive Report updates prior plans for the Midwest Regional Rail System published in August 1998 and February 2000. This report refines and updates infrastructure and equipment capital cost estimates as well as ridership, revenue and operating cost estimates; it provides further detail related to feeder bus operational requirements; and it further assesses freight rail capacity needs related to the enhancement and expansion of modern passenger service.

A Steering Committee, composed of key staff from each state agency and Amtrak, provided oversight and direction to the consultant team retained to conduct the study. The Wisconsin Department of Transportation served as Secretariat for the Steering Committee.

Transportation Economics & Management Systems, Inc. of Frederick, Maryland, led the consultant team and was responsible for ridership and revenue forecasts, operations planning, financial and economic analysis, institutional arrangements, implementation and business planning, and directing the work of the other members of the consultant team. HNTB Corporation provided the assessment of infrastructure requirements.

Amtrak provided extensive technical support and analysis in all aspects of this study throughout its four-year period. Greyhound Lines, Inc. provided technical assistance in the analysis of feeder bus service. Talgo-Siemens provided technical assistance with regard to train purchase and train maintenance cost estimates. This report was financed, in part, by the states of Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, Ohio and Wisconsin. Greyhound Lines, Inc. and the Federal Railroad Administration (FRA) provided additional funding and support.

Vision: Midwest Regional Rail System

Since 1996, the Midwest Regional Rail Initiative (MWRRI) advanced from a series of service concepts, including increased operating speeds, train frequencies, system connectivity, and high service reliability, into a well-defined vision for creating a 21st century regional passenger rail system. This vision reflects a fundamental change in the manner in which passenger rail service is provided throughout the Midwest. This regional system would use existing rail rights-of-way shared with freight and commuter rail and would connect nine Midwest states to serve their growing populations. A regional system provides the opportunity for efficiencies and economies of scale including better equipment utilization, more efficient employee and crew utilization, and train equipment unit cost savings resulting from volume discounts.

This vision has been transformed into a transportation plan—known as the Midwest Regional Rail System (MWRRS). The primary purpose of the MWRRS is to meet current and future regional travel needs through significant improvements to the level and quality of passenger rail service. The rail service and its stations will also provide a stimulus for joint development in communities served by the system. Based on the updated analysis documented in this report, senior officials from the nine Midwest states continue to confirm that this plan provides a viable framework for developing and implementing this 21st century regional passenger rail system.

"This plan update confirms that the Midwest Regional Rail System continues to provide a viable framework for developing and implementing a 21st century regional passenger rail system."

"The primary purpose of the MWRRS is to meet current and future regional travel needs through significant improvements to the level and quality of passenger rail service."

"A regional system provides the opportunity for efficiencies and economies of scale including better equipment utilization, more efficient employee and crew utilization, and train equipment unit cost savings resulting from volume discounts."

MWRRS Elements

Planned MWRRS elements will improve Midwest travel. The major plan elements include:

- Use of 3,000 miles of existing rail rights-of-way to connect rural, small urban, and major metropolitan areas
- Operation of a "hub-and-spoke" passenger rail system providing service to and through Chicago to locations throughout the Midwest
- Introduction of modern train equipment operating at speeds up to 110 mph
- Provision of multi-modal connections to improve system access
- Improvement in reliability and on-time performance

Proposed Midwest Regional Rail System

*Indiana DOT is evaluating additional passenger rail service to South Bend and to Louisville.
**In Missouri, current restrictions limit train speeds to 79 mph.

Opportunity and the MWRRS

As planned, the MWRRS will improve mobility and stimulate economic development.

It affords the opportunity to:

» Greatly enhance passenger rail service throughout the Midwest

» Achieve significant reductions in travel times and improve service reliability to Midwest areas currently served by passenger rail

» Introduce passenger rail service to Midwest areas currently not served by passenger rail

» Introduce a regional passenger rail system designed to generate revenues which could cover operating costs when it is fully implemented

» Provide major capital investments in rail infrastructure to improve passenger and freight train safety and reliability on shared rights-of-way

» Support economic development activities near stations

Focus of the 2004 Executive Report

Planning for the MWRRS has progressed from the concept stage to the feasibility stage. This Executive Report highlights the findings resulting from a technical review and refinement of major plan elements. These include updates and refinements to:

» Ridership, revenue and operating cost estimates

» Operating plan

» Feeder bus recommendations

» Infrastructure and equipment capital cost estimates

» Freight rail capacity needs analysis

» Implementation plan phasing

» Financial plan

» Project coordination

"The MWRRS:

» Reduces travel time

» Improves service reliability

» Expands regional travel services

» Improves passenger and freight train safety

» Creates development opportunities"

MWRRS Key Assumptions

Successful implementation and operation of the MWRRS requires ongoing dialogue and coordination involving the Midwest state transportation agencies, freight and commuter railroads, railroad labor, funding entities, and the public. The findings and recommendations included in this report are based on several key assumptions. Major changes in these assumptions could alter the projections and economics associated with the MWRRS. These assumptions are:

- Ridership and revenue projections assume the construction of the entire system and introduction of new service and trip times according to the proposed project phasing schedule, and the predicted response from travelers to a fully integrated Midwest Regional Rail System
- Operating plans for passenger train frequencies, schedules, and speeds are achievable through cooperative agreements with the freight railroads, commuter railroads and labor unions
- Infrastructure improvements are dependent upon the freight railroads' and commuter rail operators' commitment to the construction schedule
- Funding for planning, construction, and equipment procurement is available to support the implementation schedule
- Funding support for operations is available during the start-up and implementation period

"Successful implementation and operation of the MWRRS require ongoing dialogue and coordination involving the Midwest state transportation agencies, freight and commuter railroads, railroad labor, funding entities, and the public."

"The MWRRS plan is based on several key assumptions involving:

- *Ridership & revenue estimates*
- *Rail operation plans*
- *Infrastructure improvements*
- *Project funding"*

Travel Market Served

Significantly reduced travel times, increased frequencies, improved service reliability and intermodal connectivity are key to revitalizing passenger rail service in the Midwest. Attributes inherent to the MWRRS will attract a broad ridership market. In 2025, with full implementation of the system, the MWRRS is forecast to annually attract approximately 13.6 million passengers. This level of ridership is estimated to be four times greater than would occur if the existing passenger train service were to be continued without improvement. MWRRS ridership and revenue forecasts were updated using the results of additional and expanded travel market field surveys and the latest 2000 US Census data.

"In 2025, the MWRRS is forecast to annually attract approximately 13.6 million passengers."

"Approximately 90 percent of the Midwest population will be within a one-hour ride of a MWRRS station and/or 30 minutes of a feeder bus station."

For the markets served, the MWRRS will provide a level of service, comfort, convenience, and a wide range of fares that will attract a broad spectrum of travelers. The MWRRS fares will be competitive with air travel and have the potential to generate revenue levels in excess of operating costs after the system's ramp-up period. Average MWRRS fares are estimated to be up to 50 percent higher than current Amtrak fares to reflect improved services.

EXAMPLE ONE-WAY MWRRS FARES

	Estimated Fares	
City Pairs	Non-business	Business
Milwaukee–Chicago	$18	$24
St. Paul–Madison	$55	$73
Green Bay–Chicago	$57	$76
Chicago–Detroit	$45	$60
Grand Rapids–Chicago	$33	$44
Port Huron–Lansing	$21	$28
Toledo–Cleveland	$24	$33
Indianapolis–Cincinnati	$24	$32
Champaign–Chicago	$28	$38
St. Louis–Springfield, IL	$20	$27
Jefferson City–Kansas City	$29	$39
Des Moines–Omaha	$30	$40

Feeder Bus System

Access to the Midwest rail system will be enhanced by the operation of a feeder bus system. The feeder bus network extends the reach of the system to outlying areas. With full implementation of the MWRRS, including the feeder bus system, approximately 90 percent of the Midwest region's population will be within a one-hour ride of a MWRRS rail station and/or 30 minutes of a MWRRS feeder bus station. Feeder bus lines will be privately owned and operated. Operating hours and schedules will be coordinated with train schedules to optimize the bus system's utility and minimize transfer time to MWRRS trains. The feeder bus network and operating plan was developed with the assistance of Greyhound Lines, Inc.

Service Attributes and Travel Market

Collectively, MWRRS train and feeder bus services will provide numerous attributes and benefits:

» A new transportation option in major travel corridors that are experiencing significant levels of congestion

» A time competitive service for short to medium-distance trips

» A transportation choice for smaller communities which do not have or are under-served by commercial air service

» A travel environment conducive to both business and leisure travel

» A means to expand workforce recruitment by employers located in communities served by the MWRRS

» A transportation choice that affords travelers downtown-to-downtown connectivity between major urban centers

» A transportation system for individuals who do not or cannot drive a motor vehicle (e.g. elderly and/or disabled individuals)

"Numerous benefits will be derived from the MWRRS train and feeder bus services, including:

» Availability of a new travel option for short to medium-distance trips

» Downtown-to-downtown connectivity between urban centers

» Means to expand work-force recruitment"

NUMBER OF DAILY ROUND TRIPS

MWRRS Corridors/ City Pairs	Current Amtrak Service	Fully Implemented MWRRS
Chicago–Detroit/Grand Rapids/Port Huron		
Chicago–Detroit	3	9
Chicago–Kalamazoo/Niles	4	14
Kalamazoo/Niles–Ann Arbor	3	10
Ann Arbor–Detroit	3	10
Detroit–Pontiac	3	7
Kalamazoo–Grand Rapids –Holland	0	4
Battle Creek–Port Huron	1	4
Chicago–Cleveland		
Chicago–Cleveland	2*	8**
Chicago–Fort Wayne	0	8
Fort Wayne–Toledo	0	8
Toledo–Cleveland	2*	9
Chicago–Cincinnati		
Chicago–Cincinnati	1*	5
Chicago–Indianapolis	1*	6
Indianapolis–Cincinnati	1*	6**
Chicago–Carbondale		
Chicago–Carbondale	2*	2
Chicago–Champaign	2*	5
Chicago–Carbondale	2*	2
Chicago–St. Louis		
Chicago–St. Louis	3*	8
Chicago–Dwight	3*	8
Dwight–Springfield	3*	8
Springfield–St. Louis	3*	8
St. Louis–Kansas City	2	6
Chicago–Quincy	1	4
Chicago–Omaha		
Chicago–Omaha	1*	4**
Chicago–Naperville	3*	9
Naperville–Rock Island	0	5
Rock Island–Iowa City	0	5
Iowa City–Des Moines	0	5
Des Moines–Omaha	0	4
Chicago–Milwaukee–St. Paul/Green Bay		
Chicago–Milwaukee–St. Paul	1*	6
Chicago–Milwaukee	8*	17
Milwaukee–Madison	0	10**
Madison–St. Paul	0	6
Chicago–Milwaukee–Green Bay	0	7

* Includes Amtrak long-distance trains
** MWRRS route differs from current Amtrak service

Operating Plan

The proposed MWRRS operating plan optimizes the relationship among service levels, estimated ridership, and revenue generated. It consists of a hub-and-spoke operation with Chicago Union Station serving as the system hub. The operating plan dramatically improves service reliability, increases service frequency, and reduces travel times compared to current regional passenger rail services. Depending upon the corridor, round trip frequencies increase between two and five times those offered by existing services. Reductions in travel times range from 30 percent between Chicago and Milwaukee to 50 percent between Chicago and Cincinnati. MWRRS travel times are competitive with auto and provide all-weather service with increased reliability in congested urban corridors. Additionally, the MWRRS service will increase through and connecting trips at Chicago Union Station.

The operating plan results in higher operating efficiencies compared with existing Midwest service by using trains capable of quick turnaround at service endpoints and run-through service in Chicago. Maintenance and service facilities will be strategically located to optimize operating schedules, eliminate maintenance-related service interruptions, and achieve cost efficiencies.

This update reflects a number of refinements to corridor routes, travel times and operating speeds designed to minimize capital costs while maximizing ridership and revenues.

"The operating plan dramatically improves:

- *Service reliability within the region*
- *Frequency of train service*
- *Train travel times compared to auto and existing passenger rail service"*

EXAMPLE TRAIN TRAVEL TIMES (EXPRESS)

City Pairs	MWRRS	Current Service	Time Reduction
Chicago–Detroit	3 hr 46 min	5 hr 36 min	1 hr 50 min
Chicago–Cleveland	4 hr 22 min	6 hr 24 min	2 hr 02 min
Chicago–Cincinnati	4 hr 08 min	8 hr 10 min	4 hr 02 min
Chicago–Carbondale	4 hr 22 min	5 hr 30 min	1 hr 08 min
Chicago–St. Louis	3 hr 49 min	5 hr 20 min	1 hr 31 min
St. Louis–Kansas City	4 hr 14 min	5 hr 40 min	1 hr 26 min
Chicago–Omaha	7 hr 02 min	8 hr 37 min	1 hr 35 min
Chicago–St. Paul	5 hr 31 min	8 hr 05 min	2 hr 34 min
Chicago–Milwaukee	1 hr 04 min	1 hr 29 min	25 min

Financial Performance

A goal of the MWRRS is to improve passenger rail service with public investments in infrastructure and equipment to the point that the need for public operating subsidies are minimized, if not entirely eliminated. All MWRRS corridors are projected to generate sufficient operating revenues to cover operating costs by the year 2025 after the system matures, assuming that the entire system is fully operational and that the MWRRS operating and financial forecasts are achieved.

During the construction and start-up phases, system revenues will not be sufficient to cover all system operating costs. As a result, during this ramp-up period, operating subsidies will be required to support the proposed level of service. A Transportation Infrastructure Finance and Innovation Act (TIFIA) loan—a USDOT federal credit program that provides credit assistance for surface transportation projects of national and regional significance—is the suggested mechanism that should be used to cover operating losses during the initial start-up years. The 35-year payback permitted by this federal program enables the loan to be retired using future system revenues.

Retail space rental and commercial advertising within larger passenger stations, as well as same day express parcel delivery service, have the potential to generate additional revenue not included in the MWRRS financial forecast. These revenue-producing sources will further strengthen the MWRRS' financial viability.

"A goal of the MWRRS is to improve passenger rail service with public investments in infrastructure and equipment to the point that the need for public operating subsidies are minimized, if not entirely eliminated."

"During the construction and start-up phases, system revenues will not be sufficient to cover all system operating costs and subsidies will be required."

"All MWRRS corridors are projected to generate sufficient operating revenues to cover operating costs by the year 2025 after the system matures, assuming that the entire system is fully operational...."

Forecast Operating Costs

As planned, the MWRRS will be a cost-effective system to operate, and its financial performance is expected to improve as the system matures. The regional connectivity of the MWRRS in general, and the efficiencies of its operating plan in particular, are the foremost reasons why the system is expected to be cost-effective. Reduced travel times result in operating more train miles per hour of service. Since the largest component of annual operating costs is attributable to labor, when labor is used more productively, operating costs decline on a train-mile basis.

The use of advanced train technology reduces per mile operating costs and maintenance costs. Although system operating costs incorporate current Amtrak labor work rules and labor rates, service-related productivity improvements, such as lower equipment maintenance costs, faster equipment turnarounds, and better crew utilization serve to contain operating costs. In this update, operating cost estimates were carefully reviewed and updated to reflect the latest industry experience. Particular emphasis was given to refining train equipment maintenance and track maintenance costs—two major operating cost items.

"The MWRRS operating plan and train speeds are integral to the system's overall cost effectiveness, as well as the system's reliability and regional connectivity."

OPERATING REVENUES, COSTS AND OPERATING RATIO

MWRRS Summary Financial Statistics	Operating Revenue (Millions of 2002 $)		Operating and Maintenance Cost (Millions of 2002 $)		Operating Ratio*	
	2014	2025	2014	2025	2014	2025
Chicago–Detroit/Grand Rapids/Port Huron	$113	$129	$95	$97	1.18	1.32
Chicago–Cleveland	$50	$66	$56	$58	0.88	1.15
Chicago–Cincinnati	$53	$61	$40	$41	1.32	1.49
Chicago–Carbondale	$22	$25	$22	$22	0.99	1.11
Chicago–St. Louis	$61	$71	$47	$49	1.30	1.46
St. Louis–Kansas City	$35	$47	$34	$35	1.05	1.32
Chicago–Quincy/Omaha	$53	$61	$59	$60	0.90	1.02
Chicago–Milwaukee–St. Paul/Green Bay	$141	$172	$99	$104	1.42	1.65
Midwest Regional Rail System Total	**$528**	**$632**	**$453**	**$466**	**1.17**	**1.36**

*Operating revenue divided by operating and maintenance costs

Capital Costs

MWRRS capital costs include two major components—infrastructure and train equipment. The total capital investment in these two areas required for the MWRRS is estimated to be $7.7 billion (in 2002 dollars).

Train Equipment

Advanced passenger train technology enhances the utility and attractiveness of the proposed MWRRS. Travel time reductions, increases in train frequency, improved service and reliability, and modern equipment attract the attention of travelers, increase the competitiveness of rail travel with other means of transportation, and establish the MWRRS as a new mode choice for business and non-business travelers.

The MWRRS-selected train technology will:

- Permit travel at speeds up to 110 mph
- Significantly reduce train travel times
- Provide safe, reliable, comfortable, and convenient service
- Offer on-board amenities for business and leisure travelers such as comfortable seating, food service and 110 volt plug-ins for cell phones and computers
- Offer operations and maintenance cost savings

Fleet Composition

The proposed operating plan requires 63 trainsets, including spares. Train equipment for the entire system will cost approximately $1.1 billion. This cost estimate reflects a volume discount achieved by procuring the equipment on a system—rather than a corridor—basis and by manufacturing the train equipment in the Midwest. The updated equipment cost estimates were obtained from established multi-national manufacturers as part of an on-going MWRRI equipment evaluation effort. These estimates benefited from the experience gained in the development of a MWRRI equipment specification by the Midwest states and Amtrak.

Infrastructure Improvements

Track Improvements

Based on a comprehensive engineering review and refinement process, the infrastructure improvements required to implement the MWRRS are estimated to cost $6.6 billion. Major capital improvements include track replacement and upgrades, additional sidings, signal and communications systems, and highway-railroad grade-crossing improvements as necessary to support intercity passenger speeds of up to 110 mph as well as concurrent freight and commuter rail operations.

The infrastructure capital cost estimates in this 2004 plan update are substantially more than those cited in the prior year 2000 report. The increased infrastructure cost estimates are based on a better understanding of infrastructure improvements required to accommodate freight rail capacity needs, the inclusion of updated equipment maintenance facility cost estimates and the results of recent planning conducted by the MWRRI states.

Cost estimates and other results from more detailed planning and preliminary engineering studies addressing key MWRRS corridor segments have been incorporated. These studies include: the Milwaukee–Madison Corridor Study, the Milwaukee–Green Bay Corridor Study, the South of the Lake Passenger Rail Study addressing improvement needs in Illinois, Indiana and Michigan, and a Chicago–Cleveland Route Alternative Study sponsored by Ohio and Indiana.

MWRRS Capital Investment by Corridor

The 3,000-mile rail network to be used by the MWRRS is largely in good condition. Freight railroads own the majority of the system. Amtrak and Chicago's commuter rail operator, Metra, own the remainder. Amtrak uses some of the lines for its various passenger services. The rail infrastructure must be improved and enhanced to integrate the proposed MWRRS onto the existing rail network and simultaneously preserve the integrity of current and future freight and commuter operations.

MWRRI CAPITAL INVESTMENT BY CORRIDOR (MILLIONS 2002 $)

Corridor	Infrastructure	Train Equipment	Total
Chicago–Detroit/Grand Rapids/Port Huron	$873	$234	$1,106
Chicago–Cleveland	$1,187	$152	$1,338
Chicago–Cincinnati	$606	$101	$707
Chicago–Carbondale	$232	$51	$283
Chicago–St. Louis	$445	$115	$560
St. Louis–Kansas City	$893*	$86	$980
Chicago–Quincy/Omaha	$638	$167	$806
Chicago–Milwaukee–St. Paul/Green Bay	$1,638	$222	$1,860
Chicago Terminal and Waterford Shop	$60	-	$60
TOTAL	**$6,572**	**$1,128**	**$7,700**

*Estimate subject to additional analysis and refinement.

Benefits Associated with Infrastructure Improvements

Numerous benefits will be derived from MWRRS-related infrastructure improvements, including:

- Operation of passenger trains at speeds up to 110 mph
- Reliable, frequent, and convenient passenger train arrivals and departures as a result of increased track capacity and signal system improvements
- System operation consistent with freight railroad policy and FRA safety regulations
- Modern and spacious station facilities and amenities for passengers
- Safety improvements to highway-railroad grade crossings
- Operational, safety and capacity benefits to freight railroads from improved track and signals

"The MWRRS is estimated to generate an additional $2.6 billion in public/private sector investments to improve and increase amenities in stations and promote sound development and job growth in adjacent areas."

Train Control Systems

A state-of-the-art train control system is proposed both as a collision avoidance and train traffic management tool. This system will be designed to improve operating safety, track capacity, and coordination among intercity passenger, freight and commuter rail operations.

Highway-Railroad Grade Crossings

Improvements to highway-railroad grade crossings, through a combination of technology improvements, visibility improvements, fencing, and some closures are part of the MWRRS infrastructure improvement program. Improvements are designed to enhance train, motor vehicle, and pedestrian safety. The highway-railroad grade crossing improvements proposed in this plan were developed in accordance with FRA guidelines.

Passenger Stations

Passenger station costs include the construction of new facilities where none now exist, as well as the refurbishment of existing stations. Improvements will be made to Chicago Union Station, the hub station for the system, as well as regional and local stations. Planned improvements are intended to enhance the aesthetics of MWRRS stations, their functionality, and their ability to support potential station-related, income-producing improvements. The $7.7 billion public investment in the MWRRS is estimated to generate an additional $2.6 billion in public/private sector investment to improve and increase amenities in stations and promote sound development patterns and job growth in adjacent areas.

Financing the Required Capital Investment

The MWRRS capital improvement program is estimated to cost $7.7 billion (in 2002 dollars) phased over a 10-year implementation period. The funding plan consists of a mix of funding sources including federal grants and loans, state funds, and other revenue generated from system-related activities, such as joint development proceeds.

While the capital investment required is substantial, the goal of obtaining sufficient capital funding is achievable. A coordinated and active effort involving each state, private sector representatives, and local elected officials will be required to ensure the system's implementation.

"A $7.7 billion capital investment is required to implement the MWRRS. Funding this level of investment requires:
- *Federal funds*
- *State funds*
- *Private sector funds"*

Federal funding will be the primary source of capital funds. A major, multi-year funding program will be necessary to guarantee that federal funds are available to the project consistent with the implementation schedule. The MWRRS Plan is based on the establishment of an 80/20 federal/state funding program like those that already exist for highways, transit and airports. Some of the Midwest states are currently using federal funds to implement MWRRS components such as highway-railroad grade crossing safety improvements. The strategic financial plan also assumes that Federal Full Funding Agreements, Grant Anticipation Notes and Transportation Infrastructure Finance and Innovation Act (TIFIA) loans can be used to ensure a steady flow of federal funds in order to maintain the implementation schedule.

KEY ASSUMPTIONS UNDERLYING THE STRATEGIC FINANCIAL PLAN

- *A dedicated, multi-year federal capital funding program for infrastructure and equipment will be required.*
- *The MWRRS Plan is based on the establishment of an 80/20 federal/state funding program like those that already exist for highways, transit and airports.*
- *States will match federal funding for infrastructure improvements and operating equipment.*
- *Where feasible, private sector financing to augment public-sector investments will be obtained.*

Proposed Implementation Schedule

The proposed implementation schedule reflects a 10-year phasing of MWRRS corridor segments. This 10-year phasing program is based on a conceptual analysis of the system's operations, engineering, and environmental requirements and issues.

The following principles were used to assemble the proposed implementation plan:

» Service is to be implemented consistent with market demand and each state's financial capacity to implement each phase

» Corridor segments with the highest potential ridership per dollar invested are to be implemented first

» Broad geographic coverage is to be achieved as early as possible

» Branch lines, which are expected to generate less revenue, are to be introduced in the later implementation phases when most of the corridors generate revenues in excess of operating costs

Additionally, ridership and revenue forecasts generated for the MWRRS were analyzed to identify the strongest performing corridors and to identify synergies between corridors in terms of rider travel patterns, level of ridership, operations, and network connectivity. The implementation and capital upgrade plan for the MWRRS was based on input from freight and commuter rail operators. Additional environmental analysis, preliminary engineering and final design work will also have to be completed. This MWRRS plan represents an important first step in an increasingly more detailed and project-specific planning and negotiation process, which must be conducted jointly with freight and commuter railroads.

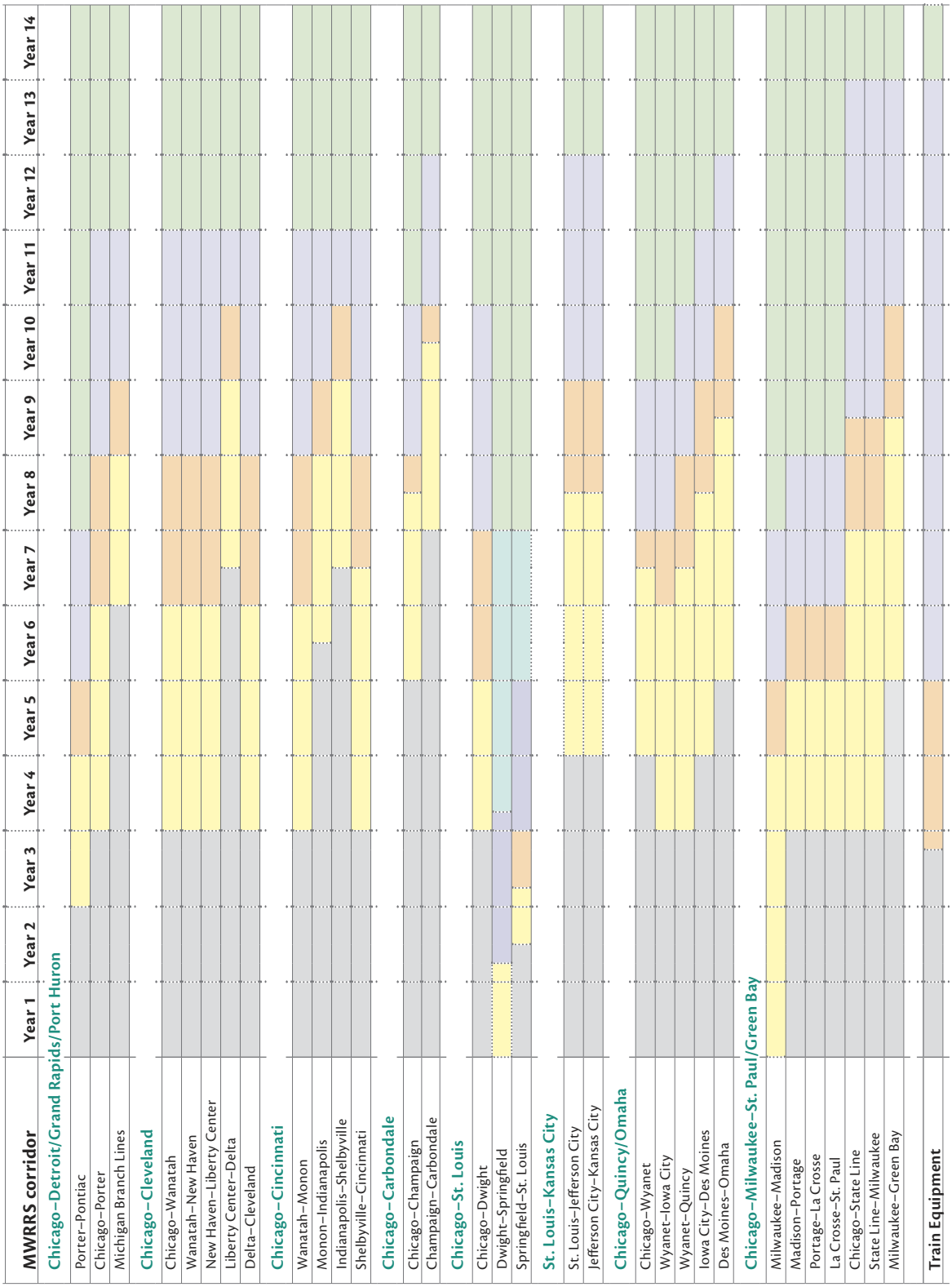
"The MWRRS implementation plan reflects an incremental approach to capital improvements and service introductions. The proposed phasing ensures:

» Strong system start-up in terms of ridership and revenue

» Increasing ridership and revenue as the system becomes operational."

"The implementation and capital upgrade program was based on input from freight railroads and commuter operators. This MWRRS plan represents an important first step in an increasingly more detailed and project-specific planning and negotiation process, which must be conducted jointly with freight railroads and commuter operators."

MWRRS Implementation Schedule



Project Coordination

The phased implementation of the MWRRS will result in various states performing different activities during the same year. For example, during the initial phases of the MWRRS implementation, Illinois, Michigan, Minnesota, Missouri, and Wisconsin will perform construction-related activities while Indiana, Iowa, Nebraska, and Ohio will engage in design, environmental studies, and pre-construction activities. To properly support these activities, the management and institutional structures required for the MWRRS must be flexible and evolve over time to respond to the changing needs of the states as their corridor(s) progress from planning to revenue service.

The actual pace of this phasing hinges upon the capability of each state to proceed with project implementation activities. Since federal funding is the predominant funding source for infrastructure improvement costs, the MWRRS management structure will evolve over time in response to the level of funding and the complexity of the system being managed.

MWRRS State Coordination

The MWRRI Steering Committee, comprised of state and Amtrak representatives, has managed the concept and feasibility planning activities over the past several years. This steering committee should continue through the initial years of project implementation. Its role, however, will evolve from planning, coordination and review to one that is more involved in project funding, satisfying grant requirements, and addressing implementation issues. At this juncture in the MWRRI, it is essential that a strong working relationship be forged between the states, federal and local governments, Amtrak, freight and commuter railroads, and railroad labor to ensure that system needs are identified and that the underlying principles of the MWRRS vision are incorporated into the actual service provided.

"MWRRS management requirements will evolve at a pace consistent with system implementation. Ultimately, a joint agreement addressing state responsibilities will be required."

Implementation of the MWRRS will remain the responsibility of the states. Once operational, states might find it advantageous to either broaden the roles and responsibilities of the MWRRI Steering Committee or take action to establish a formal organization charged with operations and system oversight. There are various institutional structures in the Midwest and in other parts of the U.S. that can serve as models for multi-state coordination. These models range from ad hoc multi-state committees, to committees established by multi-state agreement, to a Joint Powers Authority established through legislative authority.

Financial and Economic Benefits

An economic analysis was completed for the MWRRS in its February 2000 Plan using the same criteria and structure used by the Federal Railroad Administration (FRA) in its 1997 study, *High-Speed Ground Transportation for America*. This MWRRS analysis generated a benefit to cost ratio of 1.7. The FRA, in the above study, independently confirmed that a Midwest rail passenger system offers the highest level of economic benefit associated with rail investment anywhere in the U.S. except for Amtrak's Northeast Corridor.

The system will also generate resource savings in automobile operating costs, airport and highway congestion relief, and reduced energy usage and exhaust emissions. The extensive regional passenger rail network and the connectivity that it provides will afford an attractive travel choice that could result in reduced automobile trips for commuting, business, and leisure purposes.

"The MWRRS generates a favorable benefit to cost ratio."

"Independent FRA analysis supports the conclusions of the MWRRS plan, recognizing the system's:

- *Potential financial return*
- *Economic benefits that could be derived."*

Other Benefits

MWRRS enhances the Midwest region's existing transportation system:

» Provides an attractive passenger rail system with vastly reduced travel times, and enhanced service frequencies and regional connectivity

» Provides a transportation choice that affords travelers downtown-to-downtown connectivity between major urban centers

» Provides an alternative to highway travel and reduces congestion, energy use and emissions

"The MWRRS is an attractive regional travel option."

"The MWRRS is a reasonable public and private investment."

"The MWRRS investments lead to spin-off financial and economic benefits relating to:

» Freight and commuter rail operations

» Community development

» Job creation."

"The MWRRS will generate over 2,000 new permanent rail operating, equipment maintenance, and track maintenance jobs, and approximately 8,000 construction jobs."

MWRRS is a reasonable public and private investment:

» Total capital cost of $7.7 billion over a 10-year phasing plan
- Recommended 80 percent federal share
- 20 percent state share

» Revenues are maximized and operating costs are minimized with a goal of minimizing or eliminating state subsidies after the system is fully built out and the system ramp-up period is completed
- Estimated 13.6 million passengers annually in 2025

MWRRS investments lead to spin-off benefits:

» Freight and Commuter Rail Improvements
- Increased train speeds and improved highway-railroad grade crossing safety resulting from track capacity and signalization improvements

» Community Development
- Impetus for new station and station-area development opportunities and retail opportunities
- Improved transportation choices for regional travelers

» Job Creation
- 2,000 permanent jobs
- 8,000 construction jobs

The Path Forward

A series of short and long-term actions are necessary to advance the MWRRS plan towards implementation. Key actions are summarized below:

A National Federal Passenger Rail Funding Program

A key requirement for the success of the Midwest Regional Rail Initiative is Congressional passage of a federal passenger rail funding program. Such a program should be patterned on the already successful federal/state partnerships, which provide funding for our nation's highways, airports and transit systems.

A dedicated and independent passenger rail program is needed to ensure that funding will not be drawn away from the other modes. A multi-year funding commitment is needed because passenger rail projects, like other infrastructure projects, generally require multiple years from beginning to end. The program should provide an 80/20 federal/state cost share like that provided to the other modes. It should provide funding directly to states with strong preference given to regional balance. The funding level for a federal passenger rail program should reflect the significant regional funding needs that have been documented by the MWRRS Plan and similar state and national studies.

"The MWRRS is a key component in order to achieve a 21st century transportation system."

The creation of such a program will provide a level playing field for all of the transportation modes. Developing support in Congress for such a program is the highest priority MWRRS Plan implementation activity that can be undertaken and a regional advocacy program will be required.

Project Advocacy

Efforts should continue to build a coalition of regional stakeholders to solicit active support for the MWRRS and secure the required levels of state and federal funding. This effort should focus on making the U.S. Congress and Executive Branch aware of the important role that enhanced passenger rail service can play in addressing regional mobility and economic development needs and the critical need for federal funding. The regional stakeholder coalition should continue to involve elected officials—mayors, legislators, governors, and members of Congress—as well as private sector advocates and the general public. This effort can build on a number of initiatives in the Midwest to form passenger advocacy groups such as The Midwest Business Coalition for High Speed Rail, a MWRRI Mayor's Coalition, The Midwest Interstate Passenger Rail Commission, The Midwest High Speed Rail Association and The States for Passenger Rail Coalition. Efforts can also be undertaken to coordinate Congressional advocacy efforts with other regional coalitions such at those representing the Southeastern, Northeastern and Gulf states.

Shared Rail Rights-of-Way

A continuing dialogue with the freight railroads and commuter operators is needed to negotiate agreements on planned right-of-way improvements, the use of shared rights-of-way, and potential adjustments/refinements required to accommodate freight, commuter rail, and proposed MWRRS operating schedules.

Readiness to Proceed

Efforts should continue by the states to ensure that passenger rail projects are "funding ready". Several states have already proceeded with corridor environmental assessments and impact statements, as well as preliminary engineering studies. These activities should continue. Actions should also commence to gain federal agency funding to conduct a system-wide environmental review as necessary to satisfy National Environmental Policy Act (NEPA) requirements and to position the MWRRS project for receipt of federal grant funds and TIFIA loans.

"Short-term and long-term actions required to advance the MWRRS towards implementation include:

- *A coordinated advocacy program to develop Congressional and Executive level support for a dedicated, multi-year federal funding program.*
- *Advocacy for an 80/20 federal/state grant share in such a program as well as a predominant state role in project management and delivery.*
- *A cooperative partnership with the freight and commuter railroads."*

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EXHIBIT 8

MWRRI PROJECT NOTEBOOK CHAPTER 11 REPLACEMENT

NOVEMBER 2006

Midwest Regional Rail Initiative Project Notebook - Chapter 11*

*Replacement for June 2004 version

PREPARED FOR

Illinois Department of Transportation
Indiana Department of Transportation
Iowa Department of Transportation
Michigan Department of Transportation
Minnesota Department of Transportation
Missouri Department of Transportation
Nebraska Department of Roads
Ohio Rail Development Commission
Wisconsin Department of Transportation
Amtrak

MWRRI

PREPARED BY

Transportation Economics & Management Systems, Inc.

IN ASSOCIATION WITH

HNTB

November 2006

Executive Summary

Summary Results

The Midwest Economic Analysis consists of three independent assessments.

1. An analysis of demand side user benefits as defined by the Federal Railroad Administration (FRA) for high-speed rail economic evaluation.

2. A supply side analysis of economic benefits designed to identify the community benefits in terms of long-term jobs, income and property value increases. This analysis uses the TEMS Economic Rent analysis.

3. An assessment of the transfer benefits achieved by the Midwest Regional Rail Initiative (MWRRI) system as a result of investing of Federal dollars in the construction of the MWRRI. The assessment uses the Department of Commerce BEA RIMS II Model.

The key results of the analysis are -

- **User Benefits:** The MWRRI project produces a 1.8 Benefits to Cost ratio and generates $23 billion benefit. The benefit to cost ratio shows the value of the MWRRI and its return represents one of the highest for any regional rail system in the U.S.

In terms of the distribution of benefits and economic impacts, the states will benefit as follows -

State	Benefit
Illinois	30-40 percent
Wisconsin	15-20 percent
Michigan	10-15 percent
Indiana	10-15 percent
Minnesota	5-10 percent
Missouri	5-10 percent
Ohio	5-10 percent
Iowa	2-3 percent
Nebraska	1-2 percent

- **Community Benefits:** The MWRRI generates -
  - Nearly 58,000 permanent new jobs (over 1.7 million person years of employment over the life of the project) across nine states of the Midwest,
  - $1.096 billion dollars of extra household income ($46 per year for every household) across the nine state MWRRI region,
  - $4.911 billion dollars of increased joint development potential in the 102 station cities served by the MWRRI system in the nine states.

- **Construction Spending Impacts:** The investment of federal funds in the Midwest region generates a regional economic impact in the nine Midwest states of -

- 152,000 person years of work during the construction period. This is equivalent to an average of 15,200 full-time jobs annually during the 10-year construction period (construction plus other industry jobs).

- $5.3 billion of increased earnings over the construction period.

- $16.9 billion of increased output by the region's businesses during the construction period

Conclusion

The nine Midwest states have much to gain from the MWRRI program.

- While demand side user benefits and supply side community benefits cannot be added together, they are in fact two ways of expressing the same benefits. The MWRRI will provide both a significant improvement in regional mobility (user benefits) and a very large stimulus to the region's economy (community benefits).
- From both a Federal and state perspective, the MWRRI is a major boost in the economy of the nine state region and the U.S. economy. The project gives an 80 percent economic return on investment over the life of the project.
- From a nine state regional perspective (although not a U.S. perspective) the effect of the MWRRI is to -
  - Create productivity improvements for business because of improved transportation connections that will create nearly 58,000 new jobs or some 1.7 million person years of work, raise household income by over $1 billion per year and create at least $4.5 billion of Joint Development potential at the 102 estimated station locations of the MWRRI.

  - Create construction spending impacts of an average of 15,200 full-time jobs annually during the 10-year construction period (construction plus other industry jobs) or some 152,000 person years of work over 10 years, raise earnings by $5.3 billion over the construction period, and increase regional output by $16.9 billion or over twice the project cost over the construction period.

If the MWRRI project costs the nine states $2 billion (in 2002$) over 10 years (average annual cost 200 million) the return to the states will be an eleven fold increase in economic benefit (based on a Benefit Cost assessment) and as much as 14 fold return if "transfer benefits" from the Federal Government are considered. It should be noted that state and local tax revenues for MWRRI states would increase on the order of $750 million over the life of the project, equivalent to at least 30 percent of the project cost to the states.

11. Benefit Cost and Economic Analysis

11.1 Introduction

The MWRRS will provide a wide range of benefits that contribute to economic growth and strengthen the region's manufacturing, service, and tourism industries. It will improve mobility and connectivity between regional centers and smaller urban areas, and create a new passenger travel alternative. The train stations will incorporate multimodal systems, connecting bus and rail networks to the MWRRS and make public transportation services accessible to approximately 80 percent of the region's 65 million residents.

The expected economic benefits to be derived from the MWRRS were updated using the TEMS *RENTS*™ Model and the Department of Commerce, BEA, RIMS II Model. As a result, the analysis includes three distinct assessments -

- A consumer surplus analysis of user benefits as required by the FRA to obtain Federal financing of intercity rail projects.
- An Economic Rent analysis to measure how user benefits are translated into supply side benefits such as increased employment and income.
- An Input-Output analysis to identify the transfer payment benefits of a major investment like the MWRRI (cost $7.7 billion in 2002 dollars) on the economy in terms of temporary construction and permanent operating jobs.

11.1.1 Consumer Surplus

This analysis uses the same criteria and structure as the 1997 Federal Railroad Administration/U.S. Department of Transportation (FRA/USDOT) study, High-Speed Ground Transportation for America[1]. In that study, costs and benefits were quantified in terms of passenger rail system user benefits, other-mode user benefits, and resources benefits. As a result, this analysis is merely an update of the earlier analysis carried out in the "2000 Plan" Phase of the MWRRI work program.

11.1.2 Economic Rent

The supply side benefit of the MWRRS is measured by the increased productivity of the Midwest economy. Increased productivity comes from the improved connectivity and regional mobility provided by the MWRRS and correlates to the level of consumer surplus identified in the FRA Cost/Benefit analysis. The improved accessibility benefits measured by consumer surplus can also be expressed in terms of direct economic benefits to communities; it shows in what manner the improved accessibility provided by the MWRRS will eventually be realized in terms of supply side benefits to communities. The RENTS™ Model measures these supply side benefits and demonstrates how each dollar of consumer surplus user benefits translates into increased jobs, incomes and property values. Note that the Economic Rent analysis simply shows how the MWRRS user benefits will be expressed on the supply side of the economy. Accordingly the Economic Rent results are not additive to the consumer surplus benefit, but are simply another way of expressing the same consumer surplus benefit that was identified in the FRA Cost/Benefit analysis

[1] The report is available online on www.fra.dot.gov/Downloads/RRDev/cfs0997all.pdf

11.1.3 Input/Output

The construction impacts of the MWRRS will constitute a significant investment in the Midwest by the Federal government, if the currently anticipated 80/20 funding split is maintained through the construction phase of the project. This Federal investment would comprise a major transfer payment to the Midwest that would significantly increase total spending within the Midwest economy. While the spending of federal dollars cannot be expressed as a benefit to the U.S. economy, the investment might well have been made elsewhere rather than in the Midwest. However, it is clear that such an investment choice on the part of the Federal government will have a significant economic impact on the local Midwest economy. To estimate the economic impact of the additional federal construction spending in the Midwest, an analysis was performed using the Bureau of Commerce, BEA, RIMS II economic model.

11.2 User Benefits

The expected user benefits will be derived from several sources. These include the following:

- MWRRS User Benefits: The reduction in travel times that users of the MWRRS receive
- Benefits to Users of Other Modes: The reduction in travel times and costs that users of other modes receive as a result of lower congestion levels
- Resource Benefits: Savings in other mode costs and reductions (savings) in emissions as a result of travelers being diverted from air, bus and auto to the MWRRS

11.2.1 MWRRS User Benefits

The analysis of user benefits for the MWRRS is based on a measurement of the improvements in generalized cost of travel, which includes both time and money provided by the MWRRS. Time is converted into equivalent monetary values by the use of Values of Time. The Values of Time (VOT) used in this study were derived from stated preference surveys conducted in this and previous study phases, and used in the *COMPASS*™ Multimodal Demand Model for development of the ridership and revenue forecasts. These VOTs are consistent with previous academic and empirical research and with other transportation studies conducted by TEMS.

Benefits to users of the MWRRS are measured as the sum of system revenues and consumer surplus, which is the additional benefit, or *surplus* individuals receive when they purchase a commodity or service. Consumer surplus is used to measure the demand side impact of a transportation improvement on users of the service. It is defined as the additional benefit consumers receive from the purchase of a commodity or service (travel), above the price actually paid for that commodity or service. Consumer surpluses exist because there are always consumers who are willing to pay a higher price than that actually charged for the commodity or service, *i.e.*, these consumers receive more benefit than is reflected by the system revenues alone.

Revenues are included in the measure of consumer surplus as a proxy measure for the consumer surplus foregone, because the price of rail service is not zero. This is an equity decision made by the FRA to compensate for the fact that highway users don't have to pay for use of the road system (the only exception being the use of toll roads). FRA's decision recognizes that operating revenues are in fact a portion of consumer surplus benefits that have been transferred from the rail user to the rail operator. The benefits apply to existing rail travelers as well as new travelers who are induced (those who previously did not make a trip) or diverted (those who previously used a different mode) to the new passenger rail system.

The *COMPASS*™ Demand Model estimates consumer surplus by calculating the increase in regional mobility, traffic diverted to rail, and the reduction in travel cost measured in terms of generalized cost for existing rail users. The term generalized cost refers to the combination of time and fares paid by users to make a trip. A reduction in generalized cost generates an increase in the passenger rail user benefits. A transportation improvement that leads to improved mobility reduces the generalized cost of travel, which in turn leads to an increase in consumer surplus.

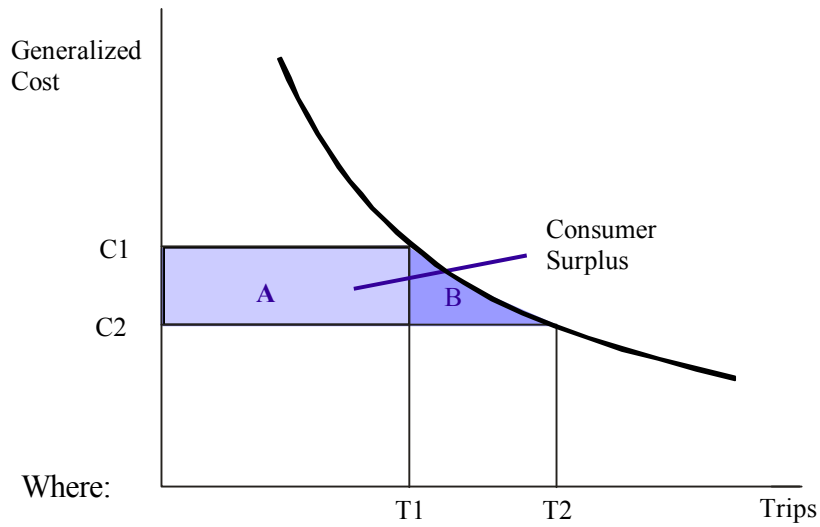
It should be noted that passenger rail fares used in this analysis are those used for development of the MWRRS financial projections and operating ratios. As a rule, these fares are slightly lower than the average optimal fares derived from the revenue-maximization analysis that was performed for each MWRRS corridor. Charging slightly less than the revenue-maximizing fare greatly increases the ridership and consumer surplus associated with the system without reducing the revenues by very much. User benefits incorporate both the measured consumer surplus ($8.9 billion) and the system revenues ($8.3 billion)*.

Exhibit 11.1 presents a typical demand curve in which Area A represents the improvement in consumer surplus resulting from generalized cost savings for existing rail users, while Area B represents the consumer surplus resulting from induced traffic and trips diverted to rail.

Exhibit 11.1
Consumer Surplus Concept

The formula for consumer surplus is as follows:

Consumer Surplus = $(C_1 - C_2)*T_1 + ((C_1 - C_2)*(T_2 - T_1))/2$



Where:

C_1 = Generalized Cost users incur before the implementation of the system

C_2 = Generalized Cost users incur after the implementation of the system

T_1 = Number of trips before operation of the system

T_2 = Number of trips during operation of the system

11.2.2 Other Mode Benefits

In addition to rail-user benefits, travelers by auto or air will also benefit from the MWRRS as the system will contribute at the margin to highway congestion relief and reduced travel times for users of these other modes. For purposes of this analysis, these benefits were measured by identifying the estimated number of air and auto passenger trips diverted to rail and

* Calculated, 40-year NPV at 3.9%.

multiplying each by the benefit levels used in the FRA/USDOT study, *High-Speed Ground Transportation in America*. Note that the FRA study covered only five Midwest states (Illinois, Indiana, Missouri, Michigan and Wisconsin) while the MWRRI study covers nine states (adding Iowa, Minnesota, Nebraska, and Ohio).

Airport Congestion

Using projections from the *COMPASS*™ Model, benefits to air travelers resulting from reduced air congestion were identified by estimating the number of passenger air trips diverted to rail in 2020 (the comparable year for the FRA study). The air-connect model, developed specifically for this study, estimates that 1.3 million air trips will be diverted to the MWRRS, slightly higher than the 1.23 million trips projected in the "1998 Plan" MWRRI Study. This compares to the FRA estimate of 2 million diverted air trips expected to result from the availability of 110-mph rail service. The larger number of diverted air trips in the FRA study reflects the inclusion of a rail extension to O'Hare Airport, which is not proposed for the MWRRS.

The FRA estimated travel time saved by air passengers (those not diverted to rail) due to reduced congestion, deviations from scheduled flight arrival and departure times, and additional time spent on the taxiway or en route. For each major airport, average delays were capped at 15 minutes per operation. The FRA calculated the Net Present Value (NPV) of this benefit for diverted air trips throughout the study period at $1.16 billion for its 110-mph scenario, or with inflation to $2002, the equivalent of $52.28 per diverted passenger air trip. This value, multiplied by the estimated 1.3 million air trips diverted to the MWRRS, yields a 40-year discounted benefit of $1.6 billion.

Highway Congestion

There will be reduced congestion and delays on highways due to auto travelers diverting to the MWRRS. It is estimated that 5.1 million auto trips will be diverted, up from the 4.1 million projected in the "1998 Plan" MWRRI Study. The FRA projected 2.65 million diverted auto trips in its five-state study. The increased level of diverted auto trips in the MWRRI study can be explained by the larger MWRRI rail network used by TEMS as compared to the FRA.

The FRA calculated the travel time saved when traffic volumes are reduced on major highways between city pairs. The NPV of the benefit of all diverted auto trips throughout the study period was estimated at $692 million with an annual average value of $23.43 per diverted passenger auto trip. This average value reflects increased highway congestion particularly in the latter years of the project when congestion increases significantly. This value, multiplied by the estimated 5.1 million auto trips diverted by the MWRRS and discounted over a 40-year period, yields a benefit of $2.7 billion.

11.2.3 Resources Benefits

The implementation of any transportation project has an impact on the resources used by travelers. MWRRS service and the consequent reduction in airport congestion will result in resource savings to airline operators and reduced emissions of air pollutants for all non-rail modes.

Air-Carrier Operating Costs

Benefits to air carriers in terms of operating costs savings resulting from reduced congestion at airports are calculated in much the same way as the time savings benefits to air travelers. For its study corridors, the FRA study estimated the benefits to air carriers by multiplying the projected reduction in the number of aircraft hours of delay by the average cost to the airlines for each hour of delay. As noted above, average delays were capped at 15 minutes per operation. The NPV of air carrier benefits was estimated at $623 million for the 110-mph scenario, or the equivalent of $28.13 per diverted passenger air trip. This value, multiplied by the 1.3 million air trips diverted to the MWRRS, yielded a discounted 40-year benefit of approximately $0.9 billion.

Emissions

The diversion of travelers to rail from the auto and air modes generates emissions savings. The FRA calculated emissions savings based on changes in energy use with and without the proposed rail service. Their methodology took into account the region of the country, air quality regulation compliance of the counties served by the proposed rail service, the projection year, and the modes of travel used for access/egress as well as the line-haul portion of the trip. For the MWRRS, it was assumed that emissions savings would be proportional to the number of diverted auto vehicle miles. For both the FRA and MWRRI analyses, the number of vehicle-miles saved was calculated by multiplying the number of diverted auto trips times and the average trip length divided by an average vehicle occupancy factor. The resulting auto vehicle miles saved was divided by the estimate of emissions benefit, yielding a FRA estimated benefit of $0.02 per vehicle mile. This value, multiplied by the number of vehicle miles saved by implementation of the MWRRS, yields a benefit of $0.6 billion.

11.2.4 Costs

In the economic analysis, costs were separated into three primary components - infrastructure and rolling stock capital costs, capital track maintenance costs associated with the long-term infrastructure replacement and operating and maintenance costs. An additional cost of equipment replacement is considered; however, because of the uncertainty of the actual implementation year, this cost was not included in the economic analysis.

Capital Costs

Capital costs were based on infrastructure improvements and the rolling stock required for the proposed MWRRS implementation plan. It was assumed that 80 percent of the capital costs would be funded by the federal government (GANs or GARVEE bonds would be used to address any temporary funding shortfalls due to the annual Federal funding budget cap.) Capital funds would be used on an as-needed basis in accordance with the implementation schedule. The NPV of the total infrastructure and rolling stock capital costs for the MWRRS are calculated to be approximately $6.1 billion.

Capital Track Maintenance Costs

Capital track maintenance costs were not included in the operation ratio calculation, but they do enter into the costs benefit ratio. In our study the total capital track maintenance costs for the MWRRS were calculated as $0.3 billion. As compared to the ongoing operating costs for the system, the capital track maintenance costs are quite small.

Operating Costs

Operating costs were compiled for the years 2008 through 2040. They include train operating and maintenance costs for trains and tracks and consider the effect of the implementation period 2008-2011. The NPV of the operating costs over the 40 years lifespan of the project is estimated to be $6.5 billion, at a 3.9 percent discount rate.

Discount Rates

A Benefit Cost analysis requires that a discount rate is selected in order to identify the real cost of money for a project. In Investment Grade studies for Wall Street, TEMS would use a 3.9 percent real discount rate that reflects the cost of long-term government bonds. This rate reflects the real cost of money for a project like the MWRRI and as such shows the real value of the project. The FRA however, for its own evaluation purpose mandates the use of a seven percent real discount rate. This level of discount rate is in fact a "rationing" rate that sets the cost of money well above its real cost. This understates the value of a project like the MWRRI. To ensure that this analysis provides both a full understanding of the MWRRI project and provides the FRA with its mandated evaluation, both sets of calculations are included. However, TEMS' reports the value of a project in terms of the Investment Grade discount rate as this reflects the real value of the MWRRI project.

11.2.5 Total User Benefits

As shown in Exhibit 11.2, the total user benefits generated by the MWRRS, including rail user benefits, other mode user benefits, and resources benefits are $23.1 billion. At 3.9%, the ratio of the total user benefits to total costs is 1.8. At 7.0% the benefit cost ratio is 1.46.

Exhibit 11.2
Midwest Regional Rail System
User Benefits and Costs to 2040 (Billions of 2002$)

Benefit Cost Parameters	40-Year Net Present Value	
	@3.9%	@7.0%
Benefits		
MWRRS User Benefits		
Consumer Surplus	$ 8.9	$5.0
System Revenues	8.3	4.7
Other Mode User Benefits		
Airport Congestion	1.6	1.0
Highway Congestion	2.7	1.6
Resources Benefits		
Airlines	0.9	0.5
Emissions	0.6	0.4
Total Benefits	**$ 23.1**	**$13.2**
Costs		
Capital	$ 6.1	$5.1
Capital Track Maintenance	0.3	0.2
Operating	6.5	3.8
Total Costs	**$ 12.9**	**$9.1**
Ratio of Benefits to Costs	**1.80**	**1.46**

The 1.80 ratio of benefits to costs indicates that the MWRRS is expected to have a positive impact on the Midwest economy. The user benefit analysis, estimates that implementation of the MWRRS will generate more than $23 billion in economic benefits to the region.

11.2.6 Other Benefits

As noted in the FRA study, implementation of the rail system will bring other kinds of environmental benefits that are not quantifiable without a full environmental impact study (EIS) analysis. These include additional benefits to commuter and long-distance passenger rail services, environmental benefits, and freight rail transportation safety and productivity improvements.

Commuter and Long-distance Passenger Rail Benefits

MWRRS infrastructure improvements will enable both commuter rail and Amtrak long-distance passenger rail services in the Midwest region to achieve faster trip times where track is shared with the MWRRS. This will generate time saving for existing passengers and it is expected to attract new passengers to these services.

Environmental Benefits

The use of the MWRRS instead of auto and air, currently the dominant travel modes in the Midwest region, will promote a number of environmental benefits in addition to those previously mentioned, including the following:

- Encourage more efficient land use and compact development patterns
- Less noise pollution
- Minimal alterations to hydrological characteristics
- Minimal visual intrusion on the landscape
- Minimal disturbances to natural flora and fauna

Rail Transportation Safety and Productivity Improvements

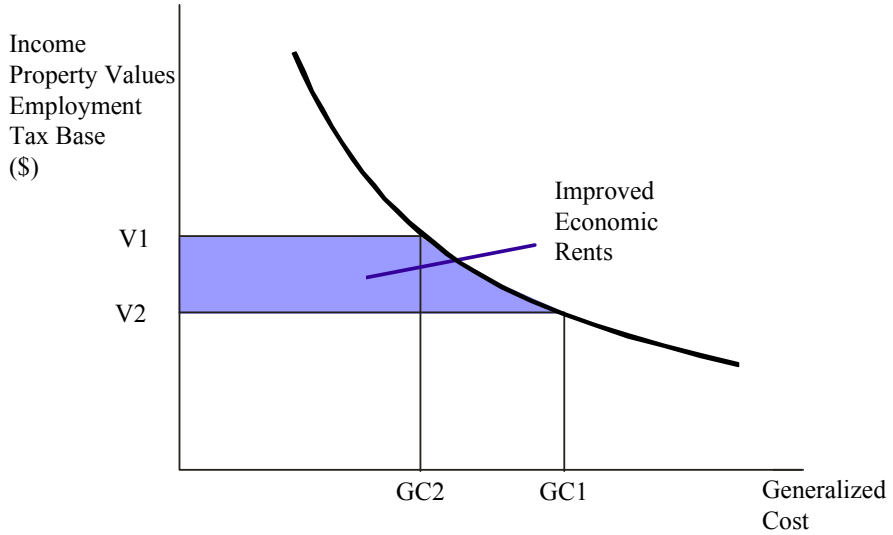
MWRRS infrastructure improvements are expected to increase rail safety and productivity, both for its operations and for commuter, long-distance, and freight rail services in the region. In addition, the provision of improved railway crossings and signaling equipment should result in increased highway safety. Under the MWRRI implementation plan, three to five percent of the grade crossings on rights-of-way used by the MWRRS are anticipated to be closed annually to increase safety.

11.3 Economic Rents Analysis

Economic rent is generated as a result of a transportation investment that improves the level of accessibility to a market or resource base. This improvement generates a benefit in terms of increased economic value as goods and services are more easily or cheaply traded. In some locations (*e.g.*, agriculture areas), improved accessibility has been shown to have minimal impact because of the volumes of traffic involved are small, even if it provides a very large impact for a particular producer. In urban areas, however, businesses and developers have typically been interested in locating new development in accessible areas. A high level of accessibility makes the property more desirable and allows the developer to charge higher rents. Accessibility also increases income potentials and job opportunities as transport costs are reduced. The impact of a new transportation investment can be measured by identifying changes in accessibility that increase the long-term demand for goods and services, and create new business and commercial development opportunities. The resulting increase in employment, household income and property value can be depicted in an economic rent curve, shown in Exhibit 11.3.

An economic rent curve can be generated for each location using population, employment, household income, and property value data as correlated to an accessibility measure by generalized cost. For the MWRRS, this analysis focused on station locations and their surrounding communities. The economic rent concept is illustrated in Exhibit 11.3.

Exhibit 11.3
Economic Rent Illustration



11.3.1 MWRRS Community Benefits

It should be noted that the shape of the economic rent curve reflects the economic impact of an improvement in accessibility. Large cities typically have very steep curves, which indicate more significant economic impacts due to a transportation improvement; smaller communities have less steep curves, and rural areas have very flat curves which indicate minor economic impacts.

Using a socioeconomic proxy (SE_i) for economic rent measures of economic welfare and generalized cost (GC_i) as a specific metric for transportation efficiency measured in terms of time and cost. The Economic Rent equation can be expressed as:

$$SE_i = \beta_o GC_i^{\beta_1}$$

Where:

SE_i - Socioeconomic measures such as employment, income, property value

GC_i - Weighted generalized cost of travel from (to) zone *i* to (from) other zones by all modes and for all purposes

β_o and β_1 = Calibration parameters

In Midwest network we have four modes *m* (auto, bus, rail and air) and two trip purposes *p* (business and non-business).

$$GC_i = \sum_p \sum_m \sum_j GC_{ij}^{mp} * T_{ij}^{mp}$$

Where:

GC_{ij}^{mp} - generalized cost of travel from zone *i* to zone *j* by mode *m* for purpose *p;*

T_{ij}^{mp} - number of trips from zone *i* to zone *j* by mode *m* for purpose *p;*

N – number of transportation zones in network.

The Economic Rent function can be transformed into a linear function:

$$Ln\ (SE_i) = \beta_o + \beta_1\ Ln\ (GC_i)$$

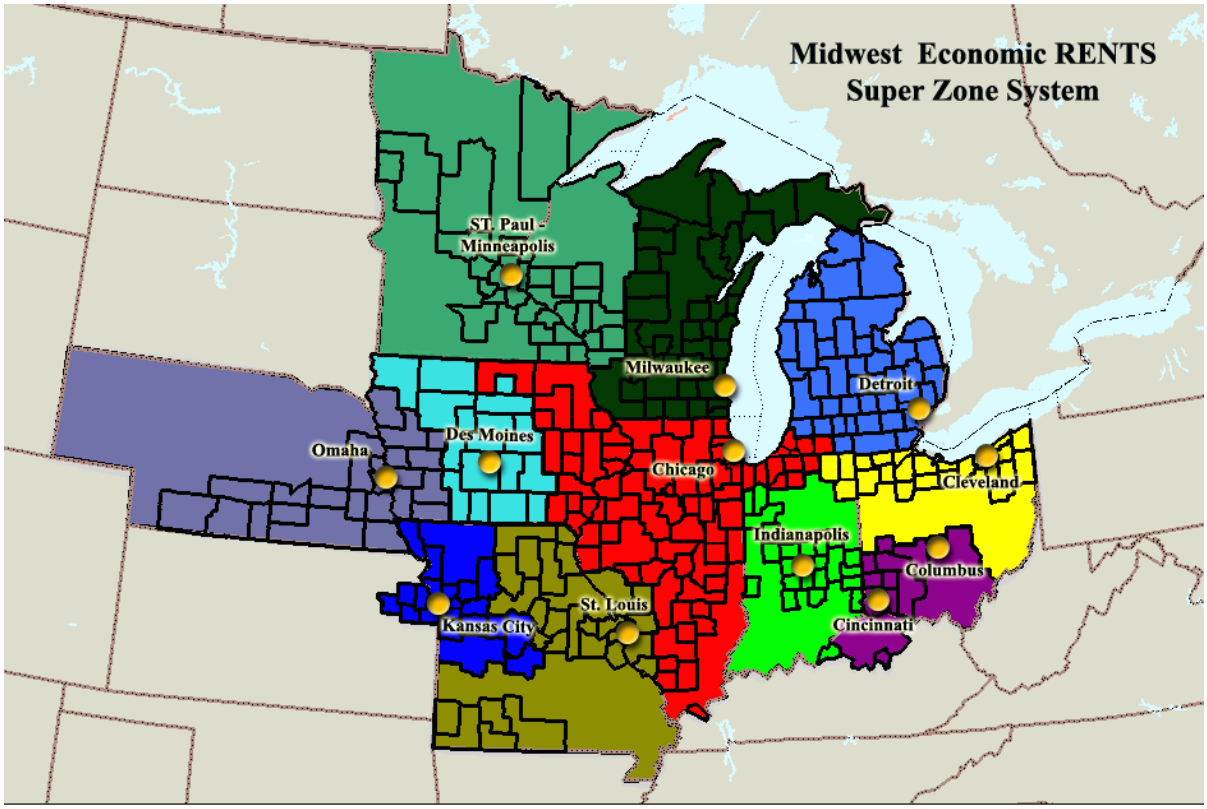
In order to measure the effect of MWRRS project on the Midwest economy we use three socioeconomic indicators: employment, average household income and average property value.[2]

A critical element of an Economic Rent Model is an understanding of the local economy and the interdependence of cities, towns and urban areas along the rail corridor right-of-way. As part of the analysis, the Midwest was partitioned into 11 super zone regions, as shown in Exhibit 11.4. Super zones show the area of primary influence of specific cities and do not necessarily conform to state boundaries. For example, Gary and a large part of Northwest Indiana are clearly part of the Chicago regional metroplex. Major cities in the center of states like Minneapolis/St. Paul and Indianapolis can easily be seen to dominate much of their state. However, it is not so clear whether areas like south east Wisconsin belong to Chicago or

[2] Due to the limited availability of property value data, for each zone we use average value of all owner-occupied housing units, and then factored this value to include commercial property.

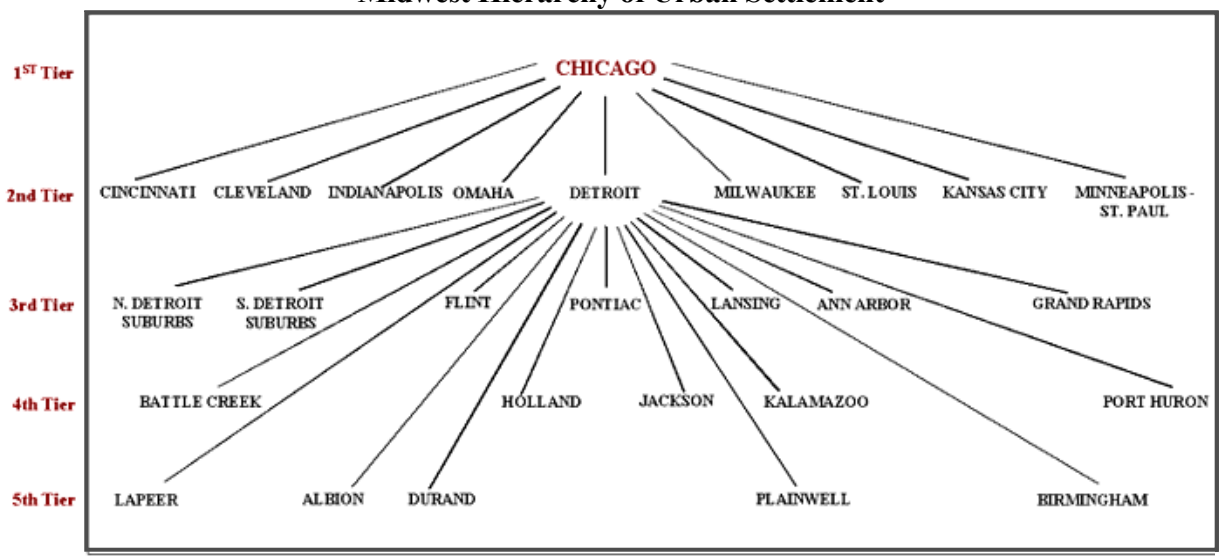
Milwaukee or whether Toledo and Fort Wayne are more a part of Detroit or of Cleveland, or whether in fact all three cities really comprise a single Metroplex. In these circumstances, the zone boundaries must be somewhat arbitrary and for analysis purposes we have used an allocation that gives the most conservative result. For such cases, state boundaries have been used as a dividing line mainly for convenience sake. It is likely that the economic rent assessment is low for these areas.

Exhibit 11.4
Super Zone system



In addition, each super zone is broken down into a hierarchy of cities that reflect their relative interaction with each other and with the principal city of the Super Zone. For example, in the Detroit Super Zone, Lansing is a second level city as are Ann Arbor, Grand Rapids, Flint and Detroit Suburbs. The hierarchy has four levels underneath of Chicago and the economic rent analysis is calculated separately for each level. Each zone was categorized within the hierarchy based on its socio-economic characteristics and its connectivity in the transportation system. Exhibit 11.5 shows the levels for the principal cities of the Detroit Super Zone.

Exhibit 11.5
Midwest Hierarchy of Urban Settlement



11.3.2 Model Calibration

Regression analysis was used to develop the MWRRI Economic Rent Model. In this process we established the mathematical relationship between the measure of accessibility (generalized cost of travel) and the Economic Rent socio-economic variables (employment, average household income and average property value) for each transportation zone. Exhibits 11.6 through 11.9 show the observed values for employment, income, and property value versus generalized cost of travel. The regression line reflects the relationship between socio-economic indicators in each transportation zone and corresponding generalized costs. By the tight clustering of data points around the regression line, it can be seen in each case that a very strong relationship was identified.

Economic Rent coefficients (values of calibration parameters) for each of the three socio-economic indicators used in the model together with statistical measures of confidence are presented in Exhibit 11.9.

Exhibit 11.6
Employment as a Function of Accessibility

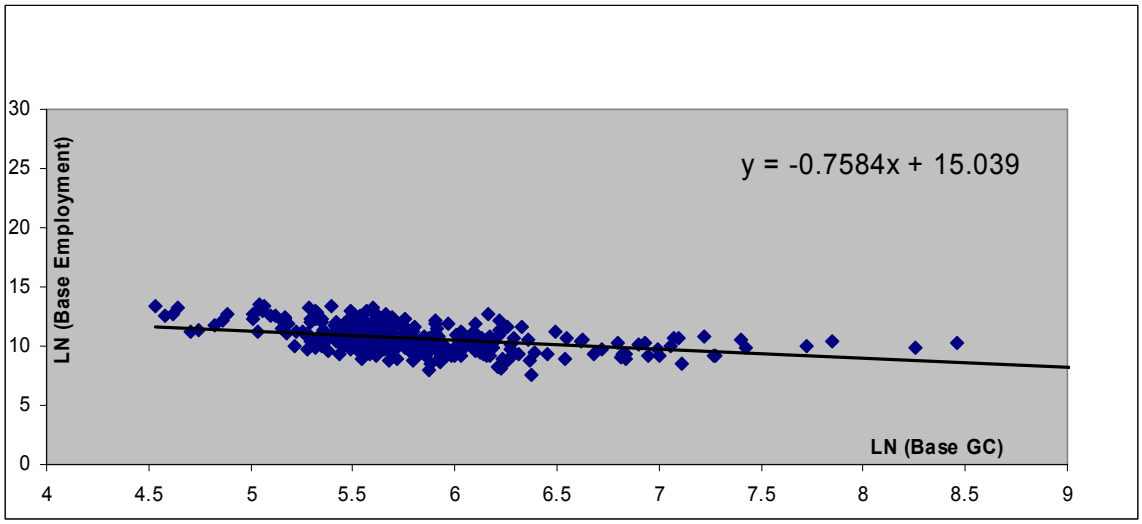


Exhibit 11.7
Average Household Income as a Function of Accessibility

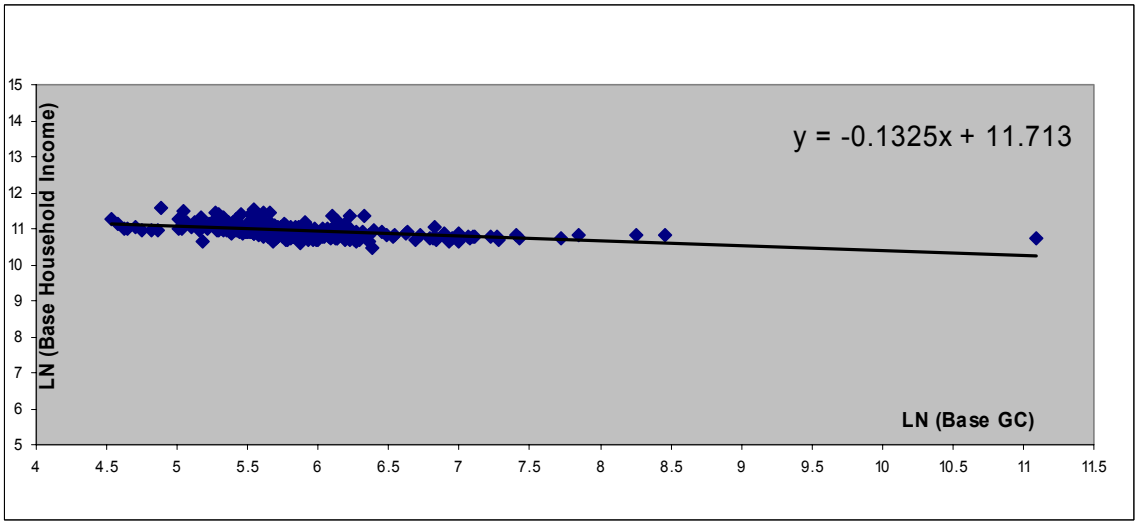


Exhibit 11.8
Average Property Value as a Function of Accessibility

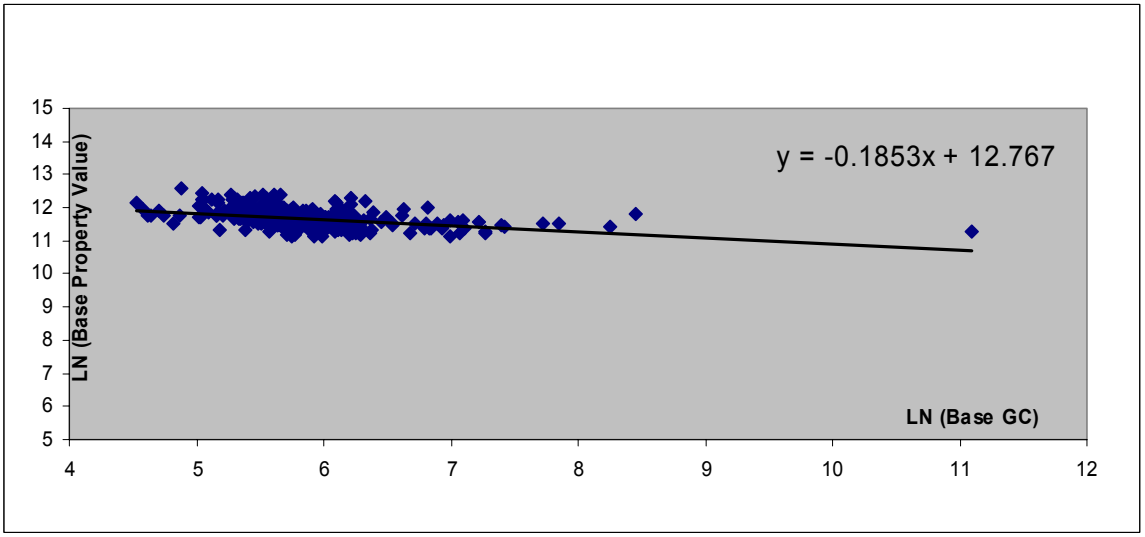


Exhibit 11.9
Economic Rent Coefficients (for employment, average income and property value)

Socio-economic Indicators	β_0	β_1	T-value for β_1	T-value for β_0	Multiple R
Employment	15.039	-0.758	-8.431	28.530	0.413
Average Household Income	11.713	-0.133	-9.669	145.826	0.462
Average Property Value	12.767	-0.185	-8.511	100.052	0.417

Each equation has highly significant 't' values and Multiple 'R' values. This reflects the strength of the relationship and given the fact that there is a strong basis for the relationship shows firstly that the socioeconomic variables selected provide a reasonable representation or economic rent, and secondly that generalized cost is an effective measure of market accessibility.

Given the performance of the models the next step in developing the Economic Rent Model is to determine the change in socio-economic indicators as a result of accessibility improvement. In order to calculate elasticities we differentiate the Economic Rent function with respect to GC. As a result we obtain:

$$\Delta Emp_i = \frac{\partial Emp_i}{Emp_i} = \beta_1^E \frac{\partial GC_i}{GC_i}$$

$$\Delta Inc_i = \frac{\partial Inc_i}{Inc_i} = \beta_1^I \frac{\partial GC_i}{GC_i}$$

$$\Delta Pv_i = \frac{\partial PV_i}{PV_i} = \beta_1^{pv} \frac{\partial GC_i}{GC_i}$$

Where:

GC_i - Generalized cost of zone i,

$Emp_{i,}$ - Employment of zone i

Inc_i - Average Household income of zone i

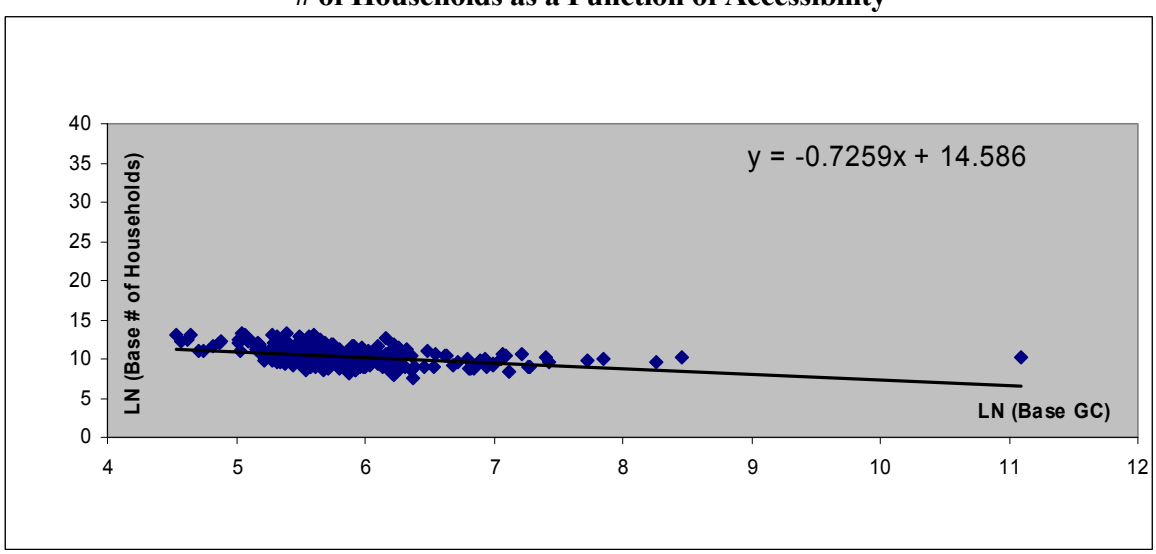
PV_i - Average Property value of zone i

β_1^E β_1^I β_1^{pv} - Calibration parameters.

The change in employment (ΔEmp_i), average household income (ΔInc_i) and average property value (ΔPv_i) for each particular zone *i* equals the change in generalized cost multiplied by elasticity $\beta^E{}_{1,}$ $\beta^I{}_1$ or $\beta^{PV}{}_1$ respectively. The value for each β_1 is obtained from the corresponding regression equation.

In order to calculate the impact of accessibility improvement on aggregate household income and aggregate property value, we also had to determine how the improvement in accessibility influences the number of households (housing units) that are supported by any given area. To do this we use Economic Rent Model to predict the number of households (the number of housing units) that are supported by any given level of market access. The results of regression analysis are shown on Exhibits 11.10 and 11.11 and economic rent coefficients are given in Exhibit 11.12. Again it can be seen that good statistical relationships were derived with strong 't' values and Multiple R.

Exhibit 11.10
# of Households as a Function of Accessibility



# of Housing Units as a Function of Accessibility

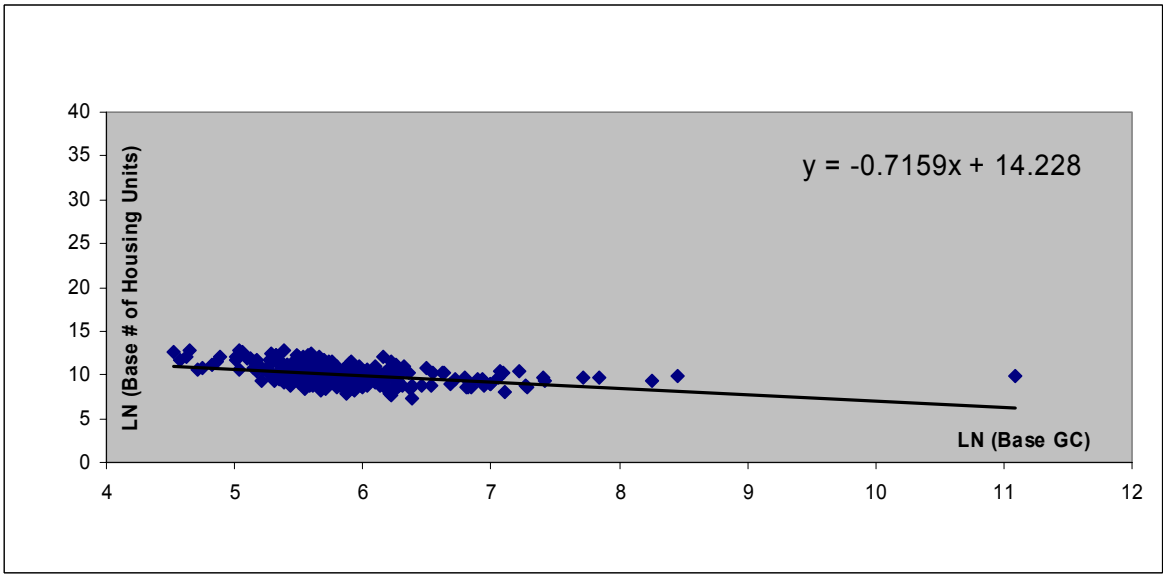


Exhibit 11.12
Economic Rent Coefficients (for ## of households and housing units)

Socio-economic Indicators	β_0	β_1	T-value for β_1	T-value for β_0	Multiple R
Number of Households	14.586	-0.726	-8.163	27.992	0.402
Number of Housing Units	14.228	-0.716	-8.386	28.446	0.412

● Change in aggregate household income (ΔAgI_i) in zone *i* was calculated as follows -

$$\Delta AgI_i = \frac{\partial Inc_i}{Inc_i}(Hh_i + \Delta Hh_i) = \frac{\partial Inc_i}{Inc_i}(Hh_i + \frac{\partial Hh_i}{Hh_i}) = \frac{\partial Inc_i}{Inc_i}(Hh_i + \beta_1^{hh}\frac{\partial GC_i}{GC_i}),$$

● Change in aggregate residential property value ($\Delta AgPv_i$) in zone *i* was calculated as follows - $\Delta AgPv_i = \frac{\partial Pv_i}{Pv_i}(Hu_i + \Delta Hu_i) = \frac{\partial Pv_i}{Pv_i}(Hu_i + \frac{\partial Hu_i}{Hu_i}) = \frac{\partial Pv_i}{Pv_i}(Hu_i + \beta_1^{hu}\frac{\partial GC_i}{GC_i})$

where:

$\Delta Inc_i = \frac{\partial Inc_i}{Inc_i}$ - the change in the average household income in zone *i*

$\Delta Pv_i = \frac{\partial PV_i}{Pv_i}$ - the change in average property value in zone *i*;

Hh_i / Hu_i - the base number of households / owner-occupied housing units in zone *i;*

ΔHh_i / ΔHu_i - increased number of households/ owner-occupied housing units in zone *i*

Property Value Adjustment

Given that only residential property value data was available to the study, an adjustment was made to include business property. Business property includes commercial, industrial and agricultural property. According to our detailed analysis, the value of these types of property in Midwest approximately equals the value of owner-occupied private property. For example, residential property is 53 percent of the Indiana assessed value while business property is 47 percent

Economic RENT™ Results

For the entire Midwest Region, over 58,260 jobs will be created; joint development potential is estimated to increase property values by nearly $5 billion; urban household income is estimated to increase by over $1.0 billion. To obtain state results, the overall results were disaggregated to the zone level and then state totals were estimated by summarizing the zones in each state. Exhibit 11.13 shows economic rent analysis results by state.

Exhibit 11.13
Economic Rent Analysis by MWRRI state*

State	Employment Value (# of Jobs)	Household Income ($ in Millions)	Joint Development Potential ($ in Millions)
Iowa	1,000	17	67
Illinois	24,200	480	2,227
Indiana	4,540	86	350
Michigan	6,970	138	680
Minnesota	1,570	31	145
Missouri	5,600	109	480
Nebraska	480	7	27
Ohio	3,520	55	231
Wisconsin	9,570	173	704
Total	**57,450**	**$1,096**	**$4,911**

*Excludes benefits in Kentucky and Kansas

The states in the MWRRS experience different levels of community benefits. The difference depends on the proportion of MWRRS within a state and population size of each state. Overall, Illinois as the hub of the system will experience the largest community benefit from implementation of the MWRRS, while Nebraska with the fewest miles and stations obtains the least community benefit. Exhibit 11.14 shows the results by Super Zone.

Exhibit 11.14
Economic Rent Analysis by Super Zone

"Super Zone"* Center	Employment Value (# of Jobs)	Household Income ($ in Millions)	Joint Development Potential ($ in Millions)
Chicago	24,790	490	2,327
Detroit	6,790	134	607
Cleveland	2,490	45	183
Cincinnati	2,410	36	149
St. Louis	4,770	95	416
Des Moines	200	4	14
Milwaukee	9,100	165	673.5
Indianapolis	3,120	60	250
Kansas City	2,040	36	146.5
Minneapolis-St. Paul	2,050	39	176
Omaha	500	8	28
Total for Midwest:	**58,260**	**$1,112**	**$4,970**

*The Super Zone system includes areas outside the nine state MWRRI region.

The size of the economic impact of the MWRRI is considerable. The development of the system integrates so many communities, and provides such a wide reaching impact that it will generate on its own a 0.1 percent growth to the region's economy. It will offer opportunities to fundamentally change the character of business in the nine state regions. In the over one hundred communities linked to the system, the project will create a new business environment that will be attractive to "New Economy" businesses. It will support existing manufacturing and service industries and will foster the growth of new small businesses across the Midwest because of the improved access between communities. It will encourage large businesses to distribute their operations more widely across the Midwest and reap the benefit of providing more efficient "back shop" operations in the highly accessible smaller communities. These communities provide a high quality of life for residents in terms of lower cost housing, good schools, friendly secure neighborhoods, and less congested highway systems.

In an environment of rising oil prices, the MWRRI will offer an energy efficient and cost effective alternative to air and automobile travel that businesses and individuals will be able to use to connect with all of the cities and towns of the Midwest. Since the rail trip will be highly competitive with air and auto in travel time and provide a level of interaction with all the regions communities, the MWRRI system provides a level of service that will be critical to attracting and developing "New Economy" businesses.

11.3.3 Station Development

An important feature of the development of the MWRRI is the role of MWRRI stations. MWRRI stations will be the gateway to communities and provide the "front door" to the MWRRI system. At this "gateway" or "front door", considerable joint development potential will exist. Increased train operations will encourage service industry to locate at the station, and its immediate surrounds. Such activity will generate both commercial and residential development. Industries looking for a home along the MWRRI system will see it as a good "seeding" ground for business.

As a result, a key output of the community analysis is the increase in property values that can be expected at station locations throughout the MWRRS. These can be equated to the joint development opportunities, which will exist in and around the stations for public-private partnerships. Of the estimated $5.0 billion in joint development, it is anticipated that approximately one half of this total will come from private sector investments, one quarter from state, county and municipal sources, and the final quarter from the Federal government.

There are 102 stations serving the MWRRS and Exhibit 11.15 shows the profile of each of these stations. Over 80 MWRRS stations and communities have been visited to evaluate the potential of each community to maximize the economic development potential from the MWRRS. This evaluation was conducted using the methodology shown in Exhibit 11.16

Exhibit 11.15
MWRRS Station Profile: Location

			General Characteristics			
	Station Names [1]	*State*	*County*	*Address* [2]	*Zip Code*	*Feeder Bus*
1	Alton	Illinois	Madison	3400 College Ave.	62002	n
2	Bloomington-Normal	Illinois	Mclean	100 East Parkinson St.,	61761	y
3	Carbondale	Illinois	Jackson	401 South Illinois St.	62901	y
4	Carlinville	Illinois	Macoupin	128 Alton Rd	62626	n
5	Centralia	Illinois	Marion	103 East Broadway St.	62801	n
6	Champaign-Urbana	Illinois	Champaign	45 East University Ave.	61820	y
7	Chicago Union	Illinois	Cook	225 South Canal St.	60661	n
8	Davenport-Rock Island[3]	Illinois	Rock Island		61201	n
9	Du Quoin	Illinois	Perry	20 North Chestnut St.	62832	n
10	Dwight	Illinois	Livingston	119 West Main St.	60420	n
11	Effingham	Illinois	Effingham	401 West National Ave.	62401	n
12	Galesburg	Illinois	Knox	225 South Seminary St.	61401	y
13	Inner West Chicago Suborbs (La Grange Road)	Illinois	Cook	25 West Burlington St.	60525	n
14	Joliet	Illinois	Will	50 East Jefferson St	60431	n
15	Kankakee	Illinois	Kankakee	199 South East Ave.	60901	n
16	Kewanee	Illinois	Henry	West 3rd & Loomis Sts.	61443	n
17	Lincoln	Illinois	Logan	Broadway and North Chicago Sts.	62656	n
18	Macomb	Illinois	Mcdonough	120 East Calhoun St.	61455	n
19	Mattoon	Illinois	Coles	1718 Broadway Ave.	61938	y
20	Mendota	Illinois	La Salle	8th St. & 6th Ave.	61342	n
21	North Chicago Suburbs (Glenview)	Illinois	Cook	1116 Depot St.	60025	n
22	Outer West Chicago Suburbs (Naperville)	Illinois	Du Page	105 East 4th Ave.	60540	n
23	Plano	Illinois	Kendall	West Main & South Center Sts.	60545	n
24	Pontiac	Illinois	Livingston	721 West Washington St.	61764	n
25	Princeton	Illinois	Bureau	107 Bicentennial Dr.	61356	n
26	Quincy	Illinois	Adams	North 30th St. & Wisman Lane	62301	y
27	Rantoul	Illinois	Champaign	East Grove & North Kentucky Aves.	61866	n
28	South Chicago Suburbs (Homewood)	Illinois	Cook	18015 Park Ave.	60430	n
29	Springfield	Illinois	Sangamon	East Washington & North 3d Sts.	62701	y
30	Ft Wayne	Indiana	Allen		46802	y
31	Gary, Airport	Indiana	Lake		46406	n
32	Greensburg[4]	Indiana	Decatur		47240	n
33	Hammond-Whiting	Indiana	Lake	1135 South Calumet Ave.	46320	n
34	Indianapolis	Indiana	Marion	350 South Illinois St.	46225	y
35	Indianapolis, International Airport	Indiana	Marion		46241	n
36	Lafayette	Indiana	Tippecanoe	200 North 2nd St.	47901	n
37	Michigan City	Indiana	LaPorte	100 Washington Street	46360	n
38	Plymouth	Indiana	Marshall		46563	y
39	Shelbyville	Indiana	Shelby		46176	n
40	Warsaw	Indiana	Kosciusko		46580	n
41	Atlantic	Iowa	Cass		50022	y
42	Des Moines	Iowa	Polk		50213	y
43	Iowa City	Iowa	Johnson		52240	y
44	Newton	Iowa	Jasper		50208	n
45	Albion	Michigan	Calhoun	300 North Eaton St.	49224	n
46	Ann Arbor	Michigan	Washtenaw	325 Depot St.	48104	y
47	Battle Creek	Michigan	Calhoun	104 Capital Ave. S.W.	49017	n
48	Birmingham[4]	Michigan	Oakland	449 South Eton St.	48009	n
49	Detroit	Michigan	Wayne	11 West Baltimore Ave.	48202	y
50	Dowagiac	Michigan	Cass	100 East Railroad St.	49047	n
51	Durand	Michigan	Shiawassee	200 South Railroad St.	48429	n
52	Flint	Michigan	Genesee	1407 South Dort Highway	48503	n
53	Grand Rapids	Michigan	Kent	431 Wealthy St. SW	49503	y
54	Holland	Michigan	Allegan	171 Lincoln Ave.	49423	n

Exhibit 11.15
MWRRS Station Profile: Location -continued

55	Jackson	Michigan	Jackson	501 East Michigan Ave.	49201	n
56	Kalamazoo	Michigan	Kalamazoo	459 North Burdick St.	49007	n
57	Lansing (East Lansing)	Michigan	Ingham	1240 South Harrison Road	48823	n
58	Lapeer	Michigan	Lapeer	73 Howard St.	48446	n
59	Niles	Michigan	Berrien	598 Dey St.	49120	n
60	North Detroit Suburbs (Royal Oak)	Michigan	Oakland	201 South Sherman Ave.	48069	n
61	Plainwell[4]	Michigan	Allegan		49080	n
62	Pontiac	Michigan	Oakland	1600 Wide Track Circle	48342	n
63	Port Huron	Michigan	St. Claire	2223 16th St.	48060	n
64	South Detroit Suburbs (Dearborn)	Michigan	Wayne	16121 Michigan Ave.	48126	n
65	Red Wing	Minnesota	Goodhue	420 Levee Street	55066	n
66	St. Paul-Minneapolis	Minnesota	Ramsy/Hennepin	730 Transfer Road	55114	y
67	Winona	Minnesota	Winona	65 East Mark St.	55987	n
68	Hermann	Missouri	Gasconade	Wharf & Gutenburg Sts.	65041	n
69	Jefferson City	Missouri	Cole	101 Jefferson St.	65101	y
70	Kansas City	Missouri	Clay	30 West Pershing Road	64108	y
71	Kansas City North-East Suburbs (Independence)	Missouri	Jackson	600 South Grand Ave.	64050	n
72	Kansas City South-East Suburbs (Lee's Summit)	Missouri	Jackson	220 SW Main St.	64063	n
73	Sedalia	Missouri	Pettis	Pacific St. & North Osage Ave.	65301	n
74	St. Louis	Missouri	St. Louis City	551 South 16th St.	63103	n
75	St. Louis Suburbs (Kirkwood)	Missouri	St. Louis	110 West Argonne Drive	63122	n
76	Washington	Missouri	Franklin	301 West Front St.	63090	y
77	Warrensburg	Missouri	Johnson	100 South Holden St.	64093	n
78	Omaha	Nebraska	Douglas	1003 South 9th St.	68108	y
79	Cincinnati	Ohio	Hamilton	1301 Western Ave.	45203	y
80	Cleveland	Ohio	Cuyahoga	200 Cleveland Memorial Shoreway	44114	y
81	Defiance	Ohio	Williams		43512	n
82	Elyria	Ohio	Lorain	410 East River Road	44035	n
83	Sandusky	Ohio	Erie	12 North Depot St. at Shelby St.	44870	n
84	Toledo	Ohio	Lucas	415 Emerald Avenue	43602	y
85	Appleton	Wisconsin	Outagamie		54911	y
86	Brookfield-Waukesha	Wisconsin	Waukesha		53005	n
87	Fond Du Lac	Wisconsin	Fond Du Lac		54935	n
88	Green Bay	Wisconsin	Brown		54301	y
89	La Crosse	Wisconsin	La Cross	601 St Andrew St.	54601	y
90	Madison, Dane County Regional Airport	Wisconsin	Dane	4000 International Lane	53704	n
91	Menomonee Falls[4]	Wisconsin	Waukesha		53051	n
92	Milwaukee Union	Wisconsin	Milwaukee	433 West St. Paul Ave.	53203	y
93	Milwaukee, Airport[4]	Wisconsin	Milwaukee	5601 South 6th St.	53221	n
94	Neenah[4]	Wisconsin	Winnebago		54596	n
95	Oconomowoc	Wisconsin	Waukesha		53066	n
96	Oshkosh	Wisconsin	Winnebago	525 West 20th St.	54902	n
97	Portage	Wisconsin	Columbia	400 West Oneida St.	53901	n
98	Sturtevant	Wisconsin	Racine	2984 Wisconsin St.	53177	n
99	Tomah	Wisconsin	Monroe	N. Superior Ave. & Washington St.	54660	y
100	Watertown	Wisconsin	Jefferson		53094	n
101	West Bend	Wisconsin	Washington		53095	n
102	Wisconsin Dells	Wisconsin	Columbia	Superior & La Crosse Sts.	53965	n

Notes:

[1]Station name given in parentheses shows the name of the existing Amtrak station that has the same location as the new station, named by TEMS.

[2]The address of the station (when it is available) reflects the address of the corresponding Amtrak station.

[3]The station location is undecided and it could be located either in Illinois or in Iowa depending on discussion between Illinois and Iowa DOT and the local community

[4]This station is in the same zone as another station. The model assigns riders to a single station in a transportation zone. There is no zone that is directly connected to this station.

Exhibit 11.15
MWRRS Station Profile: Trip Volumes

			Volume of Trips [2]		
	Station Names [1]	***State***	***Year 2004***	***Year 2020***	***Year 2040***
1	Alton	Illinois	30,221	168,814	218,626
2	Bloomington-Normal	Illinois	82,905	264,163	340,837
3	Carbondale	Illinois	67,664	79,005	102,753
4	Carlinville	Illinois	5,177	27,686	35,969
5	Centralia	Illinois	9,666	13,948	18,147
6	Champaign-Urbana	Illinois	76,633	163,115	210,844
7	Chicago Union	Illinois	2,346,748	5,189,860	6,684,529
8	Davenport-Rock Island	Illinois	0	233,067	299,051
9	Du Quoin	Illinois	4,442	9,385	12,104
10	Dwight	Illinois	4,610	38,458	49,262
11	Effingham	Illinois	9,297	29,656	38,631
12	Galesburg	Illinois	63,826	77,705	100,609
13	Inner West Chicago Suborbs (La Grange Road)	Illinois	6,679	62,752	80,699
14	Joliet	Illinois	22,466	231,185	301,454
15	Kankakee	Illinois	8,897	95,864	123,857
16	Kewanee	Illinois	6,345	17,516	22,634
17	Lincoln	Illinois	13,871	31,898	41,235
18	Macomb	Illinois	36,630	68,341	88,420
19	Mattoon	Illinois	14,249	26,630	34,276
20	Mendota	Illinois	11,997	45,933	58,880
21	North Chicago Suburbs (Glenview)	Illinois	32,708	110,895	144,667
22	Outer West Chicago Suburbs (Naperville)	Illinois	30,845	423,676	553,232
23	Plano	Illinois	1,921	32,802	42,265
24	Pontiac	Illinois	7,462	23,291	30,143
25	Princeton	Illinois	16,648	65,512	83,779
26	Quincy	Illinois	28,843	57,863	75,598
27	Rantoul	Illinois	965	30,623	39,929
28	South Chicago Suburbs (Homewood)	Illinois	21,217	290,466	372,294
29	Springfield	Illinois	98,623	286,495	371,159
30	Ft Wayne	Indiana	0	677,466	882,565
31	Gary, Airport	Indiana	0	79,649	103,260
32	Greensburg[3]	Indiana	0	0	0
33	Hammond-Whiting	Indiana	11,687	72,620	95,269
34	Indianapolis	Indiana	23,612	287,317	376,367
35	Indianapolis, Airport	Indiana	0	16,416	21,651
36	Lafayette	Indiana	11,141	95,372	124,304
37	Michigan City	Indiana	2,085	55,501	71,697
38	Plymouth	Indiana	0	96,743	125,863
39	Shelbyville	Indiana	0	15,122	19,809
40	Warsaw	Indiana	0	45,158	58,717
41	Atlantic	Iowa	0	577	734
42	Des Moines	Iowa	0	56,629	72,786
43	Iowa City	Iowa	0	63,579	81,567
44	Newton	Iowa	0	21,330	27,542
45	Albion	Michigan	1,021	23,455	30,278
46	Ann Arbor	Michigan	108,498	347,623	448,704
47	Battle Creek	Michigan	43,847	219,851	283,117
48	Birmingham[3]	Michigan	16,112	29,202	38,038
49	Detroit	Michigan	53,729	281,062	359,959
50	Dowagiac	Michigan	1,944	26,806	34,399
51	Durand	Michigan	4,522	22,838	29,312
52	Flint	Michigan	15,540	246,844	318,578
53	Grand Rapids	Michigan	47,026	237,018	307,721
54	Holland	Michigan	31,902	93,341	121,998

Exhibit 11.15
MWRRS Station Profile: Trip Volumes - continued

55	Jackson	Michigan	22,752	106,793	138,059
56	Kalamazoo	Michigan	75,345	309,993	398,538
57	Lansing (East Lansing)	Michigan	30,737	242,539	313,567
58	Lapeer	Michigan	5,401	37,608	48,465
59	Niles	Michigan	16,600	40,522	51,899
60	North Detroit Suburbs (Royal Oak)	Michigan	17,575	141,257	183,816
61	Plainwell[3]	Michigan	0	0	0
62	Pontiac	Michigan	12,802	121,568	158,527
63	Port Huron	Michigan	8,359	54,160	70,330
64	South Detroit Suburbs (Dearborn)	Michigan	65,509	296,024	378,668
65	Red Wing	Minnesota	9,584	40,216	52,609
66	St. Paul-Minneapolis	Minnesota	127,333	464,605	607,155
67	Winona	Minnesota	17,808	39,822	51,942
68	Hermann	Missouri	11,459	30,440	39,648
69	Jefferson City	Missouri	40,014	175,902	227,362
70	Kansas City	Missouri	109,597	232,447	302,348
71	Kansas City North-East Suburbs (Independence)	Missouri	5,570	31,080	40,659
72	Kansas City South-East Suburbs (Lees Summit)	Missouri	17,605	82,813	108,121
73	Sedalia	Missouri	8,177	23,897	31,115
74	St. Louis	Missouri	160,093	678,838	881,533
75	St. Louis Suburbs (Kirkwood)	Missouri	40,132	226,357	294,906
76	Warrensburg	Missouri	8,604	31,649	41,382
77	Washington	Missouri	10,789	46,867	61,176
78	Omaha	Nebraska	23,007	57,713	74,736
79	Cincinnati	Ohio	11,632	296,936	383,823
80	Cleveland	Ohio	35,394	233,834	300,587
81	Defiance	Ohio	0	23,321	30,211
82	Elyria	Ohio	2,651	43,459	56,102
83	Sandusky	Ohio	4,098	25,557	32,995
84	Toledo	Ohio	59,661	162,808	210,452
85	Appleton	Wisconsin	0	142,972	187,075
86	Brookfield-Waukesha	Wisconsin	0	333,141	435,523
87	Fond Du Lac	Wisconsin	0	96,897	126,023
88	Green Bay	Wisconsin	0	131,974	172,871
89	La Crosse	Wisconsin	24,160	70,656	93,529
90	Madison, Dane County Regional Airport	Wisconsin	0	309,199	403,711
91	Menomonee Falls[3]	Wisconsin	0	0	0
92	Milwaukee Union	Wisconsin	438,891	1,127,069	1,392,736
93	Milwaukee, Airport[3]	Wisconsin	0	71,941	88,898
94	Neenah[3]	Wisconsin	0	0	0
95	Oconomowoc	Wisconsin	0	45,863	59,589
96	Oshkosh	Wisconsin	0	143,677	187,404
97	Portage	Wisconsin	5,176	29,756	39,074
98	Sturtevant	Wisconsin	48,451	193,399	254,996
99	Tomah	Wisconsin	7,794	23,793	31,324
100	Watertown	Wisconsin	0	31,790	41,370
101	West Bend	Wisconsin	0	96,910	127,197
102	Wisconsin Dells	Wisconsin	10,480	35,770	47,245

Notes:

[1]Station name given in parentheses shows the name of the existing Amtrak station that has the same location as the new station, named by TEMS.

[2]Volume of trips information for the year 2004 is provided by Amtrak (see: www.amtrak.com).

[3]This station is in the same zone as another station. The model assigns riders to a single station in a transportation zone. There is no zone that is directly connected to this station.

Exhibit 11.15
MWRRS Station Profile: Socio Economics

			2002 Socio-economic Characteristics (zones)[2]			
	Station Names [1]	***State***	***Population***	***Employment***	***Average Household Income (2002 $)***	***Average Residential Property Value (2002 $)***
1	Alton	Illinois	282,752	136,298	$58,002	$100,881
2	Bloomington-Normal	Illinois	467,654	236,441	$61,688	$119,315
3	Carbondale	Illinois	176,770	80,907	$44,080	$77,866
4	Carlinville	Illinois	133,603	60,747	$48,978	$81,840
5	Centralia	Illinois	133,989	63,322	$51,058	$83,861
6	Champaign-Urbana	Illinois	296,141	143,683	$52,667	$94,681
7	Chicago Union	Illinois	4,168,445	1,900,442	$71,059	$211,452
8	Davenport-Rock Island	Illinois	396,932	197,764	$56,230	$107,368
9	Du Quoin	Illinois	23,275	9,280	$44,335	$68,652
10	Dwight	Illinois	54,220	26,438	$62,630	$135,884
11	Effingham	Illinois	105,416	50,175	$48,531	$88,160
12	Galesburg	Illinois	374,998	182,375	$49,347	$86,064
13	Inner West Chicago Suborbs (La Grange Road)	Illinois	510,164	241,497	$71,059	$211,452
14	Joliet	Illinois	466,464	234,127	$81,867	$189,355
15	Kankakee	Illinois	136,076	65,607	$55,985	$114,807
16	Kewanee	Illinois	57,493	27,873	$52,405	$98,680
17	Lincoln	Illinois	48,095	22,560	$53,766	$95,168
18	Macomb	Illinois	53,049	26,754	$47,427	$114,807
19	Mattoon	Illinois	210,373	101,350	$50,625	$95,273
20	Mendota	Illinois	200,163	94,584	$56,330	$117,056
21	North Chicago Suburbs (Glenview)	Illinois	809,805	396,810	$99,396	$274,939
22	Outer West Chicago Suburbs (Naperville)	Illinois	1,702,311	891,154	$89,171	$228,501
23	Plano	Illinois	55,963	29,800	$80,926	$191,823
24	Pontiac	Illinois	23,907	11,293	$54,594	$96,763
25	Princeton	Illinois	145,243	71,447	$57,620	$106,763
26	Quincy	Illinois	107,425	52,274	$48,653	$92,619
27	Rantoul	Illinois	39,749	20,359	$53,592	$101,831
28	South Chicago Suburbs (Homewood)	Illinois	605,832	268,940	$71,893	$209,050
29	Springfield	Illinois	284,360	143,675	$59,761	$107,310
30	Ft Wayne	Indiana	493,920	251,603	$60,044	$119,637
31	Gary, Airport	Indiana	716,607	334,823	$61,198	$129,456
32	Greensburg[3]	Indiana	N/A	N/A	N/A	N/A
33	Hammond-Whiting	Indiana	103,781	51,298	$56,654	$127,495
34	Indianapolis	Indiana	2,520,580	1,267,610	$62,135	$136,442
35	Indianapolis, Airport	Indiana	109,679	57,577	$70,069	$155,869
36	Lafayette	Indiana	237,767	120,162	$58,616	$146,587
37	Michigan City	Indiana	133,703	64,426	$56,407	$121,537
38	Plymouth	Indiana	313,024	152,834	$57,773	$113,988
39	Shelbyville	Indiana	144,758	70,293	$53,688	$114,451
40	Warsaw	Indiana	185,491	95,618	$61,704	$123,037
41	Atlantic	Iowa	76,126	38,362	$49,111	$91,400
42	Des Moines	Iowa	680,316	364,967	$61,560	$122,356
43	Iowa City	Iowa	518,071	301,703	$59,001	$121,588
44	Newton	Iowa	139,683	70,039	$52,525	$101,659
45	Albion	Michigan	36,688	17,180	$54,106	$105,512
46	Ann Arbor	Michigan	489,468	262,016	$80,447	$220,043
47	Battle Creek	Michigan	205,886	97,253	$55,746	$117,341
48	Birmingham[3]	Michigan	N/A	N/A	N/A	N/A
49	Detroit	Michigan	2,124,240	946,162	$63,579	$142,509
50	Dowagiac	Michigan	106,950	52,752	$54,631	$115,646
51	Durand	Michigan	72,479	35,150	$57,028	$120,273
52	Flint	Michigan	900,255	406,428	$58,740	$112,169
53	Grand Rapids	Michigan	1,255,798	601,901	$58,034	$131,004
54	Holland	Michigan	432,431	220,292	$63,841	$148,516

Exhibit 11.15
MWRRS Station Profile: Socio Economics - continued

55	Jackson	Michigan	306,563	143,904	$58,788	$127,377
56	Kalamazoo	Michigan	241,055	122,658	$61,142	$135,500
57	Lansing (East Lansing)	Michigan	591,672	297,687	$59,421	$125,100
58	Lapeer	Michigan	135,552	62,588	$61,358	$154,847
59	Niles	Michigan	43,648	17,395	$56,485	$126,865
60	North Detroit Suburbs (Royal Oak)	Michigan	621,062	331,694	$93,017	$236,346
61	Plainwell[3]	Michigan	N/A	N/A	N/A	N/A
62	Pontiac	Michigan	595,748	310,537	$93,017	$236,346
63	Port Huron	Michigan	167,117	80,301	$62,636	$151,364
64	South Detroit Suburbs (Dearborn)	Michigan	719,734	307,546	$60,019	$129,360
65	Red Wing	Minnesota	583,658	327,283	$77,368	$175,922
66	St. Paul-Minneapolis	Minnesota	3,246,669	1,743,514	$70,207	$161,994
67	Winona	Minnesota	105,181	56,089	$52,184	$123,589
68	Hermann	Missouri	147,570	68,985	$49,672	$111,445
69	Jefferson City	Missouri	330,789	168,915	$54,528	$127,714
70	Kansas City	Missouri	2,017,937	1,012,240	$63,109	$133,419
71	Kansas City North-East Suburbs (Independence)	Missouri	215,652	110,637	$56,197	$122,833
72	Kansas City South-East Suburbs (Lee's Summit)	Missouri	145,679	76,039	$60,887	$131,121
73	Sedalia	Missouri	150,017	69,391	$45,472	$93,827
74	St. Louis	Missouri	1,283,622	596,936	$60,823	$126,391
75	St. Louis Suburbs (Kirkwood)	Missouri	862,828	451,525	$76,696	$163,169
76	Warrensburg	Missouri	49,026	22,331	$47,992	$112,117
77	Washington	Missouri	820,851	394,896	$49,006	$110,142
78	Omaha	Nebraska	1,555,974	814,567	$58,226	$118,955
79	Cincinnati	Ohio	4,388,138	2,207,698	$63,254	$144,770
80	Cleveland	Ohio	3,372,741	1,620,478	$60,578	$140,566
81	Defiance	Ohio	128,885	64,776	$54,553	$102,212
82	Elyria	Ohio	441,908	221,041	$66,486	$159,054
83	Sandusky	Ohio	198,970	97,121	$54,997	$122,400
84	Toledo	Ohio	941,726	461,020	$59,670	$127,841
85	Appleton	Wisconsin	489,427	256,073	$59,660	$118,814
86	Brookfield-Waukesha	Wisconsin	371,259	203,995	$86,786	$217,094
87	Fond Du Lac	Wisconsin	98,277	52,416	$57,550	$127,156
88	Green Bay	Wisconsin	434,417	218,527	$54,991	$122,376
89	La Crosse	Wisconsin	393,586	215,042	$60,646	$129,624
90	Madison, Dane County Regional Airport	Wisconsin	592,584	331,242	$65,982	$166,232
91	Menomonee Falls[3]	Wisconsin	N/A	N/A	N/A	N/A
92	Milwaukee Union	Wisconsin	1,134,011	544,847	$55,914	$125,813
93	Milwaukee, Airport[3]	Wisconsin	N/A	N/A	N/A	N/A
94	Neenah[3]	Wisconsin	N/A	N/A	N/A	N/A
95	Oconomowoc	Wisconsin	74,595	40,604	$61,420	$151,834
96	Oshkosh	Wisconsin	159,482	85,318	$60,327	$128,954
97	Portage	Wisconsin	69,864	36,697	$56,417	$140,253
98	Sturtevant	Wisconsin	439,924	219,213	$63,265	$147,880
99	Tomah	Wisconsin	277,671	142,372	$52,533	$112,523
100	Watertown	Wisconsin	87,462	44,645	$57,384	$136,353
101	West Bend	Wisconsin	205,435	114,260	$81,601	$209,800
102	Wisconsin Dells	Wisconsin	76,204	38,317	$53,467	$126,318

Notes:

[1]Station name given in parentheses shows the name of the existing Amtrak station that has the same location as the new station, named by TEMS.

[2] Socio-economic data for the year 2000 was provided by U.S. Census Bureau of the Bureau of Economic Analysis. Projects for the year 2002 were made using the forecasts prepared by Woods & Poole, Inc. After the socio-economic database for the Midwest transportation zoning system had been developed by TEMS (for the base year 2002).

Data on population / employment shown in this table for each particular station reflects the total population / employment of the zones represent the weighted average of corresponding data for all zones that "feed" this station.

[3]This station is in the same zone as another station. The model assigns riders to a single station in a transportation zone. There is no zone that is directly connected to this station.

Exhibit 11.15
MWRRS Station Profile: Socio Economics - continued

	2000 Socio-economic Characteristics (city)[2]					
	Station Names [1]	***State***	***City Population***	***City Population Size***	***Population Density***	***Density Category***
1	Alton	Illinois	30,496	Small	1,955	Low
2	Bloomington-Normal	Illinois	110,194	Small	3,284	High
3	Carbondale	Illinois	20,681	Small	1,738	Low
4	Carlinville	Illinois	5,685	Small	2,369	Medium
5	Centralia	Illinois	14,136	Small	1,885	Low
6	Champaign-Urbana	Illinois	103,913	Small	3,779	High
7	Chicago Union	Illinois	2,896,016	Large	12,752	High
8	Davenport-Rock Island	Illinois	138,043	Small	1,754	Low
9	Du Quoin	Illinois	6,448	Small	934	Low
10	Dwight	Illinois	4,363	Small	1,678	Low
11	Effingham	Illinois	12,384	Small	1,423	Low
12	Galesburg	Illinois	33,706	Small	1,994	Low
13	Inner West Chicago Suborbs (La Grange Road)	Illinois	15,608	Small	6,243	High
14	Joliet	Illinois	106,221	Small	2,788	Medium
15	Kankakee	Illinois	27,491	Small	2,235	Medium
16	Kewanee	Illinois	12,944	Small	2,055	Medium
17	Lincoln	Illinois	15,369	Small	2,605	Medium
18	Macomb	Illinois	18,558	Small	1,894	Low
19	Mattoon	Illinois	18,291	Small	1,967	Low
20	Mendota	Illinois	7,272	Small	1,914	Low
21	North Chicago Suburbs (Glenview)	Illinois	41,847	Small	3,100	High
22	Outer West Chicago Suburbs (Naperville)	Illinois	128,358	Small	3,626	High
23	Plano	Illinois	5,633	Small	1,609	Low
24	Pontiac	Illinois	11,864	Small	2,282	Medium
25	Princeton	Illinois	7,501	Small	1,120	Low
26	Quincy	Illinois	40,366	Small	2,765	Medium
27	Rantoul	Illinois	12,857	Small	1,786	Low
28	South Chicago Suburbs (Homewood)	Illinois	19,543	Small	3,758	High
29	Springfield	Illinois	111,454	Small	2,064	Medium
30	Ft Wayne	Indiana	205,727	Small	2,604	Medium
31	Gary, Airport	Indiana	102,746	Small	2,047	Medium
32	Greensburg[3]	Indiana	10,260	Small	2,138	Medium
33	Hammond-Whiting	Indiana	83,048	Small	3,627	High
34	Indianapolis	Indiana	781,870	Medium	2,163	Medium
35	Indianapolis, Airport	Indiana	N/A	N/A	N/A	N/A
36	Lafayette	Indiana	56,397	Small	2,806	Medium
37	Michigan City	Indiana	32,900	Small	1,679	Low
38	Plymouth	Indiana	9,840	Small	1,406	Low
39	Shelbyville	Indiana	17,951	Small	2,017	Medium
40	Warsaw	Indiana	12,415	Small	1,182	Low
41	Atlantic	Iowa	7,257	Small	896	Low
42	Des Moines	Iowa	198,682	Small	2,621	Medium
43	Iowa City	Iowa	62,220	Small	2,571	Medium
44	Newton	Iowa	15,579	Small	1,513	Low
45	Albion	Michigan	9,144	Small	2,032	Medium
46	Ann Arbor	Michigan	114,024	Small	4,223	High
47	Battle Creek	Michigan	53,364	Small	1,247	Low
48	Birmingham[3]	Michigan	19,291	Small	4,019	High
49	Detroit	Michigan	951,270	Medium	6,854	High
50	Dowagiac	Michigan	6,147	Small	1,537	Low
51	Durand	Michigan	3,933	Small	1,967	Low
52	Flint	Michigan	124,943	Small	3,719	High
53	Grand Rapids	Michigan	197,800	Small	4,435	High
54	Holland	Michigan	35,048	Small	2,111	Medium

Exhibit 11.15
MWRRS Station Profile: Socio Economics - continued

55	Jackson	Michigan	36,316	Small	3,272	High
56	Kalamazoo	Michigan	77,145	Small	3,123	High
57	Lansing (East Lansing)	Michigan	119,128	Small	3,404	High
58	Lapeer	Michigan	9,072	Small	1,649	Low
59	Niles	Michigan	12,204	Small	2,104	Medium
60	North Detroit Suburbs (Royal Oak)	Michigan	60,062	Small	5,090	High
61	Plainwell[3]	Michigan	3,933	Small	1,873	Low
62	Pontiac	Michigan	66,337	Small	3,317	High
63	Port Huron	Michigan	32,338	Small	3,992	High
64	South Detroit Suburbs (Dearborn)	Michigan	97,775	Small	4,007	High
65	Red Wing	Minnesota	16,116	Small	455	Low
66	St. Paul-Minneapolis	Minnesota	669,769	Medium	6,219	High
67	Winona	Minnesota	27,069	Small	1,487	Low
68	Hermann	Missouri	2,674	Small	1,163	Low
69	Jefferson City	Missouri	39,636	Small	1,452	Low
70	Kansas City	Missouri	441,545	Medium	1,408	Low
71	Kansas City North-East Suburbs (Independence)	Missouri	113,288	Small	1,447	Low
72	Kansas City South-East Suburbs (Lee's Summit)	Missouri	70,700	Small	1,188	Low
73	Sedalia	Missouri	20,339	Small	1,695	Low
74	St. Louis	Missouri	348,189	Medium	5,625	High
75	St. Louis Suburbs (Kirkwood)	Missouri	27,324	Small	2,970	Medium
76	Warrensburg	Missouri	16,340	Small	1,945	Low
77	Washington	Missouri	13,243	Small	1,558	Low
78	Omaha	Nebraska	390,007	Medium	3,371	High
79	Cincinnati	Ohio	331,285	Medium	4,247	High
80	Cleveland	Ohio	478,403	Medium	6,165	High
81	Defiance	Ohio	16,465	Small	1,568	Low
82	Elyria	Ohio	55,953	Small	2,812	Medium
83	Sandusky	Ohio	27,844	Small	2,784	Medium
84	Toledo	Ohio	313,619	Medium	3,891	High
85	Appleton	Wisconsin	70,087	Small	3,353	High
86	Brookfield-Waukesha	Wisconsin	103,474	Small	2,120	Medium
87	Fond Du Lac	Wisconsin	42,203	Small	2,497	Medium
88	Green Bay	Wisconsin	102,313	Small	2,331	Medium
89	La Crosse	Wisconsin	51,818	Small	2,578	Medium
90	Madison, Dane County Regional Airport	Wisconsin	208,054	Small	3,028	High
91	Menomonee Falls[3]	Wisconsin	32,647	Small	980	Low
92	Milwaukee Union	Wisconsin	596,974	Medium	6,212	High
93	Milwaukee, Airport[3]	Wisconsin	NA	NA	NA	NA
94	Neenah[3]	Wisconsin	24,507	Small	2,989	Medium
95	Oconomowoc	Wisconsin	12,382	Small	1,848	Low
96	Oshkosh	Wisconsin	62,916	Small	2,666	Medium
97	Portage	Wisconsin	9,728	Small	1,172	Low
98	Sturtevant	Wisconsin	5,287	Small	1,705	Low
99	Tomah	Wisconsin	8,419	Small	1,153	Low
100	Watertown	Wisconsin	21,598	Small	1,981	Low
101	West Bend	Wisconsin	28,152	Small	798	Low
102	Wisconsin Dells	Wisconsin	2,418	Small	590	Low

Notes:

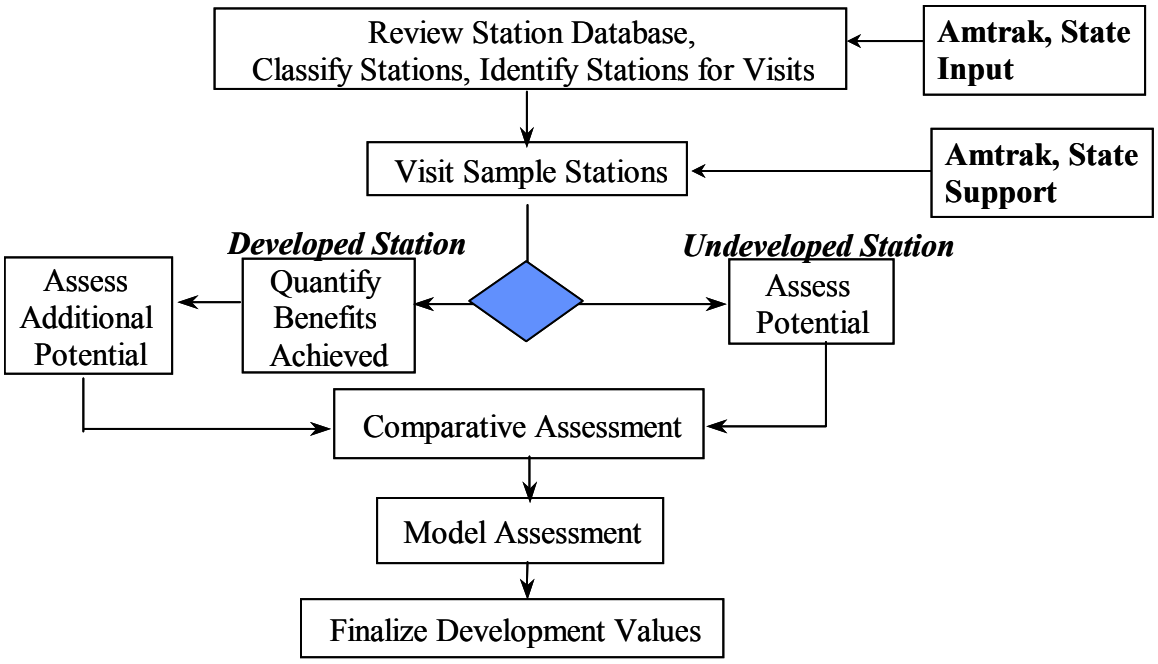
[1]Station name given in parentheses shows the name of the existing Amtrak station that has the same location as the new station, named by TEMS.

[2] Socio-economic characteristics for each city were not used directly in calculations in the Economic Rent Model. They played significant role in the qualitative Economic Rent analysis, i.e., in the developing hierarchy system of the transportation zones. That is why TEMS could use city data for the year 2000 (latest available) without adjusting them for the year 2002 (base year of the study).

Data on city population was obtained from: www.city-data.com/. Data on the population density for each city was calculated by TEMS on the base of the data from the same source.

[3]This station is in the same zone as another station. The model assigns riders to a single station in a transportation zone. There is no zone that is directly connected to this station.

Exhibit 11.16
Joint Development Methodology



The main factors impacting the development potential included station location, land availability around the station for development, and community commitment to the station and urban development. The ability of a location to achieve its highest potential is affected by the following factors:

- Level of modal integration at station
- Frequency of existing rail and bus services
- Accessibility of the station to the community
- Existing level of connectivity to regional modal networks
- Level of existing economic development

In assessing stations and communities, factors such as community size, proximity of station to major economic markets, current economic base, and density along the corridor were taken into account. Then the potential for each community to realize economic benefits from the MWRRS was determined within the context of the economic rent analysis.

11.3.5 Multimodal Connectivity

MWRRS station development will bring together many modes of travel–trains, planes, taxis, private automobiles, and regional, inter-city, and airport buses–at a single location in order to maximize benefits and efficiencies. Savings in time and increased economic activity will assure the highest output in economic rent, along with an increase in property values and joint development potential. The multimodal transportation centers will be well located to encourage other joint-use occupancies and help create "smart growth" areas in urban centers.

In the same way that large department stores anchor a shopping center and create trips that stimulate activity in nearby shops, a multimodal transportation center has the potential to stimulate retail, office, and residential development in an urban center. Without the synergies achieved by bringing all modes of transportation together in one location, there are significant negative impacts on the economic development potential. The MWRRI analysis and the experiences of other transportation centers indicate that the potential property value increase and joint development potential declines by 30 to 50 percent when the station is a single or limited transportation center. Thus, connectivity is critical to success in the station development effort.

Station Area Joint Development Potential

An intercity high speed rail system provides considerable joint development potential at stations. High speed rail systems developed in Europe and Japan have resulted in very significant joint development projects that have completely changed the character of the urban environment around the station. In France, examples exist in Paris, Lyon and Nantes while in the UK the redevelopment of Liverpool Street Station, Cannon Street Station and plans for Kings Cross Station in London shows the scale of redevelopment possible. At Liverpool Street Station, the project completely changed the character of the surrounding urban environment including massive redevelopment for offices (UBS-PaineWebber headquarters building) housing, and commercial businesses. See Exhibit 11.17. At Kings Cross an eight billion dollar project is underway on the existing railway lands as a result of the development of 150-mph East coast rail service from London to Edinburgh. See Exhibit 11.18.

In the U.S. the redevelopment of Washington Union Station and the surrounding area is a clear example of the opportunity that high speed rail can offer for creating a terminal station development. See Exhibit 11.19. Indeed all along the Northeast corridor, station –area redevelopment is showing the ability of high rail service to provide increased business activity. The Northeast corridor contrasts strongly with the Midwest where despite attempts to redevelop stations, the low level of rail activity is such that only Chicago Union Station and some smaller community stations have been able to realize much of an impact. In extreme cases, some former rail stations have been abandoned or turned into museums or restaurants. See Exhibit 11.20 and 11.21. TEMS has assessed this situation for the Great American Station Foundation and advised on the level of potential associated with existing rail service.

Exhibit 11.17
Liverpool Street Station, London

Exhibit 11.18
Kings Cross Station, London

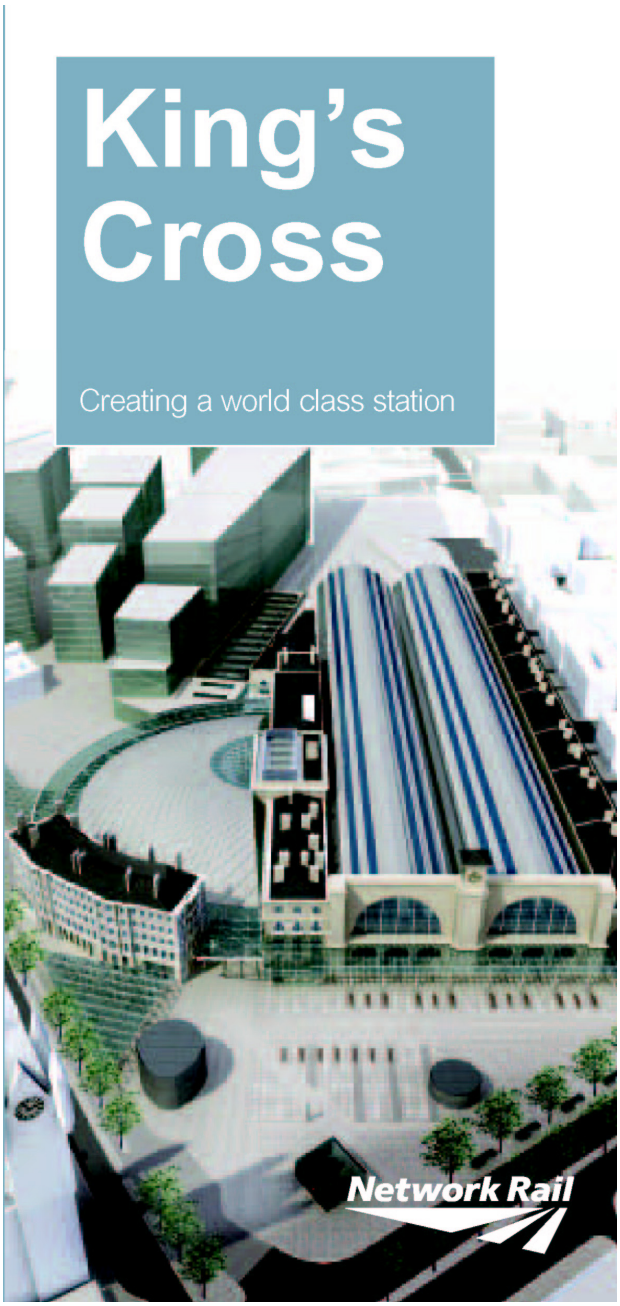


Exhibit 11.19
Washington Union Station
(a typical major station)

Exhibit 11.20
Ann Arbor Station (Restaurant)

Exhibit 11.21
Kansas City Union Station (Museum)

The result of the RENTS™ analysis for each of the MWRRI stations is shown in Exhibit 11.22 and 11.23. In Exhibit 11.22, the property value development is summarized by level of station in the hierarchy. It can be seen that the ten major terminals can expect development in the order of at least $150-250 million. Medium stations can expect $100-150 million, while small station on major 110-mph corridors like at Normal, Illinois can expect $50-100 million for Joint Development. The smallest stations on branchline operations such as the Carbondale line, Illinois, Holland line in Michigan, or the Greenbay line in Wisconsin can expect $10-20 million of Joint Development. The property value development for each individual station is given in Exhibit 11.23.

Exhibit 11.22
Joint Development Potential (Tier Summary)

Tier #	# of Stations:	Joint Development Potential ($ in Millions)
Tier 1 Stations:	1	1,437
Tier 2 Stations:	9	1,127
Tier 3 Stations:	23	1,142
Tier 4 Stations:	29	918
Tier 5 Stations:	40	346
Total:	102	4,970

Exhibit 11.23
Economic Benefits at each Station

			Economic Rent Results		
#	*Station Names*	*State*	*Increase in Employment (# of people)*	*Increase in Household Income (ml of 2002 $)*	*Increase in Property Value (ml of 2002 $)*
1	Alton	Illinois	475-715	9.5-14	41-62
2	Bloomington-Normal	Illinois	625-935	12-18	59-88
3	Carbondale	Illinois	185-280	3.5-5.5	18-26
4	Carlinville	Illinois	80-115	1.5-2.3	7-10
5	Centralia	Illinois	35-50	0.7-1.0	3-5
6	Champaign-Urbana	Illinois	385-580	7.5-11	36-54
7	Chicago Union	Illinois	12,250-18,375	242-363	1,150-1,725
8	Davenport-Rock Island	Illinois	550-825	11-16	52-77
9	Du Quoin	Illinois	20-35	0.4-0.7	2-3
10	Dwight	Illinois	90-135	1.8-2.7	9-13
11	Effingham	Illinois	70-105	1.4-2.1	6-9
12	Galesburg	Illinois	185-275	3.5-5.5	17-26
13	Inner West Chicago Suburbs (La Grange Road)	Illinois	150-220	3-4.5	14-21
14	Joliet	Illinois	545-820	11-16	51-77
15	Kankakee	Illinois	225-340	4.5-6.5	21-32
16	Kewanee	Illinois	40-60	0.8-1.2	4-6
17	Lincoln	Illinois	75-115	1.5-2.2	7-11
18	Macomb	Illinois	160-240	3.2-4.8	15-23
19	Mattoon	Illinois	65-95	1.2-1.9	6-9
20	Mendota	Illinois	110-165	2.1-3.2	10-15
21	North Chicago Suburbs (Glenview)	Illinois	260-395	5-8	25-37
22	Outer West Chicago Suburbs (Naperville)	Illinois	1,000-1500	20-30	94-141
23	Plano	Illinois	75-115	1.5-2.3	7-11
24	Pontiac	Illinois	55-80	1.1-1.6	5-8
25	Princeton	Illinois	155-230	3.1-4.6	15-22
26	Quincy	Illinois	135-205	2.5-4	13-19
27	Rantoul	Illinois	70-110	1.4-2.1	7-10
28	South Chicago Suburbs (Homewood)	Illinois	685-1,030	14-20	64-97
29	Springfield	Illinois	675-1,015	13-20	63-95
30	Ft Wayne	Indiana	345-520	6-9	26-38
31	Gary, Airport	Indiana	400-605	8-12	32-48
32	Greensburg *	Indiana	4-6	0.07-0.1	0.3-0.5
33	Hammond-Whiting	Indiana	175-265	3.5-5	16-25
34	Indianapolis	Indiana	1,510-2,265	29-44	121-182
35	Indianapolis, International Airport	Indiana	85-125	1.6-2.4	7-10
36	Lafayette	Indiana	480-720	9.5-14	39-58
37	Michigan City	Indiana	130-195	2.6-3.9	12-18
38	Plymouth	Indiana	230-345	4.5-6.8	21-32
39	Shelbyville	Indiana	10-15	0.2-0.3	0.9-1.4
40	Warsaw	Indiana	105-160	2.1-3.2	10-15
41	Atlantic	Iowa	4-6	0.06-0.09	0.2-0.3
42	Des Moines	Iowa	115-175	2-3	8-12
43	Iowa City	Iowa	150-225	3-4.5	14-21
44	Newton	Iowa	45-65	0.7-1.2	3-5
45	Albion	Michigan	45-70	0.9-1.3	4-6
46	Ann Arbor	Michigan	535-805	11-16	48-72
47	Battle Creek	Michigan	425-635	8.5-13	40-57
48	Birmingham *	Michigan	3-4	0.06-0.08	0.3-0.4
49	Detroit	Michigan	850-1,275	17-25	76-114
50	Dowagiac	Michigan	65-95	1.2-1.9	6-9
51	Durand	Michigan	45-65	0.9-1.3	4-6

Exhibit 11.23
Economic Benefits at each Station - continued

52	Flint	Michigan	475-715	9-14	43-64
53	Grand Rapids	Michigan	460-685	9-14	41-61
54	Holland	Michigan	180-270	3.5-5.5	16-24
55	Jackson	Michigan	205-310	4-6	18-28
56	Kalamazoo	Michigan	595-890	12-18	53-80
57	Lansing	Michigan	470-705	9-14	42-63
58	Lapeer	Michigan	75-110	1.4-2.2	6-10
59	Niles	Michigan	95-145	1.9-2.8	9-13
60	North Detroit Suburbs (Royal Oak)	Michigan	300-455	6-9	27-40
61	Plainwell *	Michigan	5-10	0.1-0.2	0.5-0.8
62	Pontiac	Michigan	260-390	5-8	23-35
63	Port Huron	Michigan	105-155	2-3	9-14
64	South Detroit Suburbs (Deaborn)	Michigan	400-600	8-12	36-54
65	Red Wing	Minnesota	105-155	2.0-2.9	9-14
66	St. Paul-Minneapolis	Minnesota	1,190-1,785	23-34	102-153
67	Winona	Minnesota	100-155	2-3	9-13
68	Hermann	Missouri	85-130	1.7-2.6	7-11
69	Jefferson City	Missouri	495-745	10-15	43-65
70	Kansas City	Missouri	940-1,415	17-25	68-102
71	Kansas City North-East Suburbs (Independence)	Missouri	125-190	2-3.5	9-14
72	Kansas City South-East Suburbs (Lee's Summit)	Missouri	335-505	6-9	24-36
73	Sedalia	Missouri	95-145	1.5-2.5	7-10
74	St. Louis	Missouri	1,915-2,870	38-57	167-250
75	St. Louis Suburbs (Kirkwood)	Missouri	640-955	13-19	56-83
76	Warrensburg	Missouri	130-190	2.3-3.4	9-14
77	Washington	Missouri	130-200	2.5-4	12-17
78	Omaha	Nebraska	400-600	6-9	23-34
79	Cincinnati	Ohio	1,925-2,890	29-44	119-179
80	Cleveland	Ohio	1,005-1,510	18-27	74-111
81	Defiance	Ohio	40-60	0.7-1.1	2.9-4.4
82	Elyria	Ohio	75-110	1.5-2	5-8
83	Sandusky	Ohio	45-65	0.8-1.2	3-5
84	Toledo	Ohio	480-720	9-13	35-53
85	Appleton	Wisconsin	625-935	11-17	46-69
86	Brookfield-Waukesha	Wisconsin	930-1,395	17-25	69-103
87	Fond Du Lac	Wisconsin	425-635	7.5-12	31-47
88	Green Bay	Wisconsin	575-865	10-16	43-64
89	La Crosse	Wisconsin	180-270	3.5-5	16-23
90	Madison, Airport	Wisconsin	875-1,315	16-24	65-97
91	Menomonee Falls*	Wisconsin	15-20	0.3-0.4	1.1-1.6
92	Milwaukee Union	Wisconsin	2,050-3,075	37-56	152-227
93	Milwaukee, Airport (General Mitchell Field)*	Wisconsin	5-10	0.1-0.2	0.4-0.7
94	Neenah *	Wisconsin	5-10	0.1-0.2	0.5-0.7
95	Oconomowoc	Wisconsin	200-300	3.6-5.5	15-22
96	Oshkosh	Wisconsin	620-930	11-17	46-69
97	Portage	Wisconsin	130-195	2.4-3.5	10-14
98	Sturtevant	Wisconsin	110-170	2.0-3.1	8-12
99	Tomah	Wisconsin	60-90	1.2-1.7	5-8
100	Watertown	Wisconsin	140-210	2.5-3.8	10-15
101	West Bend	Wisconsin	425-635	7.5-12	31-47
102	Wisconsin Dells	Wisconsin	155-235	2.8-4.3	12-17

* Note that these stations are in the same zone as another station. The model assigns riders to a single station in a zone. There is no transportation zone that is directly connected to the stations marked with (*). The distribution of appropriate riders and distribution of economic benefits was made for Phase 7 in the frame of Economic Rent model.

Comparison of these results with actual urban development opportunities suggest that in most cases these impacts can be doubled if the proposals are integrated with other urban redevelopment proposals.

For example, in the MWRRI case study of Normal, Illinois station (see Exhibit 11.24), it was shown that small communities such as Normal, Illinois can expect the MWRRI to generate a property value joint development of $50-100 million, much larger than that suggested by the RENTS™ results. This is because the city has supported the station development project and integrated it into its downtown renewal plan. Equally, a second case study of the Crosset site in Cincinnati showed a joint development potential of $350-500 million. See Exhibit 11.25. This increase is twice the value suggested by the MWRRI RENTS™ Model. Again, this result is due to the integration of the proposed station with Cincinnati downtown, bus and rail links, and office development potential. Chicago Union Station is already seeing some activity based on Amtrak's current proposal to site condominium housing units near the station complex. Given the size and scale of the MWRRI operation, it is likely that Chicago Union Station would have a minimum joint development potential in the range of $2-3 billion, far higher than suggested by the MWRRI RENTS™ Model.

Exhibit 11.24
Bloomington Normal, Illinois Station

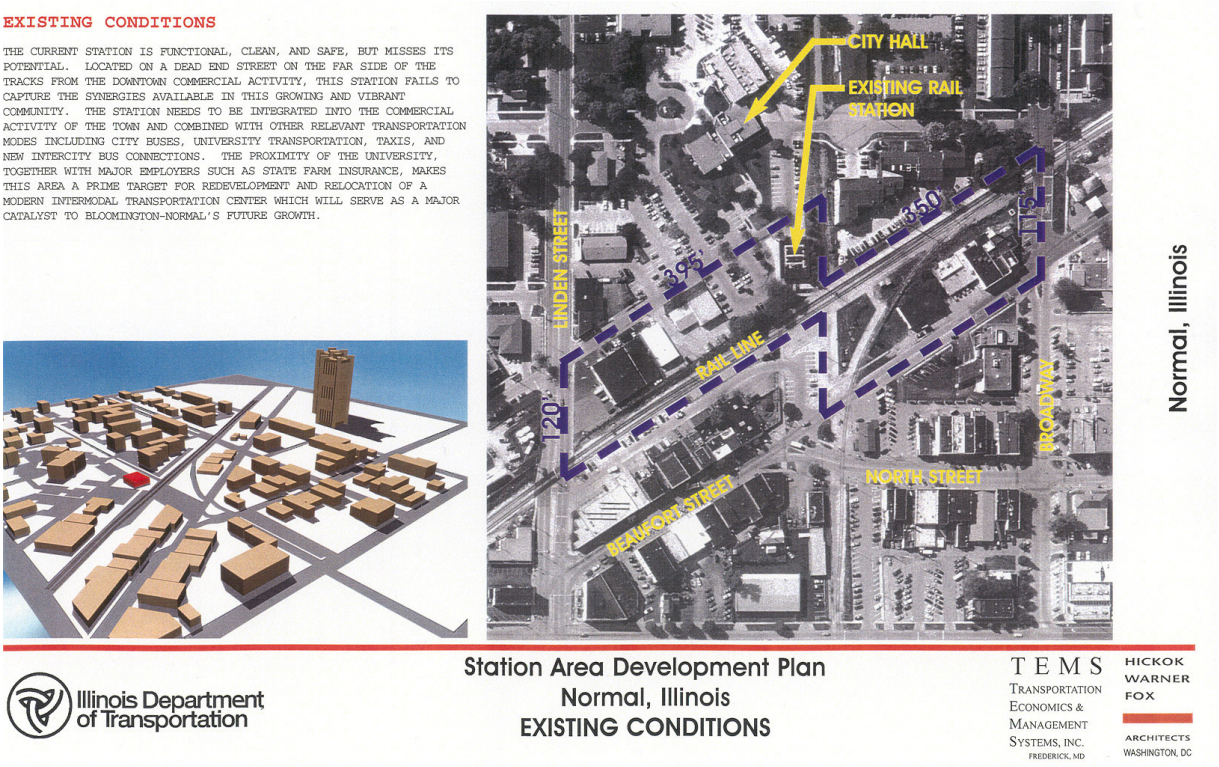
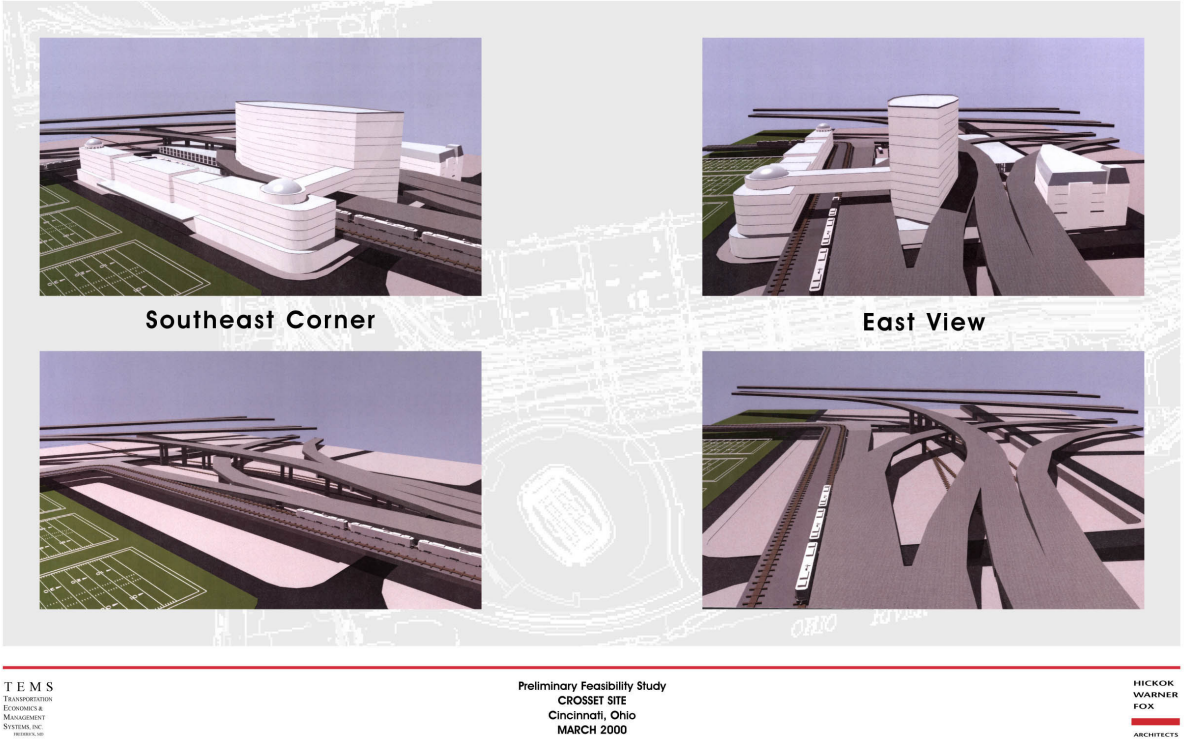


Exhibit 11.25
Cincinnati, Crosset Station



11.4 Input/Output Analysis: Construction and Operation of MWRRI

From a regional, state and local perspective, the MWRRI construction program will have significant economic and financial impact in terms of short term job creation, income and output. Regional input-output (I-O) multipliers, which account for inter-industry relationships within specific regions, have proven to be a very potent and useful tool for evaluating economic stimulus of construction expenditures in a region.

11.4.1 Scope of Evaluation

In order to understand the economic impact of MWRRI project construction on the whole Midwest region, an analysis was made of the supply-side benefits that are derived by the analyzed region. This includes an assessment of both the temporary direct and indirect jobs created by construction of the project, as well as income and economic output.

An input-output methodology was used to identify the number of temporary jobs, both direct and indirect, that will be created in Midwest region during each of 10 years of construction of the project. The input-output analysis measures the short-term economic stimuli that are created in Midwest as a result of the additional construction spending on the project. In our study we assume that Federal government will fund 80% of the capital costs of the project. As a result we will measure the influence of this part (80%) of construction spending on output, job creation and correspondent earnings. Although an FHWA cost-benefit analysis treats the capital investment as a cost rather than as a benefit of the project, according to BEA methodology the construction cost creates job and income benefits to Midwest region, because the money is spent in its states rather than elsewhere.

11.4.2 Input-Output Methodology

In the 1970's, the Bureau of Economic Analysis (BEA) developed a method for estimating regional I-O multipliers known as Regional Industrial Multiplier System (RIMS) In the 1980's, BEA completed an enhancement of RIMS, known as RIMS II, the Regional Input-Output Modeling System[3]. A second edition of the RIMS II handbook based on more recent data and an improved methodology was issued in 1992. A third edition was made available in 1997.

The main underpinning of the RIMS II methodology is an accounting framework known as an I-O matrix, which is discussed in detail in the Appendix. The I-O matrix is an exhibit that shows the distribution of inputs purchased and outputs sold for each industry. There are two main data sources for the I-O matrix in RIMS II. First is the BEA's national I-O exhibit, which provides the input and output structure of nearly 500 detailed US industries (in accordance with NAICS codes) and of 20 aggregated industries. Second, is represented by BEA's regional economic accounts, used to adjust the national I-O exhibit in order to reflect a region's industrial composition and trading patterns.

[3] For a detailed discussion on the data sources and methods underlying the use of RIMS II, the Reader is referred to the technical Appendix B.

The fundamental idea behind the input-output model is that of the multiplier effect, whereby new money entering the economy has a ripple effect with spillover benefits for the entire community through direct and indirect impacts. To cite an example, when the government buys $10 billion worth of goods from a major industry, the purchase (notwithstanding the immediate effect of raising employment and profits in that industry) has repercussions leading to higher overall incomes, which in turn lead to even higher demand, thereby triggering a positive feedback loop. The total impact on the quantity of goods and services demanded is much larger than the initial impulse felt from higher government spending. The factor by which the initial impulse is multiplied will be determined by the individuals' marginal propensity to consume: the fraction of extra income that a household consumes rather than saves.

Exhibits 11-26, 11-27 and 11-28 illustrate how a single dollar of additional spending on auto production, for example, benefits the plastics, electricity, instruments and rubber industries, among others[4]. As shown in the first Exhibit, a single dollar spent on auto production translates into 14 cents spent on plastics, 5 cents on electricity, 11 cents on instruments, 7 cents on rubber, 21 cents on local industries, 17 cents in earnings for local employees and 25 cents leakage. In the second ripple, the 14 cents earned by the plastics industry feeds 9 cents to the chemicals industry, 2 cents earnings for local employees and 3 cents of leakage. Similarly, in the third Exhibit, 21 cents spent on other local industries re-enters the economy in the form of 1 cent for utilities, 5 cents on autos, 4 cents for other local industries, and 4 cents income for local employees and 7 cents leakage.

It should be noted that depending upon the type of project and its location, the multiplier effects from the additional investment, jobs, income and workers' spending decisions would differ. This is because the characteristics of the local economy (i.e., the types of industry present) determines exactly how much extra impact an investment will generate in that region.

11.4.3 Application of Regional Input-Output Modeling System

The main advantage of RIMS II is that multipliers can be estimated for any region composed of one or more counties, and for any industry or group of industries in the national I-O exhibit. In order to obtain multipliers especially for the MWRRI region a description of the region was provided to BEA. The RIMS II multipliers were then calculated for Midwest region.

A systematic analysis of the regional economic benefits that will be accrued from a new MWRRI transportation project calls for detailed information about inter-industry relationships not only at the level of Midwest Region in general, but in the different parts of the region. Using data from Exhibit 8-4 we calculate the economic impact of construction spending on output, earnings and job creations in different parts of MWRRI corridor. Because the analysis is based on cash flows, we can identify only the employment generated during project construction.

[4] The given example illustrates the methodology of RIMS II multiplier calculations made by BEA and does not relate to Midwest region.

Exhibit 11.26
Multiplier Mechanism 1

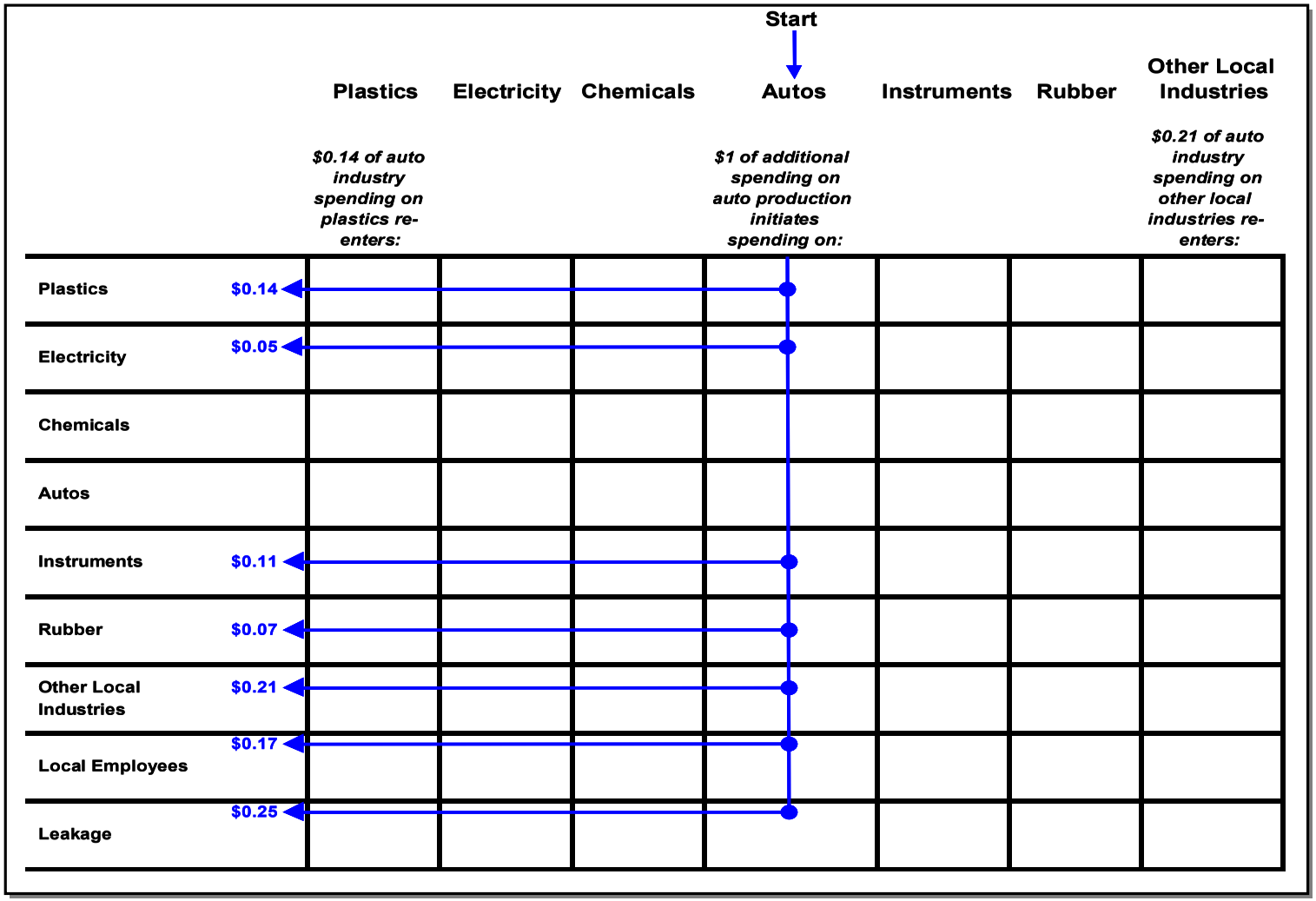


Exhibit 11.27
Multiplier Mechanism 2

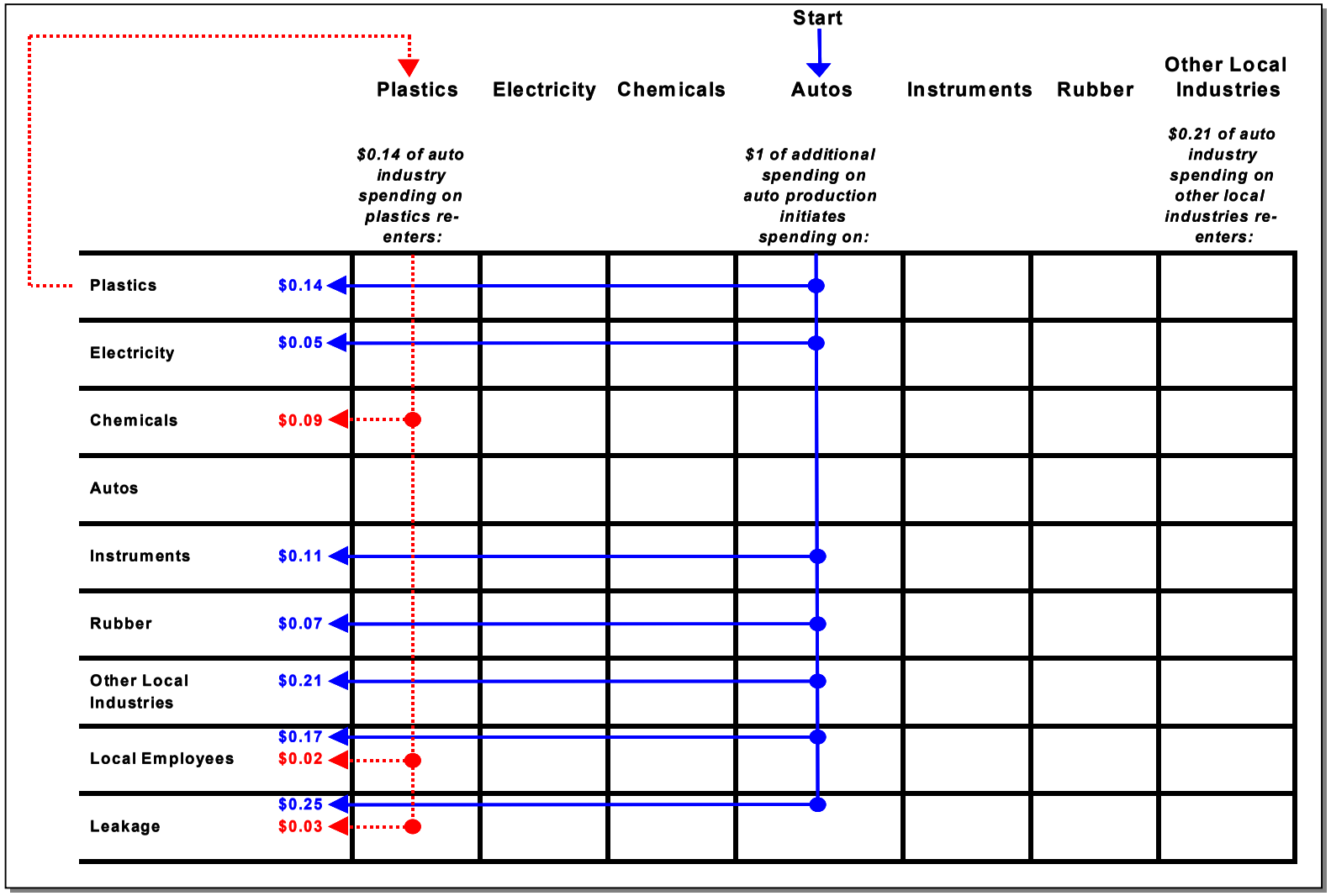
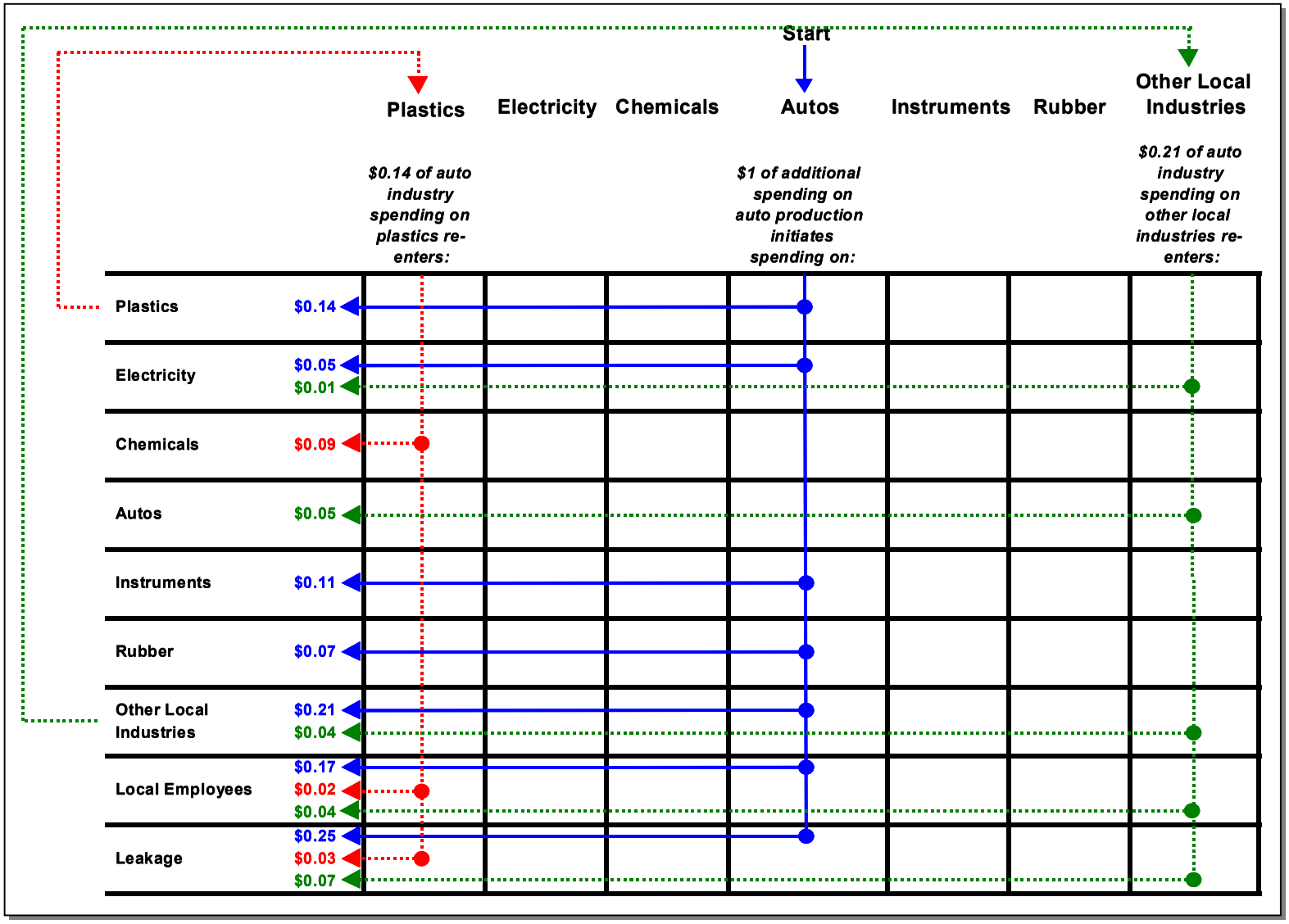


Exhibit 11.28
Multiplier Mechanism 3



11.4.4 Results

Using RIMS II output and employment multipliers for annual capital infusion in the construction industry over 10-year construction period we estimate how different industries are expected to benefit from MWRRI in terms of output and jobs creation. As was shown in Exhibit 8-4, in the ten-year period of construction there will be additional construction spending in the region – it will vary between $189 million in year 2 and $1,557 million in the year 7 in year 2002 dollars.

Following the methodology developed by BEA for RIMS II we calculate economic impacts on output, earnings and job creation for each stage (year) of construction period. As we can see from Exhibit 11.29 through 11.30, construction industry itself will benefit from project implementation more than other industries. It will obtain 40% of temporary jobs and 37% of output created in Midwest Region. Besides construction, noteworthy employment gains will be mainly in retail trade (10% of new temporary jobs), manufacturing (8%), health care and social assistance (7%), accommodation and food services (6%). Among the industries that are estimated to receive significant share of output, we can point out on manufacturing (18%), real estate and rental and leasing (6%), retail trade (5%), finance and insurance (5%).

The Input-Output analysis shows that the MWRRI Project will have a general sizeable impact on the economies of Midwest region. The results are summarized in Exhibits 11-29 through 11.32. Since contractors on the project will buy a lot of their materials and services from other Midwest region businesses, the RIMS II analysis predicts a multiplier effect on the initial capital expenditure of $7.7 billion. In making this calculation, RIMS II takes account of leakages to other parts of the U.S. However, all Midwest Region industries are expected to benefit by approximately USD $ 17 billion and over 152 thousand person-years of work during the construction period. The multiplier more than doubles the impact of this expenditure, so the aggregate increase in output comes to $16.934 billion. Over a ten-year construction period, this would be equivalent to adding approximately 15,624 temporary jobs annually in Midwest Region, occurring as a direct result of the construction expenditures alone.

It should be noted that depending upon the type of project and its location, the multiplier effects from the additional investment, jobs, income and workers' spending decisions would differ. This is because the characteristics of the local economy determines exactly how much extra impact an investment will generate.

Exhibit 11.29
Economic Impact by Industry Grouping - Temporary Job Creation

NAICS	Descriptions	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Average # of jobs	Total Person years of work
23	Construction	1,779	1,480	4,684	6,202	5,673	10,274	12,213	11,876	4,738	1,472	6,039.10	**60,391**
4A	Retail trade	452	376	1,190	1,576	1,441	2,610	3,102	3,017	1,204	374	1,534.20	**15,342**
31-33	Manufacturing	366	305	965	1,278	1,169	2,116	2,516	2,446	976	303	1,244.00	**12,440**
62	Health care and social assistance	308	256	811	1,074	982	1,779	2,115	2,057	821	255	1,045.80	**10,458**
72	Accommodation and food services	268	223	707	936	856	1,550	1,843	1,792	715	222	911.20	**9,112**
54	Professional, scientific, and technical services	200	167	527	698	639	1,157	1,375	1,337	534	166	680.00	**6,800**
56	Administrative and waste management services	175	145	460	609	557	1,009	1,199	1,166	465	145	593.00	**5,930**
81, S0	Other services*	161	134	424	562	514	930	1,106	1,075	429	133	546.80	**5,468**
52	Finance and insurance	135	112	354	469	429	777	924	898	358	111	456.70	**4,567**
42	Wholesale trade	126	104	331	438	400	725	862	838	334	104	426.20	**4,262**
48-49	Transportation and warehousing*	122	102	322	426	390	706	839	816	326	101	415.00	**4,150**
61	Educational services	66	55	174	230	211	381	453	441	176	55	224.20	**2,242**
53	Real estate and rental and leasing	62	51	162	215	196	356	423	411	164	51	209.10	**2,091**
71	Arts, entertainment, and recreation	60	50	157	208	190	344	409	398	159	49	202.40	**2,024**
51	Information	56	47	147	195	179	323	384	374	149	46	190.00	**1,900**
55	Management of companies and enterprises	54	45	142	187	171	310	369	359	143	44	182.40	**1,824**
11	Agriculture, forestry, fishing, and hunting	33	28	88	117	107	193	230	224	89	28	113.70	**1,137**
H0	Households	30	25	78	104	95	172	204	199	79	25	101.10	**1,011**
22	Utilities*	17	14	45	60	55	99	117	114	46	14	58.10	**581**
21	Mining	10	8	26	34	31	57	67	66	26	8	33.30	**333**
TOTAL		4,480	3,727	11,794	15,618	14,285	25,868	30,750	29,904	11,931	3,706	15,206	**152,063**

* Includes Federal Government Enterprises.

Exhibit 11.30
Economic Impact by Industry Grouping - Output (Millions of 2002$)

NAICS	Descriptions	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Output Total
23	Construction	$183	$152	$482	$638	$584	$1,057	$1,257	$1,222	$488	$151	$6,214
H0	Households	$156	$130	$410	$543	$497	$899	$1,069	$1,040	$415	$129	$5,286
31-33	Manufacturing	$91	$76	$240	$318	$291	$527	$626	$609	$243	$76	$3,098
53	Real estate and rental and leasing	$29	$24	$76	$101	$92	$167	$199	$194	$77	$24	$984
4A	Retail trade	$27	$22	$71	$94	$86	$156	$185	$180	$72	$22	$917
52	Finance and insurance	$25	$21	$66	$88	$80	$145	$173	$168	$67	$21	$855
54	Professional, scientific, and technical services	$22	$19	$59	$78	$71	$129	$153	$149	$59	$18	$758
62	Health care and social assistance	$21	$18	$56	$75	$68	$124	$147	$143	$57	$18	$727
42	Wholesale trade	$20	$16	$52	$69	$63	$114	$135	$132	$53	$16	$670
48-49	Transportation and warehousing*	$15	$12	$39	$51	$47	$85	$101	$98	$39	$12	$497
51	Information	$10	$9	$27	$36	$33	$59	$71	$69	$27	$9	$349
81, S0	Other services*	$10	$9	$27	$36	$33	$59	$70	$68	$27	$8	$347
56	Administrative and waste management services	$9	$7	$24	$31	$29	$52	$62	$60	$24	$7	$304
72	Accommodation and food services	$9	$7	$23	$30	$27	$50	$59	$57	$23	$7	$292
55	Management of companies and enterprises	$8	$6	$20	$27	$25	$45	$53	$52	$21	$6	$264
22	Utilities*	$7	$6	$19	$26	$24	$43	$51	$49	$20	$6	$251
11	Agriculture, forestry, fishing, and hunting	$4	$3	$10	$13	$12	$22	$26	$25	$10	$3	$129
61	Educational services	$3	$3	$8	$11	$10	$18	$22	$21	$9	$3	$108
71	Arts, entertainment, and recreation	$3	$2	$7	$9	$8	$15	$18	$18	$7	$2	$89
21	Mining	$2	$2	$6	$8	$7	$13	$16	$15	$6	$2	$78
TOTAL**		**$499**	**$415**	**$1,314**	**$1,739**	**$1,591**	**$2,881**	**$3,425**	**$3,330**	**$1,329**	**$413**	**$ 16,934**

* Includes Federal Government Enterprises.

** In accordance with BEA methodology while calculating the total impact on regional output, the household raw was excluded to avoid double counting. (For more details reader is referred to Appendix B)

Exhibit 11.31
Average Wages of Temporary Employed by Industry Grouping (2002$)

NAICS	Descriptions	Average Wages
55	Utilities*	77,397
51	Management of companies and enterprises	69,907
21	Mining	55,495
56	Professional, scientific, and technical services	50,276
52	Wholesale trade	49,719
48-49	Information	48,631
54	Finance and insurance	48,152
31-33	Manufacturing	45,853
23	Construction	38,515
42	Transportation and warehousing*	37,108
81, S0	Health care and social assistance	33,751
62	Real estate and rental and leasing	25,630
61	Other services*	21,630
H0	Educational services	21,431
53	Administrative and waste management services	21,087
72	Retail trade	20,035
22	Arts, entertainment, and recreation	17,956
11	Agriculture, forestry, fishing, and hunting	13,544
71	Accommodation and food services	12,304

* Includes Federal Government Enterprises.

Exhibit 11.32
Economic Impact by Industry Grouping - Earnings (Millions of 2002$)

NAICS	Descriptions	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Average Earnings	Earnings Total
23	Construction	68.51	56.99	180.42	238.89	218.51	395.69	470.39	457.40	182.49	56.70	232.60	2325.99
31-33	Manufacturing	16.80	13.98	44.25	58.58	53.59	97.04	115.36	112.17	44.75	13.90	57.04	570.41
62	Health care and social assistance	10.40	8.65	27.38	36.25	33.16	60.04	71.38	69.41	27.69	8.60	35.30	352.96
54	Professional, scientific, and technical services	10.07	8.38	26.52	35.11	32.12	58.16	69.14	67.23	26.82	8.33	34.19	341.88
4A	Retail trade	9.05	7.53	23.84	31.57	28.88	52.29	62.16	60.45	24.12	7.49	30.74	307.38
52	Finance and insurance	6.48	5.39	17.06	22.59	20.66	37.41	44.47	43.24	17.25	5.36	21.99	219.91
42	Wholesale trade	6.24	5.19	16.44	21.76	19.91	36.05	42.85	41.67	16.62	5.17	21.19	211.90
48-49	Transportation and warehousing*	4.54	3.77	11.95	15.82	14.47	26.20	31.14	30.28	12.08	3.75	15.40	154.00
55	Management of companies and enterprises	3.76	3.12	9.89	13.10	11.98	21.69	25.79	25.07	10.00	3.11	12.75	127.51
56	Administrative and waste management services	3.68	3.06	9.70	12.84	11.75	21.27	25.29	24.59	9.81	3.05	12.50	125.05
81, S0	Other services*	3.48	2.90	9.17	12.15	11.11	20.12	23.92	23.26	9.28	2.88	11.83	118.27
72	Accommodation and food services	3.30	2.75	8.70	11.51	10.53	19.07	22.67	22.05	8.80	2.73	11.21	112.11
51	Information	2.72	2.26	7.17	9.49	8.68	15.72	18.69	18.17	7.25	2.25	9.24	92.40
53	Real estate and rental and leasing	1.58	1.31	4.16	5.50	5.03	9.12	10.84	10.54	4.20	1.31	5.36	53.59
61	Educational services	1.42	1.18	3.73	4.93	4.51	8.17	9.72	9.45	3.77	1.17	4.80	48.05
22	Utilities*	1.32	1.10	3.49	4.62	4.22	7.65	9.09	8.84	3.53	1.10	4.50	44.97
71	Arts, entertainment, and recreation	1.07	0.89	2.82	3.73	3.41	6.18	7.35	7.15	2.85	0.89	3.63	36.34
21	Mining	0.54	0.45	1.43	1.90	1.74	3.14	3.74	3.63	1.45	0.45	1.85	18.48
11	Agriculture, forestry, fishing, and hunting	0.45	0.38	1.19	1.58	1.45	2.62	3.11	3.03	1.21	0.38	1.54	15.40
H0	Households	0.27	0.23	0.72	0.95	0.87	1.57	1.87	1.82	0.72	0.23	0.92	9.24
TOTAL		155.68	129.51	410.01	542.88	496.57	899.20	1068.98	1039.45	414.71	128.84	528.58	5285.83

* Includes Federal Government Enterprises.

11.5 Conclusion

The development of the MWRRI will result in a significant economic impact in the Midwest, providing both transport users as well as communities substantial benefits.

The traditional benefit cost methods developed by the USDOT FRA shows $23 billion economic impact as a result of building the system. The benefit cost ratio is a substantial 1.8 reflecting the fact that the Midwest is one of the best candidate regions in the U.S. for developing a regional rail system.

- Given that the demand side benefits generated by the MWRRI are so large, it is not surprising that the long-term supply side benefits are also substantial. The Economic Rent analysis shows supply side benefits of –
  - Nearly 58,000 long-term jobs across the nine state regions', which is equivalent to 1.7 million person years of work over 30 years.
  - The project will raise the nine state region's income by 0.1 percent or by over 1 billion dollars per year over the life of the project.
  - The Joint Development potential assuming full advantage is taken of the opportunity offered by the MWRRI is at least 4.5 billion dollars, and may be higher with effective planning and urban renewal.

  The regional use of federal construction dollars to build the system will generate a substantial economic impact in the region. During the construction period it will –
  - Create 152,000 person years of work or the equivalent of 15,200 full-time jobs annually during the 10-year construction period (construction plus other industry jobs).
  - Increase earnings in the nine state regions by $5.3 billion
  - Increase regional output by $16.9 billion

  Another transfer payment of the MWRRI system are the tax benefits generated by the extra income, sales and property value. Both state income and sales tax increases will amount to at least 5 percent of the project income impacts ($15 billion) or over 750 million over the life of the project.

- The distribution of benefits will be across the whole nine state region; however, the benefits are expected to be distributed in the following way between states.
  - Illinois: 30-40 percent
  - Wisconsin: 15-20 percent
  - Michigan: 10-15 percent
  - Indiana: 10-15 percent
  - Minnesota: 5-10 percent
  - Missouri: 5-10 percent
  - Ohio: 5-10 percent
  - Iowa: 2-3 percent
  - Nebraska: 1-2 percent

EXHIBIT 9

FINANCING HIGH SPEED INTERCITY PASSENGER RAIL

MERCATOR ADVISORS, LLC

FINANCING HIGH-SPEED INTERCITY PASSENGER RAIL WITH TAX CREDIT BONDS: POLICY ISSUES AND FISCAL IMPACTS

Prepared for the American Public Transportation Association
June 25, 2008

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FINANCING HIGH-SPEED INTERCITY PASSENGER RAIL WITH TAX CREDIT BONDS: POLICY ISSUES AND FISCAL IMPACTS

INTRODUCTION

This briefing paper was commissioned by the American Public Transportation Association (APTA) to present the results of a fiscal and policy analysis of utilizing a potential tax credit bond financing program to facilitate investment in high-speed intercity passenger rail. The consulting team retained by APTA to perform this analysis consisted of VantagePoint Associates, Inc. (VantagePoint) and Mercator Advisors, LLC (Mercator).

VantagePoint developed a fiscal impact model to estimate the federal and state individual income taxes that would be generated from the construction and operation of the Midwest Regional Rail Initiative (MWRRI). This project serves as an example of the type of investment that might be made with a tax credit bond financing program targeting high-speed intercity passenger rail. To date, the MWRRI has the most comprehensive underlying economic data available of the designated high-speed rail corridors, and for that reason was used for the analysis. This regional passenger network will be comprised of eight interconnecting rail corridors that emanate from Chicago and serve the states of Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, Ohio and Wisconsin. For purposes of the analysis, the MWRRI was assumed to have a capital cost of $10.6 billion (year-of-expenditure dollars) over a 10-year construction period covering 2008 through 2017.

Mercator assessed the policy issues and estimated the budgetary costs associated with a potential tax credit bond program that could be utilized by sponsoring states to help finance intercity passenger rail corridors such as the MWRRI. Tax credit bonds are long-term debt instruments issued by state or local governments where, in lieu of receiving annual cash interest payments, the investor receives annual federal tax credits. The tax credits may be used to offset other taxable income of the investor. From the state/local issuer's perspective, tax credit bonds represent zero-interest borrowing, since the federal government effectively pays the "interest." The purpose of the analysis is to explain why this particular form of federal assistance is being considered by policy makers and assist project sponsors and other stakeholders in evaluating both the benefits and the challenges of this financing mechanism.

RESULTS IN BRIEF

Investment in a regional rail corridors program such as the MWRRI will result in the creation of both direct jobs related to the construction and operation of the system and additional jobs due to the regional benefits and economic activity over the long-term operating period. The analysis shows that such investment can generate income tax revenues that largely offset the cost of the proposed tax credit bond financing program. Although the federal budget scoring does not recognize the future tax revenues that would be generated, the analysis clearly demonstrates that investing in high-speed rail will generate substantial fiscal benefits to the federal and state governments, in addition to enhancing mobility and providing other public benefits.

The analysis assumes that the state sponsors of the MWRRI would finance a $10.6 billion program (year-of-expenditure dollars) by issuing 30-year tax credit bonds as needed over a 10-year construction period (covering 2008-2017) to fund the annual capital requirements. The 30-year bond term enables better matching of the financing costs with the long-term fiscal and other benefits of the infrastructure investment. The proposed Rail Infrastructure Bond (RIB) financing program would have a 10-year federal budgetary cost of about $3.1 billion (estimated tax expenditures). Over the life of the bonds (through 2047), the federal tax credits would total $19.9 billion.

The MWRRI sponsors would share the cost of the RIB financing program by using state/local revenues to repay bond principal. The issuer could make level annual payments into an escrow account or sinking fund used to secure the payment of bond principal at maturity. Those payments would total about $730 million during the 10-year construction period and nearly $4.7 billion during the full term of the bonds. Together with estimated sinking fund earnings of nearly $6.0 billion, those annual contributions would be used to repay bond principal at maturity. Alternatively, the issuer could make a single upfront deposit to a sinking fund for each series of bonds issued. In that case, the upfront contributions would total about $2.5 billion while the sinking fund earnings would total $8.1 billion during the term of the bonds. Under either alternative, the present value of the federal subsidy provided by the RIB financing mechanism would be about 76 percent of the $10.6 billion program cost.

The analysis shows that the income tax revenues expected to be generated over a 40-year period (10 years of construction and 30 years of operation) would exceed the fiscal cost to the U.S. Treasury of the tax credits and significantly offset the fiscal cost to the state sponsors of the bond payments. In the case of the federal government, the nominal income tax revenues generated would total nearly $21.0 billion over the life of the bonds (through 2047), exceeding the nominal cost of the tax credits by about $1.0 billion. In addition to the individual income taxes resulting from the MWRRI investment-related jobs, those revenues would include income taxes paid by the RIB investors, who must report the annual credits as taxable income. In the case of the MWRRI state sponsors, the nominal income tax revenues generated by the MWRRI

investment would total nearly $3.3 billion over the life of the bonds (through 2047), offsetting about 70 percent of the $4.7 billion cost of annual sinking fund payments. These results are presented in the following summary table.

Summary Table: Comparison of Financing Costs and Income Tax Revenues Generated

($ Billions)	Federal Tax Credits	Inc Taxes (Bondholders)	Inc Taxes (MWRRI Jobs)	Net Federal Revenues	State Payments	State Inc Taxes	Net State Revenues
2008 - 2017 (Budget Window / Construction Period)	(3.116)	0.873	0.698	(1.546)	(0.728)	0.275	(0.453)
2008 - 2047 (Full Term of Bonds)	(19.932)	5.581	15.372	1.021	(4.655)	3.256	(1.399)

It should be emphasized that this study is not a comprehensive benefit-cost analysis; it quantifies only a portion of the income tax revenues that would be generated and does not include additional revenues resulting from the economic benefits of such investment (including corporate income taxes, sales taxes and property taxes). Nor does it examine the many broader public benefits of investing in passenger rail infrastructure. Consideration of a RIB financing program should acknowledge the very limited availability of general appropriations for passenger rail and weigh the assessed budgetary costs against the larger policy objectives in addition to the quantifiable fiscal benefits. In cases involving critical public infrastructure improvements, it may be appropriate for the federal government to utilize financial incentives like tax credit bonds to stimulate such investment.

BACKGROUND: TRANSPORTATION INVESTMENT NEEDS AND INTERCITY PASSENGER RAIL

All levels of government increasingly are examining, documenting and debating how to address their infrastructure investment challenges. As is the case with other sectors such as energy, housing and water resources, the nation's transportation system faces critical funding shortfalls. The recent report of the National Surface Transportation Policy and Revenue Study Commission (Policy Commission) begins with "A Call to Action" to take decisive steps to restore and sustain our transportation system as a matter of national well-being. It recommends that annual capital spending for surface transportation infrastructure more than double over the next 50 years, including major increases in highway, transit, freight rail and passenger rail investment.[1] Other national-level studies have produced a wide range of "funding gaps" in various transportation modes.[2] These highly aggregated findings have been supported by more specific assessments of needed projects or planned improvements at the state, regional or local level. Regardless of differing opinions about spending priorities and technical assumptions, there seems to be "broad agreement among transportation professionals that as a nation we are under-investing in transportation – that there is a large and growing gap between available resources and infrastructure needs."[3]

Advocates of intercity passenger rail point to the economic, environmental, mobility and safety benefits of developing and improving that aspect of the national transportation system. The existing passenger rail network is operated primarily by Amtrak, a mixed ownership government corporation that was created by Congress in 1970 to inherit the unprofitable passenger rail services of the private freight railroad companies. Except for most of the 457-mile Northeast Corridor between Washington and Boston and about 200 additional miles of track, Amtrak operates passenger service over 21,000 miles of track owned and controlled by the freight and commuter railroads.[4] In 2007, Amtrak served 25.8 million passengers. About 39 percent of its ridership occurred in the Northeast Corridor, another 46 percent in other short-

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[1] *Transportation for Tomorrow*, Report of the National Surface Transportation Policy and Revenue Study Commission, December 2007.

[2] Some of the more prominent include: *2006 Status of the Nation's Highways, Bridges, and Transit: Conditions & Performance*, U.S. Department of Transportation; *Future Financing Options to Meet Highway and Transit Needs*, NCHRP Web-Only Document 102, National Cooperative Highway Research Program, Transportation Research Board of the National Academies, December 2006; *Transportation, Invest in America, The Bottom Line, 2001*, American Association of State Highway and Transportation Officials, 2001; and *Future Highway and Public Transportation Financing*, The National Chamber Foundation, 2005.

[3] *The Path Forward: Funding and Financing Our Surface Transportation System*, Interim Report of the National Surface Transportation Infrastructure Financing Commission, February 2008.

[4] Policy Commission Briefing Paper 2D-02, *Conditions and Performance of the Intercity Passenger Rail System*, Cambridge Systematics, February 2007.

distance state corridors, and about 15 percent in long-distance routes.[5] The fastest growing routes in recent years have been state-supported corridors outside the Northeast Corridor.[6]

In its report, the Policy Commission described intercity passenger rail as "a critical missing link" and called for the creation of a national rail network connecting major population centers and regions. In its vision, states would coordinate with the federal government in developing regional passenger rail plans. Implementation of the system would begin with "resolving the rail infrastructure capacity crunch… occurring in specific corridors" where intercity rail can be highly competitive with highway or air travel. The Policy Commission's Passenger Rail Working Group estimated that the long-term capital cost of developing a comprehensive passenger rail network would translate to an average annual investment of about $8 billion through 2050 (compared with current capital investment by Amtrak and state governments estimated at about $1 billion per year).[7] Other studies have estimated that the average annual investment required to properly maintain existing assets and develop a more modest system of key corridors would be about $3 billion.[8]

This briefing paper examines how a federal tax incentive could be used to help finance intercity high-speed rail infrastructure. It uses a specific regional passenger rail program – the Midwest Regional Rail Initiative (MWRRI) – as an example to illustrate some of the benefits and costs of this type of capital investment. The MWRRI was chosen because it has advanced sufficiently through the planning process to enable economic analyses to generate the data necessary to estimate likely jobs, wages and income taxes in addition to capital costs.

The MWRRI is a program jointly supported by the states of Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, Ohio and Wisconsin. It entails the implementation of a high-speed rail network, using Chicago as a hub, with primary routes through Illinois, Indiana, Michigan, Minnesota, Ohio and Wisconsin. Using existing rights-of-way shared by passenger and freight rail, the network will connect over 100 Midwestern cities, linking the region's major economic centers and 80% of the region's 65 million residents. The program includes the following component rail corridors:

1. Chicago to Detroit/Chicago to Grand Rapids/Chicago to Port Huron;
2. Chicago to Cleveland;
3. Chicago to Cincinnati;

[5] Amtrak Monthly Performance Report for September 2007.
[6] Policy Commission Briefing Paper 2D-02, February 2007, op cit.
[7] *Transportation for Tomorrow*, Volume II, Chapter 4, Report of the National Surface Transportation Policy and Revenue Study Commission, December 2007.
[8] Amtrak's 20-year capital plan calls for $50 billion to develop an efficient system utilizing its existing network. The AASHTO 2002 Intercity Passenger Rail Transportation Report identified capital investment needs of about $60 billion to develop a national high-speed corridor system by 2020.

4. Chicago to Carbondale;
5. Chicago to St Louis;
6. St Louis to Kansas City;
7. Chicago to Quincy/Chicago to Omaha; and
8. Chicago to Milwaukee to St Paul/Chicago to Milwaukee to Green Bay.

FEDERAL FUNDING ROLE FOR INTERCITY PASSENGER RAIL

Any discussion of cost responsibility for capital improvements begins with perceived benefits. At the national level, policy makers continue to grapple with the role of intercity passenger rail in supporting the national transportation system. The current federal vision for and willingness to invest in passenger rail are unclear. There is no dedicated source of federal funding for intercity rail. While Amtrak receives annual appropriations to help cover both operating and capital expenses, according to the Government Accountability Office "the current levels of Federal subsidies are likely insufficient to maintain the existing level of passenger rail service being provided by Amtrak."[9] There have been numerous proposals to restructure Amtrak, including the elimination of lower performing services (generally long-distance routes) and the separation of the Northeast Corridor and/or certain state-supported corridors as independent entities and/or operations.

In addition to uncertain federal appropriations for Amtrak, state and local governments invest in and subsidize service on certain intercity routes, and contract with Amtrak to operate some commuter rail services. And many states are actively involved in developing high-speed regional service in 10 high-density corridors designated by the Federal Railroad Administration (in addition to the Northeast Corridor). These state-led corridor initiatives are providing impetus for the articulation of a national passenger rail strategy, including a more coherent funding approach.

Whatever national goals and regional programs materialize in the coming years, it is clear that developing a more effective passenger rail system will require substantial investment. As with other modes, it is assumed that a significant federal funding role will be required. Many stakeholder groups have proposed a new federal grant program, modeled after existing transportation programs, that would fund up to 80 percent of the capital costs of eligible projects (with state and local sponsors providing the 20 percent match). The Policy Commission has recommended the creation of such a program to provide $5 billion annually for passenger rail, to be funded by general revenues, highway user revenues and passenger ticket

[9] *Intercity Passenger Rail: National Policy and Strategies Needed to Maximize Public Benefits from Federal Expenditures*, U.S. Government Accountability Office, November 2006.

surcharges.[10] Beyond grants, other suggestions for federal assistance have included expanding the use of financing tools (such as credit support) and providing tax incentives to subsidize the cost of capital investment.

RATIONALE FOR USING FEDERAL TAX INCENTIVES

Governments use tax incentives to encourage spending that supports desired public policies. Federal tax code measures provide major subsidies for energy, commerce and housing, education and training, employment, social services, health care, income security, and numerous other budget functions. This policy tool, however, is only minimally used in the transportation sector.[11]

As budgetary pressures continue to grow, policy makers increasingly seek to tap private investment to supplement public funding. Sponsors of "non-traditional" projects without existing funding sources must look beyond conventional grants. Tax incentives can offer a potentially effective way for the federal government to partner with state and local governments to stimulate much-needed investment in critical infrastructure. And unlike grants, which are expensed upfront, the budgetary impact of tax expenditures is spread over a multi-year period that better matches the term over which benefits are derived from the preferred investment.[12]

This briefing paper examines the federal subsidy that could be provided for passenger rail investment through tax credit bonds. Existing tax incentives are potentially available through tax-exempt governmental and private activity bonds. While these tools support the financing of many types of infrastructure, they are not sufficient for certain investments requiring a deeper subsidy. By providing a larger financial benefit to the project sponsor, tax credit bonds can enable the financing of desired investments that generate substantial benefits but insufficient revenues to support conventional financing techniques. Qualified projects would demonstrate market discipline through co-investment by private investors assuming some credit risk. Intercity passenger rail may be an attractive potential candidate for subsidized investment

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[10] *Transportation for Tomorrow*, Volume II, Chapter 5, Report of the National Surface Transportation Policy and Revenue Study Commission, December 2007.

[11] In its *Estimates of Federal Tax Expenditures for Fiscal Years 2007-2011*, the Joint Committee on Taxation estimated annual transportation-related tax expenditures of about $5 billion out of total federal tax expenditures of well over $1 trillion – only about 0.5%, whereas transportation spending comprises about 6.0% of the federal discretionary budget. Most of the transportation tax expenditures are associated with the exclusion of employer-paid transportation benefits (parking and transit passes) from individual tax liability. The estimated tax expenditures associated with issuance of recently-authorized highway and intermodal private activity bonds are negligible (less than $50 million per year).

[12] The term "tax expenditures" refers to the fiscal cost of foregone tax collections to the government arising from legislated tax deductions, exclusions and credits.

through tax credit bonds since it does not have dedicated funding from existing sources. A key challenge for project sponsors is to target any proposed financial assistance – whether through tax credits or other means – to critical infrastructure generating benefits to the public that justify the cost of the subsidy.

EXPLANATION OF TAX CREDIT BONDS

Tax credit bonds involve the issuance of intermediate to long-term taxable debt by state and local governments for designated capital purposes. The bonds do not pay interest. Instead, an investor in the bonds receives annual tax credits that can be applied against the bondholder's federal income tax liability. The amount of annual tax credits associated with the bond is determined by the tax credit rate, which is set by the U.S. Treasury when the bond is issued.[13] The tax credits are treated as taxable investment income to the holder, therefore the after-tax yield is similar to that of conventional interest-bearing taxable corporate bonds. The state or local borrower is responsible for repaying the principal from state, local or project-generated revenue sources.

Effectively the tax credit bond is a form of zero-percent bond for which the interest cost is fully subsidized by the federal government. Since interest expense on long-term bonds may constitute 50 percent or more of the financial cost of debt service, tax credit bonds provide a much deeper subsidy to the borrower than do tax-exempt bonds – even approaching the financial benefit of some grant programs.

The issuer of a tax credit bond is responsible for repayment of principal at maturity. Many proposals structure the tax credit bonds with bullet maturities (meaning the entire principal amount is paid at maturity) to maximize the financial benefit to the issuer. It is up to the issuer to determine the funding sources and payment mechanics that secure the bond principal. To assure investors that the bonds will be repaid at maturity, it is often assumed that the issuer will establish an escrow account, called a sinking fund, to accumulate revenues over time. The issuer can make periodic contributions (or even an up-front deposit) to the sinking fund, with the balances invested at guaranteed rates.[14] In this way the issuer can avoid interest rate risk and lock in an annuity-type payment sufficient to retire the bonds at maturity.

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[13] For existing programs, the U.S. Treasury establishes a daily rate according to the authorizing legislation of those programs. Ideally, the credit rate would enable the bonds to be sold without discount or interest cost to the issuer. For the Qualified Zone Academy Bond program, for example, the daily tax credit rate is based on the estimated yield of AA-rated corporate bonds with a similar maturity.

[14] The issuer could lock in rates by entering into guaranteed investment contracts with securities dealers, which would then sell the issuer Treasury securities (or possibly other high-quality investment obligations) annually at predetermined prices and yields over the term of the bonds.

As with other forms of debt, a state or local government entity may need explicit authority to issue tax credit bonds. That authority, and the restrictions it places on debt obligations, varies widely among jurisdictions. While tax credit bonds do not pay cash interest, the principal payments are debt obligations of the issuer.

PROGRAM PRECEDENTS AND LEGISLATIVE PROPOSALS

There are three existing tax credit bond programs. The first was authorized by Congress in the Taxpayer Relief Act of 1997 to assist state and local governments with public school modernization projects in low income areas. Under this Qualified Zone Academy Bond (QZAB) program, states receive annual formula allocations of QZAB issuance authority totaling $400 million. The states determine how to award their allocations among eligible school districts. Congress has periodically extended the QZAB program at $400 million per year since its initial two-year authorization covering 1998-1999. The cumulative program issuance volume now totals $4.0 billion through December 31, 2007.[15]

Congress enacted a second tax credit bond program in 2005 to promote investment in alternative energy sources. Under the Clean Renewable Energy Bond (CREB) program, the Department of the Treasury is authorized to allocate $1.2 billion of tax credit bonds through 2008 to sponsors of energy-generating projects utilizing hydroelectric, solar, biomass and other renewable resources.[16] A third tax credit bond authorization was included as part of the federal assistance package to help the Gulf Coast states recover from Hurricanes Katrina and Rita. It allows the states of Louisiana, Mississippi and Alabama to issue up to $350 million of short-term Gulf Opportunity (GO) Zone Tax Credit Bonds to help finance reconstruction efforts.[17] Although only three tax credit bond programs have been enacted thus far, policy makers continue to consider potential applications of this tax incentive. Legislation proposed in recent years would authorize tax credit bond financing for a variety of infrastructure purposes – including energy development, environmental remediation, school construction, and telecommunications – in addition to transportation.

Some transportation tax credit bond proposals are broad in scope, such as the "Build America Bonds Act of 2007" (S. 2021). This bill would authorize states to issue up to $50 billion of tax

[15] The last extension of the QZAB program occurred in the Tax Relief and Health Care Act of 2006. The Senate Finance Committee introduced on April 17, 2008, a tax-extender bill that would authorize the QZAB program for another two years, through 2009.

[16] The Clean Renewable Energy Bond (CREB) program was authorized in section 1303 of the Energy Tax Incentives Act of 2005 (Public Law 109-58). The Senate Finance Committee's recently proposed (April 17, 2008) tax-extender bill would increase the CREB authority by $400 million.

[17] This tax credit bond program was authorized in section 101 of the Gulf Opportunity Zone Act of 2005 (Public Law 109-135).

credit bonds through a multi-state organization over six years for a wide range of infrastructure improvements including roads, bridges, rail, transit, ports and inland waterways. Others are more narrowly targeted, such as proposals to help Amtrak finance its capital program or assist states in developing intercity passenger rail corridors. Several rail-related proposals have features in common with the "Rail Infrastructure Development and Expansion Act for the 21st Century" (RIDE-21). This bill, first introduced in April 2005 (H.R. 1631) and reintroduced in May 2008 (H.R. 6004), includes a provision that would authorize states to issue up to $12 billion of tax credit bonds (in addition to $12 billion of tax-exempt bonds, as well as other measures) to help finance high-speed rail transportation projects.

KEY FEATURES OF A RAIL INFRASTRUCTURE BOND (RIB) PROGRAM

The funding potential of tax credit bonds for infrastructure improvements remains largely untested. The existing programs are small and have other features that limit their usefulness. In order for this financing tool to provide meaningful assistance to sponsors of large transportation infrastructure projects, the program design must satisfy three main objectives:

1. It should be accessible to sponsors / issuers and deliver the intended subsidy as efficiently as possible;
2. It should have the size and flexibility needed to attract a broad market of potential lenders / investors; and
3. It should address certain implementation and tax policy concerns of the federal government.

This section summarizes the key features of a potential Intercity Passenger Rail Infrastructure Bond (RIB) pilot program. The program concept is based generally on RIDE-21 and subsequent proposals involving the issuance of tax credit bonds for intercity passenger rail. Authorization of such a tax incentive requires amending the Tax Code (title 26 of the U.S. Code). The following list of key features was derived from a review of the authorizing provisions of the QZAB and CREB programs as well as more recent tax credit bond financing proposals:

- *Issuers* – States or state-authorized entities would issue the bonds for eligible projects.
- *Eligible Projects / Use of Proceeds* – Bond proceeds would be used to fund capital costs (including track, structures, equipment, and potentially rolling stock in addition to developmental costs) associated with high-speed intercity passenger rail projects.
- *Issuance Volume* – The RIDE-21 proposal would have authorized $1.2 billion per year over 10 years for a cumulative amount of $12 billion. Budgetary politics aside, the proposed issuance volume for an initial pilot program should be based on cost estimates for planned projects that could reasonably be expected to advance to

construction and require funding during the proposed issuance period. Existing programs (QZABs and CREBs) have been limited to $400 million per year, which would not be sufficient volume given the size of likely RIB projects such as the MWRRI.

- *Allocation of Volume* – It is likely that the U.S. Department of Transportation would need to be involved in selecting projects and allocating issuance volume, as is currently the case with the $15 billion of highway / intermodal Private Activity Bonds (PABs) authorized in SAFETEA-LU. The shaping of such a discretionary process through legislation and regulation would be very important. A formula allocation, as is done with QZABs, does not work well for a program assisting just a few very large projects. And the Treasury Department, which is responsible for allocating the CREBs issuance volume, has stated its objection to being saddled with such program administration duties. Allocation by the Congress might be problematic given current criticisms of earmarking practices.
- *Bond Maturity* – The bonds would have a maximum maturity of 30 years in order to better match the financing costs with the long-term fiscal and other benefits of the infrastructure investment. This longer term (compared with existing tax credit bond programs) also increases the financial subsidy for the project sponsor. Long-term bonds with a single "bullet" maturity maximize the financial benefit to the issuer / sponsor because of the greater value of the federal subsidy of interest. Both QZABs and CREBs have shorter maturities that are set by Treasury so that the discounted present value of the bond principal equals 50 percent of par (effectively limiting the financial subsidy to 50 percent).[18] Furthermore, the CREBs are required to have level principal amortization (serialized by year rather than having a single bullet payment), which further dilutes the financial subsidy.
- *Credit Rate* – The credit rate should be established to enable the bonds to be sold at par, without discount or interest cost to the issuer. The Treasury sets the CREBs rate daily in this manner. It sets a daily rate on QZABs based on AA-rated corporate bonds of a similar maturity.[19]
- *Creditable Taxes* – At a minimum, the tax credits should be applied to both federal income tax liability and alternative minimum tax (AMT) liability, as is the case with CREBs. Additional offsets, such as employment and social security taxes, could be considered to broaden the appeal of the program. The QZAB credits apply only to federal corporate income tax liability
- *Eligible Investors* – To maximize the market, the program design should not limit the pool of potential investors. For example, QZAB investors are restricted to banks, insurance

[18] The maximum maturity of QZABs has ranged from 12 to 16 years since the program's inception. As of April 25, 2008, both the QZABs and the CREBs had maximum maturities of 15 years.

[19] As of April 25, 2008, the credit rate for 15-year QZABs was 5.94% and the credit rate for 15-year CREBs was 5.91%.

companies and other lending institutions. As with CREBs, legislation should expressly allow mutual funds to pass through the credits to shareholders.

- *Taxability of Credits* – The bondholder must treat the tax credits as taxable income, meaning the amount of tax credits is included in taxable income and deducted from income tax liability. Thus, the after-tax yield is the same as that of fully taxable bonds. The Treasury Department and certain other federal tax policy makers tend to favor taxable incentives since, unlike tax exemptions, taxability ensures that all of the federal subsidy benefit flows to the issuer / sponsor rather than some of it flowing to the investors.[20]
- *Allowance of Credits* – The program is structured as a "nonrefundable" credit; that is, the credit may only be used to offset a taxpayer's federal tax liability and may not be tendered to the Treasury for cash, as with the Earned Income Tax Credit. The credits should be allowed quarterly, based on 25 percent of the annual amount, to taxpayers who hold the bonds on designated quarterly dates. This is the case with CREBs, which enables better matching of tax credits to taxpayer liability. Legislation should expressly allow unused credits to be carried forward to future years. And it should allow bonds or credits to be transferred through sale and repurchase agreements.
- *Credit Decoupling* – Legislation should expressly authorize the tax credits to be detached ("stripped") from the bond principal and sold separately to different investors (similar to the Tax Code section 1286 rules that apply to Treasury STRIPS). This would significantly broaden the market by enabling investors without tax liability (such as pension funds) to purchase the principal components on a deeply discounted basis as long-term zero coupons, and allowing tax-oriented investors (such as financial institutions) to purchase the stripped credit streams.[21] This feature would help deliver the intended financial subsidy more efficiently at no additional cost to the federal government.
- *Issuer Contributions* – The RIB issuers would be responsible for repaying bond principal from state, local or project-generated revenues. The program design should allow the use of sinking funds or trust accounts to secure bond principal through either upfront contributions or annuity payments with guaranteed investment rates.
- *Arbitrage Requirements* – There is a strong tax policy preference to subject tax credit bonds to the same or similar spend-down requirements and arbitrage investment restrictions that apply to tax-exempt bonds (under section 148 of the Tax Code). Legislation should be crafted carefully so that arbitrage requirements do not undermine

[20] Equity-based tax credit programs, such as those used to stimulate private investment in energy, new markets and low income housing, often are non-taxable.

[21] U.S. Treasury obligations have been strippable since 1985; the program was designed to deepen the market for Treasury securities thereby reducing the government's cost of financing. Presently there are about $200 billion of Treasury notes and bonds held in strip form.

the delivery of the intended subsidy and otherwise are "appropriate and reasonable" for the large infrastructure improvements contemplated for the RIB program.

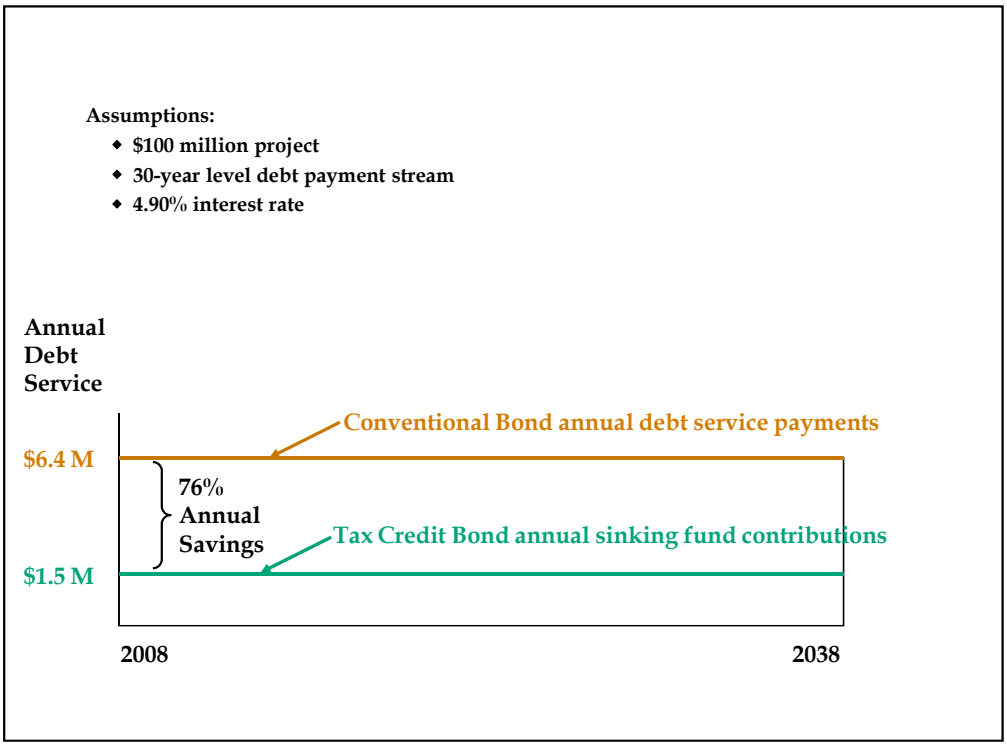
- *IRS Reporting* – It is likely that issuers of tax credit bonds will be required to submit information returns to the Internal Revenue Service similar to those presently required under section 149(e) of the Tax Code for tax-exempt state and local bonds.

FINANCIAL BENEFIT TO PROJECT SPONSORS

The financial benefit of zero-percent borrowing can be substantial for issuers of long-term bonds. Exhibit 1 compares the annual payment factor for tax credit bonds with that for conventional interest-bearing bonds. In this example it is assumed that the project sponsor issues $100 million of long-term bonds with level debt service to finance eligible improvements. The bonds are assumed to have a maturity of 30 years and a rate of 4.90%, paying cash interest in the case of conventional bonds and providing tax credits in the case of tax credit bonds. The annual contribution required to secure the tax credit bonds is $1.5 million, or just under a quarter of the annual $6.4 million required to pay debt service on the conventional bonds.[22]

[22] In the case of tax credit bonds, the issuer is assumed to secure the bond principal by making level annual payments to a sinking fund that earns 4.90% on its invested balances. This rate is the 30-year Treasury bond yield assumed in the President's FY 2009 Budget.

Exhibit 1: Comparison to Conventional Borrowing



Instead of annual payments, the project sponsor could make a single upfront deposit to a sinking fund to secure the bond principal. In this example, with a 4.90% sinking fund rate, the required upfront deposit would be $23.8 million. That initial contribution, together with $76.2 million of investment earnings over the 30-year term of the bonds, would fund the $100 million principal payment at maturity. The payment contributions necessary to secure bond principal depend on the assumed investment rate. With a 4.00% earnings rate, for example, the required upfront deposit would grow to $30.8 million. On the other hand, the upfront deposit would have to be only $17.4 million if the earnings rate was 6.00%.

The financial subsidy provided by tax credit bonds also depends on their maturity – the longer the term, the greater the value of the subsidized interest. In the example shown in Exhibit 1, the issuer's payment burden is reduced by over 76 percent if it can issue 30-year tax credit bonds instead of 30-year tax-exempt bonds. That level of federal subsidy is equivalent to a $76.2 million grant requiring a $23.8 million non-federal match. The relative subsidy would be even deeper for a corporate entity without access to tax-exempt financing.

For any given bond maturity and credit rate, the issuer will derive the greatest benefit in present-value terms if the bond comes due as a "bullet" at its final stated maturity, rather than being amortized over time as with most municipal bonds (the tax credit is granted based on the

outstanding principal balance). A large bullet maturity is commonplace among corporate borrowers, for which debt is a permanent part of their capital structure. However, most governmental issuers lack either the legal authority or the investor acceptance to structure bonds in this manner. Instead, they must provide for the orderly retirement of a balloon principal payment by making upfront or periodic contributions to a sinking fund that generates guaranteed investment earnings. The financial attractiveness of tax credit bonds diminishes to the extent the sinking fund earnings are yield-restricted or the issuer is required to annually pay down a portion of the principal balance.

Exhibit 2 summarizes the financial benefit of tax credit bonds having different maturities; the interest subsidy ranges from 51 percent with 15-year bonds to 76 percent with 30-year bonds.[23]

Exhibit 2: Financial Subsidy under Alternative Assumptions ($100 Million Bond Issue)

Bond Maturity (Years)	15	20	30
Financial Subsidy	51%	62%	76%
Annual Payment ($ M)	$4.5	$2.9	$1.5
Upfront Deposit ($ M)	$48.8	$38.4	$23.8

PERSPECTIVE OF POTENTIAL RIB INVESTORS

In order to function efficiently, a RIB program would need to have sufficient size, flexibility and creditworthiness to attract potential investors. Marketability of the program would be enhanced by selling larger, more tradable issues to a broad investor base. This would facilitate development of an active secondary market and result in better pricing of the bonds (lower yields). Those key program features important to potential investors include:

- *Sizable Issuance Volume* – to attract large institutional investors and facilitate an active secondary market by dealers to provide liquidity for initial purchasers;
- *Expanded Range of Eligible Investors* – not limited to large financial institutions, and potentially including individuals through pooled arrangements such as mutual funds;
- *Decoupling of Credits* – to enable the bond principal and the tax credits to be sold separately to different classes of investors, depending on market conditions at the time of issuance;
- *Market-Driven Credit Rate* – to enable the bonds to be sold at par;

[23] These estimates assume the issuer secures bond principal due at maturity by making either level annual payments or a single upfront deposit to a sinking fund that earns 4.90% on its invested balances. The annual contributions have been discounted at the same 4.90% rate to calculate the present value of the tax subsidy. Using higher or lower discount rates will increase or decrease the subsidy estimate.

- *Investment-Grade Ratings* – to ensure that the issuer identifies a secure revenue stream to provide for repayment of the bonds at maturity; and
- *Wider List of Creditable Taxes* – to enable the tax credits to be applied against the AMT and possibly payroll taxes in addition to income taxes.

The potential market for tax credit bonds is much broader than indicated by the recent history of existing programs. Eligible investors in QZABs, for example, are limited to banks, insurance companies and other qualified lending institutions. In 2004 (the most recent year for which data are available), nearly 80 percent of the QZAB tax credits were claimed by only 10 large financial institutions (having assets of $100 billion or more).[24] Market experts have speculated that a wide range of institutional buyers as well as individual investors (perhaps through mutual funds) is possible, especially if the tax credits could be marketed separately from the bond principal. That would enable investors without income tax liability – such as pension funds – to invest in the stripped principal components at deeply discounted prices as "long zeroes." Because the tax credit bonds are sold at taxable yields, pension funds and other non-taxable investors would have an opportunity to invest in U.S. infrastructure—something they cannot do through buying tax-exempt municipal bonds without sacrificing yield. Other potential buyers with long investment horizons include life insurance companies, property and casualty insurers, and college savings funds. Commercial banks and other financial institutions should have greater appetite for tax credit bonds with larger issue sizes and more uniform terms.

FEDERAL TAX POLICY ISSUES

The Department of the Treasury has stated that "the Administration recognizes the important role that tax-preferred bond financing plays in providing a source of financing for critical public infrastructure projects and other significant public purpose activities."[25] As illustrated in this briefing paper, tax credit bonds could be a very important tool for developing intercity passenger rail. The experience of the existing programs, however, makes clear that using this tool effectively requires addressing certain tax policy issues without undermining the potential value of the financial subsidy.

Both the Congressional Budget Office (CBO) and the Treasury have expressed concerns about the use of tax credit bonds as a federal financing tool. These concerns have focused on the cost of the subsidy, the administration and regulation of such special-purpose programs, and the use of the proceeds.

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[24] *Qualified Zone Academy Bond Issuance and Investment: Evidence from 2004 Form 8860 Data*, Thornton Matheson, Office of Tax Analysis, Department of the Treasury, September 2007.

[25] Statement of Eric Solomon, Acting Deputy Assistant Secretary for Tax Policy, U.S. Department of the Treasury, Testimony Before the Subcommittee on Select Revenue Measures of the House Committee on Ways and Means, March 2006.

CBO has pointed out that bonding generally is more costly than grant funding from a federal perspective, in economic if not budgetary terms.[26] And the borrowing costs associated with tax credit bonds are greater than those of other instruments due to relative illiquidity, tax risk, and potentially credit risk depending on how the principal is secured. In its analysis, CBO estimated that the present-value "economic" cost of a tax credit bond program (assuming 20-year bonds) "would be about 2 percent more costly than appropriations."[27]

While debt financing entails the additional cost of interest expense compared to pay-as-you-go grants, many policy makers understand that borrowing to finance long-term capital investments can be beneficial in avoiding construction cost inflation and accelerating the receipt of benefits. It also is more equitable, since the effective cost of long-term improvements is spread over their useful life through annual debt service payments.

And in an environment where the federal government simply cannot provide sufficient "conventional funding" (appropriations funded by general Treasury borrowing) for desired investments – especially for certain infrastructure improvements – it is prudent to consider how to supplement such funding in a reasonably cost-effective way.

CBO also criticizes tax credit bonds (and other tax incentives) as a tool not subject to annual appropriations.[28] However, as with any tax subsidy, the relative benefits and costs (in the form of tax expenditures) of tax credit bonds are considered prior to enactment. Thus, the subsidy provided by tax credit bonds is indeed within the purview of the budget process, although not subject to appropriation. Furthermore, such subsidies can attract private capital and enable critical investments producing long-lasting public benefits that otherwise would not be realized because of constraints on general appropriations.

The Treasury has expressed concerns about the inconsistent provisions of the existing tax credit bond programs and has advocated subjecting them to a uniform set of regulations. In particular, it has argued for the general application of tax-exempt bond rules to tax credit bonds to better target the federal subsidy and reduce the implementation burden.[29] Two important rules that recently have been applied to QZABs involve arbitrage investment restrictions and

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[26] Grants are deemed to be funded through the issuance of U.S. Treasury obligations, so a tax credit bond that needed to be priced at a "spread" over Treasuries would be less efficient.

[27] *A Comparison of Tax-Credit Bonds, Other Special-Purpose Bonds, and Appropriations in Financing Federal Transportation Programs*, Congressional Budget Office, June 2003.

[28] *Tax-Credit Bonds and the Federal Cost of Financing Public Expenditures*, Congressional Budget Office, July 2004.

[29] Statement of Eric Solomon, March 2006, op cit.

information reporting requirements.[30] The Treasury also has commented on the need to address liquidity concerns, target the federal subsidy more carefully, and allocate issuance volume at the state or local level rather than the federal level.[31] While these recommendations are sound, their implementation must be handled carefully. The application of arbitrage investment restrictions, for example, should not unnecessarily dilute or even eliminate the use of sinking funds to secure bond principal.[32]

The Treasury also has criticized proposals involving the issuance of tax credit bonds by the Treasury or another federal entity (as opposed to state or local issuance). Obviously, any special-purpose borrowing by the federal government would have a higher cost than direct issuance of Treasury obligations. In addition, the Treasury has expressed concerns about an implied federal obligation to guarantee the principal of tax credit bonds issued by a federally-chartered entity. The Treasury has further claimed that undertaking such a special-purpose program could negatively affect the perceived soundness and costs associated with the Treasury's regular borrowing program. Structuring the RIB program as a state or local borrowing program, similar to the issuance of tax-exempt municipal bonds (albeit with a deeper subsidy), avoids this problem.

FEDERAL BUDGETARY ANALYSIS OF TAX CREDIT BONDS

Federal discretionary spending occurs through the obligation and outlay of funds subject to the annual appropriations process. The obligations typically are scored (expensed) in the first year, and the outlays are recorded over a period of a few years (depending on the spend-out rate). This largely upfront scoring of budgetary resources occurs for the vast majority of federal spending, regardless of the nature of that spending. Unlike state / local and private-sector capital budgeting for long-term investments, the federal government's budgetary accounting does not distinguish between capital and operating expenditures.

One of the perceived benefits of utilizing tax incentives for infrastructure spending is that their fiscal impact is spread over a longer period. The cost to the federal government occurs over time through foregone revenues instead of discretionary spending that is scored upfront. In the case of tax credit bonds, these tax expenditures are recognized as the tax credits become claimable by investors throughout the term of the bonds. Their fiscal cost is reflected on the

[30] These changes were included in the QZAB program extension contained in the Tax Relief and Health Care Act of 2006.

[31] Statement of Eric Solomon, March 2006, op cit.

[32] This issue concerns the application of yield restrictions to "replacement proceeds," including pledged funds and sinking funds used to pay debt service. Temporary regulations for the QZAB program disregard the tax credit benefit to the investor and focus on the yield paid by the issuer, which is intended to be zero. Restricting the yield on sinking funds to the yield paid by the issuer of tax credit bonds (zero or a rate very close to zero) obviously dilutes the financial benefit of this mechanism significantly.

"mandatory" side of the federal budget as reductions in receipts. Unlike appropriated grants, tax incentives do not compete for funding with conventional programs that are subject to discretionary spending controls.

The Joint Committee on Taxation (JCT) is responsible for estimating the revenue effects of proposed legislation. It compares the current-law revenue baseline with the proposed-law revenue estimate for each specific tax measure over a 10-year budget window. While the JCT's tax models attempt to predict taxpayer behavior (assuming they act rationally in responding to the elasticities of supply and demand to minimize tax liability under any new law), they operate with a "fixed GNP constraint." This means that total labor supply and investment are fixed and assumed changes to tax law and behavior do not affect the overall economy and future revenues. The JCT points out that this exclusion of potential macroeconomic feedback loops is consistent with CBO's methodology for estimating appropriations and allows for consistent comparisons across thousands of proposals that must be scored each year. The JCT states that few proposals would significantly affect the overall level of the economy. And it believes that even if a well-designed tax incentive could positively affect the economy and future revenues, "such a feedback loop would take years to play out."[33]

The JCT's "fixed GNP constraint" means that any budget scoring of a tax credit bond proposal (or any other revenue measure) will not reflect the future tax revenues that might be generated by the subsidized investment. This exclusion may be particularly important for measures that support infrastructure investment likely to produce long-term economic development and other public benefits relative to alternative (current law) investment. The JCT agrees that "well-designed tax cuts have some predictable positive feedback effects on future tax revenues by increasing capital or labor supply," depending on how they are financed. It further states that "most peer-reviewed criticism of the JCT conventional estimating approach makes the more modest claim that well-designed tax cuts are not as costly as the fixed GNP constraint makes them appear." And it acknowledges that supplemental information on the potential economic effects of a proposal, while not explicitly recognized in the revenue estimate, could be meaningful to policy makers.[34]

The estimation of revenue losses due to tax credits claimed by bondholders depends on two assumptions: 1) the amount of bonds issued and outstanding; and 2) the credit rate. The Rail Infrastructure Development and Expansion Act for the 21st Century (H.R. 1631, "RIDE-21") was initially reported by the House Committee on Transportation and Infrastructure in April 2005. Among its provisions was an authorization for states to issue $12 billion in tax credit bonds over a 10-year period to finance high-speed rail projects. In its cost estimate of the bill, CBO reported

[33] *Inside the JCT Revenue Estimating Process*, Edward D. Kleinbard, Chief of Staff, Joint Committee on Taxation, January 2008.
[34] *Ibid.*

that the JCT had estimated the revenue loss associated with the tax credits as $680 million through the first five years and $3.37 billion during the 10-year budget window. Exhibit 3 illustrates the derivation of this cost estimate. Although the precise assumptions used by the JCT are not disclosed, reasonable estimates of the pace of bond issuance for such a program and the credit rate can be made (based on existing programs). For this exercise, it was assumed that each year's bonding authority is utilized evenly over a three-year period (i.e., $400 million per year) and that the credit rate is a constant 6.25%. As shown in Exhibit 3, these simplifying assumptions produced tax expenditures very similar to the JCT estimates – $775 million through five years and $3.40 billion during the 10-year budget window.

Exhibit 3: Estimating Tax Expenditures for RIDE-21

($ Billions)	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Years 1-5	Years 1-10
Bonds Issued	0.400	0.800	1.200	1.200	1.200	1.200	1.200	1.200	1.200	1.200	4.800	10.800
Bonds Outstanding	0.400	1.200	2.400	3.600	4.800	6.000	7.200	8.400	9.600	10.800		
Tax Credits	0.025	0.075	0.150	0.225	0.300	0.375	0.450	0.525	0.600	0.675	0.775	3.400
JCT Estimates /1	0.014	0.058	0.122	0.200	0.286	0.376	0.461	0.541	0.617	0.694	0.680	3.369

/1 Congressional Budget Office Cost Estimate for H.R. 1631, May 12, 2005

The annual scoring of tax expenditures spreads the budgetary cost of the federal subsidy over the term of the tax credit bonds. To the extent such assistance is used to help finance infrastructure improvements with long-term benefits, this approach can be viewed as a capital budget supplement to traditional discretionary spending. In the RIDE-21 example, the federal government could provide states with $12 billion in tax credit bonding authority at a budgetary cost of $3.4 billion. Assuming 30-year bonds and a 4.90% discount rate (the 30-year Treasury discount rate assumed in the President's FY 2009 Budget), the financial subsidy to the state sponsors would be 76 percent – equivalent to grant assistance of about $9.1 billion.

As noted by CBO, the lifetime "economic" cost to the federal government would be much higher than the 10-year scored budgetary cost of $3.4 billion. The nominal amount of tax credits over a 41-year period (assuming the RIDE-21 bonds were issued as shown in Exhibit 3 during years 1-12 and repaid during years 31-42) would be $22.5 billion. Using the 30-year Treasury discount rate assumed in the President's FY 2009 Budget (4.90%) produces a present-value cost of about $9.1 billion, identical to the financial benefit received by the project sponsors. Therefore, in lieu of unavailable grant appropriations, the federal government could provide the same $9.1 billion benefit to the state sponsors at a fraction (37 percent) of the budgetary cost. This illustrates precisely why policy makers are considering non-grant incentives like tax credit bonds as a potential supplement to increasingly scarce appropriations for long-lived public infrastructure.

ESTIMATING THE FISCAL IMPACTS OF MIDWEST REGIONAL RAIL INVESTMENT

There are many public benefits of passenger rail infrastructure investment, including mobility improvement, safety enhancement, pollution reduction, energy conservation and economic growth. While some of these benefits are more obvious and potentially quantifiable at the local and regional level, the national network benefits may also be quite significant. Investment in high-speed passenger rail will result in economic benefits stemming from the construction of rail infrastructure and maintenance facilities, the renovation of stations, the manufacturing of passenger rail cars and locomotives, and the operation of passenger rail service. This economic benefit takes place in the form of full-time equivalent ("FTE") job creation, increased revenue and profit for businesses, property development, and personal and business spending on goods and services by these employees and businesses. In turn, these employees and businesses pay income, business, sales and property taxes to federal, state and local governments based on the FTE jobs, profits, revenues, spending and values generated as a result of the high-speed rail investment.

As part of this briefing paper, VantagePoint estimated the federal and state individual income taxes that would be generated from the construction and operation of the planned Midwest Regional Rail Initiative (MWRRI). This individual income tax revenue effect is only one component of the much larger fiscal benefit that would result from the economic benefit generated by a regional rail capital program such as the MWRRI. And the current analysis excludes any quantification of the broader benefits of such investment.

The MWRRI incorporates a capital investment program for the construction of new and improved infrastructure, stations, intermodal facilities, maintenance and engineering facilities, and state-of-the-art train fleet and equipment. Given the magnitude of the proposed system, it is anticipated that construction will occur over a period of 10 years, with operations commencing in phases as individual component corridors are completed. VantagePoint used the November 2006 Midwest Regional Rail Initiative Benefit, Cost & Economic Analysis ("MWRRI Analysis") estimates for FTE jobs, wages and capital investment to perform its tax analysis. Exhibit 4 shows the projected capital investments required by year, inclusive of all infrastructure, stations, facilities, fleet and equipment needs. The original cost estimate of $7.7 billion (in 2002 dollars) has been escalated to $10.6 billion to reflect year-of-expenditure dollars covering the period 2008-2017.[35]

[35] The capital costs were updated from the MWRRI Analysis based on the escalation factors used by VantagePoint in updating the wage estimates from the MWRRI Analysis to project future income tax revenues. This capital cost escalation is for illustrative purposes only; no assessment of actual or potential cost component inflation was performed.

Exhibit 4: MWRRI Capital Investment Requirements

Construction Period Capital Costs ($ Billions, YOE)

2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Total
0.270	0.230	0.737	1.006	0.937	1.775	2.175	2.251	0.959	0.290	10.630

VantagePoint developed a fiscal impact model to estimate both federal and state individual income tax revenues that would be generated by the MWRRI capital program. This model applies the appropriate effective tax rates to each year's wages associated with both temporary jobs during the 10-year construction period and permanent jobs during a 30-year operating period. The tax analysis projects cumulative federal individual income tax revenues of nearly $700 million by the end of the construction period (2017). The federal tax revenues would total $3.5 billion after 10 years of operation of the system, $7.8 billion after 20 years, and $15.4 billion after 30 years (2047). Similarly, the cumulative state individual income tax revenues are projected to total approximately $275 million at the end of construction and $1.0 billion, $2.0 billion, and $3.3 billion after 10, 20 and 30 years of operation. Exhibit 5 summarizes these results. The full VantagePoint income tax analysis is presented in the Appendix.

Exhibit 5: MWRRI Cumulative Individual Income Tax Revenues

($ Billions)	Federal	State
Year 10	0.699	0.275
Year 20	3.544	1.001
Year 30	7.795	1.968
Year 40	15.372	3.256

These estimated tax revenues can be compared with the costs associated with financing the MWRRI through the proposed RIB program. Although the individual income taxes represent just a small portion of the overall benefits of the MWRRI, they can provide policy makers with a useful context for making decisions about alternative investments. For purposes of this briefing paper, it was assumed that the state sponsors of the MWRRI would finance the $10.6 billion program by issuing tax credit bonds as needed over the 10-year construction period to fund the annual capital requirements. These rail infrastructure bonds were assumed to have a 30-year maturity and a 6.25% credit rate.[36] The designated issuer would secure bond principal with one or more streams of state and/or local revenues. This analysis assumed that the issuer would

[36] The RIB financing program illustrated in this briefing paper is assumed to be generally similar to the RIDE-21 legislative proposals, except for the 30-year bond term. As noted previously, this longer maturity enables better matching of the financing costs with the long-term fiscal and other benefits of the infrastructure investment. It also increases the financial subsidy for the project sponsor.

use these revenues to make annual contributions to a sinking fund to provide for retirement of the bonds at maturity. The sinking fund deposits were assumed to earn interest at a rate of 4.90%.[37] Under these assumptions the RIB program would have a 10-year budget cost of $3.1 billion (estimated tax expenditures), as shown in Exhibit 6.

Exhibit 6: Estimated Federal Tax Expenditures for the MWRRI Program

($ Billions)	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Years 1 - 5	Years 1 - 10
Bonds Issued	0.270	0.230	0.737	1.006	0.937	1.775	2.175	2.251	0.959	0.290	3.179	10.630
Bonds Outstanding	0.270	0.500	1.237	2.243	3.179	4.955	7.130	9.381	10.340	10.630		
Tax Credits	0.017	0.031	0.077	0.140	0.199	0.310	0.446	0.586	0.646	0.664	0.464	3.116

This cost estimate is overstated to some degree, since the tax expenditures are not offset by the tax revenues resulting from the inclusion of the tax credits as taxable income by the bondholders. The investment in taxable tax credit bonds would generate additional revenues to the federal Treasury according to the marginal tax rates of the investors. Investors with a marginal tax rate of 28%, for example, would generate about $870 million in tax revenues during the first 10 years of the MWRRI, reducing the budgetary cost of the program from $3.1 billion to about $2.2 billion. Consistent with its fixed GNP scoring approach, the JCT typically does not assume any net taxable investment and therefore does not offset the estimated "gross" cost of the tax credits.

The MWRRI sponsors would share the cost of the RIB financing program by using state/local revenues to repay the bond principal. In this example, they would make annual sinking fund contributions of about $14.60 per $1,000 of bonds outstanding, or about $155 million once the $10.6 billion bonding authority was fully issued. During the 10-year construction period the issuer payments would total about $730 million. Over the full term of the bonds, the issuer would make contributions on behalf of the state/local sponsors totaling nearly $4.7 billion while the sinking fund would earn nearly $6.0 billion. The federal government would be responsible for tax credits totaling $19.9 billion over the life of the bonds. Under these assumptions, the value of the federal subsidy provided by the RIB financing mechanism would be about $8.1 billion or 76 percent of the $10.6 billion program cost. Exhibit 7 summarizes the federal and state/local costs associated with using the RIB program to finance the MWRRI.

[37] This is the 30-year Treasury discount rate assumed in the President's FY 2009 Budget.

Exhibit 7: Allocation of MWRRI Financing Costs

($ Billions)	Federal Tax Credits	State Payments
2008 - 2017 (Budget Window / Construction Period)	3.116	0.728
2008 - 2047 (Full Term of Bonds)	19.932	4.655

The MWRRI financing costs should be weighed against the potential benefits – including those that may not be readily quantifiable but are deemed important by policy makers. The VantagePoint analysis shows that the revenues expected to be generated by just individual federal and state income taxes resulting from the MWRRI economic activity would offset a significant share of the financing costs. While these revenues may not be reflected in the budgetary accounting of the federal government, they demonstrate that the economic effects of certain investments can be significant – especially for long-lived infrastructure with broad public benefits.

Exhibit 8 compares the MWRRI financing costs with the estimated income taxes. The analysis shows that the income tax revenues expected to be generated over a 40-year period (10 years of construction and 30 years of operation) would exceed the fiscal cost to the U.S. Treasury of the tax credits and significantly offset the fiscal cost to the state sponsors of the bond payments.

Exhibit 8: Comparison of Financing Costs and Income Tax Revenues Generated

($ Billions)	Federal Tax Credits	Inc Taxes (Bondholders)	Inc Taxes (MWRRI Jobs)	Net Federal Revenues	State Payments	State Inc Taxes	Net State Revenues
2008 - 2017 (Budget Window / Construction Period)	(3.116)	0.873	0.698	(1.546)	(0.728)	0.275	(0.453)
2008 - 2047 (Full Term of Bonds)	(19.932)	5.581	15.372	1.021	(4.655)	3.256	(1.399)

In the case of the federal government, the nominal income tax revenues generated would total nearly $21.0 billion over the life of the bonds (through 2047), exceeding the nominal cost of the tax credits by about $1.0 billion. In addition to the individual income taxes resulting from the MWRRI investment-related jobs, those revenues include an estimate of income taxes assumed to be paid by the RIB investors, who must report the annual credits as taxable income. Such additional tax revenues could total about $870 million during the first 10 years and nearly $5.6 billion over the full term of the bonds, assuming a 28% marginal tax rate applies to the investors. In the case of the MWRRI state sponsors, the nominal income tax revenues generated by the MWRRI investment would total nearly $3.3 billion over the life of the bonds (through 2047), offsetting about 70 percent of the $4.7 billion cost of annual sinking fund payments.

It should be emphasized that the actual net benefit of the MWRRI would be even greater, however, since it would include corporate income taxes, sales taxes, and other receipts resulting from the MWRRI economic activity.[38]

CONCLUSION: RIB PROGRAM POTENTIAL

A successful RIB financing program would have to carefully address both tax policy and potential investor concerns in delivering a meaningful subsidy to the state and local sponsors. The existing tax credit bond programs are small and contain technical provisions that significantly limit their usefulness. As presented in this briefing paper, the financial benefit provided by tax credit bonds could be substantial – even approaching that of an 80 percent federal grant. But the corresponding cost of such a deep subsidy, measured in tax expenditures resulting from the credits claimed by bondholders, would have to be weighed against the various benefits of the preferred investment. Consideration of a RIB financing program should acknowledge the very limited availability of general appropriations for passenger rail and weigh the assessed budgetary costs against the larger policy objectives and public benefits in addition to the quantifiable fiscal benefits. In cases involving critical public infrastructure improvements, it may be appropriate for the federal government to utilize financial incentives like tax credit bonds to stimulate such investment.

[38] The quantification of those additional economic benefits, as well as the less direct but very important non-economic benefits, is beyond the scope of this briefing paper.

APPENDIX: INDIVIDUAL INCOME TAX ANALYSIS

TAX FORECAST FROM HIGH SPEED RAIL INVESTMENT: MID-WEST REGIONAL RAIL CORRIDORS

OVERVIEW

INTRODUCTION

In 1996 nine Midwest states (Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, Ohio and Wisconsin) and Amtrak began assessing the feasibility of creating an enhanced, regional intercity passenger rail system. The Midwest Regional Rail Initiative ("MWRRI) Steering Committee made up of the participating states directed these studies with the advice provided by Amtrak. In its 1998 study, the MWRRI conducted a strategic assessment of the Midwest region to determine the most beneficial and affordable service, infrastructure and equipment scenarios.

The 1998 study recommended that a 110-mph top speed provides the most cost-effective strategy for improving intercity passenger rail service in the Midwest. Over the proceeding ten years, the study has continued with further refinements of underlying analysis and recommendations with committee oversight and peer reviews.

In its most recent study effort, the MWRRI conducted an independent peer review of its ridership and revenue forecasts, its capital cost estimates, and its operating cost estimates. This study also produced an updated cost-benefit analysis of the Midwest Regional Rail System which resulted in the production of The Midwest Regional Rail Initiative Benefit, Cost and Economic Analysis ("MWRRI Analysis"). The purpose of this report was to provide economic impact information associated with the implementation of the 3,000-mile system. The study provides information on increases in jobs, personal income and property values on a regional, state and local basis and is used as the underlying assumptions in this analysis.

VantagePoint Associates, Inc. ("VantagePoint") has been retained by the American Public Transportation Association ("APTA") to estimate the federal and state individual income taxes and state sales taxes that would be generated from the construction and operation of the proposed high-speed rail system within the Midwest Regional Corridors. The passenger rail network will be comprised of eight interconnecting rail corridors that emanate from Chicago and spread through the states of Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, Ohio and Wisconsin.

In addition to this overview section, this report includes three sections that describe the components of the Midwest Regional Rail program; the data sources, approach and key assumptions used in the analysis; and the federal and state individual income tax forecasts throughout the construction and operating periods.

RESULTS IN BRIEF

Investment in high-speed rail will result in economic activity such as the construction of rail infrastructure, the renovation of stations, the manufacturing of passenger rail cars and locomotives, and the operation of passenger rail service. This economic activity takes place in the form of full-time equivalent ("FTE") job creation, increased revenue and profit for businesses, property development, and personal and business spending on goods and services by these employees and businesses. In turn, these employees and businesses pay income, business, sales, and property taxes to federal, state and local governments based on the FTE jobs, profits, revenues, spending and values generated as a result of the high-speed rail investment.

Using the MWRRI Analysis[1] estimates for FTE jobs, wages and capital investment, this tax analysis projects that cumulative federal individual income tax revenues will total approximately $699 million at the end of the construction period; and $3.5 billion, $7.8 billion and $15.4 billion respectively after 10, 20 and 30 years of operation. Similarly, cumulative state individual income tax revenues, for the combined states of Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, Ohio, and Wisconsin, are projected to total approximately $275 million at the end of the construction period; and $1 billion, $2 billion and $3.3 billion respectively after 10, 20 and 30 years of operations.[2]

[1] Although VantagePoint has been retained to estimate federal and state taxes, it has been directed by APTA to use the MWRRI Analysis to obtain the FTE jobs, wage and capital investment data in order to generate the individual income tax forecasts. The MWRRI Analysis includes, but is not limited to, all conclusions, methodologies, tables, exhibits, appendices, notebooks, and work papers. VantagePoint has not validated, audited or assessed the MWRRI Analysis or its conclusions. As a result, VantagePoint does not express an opinion regarding the MWRRI Analysis.

[2] Assumes a 5% contribution rate to defined contribution plans. See Key Assumptions section.

THE MIDWEST PROGRAM

COMPONENT CORRIDORS

The Midwest Regional Rail program is an initiative jointly supported by the states of Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, Ohio and Wisconsin. It entails the implementation of a high-speed rail network, using Chicago as a hub, with primary routes through Illinois, Indiana, Michigan, Minnesota, Ohio and Wisconsin. Using existing rights-of-way shared by passenger and freight rail, the network will connect over 100 Midwestern cities, linking the region's major economic centers and 80% of the region's 65 million residents. The program includes the following component rail corridors:

1. Chicago to Detroit/Chicago to Grand Rapids/Chicago to Port Huron;
2. Chicago to Cleveland;
3. Chicago to Cincinnati;
4. Chicago to Carbondale;
5. Chicago to St Louis;
6. St Louis to Kansas City;
7. Chicago to Quincy/Chicago to Omaha; and
8. Chicago to Milwaukee to St Paul/Chicago to Milwaukee to Green Bay.

INVESTMENT AND TIMETABLE

The Midwest Regional Rail initiative incorporates a capital investment program of approximately $7.7 billion (in 2002 dollars) for the construction of new and improved infrastructure, stations, inter-modal facilities, maintenance and engineering facilities, and state-of-the-art train fleet and equipment. Given the magnitude of the proposed system, it is anticipated that the construction period will occur over a period of 10 years, with operations commencing in phases as individual component corridors are completed. Exhibit 1 reflects the projected capital investments required by state, inclusive of all infrastructure, stations, facilities, fleet, and equipment needs:

Exhibit 1: Construction Period Capital Investment Requirements by State (2002 dollars)
Source: Quandel Consultants, LLC.

($Millions)

State	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Total	% Share
Illinois	$173	$66	$84	$88	$217	$393	$373	$227	$130	$52	$1,804	23.4%
Indiana	1	27	78	62	58	449	390	427	8	0	1,500	19.5%
Michigan	19	13	175	175	44	37	75	75	10	0	624	8.1%
Ohio	0	16	39	28	29	263	206	219	4	0	804	10.4%
Missouri	18	18	20	21	25	21	322	293	284	0	1,020	13.3%
Iowa	0	3	18	22	59	60	59	112	60	0	392	5.1%
Nebraska	0	0	0	0	1	1	1	1	1	0	4	0.1%
Wisconsin	15	30	155	260	151	64	109	188	143	136	1,251	16.3%
Minnesota	0	15	18	121	121	8	8	8	2	0	299	3.9%
Total Capital	$227	$188	$586	$777	$703	$1,295	$1,542	$1,551	$642	$188	$7,700	100.0%
Annual Completion	2.9%	2.4%	7.6%	10.1%	9.1%	16.8%	20.0%	20.1%	8.3%	2.4%	100.0%	
Cumulative Completion	2.9%	5.4%	13.0%	23.1%	32.2%	49.1%	69.1%	89.2%	97.6%	100.0%		

While the construction period for the full program is anticipated to take place over a ten-year period, over two-thirds of the spending will occur in the second half of this time span.

This direct investment in infrastructure, fleet and facilities will result in reduced travel times between city pairs, improved service quality in terms of passenger amenities, quality of ride and station conditions, and community improvements through transportation related development. Key to regional economic improvement is the reduction in travel time which will provide quicker access to business, cultural and tourism centers, and improved mobility around the region. The economic and fiscal benefits of the construction and operation of these new and/or improved passenger rail corridors will be seen in the form of new FTE jobs, earnings and associated taxes at the state and federal levels. The following section of this report describes the methodology and key assumptions used in forecasting the individual income taxes that will be generated during the construction and operation of the Midwest regional rail system.

DATA SOURCES

The data sources that were used in this analysis include the MWRRI Analysis, Quandel Consultants, LLC, the Statistics of Income Division of the Internal Revenue Service, the Departments of Revenue for each of the nine Midwest states, and the Bureau of Labor Statistics.

Construction FTE Jobs and Wages

For the ***ten-year construction period*** of the project, the MWRRI Analysis utilized an input-output model methodology, based on the Bureau of Economic Analysis's RIMS II Model, to determine the ***annual temporary direct and indirect FTE jobs and wages*** by industry that would be created in the Midwest region as a whole. The purpose of the RIMS II Model is to estimate the impact that one dollar of spending will have, by industry, in a specific geographic area (such as a county, state, or region). Based on the economic characteristics of the chosen geographic area, the model is designed to estimate the direct, indirect and induced impacts of this $1 investment on FTE jobs, earnings and spending. Indirect and induced impacts are often known as the multiplier effect of spending. The multiplier captures the impact of that $1 dollar investment as it ripples through the connected layers of the economy. For example, an investment in employee wages results in secondary spending by those employees for personal goods and services. Similarly, an investment in the purchase of a manufactured product results in secondary spending by the manufacturer on raw materials, employing other individuals in other businesses and contributing revenues and profits to those other businesses. Thus, the capital investment made during the construction of the Midwest high-speed rail project can be used to project total FTE jobs, earnings and spending. These FTE jobs are shown below in Exhibit 2.

Exhibit 2: Number of Temporary FTE Jobs During the Construction Period Resulting from Assumed Federal Contribution of 80% of Total Capital Investment. Source: MWRRI Analysis

Industry	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Average	% Share
Accommodation and food services	268	223	707	936	856	1,550	1,843	1,792	715	222	911	6.0%
Administrative and waste management services	175	145	460	609	557	1,009	1,199	1,166	465	145	593	3.9%
Agriculture, forestry, fishing, and hunting	33	28	88	117	107	193	230	224	89	28	114	0.7%
Arts, entertainment, and recreation	60	50	157	208	190	344	409	398	159	49	202	1.3%
Construction	1,779	1,480	4,684	6,202	5,673	10,274	12,213	11,876	4,738	1,472	6,039	39.7%
Educational services	66	55	174	230	211	381	453	441	176	55	224	1.5%
Finance and insurance	135	112	354	469	429	777	924	898	358	111	457	3.0%
Health care and social assistance	308	256	811	1,074	982	1,779	2,115	2,057	821	255	1,046	6.9%
Households	30	25	78	104	95	172	204	199	79	25	101	0.7%
Information	56	47	147	195	179	323	384	374	149	46	190	1.2%
Management of companies and enterprises	54	45	142	187	171	310	369	359	143	44	182	1.2%
Manufacturing	366	305	965	1,278	1,169	2,116	2,516	2,446	976	303	1,244	8.2%
Mining	10	8	26	34	31	57	67	66	26	8	33	0.2%
Other services	161	134	424	562	514	930	1,106	1,075	429	133	547	3.6%
Professional, scientific, and technical services	200	167	527	698	639	1,157	1,375	1,337	534	166	680	4.5%
Real estate and rental and leasing	62	51	162	215	196	356	423	411	164	51	209	1.4%
Retail trade	452	376	1,190	1,576	1,441	2,610	3,102	3,017	1,204	374	1,534	10.1%
Transportation and warehousing	122	102	322	426	390	706	839	816	326	101	415	2.7%
Utilities	17	14	45	60	55	99	117	114	46	14	58	0.4%
Wholesale trade	126	104	331	438	400	725	862	838	334	104	426	2.8%
Total	4,480	3,727	11,794	15,618	14,285	25,868	30,750	29,904	11,931	3,706	15,206	100.0%

As noted in the exhibit above, the numbers of FTE jobs that are shown represent only the FTE jobs generated by 80% of the capital investment assumed to be provided through federal funding[1]. In order to project ***all*** individual income taxes resulting from the entire capital investment (including the remaining 20% contribution from the states), all FTE jobs need to be taken into account. Exhibit 3 shows the number of FTE jobs resulting from 100% of the assumed capital investment.

[1] The purpose of this tax analysis is to assess the full value of taxes generated by the high-speed rail investment and therefore does not address regional transfer payments.

Exhibit 3: Number of Temporary FTE Jobs During the Construction Period Resulting from 100% of Capital Investment

Industry	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Average	% Share
Accommodation and food services	335	279	884	1,170	1,070	1,938	2,304	2,240	894	278	1,139	6.0%
Administrative and waste management services	219	181	575	761	696	1,261	1,499	1,458	581	181	741	3.9%
Agriculture, forestry, fishing, and hunting	41	35	110	146	134	241	288	280	111	35	142	0.7%
Arts, entertainment, and recreation	75	63	196	260	238	430	511	498	199	61	253	1.3%
Construction	2,224	1,850	5,855	7,753	7,091	12,843	15,266	14,845	5,923	1,840	7,549	39.7%
Educational services	83	69	218	288	264	476	566	551	220	69	280	1.5%
Finance and insurance	169	140	443	586	536	971	1,155	1,123	448	139	571	3.0%
Health care and social assistance	385	320	1,014	1,343	1,228	2,224	2,644	2,571	1,026	319	1,307	6.9%
Households	38	31	98	130	119	215	255	249	99	31	127	0.7%
Information	70	59	184	244	224	404	480	468	186	58	238	1.3%
Management of companies and enterprises	68	56	178	234	214	388	461	449	179	55	228	1.2%
Manufacturing	458	381	1,206	1,598	1,461	2,645	3,145	3,058	1,220	379	1,555	8.2%
Mining	13	10	33	43	39	71	84	83	33	10	42	0.2%
Other services	201	168	530	703	643	1,163	1,383	1,344	536	166	684	3.6%
Professional, scientific, and technical services	250	209	659	873	799	1,446	1,719	1,671	668	208	850	4.5%
Real estate and rental and leasing	78	64	203	269	245	445	529	514	205	64	262	1.4%
Retail trade	565	470	1,488	1,970	1,801	3,263	3,878	3,771	1,505	468	1,918	10.1%
Transportation and warehousing	153	128	403	533	488	883	1,049	1,020	408	126	519	2.7%
Utilities	21	18	56	75	69	124	146	143	58	18	73	0.4%
Wholesale trade	158	130	414	548	500	906	1,078	1,048	418	130	533	2.8%
Total	5,604	4,661	14,747	19,527	17,859	32,337	38,440	37,384	14,917	4,635	19,011	100.0%

The MWRRI Analysis also provides the average wage by industry, expressed in 2002 dollars. Exhibit 4 below reflects these average wages.

Exhibit 4: Wages for Temporary FTE Jobs Created During the Construction Period (2002 Dollars). Source: MWRRI Analysis

Industry	Average
Accommodation and food services	$12,304
Administrative and waste management services	21,087
Agriculture, forestry, fishing, and hunting	13,544
Arts, entertainment, and recreation	17,956
Construction	38,515
Educational services	21,431
Finance and insurance	48,152
Health care and social assistance	33,751
Households	9,170
Information	48,631
Management of companies and enterprises	69,907
Manufacturing	45,853
Mining	55,495
Other services	21,630
Professional, scientific, and technical services	50,276
Real estate and rental and leasing	25,630
Retail trade	20,035
Transportation and warehousing	37,108
Utilities	77,397
Wholesale trade	49,719
Average	$35,880

Effective income tax rates for the same wage bracket vary among states for both federal and state individual income taxes. Consequently, the temporary FTE jobs that would be created across the entire region during construction need to be reflected by state in order to more accurately estimate income taxes.

Since the MWRRI Analysis projects annual FTE jobs by industry for the Midwest region as a whole, an allocation of those regional FTE jobs is required to obtain state-by-state FTE job totals. The annual ten-year capital investment by state was used as the basis to allocate the number of FTE jobs to each state for each year of construction. Capital investment data by state was not provided by TEMS[2], and in the alternative, was provided by Quandel Consultants, LLC as shown in Exhibit 1 above. Each state's percentage share of the total region's capital investment for each year of the construction period was applied to the number of FTE jobs by industry shown in Exhibit 3. The resulting FTE jobs by state are shown in Exhibit 5 below.

[2] The MWRRI Analysis was prepared by Transportation Economics Management Systems, Inc. ("TEMS") in association with HNTB.

Exhibit 5: Temporary FTE Jobs by State[3]

State	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Average	% Share
Illinois	4,282	1,643	2,110	2,210	5,499	9,825	9,306	5,471	3,019	1,286	4,465	23.5%
Indiana	32	677	1,959	1,566	1,468	11,202	9,717	10,295	189	0	3,711	19.5%
Michigan	475	317	4,405	4,404	1,119	920	1,881	1,820	231	0	1,557	8.2%
Ohio	0	406	971	702	729	6,570	5,135	5,281	98	0	1,989	10.5%
Missouri	433	437	492	537	622	535	8,012	7,068	6,591	0	2,473	13.0%
Iowa	0	65	449	540	1,503	1,487	1,461	2,698	1,399	0	960	5.1%
Nebraska	0	0	1	2	14	14	14	27	14	0	9	0.0%
Wisconsin	377	743	3,909	6,531	3,839	1,587	2,721	4,537	3,322	3,349	3,092	16.3%
Minnesota	0	371	446	3,031	3,062	191	191	185	53	0	753	4.0%
Total Jobs	5,599	4,659	14,742	19,523	17,855	32,331	38,438	37,382	14,916	4,635	19,009	100.0%

It is worth noting that the same ratio of FTE jobs by industry and the average wages for each industry was assumed to be identical for each state.

Operating FTE Jobs and Wages

For the ***operating period***, the MWRRI Analysis employed a different approach from that used for construction. TEMS' internal Economic Rent model was used to determine the region's ***average annual permanent FTE jobs*** that would be created from the high-speed rail investment. The TEMS Economic Rent Model uses employment, household income, population and property value data for the purpose of estimating the increase in value in goods and services due to transportation improvements that increase accessibility to markets. The model is also designed to take into account the interdependence of communities and the relative efficiency of different modes of transportation in producing estimates of FTE jobs, household income and property values generated by transportation improvements. The MWRRI Analysis states that these estimates reflect the impact of 100% of the capital investment made.

This forecast of average annual permanent FTE jobs was prepared on a state-by-state basis without a breakdown of FTE jobs by industry. Since the MWRRI Analysis incorporated household income by state, instead of average wages by state, VantagePoint used average wages by state from the Bureau of Labor Statistics. To be consistent with the construction period values, average wages are expressed in 2002 dollars.

Exhibit 6 shows the average number of annual permanent FTE jobs generated in each state throughout the operating period along with the average wage by state. The MWRRI Analysis

[3] Differences may occur due to rounding

conservatively assumed that the number of FTE jobs would not increase throughout the 30 year operating period.

Exhibit 6: Permanent FTE Jobs and Average Wages (2002 Dollars)
Source: FTE Jobs – MWRRI Analysis, Average wages – Bureau of Labor Statistics

State	Annual Jobs	Average Wages
Illinois	24,200	$36,410
Indiana	4,540	32,630
Michigan	6,970	37,530
Ohio	3,520	34,410
Missouri	5,600	32,980
Iowa	1,000	30,380
Nebraska	480	31,200
Wisconsin	9,570	33,400
Minnesota	1,570	37,300
Total	57,450	$34,027

The average wages were applied to the average number of FTE jobs for each year to determine projected earnings. This is explained in further detail in the next section of the report.

Effective Tax Rates

For the forecasts of federal individual income taxes, statistical data for the 2005 tax year (the most recent available data) from the Internal Revenue Service ("IRS") was used to determine the effective tax rate by income tax bracket for each state. The federal effective tax rate is the federal income tax liability as a percentage of federal adjusted gross income ("FAGI").

Similarly, for the forecasts of state individual income taxes, statistical data for the 2005 tax year from the individual state Departments of Revenue was used to determine the effective tax rate by income tax bracket. The most recent tax data available for Illinois, Minnesota and Missouri was for 2003, 2004 and 2006 respectively. The nine states have different tax structures. Some are progressive tax structures (similar to federal income tax rate schedules) and some are flat tax structures. While state income tax structures may vary in the method of computing tax liability, ultimately state tax rates can be evaluated on a consistent basis by determining the effective tax rate. As with federal effective tax rates, effective tax rates for each state can be derived by taking the state income tax liability as a percentage of the state adjusted gross income.

The use of both the federal and state effective tax rates and how they were applied to FTE jobs and earnings to arrive at projected federal and state individual income taxes are explained in the next section of the report.

METHODOLOGY

The methodology used to forecast federal and state individual income taxes generated by the investment in high-speed rail is based on the FTE job, wage and effective tax rate data obtained from the previously noted sources. This section describes the key steps taken in the analysis including the translation of financial data to current year dollars, the estimation of federal individual income taxes and the estimation of state individual income taxes.

Current Year Dollars

Since the MWRRI Analysis reflected all wage data in 2002 dollars, it was necessary to establish all wage related data in 2008 dollars. In order to convert 2002 wages to 2008 dollars, the Employment Cost Index was used from the Bureau of Labor Statistics. The annual index for the last five years (2003 through 2007) is shown in Exhibit 7.

Exhibit 7: Employment Cost Index. Source: Bureau of Labor Statistics

Employment Cost Index 12-Month Percent Changes						
Compensation Component	**December 2003**	**December 2004**	**December 2005**	**December 2006**	**December 2007**	**5-Year CAGR***
Wages & Salaries	2.9%	2.5%	2.6%	3.2%	3.4%	2.9%

* Compound Annual Growth Rate

The annual growth rates shown above were used to convert wages to 2007 dollars from the wages shown in Exhibit 4 and Exhibit 6. The five-year CAGR of 2.9% was then applied to 2007 wages to reach 2008 dollars. Exhibit 8 displays wages in 2008 dollars for Year 1, by industry for the construction period. The value of average wages for each subsequent year is calculated by escalating the prior year wages by the 5-year CAGR of 2.9%.

Exhibit 8: Construction Period Wages Indexed at 2.9% Annually (2008 Dollars)

Industry	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Average
Accommodation and food services	$14,606	$15,030	$15,466	$15,914	$16,376	$16,851	$17,339	$17,842	$18,360	$18,892	$16,668
Administrative and waste management services	25,033	25,759	26,506	27,274	28,065	28,879	29,717	30,578	31,465	32,378	28,565
Agriculture, forestry, fishing, and hunting	16,078	16,545	17,024	17,518	18,026	18,549	19,087	19,640	20,210	20,796	18,347
Arts, entertainment, and recreation	21,316	21,934	22,570	23,225	23,898	24,591	25,304	26,038	26,793	27,570	24,324
Construction	45,722	47,048	48,412	49,816	51,261	52,747	54,277	55,851	57,471	59,137	52,174
Educational services	25,441	26,179	26,938	27,719	28,523	29,350	30,201	31,077	31,978	32,906	29,031
Finance and insurance	57,162	58,820	60,525	62,281	64,087	65,945	67,858	69,826	71,850	73,934	65,229
Health care and social assistance	40,066	41,228	42,424	43,654	44,920	46,223	47,563	48,943	50,362	51,822	45,721
Households	10,886	11,202	11,526	11,861	12,205	12,559	12,923	13,297	13,683	14,080	12,422
Information	57,731	59,405	61,127	62,900	64,724	66,601	68,533	70,520	72,565	74,670	65,878
Management of companies and enterprises	82,988	85,394	87,871	90,419	93,041	95,739	98,516	101,373	104,312	107,337	94,699
Manufacturing	54,433	56,011	57,636	59,307	61,027	62,797	64,618	66,492	68,420	70,404	62,114
Mining	65,879	67,789	69,755	71,778	73,860	76,002	78,206	80,474	82,807	85,209	75,176
Other services	25,677	26,422	27,188	27,977	28,788	29,623	30,482	31,366	32,275	33,211	29,301
Professional, scientific, and technical services	59,683	61,414	63,195	65,028	66,914	68,854	70,851	72,906	75,020	77,195	68,106
Real estate and rental and leasing	30,426	31,308	32,216	33,150	34,112	35,101	36,119	37,166	38,244	39,353	34,719
Retail trade	23,784	24,474	25,183	25,914	26,665	27,438	28,234	29,053	29,895	30,762	27,140
Transportation and warehousing	44,051	45,329	46,643	47,996	49,388	50,820	52,294	53,811	55,371	56,977	50,268
Utilities	91,879	94,544	97,285	100,107	103,010	105,997	109,071	112,234	115,489	118,838	104,845
Wholesale trade	59,022	60,734	62,495	64,307	66,172	68,091	70,066	72,098	74,189	76,340	67,351
Average	$42,593	$43,828	$45,099	$46,407	$47,753	$49,138	$50,563	$52,029	$53,538	$55,091	$48,604

As shown in the exhibit above, the average salary for all industries within the nine-state region is slightly over $42,000 in Year 1. Wages for each industry are assumed to grow annually at 2.9% until the end of construction. As a result, the average annual salary for all FTE jobs in Year 10 is projected to be more than $55,000 when the project is complete.

The same approach was applied to wages for the operating period. The average wages by state shown in Exhibit 6, reflected in 2002 dollars, were indexed at the CAGR of 2.9% annually. As a result, the average salary for the nine-state region is approximately $54,000 in Year 11, the first full-year of operation for the entire system. By Year 40, the 30th year of operation, the average annual salary is projected to be over $123,000 assuming wages continue to grow at 2.9% annually. These results are shown in Exhibit 9 below.

Exhibit 9: Average Annual Wages by State during Operating Period. 2008 dollars indexed at 2.9% annually.

State	2008 Dollars	30 Year Operations Year 11*	Year 40
Illinois	$43,223		$131,799
Indiana	38,736	51,554	118,116
Michigan	44,552	59,296	135,853
Ohio	40,849	54,366	124,559
Missouri	39,151	52,107	119,383
Iowa	36,065	47,999	109,971
Nebraska	37,038	49,295	112,940
Wisconsin	39,650	52,771	120,903
Minnesota	44,279	58,932	135,021
Total	$40,394	$53,290	$123,172

* Year 11 represents first full-year of operation for the entire MWRR system.

Determining Federal Individual Income Taxes

For the purpose of estimating federal individual income taxes, it was assumed that an individual income tax return would be filed each year for each projected FTE job, whether it was temporary or permanent. Wages were divided by income bracket as reported by the Statistics of Income Division of the Internal Revenue Service. The numbers of FTE jobs shown in the previous exhibits were then classified by wage bracket and those FTE jobs were multiplied by the average wage values to arrive at total income within each wage bracket. The effective tax rates, based on 2005 IRS compiled data, for each income bracket were then applied to the income in each tax bracket to produce the estimate of federal income taxes.

Although the federal income tax liability for all individual taxpayers is determined the same way across the country, the effective tax rate, for the same job earning the same salary can vary from state to state This is due to various types of adjustments to gross income that occur in order to arrive at FAGI. The frequency and types of these adjustments can vary from state to state. More significantly, filing status, state income taxes and other deductions (i.e. number of personal exemptions, mortgage interest, medical, contributions, etc.) can vary considerably from taxpayer to taxpayer and state to state, influencing the federal income tax liability and therefore the effective tax rate.

VantagePoint has developed an income tax model that projects federal income taxes for each state and as a result, the region. Tables have been included in the model's design that capture the federal effective tax rate unique to each state and each tax bracket. Additionally, the model applies the appropriate effective tax rate to each year's wages as wages grow in accordance with Employment Cost Index projections. This ensures that the correct effective tax rate for the next

highest wage bracket is applied when wages for a particular FTE job fall into that new bracket due to growth.

Exhibit 10 contains the wage brackets as reported by the IRS as well as the effective tax rates for each of the nine states.

Exhibit 10: Federal Effective Individual Income Tax Rates
Source: Statistics of Income Division of Internal Revenue Service

	<======Size of Adjusted Gross Income======>				
State	Under $50,000	$50,000 under $75,000	$75,000 under $100,000	$100,000 under $200,000	$200,000 or more
Illinois	5.0%	8.5%	9.8%	13.7%	23.4%
Indiana	5.0%	8.2%	9.7%	13.6%	22.9%
Michigan	5.0%	8.3%	9.6%	13.3%	23.2%
Ohio	5.5%	8.6%	9.8%	13.4%	22.6%
Missouri	4.9%	8.1%	9.6%	13.4%	23.0%
Iowa	5.1%	7.7%	9.3%	13.3%	22.5%
Nebraska	5.0%	7.5%	9.1%	13.0%	22.9%
Wisconsin	5.4%	7.9%	9.1%	12.9%	23.2%
Minnesota	5.5%	7.9%	9.1%	12.9%	22.5%

Determining State Individual Income Taxes

The same approach that was described to project federal individual income taxes was also applied at the state level to estimate individual income taxes for each of the nine states. It was assumed that each federal individual income tax return that would be filed for each FTE job for each year would have a corresponding individual income tax return filed at the state level. Although it is possible for a wage earner to work in one state and reside in a neighboring state, this report assumes that only one tax return for this type of wage earner would be filed with only one state – the state where the jobs are located. Exhibits 5 and 6 show this distribution of jobs.

Similar to the method used to estimate federal individual income taxes, wages were classified by income bracket in accordance to the income brackets reported by each state Department of Revenue. The numbers of FTE jobs shown in the previous exhibits were classified by wage bracket and were multiplied by the wages for those FTE jobs to arrive at total income within each wage bracket. The effective tax rate for each income bracket was then applied to the income stemming from these FTE jobs to arrive at projected state income taxes.

The income tax model that was developed to forecast federal individual income taxes also includes a component that provides a forecast of state individual income taxes. Individual tables have been included in the model's design that capture each state's effective tax rates, and applies them to the wages for each FTE job in each wage bracket. As with the federal component, the model ensures that the correct effective tax rate for the next highest wage bracket is applied when wages for a particular FTE job fall into a new bracket due to growth.

Due to the varying tax structures in each state, the sizes of the income brackets are classified differently by each state. A table showing each state's effective tax rate for each level of income is shown in Attachment A.

KEY ASSUMPTIONS

For both the federal and state levels, it was assumed that individual income taxes would begin to accrue immediately in the first year of capital investment as a result of the temporary FTE jobs that were created during the construction period. All states except for Ohio, Iowa, Nebraska, and Minnesota begin creating temporary FTE jobs in Year 1 of the construction period. Ohio, Iowa, and Minnesota begin investing capital and creating temporary FTE jobs in Year 2 while Nebraska begins its capital investment and creation of temporary FTE jobs in Year 3.[4] Income taxes from these temporary FTE jobs continue to accrue until each particular state ends its capital investment.

It is also assumed that operations begin the year after construction concludes for each state. Individual income taxes at both federal and state levels would immediately begin accruing with the creation of permanent operating related FTE jobs. All but two states, Illinois and Wisconsin, begin full operations in the last year (Year 10) of the system's construction and the operating related taxes for the remaining seven states are forecast to begin in this tenth year[5]. The entire system is assumed to be in full operation beginning in Year 11 with annual FTE jobs totaling 57,450 for the entire region. The MWRRI Analysis projects that this level of FTE job creation would be constant throughout the entire thirty-year operating period.

The income tax projections for each year that are provided later in this report reflect the income tax liability for the ***calendar tax year*** during which the wages were earned and not the year in which the income tax returns would be filed. These projections do not take into account cash

[4] Capital investment in a year may show a value of zero while FTE jobs are shown created in the same year due to rounding -- capital investment is expressed in millions of dollars in Exhibit 1 while FTE jobs are expressed in units in Exhibit 3.

[5] There are some component services that begin as early as Year 3. However, operating period taxes are only estimated once the full state corridor is in service.

flow implications resulting from payments made or refunds received in the year of the tax filing or for any extensions granted by the IRS or the states' Department of Revenue for any previous years.

While a majority of each state's income tax revenues is received from state residents, a portion of such revenues is received from non-residents. Since a breakdown of resident and non-resident income tax statistics was not available for all of the nine states, effective tax rates were obtained by including ***all*** tax returns, regardless of taxpayer residence.

One of the most common items across wage earners that will impact the effective tax rates for both federal and state individual income taxes is employee contributions to a defined contribution retirement plan. Examples of these plans include employer sponsored 401(K) plans and Simple IRA plans. These plans allow wage earners to contribute a percentage of their wages to these retirement plans on an income tax deferred basis subject to IRS limitations that may change annually. As an example, an individual earning gross wages of $50,000 and contributing 10% of his wages ($5,000) to his retirement plan would only be subject to income tax on earnings of $45,000.[6] Since the federal and states' income tax statistics reflect adjusted gross income net of any contributions to defined contribution plans, the resulting effective tax rates used in this analysis are also net of these contributions. Therefore, gross wages would need to be reduced by an assumed level of contributions to prevent a material misstatement.

Although individual income taxes would be deferred while wage earners were employed, distributions from retirement plans would be taxable for federal income tax purposes when received by the individual during retirement. From a state income tax perspective, the tax treatment on these distributions vary from state to state and depends entirely on which state the individual chooses to reside during retirement. These deferred taxable wages have not been included in this tax analysis and therefore represent additional tax revenues that would accrue to federal and state governments when the retirees receive their retirement distributions.

Statistics from a study[7] using 2006 data show that the overall contribution rate by wage earners across all industries, ages, and wage brackets averaged 7.0% and has remained relatively constant since 2002. The average compensation for these wage earners was approximately $79,000 which is significantly higher than the average wage in Year 1 of approximately $43,000. In 2006, the five-year participation rate of continuous eligible employees (wage earners eligible to contribute to in both 2005 and 2006) was 78%. This rate has increased seven percent over the five-year period. Since the income tax model assumes every wage earner is eligible and will

[6] Before any adjustments to gross income and deductions allowed under federal and states tax structures.
[7] Fidelity Investments "Building Futures Volume VIII, A Report on Corporate Defined Contribution Plans

contribute to a plan, the average contribute rate of 7.0% was multiplied by the participation rate of 78% to arrive at an adjusted contribution rate of 5.5%.

The study also indicates that participation and contribution rates vary among age groups and wage brackets from year to year. Trends show that both rates increase as wage earners get older and as their compensation increase. As baby boomers continue to approach retirement, both rates are expected to increase significantly for this group. Conversely, once baby boomers enter retirement, both rates could decrease. In order to capture the impact of differences between the averages wages from the study and the average wages in the model along with the impact of changes in both participation and contribution rates, the average contribution rate of 5% was assumed throughout the construction and operating periods.

As explained earlier, individual income taxes at the federal and state levels are based on effective tax rates resulting from tax structures that were in place for the years the statistical data was available. Since the most recent annual federal data was for 2005, there are five years of additional tax cuts remaining under the current federal tax plan. These additional income tax reductions expire in the year 2010. Since it is impossible to project the federal tax structure for the post-2010 period, this analysis assumes that the 2005 tax rates continue during the full construction and operating periods. Similarly, it is assumed that the state tax rates used for this analysis hold true for the full construction and operating periods.

FEDERAL INDIVIDUAL INCOME TAXES

A forecast of federal individual income taxes by state, assuming a 5% contribution rate, is presented below in Exhibit 11. Annual and cumulative values are shown for each of the ten years of the construction phase as well as for years 20, 30 and 40. These latter intervals represent the 10th, 20th, and 30th years of full system operations.

Exhibit 11: Federal Individual Income Tax Projections Assuming 5% Wage Deferral for Retirement Plan Contributions (2008 Dollars)

Annual Federal Individual Income Tax Projections
($Millions)

State	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 20	Year 30	Year 40
Illinois	$10.3	$4.1	$5.4	$5.8	$14.8	$34.2	$33.3	$20.4	$11.6	$5.1	$145.4	$223.1	$415.1
Indiana	0.1	1.6	4.9	4.0	3.9	37.9	33.8	37.3	0.7	10.8	23.6	37.1	69.3
Michigan	1.1	0.8	11.1	11.4	3.0	3.1	6.6	6.7	0.9	31.7	42.1	64.9	119.6
Ohio	0.0	1.1	2.6	2.0	2.1	23.4	18.9	20.2	0.4	15.2	20.2	30.7	55.8
Missouri	1.0	1.0	1.2	1.4	1.6	1.8	27.5	25.3	24.3	13.2	29.0	45.8	85.1
Iowa	0.0	0.2	1.1	1.4	3.9	4.8	4.9	9.3	5.0	2.3	4.5	7.3	13.9
Nebraska	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	1.1	2.2	3.5	6.7
Wisconsin	0.9	1.9	10.1	17.3	10.5	5.3	9.3	16.1	12.1	12.8	49.0	75.2	141.8
Minnesota	0.0	0.9	1.2	8.1	8.5	0.6	0.7	0.7	0.2	6.7	9.0	13.8	26.0
Total	$13.4	$11.6	$37.6	$51.4	$48.3	$111.1	$135.0	$136.1	$55.2	$98.9	$325.0	$501.4	$933.3

Cumulative Federal Individual Income Tax Projections
($Millions)

State	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 20	Year 30	Year 40
Illinois	$10.3	$14.4	$19.8	$25.6	$40.4	$74.6	$107.9	$128.3	$139.9	$145.0	$1,427.8	$3,349.8	$6,826.8
Indiana	0.1	1.7	6.6	10.6	14.5	52.4	86.2	123.5	124.2	135.0	335.9	$640.0	1,169.9
Michigan	1.1	1.9	13.0	24.4	27.4	30.5	37.1	43.8	44.7	76.4	448.3	$1,013.9	2,043.7
Ohio	0.0	1.1	3.7	5.7	7.8	31.2	50.1	70.3	70.7	85.9	264.3	$522.8	966.8
Missouri	1.0	2.0	3.2	4.6	6.2	8.0	35.5	60.8	85.1	98.3	345.7	$720.5	1,372.5
Iowa	0.0	0.2	1.3	2.7	6.6	11.4	16.3	25.6	30.6	32.9	68.0	$123.8	217.8
Nebraska	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	1.2	18.7	$46.1	93.3
Wisconsin	0.9	2.8	12.9	30.2	40.7	46.0	55.3	71.4	83.5	96.3	528.8	$1,151.3	2,231.2
Minnesota	0.0	0.9	2.1	10.2	18.7	19.3	20.0	20.7	20.9	27.6	106.8	$226.9	450.2
Total	$13.4	$25.0	$62.6	$114.0	$162.3	$273.4	$408.4	$544.5	$599.7	$698.6	$3,544.3	$7,795.1	$15,372.1

The forecasts shown above estimate the amount of federal individual income tax potential. Approximately $699 million in individual income taxes would accrue by Year 10 and grow to over $15 billion by Year 40, which is the 30th year of the system's operation.

STATE INDIVIDUAL INCOME TAXES

A forecast of state individual income taxes, assuming a contribution of 5% to retirement plans, is presented below in Exhibit 12. Annual and cumulative values are shown for each of the ten years of the construction phase as well as for years 20, 30 and 40. These latter intervals represent the 10th, 20th, and 30th years of full system operations.

Exhibit 12: State Individual Income Tax Projections Assuming 5% Wage Deferral for Retirement Plan Contributions (2008 Dollars)

Annual State Individual Income Tax Projections
($Millions)

State	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 20	Year 30	Year 40
Illinois	$3.5	$1.4	$1.8	$2.0	$5.1	$9.3	$9.1	$5.5	$3.1	$1.4	$35.9	$47.8	$63.6
Indiana	0.0	0.8	2.5	2.1	2.0	16.0	14.3	15.6	0.3	4.5	6.0	8.0	10.7
Michigan	0.3	0.2	2.5	2.6	0.7	0.8	1.8	1.8	0.2	8.0	10.7	14.2	18.9
Ohio	0.0	0.4	1.0	0.8	0.8	7.9	6.4	6.8	0.1	3.7	4.9	6.6	8.7
Missouri	0.5	0.5	0.6	0.6	0.7	0.7	10.9	10.0	9.6	5.7	7.5	10.0	13.3
Iowa	0.0	0.1	0.7	0.8	2.4	2.4	2.5	4.7	2.5	0.9	1.2	1.6	2.2
Nebraska	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.6	0.8	1.1
Wisconsin	0.6	1.1	6.3	10.9	6.6	3.0	5.2	9.0	6.9	7.2	13.0	17.3	23.1
Minnesota	0.0	0.5	0.7	4.6	4.8	0.3	0.3	0.3	0.1	1.8	2.4	3.2	4.2
Total	$4.9	$5.0	$16.1	$24.4	$23.1	$40.4	$50.5	$53.7	$22.8	$33.7	$82.2	$109.5	$145.8

Cumulative State Individual Income Tax Projections
($Millions)

State	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 20	Year 30	Year 40
Illinois	$3.5	$4.9	$6.7	$8.7	$13.8	$23.1	$32.2	$37.7	$40.8	$42.2	$359.1	$780.9	$1,342.3
Indiana	0.0	0.8	3.3	5.4	7.4	23.4	37.7	53.3	53.6	58.1	111.4	182.3	276.7
Michigan	0.3	0.5	3.0	5.6	6.3	7.1	8.9	10.7	10.9	18.9	113.0	238.2	404.9
Ohio	0.0	0.4	1.4	2.2	3.0	10.9	17.3	24.1	24.2	27.9	71.5	129.4	206.6
Missouri	0.5	1.0	1.6	2.2	2.9	3.6	14.5	24.5	34.1	39.8	106.2	194.6	312.3
Iowa	0.0	0.1	0.8	1.6	4.0	6.4	8.9	13.6	16.1	17.0	27.9	42.5	61.8
Nebraska	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	5.9	13.1	22.6
Wisconsin	0.6	1.7	8.0	18.9	25.5	28.5	33.7	42.7	49.6	56.8	171.8	324.8	528.4
Minnesota	0.0	0.5	1.2	5.8	10.6	10.9	11.2	11.5	11.6	13.4	34.5	62.5	99.8
Total	$4.9	$9.9	$26.0	$50.4	$73.5	$113.9	$164.4	$218.1	$240.9	$274.6	$1,001.2	$1,968.3	$3,255.5

The forecasts shown above estimate the maximum amount of state individual income tax potential. Over $274 million in individual income taxes would accrue by Year 10 and grow to $3.3 billion by Year 40, which is the 30th year of the system's operation.

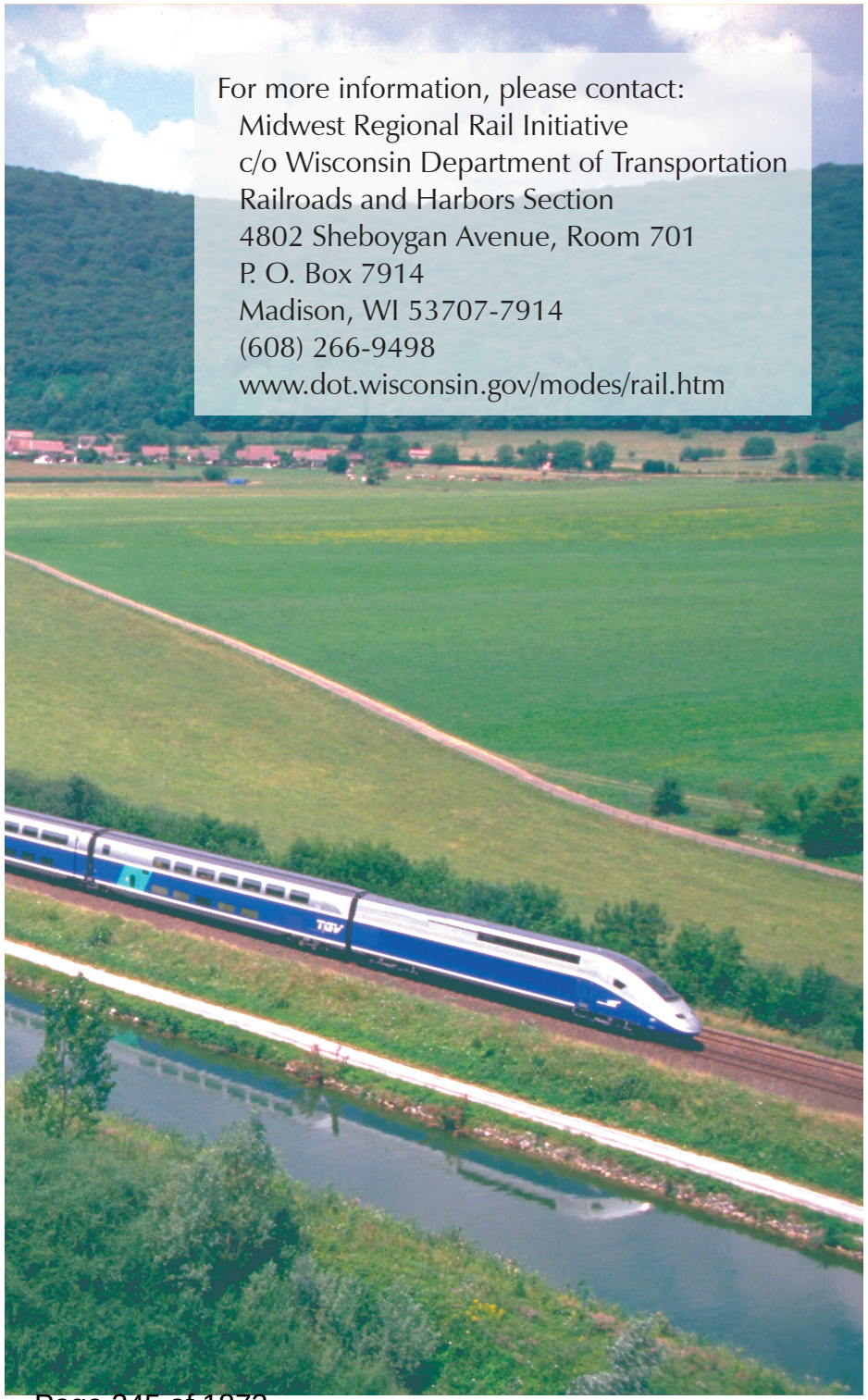
ATTACHMENT A

State Effective Individual Income Tax Rates

Bracket	Illinois	Indiana	Michigan	Ohio	Missouri	Iowa	Nebraska	Wisconsin	Minnesota
$0	2.1%	2.5%	0.9%	0.0%	0.2%	0.4%	-0.1%	0.5%	1.3%
$10,000	2.1%	2.8%	0.9%	0.4%	0.8%	1.9%	0.6%	0.8%	1.6%
$15,000	2.1%	2.8%	0.9%	1.0%	0.8%	1.9%	0.8%	1.5%	1.6%
$20,000	2.1%	3.0%	0.9%	1.5%	1.8%	2.7%	1.5%	2.3%	2.5%
$25,000	2.1%	3.0%	0.9%	1.9%	1.8%	3.1%	1.8%	2.9%	2.5%
$30,000	2.1%	3.1%	0.9%	2.2%	2.7%	3.4%	2.2%	3.6%	3.2%
$35,000	2.1%	3.1%	0.9%	2.4%	2.7%	3.5%	2.2%	3.6%	3.2%
$40,000	2.1%	3.1%	0.9%	2.5%	2.7%	3.7%	2.5%	4.0%	3.5%
$45,000	2.1%	3.1%	0.9%	2.6%	2.7%	3.7%	2.5%	4.0%	3.5%
$50,000	2.1%	3.2%	2.3%	2.7%	3.2%	3.8%	3.0%	4.4%	4.2%
$55,000	2.1%	3.2%	2.4%	2.9%	3.2%	3.8%	3.0%	4.4%	4.2%
$60,000	2.1%	3.2%	2.5%	3.0%	3.2%	3.8%	3.0%	4.4%	4.2%
$65,000	2.1%	3.2%	2.5%	3.1%	3.2%	3.8%	3.0%	4.4%	4.2%
$70,000	2.1%	3.2%	2.6%	3.1%	3.2%	3.8%	3.0%	4.8%	4.2%
$75,000	2.1%	3.2%	2.7%	3.2%	3.5%	4.0%	3.6%	4.8%	4.2%
$80,000	2.1%	3.2%	2.8%	3.3%	3.5%	4.0%	3.6%	4.8%	4.2%
$85,000	2.1%	3.2%	2.9%	3.4%	3.5%	4.0%	3.6%	4.8%	4.2%
$90,000	2.1%	3.2%	2.9%	3.5%	3.5%	4.0%	3.6%	4.8%	4.2%
$95,000	2.1%	3.2%	3.0%	3.6%	3.5%	4.0%	3.6%	4.8%	4.2%
$100,000	2.1%	3.3%	3.0%	3.8%	3.5%	1.7%	4.0%	5.3%	5.3%
$110,000	2.1%	3.3%	3.0%	3.8%	4.6%	1.7%	4.0%	5.3%	5.3%
$120,000	2.1%	3.3%	3.1%	3.8%	4.6%	1.7%	4.0%	5.3%	5.3%
$125,000	2.1%	3.3%	3.1%	4.1%	4.6%	1.7%	4.0%	5.3%	5.3%
$130,000	2.1%	3.3%	3.1%	4.1%	4.6%	1.7%	4.0%	5.3%	5.3%
$140,000	2.1%	3.3%	3.1%	4.1%	4.6%	1.7%	4.0%	5.3%	5.3%
$150,000	2.1%	3.3%	3.1%	4.3%	4.6%	1.7%	4.0%	5.3%	5.3%
$160,000	2.1%	3.3%	3.1%	4.3%	4.6%	1.7%	4.0%	5.3%	5.3%
$170,000	2.1%	3.3%	3.1%	4.3%	4.6%	1.7%	4.0%	5.3%	5.3%
$175,000	2.1%	3.3%	3.1%	4.5%	4.6%	1.7%	4.0%	5.3%	5.3%
$180,000	2.1%	3.3%	3.1%	4.5%	4.6%	1.7%	4.0%	5.3%	5.3%
$190,000	2.1%	3.3%	3.1%	4.5%	4.6%	1.7%	4.0%	5.3%	5.3%
$200,000	2.1%	3.3%	3.2%	4.6%	4.6%	1.7%	4.2%	5.9%	5.3%
$250,000	2.1%	3.3%	3.2%	4.8%	4.6%	1.7%	4.2%	5.9%	6.6%
$300,000	2.1%	3.3%	3.1%	4.9%	4.6%	1.7%	4.2%	5.9%	6.6%
$350,000	2.1%	3.3%	3.1%	4.9%	4.6%	1.7%	4.2%	5.9%	6.6%
$400,000	2.1%	3.3%	3.1%	5.0%	4.6%	1.7%	4.2%	5.9%	6.6%
$450,000	2.1%	3.3%	3.1%	5.0%	4.6%	1.7%	4.2%	5.9%	6.6%
$500,000	2.1%	3.4%	2.9%	4.8%	4.6%	1.7%	0.8%	6.2%	7.0%
$750,000	2.1%	3.4%	2.7%	4.3%	4.6%	1.7%	0.8%	6.2%	7.0%
$1,000,000	2.1%	3.4%	0.8%	4.0%	4.6%	1.7%	0.8%	6.3%	7.0%
$1,500,000	2.1%	3.4%	0.8%	3.5%	4.6%	1.7%	0.8%	6.3%	7.0%
$2,000,000	2.1%	3.4%	0.8%	3.0%	4.6%	1.7%	0.8%	6.3%	7.0%
$3,000,000	2.1%	3.4%	0.8%	2.6%	4.6%	1.7%	0.8%	6.3%	7.0%
$4,000,000	2.1%	3.4%	0.8%	3.0%	4.6%	1.7%	0.8%	6.3%	7.0%
$5,000,000	2.1%	3.4%	0.8%	1.9%	4.6%	1.7%	0.8%	6.3%	7.0%
$10,000,000	2.1%	3.4%	0.8%	0.7%	4.6%	1.7%	0.8%	6.3%	7.0%

EXHIBIT 10

JOB CREATION AND ECONOMIC MWRRI SYSTEM-WIDE BROCHURE



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Madison, WI 53707-7914
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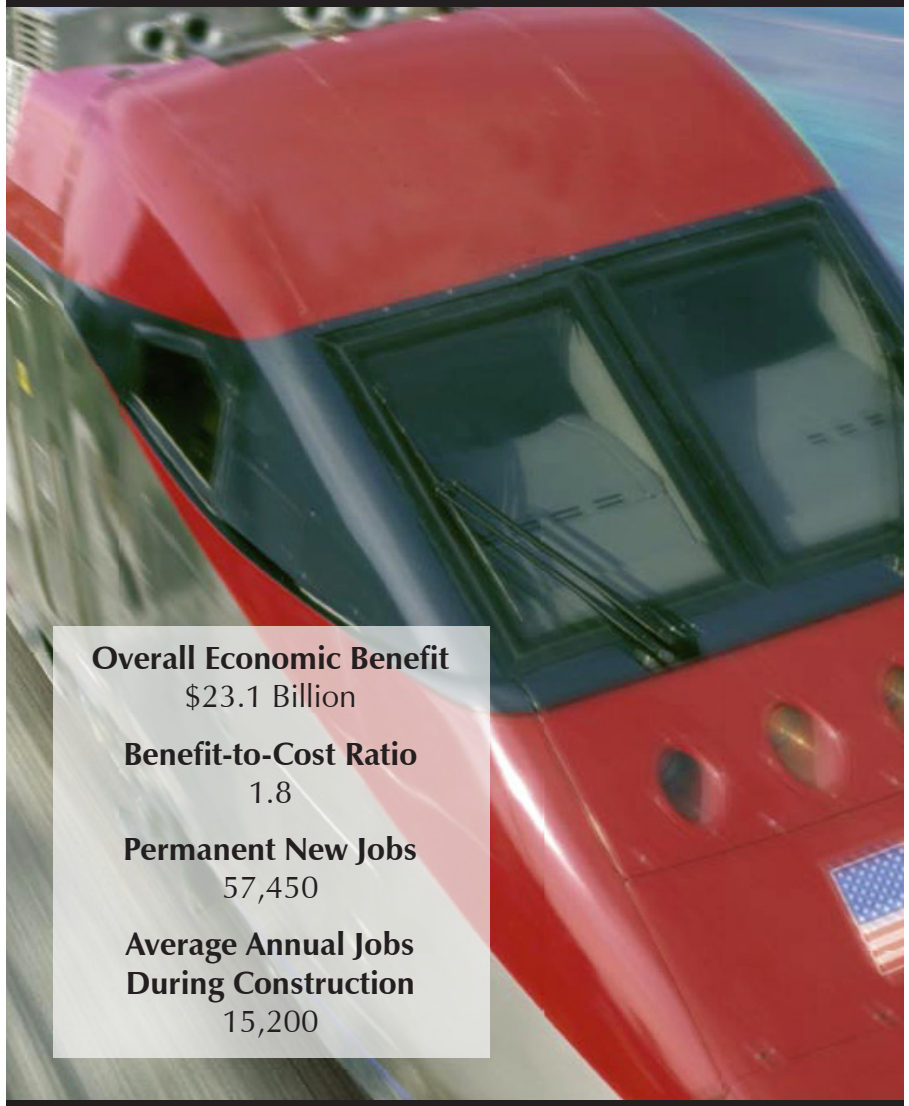
www.dot.wisconsin.gov/modes/rail.htm

Economic Impacts of the Midwest Regional Rail System



Overall Economic Benefit
$23.1 Billion

Benefit-to-Cost Ratio
1.8

Permanent New Jobs
57,450

Average Annual Jobs During Construction
15,200

A Transportation Network for the 21st Century

Proposed Midwest Regional Rail System

A Transportation Network for the Future

With total yearly ridership estimated to be 13.6 million passengers in 2025, MWRRS will provide both a significant improvement in regional mobility (user benefits) and a large stimulus to the region's economy (community benefits). The system provides an 80 percent economic return on investment and distributes benefits across the entire nine-state region.

In an environment of rising oil prices, MWRRS will offer an energy-efficient and cost-effective alternative to air and automobile travel that will connect businesses and individuals with cities and towns across the Midwest.

Figures included in this brochure are based upon the Midwest Economic Analysis, consisting of three independent assessments:

1. An analysis of demand side user benefits as defined by the Federal Railroad Administration (FRA) for high-speed rail economic evaluation.
2. A supply side analysis of economic benefits designed to identify the community benefits in terms of long-term jobs, income and property value increases. This analysis uses the TEMS Economic Rent analysis.
3. An assessment of the transfer benefits achieved by the Midwest Regional Rail Initiative (MWRRI) system as a result of investing of Federal dollars in the construction of the MWRRI. The assessment uses the Department of Commerce BEA RIMS II Model.

Environmental Benefits

Population growth will increase the use of all modes of transportation in the future, adding congestion and delay. The Midwest Regional Rail System (MWRRS) can bring significant environmental benefits by providing a viable alternative to auto and air travel. Studies undertaken for several proposed high speed rail projects in the United States have shown the following environmental benefits compared with No-Build, and highway/airport alternatives:

- Decreased energy consumption
- Reduced air pollutant emissions and improved air quality
- Less land required compared to expanding existing highways and airports
- Opportunities for transit-oriented land use development
- Fewer environmental impacts on sensitive habitats and water resources (floodplains, streams, and wetlands) than highway/airport alternatives

Introduction

The Midwest Regional Rail System (MWRRS) will improve the level and quality of passenger rail service, offering:

- A 3,000-mile system, using existing rail rights-of-way shared with freight and commuter rail
- Safe, comfortable and reliable service to over 100 Midwestern cities, linking the region's major economic centers
- Access to approximately 80 percent of the region's 65 million residents
- State-of-the-art train equipment capable of operating at speeds of up to 110 mph
- More and better amenities, including first class seating for all, power outlets at each seat, wireless network access and food service
- Modern stations and intermodal facilities
- Dedicated feeder bus service connecting communities without direct rail service to the system

The enhanced regional transportation infrastructure and services will result in significant economic benefits and new Midwest jobs, while strengthening the region's manufacturing, service and tourism industries, and protecting the environment.

User Benefits

The user benefit is the overall savings to users of the Midwest transportation system derived from the Midwest Regional Rail System (MWRRS). Sources that produce this benefit are:

- The reduction in travel times that users of MWRRS receive
- The reduction in travel times and costs that users of other transportation modes receive as a result of lower congestion levels
- Reductions in emissions as a result of travelers being diverted from air, bus and auto

The MWRRS will generate a $23.1 billion user benefit over the 40-year life of the project and has a benefit-to-cost ratio of 1.8, which indicates that for each dollar spent on the system — one dollar and eighty cents is returned in benefits. This is one of the highest returns for any regional rail system in the U.S. Additionally, businesses using MWRRS will benefit from reduced transportation costs. Freight rail operations also will benefit from reduced congestion and enhanced safety, as a result of MWRRS track and signal improvements in shared corridors.

Capital Investment by Corridor

The 3,000-mile rail network to be used by the Midwest Regional Rail System (MWRRS) is largely in good condition. Freight railroads own the majority of the system. Amtrak and Chicago's commuter rail operator, Metra, own the remainder. Amtrak uses some of the lines for its various passenger services. The rail infrastructure must be improved and enhanced to integrate the proposed MWRRS onto the existing rail network and simultaneously preserve the integrity of current and future freight and commuter operations.

MWRRS CAPITAL INVESTMENT BY CORRIDOR (MILLIONS 2002$)

Corridor	Infrastructure	Train Equipment	Total
Chicago - Detroit/ Grand Rapids/Port Huron	$873	$234	$1,106
Chicago - Cleveland	$1,187	$152	$1,338
Chicago - Cincinnati	$606	$101	$707
Chicago - Carbondale	$232	$51	$283
Chicago - St. Louis	$445	$115	$560
St. Louis - Kansas City	$893*	$86	$980
Chicago - Quincy/Omaha	$638	$167	$806
Chicago - Milwaukee - St. Paul/Green Bay	$1,638	$222	$1,860
Chicago Terminal and Waterford Shop	$60	-	$60
TOTAL	**$6,572**	**$1,128**	**$7,700**

* Estimate subject to additional analysis and refinement.

Construction Spending Impacts

The economic impacts of construction are:

- 15,200 average annual jobs during the 10-year construction period, of which 6,000 are construction jobs
- 152,000 person years of work during the construction period
- $5.3 billion of increased earnings over the construction period
- $16.9 billion of increased output by the region's businesses during the construction period

Source: Transportation Economics and Management Systems, Inc.

USER BENEFITS

	Billions
Illinois	$6.9 - $9.2
Wisconsin	$3.5 - $4.6
Michigan	$2.3 - $3.5
Indiana	$2.3 - $3.5
Minnesota	$1.2 - $2.3
Missouri	$1.2 - $2.3
Ohio	$1.2 - $2.3
Iowa	$.5 - $.7
Nebraska	$.2 - $.5

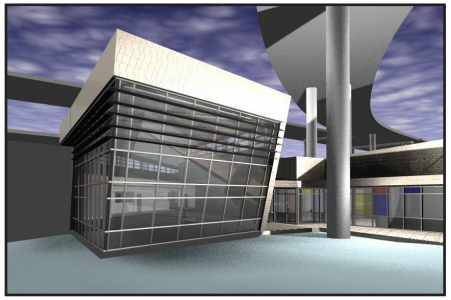
Source: Transportation Economics and Management Systems, Inc.

Travel Time Benefits

EXAMPLE TRAIN TRAVEL TIMES (EXPRESS)

City Pairs	Current Service	MWRRS	Time Reduction
Chicago-Detroit	5hr 38min	3hr 46min	1hr 52min
Chicago-Fort Wayne	(no service)	1hr 43min	(NA)
Chicago-Cleveland	6hr 24min	4hr 22min	2hr 02min
Chicago-Indianapolis	4hr 50min	2hr 41min	2hr 29min
Chicago-Cincinnati	8hr 10min	4hr 08min	4hr 02min
Chicago-Carbondale	5hr 30min	4hr 22min	1hr 08min
Chicago-Springfield	3hr 20min	2hr 29min	51min
Chicago-St. Louis	5hr 20min	3hr 49min	1hr 31min
St. Louis-Kansas City	5hr 40min	4hr 14min	1hr 26min
Chicago-Des Moines	(no service)	5hr 04min	(NA)
Chicago-Quincy	4hr 15min	3hr 44min	31min
Chicago-Omaha	8hr 37min	7hr 02min	1hr 35min
Chicago-Milwaukee	1hr 29min	1hr 04min	25min
Chicago-Madison	(no service)	2hr 15min	(NA)
Chicago-St. Paul	8hr 05min	5hr 31min	2hr 34min

STATION DEVELOPMENT



St. Louis, MO Multimodal Center (light rail, local bus, Amtrak, intercity bus & taxi)

Champaign, IL Terminal (local bus, intercity bus, Amtrak & taxi)

Normal, IL Multimodal Transportation Center (local bus, intercity bus, airport shuttles, Amtrak, taxi & bicycles)
final design not approved

Milwaukee, WI Downtown Station (Amtrak, intercity bus, local bus & taxi)

Station Development Benefits

Increased train operations from high speed rail systems can positively change the character of the urban environment around stations. The improved service and new stations encourage development of nearby properties. The resulting increase in property values is referred to as joint development potential.

Joint development potential for MWRRS communities has been estimated at $4.9 billion with investment varying by station size, location and level of increase in passenger activity. Comparison with previous station-related development shows that these benefits would likely be distributed among MWRRS stations as follows:

Stations with highest level of benefits (examples):

Chicago:	$1.15 - $1.73 billion
St. Louis:	$167 - $250 million
Milwaukee:	$152 - $227 million

Stations with high level of benefits (examples):

Indianapolis:	$121 - $182 million
Cincinnati:	$119 - $179 million
St. Paul:	$102 - $153 million

Stations with moderate level of benefits (examples):

Ann Arbor:	$48 - $72 million
Omaha:	$23 - $34 million
Iowa City:	$14 - $21 million

MWRRS station development will bring together many modes of travel – trains, planes, taxis, private automobiles, and regional, inter-city, and airport buses – in order to maximize the benefits and efficiencies.

Examples of high speed equipment proposed for Midwest Regional Rail System

Community Benefits

The development of the Midwest Regional Rail System (MWRRS) will significantly expand the region's economy. Economic gains include:

- 57,450 permanent new jobs across the Midwest
- $1.096 billion dollars of extra household income across the nine-state region
- $4.911 billion dollars of increased joint development potential for the 102 cities with MWRRS stations

MWRRS will support existing industries and foster the growth of new businesses across the Midwest by improving access between communities. It also will encourage large businesses to distribute their operations more widely into smaller, highly accessible Midwestern communities that provide a high quality of life for residents.

Milwaukee Airport Rail Station

COMMUNITY BENEFITS

	New Permanent Jobs	Extra Household Income (Millions)	Increased Joint Development Potential (Millions)
Illinois	24,200	$480	$2,227
Wisconsin	9,570	$173	$704
Michigan	6,970	$138	$680
Indiana	4,540	$86	$350
Minnesota	1,570	$31	$145
Missouri	5,600	$109	$480
Ohio	3,520	$55	$231
Iowa	1,000	$17	$67
Nebraska	480	$7	$27
MWRRS	**57,450**	**$1,096**	**$4,911**

Source: Transportation Economics and Management Systems, Inc.

EXHIBIT 11

GOVERNORS' AND MAYOR DALEY'S

MEMORANDUM OF UNDERSTANDING

MEMORANDUM OF UNDERSTANDING

Involving

State of Illinois,

State of Indiana,

State of Iowa,

State of Michigan,

State of Minnesota,

State of Missouri,

State of Ohio,

State of Wisconsin, and

City of Chicago

For

The Implementation of High-Speed Rail Passenger Service and Connections

Involving Corridors Linking Cities in their Respective States

This Memorandum of Understanding (MOU) is entered into this 27th day of July, 2009, by the Governors in eight Midwestern states, including Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Ohio and Wisconsin, and the Mayor of the City of Chicago (MOU Participants) for the purpose of coordinating and documenting individual applications to the Federal Railroad Administration (FRA) for funding from the American Recovery and Reinvestment Act of 2009 (ARRA) to develop the Chicago Hub High-Speed Rail Corridor (Midwest corridor). The Midwest corridor will connect cities throughout the Midwest with frequent and reliable high-speed and conventional intercity rail service, and will provide service connections to adjoining regional corridors.

This MOU establishes MOU Participants' respective roles and responsibilities in implementing actions relating to the establishment of high-speed and conventional intercity rail passenger service. This rail service is to be operated along corridors established as part of the Midwest Regional Rail Initiative (MWRRI), a collaborative effort by managers and directors of Midwestern State transportation agencies, established in 1996, to plan the rail priorities of the region. This MOU also recognizes Chicago as the hub of Midwestern rail operations, which is consistent with plans outlined in the FRA's "Vision for High-Speed Rail in America" and the regional vision for a Midwest corridor. This MOU further recognizes the importance of adjoining and complementary corridors not specifically recognized in the MWRRI plan, for purposes of connecting and providing service to all parts of the nation.

WHEREAS, the Chicago Hub is the center of our country's rail transportation network and includes regional intercity/interstate passenger rail corridors serving the multistate Midwestern region with corridor connections to the East Coast, to the West Coast, to the Gulf Coast and to Canada.

WHEREAS, the Midwest Regional Rail Initiative (MWRRI) and the Ohio and Lake Erie Regional Rail (Ohio Corridor), are collaborative efforts established to plan the rail priorities of the multistate Midwest region.

WHEREAS, all MOU Participants agree upon, support and understand the national and Midwest regional priority and importance of a nationwide network including a Chicago Hub that could host trains traveling up to 110 miles per hour serving major cities and mid-sized cities across the region, along with connections to adjoining regional corridors, as envisioned and outlined by President Obama and U.S. Transportation Secretary LaHood.

WHEREAS, the Congress of the United States has made available to the various states a total of $8 billion in funds through ARRA for the purpose of funding the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) to establish and improve high-speed passenger rail service throughout the nation.

WHEREAS, all participating states, in partnership with the FRA, agree to advocate for additional appropriations through Congress, in support of these collaborative efforts.

WHEREAS, all MOU Participants agree upon and support a regional and national vision for developing a high-speed and conventional rail network across the Midwest that will provide expanded and ongoing service opportunities throughout the region, with connections to corridors across the nation.

WHEREAS, all MOU Participants recognize a priority to establish high-speed rail service from the Chicago Hub to corridors consisting of Chicago-St. Louis, Chicago to Milwaukee-Madison, and Chicago to Detroit-Pontiac, that would form a high-speed hub in the heart of the nation with high-speed and conventional passenger train service connections radiating to seven other Midwestern states and beyond:

- Connecting to the East by way of Indiana with the Ohio network and service to Toledo and the 3C Corridor: Cleveland-Columbus-Dayton-Cincinnati;
- Connecting to the Southeast to Indianapolis, Indiana and Cincinnati, Ohio;
- Connecting to the Northeast to Grand Rapids/Holland and Port Huron, Michigan;
- Connecting to the North to Green Bay, Wisconsin;
- Connecting to the Northwest to the Twin Cities of Minnesota;
- Connecting to the Southwest and West through St. Louis to Kansas City, Missouri;
- Connecting to the South to Carbondale, Illinois;
- Connecting to the West to Quad Cities, Ill.-Iowa City, Iowa-Des Moines, Iowa-Omaha, Neb.; and to Quincy, Illinois.

NOW, THEREFORE, be it resolved that the Governors and the Mayor of Chicago agree they will:

- Establish a high-level, multi-state steering group with a representative from each signatory to this MOU. The purpose of the Midwest Rail Steering Group will be to coordinate the region's applications and work associated with all ARRA application to provide guidance, leadership and a single advocacy voice in support of the region's collective high-speed rail priorities. The Steering Group shall identify a point of contact between MOU Participants and the U.S. Department of Transportation.

- Coordinate and cooperate fully in support of each MOU Participant's individual state applications for high-speed and intercity rail funding.

- Coordinate and negotiate with the major railroads to sign agreements for the development of high-speed rail corridors, and the identified individual projects by stated priority.

- Be free to pursue individual memoranda of agreement or understanding among MOU Participants, related to specific projects involved in support of the overall application and vision for the Midwest corridor.

- Be separately responsible for any and all work taking place within their respective state boundaries.

- Allow other Midwestern or contiguous states the opportunity to join in this MOU at any time if they are willing to support all aspects of the agreement in place.

BE IT FURTHER RESOLVED THAT the parties may mutually agree in writing to amend this MOU and to develop such additional provisions and procedures as they determine to be necessary in order to pursue the development of high-speed and conventional intercity passenger rail service.

AND, FINALLY, BE IT RESOLVED THAT in signing this MOU, the undersigned understand and accept the roles and responsibilities assigned to each of the parties. Each of the parties agrees to cooperate to the maximum extent possible to ensure that the project is developed in full compliance with Federal and State requirements and to ensure that there is maximum communication and minimum duplication of effort.

State of Illinois

Pat Quinn, Governor

Date 7/27/09

State of Indiana

Mitch Daniels, Governor

Date 7/27/09

State of Iowa

Chet Culver, Governor

Date 7/27/09

State of Michigan

Jennifer Granholm, Governor

Date 7/27/09

State of Missouri

Jay Nixon, Governor

Date 7/27/09

State of Minnesota

Tim Pawlenty, Governor

Date 7/27/09

State of Ohio

Ted Strickland, Governor

Date 7/27/09

State of Wisconsin

Jim Doyle, Governor

Date 7/27/09

City of Chicago

Richard M. Daley, Mayor

Date 7/27/09

EXHIBIT 12

MWRRI MEMORANDUM OF UNDERSTANDING

MEMORANDUM OF AGREEMENT

FOR CONDUCT
OF THE
MIDWEST REGIONAL RAIL INITIATIVE (MWRRI)

This Memorandum of Agreement (MOA) documents the voluntary collaborative efforts of the signatory parties to perform the duties and activities necessary for the continued development of high-speed rail service in the Midwest Region of the United States.

This MOA is entered into by the Illinois Department of Transportation, the Indiana Department of Transportation, the Iowa Department of Transportation, the Michigan Department of Transportation, the Minnesota Department of Transportation, the Missouri Department of Transportation, the Nebraska Department of Roads, the Ohio Rail Development Commission, the Wisconsin Department of Transportation, and Amtrak for the joint exercise of activity authorized under the authority of Wisconsin Statutes, Section 66.0301 (1999-2000), and under the appropriate statutory authority of the other participating state agencies, and under Section 410 of the "Amtrak Reform and Accountability Act of 1997", Pub.L. 105-134[1]. The state agencies enter into this MOA as sovereign states, not as principal and agent, nor as partners, nor as a joint venture. Congress expressly granted consent to States to enter into interstate agreements to promote the provision of intercity passenger rail service in Sec. 410(a)(intro.) of Pub.L. 105-134.

This MOA is for an eight-year period beginning July 1, 2002 and extending through July 1, 2010.

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[1] Interstate Rail Compacts; Pub.L. 105-134, § 410 provided that:

"(a) Consent to compacts.--Congress grants consent to States with an interest
in a specific form, route, or corridor of intercity passenger rail service (including high speed rail service) to enter into interstate compacts to promote the provision of the service, including--

"(1) retaining an existing service or commencing a new service;
"(2) assembling rights-of-way; and
"(3) performing capital improvements, including--
"(A) the construction and rehabilitation of maintenance facilities;
"(B) the purchase of locomotives; and
"(C) operational improvements, including communications, signals, and other systems.

"(b) Financing.--An interstate compact established by States under subsection (a) may provide that, in order to carry out the compact, the States may--

"(1) accept contributions from a unit of State or local government or a person;
"(2) use any Federal or State funds made available for intercity passenger rail service (except funds made available for Amtrak);
"(3) on such terms and conditions as the States consider advisable--
"(A) borrow money on a short-term basis and issue notes for the borrowing; and
"(B) issue bonds; and
"(4) obtain financing by other means permitted under Federal or State law."
49 USCA s 24101

Work and products to be completed under this MOA are conducted or produced with the intent of providing high-speed passenger rail service to the nine states designated. This document establishes the roles and responsibilities of the parties in the conduct of this eight-year Memorandum of Agreement (MOA).

The parties agree as follows:

I. THE MIDWEST REGIONAL RAIL INITIATIVE (MWRRI)

A. The Midwest Regional Rail Initiative (MWRRI) is a collaborative effort for preserving, improving, and expanding passenger rail services within a multi-state region consisting of the states of Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, Ohio, and Wisconsin (these nine states are referred to collectively in this MOA as the Midwest States).

B. The objective of this MOA is to provide support, planning, and oversight to the MWRRI collaborative effort during the 8-year period designated.

C. The collaborative work to be accomplished under this MOA will be defined in work plans as approved and adopted by the participating agencies. Appropriate budgets, contributions from members, parties to be contracted with, and specifics of the work will be outlined and approved subsequent to this MOA by the individual participating state agencies and Amtrak.

II. MWRRI STEERING COMMITTEE

The designated representatives of the parties to the MOA shall function as Steering Committee members and direct MWRRI activities. Additionally, the Steering Committee is responsible for advising and directing the Lead Agency (See Section III) representatives, subject to the Lead Agency's state laws, statutes, and regulations, to fulfill the tasks designated in this MOA. The MWRRI Steering Committee is not a governmental body and has no authority whatsoever independent from each of the participating member state agencies or Amtrak. The Steering Committee is neither a committee that can sue or be sued in its own right, enter into contracts, or acquire property. It does not exist as an entity itself. As such the MWRRI Steering Committee cannot independently exercise any of the governmental powers or authority of the member state agencies or Amtrak. Accordingly, meetings of the members of the MWRRI Steering Committee itself are not subject to the open meetings laws applicable to governmental bodies of any of the member states. MWRRI related records or correspondence in the control or possession of representatives of member state agencies are subject to the open records and privacy laws of their respective states. MWRRI related records or correspondence in the possession or control of any Amtrak representative are subject to the laws applicable to Amtrak.

The Steering Committee shall consist of a designated representative from each of the participant

state agencies and Amtrak. Each participating state agency and Amtrak will designate a representative to the Steering Committee. The representatives to the Committee will select the Chair of the Steering Committee. Each participating agency reserves the right to change its representative on the Steering Committee.

A quorum for conducting all collaborative matters of business shall be a majority of the voting members. Each member of the Steering Committee has one vote. The affirmative vote of at least a majority of the quorum present shall be required for the approval of any matters. The objective of the Steering Committee is to reach consensus whenever possible and use the majority vote provision only after consensus cannot be reached. Any participating state or Amtrak that does not agree with any majority vote need not participate in that activity or action and is not bound by the vote of the majority of the quorum of the Steering Committee members.

The Steering Committee's responsibilities under this MOA are advisory to the individual states and to Amtrak. Subject to that limitation and the direction of the Lead Agency itself, when dealing with contracts where the Lead Agency is the contracting party, it is the intent of the participating members to this MOA that the Steering Committee may act collectively and individually as representatives of their respective state agencies and Amtrak. The following enumerates the Steering Committee's responsibilities:

1. Assist in management of MWRRI contracts entered into by the Lead Agency.

2. Approve work plans and budgets on behalf of their respective state agencies and Amtrak to the extent of the authority that may be lawfully delegated to them.

3. Advise and assist in the Lead Agency in the selection of contractors to perform the tasks specified in the work plans.

4. Organize, administer, and provide technical support to the Midwest States for preliminary implementation activities; e.g., planning, environmental and engineering studies involving contracts entered into by the Lead Agency.

5. Cooperate with the operator of any rail passenger service to construct an operating plan for the Midwest Regional Rail System [MWRRS].

6. Develop financial plans and funding initiatives to recommend to the member state agencies and Amtrak.

7. Continue the negotiation process among the Midwest States and Amtrak for planning purposes to recommend future cost sharing arrangements, subsidies, and profit allocations to member states and to Amtrak.

8. Meet with the contractors with the concurrence of the Lead Agency as appropriate during the course of each year to review progress according to the work plans and to

address issues that impact on the work effort of the contractors under contract with the Lead Agency.

9. Strive to make decisions by consensus. Each member of the Steering Committee shall have one vote.

III. LEAD AGENCY

1. The Wisconsin Department of Transportation will serve as the Lead Agency for contracting of services, products and facilities. The Lead Agency will receive and disburse the funds contributed by each of the participating state agencies and by Amtrak or other agencies in accordance with the work plans and project budgets prepared and concurred upon in conjunction with the MWRRI Steering Committee.

2. Subject to the concurrence of the MWRRI Steering Committee, the Lead Agency will prepare and submit an application (or applications) to the appropriate federal agency (or agencies) for a grant (or grants) for partial funding of the MWRRI. Upon approval of such an application, the Lead Agency will execute a grant contract with the appropriate federal agency and will comply with all contractual requirements.

3. Contributions, grants from any public or private agency or individual, or the United States, the Midwest States, or any department, instrumentality, or agency thereof, for the purpose of financing MWRRI activities may be accepted by the Lead Agency subject to the concurrence of the MWRRI Steering Committee.

4. The Lead Agency will procure the services of contractors to conduct work and will provide the day-to-day management of such contractors consistent with the collaborative advice of the MWRRI Steering Committee.

5. As specified in Section VI of this MOA, the Lead Agency shall receive and review invoices from contractors for expenses incurred by the contractors in accomplishing assigned work tasks. The Lead Agency will review all invoices received and shall pay only those invoices which are deemed allowable by the Lead Agency. The Lead Agency will report to the Steering Committee any charges it deems not allowable and the reasons for such a determination.

6. The Lead Agency shall provide an accounting of funds received and expended under this MOA whenever deemed appropriate by the Steering Committee.

IV. STEERING COMMITTEE COORDINATOR

The Steering Committee may recommend that the Lead Agency place under contract a MWRRI Steering Committee Coordinator and may recommend potential candidate firms or individuals. If a Steering Committee Coordinator is chosen, the contract shall be based upon the terms prescribed by the Lead Agency. The Lead Agency shall consult with the Steering Committee prior to soliciting competitive proposals and the terms of any request for proposals and any subsequent contract are subject to prior concurrence of the Steering Committee before the Lead Agency's competitive selection process is initiated.

1. The roles and responsibilities of the Steering Committee Coordinator will be set forth in a contract with the Lead Agency subject to the prior concurrence of the Steering Committee before the Lead Agency's competitive selection process is initiated.

2. The Steering Committee Coordinator will be under contract with the Lead Agency as an independent contractor of the Lead Agency and not as an employee, servant or agent of the Lead Agency, the participating state agencies, Amtrak, or the Steering Committee .[2]

V. CONTRACT SERVICES

A. Prior to any initiation of any competitive selection process by the Lead Agency, the Steering Committee shall be provided an opportunity to review the proposed contract

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[2] "The generally accepted rule in Wisconsin is that "one who contracts with an independent contractor is not liable to others for the torts of the independent contractor." **Snider v. NSP Co**., 81 Wis. 2d 224, 232, 260 N.W.2d 2d 260, 263 (1977); **Majorowicz v. Allied Mut. Ins. Co**., 212 Wis.2d 513, 525 (1997). For that reason, among others, it is the intent of this MOA and any subsequent MWRRI Steering Committee Coordinator contract to make it clear and express that the person or entity involved is an "independent contractor." Wisconsin law actually makes it clear that the terms "independent contractor" and "agent" are not mutually exclusive categories. Both can and do act on the behalf of another. An "agent" can be an "independent contractor." And an "independent contractor" may or may not be an "agent." The important distinction for tort liability purposes, protection of governmental immunity statutes, and related laws and even insurance coverage is whether the a person is a "servant" rather than an "independent contractor." For example, if WISDOT engaged a printing company to print some plat sheets and maps and the company's truck driver negligently injured an individual while delivering the maps and plat sheets, neither the company nor the driver would be entitled to state governmental immunity, nor would WISDOT be responsible for the crash or for representation of the driver. The printing company would be an independent contractor **and** not a servant and wouldn't even be an agent of WISDOT. See **Kettner v. Wausau Ins. Cos**., 191 Wis.2d 723, 736-737 (1995). In general, the conduct of an independent contractor does not expose the government to potential liability for that conduct. A "servant" relationship exists when the contract is one where the dominant factor is the right to control such factors as the place of work, time of employment, method of payment, supplies and equipment, and the right to discharge employees. A "servant" relationship would also likely make the Lead Agency, if it is WISDOT, responsible for worker's compensation, unemployment compensation, and related benefits.

What this all means generally is that the Lead Agency, if it is the Wisconsin DOT, cannot be held responsible for the physical negligence of an independent contractor; but might be responsible for the negligence of an agent over whom it has enough control to make that person or agent a "servant" or the close equivalent of an employee. See Wis J I--Civil 4000, Agency; and Wis J I--Civil 4060, Independent Contractor; see also **Arsand v. City of Franklin**, 83 Wis. 2d 40, 43-44, 264 N.W.2d 579, 581 (1978).

terms and may concur or provide recommendations to the Lead Agency within a reasonable period of time established by the Lead Agency.

B. All procurement of services, products, and facilities will be secured through the competitive procurement process of the Lead Agency.

VI. FINANCIAL CONTRIBUTIONS

A. The participating state agencies agree in principle to annual funding for collaborative MWRRI activities specified in work plans for the duration of this MOA. The parties to this MOA recognize that payment is subject to annual review, legislative appropriations, and state law limitations and may be discontinued after any year in the life of this MOA.

B. Contributions will be in annual installments and amounts will depend upon the individual approval of the participating state agencies and Amtrak.

C. Upon execution of this MOA and subsequent work plans, the Lead Agency will invoice each state for its agreed-upon installments. Each state shall remit its installment within thirty (30) days of receipt of an invoice from the Lead Agency.

D. Subject to the availability of funds and approval of Amtrak's Board of Directors, Amtrak may contribute for the continued development of the MWRRI. Amtrak shall notify the Lead Agency in writing, in the event that either funds are not appropriated or approval of the Amtrak Board of Directors is not granted. In this circumstance, Amtrak's obligations, including its payment obligations, under this MOA shall cease thirty (30) days from the date of the written notice.

E. The Lead Agency shall submit an invoice to Amtrak on a quarterly basis that identifies: (1) the total costs incurred for approved work during the previous quarter; (2) the amount available to pay for such work from state financial contributions and other sources; and (3) the remaining amount to be paid by Amtrak. Amtrak shall remit payment within thirty (30) days of receipt of an approved invoice.

F. Following successful completion of an annual audit of expenditures, the Lead Agency shall, with the concurrence of each participating and contributing member of the Steering Committee, carry forward funds for the next year or reimburse any unexpended funds to the participating agencies, proportionate with their contributions to the MWRRI.

VII. PAYMENTS TO CONTRACTORS

All contracts between the Lead Agency and contractors shall specify that allowable contractor

expenses incurred to accomplish assigned work tasks shall be reimbursed by the Lead Agency upon receipt of appropriate invoices from the contractors, subject to the laws, procedures, and terms of the contracts with the Lead Agency.

VIII. PUBLIC STATEMENTS

The Lead Agency's contracts with contractors will require that the contractors and their subcontractors not make any public statements about the contents of MWRRI work without the authorization of the Lead Agency, which authorization will not be given without the concurrence of the MWRRI Steering Committee.

IX. AMENDMENTS

Any amendments to this MOA must be in writing and approved by all participating agencies.

X. WITHDRAWAL

1. Any party to this MOA may elect not to participate in the MOA by giving written notice to the Lead Agency and the MWRRI Steering Committee prior to the commencement of the next annual budget and work cycle (July 1).

2. If a party elects not to participate in the next year of this MOA, it will relinquish its membership on the Steering Committee. Withdrawal by a party is intended to formally excuse that party from its commitment in principle to make a financial contribution for the following year. In this circumstance, the budget will be reviewed by remaining participants to make the appropriate modifications to scope of work and/or budget.

3. If a party decides not to contribute funds or fails to pay an invoice from the Lead Agency to the MWRRI in any of the years covered by this MOA, the Steering Committee has the authority to reconsider its right to participate in this MOA.

4. Withdrawal by a party to this MOA does not impair the MOA; it does not release the remaining parties from their contractual obligations or commitments in principle under the MOA; and the MOA will continue to be interpreted as far as is possible to give effect to the remaining parties' original intent.

XI. SPECIAL PROVISIONS

In order to comply with the state laws and rules governing the ability of certain of the

participating state agencies to execute this MOA, the special provisions contained in Attachment A are hereby incorporated into this MOA.

XII. SEVERABILITY

If any provision of this MOA should be found to be illegal, invalid, or otherwise void, it shall be considered severable. The remaining provisions shall not be impaired, and the MOA shall be interpreted as far as is possible to give effect to the parties' intent.

XIII. EXECUTION

Any signatory state agency hereto and Amtrak agrees to be bound by the terms of this MOA to the extent permitted by existing law applicable to that respective signatory state agency or Amtrak at the time of its execution even if one or more other agencies fail to execute the MOA. This MOA may be executed in any number of counterparts, each of which shall be deemed an original. Signed copies, including facsimile copies, are acceptable and may be used to the same extent as originals.

This MOA creates no rights of enforcement or third party beneficiary rights to any person or entity and may only be implemented or enforced by the signatory state agencies and Amtrak that are participating in this MOA.

XIV. WARRANTY OF AUTHORITY

The signatories hereto warrant that they have full authority to enter into this MOA and make it binding on the parties hereto without further action or approval.

ATTACHMENT A

In order to comply with the state laws and rules governing the ability of certain of the participating state agencies to execute this MOA, the following special provisions are hereby incorporated into this MOA.

Special Provisions Required by the State of Illinois

Compliance/Governing Law. Any obligations and services performed under this MOA shall be performed in compliance with all applicable state and federal laws.

Non-Appropriation. This MOA is subject to termination and cancellation in any year for which Illinois General Assembly or the United States Congress fails to make an appropriation to make payments under the terms of the MOA.

Records Inspection. The Illinois Department of Transportation, or its designated representative, shall have access to the work and applicable records whenever it is in preparation or progress, and the Lead Agency shall provide for such access and inspection.

Subcontracting/Employment of Department Personnel. Subcontracting, assignment or transfer of all or part of the interests of the obligations covered by this MOA is prohibited without prior written consent of the Illinois Department of Transportation. The Lead Agency will not employ any person or persons currently employed by the Illinois Department of Transportation for any work required by the terms of this MOA.

Special Provisions Required by the State of Ohio

The obligations described in this MOA are subject to the provisions of Section 126.07 of the Ohio Revised Code, which provides that no MOA shall be valid and enforceable until the Director of the Office of Management and Budget has certified that sufficient unencumbered funds are available to reimburse any obligations arising from such MOA.

Special Provisions Required by the State of Minnesota

Non-appropriation. In the event the Minnesota Department of Transportation cannot or does not obtain funding from the Minnesota Legislature, or funding cannot be continued at a level sufficient to allow, for the purchasing of the services and/or goods contained herein, the portions of this MOA relevant to the Minnesota Department of Transportation may be immediately canceled, at the Minnesota Department of Transportation's option, by written notice of cancellation delivered in person, by mail, or via facsimile to the Lead Agency and the MWRRI Steering Committee. The Minnesota Department of Transportation will not be obligated to pay for any services and/or goods provided by the Lead Agency after such notice of cancellation.

State Audits. Pursuant to Minnesota Statutes Section 16C.05, subdivision 5, the books, records,

documents, and accounting procedures and practices of the Lead Agency, as defined in Section III.A. of this MOA, relevant to this MOA will be subject to examination by the Minnesota Department of Transportation Auditor, the State Auditor, or the Legislative Auditor, as appropriate, for a minimum of six years.

Assignment. The Lead Agency will neither assign nor transfer any rights or obligations under this MOA without the prior written approval of the Minnesota Department of Transportation.

Special Provisions Required by the State of Michigan

1. The Wisconsin Department of Transportation will establish and maintain accurate records, in accordance with generally accepted accounting principles, of all expenses incurred for which payment is sought or made under this MOA, said records to be hereinafter referred to as the "RECORDS." Separate accounts will be established and maintained for all costs incurred under this MOA.

2. Audit and Inspection. The Wisconsin Department of Transportation will comply with the Single Audit Act of 1984, P.L. 98-502 Section 2(a), 98 Stat. 2327, October 19, 1984, 31 USC 7501 et seq, and/or the provisions of 1951 PA 51; MCL 247.660h; MSA 9.1097(10i), in effect at the time the MOA is signed by the parties with regard to audits.

3. The Wisconsin Department of Transportation will maintain the RECORDS for at least three (3) years from the date of final payment made by the Michigan Department of Transportation under this MOA. In the event of a dispute with regard to the allowable expenses or any other issue under this MOA, the Wisconsin Department of Transportation will thereafter continue to maintain the RECORDS at least until that dispute has been finally decided and the time for all available challenges or appeals of that decision has expired.

4. The Michigan Department of Transportation or its representative may inspect, copy, or audit the RECORDS at any reasonable time after giving reasonable notice.

5. If any part of the work is subcontracted, the Wisconsin Department of Transportation will assure compliance with sections 1,2, 3 and 4 above for all subcontracted work.

6. In the event that an audit performed by or on behalf of the Michigan Department of Transportation indicates an adjustment to the costs reported under this MOA or questions the allowability of an item of expense, the Michigan Department of Transportation will promptly submit to the Wisconsin Department of Transportation a Notice of Audit Results and a copy of the audit report, which may supplement or modify any tentative findings verbally communicated to the Wisconsin Department of Transportation at the completion of an audit.

   Within sixty (60) days after the date of the Notice of Audit Results, the Wisconsin Department of Transportation will (a) respond in writing to the Michigan Department of Transportation, indicating whether or not it concurs with the audit report, (b) clearly explain the nature and basis for any MOA as to a disallowed item of expense, and (c) submit to the

Michigan Department of Transportation a written explanation as to any questioned or no opinion expressed item of expense, hereinafter referred to as the "RESPONSE." The RESPONSE will be clearly stated and will provide any supporting documentation necessary to resolve any MOA or questioned or no opinion expressed item of expense. Where the documentation is voluminous, the Wisconsin Department of Transportation may supply appropriate excerpts and make alternate arrangements to conveniently and reasonably make that documentation available for review by the Michigan Department of Transportation. The RESPONSE will refer to and apply the language of the MOA. The Wisconsin Department of Transportation agrees that failure to submit a RESPONSE within the sixty (60) day period constitutes MOA with any disallowance of an item of expense and authorizes the Michigan Department of Transportation to finally disallow any items of questioned or no opinion expressed cost.

The Michigan Department of Transportation will make its decision with regard to any Notice of Audit Results and RESPONSE within one hundred twenty (120) days after the date of the Notice of Audit Results. If the Michigan Department of Transportation determines that an overpayment has been made to the Wisconsin Department of Transportation, the Wisconsin Department of Transportation will repay that amount to the Michigan Department of Transportation or reach MOA with the Michigan Department of Transportation on a repayment schedule within thirty (30) days after the date of an invoice from the Michigan Department of Transportation.

If the Wisconsin Department of Transportation fails to repay the overpayment or reach MOA with the Michigan Department of Transportation on a repayment schedule within the thirty (30) day period, the Wisconsin Department of Transportation agrees that the Michigan Department of Transportation will deduct all or a portion of the overpayment from any funds then or thereafter payable by the Michigan Department of Transportation to the Wisconsin Department of Transportation under this MOA, or any other MOA, or payable to the Wisconsin Department of Transportation under the terms of 1951 PA 51.

Interest will be assessed on any partial payments or repayment schedules based on the unpaid balance at the end of each month until the balance is paid in full. The assessment of interest will begin thirty (30) days from the date of the invoice. The rate of interest will be based on the Michigan Department of Treasury common cash funds interest earnings. The rate of interest will be reviewed annually by the Michigan Department of Transportation and adjusted as necessary based on the Michigan Department of Treasury common cash funds interest earnings. The Wisconsin Department of Transportation expressly consents to this withholding or offsetting of funds under those circumstances, reserving the right to file a lawsuit in the Court of Claims to contest the Michigan Department of Transportation's decision only as to any item of expense the disallowance of which was disputed by the Wisconsin Department of Transportation in a timely filed RESPONSE.

Special Provisions Required by the State of Indiana

The parties hereto agree that the Wisconsin Department of Transportation, upon receiving a request for payment from the CONSULTANT for work performed pursuant to the MOA dated July 1, 2002 between the Wisconsin Department of Transportation and the CONSULTANT, will invoice the Indiana Department of Transportation for expenses and payment due to the CONSULTANT in an amount equal to the Indiana Department of Transportation's proportionate share (equal to One Hundred Thousand Dollars ($100,000.00)) for the cost of the project. The Indiana Department of Transportation shall promptly pay such claims.

IN WITNESS WHEREOF, the parties have caused this Midwest Regional Rail Initiative MOA to be separately executed by their duly authorized and empowered officers or representatives.

WISCONSIN

Tom Carlsen, Acting Secretary
Wisconsin Department of Transportation

6/20/02
Date

IN WITNESS WHEREOF, the parties have caused this Midwest Regional Rail Initiative MOA to be separately executed by their duly authorized and empowered officers or representatives.

INDIANA

J. Bryan Nicol

J. Bryan Nicol, Commissioner
Indiana Department of Transportation

5/3/02

Date

IN WITNESS WHEREOF, the parties have caused this Midwest Regional Rail Initiative MOA to be separately executed by their duly authorized and empowered officers or representatives.

IOWA

Mark F. Wandrow, Director
Iowa Department of Transportation

5-23-02
Date

III. SIGNATURE

This Memorandum of Understanding is entered into upon signing by the following duly authorized representatives of MDOT and WDOT.

WISCONSIN DEPARTMENT OF TRANSPORTATION

BY:_____

Title:

MICHIGAN DEPARTMENT OF TRANSPORTATION

BY:_____

Title: Director

for

DIRECTOR
AGENDA

Dec 16, 2002

IN WITNESS WHEREOF, the parties have caused this Midwest Regional Rail Initiative MOA to be separately executed by their duly authorized and empowered officers or representatives.

MINNESOTA

Doug Weiszhaar, Acting Commissioner
Minnesota Department of Transportation

10/29/2002
Date

J. Bryan Nicol, Commissioner
Indiana Department of Transportation

Date

IOWA

Mark F. Wandrow, Director
Iowa Department of Transportation

Date

MICHIGAN

Gregory L Rosine, Director
Michigan Department of Transportation

Date

MINNESOTA

Elwyn Tinklenberg, Commissioner
Minnesota Department of Transportation

Date

Attest:
Mari Ann Winters
Secretary to
the Commission

MISSOURI

Henry Hungerbeeler, Director
Missouri Department of Transportation

9/24/01
Date

APPROVED AS TO FORM:
Robert M. Hilla
Assistant Counsel

NEBRASKA

John L. Craig, Director
Nebraska Department of Roads

Date

OHIO

James Seney, Executive Director
Ohio Rail Development Commission

Date

WISCONSIN

Terrence D. Mulcahy, Secretary
Wisconsin Department of Transportation

Date

IN WITNESS WHEREOF, the parties have caused this Midwest Regional Rail Initiative MOA to be separately executed by their duly authorized and empowered officers or representatives.

NEBRASKA

John L. Craig, Director
Nebraska Department of Roads

August 14, 2013
Date

IN WITNESS WHEREOF, the parties have caused this Midwest Regional Rail Initiative MOA to be separately executed by their duly authorized and empowered officers or representatives.

OHIO

James Seney, Executive Director
Ohio Rail Development Commission

9-17-3
Date

WISCONSIN

Frank J. Busalacchi, Secretary
Wisconsin Department of Transportation

9/24/03
Date

EXHIBIT 13

DRAFT CHICAGO TERMINAL LIMITS

PE/NEPA PROJECT GOVERNANCE STRUCTURE

AGREEMENT REGARDING CHICAGO TERMINAL LIMITS PE/NEPA PROJECT GOVERNANCE STRUCTURE

This agreement regarding Chicago Terminal Limits PE/NEPA Project Governance Structure is entered into in order to facilitate the implementation of the Chicago Terminal Limits Project (the Project) and, in particular, to describe the Governance Structure agreed to by the Stakeholders.

I. Statement of Purposes of this Agreement: The parties hereto agree that the purposes of this Agreement are as follows:

- To Describe, the core responsibilities of the organizations involved in the implementation of the Project dated_____, between (i) the Association of American Railroads (AAR), acting for and on behalf of the following named members: BNSF Railway Company (BNSF), Canadian National Railway Company (CN), Canadian Pacific Railway Company (CP), CSX Transportation, Inc. (CSX), Norfolk Southern Railway Company (NS), Union Pacific Railroad Company (UP), Commuter Rail Division of the Regional Transportation Authority (Metra) and The National Railroad Passenger Corporation (Amtrak), (ii) the State of Illinois, through the Illinois Department of Transportation (IDOT), and (iii) the City of Chicago, through the Chicago Department of Transportation (CDOT);
- To outline key relationships between the above named organizations, and,
- To summarize how changes in scope, schedule or overall budget will be managed.

II. Administration of Funding: Description of Projects and Project Management.

The Illinois Department of Transportation (IDOT), the Chicago Department of Transportation (CDOT), the Association of American Railroads (AAR), or any Chicago Terminal Limits Project Partner represented by the AAR, if defined as the grantee for specific funds, may take the lead in administering those funds, subject to this Governance Structure. The Project includes PE/NEPA work in the following project areas: Chicago to Porter (South of the Lake Corridor – SOLC) - determine final routes and infrastructure improvements for 56 MWRRS trains (not including long distance train) and the initial improvements for Phase 1 implementation to Detroit/Pontiac; Grand Crossing – determine infrastructure improvements for 10 additional MWRRS Champaign trains entering/exiting the SOLC; Chicago to Rondout - determine infrastructure needed for 34 MWRRS Milwaukee trains at full build-out and initial improvements needed to implement the MWRRI Phase 1(20 MWRRS trains); Chicago to Aurora- determine infrastructure improvements for full build-out and initial improvements at Eola Yard; Chicago to Dwight- route selection, capacity analysis to determine infrastructure improvements required for full build-out, elimination of rail/ rail crossings on the Heritage corridor, and passenger freight separation at Joliet; and Chicago Union Station - determine needed facility improvements including completing engineering analysis of associated projects to open train slots at CUS, all as described more specifically in the chart in Exhibit X, attached.

To the extent that any matters of program administration and cost management affect only a single project area (excluding changes of scope or sequencing), they may be resolved by the Project Managers (as defined below) responsible for the PE/NEPA in such Project area.

III. <u>Committees</u>. The parties agree to establish the following Committees and Teams, which will have the composition and purposes described below:

A. Stakeholder Committee:

- Comprised of three people: President & CEO of the AAR, the Commissioner of CDOT; and the Secretary of IDOT (on behalf of the MWRRI).
- Makes decisions by unanimous agreement.
- Sets policy for the Project.
- Finally resolves all disputes on Program issues.
- Provides Program guidance to the Management Committee
- Approves project additions and/or deletions to the overall Program

B. Management Committee:

- Reports to the Stakeholders Committee
- Co-chaired by the railroad Chicago Planning Group co-chairs
- Comprised of one voting member from each of CPG (representing the railroads), CDOT and IDOT and non-voting members from CTCO, Metra, BNSF, CN, CP, CSX, NS, UP, AAR, Amtrak, BRC, IHB and FRA.
- Makes decisions by unanimous agreement, although any member may elevate an issue to the Stakeholder Committee. Reviews and recommends program modifications to the Stakeholders Committee.
- Provides direction to Chicago Terminal Limits Project Implementation Team consistent with Stakeholder Committee decisions.
- Addresses program management issues.
- Reviews and approves preliminary engineering, project cost estimates and construction schedule assumptions submitted by the Chicago Terminal Limits PE/NEPA Project Implementation Team
- Makes decisions regarding scope, schedule and budget for the Project, based on recommendations from the Chicago Terminal Limits Project Implementation Team.
- Has the authority to establish Ad Hoc committees each of which shall have :
    - a defined role and responsibility
    - clearly identified membership
    - a finite duration

C. Chicago Planning Group (CPG)

- Reports to the Policy Committee (SOMC)
- Co-chaired by two railroads as assigned by the Policy Committee.

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- Comprised of one voting member from each of IDOT (on behalf of the MWRRI),CTCO, Metra, BNSF, CN, CP, CSX, NS, UP, AAR, Amtrak, BRC, and IHB.
- Co-chairs the Management Committee
- Makes decisions by unanimous agreement, although any member may elevate an issue to the Policy Committee.
- Reviews and recommends program modifications to the Policy Committee.
- Provides direction to CTCO and the Railroad Design Group (RDG) consistent with Policy Committee decisions.
- Addresses program management issues.
- Reviews and approves project designs, project cost estimates and construction assumptions submitted by railroads before being presented to the Chicago Terminal Limits Project Implementation Team.
- Makes decisions regarding scope, schedule and budget for the Program, based on recommendations from CTCO prior to being presented to the Management Committee.

D. Implementation Team:

- Reports to the Management Committee
- Co-chaired by AAR (representing the railroads) and public agency representative to be appointed by the Management Committee.
- Comprised of one member from each of CTCO, Amtrak, Metra, BNSF, CN, CP, CSX, NS, UP, BRC, IHB, AAR, CDOT and IDOT (on behalf of the MWRRI)
- Ensures constant communication between all members concerning environmental and engineering issues.
- Develops program processes, reviews engineering plans, recommends project changes, prepares program master schedule, reviews and incorporates FRA requirement changes, develops CDOT report on crossing and viaduct activities, develops IDOT environmental report, develops grade crossing status report, develops SRA status report, provided Project Status progress and, anticipates problems and identifies opportunities to solve problems or improve processes.
- Assist in management of the IDOT Chicago Terminal Limits Project consultants.
- Reviews all changes that will require the use of contingency and management reserve funds. Analyzes or initiates requests related to project scope and/or cost changes affecting the overall Program, making recommendation to Management Committee.
- Supervises the preparation of reports by Project Managers on:
- Granting of compliance requirements, identifying any problems with same being experienced or caused by a Project Manager
- Costs expended to date and (obligations) incurred and projected by each Project area against the overall budget for that Project area .
- Establishes project standards and policies.
- Facilitates meetings with Advocacy Committee and assists in anticipating, addressing and mitigating community concerns.

E. Advocacy Committee:

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- Reports to the Management Committee
- Co-chaired by a railroad and a public agency representative to be appointed by the Management Committee
- Comprised of one member from each of CTCO, Amtrak, Metra, BNSF, CN, CP, CSX, NS, UP, AAR, CDOT and IDOT (on behalf of the MWRRI).
- Responsible for all joint partner Chicago Terminal Limits PE/NEPA Project communications, including web site content, newsletters, press releases, and other joint partner communications as may be required.
- Reviews and provides advisory comments to the responsible Grantee on NEPA public involvement materials and activities.
- Develops and implements on-going strategic initiatives for advocating/publicizing Chicago Terminal Limits PE/NEPA Project.
- Identifies and addresses community concerns.
- Works with the Finance and Budget Committee, under the direction of the Management Committee to identify additional sources of public funds.
- Assists Chicago Terminal Limits PE/NEPA Project Implementation Team and Project Managers in identifying potential and ongoing community concerns and community information needs.
- Assists in ground breaking, ribbon cutting and special advocacy activities
- Provide information on demand to various government officials
- Provide ongoing speaker support
- Support Chicago Terminal Limits PE/NEPA Project web site

F. Finance and Budget Committee:

- Reports to the Management Committee
- Co-chaired by a railroad and a public agency representative to be appointed by the Management Committee
- Comprised of one member from each of CTCO, Amtrak, Metra, BNSF, CN, CP, CSX, NS, UP, AAR, CDOT and IDOT (on behalf of the MWRRI).
- Works with the Advocacy Committee, under the direction of the Management Committee, to identify additional sources of public funds, if necessary.
- Monitors project cost estimates versus actual expenditures.
- Provides detailed reports on the Project, and individual Project Areas, as required, to the Management Committee.
- Provides detailed reports on funding sources and matching funds as necessary.
- Assists Project Managers' accounting personnel with grant or cash-flow questions, and identifies possible solutions for Management Committee consideration if problems need to be elevated to that Committee.

G. CTCO:

- Comprised of one railroad member from each of BNSF, BRC, CN, CP, CSX, IHB, Metra, NS and UP
- Reports to the Chicago Planning Group (CPG)

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- Advises the Chicago Terminal Limits Project Implementation Team and Project Managers whether scope and cost estimate assumptions accurately portray the manner in which the project can be constructed, taking into consideration the need to maintain train performance and provide appropriate work windows.
- Approves the assumptions regarding train operation and performance incorporated into preliminary engineering, and, as may be appropriate, estimates of project costs.
- Coordinates with the Chicago Terminal Limits PE/NEPA Project Implementation Team and the involved Project Manager to maximize train flows.
- Reviews and comments on operational impacts of proposed project scope changes, as may be requested by Chicago Terminal Limits PE/NEPAProject Implementation Team.

H. Railroad, IDOT and CDOT Project Managers
(Railroads' Project Managers make up the Railroad Design Group or RDG):

- Reports to the Chicago Terminal Limits Project Implementation Team through their respective co-chair.
- Designated by the entity listed in the chart in Exhibit X, attached (Railroad, IDOT, or CDOT) responsible for managing, directing the design, cost estimating, and construction of the Project.
- Provides updated design (phase I & phase II) and construction schedule for future work.
- Provides updated total project costs for segmented projects.
- Manages from preliminary engineering and final audit of individual Projects, as identified in Exhibit X or as may be modified by the Stakeholder Committee from time to time.
- Submits, to the Chicago Terminal Limits Project Implementation Team, preliminary engineering for review that scope and cost estimate assumptions accurately portray the manner in which the Project can be constructed, both from the perspective of train performance and work window availability.
- Advises the Chicago Terminal Limits Project Implementation Team, of Project status and costs incurred to date, at frequencies set by the Chicago Terminal Limits Project Implementation Team.
- Advises the Chicago Terminal Limits Project Implementation Team, in advance of committing to the change, of any anticipated cost overrun that will affect the overall Project cost or any scope change.

IV. <u>Definitions: The following are definitions of certain terms used herein</u>:

The Project

Refers to the entire Chicago Terminal Limits PE/NEPAProject.

Project Area

The "area" of the project by corridor from termini to Chicago Union Station.

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Project Managers

Person identified by the entity listed in Attachment X, that is responsible for the preliminary engineering through final design, construction, and final audit of that Project.

Project Component

A subset or a portion of the Project Area.

V. Interpretation:
This agreement regarding Chicago Terminal Limits PE/NEPA Project Governance Structure should be read and construed as a single integrated document.. This Agreement shall be governed, construed and enforced in accordance with the laws of the state of Illinois.

VI. Counterparts:
This Agreement Regarding Chicago Terminal Limits PE/NEPA Project Governance Structure may be executed in two or more counterparts, each of which shall be deemed an original and all of which together shall be considered one and the same agreement.

VII. Entire Agreement:
This Agreement shall constitute the entire agreement between the parties on this subject matter. Any prior understandings or representations of any kind preceding the date of this Agreement shall not be binding upon any party except to the extent specifically incorporated in this Agreement. This Agreement specifically supersedes and replaces all prior agreements and understandings on this subject.

VIII. Modification of Agreement:
Any modification of this Agreement or additional obligation assumed by any party in connection with this Agreement shall be binding only if evidenced in a writing signed by each party or an authorized representative of each party.

IX. Effective Date:
This agreement shall be effective, upon receiving the authorized signatures of each of the parties below, as of the date that the last party signs the agreement..

Signatures:

Illinois Department of Transportation:
By: _____
Date: _____

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Chicago Department of Transportation:
By: _____
Date: _____

Association of American Railroads:
By: _____
Date: _____

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EXHIBIT 14

MWRRI QUALITY REVIEW 2006

Phase I – MWRRI Quality Audit Report

October 2005

PREPARED FOR

Steering Committee - Midwest Regional Rail Initiative

PREPARED BY

HNTB Corporation
11414 Park Place
Suite 300
Milwaukee, WI 53224

HNTB

Phase I - MWRRI
Quality Audit Report

October 2005

PREPARED FOR:

Steering Committee -
Midwest Regional Rail Initiative

PREPARED BY:

HNTB Corporation
11414 West Park Place
Suite 300
Milwaukee, WI 53224

HNTB

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Attachment 1 – October 26-27, 2005 Quality Audit Workshop Meeting Materials
Attachment 2 – Minutes of Quality Audit Review Workshop
Attachment 3 – Report on Findings

Summary
Midwest Regional Rail System Quality Audit

1. Introduction

Since the inception of the Midwest Regional Rail System in 1997, elements of MWRRS studies have included operations analysis, demand forecasting, financial planning, market and economic assessment, institutional planning and public financing. As part of the previous study phases Transportation Economics and Management Systems, Inc. (TEMS) prepared and updated the MWRRS Plan. The most recent update is the *Executive Report, The Midwest Regional Rail System (September 2004)* and supporting technical documents. HNTB Corporation prepared the infrastructure costs estimates in this most recent plan update. Under the current phase of MWRRS (Phase 6), HNTB Corporation recommended that key assumptions of the MWRRS Financial Plan undergo testing through an outside quality audit and identify risks to the successful implementation of the MWRRS.

The Midwest Regional Rail Initiative Steering Committee and HNTB Corporation hosted a two-day quality audit workshop in October, 2005 to review findings and assumptions on:

- Ridership and revenue,
- Operating costs,
- Capital costs, and
- The Financial Plan.

Participants in the outside audit team included:

Ray Ellis -- AECOM Consulting
Bruce Williams – AECOM Consulting
Walter Schuchmann -- RL Banks and Associates
Linda Bohlinger – HNTB, Los Angeles Office

Other key participants included:

Alex Metcalf – TEMS
Chip Kraft – TEMS
Charlie Quandel - HNTB
Bob Moore – HNTB
Mike Franke – Amtrak
John Cikota – FRA (via telcon)
MWRRI – State Representatives

In summary, the quality audit found the technical work done to develop the MWRRS ridership and revenue forecasts, operating cost forecasts, capital cost estimates and financial plan to be sound. The risk analysis associated with the audit found the highest risks to be related to external factors

including: negotiations with freight railroads on access and capacity needs, federal and state funding availability, institutional development, development of needed train control technologies, and dispatching coordination issues. The risk analysis concluded that the MWRRI strategy of phasing the system build-out initially in the most developed and high-density Phase I corridors -- Chicago-Detroit, Milwaukee, and St. Louis-- mitigated risks placing them all in the medium or low categories.

This Technical Memorandum summarizes the audit methodology and findings from the workshop. An attachment to this memorandum provides additional supporting data from the workshop, including meeting minutes from the workshop, detailed information on review methods, presentation materials and the initial Report on Findings.

2. Review Process

A more detailed summary of review processes for each audit session is attached at the end of this memorandum.

a. Ridership/Revenue – the audit team reviewed assumptions, methodologies and analytical procedures, and assessed whether results are reasonable. The review of assumptions considered external factors not under control of the MWRRI program, policy assumptions made by the MWRRI and technical assumptions used in analyses.

   The audit team conducted a qualitative evaluation of analytical procedures used to develop projections. The evaluation was based on professional experience and an assessment of whether TEMS had appropriately accounted for assumptions and factors in its methodology.

   Finally the audit team qualitatively evaluated the ridership and revenue results. The evaluation focused on computational accuracy, comparisons to similar situations, comparisons to historical experience on other corridors and sensitivity to uncertainty.

b. Operating and Maintenance Costs – The audit team developed a list of the most influential operating cost elements and qualitatively assessed each element. The audit team evaluated a range of factors that could significantly influence the cost of each element.

c. Capital Costs – The audit team evaluated the adequacy of capital cost estimates used, the associated construction schedule, the degree to which infrastructure improvements addressed known capacity needs and bottlenecks on the MWRRI network, and access to freight lines used.

d. Financial Plan – The audit team used the same approach outlined for the ridership/revenue audit noted above.

3. Findings

The meeting minutes and Report on Findings in the Attachment provide detailed discussion of the conclusions of the audits.

a. Ridership/Revenue – The audit team confirmed that given the same assumptions, an alternative model system will produce results within 20% of the TEMS projections. However, there are several assumptions required for successful implementation of the MWRRS Financial Plan. The most substantial risks to ridership projections are:

   - Lower than expected transfers at stations, and
   - Lower ridership from feeder buses.

b. Operating and Maintenance Costs – The audit team flagged a number of questions about operating and maintenance costs that need additional review should MWRRS proceed into implementation. Among the highest risks to operating cost assumptions are fuel and crew costs exceeding projections. Other elements, such as maintenance and on-board services costs, were found to have a low risk to cost projections.

c. Capital Costs – The audit team found no major problems with MWRRI capital costs estimates and the methodology used. It noted that freight rail agreement with capacity improvements and the schedule for implementing them on freight-owned corridors, especially where freight labor forces will be used, are significant risk concerns.

d. Financial Plan – To obtain federal funding for the MWRRS, the FRA requires operating ratios greater than 1.0, and a benefit/cost ratio greater than 1.0. The Financial Plan achieves these goals through important implementation and funding assumptions. The underlying assumptions to realize the Financial Plan's success are the need to implement MWRRS as a system, and directly starting service at a 110 mph. Furthermore, the MWRRS states are assuming an 80/20 federal/state match. While start up operating losses would occur in the short term, they would be managed by:

   - Implementing the strongest routes first, and
   - Using a TIFIA loan to capitalize the remaining startup losses, using system operating surpluses of later years to repay the loan.

The audit team identified and evaluated the risks to these assumptions. The constraints with the highest risk of impacting the Financial Plan are:

- A federal 80/20 funding program is not available,
- Annual federal funds of $400 million are not available,
- States would need to cover additional capital costs if $400 million annual federal funds are not available,
- A multi-state institutional mechanism is not in place to receive and manage MWRRS funds, and
- States may not agree to concurrently fund MWRRS routes.

4. Risk Register

Two factors drive the Financial Plan:

- Ridership and revenue projections
- Operating and maintenance costs.

Overall, the audit team concurred with methodologies used to develop MWRRS projections and costs. However, there are substantial risks to realizing the assumptions supporting these factors. Major changes in the assumptions could alter the projections and economics associated with the MWRRS. These assumptions are:

- Ridership and revenue projections assume the construction of the entire system and introduction of new service and trip times according to the proposed project phasing schedule, and the predicted response from travelers to a fully integrated Midwest Regional Rail System.
- Operating plans for passenger train frequencies, schedules, and speeds are achievable through cooperative agreements with the freight railroads, commuter railroads and labor unions.
- Infrastructure improvements are dependent upon the freight railroads' and commuter rail operators' commitment to the construction schedule.
- Funding for planning, construction, and equipment procurement is available to support the implementation schedule.
- Funding support for operations is available during the start-up and implementation period.

After reviewing the projections and costs, the MWRRS audit team compiled a Risk Register, listing the Financial Plan elements and the key assumptions associated with each element. Next, the team identified the level of risk to the successful implementation of the assumptions.

The audit team defined risk levels as follows (See Report on Findings in Attachment):

High Risk
Major disruption is likely. A different approach is required and documented in a written treatment plan. Priority program management attention is required to avoid or minimize risk.

Medium Risk
Some disruption, a condition where the risk consequence would affect project quality objectives, cost, or schedule, and/or the probability of occurrence is high enough to be a concern. A different approach may be required and a written treatment plan is required. Program management attention required.

Low Risk
Minimum impact is expected. Assumptions are monitored by program manager to ensure risk remains low. A mitigation plan not required.

The table on the following pages summarizes the elements that can influence the success of the MWRRS Financial Plan and the estimated level of risk to the plan. As indicated in the third column, there are several high and medium risk elements to implementing the MWRRS. As noted earlier, the highest risks to be related to external factors such as freight railroad negotiations on access and capacity, funding, institutional arrangements and train control and dispatching.

As the initial Report on Findings notes, the intent of developing the risk table (or, Risk Register) is to begin developing a treatment plan to reduce risks to an acceptable level. As a follow up to the initial Risk Register, the MWRRI Steering Committee discussed alternatives to reduce the risks to implementing the MWRRS. The Steering Committee determined that implementing Phase I of the MWRRS could reduce the risk to implementing the entire system. Phase I consists of the Chicago-St. Louis, Chicago-Detroit and Chicago-Milwaukee-Madison routes. The key advantage of implementing Phase I is that risks are substantially reduced because service is in place throughout most of the MWRRI corridors. The fourth column in the Risk Register illustrates how risks are substantially reduced by first implementing Phase I of the MWRRS. The Steering Committee concurred to move forward with more focus on implementing Phase I by developing a detailed scope of services for a Phase I EIS, its cost and work plan, along with a draft purpose and need statement. Concurrently the Steering Committee continued completion of other deliverables in Phase 6, including a GIS data model and a PEIS template scope of services and work plan for any combination of MWRRS corridors.

The Steering Committee will continue to explore additional means to reduce risk to implementing the MWRRS through subsequent phases.

HNTB

MWRRI PHASE 6 RISK REGISTER

Element	Description	Risk Level- Entire MWRRS	MWRRS Phase 1	Reason for Change in Level	Mitigation Plans - TBD
Operating Costs	The fuel costs will significantly exceed the projections	High	Low	EIS will make new projections on fuel costs	
Access Utilization	Negotiations with freights will yield costs that impact implementation schedule and real estate costs	High	Low	Passenger service currently operating on freight ROW or will operate on state owned ROW	
Federal Funding	80/20 federal/state funding program similar to the highway program will not be available for the MWRRS	High	Medium	Demonstration funds may be available.	
Federal Funding	The annual amount of $400 million in federal funding will not be available	High	Low	$400 million is not required for Phase 1	
Federal Funding	$400 million annually needed to implement the entire system will not be matched by all states	High	Low	States involved in Phase 1 will need to make a commitment with order for equipment	
State Funding	If $400 million in federal funds are not annually appropriate, states funds will not be available to fill the funding gap.	High	Low	Wisconsin, Michigan, and Illinois have operating systems. Wisconsin needs capital funding to expand to Madison.	
Institutional	The States will not agree in a timely matter to form a joint power authority or compact needed to implement the Business Plan	High	Low	Not required for start-up of Phase 1 because each state has existing passenger service	
System Capacity	Capacity issues at the Chicago Union Station will not be solved	High	Low	Phase 1 will add 3 trains from North and 10 trains to South	
System Capacity	Capacity issues between Chicago and Rondout will not be resolved in a timely manner	High	Low	Phase 1 technical analysis in support of the EIS will resolve issue with final sign-offs from Metra	

System Capacity	Capacity issues between Kansas City and St Louis will not be resolved in a timely manner	High	N/A	Not part of Phase I	
System Capacity	Capacity issues at the St. Louis terminal will not be resolved in a timely manner	High	Medium	Fewer trains to St. Louis in Phase I	
System Capacity	Capacity issues between Chicago and Porter will not be resolved in a timely manner	High	Medium	Capacity issues will continue to impact Michigan trains without improvements.	
Travel times	Multiple dispatchers can impede travel time	High	Low	Phase 1 will be dispatched as currently done. No change.	
Operating Ratio	The Business Plan is based on the need to attain an operating ratio of 1.17 in 2014 and 1.36 in 2025. Non-attainment of these ratios will result in subsidy payments by states	High	Low	Subsidies will be required during ramp-up. States currently pay subsidies.	
Systems	Train Control System - availability of PTC	High	Medium	ITCS available in Michigan and could be used in Watertown to Madison segment if necessary	
Ridership within 10% of the estimate	Ridership of the MWRRS will not be within 10% of the ridership shown in the Business Plan	Medium	Low	Current ridership indicates that Phase 1 will achieve its objectives	
Revenue	The combination of fares and ridership will not achieve the projections shown in the Business Plan	Medium	Low	Financial plan for Phase 1 only will be prepared as part of the EIS	
Operating Costs	The crew costs will significantly exceed the projections	Medium	Low	EIS will make new projections on crew costs	
State Funding	One State will refuse to fund a corridor that impacts another states operation or build out of the corridor	Medium	Low	Phase 1 are independent or quasi-independent state corridors and refusal of one state to fund will not impact other states	

Subsidies	TIFIA loans will not be available to cross subsidize initial operating losses of the MWRRS	Medium	Low	Cross subsidies are not envisioned for Phase 1	
Implementation Schedule	Construction will not be staged properly to implement the schedule	Medium	Low	Phase 1 EIS will have updated projections based on more freight involvement	
System Capacity	Capacity issues between Rondout and Milwaukee will not be resolved in a timely manner	Medium	Low	Phase 1 will include a technical analysis on capacity issues to get sign off required from CPR for ROD	
System Capacity	Capacity issues between Cleveland and Toledo will not be resolved in a timely manner	Medium	N/A	Not part of Phase I	
System Capacity	Capacity issues at the Toledo terminal will not be resolved in a timely manner	Medium	N/A	Not part of Phase I	
System Capacity	Capacity issues between Chicago and Aurora will not be resolved in a timely manner	Medium	N/A	Not part of Phase I	
Travel times	The overall travel times will not be achieved	Medium	Low	Chicago to Porter capacity improvements	
Small package revenue	Failure to achieve $150 million in small package revenue will negatively impact the Business Plan	Medium	Low		
Ridership	The projection for transfers at stations will not be realized	Medium	Low		
Revenue	The ticket prices assumed in the Business Plan will not be realized	Medium	Low		
Ridership	The feeder buses will not yield the projected MWRRS ridership	Medium	Low		
Ridership within 25% of the estimate	Ridership of the MWRRS will not be within 25% of the ridership shown in the Business Plan	Low	Low		

Operating Costs	Equipment maintenance costs, which are 29% of the operating costs, will significantly exceed the estimated costs shown in the Business Plan	Low	Low		
Operating Costs	The track maintenance and cyclical capital costs will significantly exceed the projections	Low	Low		
Operating Costs	On board service (OBS) costs will significantly exceed the projections	Low	Low		
Capital Costs	Capital costs will significantly exceed projections	Low	Low		
System Capacity	Capacity issues at the La Crosse, WI river crossing will not be resolved in a timely manner	Low	Low		
Equipment	The number of train sets projected will not satisfy the system frequencies required	Low	Low		

ATTACHMENTS

Attachment 1 – October 26-27, 2005 Quality Audit Workshop Meeting Materials

Attachment 2 - Minutes of Quality Audit Review Workshop

Attachment 3 – Report on Findings

ATTACHMENT 1

HNTB

ATTACHMENT A

MWRRI PHASE 6
STEERING COMMITTEE MEETING

October 26-27, 2005

FRA Regional Office
200 W. Adams Street, Suite 310
Chicago, IL

AGENDA

1. Introduction 10:00 to 10:30 AM

   1.1 Washington Update

2. Project Deliverables 10:30 to 10:45 AM

   2.1 Project Management Plan
   2.2 Report on Findings

3. Schedule 10:45 to 11:00 AM

4. Quality Audit Review/Ridership and Revenue 11:00 to 3:00 PM

   4.1 Initial Briefing and Review Process
   4.2 Review Assumptions

      4.2.1 External Factor Assumptions
      4.2.2 Policy Related Assumptions
      4.2.3 Technical Assumptions

   4.3 Review Methodology
   4.4 Assess Reasonableness of Results

      4.4.1 Conceptual Accuracy
      4.4.2 Comparison of Other Situations
      4.4.3 Comparison to Historical Expense
      4.4.4 Uncertainty

5. Quality Audit/ Operations and Maintenance Plan 3:00 to 5:00 PM

    5.1 Access Fees
    5.2 Feeder Bus Program Costs
    5.3 Marketing Costs (including reservations and ticketing)
    5.4 Maintenance of Equipment
    5.5 Operator Profit
    5.6 Transportation Costs
    5.7 Stations Operating Costs (including facilities, services, and parking)
    5.8 Administrative Costs

Dinner scheduled for 6:30 to 9:00 PM

6. Quality Audit/Financial Plan 8:30 to 12:00 PM

    6.1 Initial Briefing and Review Process
    6.2 Review Assumptions

        6.2.1 External Factor Assumptions
        6.2.2 Policy Related Assumptions
        6.2.3 Technical Assumptions

    6.3 Review Methodology
    6.4 Assess Reasonableness of Results

        6.4.1 Conceptual Accuracy
        6.4.2 Comparison of Other Situations
        6.4.3 Comparison to Historical Expense
        6.4.4 Uncertainty

7. Public Informational Outreach Method 1:00 to 2:00 PM

    7.1 Needs of States
    7.2 Critical State Schedules

8. Next Step of Quality Review 2:00 to 2:30 PM

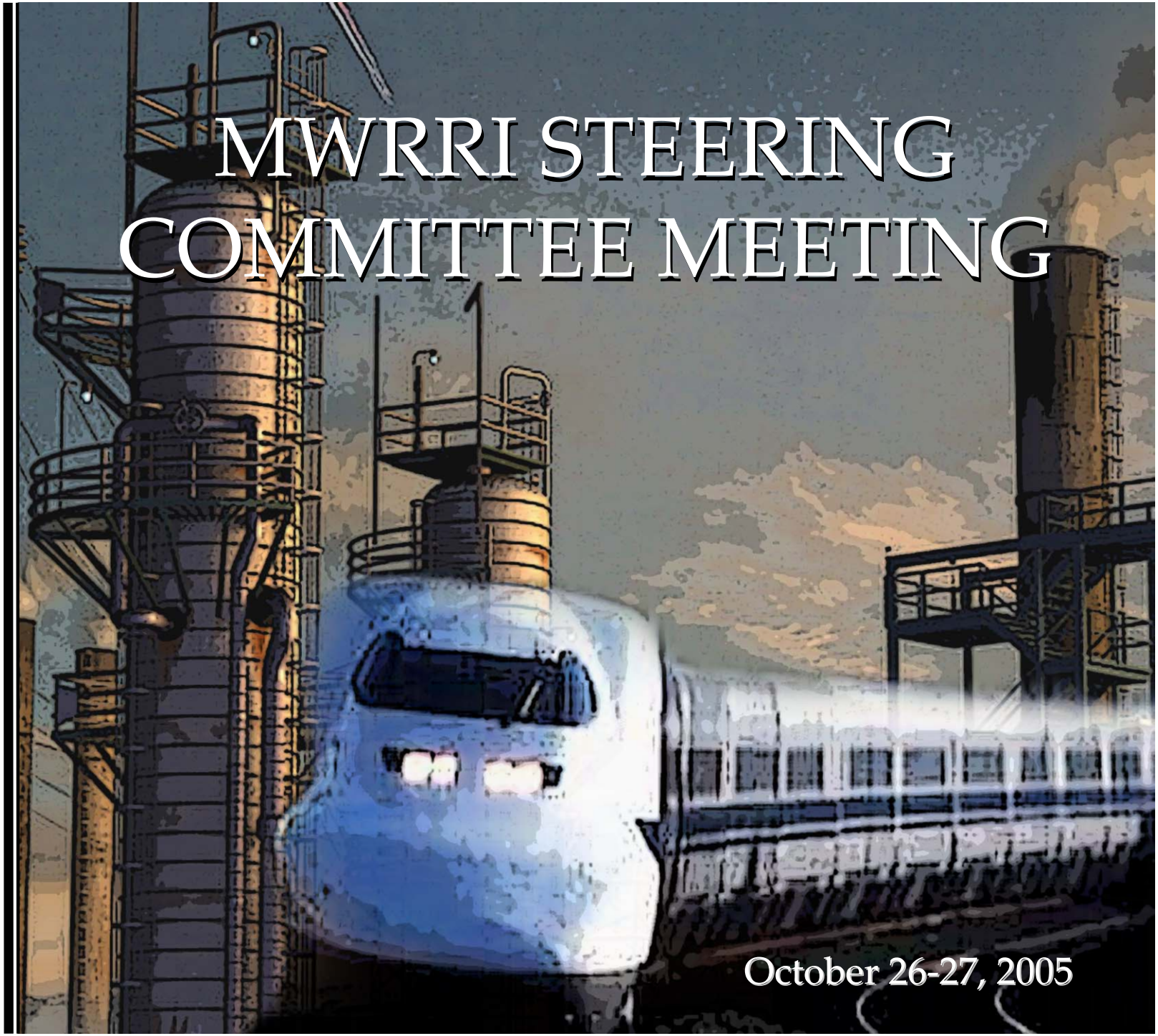
    8.1 Prepare Draft Documentation
    8.2 Steering Committee Review
    8.3 Revision and Follow-up Review
    8.4 Presentation of Final Results

9. Summary and Next Meeting 2:00 to 3:00 PM

ATTACHMENT B

RIDERSHIP / REVENUE WORKSHOP

Presented by TEMS



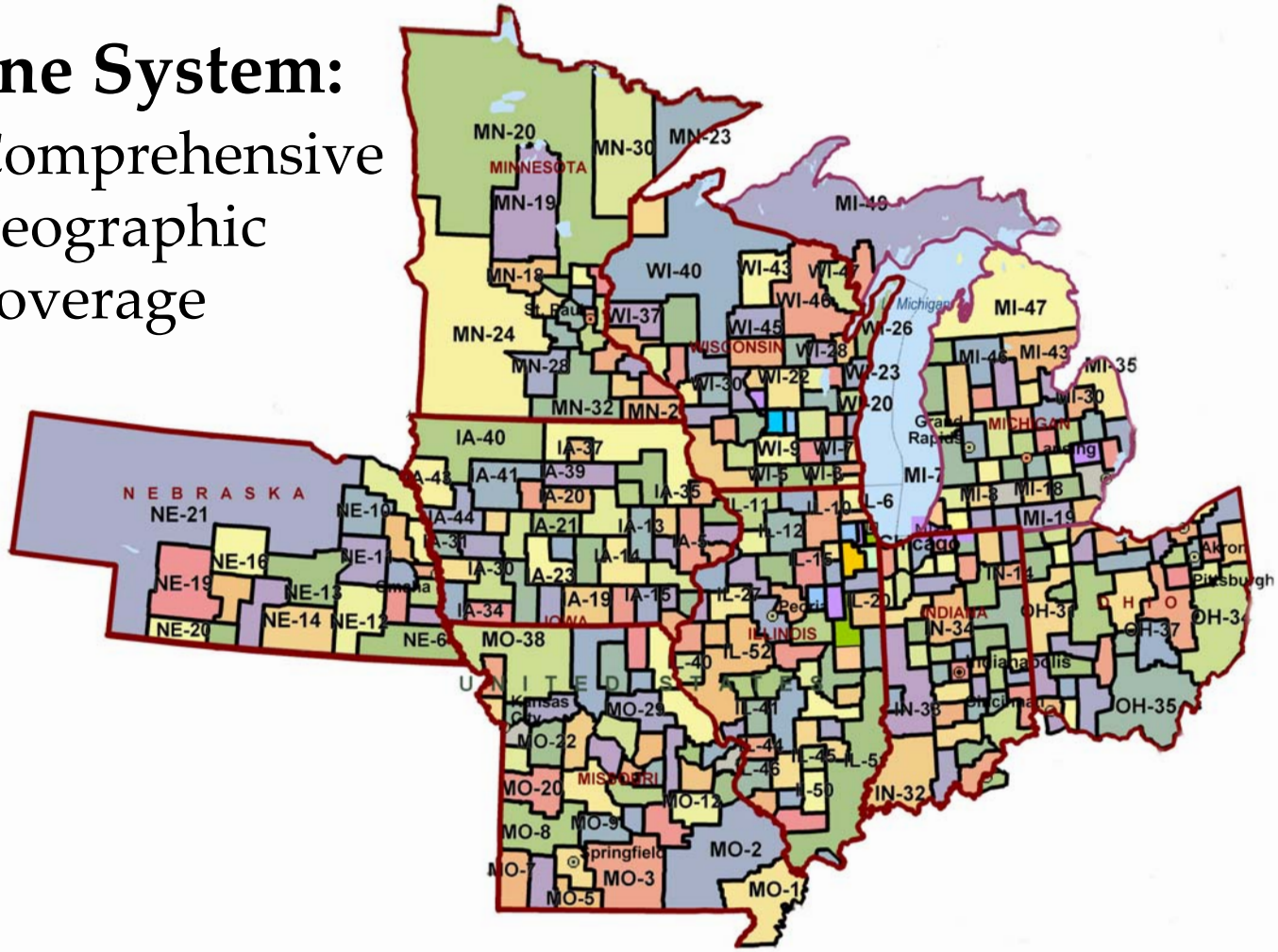
MWRRI Ridership / Revenue Workshop

- MWRRI Data base
- MWRRI Models
- MWRRI Forecasts
- MWRRI Validation
- TEMS Forecast Accuracy

MWRRI: Based on a very comprehensive database

Zone System:

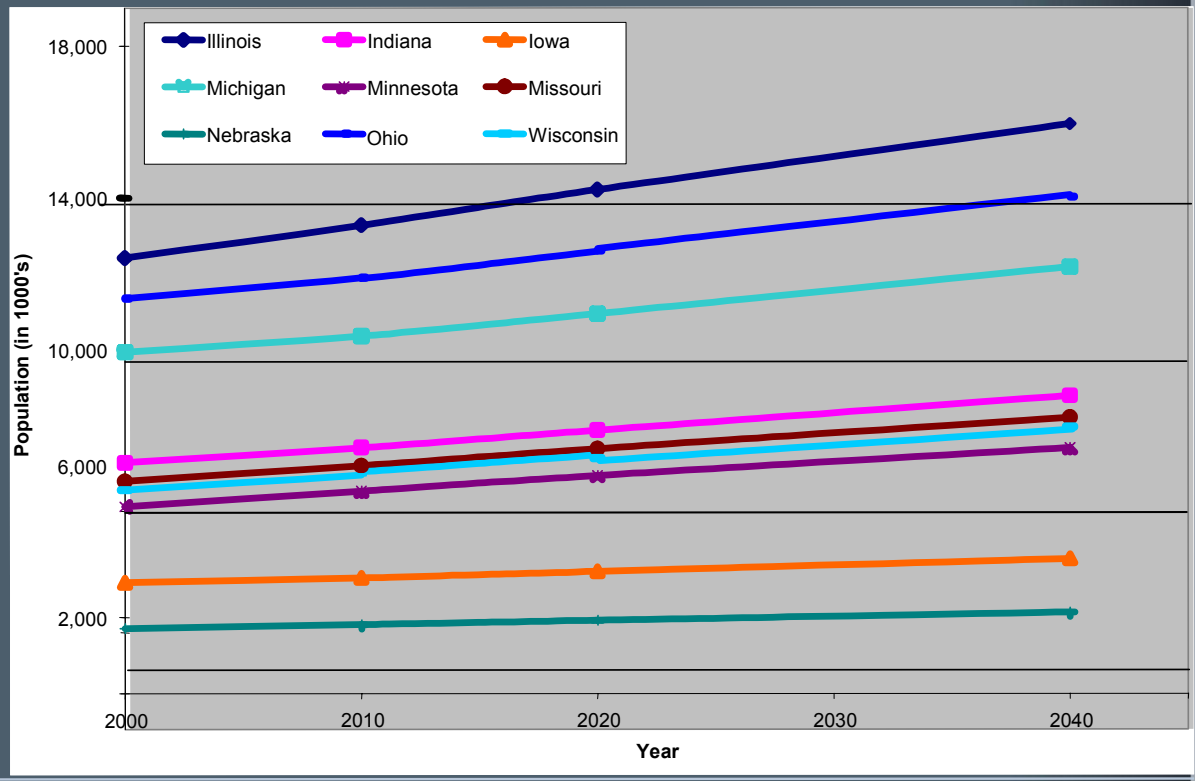
- Comprehensive geographic coverage



MWRRI: Based on a very comprehensive database

Socio Economic Data Source: Bureau of Economic Analysis & Woods and Poole

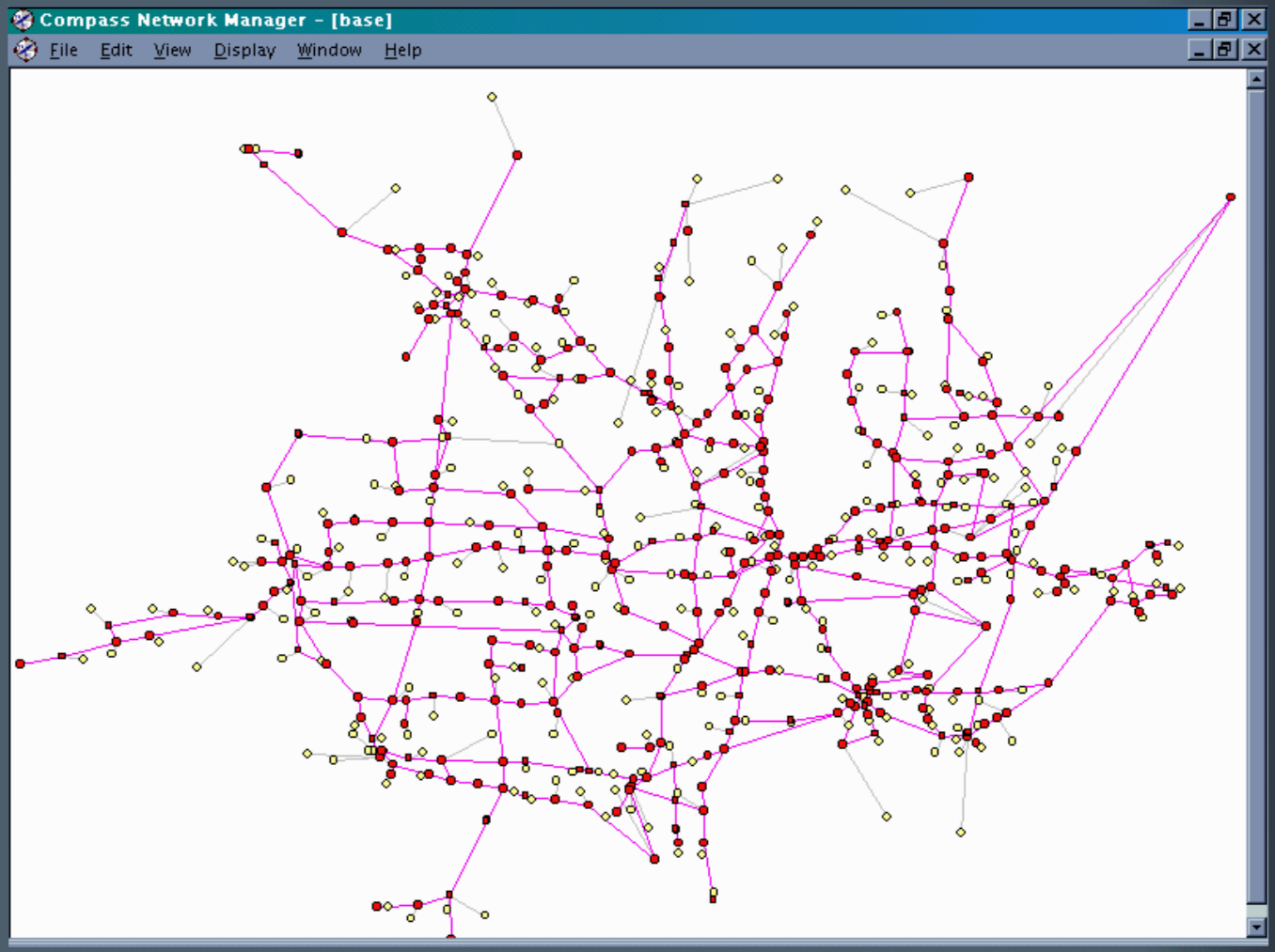
- Region has modest growth
  - Population 0.6
  - Employment 0.5
  - Income 0.9
  - Total growth 2000 to 2040 approx. 50% total



MWRRI: Based on a very comprehensive database

Networks:

Regional Network Systems for Auto/Air/Bus*

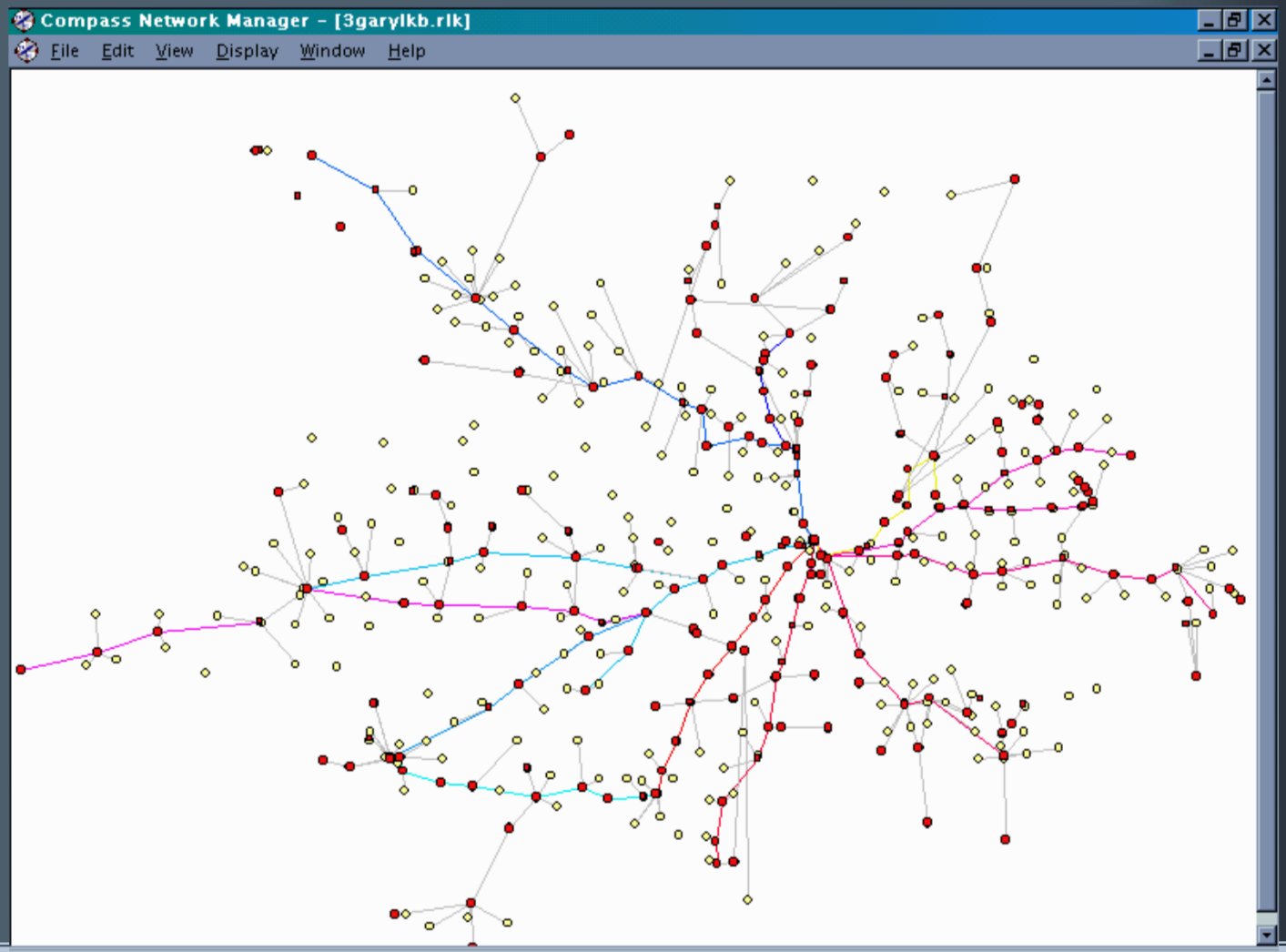


*Auto Network based on $1.25 per gallon

MWRRI: Based on a very comprehensive database

MWRRI:

Integrated Rail and Feeder Bus System- 100 stations



MWRRI: Based on a very comprehensive database

Stated Preference Surveys

- 1997 General Purpose Survey – 2038 surveys
- 1998 Branchline Survey – 1028 surveys
- 2002 Feeder Bus surveys – 1528 surveys

Total Stated Preference surveys = 4594

MWRRI: Based on a very comprehensive database

Findings

- **VOT comparable in Midwest with other locations**
  - Air VOT lowered by Southwest
  - Business 50%+ more than Non Business
  - Frequency higher in Air than Bus and Rail
  - Value of Reliability very high
  - Chicago Hub potential is high

Mode	*Trip Purpose*	*MWRRS 2001*	*MWRRS 1998 (Branch Line)*	*MWRRS 1997*	*Tri-State*	*Boston-Portland*	*Illinois*
Air	**Business**	**54**	**71**	**54**	**80**	**62**	**63**
	Non-Business	**27**	**47**	**27**	**42**	**24**	**40**
Auto	**Business**	**22**	**24**	**22**	**53**	**27**	**35**
	Non-Business	**16**	**18**	**16**	**32**	**16**	**20**
Bus	**Business**	**-**	**-**	**-**	**31**	**18**	**19**
	Non-Business	**14**	**13**	**10**	**27**	**15**	**11**
Rail	**Business**	**26**	**32**	**25**	**50**	**27**	**29**
	Non-Business	**15**	**20**	**18**	**35**	**15**	**20**

MWRRI: Based on a very comprehensive database

Utility Definition:

$$U_{ijp} = f(GCijp)$$

Where

GC_{ijp} = Generalized cost of travel between zones i and j for purpose p

$$GC_{ijmp} = TT_{ijm} + \frac{TC_{ijmp}}{VOT_{mp}} + \frac{VOF_{mp} \text{ x } OH}{VOT_{mp} \text{ x } F_{ijm}}$$

Where

TT_{ijm} + = Travel time between zones i and j for mode m (in-vehicle time + waiting time delay time + connect time + access/egress time + interchange penalty), with waiting, delay, connect and access/egress time multiplied by two to account for the additional disutility felt by travelers for these activities

TC_{ijmp} = Travel cost between zones i and j for mode m and purpose p (fare + access/egress cost for public modes, operating costs for auto)

VOT_{mp} = Value of Time for mode m and purpose p

VOF_{mp} = Value of Frequency for mode m and purpose p

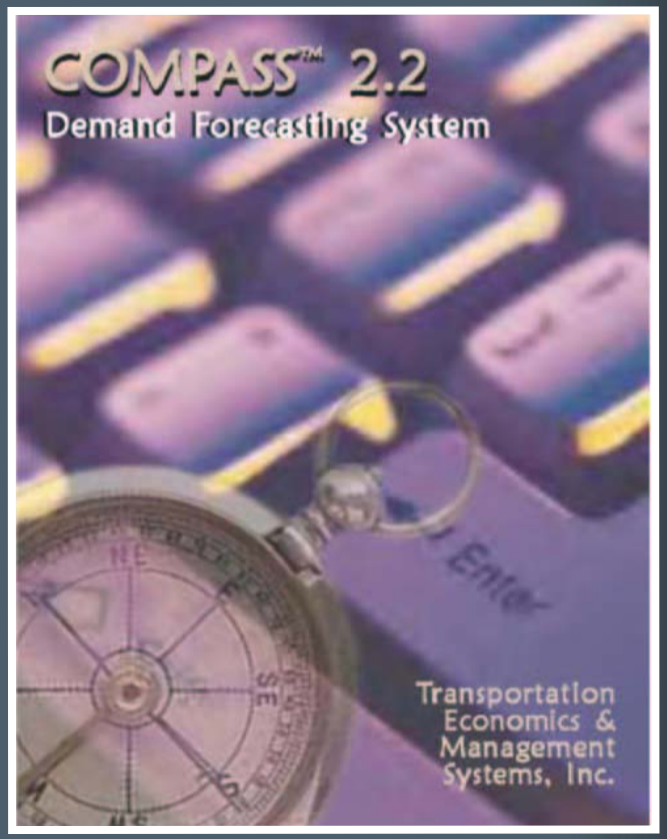
F_{ijm} = Frequency in departures per week between zones i and j for mode m

OH = Operating hours per week

MWRRI Model Performance: Model performance very strong

Model Structure

- long distance/short distance (<160 miles)
- main corridor/branch line
- business/non business



MWRRI Model Performance: Model performance very strong

Models are statistically very strong

Example 1: Total Demand – long distance main corridor

Total Demand Model Coefficients[1]

Long Distance Trips *(more than 160 miles driving distance)*

Business $\log(T_{ij}) = -13.4 + \underset{(146)}{0.710}\ SE_{ij} + \underset{(123)}{0.684}\ U_{ij}$ $R^2 = 0.91$

Where $U_{ij} = \log[\exp(-1.12 + 0.679\ U_{Pub}) + \exp(-0.00460\ GC_{Car})]$

Nonbusiness $\log(T_{ij}) = -13.4 + \underset{(176)}{0.710}\ SE_{ij} + \underset{(172)}{0.744}\ U_{ij}$ $R^2 = 0.92$

Where $U_{ij} = \log[\exp(-2.77 + 0.685\ U_{Pub}) + \exp(-0.00557\ GC_{Car})]$

[1] t-statistics are given in parentheses.

MWRRI Model Performance: Model performance very strong

Models are statistically very strong

Example 2: Modal Split: long distance – main corridor

Rail versus Bus Modal Split Model Coefficients[1]

Long Distance Trips *(more than 160 miles driving distance)*

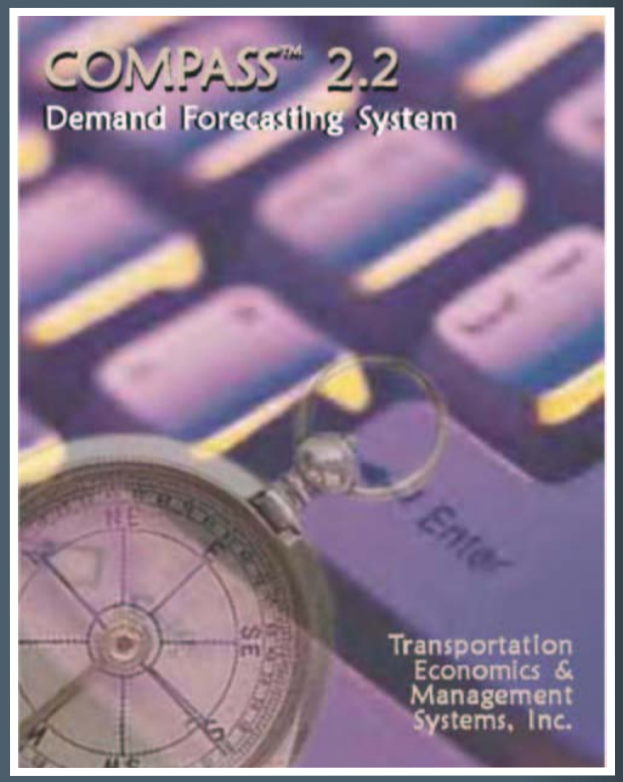
Business	$\log(P_{RAIL} / P_{BUS})$	=	3.76	-	0.00446	GC_{RAIL}	+	0.00413	GC_{BUS}	$R^2 = 0.62$
			(5.7)		(7.7)			(4.4)		
Nonbusiness	$\log(P_{RAIL} / P_{BUS})$	=	2.36	-	0.00297	GC_{RAIL}	+	0.00916	GC_{BUS}	$R^2 = 0.40$
			(11)		(16)			(9.5)		

[1] t-statistics are given in parentheses.

MWRRI Model Performance: Model performance very strong

Models Performance Results

- Model structure reflects current industrial practice
- Models are statistically sound, coefficients all have correct signs



MWRRI Forecasts
Sensitivity Analysis – Key Results

Existing Corridors e.g., Chicago-Detroit

- Base Traffic – 20-25 percent
- Induced Demand – 5-10 percent
- Service Factors – 30-40 percent
- On-Time Performance – 10 percent
- Feeder Bus – 5-10 percent
- Service Convenience – 3-5 percent

MWRRI Forecasts
Sensitivity Analysis – Key Results

Chicago Hub Synergy

- TEMS* - Annual Revenue – 24 percent
  - Annual Ridership – 20 percent
- FRA** - Annual Revenue – 35-48 percent
  - Annual Ridership – 37-49 percent

*** MWRRI Phase 2 forecast (1998)**

**** Commercial Feasibility Study (1997)**

MWRRI Forecasts–Ridership Comparisons

Ridership (Full Operation) Millions	TEMS Phase 3 (2010)	TEMS Phase 5 (2014)
Entire System (linked trips)	9.556	10.566
Chicago-Detroit -Port Huron-Grand Rapids	2.773	3.214
Chicago-Cleveland	0.896	1.170
Chicago-Cincinnati	0.784	.902
Chicago-Carbondale	0.421	.674
Chicago-St. Louis	1.500	1.473
St. Louis-Kansas City	0.637	.608
Chicago-Quincy-Omaha	1.026	1.260
Chicago-Milwaukee-Minneapolis- Milwaukee-Green Bay	3.193	3.357

MWRRI Forecasts–Revenue Comparisons

Revenue (Full Operation)	TEMS Phase 3 (2010) 2000$	TEMS Phase 5 (2014) 2002$
Entire System	477	528
Chicago-Detroit-Port Huron-Grand Rapids	110	113
Chicago-Cleveland	53	50
Chicago-Cincinnati	41	53
Chicago-Carbondale	19	22
Chicago-St. Louis	72	61
St. Louis-Kansas City	26	35
Chicago-Quincy-Omaha	37	53
Chicago-Milwaukee- Minneapolis-Milwaukee-Green Bay	113	141

MWRRI Model Validations

- FRA/KPMG vs MWRRI
- Amtrak Long-term vs MWRRI
- Amtrak Short-term vs MWRRI Start-up
- Florida vs MWRRI

Model Validation: Comparison with FRA* Results Forecast Year 2020

Corridor	Item	TEMS MWRRI	TEMS Comparable with FRA	FRA	% Diff.
Chic.-St. Louis	Riders	1.12	1.48	1.70	-13%
	Revenue	54	42	60	-30%
Chic.-Detroit	Riders	1.37	2.07	2.60	-20%
	Revenue	59	58	78	-26%
Chicago Hub	Riders	5.8	-	6.6	-12%
	Revenue	215	-	217	- 1%

Riders and revenue in millions.
*** High Speed Ground Transportation for America, September 1997**

June 16, 1998

TEMS

Model Validation: Comparison with KPMG Peat Marwick Chicago-Milwaukee* Results

Forecast Year	Item	TEMS	KPMG	% Diff.
2010	Riders	.605	1.087	- 44%
	Revenue	14.1	33.0	- 57%
2020	Riders	.681	1.240	- 45%
	Revenue	15.8	37.0	- 57%

Notes: Riders and revenues in millions.
For comparison, fares set at $30 with trip frequency of 12.
*** Chicago Milwaukee Rail Corridor Study, May 1997**

June 16, 1998

TEMS

ModelValidation: The Need for "Apples to Apples" Comparisons

The "Amtrak" letter of August 6, 1999

- MWRRI over forecast compared to FRA and MBNA because MWRRI 2010 forecast for Chicago-St. Louis is for $66.07 million whereas FRA 2020 forecast is for $60 million.

  At 2010 with 9 trains and 3.36 trip time, MBNA forecast is $36 million and FRA $41 million.
- FRA report however gives hub impact of 35-48 percent for Revenues and Passenger miles. TEMS forecast also includes St. Louis – Kansas connection.
- TEMS 2020 Revenue forecast with 3.36 time and 13 trains is $78.96 million. FRA 2020 forecast with same service is at minimum $81-88.8 million.

Validation: The Need for "Apples to Apples" Comparisons

Chicago-St. Louis Results
2010-9 trains/3-36 time (Revenue)

- TEMS is $66 million
- FRA is $70 million (with hub)
- MBNA is $52 million (with hub)

TEMS estimate is conservative with respect to FRA, given adjustments for train frequency, growth and Chicago Hub and St. Louis Hub effect.

Comparison of MWRRS and Amtrak Midwest Forecasts

- Overall System Comparison
  - Costs
  - Length
  - Proposed Service
  - Ridership & Revenue
- Corridor Comparison
  - Chicago - Detroit
  - Chicago - Milwaukee - Minneapolis
- Transformation of Model Inputs and Reconciliation of Forecasts.
  - Ridership and Revenue projections with model input adjustments
- Conclusions

April 30, 2001 Transportation Economics & Management Systems, Inc.

Amtrak Overall System Comparison (cont.)

- Other Consideration
  - Amtrak capital costs are not for a 3000-mile system, but for a 3370-mile system that includes the 3C Corridor (Cleveland-Columbus-Cincinnati) and an extension from Indianapolis to Louisville.
  - TEMS estimates
    - 3C corridor - $710 million
    - Indianapolis to Louisville could well cost an additional $160 million.
  - The addition of these two costs would bring TEMS capital costs to $4.97 billion, an estimate very close to the Amtrak estimate.

Proposed Service

Corridor	Current Trip Time	Current Trains Per Day	Trip Time After Investment	
			Amtrak	TEMS
Chicago-to- Milwaukee	1 hour, 32 min	**6**	1 hour, 5 min	1 hour, 5 min
Chicago-to- Cincinnati	8 hours, 48 min	1	4 hours, 8 min	Express: 4 h, 8 min Local: 4 h, 29 min
Chicago-to- Minneapolis	7 hours, 56 min	1	5 hours, 44 min	Express: 5 h, 44 min Local: 6 h, 42 min
Chicago-to- St. Louis	5 hours, 45 min	3	3 hours, 50 min	Express: 3 h, 50 min Local: 4 h, 10 min
Chicago-to- Cleveland	6 hours, 32 min	3	3 hours, 57 min	Express: 3 h, 57min Local: 4 h, 31 min
Chicago-to- Indianapolis	6 hours, 30 min	1	2 hours, 40 min	Express: 2 h, 44 min Local: 3 h
Chicago-to- Detroit	5 hours, 46 min	3	3 hours, 40 min	Express: 3 h, 40 min Local: 4 h, 14 min

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Proposed Service (continued)

	Future Trains per Day		Time Saved	
Corridor	Amtrak	TEMS	Amtrak	TEMS
Chicago-to- Milwaukee	16	16	27 min	27 min
Chicago-to- Cincinnati	6	5	4 hours, 40 min	4 ours, 39 min
Chicago-to- Minneapolis	6	6	2 hours, 12 min	2 hours, 14 min
Chicago-to- St. Louis	8	9	1 hour, 55 min	2 hours, 3 min
Chicago-to- Cleveland	8	8	2 hours, 25 min	2 hours, 48 min
Chicago-to- Indianapolis	6	6	3 hours, 50 min	3 hour, 46 min
Chicago-to- Detroit	9	9	2 hours, 6 min	2 hours, 5 min

Corridor Analysis*

- **Chicago-Detroit (with Michigan Branches) Corridor (2005)**
- **Chicago-Milwaukee-Minneapolis Corridor (2005)**

	Chicago-Milwaukee-Minneapolis Corridor		Chicago-Detroit Corridor	
	Amtrak	TEMS	Amtrak	TEMS
Annual Incremental Ridership (millions)	1.2	1.742	1.50	1.338
Annual Incremental Revenue (millions)	$65	$75	$73	$54.25
Average Ticket Price ($/passenger trip)	**$54.17**	**$43.07**	$48.67	$40.53
Number of Trains Daily	6	6	9	9

***FARE ANALYSIS**

April 30, 2001 Transportation Economics & Management Systems, Inc.

Transformation of Model Inputs, Reconciliation and Outstanding Differences

- Transformation of Model Inputs
  - Fare changes required to meet AMTRAK Scenario
    - TEMS increased its Chicago-Milwaukee-Minneapolis corridor fare to 26 percent higher than TEMS originally considered.
    - TEMS increased its Chicago-Detroit corridor fare to 20 percent higher than TEMS originally considered.
  - Eleven Corridors, Adding the 3C in MWRRS
    - Extra corridors (i.e. 3C & Indy – Louisville) included in the *Compass*© model inputs

MWRRI Transformed Results

Ridership

	TEMS Initial Forecast	20% increase in TEMS' Fares	Amtrak Forecasts
	Ridership in 2010	Ridership in 2010	Ridership in 2010
MWRRS Ridership	9,555,814	7,982,745	9,000,000
3C Corridor (CLE-COL-CIN)	1,183,535	939,727	
Indianapolis-Louisville*		77,528	
Adjusted MWRRS	10,739,349	9,000,000	9,000,000

Revenue

	TEMS Initial Forecast	20% increase in TEMS' Fares	Amtrak Forecasts
	Revenue in 2010 (millions)	Revenue in 2010 (millions)	Revenue in 2010
MWRRS Revenue	$425.62	$426.66	$481.03
3C Corridor (CLE-COL-CIN)	$52.71	$50.23	
Indianapolis-Louisville*		$4.14	
Adjusted MWRRS	$478.33	$481.03	$481.03

April 30, 2001 Transportation Economics & Management Systems, Inc.

Corridor Results and Outstanding Differences

- Chicago – Detroit Corridor Ridership & Revenue

Year 2005 Forecasts	Amtrak	TEMS
Annual Incremental Ridership	1,500,000	1,234,955
Average Fare	$ 48.67	$ 48.67
Annual Incremental Revenue	$ 73,000,000	$ 60,105,236

- Chicago – Milwaukee – Minneapolis Ridership & Revenue

Year 2005 Forecasts	Amtrak	TEMS
Annual Incremental Ridership	1,200,000	1,426,255
Average Fare	$ 54.17	$ 54.17
Annual Incremental Revenue	$ 65,000,000	$ 77,260,235

April 30, 2001 Transportation Economics & Management Systems, Inc.

Conclusions

- Differences occur in the overall estimate of ridership and revenue as well as on the Chicago-Milwaukee and Chicago-Detroit with Branch corridors.
- Differences are largely reconciled when both studies apply the same parameters and TEMS adds the Indianapolis-Louisville and 3C corridors to the *Compass*© model inputs.
- While some differences clearly remain over issues such as price elasticity and possibly the definition of the Midwest operating plan, the revised TEMS ridership projections closely parallel Amtrak's.

Model Validation Conclusions

– MWRRI model - very close results to Amtrak long-term forecasts.

Short Term Amtrak vs MWRRI Startup

Midwest Regional Rail System

MWRRS Baseline (1996) Ticket Fares versus Amtrak (1999) Ticket Fares

		TEMS Base 1996	Present 1999*
Chicago, IL	Milwaukee, WI	**25**	19
Milwaukee, WI	Portage, WI	**30**	30
Portage, WI	La Crosse, WI	**23**	22
La Crosse, WI	ST. Paul/MPLS	**23**	22
Chicago, IL	St. Louis, MO	**37**	30
Chicago, IL	Hammond-Whiting, IL	**4**	4
Hammond-Whiting, IL	Kalamazoo, MI	**20**	29
Kalamazoo, MI	Detroit, MI	**24**	29

**Source:Based on average observed Amtrak website fares*

September 21, 1999

TEMS

Model Run of MWRRS Baseline using Amtrak (1999) Fares versus Amtrak Forecasts

Chicago-St Louis

TEMS	2000	2005	2006	2007	2008	2009	2010
Ridership	295	322	328	334	340	346	352
Ticket revenue	*6.21*	*6.78*	*6.90*	*7.02*	*7.14*	*7.27*	*7.40*
Amtrak							
Ridership	280	301.7	306.2				
Ticket revenue	6.1	7.26	7.52				

Chicago-Twin Cities

TEMS	2000	2005	2006	2007	2008	2009	2010
Ridership	485	526	535	544	553	562	572
Ticket revenue	*11.66*	*12.66*	*12.87*	*13.09*	*13.30*	*13.53*	*13.75*
Amtrak							
Ridership	492.4	530.4	538.4				
Ticket revenue	10.5	12.48	12.92				

Chicago-Detroit

TEMS	2000	2005	2006	2007	2008	2009	2010
Ridership	489	524	531	539	546	554	561
Ticket revenue	15.08	16.16	16.39	16.62	16.85	17.09	17.33
Amtrak							
Ridership	535	576	585				
Ticket revenue	13	15.45	16.01				

September 21, 1999

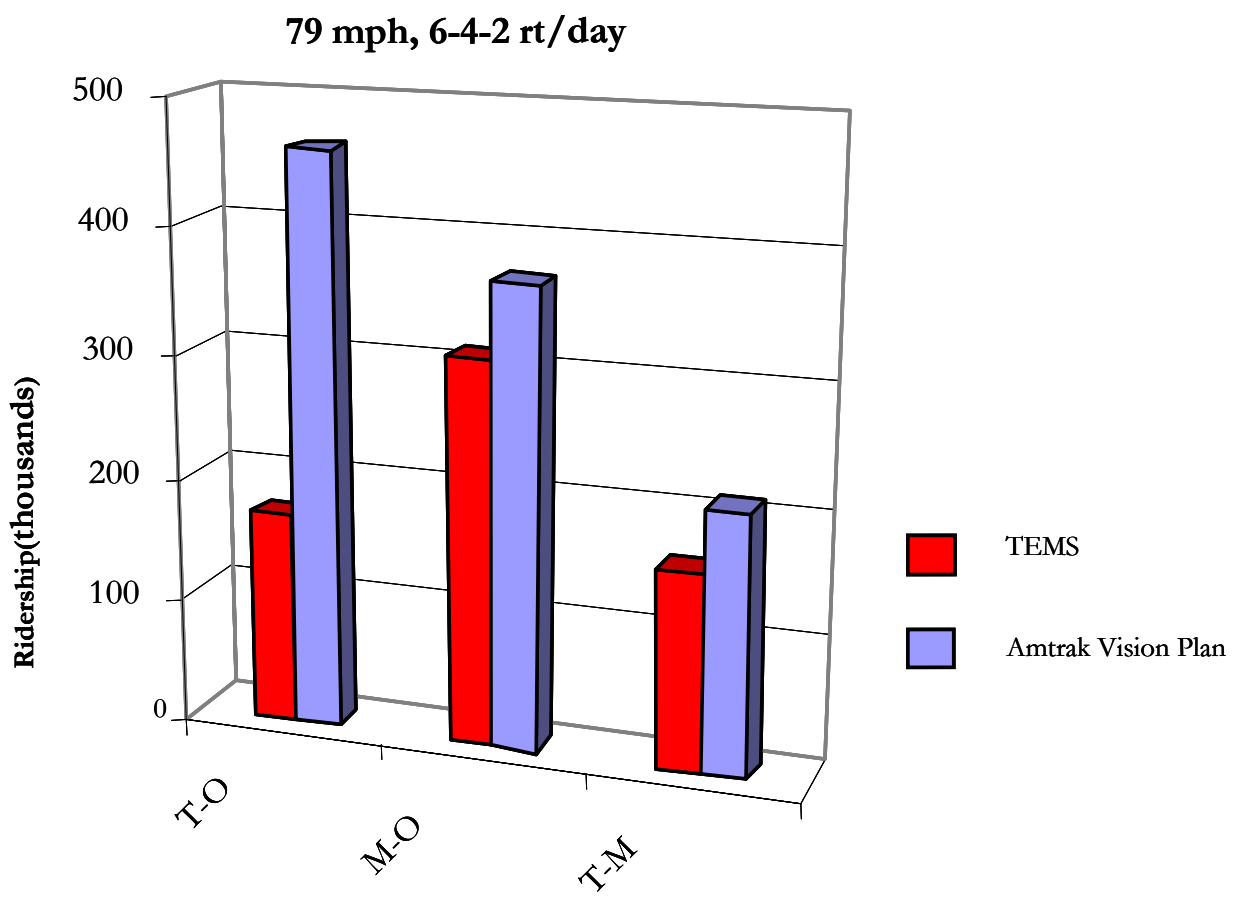
TEMS

Model Validation Conclusions

– MWRRI start-up model - very close results to Amtrak short-term forecasts.

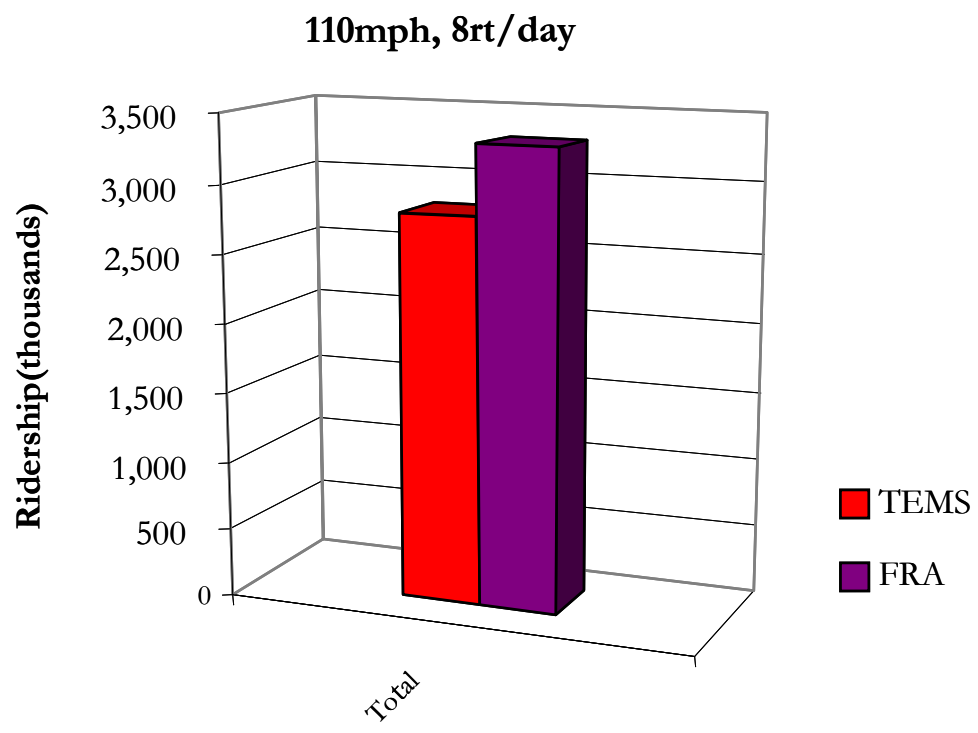
MWRRI compared to Florida Studies

79-mph Comparisons



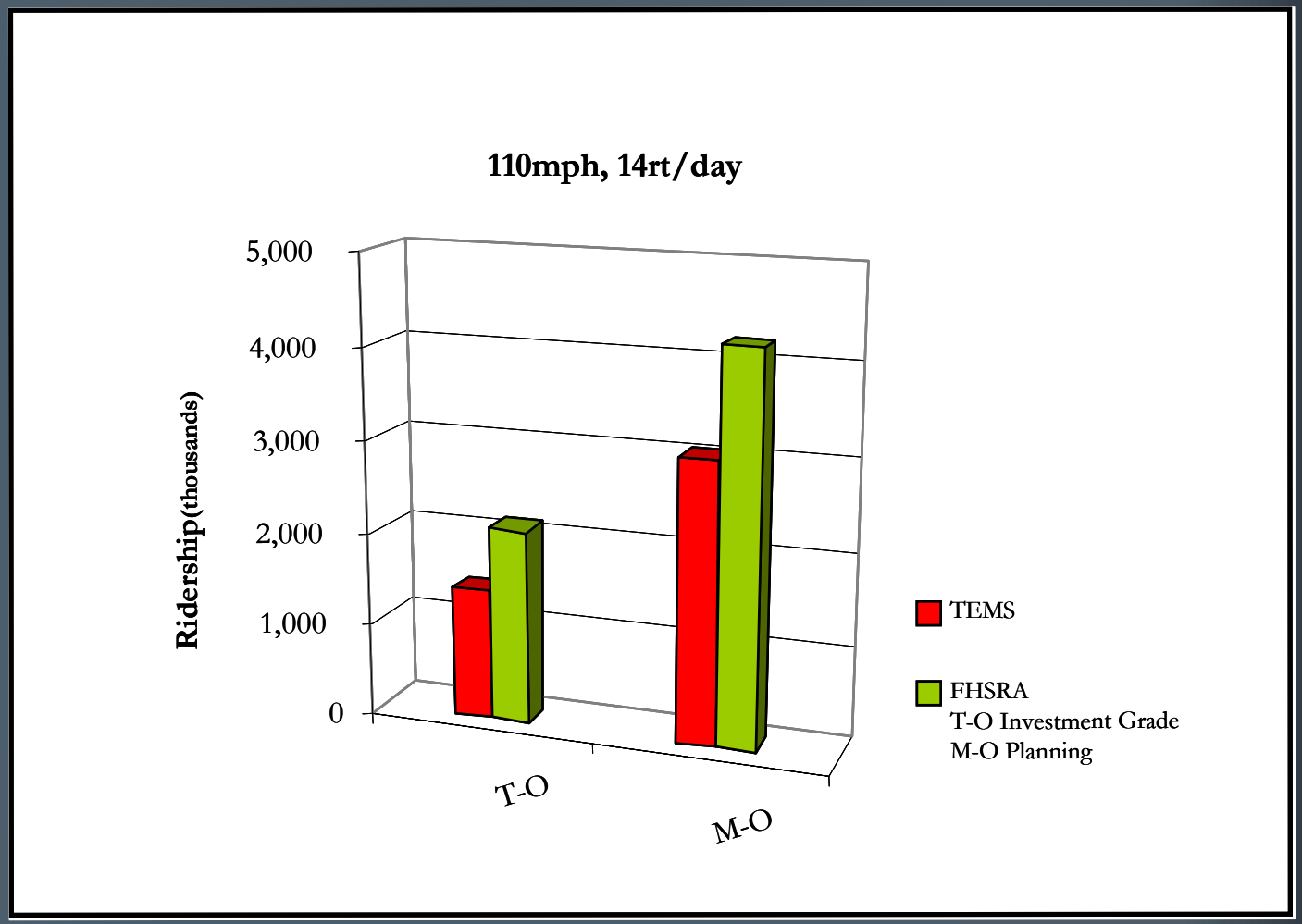
MWRRI compared to Florida Studies

110-mph Comparisons (1)



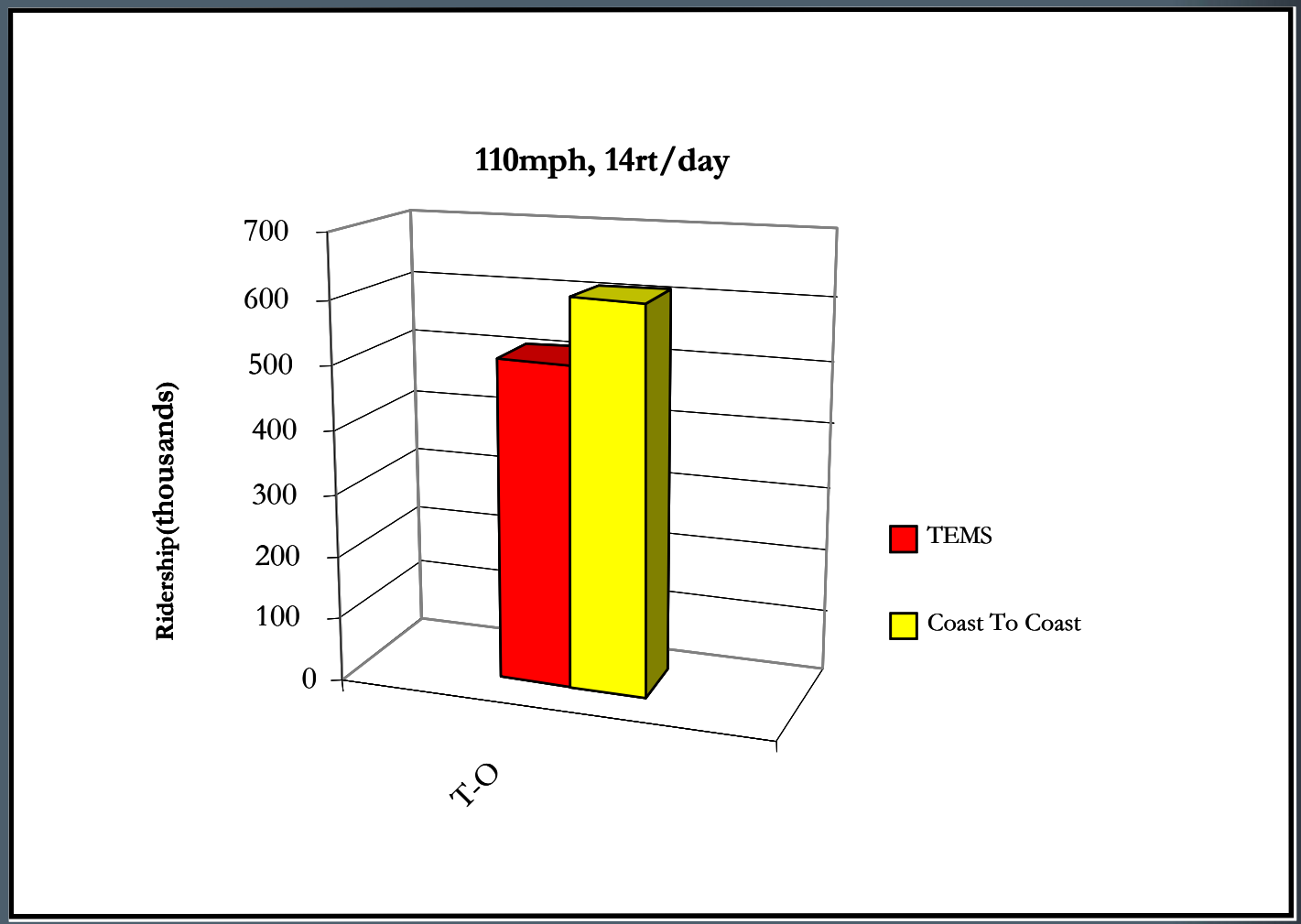
MWRRI compared to Florida Studies

110-mph Comparisons (2)



MWRRI compared to Florida Studies

110-mph Comparisons (3)



MWRRI Comparison of Forecasts

- Boston - Portland
- Oklahoma - Fort Worth
- TEMS Experience

The Downeaster: Service Overview

Source: http://www.amtrak.com

- Reservation Required
- Four Round Trips daily
- Boston – Portland fare = $21.00
- Route Length = 116 miles
- Therefore, Fare per mile = $0.18/mile

"I expect the service to cover operating costs within two years if we can raise prices from 18 cents to 24 cents per train mile"

Mike Murry – Executive Director

April 30, 2001 Transportation Economics & Management Systems, Inc.

The Downeaster: Service from Boston, MA, to Portland, ME

AMTRAK

The Downeaster

EFFECTIVE DECEMBER 15, 2001

Portland • Old Orchard Beach • Saco-Biddeford • Wells • Dover • Durham • Exeter • Haverhill • Boston

680	682	684	686	◄ Train Number ►					681	683	685	687
Daily	Daily	Daily	Daily	◄ Days of Operation ►					Daily	Daily	Daily	Daily
B R	B R	B R	B R	◄ On Board Service ►					B R	B R	B R	B R
Read Down				Mile	▼		Symbol	▲	Read Up			
6 05A	8 45A	2 00P	4 20P	0	Dp	Portland, ME (ET)	♿	Ar	12 30P	2 45P	9 00P	1 46A
[X]	[X]	[X]	[X]	12		Old Orchard Beach, ME	● ♿		[X]	[X]	[X]	[X]
[X]	[X]	[X]	[X]	16		Saco-Biddeford, ME	● ♿		[X]	[X]	[X]	[X]
6 41A	9 21A	2 35P	4 56P	32		Wells, ME	● ♿		11 42A	1 54P	8 09P	12 58A
7 02A	9 42A	2 56P	5 17P	48		Dover, NH	● ♿		11 22A	1 34P	7 49P	12 38A
[W] 7 11A	[W] 9 51A	[W] 3 05P	[W] 5 26P	54		Durham, NH	● ♿		[W] 11 15A	[W] 1 25P	[W] 7 39P	[W] 12 28A
7 30A	10 10A	3 24P	5 45P	65		Exeter, NH	● ♿		11 03A	1 15P	7 30P	12 19A
7 57A	10 37A	3 52P	6 08P	82		Haverhill, MA	● ♿		10 38A	12 53P	7 08P	11 53P
8 50A	11 30A	4 45P	7 05P	116	Ar	Boston, MA–North Station (ET)	♿	Dp	9 45A	12 00N	6 15P	11 00P

Services on these Trains

Coaches: Reservations required.
Coastal Club Service: Spacious, reserved seating (Business class) with complimentary delivery of non-alcoholic beverages and newspapers.
Cafe Service: Specialty regional menu.
Bicycles: A limited number of spaces are available to transport unboxed bicycles. Bicycles are handled at Portland, Wells and Boston only. Reservations are required and a service charge applies. The passenger assists in loading, securing and unloading the bicycle.

This service is financed through funds made available by the Northern New England Passenger Rail Authority.

Symbols and Reference Marks

- **A** Time Symbol for A.M.
- **ET** Eastern Time
- **N** Time Symbol for Noon
- **P** Time Symbol for P.M.
- **B** Coastal Club Service—Business class, reservations required.
- **R** All reserved train. Reservations required.
- Sandwich, snack and beverage service.
- ● Tickets cannot be purchased at this location. You may purchase your tickets on the train or from any Amtrak appointed travel agency. Please call 1-800-USA-RAIL to make special arrangements when boarding/detraining assistance is required.
- ♿ All station facilities are fully accessible to persons using wheelchairs.
- Smoking is not permitted on this train.
- [W] Service to commence on a date to be announced.
- [X] Seasonal stop.
- [W] Service to/from this station operates Fridays, Saturdays and Sundays only.

For reservations and information, call 1-800-USA-RAIL or your travel agent, or visit www.amtrak.com on the Internet.

Form W3/45M Stock No. 02303

AMTRAK is a registered service mark of the National Railroad Passenger Corporation.

Schedules subject to change without notice.

Source: http://www.amtrak.com

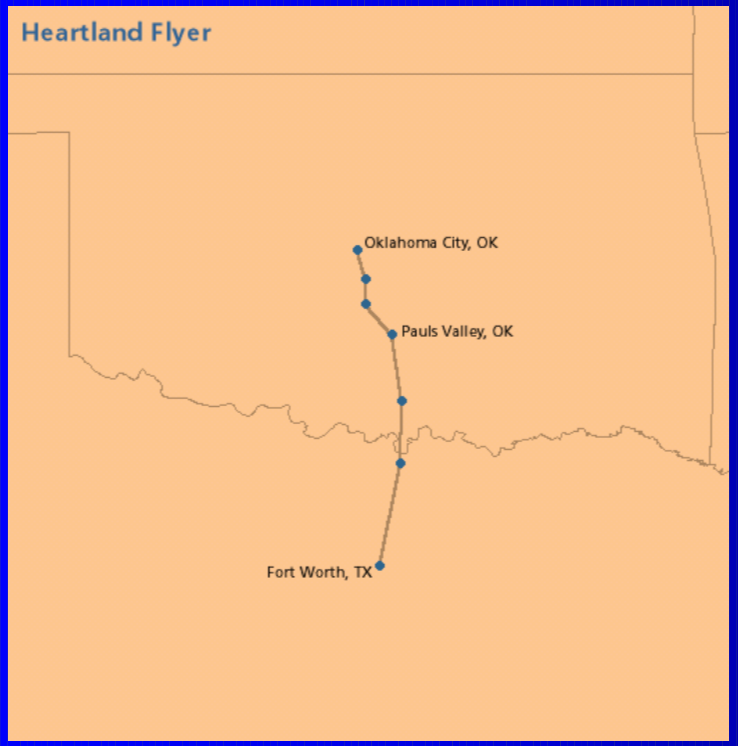
April 30, 2001 Transportation Economics & Management Systems, Inc.

The Downeaster: Forecast

Boston – Portland Passenger Rail Service Before and After (yearly)	
	Passengers
Original Estimate	330,000
Ramp Up	160,000
January 2002 Annual Estimate	206,000
Annualized Estimate with Seasonality (25 percent)	257,500
Train time increase factor (15 percent)	295,550
Station factor (8 percent)	319,194
Feeder bus (4 percent)	331,962
Congestion factor (summer/holidays)	
Overcrowded factor (trains overloaded)	
Ticket factor (peak/off-peak)	

April 30, 2001 Transportation Economics & Management Systems, Inc.

The Heartland Flyer: Service Overview



Source: http://www.amtrak.com

- Reservations Required
- Daily Frequency
- 206 miles

Oklahoma City to Fort Worth – 206 miles

The Heartland Flyer: Forecast

Oklahoma – Ft. Worth Passenger Rail Service Before and After (yearly)	
	Passengers per year
Original Estimate	62,000
Ramp Up	31,000
Year 1999 Annual Estimate	71,129
Year 2000 Annual Estimate	61,025
Year 2001 Annual Estimate	55,000
Year 2002 Annual Estimate	62,000

"The loss of ridership after September 11 was about 20 percent per month. We anticipate it will come back in 2002."

– John Dwalty, Oklahoma Department of Transportation

April 30, 2001 Transportation Economics & Management Systems, Inc.

TEMS Forecasting Results from Before/After Surveys

Oklahoma City-Fort Worth – Amtrak Service

- Actual traffic higher than forecast. i.e., 71,000 – 1999 and 65,000 – 2004 compared with the 62,000 forecast in 1998.

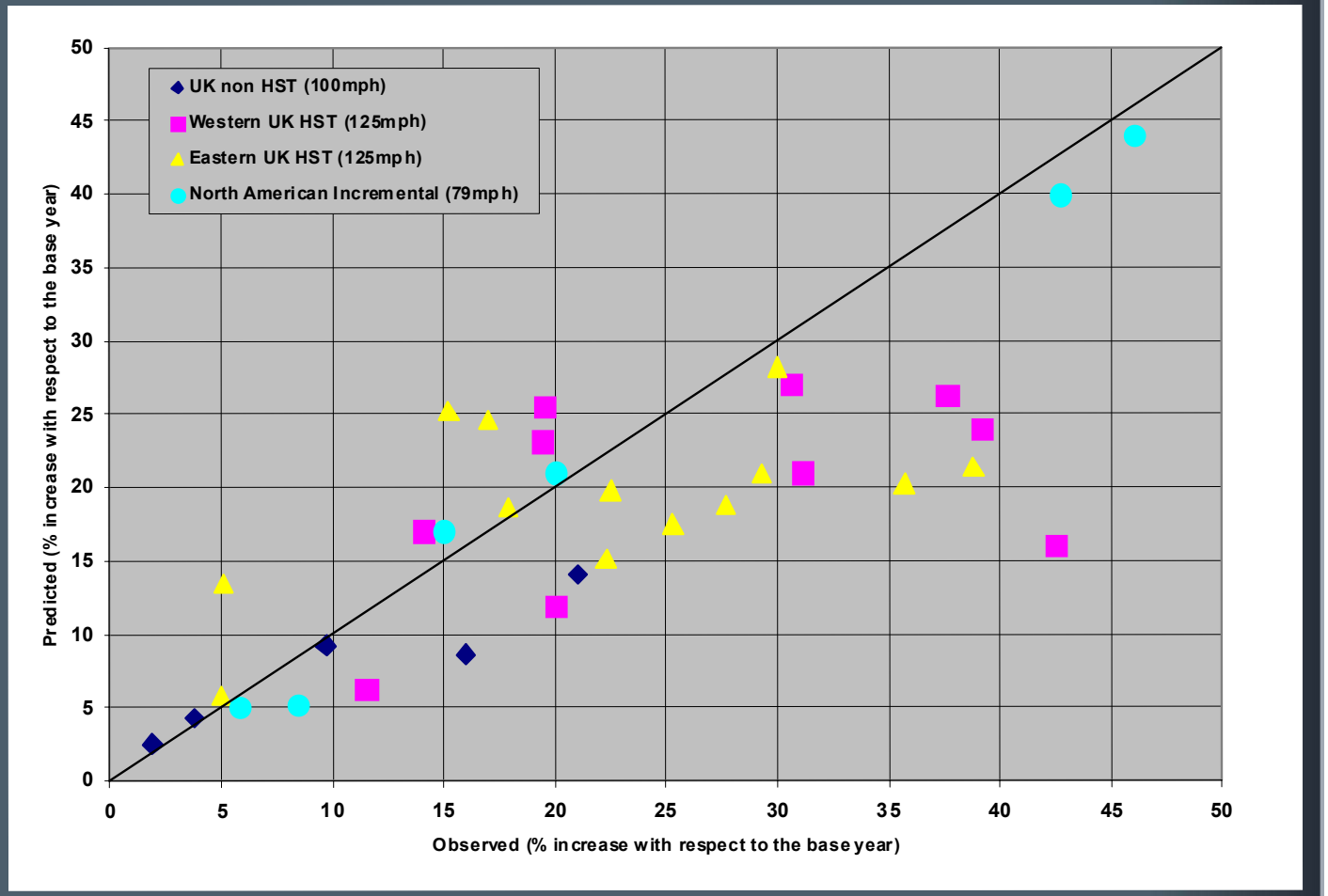
Montreal-Quebec City

VIA increased frequency and reduced service time. TEMS forecast 20.5 percent. Actual 21 percent.

- Steve DelBosco
Vice President-Marketing, VIA Rail

TEMS Forecasting Results from Before/After Surveys

UK and North American Experience



Thank you.

ATTACHMENT C

Quality Audit Review Process for Ridership & Revenue and Financial Plan

- **Review Assumptions:** The audit team will consider the various assumptions that were used to structure the analysis and to develop the data, including:

  - External Factor Assumptions: These are assumptions which are not under the direct control of the MWRRI program management, but have a significant impact on MWRRI financial projections. These include assumptions related to service area population, employment, per capita income, and retail sales as well as assumptions related to Federal and State Aid to the MWRRI, interest and inflation rates, and contractual relationships with the host railroads.
  - Policy-Related Assumptions: These include assumptions made by senior MWRRI program management. Examples include assumptions regarding level of service, quality of service, construction schedules, fare levels, and design standards.
  - Technical Assumptions: Assumptions include type of analyses used and performance specifications.

- **Review Methodology:** The audit team will evaluate the methodology or analytical procedures used to develop the projections. In part, this review will be based on the audit team's knowledge of the success of various analytical approaches in comparable applications. The audit team will assess whether all of the assumptions and factors, which are material or the results, have been included in the methodology. The audit team will examine whether the results are appropriately sensitive to changes in the assumptions.
- **Assess Reasonableness of Results:** The audit team will consider the results of the analyses from the following perspectives (to the extent feasible given that TEMS considers it methodology proprietary and provides limited disclosure), including:

  - Computational Accuracy: The review will examine the results of the applications of the methodology to determine that the computations were correctly performed.
  - Comparison to Other Situations: Are the results of the projections similar to the actual experience in comparable situations in other intercity rail service corridors?
  - Comparison to Historical Experience in the proposed MWRRI Corridors: How do the projected results compare to historical experience in the MWRRI Corridors? Are they reasonably consistent or to what extent do they imply a significant change from comparable historical patterns?
  - Uncertainty: How sensitive are the results to various unknown factors? To what extent have these risks been tested?

ATTACHMENT D

Quality Audit Review Process for Operating Costs

Access Fees:
- Access fees were omitted from the analysis because of the impossibility of prior estimation. How serious an omission is this?
- What are the type and magnitude of costs that host railroads will bear were they to permit access?

Feeder Buses:
- Are there significant economies of scale in feeder bus operations that will affect the per-mile costs at different locations?
- Are there large expected variances in miles-per-bus year between localities?
- Are there significant differences in wage levels between localities?

Marketing Costs:
- Can a simplified fare system be maintained without compromising revenues?
- Are credit card fees credible?
- Is the percentage of travel agent sales and fee levels credible?
- How will internet sales affect the size and costs of the marketing organization?

Maintenance-of-Equipment (MOE):
- The nearly doubling of equipment maintenance cost in Phase 5 and partial rationale given therefore raises questions that suggest further investigation.
- Workforce productivity will require a close look. For example, Amtrak productivity versus that of its competitors, such as Herzog.
- Are MOE cost elements such as train cleaning appropriately correlated with planned quality of services to be provided?
- What trends are evident in MOE costs of modern passenger equipment, and do they justify higher or lower projections?

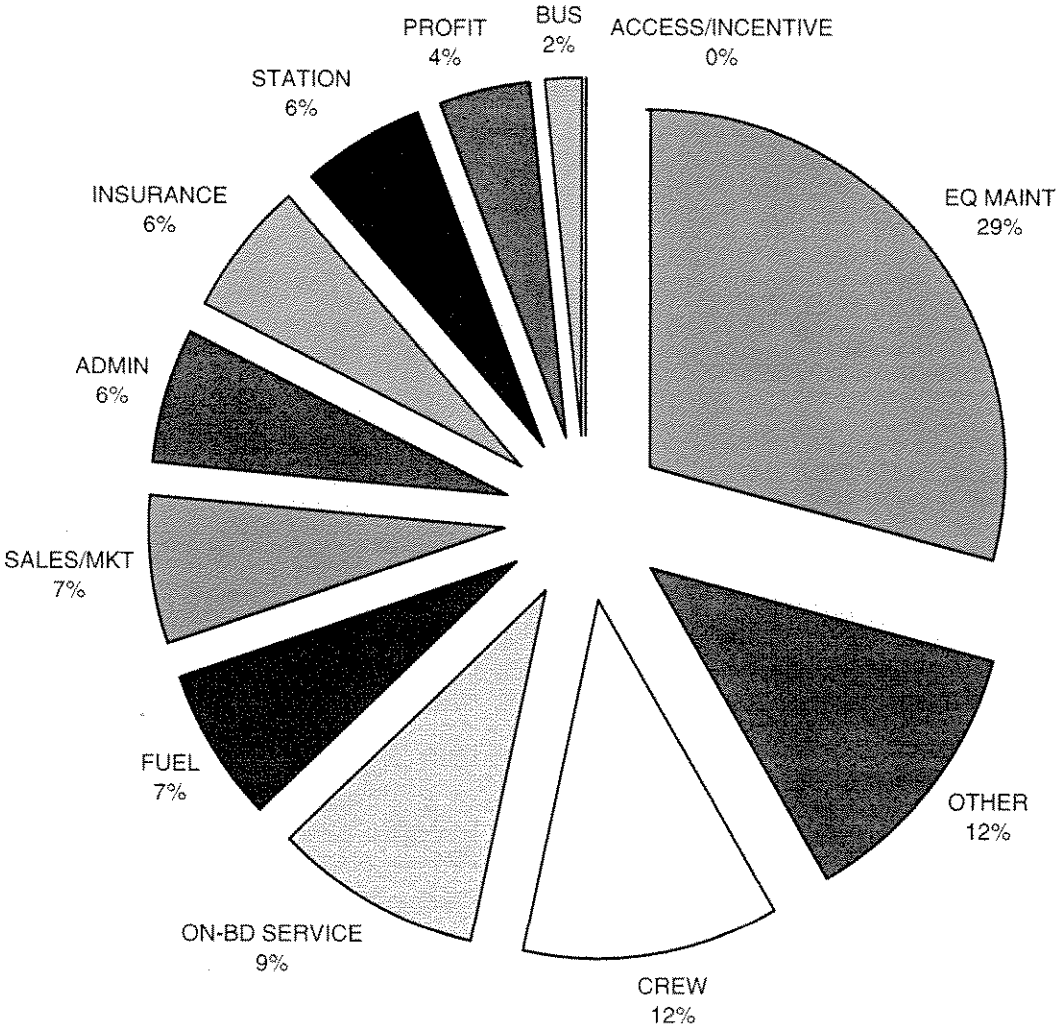
Operator Profit:
- How does estimated operator profit correlate with operator investment risk?
- Workforce productivity may be an issue here also. How competitive is the market for contract operators, and does it support arrangements based upon percentages of net operating income instead of percentages of costs?

Transportation Costs:
- Are wage rates appropriate to a contract operator environment?
- How should fuel costs be adjusted to reflect long term expectations in oil prices?
- Is likely operating system reliability appropriately factored into estimates?

Administrative Costs:
- Does the organization plan comport with today's most efficient passenger rail service providers? Are any of the administrative functions potentially delegable to the contract operator? Are there understaffed portions of the organization?

ATTACHMENT E

2025 OPERATING COSTS
MWRRI



ATTACHMENT F

BUSINESS PLAN REVIEW

Presented by
TEMS

Financial Objectives for Midwest Business Plan

- Satisfy FRA Criteria for Federal Funding:
  - Operating Ratio > 1.0
  - Benefit/Cost Ratio > 1.0
- Direction of State Secretaries:
  - Minimize Operating Subsidies
  - Capital Subsidies OK
  - Assume 80/20 Federal/State Match consistent with levels currently provided to highway projects

FRA Requirement for a "Positive Operating Ratio"

- Purpose:
  - A Private/Public partnership requirement for Commercial Feasibility
- Includes:
  - All direct train operating expenses, including both fixed and variable operating costs
- Excludes:
  - Capital-related costs including both interest and depreciation charges
- This differs from "Commercial Profit"
  - We say a 110-mph MWRRI system can generate an "Operating Surplus" under the FRA definition of self-sufficiency, but not that it will be commercially "Profitable."

MWRRI Business Planning was a multi-phase, multi-year process

- 1998 Plan evaluated three speed options: 79-mph, 110-mph and 125-mph.
  - Intensive market research and stated preference surveys were undertaken.
  - An initial demand forecast was developed for each speed option.
- The study determined that the 110-mph option was the most affordable and economically viable approach to meeting the Midwest's transportation needs.

MWRRI Business Planning was a multi-phase, multi-year process

- The 2000 Plan focused on 110-mph operations, resulting in considerable refinement to earlier operating and cost assumptions.
  - An Institutional workshop was held to develop alternatives for system financing and governance
  - A detailed financial plan, ramp-up plan, branch line analysis and an express parcel market assessment were also developed
  - An equipment vendor's workshop was held to refine vehicle life-cycle costs with Talgo, Bombardier and Adtranz participating
  - Additional cost parameters, such as for train crew and On Board service, were furnished by Amtrak
- The 2000 plan developed a complete assessment of MWRRI market potential, capital and operating costs, funding strategy, and cost-benefit analysis, and was signed-off by Amtrak and all the participating MWRRI states

MWRRI Business Planning was a multi-phase, multi-year process

- The 2004 Plan was an "incremental update" to the already-approved 2000 Plan, focusing primarily on addressing freight railroad concerns. This phase of work included:
  - Line capacity simulation work was performed to further refine the estimates for the capital cost of capacity improvements.
  - Route-specific track maintenance costs were developed using a methodology developed by Zeta-Tech.
  - A detailed feeder bus and express parcel operations plan were developed.
- As a result of the 2004 adjustments, the original 2000 train schedules and demand forecasts remained largely intact.
  - Operating costs increased slightly and capital costs increased significantly.

Financial Assumptions

Exhibit 10-9
Updated Financial Assumptions

Category	*Financial Assumptions*
Construction Period	10 years Phase 1 operations begin in 2008 Full operations - 2014 onwards
Capital Funding	$7.7 billion
Contribution to Reinvestment fund	5 percent of cash flow after TIFIA repayment
Interest income on Reinvestment fund	2 percent
Principal Deferment on GANs	2-5 years, as necessary
Issuance Cost	GANs – 1.0 percent of issuance amount
Interest Rates Grant Anticipation Notes (GANs) TIFIA Loan Assistance	 5.0 percent 5.5 percent
Annual Federal Grant Obligation	80 percent of capital cost
Annual Federal Grant Obligation	$400 million (moderate level)
Operating Losses During Ramp-Up	TIFIA assistance

Exhibit 10-10
Sources and Amounts of Funds Required
(Millions of 2002$)

	Amount
Federal Contribution	$3,403
State Contribution	$1,540
GANs	$2,756
TIFIA Loan	$427
Total Funds contributed	$8,127

Notes:

(1) Actual federal grants used during the construction period are only $3,403 million out of the total $6,160 million (80 percent) due to the $400 million annual disbursement cap.

(2) GANs in the amount of $2,756 million are completely paid back with late federal contributions not disbursed during the construction period due to the $400 million annual cap, thus making the total Federal contribution $6,160 million.

(3) TIFIA funds are used for financing ramp-up operating losses, initial working capital contribution, and GANs interest and issuance fees

A Strategy for Managing Start-Up Operating Deficits

- Implement the strongest routes first
  - As these routes start to generate operating surpluses, those surpluses are available to cross-subsidize start-up losses on other routes
- Use a TIFIA loan to capitalize the remaining startup losses, using system operating surpluses of later years to repay the loan
- This strategy only works if:
  - The MWRRS is implemented as a "system"
  - Directly implement a 110-mph service, to minimize operating losses that are always associated with 79-mph service

Moving directly to a 110-mph system

- To minimize the required level of operating support during system ramp-up, a State decision was made to move directly to a 110-mph system. Ramp-up factors were applied to ridership and revenues as follows:
  - 1st year: 50%
  - 2nd year: 75%
- This still produces small operating deficits during the early years of implementation.

Sensitivity Analysis on Start-up Deficits

Exhibit 10-5
Net Operating Revenue
(Thousands of 2002$)

Cash Flow (Thousands of 2002$)		*Implementation Period*						
Corridor	*Total Losses*	*Phase 1 2008*	*Phase 2 2009*	*Phase 3 2010*	*Phase 4 2011*	*Phase 5 2012*	*Phase 6 2013*	*Phase 7 2014*
Michigan	($53,395)	($21,286)	($13,256)	($10,836)	($8,018)	$2,112	$12,338	$17,506
Cleveland	($47,648)	$0	$0	$0	$0	($28,478)	($12,434)	($6,736)
Cincinnati	($10,243)	$0	$0	$0	$0	($10,243)	$7,998	$12,908
Carbondale	($11,256)	$0	$0	$0	($7,884)	($2,201)	($947)	($224)
St. Louis	($11,571)	($11,571)	$1,038	$4,986	$2,555	$11,859	$12,711	$14,234
Kansas City	($11,164)	$0	$0	$0	($9,022)	$2,927	($2,142)	$1,546
Quincy-Omaha	($55,299)	$0	$0	($5,199)	($15,167)	($13,802)	($15,430)	($5,702)
Green Bay-St. Paul	($5,533)	($5,533)	$4,187	$24,508	$34,438	$49,271	$50,023	$42,062
Total by Corridor	**($206,109)**							
Total by System	**($49,518)**	**($38,389)**	**($8,031)**	**$13,459**	**($3,097)**	**$11,446**	**$52,117**	**$75,595**

Start-up Loss **with** Cross-Subsidy $49.5 million

Start-up Loss **without** Cross-Subsidy $206.1 million

MWRRI Operating Plan and Costs

- MWRRI costs, except for track maintenance, were largely developed as part of the "2000 Plan" effort and were signed off and agreed by the States, Amtrak and Paine-Webber.
- The MWRRI operating plan was extensively improved and refined during the "2004 Plan" to address specific concerns identified by the freight railroads, States and Amtrak. Some of these include:
  - Freight Line Capacity
  - CUS Station Capacity
  - Sizing and Location of Maintenance Bases
  - Equipment Fleet Size Requirements with respect to Equipment Maintenance Cycling
  - Express Parcel Service
- The MWRRI report includes a full evaluation of Midwest parcel shipping potential, but at the request of the States and Amtrak, express parcel service revenues were not included in the development of the MWRRI business plan.

MWRRI Cost Results

Exhibit 10-20 - Total Fixed and Variable Costs*

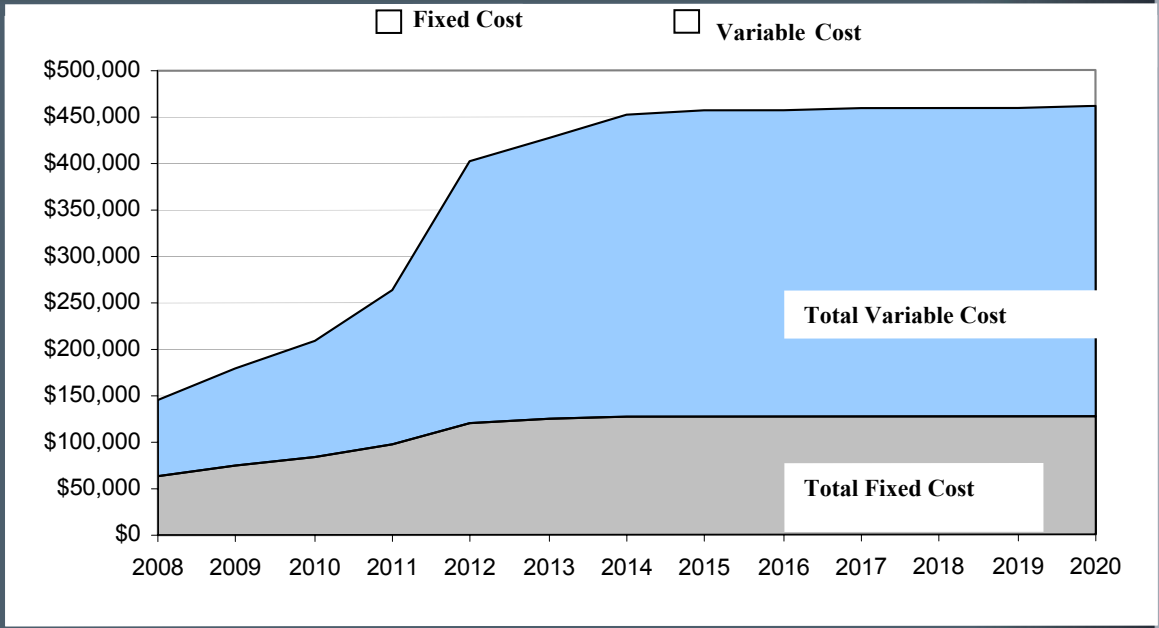
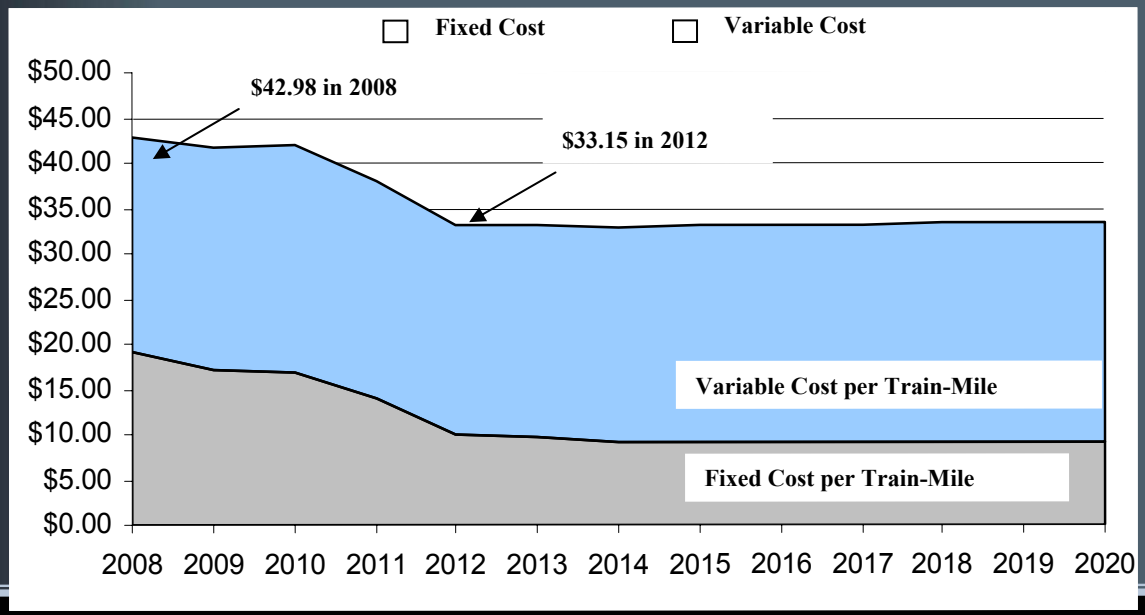


Exhibit 10-21

Total Fixed and Variable Costs* per Train-Mile



* Fixed and variable operating costs do not include capital costs, interest or depreciation expense. Only direct operating expenses that are included in the Operating Ratio calculation, as defined by the FRA *Commercial Feasibility Study* are included.

Midwest Financial Results by Corridor

Exhibit 10-3

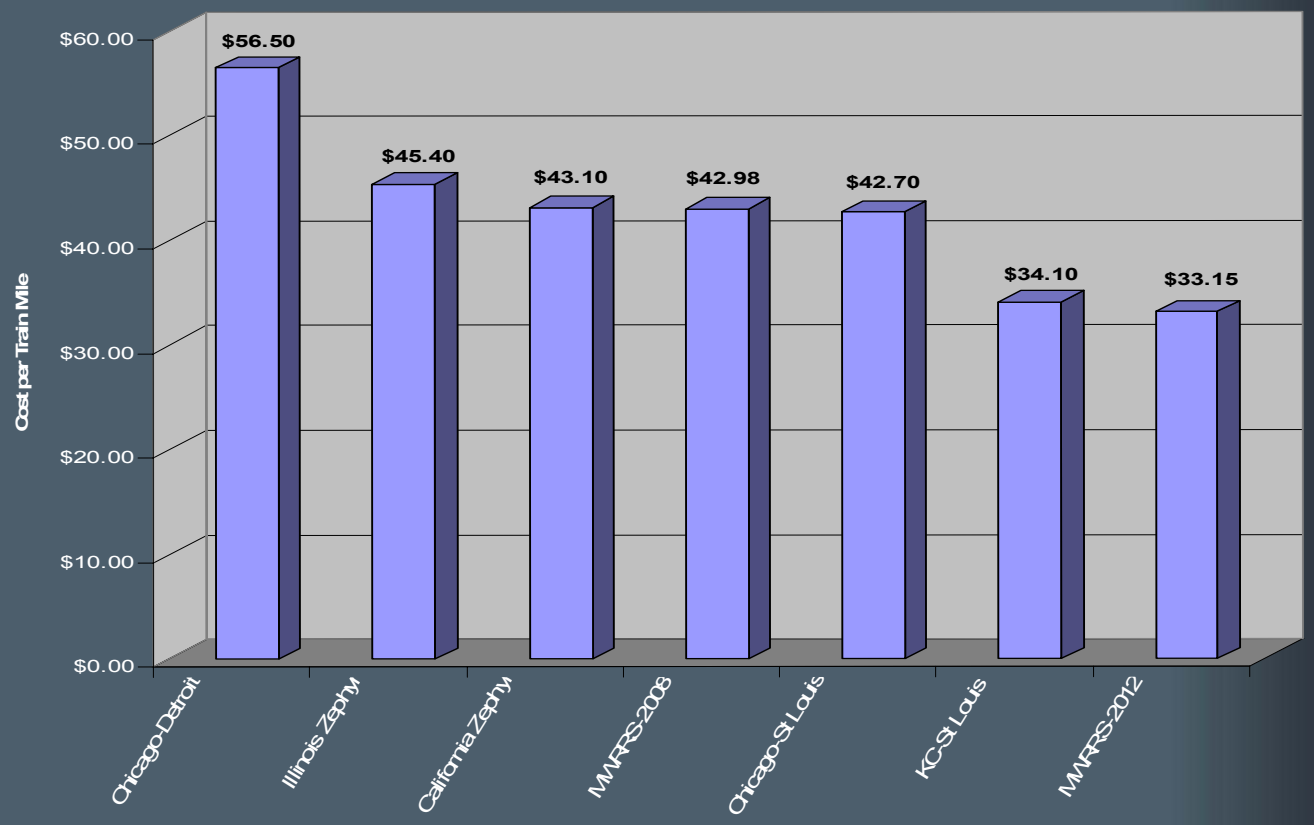
Operating Revenues, Costs and Ratios without the Express Parcel Service

MWRRS Summary Financial Statistics	*Operating Revenue*		*O&M Cost*		*Operating Ratio*	
	(Millions of 2002$)		*(Millions of 2002$)*			
	2014	*2025*	*2014*	*2025*	*2014*	*2025*
Chicago-Detroit/Grand Rapids/Port Huron	$113	$129	$95	$97	1.18	1.32
Chicago-Cleveland	$50	$66	$56	$58	0.88	1.15
Chicago-Cincinnati	$53	$61	$40	$41	1.32	1.49
Chicago-Carbondale	$22	$25	$22	$22	0.99	1.11
Chicago-St. Louis	$61	$71	$47	$49	1.30	1.46
St Louis-Kansas City	$35	$47	$34	$35	1.05	1.32
Chicago-Quincy Omaha	$53	$61	$59	$60	0.90	1.02
Chicago-Minneapolis /Green Bay	$141	$172	$99	$104	1.42	1.65
Midwest Regional Rail System Total	**$528**	**$632**	**$453**	**$466**	**1.17**	**1.36**

MWRRI Cost Validation

Results of the MWRRI cost model are in-range of Amtrak's current RPS costs.

The future reduction of costs per train-mile are associated with economies of scale projected for running a larger network. Even these future costs are consistent with the level of RPS costs reported from some of Amtrak's routes today.



1997 Amtrak costs adjusted for inflation to 2002, excluding depreciation.

Source: *Intercity Passenger Rail: Financial Performance of Amtrak's routes*, U.S. General Accounting Office, May 1998.

Financial Plan Review by Wall Street

- Letter of support by Paine Webber November 7, 2000:

  "Paine Webber attests to the reasonableness of the assumptions underlying the financial plan, and based on appropriate state participation and available federal funding grant programs, believes the MWRRI financing plan to present a credible financing approach that is consistent with and appropriate for plans of finance for State projects that have received investment-grade ratings and have been successfully funded in the bond markets."

Summary

- The conclusion stands that a 110-mph Midwest system is capable of satisfying FRA investment criteria, by producing both a positive operating ratio and a positive cost/benefit ratio.

Thank You.

ATTACHMENT 2

MINUTES OF QUALITY AUDIT REVIEW WORSKHOP FOR

- **RIDERSHIP AND REVENUE**
- **OPERATIONS AND MAINTENANCE PLAN**
- **FINANCIAL PLAN**

October 26-27, 2005

HNTB Project No. 41569

Meeting Name: MWRRI Phase 6 Steering Committee Workshop No. 1

Location: FRA Regional Office - Chicago

Purpose: Review Tasks Planned and Assessment of Risks

Attending:

Ron Adams	WisDOT
Randy Wade	WisDOT
Charlie Quandel	HNTB
Bob Moore	HNTB
Linda Bohlinger	HNTB
Mike Franke	Amtrak
Jason Babcock-Stiner	INDOT
Rod Massman	MODOT
Don Damron	ORDC
George Weber	IDOT
Jennifer Claflin	IDOT
Therese Cody	MDOT
Bob Kuehne	MDOT
Ray Ellis	AECOM Consult
Bruce Williams	AECOM Consult
Walter Schuchmann	RL Banks
Alex Metcalf	TEMS
Chip Kraft	TEMS
Ethan Johnson	WisDOT (via teleconference)
John Cikota	FRA (via teleconference)
Tom Gottfried	MNDOT (via teleconference)

1.0 Introduction

All members present at the meeting identified themselves to the group. The agenda for the workshop is attached as Attachment A.

Randy Wade gave an update on the work activities of the States for Passenger Rail Coalition in Washington, DC. He noted that there is $350 million authorized in railroad relocation funds in

the TEA-LU Bill. He noted that a Rail Title is included in the bill, which is a significant accomplishment. In reference to Amtrak, he reported that approximately $1.3 Billion will be available for fiscal year 2006. Also stated was the interest in bi-partisan funding with two emerging transportation bills impacting rail. This fall Senate Bill 1516 will be on the floor for a vote. Portions of the bill include reauthorization of Amtrak funding; providing capital funding with a percentage to Amtrak and a percentage to the states. Also in the bill is a $13 billion Senate version of the Ride 21 Bill recently reported out unanimously by the House Transportation and Infrastructure Committee. Ride 21 is dependent on tax credit bonding authorization.

2.0 Project Deliverables

Charlie Quandel distributed a Project Deliverables Notebook containing the Program Management Plan and sections for each portion of the deliverables within the plan. He requested that all members of the team review the plan and e-mail any comments to Randy Wade and copy Charlie.

3.0 Schedule

Charlie noted the location of the overall project schedule (Work Plan) in the Project Deliverables Notebook. He requested that the Steering Committee (SC) review the environmental. He also asked that the SC review the Program Management Plan information and inform him if there were changes needed.

4.0 Quality Audit Review/Ridership and Revenue

Alex Metcalf presented a PowerPoint presentation titled *MWRRI Ridership/Revenue Workshop* (Attachment B). Review of process points included:

1) Shortage of funding dollars available resulted in a two-year time lapse.
2) In TEMS forecasting, fundamentals should be correct. Forecasts include an error margin of plus or minus 25%.
3) The database description was covered and it was stated that the figures shown are costs in 2002 dollars, i.e., a gallon of gas at that time was approximately $1.25. Costs will need to be updated in the database.
4) Financial and economic objectives are based on FRA USDOT Public-Private criteria set out in "Commercial Feasibility Study of 1997" and subsequent policy statements.
5) In the corridor analysis, the fares are identical as the differences between Amtrak and TEMS were reconciled.

Charlie Quandel distributed a HNTB handout titled *Quality Audit Review Process for Ridership & Revenue and Financial Plan (*Attachment C*).*

Charlie Quandel noted the error margin presented by TEMS (plus or minus percentages) and asked about its impact on the operating ratio. Alex Metcalf responded that the operating ratio would also be in the range of plus or minus 25%.

Ray Ellis asked if the investment grade forecast of ridership, revenue, and costs was issued in the year 2000. Alex Metcalf stated that Paine Webber issued a letter in November 2000 attesting to the reasonableness of the assumptions underlying the financing plan. Ray stated that TEMS had issued such a large amount of data since the inception of the study and that it would virtually be impossible to go through it all. Ray felt that given the same operating assumptions that the results to project ridership using his model or the TEMS model would produce similar results. Ray stated that AECOM's biggest difference is relative to operating assumptions and that TEMS and AECOM should discuss their differences, such as fares.

Ray also questioned whether $150M in operating revenue from a small package express system would be viable. It was noted that small package express revenues were not used in the final revenue forecast.

Alex stated that the differences in modeling results are driven by the service assumptions, not the model. They will need to compare the TEMS/AECOM data, resulting in both firms using the same assumptions and then they can run models. However, Ray stated that given the same assumptions, he believes that the model systems will produce results within 20%. The core issue that needs to be addressed is whether or not the key assumptions are the same. Another may be the size of the ridership penalty associated with cross platform transfers across the Chicago Hub.

Chip Kraft stated that when fares are too high it hurts ridership numbers.

In reference to capacity issues in the Chicago Hub, Mike Franke said CREATE needs to be fully funded to relocate a portion of the current Metra service from Chicago Union Station (CUS) to LaSalle Street station, freeing capacity at CUS. He also mentioned that Norfolk Southern freight loadings have exceeded projections. Also needed to be taken into consideration is that CUS has one run-through track. He stated that capacity issues will be a significant constraint to a successful implementation of the business plan. An assumption of the business plan is that MWRRI will have the capacity it needs at CUS to meet the business plan objectives. Alex Metcalf stated that TEMS has assumed that capacity would be provided to efficiently operate the MWRRS.

Key Assumptions/Issues of Business Plan

- Trains at CUS (MWRRI assumed capacity issues resolved at CUS)
- Assume hub with operating plan for run through trains and connections
- CUS capacity
- St. Louis hub – capacity issues
- Feeder buses – 5 to 8% increase
- Number of feeder buses – 1 per day
- Sensitivity on Implementation Plan
- CUS Platform Reconfiguration will be completed
- Need PE and EIS
- 90% on-time performance (current 66% on-time for Amtrak)
- Fiber optics needing relocation for HSR would be at no cost to MWRRI

Constraints to Successful Implementation of Business Plan

- CUS capacity
- Metra expansion plans
- Multiple ROW owners
- Multiple dispatch/hand-offs
- Increase freight service (intermodal and coal – Example is Powder River Basin to east)
- Existing agreements with Metra
- ROW capacity
- Access to freight lines
- Equipment malfunctions
- Bottlenecks (example is LaCrosse, WI - Mississippi River crossing)

Bruce Williams stated that it would be a benchmark of 90% for on-time performance. Alex stated they had based on-time performance on level of traffic.

A partial list of constraints to on-time performance was developed:

Infrastructure

Multiple Dispatch
Freight Interference
Equipment Malfunction
Weather
Build Out
Accidents
Track/signal Maintenance
Environmental – linkage

These constraints relative to on-time performance have to be resolved. Answers need to be ready before the public outreach material is issued.

Bruce asked about the 3-5% service convenience referenced in his report. Alex stated that it is a quality of service factor looking at the type of train, level of access to stations, etc. It's a variable average.

Don Damron questioned why AECOM and TEMS models are different but come up with similar numbers. Bruce Williams said they had different resources to develop models which basically have the same input, just different sources. Don Asked how the models addressed gasoline and diesel fuel costs and whether the models address gas prices as a variable. Bruce stated that over time, technology and inflation have compensated for the cost increases in gas. Alex stated he should do some forecasting analysis on the impact of the gas increase.

5.0 Quality Audit Operations and Maintenance Plan

Charlie Quandel distributed a handout titled *Quality Audit Review Process for Operating Costs* (Attachment D). Walter Schuchmann distributed a pie chart titled *2025 Operating Costs – MWRRI* (Attachment E). A discussion followed regarding all phases of operating costs:

Walter stated a concern of an assumption that access to the freight system will be achieved through Amtrak. He suggested that the MWRRI may have to use a market based valuation accordingly when negotiating access throughout Midwest. For example, commuter rail is paying approximately $10 per train mile right now on average for use of freight tracks.

A review of operating cost elements yielded the following comments/concerns (Percentage shown represents the portion of the overall operating cost):

1) Feeder Buses: 2%. Would bid out bus companies per area.

2) Marketing Costs: 7%. Includes reservations and ticketing. No reservation system in place in the Midwest. Would also need a call system. It is assumed that 80% are credit card sales with 2% cost to the system. Travel agency sales and fee levels (1%) is credible. Check on advertising costs – seems low at $6.8M per year. Total $31.7M. Need to follow up on original analysis for benchmark on advertising costs.

3) Maintenance of Equipment: 29% Maintenance costs doubled from Phase 3 to Phase 5 because of European costs versus North American costs in Phase 5. Information on the maintenance cycles used in the Phase 5 Study are needed from TEMS.

4) Operator Profit: 4%. Would return a 10% profit – is 10% profit enough? What if NS or other class 1 operates? Based on the Business Plan, it is assumed that the operator is not at risk.

5) Transportation Costs: 28%. Crew is 12%, Fuel is 7%, and on-board service is 9% (based on trolley service). Concern was expressed that the crew costs may not be accurate. A detailed plan is needed to assess rate, which was determined on basis of Chicago to Detroit. This is a flagged item.

6) Station Operating Costs: 6% including facilities, services and parking. Needs to be in the local public outreach info. Need to research the impact of associated development costs.

7) Administrative Costs: 12%. Insurance is half or 6%. Based on insurance rates and Amtrak experience, the number is low. Check on other insurance rates. The Business Plan assumed 1.1 cents per passenger rail mile. California corridor is 3 cents per mile. Needs more analysis and research. Possible contacts for more information would be Herzog, as a private operator, and public agencies, such as Metra. Security has not been updated since 9/11. Security costs could have an additional impact.

6.0 Quality Audit/Financial Plan

Chip Kraft presented a PowerPoint presentation titled *Business Plan Review* (Attachment F). A handout of the slide presentation was distributed as well as a *Financial Handout* document. A summary of his presentation is:

Financial Objectives for Midwest Business Plan

- Satisfy FRA criteria for Federal funding which is an operating ratio > 1.0 and a benefit to cost ratio > 1.0.
- Satisfy direction of State's Secretaries which was to minimize operating subsidies (capitalizing subsidies OK) and to assume an 80/20 federal/state match consistent with levels currently provided to highway projects.

Financial Assumptions

- Construction period of 10 years with Phase 1 operations to begin in 2008 and full operations 2014 onwards.
- Capital funding of $7.7 Billion.
- Contribution to reinvestment fund of 5% if cash flow after TIFIA repayment.
- Annual federal grant obligation of 80% of capital cost.
- Annual federal grant obligation of $400 million.
- Operating losses during ramp-up requiring TIFIA assistance.

Strategy for Managing Start-up Operating Deficits

- Implement the strongest routes first.
- Use a TIFIA loan to capitalize the remaining startup losses, using system operating surpluses of later years to repay the loan.

TEMS noted that this strategy only works if the MWRRS is implemented as a "system." TEMS further noted that implementing directly a 110 MPH service is needed to minimize operating losses that are always associated with 79 MPH service. TEMS stated that to minimize the required level of operating support during the system ramp-up, a State decision was made to move directly to a 110 MPH system. TEMS noted that this strategy still produces small operating deficits during the early years of implementation.

TEMS stated that the start-up loss with cross-subsidy amounts to $49.5 million, and start-up losses without cross-subsidy amounts to $206.1 million.

The net operating revenue developed by TEMS for the system is as follows:

Cash Flow (Thousands of 2002$)		Implementation Period						
Corridor	Total Losses	Phase 1 2008	Phase 2 2009	Phase 3 2010	Phase 4 2011	Phase 5 2012	Phase 6 2013	Phase 7 2014
Michigan	($53,395)	($21,286)	($13,256)	($10,836)	($8,018)	$2,112	$12,338	$17,506
Cleveland	($47,648)	$0	$0	$0	$0	($28,478)	($12,434)	($6,736)
Cincinnati	($10,243)	$0	$0	$0	$0	($10,243)	$7,998	$12,908
Carbondale	($11,256)	$0	$0	$0	($7,884)	($2,201)	($947)	($224)
St. Louis	($11,571)	($11,571)	$1,038	$4,986	$2,555	$11,859	$12,711	$14,234
Kansas City	($11,164)	$0	$0	$0	($9,022)	$2,927	($2,142)	$1,546
Quincy-Omaha	($55,299)	$0	$0	($5,199)	($15,167)	($13,802)	($15,430)	($5,702)
Green Bay-St. Paul	($5,533)	($5,533)	$4,187	$24,508	$34,438	$49,271	$50,023	$42,062
Total by Corridor	**($206,109)**							
Total by System	**($49,518)**	**($38,389)**	**($8,031)**	**$13,459**	**($3,097)**	**$11,446**	**$52,117**	**$75,595**

The Midwest Financial results by corridor developed by TEMS are as follows:

MWRRS Summary Financial Statistics	Operating Revenue (Millions of 2002$)		O&M Cost (Millions of 2002$)		Operating Ratio	
	2014	2025	2014	2025	2014	2025
Chicago-Detroit/Grand Rapids/Port Huron	$113	$129	$95	$97	1.18	1.32
Chicago-Cleveland	$50	$66	$56	$58	0.88	1.15
Chicago-Cincinnati	$53	$61	$40	$41	1.32	1.49
Chicago-Carbondale	$22	$25	$22	$22	0.99	1.11
Chicago-St. Louis	$61	$71	$47	$49	1.30	1.46
St Louis-Kansas City	$35	$47	$34	$35	1.05	1.32
Chicago-Quincy Omaha	$53	$61	$59	$60	0.90	1.02
Chicago-Minneapolis /Green Bay	$141	$172	$99	$104	1.42	1.65
Midwest Regional Rail System Total	**$528**	**$632**	**$453**	**$466**	**1.17**	**1.36**

Chip concluded his presentation by stating that the conclusion stands that a 110 MPH Midwest system is capable of satisfying FRA investment criteria, by producing both a positive operating ratio in and a positive cost/benefit ratio.

Linda Bohlinger inquired about the capital funding source used in the charts Chip presented; specifically the annual federal grant. Alex Metcalf replied that it came from an FRA assumption. Linda asked if Senate Bill 1516 is a potential source of funding the Business Plan. Randy Wade responded that it was.

The Business Plan was developed on the basis of an 80/20 Federal/local program, similar to the highway model.

If funding is provided by tax credit bonding versus the 80/20, the states will have to come up with a bigger share than 20%. Further, the federal program under consideration, at a maximum, would provide no more than $400 million per year to the MWRRI. This would have a negative impact on implementing the current Business Plan.

A question was raised as to a backup plan if the states have to come up with more capital from the states since the Business Plan requires more than $400 million per year. The consensus was that the time to implement the MWRRI would be extended. This would have a negative impact on implementing the current Business Plan.

The potential for a change in funding approach and limitations on the annual amount of federal funding, and the impact on the successful implementation of the current Business Plan needs to be identified in any PI literature.

Concerns expressed about the amount of funding implications include:

- Competition for available federal funding may decrease annual funding to the MWRRI
- Stretching out the implementation schedule negatively impacts the successful implementation of the current Business Plan.
- Federal funding at a level less than assumed by the Business Plan will require phased implementation.
- States may have to pay operating subsidies not anticipated.

TEMS was asked if there was any contact by the MWRRI with the TIFIA staff since it was noted that these types of TIFIA loans have not been given in the past. Alex said they talked with them but have not made a formal application for a TIFIA loan. Ray says it is not a grant program. He is not sure TIFIA would accept with all dollars at risk. Randy stated that we explained to TIFIA the plan. It was stated that TIFIA may or may not be used by each state. If the dollar subsidy costs are a lot more than they are now, states will say they will come up with their own funding sources. Alex stated that the states are running the revenue risks for the operating plan.

It was questioned whether or not there needs to be a disclosure and/or disclaimer in the PI piece in regard to risk associated with obtaining TIFIA funding for the Midwest and for the state by state documents. Bob Kuehne thinks we should and need to. Alex felt that because we are only in the feasibility phase the vision should only be in the PI piece at this point. Include vision and assumptions.

Ray Ellis questioned if the states combine into one unit but then need separate subsidy plans within each state, what happens when one state can get funding faster than another.

Randy Wade stated that the MWRRI Steering Committee discussed the use of joint power authority and compact agreements and had not resolved the institutional issue. He stated that this issue should be resolved when the federal funding becomes real. At that time, an institutional plan would need to be addressed. It was noted that it would be unrealistic to expect State Transportation Secretaries to invest their funds outside their own state boundaries.

It was noted that there is a lot of interest in relocating freight railroads throughout the country at this time. It was suggested that a regional strategy should be developed to promote strategic rail relocations that benefit both the advancement of MWRRI and the efficiency of the freight operations. The recent TEA-LU bill authorizes a fund of $375 million per year or $20 million per project. Since the funds are authorized, but not appropriated, each rail relocation project needs political support to become a reality.

Franchising elements of the MWRRI operation has been considered in the Business Plan. A franchise involves a legal contract to operate a service, whatever that service is. A franchise

could involve revenue risk or it could not. Franchise and contracting out is the same. Equipment, track maintenance, on-board services can be franchised.

In reference to use of Amtrak costs within the Business Plan it was noted that the Amtrak costs that were benchmarked varied across corridors in the country. This was due to the various factors of associated with equipment and the characteristics of each corridor.

A partial list of constraints/concerns that impact assumptions include:

- $400M federal funds maximum per year – source: S1516
- Competition for funds among states
- Stretched out implementation because of lack of funds
- Phased implementation
- States could incur operating subsidies
- Limitations/constraints not shown in PI literature to date
- Joint power authority/compact (time to develop)
- Institution needed to receive funds and to guarantee revenues
- Discussion with TIFIA
    - TIFIA loan for operating subsidies
    - TIFIA takes all risks – states assume resume risk – private firm – operator
- State by state PI – cross-subsidies – single operator
- Feeder buses revenue risk
- On-board service revenue risk

Mitigation Opportunities to Advance MWRRI include:

Rail Relocation authorization in TEA LU of $375M per year/ 20M per project
Next TEA Bill in 4 years and time to position for new funding
Innovative financing

TEMS was asked what combination of events puts the attainment of a positive operating ratio 1.0 in risk. Alex Metcalf stated the Business Plan is at a feasibility level and the operating ratio will be impacted if assumptions are not realized. Charlie stated that the next step in the workshop would be the development of a Risk Register relative to the assumptions discussed in the workshops.

It was also noted by Ron Adams that the need to achieve the on-time performance and schedules were critical to a successful implementation.

7.0 Risk Register

The operating and maintenance costs and ridership/revenue projections were key inputs into the financial plan. The purpose of this section was to develop a Risk Register. The Risk Register is the culmination of the quality audit review process. The Risk Register contains Business Plan elements and the key assumptions associated with the element. The Risk Register identifies the level of risk to a successful implementation of the MWRRI Business Plan. The Risk Register is a "living document" in that it contains Treatment Options and Treatment Plans. As a "living document," risks may be added and treatment plans changed throughout the planning process.

Risk Level Descriptions are as follows:

High Risk – Major disruption likely. Different approach required and documented in a written treatment plan. Priority program management attention required.

Medium Risk – Some disruption, a condition where the risk consequence would affect project quality objectives, cost, or schedule, and/or the probability of occurrence is high enough to be a concern. Different approach may be required. Written treatment plan required. Program management attention required.

Low Risk - Minimum impact. Monitored by program management team to ensure risk remains low. Mitigation plan not required.

Some of the business plan elements were discussed and a risk level was assigned as follows:

Identify risk to a successful implementation to the business plan:
Risk Management Matrix - the risk is low at + or – 25%.; risk is medium for + or – 10%
Revenue - medium
Ridership (within 25%) – low
Ridership (within 10%) - medium
Operating costs:
  Equipment maintenance 29% - low
  Track and cyclical capital – low
  OBS – low
  Fuel – high
  Crew - low
Access utilization - high
Federal funding 80/20 – high
Availability of funds to complete build-out for entire Midwest ($400 M per year) – high
State match - high (mitigate in workshop)
State's refusal to fund certain corridors that will effect another state - medium
Institutional – high (time to do financial obligations)
TIFIA Loans for subsidies – credit review – medium (do we need institutional arrangement)
Capital Costs – low (with freight cooperation)
St. Louis to KC – low
Cleveland to Toledo – low
Overall - low
Achieving the construction staging – to hit our implementation we will need a lot of cooperation with the freights, during construction - medium

Capacity Issues
  CUS – high
  Chicago to Milwaukee – medium
  Chicago to Rondout - high
  KC to St. Louis – high
  St. Louis Terminal - high
  Toledo to Cleveland – medium
  South of the Lake Corridor (Chicago to Porter) - high
  Kansas City to St. Louis – high
  La Crosse - low
  River to St. Paul – low
  Toledo terminal – medium
  Chicago to Aurora – medium

Travel Times Overall - Medium
# of trains projected/number of frequencies – low
Multiple dispatchers – high

Operating Ratio

2014	2025	
1.17	1.36	Medium

0.88 (low) – 1.45 (high) 1.02(low) – 1.70 (high)

8.0 Public Information Outreach Method

Needs of States

Information for Congressional delegation
- Funding needs – capital costs by route
- Benefits

Report the operating ratio as a range for 2014 as 0.88 to 1.45 and for 2025 as 1.02 to 1.70. These operating ratios are dependent on the MWRRI being developed as a system.

State Legislators
Map – Station – Frequency – Travel Time – Economic Development – Jobs – Balanced transportation system/options – policy of State Transportation Commission

Ohio – 2 system plans
Governor support and Great Lakes

Two-page total of goals: Congressional detail needed by district and state benefits, what funding in federal dollars is, state legislature requests state funding.

How does this help my community: Jobs, multipliers

What's the economic impact to each area: States commitment to a balanced transportation system and its options; Governors support; benefits the movement of goods and people while advancing the freight lines; reduction of highway congestion; integration of passenger and freight services.

Other benefits to consider for inclusion in PI material:
- Efficiency in the movement of goods
- Enhancement to freight system
- Conforms to environmental law policy
- Reduces congestion
- Integrates passenger and freight services
- Becomes a major piece of a national passenger service
- Promotes public/private partnerships
- Serves greater population
- Enhances population growth
- Provides for energy efficiency
- Improves air quality
- Increases transportation reliability
- Provides another mode (9-11 issues with moving people)
- Enhances safety at grade crossings

9.0 Next Step of Quality Review

Team expectations:

Benefit Cost Analysis
- Economic Analysis
- 25 Year Cash Flow

Economic Analysis
- Community Benefit

- System and State Benefit Annually

Redo overall schedule

April for the public outreach materials, in draft format

Economic impact information needed early January before congress reconvenes.

10.0 Next Meeting

Conference call needs to be scheduled before Christmas in preparation for a meeting to be held the fourth week of January. Suggested conference call date is December 20.

This is our understanding of items discussed and decisions reached. Please contact us via e-mail by January 5, 2006 if there are changes or additions to this draft.

Submitted by,

HNTB CORPORATION

Charles H. Quandel, P.E.
Vice President

CHQ/dp
Attachments (A-F)

ATTACHMENT 3

Report on Findings
MWRRI Phase 6 Quality Review Workshops
December 12, 2005

Background
HNTB Corporation entered into a contract with the Wisconsin Department of Transportation on June 30, 2005 to provide consulting and support services for the Midwest Regional Rail Initiative. The tasks include program management; preparation of public information and outreach materials; quality audit review of ridership and revenue projections; quality audit review of the MWRRI financial plan; economic impact and benefit cost analysis; system wide environmental analysis; and special studies.

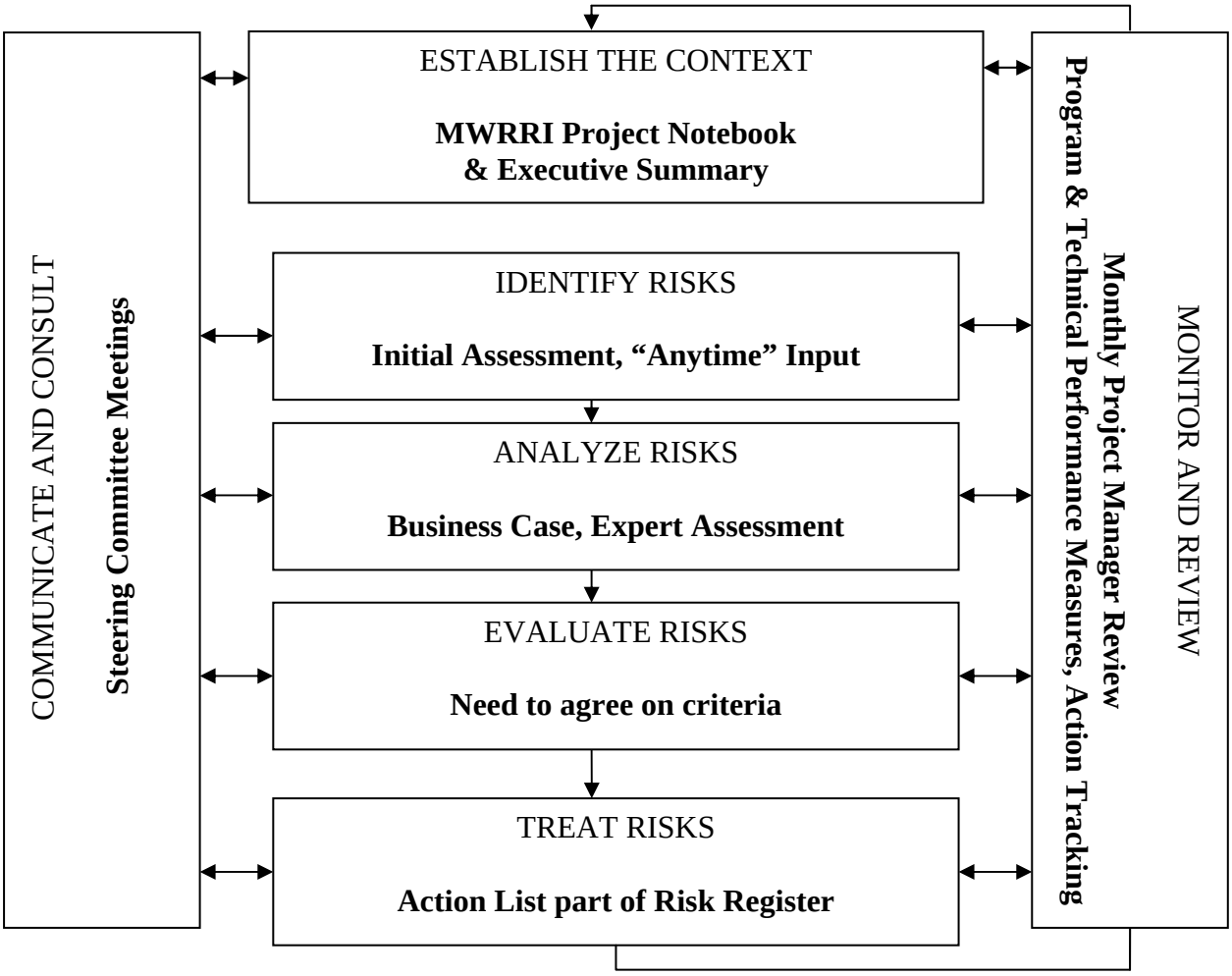
Prior to this contract, HNTB Corporation served as a sub-consultant to Transportation Economics & Management Systems, Inc. Since April, 1997, TEMS provided services that include operations analysis, demand forecasting, financial planning, market and economic assessment, institutional planning, and pubic financing. TEMS developed a Business Plan for the Midwest Regional Rail System and issued an update to this plan in September 2005.

The economic analysis to be undertaken in this contract consists of two tasks. The first task will quantify the demand side "consumer surplus" benefits of the project. This will show the benefits to travelers as a result of the MWRRI being implemented. The second task will quantify the supply side benefits that identify the economic impact of the project, and, in particular, the jobs, income and increased economic welfare associated with the MWRRI project. The economic analysis task has been assigned to TEMS, a sub-consultant to HNTB.

HNTB Corporation has also been tasked with developing outreach materials to be used by the nine states. The underlying theme of outreach materials would be to state that the MWRRI is a plan that can deliver a project with broad utility benefiting both the individual and business, and also that it is a plan that when implemented will generate wide-spread value as a result of its utility.

The MWRRI Business Plan is based on several key assumptions. Major changes in these assumptions could alter the projections and economics associated with the MWRRS. Accordingly, HNTB Corporation felt that it was prudent to conduct quality review workshops that tested these assumptions and to develop a Risk Management Plan. A component of the RMP is the Risk Register. The RR contains MWRRI Business Plan elements and the key assumptions associated with the element. The RR identifies the level of risk to the successful implementation of the MWRRI Business Plan.

MWRRI PHASE 6 RISK MANAGEMENT PLAN



Risk Level Descriptions

High Risk
Major disruption likely. Different approach required and documented in a written treatment plan. Priority program management attention required. The following properties characterize the High Risk category:

- Significant and substantial differences exist between current benchmark and best practices.
- No plan or schedule is in place to implement a solution.
- Risk has high probability of impacting performance, schedule or cost.
- Intense program management attention required.

Medium Risk
Some disruption, a condition where the risk consequence would affect project quality objectives, cost, or schedule, and/or the probability of occurrence is high enough to be a concern. Different approach may be required. Written treatment plan required. Program management attention required. The following properties characterize the Medium Risk category:

- Some differences between current benchmark and best practices.
- Increased management attention and monitoring is needed before performance, schedule, or cost is impacted.
- Management is aware of problem.
- Some probability of impacting performance, schedule or cost.
- A proposed solution exists (demonstrated or not).
- Normally, a plan is in place with an interim schedule for implementing a solution. However the solution may not necessarily have been demonstrated.

Low Risk
Minimum impact. Monitored by program manager to ensure risk remains low. Mitigation plan not required.

Risk treatment plans include identification of the risk handling options:

- Mitigation,
- Transfer,
- Avoidance, or
- Assumption

Risk mitigation activities may include:

- Early initiation of engineering activities,
- Initiation of parallel engineering decisions,
- Development of simulations to establish performance predictions,
- Intensified program management review of the engineering process.

Risk transfer activities may include:

- Specific contract terms,
- Subsidies, or

- New legislation or regulations

Risk avoidance activities may include:
- Identification of the action plans, and
- Contingency actions with implementation criteria and decision dates

Risk assumption activities may generally relate to those risks that have been identified as "low risk" or have been successfully mitigated such that they have been reclassified as "low risk."

MWRRS Key Assumptions

The MWRRS Executive Report dated September 2004 contains the following:

Successful implementation and operation of the MWRRS requires ongoing dialogue and coordination involving the Midwest state transportation agencies, freight and commuter railroads, railroad labor, funding entities, and the public. The findings and recommendations included in this report are based on several key assumptions. Major changes in these assumptions could alter the projections and economics associated with the MWRRS. These assumptions are:

- Ridership and revenue projections assume the construction of the entire system and introduction of new service and trip times according to the proposed project phasing schedule, and the predicted response from travelers to a fully integrated Midwest Regional Rail System.
- Operating plans for passenger train frequencies, schedules, and speeds are achievable through cooperative agreements with the freight railroads, commuter railroads and labor unions.
- Infrastructure improvements are dependent upon the freight railroads' and commuter rail operators' commitment to the construction schedule.
- Funding for planning, construction, and equipment procurement is available to support the implementation schedule.
- Funding support for operations is available during the start-up and implementation period.

Findings

As previously noted, risk assumptions activities generally relate to risks that have been identified as "low risk" or have been successfully mitigated such that the risk has been identified as "low risk". The MWRRS contains key assumptions in regard to ridership, revenue, federal funding and state funding, and infrastructure needs that have been identified by the workshop as "high risk" or "medium risk". Such classification of these business elements raises concern for the successful implementation of the MWRRI Plan, unless these risks are treated properly. The Risk Management Plan outlined herein will be followed to evaluate the risks to the successful implementation and the development of a treatment plan and activities to reduced risks to an acceptable level.

Next Steps

Convene a Steering Committee and workshop, facilitated by HNTB, to review the Risk Management Plan. The workshop will evaluate risks to the successful implementation of the MWRRI and adjust the Risk Register as necessary. Risks will be evaluated and action items developed to mitigate risks

EXHIBIT 15

AMTRAK LETTER OF SUPPORT

NATIONAL RAILROAD PASSENGER CORPORATION
60 Massachusetts Avenue, NE, Washington, DC 20002
tel 202 906.2486 fax 202 906.2085

AMTRAK

Stephen J. Gardner
Vice President, Policy and Development

August 24, 2009

Mr. Joseph C. Szabo
Administrator
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Mr. Szabo:

The National Railroad Passenger Corporation (Amtrak) would like to take this opportunity to express its support for the State of Illinois' (as the lead state for the Midwest Regional Rail Initiative) High Speed Intercity Passenger Rail ("HSIPR") "Track 1b" application under the provisions of the American Recovery and Reinvestment Act ("ARRA").

The ARRA provides a unique opportunity to advance projects that are integral to realizing the Obama Administration's vision for high speed intercity passenger rail service. Based on the information made available to us by Illinois and the Midwest Regional Rail Initiative regarding this project's eligibility, and subject to the development of such project-specific agreements as FRA may require, we support Illinois' application to fund preliminary engineering and/or environmental review under the HSIPR program because we believe that this project, upon completion, could provide important benefits to Amtrak's system and intercity passenger rail service.

Project Supported: Chicago Terminal Area Limits PE/NEPA Project

The advancement of projects like these with ARRA funds will help develop high speed and quality intercity passenger rail service throughout this country. We appreciate your review of these applications and look forward to the opportunities to improve intercity passenger rail that the HSIPR program will provide.

Sincerely,

Stephen J. Gardner
Vice President, Policy and Development

cc: Gary Hanning, Secretary of Transportation, State of Illinois

EXHIBIT 16

METRA LETTER OF SUPPORT

Metra
547 W. Jackson Blvd. Chicago, Illinois 60661 Telephone: 312-322-6900 TTY# 1-312-322-6774

August 20, 2009

Mr. George Weber
Bureau Chief-Bureau of Railroads
Illinois Department of Transportation
JRTC – Ste 6-600
100 West Randolph Street
Chicago, IL 60601

Dear Mr. Weber:

It is our understanding that the States of Illinois, Indiana and Michigan are preparing applications for submission to the High-Speed Intercity Passenger Rail Program (HSIPR), funded under ARRA, for improvements to the Chicago-Detroit corridor, and to improve the operation and capacity of the Chicago passenger hub. Specifically, as we understand it, these are the projects that will be submitted by the respective States:

- The METRA/Norfolk Southern grade separation (flyover) at Englewood in Chicago.
- "Indiana Gateway" track and signal improvements on Norfolk Southern's Chicago line in northwest Indiana.
- Track and Signal improvements on Norfolk Southern's Michigan line east of Kalamazoo in Michigan.
- Chicago Terminal Limits PE/NEPA Project

This letter is written to support the efforts of Illinois, Indiana and Michigan to improve passenger rail operations on this federally-designated high-speed rail corridor. Such support is contingent on the applications being submitted in the appropriate round and track, consistent with the FRA's grant guidance and its requirements.

Metra additionally supports IDOT's efforts to obtain funding for CREATE Projects P2 and certain components of P3 and EW2. As these projects enable relocation of Metra Southwest Service to our Rock Island Line, they will alleviate substantial Amtrak congestion on the NS Chicago Line between CP 518 and Chicago Union Station, and free up needed capacity at CUS. This relocation is critical to facilitating high-speed rail service to Detroit and other points in the south and east.

Metra is the registered service mark for the Northeast Illinois Regional Commuter Railroad Corporation.

Metra further supports IDOT's efforts to obtain PE and NEPA funding for CREATE Projects P5 and P6 on CN trackage (St. Louis corridor) as these projects will improve reliability for HSIPR as well as current Amtrak and Metra services.

The improvements proposed as outlined above in this application will provide congestion relief, improved freight and passenger operations and allow for the growth and increased speeds of passenger operations for the future.

Sincerely,

William K. Tupper
Deputy Executive Director-Operations

EXHIBIT 17

ILLINOIS PUBLIC ACT 096-0035

AN ACT making appropriations.

Be it enacted by the People of the State of Illinois, represented in the General Assembly:

ARTICLE 5

ARCHITECT OF THE CAPITOL

Section 5. The amount of $3,883, or so much of this amount as may be necessary and remains unexpended on June 30, 2009, from a reappropriation heretofore made for such purpose in Section 5 of Article 27 of Public Act 95-734, is reappropriated from the Capital Development Fund to the Office of the Architect of the Capitol for plans, specifications, and continuation of work pursuant to the report and recommendations of the architectural, structural, and mechanical surveys of the State Capitol Building. This is for the continuation of the rehabilitation of the Capitol Building.

Section 10. The sum of $553,641, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore made for such purposes in Section 10 of Article 27 of Public Act 95-734, is reappropriated from the Capital Development

Fund to the Office of the Architect of the Capitol for remodeling, planning, relocation, permanent equipment, and other related expenses, including architectural and engineering fees associated with construction, for the remodeling of office space and other support areas under the jurisdiction of the House of Representatives and the Senate.

Section 15. No contract shall be entered into or obligation incurred for any expenditures from appropriations in Sections 5 and 10 of this Article until after the purposes and amounts have been approved in writing by the Governor.

Total, Article 5 $557,524

ARTICLE 10

DEPARTMENT OF AGRICULTURE

Section 5. The following named amounts, or so much thereof as may be necessary are appropriated to the Department of Agriculture for repairs, maintenance, and capital improvements including construction, reconstruction, improvement, repair and installation of capital facilities, cost of planning, supplies, materials, equipment, services and all other expenses required to complete the work:

Payable from Agricultural Premium Fund:

For various projects at the State Fairgrounds 600,000

For various projects at the DuQuoin State Fairgrounds 250,000

Total $850,000

Section 15. The amount of $2,612,500, or so much thereof as may be necessary, is appropriated from the Partners for Conservation Projects Fund to the Department of Agriculture for the Conservation Practices Cost-Share program.

Section 20. The amount of $2,612,500, or so much thereof as may be necessary, is appropriated from the Capital Development Fund to the Department of Agriculture for deposit into the Partners for Conservation Projects Fund.

Total, Article 10 $6,075,000

ARTICLE 15

DEPARTMENT OF CENTRAL MANAGEMENT SERVICES

Section 5. The amount of $13,500,000, or so much thereof as may be necessary, is appropriated from the Capital Development Fund to the Department of Central Management Services for infrastructure improvement, hardware and related

costs.

Section 10. No contract shall be entered into or obligation incurred for any expenditures from appropriations in Section 5 of this Article until after the purposes and amounts have been approved in writing by the Governor.

Total, Article 15 $13,500,000

ARTICLE 20

DEPARTMENT OF CENTRAL MANAGEMENT SERVICES

Section 5. The sum of $8,094,074, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from an appropriation heretofore made for such purpose in Article 29, Section 5 of Public Act 95-734, is reappropriated from the Capital Development Fund to the Department of Central Management Services for Information Technology infrastructure expenses including but not limited to related hardware and equipment.

Section 10. No contract shall be entered into or obligation incurred for any expenditures from appropriations in Section 5 of this Article until after the purposes and amounts have been approved in writing by the Governor.

Total, Article 20 $8,094,074

ARTICLE 23

CAPITAL DEVELOPMENT BOARD

Section 5. The sum of $50,000,000, or so much thereof as may be necessary, is appropriated from the Capital Development Fund to the Capital Development Board for grants awarded under the Community Health Center Construction Act.

ARTICLE 25

DEPARTMENT OF COMMERCE AND ECONOMIC OPPORTUNITY

Section 5. The sum of $3,000,000, or so much thereof as may be necessary, is appropriated from the Port Development Revolving Loan Fund to the Department of Commerce and Economic Opportunity for grants and loans associated with the Port Development Revolving Loan Program pursuant to 30 ILCS 750/9-11.

Section 20. The sum of $17,000,000, or so much thereof as may be necessary, is appropriated from the Build Illinois Bond Fund to the Department of Commerce and Economic Opportunity for a grant to Fermi National Accelerator

Laboratory for the Illinois Accelerator Research Center.

Section 25. The sum of $13,000,000, or so much thereof as may be necessary, is appropriated from the Build Illinois Bond Fund to the Department of Commerce and Economic Opportunity for a grant to Argonne National Laboratory for the Advanced Protein Crystallization Facility.

Section 30. The sum of $60,000,000, or so much thereof as may be necessary, is appropriated from the Build Illinois Bond Fund to the Department of Commerce and Economic Opportunity for a grant to University of Illinois at Urbana/Champaign for all costs associated with design and construction of a Petascale Computing Facility.

Section 45. The amount of $25,000,000 or so much thereof as may be necessary, is appropriated from the Build Illinois Bond Fund to the Department of Commerce and Economic Opportunity for grants associated with the redevelopment of brownfield sites.

Section 50. No contract shall be entered into or obligation incurred or any expenditure made from any appropriation herein made in this Article until after the purpose and amounts have been approved in writing by the

Governor.

Total, Article 25 $118,000,000

ARTICLE 30

DEPARTMENT OF COMMERCE AND ECONOMIC OPPORTUNITY

Section 5. The sum of $50,000,000, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore made in Article 31, Section 10 of Public Act 95-734, is reappropriated from the Coal Development Fund to the Department of Commerce and Economic Opportunity for grants pursuant to 20 ILCS 605/605-332 - Coal Revival Program.

Section 10. The sum of $1,975,000, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore made in Article 31, Section 40 of Public Act 95-734, is reappropriated from the Build Illinois Bond Fund to the Department of Commerce and Economic Opportunity for grants associated with the Illinois Renewable Fuels Development Act.

Section 15. The sum of $13,000,000, or so much thereof as may be necessary and remains unexpended at the close of

business on June 30, 2009, from a reappropriation heretofore made in Article 31, Section 45 of Public Act 95-734, is reappropriated from the Build Illinois Bond Fund to the Department of Commerce and Economic Opportunity for a grant to the Argonne National Laboratory for the Rare Isotope Accelerator for bondable infrastructure improvements. This appropriated amount shall be in addition to any other appropriated amounts which can be expended for these purposes.

Section 20. The amount of $5,000,000, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from an appropriation heretofore made in Article 31, Section 75 of Public Act 95-734, is reappropriated from the Coal Development Fund to the Department of Commerce and Economic Opportunity for the specific purposes of acquisition, development, construction, reconstruction, improvement, financing, architectural and technical planning and installation of capital facilities consisting of buildings, structures, durable equipment, and land for the purpose of capital development of coal resources within the State.

Section 25. The amount of $17,000,000, or so much thereof as may be necessary and remains unexpended at the

close of business on June 30, 2009, from an appropriation heretofore made in Article 31, Section 80 of Public Act 95-734, is reappropriated from the Coal Development Fund to the Department of Commerce and Economic Opportunity for the specific purposes of acquisition, development, construction, reconstruction, improvement, financing, architectural and technical planning and installation of capital facilities consisting of buildings, structures, durable equipment, and land for the purpose of capital development of coal resources within the State, including but not limited to a grant for a commercial scale project that produces electric power and hydrogen and demonstrates underground storage of up to 1 million metric tons annually of carbon dioxide.

Section 30. The amount of $7,000,000, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from an appropriation heretofore made in Article 31, Section 90 of Public Act 95-734, is reappropriated from the Build Illinois Bond Fund to the Department of Commerce and Economic Opportunity for a grant to Argonne National Laboratory for the Advanced Protein Crystallization Facility.

Section 35. The amount of $15,000,000, or so much thereof as may be necessary and remains unexpended at the

close of business on June 30, 2009, from an appropriation heretofore made in Article 31, Section 95 of Public Act 95-734, is reappropriated from the Build Illinois Bond Fund to the Department of Commerce and Economic Opportunity for a grant for the Illinois Science and Technology Park.

Section 40. The amount of $3,000,000, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from an appropriation heretofore made in Article 31, Section 105 of Public Act 95-734, is reappropriated from the Build Illinois Bond Fund to the Department of Commerce and Economic Opportunity for a grant to Fermi National Accelerator Laboratory for the Illinois Accelerator Research Center.

Section 45. The amount of $20,000,000, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from an appropriation heretofore made in Article 31, Section 120 of Public Act 95-734, is reappropriated from the Build Illinois Bond Fund to the Department of Commerce and Economic Opportunity for grants associated with the Illinois Renewable Fuels Development Act.

Section 50. The amount of $15,000,000, or so much

thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from an appropriation heretofore made in Article 31, Section 125 of Public Act 95-734, is reappropriated from the Build Illinois Bond Fund to the Department of Commerce and Economic Opportunity for grants associated with the redevelopment of brownfield sites.

Section 55. The sum of $2,000,000, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from an appropriation heretofore made for such purpose in Article 1, Section 10 of Public Act 95-1030, is reappropriated from the FY09 Budget Relief Fund to the Department of Commerce and Economic Opportunity for the Illinois Rural HealthNet.

Section 60. The amount of $35,000,000, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from an appropriation heretofore made for such purpose in Article 2, Section 20 of Public Act 95-1030, is reappropriated from the Coal Development Bond Fund to the Department of Commerce and Economic Opportunity for the purpose of facility cost reports prepared pursuant to Section 1-75(d)(4) of the Illinois Power Agency Act.

Section 65. No contract shall be entered into or obligation incurred or any expenditure made from any appropriation herein made in this Article in Sections 5 through 50, until after the purpose and amounts have been approved in writing by the Governor.

Total, Article 30 $183,975,000

ARTICLE 35

DEPARTMENT OF NATURAL RESOURCES

GRANTS AND REIMBURSEMENTS - GENERAL OFFICE

Section 10. The sum of $725,000, or so much thereof as may be necessary, is appropriated from the State Boating Act Fund to the Department of Natural Resources for the administration and payment of grants to local governmental units for the construction, maintenance, and improvement of boat access areas.

Section 15. The sum of $120,000, or so much thereof as may be necessary, is appropriated from the State Boating Act Fund to the Department of Natural Resources for the purposes of the Snowmobile Registration and Safety Act and for the administration and payment of grants to local governmental units for the construction, land acquisition, lease,

maintenance and improvement of snowmobile trails and access areas.

Section 20. To the extent federal funds including reimbursements are available for such purposes, the sum of $75,000, or so much thereof as may be necessary, is appropriated from the State Boating Act Fund to the Department of Natural Resources for all costs for construction and development of facilities for transient, non-trailerable recreational boats, including grants for such purposes and authorized under the Boating Infrastructure Grant Program.

Section 25. The sum of $150,000, new appropriation, is appropriated from the State Boating Act Fund to the Department of Natural Resources for a grant to the Chain O'Lakes - Fox River Waterway Management Agency for the Agency's operational expenses.

Section 30. The following named sums, new appropriations, or so much thereof as may be necessary, respectively, for the objects and purposes hereinafter named, are appropriated to the Department of Natural Resources:

Payable from State Boating Act Fund:

For multiple use facilities and

programs for boating purposes
provided by the Department of Natural
Resources, including construction
and development, all costs for supplies,
materials, labor, land acquisition,
services, studies and all other
expenses required to comply with the
intent of this appropriation 1,500,000

Payable from State Parks Fund:

For multiple use facilities and programs
for park and trail purposes provided by
the Department of Natural Resources, including
construction and development, all costs
for supplies, materials, labor, land
acquisition, services, studies, and
all other expenses required to comply with
the intent of this appropriation 150,000

Section 35. The sum of $100,000, or so much thereof as may be necessary, is appropriated from the Wildlife and Fish Fund to the Department of Natural Resources for acquisition and development, including grants, for the implementation of the North American Waterfowl Management Plan within the Dominion of Canada or the United States which specifically provides waterfowl for the Mississippi Flyway.

Section 40. To the extent federal funds including reimbursements are available for such purposes, the sum of $100,000, or so much thereof as may be necessary, is appropriated from the Wildlife and Fish Fund to the Department of Natural Resources for construction and renovation of waste reception facilities for recreational boaters, including grants for such purposes authorized under the Clean Vessel Act.

Section 50. The following named sums, or so much thereof as may be necessary, respectively, herein made either independently or in cooperation with the Federal Government or any agency thereof, any municipal corporation, or political subdivision of the State, or with any public or private corporation, organization, or individual, are appropriated to the Department of Natural Resources for refunds and the purposes stated:

Payable from Forest Reserve Fund:

For U.S. Forest Service Program 500,000

Section 55. The sum of $110,000, or so much thereof as may be necessary, is appropriated from the Plugging and Restoration Fund to the Department of Natural Resources, Office of Mines and Minerals for the Landowner Grant Program

authorized under the Oil and Gas Act, as amended by Public Act 90-0260.

Section 60. The sum of $1,500,000, or so much thereof as may be necessary, is appropriated to the Department of Natural Resources from the Abandoned Mined Lands Set Aside Fund for grants and contracts to conduct research, planning and construction to eliminate hazards created by abandoned mines and any other expenses necessary for emergency response.

Section 65. The sum of $99,000, or so much thereof as may be necessary, is appropriated to the Department of Natural Resources from the State Furbearer Fund for the conservation of fur bearing mammals in accordance with the provisions of Section 5/1.32 of the "Wildlife Code", as now or hereafter amended.

Section 70. The following named sums, new appropriations, or so much thereof as may be necessary, respectively, for the objects and purposes hereinafter named, are appropriated to the Department of Natural Resources:

Payable from Natural Areas Acquisition Fund:

For the acquisition, preservation and stewardship of natural areas, including habitats

for endangered and threatened species, high quality natural communities, wetlands and other areas with unique or unusual natural heritage qualities 3,000,000

Section 75. The sum of $17,000,000, or so much thereof as may be necessary, is appropriated from the Open Space Lands Acquisition and Development Fund to the Department of Natural Resources for expenses connected with and to make grants to local governments and to distressed communities as provided in the "Open Space Lands Acquisition and Development Act".

Section 80. The sum of $495,000, or so much thereof as may be necessary, is appropriated from the State Pheasant Fund to the Department of Natural Resources for the conservation of pheasants in accordance with the provisions of Section 5/1.31 of the "Wildlife Code", as now or hereafter amended.

FOR ILLINOIS HABITAT FUND PROGRAM

Section 85. The sum of $1,215,000, or so much thereof as may be necessary, is appropriated from the Illinois Habitat Fund to the Department of Natural Resources for the preservation and maintenance of high quality habitat lands in

accordance with the provisions of the "Habitat Endowment Act", as now or hereafter amended.

Section 90. The sum of $225,000, or so much thereof as may be necessary, is appropriated from the Illinois Habitat Fund to the Department of Natural Resources for the preservation and maintenance of a high quality fish and wildlife habitat and to promote the heritage of outdoor sports in Illinois from revenue derived from the sale of Sportsmen Series license plates.

Section 95. The sum of $800,000, or so much thereof as may be necessary, is appropriated to the Department of Natural Resources for expenditure by the Office of Water Resources from the Flood Control Land Lease Fund for disbursement of monies received pursuant to Act of Congress dated September 3, 1954 (68 Statutes 1266, same as appears in Section 701c-3, Title 33, United States Code Annotated), provided such disbursement shall be in compliance with 15 ILCS 515/1 Illinois Compiled Statutes.

Section 100. The following named sums, or so much thereof as may be necessary, respectively, herein made either independently or in cooperation with the Federal Government or any agency thereof, any municipal corporation, or

political subdivision of the State, or with any public or private corporation, organization, or individual, are appropriated to the Department of Natural Resources for refunds and the purposes stated:

Payable from Land and Water Recreation Fund:

For Outdoor Recreation Programs $6,200,000

Section 105. The sum of $600,000, or so much thereof as may be necessary, is appropriated from the Off Highway Vehicle Trails Fund to the Department of Natural Resources for grants to units of local governments, not-for-profit organizations, and other groups to operate, maintain and acquire land for off-highway vehicle trails and parks as provided for in the Recreational Trails of Illinois Act, including administration, enforcement, planning and implementation of this Act.

Section 110. The following named sums, or so much thereof as may be necessary, respectively, herein made either independently or in cooperation with the Federal Government or any agency thereof, any municipal corporation, or political subdivision of the State, or with any public or private corporation, organization, or individual, are appropriated to the Department of Natural Resources for refunds and the purposes stated:

Payable from Federal Title IV Fire
Protection Assistance Fund:
For Rural Community Fire Protection
Programs $325,000

Section 115. The sum of $80,000, or so much thereof as may be necessary, is appropriated from the Snowmobile Trail Establishment Fund to the Department of Natural Resources for the administration and payment of grants to nonprofit snowmobile clubs and organizations for construction, maintenance, and rehabilitation of snowmobile trails and areas for the use of snowmobiles.

Section 120. The sum of $625,000, or so much thereof as may be necessary, is appropriated from the Illinois Forestry Development Fund to the Department of Natural Resources for the payment of grants to timber growers for implementation of acceptable forestry management practices as provided in the "Illinois Forestry Development Act" as now or hereafter amended.

Section 125. To the extent Federal Funds including reimbursements are made available for such purposes, the sum of $300,000, is appropriated from the Illinois Forestry Development Fund to the Department of Natural Resources for

Forest Stewardship Technical Assistance.

Section 130. The sum of $144,000, or so much thereof as may be necessary, is appropriated from the State Migratory Waterfowl Stamp Fund to the Department of Natural Resources for the payment of grants for the implementation of the North American Waterfowl Management Plan within the Dominion of Canada or the United States which specifically provides waterfowl to the Mississippi Flyway as provided in the "Wildlife Code", as amended.

Section 135. The sum of $144,000, or so much thereof as may be necessary, is appropriated from the State Migratory Waterfowl Stamp Fund to the Department of Natural Resources for the payment of grants for the development of waterfowl propagation areas within the Dominion of Canada or the United States which specifically provide waterfowl for the Mississippi Flyway as provided in the "Wildlife Code", as amended.

Section 140. The sum of $500,000, or so much thereof as may be necessary, is appropriated from the State Migratory Waterfowl Stamp Fund to the Department of Natural Resources for the purpose of attracting waterfowl and improving public migratory waterfowl areas within the State.

Section 145. The sum of $3,000,000, or so much thereof as may be necessary, is appropriated from the Park and Conservation Fund to the Department of Natural Resources for grants to units of local government for the acquisition and development of bike paths.

Section 150. The sum of $750,000, or so much thereof as may be necessary, is appropriated from the Park and Conservation Fund to the Department of Natural Resources for land acquisition, development and maintenance of bike paths and all other related expenses connected with the acquisition, development and maintenance of bike paths.

Section 155. The sum of $2,000,000, or so much thereof as may be necessary, is appropriated from the Park and Conservation Fund to the Department of Natural Resources for the development and maintenance, and other related expenses of recreational trails and trail-related projects authorized under the Intermodal Surface Transportation Efficiency Act of 1991, provided such amount shall not exceed funds to be made available for such purposes from state or federal sources.

Section 160. The following named sum, new appropriation, or so much thereof as may be necessary, for the object and

purpose hereinafter named, is appropriated to the Department of Natural Resources:

Payable from the Park and Conservation Fund:

For multiple use facilities and programs for park and trail purposes provided by the Department of Natural Resources, including construction and development, all costs for supplies, materials, labor, land acquisition, services, studies, and all other expenses required to comply with the intent of this appropriation 2,000,000

Section 165. The following named sums, new appropriations, or so much thereof as may be necessary, respectively, for the objects and purposes hereinafter named, are appropriated to the Department of Natural Resources:

Payable from the Adeline Jay Geo-Karis Illinois Beach Marina Fund:

For rehabilitation, reconstruction, repair, replacing, fixed assets, and improvement of facilities at North Point Marina at Winthrop Harbor $375,000

Section 170. The sum of $6,000,000, or so much thereof as may be necessary, is appropriated to the Department of

Natural Resources from the Abandoned Mined Lands Reclamation Council Federal Trust Fund for grants and contracts to conduct research, planning and construction to eliminate hazards created by abandoned mines, and any other expenses necessary for emergency response.

Section 175. The sum of $45,000,000, or so much thereof as may be necessary, is appropriated from the Capital Development Fund to the Department of Natural Resources for the non-federal cost share of a Conservation Reserve Enhancement Program to establish long-term contracts and permanent conservation easements in the Illinois River Basin; to fund cost-share assistance to landowners to encourage approved conservation practices in environmentally sensitive and highly erodible areas of the Illinois River Basin; and to fund the monitoring of long-term improvements of these conservation practices as required in the Memorandum of Agreement between the State of Illinois and the United States Department of Agriculture.

Section 180. The sum of $42,015,000, or so much thereof as may be necessary, is appropriated from the Capital Development Fund to the Department of Natural Resources for expenditure by the Office of Water Resources for water development projects at the approximate cost set forth below:

Addison Creek - Cook & Dupage Counties - For construction of the Addison Creek Flood Control Project as developed by the Addison Creek Restoration Commission 500,000

Ashland – Cass County – For construction of a flood control project to relieve flooding 500,000

Blackberry Creek - Kane & Kendall Counties - For assistance in implementation of the Blackberry Creek Watershed Plan 140,000

County Stormwater Improvements – For funding to assist County Stormwater Programs with implementation of flood relief projects 600,000

Crystal Creek – Cook County – To design and construct the Crystal Creek Flood Control Project in Schiller Park and Franklin Park 1,100,000

Des Plaines River Phase 1 Big Bend Lake - Cook County –

For non-federal cost sharing
requirements of the Upper
Des Plaines Flood Control Project,
Phase 1 10,800,000

East St. Louis Ecosystem and
IFC - Madison & St. Clair
Counties - For the non-federal
funding to design and construct
this multipurpose ecosystem project 1,700,000

Edinburg - Christian County – For
construction of a flood water
storage facility and local
channel modifications 550,000

Flood Hazard Mitigation –
Statewide - For cost sharing
to acquire repetitive and
severely damaged flood prone
structures 10,000,000

Granite City Groundwater Pumping –
To implement the pilot project
to reduce flood damages associated
with high groundwater 1,200,000

Hickory/Spring Creek – Will County –
For implementation of Stage IIIb-2
of channel construction of

Hickory/Spring Creeks flood
control project in cooperation
with the City of Joliet 4,500,000

Hickory/Spring Creek - Will County -
For implementation of Stage IV-A
of channel construction of
Hickory/Spring Creeks flood
control project in cooperation
with the City of Joliet 7,600,000

Mattoon - Coles County - For
implementation of local
improvements to reduce
flood damages 1,000,000

North Branch Chicago River -
Lake County - For assistance in
implementation of flood damage
reduction measures in the watershed 30,000

Village of Union - McHenry County -
For the implementation of flood
damage relief measures 1,125,000

Small Drainage and Flood
Control Projects - to fund
flood damage reduction projects
in partnership with local
units of government 670,000

Section 185. The sum of $40,500,000, or so much thereof as may be necessary, is appropriated from the Capital Development Fund to the Department of Natural Resources for expenditure by the Office of Water Resources for improvements needed at State-owned Dams for upgrading and rehabilitation of dams, spillways and supporting facilities, including dam removals and the required geotechnical investigations, preparation of plans and specifications, and the construction of the proposed rehabilitation to ensure reduced risk of injury to the public.

Section 190. The sum of $14,950,000, or so much thereof as may be necessary is appropriated from the Capital Development Fund to the Department of Natural Resources for planning, design and construction of ecosystem rehabilitation, habitat restoration and associated development in cooperation with the U.S. Army Corps of Engineers.

Section 200. To the extent Federal Funds including reimbursements are made available for such purposes, the sum of $15,000,000 is appropriated from the Illinois Forestry Development Fund to the Department of Natural Resources for the purpose of advancing forestry resources in Illinois

pursuant to the American Recovery and Reinvestment Act of 2009.

Section 205. The sum of $150,000,000, or so much thereof as may be necessary is appropriated from the Build Illinois Bond Fund to the Department of Natural Resources for capital grants to parks or reactional units for permanent improvements.

Section 210. The sum of $50,000,000, or so much thereof as may be necessary, is appropriated from the Capital Development Fund to the Department of Natural Resources for capital grants to public museums for permanent improvements.

Section 215. No contract shall be entered into or obligation incurred or any expenditure made from appropriations herein made in Sections 175, 180, 185, 190 and 195 of this Article until after the purpose and amount of such expenditure has been approved in writing by the Governor.

Total, Article 35 $408,372,000

ARTICLE 40

DEPARTMENT OF NATURAL RESOURCES

Section 5. The sum of $4,198,641, or so much thereof as may be necessary and as remains unexpended at the close of business on June 30, 2009, from appropriations heretofore made in Article 32, Section 10 and Article 33, Section 5, of Public Act 95-734, as amended, is reappropriated from the State Boating Act Fund to the Department of Natural Resources for the administration and payment of grants to local governmental units for the construction, maintenance, and improvement of boat access areas.

Section 15. The sum of $405,158, or so much thereof as may be necessary and as remains unexpended at the close of business on June 30, 2009, from appropriations heretofore made in Article 32, Section 15, and Article 33, Section 15, of Public Act 95-734, as amended, is reappropriated from the State Boating Act Fund to the Department of Natural Resources for the purposes of the Snowmobile Registration and Safety Act and for the administration and payment of grants to local governmental units for the construction, land acquisition, lease, maintenance and improvement of snowmobile trails and access areas.

Section 30. To the extent federal funds including reimbursements are available for such purposes, the sum of

$1,188,900, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from appropriations heretofore made in Article 32, Section 20, and Article 33, Section 30 of Public Act 95-734, as amended, is reappropriated from the State Boating Act Fund to the Department of Natural Resources for all costs for construction and development of facilities for transient, non-trailerable recreational boats, including grants for such purposes and authorized under the Boating Infrastructure Grant Program.

Section 35. The following named sums, or so much thereof as may be necessary, respectively, and as remains unexpended at the close of business on June 30, 2009, from appropriations heretofore made for such purposes, are reappropriated to the Department of Natural Resources for the objects and purposes set forth below:

Payable from State Boating Act Fund:

(From Article 32, Section 30,
and Article 33, Section 35,
of Public Act 95-734, as amended)

For multiple use facilities and programs
for boating purposes provided by the
Department of Natural Resources including
construction and development, all costs

for supplies, materials, labor, land
acquisition, services, studies and all
other expenses required to comply with
the intent of this appropriation 5,238,507

Section 45. The following named sums, or so much thereof as may be necessary, respectively, and as remain unexpended at the close of business on June 30, 2009, from appropriations heretofore made for such purposes, are reappropriated to the Department of Natural Resources for the objects and purposes set forth below:

Payable from the State Parks Fund:

(From Article 32, Section 30,
and Article 33, Section 45
of Public Act 95-734, as amended)

For multiple use facilities and programs
for park and trail purposes provided
by the Department of Natural Resources, including
construction and development, all costs
for supplies, materials, labor, land
acquisition, services, studies, and
all other expenses required to comply with
the intent of this appropriation 1,162,721

(From Article 33, Section 45
of Public Act 95-734, as amended)

For multiple use facilities and
purposes provided by the
Department of Natural Resources, including
construction and development, all costs
for supplies, materials, labor, land
acquisition, services, studies, and
all other expenses required to comply with
the intent of this appropriation 244,857

Section 48. The sum of $1,563,081, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from appropriations heretofore made in Article 33, Section 48 of Public Act 95-734, as amended, is reappropriated from the State Park Fund to the Department of Natural Resources, in coordination with the Capital Development Board, for the development of the World Shooting and Recreation Complex including all construction and debt service expenses required to comply with this appropriation. Provided further, to the extent that revenues are received for such purposes, said revenues must come from non-State sources.

Section 50. The sum of $6,882,757, or so much thereof as may be necessary and as remains unexpended at the close of business on June 30, 2009, from appropriations heretofore

made in Article 33, Section 50 of Public Act 95-734, as amended, is reappropriated from the Wildlife and Fish Fund to the Department of Natural Resources for wildlife conservation and restoration plans and programs from federal and/or state funds provided for such purposes.

Section 60. To the extent federal funds including reimbursements are available for such purposes, the sum of $726,672, or so much thereof as may be necessary and as remains unexpended at the close of business on June 30, 2009, from appropriations heretofore made in Article 32, Section 40 and Article 33, Section 60 of Public Act 95-734, as amended, is reappropriated from the Wildlife and Fish Fund to the Department of Natural Resources for construction and renovation of waste reception facilities for recreational boaters, including grants for such purposes authorized under the Clean Vessel Act.

Section 70. The sum of $735,997, or so much thereof as may be necessary and as remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore made in Article 33, Section 70 of Public Act 95-734, is reappropriated from the Capital Development Fund to the Department of Natural Resources for planning, design and construction of ecosystem rehabilitation, habitat restoration

and associated development in cooperation with the U.S. Army Corps of Engineers.

Section 75. The sum of $2,678,269, or so much thereof as may be necessary and as remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore made in Article 33, Section 75 of Public Act 95-734, is reappropriated from the Capital Development Fund to the Department of Natural Resources for planning, design and construction of ecosystem rehabilitation, habitat restoration and associated development in cooperation with the U.S. Army Corps of Engineers.

Section 80. The sum of $16,825,331, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore made in Article 33, Section 80, of Public Act 95-734, as amended, is reappropriated from the Capital Development Fund to the Department of Natural Resources to acquire, protect and preserve open space and natural lands.

Section 85. The sum of $1,918,701, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore made in Article 33, Section 85 of Public Act 95-734, as

amended, is reappropriated from the Capital Development Fund to the Department of Natural Resources for the non-federal cost share of a Conservation Reserve Enhancement Program to establish long-term contracts and permanent conservation easements in the Illinois River Basin; to fund cost-share assistance to landowners to encourage approved conservation practices in environmentally sensitive and highly erodible areas of the Illinois River Basin; and to fund the monitoring of long term improvements of these conservation practices as required in the Memorandum of Agreement between the State of Illinois and the United States Department of Agriculture.

Section 95. The sum of $503,341, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore made in Article 33, Section 95 of Public Act 95-734, as amended, is reappropriated from the Capital Development Fund to the Department of Natural Resources for expenditure by the Office of Water Resources for the acquisition of lands, buildings, and structures, including easements and other property interests, located in the 100-year floodplain in counties or portions of counties authorized to prepare stormwater management plans and for removing such buildings and structures and preparing the site for open space use.

Section 100. The sum of $8,145,019, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from an appropriation heretofore made in Article 33, Section 100 of Public Act 95-734, as amended, is reappropriated from the Capital Development Fund to the Department of Natural Resources for expenditure by the Office of Water Resources for water development projects at the approximate cost set forth below:

Union - McHenry County - for flood control and drainage improvement of unnamed Kishwaukee River tributary 200,000

Flood Hazard Mitigation - For implementation of flood hazard mitigation plans, and acquisition of wetland and tree mitigation sites for state and local joint flood control projects in cooperation with federal agencies, state agencies, and units of local government, in various counties 3,170,130

Fox Chain of Lakes - Lake and McHenry Counties - For the state cost share in implementation of the comprehensive Dredging and Disposal Plan, including beneficial use of dredge material and island creation, for the Fox River and

Chain of Lakes 274,889

Fox River Dams - Kane County - For rehabilitation, modification, and reconstruction of Batavia and Yorkville Dams 2,600,000

East St. Louis & Vicinity Flood Control - Madison and St. Clair Counties - For partial payment of the non-federal cost requirement of an interior flood protection project and ecosystem restoration at East St. Louis and Vicinity area 1,800,000

Small Drainage and Flood Control Projects - For implementation of small drainage and flood control improvements in accordance with plans developed in cooperation with local governments and school districts, not to exceed $100,000 at any single locality 100,000

Total $8,145,019

FOR WATERWAY IMPROVEMENTS

Section 105. The sum of $13,771,873, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore

made in Article 33, Section 105 of Public Act 95-734, as amended, is reappropriated from the Capital Development Fund to the Department of Natural Resources for expenditure by the Office of Water Resources for the following projects at the approximate costs set forth below:

Addison Creek Watershed - Cook and DuPage Counties 214,700

Chicago Harbor Leakage Control - Cook County - For implementation of a project to identify, measure, control, and eliminate leakage flows through controlling structures at the mouth of the Chicago River in cooperation with federal agencies and units of local government 990,400

Crisenberry Dam - Jackson County: For complete rehabilitation of the dam and spillway, including the required geotechnical investigation, the preparation of plans and specifications, and the construction of the proposed rehabilitation 423,000

Crystal Creek - Cook County 2,864,324

East St. Louis and Vicinity Flood Control - Madison and St. Clair Counties - For

partial payment of the non-federal cost requirements of an interior flood protection project and ecosystem restoration at East St. Louis and Vicinity area 376,500

Flood Mitigation - Disaster Declaration Areas 1,909,188

Fox Chain O'Lakes - Lake and McHenry Counties 1,815,911

Fox River Dams - Kane, Kendall and McHenry Counties 2,586,269

Granite City - Area Groundwater-Madison County 300,000

Hickory/Spring Creeks Watershed - Cook and Will Counties 265,800

Kyte River - Rochelle, Ogle County 450,900

Loves Park - Winnebago County 178,500

Prairie/Farmers Creek - Cook County 912,815

Rock River Dams - Rock Island and Whiteside Counties 79,566

Small Drainage and Flood Control Projects - Statewide (not to exceed $100,000 at any locality) 374,000

Union - McHenry County 30,000

Total $13,771,873

Section 110. The sum of $31,340, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore made in Article 33, Section 110 of Public Act 95-734, as amended, is reappropriated from the Capital Development Fund to the Department of Natural Resources for expenditure by the Office of Water Resources in cooperation with federal agencies, state agencies and units of local government in the implementation of flood hazard mitigation plans in counties that received a Presidential Disaster Declaration as a result of flooding in calendar years 1993 and thereafter, in accordance with reports filed under Section 5 of the "Flood Control Act of 1945".

Section 115. The sum of $25,098, or so much thereof as may be necessary, and as remains unexpended at the close of business on June 30, 2009, from appropriations heretofore made in Article 33, Section 115 of Public Act 95-734, as amended, is reappropriated from the Capital Development Fund to the Department of Natural Resources for grants to public museums for permanent improvements.

Section 130. The amount of $1,314,656, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from a reappropriation

heretofore made in Article 33, Section 130 of Public Act 95-734, as amended, is reappropriated from the Capital Development Fund to the Department of Natural Resources for grants to public museums for permanent improvements.

Section 135. The sum of $238,020, or so much thereof as may be necessary and as remains unexpended at the close of business on June 30, 2009, from appropriations heretofore made in Article 32, Section 65 and Article 33, Section 135 of Public Act 95-734, as amended, is reappropriated to the Department of Natural Resources from the State Furbearer Fund for the conservation of fur bearing mammals in accordance with the provisions of Section 5/1.32 of the "Wildlife Code", as now or hereafter amended.

Section 145. The following named sum, or so much thereof as may be necessary and as remains unexpended at the close of business on June 30, 2009, from appropriations heretofore made for such purposes, is reappropriated to the Department of Natural Resources for the objects and purposes set forth below:

Payable from Natural Areas Acquisition Fund:

(From Article 32, Section 70 and
Article 33, Section 145 of Public
Act 95-734, as amended)

For the acquisition, preservation and stewardship of natural areas, including habitats for endangered and threatened species, high quality natural communities, wetlands and other areas with unique or unusual natural heritage qualities 20,792,069

Section 150. The sum of $109,943,523, or so much thereof as may be necessary and as remains unexpended at the close of business on June 30, 2009, from appropriations heretofore made in Article 32, Section 75 and Article 33, Section 150 of Public Act 95-734, as amended, is reappropriated from the Open Space Lands Acquisition and Development Fund to the Department of Natural Resources for expenses connected with and to make grants to local governments as provided in the "Open Space Lands Acquisition and Development Act".

FOR STATE PHEASANT PROGRAM

Section 160. The sum of $883,412, or so much thereof as may be necessary and as remains unexpended at the close of business on June 30, 2009, from appropriations heretofore made in Article 32, Section 80 and Article 33, Section 160, of Public Act 95-734, as amended, is reappropriated from the State Pheasant Fund to the Department of Natural Resources

for the conservation of pheasants in accordance with the provisions of Section 5/1.31 of the "Wildlife Code", as now or hereafter amended.

Section 170. The sum of $3,192,250, or so much thereof as may be necessary and as remains unexpended at the close of business on June 30, 2009, from appropriations heretofore made in Article 32, Section 85 and Article 33, Section 170 of Public Act 95-734, as amended, is reappropriated from the Illinois Habitat Fund to the Department of Natural Resources for the preservation and maintenance of high quality habitat lands in accordance with the provisions of the "Habitat Endowment Act", as now or hereafter amended.

Section 180. The sum of $1,220,489, or so much thereof as may be necessary and as remains unexpended at the close of business on June 30, 2009, from appropriations heretofore made in Article 32, Section 90, and Article 33, Section 180 of Public Act 95-734, as amended, is reappropriated from the Illinois Habitat Fund to the Department of Natural Resources for the preservation and maintenance of a high quality fish and wildlife habitat and to promote the heritage of outdoor sports in Illinois from revenue derived from the sale of Sportsmen Series license plates.

Section 190. The following named sum, or so much thereof as may be necessary and as remains unexpended at the close of business on June 30, 2009, from appropriations heretofore made in Article 32, Section 100 and Article 33, Section 190 of Public Act 95-734, as amended, made either independently or in cooperation with the Federal Government or any agency thereof, any municipal corporation, or political subdivision of the State, or with any public or private corporation, organization, or individual, is reappropriated to the Department of Natural Resources for refunds and the purposes stated:

Payable from Land and Water Recreation Fund:

For Outdoor Recreation Programs 21,081,481

Section 195. The sum of $1,886,668, or so much thereof as may be necessary and as remains unexpended at the close of business on June 30, 2009, from appropriations heretofore made in Article 32, Section 105 and Article 33, Section 195 of Public Act 95-734, as amended, is reappropriated from the Off Highway Vehicle Trails Fund to the Department of Natural Resources for grants to units of local governments, not-for-profit organizations, and other groups to operate, maintain and acquire land for off-highway vehicle trails and parks as provided for in the Recreational Trails of Illinois Act, including administration, enforcement, planning and

implementation of this Act.

Section 205. The sum of $1,486,809, or so much thereof as may be necessary and as remains unexpended at the close of business on June 30, 2009, from appropriations heretofore made for such purposes in Article 33, Section 205 of Public Act 95-734, as amended, is reappropriated from the Partners for Conservation Projects Fund to the Department of Natural Resources for the acquisition, planning and development of land and long-term easements, and cost-shared natural resource management practices for ecosystem-based management of Illinois' natural resources, including grants for such purposes.

Section 210. The sum of $2,314,763, or so much thereof as may be necessary and as remains unexpended at the close of business on June 30, 2009, from appropriations heretofore made for such purposes in Article 33, Section 210 of Public Act 95-734, as amended, is reappropriated from the Partners for Conservation Projects Fund to the Department of Natural Resources for the acquisition, planning and development of land and long-term easements, and cost-shared natural resource management practices for ecosystem-based management of Illinois' natural resources, including grants for such purposes.

Section 215. The following named sum, or so much thereof as may be necessary and as remains unexpended at the close of business on June 30, 2009, from appropriations heretofore made in Article 32, Section 110 and Article 33, Section 215 of Public Act 95-734, as amended, made either independently or in cooperation with the Federal Government or any agency thereof, any municipal corporation, or political subdivision of the State, or with any public or private corporation, organization, or individual, is reappropriated to the Department of Natural Resources for refunds and the purposes stated:

Payable from Federal Title IV Fire
Protection Assistance Fund:
For Rural Community Fire
Protection Program 1,033,568

Section 225. The sum of $143,498, or so much thereof as may be necessary and as remains unexpended at the close of business on June 30, 2009, from appropriations heretofore made in Article 32, Section 115 and Article 33, Section 225 of Public Act 95-734, as amended, is reappropriated from the Snowmobile Trail Establishment Fund to the Department of Natural Resources for the administration and payment of grants to nonprofit snowmobile clubs and organizations for

construction, maintenance, and rehabilitation of snowmobile trails and areas for the use of snowmobiles.

Section 235. The sum of $2,482,184, or so much thereof as may be necessary and as remains unexpended at the close of business on June 30, 2009, from appropriations heretofore made in Article 32, Section 120 and Article 33, Section 235 of Public Act 95-734, as amended, is reappropriated from the Illinois Forestry Development Fund to the Department of Natural Resources for the payment of grants to timber growers for implementation of acceptable forestry management practices as provided in the "Illinois Forestry Development Act" as now or hereafter amended.

Section 245. To the extent Federal Funds including reimbursements are made available for such purposes, the sum of $642,780, or so much thereof as may be necessary and as remains unexpended at the close of business on June 30, 2009, from appropriations heretofore made in Article 32, Section 125, and Article 33, Section 245 of Public Act 95-734, as amended, is reappropriated from the Illinois Forestry Development Fund to the Department of Natural Resources for Forest Stewardship Technical Assistance.

Section 260. The sum of $2,791,528, or so much thereof

as may be necessary and as remains unexpended at the close of business on June 30, 2009, from appropriations heretofore made in Article 32, Section 140, and Article 33, Section 260 of Public Act 95-734, as amended, is reappropriated from the State Migratory Waterfowl Stamp Fund to the Department of Natural Resources for the purpose of attracting waterfowl and improving public migratory waterfowl areas within the State.

FOR BIKEWAYS PROGRAMS

Section 280. The sum of $17,782,121, or so much thereof as may be necessary and as remains unexpended at the close of business on June 30, 2009, from appropriations heretofore made in Article 32, Section 145, and Article 33, Section 280 of Public Act 95-734, as amended, is reappropriated from the Park and Conservation Fund to the Department of Natural Resources for grants to units of local government for the acquisition and development of bike paths.

Section 285. The following named sum, or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from an appropriation heretofore made for such purpose in Article 32, Section 160, and Article 33, Section 285 of Public Act 95-734, as amended, is reappropriated to the Department of Natural Resources:

Payable from the Park and Conservation Fund:

For multiple use facilities and programs
for park and trail purposes provided by
the Department of Natural Resources, including
construction and development, all costs
for supplies, materials, labor, land
acquisition, services, studies, and
all other expenses required to comply with
the intent of this appropriation 1,529,436

Section 300. The sum of $686,826, or so much thereof as may be necessary and as remains unexpended at the close of business on June 30, 2009, from an appropriation heretofore made in Article 33, Section 300 of Public Act 95-734, as amended, is reappropriated from the Park and Conservation Fund to the Department of Natural Resources for multiple use facilities and programs for conservation purposes provided by the Department of Natural Resources, including repairing, maintaining, reconstructing, rehabilitating, replacing fixed assets, construction and development, marketing and promotions, all costs for supplies, materials, labor, land acquisition and its related costs, services, studies, and all other expenses required to comply with the intent of this appropriation.

Section 305. The sum of $4,643,738, or so much thereof

as may be necessary and as remains unexpended at the close of business on June 30, 2009, from appropriations heretofore made in Article 32, Section 150, and Article 33, Section 305 of Public Act 95-734, as amended, is reappropriated from the Park and Conservation Fund to the Department of Natural Resources for land acquisition, development and maintenance of bike paths and all other related expenses connected with the acquisition, development and maintenance of bike paths.

Section 310. The sum of $1,307,357, or so much thereof as may be necessary and as remains unexpended at the close of business on June 30, 2009, from an appropriation heretofore made in Article 33, Section 310 of Public Act 95-734, as amended, is reappropriated to the Department of Natural Resources from the Park and Conservation Fund for multiple use facilities and programs for conservation purposes provided by the Department of Natural Resources, including repairing, maintaining, reconstructing, rehabilitating, replacing fixed assets, construction and development, marketing and promotions, all costs for supplies, materials, labor, land acquisition and its related costs, services, studies, and all other expenses required to comply with the intent of this appropriation.

Section 320. The sum of $7,618,254, or so much thereof

as may be necessary and as remains unexpended at the close of business on June 30, 2009, from appropriations heretofore made in Article 32, Section 155, and Article 33, Section 320 of Public Act 95-734, as amended, is reappropriated from the Park and Conservation Fund to the Department of Natural Resources for the development and maintenance of recreational trails and trail-related projects authorized under the Intermodal Surface Transportation Efficiency Act of 1991, provided such amount shall not exceed funds to be made available for such purposes from state or federal sources.

Section 385. The following named sum, or so much thereof as may be necessary, respectively, and as remains unexpended at the close of business on June 30, 2009, from appropriations heretofore made for such purposes, are reappropriated to the Department of Natural Resources for the objects and purposes set forth below:

Payable from the Illinois Beach Marina Fund:

(From Article 32, Section 165
and Article 33, Section 385
of Public Act 95-734, as amended)

For rehabilitation, reconstruction,
repair, replacing, fixed assets,
and improvement of facilities at
North Point Marina at Winthrop

Harbor 1,135,535

Section 395. The sum of $16,993,585, or so much thereof as may be necessary and as remains unexpended at the close of business on June 30, 2009, from appropriations heretofore made in Article 32, Section 170, and Article 33, Section 395 of Public Act 95-734, as amended, is reappropriated to the Department of Natural Resources from the Abandoned Mined Lands Reclamation Council Federal Trust Fund for grants and contracts to conduct research, planning and construction to eliminate hazards created by abandoned mines, and any other expenses necessary for emergency response.

Section 405. The sum of $4,535,000, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore made in Article 33, Section 405 of Public Act 95-734, as amended, is reappropriated from the Capital Development Fund to the Department of Natural Resources to acquire, protect and preserve open space and natural lands.

Section 410. The sum of $1,319,251, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore made in Article 33, Section 410 of Public Act 95-734, as

amended, is reappropriated from the Wildlife and Fish Fund to the Department of Natural Resources for the acquisition, engineering and rehabilitation of dedicated hunting and fishing lands in conjunction with the Illinois Hunting Heritage Protection Act; however, no more than $1,500,000 of the total appropriation may be used for engineering and rehabilitation.

Section 415. The sum of $20,000,000, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from an appropriation heretofore made for such purpose in Article 33, Section 415 of Public Act 95-734, is reappropriated from the Capital Development Fund to the Department of Natural Resources for water resource management projects as authorized by subsection (g) of Section 3 of the General Obligation Bond Act or for grants to State agencies for such purposes.

Section 420. The sum of $10,077,640, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from an appropriation heretofore made for such purpose in Article 33, Section 420 of Public Act 95-734, is reappropriated from the Capital Development Fund to the Department of Natural Resources for grants to local governments for the acquisition, financing,

architectural planning, development, alteration, installation, and construction of capital facilities consisting of buildings, structures, durable equipment, and land as authorized by subsection (l) of Section 3 of the General Obligation Bond Act or for grants to State agencies for such purposes.

Section 425. The sum of $25,000,000, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from an appropriation heretofore made for such purpose in Article 33, Section 425 of Public Act 95-734, is reappropriated from the Capital Development Fund to the Department of Natural Resources for the Illinois Open Land Trust Program as defined by the Illinois Open Land Trust Act as authorized by subsection (m) of Section 3 of the General Obligation Bond Act or for grants to State agencies for such purposes.

Section 426. To the extent Federal Funds including reimbursements are made available for such purposes, the sum of $5,000,000, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from appropriations heretofore made in Article 30, Section 170 of Public Act 95-731 as amended by Public Act 96-004, is reappropriated from the Illinois Forestry Development Fund to

the Department of Natural Resources for the purpose of advancing forestry resources in Illinois pursuant to the American Recovery and Reinvestment Act of 2009.

Section 430. No contract shall be entered into or obligation incurred or any expenditure made from a reappropriation herein made in Sections:

70 through 130,

190, 205, 210,

270 through 320,

405, 410, 415, 420 and 425

until after the purpose and amount of such expenditure has been approved in writing by the Governor.

Total, Article 40 $355,322,128

ARTICLE 45

DEPARTMENT OF MILITARY AFFAIRS

Section 5. The sum of $238,800, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from an appropriation heretofore made for such purpose in Article 34, Section 5 of Public Act 95-734, is reappropriated from the Illinois National Guard Armory Construction Fund to the Department of Military

Affairs for land acquisition and construction of parking facilities at armories.

Total, Article 45 $238,800

ARTICLE 50

DEPARTMENT OF TRANSPORTATION

PERMANENT IMPROVEMENTS

Section 5. The sum of $5,400,000, or so much thereof as may be necessary, is appropriated from the Road Fund to the Department of Transportation for Permanent Improvements to Illinois Department of Transportation facilities, including but not limited to the purchase of land, construction, repair, alterations and improvements to maintenance and traffic facilities, district and central headquarters facilities, storage facilities, grounds, parking areas and facilities, fencing and underground drainage, including plans, specifications, utilities and fixed equipment installed and all costs and charges incident to the completion thereof at various locations.

OTHER LUMP SUMS

Section 10. The following named amounts, or so much thereof as may be necessary, are appropriated from the Road Fund to the Department of Transportation for the objects and

purposes hereinafter named:

For costs associated with the identification, corrective action, and disposal of hazardous materials at storage facilities 1,158,600

For Maintenance, Traffic and Physical Research Purposes (A) 30,129,100

For repair of damages by motorists to highway guardrails, fencing, lighting units, bridges, underpasses, signs, traffic signals, crash attenuators, landscaping, roadside shelters, rest areas, fringe parking facilities, sanitary facilities, maintenance facilities including salt storage buildings, vehicle weight enforcement facilities including scale houses, and other highway appurtenances, provided such amount shall not exceed funds to be made available from collections from claims filed by the Department to recover the costs of such damages 5,500,000

For Maintenance, Traffic and Physical Research Purposes (B) 13,150,000

Total $49,937,700

HIGHWAY CONSTRUCTION AND LAND ACQUISITION

GRANTS AND AWARDS

Section 15. The following named amounts, or so much thereof as may be necessary, are appropriated from the Road Fund to the Department of Transportation for the objects and purposes hereinafter named:

For apportionment to counties for construction of township bridges 20 feet or more in length as provided in Section 6-901 through 6-906 of the "Illinois Highway Code" 15,000,000

For apportionment to needy Townships and Road Districts, as determined by the Department in consultation with the County Superintendents of Highways, Township Highway Commissioners, or Road District Highway Commissioners 10,014,300

For apportionment to high-growth cities over 5,000 in population, as determined by the Department in consultation with the Illinois Municipal League 4,000,000

For apportionment to counties under 1,000,000 in population, $8,000,000 of the total apportioned in equal amounts to each eligible

county, and $13,800,000 apportioned to each eligible county in proportion to the amount of motor vehicle license fees received from the residents of eligible counties 21,800,000

Total $50,814,300

HIGHWAY CONSTRUCTION AND LAND ACQUISITION

CONSTRUCTION

Section 20. The sum of $930,000,000, or so much thereof as may be necessary, is appropriated from the State Construction Account Fund to the Department of Transportation for preliminary engineering and construction engineering and contract costs of construction, including reconstruction, extension and improvement of State highways, arterial highways, roads, access areas, roadside shelters, rest areas fringe parking facilities and sanitary facilities and such other purposes as provided by the "Illinois Highway Code"; for purposes allowed or required by Title 23 of the U.S. Code; for bikeways as provided by Public Act 78-850; for land acquisition and signboard removal and control, junkyard removal and control and preservation of natural beauty; and for capital improvements which directly facilitate an effective vehicle weight enforcement program, such as scales (fixed and portable), scale pits and scale installations and

scale houses, in accordance with applicable laws and regulations for the Road Improvement Program as approximated below:

District 1, Schaumburg	243,993,600
District 2, Dixon	53,956,700
District 3, Ottawa	55,904,000
District 4, Peoria	36,214,500
District 5, Paris	30,155,000
District 6, Springfield	38,265,500
District 7, Effingham	30,056,500
District 8, Collinsville	122,668,100
District 9, Carbondale	31,670,100
Statewide (including refunds)	110,290,000
Engineering	176,826,000
Total	930,000,000

Section 25. The sum of $310,000,000, or so much thereof as may be necessary, is appropriated from the Transportation Bond Series A Fund to the Department of Transportation for preliminary engineering and construction engineering and contract costs of construction, including reconstruction, extension and improvement of state highways, arterial highways, roads, access areas, roadside shelters, rest areas, fringe parking facilities and sanitary facilities, and such

other purposes as provided by the "Illinois Highway Code"; for purposes allowed or required by Title 23 of the U.S. Code; for bikeways as provided by Public Act 78-850; for land acquisition and signboard removal and control, junkyard removal and control and preservation of natural beauty; and for capital improvements which directly facilitate an effective vehicle weight enforcement program, such as scales (fixed and portable), scale pits and scale installations and scale houses, in accordance with applicable laws and regulations for the state portion of the Road Improvement Program as approximated below:

District 1, Schaumburg	112,518,000
District 2, Dixon	23,962,000
District 3, Ottawa	25,550,000
District 4, Peoria	23,045,000
District 5, Paris	14,282,000
District 6, Springfield	19,230,000
District 7, Effingham	22,302,000
District 8, Collinsville	26,675,000
District 9, Carbondale	17,300,000
Statewide (including refunds)	25,136,000
Engineering	0
Total	310,000,000

Section 27. The sum of $2,801,433,698, or so much thereof as may be necessary, is appropriated from the Transportation Bond Series D Fund to the Department of Transportation for preliminary engineering and construction engineering and contract costs of construction, including reconstruction, extension and improvement of state highways, arterial highways, roads, access areas, roadside shelters, rest areas, fringe parking facilities and sanitary facilities, and such other purposes as provided by the "Illinois Highway Code"; for purposes allowed or required by Title 23 of the U.S. Code; for bikeways as provided by Public Act 78-850; for land acquisition and signboard removal and control, junkyard removal and control and preservation of natural beauty; and for capital improvements which directly facilitate an effective vehicle weight enforcement program, such as scales (fixed and portable), scale pits and scale installations and scale houses, in accordance with applicable laws and regulations for the state portion of the Road Improvement Program as approximated below:

District 1, Schaumburg 1,307,767,925
District 2, Dixon 321,800,800
District 3, Ottawa 190,512,450
District 4, Peoria 200,107,500
District 5, Paris 135,118,550

District 6, Springfield	159,863,500
District 7, Effingham	116,729,223
District 8, Collinsville	229,600,000
District 9, Carbondale	139,933,750
Statewide (including refunds)	0
Engineering	0
Total	2,801,433,698

HIGHWAY CONSTRUCTION AND LAND ACQUISITION

LUMP SUMS

Section 30. The sum of $95,000,000, or so much thereof as may be necessary, is appropriated from the Road Fund to the Department of Transportation for preliminary engineering and construction engineering and contract costs of construction, including reconstruction, extension and improvement of state highways, arterial highways, roads, access areas, roadside shelters, rest areas, fringe parking facilities and sanitary facilities, and such other purposes as provided by the "Illinois Highway Code"; for purposes allowed or required by Title 23 of the U.S. Code; for bikeways as provided by Public Act 78-850; for land acquisition and signboard removal and control, junkyard removal and control and preservation of natural beauty; and for capital improvements which directly facilitate an effective vehicle weight enforcement program, such as scales

(fixed and portable), scale pits and scale installations and scale houses, in accordance with applicable laws and regulations for the state portion of the Road Improvement Program as approximated below:

District 1, Schaumburg	36,055,400
District 2, Dixon	7,973,300
District 3, Ottawa	8,261,000
District 4, Peoria	5,351,500
District 5, Paris	4,456,000
District 6, Springfield	5,654,500
District 7, Effingham	4,441,500
District 8, Collinsville	18,126,900
District 9, Carbondale	4,679,900
Statewide (including refunds)	0
Engineering	0
Total	95,000,000

Section 35. The sum of $499,185,700, or so much thereof as may be necessary, is appropriated from the Road Fund to the Department of Transportation for preliminary engineering and construction engineering and contract costs of construction, including reconstruction, extension and improvement of state and local roads and bridges, fringe parking facilities and such other purposes as provided by the

"Illinois Highway Code"; for purposes allowed or required by Title 23 of the U.S. Code; for bikeways as provided by Public Act 78-850; for land acquisition and signboard removal and control and preservation of natural beauty, in accordance with applicable laws and regulations for the local portion of the Road Improvement Program as approximated below:

District 1, Schaumburg	289,000,000
District 2, Dixon	20,000,000
District 3, Ottawa	15,000,000
District 4, Peoria	13,000,000
District 5, Paris	13,000,000
District 6, Springfield	15,000,000
District 7, Effingham	14,000,000
District 8, Collinsville	28,000,000
District 9, Carbondale	10,000,000
Statewide (including refunds)	82,185,700
Total	499,185,700

Section 36. The sum of $500,000,000, or so much thereof as may be necessary, is appropriated from the Transportation Bond Series D Fund to the Department of Transportation for grants to counties, municipalities, and road districts for planning, engineering, acquisition, construction, reconstruction, development, improvement, extension, and all

construction related expenses of the public infrastructure and other transportation improvement projects which are related to economic development in the State of Illinois allocated as follows:

For the municipalities of the State	$245,500,000
For the counties of the State having 1,000,000 or more inhabitants	83,700,000
For the counties of the State having less than 1,000,000 inhabitants	91,350,000
For the road districts of the State	79,450,000
Total	$500,000,000

GRADE CROSSING PROTECTION

CONSTRUCTION

Section 40. The sum of $39,000,000 or so much thereof as may be necessary, is appropriated from the Grade Crossing Protection Fund to the Department of Transportation for the installation of grade crossing protection or grade separations at places where a public highway crosses a railroad at grade, as ordered by the Illinois Commerce Commission, as provided by law.

DIVISION OF AERONAUTICS

AWARDS AND GRANTS

Section 45. The sum of $137,000,000 or so much thereof

as may be necessary, is appropriated from the Federal/Local Airport Fund to the Department of Transportation for funding the local or federal share of airport improvement projects, including reimbursements and/or refunds, undertaken pursuant to pertinent state or federal laws, provided such amounts shall not exceed funds available from federal and/or local sources.

Section 50. The sum of $20,000,000, or so much thereof as may be necessary, is appropriated from the Transportation Bond Series B Fund to the Department of Transportation for financial assistance to airports pursuant to Section 34 of the Illinois Aeronautics Act, as amended, for such purposes as are described in that Section and for airport acquisition and development pursuant to Section 72 of the Illinois Aeronautics Act, as amended, for such purposes as are described in that Section.

DIVISION OF PUBLIC AND INTERMODAL TRANSPORTATION

AWARDS AND GRANTS

Section 55. The sum of $16,000,000, or so much thereof as may be necessary, is appropriated from the Federal Mass Transit Trust Fund to the Department of Transportation for the federal share of capital, operating, consultant services, and technical assistance grants, as well as state

administration and interagency agreements, provided such amounts shall not exceed funds to be made available from the Federal Government.

DIVISION OF PUBLIC AND INTERMODAL TRANSPORTATION

CONSTRUCTION

Section 60. The sum of $300,000,000, or so much thereof as may be necessary, is appropriated from the Transportation Bond Series B Fund to the Department of Transportation for grants, road construction and all other costs relating to the Chicago Region Environmental and Transportation Efficiency (CREATE) program, provided such amounts not exceed funds made available by the federal government for this program.

Section 61. The sum of $20,000,000, or so much thereof as may be necessary, is appropriated from the Road Fund to the Department of Transportation for grants, road construction and all other costs relating to the Chicago Region Environmental and Transportation Efficiency (CREATE) program, provided such amounts not exceed funds made available by the federal government for this program.

Section 65. The sum of $1,800,000,000, or so much thereof as may be necessary, is appropriated from the Transportation Bond Series B Fund to the Department of

Transportation for construction costs, making grants and providing project assistance to the Regional Transportation Authority (RTA) as approximated below:

To the Suburban Bus Division of the Regional Transportation Authority (PACE) for construction costs and for the acquisition, construction, extension, reconstruction, and improvement of mass transportation facilities, including rapid transit, intercity transit, bus and other equipment 90,000,000

To the Chicago Transit Authority (CTA) for construction costs and for the acquisition, construction, extension, reconstruction, and improvement of mass transportation facilities, including rapid transit, intercity transit, bus and other equipment 900,000,000

To the Commuter Rail Division of the Regional Transportation Authority (Metra) for construction costs and for the acquisition, construction, extension, reconstruction, and improvement of mass transportation facilities, including rapid transit, intercity

transit, bus and other equipment 810,000,000

Total 1,800,000,000

Section 70. The sum of $200,000,000, or so much thereof as may be necessary, is appropriated from the Transportation Bond Series B Fund to the Department of Transportation for construction costs, making grants, and providing project assistance to municipalities, special transportation districts, private Non-profit carriers, mass transportation carriers and Intercity rail program for the acquisition, construction, extension, reconstruction, and improvement of mass transportation facilities, including rapid transit, intercity rail, bus and other equipment used in connection therewith, as provided by law for the purpose of downstate public transit systems.

RAIL PASSENGER AND RAIL FREIGHT

AWARDS AND GRANTS

Section 75. The sum of $2,700,000, or so much thereof as may be necessary, is appropriated from the State Rail Freight Loan Repayment Fund for funding the State Rail Freight Loan Repayment Program created by Section 49.25g-1 of the Civil Administrative Code of Illinois.

Section 80. The sum of $1,045,000, or so much thereof as

may be necessary, is appropriated from the Rail Freight Loan Repayment Fund to the Department of Transportation for the Rail Freight Service Assistance Program, created by Section 49.25a through 49.25g-1 of the Civil Administrative Code of Illinois.

Section 83. The sum of $150,000,000, or so much thereof as may be necessary, is appropriated from the Transportation Bond Series B Fund to the Department of Transportation for track and signal improvements, AMTRAK station improvements, rail passenger equipment, and rail freight facility improvements.

Section 85. No contract shall be entered into or obligation incurred or any expenditure made from an appropriation herein made in

Section 5 Permanent Improvements

Section 30 Road Program

Section 50 Aeronautics

Section 65 Transit

Section 70 Transit

Section 75 State Rail Freight Loan Repayment

Section 80 Federal Rail Freight Loan Repayment

of this Article until after the purpose and the amount of such expenditure has been approved in writing by the

Governor.

Total, Article 50 $7,927,516,400

ARTICLE 55

DEPARTMENT OF TRANSPORTATION

PERMANENT IMPROVEMENTS

Section 5. The sum of $27,520,862, or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from the appropriation and reappropriation concerning Permanent Improvements heretofore made in Article 35, Section 5 and Article 36, Section 5 of Public Act 95-0734, as amended, is reappropriated from the Road Fund to the Department of Transportation for the same purposes.

CONSULTANT AND PRELIMINARY ENGINEERING

Section 10. The sum of $22,678,442, or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from the reappropriations heretofore made in Article 36, Section 10 and Section 15 of Public Act 95-0734, as amended, for Engineering and Consultant Contracts only, is reappropriated from the Road Fund to the Department of Transportation for the same

purposes.

Section 15. The sum of $17,755,985, or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from the reappropriations heretofore made in Article 36, Section 35 and Section 40 of Public Act 95-0734, as amended, for Engineering and Consultant Contracts only, is reappropriated from the State Construction Fund to the Department of Transportation for the same purposes.

OTHER LUMP SUMS

Section 20. The sum of $7,678,411, or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from the appropriation and reappropriation concerning hazardous materials made in Article 35, Section 10 and Article 36, Section 20 of Public Act 95-0734, as amended, is reappropriated from the Road Fund to the Department of Transportation for the same purposes.

Section 25. The sum of $34,698,338, or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from the appropriation and reappropriation made for Formal Contracts in the line item,

"For Maintenance, Traffic and Physical Research Purposes (A)" for the Central Offices, Division of Highways, in Article 35, Section 10 and Article 36, Section 25 of Public Act 95-0734, as amended, is reappropriated from the Road Fund to the Department of Transportation for the same purposes.

Section 30. The sum of $7,633,493, or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from the appropriation and reappropriation concerning Highway Damage Claims heretofore made in Article 35, Section 10 and Article 36, Section 30 of Public Act 95-0734, as amended, is reappropriated from the Road Fund to the Department of Transportation for the same purposes.

HIGHWAY CONSTRUCTION AND LAND ACQUISITION

AWARDS AND GRANTS

Section 35. The sum of $19,133,342, or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from the appropriation and reappropriation heretofore made for township bridges in Article 35, Section 15 and Article 36, Section 45 of Public Act 95-0734, as amended, is reappropriated from the Road Fund to the Department of Transportation for the same purposes.

HIGHWAY CONSTRUCTION AND LAND ACQUISITION

Section 40. The sum of $700,458, or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from the reappropriation heretofore made in Article 36, Section 50 of Public Act 95-0734, is reappropriated from the Road Fund to the Department of Transportation for the same purposes.

Section 45. The sum of $211,133,362, or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from the reappropriations heretofore made in Article 36, Section 55, Section 60, and Section 65 of Public Act 95-0734, as amended, is reappropriated from the Road Fund to the Department of Transportation for preliminary engineering and construction engineering and contract costs of construction, including reconstruction, extension and improvement of state highways, arterial highways, roads, access areas, roadside shelters, rest areas, fringe parking facilities and sanitary facilities, and such other purposes as provided by the "Illinois Highway Code"; for purposes allowed or required by Title 23 of the U.S. Code; for bikeways as provided by Public Act 78-850; for land acquisition and signboard removal and

control, junkyard removal and control and preservation of natural beauty; and for capital improvements which directly facilitate an effective vehicle weight enforcement program, such as scales (fixed and portable), scale pits and scale installations and scale houses, in accordance with applicable laws and regulations.

Section 50. The sum of $92,078,416, or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from the reappropriation heretofore made in Article 36, Section 70 of Public Act 95-0734, as amended, is reappropriated from the Road Fund to the Department of Transportation for preliminary engineering and construction engineering and contract costs of construction, including reconstruction, extension and improvement of state highways, arterial highways, roads, access areas, roadside shelters, rest areas, fringe parking facilities and sanitary facilities, and such other purposes as provided by the "Illinois Highway Code"; for purposes allowed or required by Title 23 of the U.S. Code; for bikeways as provided by Public Act 78-850; for land acquisition and signboard removal and control, junkyard removal and control and preservation of natural beauty; and for capital improvements which directly facilitate an effective vehicle weight enforcement program; such as scales (fixed and portable), scale pits and scale

installations and scale houses, in accordance with applicable laws and regulations.

Section 55. The following named sums or so much thereof as may be necessary and remain unexpended at the close of business on June 30, 2009 from the reappropriations heretofore made in Article 36, Section 75 of Public Act 95-0734, as amended, are reappropriated to the Department of Transportation from the Road Fund for the FY04 federal earmarks provided in Conference Report 108-401 which accompanies Public Law 108-199. Expenditures shall not exceed funds to be made available by the federal government.

Bridge Discretionary

North Avenue Bridge, Chicago 1,188,885

National Corridor Planning & Development
City of Forsyth Frontage Road 11,917

Ferry Boats/Terminal Facilities
Canal Corridor Association-Port of
LaSalle Project 400,000

Transportation & Community & System Preservation

Homewood, Illinois railroad station/

platform acquisition and improvement 191,311

Village of Glencoe, Green Bay

Trail - North Branch Trail Connection 110,262

Section 115 Member Initiatives

168th and State Streets Intersection

Improvements 32,834

Annie Glidden Road, DeKalb 178,291

Convocation Center Roadway 151,655

Great River Road in Mercer County 14,882

Illinois Route 38 at Union Pacific

Railroad Grade Separation 250,000

ITS - I-74 in Peoria 750,000

Kaskaskia Regional Port District, access roads 9,586

Long Meadow Parkway Fox River Bridge

Crossing, Bolz Road 2,820,000

Milwaukee Avenue Rehabilitation 200,000

Rock Island County, Illinois Milan
Beltway Construction 500,000

Sauk Trail Reconstruction
Improvements, Park Forest 330,000

Sauk Village Industrial Park Access Road 472,494

Sheridan Road, Evanston 800,000

St. Charles, Illinois, Fox River
Crossing at Red Gate Corridor 662,586

US 51, Christian/Shelby Counties 1,235,962

West Grand Avenue. (from North
Western to N. California Ave.) 800,000

Total $11,110,665

Section 60. The following named sums or so much thereof

as may be necessary and remain unexpended at the close of business on June 30, 2009, from the reappropriations heretofore made in Article 36, Section 80 of Public Act 95-0734, as amended, are reappropriated to the Department of Transportation from the Road Fund for the FY05 federal earmarks provided in Conference Report 108-792 which accompanies Public Law 108-447. Expenditures shall not exceed funds to be made available by the federal government.

Bridge Discretionary

North-South Wacker Drive Reconstruction
in Chicago 1,916,666

Interstate Maintenance Discretionary

I-55 South Barrier, Darien Illinois 1,400,000

Section 117 Member Initiatives

171st Street reconstruction, East Hazel Crest 6,429

67th Street Pedestrian Underpass, Chicago
Lakefront 400,000

Camp Street upgrades, East Peoria 1,820,370

Cermak and Kenton Avenues 835,058

Cicero Avenue lighting in University Park 200,000

Des Plaines, Illinois alley, sidewalk
improvements 16,073

Fulton County Highway 6 729,300

I-290 Cap, Oak Park 1,000,000

KBS Railroad Hazard Elimination, Kankakee
County 300,000

MacArthur Boulevard Extension, Springfield 381,805

McHenry County / Crystal Lake Road 1,000,000

Milwaukee Avenue, Grand to Gale, Chicago 972,872

Route 178 relocation, Phase II Engineering 827,373

Sheridan Road Improvements, Evanston 500,000

Sidewalks near Ford Heights 200,000

Street improvements and streetlights, Lynnwood 2,792

Street improvements, Bartonville 143,835

Street improvements, Village of Armington 42,567

Streetlights and salt dome for Markham 300,000

U.S. 41/I-176 Interchange improvements
Phase I study 800,000

Winfield Pedestrian Tunnel 1,000,000
Total $14,795,140

Section 65. The sum of $81,321,817, or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from the reappropriation heretofore made in Article 36, Section 85 of Public Act 95-0734, as amended, are reappropriated from the Road Fund to the Department of Transportation for preliminary engineering and construction engineering and contract costs of construction, including reconstruction, extension and

improvement of state highways, arterial highways, roads, access areas, roadside shelters, rest areas, fringe parking facilities and sanitary facilities, and such other purposes as provided by the "Illinois Highway Code"; for purposes allowed or required by Title 23 of the U.S. Code; for bikeways as provided by Public Act 78-850; for land acquisition and signboard removal and control, junkyard removal and control and preservation of natural beauty; and for capital improvements which directly facilitate an effective vehicle weight enforcement program, such as scales (fixed and portable), scale pits and scale installations and scale houses, in accordance with applicable laws and regulations.

Section 70. The sum of $746,777, or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from the reappropriation heretofore made in Article 36, Section 95 of Public Act 95-0734, is reappropriated from the Road Fund to the Department of Transportation for Pavement Preservation Programs.

Section 75. The sum of $257,186,953, or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from the reappropriation heretofore made in Article 36, Section 100 of Public Act 95-

0734, is reappropriated from the Road Fund to the Department of Transportation for High Priority Projects (HPP) and Transportation Improvement Projects (TI) pertaining to local governments as designated in Public Law 109-59, Title I, Subtitle G, Section 1702 and Subtitle I, Section 1934 of the federal reauthorization act entitled SAFETEA-LU; provided such amounts do not exceed funds made available by the federal government through Congressional designations, annual allocations, obligation limitations, or any other federal limitations. Specific project approximations appear in Article 101, Section 25 of Public Act 94-0798.

Section 80. The sum of $15,207,100, or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from the appropriation heretofore made in Article 35, Section 20 of Public Act 95-0734, is reappropriated from the Road Fund to the Department of Transportation for Transportation, Community and System Preservation (TCSP), Discretionary Interstate Maintenance and Surface Transportation Priorities earmarks pertaining to state and local governments as designated in the Consolidated Appropriation Act, 2008, Division K, Public Law 110-161; provided such amounts do not exceed funds made available by the federal government through Congressional designations, annual allocations, obligation limitations, or any other

federal limitations, as approximated in Article 35, Section 20 of Public Act 95-0734.

Section 85. The sum of $76,944,001, or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from the reappropriations heretofore made in Article 36, Section 130 and Section 135 of Public Act 95-0734, as amended, are reappropriated from the State Construction Account Fund to the Department of Transportation for preliminary engineering and construction engineering and contract costs of construction, including reconstruction, extension and improvement of state highways, arterial highways, roads, access areas, roadside shelters, rest areas, fringe parking facilities and sanitary facilities, and such other purposes as provided by the "Illinois Highway Code"; for purposes allowed or required by Title 23 of the U.S. Code; for bikeways as provided by Public Act 78-0850; for land acquisition and signboard removal and control, junkyard removal and control and preservation of natural beauty; and for capital improvements which directly facilitate an effective vehicle weight enforcement program, such as scales (fixed and portable), scale pits and scale installations, and scale houses, in accordance with applicable laws and regulations.

Section 90. The sum of $57,879,296, or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from the reappropriation heretofore made in Article 36, Section 140 of Public Act 95-0734, as amended, are reappropriated from the State Construction Account Fund to the Department of Transportation for preliminary engineering and construction engineering and contract costs of construction, including reconstruction, extension and improvement of state highways, arterial highways, roads, access areas, roadside shelters, rest areas, fringe parking facilities and sanitary facilities, and such other purposes as provided by the "Illinois Highway Code"; for purposes allowed or required by Title 23 of the U.S. Code; for bikeways as provided by Public Act 78-0850; for land acquisition and signboard removal and control, junkyard removal and control and preservation of natural beauty; and for capital improvements which directly facilitate an effective vehicle weight enforcement program, such as scales (fixed and portable), scale pits and scale installations, and scale houses, in accordance with applicable laws and regulations.

Section 95. The sum of $40,392,607, or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from the reappropriation

heretofore made in Article 36, Section 145 of Public Act 95-0734, as amended, are reappropriated from the State Construction Account Fund to the Department of Transportation for preliminary engineering and construction engineering and contract costs of construction, including reconstruction, extension and improvement of state highways, arterial highways, roads, access areas, roadside shelters, rest areas, fringe parking facilities and sanitary facilities, and such other purposes as provided by the "Illinois Highway Code"; for purposes allowed or required by Title 23 of the U.S. Code; for bikeways as provided by Public Act 78-0850; for land acquisition and signboard removal and control, junkyard removal and control and preservation of natural beauty; and for capital improvements which directly facilitate an effective vehicle weight enforcement program, such as scales (fixed and portable), scale pits and scale installations, and scale houses, in accordance with applicable laws and regulations.

Section 100. The sum of $304,010,982, or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from the reappropriation heretofore made in Article 36, Section 150 of Public Act 95-0734, as amended, are reappropriated from the State Construction Account Fund to the Department of Transportation

for preliminary engineering and construction engineering and contract costs of construction, including reconstruction, extension and improvement of state highways, arterial highways, roads, access areas, roadside shelters, rest areas, fringe parking facilities and sanitary facilities, and such other purposes as provided by the "Illinois Highway Code"; for purposes allowed or required by Title 23 of the U.S. Code; for bikeways as provided by Public Act 78-0850; for land acquisition and signboard removal and control, junkyard removal and control and preservation of natural beauty; and for capital improvements which directly facilitate an effective vehicle weight enforcement program, such as scales (fixed and portable), scale pits and scale installations, and scale houses, in accordance with applicable laws and regulations.

Section 105. The sum of $14,027,206, or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from the reappropriation heretofore made in Article 36, Section 155 of Public Act 95-0734, as amended, are reappropriated from the State Construction Account Fund to the Department of Transportation for all expenses related to Phase II of the I-57/294 interchange in the County of Cook.

Section 110. The sum of $638,890,295, or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from the appropriation heretofore made in Article 35, Section 30 of Public Act 95-0734, as amended, are reappropriated from the State Construction Account Fund to the Department of Transportation for preliminary engineering and construction engineering and contract costs of construction, including reconstruction, extension and improvement of state highways, arterial highways, roads, access areas, roadside shelters, rest areas, fringe parking facilities and sanitary facilities, and such other purposes as provided by the "Illinois Highway Code"; for purposes allowed or required by Title 23 of the U.S. Code; for bikeways as provided by Public Act 78-0850; for land acquisition and signboard removal and control, junkyard removal and control and preservation of natural beauty; and for capital improvements which directly facilitate an effective vehicle weight enforcement program, such as scales (fixed and portable), scale pits and scale installations, and scale houses, in accordance with applicable laws and regulations.

HIGHWAY CONSTRUCTION AND LAND ACQUISITION

LUMP SUMS

Section 115. The sum of $16,542,586, or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from the reappropriation heretofore made in Article 36, Section 90 of Public Act 95-0734, as amended, are reappropriated from the Road Fund to the Department of Transportation for preliminary engineering and construction engineering and contract costs of construction, including reconstruction, extension and improvement of state highways, arterial highways, roads, access areas, roadside shelters, rest areas, fringe parking facilities and sanitary facilities, and such other purposes as provided by the "Illinois Highway Code"; for purposes allowed or required by Title 23 of the U.S. Code; for bikeways as provided by Public Act 78-850; for land acquisition and signboard removal and control, junkyard removal and control and preservation of natural beauty; and for capital improvements which directly facilitate an effective vehicle weight enforcement program, such as scales (fixed and portable), scale pits and scale installations and scale houses, in accordance with applicable laws and regulations, including refunds.

Section 120. The sum of $157,852,612, or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from the reappropriation

heretofore made in Article 36, Section 105 of Public Act 95-0734, as amended, is reappropriated from the Road Fund to the Department of Transportation for preliminary engineering and construction engineering and contract costs of construction, including reconstruction, extension and improvement of state highways, arterial highways, roads, access areas, roadside shelters, rest areas, fringe parking facilities and sanitary facilities, and such other purposes as provided by the "Illinois Highway Code"; for purposes allowed or required by Title 23 of the U.S. Code; for bikeways as provided by Public Act 78-850; for land acquisition and signboard removal and control, junkyard removal and control and preservation of natural beauty; and for capital improvements which directly facilitate an effective vehicle weight enforcement program, such as scales (fixed and portable), scale pits and scale installations and scale houses, in accordance with applicable laws and regulations for the state portion of the Road Improvement Program, including refunds.

Section 125. The sum of $203,803,237, or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from the reappropriation heretofore made in Article 36, Section 110 of Public Act 95-0734, as amended, is reappropriated from the Road Fund to the Department of Transportation for preliminary engineering and

construction engineering and contract costs of construction, including reconstruction, extension and improvement of state and local roads and bridges, fringe parking facilities and such other purposes as provided by the "Illinois Highway Code"; for purposes allowed or required by Title 23 of the U.S. Code; for bikeways as provided by Public Act 78-850; for land acquisition and signboard removal and control and preservation of natural beauty, in accordance with applicable laws and regulations for the local portion of the Road Improvement Program, including refunds.

Section 130. The sum of $67,063,715, or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from the reappropriation heretofore made in Article 36, Section 115 of Public Act 95-0734, is reappropriated from the Road Fund to the Department of Transportation for the local match of all other non-federally reimbursed expenses associated with the High Priority Projects (HPP) and Transportation Improvement Projects (TI) specifically identified in Article 101, Section 25 of Public Act 94-0798, provided that such amounts do not exceed funds made available and paid into the Road Fund by local governments.

Section 135. The sum of $236,155,772, or so much thereof

as may be necessary, and remains unexpended at the close of business on June 30, 2009, from the reappropriation heretofore made in Article 36, Section 120 of Public Act 95-0734, as amended, is reappropriated from the Road Fund to the Department of Transportation for preliminary engineering and construction engineering and contract costs of construction, including reconstruction, extension and improvement of state highways, arterial highways, roads, access areas, roadside shelters, rest areas, fringe parking facilities and sanitary facilities, and such other purposes as provided by the "Illinois Highway Code"; for purposes allowed or required by Title 23 of the U.S. Code; for bikeways as provided by Public Act 78-850; for land acquisition and signboard removal and control, junkyard removal and control and preservation of natural beauty; and for capital improvements which directly facilitate an effective vehicle weight enforcement program, such as scales (fixed and portable), scale pits and scale installations and scale houses, in accordance with applicable laws and regulations for the state portion of the Road Improvement Program, including refunds.

Section 140. The sum of $356,432,186, or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from the reappropriation heretofore made in Article 36, Section 125 of Public Act 95-

0734, as amended, is reappropriated from the Road Fund to the Department of Transportation for preliminary engineering and construction engineering and contract costs of construction, including reconstruction, extension and improvement of state and local roads and bridges, fringe parking facilities and such other purposes as provided by the "Illinois Highway Code"; for purposes allowed or required by Title 23 of the U.S. Code; for bikeways as provided by Public Act 78-850; for land acquisition and signboard removal and control and preservation of natural beauty, in accordance with applicable laws and regulations for the local portion of the Road Improvement Program, including refunds.

Section 145. The sum of $599,153,832, or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from the appropriation heretofore made in Article 35, Section 25 of Public Act 95-0734, as amended, is reappropriated from the Road Fund to the Department of Transportation for preliminary engineering and construction engineering and contract costs of construction, including reconstruction, extension and improvement of state highways, arterial highways, roads, access areas, roadside shelters, rest areas, fringe parking facilities and sanitary facilities, and such other purposes as provided by the "Illinois Highway Code"; for purposes allowed or required by

Title 23 of the U.S. Code; for bikeways as provided by Public Act 78-850; for land acquisition and signboard removal and control, junkyard removal and control and preservation of natural beauty; and for capital improvements which directly facilitate an effective vehicle weight enforcement program, such as scales (fixed and portable), scale pits and scale installations and scale houses, in accordance with applicable laws and regulations for the state portion of the Road Improvement Program, including refunds.

Section 150. The sum of $542,236,818, or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from the appropriation heretofore made in Article 35, Section 27 of Public Act 95-0734, as amended, is reappropriated from the Road Fund to the Department of Transportation for preliminary engineering and construction engineering and contract costs of construction, including reconstruction, extension and improvement of state and local roads and bridges, fringe parking facilities and such other purposes as provided by the "Illinois Highway Code"; for purposes allowed or required by Title 23 of the U.S. Code; for bikeways as provided by Public Act 78-850; for land acquisition and signboard removal and control and preservation of natural beauty, in accordance with applicable laws and regulations for the local portion of the Road

Improvement Program, including refunds.

Section 155. The sum of $1,517,100, or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from the appropriation heretofore made in Article 35, Section 20a of Public Act 95-0734, is reappropriated from the Road Fund to the Department of Transportation for the local match of all other non-federally reimbursed expenses associated with the Transportation, Community and System Preservation (TCSP) and Discretionary Interstate Maintenance earmarks specifically identified in Article 35, Section 20a of Public Act 95-0734, provided that such amounts do not exceed funds made available and paid into the Road Fund by local governments.

BOND FUND

CONSTRUCTION

Section 160. The sum of $9,702,759, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from the reappropriation heretofore made in Article 36, Section 160 of Public Act 95-0734, for statewide purposes, is reappropriated from the Transportation Bond Series A Fund to the Department of Transportation for the same purposes.

Section 165. The sum of $100,000,000, or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from the reappropriation heretofore made in Article 36, Section 165 of Public Act 95-0734, as amended, for statewide purposes, is reappropriated from the Transportation Bond Series A Fund to the Department of Transportation for the same purposes.

GRADE CROSSING PROTECTION

CONSTRUCTION

Section 170. The sum of $73,345,214, or so much thereof as may be necessary, and remains unexpended, at the close of business on June 30, 2009, from the appropriation and reappropriation heretofore made for grade crossing protection or grade separation in Article 35, Section 34 and Article 36, Section 170 of Public Act 95-0734, as amended, is reappropriated from the Grade Crossing Protection Fund to the Department of Transportation for the same purpose.

DIVISION OF AERONAUTICS

AWARDS AND GRANTS

Section 175. The sum of $460,035,190, or so much thereof

as may be necessary, and remains unexpended at the close of business on June 30, 2009, from the appropriation and reappropriation heretofore made in Article 35, Section 35 and Article 36, Section 175 of Public Act 95-0734, as amended, is reappropriated from the Federal/Local Airport Fund to the Department of Transportation for funding the local or federal share of airport improvement projects, including reimbursements and/or refunds, undertaken pursuant to pertinent state or federal laws, provided such amounts shall not exceed funds available from federal and/or local sources.

Section 180. The sum of $19,025,378, or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from the reappropriations concerning airport improvements heretofore made in Article 36, Section 180 and Section 185 of Public Act 95-0734, as amended, is reappropriated from the Transportation Bond Series B Fund to the Department of Transportation for the same purposes.

DIVISION OF AERONAUTICS

CONSTRUCTION

Section 190. The sum of $14,800,686, or so much thereof as may be necessary, and remains unexpended at the close of

business on June 30, 2009, from the reappropriation heretofore made in Article 36, Section 190 of Public Act 95-0734, as amended, is reappropriated from the Transportation Bond Series B Fund to the Department of Transportation for the same purposes.

DIVISION OF PUBLIC AND INTERMODAL TRANSPORTATION

AWARDS AND GRANTS

Section 195. The following named sums, or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from the reappropriations heretofore made in Article 36, Section 195 of Public Act 95-0734, as amended, are reappropriated from the Transportation Bond Series B Fund to the Department of Transportation for the same purposes as follows:

Pursuant to Section 4(b)(1) of the
General Obligation Bond Act, as amended 18,025
For the counties of Cook, DuPage,
Kane, Lake, McHenry and Will,
pursuant to Section 4(b)(2) of
the General Obligation Bond Act,
as amended 553,724
For the counties of the State

outside the counties of Cook, DuPage, Kane, Lake, McHenry and Will, pursuant to Section 4(b)(3) of the General Obligation Bond Act, as amended 28,014

Total $599,763

Section 200. The following named sums, or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from the reappropriations heretofore made in Article 36, Section 200 of Public Act 95-0734, as amended, are reappropriated from the Transportation Bond Series B Fund to the Department of Transportation for the same purposes as follows:

Pursuant to Section 4(b)(1) of the General Obligation Bond Act, as amended 40,680,044

For the counties of the State outside the counties of Cook, DuPage, Kane, McHenry, and Will, pursuant to Section 4(b)(1) of the General Obligation Bond Act, as amended 3,195,300

For the Department of Transportation's

Greenlight Program pursuant to
Section 4(b)(1) of the General
Obligation Bond Act, as amended 12,496,695

To extend the metrolink rail line
to Mid-America Airport 5,000,002

Total $61,372,041

Section 205. The sum of $73,603,178, or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from the reappropriation heretofore made in Article 36, Section 205 of Public Act 95-0734, as amended, is reappropriated from the Transportation Bond Series B Fund to the Department of Transportation for construction costs, making grants and providing project assistance to municipalities, special transportation districts, private non-profit carriers, mass transportation carriers and the Intercity rail program for the acquisition, construction, extension, reconstruction, and improvement of mass transportation facilities, including rapid transit, intercity rail, bus and other equipment used in connection therewith, as provided by law, pursuant to Section 4(b)(1) of the General Obligation Bond Act, as amended.

Section 210. The sum of $46,450,773, or so much thereof as may be necessary, and remains unexpended at the close of

business on June 30, 2009, from the appropriation and reappropriation heretofore made in Article 35, Section 55 and Article 36, Section 210 of Public Act 95-0734, as amended, is reappropriated from the Federal Mass Transit Trust Fund to the Department of Transportation for the federal share of capital, operating, consultant services, and technical assistance grants, as well as state administration and interagency agreements, provided such amounts shall not exceed funds to be made available from the Federal Government.

DIVISION OF PUBLIC AND INTERMODAL TRANSPORTATION

LUMP SUMS

Section 215. The sum of $75,904,023, or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from the reappropriation heretofore made in Article 36, Section 215 of Public Act 95-0734, as amended, is reappropriated from the Road Fund to the Department of Transportation for grants, road construction and all other costs relating to the Chicago Region Environmental and Transportation Efficiency (CREATE) program, provided such amounts not exceed funds made available by the federal government for this program.

RAIL PASSENGER AND RAIL FREIGHT

AWARDS AND GRANTS

Section 220. The sum of $15,480,074, or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from the appropriation and reappropriation heretofore made in Article 35, Section 60 and Article 36, Section 220 of Public Act 95-0734, as amended, is reappropriated from the State Rail Freight Loan Repayment Fund to the Department of Transportation for the same purposes.

Section 225. The sum of $10,000,000, or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from the reappropriation heretofore made in Article 36, Section 225 of Public Act 95-0734, as amended, is reappropriated from the Federal High Speed Rail Trust Fund to the Department of Transportation for the federal share of the High Speed Rail Project.

Section 230. The sum of $28,737,923, or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from the reappropriation heretofore made in Article 36, Section 230 of Public Act 95-0734, as amended, is reappropriated from the Transportation

Bond Series B Fund to the Department of Transportation for the same purposes.

Section 235. The sum of $5,472,573, or so much thereof as may be necessary, less $1,000,000 to be lapsed from the unexpended balance, and remains unexpended at the close of business on June 30, 2009, from the appropriation and reappropriation concerning the federal share of the Rail Freight Loan Repayment Program heretofore made in Article 35, Section 65 and Article 36, Section 235 of Public Act 95-0734, as amended, is reappropriated from the Rail Freight Loan Repayment Fund to the Department of Transportation for the same purposes.

STIMULUS

HIGHWAY CONSTRUCTION AND LAND ACQUISITION

LUMP SUMS

Section 240. The sum of $900,000,000, or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from the appropriation heretofore made in Article 10, Section 320 of Public Act 95-732 as amended by Public Act 96-004, is reappropriated from the Road Fund to the Department of Transportation for preliminary engineering and construction engineering and contract costs

of construction, including reconstruction, extension and improvement of state highways, arterial highways, roads, access areas, roadside shelters, rest areas, fringe parking facilities and sanitary facilities, and such other purposes as provided by the "Illinois Highway Code"; for purposes allowed or required by Title 23 of the U.S. Code; for bikeways as provided by Public Act 78-850; for land acquisition and signboard removal and control, junkyard removal and control and preservation of natural beauty; and for capital improvements which directly facilitate an effective vehicle weight enforcement program, such as scales (fixed and portable), scale pits and scale installations and scale houses, in accordance with applicable laws and regulations for the State portion, provided such amounts not exceed federal funds made available by the American Recovery and Reinvestment Act of 2009.

Section 245. The sum of $325,000,000, or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from the appropriation heretofore made in Article 10, Section 325 of Public Act 95-732 as amended by Public Act 96-004, is reappropriated from the Road Fund to the Department of Transportation for preliminary engineering and construction engineering and contract costs of construction, including reconstruction, extension and

improvement of state and local roads and bridges, fringe parking facilities and such other purposes as provided by the "Illinois Highway Code"; for purposes allowed or required by Title 23 of the U.S. Code; for bikeways as provided by Public Act 78-850; for land acquisition and signboard removal and control and preservation of natural beauty, in accordance with applicable laws and regulations for the State and Local portion, provided such amounts not exceed federal funds made available by the American Recovery and Reinvestment Act of 2009.

Section 250. The sum of $50,000,000, or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from the appropriation heretofore made in Article 10, Section 330 of Public Act 95-732 as amended by Public Act 96-004, is reappropriated from the Road Fund to the Department of Transportation to provide local funding for project expenses in excess of the Local portion of federal funds made available from the American Recovery and Reinvestment Act of 2009, provided such amounts do not exceed funds made available and paid into the Road Fund by the local governments.

DIVISION OF AERONAUTICS

LUMP SUMS

Section 255. The sum of $150,000,000 or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from the appropriation heretofore made in Article 10, Section 335 of Public Act 95-732 as amended by Public Act 96-004, is reappropriated from the Federal/Local Airport Fund to the Department of Transportation for funding the local or federal share of airport improvement projects, including reimbursements and/or refunds, undertaken pursuant to pertinent state and federal laws, provided such amounts not exceed federal funds made available by the American Recovery and Reinvestment Act of 2009 and/or local sources.

DIVISION OF PUBLIC AND INTERMODAL TRANSPORTATION

LUMP SUMS

Section 260. The sum of $40,000,000, or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from the appropriation heretofore made in Article 10, Section 340 of Public Act 95-732 as amended by Public Act 96-004, is reappropriated from the Federal Mass Transit Trust Fund to the Department of Transportation for capital, operating, consultant services, and technical assistance grants, state administration, and intergovernmental and interagency agreements, provided such amounts not exceed federal funds made available by the

American Recovery and Reinvestment Act of 2009.

Section 265. The sum of $300,000,000, or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from the appropriation heretofore made in Article 10, Section 345 of Public Act 95-732 as amended by Public Act 96-004, is reappropriated from the Road Fund to the Department of Transportation for grants, road construction and all other costs relating to the Chicago Region Environmental and Transportation Efficiency (CREATE) program, provided such amounts not exceed federal funds made available by the American Recovery and Reinvestment Act of 2009.

RAIL PASSENGER AND RAIL FREIGHT

LUMP SUMS

Section 270. The sum of $285,000,000, or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from the appropriation heretofore made in Article 10, Section 350 of Public Act 95-732 as amended by Public Act 96-004, is reappropriated from the Road Fund to the Department of Transportation for track and signal improvements, AMTRAK station improvements, passenger rail equipment, and facility improvements, provided such amounts

not exceed federal funds made available by the American Recovery and Reinvestment Act of 2009.

Section 275. The sum of $6,000,000, or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from the appropriation heretofore made in Article 10, Section 355 of Public Act 95-732 as amended by Public Act 96-004, is reappropriated from the Road Fund to the Department of Transportation for track and signal improvements, rail freight equipment, and rail freight facility improvements, provided such amounts not exceed federal funds made available by the American Recovery and Reinvestment Act of 2009.

Section 280. The sum of $500,000,000 or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from the appropriation heretofore made in Article 10, Section 360 of Public Act 95-732 as amended by Public Act 96-004, is reappropriated from the Federal High Speed Rail Trust Fund to the Department of Transportation for grants, construction, and all other costs relating to high speed rail projects in compliance with the American Recovery and Reinvestment Act of 2009, provided such amounts not exceed funds made available by the federal government for this purpose.

Section 285. No contract shall be entered into or obligation incurred or any expenditure made from a reappropriation herein made in:

Section 5 Permanent Improvements
Section 160 Series A - Road Program
Section 165 Series A - Road Program
Section 180 Series B - Aeronautics
Section 190 Series B - Land Acquisition 3rd Airport
Section 195 Series B - Transit
Section 200 Series B - Transit
Section 205 Series B - Transit
Section 220 State Rail Freight Loan Repayment
Section 225 FHSRTF High Speed Rail-Federal
Section 230 Series B - Rail
Section 235 Federal Rail Freight Loan Repayment

of this Article until after the purpose and the amount of such expenditure has been approved in writing by the Governor.

Total, Article 55 $7,683,811,381

ARTICLE 60

CAPITAL DEVELOPMENT BOARD

Section 5. The following named amounts, or so much thereof as may be necessary, are appropriated from the Capital Development Fund to the Capital Development Board for the Department of Agriculture for the projects hereinafter enumerated:

ILLINOIS STATE FAIRGROUNDS- SPRINGFIELD

For replacing the HVAC in
the administration building $3,212,000

For replacing roofing systems -
Administration Building and
Lower Roof 2,220,472

Plan and begin electrical
system replacement 600,000

CENTRALIA ANIMAL DIAGNOSTICS LAB

For replacing the roof $615,000

Total $6,647,472

Section 10. The following named amounts, or so much thereof as may be necessary, are appropriated from the Capital Development Fund to the Capital Development Board for the Courts of Illinois for the projects hereinafter enumerated:

SPRINGFIELD- SUPREME COURT BUILDING

Plan and begin renovation of
Supreme Court Building 14,400,000
Total $14,400,000

Section 15. The following named amounts, or so much thereof as may be necessary, are appropriated from the Capital Development Fund to the Capital Development Board for the Office of the Architect of the Capitol for the projects hereinafter enumerated:

CAPITOL BUILDING- SPRINGFIELD

For upgrading the HVAC systems
and for renovations to meet
compliance with ADA, in addition
to funds previously appropriated 43,761,500
For upgrades to life safety
protection systems in addition
to funds previously appropriated 6,000,000
Total $49,761,500

Section 20. The following named amounts, or so much thereof as may be necessary, are appropriated from the Capital Development Fund to the Capital Development Board for the Office of the Secretary of State for the projects hereinafter enumerated:

HOWLETT BUILDING- SPRINGFIELD

For upgrading the North Patio for public safety 461,000

For installing an emergency generator 791,000

For replacing roofing systems 662,000

ILLINOIS STATE LIBRARY- SPRINGFIELD

For replacing the roofing system 528,000

CAPITOL COMPLEX- SPRINGFIELD

For upgrading fire alarm panels 771,000

Plan/begin upgrade of high voltage distribution system 1,500,000

For capital upgrades 250,000,000

CHICAGO DRIVER FACILITIES - WEST, NORTH AND SOUTH

For HVAC upgrades 2,074,000

Total $256,787,000

Section 25. The following named amounts, or so much thereof as may be necessary, are appropriated from the Capital Development Fund to the Capital Development Board for the Department of Central Management Services for the projects hereinafter enumerated:

JAMES R. THOMPSON CENTER- CHICAGO

For planning and beginning electrical system and life safety system upgrades 1,000,000

For upgrading the HVAC system 4,150,000

ELGIN REGIONAL OFFICE BUILDING

For upgrading the HVAC system 2,461,000

COLLINSVILLE REGIONAL OFFICE BUILDING

For replacing the roof 1,980,000

CHICAGO MEDICAL CENTER - OFFICE AND LABORATORY

For installing an emergency generator

and upgrading the electrical system 2,000,000

STATEWIDE (JRTC, EPA, CHAMPAIGN ROB)

For the renovation of state-owned property 2,000,000

Total $13,591,000

Section 30. The following named amounts, or so much thereof as may be necessary, are appropriated from the Capital Development Fund to the Capital Development Board for the Department of Natural Resources for the projects hereinafter enumerated:

BIG RIVER STATE FOREST

For ADA improvements 322,611

GIANT CITY STATE PARK - JACKSON COUNTY

For replacing the sewer treatment system 491,040

I&M CANAL - CHANNAHON - GRUNDY COUNTY

For repair of the spillway, in addition

to funds previously appropriated 364,320

ILLINOIS BEACH STATE PARK - LAKE COUNTY

For stabilizing shoreline 1,000,000

JAKE WOLF MEMORIAL FISH HATCHERY

For replacing or upgrading

electrical system 348,000

NAUVOO STATE PARK

For ADA improvements 328,385

PYRAMID STATE PARK

For renovating the Galum building for a

mine rescue station 848,000

ROCK CUT STATE PARK

For rehabilitating water and sewer

system 350,000

STARVED ROCK STATE PARK AND LODGE

For replacing roofing systems 500,000

WAYNE FITZGERRELL STATE RECREATION AREA

For replacing roofs 262,004

WORLD SHOOTING COMPLEX – SPARTA - RANDOLPH COUNTY

For infrastructure improvements 450,000

LINCOLN'S TOMB - SPRINGFIELD

For renovating the interior 700,000

LINCOLN-HERNDON LAW OFFICE - SPRINGFIELD

For purchase and restoration

of the Tinsley Shop 1,000,000

Total $6,964,360

Section 35. The following named amounts, or so much thereof as may be necessary, are appropriated from the

Capital Development Fund to the Capital Development Board for the Department of Corrections for the projects hereinafter enumerated:

DIXON CORRECTIONAL CENTER

For replacing the fire alarm system 3,300,000

LINCOLN CORRECTIONAL CENTER

For upgrading the building automation system 2,147,000

LOGAN CORRECTIONAL CENTER

For replacing housing unit roofs 829,000

JACKSONVILLE CORRECTIONAL CENTER

For upgrading the fire alarm system 1,596,000

CENTRALIA CORRECTIONAL CENTER

For replacing roofing systems 3,333,000

SOUTHWESTERN CORRECTIONAL CENTER

For replacing the roofing system 825,000

STATEVILLE CORRECTIONAL CENTER

For replacing the X house locks 1,597,000

VANDALIA CORRECTIONAL CENTER

For an emergency generator 815,000

For replacing roofing systems 2,343,000

VIENNA CORRECTIONAL CENTER

For replacing windows 2,118,000

For replacing roofing systems 940,000

Total $19,843,000

Section 40. The following named amounts, or so much thereof as may be necessary, are appropriated from the Capital Development Fund to the Capital Development Board for the Department of Juvenile Justice for the projects hereinafter enumerated:

ILLINOIS YOUTH CENTER - JOLIET

For replacing roofs, in addition to funds previously appropriated 425,874

ILLINOIS YOUTH CENTER – KEWANEE

For replacing the sprinkler system 6,500,000

ILLINOIS YOUTH CENTER - PERE MARQUETTE

For replacing roofs 221,000

ILLINOIS YOUTH CENTER - ST. CHARLES

For upgrading HVAC system 606,000

Total $7,752,874

Section 45. The following named amounts, or so much thereof as may be necessary, are appropriated from the Capital Development Fund to the Capital Development Board for the Department of Human Services for the projects hereinafter enumerated:

ALTON MENTAL HEALTH CENTER - MADISON COUNTY

For life/safety improvements 932,000

CHICAGO-READ MENTAL HEALTH CENTER - CHICAGO

For replacing the emergency generator 1,391,000

CHOATE MENTAL HEALTH AND DEVELOPMENTAL CENTER - ANNA

For upgrading the fire alarm system 2,085,000

For life/safety improvements 7,296,000

FOX DEVELOPMENTAL CENTER - DWIGHT

For upgrading fire/life safety systems 353,000

ILLINOIS SCHOOL FOR THE DEAF

For installing sprinkler systems in the dormitories and elementary buildings 3,841,000

ILLINOIS SCHOOL FOR THE VISUALLY IMPAIRED - JACKSONVILLE

For replacing roofs 392,832

JACKSONVILLE DEVELOPMENTAL CENTER - MORGAN COUNTY

For upgrading fire/life safety systems 581,000

KILEY DEVELOPMENTAL CENTER

For upgrading Building C ceiling 444,000

MCFARLAND MENTAL HEALTH CENTER - SPRINGFIELD

For upgrading fire alarm system 2,800,000

For replacing roofs – Kennedy and Administration Building 2,226,000

Total $22,341,832

Section 50. The following named amounts, or so much thereof as may be necessary, are appropriated from the

Capital Development Fund to the Capital Development Board for the Department of Revenue for the projects hereinafter enumerated:

WILLARD ICE BUILDING - SPRINGFIELD

For repairing emergency generator 120,000

For renovation of the parking ramp 2,791,000

Total $2,911,000

Section 55. The following named amounts, or so much thereof as may be necessary, are appropriated from the Capital Development Fund to the Capital Development Board for the Department of State Police for the projects hereinafter enumerated:

AMERICAN GENERAL BUILDING - SPRINGFIELD

For installing an emergency generator and various improvements 3,000,000

METRO-EAST FORENSIC LAB - BELLEVILLE

For constructing new forensic lab, in addition to funds previously appropriated 2,500,000

Total $5,500,000

Section 60. The following named amounts, or so much thereof as may be necessary, are appropriated from the Capital Development Fund to the Capital Development Board for the Department of Veterans Affairs for the projects

hereinafter enumerated:

ANNA VETERAN'S HOME

To plan and begin the construction
of a 40-50 bed addition 700,000

LASALLE VETERAN'S HOME - LASALLE COUNTY

For the replacement of the galvanized water
piping 210,000

QUINCY VETERAN'S HOME - ADAMS COUNTY

For constructing a central chiller plant 5,400,000

For planning and beginning
renovation of Kent, Shapers
and Elmore, in addition
to funds previously appropriated 1,056,000

STATEWIDE

For the construction of a 200-bed
veterans' home facility, in addition
to funds previously appropriated 15,000,000

Total $22,366,000

Section 65. The following named amounts, or so much thereof as may be necessary, are appropriated from the Capital Development Fund to the Capital Development Board for the Office of the Attorney General for the projects hereinafter enumerated:

ATTORNEY GENERAL BUILDING - SPRINGFIELD

For renovating and waterproofing terrace 190,000

For replacing electronic ballasts 959,000

For replacing the roof 378,000

Total $1,527,000

Section 66. The following named amounts, or so much thereof as may be necessary, are appropriated from the Capital Development Fund to the Capital Development Board for the projects hereinafter enumerated:

STATEWIDE

For emergencies and abatement of hazardous materials, in addition to funds previously appropriated 10,000,000

For escalation costs for state facility projects, in addition to funds previously appropriated 17,000,000

For escalation and emergencies for higher education projects, in addition to funds previously appropriated 25,000,000

Total $52,000,000

Section 70. The following named amounts, or so much thereof as may be necessary, are appropriated from the

Capital Development Fund to the Capital Development Board for the Department of Military Affairs for the project hereinafter enumerated:

STATEWIDE

To complete construction and purchase equipment for the Shiloh, Mt. Vernon, and Carbondale Readiness Centers 400,000

Section 75. The sum of $1,351,481,696, or so much thereof as may be necessary, is appropriated from the School Construction Fund to the Capital Development Board for grants to school districts for school construction projects authorized by the School Construction Law.

Section 77. The amount of $148,518,304, or so much of that amount as may be necessary, is appropriated from the School Construction Fund to the Illinois State Board of Education for Fiscal Year 2002 School Construction Program grant recipients as follows:

Rochester Community Unit School District 3A 10,183,033

Fairfield Public School District 112 3,898,926

Stewardson-Strasburg Community Unit District 5A 2,046,533

Johnston City Community Unit School District 1 528,822

Winfield School District 34 2,312,480

East St. Louis School District 189 29,025,628

Silvis School District 34 11,900,936

Joliet Public School District 86 26,774,854

Community Consolidated School Dist. 93

Carol Stream 1,554,822

Hinckley-Big Rock Community Unit

School District 429 1,939,944

West Northfield School District 31 1,780,688

DuQuoin Community Unit School District 300 10,263,396

Benton Community Consolidated School

District 47 2,464,790

Villa Park School District 45 980,545

Westchester School District 92 1/2 26,237

Big Hollow School District 38 251,812

Matteson Elementary School District 162 1,145,241

Central School District 104 415,622

Northbrook School District 27 1,543,711

Manteno Community Unit School District 5 2,184,621

Bradley School District 61 2,096,220

Bethalto Community School District 8 4,278,782

Westmont Community Unit School District 201 1,217,000

Chicago Public School (CPS) District 299 29,703,661

Section 85. The sum of $100,000,000, or so much thereof as may be necessary, is appropriated from the School Infrastructure Fund to the Capital Development Board for grants to the Illinois State Board of Education for school districts for maintenance projects authorized by the School Construction Law.

Section 90. The sum of $27,322,800, or so much thereof as may be necessary, is appropriated from the Capital Development Fund to the Capital Development Board for the Illinois Board of Higher Education for the Illinois Community College Board for miscellaneous capital improvements including construction, capital facilities, cost of planning, supplies, equipment, materials, services and all other expenses required to complete work at the various higher education institutions. This appropriated amount shall be in addition to any other appropriated amounts which can be expended for such purposes.

Section 95. In addition to any amounts previously appropriated for these purposes, the following named amounts, or so much thereof as may be necessary, are appropriated from the Capital Development Fund to the Capital Development Board for the Illinois Community College Board for the projects hereinafter enumerated:

LAKE LAND COLLEGE

For renovating and expanding

Student Services Building Addition 2,361,100

TRITON COLLEGE

For renovating and expanding

the Technology Building $10,666,100

JOLIET JUNIOR COLLEGE

For renovation of Utilities 4,522,900

ROCL VALLEY COLLEGE

For Construction of an

Arts Instructional Center 26,711,900

ELGIN COMMUNITY COLLEGE

For Spartan Drive Extension 2,244,800

PARKLAND COLLEGE

For renovating and expanding

the Student Services Center Addition 15,442,100

WILLIAM RAINEY HARPER COLLEGE

For Engineering and Technology

Center Renovations 20,336,800

REND LAKE COLLEGE

For Art Program Addition

and minor remodeling 451,300

LAKE LAND COLLEGE

For Construction of a Rural

Development Technology Center 7,524,100

COLLEGE OF DUPAGE

For Installation of the

Instructional Center Noise Abatement 1,544,600

WILLIAM RAINEY HARPER COLLEGE

For Construction of a One

Stop/Admissions and Campus/

Student Life Center. 40,653,900

ILLINOIS VALLEY COMMUNITY COLLEGE

Construction of a Community

Technology Center 16,323,100

COLLEGE OF LAKE COUNTY

For Construction of a Student

Service Building 35,927,000

RICHLAND COMMUNITY COLLEGE

For Renovation of the Student

Success Center and Construction

of an Addition to the Student

Success Center 3,524,000

IECC - LINCOLN TRAIL COLLEGE

For Construction of a Center

For Technology 7,569,800

Total $195,803,500

Section 97. The following named amounts, or so much

thereof as may be necessary, are appropriated from the Capital Development Fund to the Capital Development Board for the Illinois Community College Board for the Temporary Facility Replacement Program for the projects hereinafter enumerated:

OLIVE HARVEY COLLEGE

For Construction of a New Building 30,671,600

WAUBONSEE COMMUNITY COLLEGE

To Replace Building "A"

Temporary Building 2,615,200

IECC - OLNEY CENTRAL

For Construction of the Collision

Repair Technology Center 1,122,800

COLLEGE OF DUPAGE

For Temporary Facilities Replacement 25,000,000

JOLIET JUNIOR COLLEGE

For Temporary Facilities Replacement 8,815,900

ILLINOIS VALLEY COMMUNITY COLLEGE

For Construction of a Community

Technology Center 6,521,700

LINCOLN LAND COMMUNITY COLLEGE

For Renovations to Logan Hall and

Mason Hall 2,991,200

IECC - WABASH VALLEY

For Construction of a Student Center 4,029,400

LEWIS & CLARK COMMUNITY COLLEGE

For Construction of a Daycare
and Montessori 1,663,000

For Construction of an Engineering
Annex 1,536,600

PARKLAND COLLEGE

For Construction of an Applied
Technology Addition 9,180,600

COLLEGE OF LAKE COUNTY

For Construction of a Classroom Building
at the Grayslake Campus 17,569,200

IECC - LINCOLN TRAIL COLLEGE

For Construction of an AC/Refrigeration
and Sheet Metal Technology Building 1,495,500

ILLINOIS CENTRAL COLLEGE

For Renovation and Additions to
Dirksen Hall 2,633,700

MCHENRY COUNTY COLLEGE

For Construction of a Greenhouse 671,600

For Construction of a Pumphouse 115,900

SPOON RIVER COLLEGE

For Construction of a Multi-Purpose
Building 4,027,100

WILLIAM RAINEY HARPER COLLEGE

To Replace the Hospitality Facility 3,944,800

LAKE LAND COLLEGE

For Construction of a Workforce
Relocation Center 9,881,700

Total $134,487,500

Section 100. In addition to any amount previously appropriated, the following named amounts, or so much thereof as may be necessary, are appropriated from the Capital Development Fund to the Capital Development Board for the Board of Higher Education for the projects hereinafter enumerated:

CHICAGO STATE UNIVERSITY

For renovating Douglas Hall, in addition to funds previously appropriated 19,500,000

For Construction of an Early Childhood Development Center 3,000,000

For Remediation of the Convocation Building, in addition to funds previously appropriated 5,000,000

EASTERN ILLINOIS UNIVERSITY

For remodeling of the HVAC in the Life Science Building and Coleman Hall 4,757,100

GOVERNORS STATE UNIVERSITY

For renovation of a Teaching/Learning Complex, in addition to funds

previously appropriated 8,000,000

For replacing roadways and sidewalks 2,028,000

ILLINOIS STATE UNIVERSITY

For renovations of the Fine Arts

Complex 54,250,100

NORTHEASTERN ILLINOIS UNIVERSITY

For constructing an education

building 72,977,200

NORTHERN ILLINOIS UNIVERSITY

For renovating and expanding

Stevens Building 22,517,600

For planning Computer Sciences

Technology Center 2,787,400

SOUTHERN ILLINOIS UNIVERSITY - EDWARDSVILLE

For renovating and constructing

a Science Laboratory, in addition

to funds previously appropriated 78,867,300

SOUTHERN ILLINOIS UNIVERSITY - CARBONDALE

For constructing a Transportation

Education Center, in addition

to funds previously appropriated 56,718,792

For planning and beginning

Communications Building 4,255,400

UNIVERSITY OF ILLINOIS - CHICAGO

For upgrading the campus infrastructure and

renovating campus buildings 20,800,000

UNIVERSITY OF ILLINOIS - URBANA/CHAMPAIGN

For renovating Lincoln Hall, in addition to funds previously appropriated 57,304,000

For constructing a Post Harvest Crop Processing and Research Laboratory, in addition to funds previously appropriated 20,034,000

For constructing an Electrical and Computer Engineering Building, in addition to funds previously appropriated 44,520,000

UNIVERSITY OF ILLINOIS - ROCKFORD

For constructing a National Rural Health Center 14,820,000

WESTERN ILLINOIS UNIVERSITY - MACOMB

For constructing a performing arts center, in addition to funds previously appropriated 67,835,768

WESTERN ILLINOIS UNIVERSITY - QUAD CITIES

For the renovation and construction of a Riverfront Campus, in addition to funds previously appropriated 15,863,120

ILLINOIS MATH AND SCIENCE ADADEMY

For residence hall rehabilitation
and main building addition 6,260,000
For "A" wing laboratories remodeling 3,600,000
Total $585,695,780

Section 105. The following named amounts, or so much thereof as may be necessary, are appropriated from the Capital Development Fund to the Capital Development Board for the Illinois Board of Higher Education for miscellaneous capital improvements including construction, capital facilities, cost of planning, supplies, equipment, materials, services and all other expenses required to complete work at the various higher education institutions. These appropriated amounts shall be in addition to any other appropriated amounts which can be expended for such purposes ...$62,677,200

Chicago State University 1,449,300
Eastern Illinois University 2,319,900
Governors State University 853,800
Illinois State University 4,596,000
Northeastern Illinois University ..1,726,500
Northern Illinois University 5,215,500
Western Illinois University 3,564,900
Southern Illinois University-
Carbondale 7,312,500
Southern Illinois University-

Edwardsville 3,433,800

University of Illinois-

Chicago 12,497,700

University of Illinois-

Springfield 1,031,100

University of Illinois-

Urbana/Champaign 18,676,200

Section 110. The sum of $1,650,000, or so much thereof as may be necessary, is appropriated from the Capital Development Fund to the Board of Trustees of Eastern Illinois University to purchase equipment to complete the renovation and expansion of the Doudna Fine Arts Center. This appropriation is in addition to funds previously appropriated.

Section 115. The sum of $17,564,400, or so much thereof as may be necessary, is appropriated from the Capital Development Fund to the Board of Trustees of Southern Illinois University for construction and equipment expenses to complete the renovation and expansion of the Morris Library. This appropriation is in addition to funds previously appropriated.

Section 120. The sum of $300,000,000, or so much thereof

as may be necessary, is appropriated from the Build Illinois Bond Fund to the Capital Development Board for the Illinois Board of Higher Education for grants to various private colleges and universities.

Section 125. No contract shall be entered into or obligation incurred for any expenditures from appropriations in this Article until after the purposes and amounts have been approved in writing by the Governor.

Total, Article 60 3,028,206,600

ARTICLE 61

ILLINOIS EMERGENCY MANAGEMENT AGENCY

Section 5. The sum of $25,000,000, or so much thereof as may be necessary, is appropriated from the Build Illinois Bond Fund to the Illinois Emergency Management Agency for safety and security improvements at various public universities, private colleges or universities and community colleges.

Section 10. No contract shall be entered into or obligation incurred for any expenditures from appropriations in Section 5 of this Article until after the purposes and

amounts have been approved in writing by the Governor.

Total, Article 61 $25,000,000

ARTICLE 65

CAPITAL DEVELOPMENT BOARD

Section 5. The following named amounts, or so much thereof as may be necessary and remain unexpended at the close of business on June 30, 2009, from appropriations and reappropriations heretofore made for such purposes in Article 37, Section 5 of Public Act 95-734, and Sections 5, 10 and 200 of Public Act 95-746, are reappropriated from the Capital Development Fund to the Capital Development Board for the Department of Agriculture for the projects hereinafter enumerated:

ILLINOIS STATE FAIRGROUNDS - DUQUOIN

(From Article 37, Section 5 of Public Act 95-734)

For completing the upgrade of the electrical distribution system, in addition to funds previously appropriated 100,759

For constructing a multi-purpose building 61,710

(From Section 200 of Public Act 95-746)

For Emergency Roof Replacement 19,061

ILLINOIS STATE FAIRGROUNDS - SPRINGFIELD

(From Article 37, Section 5 of Public Act 95-734)

For renovating comfort stations, in addition

to funds previously appropriated 47,650

For renovating the Emmerson Building 57,578

(From Section 5 of Public Act 95-746)

For replacement of water and sewer

service to various buildings 205,475

(From Section 10 of Public Act 95-746)

For an airlock addition to Metrology

(Weights and Measures) Lab 127,508

(From Section 200 of Public Act 95-746)

For Asbestos Abatement 85,000

Total $704,741

Section 20. The following named amounts, or so much thereof as may be necessary and remain unexpended at the close of business on June 30, 2009, from reappropriations heretofore made for such purposes in Article 37, Section 20 of Public Act 95-734, as amended, are reappropriated from the Capital Development Fund to the Capital Development Board for the Courts of Illinois for the projects hereinafter enumerated:

SPRINGFIELD - SUPREME COURT BUILDING

(From Article 37, Section 20 of Public Act 95-734)

For renovating the HVAC system on

the 3rd Floor 140,000

For installing humidifier and water

filtration systems 1,373,755

APPELLATE COURT SECOND DISTRICT - ELGIN

For miscellaneous improvements 60,520

Total $1,574,275

Section 30. The following named amount, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore made in Article 37, Section 30 of Public Act 95-734, is reappropriated from the Build Illinois Bond Fund to the Capital Development Board for the Courts of Illinois for the projects hereinafter enumerated:

SUPREME COURT BUILDING - SPRINGFIELD

(From Article 37, Section 30 of Public Act 95-734)

For renovating the Library and

completing HVAC, in addition to funds

previously appropriated 235,000

Section 35. The following named amounts, or so much thereof as may be necessary and remain unexpended at the close of business on June 30, 2009, from reappropriations

heretofore made for such purposes in Article 37, Section 35 of Public Act 95-734, as amended, are reappropriated from the Capital Development Fund to the Capital Development Board for the Office of the Architect of the Capitol for the projects hereinafter enumerated:

CAPITOL BUILDING - SPRINGFIELD

(From Article 37, Section 35 of Public Act 95-734)

For equipment, remodeling and all other costs related to the maintenance, renovation or restoration of areas located in the Capitol Building 978,984

For all costs related to asbestos and environmental abatement in the Capitol Building 1,801,429

Total $2,780,413

Section 40. The following named amounts, or so much thereof as may be necessary and remain unexpended at the close of business on June 30, 2009, from appropriations and reappropriations heretofore made in Article 37, Section 40, of Public Act 95-734, and Sections 70, 75 and 80 of Public Act 95-746, are reappropriated from the Capital Development Fund to the Capital Development Board for the Office of the Secretary of State for the projects hereinafter enumerated:

CAPITOL BUILDING - SPRINGFIELD

(From Article 37, Section 40 of Public Act 95-734)

For planning and design, providing a study, historical analysis, asbestos abatement and all other costs associated with the upgrade of the HVAC system in the Capitol building 180,516

For all costs related to the planning and design of life safety and fire protection system improvements, hazardous material abatement, historical restoration and construction in the Capitol Building 351,680

CAPITOL COMPLEX - SPRINGFIELD

For completing the stone restoration, in addition to funds previously appropriated 323,373

For demolition of 222 S. College, and landscaping of Capitol Complex in addition to funds previously appropriated 964,131

For demolition of 222 South College Building and landscaping of Capitol Complex 586,444

(From Section 70 of Public Act 95-746)

To upgrade a high voltage monitoring system 275,496

DRIVER'S FACILITY WEST - CHICAGO

(From Article 37, Section 40 of Public Act 95-734)

For renovating the building 391,180

(From Section 80 of Public Act 95-746)

For renovation and improvement of

pedestrian traffic flow 206,761

DRIVER SERVICES FACILITIES, NORTH, SOUTH AND

WEST - CHICAGO

(From Section 75 of Public Act 95-746)

To upgrade electrical systems 418,681

MOTOR VEHICLE SERVICES FACILITY - SPRINGFIELD

(From Article 37, Section 40 of Public Act 95-734)

For upgrading the fire alarm and

security systems 16,809

WILLIAM G. STRATTON BUILDING - SPRINGFIELD

For the planning, design, reconstruction,

and construction to renovate or replace

the Stratton Office Building, in addition

to funds previously appropriated 7,379,119

Total $11,094,190

Section 45. The following named amounts, or so much thereof as may be necessary and remain unexpended at the close of business on June 30, 2009, from reappropriations heretofore made in Article 37, Section 45 of Public Act 95-734, are reappropriated from the Build Illinois Bond Fund to

the Capital Development Board for the Office of the Secretary of State for the projects hereinafter enumerated:

CAPITOL COMPLEX - SPRINGFIELD

(From Article 37, Section 45 of Public Act 95-734)

For upgrading fire alarm systems in
two buildings 17,992

Total $17,992

Section 50. The following named amounts, or so much thereof as may be necessary and remain unexpended at the close of business on June 30, 2009, from appropriations and reappropriations heretofore made for such purposes in Article 37, Section 50 of Public Act 95-734, and Sections 20, 25, 30, 150, 155, 185 and 200 of Public Act 95-746, are reappropriated from the Capital Development Fund to the Capital Development Board for the Department of Central Management Services for the projects hereinafter enumerated:

STATEWIDE

(From Article 37, Section 50 of Public Act 95-734)

For renovating state owned
property 2,000,000

For upgrading the building security
system at the James R. Thompson Center
and the State of Illinois building
in addition to funds previously

appropriated 655,000

(From Section 200, Public Act 95-746)

For renovation of State-owned property at the following locations: Kenneth Hall Regional Office Building, AIG (Franklin Complex) Building, James R. Thompson Center, Sangamo Complex (IEPA), Champaign Regional Office Building (IEPA), Springfield Regional Office Building, Natural Resource Center (DNR) and Read - Building (Elgin Mental Health Center) 1,847,310

OFFICE AND LAB BUILDING, CHICAGO MEDICAL CENTER

(From Article 37, Section 50 of Public Act 95-734)

For planning and beginning the renovation of the facility 474,164

JAMES R. THOMPSON CENTER - CHICAGO

For installing an emergency generator 3,545,000

For rehabilitating exterior columns, in addition to funds previously appropriated 1,000,000

For upgrading mechanical systems, in addition to funds previously appropriated 27,341

MEDICAL CENTER (DCFS DISTRICT OFFICE) - CHICAGO

For replacing roof and upgrading mechanical and electrical systems 321,956

ROCKFORD REGIONAL OFFICE BUILDING

For replacing Halon and upgrading

the air conditioning 162,614

ILLINOIS CENTER FOR REHABILITATION AND

EDUCATION (WOOD) - CHICAGO

For upgrading fire and safety systems 27,113

SPRINGFIELD - RESEARCH AND COLLECTION CENTER

For expanding surplus warehouse 73,584

SPRINGFIELD - COMPUTER FACILITY

For upgrading the computer room and the

electrical system 23,421

MICHAEL A. BILANDIC BUILDING, CHICAGO

(From Section 20 of Public Act 95-746)

For upgrading HVAC and domestic water

system 1,540,474

SPRINGFIELD REGIONAL OFFICE BUILDING

(From Section 25 of Public Act 95-746)

For emergency cooling tower replacement

at 4500 S. Sixth Street Road 56,864

SUBURBAN NORTH REGIONAL OFFICE FACILITY, DES PLAINES

(From Section 30 of Public Act 95-746)

For renovating office space 382,716

KENNETH HALL REGIONAL OFFICE BUILDING – EAST ST. LOUIS

(From Section 150 of Public Act 95-746)

For design services for emergency parapet

wall repairs 47,456

MEDICAL CENTER (EDWARDS CENTER) - CHICAGO

(From Section 155 of Public Act 95-746)

For medical center (Edwards Center) 3,150,000

COLLINSVILLE REGIONAL OFFICE COMPLEX

(From Section 185 of Public Act 95-746)

To replace an emergency generator 372,000

Total $15,707,013

Section 60. The following named amounts, or so much thereof as may be necessary and remain unexpended at the close of business on June 30, 2009, from reappropriations heretofore made in Article 37, Section 60, of Public Act 95-734, are reappropriated from the Build Illinois Bond Fund to the Capital Development Board for the Department of Central Management Services for the projects hereinafter enumerated:

ILLINOIS CENTER FOR REHABILITATION AND EDUCATION

(ROOSEVELT) - CHICAGO

(From Article 37, Section 60 of Public Act 95-734)

For upgrading the kitchen and plumbing 185,838

JAMES R. THOMPSON CENTER - CHICAGO

For rehabilitating exterior columns, in

addition to funds previously appropriated 48,157

Total $233,995

Section 65. The following named amounts, or so much thereof as may be necessary and remain unexpended at the close of business on June 30, 2009, from appropriations and reappropriations heretofore made for such purposes in Article 37, Section 65 Public Act 95-734, and Sections 90, 95, 100, 105, 110, 115 and 200 of Public Act 95-746, are reappropriated from the Capital Development Fund to the Capital Development Board for the Department of Natural Resources for the projects hereinafter enumerated:

BABE WOODYARD STATE NATURAL AREA -

VERMILION COUNTY

(From Article 37, Section 65 of Public Act 95-734)

For developing the site and associated

land acquisition 244,604

BUFFALO ROCK STATE PARK - LASALLE COUNTY

(From Section 90 of Public Act 95-746)

For design services to replace a septic system 4,125

CARLYLE LAKE STATE PARKS

(From Article 37, Section 65 of Public Act 95-734)

For road and site improvements at

Carlyle Lake 1,477,424

For infrastructure and site

improvements at Carlyle Lake 765,485

CARLYLE STATE FISH AND WILDLIFE AREA - FAYETTE COUNTY

(From Section 110 of Public Act 95-746)

To replace Cox Bridge at Carlyle State

Fish and Wildlife Area 550,000

EAGLE CREEK STATE PARK - SHELBY COUNTY

(From Article 37, Section 65 of Public Act 95-734)

For constructing lake access boat

docks at resort 248,793

FERNE CLYFFE STATE PARK - JOHNSON COUNTY

For replacing the campground

sewage treatment system 365,054

GOOSE LAKE PRAIRIE NATURAL AREA - GRUNDY COUNTY

For replacing floating boardwalk 24,604

HENNEPIN CANAL PARKWAY STATE PARK AND ACCESS AREA

For rehabilitating/repairing railroad

bridges, in addition to funds

previously appropriated 851,685

HORSESHOE LAKE CONSERVATION AREA - ALEXANDER COUNTY

For dam rehabilitation and the State's share

to implement the ecological restoration

plan in cooperation with the U.S.

Army Corps of Engineers, and

land acquisition 842,605

I & M Canal - CHANNAHON STATE PARK - WILL COUNTY

For improving DuPage River Spillway 35,035

(From Section 200 of Public Act 95-746)

For replacing Lock 14 Bridge 425,000

For improving the DuPage River Spillway 930,000

ILLINOIS BEACH STATE PARK - LAKE COUNTY

(From Article 37, Section 65 of Public Act 95-734)

For replacing sanitary sewer line 79,748

For replacing sanitary sewer lines 311,922

MORAINE HILLS STATE PARK – MCHENRY COUNTY

(From Section 95 of Public Act 95-746)

For replacing yellow-head marshy dam culverts 400,000

PERE MARQUETTE STATE PARK – JERSEY COUNTY

(From Section 100 of Public Act 95-746)

For design services to replace a lodge

pool dehumidifier 63,279

(From Section 105 of Public Act 95-746)

For emergency replacement of a sewage

treatment plant 621,000

RED HILLS STATE PARK – LAWRENCE COUNTY

(From Article 37, Section 65 of Public Act 95-734)

For miscellaneous improvements 44,740

RESEARCH & COLLECTIONS CENTER - SPRINGFIELD

For renovating the interior 17,915

ROCK CUT STATE PARK - WINNEBAGO COUNTY

For upgrading the sewage system 675,104

SILOAM SPRINGS STATE PARK – ADAMS COUNTY

For rehabilitating office/service area 1,119,114

STEPHEN A. FORBES STATE PARK, MARION COUNTY

(From Section 115 of Public Act 95-746)

For design services to replace dump and

fish cleaning stations 44,584

WORLD SHOOTING COMPLEX - SPARTA

(From Article 37, Section 65 of Public Act 95-734)

For construction of the World Shooting

Complex in Sparta 57,580

SPRINGFIELD

For constructing an office building and

interpretive center 166,153

WHITE PINES FOREST STATE PARK - OGLE COUNTY

For completing the replacement of the

sewer system, in addition to funds

previously appropriated 11,557

WILDLIFE PRAIRIE PARK

For rehabilitating the sewage

treatment plant 767,500

(From Section 200 of Public Act 95-746)

For upgrading sewage treatment plant 1,032,000

STATEWIDE

(From Article 37, Section 65 of Public Act 95-734)

For replacing/repairing the roofing systems

at the following locations at the approximate

cost set forth below 245,000

Clinton Lake Recreational

Area - DeWitt County 65,000

Ferne Clyffe State Park-

Johnson County 20,000

Hennepin Canal Parkway

State Park 26,000

Lake Le-Aqua-Na State Park-

Stephenson County 39,000

Mermet Lake Conservation Area-

Massac County 95,000

For replacing/repairing the roofing systems

at the following locations at the approximate

costs set forth below 115,267

Starved Rock State Park &

Lodge-LaSalle County 4,726

Kaskaskia River Fish & Wildlife

Area-Randolph County 19,500

Pyramid State Park-

Perry County 4,109

Region V Office (Benton)

Franklin County 86,932

For rehabilitating dams and bridges 120,754

For constructing, replacing and

renovating lodges and concession

buildings 1,488,014

For replacing roofs at the following locations,

at the approximate cost set forth below 134,931

Shabbona Lake State

Park 40,850

Hennepin Canal Parkway

State Park 15,750

Randolph Fish &

Wildlife Area 32,271

Dixon Springs State

Park 46,060

For replacing and constructing vault

toilets at the following locations,

at the approximate cost set forth

below 167,772

Hennepin Canal Parkway

State Trail 167,772

For rehabilitating dams at the

following locations, at the

approximate cost set forth below 450,002

Rock Cut State Park 450,002

For replacing roofs at the following

locations, at the approximate

cost set forth below 206,925

Southern IL Arts &

Crafts Center 412

Frank Holten State Park 412

DNR Geological Survey-

Champaign 413

Sangchris Lake State

Park 5,291

Illini State Park 1,692

Shelbyville Fish &

Wildlife Area 79,480

Trail of Tears State

Forest 3,685

Sanganois Conservation Area 413

Rice Lake State Park 28,090

Hidden Spring State Park 53,740

Siloam Springs State Park 2,417

Mississippi Palisades

State Park 30,880

For replacing vault toilets at the following locations, at the approximate cost set forth below 285,813

Anderson Lake Conservation Area -

Fulton/Schuyler Counties 71,453

Giant City State Park -

Jackson/Union Counties 71,453

Randolph County Conservation Area 71,453

Silver Springs State Park -

Kendall County 71,454

For constructing hazardous material storage buildings 9,935

For constructing vault toilets at the following locations at the approximate cost set forth below: 137,897

Apple River Canyon State Park 19,699

Des Plaines Conservation Area 19,700

Kankakee River State Park 19,700

Lake Le-Aqua-Na State Park 19,699

Marshall County Conservation Area 19,700

Morrison-Rockwood State Park 19,699

Rice Lake Conservation Area 19,700

For planning, construction, reconstruction, land acquisition and related costs, utilities, site improvements, and all other expenses necessary for various capital improvements at parks, conservation areas, and other facilities under the jurisdiction of the Department of Natural Resources 581,794

Total $16,120,714

Section 75. The following named amounts, or so much thereof as may be necessary and remain unexpended at the close of business on June 30, 2009, from reappropriations heretofore made in Article 37, Section 75 of Public Act 95-

734, are reappropriated from the Build Illinois Bond Fund to the Capital Development Board for the Department of Natural Resources for the project hereinafter enumerated:

GOOSE LAKE PRAIRIE NATURAL AREA - GRUNDY COUNTY

(From Article 37, Section 75 of Public Act 95-734)

For rehabilitating visitor's center exterior 23,345

Total $23,345

Section 80. The following named amounts, or so much thereof as may be necessary and remain unexpended at the close of business on June 30, 2009, from appropriations and reappropriations heretofore made for such purposes in Article 37, Section 80 of Public Act 95-734, and Sections 35, 40, 45, 50, 135, 140, 145, 175, 180 and 200 of Public Act 95-746, are reappropriated from the Capital Development Fund to the Capital Development Board for the Department of Corrections for the projects hereinafter enumerated:

CENTRALIA CORRECTIONAL CENTER

(From Article 37, Section 80 of Public Act 95-734)

For replacing the cooling tower 201,948

(From Section 180 of Public Act 95-746)

To upgrade a sewage treatment plant 453,000

DIXON CORRECTIONAL CENTER

(From Article 37, Section 80 of Public Act 95-734)

For planning the upgrade and expansion of the medical care facility 24,127

DWIGHT CORRECTIONAL CENTER

For renovating Housing Unit C8, in addition to funds previously appropriated 270,000

For renovating buildings, in addition to funds previously appropriated 274,847

For renovation of buildings 30,261

(From Section 35 of Public Act 95-746)

For repair and replacement of roofing system 52,463

EAST MOLINE CORRECTIONAL CENTER

(From Article 37, Section 80 of Public Act 95-734)

For upgrading the roofing system 675,879

For replacing windows, in addition to funds previously appropriated 42,450

GRAHAM CORRECTIONAL CENTER

For upgrading the cooling tower 10,015

For upgrading the mechanical system 35,990

For planning the upgrade of building automation system and fire alarm system 21,170

HARDIN COUNTY WORK CAMP

(From Section 145, Public Act 95-746)

To upgrade a sewage treatment plant 342,929

(From Section 200, Public Act 95-746)

For emergency kitchen repairs 177,000

HOPKINS PARK

(From Article 37, Section 80 of Public Act 95-734)

For infrastructure improvements

in connection with the Hopkins Park

Correctional Center 5,858,444

ILLINOIS RIVER CORRECTIONAL CENTER – CANTON

(From Section 135, Public Act 95-746)

For design services to replace a domestic

hot water heater 41,606

ILLINOIS YOUTH CENTER - HARRISBURG

(From Article 37, Section 80 of Public Act 95-734)

For constructing a multi-purpose medical,

vocational and confinement building 375,000

For utility upgrade, including gas

and sewer 4,695,721

ILLINOIS YOUTH CENTER - RUSHVILLE

For planning, design, construction, equipment

and all other necessary costs to add

a cellhouse 2,282,202

ILLINOIS YOUTH CENTER - ST. CHARLES

For constructing an R & C building

and other improvements 1,957,557

LAWRENCE COUNTY CORRECTIONAL CENTER - LAWRENCEVILLE

For constructing two cellhouses, in
addition to funds previously appropriated 9,915

LINCOLN CORRECTIONAL CENTER

For replacing doors and locks 31,592

LOGAN CORRECTIONAL CENTER

For planning and beginning the upgrade
of the power plant 321,186

For renovating the electrical
distribution system 159,995

For constructing a medical building
and dietary building 2,019,174

(From Section 175, Public Act 95-746)

To upgrade a power plant at Logan
Correctional Center 5,737,445

MENARD CORRECTIONAL CENTER - CHESTER

(From Article 37, Section 80 of Public Act 95-734)

For replacing the administration building,
in addition to funds previously
appropriated 11,626,369

For replacing the Administration
Building 310,244

For replacing toilets and waste lines
at E/W Cellhouse and upgrade
North Cellhouse plumbing 364,351

For renovation or replacement of the

Old Hospital Building, in addition to

funds previously appropriated 48,064

For planning and construction of the

Administration Building 513,777

PONTIAC CORRECTIONAL CENTER

For replacing doors and frames 1,620,000

SHAWNEE CORRECTIONAL CENTER

For replacing the emergency generator 44,867

SHERIDAN CORRECTIONAL CENTER

(From Section 40 of Public Act 95-746)

For replacement of roofing system 100,939

STATEVILLE CORRECTIONAL CENTER - JOLIET

(From Article 37, Section 80 of Public Act 95-734)

For replacing doors and locks 580,000

For replacing windows in B House 126,480

For replacing power plant and

utility distribution system 17,454

For upgrading electrical system and elevator

and installing HVAC system 393,750

TAYLORVILLE CORRECTIONAL CENTER

(From Section 140 of Public Act 95-746)

For design services to replace operators

and main gates 27,195

VANDALIA CORRECTIONAL CENTER

(From Article 37, Section 80 of Public Act 95-734)

For constructing a multi-purpose program
building 90,656

For converting Administration Building and
planning construction of an Administration/
Health Care Unit 308,406

(From Section 45 of Public Act 95-746)

For replacement of roofing system 267,256

(From Article 37, Section 80 of Public Act 95-734)

VIENNA CORRECTIONAL CENTER

For replacing the cooler and freezer 356,663

For upgrading the power plant 707,109

For upgrading the HVAC system and replacing
water lines in six housing units 423,601

(From Section 50 of Public Act 95-746)

For emergency roof replacement on
various buildings 330,679

(From Article 37, Section 80 of Public Act 95-734)

STATEWIDE

For all costs associated with
a timekeeping and payroll system 10,000,000

For upgrading roofing systems at the
following locations at the approximate
costs set forth below 94,315

Hardin County Work Camp 8,808

Illinois Youth Center Joliet 44,151

Pontiac Correctional Center 41,356

For replacing doors and locks

at the following locations at the

approximate costs set forth below 1,113,137

Dixon Correctional Center 1,081,626

Vienna Correctional Center 35,511

For upgrading showers at the following

locations at the approximate

cost set forth below 258,708

Hill Correctional

Center 258,708

For upgrading water towers at the following

locations at the approximate

cost set forth below 1,651,849

Dixon Correctional

Center 413,466

Illinois Youth Center -

St. Charles 1,228,853

Illinois Youth Center -

Valley View 9,530

For planning, design, construction, equipment

and all other necessary costs for a

maximum security facility 77,469,151

For planning a medium security facility

and land acquisition 2,629,428

For replacing roofing systems at
the following locations at the
approximate cost set forth below 154,609
Menard Correctional Center 6,194
Vienna Correctional Center 81,100
Illinois Youth Center -
Harrisburg 4,138
Pontiac Correctional Center 10
Illinois Youth Center - Joliet 63,167

For replacing or upgrading security and
monitoring systems at the following
locations at the approximate cost set
forth below 278,707
Vienna Correctional
Center 250,000
Pontiac Correctional
Center 0
Joliet Correctional
Center 28,707

For planning and replacing windows at the
following locations at the approximate cost
set forth below 2,226,942
Vienna Correctional
Center 1,780,000
Sheridan Correctional

Center 314,454

Illinois Youth Center -

Valley View 8,310

Illinois Youth Center -

Joliet 74,875

Dixon Correctional

Center 46,073

Shawnee Correctional

Center 3,230

For replacing security fencing at the

following locations at the approximate

cost set forth below 306,251

Hill Correctional

Center 3,547

Western IL Correctional

Center 31,427

Joliet Correctional

Center 49,119

Logan Correctional

Center 172,369

Dixon Correctional

Center 8,752

Shawnee Correctional

Center 5,269

Graham Correctional

Center 24,369

Danville Correctional

Center 11,399

For planning, design, construction, equipment

and all other necessary costs for a

female multi-security level

correctional center 55,938,782

For replacing roofing systems at the

following locations at the approximate

cost set forth below 189,284

Vienna Correctional Center 150,261

Sheridan Correctional Center 17,785

Western Illinois Correctional

Center - Mt. Sterling 21,238

For upgrading fire and safety systems at

the following locations at the approximate

costs set forth below, in addition to

funds previously appropriated 2,018,041

Menard Correctional Center -

Chester 1,835,344

Sheridan Correctional Center 110,620

Vienna Correctional Center 72,077

Total $198,688,980

Section 85. The following named amounts, or so much

thereof as may be necessary and remain unexpended at the close of business on June 30, 2009, from reappropriations heretofore made for such purpose in Article 37, Section 85, of Public Act 95-734, are reappropriated from the Build Illinois Bond Fund to the Capital Development Board for the Department of Corrections for the projects hereinafter enumerated:

BIG MUDDY CORRECTIONAL FACILITY

(From Article 37, Section 85 of Public Act 95-734)

For replacing door locking controls
and intercom systems 2,312,558

STATEVILLE CORRECTIONAL CENTER

For installing fire alarm systems 1,600,000

Total $3,912,558

Section 90. The sum of $336,056, or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore made for such purpose in Article 37, Section 90 of Public Act 95-734, is reappropriated from the Capital Development Fund to the Capital Development Board for the Illinois Emergency Management Agency for costs associated with a new State Emergency Operations Center.

Section 95. The following named amounts, or so much

thereof as may be necessary and remain unexpended at the close of business on June 30, 2009, from appropriations and reappropriations heretofore made for such purposes in Article 37, Section 95 of Public Act 95-734, and Sections 60, 65, 120, 125, 130 and 170 of Public Act 95-746, are reappropriated from the Capital Development Fund to the Capital Development Board for the Historic Preservation Agency for the projects hereinafter enumerated:

BISHOP HILL HISTORIC SITE - HENRY COUNTY

(From Article 37, Section 95 of Public Act 95-734)

For restoring interior and exterior 6,555

BLACK HAWS STATE HISTORIC SITE – ROCK ISLAND

(From Section 60 of Public Act 95-746)

For renovating a retaining wall and two shelters 250,292

CAHOKIA MOUNDS HISTORIC SITE - COLLINSVILLE

(From Article 37, Section 95 of Public Act 95-734)

For replacement of Monk's Mounds stairs 211,080

For restoration of Monk's Mound 631,531

For purchasing private land within historic site boundary 189,979

(From Section 65, Public Act 95-746)

To create a new entrance around existing bronze artwork doors 166,782

DANA THOMAS HOUSE STATE HISTORIC SITE

(From Section 120, Public Act 95-746)

To rehabilitate the interior and exterior

at Dana Thomas House State Historic Site 3,100,000

DAVID DAVIS HOME

(From Article 37, Section 95 of Public Act 95-734)

To acquire a residence to be

converted to a Visitors Center 7,962

(From Article 125, Public Act 95-746)

For design services for emergency

roof repairs 4,450

JARROT MANSION STATE HISTORICAL SITE

(From Article 37, Section 95 of Public Act 95-734)

For restoring the mansion, site improvements

and land acquisition, in addition

to funds previously appropriated 1,447,021

LINCOLN-HERNDON LAW OFFICES STATE HISTORIC SITE

(From Article 170, Public Act 95-746)

For emergency roof repairs at law offices 25,200

LINCOLN LOG CABIN STATE HISTORIC SITE, COLES COUNTY

(From Article 130, Public Act 95-746)

To replace a sewer system at Historic Site 280,000

(From Article 37, Section 95 of Public Act 95-734)

LINCOLN'S TOMB/VIETNAM MEMORIAL - SPRINGFIELD

For rehabilitating site and providing

irrigation system 121,100

LINCOLN'S NEW SALEM HISTORIC SITE - MENARD COUNTY

For providing electrical at campgrounds 110,444

LINCOLN PRESIDENTIAL CENTER - SPRINGFIELD

For constructing library and museum complex, in addition to funds previously appropriated 2,645,514

For constructing a Lincoln Presidential Library 4,337

OLD STATE CAPITOL - SPRINGFIELD

For repairing elevators 387,464

UNION STATION - SPRINGFIELD

For purchasing and rehabilitating 21,721

STATEWIDE

For statewide ISTEA 21 Match 593,070

For matching ISTEA federal grant funds 143,310

Total $10,347,812

Section 105. The following named amounts, or so much thereof as may be necessary and remain unexpended at the close of business on June 30, 2009, from reappropriations heretofore made in Article 37, Section 105, of Public Act 95-734, are reappropriated from the Build Illinois Bond Fund to the Capital Development Board for the Historic Preservation Agency for the projects hereinafter enumerated:

MT. PULASKI COURTHOUSE HISTORIC SITE - LOGAN COUNTY

(From Article 37, Section 105 of Public Act 95-734)

For rehabilitating interior & exterior 24,118

PULLMAN HISTORIC SITE

For all costs associated with the
stabilization and restoration of the
Pullman Historic Site 1,273,991

Total $1,298,109

Section 110. The following named amounts, or so much thereof as may be necessary and remain unexpended at the close of business on June 30, 2009, from appropriations and reappropriations heretofore made for such purposes in Article 37, Section 110 of Public Act 95-734, and Sections 160, 165 and 200 of Public Act 95-746, are reappropriated from the Capital Development Fund to the Capital Development Board for the Department of Human Services for the projects hereinafter enumerated:

ALTON MENTAL HEALTH CENTER - MADISON COUNTY

(From Article 37, Section 110 of Public Act 95-734)

For renovating the Forensic Complex and
constructing two building additions, in
addition to funds previously appropriated 3,900,000

For constructing two building additions
at the Forensic Complex 6,780,876

For rehabilitation of the central dietary 9,179

CHESTER MENTAL HEALTH CENTER

For completing the replacement of
smoke and heat detectors, in addition
to funds previously appropriated 440,000

For upgrading HVAC systems 144,664

For replacing smoke/heat detectors 65,032

CHICAGO-READ MENTAL HEALTH CENTER - CHICAGO

For rehabbing absorbers, controls
and valves 86,160

(From Section 160 of Public Act 95-746)

For design services to renovate Unit
J-East for forensic use 47,560

CHOATE MENTAL HEALTH AND DEVELOPMENTAL CENTER - ANNA

(From Article 37, Section 110 of Public Act 95-734)

For renovating Sycamore Hall 94,930

(From Section 200 of Public Act 95-746)

For renovating Sycamore 4,385,000

For emergency boiler control replacement 20,569

ELGIN MENTAL HEALTH CENTER - KANE COUNTY

(From Article 37, Section 110 of Public Act 95-734)

For replacing power plant and engineering
building 7,742,663

For renovating the central dietary
and kitchen 3,704,073

For construction of roads, parking lots

and street lights 133,664

(From Section 165 of Public Act 95-746)

For design services to convert Reed Building

for office space 148,524

FOX DEVELOPMENTAL CENTER - DWIGHT

(From Article 37, Section 110 of Public Act 95-734)

For replacing and repairing interior doors,

flooring and walls, in addition to funds

previously appropriated 249,122

For planning and beginning replacement

of interior doors and flooring

and repairing walls in the Main and

Administration Buildings 35,888

HOWE DEVELOPMENTAL CENTER - TINLEY PARK

For completing upgrade of tunnels,

Phase II, in addition to funds previously

appropriated 366,920

For renovating residences, in addition to

funds previously appropriated 99,182

ILLINOIS SCHOOL FOR THE DEAF - JACKSONVILLE

For renovating the High School Building

Phase II 169,442

For renovating High School Building 96,859

ILLINOIS SCHOOL FOR THE VISUALLY IMPAIRED - JACKSONVILLE

For renovating auditorium, classroom

and administration buildings 2,103,306

For renovating classrooms in Building 17 1,250,724

For renovations to the powerhouse,

boilers and associated coal and ash

equipment 400,000

(From Section 200 of Public Act 95-746)

For renovating the power house 2,088,000

JACKSONVILLE DEVELOPMENTAL CENTER - MORGAN COUNTY

(From Article 37, Section 110 of Public Act 95-734)

For planning and beginning the renovation

of the power house 37,892

KILEY DEVELOPMENTAL CENTER - WAUKEGAN

For converting the facility to natural

gas, in addition to funds previously

appropriated 112,391

For renovating homes, Phase II, in

addition to funds previously

appropriated 77,343

LINCOLN DEVELOPMENTAL CENTER - LOGAN

For various capital improvements,

including planning and construction

of four ten-bed transitional or

residential homes 582,596

LUDEMAN DEVELOPMENTAL CENTER - PARK FOREST

For upgrading the electrical panel 338,114

For repairing and replacing furnaces and duct work, in addition to funds previously appropriated 141,615

For renovating residential and neighborhood homes, in addition to funds previously appropriated 46,810

For replacing plumbing, HVAC and boiler systems 629,184

For renovation of residential buildings, in addition to funds previously appropriated 74,252

MABLEY DEVELOPMENTAL CENTER - DIXON

For replacing mechanicals and upgrading the fire alarm systems 71,348

MADDEN MENTAL HEALTH CENTER - HINES

For renovating pavilions and administration building for safety/security, in addition to funds previously appropriated 621,882

For renovating dietary 729,885

For renovation of pavilions, in addition to funds previously appropriated 60,833

MURRAY DEVELOPMENTAL CENTER - CENTRALIA

For completing the renovation of the boiler house, in addition to

funds previously appropriated 2,991,120

SHAPIRO DEVELOPMENTAL CENTER - KANKAKEE

For replacing the sewer system in
south campus 2,056,004

For planning and beginning renovation
of dietary 203,263

For work necessary to remedy fire
damper deficiencies 118,922

For replacing water mains and valves,
in addition to funds previously
appropriated 210,015

SINGER MENTAL HEALTH CENTER - ROCKFORD

For upgrading fire alarm systems 47,651

For renovating dietary and stores 55,334

For renovating mechanicals and
residential areas 691,943

TINLEY PARK MENTAL HEALTH CENTER – COOK COUNTY

For completing the upgrade of fire
and life/safety issues in Oak Hall,
in addition to funds previously
appropriated 600,000

STATEWIDE

For replacing roofing systems at
the following locations, at the
approximate costs set forth below 244,866

Chicago-Read Mental
Health Center - Cook
County 148,645

Fox Developmental
Center - Dwight 11,932

Kiley Developmental Center -
Waukegan 84,289

For replacing and repairing roofing systems
at the following locations, at the
approximate cost set forth below 398,899

Alton Mental Health Center -
Madison 66,483

Shapiro Developmental Center -
Kankakee 66,483

Ludeman Developmental Center -
Park Forest 66,483

Madden Mental Health Center -
Hines 66,483

Murray Developmental Center -
Centralia 66,483

Kiley Developmental Center -
Waukegan 66,484

For replacing and repairing roofing
systems at the following locations, at
the approximate cost set forth below 782,838

Chicago-Read Mental Health
Center 166,314
Howe Developmental Center -
Tinley Park 562,126
Shapiro Developmental Center -
Kankakee 39,730
Illinois School for the
Deaf - Jacksonville 12,087
Kiley Developmental
Center - Waukegan 2,581

For repairing or replacing roofs
at the following locations, at
the approximate cost set forth below 303,219

Illinois School for the
Visually Impaired -
Jacksonville 38,368
Jacksonville Developmental
Center - Morgan County 60,000
Lincoln Developmental Center -
Logan County 2,039
Murray Developmental Center -
Centralia 86,136
Shapiro Developmental Center -
Kankakee 116,676

For replacing and repairing roofing systems

at the following locations at the approximate cost set forth below 241,386

Chicago-Read Mental Health Center 3,763

Tinley Park Mental Health Center 12,974

Illinois School for the Visually Impaired - Jacksonville 19,414

Shapiro Developmental Center - Kankakee 25,955

Kiley Developmental Center - Waukegan 3

Ludeman Developmental Center - Park Forest 179,277

For replacement of roofing systems at the following locations at the approximate costs set forth below: 118,670

Lincoln Development Center 29,667

Murray Developmental Center 29,668

Elgin Developmental Center 29,667

Shapiro Developmental Center 29,667

Total $47,150,612

Section 115. The following named amounts, or so much thereof as may be necessary and remain unexpended at the close of business on June 30, 2009, from reappropriations heretofore made for such purposes in Article 37, Section 115

of Public Act 95-734, are reappropriated from the Capital Development Fund to the Capital Development Board for the Department of Human Services for the projects hereinafter enumerated:

ILLINOIS SCHOOL FOR THE VISUALLY IMPAIRED - JACKSONVILLE

(From Article 37, Section 115 of Public Act 95-734)

For renovations to the powerhouse, boilers and associated coal and ash equipment 157,269

Total $157,269

Section 125. The following named amounts, or so much thereof as may be necessary and remain unexpended at the close of business on June 30, 2009, from reappropriations heretofore made for such purposes in Article 37, Section 125 of Public Act 95-734, are reappropriated from the Build Illinois Bond Fund to the Capital Development Board for the Department of Human Services for the project hereinafter enumerated:

ILLINOIS SCHOOL FOR THE DEAF - JACKSONVILLE

(From Article 37, Section 125 of Public Act 95-734)

For replacing dorm doors 1,945,671

JACKSONVILLE DEVELOPMENTAL CENTER - MORGAN

For upgrading the mechanicals in the power plant, in addition to funds

previously appropriated 45,582

SINGER MENTAL HEALTH CENTER

For repair and/or replacement of roofs 61,150

FOX DEVELOPMENTAL CENTER - DWIGHT

For renovating the water treatment plant 678,331

Total $2,730,734

Section 130. The following named amounts, or so much thereof as may be necessary and remain unexpended at the close of business on June 30, 2009, from reappropriation and reappropriations heretofore made in Article 37, Section 130 of Public Act 95-734, are reappropriated from the Capital Development Fund to the Capital Development Board for the Illinois Medical District Commission for the projects hereinafter enumerated:

ILLINOIS MEDICAL DISTRICT COMMISSION - CHICAGO

(From Article 37, Section 130 of Public Act 95-734)

For upgrading utility and infrastructure,
in addition to funds previously
appropriated 412,685

For upgrading core utilities 126,364

For upgrading research center 346,714

For constructing a Lab and Research
Biotech Grad Facility 29,494

Total $915,257

Section 140. The following named amounts, or so much thereof as may be necessary and remain unexpended at the close of business on June 30, 2009, from reappropriations heretofore made for such purposes in Article 37, Section 140 of Public Act 95-734, as amended, are reappropriated from the Capital Development Fund to the Capital Development Board for the Department of Military Affairs for the projects hereinafter enumerated:

BLOOMINGTON ARMORY - McLEAN COUNTY

(From Article 37, Section 140 of Public Act 95-734)

For rehabilitating the mechanical/electrical systems and renovating the interior 2,720,825

CAMP LINCOLN - SPRINGFIELD

For construction of a military academy facility 153,719

ELGIN ARMORY - KANE COUNTY

For upgrading the interior and exterior 757,368

MACOMB ARMORY - McDONOUGH

For completing the mechanical/electrical systems upgrade, renovating the interior, and installing a kitchen, in addition to funds previously appropriated 2,484,125

For replacing the mechanical and electrical systems and installing a kitchen 678,666

NORTH RIVERSIDE ARMORY

For rehabilitating the interior and exterior 14,648

NORTHWEST ARMORY - CHICAGO

For upgrading the electrical system 2,815,000

For replacing the mechanical systems 46,187

SYCAMORE ARMORY

For replacing the electrical system, renovating the interior and installing air conditioning 22,310

Total $9,692,848

Section 145. The following named amounts, or so much thereof as may be necessary and remain unexpended at the close of business on June 30, 2009, from reappropriations heretofore made in Article 37, Section 145, of Public Act 95-734, are reappropriated from the Build Illinois Bond Fund to the Capital Development Board for the Department of Military Affairs for the projects hereinafter enumerated:

LAWRENCEVILLE ARMORY

(From Article 37, Section 145 of Public Act 95-734)

For rehabilitating the exterior and replacing roofing systems 176,837

Total $176,837

Section 150. The following named amounts, or so much thereof as may be necessary and remain unexpended at the close of business on June 30, 2009, from reappropriations heretofore made for such purposes in Article 37, Section 150 of Public Act 95-734, are reappropriated from the Capital Development Fund to the Capital Development Board for the Department of Revenue for the projects hereinafter enumerated:

WILLARD ICE BUILDING - SPRINGFIELD

(From Article 37, Section 150 of Public Act 95-734)

For completing the upgrade of building management controls, in addition to funds previously appropriated	400,000
For replacing the dock exhaust system	172,722
For upgrading building management controls	3,495,466
For upgrading the plumbing system	908,359
For renovating the interior and upgrading HVAC	2,847,517
Total	$7,824,064

Section 160. The following named amounts, or so much thereof as may be necessary and remain unexpended at the close of business on June 30, 2009, from reappropriations

heretofore made for such purposes in Article 37, Section 160 of Public Act 95-734, are reappropriated from the Build Illinois Bond Fund to the Capital Development Board for the Department of Revenue for the project hereinafter enumerated:

WILLARD ICE BUILDING - SPRINGFIELD

(From Article 37, Section 160 of Public Act 95-734)

For completing the upgrade of the

Plumbing System 600,000

Total $600,000

Section 165. The following named amounts, or so much thereof as may be necessary and remain unexpended at the close of business on June 30, 2009, from appropriations and reappropriations heretofore made for such purposes in Article 37, Section 165 of Public Act 95-734, and Sections 55, 190 and 195 of Public Act 95-746, are reappropriated from the Capital Development Fund to the Capital Development Board for the Department of State Police for the projects hereinafter enumerated:

EFFINGHAM DISTRICT 12

(From Section 55 of Public Act 95-746)

For Effingham District 12 Firing Range 433,535

CHICAGO FORENSIC LABORATORY

(From Article 37, Section 165 of Public Act 95-734)

For planning and beginning the

construction of an addition
to the Chicago Forensic
Laboratory 1,129,393

DISTRICT 13 HEADQUARTERS - DuQUOIN

For constructing a district 13
headquarters 6,951

(From Section 195 of Public Act 95-746)

To upgrade a firing range 563,636

SPRINGFIELD ARMORY

(From Article 37, Section 165 of Public Act 95-734)

For planning and design of the rehabilitation
and site improvements of the Springfield
Armory, in addition to funds previously
appropriated 352,523

STATE POLICE TRAINING ACADEMY - SPRINGFIELD

For planning and beginning the
construction of an addition to the
CODIS Laboratory 277,750

ULLIN DISTRICT 22

(From Section 190 of Public Act 95-746)

For emergency roof and interior and
exterior repairs 78,268

STATEWIDE

(From Article 37, Section 165 of Public Act 95-734)

For replacing communications towers

equipment and tower buildings 539,398

For replacing radio communication towers, equipment buildings and installing emergency power generators at the following locations at the approximate costs set forth below 250,000

Harlem & Irving - Cook County 62,500

Savanna - Carroll County 62,500

Fairfield - Wayne County 62,500

Niota - Hancock County 62,500

Total $3,631,454

Section 175. The following named amounts, or so much thereof as may be necessary and remain unexpended at the close of business on June 30, 2009, from appropriations and reappropriations heretofore made for such purposes in Article 37, Section 175 of Public Act 95-734, and Section 85 of Public Act 95-746, are reappropriated from the Capital Development Fund to the Capital Development Board for the Department of Veterans' Affairs for the projects hereinafter enumerated:

MANTENO VETERANS' HOME - KANKAKEE COUNTY

(From Article 37, Section 175 of Public Act 95-734)

For replacing air conditioner chillers 1,094,873

For replacing condensing units 122,241

For upgrading or construction of roads
and parking lots 28,785

For planning and constructing additional
storage and support areas 73,248

For upgrading storm sewer 97,768

QUINCY VETERANS' HOME - ADAMS COUNTY

For constructing a bus and
ambulance garage 849,073

For improvements to various buildings
and replacement of Fletcher Building
to meet licensure standards 2,286,031

(From Section 85 of Public Act 95-746)

To replace a chimney stack and ash handling
system 2,300,000

Total $6,852,019

Section 185. The following named amounts, or so much thereof as may be necessary and remain unexpended at the close of business on June 30, 2009, from reappropriations heretofore made for such purposes in Article 37, Section 185 of Public Act 95-734, are reappropriated from the Build Illinois Bond Fund to the Capital Development Board for the Department of Veterans' Affairs for the project hereinafter enumerated:

MANTENO VETERANS HOME

(From Article 37, Section 185 of Public Act 95-734)

For completing the upgrade of emergency

generators 8,555

Total $8,555

Section 190. The following named amounts, or so much thereof as may be necessary and remain unexpended at the close of business on June 30, 2009, from appropriations and reappropriations heretofore made for such purposes in Article 37, Section 190 of Public Act 95-734, and Sections 15 and 200 of Public Act 95-746, are reappropriated from the Capital Development Fund to the Capital Development Board for the projects hereinafter enumerated:

CHICAGO

(From Article 37, Section 190 of Public Act 95-734)

For expanding and renovating the

Bio-Safety 3 Laboratory for the

Department of Public Health 832,114

ATTORNEY GENERAL BUILDING - SPRINGFIELD

(From Section 15 of Public Act 95-746)

For upgrading the snow melt system at

the Attorney General Building 104,000

(From Article 37, Section 190 of Public Act 95-734)

For upgrading environmental equipment

and HVAC, in addition to funds previously

appropriated - Archives Building 35,833

STATEWIDE

For improving energy efficiency 82,228

(From Section 200 of Public Act 95-746)

For Emergency Repairs and Hazardous
Material Abatement at State-Owned
Facilities, State Universities, and
Community Colleges 14,351,747

(From Article 37, Section 190 of Public Act 95-734)

For the purposes of capital planning
and condition assessment and analysis
of State capital facilities, to be
expended only upon the direction of
the Director of the Bureau of
the Budget 189,167

For abating hazardous materials 67,658

For retrofitting or upgrading mechanized
refrigeration equipment (CFCs) 650,000

For surveys and modifications to buildings
to meet requirements of the federal
Americans with Disabilities Act (ADA) 44,004

For surveys and modifications to buildings
to meet requirements of the federal
Americans with Disabilities Act (ADA) 200,755

For abating hazardous materials 7,284

For retrofitting or upgrading mechanized
refrigeration equipment (CFCs) 3,866,523

For surveys and modifications to buildings
to meet requirements of the federal
Americans with Disabilities Act 986,432

For abating hazardous materials 36,455

For retrofitting or upgrading mechanized
refrigeration equipment (CFCs) 2,207,568

For upgrading and remediating
aboveground and underground storage tanks 1,540,497

For retrofitting or upgrading mechanized
refrigeration equipment (CFCs) 423,603

For surveys and modifications to
buildings to meet requirements of the
federal Americans with Disabilities Act 115,979

For abatement of hazardous materials 2,015

For upgrading/retrofitting mechanized
refrigeration equipment (CFCs) 47,547

For surveys and modifications to buildings
to meet requirements of the federal
Americans with Disabilities Act 136,536

For demolition of buildings 74,066

For retrofitting/upgrading mechanical
refrigeration equipment 30,551

For the planning, upgrade

and replacement of potentially

hazardous underground storage tanks 8,979

Total $26,041,541

Section 195. The amount of $478,102, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore made in Article 37, Section 195 of Public Act 95-734, is reappropriated from the Asbestos Abatement Fund to the Capital Development Board for surveying and abating asbestos-containing materials statewide.

Section 200. The amount of $807,093, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore made in Article 37, Section 200 of Public Act 95-734, is reappropriated from the Asbestos Abatement Fund to the Capital Development Board for asbestos surveys and emergency abatement in relation to asbestos abatement in state governmental buildings or higher education residential and auxiliary enterprise buildings.

Section 210. The following named amount or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from a reappropriation

heretofore made for such purpose in Article 37, Section 210 of Public Act 95-734, is reappropriated from the School Construction Fund to the Capital Development Board for the State Board of Education for the projects hereinafter enumerated:

STATEWIDE

(From Article 37, Section 210 of Public Act 95-734)

Grants for facility construction 2,724,785

Section 215. The sum of $7,404,907, or so much thereof as may be necessary and as remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore made in Article 37, Section 215 of Public Act 95-734, is reappropriated from the School Construction Fund to the Capital Development Board for school construction grants pursuant to the School Construction Law, in addition to amounts previously appropriated for such purposes.

Section 220. The sum of $3,535,520, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore made in Article 37, Section 220 of Public Act 95-734, is reappropriated from the School Construction Fund to the Capital Development Board for school construction grants pursuant to the School Construction Law, in addition to

amounts previously appropriated for such purposes.

Section 225. The sum of $1,872,926, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore made in Article 37, Section 225 of Public Act 95-734, is reappropriated from the School Construction Fund to the Capital Development Board for school construction grants pursuant to the School Construction Law, in addition to amounts previously appropriated for such purposes.

Section 230. The sum of $145,888, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore made in Article 37, Section 230 of Public Act 95-734, is reappropriated from the School Construction Fund to the Capital Development Board for school construction grants pursuant to the School Construction Law, in addition to amounts previously appropriated for such purposes.

Section 245. The sum of $18,000,000, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from an appropriation heretofore made for such purpose in Article 37, Section 245 of Public Act 95-734, is reappropriated from the School Construction

Fund to the Capital Development Board for grants to school districts for school improvement projects authorized by the School Construction Law.

Section 270. The sum of $475,000, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from an appropriation heretofore made for such purpose in Article 37, Section 270 of Public Act 95-734, is reappropriated from the Capital Development Fund to the Capital Development Board for water resource management projects as authorized by subsection (g) of Section 3 of the General Obligation Bond Act or for grants to State agencies for such purposes.

Section 275. The following named amounts, or so much thereof as may be necessary and remain unexpended at the close of business on June 30, 2009, from reappropriations heretofore made for such purposes in Article 37, Section 275 of Public Act 95-734, are reappropriated from the Capital Development Fund to the Capital Development Board for the Illinois Community College Board for the projects hereinafter enumerated:

CITY COLLEGES OF CHICAGO

(From Article 37, Section 275 of Public Act 95-734)

For various bondable capital improvements 570,171

CITY COLLEGES OF CHICAGO/KENNEDY KING

For remodeling for Workforce Preparation
Centers 3,575,930

For remodeling for a culinary arts
educational facility 10,875,000

CITY COLLEGES OF CHICAGO - MALCOLM X COLLEGE

For remodeling the Allied Health
program facilities 4,304,223

COLLEGE OF DUPAGE

For upgrading the Instructional Center
heating, ventilating and air
conditioning systems 90,937

COLLEGE OF LAKE COUNTY

For planning and beginning construction
of a technology building -
Phase 1 7,364

KANKAKEE COMMUNITY COLLEGE

For constructing a laboratory/classroom
facility 244,893

LAKELAND COLLEGE

Student Services Building addition 6,498,007

MCHENRY COUNTY COLLEGE

For constructing classrooms and a
student services building and remodeling
space, in addition to funds previously

appropriated 473,076

MORAINE VALLEY COMMUNITY COLLEGE - PALOS HILLS

For constructing a classroom/administration building, providing site improvements and purchasing equipment, in addition to funds previously appropriated 41,635

PRAIRIE STATE COLLEGE - CHICAGO HEIGHTS

For constructing an addition to the Adult Training/Outreach Center, in addition to funds previously appropriated 811,858

SOUTH SUBURBAN COLLEGE

For improving flood retention 437,000

TRITON COMMUNITY COLLEGE - RIVER GROVE

For rehabilitating the Liberal Arts Building 1,536,546

For rehabilitating the potable water distribution system 70,146

STATEWIDE

For the Illinois Community College Board miscellaneous capital improvements including construction, capital facilities, cost of planning, supplies, equipment, materials, services and all other expenses required to complete the work at the various community Colleges. This appropriated amount shall be

in addition to any other appropriated amounts
which can be expended for this purpose 1,483,480

STATEWIDE

For miscellaneous capital improvements
including construction, capital facilities,
cost of planning, supplies, equipment,
materials, services and all other expenses
required to complete the work at the
various community colleges. This appropriated
amount shall be in addition to any other
appropriated amounts which can be
expended for these purposes 4,948,041

For miscellaneous capital improvements
including construction, capital facilities,
cost of planning, supplies, equipment,
materials, services and all other expenses
required to complete the work at the
various community colleges. This appropriated
amount shall be in addition to any other
appropriated amounts which can be
expended for these purposes 3,683,848

STATEWIDE - CONSTRUCTION DEFECTS

For planning, construction and renovation
to correct defectively designed or
constructed community college facilities,

provided that monies recovered based upon claims arising out of such defective design or construction shall be paid to the state as required by Section 105.12 of the Public Community College Act as reimbursement for monies expended pursuant to this appropriation 36,622

Total $39,688,777

Section 280. The amount of $400,281, or so much thereof as may be necessary, and remains unexpended on June 30, 2009, from a reappropriation heretofore made for such purposes in Article 37, Section 280 of Public Act 95-734, as amended, is reappropriated from the Build Illinois Bond Fund to the Capital Development Board for the Illinois Community College Board for grants to community colleges repair, renovation, and miscellaneous capital improvements including construction, reconstruction, remodeling, improvement, repair and installation of capital facilities, costs of planning, supplies, equipment, materials, services, and all other expenses required to complete the work. This appropriation shall be in addition to any other appropriated amounts which can be expended for these purposes.

Section 285. The sum of $1,328,332, or so much thereof

as may be necessary and remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore made for such purpose in Article 37, Section 285 of Public Act 95-734, is reappropriated from the Capital Development Fund to the Capital Development Board for the Illinois Community College Board for miscellaneous capital improvements including construction, capital facilities, cost of planning, supplies, equipment, materials, services and all other expenses required to complete the work at the various community colleges. This appropriation shall be in addition to any other appropriated amounts which can be expended for these purposes.

Section 290. The sum of $1,665,864, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore made for such purposes in Article 37, Section 290 of Public Act 95-734, is reappropriated from the Capital Development Fund to the Capital Development Board for the Illinois Community College Board for miscellaneous capital improvements including construction, reconstruction, remodeling, improvement, repair and installation of capital facilities, cost of planning, supplies, equipment, materials, services and all other expenses required to complete the work at the various community colleges. This appropriation shall

be in addition to any other appropriated amounts which can be expended for these purposes.

Section 295. The sum of $2,556,705, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore made for such purposes in Article 37, Section 295 of Public Act 95-734, is reappropriated from the Capital Development Fund to the Capital Development Board for the Illinois Community College Board for miscellaneous capital improvements including construction, reconstruction, remodeling, improvement, repair and installation of capital facilities, cost of planning, supplies, equipment, materials, services and all other expenses required to complete the work at the various community colleges. This appropriation shall be in addition to any other appropriated amounts which can be expended for these purposes.

Section 300. The sum of $668,166, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore made for such purposes in Article 37, Section 300 of Public Act 95-734, is reappropriated from the Capital Development Fund to the Capital Development Board for the Illinois Community College Board for grants to community colleges for

miscellaneous capital improvements including construction, reconstruction, remodeling, improvements, repair and installation of capital facilities, cost of planning, supplies, equipment, materials, services, and all other expenses required to complete the work. This appropriation shall be in addition to any other appropriated amounts which can be expended for these purposes.

Section 305. The sum of $13,568, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore made for such purpose in Article 37, Section 305 of Public Act 95-734, is reappropriated from the Capital Development Fund to the Capital Development Board for miscellaneous capital improvements at various educational facilities statewide, in addition to funds previously appropriated.

Section 310. The following named amounts, or so much thereof as may be necessary and remain unexpended at the close of business on June 30, 2009, from reappropriations heretofore made for such purposes in Article 37, Section 310 of Public Act 95-734, are reappropriated from the Capital Development Fund to the Capital Development Board for the Board of Higher Education for the projects hereinafter enumerated:

ILLINOIS MATHEMATICS AND SCIENCE ACADEMY - AURORA

(From Article 37, Section 310 of Public Act 95-734)

To plan and begin construction of a space for the delivery of teacher training and development and student enrichment programs 108,843

Section 315. The following named amounts, or so much thereof as may be necessary and remain unexpended at the close of business on June 30, 2009, from reappropriations heretofore made in Article 37, Section 315 of Public Act 95-734, are reappropriated from the Capital Development Fund to the Capital Development Board for the Illinois Board of Higher Education for the projects hereinafter enumerated:

STATEWIDE

(From Article 37, Section 315 of Public Act 95-734)

For miscellaneous capital improvements including construction, capital facilities, cost of planning, supplies, equipment, materials, services and all other expenses required to complete the work at the various universities. This appropriated amount shall be in addition to any other appropriated amounts which can be expended for these purposes 17,586,358

Chicago State University 322,100

Eastern Illinois University 515,500

Governors State University 2,533

Illinois State University 984,871

Northeastern Illinois University 383,700

Northern Illinois University 1,159,000

Western Illinois University 219,551

Southern Illinois University -

Carbondale 801,859

Southern Illinois University -

Edwardsville 763,100

University of Illinois -

Chicago 2,777,300

University of Illinois -

Springfield 227,400

University of Illinois -

Urbana/Champaign 4,131,963

Illinois Community

College Board 5,297,481

For miscellaneous capital improvements including construction, capital facilities, cost of planning, supplies, equipment, materials, services and all other expenses required to complete the work at the various universities.

This appropriated amount shall be in
addition to any other appropriated amounts
which can be expended for these purposes 15,675,018

Chicago State University 260,819

Eastern Illinois University 515,500

Governors State University 1,001

Illinois State University 111,197

Northeastern Illinois
University 383,700

Northern Illinois University 1,159,000

Southern Illinois University -
Carbondale 31,277

Southern Illinois University -
Edwardsville 712

University of Illinois -
Chicago 2,777,300

University of Illinois -
Springfield 212,512

University of Illinois -
Urbana/Champaign 4,150,300

Illinois Community
College Board 6,071,700

For miscellaneous capital improvements
including construction, capital
facilities, cost of planning, supplies,

equipment, materials, services and
all other expenses required to complete
the work at the various universities
This appropriated amount shall be in
addition to any other appropriated amounts
which can be expended for these purposes 4,197,338

Chicago State University 30,849

Eastern Illinois University 515,500

Illinois State University 1,007

Northern Illinois University 573,953

Western Illinois University 138,442

Southern Illinois University -
Carbondale 131,311

University of Illinois -
Chicago 2,049,066

University of Illinois -
Springfield 209,126

University of Illinois -
Urbana/Champaign 548,084

For miscellaneous capital improvements,
including construction, capital
facilities, cost of planning,
supplies, equipment, materials, services
and all other expenses required to
complete the work at the various universities.

This appropriated amount shall be in
addition to any other appropriated
amounts which can be expended
for these purposes 2,824,140

Eastern Illinois University 477,768

Illinois State University 106,016

Northern Illinois University 1,207,568

Southern Illinois University -
Carbondale 71,189

University of Illinois -
Chicago 245,200

University of Illinois -
Urbana/Champaign 716,399

For miscellaneous capital improvements
including construction, reconstruction
remodeling, improvements, repair
and installation of capital
facilities, cost of planning, supplies,
equipment, materials, services and all
other expenses required to complete
the work at the various universities set
forth below. This appropriated amount
shall be in addition to any other
appropriated amounts which can
be expended for these purposes 1,758,682

Chicago State University 124,987

Eastern Illinois University 42,140

Northeastern Illinois University 32,560

Northern Illinois University 690,260

Western Illinois University 12,865

University of Illinois -

Champaign/Urbana Campus 855,870

For miscellaneous capital improvements including construction, capital facilities, cost of planning, supplies, equipment, materials, services and all other expenses required to complete the work at the various universities set forth below. This appropriation shall be in addition to any other appropriated amounts which can be expended for these purposes 788,859

For Eastern Illinois University 261,412

For Northeastern Illinois University 3,449

For Northern Illinois University 58,820

For University of Illinois -

Urbana-Champaign 465,178

For miscellaneous capital improvements, including construction, reconstruction, remodeling, improvement, repair and

installation of capital facilities, cost of planning, supplies, equipment, materials, services and all other expenses required to complete the work at the various universities set forth below. This appropriation shall be in addition to any other appropriated amounts which can be expended for these purposes 235,399

For Northern Illinois University 151,292

For Southern Illinois University - Carbondale 22,188

For Southern Illinois University - Edwardsville 11,240

For University of Illinois - Urbana-Champaign 50,679

For miscellaneous capital improvements including construction, reconstruction, remodeling, improvement, repair and installation of capital facilities, cost of planning, supplies, equipment, materials, services and all other expenses required to complete the work at the various universities set forth below. This appropriation shall be in addition to any other appropriated amounts which

can be expended for these purposes 763,341

For Chicago State University 17,768

For Eastern Illinois University 150,380

For Governors State University 71,798

For Illinois State University 85,165

For Northeastern Illinois University ...36,177

For Northern Illinois University 207,446

For University of Illinois 194,607

SOUTHERN ILLINOIS UNIVERSITY

For Southern Illinois University for miscellaneous capital improvements including construction, reconstruction, remodeling, improvements, repair and installation of capital facilities, cost of planning, supplies, equipment, materials services and all other expenses required to complete the work. This appropriation shall be in addition to any other appropriated amounts which can be expended for these purposes 118,119

UNIVERSITY OF ILLINOIS

For the Board of Trustees of the University of Illinois for miscellaneous capital improvements including construction, reconstruction, remodeling, improvement,

repair and installation of capital facilities, cost of planning, supplies, equipment, materials, services and all other expenses required for completing the work at the colleges and universities. This appropriation shall be in addition to any other appropriated amounts which can be expended for these purposes 89,723

For the Board of Higher Education for miscellaneous capital improvements, including construction, reconstruction, remodeling, improvements, repair and installation of capital facilities, cost of planning, supplies, equipment, materials, services, and all other expenses required to complete the work at the colleges and universities hereinafter enumerated. This appropriation shall be in addition to any other appropriated amounts which can be expended for these purposes:

Northern Illinois University 17,454

Total $44,054,431

Section 320. The sum of $130,565, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore made for such purposes in Article 37, Section 320 of Public Act 95-734, is reappropriated from the Capital Development Fund to the Capital Development Board for the Board of Higher Education for miscellaneous capital improvements, including construction, reconstruction, remodeling, improvement, repair and installation of capital facilities, cost of planning, supplies, equipment, materials, services and all other expenses required for completing the work at the colleges and universities. This appropriation shall be in addition to any other appropriated amounts which can be expended for these purposes.

Section 325. The following named amounts, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from reappropriations heretofore made for such purposes in Article 37, Section 325 of Public Act 95-734, are reappropriated from the Build Illinois Bond Fund to the Capital Development Board for the Illinois Board of Higher Education for the projects hereinafter enumerated:

(From Article 37, Section 325 of Public Act 95-734)

For miscellaneous capital improvements

including construction, capital facilities, cost of planning, supplies, equipment, materials, services and all other expenses required to complete the work at the various universities. This appropriated amount shall be in addition to any other appropriated amounts which can be expended for these purposes.

Chicago State University	140,767
Eastern Illinois University	257,800
Governors State University	94,900
Illinois State University	510,700
Northeastern Illinois University	191,800
Northern Illinois University	579,500
Western Illinois University	96,101
Southern Illinois University - Carbondale	560,973
Southern Illinois University - Edwardsville	381,500
University of Illinois - Chicago	1,388,600
University of Illinois - Springfield	114,600
University of Illinois - Urbana/Champaign	2,075,100
Illinois Community College Board	2,888,562
Total	$9,280,903

For miscellaneous capital improvements including construction, capital facilities, cost of planning, supplies,

equipment, materials, services and all other expenses required to complete the work at the various universities. This appropriated amount shall be in addition to any other appropriated amounts which can be expended for these purposes.

Chicago State University	161,000
Eastern Illinois University	255,993
Governors State University	21,306
Northeastern Illinois University	191,800
Northern Illinois University	579,500
Southern Illinois University - Carbondale	22,934
Southern Illinois University - Edwardsville	82,753
University of Illinois - Chicago	1,388,600
University of Illinois - Springfield	114,600
University of Illinois - Urbana/Champaign	1,891,423
Illinois Community College Board	2,805,684
Total	$7,515,593

For miscellaneous capital improvements including construction, capital facilities, cost of planning, supplies, equipment, materials, services and all other expenses required to complete the work at the various universities. This appropriated amount shall be in

addition to any other appropriated amounts
which can be expended for these purposes.

Chicago State University	1,002
Eastern Illinois University	185,800
Governors State University	45,618
Illinois State University	27,182
Northern Illinois University	579,500
Western Illinois University	9,341
Southern Illinois University - Carbondale	14,758
University of Illinois - Chicago	974,174
University of Illinois - Springfield	76,866
University of Illinois - Urbana/Champaign	1,539,425
Total	$3,453,666

For miscellaneous capital improvements
including construction, capital
facilities, cost of planning, supplies,
equipment, materials, services and
all other expenses required to complete
the work at the various universities.
This appropriated amount shall be in
addition to any other appropriated amounts
which can be expended for these purposes.

Eastern Illinois University	21,618
Governors State University	26,826
Illinois State University	111,595

Northeastern Illinois University 87,701

Northern Illinois University 335,923

University of Illinois - Chicago 103,101

University of Illinois - Springfield 30,052

University of Illinois - Urbana/Champaign 258,177

Total $974,993

For miscellaneous capital improvements including construction, capital facilities, cost of planning, supplies, equipment, materials, services and all other expenses required to complete the work at the various universities. This appropriated amount shall be in addition to any other appropriated amounts which can be expended for these purposes.

Chicago State University 7,549

Eastern Illinois University 134,474

Northeastern Illinois University 32,547

Northern Illinois University 340,000

University of Illinois- Champaign/Urbana 65,946

Total $580,516

Section 330. The sum of $1,598,774, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore

made in Article 37, Section 330 of Public Act 95-734, is reappropriated from the Build Illinois Bond Fund to the Capital Development Board for the Illinois Community College Board for miscellaneous capital improvements including construction, capital facilities, cost of planning, supplies, equipment, materials, services and all other expenses required to complete the work at the various community colleges. This appropriated amount shall be in addition to any other appropriated amounts which can be expended for these purposes.

Section 335. The sum of $1,253,180, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore made in Article 37, Section 335 of Public Act 95-734, is reappropriated from the Build Illinois Bond Fund to the Capital Development Board for the Illinois Community College Board for miscellaneous capital improvements including construction, capital facilities, cost of planning, supplies, equipment, materials, services and all other expenses required to complete the work at the various community colleges. This appropriated amount shall be in addition to any other appropriated amounts which can be expended for these purposes.

Section 340. The following named amounts, or so much thereof as may be necessary and remain unexpended at the close of business on June 30, 2009, from reappropriations heretofore made in Article 37, Section 340 of Public Act 95-734, are reappropriated from the Capital Development Fund to the Capital Development Board for the Illinois Board of Higher Education for the projects hereinafter enumerated:

CHICAGO STATE UNIVERSITY

(From Article 37, Section 340 of Public Act 95-734)

For replacing primary electrical
feeder cable 115,049

For the construction of a conference
Center, Daycare Facility and for
renovating Building K (Robinson
Center) in addition to funds
previously appropriated 4,860,186

For the construction of a day care
facility 4,888,875

For the construction of a student
financial outreach building 4,719,982

For constructing a new library facility,
site improvements, utilities, and
purchasing equipment, in addition
to funds previously appropriated 1,007,921

For technology improvements and

deferred maintenance 1,171,770

For remodeling Building K, in addition

to funds previously appropriated 8,473,432

For planning and beginning to remodel

Building K and improving site 1,000,474

For a grant to Chicago State University for

all costs associated with construction of

a Convocation Center 14,687

For upgrading campus infrastructure,

in addition to the funds

previously appropriated 573,846

For renovating buildings and upgrading

mechanical systems 61,412

EASTERN ILLINOIS UNIVERSITY

For upgrading the electrical

distribution system 2,031,880

For renovating and expanding the

Fine Arts Center, in addition to

funds previously appropriated 113,408

For planning and beginning to renovate

and expand the Fine Arts Center -

Phase 1, in addition to funds

previously appropriated 133,604

For upgrading campus buildings for health,

safety and environmental improvements 360,718

GOVERNORS STATE UNIVERSITY

For constructing addition and remodeling the teaching & learning complex, in addition to funds previously appropriated 14,557,170

ILLINOIS STATE UNIVERSITY

For renovating Stevenson and Turner Halls for life/safety 8,786,380

For the upgrade and remodeling of Schroeder Hall 2,038,924

For remodeling Julian and Moulton Halls 376,727

NORTHEASTERN ILLINOIS UNIVERSITY

For renovating Building "C" and remodeling and expanding Building "E" and Building "F" 6,233,200

For planning and beginning to remodel Buildings A, B and E 212,743

For remodeling in the Science Building to upgrade heating, ventilating and air conditioning systems 2,021,400

For replacing fire alarm systems, lighting and ceilings 120,812

NORTHERN ILLINOIS UNIVERSITY

For renovating the Founders Library basement, in addition to funds previously

appropriated 626,578

For planning a classroom building and developing site in Hoffman Estates 1,314,500

For completing the construction of the Engineering Building, in addition to amounts previously appropriated for such purpose 37,233

For renovating Altgeld Hall and purchasing equipment 219,777

For upgrading storm waterway controls in addition to funds previously appropriated 217,884

SOUTHERN ILLINOIS UNIVERSITY

For planning, construction and equipment for a cancer center 68,143

SOUTHERN ILLINOIS UNIVERSITY - CARBONDALE

For renovating and constructing an addition to the Morris Library, in addition to funds previously appropriated 160,721

SIU SCHOOL OF MEDICINE - SPRINGFIELD

For constructing and for equipment for an addition to the combined laboratory, in addition to funds previously appropriated 65,248

UNIVERSITY OF ILLINOIS AT CHICAGO

Plan, construct, and equip the Chemical
Sciences Building 57,600,000

For planning, construction and equipment
for a chemical sciences building 3,549,048

To plan and begin construction of
a medical imaging research/clinical
facility 49,753

For remodeling the Clinical
Sciences Building 854,132

For the renovation of the court area and
Lecture Center, in addition to funds
previously appropriated 54,793

UNIVERSITY OF ILLINOIS AT CHAMPAIGN-URBANA

For planning, analysis and design
of Lincoln Hall. Design cannot proceed
beyond Program Analysis/Preliminary
Design unless approved in writing by
the Governor 2,000,000

Expansion of Microelectronics Lab 151,766

For planning, construction and equipment
for a biotechnology genomic facility 959,838

For planning, construction and equipment
for a supercomputing application facility 247,984

UNIVERSITY CENTER OF LAKE COUNTY

For constructing a university center and

purchasing equipment, in addition to funds previously appropriated 30,303

For land, planning, remodeling, construction and all costs necessary to construct a facility 35,981

WESTERN ILLINOIS UNIVERSITY - MACOMB

Plan and construct performing arts center 2,688,234

For improvements to Memorial Hall 9,487,227

Total $144,293,743

Section 360. The amount of $73,780, or so much thereof as may be necessary, and remains unexpended on June 30, 2009, from a reappropriation heretofore made for such purpose in Article 37, Section 360 of Public Act 95-734, as amended, is reappropriated from the Build Illinois Bond Fund to the Capital Development Board for the University of Illinois for miscellaneous capital improvements including construction, reconstruction, remodeling, improvement, repair and installation of capital facilities, costs of planning, supplies, equipment, materials, services, and all other expenses required to complete the work. This appropriation shall be in addition to any other appropriated amounts which can be expended for these purposes.

Section 370. The following named amount, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore made in Article 37, Section 370 of Public Act 95-734, is reappropriated from the Capital Development Fund to the Capital Development Board for the project hereinafter enumerated:

EAST ST. LOUIS COLLEGE CENTER

(From Article 37, Section 370 of Public Act 95-734)

For construction of facilities, remodeling, site improvements, utilities and other costs necessary for adapting the former campus of Metropolitan Community College for a Community College Center and Southern Illinois University, in addition to funds previously appropriated 2,146,323

Section 375. The sum of $16,105,527, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore made in Article 37, Section 375 of Public Act 95-734, is reappropriated from the Build Illinois Bond Fund to the Capital Development Board for the Illinois Community College Board for miscellaneous capital improvements including construction, capital facilities, cost of planning, supplies,

equipment, materials and all other expenses required to complete the work at the various community colleges. This appropriated amount shall be in addition to any other appropriated amounts which can be expended for these purposes.

Section 380. The sum of $21,965,216, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore made in Article 37, Section 380 of Public Act 95-734, is reappropriated from the Build Illinois Bond Fund to the Capital Development Board for the Illinois Community College Board for miscellaneous capital improvements including construction, capital facilities, cost of planning, supplies, equipment, materials and all other expenses required to complete the work at the various community colleges. This appropriated amount shall be in addition to any other appropriated amounts which can be expended for these purposes.

Section 385. The sum of $9,270,559, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore made in Article 37, Section 385 of Public Act 95-734, is reappropriated from the Build Illinois Bond Fund to the

Capital Development Board for the Illinois Community College Board for miscellaneous capital improvements including construction, capital facilities, cost of planning, supplies, equipment, materials and all other expenses required to complete the work at the various community colleges. This appropriated amount shall be in addition to any other appropriated amounts which can be expended for these purposes.

Section 390. The sum of $3,000,000, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore made in Article 37, Section 390 of Public Act 95-734, is reappropriated from the Build Illinois Bond Fund to the Capital Development Board for a grant to Northwestern University for planning, construction, and equipment for a Nanofabrication and Molecular Center. This appropriated amount shall be in addition to any other appropriated amounts which can be expended for these purposes.

Section 400. The sum of $16,741, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore made for such purpose in Article 37, Section 400 of Public Act 95-734, as amended, is reappropriated from the Build

Illinois Bond Fund to the Capital Development Board for miscellaneous capital improvements to state facilities including construction, reconstruction, remodeling, improvement, repair and installation of capital facilities, cost of planning, supplies, equipment, materials, services and all other expenses required to complete the work at the facilities. This appropriated amount shall be in addition to any other appropriated amounts which can be expended for these purposes.

Section 405. The sum of $69,083,113, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from an appropriation heretofore made for such purpose in Article 37, Section 405 of Public Act 95-734, is reappropriated from the Build Illinois Bond Fund to the Capital Development Board for the development and improvement of educational, scientific, technical and vocational programs and facilities and the expansion of health and human services, and for any other purposes authorized in subsection (c) of Section 4 of the Build Illinois Bond Act and for grants to State agencies for such purposes.

Section 410. The sum of $118,682,832, or so much thereof as may be necessary and remains unexpended at the close of

business on June 30, 2009, from an appropriation heretofore made for such purpose in Article 37, Section 410 of Public Act 95-734, is reappropriated from the Capital Development Fund to the Capital Development Board for educational purposes by State universities and colleges, the Illinois Community College Board created by the Public Community College Act and for grants to public community colleges as authorized by Sections 5-11 and 5-12 of the Public Community College Act as authorized by subsection (a) of Section 3 of the General Obligation Bond Act or for grants to State agencies for such purposes.

No contract shall be entered into or obligation incurred for any expenditure made in this Article until after the purpose and amounts have been approved in writing by the Governor.

Total, Article 65 $904,211,595

ARTICLE 75

EASTERN ILLINOIS UNIVERSITY

Section 5. The sum of $1,323,408, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore

made for such purpose in Article 38, Section 5 of Public Act 95-734, is reappropriated from the Capital Development Fund to the Board of Trustees of Eastern Illinois University to purchase equipment for the renovation and expansion of the Fine Arts Center. No contract shall be entered into or obligation incurred for any expenditure from the appropriation made in this Section until after the purpose and amounts have been approved in writing by the Governor.

Total, Article 75 $1,323,408

ARTICLE 80

NORTHEASTERN ILLINOIS UNIVERSITY

Section 5. The sum of $1,552,933, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore made in Article 39, Section 5 of Public Act 95-734, is reappropriated from the Capital Development Fund to the Board of Trustees of Northeastern Illinois University to purchase equipment and remodel buildings A, B and E. This appropriation is in addition to any funds previously appropriated.

Section 10. No contract shall be entered into or

obligation incurred for any expenditures from appropriations in Section 5 of this Article until after the purposes and amounts have been approved in writing by the Governor.

Total, Article 80 $1,552,933

ARTICLE 85

UNIVERSITY OF ILLINOIS

Section 5. The sum of $4,210,698, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore made in Article 40, Section 5 of Public Act 95-734, as amended, is reappropriated from the Capital Development Fund to the Board of Trustees of the University of Illinois for all costs associated with the space needs of the Department of Natural Resources, Illinois Natural History Survey Division and State Water Survey Division on the campus of the University of Illinois in Champaign, including construction, capital facilities, planning, relocation, renovation and rehabilitation, mechanical systems, materials, services and all other costs required to complete the work.

Section 10. The sum of $106,727, or so much thereof as may be necessary and remains unexpended on June 30, 2009,

from a reappropriation heretofore made for such purpose in Article 40, Section 10 of Public Act 95-734, is reappropriated from the Capital Development Fund to the University of Illinois for digitalization infrastructure for WILL-TV (Urbana-Champaign).

Section 20. No contract shall be entered into or obligation incurred for any expenditures from appropriations in Sections 5 and 10 of this Article until after the purposes and amounts have been approved in writing by the Governor.

Total, Article 85 $4,317,425

ARTICLE 90

ILLINOIS COMMERCE COMMISSION

Section 5. The sum of $57,423, or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from an appropriation heretofore made in Article 41, Section 5 of Public Act 95-734, is reappropriated from the Capital Development Fund to the Illinois Commerce Commission for train whistle abatement in counties with over 3,000,000 in population, where a public highway crosses a railroad at grade.

Total, Article 90 $57,423

ARTICLE 95

ENVIRONMENTAL PROTECTION AGENCY

Section 5. The sum of $110,400,000, or so much thereof as may be necessary, is appropriated from the Anti-Pollution Fund to the Environmental Protection Agency for deposit into the Water Revolving Fund.

Section 7 The sum of $110,400,000, or so much thereof as may be necessary, is appropriated from the Water Revolving Fund to the Environmental Protection Agency for the Water Revolving Loan Program.

Section 10. The sum of $5,300,000, or so much thereof as may be necessary, is appropriated from the Capital Development Fund to the Environmental Protection Agency for financial assistance to municipalities with designated River Edge Redevelopment Zones for brownfields redevelopment in accordance with Section 58.13 of the Environmental Protection Act, including costs in prior years.

Section 15. The sum of $75,000,000, or so much thereof as may be necessary, is appropriated from the Anti-Pollution

Fund to the Environmental Protection Agency for reimbursements to eligible owners/operators of Leaking Underground Storage Tanks, including claims submitted in prior years and for costs associated with site remediation.

Section 20. The sum of $204,000,000, or so much thereof as may be necessary, is appropriated from the Water Revolving Fund to the Environmental Protection Agency for financial assistance to units of local government for sewer systems and wastewater treatment facilities pursuant to rules defining the Water Pollution Control Revolving Loan program and for transfer of funds to establish reserve accounts, construction accounts or any other necessary funds or accounts in order to implement a leveraged loan program.

Section 25. The sum of $152,000,000, or so much thereof as may be necessary, is appropriated from the Water Revolving Fund to the Environmental Protection Agency for financial assistance to units of local government and privately owned community water supplies for drinking water infrastructure projects pursuant to the Safe Drinking Water Act, as amended, and for transfer of funds to establish reserve accounts, construction accounts or any other necessary funds or accounts in order to implement a leveraged program.

Section 35. No contract shall be entered into or obligation incurred for any expenditure made in Sections 5, 10, 15 and 30 of this Article until after the purpose and amounts have been approved in writing by the Governor.

Total, Article 95 $546,700,000

ARTICLE 100

ENVIRONMENTAL PROTECTION AGENCY

Section 5. The sum of $596,915,013, or so much thereof as may be necessary and as remains unexpended at the close of business on June 30, 2009, from appropriations heretofore made in Article 42, Section 20, and Article 43, Section 5 of Public Act 95-734, as amended, are reappropriated from the Water Revolving Fund to the Environmental Protection Agency for financial assistance to units of local government for sewer systems and wastewater treatment facilities pursuant to rules defining the Water Pollution Control Revolving Loan program and for transfer of funds to establish reserve accounts, construction accounts or any other necessary funds or accounts in order to implement a leveraged loan program.

Section 10. The sum of $236,430,498, or so much thereof as may be necessary and as remains unexpended at the close of

business on June 30, 2009, from appropriations heretofore made in Article 42, Section 25, and Article 43, Section 10 of Public Act 95-734, as amended, are reappropriated from the Water Revolving Fund to the Environmental Protection Agency for financial assistance to units of local government and privately owned community water supplies for drinking water infrastructure projects pursuant to the Safe Drinking Water Act, as amended, and for transfer of funds to establish reserve accounts, construction accounts or any other necessary funds or accounts in order to implement a leveraged loan program.

Section 15. The sum of $8,942,400, or so much thereof as may be necessary and as remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore made for such purpose in Article 43, Section 15 of Public Act 95-734, as amended, is reappropriated from the Anti-Pollution Fund to the Environmental Protection Agency for deposit into the Water Revolving Fund.

Section 20. The sum of $1,827,595, or so much thereof as may be necessary and as remains unexpended at the close of business on June 30, 2009, from an appropriation heretofore made for such purpose in Article 43, Section 20 of Public Act 95-734, as amended, is reappropriated from the Anti-Pollution

Fund to the Environmental Protection Agency for deposit into the Water Revolving Fund.

Section 25. The sum of $4,402,121, or so much thereof as may be necessary and as remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore made in Article 43, Section 25 of Public Act 95-734, as amended, is reappropriated from the Anti-Pollution Fund to the Environmental Protection Agency for grants to units of local government for wastewater facilities, pursuant to provisions of the "Anti-Pollution Bond Act."

Section 30. The amount of $46,234,397, or so much thereof as may be necessary and remains unexpended on June 30, 2009, from reappropriations heretofore made for such purposes in Article 43, Section 30 of Public Act 95-734, as amended, is reappropriated from the Build Illinois Bond Fund to the Environmental Protection Agency for wastewater compliance grants to units of local government or sewer systems and wastewater treatment facilities pursuant to procedures and rules established under the Anti-Pollution Bond Act. These grants are limited to projects for which the local government provides at least 30% of the project cost. There is an approved project compliance plan, and there is an enforceable compliance schedule prior to the grant award.

The grant award will be based on eligible project cost contained in the approved compliance plan.

Section 35. The sum of $2,000,000, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore made in Article 43, Section 35 of Public Act 95-734, is reappropriated from the Build Illinois Bond Fund to the Environmental Protection Agency for deposit into the Brownfields Redevelopment Fund for use pursuant to Sections 58.13 and 58.15 of the Environmental Protection Act.

Section 40. The sum of $2,000,000, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from an appropriation heretofore made in Article 43, Section 40 of Public Act 95-734, is reappropriated from the Build Illinois Bond Fund to the Environmental Protection Agency for deposit into the Brownfields Redevelopment Fund for use pursuant to Sections 58.13 and 58.15 of the Environmental Protection Act.

Section 45. The sum of $10,000,000, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from an appropriation heretofore made in Article 43, Section 45 of Public Act 95-734, is

reappropriated from the Build Illinois Bond Fund to the Environmental Protection Agency for deposit into the Hazardous Waste Fund for use pursuant to Section 22.2 of the Environmental Protection Act.

Section 50. The sum of $471,885, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from an appropriation heretofore made in Article 43, Section 50 of Public Act 95-734, is reappropriated from the Build Illinois Bond Fund to the Environmental Protection Agency for grants and contracts for public drinking water infrastructure, including design and construction, where private drinking water wells have been contaminated by a hazardous substance.

Section 55. The sum of $4,995,121, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from an appropriation heretofore made for such purpose in Article 43, Section 55 of Public Act 95-734, is reappropriated from the Build Illinois Bond Fund to the Environmental Protection Agency for financial assistance to municipalities with designated River Edge Redevelopment Zones for brownfields redevelopment in accordance with Section 58.13 of the Environmental Protection Act, including costs in prior years.

Section 60. The sum of $8,462,700, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from an appropriation heretofore made for such purpose in Article 43, Section 60 of Public Act 95-734, is reappropriated from the Build Illinois Bond Fund to the Environmental Protection Agency for the protection, preservation, restoration and conservation of environmental and natural resources, for deposits into the Water Revolving Fund, and for any other purposes authorized in subsection (d) of Section 4 of the Build Illinois Bond Act and for grants to State agencies for such purposes.

Section 65. The sum of $16,600,000, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from an appropriation heretofore made for such purpose in Article 43, Section 65 of Public Act 95-734, is reappropriated from the Build Illinois Bond Fund to the Environmental Protection Agency for the protection, preservation, restoration and conservation of environmental and natural resources, for deposits into the Water Revolving Fund, and for any other purposes authorized in subsection (d) of Section 4 of the Build Illinois Bond Act and for grants to State Agencies for such purposes.

Section 70. The sum of $180,000,000, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from an appropriation heretofore made for such purpose in Article 15, Section 260 of Public Act 95-731 as amended by Public Act 96-004, is reappropriated from the Water Revolving Fund to the Environmental Protection Agency for financial assistance to units of local government for sewer systems and wastewater treatment facilities pursuant to the American Recovery and Reinvestment Act of 2009.

Section 75. The sum of $80,200,000, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from an appropriation heretofore made for such purpose in Article 15, Section 265 of Public Act 95-731 as amended by Public Act 96-004, is reappropriated from the Water Revolving Fund to the Environmental Protection Agency for financial assistance to local governments and privately owned community water supplies for drinking water infrastructure projects pursuant to the American Recovery and Reinvestment Act of 2009.

Section 80. No contract shall be entered into or obligation incurred for any expenditure made in Sections 15 through 65 of this Article until after the purpose and

amounts have been approved in writing by the Governor.

Total, Article 100 $1,199,481,730

ARTICLE 105

HISTORIC PRESERVATION AGENCY

Section 5. The sum of $143,000, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from an appropriation heretofore made in Article 44, Section 5 of Public Act 95-734, as amended, is reappropriated from the Capital Development Fund to the Historic Preservation Agency for support facilities, acquisition or improvements for Sugar Loaf and/or Fox Mounds or other properties within the Cahokia Mounds National Historic Landmark Boundary.

Section 10. No contract shall be entered into or obligation incurred for any expenditures from appropriations in Section 5 of this Article until after the purposes and amounts have been approved in writing by the Governor.

Total, Article 105 $143,000

ARTICLE 110

ILLINOIS FINANCE AUTHORITY

Section 5. The sum of $6,000,000, or so much thereof as may be necessary, is appropriated from the Fire Truck Revolving Loan Fund to the Illinois Finance Authority for the purpose of making loans to fire departments, fire protection districts, and township fire departments as successor in interest to the Illinois Rural Bond Bank.

Section 10. The sum of $4,000,000, or so much thereof as may be necessary, is appropriated from the Ambulance Revolving Loan Fund to the Illinois Finance Authority for the purpose of making loans to fire departments, fire protection districts, township fire departments or non-profit ambulance services as successor in interest to the Illinois Rural Bond Bank.

Total, Article 110 $10,000,000

ARTICLE 115

ILLINOIS FINANCE AUTHORITY

Section 5. The sum of $10,630,807, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from appropriations and

reappropriations heretofore made in Article 45, Section 5, and Article 46, Section 5 of Public Act 95-734, as amended, is reappropriated from the Fire Truck Revolving Loan Fund to the Illinois Finance Authority for the purpose of making loans to fire departments, fire protection districts, and township fire departments as successor in interest to the Illinois Rural Bond Bank, pursuant to Section 845-75 of Public Act 93-0205.

Section 10. The sum of $4,000,000, or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from an appropriation heretofore made for such purpose in Article 45, Section 10 of Public Act 95-734, is reappropriated from the Ambulance Revolving Loan Fund to the Illinois Finance Authority for the purpose of making loans to fire departments, fire protection districts, township fire departments or non-profit ambulance services as successor in interest to the Illinois Rural Bond Bank.

Total, Article 115 $14,630,807

ARTICLE 120

ILLINOIS COMMUNITY COLLEGE BOARD

Section 5. The sum of $1,606,823, or so much thereof as

may be necessary and remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore made for such purpose in Article 47, Section 5 of Public Act 95-734, as amended, is reappropriated from the Build Illinois Bond Fund for the Illinois Community College Board for remodeling of facilities for compliance with the Americans with Disabilities Act. This appropriated amount shall be in addition to any other appropriated amounts which can be expended for these purposes.

Section 10. No contract shall be entered into or obligation incurred for any expenditures from appropriations in Section 5 of this Article until after the purposes and amounts have been approved in writing by the Governor.

Total, Article 120 $1,606,823

ARTICLE 125

Section 5. No monies may be expended from any appropriation or reappropriation under any section of this Article unless a grant or contractual agreement for the expenditure was agreed to in writing prior to August 31, 2007. The Comptroller shall not approve the expenditure until he or she receives a copy of that signed grant or

contractual agreement. The Comptroller shall keep a copy of any such grant or contractual agreement he or she receives.

Section 10. The sum of $4,580,704, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore made in Article 48, Section 10 of Public Act 95-734, as amended, is reappropriated from the Build Illinois Bond Fund to the Department of Commerce and Economic Opportunity for grants and loans pursuant but not limited to Article 8, Article 9 or Article 10 of the Build Illinois Act.

Section 15. The sum of $3,130,040, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore made for such purpose in Article 48, Section 15 of Public Act 95-734, as amended, is reappropriated from the Build Illinois Bond Fund to the Department of Commerce and Economic Opportunity for grants and loans pursuant but not limited to Article 8 or Article 10 of the Build Illinois Act.

Section 20. The sum of $2,600,251, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore made in Article 48, Section 20 of Public Act 95-734, as

amended, is reappropriated from the Build Illinois Bond Fund to the Department of Commerce and Economic Opportunity for grants and loans pursuant but not limited to Article 8, Article 9 or Article 10 of the Build Illinois Act.

Section 25. The sum of $5,567,122, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore made in Article 48, Section 25 of Public Act 95-734, as amended, is reappropriated from the Build Illinois Bond Fund to the Department of Commerce and Economic Opportunity for grants and loans pursuant but not limited to Article 8, Article 9 or Article 10 of the Build Illinois Act.

Section 30. The sum of $4,524,172, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore made in Article 48, Section 30 of Public Act 95-734, as amended, is reappropriated from the Build Illinois Bond Fund to the Department of Commerce and Economic Opportunity for grants and loans pursuant but not limited to Article 8, Article 9 or Article 10 of the Build Illinois Act.

Section 40. The sum of $208,908,598, or so much thereof as may be necessary and remains unexpended at the close of

business on June 30, 2009, from an appropriation heretofore made for such purpose in Article 48, Section 40 of Public Act 95-734, as amended, is reappropriated from the Build Illinois Bond Fund to the Department of Commerce and Economic Opportunity for the purpose of making grants and loans to local governments for planning, engineering, acquisition, construction, reconstruction, development, improvement and extension of the public infrastructure, and for any other purposes authorized in subsection (a) of Section 4 of the Build Illinois Bond Act and for grants to State agencies for such purposes.

Section 45. The sum of $47,500,000, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from an appropriation heretofore made for such purpose in Article 48, Section 45 of Public Act 95-734, as amended, is reappropriated from the Build Illinois Bond Fund to the Department of Commerce and Economic Opportunity for the purpose of fostering economic development and increased employment and the well being of the citizens of Illinois, and for any other purposes authorized in subsection (b) of Section 4 of the Build Illinois Bond Act and for grants to State agencies for such purposes.

Section 50. The sum of $30,646,616, or so much thereof

as may be necessary and remains unexpended at the close of business on June 30, 2009, from an appropriation heretofore made for such purpose in Article 48, Section 50 of Public Act 95-734, as amended, is reappropriated from the Build Illinois Bond Fund to the Department of Commerce and Economic Opportunity for the development and improvement of educational, scientific, technical and vocational programs and facilities and the expansion of health and human services, and for any other purposes authorized in subsection (c) of Section 4 of the Build Illinois Bond Act and for grants to State agencies for such purposes.

Section 55. The sum of $30,000,000, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from an appropriation heretofore made for such purpose in Article 48, Section 55 of Public Act 95-734, as amended, is reappropriated from the Capital Development Fund to the Department of Commerce and Economic Opportunity for open spaces, recreational and conservation purposes and the protection of land and for deposits into the Conservation 2000 Projects Fund as authorized by subsection (c) of Section 3 of the General Obligation Bond Act or for grants to State agencies for such purposes.

Section 60. The sum of $36,743,496, or so much thereof

as may be necessary and remains unexpended at the close of business on June 30, 2009, from an appropriation heretofore made for such purpose in Article 48, Section 60 of Public Act 95-734, as amended, is reappropriated from the Capital Development Fund to the Department of Commerce and Economic Opportunity for grants to local governments for the acquisition, financing, architectural planning, development, alteration, installation, and construction of capital facilities consisting of buildings, structures, durable equipment, and land as authorized by subsection (l) of Section 3 of the General Obligation Bond Act or for grants to State agencies for such purposes.

Section 65. The amount of $10,000,000, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from an appropriation heretofore made in Article 48, Section 65 of Public Act 95-734, is reappropriated from the Capital Development Fund to the Department of Commerce and Economic Opportunity for grants to local governments for the acquisition, financing, architectural planning, development, alteration, installation, and construction of capital facilities consisting of buildings, structures, durable equipment, and land as authorized by subsection (l) of Section 3 of the General Obligation Bond Act or for grants to State agencies

for such purposes.

Section 70. The amount of $25,000,000, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from an appropriation heretofore made in Article 48, Section 70 of Public Act 95-734, as amended, is reappropriated from the Build Illinois Bond Fund to the Department of Commerce and Economic Opportunity for grants pursuant but not limited to Article 8, Article 9, or Article 10 of the Build Illinois Act.

Section 75. The sum of $13,801,931, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from an appropriation heretofore made for such purpose in Article 48, Section 75 of Public Act 95-734, as amended, is reappropriated from the Fund for Illinois' Future to the Department of Commerce and Economic Opportunity for grants to units of government, educational facilities and not-for-profit organizations for education and training, infrastructure improvements and other capital projects including but not limited to planning, construction, reconstruction, equipment, utilities and vehicles, and all costs associated with economic development programs, community service programs, public health programs, public safety programs, other programs and activities, and for

grants to other State agencies for any capital or operating purposes.

Section 80. The amount of $2,476,501 or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore made in Article 48, Section 80 of Public Act 95-734, is reappropriated from the Capital Development Fund to the Capital Development Board for grants to units of local government and other eligible entities for all costs associated with land acquisition, construction and rehabilitation projects.

Section 85. The sum of $2,585,800, or so much thereof as may be necessary, and remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore made for such purpose in Article 48, Section 85 of Public Act 95-734, is reappropriated from the Capital Development Fund to the Capital Development Board for child care facilities, mental and public health facilities, and facilities for the care of disabled veterans and their spouses as authorized by subsection (d) of Section 3 of the General Obligation Bond Act or for grants to State agencies for such purposes.

Section 90. The sum of $77,778,276, or so much thereof

as may be necessary and remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore made for such purpose in Article 48, Section 90 of Public Act 95-734, is reappropriated from the Capital Development Fund to the Capital Development Board for correctional purposes at State prison and correctional centers as authorized by subsection (b) of Section 3 of the General Obligation Bond Act or for grants to State agencies for such purposes.

Section 95. The sum of $24,224,289, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore made for such purpose in Article 48, Section 95 of Public Act 95-734, is reappropriated from the Capital Development Fund to the Capital Development Board for open spaces, recreational and conservation purposes and the protection of land and for deposits into the Conservation 2000 Projects Fund as authorized by subsection (c) of Section 3 of the General Obligation Bond Act or for grants to State agencies for such purposes.

Section 100. The sum of $6,790,503, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore made for such purpose in Article 48, Section 100 of Public

Act 95-734, is reappropriated from the Capital Development Fund to the Capital Development Board for child care facilities, mental and public health facilities, and facilities for the care of disabled veterans and their spouses as authorized by subsection (d) of Section 3 of the General Obligation Bond Act or for grants to State agencies for such purposes.

Section 105. The sum of $97,297,389, or so much thereof as may be necessary and remains unexpended at the close of business on June 30, 2009, from a reappropriation heretofore made for such purpose in Article 48, Section 105 of Public Act 95-734, is reappropriated from the Capital Development Fund to the Capital Development Board for use by the State, its departments, authorities, public corporations, commissions and agencies as authorized by subsection (e) of Section 3 of the General Obligation Bond Act or for grants to State agencies for such purposes.

Total, Article 125 $634,155,688

ARTICLE 130

Section 5. The following named amounts, or so much thereof as may be necessary, are appropriated from the

Capital Development Fund to the Capital Development Board for the following purposes:

DEPARTMENT OF NATURAL RESOURCES

PERE MARQUETTE STATE PARK

For replacing lodge pool dehumidifier, in addition to funds previously appropriated 700,000

STEPHEN FORBES STATE PARK

For replacing dump and fish cleaning stations, in addition to funds previously appropriated 550,000

BUFFALO ROCK STATE PARK

For replacing the septic system, in addition to funds previously appropriated 650,000

DEPARTMENT OF CORRECTIONS

ILLINOIS RIVER CORRECTIONAL CENTER

For replacing domestic hot water heater, in addition to funds previously appropriated 625,000

TAYLORVILLE CORRECTIONAL CENTER

For replacing operators and main gates, in addition to

funds previously appropriated 300,000

DEPARTMENT OF HUMAN SERVICES

CHICAGO-READ MENTAL HEALTH CENTER

For renovating Unit J-East for
forensic use, in addition to
funds previously appropriated 3,500,000

ELGIN MENTAL HEALTH CENTER

For converting the Read Building
for office space, in addition
to funds previously appropriated 1,750,000

MADDEN MENTAL HEALTH CENTER

For renovating residential
pavilions, in addition to
funds previously appropriated 550,000

KILEY DEVELOPMENTAL CENTER

For improving power reliability
and installing emergency lighting,
in addition to funds
previously appropriated 940,000

ILLINOIS HISTORIC PRESERVATION AGENCY

LINCOLN'S TOMB

For replacing the HVAC system,
in addition to funds

previously appropriated 250,000

DEPARTMENT OF VETERANS AFFAIRS

For planning and beginning the construction of a skilled care veterans home 2,000,000

DEPARTMENT OF STATE POLICE

For planning and beginning the construction of a Metro East forensic laboratory, in addition to funds previously appropriated 750,000

DEPARTMENT OF MILITARY AFFAIRS

For constructing an army aviation support facility 6,252,000

STATEWIDE

For American with Disabilities Act (ADA) upgrades at the following locations at the approximate cost set forth below 3,500,000

DNR - I & M Canal Corridor 1,800,000

IBHE - Eastern Illinois University 1,848,000

For providing construction contingency
for the following projects at
the approximate cost set forth below,
in addition to funds
previously appropriated 773,500

LINCOLN'S TOMB HISTORIC SITE

Rehab site/Provide
irrigation system 85,600

MICHAEL BILANDIC BUILDING

Upgrade HVAC and Domestic Water
System 184,700

SUBURBAN NORTH REGIONAL OFFICE FACILITY

Renovate for Office Space 300,200

SECRETARY OF STATE

Upgrade Electrical Systems at three
Motor Vehicle Facilities 203,000

ARTICLE 140

Section 5. The sum of $50,000,000, or so much thereof as may be necessary, is appropriated from the Build Illinois Bond Fund to the Secretary of State for capital grants to public libraries for permanent improvements.

Section 99. Effective date. This Act takes effect July 1,

2009, but this Act does not take effect at all unless House Bill 255 of the 96th General Assembly, as amended, becomes law.

ATTACHMENT 1

RELATED TRACK 1 APPLICATIONS

ARRA APPLICATIONS SUBMITTED AS A CORRIDOR/PHASE/SECTION OF THE MIDWEST REGIONAL RAIL INITIATIVE

Programs/Projects Related to the Chicago Terminal Application

Program/Project Name	Lead Applicant	Total HSIPR Funding Requested (if known)	Status of Application
Truesdell Crossovers	WisDOT	TBD	Will Apply
Milwaukee Airport Station Platform Extension	WisDOT	TBD	Will Apply
Infrastructure Stabilization	MiDOT	77.5M	Will Apply
MWRRI Phase 1 Implementation	MiDOT	231.5M	Will Apply
West Detroit Connection Track	MiDOT	44.6M	Will Apply
DIFT External Projects	MiDOT	64.4M	Will Apply
NS Acquisition	MiDOT	TBD	Will Apply
Stations	MiDOT	130M	Will Apply
Indiana Gateway Improvements	Indiana	$100 Million	Will Apply
St. Paul Union Depot	Minnesota	$137m	Will Apply
BNSF Ottumwa Subdivision Project	Iowa DOT	$29M (Prelim.Est.)	Will Apply
Knob Noster Passing Siding Extension	Missouri	$8.5 M	Will Apply
Webster Universal Crossover	Missouri	$4.4 M	Will Apply
Missouri Rail Crossing Safety Improvements	Missouri	$3.6 M	Will Apply
Rail Bridge over Osage River	Missouri	$33.8 M	Will Apply
Double Track Lee's Summit to Pleasant Hill	Missouri	$56.6 M	Will Apply
Hermann Universal Crossover	Missouri	$5.2 M	Will Apply
Kingsville Passing Siding	Missouri	$11.5M	Will Apply
Real-Time Passenger Information Displays	Missouri	$3 M	Will Apply
Strasburg Grade Separation	Missouri	$0.5 M	Will Apply
3rd Main Line in Jefferson City Yard	Missouri	$9.7 M	Will Apply

ATTACHMENT 2

HDR CHICAGO UNION STATION STUDY

ACKNOWLEDGMENTS

The HDR/CANAC Team gratefully acknowledges the active participation of the following organizations throughout the course of this study.

Our appreciation goes to each of these contributors, without whose support this study would not have been possible.

Amtrak

Burlington Northern Santa Fe Railway

Chicago Transportation Planning Group

City of Chicago

Metra

EXECUTIVE SUMMARY

Introduction

Chicago Union Station (CUS) is one of the nation's busiest transportation centers. Located in downtown Chicago, CUS serves commuter and intercity travelers via two primary carriers, Metra (Metropolitan Transportation Authority) and Amtrak (National Railroad Passenger Corporation). More than 110,000 passengers per day will travel through the station in 2001 via 300+ train arrivals and departures.

VISION

"Ensure that all terminal facilities at CUS support the service goals of Metra and Amtrak."

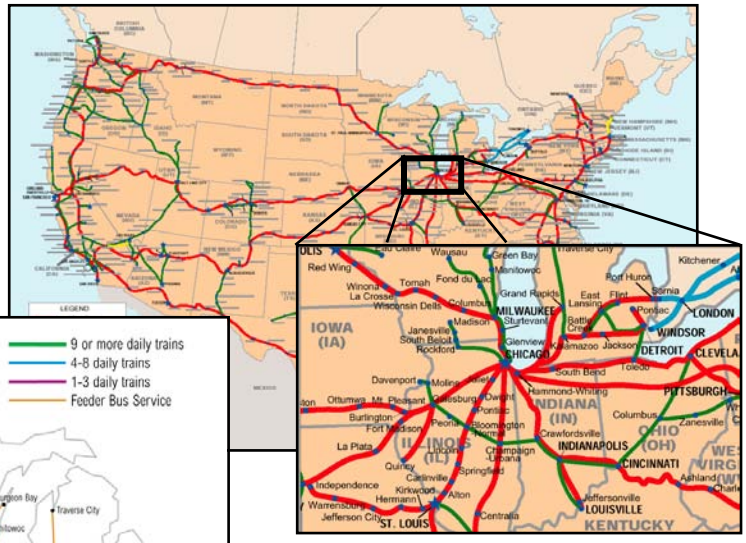


Exhibit 1 - 2001 Amtrak Intercity Routes

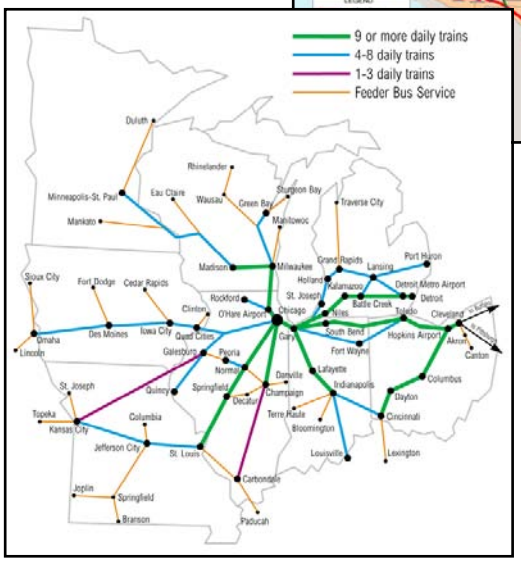


Exhibit 2 - Proposed MWRRI Routess

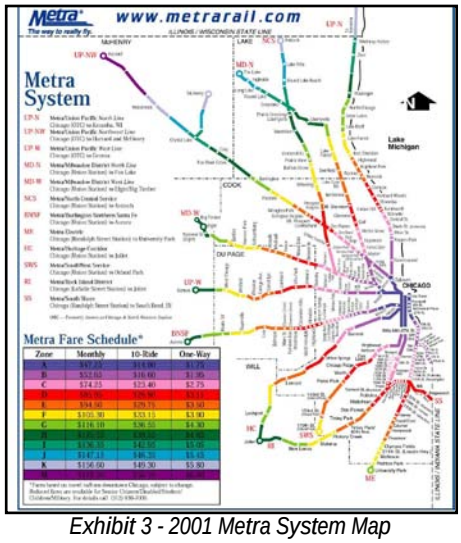


Exhibit 3 - 2001 Metra System Map

Passenger activity at CUS has been growing for the past 10 years. Metra volumes on their Burlington Northern Santa Fe (West) and Milwaukee District (North and West) routes have been expanding 2 to 5 percent per year, requiring additional peak period train starts. Service to Metra's Southwest Service District has reached 18 trains/weekday. A further surge in passenger volumes is expected following extension of service to Manhattan in 2005. Additionally, Metra initiated service on the North Central District in 1996, and is constructing additional line capacity, which will lead to additional frequencies in 2005. Amtrak volumes have expanded less than one percent per year; however, plans to phase in 110 mph Midwest Regional Rail Initiative (MWRRI) to destinations within 300 miles of Chicago between 2005 and 2015 must be accommodated.

Amtrak's Mail and Express business has increased Amtrak train lengths on a number of intercity trains. Continued growth in this sector must be recognized as it directly impacts the approach tracks to CUS.

Amtrak and Metra recognize that the CUS train activities are approaching design capacity. The companies also recognize that infrastructure issues could ultimately constrain economic growth in the region. Amtrak and Metra therefore joined together to complete an analysis of how best to accommodate future demands on the CUS facilities. The analysis has employed simulation techniques and pedestrian flow analyses, and included confirmation of engineering feasibility of proposed infrastructure improvements. Transportation demand has been examined at five-year increments: 2005, 2010 and 2015.

Findings

1. CUS requires additional platform and passenger flow infrastructure to accommodate Metra's projected requirements in 2005.
2. Infrastructure improvements south and west of CUS must be completed by 2005 to minimize conflict between Amtrak's growing express business and Metra's requirements for route capacity
3. Metra growth and Amtrak MWRRI services require new infrastructure and changes to operating philosophies for acceptable operations in the year 2010. Metra service will have displaced all Amtrak north side activity during the peak periods of activity, requiring MWRRI trains serving destinations north of Chicago to use new platform capacity. Passenger flow improvements that enable faster loading and unloading of Metra trains will facilitate additional Metra north and south side departures.
4. 2015 passenger demands outstrip CUS capacity, even with improvements identified for 2010. Several potential options for added station capacity were explored.

5. The least cost, feasible option to accommodate demand in 2015 is relocation of US Mail operations occupying the five (5) easternmost tracks on the south side of the CUS. Design of new mail facilities must commence in the near term, as construction of an auxiliary passenger terminal, new platforms, and access facilities must be complete in the 2010 timeframe.
6. Expanded Metra peak period services will require all existing north and most south side platform capacity after 2010. Most Amtrak MWRRI arrivals and departures must utilize the new run-through and short turnaround facilities served by the auxiliary terminal, while traditional Amtrak long haul services, to the extent possible, will have to be scheduled outside of the peak rush hour periods.
7. Assuming Metra's need for additional peak period departure slots continues to grow after 2010, and assuming MWRRI services fully utilize new capacity in the current mail area, it will be necessary for Amtrak and Metra to continue to review all available options, which include, but are not limited to, the relocation of some services from CUS to an alternative location.

Summary

The simulation studies confirm that Chicago Union Station can continue to play an important role in the growth of the Chicago area and its economy. The analyses show that the station tracks, adjacent platforms, supporting main line and switching facilities are nearing capacity at peak periods. Critical capital outlays to improve infrastructure, accompanied by implementation of process improvements made possible by the changes, will enable significant growth.

The need to initiate detailed planning of necessary improvements during the next 12 months becomes obvious from a project management perspective. For example, planning for the recently completed reconstruction of the Harrison Street interlocking facility at the south end of the station began in 1988. The simulation studies of the north end of the station assume completion of redesigned switching facilities at Lake Street; a project initiated in 1994, but not anticipated being fully operational until 2006. The improvements described below are assumed to have been designed, funded, constructed and placed in operation to handle traffic for the year shown. Because construction activities can adversely impact train operations and pedestrian movements, a detailed program implementation plan must be developed. Failure to implement an improvement by the timeframe indicated will constrain addition of train starts for expanding commuter demand and for new service to Midwest regional business centers.

An aggressive program to increase train operating capacity and reliability is a matter of top priority. To achieve these improvements cost effectively, operating practices are considered to be the least expensive to implement and yield impressive benefits. These operating practice changes are considered to be easily obtainable at a reasonable cost.

1. The introduction of an entirely new switching dynamic to the movement of mail/express traffic at Chicago, concurrent with the development of the Proposed Halsted Street facility and utilization of the West Runner for Mail and Express, immediately achieves efficiencies essential to maintaining mainline capacity.
2. The centralization of dispatching responsibilities to a single location (presently underway) will improve communications and train handling operations.
3. The introduction of industry standard technologies, not currently a part of the CUS train dispatching system, e.g. generation of train scheduling line-ups and real-time train status, will improve train operations by distributing information more efficiently to the dispatchers who make decisions affecting train operations.
4. Dwell times (consisting of loading and unloading of passengers, train servicing and inspections, cleaning, baggage handling, etc.) used in the study were based on today's operating philosophy. Further opportunities to reduce dwell times may be available. For example, identifying the CUS as an "Intermediate Stop" (i.e. allowing only a 3-5 minute stop and go) for some trains may offer significant dwell time reductions thereby yielding additional peak hour capacity. Amtrak and Metra management should continue to review their operating practices as capacity demand pressure on the station rises.
5. Computer simulations of track allocations and train handling were developed for each reporting period resulting in track allocation charts. The train schedules derived from these allocation charts take advantage of improved operations logic and should be utilized to accommodate the anticipated growth.

Some of the key infrastructure improvements, and the year by which they must be place, are provided below:

Year 2005

1. Platform and passenger access to restore Track 30 for passenger operations.
2. Restoration of three deteriorated, unused baggage platforms serving south side tracks numbers 8 through 14, and construction of stairwells from those platforms to street level will relieve unacceptable passenger congestion, and facilitate additional Metra departures serving the growing BNSF West route.
3. The addition of stairwells at Madison Street serving tracks numbers 1 and 3 on the north side with a minor shift to track one are critical for handling increased Metra departures on Milwaukee West and North lines, and the growing North Central district.
4. The construction of two or three additional switching and storage tracks with powered mainline access adjacent to the BNSF between Canal and Halsted Streets will reduce route congestion

impacting increased Metra Heritage, Southwest and BNSF services. These tracks will be utilized to support Amtrak mail and express traffic, which is now set off or picked up on main tracks by long distance trains prior/ subsequent to arriving or departing from CUS. It is anticipated that the track additions at Halsted would consist of three tracks of 3,200 track feet each to be able to support up to 90 M&E cars.

Year 2010

1. The addition of potable water service and electrical infrastructure to certain tracks will provide flexibility and improved turnaround times for Amtrak departures.
2. Amtrak peak period departures to points north of Chicago must utilize platforms with run-through capability.
3. Amtrak mail operations on south side tracks 30 through 38 must have been relocated, and construction of new platforms, track connections and an auxiliary passenger terminal and access to serve this area must be underway. Expansions of Metra services will result in all Amtrak regional departures being required to these new facilities in the 2010 to 2015 timeframe.

Year 2015

1. The new auxiliary terminal facilities, passenger access routes, platforms and track expansions must be in service for arriving and departing certain MWRRI services.
2. A new platform, and guest access, serving (easternmost) track 40 must be constructed to enable emergency arrivals or departures due to facility maintenance requirements, or due to Amtrak traditional intercity trains arriving in the peak evening period when no track space is available
3. Amtrak is no longer arriving or departing trains from tracks on the north side during morning or evening peak periods. Most traditional intercity trains must be scheduled before and after the afternoon/evening peak period.
4. It is projected that by the year 2015 significant capacity issues will be faced on both the north and south sides of CUS. While some options are identified to meet the anticipated service requirements, it is clear that as the year 2015 draws closer work between Amtrak and Metra to update traffic forecasts will be essential to ensure capacity changes are effectively gauged.

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1 CHICAGO UNION STATION HISTORY

Chicago's rich history would not be as wealthy without Chicago Union Station (CUS). Nearly 80 years after its doors opened and the first trains provided nationwide access to and from Chicago, CUS has grown into Chicago's busiest downtown transit center.

Exhibit 4 - Union Station (Circa 1925)

Ownership and Operations. The Chicago Union Station Company, a 100-percent-owned subsidiary of the National Railroad Passenger Corporation (Amtrak), owns and operates CUS and associated trackage for the joint benefit of Amtrak and Metra. Operations are conducted under a joint agreement. Metra serves commuters with 314 train arrivals and departures per day. Amtrak adds another 53 arrivals and departures, making the total 367 trains per day. Over 110,000 passengers are conveyed through CUS every day.

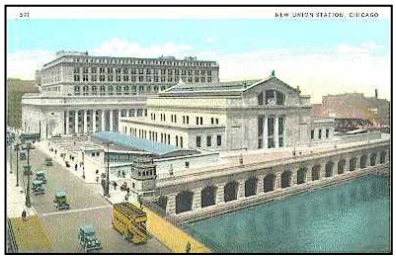


Exhibit 5 - Union Station Overview (Circa 1925)

Renovation. In 1988, a renovation program was developed to upgrade various components of the CUS structure and utilities, and to improve life-safety standards. An extensive program to meet the requirements of the Americans with Disabilities Act (ADA) was also undertaken at that time. This renovation, including the redesign of the concourses, was completed in 1991 and has greatly improved the quality of travel for all patrons.

Expansion. Today, there is a need to examine the station's ability to continue providing superior passenger and mail/express service. A key component of that service is the ability to meet increasing ridership demands. As the population of the City of Chicago and the surrounding region has grown, commuter service has expanded steadily to meet the greater demand and is now pressing the CUS operational limits. The expansion of intercity passenger travel will continue with the introduction of Amtrak's Midwest Regional High Speed Rail Initiative (MWRRI) into CUS. Further, the growth of Amtrak Mail and Express service, a crucial part of Amtrak's revenue strategy, continues to accelerate. The addition of MWRRI and Mail and Express growth compounds the complexity of the train and passenger operations within CUS.

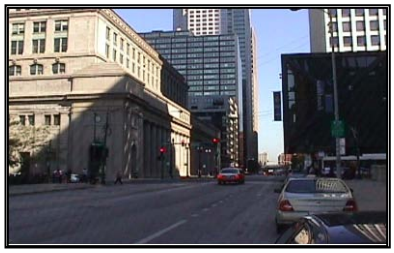


Exhibit 6 - Union Station (Late 2001)

2 VISION

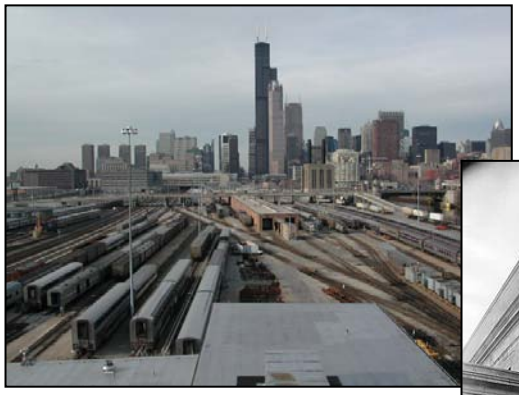
Amtrak and Metra share the following vision:

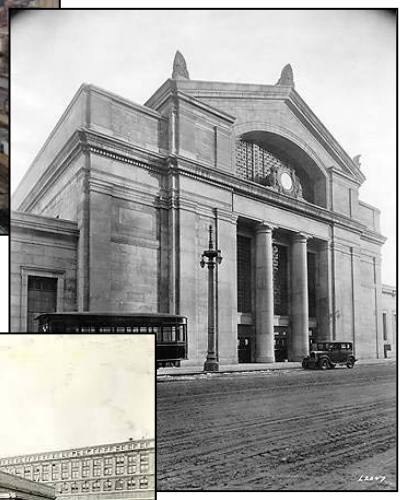
Ensure that all terminal facilities at Chicago Union Station support the service goals of Metra and Amtrak.

The CUS capacity study was undertaken to develop a guideline for operational and plant changes to meet the increasing passenger and mail/express demands through the year 2015. This goal is simple in concept, but exceedingly challenging in execution.

This study has determined the remaining available CUS capacity in terms of both pedestrian flow on the platforms and train operations. Future increased train lengths and frequencies were developed by Amtrak and Metra, and were provided as inputs for projecting future operations. Changes in the facility and train operations were identified as the system uses its present remaining capacity over the next 15 years.

Ultimately, a plan for train operation improvements and facility changes is provided as a part of this study. A subsequent phase will perform preliminary engineering and cost estimating for the planned modifications recommended by this study.





3 PROJECT DEFINITION

3.1 Project Approach

This project is being developed in two phases:

- Phase I: A study to determine the capacity constraints in train operations and passenger flow within the CUS platforms
- Phase II: Preliminary engineering and cost estimating for the planned modifications developed in Phase I

This report represents the results of the Phase I study.

3.1.1 Type of Study

Typically, studies of rail capacity use one of the following approaches:

- *Line simulation studies* are often undertaken to understand the capacity of a segment of track, usually between two distant end-points.
- *Terminal studies,* sometime called yard studies, analyze the operations of a switching yard, classification yard, passenger terminal, and other yard types.

This CUS Capacity Study is considered a hybrid terminal simulation study. It focuses on operations within the terminal and adds the consideration of mainline influences into and out of the station.

3.1.2 Project Location and Limits

CUS is located in downtown Chicago west of the Chicago River and is bounded by Jackson Boulevard to the south, the Chicago River to the East, Adams Boulevard to the north, and Clinton Street to the west. (See Exhibit 7.)

The overall project study area is approximately 2 miles long.

OGIVILIE TRANS-PORTATION CENTER
CLINTON ST.
CANAL ST.
UNION STATION
OLD POST OFFICE
NEW POST OFFICE
WACKER DR.
PASSENGER PLATFORMS
ADAMS ST.
JACKSON BLVD.
CHICAGO RIVER
LASALLE STREET STATION
MICHIGAN AVE.
GRANT PARK
LAKE SHORE DR.
RANDOLPH STREET STATION
LAKE MICHIGAN
N
W
E
S

Exhibit 7 - CUS Location Map (Downtown Chicago)

3.1.3 Supporting Systems

Amtrak train operations are supported by several local and regional systems. Some of the local supporting systems include Crew Management Systems, Commissary, Baggage Handling, Ticketing, CUS Maintenance and Retail Operations. The regional supporting systems are layover (maintenance) facilities, adjacent streets, highway systems, mainline changes, and other terminal operations that influence local train handling.

Metra has two routine and preventative maintenance shops that support its operations at CUS. The BNSF 14th Street Maintenance Facility is located just south of CUS, on the west side of the Mainline. The Western Avenue facility is located adjacent to Metra's mainline at Western Avenue, just west of Tower A-2. The two facilities are quite similar; each consists of a locomotive and coach repair shop, a train washer, and sanding and fueling facilities. Both facilities have layover facilities where trains are stored and cleaned during non-peak periods.

South of the terminal on the east side is the Amtrak Midwest Maintenance Facility (AMMF). AMMF provides routine maintenance and inspections on passenger and mail and express equipment.

These supporting systems have been excluded from this study.

3.1.4 Stakeholders

Early in the project, the major project stakeholders were identified and a project development team was formed to encourage and enable communications between all project team members. The major stakeholders are Amtrak, Metra, MWRRI, Amtrak's M&E, and the Burlington Northern Santa Fe (BNSF) Railroad Passenger Operations.

3.2 CUS in 2001

Before data collection could begin, the project team determined in detail the CUS existing conditions (infrastructure arrangement and train operations).

For purposes of this report, the following elements comprise the CUS infrastructure and operations:

- Track and signal arrangement and station layout
- Train services and equipment
- Passenger flow

3.2.1.1 The Tracks and Signals Arrangement

Exhibit 8 is a schematic diagram of the tracks entering and departing CUS. The tracks approaching CUS generally run north and south.

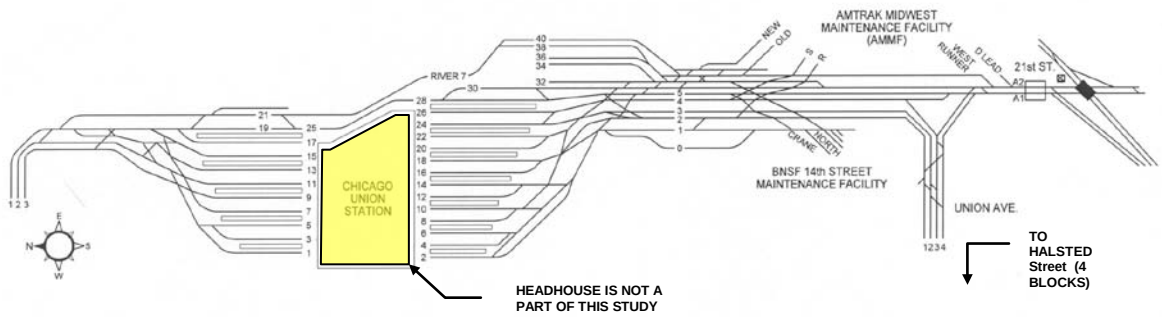


Exhibit 8 - Track Schematic Diagram Depicting Project Limits

South of the Terminal

On the south side of the terminal there are several buildings above the platforms (see Exhibit 9). They include:

- 444 West Jackson Boulevard
- 300 South Riverside Plaza
- United States Post Office (New and Old) located between Van Buren Street and Harrison Street.

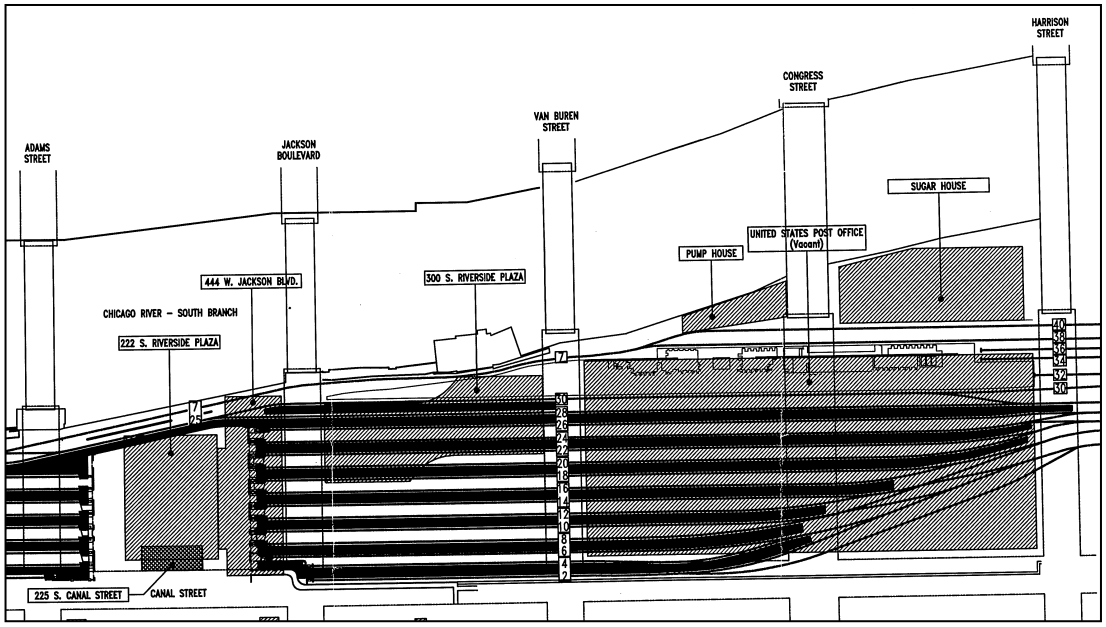


Exhibit 9 - South Side of the Terminal

SUMMARY OF CUS TRACK LENGTHS	
Track Number	**Track Length (FT)**
South Side of the Terminal	
2	604 to R6 Signal 884 to RA12 Signal 1,275 to Track 48
4	707
6	789
8	815
10	814
12	946
14	941
16	1,087
18	1,091
20	1,234
22	1,210
24	1,414 to North Ladder 1,284 to Clear 53 Switch
26	1,306 to Clear 53 Switch 1,186 to Clear 53 Switch and SA13 Signal 1,494 to Clear North Ladder
28	1,461 to Clear South Crossing and North Ladder 1,569 to Clear North Crossing and North Ladder 1,104 to Clear South Crossing and 45 Switch 1,212 to Clear North Crossing and 45 Switch
30 (Low Platform)	482 to Clear Signal LB34 367 to Clear Crossing

Exhibit 10 – Summary of Track Lengths on South Side of CUS

North of the Terminal

There are several buildings that are located above the platform tracks (see Exhibit 11). On the north side they include:

- 222 South Riverside Plaza
- 130 South Riverside Plaza
- 10 South Riverside Plaza

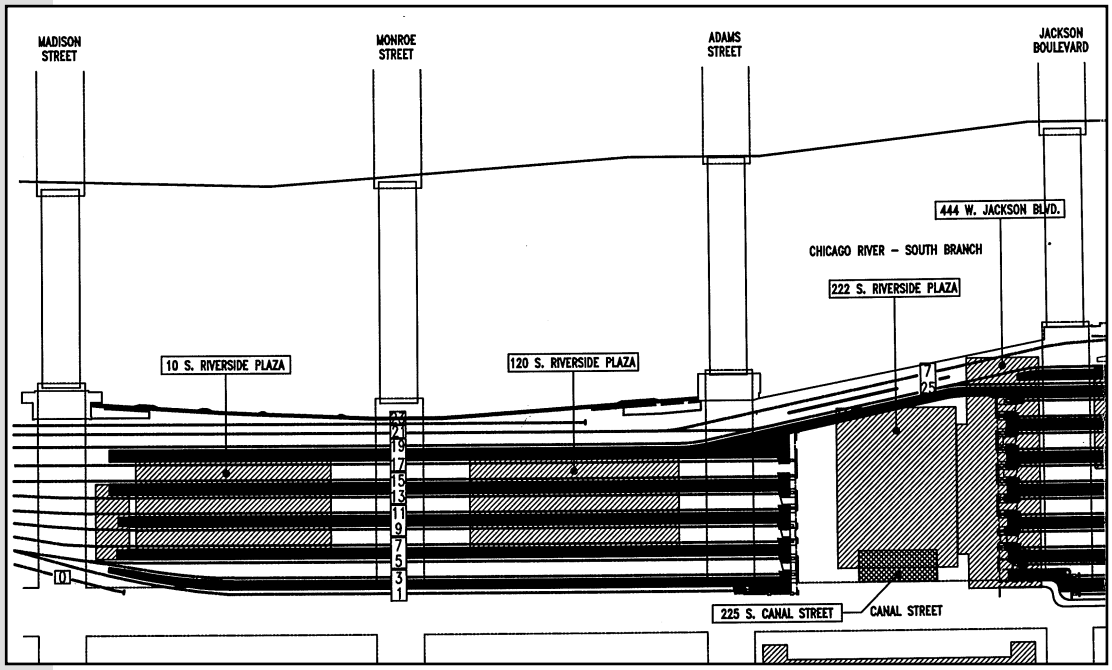


Exhibit 11 - North Side of the Terminal

SUMMARY OF CUS TRACK LENGTHS	
Track Number	**Track Length (FT)**
North Side of the Terminal	
1	837
3	701 to Baggage Crossing 822 to Bumping Post
5	836
7	1,051
9	1,059
11	1,059
13	1,255
15	1,255 of Platform 1,342 to Signal
17	1,217 to Baggage Crossing 1,340 to Bumping Post
19	1,052 R92 Signal to L84 Signal 1,223 R92 Signal to LA76 Signal 1,556 LA76 Signal to R34 Signal
21	689
23	689

Exhibit 12 - Summary of Track Lengths - North Side of CUS

Dispatching and Communications

Communication between CUS control centers and the outlying dispatching offices require specific interaction between the centers. These control limits are depicted in Exhibit 13.

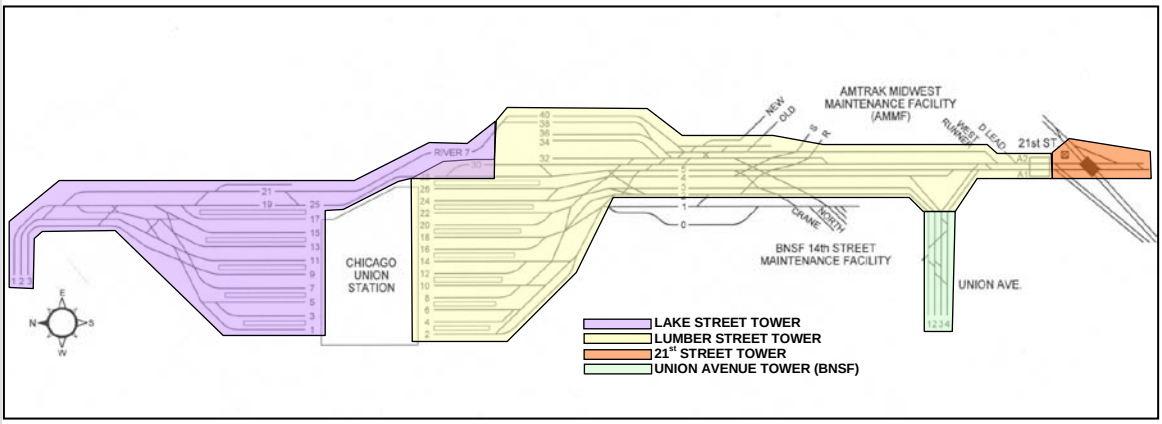


Exhibit 13 - Dispatching Limits at CUS

3.2.2 Train Services and Equipment

Track Allocation

Today, at CUS, Metra uses 9 tracks, and Amtrak uses 7 tracks exclusively. Metra and Amtrak share seven of the 23 available CUS tracks.

Metra Operations

Corridors. Metra provides daily commuter service along various corridors within Chicago and the surrounding region (see Exhibit 14). Today, it offers service to twelve corridors, of which six serve CUS:

- Milwaukee District / North Line (Chicago to Fox Lake)
- Milwaukee District / West Line (Chicago to Big Timber)
- North Central Service (Chicago to Antioch)
- Southwest Service (Chicago to 179th Street)
- Heritage Corridor (Chicago to Joliet)
- Metra - Burlington Northern Santa Fe (Chicago to Aurora)

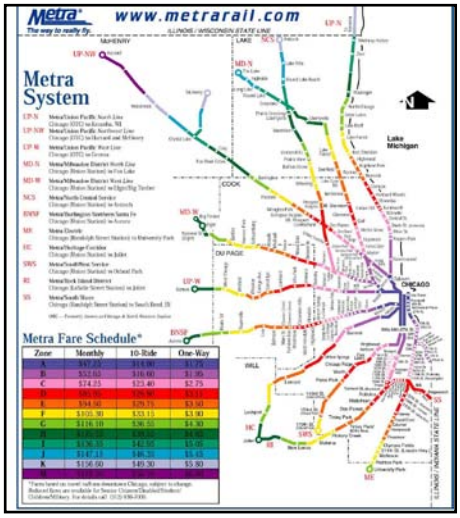


Exhibit 14 - 2001 Metra System Map

Service. Ticketing is available at CUS and throughout the Metra system. Metra service generally runs from 5:30 a.m. through the morning and afternoon rush hours, with the last train departing CUS after midnight. Regular commuters expect and rely upon consistent scheduling and track location and on-time operation of trains. Metra is nationally recognized for its on-time performance.

Loading/Unloading. With 2002 CUS commuter service operations, the equipment is positioned 20 to 30 minutes before anticipated departure time, which allows the passengers to board at their convenience and crew changes and train inspections. This load cycle contrasts with the unloading cycle, which is comparatively very short (2 to 5 minutes). Most regular commuters use monthly passes, and do not linger in the station.

Amtrak Operations

Passenger Rail Crossroads. As the center of Amtrak operations in the Midwest, Chicago is the major interconnection point for trains from the eastern and western regions and for passengers transferring trains (see Exhibit 15). Departures and arrivals are scheduled at all hours of the day

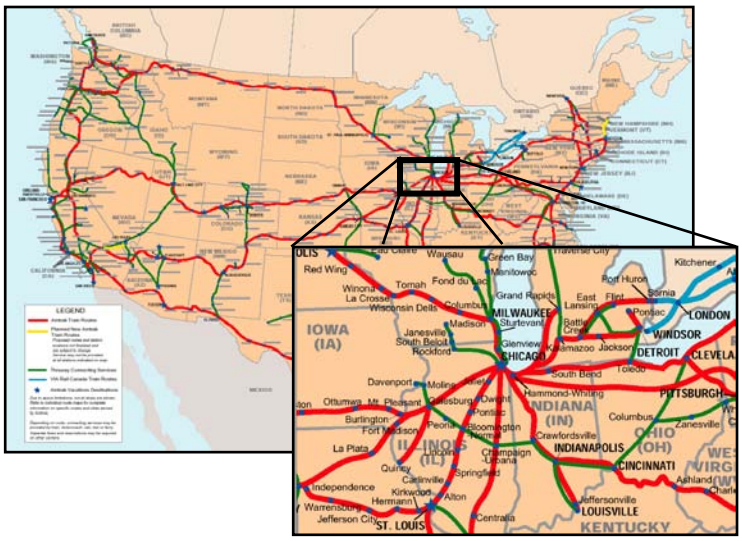


Exhibit 15 - 2001 Amtrak Intercity Routes

and night, seven days a week. Compared to Metra's commuter service, Amtrak schedules are affected by many factors external to CUS, such as delays to service experienced from severe weather, freight train movements, delays at other terminals and on long-haul operations, and equipment availability. Amtrak schedules are vulnerable to these fluctuating external factors, and so are subject to greater variations.

Intercity Passenger Services. Most Amtrak passengers are leisure travelers, although the number traveling on business is significant and anticipated to expand. They are traveling relatively long distances, and so require and use more passenger amenities, such as food and beverage service, sleeping quarters, lounge and dining cars, and

baggage handling. Dwell times for Amtrak Intercity Trains are considerably longer than Metra dwell times to accommodate passenger arrival and departure, baggage handling, commissary and other train servicing, crew changes and train inspections.

Maintenance. Some Amtrak trains are serviced within CUS, and others are serviced at the AMMF maintenance facility. The AMMF is located just south of the CUS.

Exhibit 16 - View Looking Northwest from the Tower Towards the BNSF Coach Yard and Maintenance Facility

Exhibit 17 - View Looking South From The Tower Towards the (AMMF) Maintenance Facility

There are fifteen Amtrak intercity routes from Chicago to:

- Cleveland – Pittsburgh - Washington
- Cleveland – Albany – Rensselaer – Boston – New York
- Cleveland – Pittsburgh – Philadelphia – New York
- Indianapolis – Cincinnati – Washington
- Battle Creek – Detroit – Pontiac/Toronto
- Benton Harbor – Holland – Grand Rapids
- Springfield – Quincy – St. Louis – Kansas City
- Springfield – Quincy
- Memphis – New Orleans
- Champaign – Urbana – Carbondale
- St. Paul – Portland/Seattle
- Denver – Salt Lake City – Emeryville
- Kansas City – Albuquerque – Los Angeles
- St. Louis - Dallas – San Antonio – Los Angeles

Midwest Regional Rail Initiative (MWRRI).

For 2005 and 2010 three MWRR corridors have been defined. They are from Chicago to:

- Milwaukee to Green Bay and Madison
- St. Louis
- Detroit – Pontiac

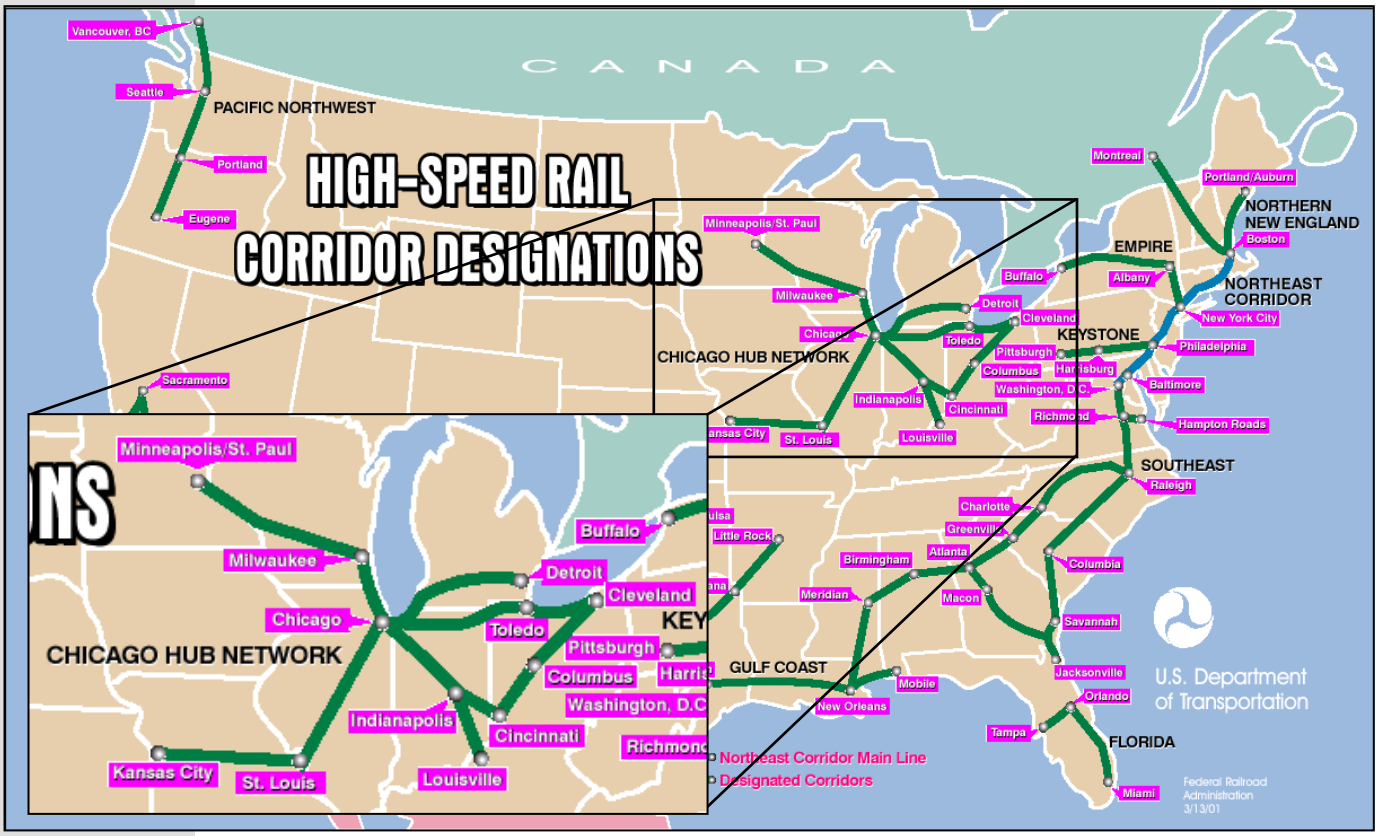


Exhibit 18 - Proposed MWRRI Corridors

For 2015, the full build-out schedule provides for nine corridors. They are from Chicago to:

- Kalamazoo – Port Huron
- Kalamazoo – Grand Rapids - Holland
- Milwaukee – Madison, Minneapolis/St. Paul and Green Bay
- Carbondale
- Omaha
- Quincy
- St. Louis – Kansas City
- Detroit – Pontiac
- Toledo, Cleveland, Indianapolis and Cincinnati

Mail and Express Service. Amtrak M&E traffic is carried on approximately 30 trains that use CUS. The M&E Terminal (see Exhibit 19), is used at various times to accommodate M&E cars and their adjacent platforms are used for transloading activities. Much of the M&E operation is time sensitive as they involve contractual mail commitments between Amtrak and the mail carrier. Only the M&E operations on the mainline and the occupancy of Track 30 are within the limits of this Phase I study.

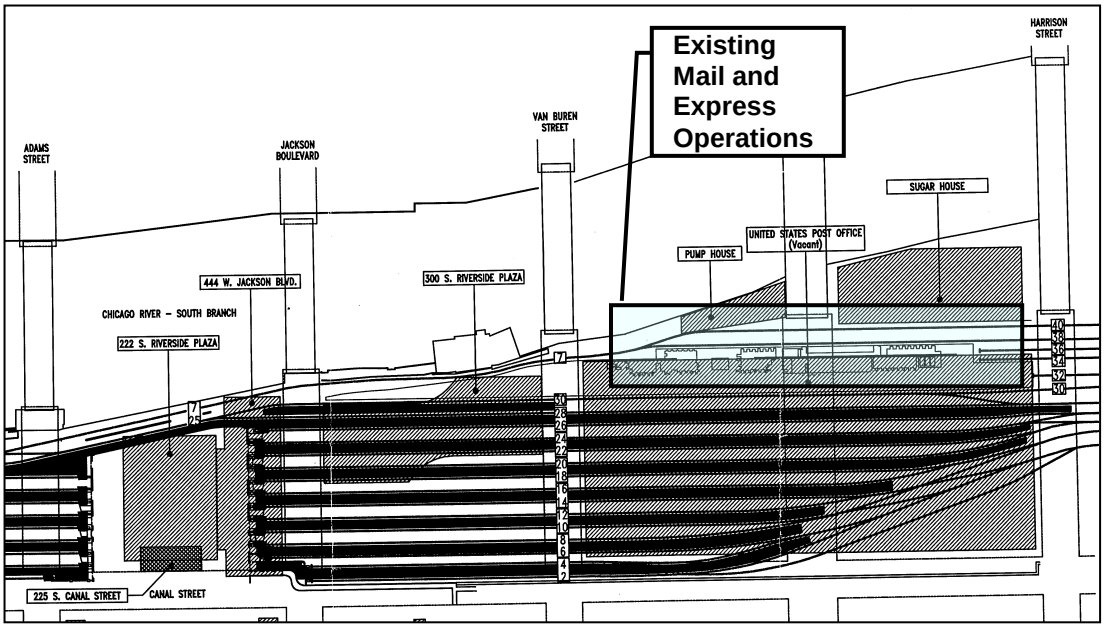


Exhibit 19 - South Side of the Terminal Highlighting M&E Operations

Adjacent Freight Rail Operations

Local Operations. Freight train operations are outside the limits of this study. However, they can affect the arrival and departure times of

passenger trains at CUS and the availability of CUS trackage and facilities. Among the Class I freight carriers operating in the Chicago region are UP, CSX, CN, BNSF, NS, and CP Rail. Most of these freight trains bypass the CUS area, however, Union Avenue and 21st Street Towers play critical roles in managing the interaction of freight and passenger service. There are 18 to 24 freight movements per day to be coordinated with inbound and outbound passenger trains. Freight rail carriers within the region anticipate the number of freight trains to not increase over the present 2002 levels at any time in the near future. There are no significant freight train operations through or immediately north of CUS that affect passenger service operations.

3.2.3 Computer Model, Simulation, and Validation

A thorough process of defining the existing infrastructure and operating conditions was undertaken as a part of this study. Key to determining reliable results was the validation of existing conditions.

3.3 Pending Train Operation and Infrastructure Changes

To carry out a planning analysis for 2005 and beyond, it is necessary to identify the changes in operations and infrastructure that are already underway or are planned to be completed before the first reporting year (2005), and are not part of the sample data. Some of these changes include:

- The new Peterson Center for Dispatching Control
- Schedule changes
- Infrastructure changes – Lake Street Interlocking Project

3.4 Passenger Flows

Passenger Facilities

Passengers may enter the station through various doors located throughout the facility. Passengers may arrive by foot, taxi, private automobile, bus, or train. Ticketing counters for Metra and Amtrak are located in the transition level between the Great Hall and the formal passenger waiting areas and platforms. Food and beverage Concessions and a small retail area are located on a second level above the ticketing and passenger waiting areas. (See Exhibit 20.)

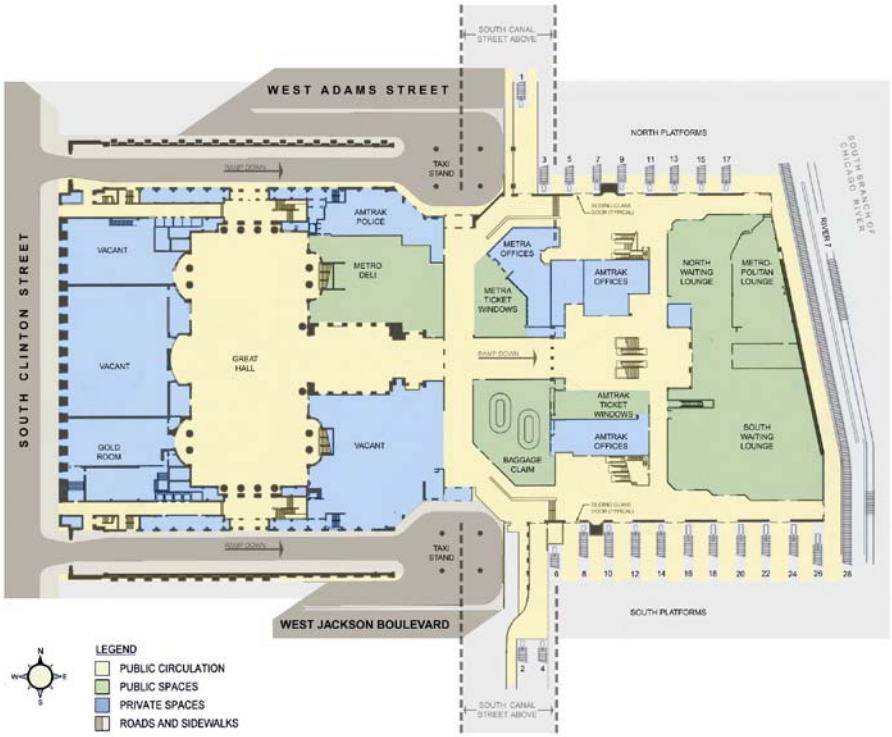


Exhibit 20 - Concourse Level in the Headhouse

Pedestrian flows on the train platforms depend on several factors, including train schedules and passenger volumes, platform widths, pedestrian obstructions (e.g., columns and wastebaskets), the locations and width of doorways, and walking directions. (Exhibit 21 shows a typical passenger platform.) Because each platform has a maximum pedestrian capacity that it can safely accommodate, platforms can be a limiting factor in the total possible capacity of pedestrian and train traffic throughout CUS.

Peak Passenger Flows

The peak passenger flows occur during the rush hours, morning – 7:00 to 9:00 am, and evening – 4:15 to 6:15 pm. To develop recommendations for creating the most effective use of the transportation platforms, the project team's analysis of pedestrian flows addressed challenges presented by CUS's physical constraints.

Exhibit 21 - Typical Passenger Platform at CUS

Evening loadings do not appear to be an issue on the North side of the terminal, however, the south side of the terminal appears to be overly congested.

Platform Layout and Design

Within the station, the tracks run between platforms on either side. One platform is reserved for the loading and unloading of passengers; the other platform has been historically reserved for baggage, commissary, water and trash. However, because of the progression of this station from intercity to mostly commuter services, most of the baggage platforms are currently unused.

All of the south section passenger platforms lead into a common passenger mixing/waiting area on the south side of the station.

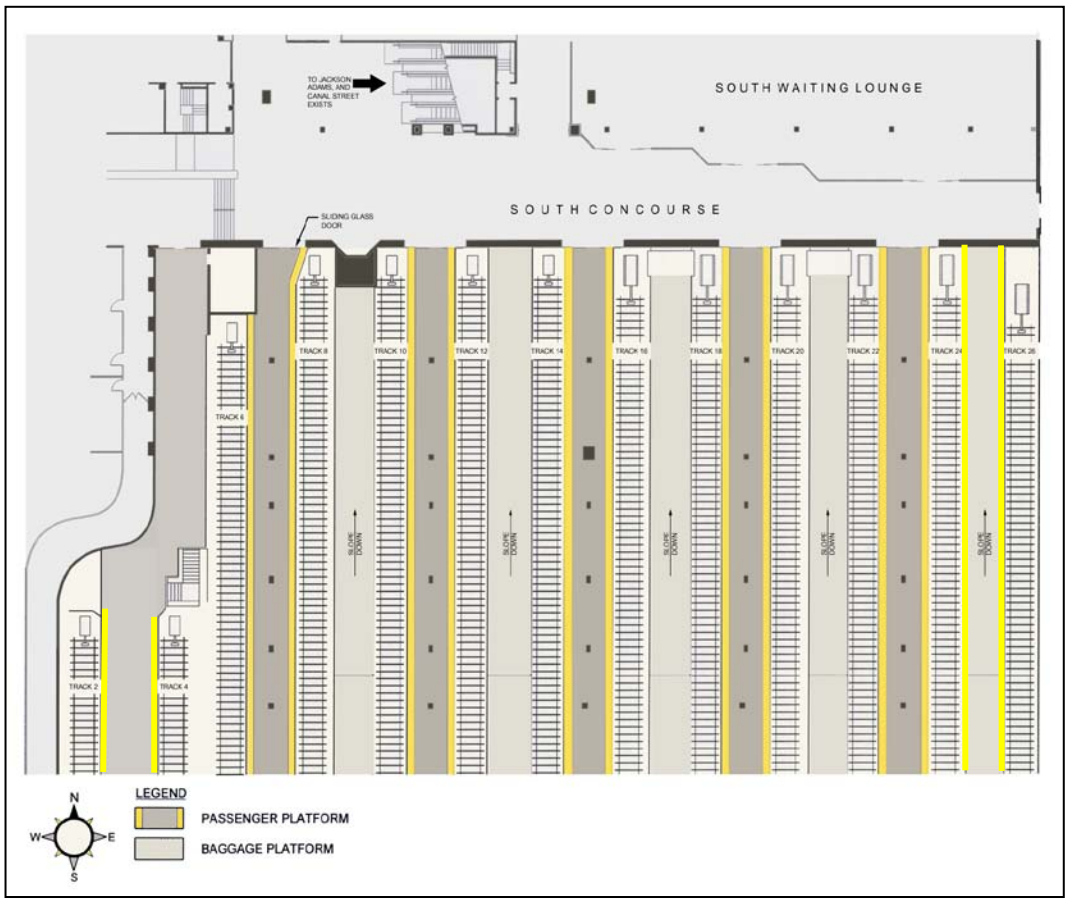


Exhibit 22 - South Passenger Platforms Leading into the Headhouse

The north section passenger platforms have two exitways on some of the platforms as identified in Exhibit 23.

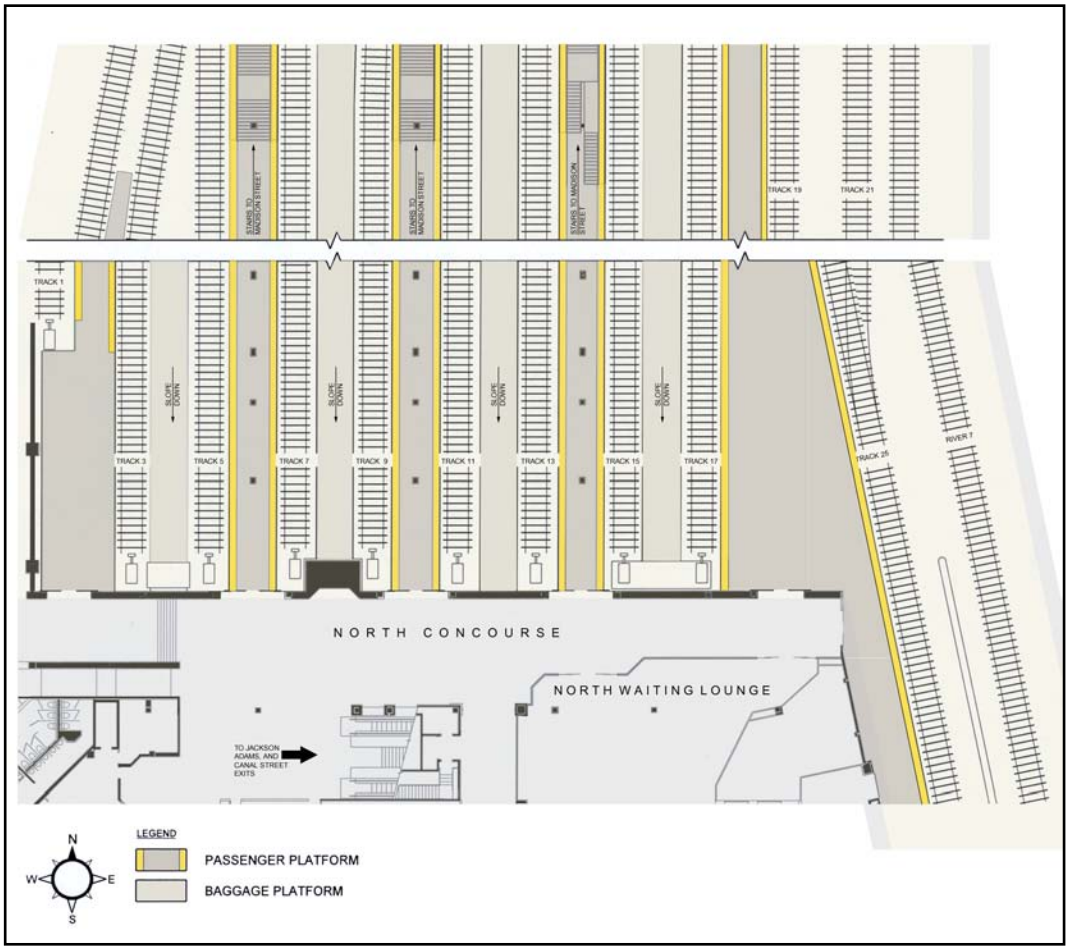


Exhibit 23 - North Passenger Platforms leading into the Headhouse

The baggage platforms alternate with passenger platforms in the station layout. The baggage platforms are higher than the passenger platforms, and do not lead into the station common mixing area, but rather ramp down to a lower-level loading/unloading area. (See Exhibit 22.)

Exhibit 24 - Passengers Departing Trains

At the present time, arriving passengers usually clear the platforms in 5 to 12 minutes. Pedestrian movements are severely constrained. When space is available, passengers walk between the columns and the yellow

platform edge warning strips. In instances where there were no trains on the tracks flanking a platform, some inappropriate pedestrian movements were noted (See Exhibit 25).

Exhibit 25 - Inappropriate Pedestrian Movements

4 PLAN 2005 DEVELOPMENT

The first project reporting period is the year 2005. This section describes the conditions defining the year 2005 and recommended changes to the operations and infrastructure to achieve capacity requirements at CUS.

4.1 Projected Growth

Upon validation of the system model with today's operations, the next step identified what growth projections should be applied for each passenger service provider. Incorporation of expected infrastructure changes also was considered. Finally, the constraints and assumptions that govern the limits of the acceptable changes to the system were defined to establish the boundaries of future changes.

4.1.1 Projected Service Growth

During the course of this study, the tragic events of September 11, 2001, took place. This tragedy caused a "spike" in rail passenger travel. Since that time, the levels of service have returned to "normal" levels. This study does not account for anomalies such as the events of "911." However, the tragedy has sparked renewed interest in security in all forms of public transportation, which may have long-term impacts on passenger queuing and movements through terminals. There are no added considerations included in this analysis for additional security measures.

Amtrak predicts the following growth:

- Intercity Train Traffic to remain at 2001 levels.
- Mail and Express Traffic will increase train length for some of the trains moving mail, from 30 to a maximum of 45 cars per train.

MWRRI will begin service by 2005 by replacing existing Intercity trains with new equipment. Some additional frequencies may be added.

Metra has provided schedules representing increase in passenger service. They predict:

- 22% increase in arrivals and departures
- 22% increase in train lengths

Please refer to Exhibit 26 for growth projections of all Metra Service.

Service Corridor	*Train Length (Cars)*	*Departures per Day*			
		2001	*2005*	*2010*	*2015*
Milwaukee North	4	13	13	14	15
	5	4	4	4	
	6	3	3	4	5
	7	7	9	10	4
	8	2	2	2	11
	9				2
Total Departures:		29	31	34	37
Total Cars:		155	169	186	224
Milwaukee West	4	4	4	4	4
	6	1	1	1	
	7	19	21	24	2
	8	3	3	3	26
	9	2	2		3
	10			2	2
Total Departures:		29	31	34	37
Total Cars:		197	211	234	287
North Central	5	4	10	10	
	6	1			11
Total Departures:		5	10	10	11
Total Cars:		26	50	50	66
Southwest	7	5	15	15	
	8	3			16
Total Departures:		8	15	15	16
Total Cars:		59	105	105	128
Heritage	3	1	1	1	1
	5	2	2	2	
	6				2
Total Departures:		3	3	3	3
Total Cars:		13	13	13	15

Exhibit 26 - Projected Train Growth for Metra

4.2 Opportunities, Analysis and Recommendations

The service growth anticipated by 2005 will result in:

- Not enough available station tracks to provide passenger loading and unloading.
- Passenger platforms will exceed their pedestrian flow capabilities.
- Insufficient mainline track Lengths for 45 car Amtrak Intercity trains carrying Mail and Express.

The problems identified above are solvable. Some can be resolved with operating changes, while others will require infrastructure changes.

4.2.1 Demand for Additional Passenger Platforms and Tracks

With the addition of MWRRI traffic, and using the scheduled dwell times provided for Metra and Amtrak service, there is a lack of available station tracks with useable platforms and run-through capability. The capacity analysis suggests to an additional stub-end track will be required to accommodate MWRRI trains.

This may be done by adding tracks and platforms, or by ensuring that all available platform areas can be utilized. Adding tracks and platforms to CUS is considered not to be an alternative due to the lack of available space. Therefore, it is recommended that all existing platforms areas be made available and effectively utilized. The platform adjacent to Track 30 is in disrepair and configured as a "high" platform. This platform should be reconfigured for today's passenger equipment and returned immediately to service. See Exhibit 27.

Exhibit 27 - Track 30 High Platform

The existing platform would require demolition and reconstruction at a lower level and the addition of typical passenger safety appurtenances. Pedestrian access to the platform becomes a significant safety concern. Safety appurtenances include pedestrian crossing gates to reduce inappropriate pedestrian movements to the platform. Construction costs associated with these platform modifications may be in the millions of dollars. A detailed engineering study to determine the full impact of the changes should be undertaken to determine the anticipated costs of the improvements (Phase II).

There are three alternatives to cross the track; At-Grade, Over or Under. Crossing At-Grade is considered the least safe as it exposes guests to active tracks. Another alternative consists of constructing a stairwell down into the existing access tunnel between the Mail and Express Terminal and the Headhouse. This alternative would require considerable construction costs and require the passengers to traverse through the service areas of the basement of the headhouse to get to or from waiting areas or baggage carousels. The third alternative is to go over the track. This would require the construction of a stairwell up to the south side of Jackson Avenue and then require passengers to be exposed to the outdoor elements and be required to cross the street in order to get back to CUS. Special requirements would be necessary for passenger carrying baggage.

4.2.2 Longer Trains for Mail and Express

The analysis determined that lengthening intercity trains to 45 cars would infringe on train length clearances at the BNSF tracks near the Wye in addition to trains extending north of Roosevelt Road past the interlocking (See Exhibit 28. This is an unacceptable practice. An alternative location to pick-up and set-off the long M&E blocks is required.

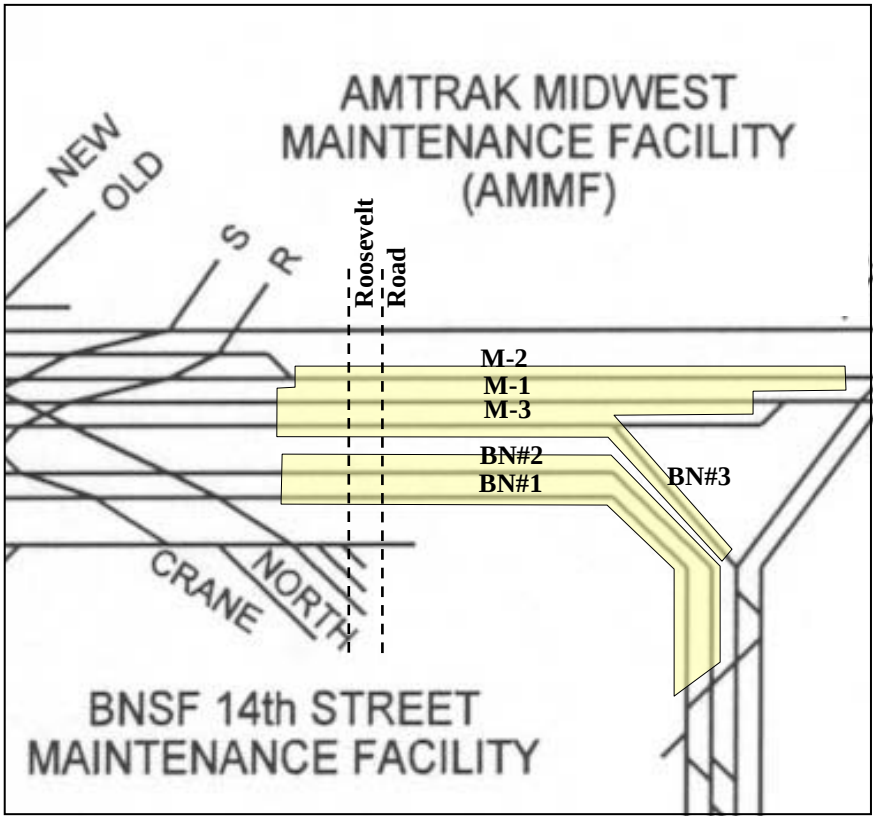


Exhibit 28 - Sketch Depicting Areas of Insufficient 45-Car Train Clearance

The "West Runner" is an existing track that runs parallel to the Amtrak mainline from Taylor Street to 18th Street (see Exhibit 29). It was originally designed to provide additional mainline capacity, however it is currently used as a long storage track to support yard operations.

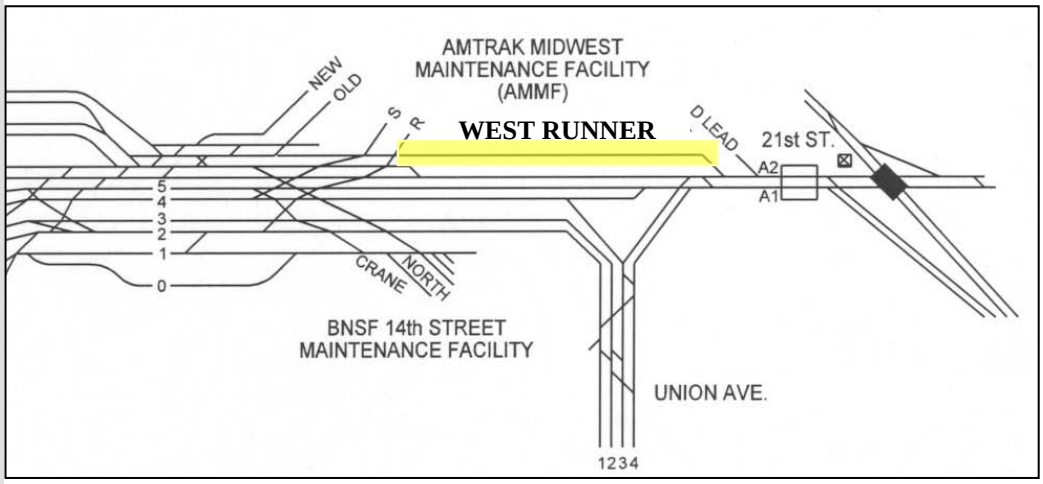


Exhibit 29 - Track Schematic Depicting West Runner

The proposed "Halsted Yard" modifications include the creation of three long "running" tracks (3,200 track feet each) that tie-in to and run parallel with Burlington Northern Santa Fe main track 4 (See Exhibit 30). The eastern end of the tracks would begin at the Union Avenue interlocking.

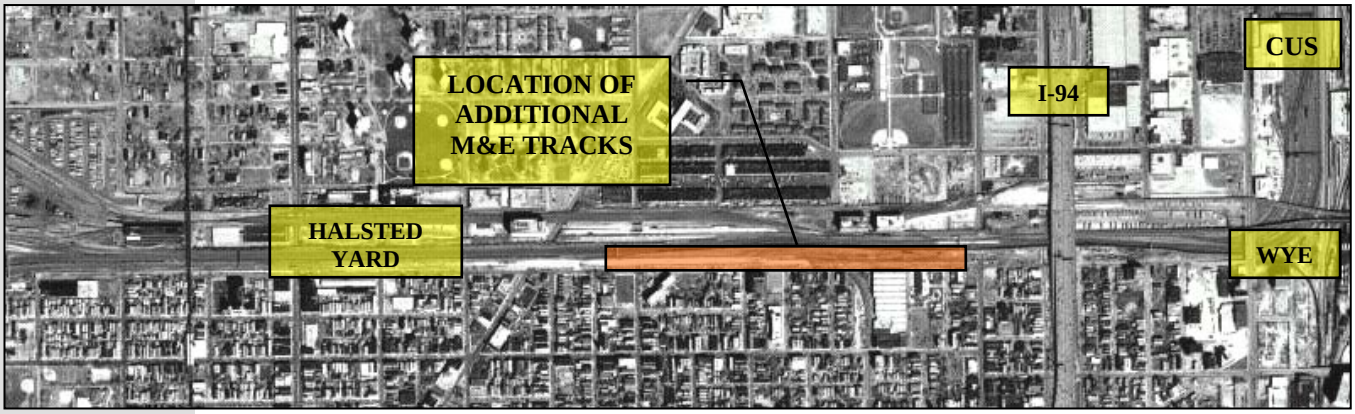


Exhibit 30 - Conceptual Location of Mail and Express Track Additions

Both the West Runner and the new Halsted Yard modifications afford Amtrak greater ease in adding and subtracting mail/express blocks, resulting in fewer mainline conflicts and thereby improving the capacity of the existing mainline infrastructure.

After lengthy discussions the Steering Committee determined that the analysis would require the availability of the West Runner track and the new Halsted facility to manage the movements of M&E for long 45-car trains.

Modifications will be required at the new Halsted Facility and 14th Street Yards in order to handle the longer trains. As these yards are outside the project limits of this study, it is strongly recommended that the yards be studied to develop operation strategies, plans and detailed construction cost estimates to accommodate future M&E traffic. The new Halsted

Facility conceptual construction costs may be in the magnitude of $7 to $10 million (to be established in a future a detailed engineering study).

4.2.3 Pedestrian Capacity Exceeded on Platforms Capacity

With the advent of the passenger platforms exceeding their design pedestrian capacity, the baggage platforms could be used (in addition to the passenger platforms) for passenger unloading. This would require additional design modifications, such as resolving the height difference of baggage platforms. If baggage platforms are used in this capacity, two potential alternatives exist for passengers to exit the train. One alternative is to design access from the baggage platforms into the station (as with the current process from passenger platforms) through the existing station mixing area. With this alternative, capacity is limited only by the width and design of the platform. Because all platforms have the same design limitations, an analysis determined the baggage platform capacity of the standard entrance into the station.

A second alternative is to provide stair access from the south end of the baggage platform up to Jackson Street. This would not only relieve crowding on the passenger platforms, but also reduce congestion within CUS. However, as noted in the earlier discussion on the existing north-side passenger platforms, the capacity in this alternative would be limited by the width of the stairway. (See Exhibit 31.)

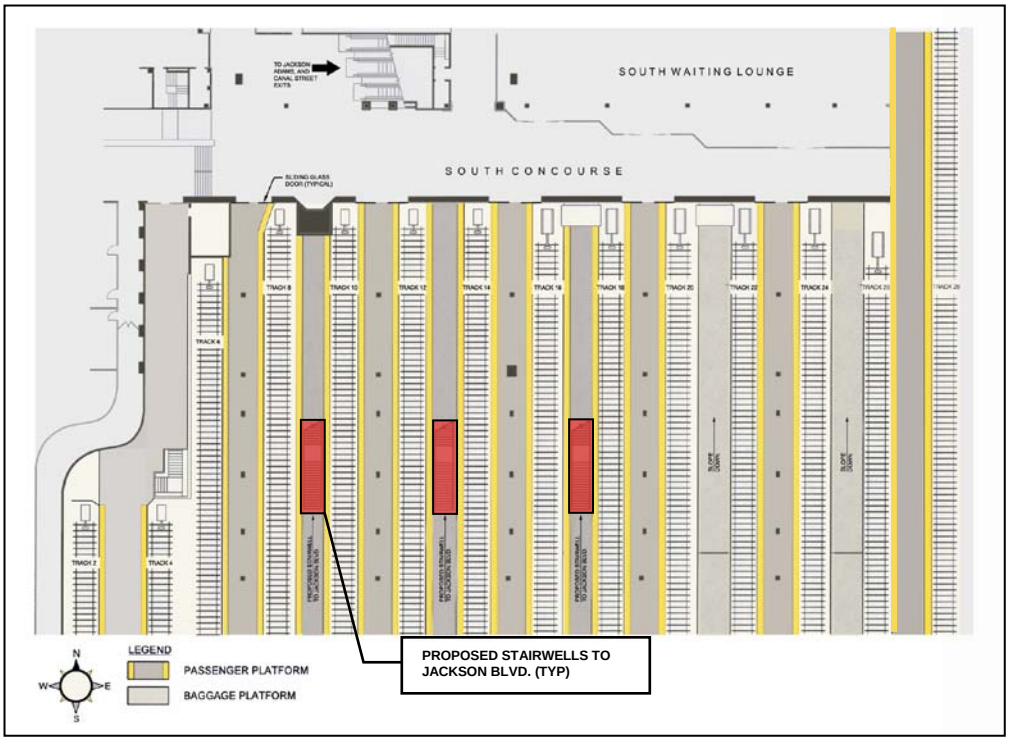


Exhibit 31 - Proposed Baggage Stairways to South Side of Jackson Blvd.

A key aspect of utilizing the baggage platforms is notification to the passengers on how to use them. A detailed strategy should be defined that would include signage, public address announcements and on-board train announcements.

As noted above, introducing stairways at the north end of the baggage platforms leading directly up to the south side of Jackson Boulevard would be similar to the Madison Street exits serving the north end of the station. A conceptual engineering study should be conducted to determine construction costs (Phase II of this project).

Southern Terminal Platform Recommendations

Analysis of the present CUS platform arrangements indicates that reconfiguring the passenger and baggage platform operations and adding a direct Jackson Boulevard access would significantly improve both the safety of current platform operations and the capacity of the existing platforms.

North Terminal Platform Recommendations

At the present time, there are numerous instances of passengers from the north end of Platform 1-3 crossing two live tracks to reach the Madison Street stairway serving Platform 5-7. Platform 1-3 could be modified to also operate double-ended by extending it further north (to a point adjacent to the other three Madison Street stairways) and installing a similar stairway exit, and modifying the Madison Street Kiosk (see Exhibit 32).

However, it would be necessary to realign Track 1 slightly to the west at this point to provide enough width for this platform extension. It is recommended that this stairwell be added as soon as possible to reduce inappropriate and unsafe pedestrian moves.

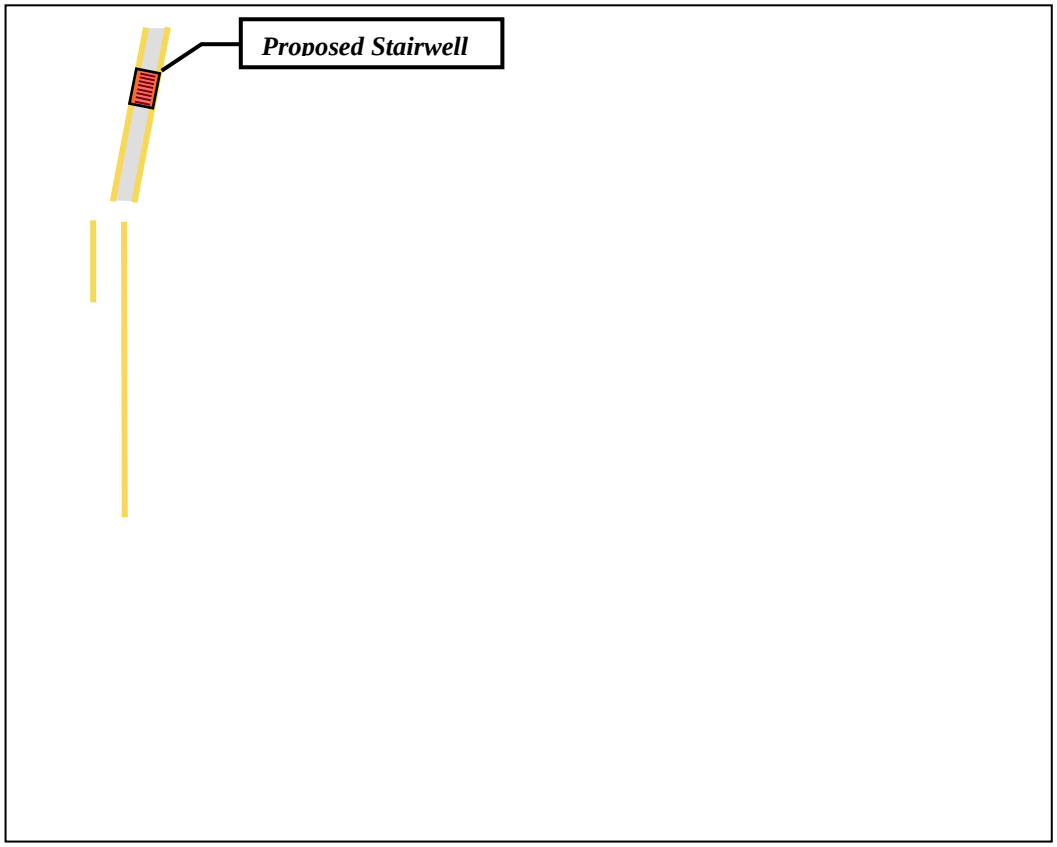


Exhibit 32 - Proposed Stairwell on North Side between Track 1 and 3

Other Pedestrian Concerns

Although not a primary focus of this study, a brief discussion on passenger comfort on the platforms is required. As more trains arrive and depart the station the environment of the pedestrians should be closely monitored. Ventilation and Lighting are two significant concerns.

As more trains arrive and depart the station there is a logical increase in locomotive emissions within the station. Current ventilation systems should undergo a thorough analysis to determine if system upgrades are in order given the anticipated increase in train arrivals and departures. Further, to improve air quality it is suggested that 480v standby power for the trainsets be made available within the platform areas.

Further, areas of the station today have lower lighting levels than others. With the use of the baggage platforms and other potential areas for arriving and departing passengers, a review of the existing lighting levels is in order. System upgrades, if required, should be accommodated when platforms are under modification.

4.3 Schedule and Track Allocation Opportunities

In order to achieve the required capacity requirements, train schedules and track allocations will require modifications in 2005. Track allocation charts depicting train occupancy times for station tracks have been developed as a result of the computer simulations and are provided with this report on an accompanying compact disk.

4.4 Other Opportunities and Recommendations

Dispatching, Communications, and Operations Interfaces

Coordination between the different offices and the different disciplines that are responsible for ensuring that all Amtrak and Metra trains arrive and depart on schedule from the CUS can be a daunting task. Even when "things go as planned," multiple critical events occur daily that must be coordinated between CUS employees. Creating a process that allows for these coordination touch points to proceed smoothly and efficiently can help CUS reach its vision.

It is important that this coordination process be established in the very near future, before increasing train frequency in and out of CUS terminal area. Some of these techniques and communication improvements will take place as a result of the implementation of the new control center commonly referred to as Room 304 in the Peterson Center. This upgrade is scheduled for start of operations in 2002.

Several techniques can be implemented to allow smooth and efficient communications between disciplines. They include:

- Open Radio Channel – a technique used by key operating personnel to monitor train and supporting operations.
- CRT Display of Train Operations – a “heads-up” display of real-time train movements within and surrounding the CUS enabling a “bigger picture” of train operations, both freight and passenger.
- Line-up Information distribution – distribution of freight train movements to the general director to help predict operation “soft spots” throughout the day.
- GPS Based Reporting System – real-time train monitoring system within the CUS to know exactly where trains are located, including switch movements.
- Record/Playback feature – The ability to capture all of the movements throughout each day to use a tool to analyze decisions and improve operating decisions.

- New General Train Director – Create a position that would oversee all operations and be charged with the prediction and resolution of train service disruptions.

4.5 Timeline for Recommended 2005 Improvements

To be prepared to accommodate the 2005 capacity requirements, planning and implementation of the proposed changes must begin well in advance of the year 2005. To place the efforts in perspective, the Lake Street interlocking improvements were conceived and planned some several years before construction started. Exhibit 33 provides a general timeline for the construction and engineering activities that must be implemented to meet the 2005 requirements.

Please note that the Track 30 platform changes are scheduled to occur prior to adding the stairwells on the south platforms. While each construction activity is fairly independent of one another and the station, it would be preferable to not have both construction activities occurring simultaneously. If they were constructed during the same time period, then the Track 30 Platform change would be the critical path.

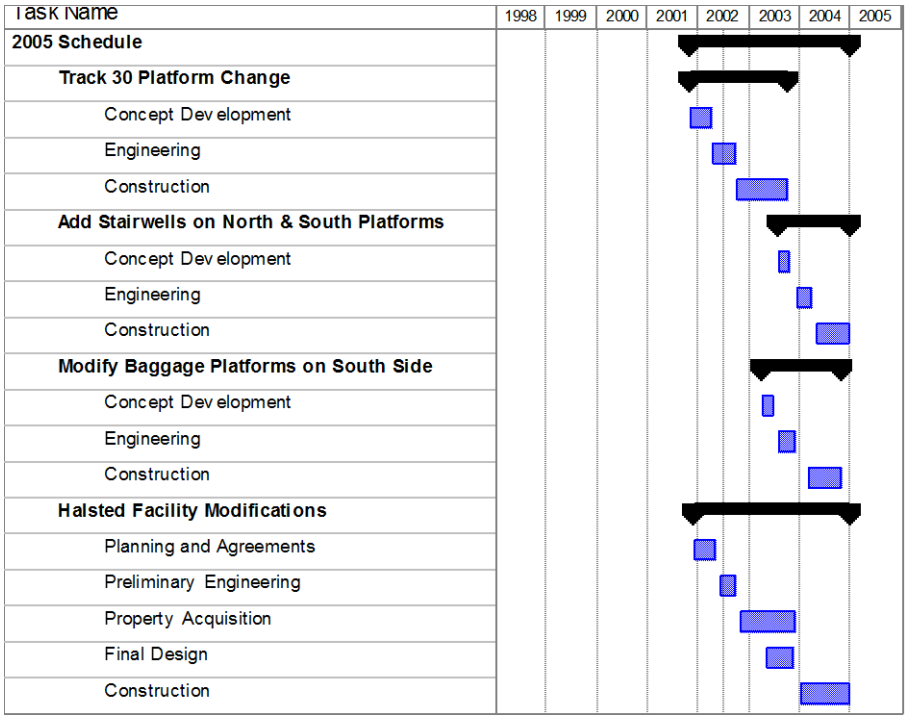


Exhibit 33 - 2005 Improvement Timeline

5 PLAN 2010 DEVELOPMENT

5.1 Projected Growth

Amtrak and Metra have provided the projections for additional train frequencies and lengths.

5.1.1 Projected Service Growth

Amtrak predicts the following service growth:

- Intercity Train Traffic to remain at 2005 levels
- Mail and Express growth to continue to utilize trains up to 45 cars in length.

MWRRI growth is substantial between 2005 and 2010. They predict the following increases:

- Increase run-thru service to 36% of arrivals and departures
- Frequencies of service have been increased by 38%

Metra has provided service schedules that represent the following increases:

- Increase frequencies by 10%
- Increase in train length by 7%

5.2 Opportunities, Analysis and Recommendations

Three areas of concern were identified at CUS in 2010:

- Additional train operating capacity required to operate MWRRI at the CUS
- Mainline operations north of CUS are using 2005 operating philosophy does not support the capacity requirement.
- Metra needs additional track platform on the North side to accommodate growth.

5.2.1 Potable Water Service Required on Track 28

Exhibit 34 - Track 30 and 28 (left and right)

With the increase in the MWRRI traffic over 2005 levels and the shortening of dwell times (often 30 minutes), the 2005 practice of re-spotting MWRRI trains is not possible in 2010. The reshuffling of Amtrak trains around Train 8/59 cannot occur in 2010, and it is imperative that these trains be permitted to remain on Track 28 when required (see Exhibit 34) for servicing while MWRRI trains run through on Track 30. For the cost of adding water service to Track 30 and the benefit that it provides to train handling operations, this is perhaps one of the most critical recommendations to implement.

5.2.2 Mainline Operating Philosophy

Currently, all northbound trains depart CUS on Mainline 1, while inbound moves utilize Tracks 2 and 3. This results in very limited departure windows during the afternoon peak period. By 2010, it is not possible to accommodate the increased Metra departures on Track 1; either additional trackage and/or operating changes will be required to satisfy departure requirements.

For 2010 it is recommended to change the afternoon rush hour operating philosophy by using two outbound tracks and one inbound track.

5.2.3 Insufficient Pedestrian Capacity on North Side

By 2010, the increase in train demand will severely stretch the limits of the existing (and improved) passenger platforms, particularly on the north side. Just as reconfiguring the baggage platforms into passenger platforms could almost double the south side platform capacity, a similar platform reconfiguration could take place on the north side.

Also similar to the south side, the north side track configuration allows for the possibility of converting the baggage platforms to passenger platforms to further reduce unloading times. The baggage platforms could exit into the station mixing area at the south end and into the Madison Street kiosk via additional stairways at the north end. This recommended solution would result in efficient platform passenger unloading, but could result in additional congestion in the station.

This may also be the time to consider providing street-level kiosks at Van Buren Street at the south ends of the south platform.

5.2.4 Amtrak Operations on North Side

As Metra passenger volumes continue to increase there, will be more 10-car trains and the headways between the trains will decrease. To accommodate that growth, sharing of Track 17 is required to provide additional loading and unloading platform space.

A stairwell for the platform serving Tracks 1-3 on the north side should be in-place by 2010 to reduce inappropriate pedestrian movements.

Timeline for Recommended 2010 Improvements

The recommended improvements for 2010 include the following:

- Provide potable water service (if not provided earlier) on Track 28 by 2010.
- Change traffic directions in the afternoon to reflect two outbound tracks and one inbound track; reallocate tracks and occupancies in accordance with the Track Occupancy Charts in the Appendix.
- Amtrak and Metra share Track 17.
- Utilize the baggage platforms on the North side of the terminal by adding access to the Headhouse.

5.3 Timeline for Recommended 2010 Improvements

The only infrastructure improvement required in 2010 is the addition of Potable Water Service on Track 28.

Exhibit 35 below provides a general timeline that must be implemented to meet 2010 requirements.

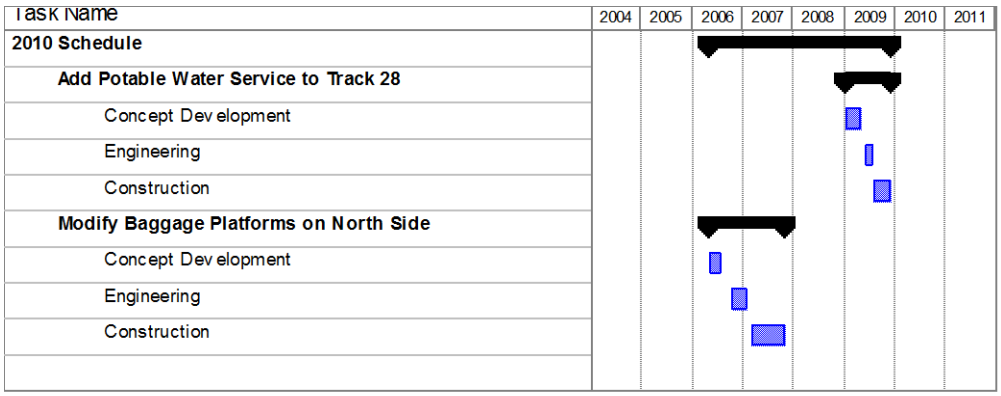


Exhibit 35 - 2010 Timeline for Recommended Improvements

6 PLAN 2015 DEVELOPMENT

6.1 Projected Growth

6.1.1 Projected Service Growth

Beyond 2010 Metra passenger service growth continues as represented below:

- Increase the number of frequencies by 7%.
- Fleet Train lengths increase by 22%.

Amtrak predicts the following service growth beyond 2010:

- Non-MWRRI Intercity Train Traffic to remain at 2005 levels
- Mail and Express growth to continue to utilize trains up to 45 cars in length

For 2015, MWRRI growth will reach its full build-out level. The increase is illustrated as follows:

- Significant increase in Train Frequencies (22 arrivals and departures in 2010 and 63 arrivals and departures in 2015)

6.2 Opportunities, Analysis and Recommendations

By 2015 the CUS will exceed its maximum train operating capacity.

- Insufficient Track and Platform Capacity in CUS (North and South platforms)
- Insufficient pedestrian capacity on the North Side Platforms

6.2.1 Insufficient Track Capacity in CUS

Growth projections provided in the schedule for 2015 require much greater track and platform capacity than that available in 2010. It is important to note that MWRRI is essentially a new service. While the full

complement of schedules were used to gauge capacity in 2015, it is possible that MWRRI will not actually operate as many trains as currently planned.

South Side Capacity Issues

On the south side, CUS cannot accommodate Amtrak and Metra expansion. It is impossible to provide sufficient station track capacity for the full build-out MWRRI traffic level and the Metra service with the 2010 infrastructure. The analysis indicates the demand of an equivalent two additional run-through tracks and one additional stub-ended south track to accommodate peak demand during the evening rush.

Alternatives

- Relocating MWRRI from the station would provide adequate capacity to accommodate all 2015 Metra Southwest Service, Metra Heritage Corridor and BN Metra departures.
- Relocating Amtrak M&E service from the station would provide adequate capacity to accommodate all MWRRI and Metra 2015 traffic, provided that:

  1. Two additional run-through tracks and one additional stub-ended southbound station track could be created in the former M&E area.

  2. The MWRRI trains were limited to 15-minute dwell times and 20-minute turn times.

  If MWRRI trains were limited to 30-minute dwells and turn times, then two peak departures in the 1735-1740 hours period would need to be shifted to the 1810-1825 hours period.
- Relocating the Metra Southwest service from the station to LaSalle Street Station would increase station capacity. This choice would ***not***, however, free up sufficient capacity to accommodate 2015 MWRRI trains. To gain the required capacity at least two additional run-through tracks and one additional stub-ended southbound station track would be required, which is achieved by Amtrak M&E vacating the station.

If MWRRI occupies the M&E terminal, an "emergency use only" platform should be added along Track 40 (see Exhibit 36). This platform would be used only when another track in the station becomes blocked because of a train failure or perhaps a non-operating switch. The platform would be a low platform that allows emergency access vehicles and other service traffic to pass when they are not in emergency use by train passengers.

Exhibit 36 - Looking North along Track 40 (Emergency Platform Location)

North Side Capacity Issues

On the north side, expanded Metra service will need to be accommodated. Also, the station track capacity at the north end of the station cannot accommodate North Central, Milwaukee West, and Milwaukee North service in 2015. The current train dwell times that exceed 20 minutes would have to be reduced to no more than 20 minutes and scheduled arrival/departure times would have to be adjusted to accommodate all projected Metra traffic. Alternatively, the removal of a particular service from CUS would also free up station track capacity for the remaining services. Further, to accommodate the increased Metra activities and to improve Amtrak operating efficiencies, it is recommended that Amtrak operations on the north side must be shifted to the south side of CUS.

Run-through Service Capacity

The CUS today presently offers the serviceability of one effective run-through track via two routings. The run-through capacity requires a combination of several tracks to accommodate a through move. The two routes (refer back to Exhibit 8) include the track combinations, from south to north, of the West Runner - Track 40 - River 7 - Track 21 - Mainline 1 and the second route of Mainline 5 - Track 28 - Track 25 - Track 19 - Mainline 1. The run-through moves all require that Track 19 or 21 be vacant.

The future run-through capacity is improved slightly with the additional capability of run-through stops at the proposed MWRRI Station location south of the headhouse at today's Mail and Express terminal. This additional capacity in conjunction with the today's (and 2010) capacity should provide sufficient run-through capabilities for the project demands.

Alternatives

- Relocating some arrival and departures from the north side of the station would provide track capacity for three new Metra Milwaukee-West and two new Metra Milwaukee-North departures, while respecting most of the current schedule and dwell times for existing Metra traffic.
- All 2015 Metra services on the north side could be accommodated in CUS, provided that:
    1. All Metra dwell times currently exceeding 20 minutes are reduced to 20 minutes. 20 minutes is considered to be very tight timeframe to complete the activities required. Any considerations of dwell time reductions below 20 minutes are not considered feasible. Other factors such as weather, may play a role in the variability of dwell times.
    2. A 5-minute buffer (recognized as an exceedingly difficult challenge to meet) separates all station track occupancies. This buffer allows for track allocations and train time to enter and leave the track. Any

considerations of less than a 5-minute buffer is considered impossible.

3. All existing schedules are adjusted to fit this pattern.
4. The acceptable afternoon peak departure window is expanded from the current 1630-1730 hours to a longer 1610-1800 hours period.

The impacts of moving any portion of any passenger service out of CUS are very significant. Adequate planning must be undertaken to diagnose all impacts on the relocation of a service. This planning must include a location and feasibility study of where the new service will reside, preliminary engineering, permitting, property acquisitions, final engineering (including minimization of disruption to the services within the operating CUS), and operating agreements. This study recognizes the efforts required. Phase 2 should resolve details and determine ultimate feasibility.

6.3 Timeline for Recommended 2015 Improvements

By 2015 the CUS has reached its available capacity. The only solution to meeting the ridership demands at that time are to widen the peak rush-hour windows which will only provide limited capacity increases or move portions or entire services out of the CUS to another, yet to be determined location.

It should be noted that there are a limited number of options to consider when relocating services.

South Side

Option 1 – Move MWRRI out of the CUS to a new terminal that provides run-through capability. This will enable additional capacity relief for the other services on the south side of the terminal.

or

Option 2 - Move portions or an entire Metra Service line to a different existing Station and move the Amtrak Mail and Express operations to a new location (not yet identified) and occupy the former Mail and Express terminal within the CUS with portions of MWRRI.

North Side

Move a Metra Service to an alternative location not yet identified.

Each of these options would require moving at least portions of a passenger service to a new terminal. Therefore, a similar timeline for each option would be produced as that illustrated below. Exhibit 37 below depicts the option of moving the M&E operations out of CUS to a new terminal and occupying that facility with portions of the MWRRI.

Exhibit 37 provides a general timeline for the construction and engineering activities that must be implemented to meet the 2015 requirements.

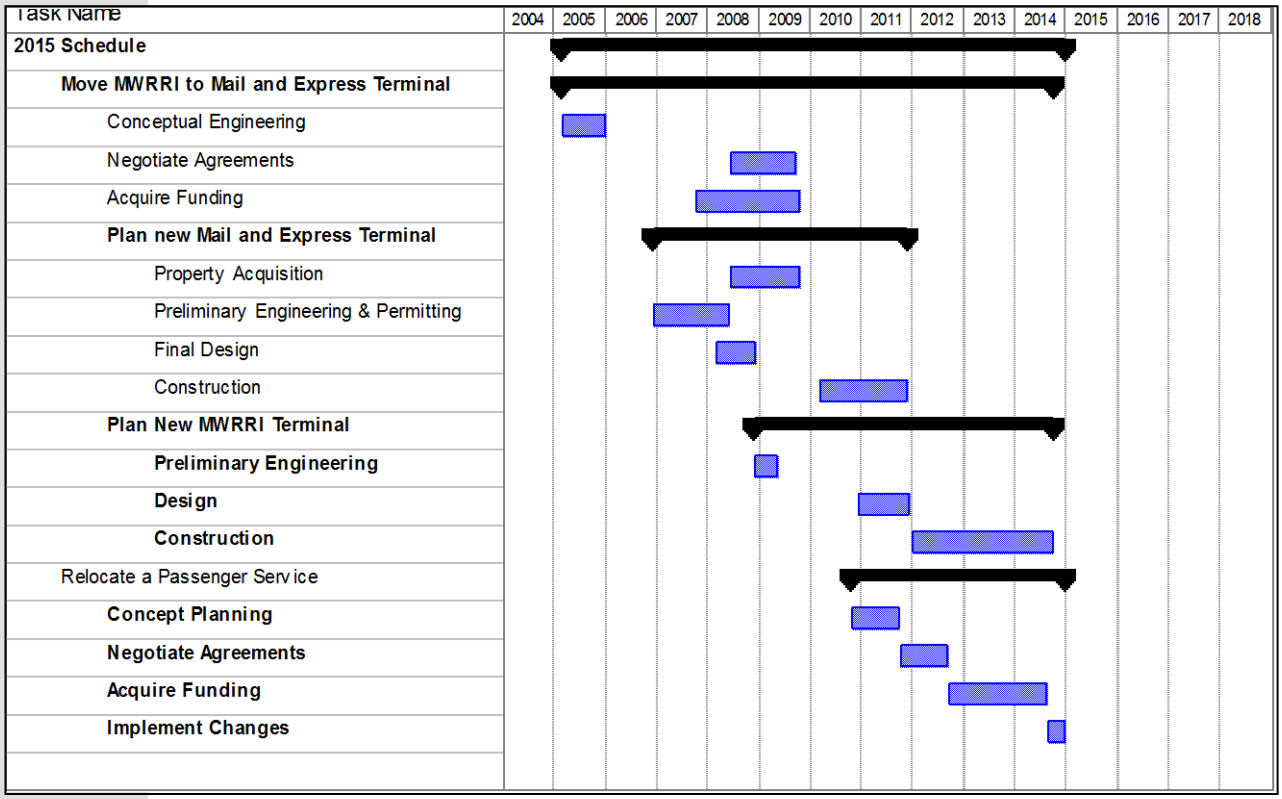


Exhibit 37 - 2015 Recommended Improvements Timeline

7 SUMMARY ACTION PLAN

The summary action plan provides a quick overview of the recommended actions to achieve the required additional CUS capacity over the reporting years of 2005, 2010 and 2015. Note that infrastructure changes (as opposed to operating or management changes) are indicated by **boldface** type.

Below is a summary of key improvements to be considered for the next 13 years.

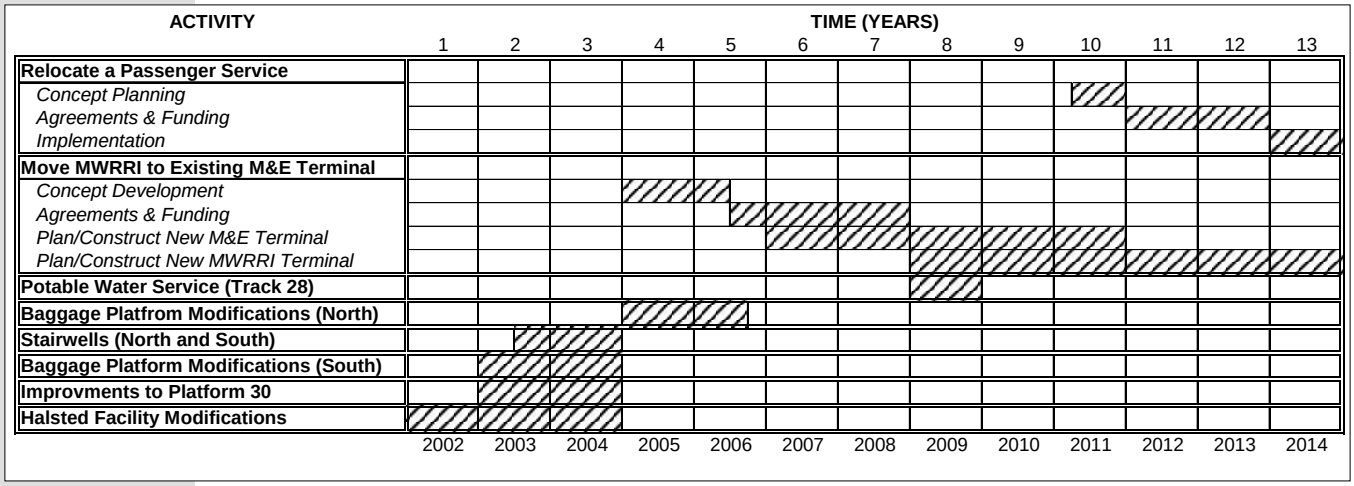


Exhibit 38 - Timeline for Key Improvements at CUS

7.1 2005 Plan

The following key actions are recommended to meet the projected growth requirements at CUS in 2005.

- ***Lower the high platform on the west side of Track 30 to make it a usable station track.***
- ***Design and build the Halsted Facility to handle 45 car trains and utilize the West Runner as an available Mainline Track.***
- ***On the south platforms, modify the baggage platforms to accommodate pedestrians and add stairwells at the north ends of three of these baggage platforms to permit pedestrians the opportunity to exit CUS to Jackson Boulevard.***

- ***On the north platforms, add a stairwell to the platform between Tracks 1 and 3 for exit to Madison Street.***
- Change the train handling philosophy for Mail and Express to accommodate longer trains.
- Implement dispatch and communications improvements such as:
    - Open Radio Channel
    - CRT displays depicting terminal train movements
    - Acquisition of relevant Class 1 freight movement information
    - GPS tracking of train movements or video monitoring of the station
    - Record and playback feature in the new computerized dispatch system to enable review of train movements
- Consideration of a new management position of a General Train Director in the afternoon to watch the "bigger picture" of train movements.

7.2 2010 Plan

The following key actions in additions to changes for 2005, are recommended to meet the projected growth requirements of 2010.

- ***Potable Water service must be in place on Track 28 by 2010.***
- Change traffic directions in the afternoon to reflect two outbound tracks and one inbound track. Reallocate tracks and occupancies in accordance with the Track Occupancy Charts in the appendix.
- Share Track 17 between Amtrak and Metra.

7.3 2015 Plan

The following key actions are options to meet the projected growth requirements of 2015.

<u>South Side – implement one of the two options:</u>

- To achieve additional capacity, the relocation of 1 or more services will be required.
- The mail and express facility is transformed into a passenger facility.

<u>*North Side:*</u>

- The relocation to an alternative location of a level of service yet to be developed may be necessary.

7.3.1 Project Considerations

Throughout the development of this project numerous ideas were developed or suggested that might offer train operating or passenger flow capacity gains. Exhibit 39 identifies those ideas with an indication of when they were utilized.

Description	Disposition
Mail and Express Options	
Utilize West Runner for M&E Operations	Recommended, 2005
Upgrade Halsted Yard for M&E Operations	Recommended, 2005
Relocate M&E Ops out of CUS	Recommended, 2015
Increase Intercity Train Lengths to 45 Cars	Recommend, 2005
Track and Train Operations Suggestions	
Add 2 Run-thru Tracks below Clinton Street	Presently, Not Recommended
Modify Platform on Track 30	Recommended, 2005
Relocate Run-Thru Trains to Stub-end Tracks	Recommended, 2005
Increase Mainline Track Speed	Not Recommended
Reduce Dwell Times	Recommended, 2010
Replace Wood Ties with Concrete Ties	Not Recommended
Add Run-thru Tracks through Lounge Area	Not Recommended
Connect Track 30 to River 7	Not Recommended
Relocate a Metra Service	Recommended, 2015
MWRRI	
Replace 300 Series Trains with MWRRI Trainsets	Recommended, 2005
Add Potable Water to Track 28	Recommended, 2010
Move MWRRI out of the CUS	Not Recommended
Move Portions of MWRRI to former M&E Terminal	Recommended, 2015
Passenger Flow	
Convert Baggage Platforms to Passenger Platforms	Recommended, 2005
Add Stairwells to South Platforms	Recommended, 2005
Add Stairwell to North Platform (Track 1-3)	Recommended, 2005
Convert Tracks 1 and 3 into Pedestrian Ways	Not Recommended
Connect CUS to CTA	Not Applicable
Increase Mixing Area at Platforms	Not Recommended

Exhibit 39 – Considerations for Improvements

7.4 Combined Timeline

Exhibit 40 is a timeline of construction activities that combines the implementation of actions recommended in the plans for 2005, 2010 and 2015.

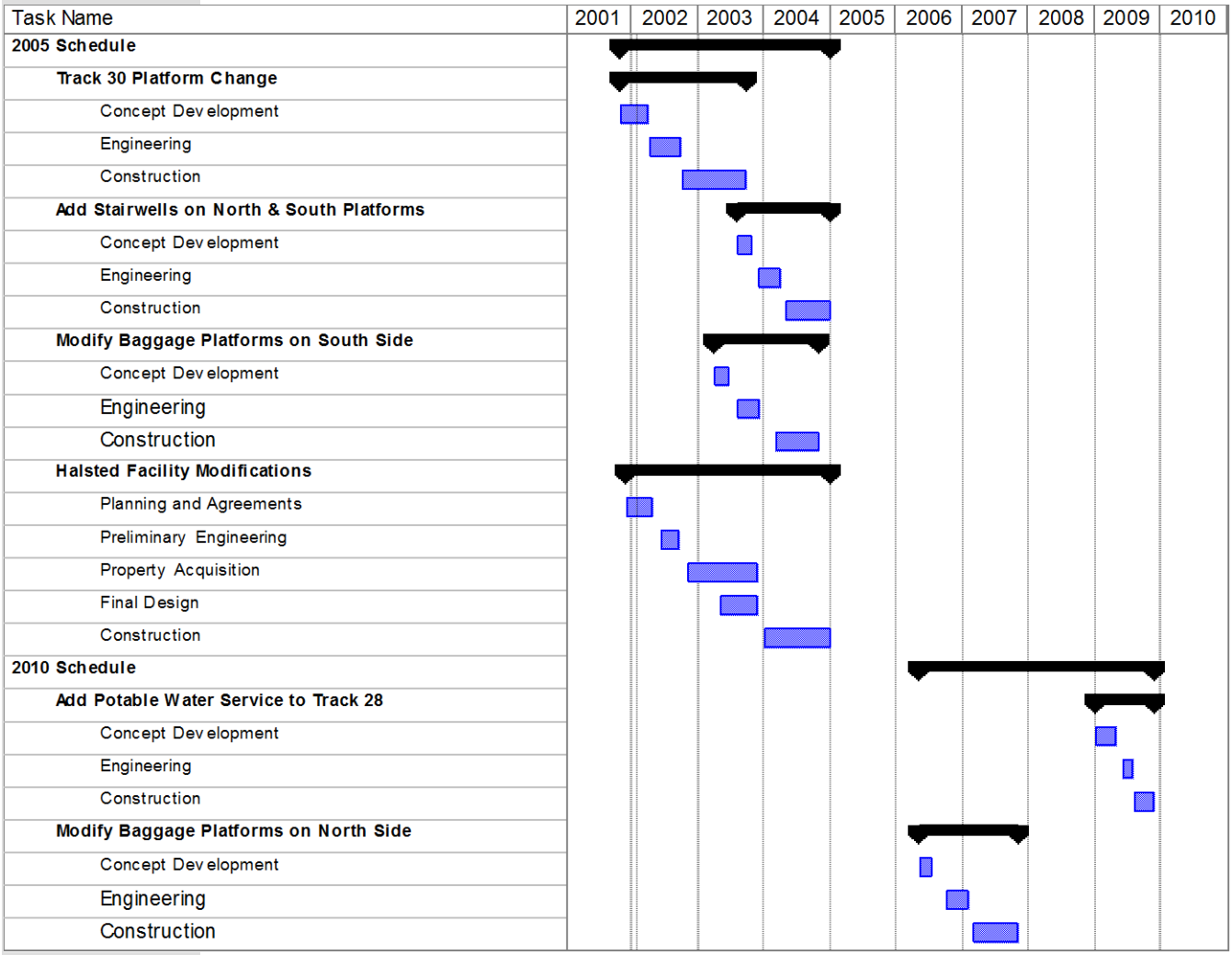
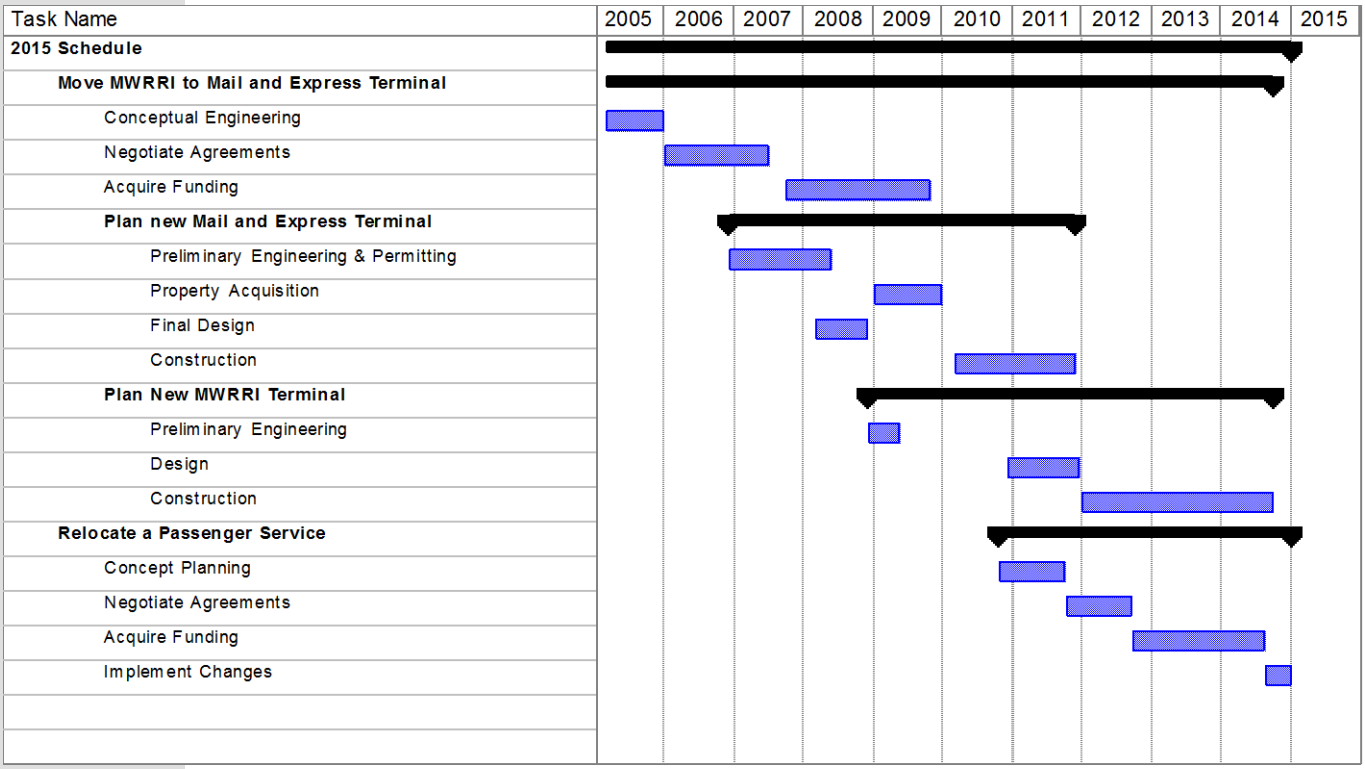


Exhibit 40 - Summary Activities Timeline for All Recommendations (continued on next page)


Task Name
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2015 Schedule
Move MWRRI to Mail and Express Terminal
Conceptual Engineering
Negotiate Agreements
Acquire Funding
Plan new Mail and Express Terminal
Preliminary Engineering & Permitting
Property Acquisition
Final Design
Construction
Plan New MWRRI Terminal
Preliminary Engineering
Design
Construction
Relocate a Passenger Service
Concept Planning
Negotiate Agreements
Acquire Funding
Implement Changes

ATTACHMENT 3

MWRRI PROJECT NOTEBOOK AND APPENDICES, 2004

Midwest Regional Rail Initiative Project Notebook

PREPARED FOR

Illinois Department of Transportation
Indiana Department of Transportation
Iowa Department of Transportation
Michigan Department of Transportation
Minnesota Department of Transportation
Missouri Department of Transportation
Nebraska Department of Roads
Ohio Rail Development Commission
Wisconsin Department of Transportation
Amtrak

MWRRI

PREPARED BY

Transportation Economics & Management Systems, Inc.

IN ASSOCIATION WITH

HNTB

JUNE 2004

Midwest Regional Rail Initiative Project Notebook

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3. ***Proposed Midwest Regional Rail System***
4. ***Market Analysis***
5. ***Infrastructure and Capital Costs***
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7. ***Operating Plan and Operating Costs***
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9. ***Funding Alternatives***
10. ***Financial Analysis***
11. ***Economic Analysis***
12. ***Institutional and Organizational Issues***
13. ***Conclusion and Next Steps***

1. Study Context

1.1 Vision: Midwest Regional Rail System

Since 1996, the Midwest Regional Rail Initiative (MWRRI) has advanced from a series of individual corridor service concepts into a well-defined, integrated vision to create a 21st century regional passenger rail system. This vision reflects a paradigm shift in the manner in which passenger rail service will be provided throughout the Midwest, and forges an enhanced partnership between USDOT, FRA and the Midwestern states for planning and providing passenger rail service. This system would use existing rights-of-way shared with existing freight and commuter services and would connect nine Midwestern states and their growing populations and business centers. System synergies and economies of scale, including higher equipment utilization, more efficient crew and employee utilization, and a cooperative federal and state infrastructure and rolling stock procurement, can be realized by developing an integrated regional rail system.

This vision has been transformed into a transportation plan – known as the Midwest Regional Rail System (MWRRS). The primary purpose of the MWRRS is to help meet future regional travel needs through significant improvements to the level and quality of regional passenger rail service and its integration with its own feeder bus system. The rail and bus service and the MWRRI stations also provide a stimulus for joint station development, downtown redevelopment, economic development and for a growth in travel and tourism. The Business Plan has been reviewed by the FRA, the states and Wall Street and it has been confirmed that it is indeed feasible and practical to implement and operate this 21st century regional passenger rail system.

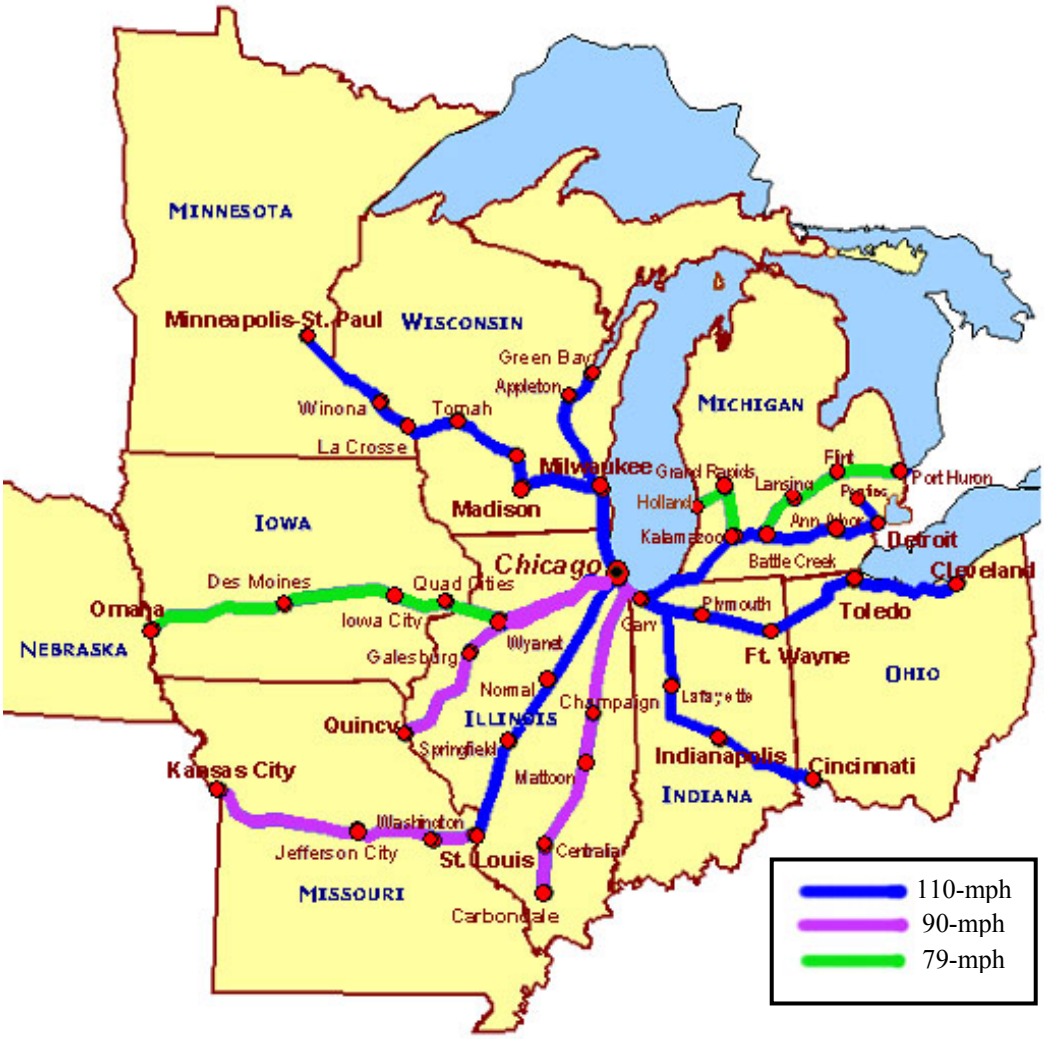
Collectively, the key elements of the MWRRS plan will improve Midwestern travel well beyond currently available train service. These elements include:

- Upgrading existing rail rights-of-way to permit frequent, reliable, high-speed passenger train operations
- Operation of a hub-and-spoke passenger rail system providing through-service and connectivity in Chicago to locations throughout the Midwest region
- Introduction of modern train equipment with improved amenities operating at speeds up to 110-mph
- Provision of multimodal connections and feeder bus systems to improve system access
- Introduction of a contracted rail operation that will provide improvements in efficiency, reliability and on-time performance

The MWRRS encompasses a rail network of more than 3,000 route miles and serves nine states with a combined population of 60 million people. The frequent service proposed for the MWRRS (Exhibit 1-1) serves intermediate sized cities on each corridor, such as Jefferson City, Springfield, Des Moines, Indianapolis, Madison and Toledo, as well as their respective larger endpoint cities such as Kansas City, St. Louis, Omaha, Cincinnati, Twin Cities and Cleveland. Mainline service to destinations such as Detroit and Twin Cities is supplemented by branch line services to Lansing, Grand Rapids and Green Bay. The analysis demonstrated that the proposed service, with modern stations and a high level of on-board amenities, could attract significant

numbers of riders and achieve a respectable modal market share for trips up to 300 miles. Since air service is increasingly focused on trips over 300 miles, the MWRRS tends to complement rather than compete with air service in the Midwest.

Exhibit 1-1
Proposed Midwest Regional Rail System[1]



The MWRRS will increase mobility choices and stimulate economic development throughout the region. The system affords the opportunity to:

- Develop attractive public/private partnerships that will enhance both rail and bus travel in the Midwest
- Achieve significant reductions in travel times and improve service reliability
- Introduce passenger rail service to Midwestern areas currently not served by passenger rail
- Introduce an alternative to auto travel to many small towns and cities of the Midwest that lack travel choices

[1] Indiana DOT is currently evaluating additional rail links to South Bend, IN and Louisville, KY.

- Introduce a regional passenger rail system designed to generate revenues that cover operating costs when it is fully implemented
- Provide major capital investments in rail infrastructure to improve passenger and freight train efficiency, safety and reliability on shared rights-of-way
- Provide impetus for station-area development

1.2 Previous Planning Studies and Findings

Since the early 1980s, a wide range of studies has been completed evaluating the potential for introducing or expanding passenger rail service in the Midwest. Individual studies have focused on the introduction of different technologies on specific corridors. Key studies include the Michigan *Back on Track Program for High-speed Transportation: The Detroit-Chicago Corridor* in 1983, Federal Reserve Bank of Chicago *High-speed Rail in the Midwest: An Economic Analysis* in 1984, Michigan *Detroit-Chicago Rail Passenger Developmental Blueprint Study* in 1991, Illinois-Wisconsin-Minnesota *Tri-State High-speed Rail Study* in 1991, Illinois *Chicago-St. Louis High-speed Rail Corridor Study* in 1996, Wisconsin-Illinois *Chicago-Milwaukee Rail Corridor Study* in 1997, and Federal Railroad Administration *High-speed Ground Transportation for America* in 1997.

The findings of these studies supported the feasibility of new passenger rail service on selected Midwest corridors. Specific findings included the following:

- A significant market for passenger rail service exists in the Midwest for travel between major cities
- The passenger rail market is comprised of business and leisure travel, with each market sensitive to different quality of service factors when making mode of travel choices
- The corridors on which intermediate and high-speed passenger rail services have been assessed appear to be able to generate sufficient revenues to cover operating costs
- The cost of developing an integrated passenger rail system appears affordable, given federal and state funding capabilities

MWRRS plan is based upon previous studies – *Milwaukee-Green Bay Rail Passenger Study*, for Wisconsin Department of Transportation, TEMS, Inc., November 2001; *Northern Indiana/Northwest Ohio Passenger Rail Routing Study*, for Indiana Department of Transportation, Ohio Rail Development Commission and Amtrak, by TEMS, Inc., November 2002; *Iowa Rail Route Alternatives Study*, for Iowa Department of Transportation, TEMS, Inc., June 1998. These studies recommended:

- The West Bend alignment to Green Bay
- The Ft. Wayne alignment to Toledo/Cleveland
- Des Moines routing to Omaha

1.3 The Planning Process for the MWRRI

The Midwest Regional Rail Initiative (MWRRI) began in 1996 under the auspices of the Mississippi Valley Conference – a regional division of the American Association of State Highway and Transportation Officials (AASHTO). Sponsors of the MWRRI include the States

of Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, Ohio and Wisconsin, Amtrak, and the Federal Railroad Administration.

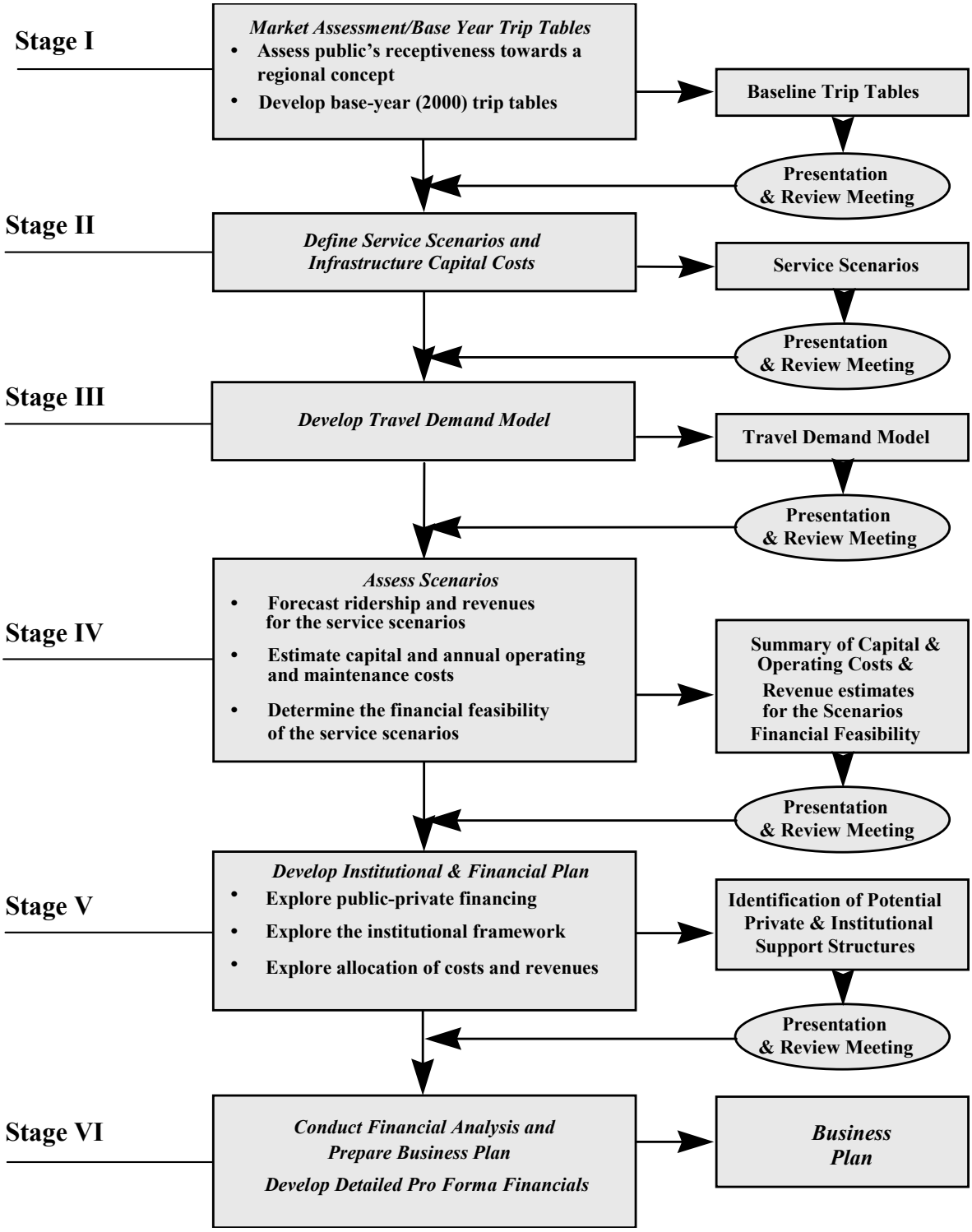
A steering committee comprised of representatives from Amtrak and the nine states was developed to provide organizational structure. The steering committee supplied oversight and direction to the consultant team, which started research into the viability of an enhanced Midwest rail system. Based on favorable results from these early 1990's corridor-specific studies, a vision emerged for developing an integrated Chicago Hub regional rail system. An integrated system would allow MWRRI to benefit from reduced costs from economies of scale and better equipment utilization, as well as increase its interconnecting passenger revenues.

- In 1998, the MWRRI consortium in cooperation with the consultant team released a draft "1998 Plan" report outlining estimated costs and detailing the potential benefits of the rail network. This analysis evaluated alternative speed options: 79-mph, 100-mph and 125-mph. The planning process involved twelve tasks grouped into six stages[2] which are shown in Exhibit 1-2. Intensive market research and stated preference surveys resulted in development of an initial demand forecast for the feasibility study. This study determined that a 110-mph system was the best fit to the Midwest region's needs, and that this "intermediate speed" option would provide an affordable and operationally and economically viable system.
- In 1999, the "2000 Plan" efforts were begun. This phase focused on 110-mph operations, resulting in considerable refinement to the operating and cost assumptions. An institutional workshop was held to develop alternatives for system financing and governance. A detailed financial plan, ramp-up plan, branch line analysis and an express parcel market assessment were also developed. An equipment vendors' workshop was held to refine vehicle life cycle costs with Talgo, Bombardier and Adtranz participating. The 2000 Plan report presented, at a feasibility level, a complete assessment of MWRRI market potential, delineated expected system operating and capital costs, outlined a strategy for funding capital needs, suggested a financing plan, and provided a cost-benefit analysis. The 2000 Plan report was delivered to the MWRRI participants in 2002.
- From 2002-2004, the current "2004 Plan" recognizes that the MWRRI will share infrastructure with freight railroads, therefore, this portion of the planning process was undertaken largely to address freight railroads' concerns. During this phase, substantial line capacity simulation work was performed[3], route-specific track maintenance costs were developed, the infrastructure capital plan was further refined, and a detailed feeder bus and express parcel operations plans were developed.

A detailed synopsis of key findings of each MWRRI planning phase is given in Chapter 2. The ideal and typical day analyses produced as part of the 2000 Plan represent the most current work available, but because of funding constraints have not been updated to reflect the latest 2004 Plan assumptions. Some assumptions may have changed since those sections were originally completed, but any such older material is clearly marked with a notation that it represents work previously performed for, and approved by, the MWRRI Steering Committee.

[2] Each time the Business Plan was updated, all six stages shown in Exhibit 1-2 would be revisited as necessary to recheck assumptions and recalculate total revenues and costs.
[3] Documented in Chapter 6, the Ideal Day and Typical Day Analyses.

Exhibit 1-2
MWRRI Planning Process



At the conclusion of each planning phase the financing plan, operating ratios and benefit/cost analysis were updated to reflect the most current assumptions. In a few situations, previous financial results were retained in the report so the reader can see how some of the planning assumptions have evolved over time. However, whenever this occurs, previous results are identified with respect to which planning report (i.e., 1998, 2000) they apply. The most up-to-date results are associated only with current planning in the 2004 Plan.

1.4 Organization of the Report

As the planning for the MWRRS continues, there is a continual need to update and revise the MWRRS documentation. To meet this need, a Project Notebook was created to support the 2000 Plan that provides the critical information associated with the concept and feasibility studies conducted to date and establishes a format for documenting project work. The Project Notebook includes the following sections, which have been updated as part of the zone plan. This layout is used to report the 2004 Plan findings of the study:

Chapter 1: Study Context

Chapter 2: Strategic Assessment

Chapter 3: Proposed Midwest Regional Rail System

Chapter 4: Market Analysis

Chapter 5: Infrastructure, Rolling Stock and Capital Investment

Chapter 6: Freight Rail Activities

Chapter 7: Operating Plan and Costs

Chapter 8: Implementation Plan

Chapter 9: Funding Alternatives

Chapter 10: Financial Analysis

Chapter 11: Economic Analysis (not updated)

Chapter 12: Institutional and Organizational Issues

Chapter 13: Conclusions and Findings

2. Strategic Assessment

2.1 Focus of the 2004 Plan Strategic Assessment and Business Plan

Planning for the MWRRS has progressed from the *concept* stage to the *feasibility* stage in the 2004 Plan. This report includes the findings resulting from additional technical study and plan refinement of major plan elements associated with further development of the 2004 Plan. These include:

- Update of ridership estimates to year 2000 socioeconomic base
- Update of revenue, capital and operating costs to year 2002 base
- Update of the operating plan
- Refinements to implementation plan phasing
- Update of the financial plan
- Update of project coordination and institutional arrangements

Starting with the 1998 Plan, the MWRRS Business Plan has been progressively refined. This Chapter presents some of the key findings of earlier stages of the MWRRS Business Plan development, and how that plan has evolved and been successively improved over the past six years.

2.2 Initial Study Approach for the 1998 Plan

As part of the 1998 Plan of the Midwest Regional Rail Initiative (MWRRI), TEMS conducted a strategic assessment of the region to determine the most beneficial and affordable service and equipment scenarios. The study focused on each scenario, and projected ridership and revenue based on travel characteristics, survey findings and demographics. In addition, TEMS evaluated the engineering, operations, financial and economic impacts of the alternative routes. The assessment of each scenario required the coordination of several key components including:

- Creation of a database comprised of base year trip tables, track conditions of the existing rail infrastructure, and current train operations data
- Conducting a stated preference survey of intercity travelers
- Utilizing the *RightTrack*© software tools to assess infrastructure, train operations, and travel demand, financial and economic returns
- Formation of three service and equipment scenarios for the MWRRS, each based on specific service and equipment attributes
- Implementation of screening criteria to be used in evaluating the performance of each scenario.

The core of the strategic assessment was an interactive analysis in which the service and equipment attributes for each scenario and the interaction between infrastructure, demand and operations were appraised simultaneously. Once the interactive analysis output was optimized for each scenario, the results were then compared using a set of screening criteria to determine the best scenario for the MWRRS.

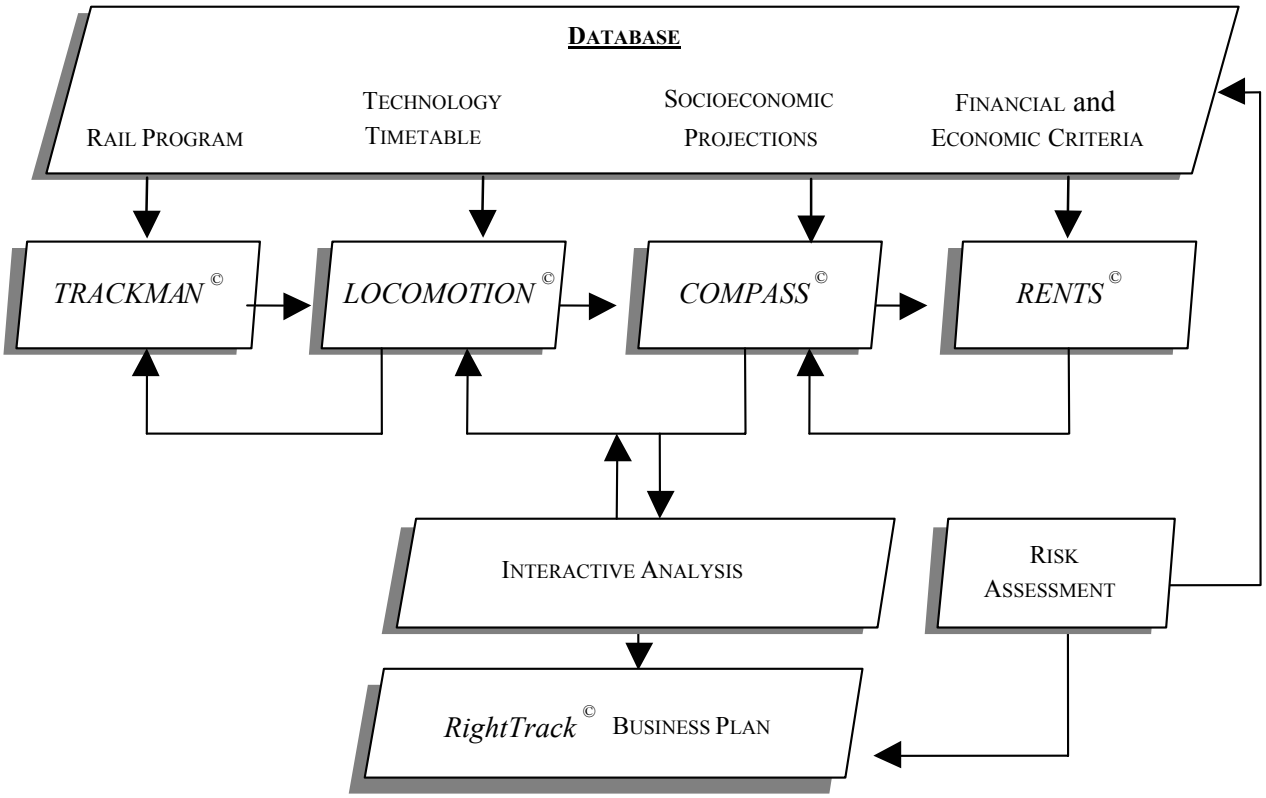
2.3 Analysis Process

The effective determination of appropriate infrastructure and timetables for different service and equipment scenarios depends on obtaining the optimal balance between costs and revenues. The analytical process applied in the five plans of the MWRRI is an interactive analysis in which the relationship between infrastructure costs, train technology, train operations, ridership demand and revenues, and operating costs were assessed simultaneously in transportation, financial, and economic terms, (Exhibit 2-1). In the interactive analysis, it was essential to evaluate the following for each scenario:

- Required infrastructure
- Performance of the proposed technology, particularly train speed
- Ridership, reliability, fares and frequency
- Key analyses were performed using several of TEMS' proprietary *RightTrack*© software components including:
  - *TRACKMAN*© Track Inventory and Estimating System to assess right-of-way conditions and determine appropriate track and infrastructure improvements and to calculate related costs
  - *LOCOMOTION*© Train Performance Calculator to assess travel times, establish operating plans and identify operating costs for each technology
  - *COMPASS*© Multimodal Demand Model to assess ridership and revenues generated by any given technology and level of service
  - *RENTS*© Financial and Economic Analysis Model to estimate the financial and economic benefits of a project

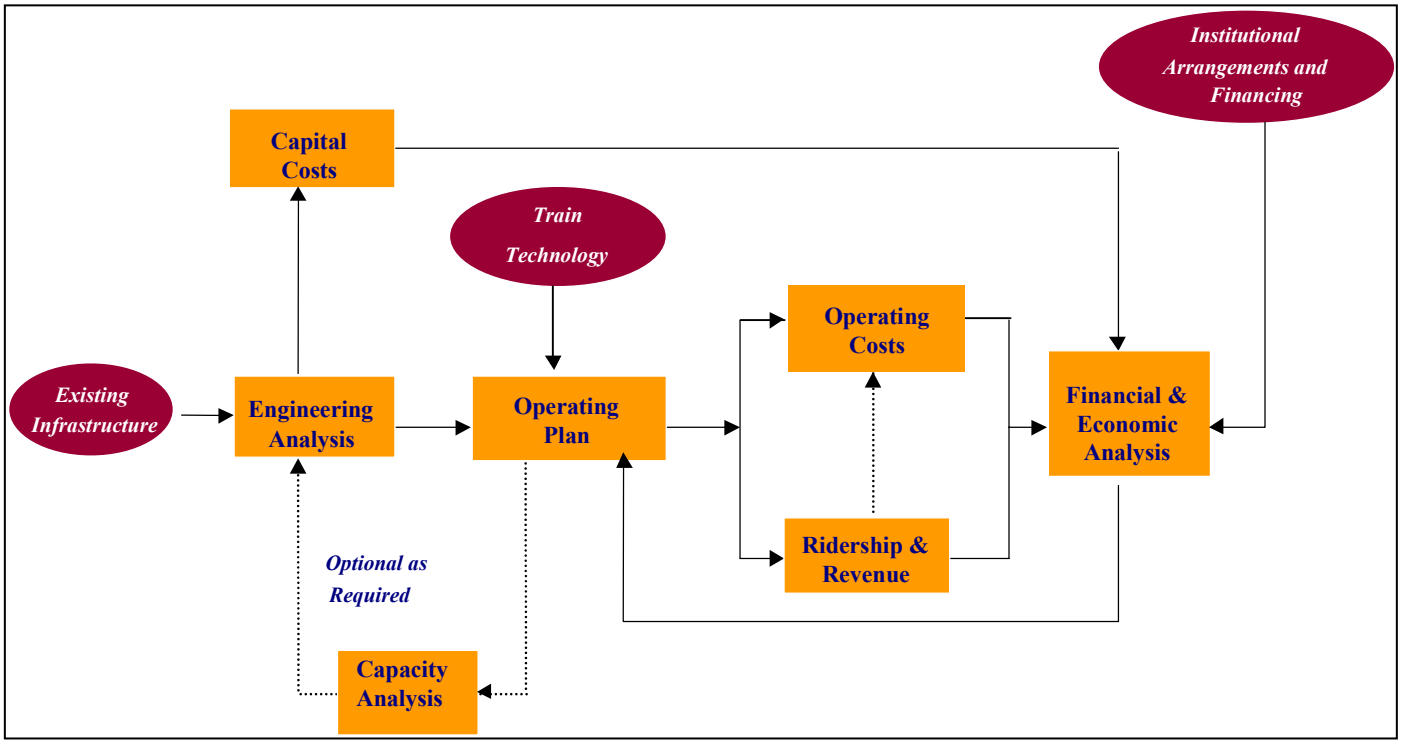
A more detailed description of each component of *RightTrack*© is given in Appendix A7.

Exhibit 2-1
The *RightTrack*© System



The interactive analysis utilized in the *RightTrack*© System is a multi-step procedure that incorporates the information on infrastructure, technology and financial strategies (Exhibit 2-2).

Exhibit 2-2
The TEMS Interactive Analysis



2.4 1998 Plan of the MWRRI - Definition of the Scenarios

Service and equipment scenarios were used as the basis for assessing an array of corridor and system-wide services. The objective was to identify scenarios that incorporated a combination of train technologies, service characteristics, amenities and financial factors to create a regional passenger rail system capable of generating high levels of ridership and recovering, at a minimum, its operating costs from fares and other revenues generated by the MWRRS.

The scenario definition task of the study was a collaborative process between the state DOT representatives, Amtrak representatives and the consultant team. A two-day workshop was convened to reach consensus on the scenarios and their definition. At the conclusion of the workshop three scenarios – Conservative, Moderate and Aggressive – were agreed upon. These scenarios formed the basis of a strategic assessment in choosing the preferred service option for the MWRRS.

In each scenario, the operating characteristics of the passenger rail service are changed to provide a different combination of capital costs, operating costs, train technology and travel times, level of infrastructure investment, frequency of service, and on-board and station amenities. Each scenario was based on a series of *drivers* that define the key attributes of the scenario. As the scenarios progressed from Conservative to Aggressive, so do the dynamics of

the scenarios in terms of the type of train technology used, the level of service provided, and the capital and operating costs. The drivers used in the strategic assessment for the Conservative, Moderate and Aggressive Scenarios and the associated range of values for each is given in Exhibit 2-3.

Exhibit 2-3
Scenario Framework

Drivers	***Equipment & Service Scenarios***		
	Conservative	***Moderate***	***Aggressive***
Increase in Train Frequencies	2, 3 or 4 round trips daily	4 or 6 round trips daily	4, 6 or 8 round trips daily
Travel Time Improvement	5% to 15%	15% to 30%	20% to 50%
Fare Policy	Current to 25% increase	Current to 50% increase	Current to 50% increase
System Access/Egress Improvements	Marginal	Marginal to significant	Significant
Station-stopping Patterns	Existing	Express and/or local	Express and/or local
Network Connectivity	Limited	Integrated	Optimized
Station Amenities	Limited	Limited or significant	Significant
On-board Amenities	Limited	Significant	Significant
Track Investment	Minimal	Moderate	Significant
Rolling Stock Investment	Limited	New rolling stock	High-speed trains
Public/Private Partnerships	5% to 15%	15% to 25%	25% to 50%

2.4.1 Increase in Train Frequencies

Existing passenger rail service in the Midwest region is extremely limited with no service or only one or two trains per day on most corridors. Only on the Chicago-St. Louis, Chicago-Detroit and Chicago-Milwaukee corridors, where there are three, three and seven trains per day respectively, does any sense of a regional passenger rail service exist. Train frequencies need to be significantly increased if the MWRRS is to provide any real degree of regional connectivity.

2.4.2 Travel Time Improvement

Currently, travel times in the Midwest region are largely a product of the speed of freight train operations, which is typically well below 79-mph. The only exception is a short segment between Chicago and Detroit where the allowable speed has been increased to 90-mph. Although a segment of track on the Chicago to St. Louis corridor has been upgraded for 110-mph, the allowable speed remains 79-mph pending the installation, testing and acceptance by the FRA of a Positive Train Control safety system. For the MWRRS to provide a competitive passenger service, operating speeds need to be significantly increased and maintained for a significant proportion of any given trip. New, attractive equipment is also needed in order to obtain the full revenue benefit envisioned in the MWRRS demand forecasts.

2.4.3 Fare Policy

Historically, passenger rail fares in the Midwest, as on much of Amtrak's service elsewhere in the country, have been set at levels that are higher than intercity bus fares, but lower than airfares. If a faster, more frequent service is provided, the MWRRS can attain a larger proportion of business users, average fares can be higher and the MWRRS can thereby recapture some of the benefit given to users of the system. This can help improve the overall financial viability of passenger rail service.

2.4.4 System Access/Egress Improvements

One of the problems associated with any public travel mode is access and egress at stations and terminals. Recognition of this by the air industry has resulted in their providing a wide range of access/egress facilities and services. These facilities include parking garages, rental car outlets, taxi stands as well as multimodal and transit connections, all making the experience of getting to and from the airport easier for the traveler. To divert travelers, particularly business travelers, from other modes of travel, the MWRRS needs to provide similar facilities and services at its stations.

2.4.5 Station Stopping Patterns

Because stopping at a station adds significantly to travel time, station-stopping patterns need to be carefully considered in order to take advantage of the faster train speeds provided by modern technology. Stopping patterns need to be developed that permit the fastest train times possible between major regional centers but, at the same time, provide reasonable service to smaller urban centers. This can be achieved by including express and skip/stop trains in the MWRRS schedules.

2.4.6 Network Connectivity

One of the greatest deficiencies of existing passenger rail service in the Midwest, even when taking into account Amtrak's long-distance trains, is the lack of connectivity between regional centers and smaller urban areas in different parts of the region. To be a competitive option to other modes of travel for regional trips, *e.g.*, Madison to Detroit or Springfield, the MWRRS needs to offer connection times of less than one hour at the Chicago hub.

2.4.7 Station Amenities

Airlines have shown that terminals must be comfortable and secure facilities. Terminals must also offer a selection of personal services including voice and data phone lines, restaurants, small shops for newspapers and gifts and, at larger terminals, specialty retail shopping. To compete effectively, the MWRRS needs to offer similar facilities.

2.4.8 On-board Amenities

Travel by regional passenger rail, just as by air, needs to offer its customers on-board amenities, including audio/video entertainment facilities, 110 volt power and modem connections, as well as a food and beverage service. The railcars used for the MWRRS need to provide a level of comfort and safety that allows passengers to work and relax comfortably while on the train.

2.4.9 Track Investment

Investment in track and signaling systems is the most critical component in permitting higher train speeds. FRA rules require progressively tighter safety standards as maximum authorized speeds increase. This can result in a requirement for significant capital investment for a relatively small improvement in speed. A new signaling technology, Positive Train Control, is presently being tested in the Chicago-St. Louis corridor. An Incremental Train Control System is in revenue service under a demonstration project, on a portion of Amtrak's Chicago-Detroit corridor within the state of Michigan. The business plan assumes that FRA will approve PTC technology for normal commercial use in time for application to the MWRRS system. The most cost-effective investment in infrastructure relative to both train speeds and revenue earnings needs to be identified to ensure a realistic financial base for the MWRRS.

2.4.10 Rolling Stock Investment

In the last twenty years, rolling stock has undergone a technological revolution that has increased performance and reliability yet lowered both maintenance and operating costs. An increased focus on customer satisfaction has also led to significant improvements in the amenities on trains. The introduction of new, modern equipment for the MWRRS is in itself likely to raise ridership and increase revenues, as was seen upon the introduction of modern equipment on the Portland-Seattle corridor.

2.4.11 Public/Private Partnerships

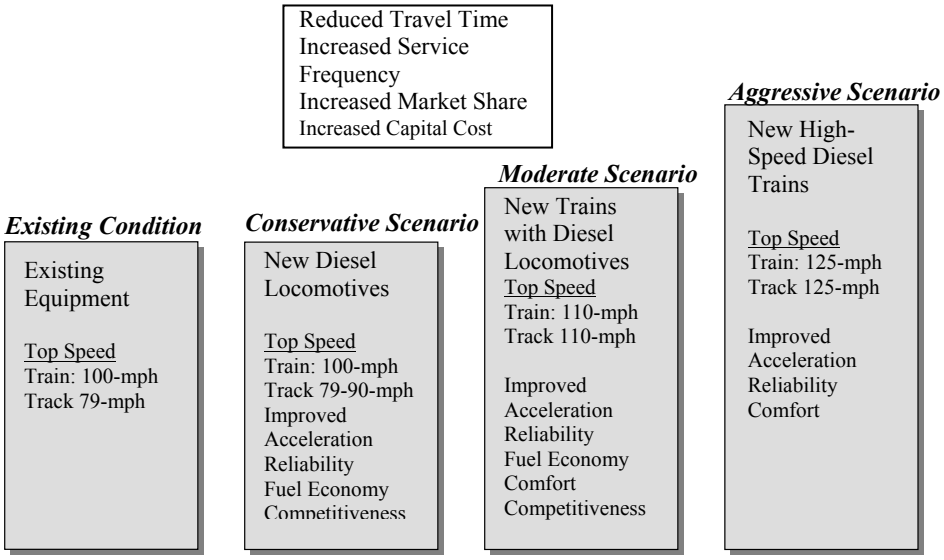
The development of an increasingly commercial attitude to providing intercity transportation systems (air, rail, and bus) is encouraging a greater degree of private sector participation in intercity transportation projects. Private sector participation projects for the MWRRS could include joint development ventures, such as that at Washington Union Station; the provision of on-board and station concessions; express parcel service; train operations and maintenance of vehicles and rights-of-way. The MWRRS needs to maximize the role of the private sector to increase its funding sources, lower its costs and thereby ensure its success. To this end, it is proposed that the MWRRS should be a contracted operation, open to the private sector as well as to Amtrak.

2.5 Scenario Analysis

While the *drivers* identified for the scenarios collectively interact to influence the level of ridership and the costs of building and operating the system, two factors – travel time and frequency of service – will have the greatest impact on the success of the MWRRS. These factors are products of the train technology selected and its operating speed. Train technology plays a significant role in developing market share, as well as improving operating performance. A train that looks new and modern is a highly visible symbol of an improved passenger rail system. Travelers typically associate such a symbol with faster travel times, more comfortable seating, improved ride quality and the provision of modern conveniences.

For the MWRRS, several different train technologies were evaluated in terms of their operating speeds, operating and maintenance costs, and capital costs. The train technologies selected as graphic examples for the three scenarios and the improvements they will generate are given in Exhibit 2-4.

Exhibit 2-4
Impact of Train Technology



2.6 The 1998 Plan of the MWRRI – Analysis of Scenarios

An interactive analysis was conducted in 1998 to measure the benefits of higher train speeds. Outputs generated were compared using a series of five screening criteria. The screening criteria reflect service and system-related factors that were identified as critical to the success of the MWRRS. Each of these factors was expressed as a ratio so that the value of each could be interpreted as a product of a specific level of investment. For example, *travel time saved* was expressed as the amount of travel time that was saved per $1 million of capital investment. This technique enabled each scenario to be compared based on specific service improvements and within the context of the level of investment required for the overall system.

The outputs from the interactive analysis and the values generated by the screening criteria were an iterative process. Values generated by the screening criteria were used as a barometer to readjust the variables used in the interactive analysis to ensure the performance of each driver and gauge the maximum overall benefit of that driver to each scenario. Once accomplished, a final comparison was made based upon the optimum results for each scenario. The screening criteria are described below.

2.6.1 Operating Cost Ratio[1] - (Expressed as Ratio of Revenues to Operating Costs)

The MWRRI has a goal for the development of a Chicago-hubbed system and related system efficiencies, whereby revenues are maximized and operating costs are minimized. This goal is designed to minimize or eliminate the requirement for state operating subsidies.

[1] The operating ratio, as defined here is revenues/costs. Note that this is the opposite of the definition typically used by freight railroads or intercity bus operators.

2.6.2 Travel Time Saved - (Expressed as Travel Time Saved per Dollar Invested or Seconds per Million Dollars)

The *travel time saved* criterion is used to assess the value of the infrastructure investment relative to the timetable improvements achieved and is used in conjunction with the *revenue generated* criteria described below to rank infrastructure improvements. The more travel time saved per dollar of capital investment for any scenario, the better the return. This criterion helps to ensure the affordability of the MWRRS.

2.6.3 Revenue Generated - (Expressed as Revenue Generated per Dollar Invested or Cents per Million Dollars)

The *revenue generated* screening criterion is similar to the *travel time saved* criterion in that it is used to prioritize infrastructure investments. It measures the response of the market to a given level of capital investment. A significant change in this criterion is an indication that a threshold in market share has been crossed or a new market has opened up to passenger rail competition. The more revenue generated per dollar of capital investment, the better the financial return is likely for the scenario. Of particular concern is that the additional infrastructure enhancement in the Aggressive Scenario generates only a minor improvement in travel time saved per dollar invested. The Moderate Scenario offers a better rate of return.

2.6.4 Connectivity through Chicago and Regional Mobility - (Expressed as Percent of Total Trips Connecting through Chicago)

A key feature of the MWRRS is the development of system connectivity through the Chicago hub. This is an important measure of the regional integration achieved and, through increased ridership, the level of payback associated with developing the Midwest hub-and-spoke network. The higher the percentage achieved for any scenario, the higher the improvement in connectivity and regional mobility.

2.6.5 Operating Cost Savings - (Expressed as Percent Reduction in Operating Costs per Train Mile)

The effects of infrastructure investment, economies of scale and improved technology are to drive down operating costs. This criterion measures the level of reduction in operating costs per train mile associated with the combination of all of the screening factors for a given scenario. The higher the percentage achieved, the better the financial return.

2.7 Results of 1998 Plan – Strategic Assessment

For the screening analysis that was performed in 1998, financial results were estimated based on Year 2010 demographics. The Moderate Scenario was selected as the most cost-effective service, infrastructure and equipment option for the MWRRS. The results of the scenario screening process are given in Exhibit 2-5 and summarized below.

Exhibit 2-5
Scenario Screening Analysis – 1998 Plan

Screening Criteria	*Scenarios*		
	Conservative	*Moderate*	*Aggressive*
Operating Ratio	0.85	1.36	0.93
Travel Time Saved per Dollar Invested (Seconds per Million Dollars)	60 seconds	9.6 seconds	1.2 seconds
Revenue Generated per Dollar Invested (Cents per Million Dollars)	31 cents	104 cents	82 cents
Percent of Total Trips Connecting through Chicago	13.5%	18.4%	17.0%
Percent Reduction over Current Amtrak Operating Costs per Train Mile	30%	36%	29%

2.7.1 Conservative Scenario

The Conservative Scenario provided a considerable improvement over the existing passenger rail service and, in fact, achieved the highest level of travel time saved per dollar invested. Because this scenario did not achieve a positive operating ratio, an annual subsidy from the states would be required to support the operation. This suggests that speeds over 79-mph are required to produce positive operating ratios. Nonetheless, because of the timetable improvements, extensive operating cost savings, and relatively modest infrastructure costs, implementation of the Conservative Scenario could serve as the initial implementation phase in the long-term development of the MWRRS.

2.7.2 Moderate Scenario

The Moderate Scenario in the 1998 Plan generated a positive operating cost ratio of 1.36, where a ratio of 1.0 was the objective. It achieved the highest level of connectivity through Chicago and the highest revenue per dollar invested – three times that of the Conservative Scenario and 25 percent greater than the Aggressive Scenario. At the same time, it generates the lowest operating costs per train mile, which represents a significant savings over the current condition and both the Conservative and Aggressive Scenarios.

2.7.3 Aggressive Scenario

Given the high cost of complete grade crossing separation for 125-mph or above speeds, this speed results in a major cost increase without enough time savings to justify the added capital expense. The analysis suggests diminishing returns associated with the level of investment required to implement the 125-mph Aggressive Scenario. Alternatives may be to drop back to a 110-mph operation that avoids the need for complete grade crossing separation, or to push towards even higher speeds of 150-mph or better. The population levels are not yet sufficient on branch lines or less-dense corridors to support the higher speed and the higher levels of frequency that are required to justify the high capital investment. However, the Chicago-St. Louis, Chicago-Detroit and Chicago-Milwaukee corridors all appear to have at least the potential to support higher-speed service.

2.8 The MWRRI 2000 Plan – Further Development of the Moderate Scenario

The most critical step in the 2000 Plan study was to further test the Moderate Scenario recommended in the 1998 study, and to develop it further by testing its feasibility. The definition of the Moderate Scenario is:

> The Moderate Scenario is based upon the use of existing train technology capable of achieving a top speed of 110-mph. The Moderate Scenario was selected because it provides the most cost-effective infrastructure and equipment option and provides the service necessary to establish and maintain a successful regional passenger rail system. The Moderate Scenario generates a strong operating ratio and provides the best value in terms of revenue generated per dollar invested.

The project areas assessed in the 2000 Plan included:

- Review of track, signaling and facilities to ensure the feasibility of the proposed plan
- Expanded definition of the operating plan to ensure maximum operating efficiency, service utility and cost efficiency
- Update and expansion of the current ridership and revenue forecasts of the nine corridors
- Analysis of multimodal connectivity and joint station development concepts
- Update to the Implementation Plan
- Additional definition of Institutional Arrangements
- Revised financial and economic results as a result of infrastructure, ridership, operations and implementation funding

A variety of additional factors were considered to guide the analyses and to assess issues that arose during the course of the overall evaluation, including:

2.8.1 Infrastructure Costs

The main goal of the infrastructure planning process was to optimize travel time saved per dollar invested. However, overriding issues sometimes arose such as the practicality of high-speed operations in urban areas, and along highly congested freight track segments. In these sections, the lowest cost infrastructure alternative that provided sufficient capacity and did not compromise safety was sought.

2.8.2 Equipment Costs

The equipment analysis included consideration of life-cycle costs for each technology. In defining the operating plan, operating costs reflective of potential MWRRS train technologies were applied in the 2000 Plan.

2.8.3 System Viability

The results of the 2000 Plan reflected the findings of earlier studies and showed that the Moderate Scenario was effective in providing the public private partnership that could support the development of the MWRRS. In economic terms, the system produced an overall cost-benefit return of 1.7 using USDOT FRA criteria. This showed that the project made a significant

contribution to the performance of the American economy overall and specifically that of the Midwest.

2.9 MWRRI 2004 Plan – Update of the 2000 Plan Results

The 2004 Plan of the MWRRI consisted of an updating of the 2000 Plan from a 1996 data base year to a 2002 base year. The MWRRI states recognized the value of utilizing the latest census data to update ridership estimates and updating costs and revenues. As a result, the 2004 Plan analysis is designed to produce an updated Business Plan. Key elements revised in the 2004 Plan include:

2.9.1 Market Update

- Updated Ridership and Revenue forecasts utilizing the latest census data
- Upgraded Feeder Bus Analysis utilizing Greyhound cost data and market research
- Upgraded Express Parcel Analysis to develop cost and revenue estimates

2.9.2 Capital Cost Update

- Upgraded Capital Costs to 2002 base, by reviewing previous estimates, including new estimates generated from the latest engineering field reviews and studies
- Upgraded Capacity Analysis costs

2.9.3 Operating Plan Update

- Revised Operating Plans in line with the latest route and engineering study findings, market research, freight railroad input, and operating speed and stopping pattern revisions
- Revised Operating Costs and specifically input from Zeta-Tech on track costs and from the vehicle procurement process for equipment costs

2.9.4 Implementation Plan

- Updated Segment Phasing, with new start dates, milestones and finish dates
- Updated Construction Management and other implementation costs

2.9.5 Financial Analysis

- Calculated new cash flows
- Revised ramp up costs and revenues
- Reviewed funding approaches

Operating ratios were reassessed and were positive for each corridor by the year 2016, with the exception of the Quincy-Omaha corridor that had an operating ratio of 0.92. Quincy-Omaha becomes positive only after year 2024. MWRRS as a system results in a positive operating ratio in year 2012, which rises to 1.17 in 2014 (the first year of full operations) and to 1.36 by 2025. All corridors, including Quincy-Omaha, have a positive operating ratio by 2025.

2.9.6 Economic Analysis

Due to funding limitations, the Economic Analysis conducted in the 2000 Plan, Chapter 11 of this report, has not been updated.

3. Proposed Midwest Regional Rail System

3.1 Introduction

The proposed Midwest Regional Rail System (MWRRS) will operate in nine states, encompass approximately 3,000 route miles and operate on eight corridors. The system will largely use existing railroad rights-of-way owned by the freight railroads and Amtrak. The system has been planned to maximize the extent to which operating costs are recovered from fares and other ancillary revenues, a fundamental precept of the Business Plan.

The MWRRS is planned as a hub-and-spoke operation, with a series of primary and secondary corridors and branch lines off selected corridors. Chicago serves as the hub, with spokes connecting Twin Cities, Green Bay, Detroit/Pontiac, Grand Rapids/Holland, Port Huron, Cleveland, Cincinnati, St. Louis, Kansas City, Carbondale, Quincy and Omaha. The system also provides scheduled service to other regional centers including Milwaukee, Kalamazoo, Ft. Wayne, Toledo, Indianapolis, Springfield, Des Moines, Madison, Lansing, Jefferson City and Iowa City.

Service attributes include new rolling stock operating at significantly faster speeds than existing equipment and offering more on-board amenities designed to meet the needs of business and leisure travelers. Train stations will be renovated to provide comfortable, attractive waiting areas with customer-friendly information services. Larger stations should feature food service, retail space and connections to local transportation. There will be a feeder bus network, shown in Exhibit 3-1, to facilitate access to the stations, and its schedules and fares will be coordinated with the passenger rail schedules to provide essentially "seamless" travel throughout the Midwest region.

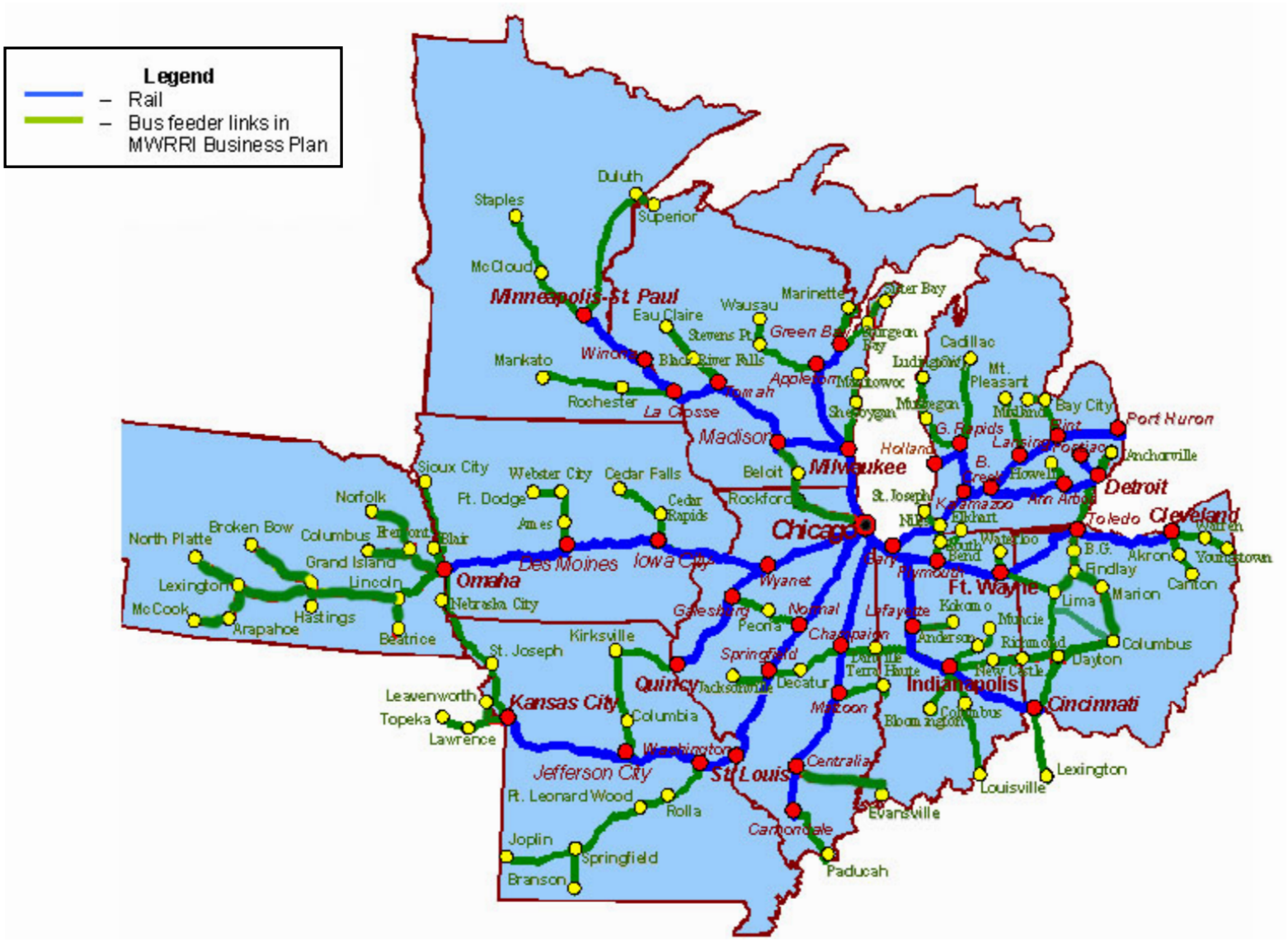
The principal service attributes of the MWRRS are:

- Use of modern equipment
- Improved travel times and frequencies
- Competitive fares that maximize revenue yields
- Improved accessibility and reliability
- On-board and station amenities

On-board food service provides the main source of ancillary revenues, but a same-day priority parcel service is an optional, ancillary business that may also be provided in conjunction with passenger rail service. To be conservative, MWRRS operating ratios and the financial plan were developed *without* inclusion of parcel service. However, a set of operating ratios *with* express parcel service has also been developed as a sensitivity.

A description of these service attributes and the benefits they provide to the passenger rail traveler is given below.

Exhibit 3-1
Feeder Bus System Map



3.1.1 Use of Modern Equipment

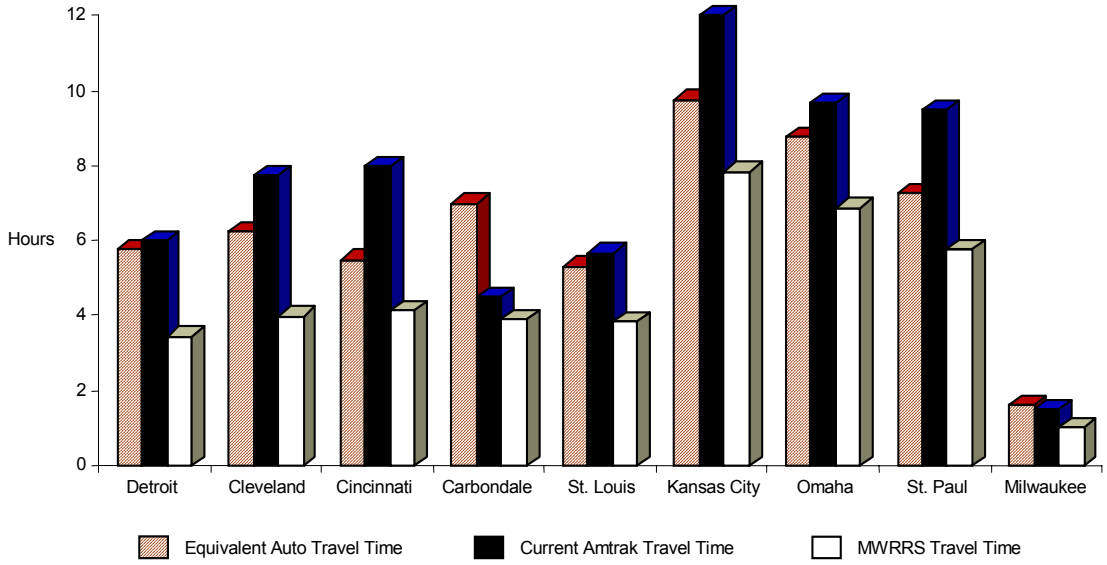
It is proposed that the MWRRS will use modern, cost-effective technology for achieving the desired speed of 110-mph. While a generic train technology has been selected for the purpose of the study, many options should be considered as the MWRRS moves towards implementation. Principal advantages of modern train technology include low operating costs, high performance levels and efficient handling characteristics. Along with anticipated economies of scale, modern technology reduces operating costs when compared to existing Amtrak practice. In the earlier 2000 Plan, European costs were measured at 40 percent of Amtrak's costs. However, in the current 2004 study, train operating costs have been significantly increased to a level that is approximately 80 percent of Amtrak's costs today. This is regarded as a conservative assumption for a modern, 63-train system. Costs assumed in this study are specific to a large operation with economies of scale and may not apply to a smaller system. The modern train provides a wide range of comfort and convenience geared to 21st century travel.

3.1.2 Improved Travel Times and Frequencies

Travel time and frequency of service are the two key factors travelers consider when selecting a mode of travel. The MWRRS will offer an attractive mix of travel times and train schedules to accommodate business as well as leisure travelers. Improved travel times and increased frequency of service will serve to foster connectivity throughout the region and strengthen the overall attractiveness and performance of the MWRRS.

When compared with the travel times of the current passenger rail service, travel time savings on the MWRRS range from 30 percent between Chicago and Milwaukee, to 50 percent between Chicago and Cincinnati. Exhibit 3-2 provides a table comparing MWRRS and existing travel times.

Exhibit 3-2
Improved MWRRS Travel Times*



As shown in Exhibit 3-3, the improvement in train frequencies, compared with the existing service, generally results in doubling or tripling the level of service currently offered along most of the corridors.

Exhibit 3-3
Improved MWRRS Train Frequencies

MWRRS Corridors	*Number of Daily Trips per Direction*	
	MWRRS	*Current Service*
Chicago-Detroit	9	3
Chicago-Cleveland	8	2*
Chicago-Cincinnati	5	1*
Chicago-Carbondale	2	2*
Chicago-St. Louis	8	3*
St. Louis-Kansas City	6	2
Chicago-Omaha	4	1*
Chicago-Twin Cities	6	1*
Chicago-Milwaukee	17	8*

* Current Service includes long-distance trains.

3.1.3 Competitive Fares that Maximize Revenue Yields

A key component in the planning of the MWRRS was the use of revenue yield techniques to maximize revenues. While these techniques are widely used by the airline industry, their application to passenger rail service is a recent development. A parametric analysis was used here to optimize fares for specific corridors, route segments and markets. Based on the use of revenue yield techniques, average fares for the MWRRS will range from 18 to 29 cents per mile.

In addition to full fares, a series of market-specific promotional and discount fares will be established to fill off-peak trains and encourage certain segments of the population, in particular students and senior citizens, to travel at off-peak times. A variety of travel cards and other promotional ticketing systems will also be developed to further promote widespread use of the system. Illustrative one-way average fares for selected city pairs on the MWRRS are given in Exhibit 3-4[1].

[1] Full fare comparisons can be misleading since Amtrak seldom is able to actually charge full fare on its current Midwest routes. The MWRRS will charge full fare a higher proportion of the time, especially to business travelers, which accounts for most of the projected increase in average fares. Sample MWRRS point-to-point fares are given in Exhibits 4-34 and 4-35.

Exhibit 3-4
Average One-way Corridor Fares for the Moderate Scenario*
(2002$)

	Average Fare			*Average Trip Length*	*Cents per Mile*
	Business	*Other*	*Overall*		
Chicago-Detroit	44.71	31.15	34.67	191	18.45
Chicago-Cleveland	59.05	48.87	51.16	203	25.20
Chicago-Cincinnati	67.96	49.55	54.37	212	25.65
Chicago-Carbondale	27.89	28.43	28.29	121	23.38
Chicago-St. Louis	54.63	38.17	43.49	197	22.08
St. Louis-Kansas City	43.05	30.72	35.18	151	23.30
Chicago-Quincy-Omaha	44.77	37.64	39.25	170	23.09
Chicago-Twin Cities	46.84	39.00	41.30	147	28.10
Milwaukee-Green Bay	32.09	23.02	25.03	86	29.10
Chicago-Grand Rapids	42.88	32.75	34.71	155	22.39
Battle Creek-Port Huron	22.50	17.26	18.58	75	24.77
Entire System	**46.71**	**35.92**	**38.84**	**167**	**23.26**

*A full range of fares including discount fares will be provided to ensure revenue optimization.

3.1.4 Improved Accessibility and Reliability

Approximately 80 percent of the region's population lives within a one-hour drive of a MWRRS rail station. Many stations will have intermodal connections to the feeder bus network. Bus and rail schedules will be coordinated to provide seamless travel for passenger rail patrons. The feeder buses will provide easy station access for travelers who are unable to or prefer not to drive to a station. In addition, taxi, rental car, limousine and transit services will be available at all major MWRRS stations.

The design of the feeder bus network was based on past studies and recommendations from the nine participating states. It is proposed that the feeder bus system will operate 4.9 million bus miles annually so that it links most of the region's smaller urban areas to the MWRRS network, and by providing easy access to the MWRRS passenger rail service raises the percentage of the region's population that is served by MWRRS to 90 percent.

The feeder bus system is expected to dramatically enhance the financial performance of the MWRRS as the bus/rail traveler utilizes an otherwise empty seat and has a longer average trip length than the typical rider, thereby paying an average fare of $50 to $75 to use the passenger rail system. Costs for the feeder bus system were estimated with the help of Greyhound Lines, Inc. (Greyhound) and were based on the size of the bus and level of ridership.

The feeder bus system for the MWRRS is discussed in more detail in Chapter 4.

3.1.5 On-board and Station Amenities

A range of amenities will be provided both on-board and at stations; station amenities will vary depending on station size and passenger volume. A food concession, newsstand, and convenience items will be available at many stations. At larger stations, a wider array of shopping will be provided, including various types of dining establishments, specialty shopping, business support services and entertainment facilities.

The design of the modern rail car offers on-board amenities that serve to make passenger rail travel superior to air travel. Seating can be bi-directional, (*i.e.,* half the seats face one way and half the other way). The interior of the train can be divided into large flexible compartments with space for wheelchairs, bicycles, strollers and play areas for children. At each seat, there are receptacles for computers and other communications equipment, amenities that are very important to the business traveler. Some modern trains have a socket for a five-channel stereo system and an informational channel. The train has an electronic information system with displays in each passenger compartment providing continuously updated information on arrival and departure times. Special vibration-absorbing mountings and soundproofing contribute to a significant reduction in the noise level, which further adds to the comfort of the passengers.

A list of the typical on-board and station amenities to be provided by the MWRRS is given in Exhibit 3-5.

Exhibit 3-5
Summary of Station and On-board Amenities

Access/Egress and Other Travel Improvements	
Internal Station Design	Passenger-oriented decor Restaurant, convenience shopping, basic business services ADA-compliant
Train-to-train and Train-to-other Mode Transfers	Improved signage at stations Improved on-board announcements On-line update status of train arrivals and departures
Station Transportation	Taxi and limousine services Rental car service Telephone link to transportation services Improved parking
Airport Connections	Intermodal links to airports (*e.g.*, Cincinnati) Stations at selected airports (*e.g.*, Cleveland, Milwaukee, Gary)
Bus Connections	Connecting feeder buses dedicated to the MWRRS Increased frequencies on existing bus networks and coordinated bus and rail schedules
Station Services	
Weather-protected Platforms	All platforms adjacent to stations or shelters
Station Aesthetics	Improved internal and external appearance of stations
Business, Food, and Retail Services	Choice of type and quality of food. Restaurants and food courts at larger stations Specialty shopping, business support services, and entertainment facilities at larger stations
On-board Amenities	
Business, Food, and Retail Services	Bistro/Trolley Service Power and modem hook-ups at each seat Business-style seating bays (two-by-two)
Seating and Entertainment	Open seating Airline-type business class seating Audio-visual monitors at seats for news, entertainment, and information programs

4. Market Analysis

4.1 Introduction

The market assessment undertaken in the 2004 plan of the Midwest Regional Rail Initiative (MWRRI) represents an analysis of the full social and business market potential for the Midwest Regional Rail System (MWRRS). The study of the passenger rail market opportunities includes an analysis of consumer preferences, market segments, competitive travel modes and the longer-term socioeconomic trends in income, employment and population that affect overall travel levels and consumer choices and mode selection behavior. An assessment of expected demand and revenue projections is critical to assuring the operational feasibility of a $7.7 billion passenger rail capital infrastructure project[1]. To develop a full understanding of the market for passenger rail service in the Midwest region, an extensive analysis was made of all travel in the Midwest region.

The following discussion presents the work performed to date on the market feasibility of the MWRRS.

4.2 Market Opportunities

With a population of just over nine million[2], Chicago is the largest metropolitan area served by the MWRRS. In addition to its renowned financial, commercial and manufacturing sectors, Chicago has long been the largest transportation hub for the Midwest region, as evidenced by its role in rail freight operations, the confluence of interstate highways and as the home of one of the busiest airports in the country – Chicago O'Hare International Airport. Chicago is also home to major arts and entertainment facilities and successful sports franchises. The city's attractions draw visitors not only from the Midwest region but also from all over the country. Nearly 30 percent of intercity trips made by air, rail and bus in the region begin or end in Chicago. Other regional centers connected by the MWRRS include Detroit (population 3.9 million), Cleveland/Akron (3.0 million), Indianapolis (1.6 million), Cincinnati (2.0 million), St. Louis (2.6 million), Kansas City (1.8 million), Omaha (0.7 million), Des Moines (0.5 million), Milwaukee (1.7 million) and Twin Cities (3.0 million). [3]

The MWRRS encompasses a rail network of more than 3,000 route miles and serves a population of nearly 60 million[4]. About 80 percent of the region's population lives within an hour drive of either an MWRRS rail station. The passenger rail market analysis confirms there is a substantial market for intercity travel between all the cities on the MWRRS network. In many markets, the MWRRS provides a faster and more cost-effective alternative to auto and bus travel. Furthermore, the MWRRS provides a more cost-effective means of travel than air in many of the smaller, urban areas on or near an MWRRS corridor.

Increased connectivity between regional centers and smaller urban areas is critical to the region's continued economic growth. In many cases, small, urban areas are today dependent on auto connections and lack competitive public modes of travel. For example, Madison, Wisconsin, the state's capital and home of the University of Wisconsin, has no passenger rail service.

[1] See Chapter 5 for a full breakdown of capital costs
[2] Figure from 2000 U.S. Census for Chicago SMSA
[3] Consolidated SMSA or urbanized area statistics provided by 2000 U.S. Census
[4] Figure from 2000 U.S. Census for nine-state region

4.3 Market Analysis Refinements

The MWRRI continues to enhance its understanding of the key market issues and opportunity for passenger rail in the Midwest region. The MWRRI study is ongoing, designed to refine the involved states' knowledge of the marketplace and to increase the reliability of ridership and revenue projections. The initial study focused on the feasibility of the MWRRS on a system-wide basis and the analysis clearly indicated financial feasibility of the proposed system. Since then, there have been further efforts to study and evaluate the MWRRS feasibility for more detailed market segments. These include:

- Branch line services
- Alternative route selection that might attract higher ridership and revenue performance
- Alternative technologies and operating plans to lower costs
- Expanding market definitions to include air connectivity
- An integrated bus plan (system of feeder buses, connecting buses, supplemental service provided by bus, etc.)

Revenue and ridership forecasts are revised through improved analysis of the attributes (*e.g.* time, fare, and frequency) of the service, better operating plans and upgraded technology. Notwithstanding these service and operating refinements, the principal characteristics of the MWRRI strategy remain unchanged. These include:

- Significant reduction in corridor travel times: up to 50 percent
- Significant increase in frequency of service: 4 to 9 round trips per day in each corridor[5]
- Improvement in train reliability
- Introduction of a new train technology offering a marked increase in comfort and amenities
- Upgrading and refurbishing of all stations and terminals
- Development of an intermodal feeder bus network to ensure access to the MWRRS
- Establishment of market-competitive fares

The following section of the report presents the market research and analysis, pricing strategies and the ridership and revenue projections for the current proposed MWRRS. The results from this section comprise key inputs into the economic and financial analyses provided in subsequent chapters of this report.

4.4 Research and Analysis

In order to evaluate and quantify the level of demand for passenger rail service in the Midwest region, an extensive market research effort was undertaken. The market research plan included both primary and secondary research. Primary research is information obtained first-hand through field survey work questioning actual and potential rail passengers about their travel behaviors, requirements and preferences. These surveys provide insight into how the travel market might respond to the MWRRS. Secondary research is information collected from published sources and provides broader-based and historical information that describes travel

[5] Except for the Champaign-Carbondale segment, where the proposed MWRRS train frequency is limited to 2 round trips each day.

behavior in the past. Both levels of market research provide critical information necessary for a comprehensive market analysis. The market analysis conducted for the MWRRS is discussed below.

4.4.1 Primary Market Research

The primary market research that was conducted included three types of surveys: stated preference surveys, general behavioral surveys and surveys relating specifically to on-board services and station amenities.

As part of the work plan conducted in the 2004 Plan, a stated preference survey was conducted in two stages. The MWRRI sponsored the first stage, which concentrated on potential station amenities and on-board services that will attract rail passengers. Greyhound Lines, Inc. sponsored the second stage, which focused on bus integration opportunities (*e.g.*, possible feeder bus routes and interlining routes). Both parts of the stated preference survey involved strategic on-board quota sampling techniques. These surveys provided data solely on the rail and bus modes, data on the air and auto modes. Data are taken from previous MWRRI survey studies.

The stated preference data collected in 2001 was compared to the previous survey data collected in prior Plans of the MWRRI. A survey was conducted in February 1997 in major cities that would be served by the MWRRS. The survey effort included stated preference surveys and specific purpose surveys to determine travelers' interest regarding on-board services (OBS) and station services along the branch lines. In October 1998, the survey effort was extended to the smaller MWRRS urban areas (branch lines). In order to obtain a broad sample of travelers from all modes, survey forms were distributed on trains, at Midwestern airports, highway rest areas and toll plazas, and at the Central Chicago (bus) Station.

The following provides a general discussion on the stated preference surveys, with respect to the approach, methodology and findings. A more detailed, technical working paper was published in March 2002 and can be found in the September 2000 Project Notebook.

4.4.2 Stated Preference Surveys

Survey Objectives

The stated preference survey was designed to elicit responses from potential MWRRS passengers identifying the passengers' *criteria* in making a travel mode choice. Using an approach designed to collect *attitudinal* data, the survey presented four specific types of choice issues:

- The tradeoff between travel time and travel costs for all modes of travel in order to derive incremental *values of time*
- The tradeoff between frequency of service (headway) and travel costs for rail, air and bus in order to derive incremental *values of frequency*
- The tradeoff between reliability (within 15 minutes of stated arrival time) and travel costs for rail and air in order to derive *values of reliability*
- The tradeoff between the level of amenities and travel costs for rail to help define the train effect (benefit) created by new technology beyond travel time alone

Survey Methodology

The surveys were conducted using a quota group sampling approach. The information collected from the respondents is extrapolated to the overall population (*e.g.*, the travelers in a particular corridor) by applying readily available census data (*e.g.*, population and income statistics) to travel information (*e.g.,* mode and purpose of travel, distance, etc.). Quota surveys, which are now widely used for commercial, political and industrial purposes have the advantage of being relatively inexpensive to conduct, while providing much greater coverage and more statistically significant results than simple random surveys.

The survey questions focused on the tradeoffs between travel times and costs for existing and proposed modes of travel (faster journey times/higher fares), measuring the impact of large changes in travel time, such as one or two hours. For an analysis of incremental improvements, tradeoff questions were focused on *specific* options being considered, (*e.g.,* for example a 30-minute improvement in the timetable). This tradeoff analysis assessed the *point* elasticities associated with changes that are more marginal and not the *arc* elasticities associated with large changes in time and costs that are typical of passenger rail improvements.

The three critical factors that determine travel behavior are trip purpose, mode of travel and length of journey. Therefore, the market was segmented into auto, bus, rail and air trips and business and non-business trip purposes. Exhibit 4-1 shows the primary quota groups covered by each of the survey studies.

Exhibit 4-1
Primary Quota Groups for the 1997, 1998 and 2001 Surveys

Trip Purpose\Mode	*Air*	*Auto*	*Bus*	*Rail*
1997 Corridor Survey				
Business	X	X	X	X
Non-Business	X	X	X	X
1998 Carbondale Survey				
Business	--	X	X	X
Non-Business	--	X	X	X
1998 Grand Rapids Survey				
Business	X	X	--	X
Non-Business	X	X	--	X
1998 Green Bay Survey				
Business	X	X	X	--
Non-Business	X	X	X	--
2001 MWWRI Travel Survey				
Business	--	--	X	X
Non-Business	--	--	X	X

Notes:
1. Modes with no existing service are indicated by dashes.
2. Because commuter traffic represented a very small portion of the survey results, they were jointly evaluated with non-business trips in the 1997 and 1998 surveys.

The surveys were either self-administered or conducted through on-location interviews. The questions were designed to represent a range of travel behavior for main lines and branch line extensions. The questionnaires collected data about each respondent's trip origin and destination and socioeconomic characteristics such as age, employment status and total household income.

To ensure that respondents were asked questions relevant to particular travel modes and categories, different questionnaires were created based on mode of travel. The surveys differentiated between business and non-business travelers and between rail, bus, air and auto travelers. The 2001 travel survey provided data on the bus and rail modes; data from air and auto was taken from previous survey studies and extrapolated to the base year. In developing specific tradeoff questions, existing rail and bus fares and schedules were used as a general guide, and an analysis was made to determine the likely ranges of value of time (VOT) and value of frequency (VOF) responses. Additional tradeoff questions regarding value of reliability (VOR) were asked of the 1997 survey respondents.

For each questionnaire, five VOT and VOF questions were formulated to ensure an appropriate range of answers. Respondents were asked to choose one of five levels of preference to indicate the degree to which they liked or disliked a given choice.

A minimum sample from each travel market segment was required to ensure statistical confidence. Using the Central Limit Theorem, it was determined that a sample size of 40 to 60 participants ensures the statistical validity of each quota sample. For the MWRRI passenger stated preference surveys, the desired quota target was set at 80-100 interviews with a minimum quota of 40 interviews per trip purpose/travel mode established. The responses from the surveys, in conjunction with the tradeoff analysis, were then used to develop the demand forecasting model.

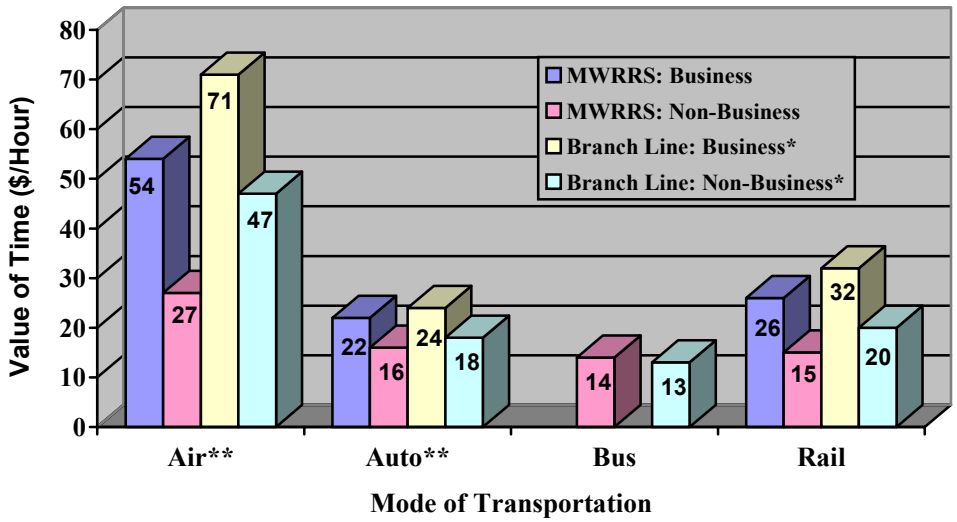
Findings

In the 2001 survey, 1,528 surveys were conducted; from the 1997 survey there were 2,038 survey responses; and from the 1998 survey, 1,028 surveys responses were collected - 419 from Grand Rapids, 317 from Green Bay and 292 from Carbondale.

Value of Time

As expected, business travelers place a higher value on their time than did non-business (pleasure or personal business) travelers. Since few business travelers use intercity buses, this group was not included in the bus survey as the sample size would have been too small to ensure validity. Exhibit 4-2 illustrates the different values of time expressed by business and non-business travelers in the various modes.

Exhibit 4-2
Value of Time by Trip Purpose and Mode (2000$)



* Branch Line data obtained from 1998 Branch Line Surveys
** Auto and air data obtained from 1997 Corridor Survey and adjusted for the base year

A comparison among modes indicates that air travelers, particularly business travelers, place the highest premium on time. This suggests that attracting the business traveler from air to rail would require a comparable total trip time for a given city pair, in addition to other improvements discussed below.

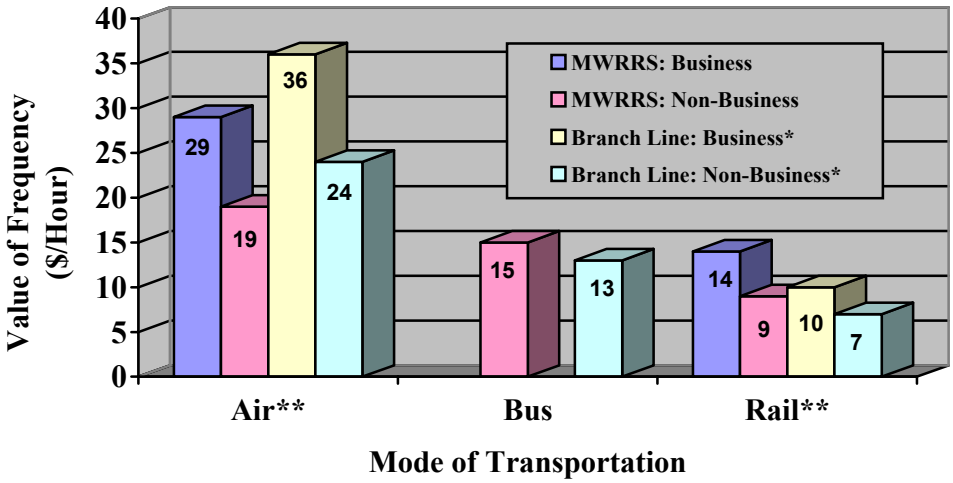
The auto traveler market is very large, representing over 97 percent of intercity passenger travel in the region[6]. Values of time for this group are similar to those of rail travelers in both the business and non-business categories - they place a high value on convenience, flexibility and reliability. Marketing rail's new ability to respond to customer needs (flexibility of schedule, costs, convenience) will attract some portion of auto passengers at current and improved speeds.

Value of Frequency

With reasonable levels of frequency, passengers are accustomed to scheduling their trips for intercity travel; those travelers who require immediate or emergency service are likely to use other modes (autos/cabs). It is worth noting that air travelers value frequency more highly than current rail travelers do, roughly proportionate to their value of time compared to rail travelers. This suggests that more frequent service may attract some current air travelers if rail travel times can also be improved. Exhibit 4-3 illustrates the travelers' values of frequency by mode.

[6] From origin-destination database developed for four modes (*i.e.* air, rail, bus and auto) as part of the MWRRI

Exhibit 4-3
Value of Frequency by Trip Purpose and Mode (2002$)

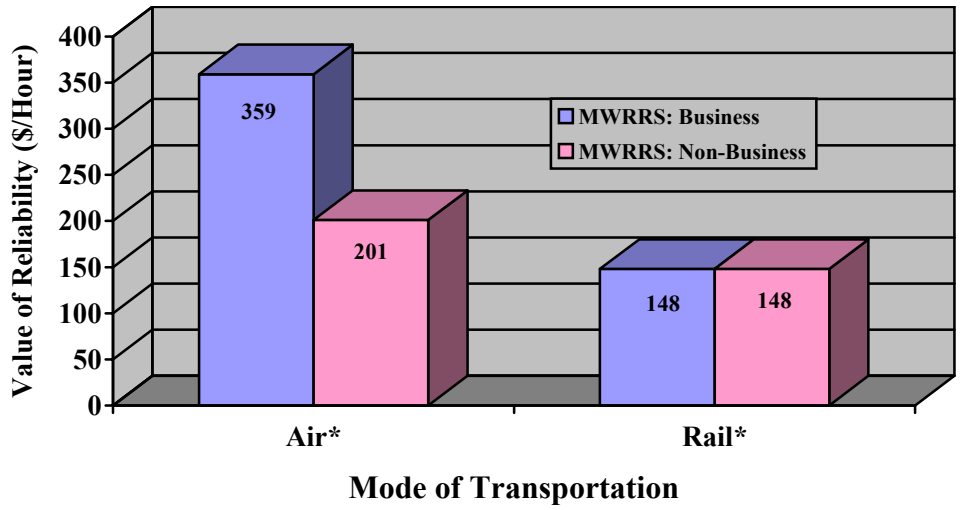


* Branch line data obtained from 1998 Branch Line Surveys
** Rail and air data obtained from 1997 Corridor Survey and adjusted for the base year

Value of Reliability by Trip Purpose and Mode

The value of reliability was calculated as part of the 1997 MWRRI Corridor Survey. Value of reliability was defined as the willingness to pay a premium to ensure arrival time within 15 minutes of the scheduled time for a percentage of time (certainty). This is the metric that the Federal Aviation Administration (FAA) uses to determine *on-time arrivals and departures* of flights by a specific carrier. These percentages ranged from 60 percent (lower fare), to 70 percent (base case), to 75 percent, 80 percent, 90 percent or 95 percent of the time. The tradeoff responses assumed there is a diminishing returns effect to increased reliability; because of this, the values of reliability cannot be compared with values of time or frequency.

Exhibit 4-4
Value of Reliability (2002$)



* Rail and air data obtained from 1997 Corridor Survey and adjusted for the base year

Rail travelers, business and non-business, place very similar values on reliability, and both categories of air travelers place a higher value on reliability than all rail travelers. By contrast, business air travelers are almost twice as concerned about arriving on time with a higher degree of certainty as air non-business travelers are.

This suggests another potential marketing opportunity: if the MWRRS can guarantee on-time performance with equal or more certainty than the airlines, particularly during poor weather conditions, then regional rail should be able to win new customers – and keep them – by providing a highly reliable service. The value of reliability is presented in Exhibit 4-4.

Comparison with Other Studies

Exhibit 4-5 shows the comparison between the values of time and frequency by mode and trip purpose from six different studies, including the MWRRI studies. Note that values of time and frequency are generally lower in the Midwest region studies than in other studies, across most categories and modes. For air in particular, it appears that the introduction of Southwest Airline's inexpensive service, with its competitive effect on other airlines, may have lowered the perceived value of airline travel time and frequency savings. In addition, the majority of the other studies represent more urban trip pairs than in the Midwest region studies. The lower incomes found in the more rural areas may have resulted in lower values of time. In addition, the majority of the other studies represent much shorter trip pairs than the Midwest region study. In particular, rail values of frequency decrease substantially with distance.

Overall, the MWRRI 2001 surveys share similar attitudinal parameters for values across all modes as the surveys taken in 1997. Furthermore, the 2001 surveys share similar time values with the 1998 branch line surveys for all but the air mode. Air travelers (both business and non-business) studied in the initial Plan survey were found to place a higher value on time, as compared the results of the 2001 survey. Similarly, air travelers' value of frequency was slightly higher in the initial Plan survey than the 2001 survey. This result can be explained by the

inclusion in the 1998 survey of smaller air markets in such locations as Grand Rapids and Green Bay, which tend to have relatively higher airfares and limited service due to deregulation of the air market. Air typically provides the shortest travel time among all modes; thus, where affordable, most business travel is still by air. However, in the smaller urban communities of the Midwest region, the high cost of air sends potential rail users to the auto and other less expensive alternatives. Those who continue to use air for business travel in these more isolated locations have higher values of time. Therefore, the values of time for business air travel for the branch lines that serve Grand Rapids and Green Bay is higher than the average values in larger cities. The higher income levels found along the branch lines (*e.g.,* Grand Rapids) give travelers the option to travel by air. Interestingly, non-business air travelers also have the highest values of time for the MWRRS Branch Line as compared to all the other studies.

Exhibit 4-5
Comparison of Attitudinal Parameters: Mean Values of Time and Frequency (2002$)

Value of Time

Mode	*Trip Purpose*	*MWRRS 2001*	*MWRRS 1998 (Branch Line)*	*MWRRS 1997*	*Tri-State*	*Boston-Portland*	*Illinois*
Air	Business	54	71	54	80	62	63
	Non-Business	27	47	27	42	24	40
Auto	Business	22	24	22	53	27	35
	Non-Business	16	18	16	32	16	20
Bus	Business	-	-	-	31	18	19
	Non-Business	14	13	10	27	15	11
Rail	Business	26	32	25	50	27	29
	Non-Business	15	20	18	35	15	20

Value of Frequency

Mode	*Trip Purpose*	*MWRRS 2001*	*MWRRS 1998 (Branch Line)*	*MWRRS 1997*	*Tri-State*	*Boston-Portland*	*Illinois*
Air	Business	29	36	29	30	42	42
	Non-Business	19	24	19	27	15	30
Auto	Business	-	-	-	-	-	-
	Non-Business	-	-	-	-	-	-
Bus	Business	-	-	-	20	14	13
	Non-Business	15	13	11	16	11	8
Rail	Business	14	10	14	22	17	14
	Non-Business	9	7	10	20	12	10

In addition, rail mode has a reverse trend - the value of frequency was slightly lower in the initial plan survey than values in the 2001 survey. This may be due to the current limited service in the branch line extension; therefore, rail dependency, as well as the value of frequency, is low.

Both the earlier and later survey values are consistent with the other studies in the relationships across modes. The sometimes lower values do not change the relative pattern of responses across modes within each study (*e.g.*, air business travelers consistently place the highest values on time, and auto and rail business and non-business travelers typically present very similar patterns to one another in time values). The relative values between modes are the determining factors in demand forecasting models, rather than the absolute values.

Stated Preference Survey Conclusions

The study findings indicate that the MWRRS can attract new passengers, primarily from auto and air markets, by providing improved service and amenities. Offering high quality service (competitive in terms of time, price, frequency, and reliability), modern facilities with comfortable stations and state-of-the-art trains will divert passengers into the rail market, yielding increased ridership and revenue.

4.4.3 Specific Purpose Surveys

In addition to collecting stated preference data, the surveys included questions designed to capture user preferences for on-board and station services. The 2001 survey results were used to assess the services wanted by bus and rail passengers. The initial Plan survey results were used to determine what air and auto passengers want. For the rail and auto modes, questions regarding service, on-board amenities and station amenities were asked; air and bus travelers were asked questions regarding service and terminal amenities. Each survey questionnaire was tailored to a specific audience and restrictions on the number of questions, based on the general willingness of travelers to respond, limited the coverage. Respondents were instructed to rank the importance of each amenity with 5 being the most important and 1 being the least important (Exhibit 4-6).

Station and On-board Amenities

The 2001 survey yielded information regarding the station and on-board services expected by potential rail passengers. The results from this survey were consistent with the results of previous MWRRI surveys. The areas with the highest rankings were:

- Infrastructure improvements at stations (safe stations, ample parking and weather-protected platforms)
- Access to car rentals, taxis and public transit at stations
- Travel information (such as customer service representatives at stations and on trains)
- The availability of luggage carts and a variety of food service options, both at stations and on-board trains

Comparing Traveler Values on Different Modes

All three surveys asked respondents to rate features related to the rail service. The surveys were used to gauge the values that travelers assign to different service attributes, (e.g., station amenities, on-board services, planning and scheduling services and other miscellaneous services). The results for the analysis are shown in Exhibit 4-6; results from the 1997 and 1998 surveys are shown in parenthesis.

Exhibit 4-6
Ranking of Service Features by Modal Travelers

Importance Ratings	*Average Importance Rating 5=Highest, 1=Lowest ( ) indicates values from 1997 and 1998 surveys, others are from the 2001 survey*			
	Rail Survey	*Auto Survey*	*Air Survey*	*Bus Survey*
Miscellaneous				
Cost of the rail service		(3.52)		
Convenient schedules		(4.19)		
Accessibility to stations (home)		(4.08)		
Accessibility to stations (destination)		(4.10)		
Accessibility to public transit		(3.63)	(3.16)	(4.00)
Reliability of train service		(4.13)		
Staffed rental car booths			(3.86)	
Staff for baggage handling				(3.31)
Station Amenities				
Rail service to suburban Chicago locations	3.06 (3.09)	3.15 (3.07)	1.93	
Convenient and ample parking at stations	3.97 (3.60)	3.67 (3.74)	3.92 (4.01)	3.58 (3.08)
Car rental, taxi, shuttle, limousine services	3.89 (3.63)	3.18 (3.37)	4.11 (3.63)	3.81 (3.76)
Availability of luggage carts	3.39 (3.32)		3.05 (2.82)	3.52 (3.33)
Office and meeting facilities	2.07			2.71
Weather protected passenger platforms	4.04			4.06
Travelers' lounges	2.67 (3.38)		3.01 (3.00)	3.39 (3.04)
Food court	3.37			4.03
Restaurant with table service	3.08			3.44
Wide variety of high-quality food selections	3.45 (3.26)		3.37 (2.90)	3.78
On-board Service				
First class seating with food, beverage service	2.75 (2.63)	2.62		
Restaurant car with table service	3.01 (3.01)		(2.75)	(3.13)
Fast-food cafeteria/snack bar	3.37 (3.23)		(3.24)	(3.27)
Coffee cart services	2.77 (2.87)			
Telephone at seat	1.86 (1.81)	2.65		
Electrical outlets at seat	2.55 (2.32)			
Business service area	1.97 (1.93)		(2.58)	(2.63)
Personal TV/Video movie display	2.53 (2.40)			
Music headsets	2.54 (2.63)			
Child care services	2.04 (2.06)	2.42		
Connecting train information	3.69 (3.75)		(3.58)	
Wider seats	4.16			
More legroom	4.32			
Planning and Scheduling Services				
Phone reservation number (toll-free) number	3.92			4.01
Internet reservation/info	3.56			3.52
Destination Information	3.61		(3.64)	3.92(4.15)
Discounted fares for advance purchase	4.33			4.36
Discounted fares for seniors/students/children	3.87			4.23
Frequent traveler credits	3.52			3.68
Guarantee of a reserved seat	4.02			4.10
Not needing a reservation	3.30			3.43

Convenient schedules, accessibility to stations and reliability of service receive consistently higher rankings than other items, indicating their relative value to customers. For auto travelers, accessibility may be key to attracting portions of this very large market to rail service. For food service, travelers consistently placed the highest value on convenient access.

Specific Purpose Survey Conclusion

Attracting travelers from all types of modes to the MWRRS will require a mix of marketing strategies and enhanced service attributes such as comparable trip times and more frequent service. While air service is one of the most expensive travel modes, air travelers place a high value on total trip time and frequency of service. Primary market research concluded that it is important to dramatically improve current on-board and rail station services and continue making improvements. Marketing rail service to auto travelers must also include highlighting service reliability in addition to convenience and reduced travel time. The greatest failures of the current rail system are lack of reliability, infrequent service and travel times equal to or greater than the auto mode.

4.4.4 Travel Market Research

Data was collected on travel behavior and socioeconomic factors to develop a detailed and comprehensive zone system. These data were later used in the *COMPASS*© demand model as the primary source of information for demand and revenue forecasting.

Data Sources

Information was collected from existing sources in the travel and transportation industries including maps, government databases and socioeconomic forecasts, published schedules for the existing travel network and travel data from Amtrak, Greyhound and the airlines. Auto origin-destination (O-D) travel data was difficult to obtain and was available only for certain states and regional centers; estimates on O-D travel for zones that were lacking data were made using the travel characteristics of existing and available data, modified by population, income, employment and trip length. A summary of origin-destination sources garnered from travel industry sources is shown in Exhibit 4-7 and information collected from state government sources is shown in Exhibit 4-8. The base year for the data collected was 2000.

Exhibit 4-7
Sources of Overall Travel and Origin-Destination Data by Mode (Year 2000 Data)

Mode	*Origin-Destination Data Sources*
Rail	Amtrak Ticketing Data
	Station-to-Station Passenger Volume
	Access/Egress Simulation
Air	Federal Aviation Administration (FAA) 10 Percent Sample
	Airport-to-Airport Passenger Volume
	Access/Egress Simulation
Bus	Greyhound Station-to-Station Passenger Volumes
	Access/Egress Simulation
Auto	Statewide and Urban O-D Studies
	Trip Simulation for Door-to-Door Movement

Exhibit 4-8
Sources of Auto Origin-Destination Data by State

States	*Sources*
Illinois	Illinois Rail Study (1995)
	Illinois Statewide Highway Model (1987)
	Illinois Rail Passenger Survey (1993)
Indiana	Statewide Auto Trip Tables (Estimated from AADT)
Iowa	Highway Traffic Volumes
Michigan	Statewide Travel Demand Model
	Intercity Passenger Rail Surveys (1995)
Minnesota	Highway Traffic Volumes
	Travel Survey for Twin Cities Metro Area
	Tri-State High-Speed Rail Study (1991)
Missouri	Highway Traffic Volumes (2000)
Nebraska	Statewide Transportation Model
Ohio	High-Speed Rail Ridership Study (1988)
	Pittsburgh-Cleveland Rail Corridor Study (1995)
Wisconsin	Chicago-Milwaukee Rail Corridor Study (1995)
	Statewide Travel Demand Model

Base year socioeconomic data was provided by the U.S. Census Bureau. Socioeconomic growth rates in population, employment and income are provided by Woods & Poole Economics, Inc. Exhibit 4-9 presents the underlying data assumptions on population, per capita income and employment growth that were used in the models.

Exhibit 4-9
Socioeconomic Growth by State

	Illinois	*Indiana*	*Iowa*	*Michigan*	*Minnesota*	*Missouri*	*Nebraska*	*Ohio*	*Wisconsin*
Population									
2000 – 2010	0.67%	0.63%	0.41%	0.42%	0.81%	0.70%	0.59%	0.46%	0.71%
2010 – 2020	0.68%	0.69%	0.54%	0.55%	0.74%	0.72%	0.61%	0.58%	0.73%
2020 – 2040	0.58%	0.61%	0.49%	0.53%	0.60%	0.60%	0.52%	0.53%	0.62%
Employment									
2000 – 2010	0.99%	0.94%	0.66%	0.75%	1.05%	0.96%	0.92%	0.83%	0.97%
2010 – 2020	0.41%	0.40%	0.16%	0.29%	0.42%	0.38%	0.30%	0.31%	0.41%
2020 – 2040	0.42%	0.44%	0.27%	0.38%	0.42%	0.40%	0.33%	0.38%	0.43%
Per Capita Income									
2000 – 2010	1.03%	1.13%	1.15%	1.07%	1.04%	1.07%	1.16%	1.11%	1.10%
2010 – 2020	0.72%	0.79%	0.78%	0.77%	0.71%	0.78%	0.77%	0.78%	0.77%
2020 – 2040	0.81%	0.85%	0.85%	0.84%	0.80%	0.84%	0.84%	0.84%	0.84%

Base Travel Results: 2000 Travel between City Pairs

The summary table, Exhibit 4-10, presents total estimated rail, bus, air and auto travel in the key MWRRS corridors. These estimates include trips that would constitute a potential market for rail. Exhibits 4-11 through 4-14 disaggregate the trips by mode for these same city pairs by trip purpose, (*i.e.,* business and non-business). Exhibits 4.15 and 4.16 present the detailed data for all the cities included in the analysis, and the current estimated modal shares for each.

Exhibit 4-10
Summary of Total Trips in Selected Corridors – Year 2000

Corridor	*Trips/ Mode Share*	*Mode*				
		Air	*Bus*	*Auto*	*Rail*	*Total*
Chicago-Quincy-Omaha	Trips	1,134,675	194,147	80,245,776	285,033	81,859,631
	Mode Share	1.39%	0.24%	98.03%	0.35%	100%
Chicago-St. Louis	Trips	1,528,747	268,820	47,418,580	233,076	49,449,223
	Mode Share	3.09%	0.54%	95.89%	0.47%	100%
Chicago-Milwaukee-Minneapolis	Trips	1,810,910	677,974	138,446,848	282,324	141,218,056
	Mode Share	1.28%	0.48%	98.04%	0.20%	100%
Chicago-Carbondale	Trips[7]	298,339	232,179	47,772,320	101,235	48,404,073
	Mode Share	0.62%	0.48%	98.69%	0.21%	100%
Chicago-Michigan	Trips	1,885,901	710,720	166,087,536	398,858	169,083,015
	Mode Share	1.12%	0.42%	98.23%	0.24%	100%
Chicago-Cincinnati	Trips	1,161,538	200,304	36,812,032	44,062	38,217,936
	Mode Share	3.04%	0.52%	96.32%	0.12%	100%
Chicago-Cleveland	Trips[8]	946,727	530,155	99,780,816	104,792	101,362,490
	Mode Share	0.93%	0.52%	98.44%	0.10%	100%
St. Louis - Kansas City	Trips	775,195	65,862	24,288,942	189,375	25,319,374
	Mode Share	3.06%	0.26%	95.93%	0.75%	100%
Milwaukee-Green Bay	Trips	121,484	128,890	19,218,692	0	19,469,066
	Mode Share	0.62%	0.66%	98.71%	0%	100%
Total	**Trips**	**9,663,516**	**3,009,051**	**660,071,542**	**1,638,755**	**674,382,864**
	Mode Share	**1.43%**	**0.45%**	**97.88%**	**0.24%**	**100.00%**

[7] The Ohio and Illinois networks have many more detailed zones compared to the Indiana network. This difference generates more short-distance auto trips that account for higher auto trips on Chicago-Cleveland as compared to Chicago-Cincinnati. This inconsistency has no practical effect on rail ridership but appears to affect the modal share calculation.
[8] See footnote 6.

Exhibit 4-11
Rail Trips by Trip Purpose within Selected Corridors – Year 2000

Corridor	*Trips within Corridor*			
	Business	*Non-business*	*Total*	*Percent of Total*
Chicago-Quincy-Omaha	50,987	234,046	285,033	17.39%
Chicago-St. Louis	78,092	154,984	233,076	14.22%
Chicago-Milwaukee-Minneapolis	49,869	232,455	282,324	17.23%
Chicago-Carbondale	20,070	81,165	101,235	6.18%
Chicago-Michigan	49,545	349,313	398,858	24.34%
Chicago-Cincinnati	6,119	37,943	44,062	2.69%
Chicago-Cleveland	14,754	90,038	104,792	6.39%
St. Louis - Kansas City	66,248	123,127	189,375	11.56%
Total	335,684	1,303,071	1,638,755	100.00%

Exhibit 4-12
Bus Trips by Trip Purpose within Selected Corridors – Year 2000

Corridor	*Trips within Corridor*			
	Business	*Non-business*	*Total*	*Percent of Total*
Chicago-Quincy-Omaha	8,217	185,930	194,147	6.45%
Chicago-St. Louis	6,727	262,093	268,820	8.93%
Chicago-Milwaukee-Minneapolis	35,374	642,600	677,974	22.53%
Chicago-Carbondale	13,916	218,263	232,179	7.72%
Chicago-Michigan	20,824	689,896	710,720	23.62%
Chicago-Cincinnati	8,414	191,890	200,304	6.66%
Chicago-Cleveland	18,100	512,055	530,155	17.62%
St. Louis - Kansas City	1,584	64,278	65,862	2.19%
Milwaukee-Green Bay	4,047	124,843	128,890	4.28%
Total	**117,203**	**2,891,848**	**3,009,051**	**100.00%**

Exhibit 4-13
Air Trips by Trip Purpose within Selected Corridors – Year 2000

Corridor	*Trips within Corridor*			
	Business	*Non-business*	*Total*	*Percent of Total*
Chicago-Quincy-Omaha	424,749	709,926	1,134,675	11.74%
Chicago-St. Louis	643,645	885,102	1,528,747	15.82%
Chicago-Milwaukee-Minneapolis	812,352	998,558	1,810,910	18.74%
Chicago-Carbondale	106,450	191,889	298,339	3.09%
Chicago-Michigan	775,186	1,110,715	1,885,901	19.52%
Chicago-Cincinnati	466,011	695,527	1,161,538	12.02%
Chicago-Cleveland	353,424	593,303	946,727	9.80%
St. Louis - Kansas City	402,196	372,999	775,195	8.02%
Milwaukee-Green Bay	46,587	74,897	121,484	1.26%
Total	**4,030,600**	**5,632,916**	**9,663,516**	**100.00%**

Exhibit 4-14
Auto Trips by Trip Purpose within Selected Corridors – Year 2000

Corridor	*Trips within Corridor*			
	Business	*Non-business*	*Total*	*Percent of Total*
Chicago-Quincy-Omaha	19,367,660	60,878,116	80,245,776	12.16%
Chicago-St. Louis	10,571,812	36,846,768	47,418,580	7.18%
Chicago-Milwaukee-Minneapolis	29,855,214	108,591,640	138,446,848	20.97%
Chicago-Carbondale	11,358,557	36,413,764	47,772,320	7.24%
Chicago-Michigan	32,700,170	133,387,362	166,087,536	25.16%
Chicago-Cincinnati	7,556,624	29,255,406	36,812,032	5.58%
Chicago-Cleveland	19,075,096	80,705,720	99,780,816	15.12%
St. Louis - Kansas City	7,032,668	17,256,274	24,288,942	3.68%
Milwaukee-Green Bay	4,974,274	14,244,419	19,218,692	2.91%
Total	**142,492,075**	**517,579,469**	**660,071,542**	**100.00%**

Exhibit 4-15
2000 Base Year Person-Trips between Major Cities

City Pair	Air		Auto		Bus		Rail	
	Business	Non-Business	Business	Non-Business	Business	Non-Business	Business	Non-Business
Chicago-Cincinnati	60,598	68,540	222,325	707,658	811	8,291	919	4,804
Chicago-Cleveland	197,364	172,437	317,834	1,029,436	2,283	21,174	847	5,678
Chicago-Des Moines	27,496	21,609	169,982	452,624	547	5,741	983	3,306
Chicago-Detroit	308,179	240,186	994,835	3,186,965	3,383	32,467	11,805	61,166
Chicago-Indianapolis	79,127	50,042	885,731	2,530,507	3,014	28,614	2,135	12,478
Chicago-Kalamazoo	6,001	4,340	550,626	1,774,724	947	21,252	10,469	61,774
Chicago-Kansas City	127,525	136,357	89,485	272,690	287	3,085	2,199	3,594
Chicago-Lansing	22,668	23,290	288,049	921,606	512	13,822	560	5,075
Chicago-Madison	3,280	3,597	217,417	448,207	307	2,243	1,464	10,140
Chicago-Milwaukee	16,980	10,796	4,016,391	10,205,003	11,397	90,281	20,956	53,696
Chicago-Omaha	93,041	93,389	89,084	257,067	566	4,877	1,237	5,965
Chicago-Springfield IL	3,182	1,809	403,530	1,025,807	328	7,396	28,565	44,738
Chicago-St. Louis	267,709	139,356	514,330	1,487,517	1,496	20,167	31,560	43,705
Chicago-Toledo	30,522	33,810	276,178	851,531	729	11,082	2,389	15,152
Chicago-Twin Cities	291,567	186,756	272,799	727,307	1,662	12,102	8,350	41,287
Cincinnati-Cleveland	167,733	86,922	294,280	772,707	3,515	27,959	1,136	2,900
Cincinnati-Des Moines	2,425	1,290	8,156	16,429	67	1,050	-	1
Cincinnati-Detroit	35,264	22,989	328,785	941,340	2,418	30,429	-	21
Cincinnati-Indianapolis	479	934	236,393	1,214,907	309	6,674	1	16
Cincinnati-Kalamazoo	656	385	26,224	61,189	183	3,204	-	6
Cincinnati-Kansas City	18,919	19,382	18,446	39,768	385	4,222	2	22
Cincinnati-Lansing	509	1,134	36,750	89,880	239	6,963	-	-
Cincinnati-Madison	2,461	1,086	13,043	28,253	232	2,975	-	1
Cincinnati-Milwaukee	17,884	16,401	40,609	138,771	189	2,224	35	109
Cincinnati-Omaha	4,558	2,778	7,587	16,483	88	1,258	-	3
Cincinnati-Springfield IL	119	266	20,090	82,002	23	716	5	54
Cincinnati-St. Louis	4,760	14,884	33,450	225,629	150	4,133	8	94
Cincinnati-Toledo	307	248	142,224	369,973	690	13,041	-	-
Cincinnati-Twin Cities	54,425	37,550	22,574	52,489	415	4,638	-	7
Cleveland-Des Moines	1,606	1,888	5,136	11,223	90	1,061	-	1
Cleveland-Detroit	24,935	13,831	524,246	1,634,792	5,243	47,636	-	31
Cleveland-Indianapolis	19,213	11,883	73,935	187,651	630	5,411	-	-
Cleveland-Kalamazoo	952	766	30,375	76,822	235	3,341	-	11
Cleveland-Kansas City	37,643	17,586	10,351	24,254	261	2,223	-	4
Cleveland-Lansing	1,165	1,631	48,335	125,262	241	6,110	-	-
Cleveland-Madison	2,068	1,725	9,841	23,118	212	2,363	-	1
Cleveland-Milwaukee	766	17,625	2,870	190,760	19	5,690	3	607
Cleveland-Omaha	8,515	463	4,993	11,783	117	1,271	-	3
Cleveland-Springfield IL	429	115	6,115	13,523	42	736	-	21
Cleveland-St. Louis	70,248	32,015	31,885	82,885	669	8,064	-	26
Cleveland-Toledo	1,010	1,083	649,607	2,230,982	593	12,965	70	664
Cleveland-Twin Cities	40,552	23,055	17,419	44,006	858	6,326	-	22
Des Moines-Detroit	3,463	6,185	14,688	33,353	192	2,666	-	6
Des Moines-Indianapolis	5,551	1,907	11,403	22,227	61	830	-	1
Des Moines-Kansas City	17,072	5,356	95,762	184,929	223	4,606	-	-
Des Moines-Lansing	337	626	3,445	6,988	36	1,249	-	-
Des Moines-Madison	972	226	12,747	23,840	40	750	-	-
Des Moines-Milwaukee	46	657	16,256	108,017	51	1,865	27	190
Des Moines-Omaha	11	26	189,665	373,527	236	5,318	30	148
Des Moines-Springfield IL	5	22	817	15,663	-	307	-	28
Des Moines-St. Louis	14,168	4,483	23,263	47,292	60	1,729	-	-
Des Moines-Toledo	167	203	3,371	7,046	38	743	-	1
Des Moines-Kansas City	17,072	5,356	95,762	184,929	223	4,606	-	-
Des Moines-Twin Cities	34,653	9,610	112,839	229,562	186	3,416	-	-
Detroit-Indianapolis	64,027	46,290	163,598	432,106	998	10,310	-	27
Detroit-Kalamazoo	3,269	2,426	609,611	1,631,315	582	16,121	660	5,467
Detroit-Kansas City	58,158	67,777	28,681	69,735	502	4,845	-	22
Detroit-Lansing	545	624	335,459	959,655	24	1,227	81	634
Detroit-Madison	11,903	10,763	30,562	74,864	393	5,214	-	-

Exhibit 4-15 (Continued)
2000 Base Year Person-Trips between Major Cities

City Pair	Air		Auto		Bus		Rail	
	Business	Non-Business	Business	Non-Business	Business	Non-Business	Business	Non-Business
Detroit-Milwaukee	28,929	31,391	163,061	456,573	794	8,066	169	2,770
Detroit-Omaha	15,337	10,716	13,621	33,313	247	3,175	-	28
Detroit-Springfield IL	845	905	33,646	106,544	113	2,477	20	308
Detroit-St. Louis	55,354	58,337	63,329	243,799	511	8,359	14	204
Detroit-Toledo	228	1,930	954,396	5,535,567	1,510	35,683	48	509
Detroit-Twin Cities	128,712	72,088	47,926	125,506	1,517	13,334	-	-
Indianapolis-Kalamazoo	382	210	34,752	77,945	180	3,438	-	7
Indianapolis-Kansas City	866	7,963	3,316	33,238	6	357	2	27
Indianapolis-Lansing	2,052	3,555	42,492	101,166	197	4,680	-	-
Indianapolis-Madison	3,333	647	19,780	41,385	231	2,953	-	1
Indianapolis-Milwaukee	1,192	808	113,010	304,353	631	5,708	51	145
Indianapolis-Omaha	12,464	4,049	9,433	19,783	77	950	-	5
Indianapolis-Springfield IL	37	38	62,075	207,172	34	1,346	6	78
Indianapolis-St. Louis	13,442	16,730	126,635	621,781	351	8,687	22	202
Indianapolis-Toledo	176	626	53,562	129,863	249	3,825	-	-
Indianapolis-Twin Cities	39,559	26,715	26,933	60,365	331	3,608	-	14
Kalamazoo-Kansas City	1,346	585	6,396	13,329	65	1,170	-	6
Kalamazoo-Lansing	188	145	211,685	603,802	112	11,975	28	430
Kalamazoo-Madison	9	24	4,233	9,042	-	-	6	42
Kalamazoo-Omaha	1,602	364	2,901	6,064	31	704	-	13
Kalamazoo-Springfield IL	65	25	15,098	31,328	22	940	12	154
Kalamazoo-St. Louis	289	354	16,528	62,902	85	3,302	5	88
Kalamazoo-Toledo	99	260	15,354	303,922	-	1,412	23	300
Kalamazoo-Twin Cities	5,703	5,103	10,472	23,423	227	3,589	-	-
Kansas City-Lansing	1,888	1,920	6,586	14,280	94	2,127	-	-
Kansas City-Madison	1,233	3,812	10,027	19,830	70	1,006	-	2
Kansas City-Milwaukee	8,213	11,697	26,621	76,985	81	1,156	45	613
Kansas City-Omaha	1,473	405	120,438	248,877	203	4,494	1	4
Kansas City-Springfield IL	502	420	30,914	63,040	16	498	331	1,219
Kansas City-St. Louis	140,935	75,974	307,235	732,879	390	8,655	14,919	42,338
Kansas City-Toledo	1,222	1,292	6,407	14,348	102	1,423	-	4
Kansas City-Twin Cities	87,775	53,549	69,852	150,681	293	3,941	-	20
Lansing-Madison	471	1,222	7,586	16,685	73	2,334	-	-
Lansing-Milwaukee	2,223	2,532	47,272	126,523	104	2,947	34	535
Lansing-Omaha	502	993	3,095	6,742	45	1,404	-	-
Lansing-Springfield IL	45	56	5,398	15,296	4	364	8	64
Lansing-St. Louis	6,113	6,673	17,762	42,685	244	8,388	-	-
Lansing-Toledo	2	3	61,188	157,124	129	6,087	-	2
Lansing-Twin Cities	4,713	8,485	10,957	25,542	243	5,162	-	-
Madison-Milwaukee	67	51	574,414	1,373,962	30	1,062	1,305	5,704
Madison-Omaha	1,678	677	8,278	16,540	49	845	-	-
Madison-Springfield IL	7	79	2,894	25,436	-	145	3	93
Madison-St. Louis	3,647	2,206	39,544	87,125	285	5,421	-	5
Madison-Toledo	329	228	7,538	16,984	95	1,793	-	1
Madison-Twin Cities	5,212	8,708	45,406	148,768	25	825	292	3,672
Milwaukee-Omaha	7,678	5,373	21,765	48,859	161	2,012	-	47
Milwaukee-Springfield IL	358	189	71,909	158,359	81	1,883	27	387
Milwaukee-St. Louis	17,451	13,441	140,289	366,889	432	6,380	303	2,666
Milwaukee-Toledo	870	564	29,523	75,025	522	6,460	-	379
Milwaukee-Twin Cities	46,888	37,439	161,317	384,960	456	4,438	420	3,223
Omaha-Springfield IL	358	58	4,362	8,184	22	563	-	-
Omaha-St. Louis	71,010	24,655	27,611	59,974	189	4,448	-	-
Omaha-Toledo	92	57	3,004	6,762	47	851	-	2
Omaha-Twin Cities	62,879	16,732	61,081	132,788	208	3,423	-	-
Springfield IL-St. Louis	577	436	526,494	1,215,141	305	13,002	2,742	7,494
Springfield IL-Toledo	37	102	2,738	28,689	5	772	5	85
Springfield IL-Twin Cities	2,315	468	12,146	24,330	49	1,029	-	121
St. Louis-Toledo	912	6,333	1,653	76,218	15	2,969	1	51
St. Louis-Twin Cities	120,110	40,115	51,703	121,161	3,299	5,490	-	106
Toledo-Twin Cities	2,390	1,646	10,646	25,653	356	4,336	-	15

Exhibit 4-16
2000 Base Year Market Share by Mode

City Pair	Air		Auto		Bus		Rail	
	Business	Non-Business	Business	Non-Business	Business	Non-Business	Business	Non-Business
Chicago-Cincinnati	21.3%	8.7%	78.1%	89.7%	0.3%	1.1%	0.3%	0.6%
Chicago-Cleveland	38.1%	14.0%	61.3%	83.8%	0.4%	1.7%	0.2%	0.5%
Chicago-Des Moines	13.8%	4.5%	85.4%	93.7%	0.3%	1.2%	0.5%	0.7%
Chicago-Detroit	23.4%	6.8%	75.5%	90.5%	0.3%	0.9%	0.9%	1.7%
Chicago-Indianapolis	8.2%	1.9%	91.3%	96.5%	0.3%	1.1%	0.2%	0.5%
Chicago-Kalamazoo	1.1%	0.2%	96.9%	95.3%	0.2%	1.1%	1.8%	3.3%
Chicago-Kansas City	58.1%	32.8%	40.8%	65.6%	0.1%	0.7%	1.0%	0.9%
Chicago-Lansing	7.3%	2.4%	92.4%	95.6%	0.2%	1.4%	0.2%	0.5%
Chicago-Madison	1.5%	0.8%	97.7%	96.6%	0.1%	0.5%	0.7%	2.2%
Chicago-Milwaukee	0.4%	0.1%	98.8%	98.5%	0.3%	0.9%	0.5%	0.5%
Chicago-Omaha	50.6%	25.8%	48.4%	71.2%	0.3%	1.3%	0.7%	1.7%
Chicago-Springfield IL	0.7%	0.2%	92.6%	95.0%	0.1%	0.7%	6.6%	4.1%
Chicago-St. Louis	32.8%	8.2%	63.1%	88.0%	0.2%	1.2%	3.9%	2.6%
Chicago-Toledo	9.9%	3.7%	89.1%	93.4%	0.2%	1.2%	0.8%	1.7%
Chicago-Twin Cities	50.8%	19.3%	47.5%	75.2%	0.3%	1.3%	1.5%	4.3%
Cincinnati-Cleveland	35.9%	9.8%	63.1%	86.8%	0.8%	3.1%	0.2%	0.3%
Cincinnati-Des Moines	22.8%	6.9%	76.6%	87.5%	0.6%	5.6%	0.0%	0.0%
Cincinnati-Detroit	9.6%	2.3%	89.7%	94.6%	0.7%	3.1%	0.0%	0.0%
Cincinnati-Indianapolis	0.2%	0.1%	99.7%	99.4%	0.1%	0.5%	0.0%	0.0%
Cincinnati-Kalamazoo	2.4%	0.6%	96.9%	94.5%	0.7%	4.9%	0.0%	0.0%
Cincinnati-Kansas City	50.1%	30.6%	48.9%	62.7%	1.0%	6.7%	0.0%	0.0%
Cincinnati-Lansing	1.4%	1.2%	98.0%	91.7%	0.6%	7.1%	0.0%	0.0%
Cincinnati-Madison	15.6%	3.4%	82.9%	87.4%	1.5%	9.2%	0.0%	0.0%
Cincinnati-Milwaukee	30.5%	10.4%	69.2%	88.1%	0.3%	1.4%	0.1%	0.1%
Cincinnati-Omaha	37.3%	13.5%	62.0%	80.3%	0.7%	6.1%	0.0%	0.0%
Cincinnati-Springfield IL	0.6%	0.3%	99.3%	98.8%	0.1%	0.9%	0.0%	0.1%
Cincinnati-St. Louis	12.4%	6.1%	87.2%	92.2%	0.4%	1.7%	0.0%	0.0%
Cincinnati-Toledo	0.2%	0.1%	99.3%	96.5%	0.5%	3.4%	0.0%	0.0%
Cincinnati-Twin Cities	70.3%	39.7%	29.2%	55.4%	0.5%	4.9%	0.0%	0.0%
Cleveland-Des Moines	23.5%	13.3%	75.2%	79.2%	1.3%	7.5%	0.0%	0.0%
Cleveland-Detroit	4.5%	0.8%	94.6%	96.4%	0.9%	2.8%	0.0%	0.0%
Cleveland-Indianapolis	20.5%	5.8%	78.8%	91.6%	0.7%	2.6%	0.0%	0.0%
Cleveland-Kalamazoo	3.0%	0.9%	96.2%	94.9%	0.7%	4.1%	0.0%	0.0%
Cleveland-Kansas City	78.0%	39.9%	21.5%	55.0%	0.5%	5.0%	0.0%	0.0%
Cleveland-Lansing	2.3%	1.2%	97.2%	94.2%	0.5%	4.6%	0.0%	0.0%
Cleveland-Madison	17.1%	6.3%	81.2%	85.0%	1.8%	8.7%	0.0%	0.0%
Cleveland-Milwaukee	20.9%	8.2%	78.5%	88.9%	0.5%	2.7%	0.1%	0.3%
Cleveland-Omaha	62.5%	3.4%	36.6%	87.2%	0.9%	9.4%	0.0%	0.0%
Cleveland-Springfield IL	6.5%	0.8%	92.8%	93.9%	0.6%	5.1%	0.0%	0.1%
Cleveland-St. Louis	68.3%	26.0%	31.0%	67.4%	0.7%	6.6%	0.0%	0.0%
Cleveland-Toledo	0.2%	0.0%	99.7%	99.3%	0.1%	0.6%	0.0%	0.0%
Cleveland-Twin Cities	68.9%	31.4%	29.6%	59.9%	1.5%	8.6%	0.0%	0.0%
Des Moines-Detroit	18.9%	14.7%	80.1%	79.0%	1.0%	6.3%	0.0%	0.0%
Des Moines-Indianapolis	32.6%	7.6%	67.0%	89.0%	0.4%	3.3%	0.0%	0.0%
Des Moines-Kalamazoo	14.9%	1.3%	84.5%	90.5%	0.6%	8.1%	0.0%	0.0%
Cleveland-Detroit	4.5%	0.8%	94.6%	96.4%	0.9%	2.8%	0.0%	0.0%
Cleveland-Indianapolis	20.5%	5.8%	78.8%	91.6%	0.7%	2.6%	0.0%	0.0%
Des Moines-Kansas City	15.1%	2.7%	84.7%	94.9%	0.2%	2.4%	0.0%	0.0%
Des Moines-Lansing	8.8%	7.1%	90.2%	78.8%	0.9%	14.1%	0.0%	0.0%
Des Moines-Madison	7.1%	0.9%	92.6%	96.1%	0.3%	3.0%	0.0%	0.0%
Des Moines-Milwaukee	0.3%	0.6%	99.2%	97.6%	0.3%	1.7%	0.2%	0.2%
Des Moines-Omaha	0.0%	0.0%	99.9%	98.6%	0.1%	1.4%	0.0%	0.0%
Des Moines-Springfield IL	0.6%	0.1%	99.4%	97.8%	0.0%	1.9%	0.0%	0.2%
Des Moines-St. Louis	37.8%	8.4%	62.1%	88.4%	0.2%	3.2%	0.0%	0.0%
Des Moines-Toledo	4.7%	2.5%	94.3%	88.2%	1.1%	9.3%	0.0%	0.0%
Des Moines-Twin Cities	23.5%	4.0%	76.4%	94.6%	0.1%	1.4%	0.0%	0.0%
Detroit-Indianapolis	28.0%	9.5%	71.6%	88.4%	0.4%	2.1%	0.0%	0.0%
Detroit-Kalamazoo	0.5%	0.1%	99.3%	98.5%	0.1%	1.0%	0.1%	0.3%
Detroit-Kansas City	66.6%	47.6%	32.8%	49.0%	0.6%	3.4%	0.0%	0.0%
Detroit-Lansing	0.2%	0.1%	99.8%	99.7%	0.0%	0.1%	0.0%	0.1%
Detroit-Madison	27.8%	11.8%	71.3%	82.4%	0.9%	5.7%	0.0%	0.0%

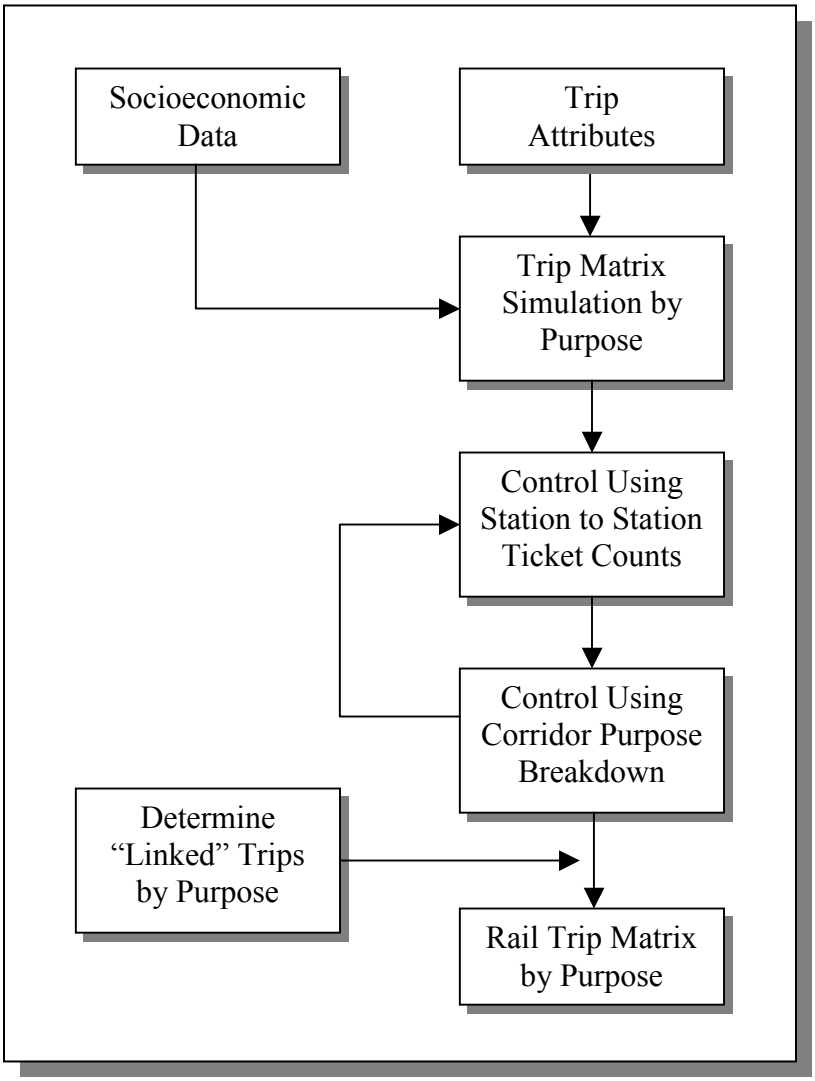
Exhibit 4-16 (Continued)
2000 Base Year Market Share by Mode

City Pair	Air		Auto		Bus		Rail	
	Business	Non-Business	Business	Non-Business	Business	Non-Business	Business	Non-Business
Detroit-Milwaukee	15.0%	6.3%	84.5%	91.5%	0.4%	1.6%	0.1%	0.6%
Detroit-Omaha	52.5%	22.7%	46.6%	70.5%	0.8%	6.7%	0.0%	0.1%
Detroit-Springfield IL	2.4%	0.8%	97.2%	96.7%	0.3%	2.2%	0.1%	0.3%
Detroit-St. Louis	46.4%	18.8%	53.1%	78.5%	0.4%	2.7%	0.0%	0.1%
Detroit-Toledo	0.0%	0.0%	99.8%	99.3%	0.2%	0.6%	0.0%	0.0%
Detroit-Twin Cities	72.2%	34.2%	26.9%	59.5%	0.9%	6.3%	0.0%	0.0%
Indianapolis-Kalamazoo	1.1%	0.3%	98.4%	95.5%	0.5%	4.2%	0.0%	0.0%
Indianapolis-Kansas City	20.7%	19.1%	79.1%	79.9%	0.1%	0.9%	0.0%	0.1%
Indianapolis-Lansing	4.6%	3.2%	95.0%	92.5%	0.4%	4.3%	0.0%	0.0%
Indianapolis-Madison	14.3%	1.4%	84.7%	92.0%	1.0%	6.6%	0.0%	0.0%
Indianapolis-Milwaukee	1.0%	0.3%	98.4%	97.9%	0.5%	1.8%	0.0%	0.0%
Indianapolis-Omaha	56.7%	16.3%	42.9%	79.8%	0.3%	3.8%	0.0%	0.0%
Indianapolis-Springfield IL	0.1%	0.0%	99.9%	99.3%	0.1%	0.6%	0.0%	0.0%
Indianapolis-St. Louis	9.6%	2.6%	90.2%	96.0%	0.2%	1.3%	0.0%	0.0%
Indianapolis-Toledo	0.3%	0.5%	99.2%	96.7%	0.5%	2.8%	0.0%	0.0%
Indianapolis-Twin Cities	59.2%	29.5%	40.3%	66.6%	0.5%	4.0%	0.0%	0.0%
Kalamazoo-Kansas City	17.2%	3.9%	81.9%	88.3%	0.8%	7.8%	0.0%	0.0%
Kalamazoo-Lansing	0.1%	0.0%	99.8%	98.0%	0.1%	1.9%	0.0%	0.1%
Kalamazoo-Madison	0.2%	0.3%	99.6%	99.3%	0.0%	0.0%	0.1%	0.5%
Kalamazoo-Milwaukee	0.3%	0.2%	99.3%	96.9%	0.3%	2.7%	0.0%	0.2%
Kalamazoo-Omaha	35.3%	5.1%	64.0%	84.9%	0.7%	9.8%	0.0%	0.2%
Kalamazoo-Springfield IL	0.4%	0.1%	99.3%	96.6%	0.1%	2.9%	0.1%	0.5%
Kalamazoo-St. Louis	1.7%	0.5%	97.8%	94.4%	0.5%	5.0%	0.0%	0.1%
Kalamazoo-Toledo	0.6%	0.1%	99.2%	99.4%	0.0%	0.5%	0.1%	0.1%
Kalamazoo-Twin Cities	34.8%	15.9%	63.8%	72.9%	1.4%	11.2%	0.0%	0.0%
Kansas City-Lansing	22.0%	10.5%	76.9%	77.9%	1.1%	11.6%	0.0%	0.0%
Kansas City-Madison	10.9%	15.5%	88.5%	80.4%	0.6%	4.1%	0.0%	0.0%
Kansas City-Milwaukee	23.5%	12.9%	76.1%	85.1%	0.2%	1.3%	0.1%	0.7%
Kansas City-Omaha	1.2%	0.2%	98.6%	98.1%	0.2%	1.8%	0.0%	0.0%
Kansas City-Springfield IL	1.6%	0.6%	97.3%	96.7%	0.1%	0.8%	1.0%	1.9%
Kansas City-St. Louis	30.4%	8.8%	66.3%	85.2%	0.1%	1.0%	3.2%	4.9%
Kansas City-Toledo	15.8%	7.6%	82.9%	84.1%	1.3%	8.3%	0.0%	0.0%
Kansas City-Twin Cities	55.6%	25.7%	44.2%	72.4%	0.2%	1.9%	0.0%	0.0%
Lansing-Madison	5.8%	6.0%	93.3%	82.4%	0.9%	11.5%	0.0%	0.0%
Lansing-Milwaukee	4.5%	1.9%	95.2%	95.5%	0.2%	2.2%	0.1%	0.4%
Lansing-Omaha	13.8%	10.9%	85.0%	73.8%	1.2%	15.4%	0.0%	0.0%
Lansing-Springfield IL	0.8%	0.4%	99.0%	96.9%	0.1%	2.3%	0.1%	0.4%
Lansing-St. Louis	25.3%	11.6%	73.6%	73.9%	1.0%	14.5%	0.0%	0.0%
Lansing-Toledo	0.0%	0.0%	99.8%	96.3%	0.2%	3.7%	0.0%	0.0%
Lansing-Twin Cities	29.6%	21.7%	68.9%	65.2%	1.5%	13.2%	0.0%	0.0%
Madison-Milwaukee	0.0%	0.0%	99.8%	99.5%	0.0%	0.1%	0.2%	0.4%
Madison-Omaha	16.8%	3.8%	82.7%	91.6%	0.5%	4.7%	0.0%	0.0%
Madison-Springfield IL	0.2%	0.3%	99.7%	98.8%	0.0%	0.6%	0.1%	0.4%
Madison-St. Louis	8.4%	2.3%	91.0%	91.9%	0.7%	5.7%	0.0%	0.0%
Madison-Toledo	4.1%	1.2%	94.7%	89.4%	1.2%	9.4%	0.0%	0.0%
Madison-Twin Cities	10.2%	5.4%	89.1%	91.8%	0.0%	0.5%	0.6%	2.3%
Milwaukee-Omaha	25.9%	9.5%	73.5%	86.8%	0.5%	3.6%	0.0%	0.1%
Milwaukee-Springfield IL	0.5%	0.1%	99.4%	98.5%	0.1%	1.2%	0.0%	0.2%
Milwaukee-St. Louis	11.0%	3.5%	88.5%	94.2%	0.3%	1.6%	0.2%	0.7%
Milwaukee-Toledo	2.8%	0.7%	95.5%	91.0%	1.7%	7.8%	0.0%	0.5%
Milwaukee-Twin Cities	22.4%	8.7%	77.2%	89.5%	0.2%	1.0%	0.2%	0.7%
Omaha-Springfield IL	7.5%	0.7%	92.0%	93.0%	0.5%	6.4%	0.0%	0.0%
Omaha-St. Louis	71.9%	27.7%	27.9%	67.3%	0.2%	5.0%	0.0%	0.0%
Omaha-Toledo	2.9%	0.7%	95.6%	88.1%	1.5%	11.1%	0.0%	0.0%
Omaha-Twin Cities	50.6%	10.9%	49.2%	86.8%	0.2%	2.2%	0.0%	0.0%
Springfield IL-St. Louis	0.1%	0.0%	99.3%	98.3%	0.1%	1.1%	0.5%	0.6%
Springfield IL-Toledo	1.3%	0.3%	98.3%	96.8%	0.2%	2.6%	0.2%	0.3%
Springfield-Twin Cities	16.0%	1.8%	83.7%	93.8%	0.3%	4.0%	0.0%	0.5%
St. Louis-Toledo	35.3%	7.4%	64.0%	89.1%	0.6%	3.5%	0.0%	0.1%
St. Louis-Twin Cities	68.6%	24.0%	29.5%	72.6%	1.9%	3.3%	0.0%	0.1%
Toledo-Twin Cities	17.8%	5.2%	79.5%	81.1%	2.7%	13.7%	0.0%	0.0%

Data Validation Process

Data, particularly data from disparate sources that are collected for a multitude of purposes, cannot simply be treated as equal units and summed, multiplied or divided. Data must be *cleaned up* and compared with actual counts, or surrogates of counts. Exhibit 4-17 depicts the steps that were undertaken to generate rail mode trips between each city pair.

Exhibit 4-17
Rail Trip Matrix Generation and Validation



Similar processes were used for other modes, chiefly differing in the source of the control totals. Air travel control totals are based on the *airline ten percent sample* data provided by the Federal Aviation Administration (FAA). Control totals for highways are based on each state's highway model origin-destination matrix and on highway traffic volumes. Bus control totals are based on station pair data provided by Greyhound.

4.5 System Zones

A 385-zone system was developed to represent the Midwest region using the data collected for each zone, integrating the information from the following sources:

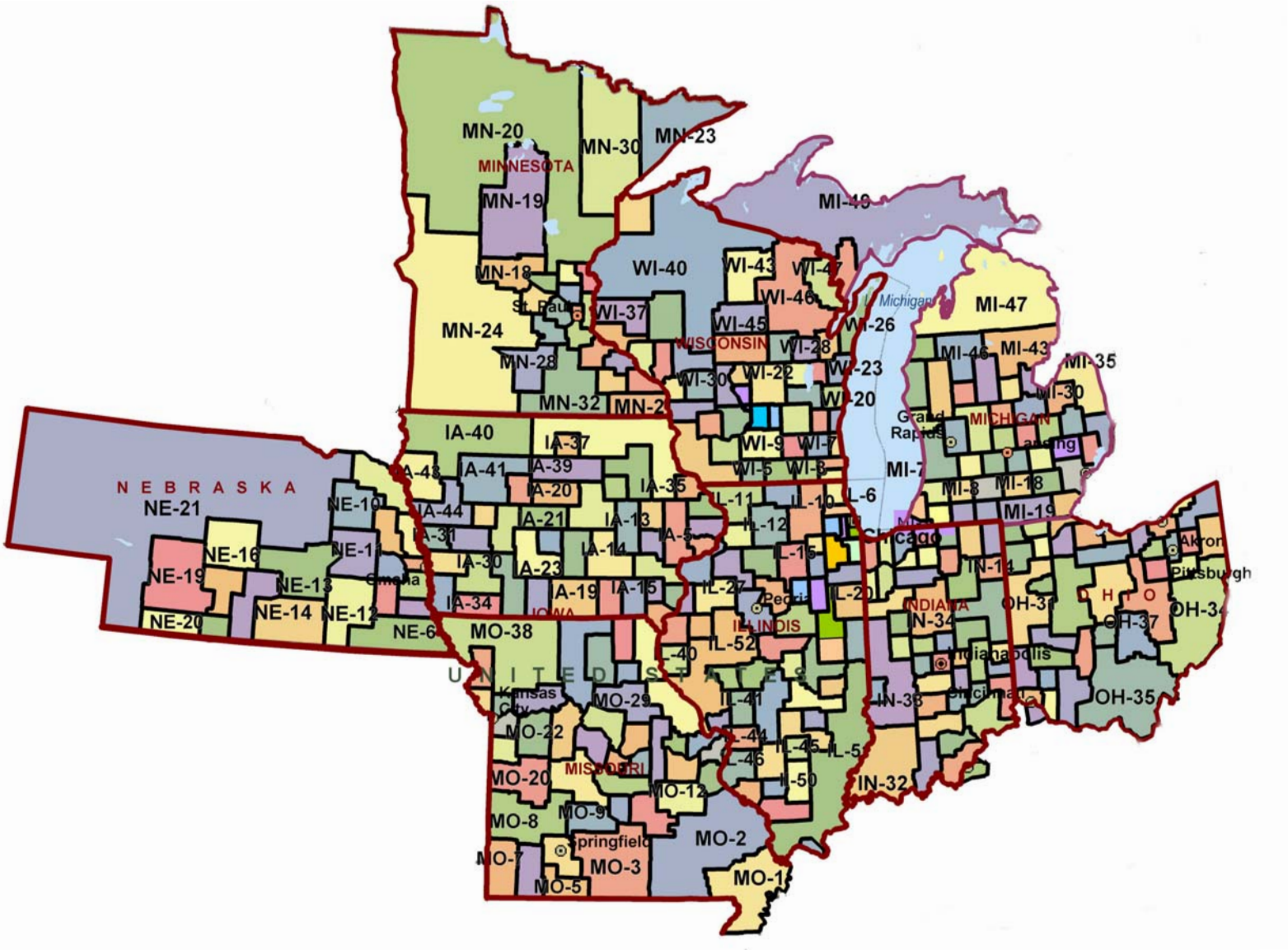
- U.S. Census Bureau and Woods & Poole socioeconomic data on population, employment and income
- Network data on all existing travel modes (auto, air, rail, bus)
- Traveler origin and destination data by mode and trip purpose
- Attitudinal data on the preferences and priorities of travelers

An early step in the development of the forecasting tool for modeling public responses to various levels of service, costs and amenities was the establishment of a zone system that would give a reasonable representation of travel between the origins and destinations in the region. The zone system used is mostly county-based, with urban areas subdivided (Exhibits 4-18 and 4-19). Individual state zone maps may be found in Appendix A3. County-based zones provide compatibility with the socioeconomic baseline and forecast data (discussed below) that are derived from the U.S. Census Bureau and Woods & Poole data and are county-based. Zones are defined relative to the rail network, such that small zones are defined for areas close to stations and larger zones for areas farther away. Network links are defined from the centroid of each zone to the nearest MWRRS station representing the cost of system access/egress. Airport-specific zones are introduced to aid in the measurement of MWRRS use for airport access.

Exhibit 4-18
Number of Zones by State

States	*Number of Zones*		
	Statewide Zones	*Airport Zones*	*Total*
Illinois	57	5	62
Indiana	43	2	45
Iowa	42	2	44
Michigan	48	1	49
Minnesota	23	1	24
Missouri	45	2	47
Nebraska	21	1	22
Ohio	36	3	39
Wisconsin	47	2	49
Other	4	-	4
Total	**366**	**19**	**385**

Exhibit 4-19
Zone System Map



The following table shows the number of zones allocated for the major cities to be served by the MWRRS (Exhibit 4-20). Large cities have more zones because of the impact of station accessibility on ridership and revenue.

Exhibit 4-20
Number of Zones by Major City

City	*State*	*Number of Zones*
Chicago	Illinois	8
Cincinnati	Ohio	3
Cleveland	Ohio	3
Columbus	Ohio	2
Des Moines	Iowa	2
Detroit	Michigan	5
Indianapolis	Indiana	4
Kalamazoo	Michigan	1
Kansas City	Missouri	6
Lansing	Michigan	2
Madison	Wisconsin	2
Milwaukee	Wisconsin	4
Omaha	Nebraska	4
Springfield	Illinois	2
St. Louis	Illinois	2
St. Louis	Missouri	4
Toledo	Ohio	2
Twin Cities	Minnesota	6

4.6 Network Attributes

The variables modeled for the MWRRI are shown in Exhibit 4-21. For all four modes of intercity travel (air, auto, bus, and rail), the data for the base year have been assembled into *COMPASS*© databases. The assumptions on the changes in the modes from the base year conditions determine the modal shifts in travel patterns.

Exhibit 4-21
Modal Attributes Used in the *COMPASS*© Demand Model

	Public Modes	*Auto*
Time	• In-vehicle time • Access/egress times • Number of interchanges • Connection wait times	• Travel time
Cost	• Fare • Access/egress costs	• Operating cost • Tolls • Parking (all divided by occupancy)
Reliability	• On-time performance	
Schedule	• Frequency of service • Convenience of times	

4.7 Market Analysis and Forecasting

This data collection effort provided the underlying basis for MWRRS market analysis and demand revenue forecasts. The following sections present the findings on the current travel market in the Midwest region under study.

4.7.1 Background – The Midwest Region

The agricultural and industrial heartland of the U.S., the Midwest region experienced rapid growth in the late 1800s and early 1900s, as it became the nation's center for heavy manufacturing. In recent years, the region's manufacturing base has been supplemented and, in some cases, supplanted by a growing and highly diverse service industry. Smaller urban and rural areas are very dependent upon effective transportation connections, more so than the large urban areas with their extensive transit networks. Their connectivity with the larger metropolitan areas is critical to the region's continued economic growth.

The MWRRS encompasses a rail network of more than 3,000 route miles and serves a nine-state population of nearly 60 million[9]. More than 80 percent of the region's population lives within a one-hour drive of either an MWRRS rail station or feeder bus connection. Various socioeconomic trends will impact the current travel market, the longer-term travel market and the target markets for passenger rail in the Midwest region.

Socioeconomic Trends

The projections for long-term growth in intercity travel were based on an analysis of socioeconomic trends. As shown in Exhibits 4.22 through 4.24 that are based on Woods & Poole data, annual growth rates for population, employment and per capita income are uniform for all of the nine states and are projected to grow almost linearly over the next thirty years. Average annual growth rates are 0.6 percent for population, 0.5 percent for employment and nearly 0.9

[9] Figure from 2000 U.S. Census for the 9-state region

percent for per capita income. The net effect of this growth will be to expand the market for intercity travel in the region by 13 percent between 2010 and 2020 and an additional 28 percent by 2040.

Exhibit 4-22
Population Trends

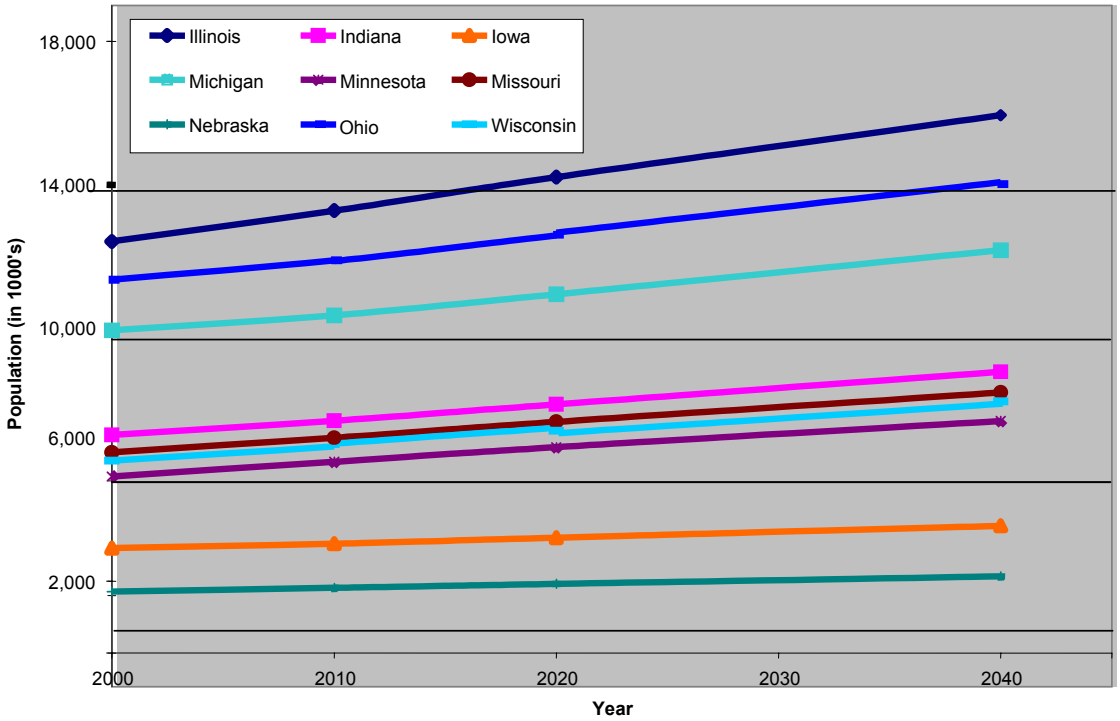


Exhibit 4-23
Employment Trends

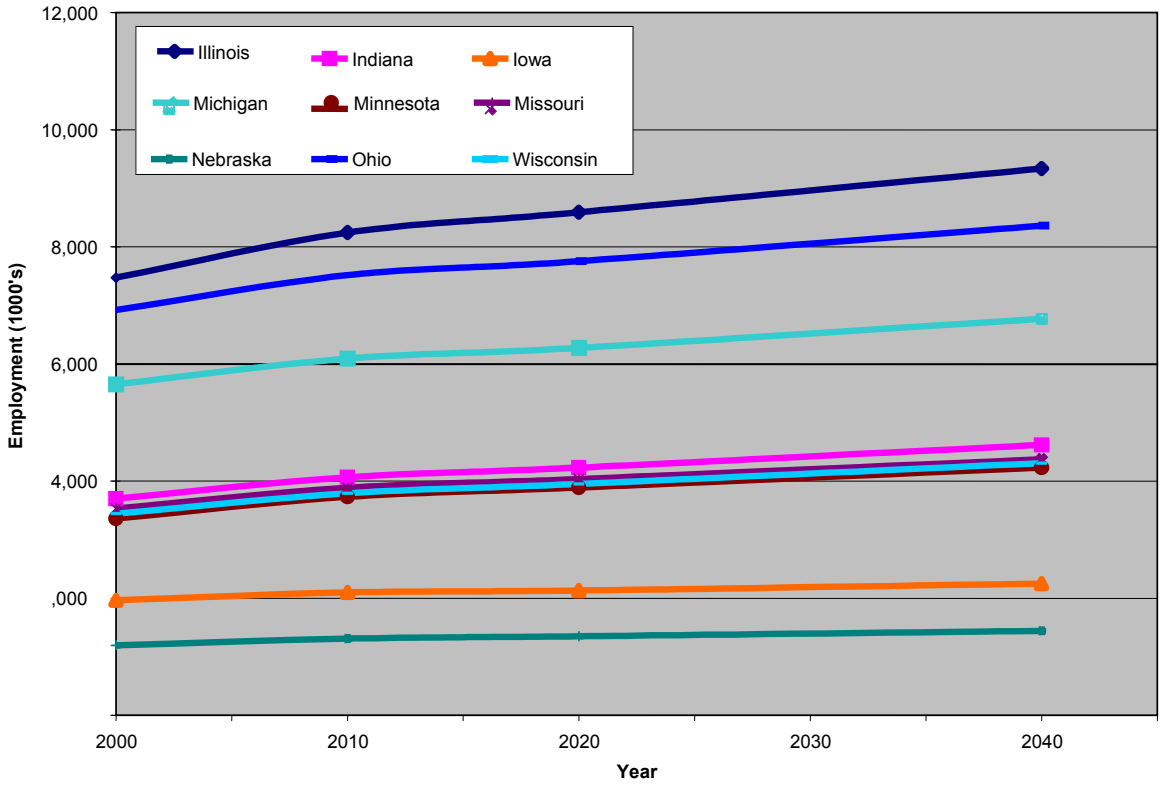
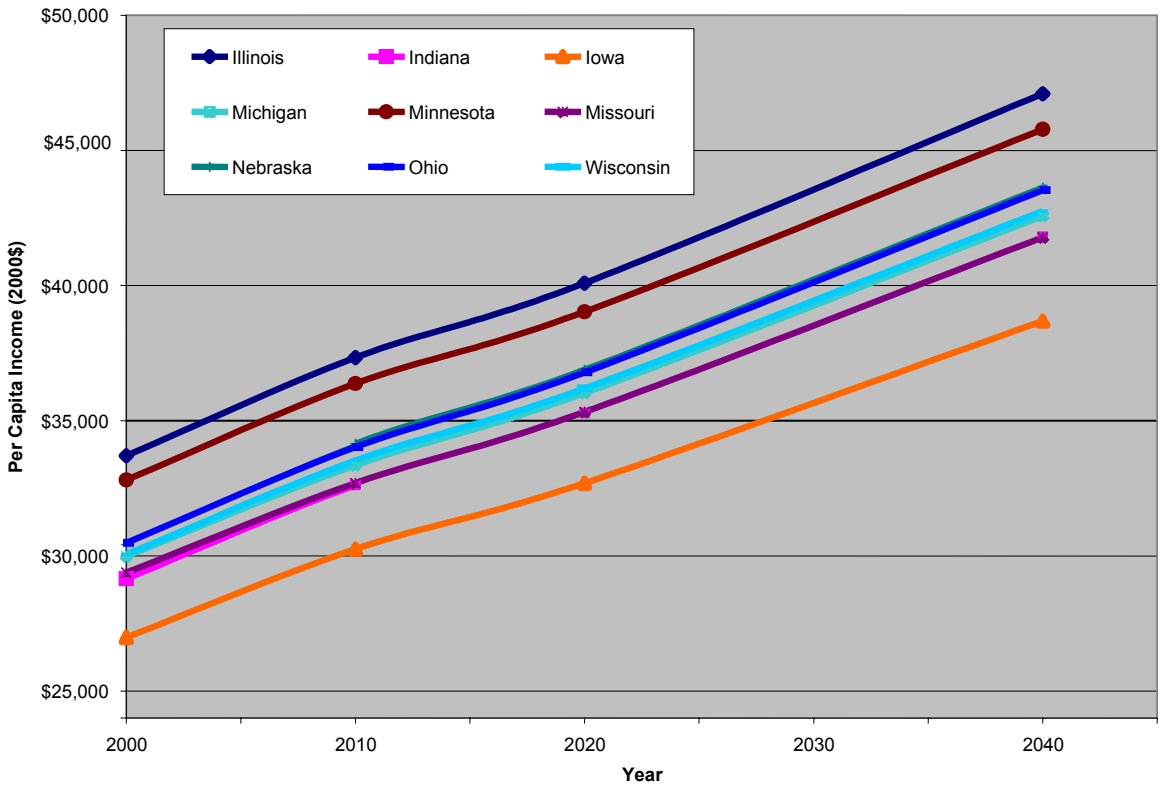


Exhibit 4-24
Per Capita Income Trends



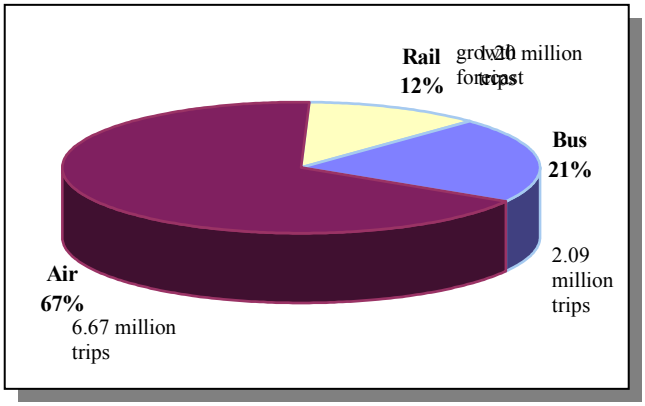
4.7.2 Midwest Region Travel Market Characteristics

The travel market can be characterized by travel mode and trip purpose. A discussion of each follows.

Travel Modes and Modal Share

Of the 2000 base year 498 million trips within the Midwest region, 98 percent are made by auto; 1.3 percent by air; 0.4 percent by bus and 0.3 percent by rail. The auto trips include a large number of relatively short trips (100 to 150 miles), while the public modes generally include longer trip lengths, typically 150 to 250 miles for bus and rail and 250 to 500 miles for air. In other words, while the market share of the public modes is small (2.0 percent for air, rail and bus), the public modes have a larger share of the total vehicle or passenger miles, and therefore account for a much larger proportion of the miles traveled. Of the public modes, of the existing market, 67 percent of the trips are made by air, 21 percent by bus and 12 percent by rail (Exhibit 4-25).

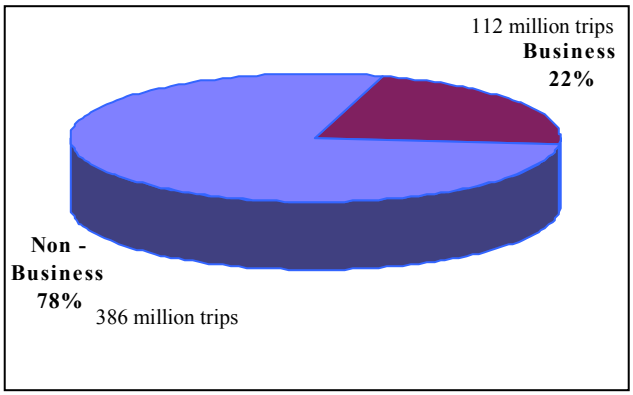
Exhibit 4-25
Intercity Public Mode Market Shares for the Base Year



Trip Purpose

Trip purposes are segmented into business (non-commuter) and non-business (leisure/commuter). Exhibit 4-26 illustrates the breakdown by trip purpose of the current travel market in the Midwest region for the base year. Of the 498 million intercity trips in the region, approximately 22 percent or 112 million are for business travel; and 78 percent or 386 million are for commuter and leisure travel. Air modal shares are for intercity trips only within the study network. For example, a Chicago-Cleveland air trip would be counted in this total, but a Chicago-New York trip would not be. Exhibits 4-25 and 4-26 do not add up to the same values, since 4-25 gives travel only by public transport modes; whereas 4-26 gives travel by *all* modes.

Exhibit 4-26
Intercity Travel Market by Trip Purpose



Leisure/Commuter Travel Market

The Midwest region abounds with tourist attractions, so the market for leisure travel is very large. Because trip length for leisure travel is often long and highway congestion can add significantly to travel time, travel by rail would be an attractive alternative. In addition, trains offer a unique travel experience with special appeal to families with children. Special fares and promotions should be utilized to attract this market sector.

Two other potentially important markets for the MWRRI are students and senior citizens. These target populations often do not own, or have only limited access to, an auto and they typically have schedules that are more flexible. Discount ticketing and special promotions can – and should – be used to encourage them to use the train during off-peak hours.

Business Travel Market

The MWRRS will be a strong contender with the airlines for the business travel market, which accounts for approximately 22 percent of all intercity trips. For business travelers, travel time, frequency of service and reliability are the primary factors that determine choice of mode. Passenger rail systems offer a high degree of reliability (because congestion and severe weather conditions rarely cause delays), and minimal waiting time at stations. In addition, trains typically provide a comfortable and work-friendly environment with economical fares.

4.7.3 Target Market Segments

The MWRRS market can be segmented into base passenger rail service and air connect service. Both of these markets contribute to the overall, long-term viability of a quality, passenger rail service. A brief description of each is presented below.

Base-level Passenger Market

The socioeconomic characteristics of the Midwest region, combined with increased traffic congestion and travel times, support the development of quality, passenger rail as a competitive alternative to air and auto travel over the medium-distance travel range. The initial MWRRI survey focused on passenger rail service in four corridors (Chicago-Detroit, Chicago-Milwaukee, Chicago-St. Louis and St. Louis-Kansas City). An initial assumption was made that travelers in the smaller, surrounding markets would exhibit the same characteristics as travelers in these larger markets. Subsequently, studies identified the characteristics of lower density routes and special population groups (*e.g.*, students, government employees, routes without current rail service). Stated preference surveys were conducted in Carbondale, Grand Rapids and Green Bay and targeted specific markets to determine whether *branch line* patrons would have different travel characteristics and preferences than *main line* patrons. Government employees in Missouri were also surveyed to identify the potential impact of encouraging or requiring them to use passenger rail for trips between St. Louis, Jefferson City and Kansas City. The results of these surveys were used to develop a branch line demand model, which complemented the established main line model, and provided a finer level of market segmentation. In general, since smaller branch line cities often lack competitive air service, they have a stronger per-capita utilization of rail than major urban centers. The finer level of market segmentation provided stronger and more reliable demand projections.

Air Connect Market

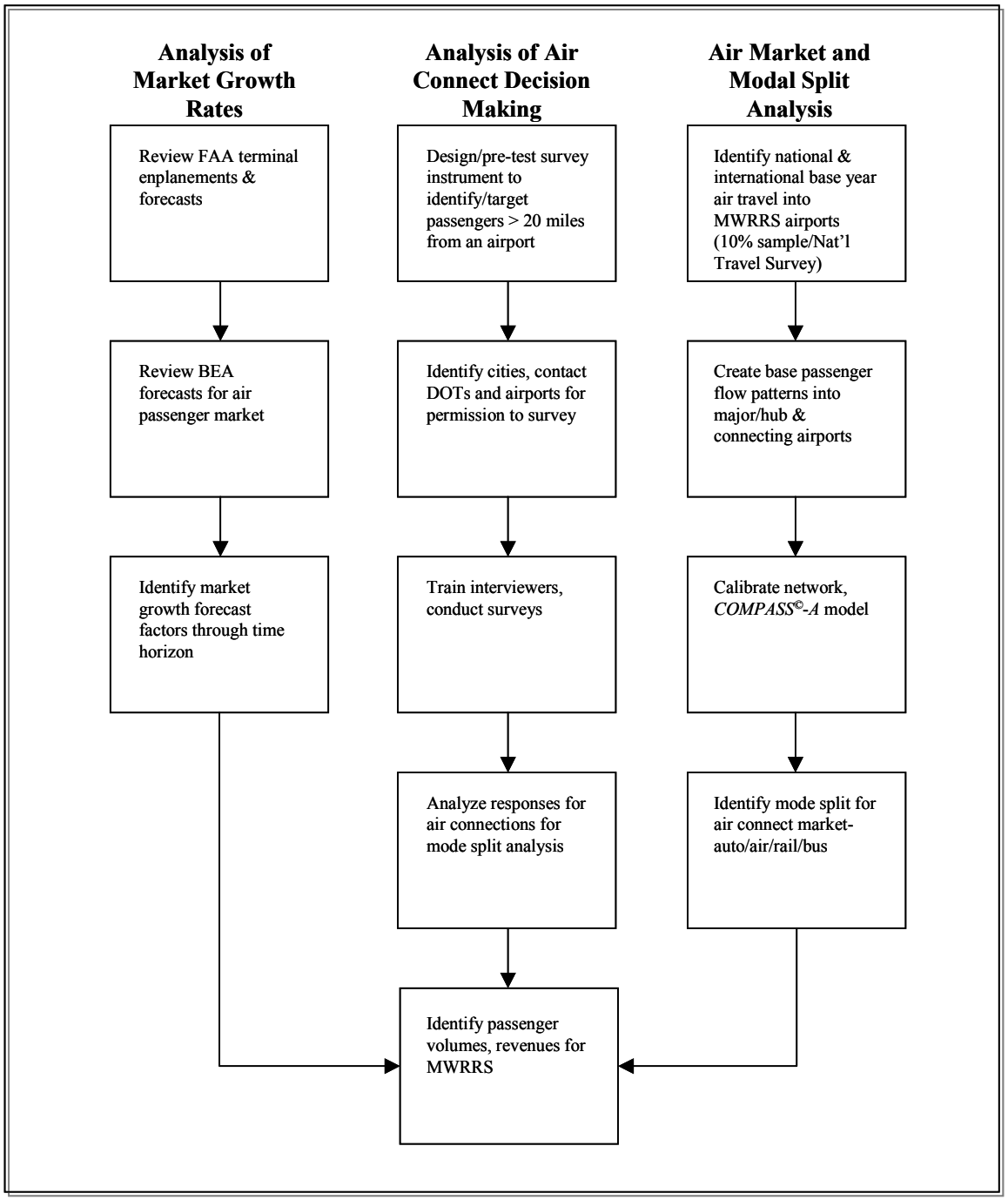
This market represents demand that results from the proximity of airports to rail stations and the convenience of multimodal transit. This is a relatively small market, and one that is particularly useful for those traveling to an airport for a trip outside the Midwest region. The initial study focused on travel within the Midwest region, currently served by intercity train, auto or plane. Since many of the current and proposed rail lines operate in close proximity to airports, providing an effective intermodal connection could increase MWRRS revenues at little or no

incremental cost. In this study, to help forecast air-connect ridership and revenue, airport-specific zones were created. An air connection was not modeled at Indianapolis.

The analysis methodology for the air connect market is presented in Exhibit 4-27.

Stated preference data used for this analysis was obtained from surveys conducted in St. Louis, Cleveland and Madison focusing on mode of access to the airports. Regional air traffic patterns and connections between the rail stations and airports were analyzed. The catchment area for an airport can extend 50 to 100 miles or more depending on population density, size of the airport, and frequency and cost of flights. It was found that the MWRRS could attract a portion of these trips, if it offers easy intermodal connections. Since travelers are already accustomed to satellite parking lots and shuttles to rental cars, the MWRRS could offer a competitive service in many communities, one that would pick travelers up at the terminal and transport them to a station close to their home or business.

Exhibit 4-27
Air Connect Analysis Methodology



Feeder Bus Integration Plan

Introduction

An MWRRI Feeder Bus network has been defined for providing connectivity and enhancing mobility in some of the smaller cities, at which MWRRI train service cannot be made directly available. An in-depth bus integration analysis was undertaken in the earlier MWRRI study that was conducted in 2000. The survey work undertaken as part of the 2000 Plan examined the unique travel characteristics and preferences of potential feeder bus routes and stations. Additionally, Greyhound Lines, Inc. was a study partner during the 2000 Plan, and as such, provided inputs on the entire integration plan. More specifically, Greyhound provided inputs on bus operating costs, fare levels and possible operating strategies. The analysis performed used an iterative process to optimize the relationship between the benefit of the feeder bus system and its operating costs. The full feeder bus system is shown in Exhibit 3-1.

Potential Benefits of Bus Integration

One of the fundamental assumptions in the early design of the MWRRS was that there would be a feeder bus network to facilitate access to stations, and its schedules would coordinate with the passenger rail schedules to provide essentially *seamless* travel throughout the Midwest region. Coordinated feeder bus services could introduce the MWRRS to new cities and markets. There are many markets within the region that would generate ridership and revenue for the MWRRS, but are not connected to the MWRRS network.

Rail stations will have intermodal connections providing easy access for travelers who are unable or prefer not to drive to stations. The feeder bus operation would be privately owned and operated, and operating hours and schedules would be coordinated with train schedules to maximize the system's utility and minimize transfer times. Taxis, rental cars and limousine services will also be available at all major MWRRS stations.

MWRRS Bus System Design

The buses used in the integration plan are intended to be co-branded with the MWRRS identity, livery, ticketing and standards. Additionally, the bus stations will offer through ticketing under the MWRRS network brand. Buses would operate to and from MWRRS rail terminals. Lastly, feeder bus passengers would be guaranteed a rail connection. The feeder bus fare is set at 12.5 cents per bus mile. The bus fares are set lower than rail rates, and lower than the charges applied to many auto travelers to entice people to use the feeder bus system and the associated rail network..

The design of the feeder bus network was based on past studies and recommendations from the nine participating states and Greyhound. The system of feeder bus routes that was included in the MWRRS Business Plan is shown in Technical Appendix A2. Exhibit 4-28 provides details on the routes including a description of the route, the frequency of service offered, the route lengths and travel time. Routes shown in red were originally proposed by the MWRRS states, but failed the MWRRS profitability criteria and were subsequently dropped from the network. Likewise, bus routes and frequencies in Exhibit 4-28 have been optimized for the rail network. However,

the scope of our effort has been to develop a *rail* feeder bus network that could operate profitably, not to develop a statewide bus strategy for each of the MWRRS states.

If buses can generate enough local traffic, it is quite possible that the "outside of MWRRI" bus routes will be able to operate profitably. For example, Van Galder today operates a very successful bus service from Madison, WI, via Rockford and O'Hare airport to Chicago. In the Greyhound Analysis, it was assumed that such services would continue to operate independently of the MWRRI. As a result, it is not anticipated that MWRRS will assume financial responsibility for providing this bus service. Although Van Galder may continue to bring passenger train riders, the MWRRS business plan simply assumes that this service will continue to operate independently. Hence, the Madison-Rockford-Chicago bus system is shown in Appendix A2 as "outside of MWRRI."

It is quite possible that many of the links shown as "outside of MWRRI" can be justified as stand alone bus operations, however, our analysis showed that they generate insufficient MWRRS feeder traffic to be sustained and supported by the rail system alone. However, detailed state assessment of short-haul bus route potential is beyond the scope of our current study, which focuses more on forecasting longer-haul rail trips.

Bus frequencies were adjusted based on the projected level of demand, to produce a reasonable load factor. In general buses were not scheduled to meet every train, but only those morning and evening trains having peak demand. A minimum frequency would be one round trip per day, where a bus meets the first inbound train in the morning and last outbound train at night. It was seldom the case that a bus could be scheduled to meet every train.

Exhibit 4-28
Feeder Bus System Detail

Corridor	*From/To*	*To/From*	*Dist. mile*	*Time min.*	*Speed mph*	*Freq (rt/wk)*	*Annual Bus Miles*	*Corridor Subtotal*	*Percentage*
CA	CHARLESTON (BUS-IL)	MATTOON (IL)	11	25	26	7	8008		
CA	DANVILLE (BUS-IL)	CHAMPAIGN-URBANA (IL)	36	52	41	7	26208		
CA	DECATUR (BUS-IL)	CHAMPAIGN-URBANA (IL)	46	63	44	7	33488		
CA	MARION (BUS-IL)	CARBONDALE (IL)	16	31	31	7	11648		
CA	PADUCAH (BUS-IL)	MARION (BUS-IL)	56	74	45	14	81536		
CA	TERRE HAUTE (BUS-IN)	CHARLESTON (BUS-IL)	48	65	44	7	34944	195832	4.02%
CI	ANDERSON (BUS-IN)	INDIANAPOLIS (IN)	43	60	43	14	62608		
CI	BLOOMINGTON (BUS-IN)	INDIANAPOLIS (IN)	53	71	45	35	192920		
CI	COLUMBUS (BUS-IN)	INDIANAPOLIS (IN)	42	59	43	14	61152		
CI	COLUMBUS (BUS-IN)	LOUISVILLE (BUS-KY)	68	87	47	14	99008		
CI	COLUMBUS (BUS-OH)	DAYTON (BUS-OH)	71	91	47	14	103376		
CI	COLUMBUS1 (BUS-OH)	LIMA (BUS-OH)	126	151	50	7	91728		
CI	DANVILLE (BUS-IL)	INDIANAPOLIS (IN)	90	111	49	7	65520		
CI	DAYTON (BUS-OH)	CINCINNATI (OH)	54	72	45	14	78624		
CI	DAYTON (BUS-OH)	RICHMOND (BUS-IN)	40	57	42	7	29120		
CI	LEXINGTON (BUS-KY)	CINCINNATI (OH)	76	96	48	14	110656		
CI	NEW CASTLE (BUS-IN)	INDIANAPOLIS (IN)	49	67	44	14	71344		
CI	RICHMOND (BUS-IN)	NEW CASTLE (BUS-IN)	37	53	42	14	53872	1019928	20.92%
CL	AKRON (BUS-OH)	CLEVELAND (OH)	38	55	42	21	82992		
CL	CANTON (BUS-OH)	AKRON (BUS-OH)	23	38	36	21	50232		
CL	FT. WAYNE (IN)	WATERLOO (BUS-IN)	29	45	39	14	42224		
CL	LIMA (BUS-OH)	FT. WAYNE (IN)	61	80	46	7	44408		
CL	WARREN (BUS-OH)	CLEVELAND (OH)	55	73	45	21	120120		
CL	YOUNGSTOWN (BUS-OH)	WARREN (BUS-OH)	13	27	29	21	28392	368368	7.56%
MI	ANCHORVILLE (BUS-MI)	DETROIT (MI)	35	51	41	7	25480		
MI	BRIGHTON (BUS-MI)	ANN ARBOR (MI)	19	34	34	7	13832		
MI	CADILLAC (BUS-MI)	GRAND RAPIDS (MI)	97	125	47	7	70616		
MI	MOUNT PLEASANT (BUS-MI)	LANSING (MI)	73	96	46	7	53144		
MI	BAY CITY (BUS-MI)	FLINT (MI)	64	75	51	7	46592		
MI	DETROIT (MI)	TOLEDO (OH)	57	70	49	7	41496		

Exhibit 4-28 (continued)
Feeder Bus System Detail

Corridor	*From/To*	*To/From*	*Dist. mile*	*Time min.*	*Speed mph*	*Freq (rt/wk)*	*Annual Bus Miles*	*Corridor Subtotal*	*Percentage*
MI	HOWELL (BUS-MI)	BRIGHTON (BUS-MI)	12	26	28	7	8736		
MI	LUDINGTON (BUS-MI)	MUSKEGON (BUS-MI)	56	74	45	7	40768		
MI	MUSKEGON (BUS-MI)	GRAND RAPIDS (MI)	40	57	42	21	87360	388024	7.96%
MO	COLUMBIA (BUS-MO)	JEFFERSON (MO)	31	47	40	21	67704		
MO	FT. LEONARD WOOD (BUS-MO)	ROLLA (BUS-MO)	30	46	39	14	43680		
MO	KIRKSVILLE (BUS-MO)	COLUMBIA (BUS-MO)	92	113	49	7	66976		
MO	LAWRENCE (BUS-KS)	KANSAS CITY (MO)	38	55	42	28	110656		
MO	ROLLA (BUS-MO)	WASHINGTON (MO)	71	91	47	14	103376		
MO	SPRINGFIELD (BUS-MO)	BRANSON (BUS-MO)	42	59	43	14	61152		
MO	SPRINGFIELD (BUS-MO)	FT. LEONARD WOOD (BUS-MO)	72	92	47	14	104832		
MO	SPRINGFIELD (BUS-MO)	JOPLIN (BUS-MO)	73	93	47	7	53144		
MO	ST. JOSEPH (BUS-MO)	KANSAS CITY (MO)	56	74	45	21	122304		
MO	TOPEKA (BUS-KS)	LAWRENCE (BUS-KS)	27	43	38	28	78624	812448	16.66%
QU	AMES (BUS-IA)	DES MOINES (IA)	34	50	41	7	24752		
QU	BLAIR (BUS-NE)	OMAHA (NE)	31	47	40	7	22568		
QU	CEDAR FALLS (BUS-IA)	CEDAR RAPIDS (BUS-IA)	61	80	46	7	44408		
QU	CEDAR RAPIDS (BUS-IA)	IOWA CITY (IA)	28	44	39	7	20384		
QU	FT. DODGE (BUS-IA)	WEBSTER CITY (BUS-IA)	18	33	33	7	13104		
QU	KIRKSVILLE (BUS-MO)	QUINCY (IL)	71	91	47	7	51688		
QU	LINCOLN (BUS-NE)	OMAHA (NE)	58	76	46	21	126672		
QU	NEBRASKA CITY (BUS-NE)	OMAHA (NE)	50	68	44	7	36400		
QU	NEBRASKA CITY (BUS-NE)	ST. JOSEPH (BUS-MO)	90	111	49	7	65520		
QU	PEORIA (BUS-IL)	GALESBURG (IL)	45	62	43	14	65520		
QU	SIOUX CITY (BUS-IA)	BLAIR (BUS-NE)	85	106	48	7	61880		
QU	WEBSTER CITY (BUS-IA)	AMES (BUS-IA)	48	65	44	7	34944	567840	11.65%
SL	DECATUR (BUS-IL)	SPRINGFIELD (IL)	38	55	42	7	27664		
SL	JACKSONVILLE (BUS-IL)	SPRINGFIELD (IL)	36	52	41	7	26208		

Exhibit 4-28 (continued)
Feeder Bus System Detail

Corridor	*From/To*	*To/From*	*Dist. mile*	*Time min.*	*Speed mph*	*Freq (rt/wk)*	*Annual Bus Miles*	*Corridor Subtotal*	*Percentage*
SL	PEORIA (BUS-IL)	BTN-NORMAL (IL)	44	61	43	14	64064	117936	2.42%
TC	BLACK RIVER FALLS (BUS-WI)	TOMAH (WI)	30	46	39	21	65520		
TC	DULUTH (BUS-MN)	MPLS/ST.PAUL (MN)	150	177	51	21	327600		
TC	EAU CLAIRE (BUS-WI)	BLACK RIVER FALLS (BUS-WI)	49	67	44	21	107016		
TC	MANKATO (BUS-MN)	ROCHESTER (BUS-MN)	79	99	48	7	57512		
TC	MARINETTE (BUS-WI)	GREEN BAY (WI)	53	71	45	7	38584		
TC	ROCHESTER (BUS-MN)	LA CROSSE (WI)	70	89	47	21	152880		
TC	SHEBOYGAN (BUS-WI)	MANITOWOC (BUS-WI)	29	45	39	21	63336		
TC	SHEBOYGAN (BUS-WI)	MILWAUKEE (WI)	50	68	44	21	109200		
TC	ST. CLOUD (BUS-MN)	MPLS/ST.PAUL (MN)	75	95	47	28	218400		
TC	STAPLES (BUS-MN)	ST. CLOUD (BUS-MN)	67	86	47	7	48776		
TC	STEVENS POINT (BUS-WI)	APPLETON (WI)	59	77	46	21	128856		
TC	STURGEON BAY (BUS-WI)	GREEN BAY (WI)	18	33	33	7	13104		
TC	WAUSAU (BUS-WI)	STEVENS POINT (BUS-WI)	34	50	41	21	74256	1405040	28.81%
TOTAL								4875416	100.00%

Corridor abbreviations: CA- Carbondale, CI- Cincinnati, CL- Cleveland, MI- Michigan, MO- Kansas City, QU- Quincy/Omaha, SL- St. Louis, TC- Twin Cities

Bus Operating Costs

Base operating costs for the bus service were obtained from the American Bus Association (ABA) via their 2001 Industry Survey and from recommendations provided by Greyhound. The ABA survey set included 161 bus companies, both charter/tour and regular route service providers. The average cost per mile for a 40-foot bus was $1.90 in 2001. The cost figure provided by the ABA includes bus ownership (purchase or lease), fuel cost including tax, labor (driver and mechanic salaries/benefits), supplies (equipment and maintenance), insurance, tolls and driving expenses, and purchase of transportation. The items not included in this cost estimate were overhead and profit margin, which, in consultation with Greyhound, were assumed to be an additional 15 percent. The costs provided in the ABA survey were for 40-feet or larger buses. It was determined by Greyhound that smaller buses, as would be used for much of the MWRRS service, would have costs 20 percent less than exhibited by the larger buses. It was therefore estimated that the per-mile bus operating cost would be $2.15 for a large bus and $1.72 for a small bus.

Feeder Bus System Iterative Process

An iterative process was used to outline the feeder bus system. Operating characteristics and market analysis drove the selection of large or small buses on each route. Large buses were assumed to carry between 39 and 47 passengers, while small buses can carry 22 passengers. Smaller buses are less expensive to operate, but are not efficient over longer routes, while larger buses, although more expensive to operate, are more efficient on longer routes.

The study team worked with Greyhound to optimize the frequency of service provided on each route (*i.e.*, 1, 2, 3, or 4 daily) and the most efficient size of bus for the route. The optimization was intended to balance the supply and demand on the given routes. The frequency of service was varied based on the incremental net benefit that was added. The size of the bus was used in the measurement of passenger capacity.

Summary of Key Findings on Bus Integration

The feeder bus system described here shows that feeder buses have the ability to generate additional MWRRS rail ridership and revenue. Riders who would not otherwise use the rail system are connected by virtue of the feeder bus system, greatly enhancing transportation access. Although bus-specific costs exceed bus-specific revenue the additional rail revenue from bus passengers fed into rail trips justifies the costs of the buses. Another finding is that feeder bus/rail travelers will pay an average rail fare of $50 to $75 per trip, so rail revenues compensate for the bus cross-subsidy. Average bus loadings, with as few as seven riders paying up to 80 cents per mile on trips 200 miles from a rail station, are sufficient to make an extensive feeder bus system financially viable. However, bus routes that were projected to be unprofitable, even including connecting rail revenues, were eliminated from the plan.

The feeder bus system can generate an additional $48 million dollars in rail revenue. Exhibit 4-29 shows the results of the operating revenues and costs associated with the feeder bus system.

Exhibit 4-29
Summary of Feeder Bus System

Revenue Source	***2015 Revenue ($2002)***
Forecast Rail Fare Revenue Generated from Feeder Bus System	$47,767,000
Forecast Bus Fare Revenue Generated from Feeder Bus System	$6,218,430
Minus Total Cost of Feeder Bus System	($7,461,932)
Contribution of Feeder Bus System to Rail Revenue	**$46,523,498**

4.7.4 Competitive Issues

Intercity travel in the region is growing rapidly, and the increasing demand for travel cannot be easily met by existing modes. Regulatory, environmental and budgetary constraints are making it increasingly difficult to expand highway capacity and, in particular, to build new or expand existing highways. An analysis of the impact of congestion suggests that MWRRS demand in 2020 could be as much as ten percent higher if current congestion trends continue.

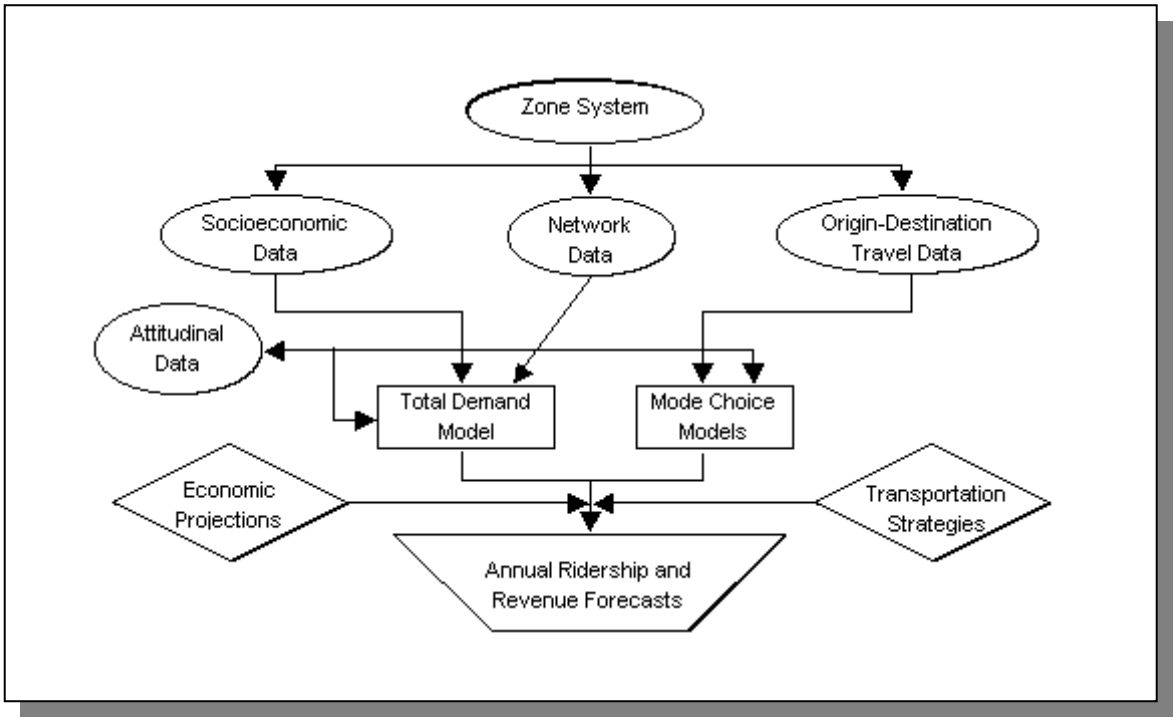
In the case of air travel, deregulation has resulted in the reduction of service on shorter routes and significant fare increases. The four major carriers in the region – United, American, Northwest and Delta – have increased their average flight length to more than 900 miles and find that flights of less than 300 miles are costlier and less efficient to operate, usually requiring cross-subsidy from longer flights. Southwest Airlines, the other important carrier in the region, serves just seven of the cities on the MWRRS. An analysis was undertaken to test the potential impact on a competitive response by the airlines to the MWRRS. The analysis showed that if all the airlines, except Southwest, reduced their fares by 25 percent on all routes except those also served by Southwest, then MWRRS ridership and revenue would fall by only two to three percent.

Because the air and highway modes (auto and bus) are finding it increasingly difficult to meet the regional demand for travel, the MWRRS will not be a replacement for existing travel modes but rather an enhancement and necessary alternative.

4.8 Model Development – COMPASS© *Interactive Process*

The *COMPASS*© Demand Modeling System is a powerful yet flexible demand forecasting tool that forecasts long-term intercity travel demand and assesses the relationships among all competitive modes of travel (rail, auto, air, and bus). *COMPASS*© uses local socioeconomic forecasts for each area to determine the growth of long-term total travel demand. *COMPASS*© computes competitive mode market shares based on the levels of service, fares or costs, and attractiveness or bias for each mode. *COMPASS*© is structured on three principal models: Total Demand Model, Induced Demand Model and Hierarchical Modal Split Model. For the MWRRS,

Exhibit 4-30
***COMPASS*© Modeling Approach**



each model was calibrated separately for each of the two trip purposes (business and other). *Other* included commuter, tourist, social, personal business, school, recreation, etc. The modeling approach and critical data flow are shown in Exhibit 4-30.

The core of the ridership estimation approach incorporates the *COMPASS*© model working interactively with the technology and operations plans. An interactive analysis in the strategic demand forecast process allows a wide range of demand, fare levels, revenue, technology, service levels, capital improvements, and right-of-way (guideway) issues to be assessed by a *what if* evaluation of possible options. For example, annual average daily traffic at a station, for a given fare and frequency scenario, determines parking requirements. Similarly, average passengers on board for any given segment can be calculated and factored to estimate peak requirements for rail car capacity and associated power usage estimates. Through the interactive analysis, *fatal flaws* can also be identified, such as a low service frequency that does not generate enough riders to cover costs, so that other options that are more favorable can then be developed.

Once the model was calibrated, forecasts were used to identify ridership and revenues associated with the passenger rail operating strategy. Standard *COMPASS*© outputs included the following:

- Total corridor travel demand by trip purpose
- Total demand by mode
- Natural growth, induced growth and diverted trips by trip purpose and mode
- Market share by trip purpose and mode
- Consumer surplus by trip purpose and mode
- Passenger revenue by trip purpose and mode
- Passenger miles by trip purpose and mode
- Station volumes by trip purpose

4.9 Pricing Strategy

The development of a competitive, market-driven pricing strategy for the MWRRS considered both the willingness of travelers to pay for service and the character of the demand for service on a daily, weekly and annual basis. The willingness to pay for service is captured by the stated preference attitudinal surveys. These surveys contained a series of questions designed to identify how individuals value different travel attributes – travel time, frequency, reliability and quality of service. These preference factors were then used in the calibration of the *COMPASS*© demand model to describe how travelers choose among modes and their responsiveness to different travel options.

4.9.1 Assumptions

The development of a fare structure for the MWRRS is based on a number of strategic objectives and pricing policies, including the following:

- Passenger rail prices will be based on what the market can bear.
- Fares will be established that maximize revenue yields. Since this approach can produce lower ridership levels, consideration will be given to balancing the loss in ridership while maintaining positive operating performance.

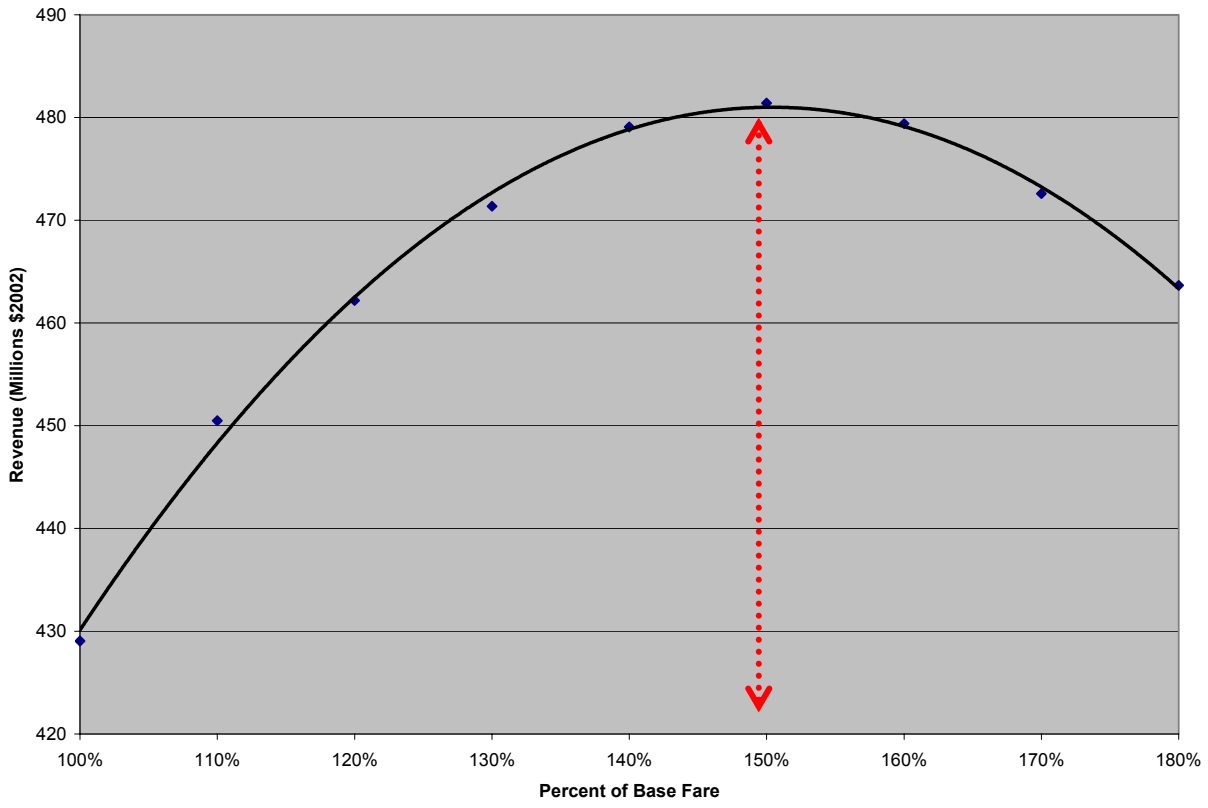
- There will be a two-tier fare structure to reflect the composition of the MWRRS market with a business class fare and a 25 percent lower, non-business class fare. Price elasticity estimates were derived on a trip-purpose basis. The analysis assumed that the selected technology could encompass first and economy class fares.

4.9.2 Competitive Fares that Maximize Revenue Yields

The use of revenue yield techniques to maximize revenues was a key component in the planning of the MWRRS. The MWRRS fares were initially set to existing intercity passenger rail fares. MWRRS fares were then determined from an analysis of the revenue potential as forecasted by *COMPASS*© under different fare scenarios. The fares were set on a segment-by-segment basis in an attempt to maximize revenues while maintaining fares within a competitive range.

In the revenue optimization process, these fares were increased incrementally by as much as 80 percent to test the impact of fares on ridership levels for the MWRRS. It was also verified that each corridor was not optimal at a point below the base fare level. The analysis showed that, generally, fares were maximized, with respect to revenue, at approximately 150 percent of current fare levels (Exhibit 4-31).

Exhibit 4-31
Revenue Maximization for the Overall MWRRS System (2015)

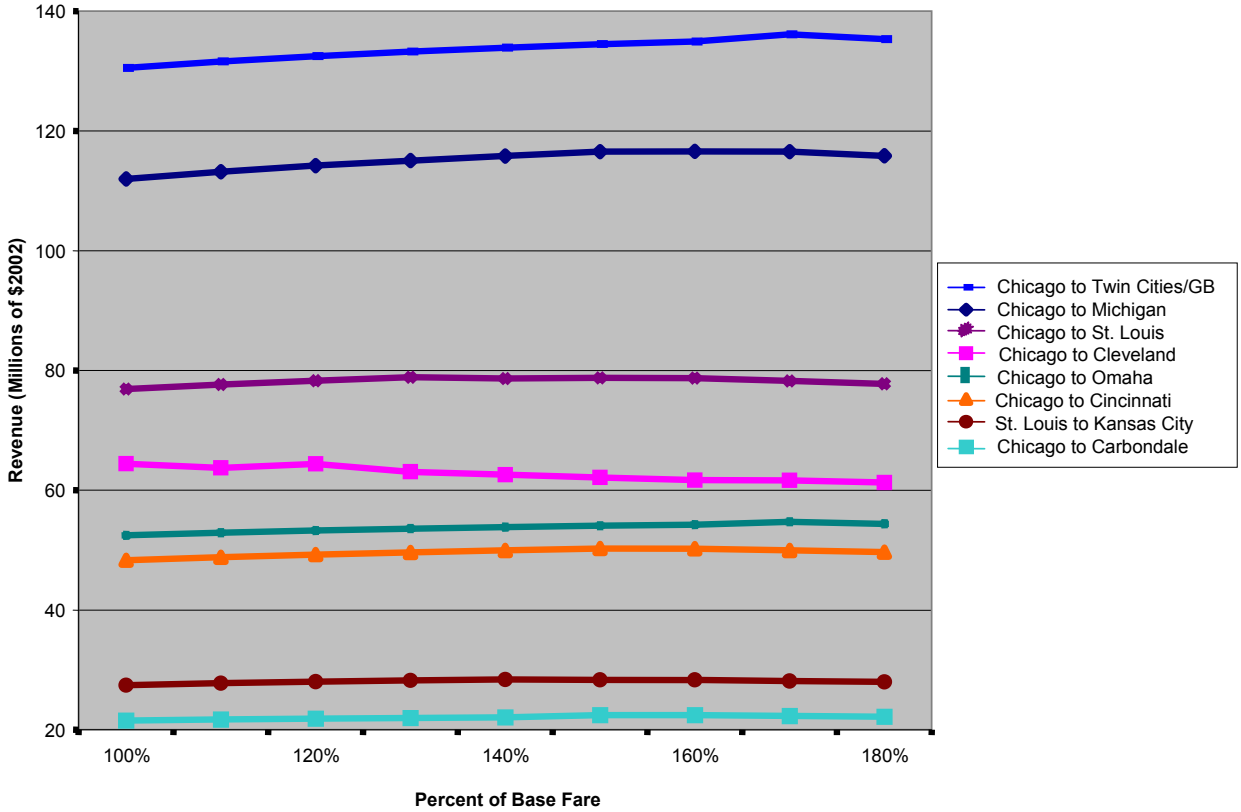


The revenue curve shows that the level of fares that maximize revenues for the entire system is about 50 percent above base year fare levels (*i.e.,* Amtrak fares in the year 2000). Above the optimal point, additional increases in fares *lower* system revenue. This is because the declines in ridership levels offsets, or negates the impact of increasing the fare. Therefore, since revenue-maximizing fare policies result in lower ridership and often by significant amounts, the fares actually used in the MWRRS feasibility analysis were restricted to a range of 25 percent to 50 percent above base year fare levels.

The revenue maximization analysis also showed that the fare levels at which revenues are maximized on different MWRRS corridors vary significantly (Exhibit 4-32). The curves in the exhibit show that these corridors that are most effective with fare optimization are Chicago-Omaha, Chicago-St. Paul, Chicago-Michigan and St. Louis-Kansas City. In other words, the lack of alternative modes of travel in the corridor allows the MWRRS rail network to charge higher fares for the service being offered. Adopting discount fares for all markets on these corridors would possibly generate additional ridership and revenues.

The fares adopted for the MWRRS forecasts are considered reasonably optimal at an aggregate level. The revenue maximization graph shows the 50 percent increase over current fares is close to the optimal fare level for most corridors. Nonetheless, further adjustments could well improve both ridership and revenues. For example, market-specific fares could be developed to attract certain population segments – students, senior citizens and families with children – and to encourage travel during off-peak hours.

Exhibit 4-32
Revenue Maximization by Corridor



A comparison of base year city-pair full fares with those in the MWRRS system is shown in Exhibit 4-33. The full fares cited here ignore any discounts that are available to various groups (*e.g.*, senior citizens, students, etc.).

Exhibit 4-33
Comparison of Full Fares
Base Year and MWRRS System (2000$)

Corridor/Branch Line and City-Pair	*Base Year Full Fare*	*MWRRS Optimized Full Fare*	*Percent Change*
Chicago-Detroit	$52.15	$77.92	49.4%
Chicago-Port Huron	$65.31	$95.18	45.7%
Chicago-Grand Rapids	$48.27	$67.03	38.9%
Chicago-Cleveland	$94.37	$114.73	21.6%
Chicago-Cincinnati	$70.78	$102.20	44.4%
Chicago-Carbondale	$68.32	$102.08	49.4%
Chicago-St. Louis	$59.58	$89.02	49.4%
St. Louis-Kansas City	$63.38	$95.61	50.9%
Chicago-Quincy	$55.99	$99.79	78.2%
Chicago-Omaha	$115.53	$150.65	30.4%
Chicago-St. Paul	$107.22	$180.78	68.6%
Chicago-Green Bay*	---	$109.86	---

* No existing rail service

The difference in the fare increases between segments can be partly attributed to the differences in the current fare levels. Fares on a per-mile basis vary substantially across the Midwest region with base year full fares ranging from approximately 19 cents per mile (Chicago-Detroit) to 28 cents per mile (Chicago-Cleveland). In general, segments with relatively higher fares tend to have lower rates of increase. The exception is the Chicago-Twin Cities corridor, which has a significant change in corridor-level service due to the introduction of service to Madison, Wisconsin.

As stated previously, the demand forecasts are disaggregated by business and non-business travel. The fares shown in the exhibit above relate to the full business travel fares. An average fare is obtained by taking the weighted average of the two fare and passenger levels. Under the proposed MWRRS system, average fares rise to a range of $0.23 to almost $0.36 per mile. These average fares-per-mile are shown on a city-pair basis in Exhibit 4-34.

Exhibit 4-34
Comparison of Base Year and MWRRS Fares per Mile

Corridor/Branch Line and City-Pairs	*Base Year Fares per Mile*	*MWRRS Optimized Fares per Mile*	*Percent Change*	*Base Year Miles*	*MWRRS Miles*
Chicago-Detroit	$0.19	$0.28	47.3%	283	283
Chicago-Port Huron	$0.20	$0.30	46.2%	319	319
Chicago-Pontiac	$0.18	$0.28	49.8%	305	305
Chicago-Grand Rapids	$0.27	$0.36	31.4%	177	191
Chicago-Cleveland	$0.28	$0.34	21.6%	341	354
Chicago-Cincinnati	$0.22	$0.32	49.9%	327	315
Chicago-Carbondale	$0.22	$0.33	49.4%	308	308
Chicago-St. Louis	$0.21	$0.32	49.9%	282	282
St. Louis-Kansas City	$0.23	$0.34	49.8%	281	281
Chicago-Quincy	$0.22	$0.39	77.5%	258	258
Chicago-Omaha	$0.23	$0.32	37.0%	501	477
Chicago-St. Paul	$0.26	$0.42	62.4%	418	434
Chicago-Green Bay	---	$0.51	---	---	214

4.9.3 Conclusions

The analysis shows that additional revenue can be generated by the use of fare optimization techniques. In the analysis of fares, the potential for increasing business fares on specific routes or for an improved service that offers some or all of the facilities typically offered by the airlines (*e.g.*, business clubs at terminals, frequent flyer points and business facilities on board the train) have not been considered. In addition to full fares, a series of market-specific, promotional and discount fares should be established to fill off-peak trains and encourage certain segments of the population, (*e.g.*, seniors and students), to travel at off-peak times. A range of travel cards and other promotional ticketing systems should also be developed to further promote widespread use of the system. Later refinements might include developing, where appropriate; discount fares for special consumer market segments (*e.g.,* seniors, students, and commuters). In addition, specific *spot* fares should be used to solve specific problems such as suburban station overload, peak-hour overload and airline competition for *end* cities.

4.10 Ridership Projections

4.10.1 Introduction

The 1998 Plan of the MWRRI Study produced preliminary ridership and revenue demand estimates. It was recognized that certain areas of the analysis could be strengthened, and the overall study enhanced by additional analysis that focused on specific goals and objectives of the MWRRI states. In particular, additional corridor-level information was required to improve the overall understanding of the feasibility issues on a corridor and state basis as well as to gain an

improved understanding of the full ridership potential and revenue sources for the states. This provided the context for the 2000 Plan of the MWRRI study.

The 2000 Plan, which represented an on-going effort to ensure the viability of a passenger rail service in the Midwest region, focused on three major areas. The scope of the analysis aimed at refining market demand estimates by developing finer segmentation within some of the corridor segments and by evaluating additional consumer and business market segments. These areas are summarized below and are presented in detail later in this chapter.

- Ridership model enhancements were made to increase the level of corridor segmentation in the *COMPASS*© demand model by developing 'branch line' models to capture the smaller, less populated regional markets within a corridor. In addition, the model was used to assess the sensitivity of the impact of strategic and policy assumptions about these markets.
- Additional gains in passenger rail ridership and revenue due to modal connectivity with airports were assessed

Additionally, further refinements in implementation plans and operating schedules (discussed later in this report) impacted the demand and revenue projections. Changes on the operational side of the analysis impact travel times, frequency of service, accessibility, reliability and the overall general quality of service. Since these are the key elements in determining the choice of travel mode, the MWRRS ridership and revenue projections needed to be updated to reflect operating refinements, as well.

4.10.2 New Developments in Ridership Analysis

A brief description of the new developments in the ridership analysis is provided below. A more detailed discussion is included in the September 2000 Project Notebook.

Branch Line Analysis

The purpose of the branch line analysis was to identify characteristics of lower density routes. Stated preference surveys were conducted in three cities (Carbondale, Grand Rapids and Green Bay) targeting specific markets to determine whether branch line patrons have different travel characteristics and preferences from main line patrons. As a special case, government employees in Missouri were also surveyed to identify the potential impact of encouraging or requiring Missouri state employees to use passenger rail for trips between St. Louis, Jefferson City and Kansas City. Survey results were used to develop a distinct branch line demand model, complementing the established main line model.

- Green Bay was included in the survey because it is a city with no current rail service. Air, bus and auto travelers were surveyed. The characteristics identified in the area (values of time and frequency) are essentially the same as those in other corridors and did not result in a change to forecast parameters.
- Grand Rapids was included in order to analyze the business market for a relatively small community experiencing high airfares. Air, rail and auto travelers were surveyed. Surveys revealed values of time for air that were higher than general values in the rest of the region. However, because the air market is a small part of the Grand Rapids total travel market, the change in values of time had a negligible impact on model results.

- Carbondale was included because it has a large student population. Rail, bus and auto travelers were surveyed. The survey revealed that students in the Carbondale corridor had lower value of time than the average regional travelers in the main model. This result illustrates that students were more sensitive to cost such that substantially lower revenue and ridership estimates were obtained, compared to the main line model.
- The Missouri analysis focused on state government employees. Total state government travel to the respective cities was estimated from the surveys. The proportion and number of state government employee business trips that would be made on passenger rail was projected, assuming a policy requiring the use of rail whenever feasible. This ridership and revenue increment was then factored into the demand forecasts for the Missouri corridor.

A more detailed technical discussion on the branch line analysis and the Missouri Department of Transportation travel study are given in the September 2000 Project Notebook.

Air Connect Analysis

The air connect survey and analysis conducted in the 2000 Plan evaluated the market niche that could capitalize on good multimodal connections between airports and MWRRS passenger rail stations. Air connect trips are shorter than the average intercity trip, as they represent *local* connections to airports. However, the MWRRS can attract a portion of these trips if it offers near-seamless connections between rail stations and airports. This assessment included:

- Analyzing national and regional air traffic growth rates and national air travel patterns connecting within the region
- Analyzing the accessibility of specific Midwest airports to relevant rail stations
- Conducting and analyzing stated preference surveys at representative airports
- Estimating the mode split for air connect base and forecast years for auto, air, rail and bus using existing and proposed airport accessibility to the rail system

Federal Aviation Administration (FAA) base enplanement data and forecasts were evaluated for each major airport. In addition, the study reviewed travel patterns into and out of the region for the MWRRS cities included in the American Travel Survey. Profiles were examined for Chicago, Cleveland, Cincinnati, Indianapolis, St. Louis, Kansas City, Twin Cities and Milwaukee; profiles included detailed demographics, top ten destinations, distance traveled, etc.

For each city, the proximity of major airports to the rail corridors and stations was examined. The potential for direct access availability, (*e.g.*, a shuttle bus) was considered to connect a rail station to an airport, if the two were not contiguous. Stated preference survey findings were modeled to identify the likely mode split for air travelers from outside the region into regional auto, air, rail and bus services. Air volume forecasts, airport accessibility, and survey findings were then used to estimate rail ridership related to air connections, as well as to revise ridership and revenue by corridor and for the system as a whole. The air connect ridership is added to the base level ridership forecast. Additional discussion of the air connect analysis can be found in the September 2000 Project Notebook.

4.10.3 Ridership Projections

The *COMPASS*© demand model was used to produce ridership forecasts on a system, main line and branch line basis. The multimodal forecasting model incorporates the comprehensive database developed for the market analysis (origin-destination, network, socioeconomic and stated preference attitudinal data), the fare structure and analysis described earlier, long-term rail and other modal strategies, and the operating service and equipment selected for the MWRRS and the branch lines.

Corridor Ridership and Market Shares

The ridership results by corridor are provided in Exhibit 4-35. The revenue impact will be proportionally smaller than the ridership impact because the air connect passenger trips are much shorter than the average MWRRS intercity trip. This is demonstrated in the shorter-than-average trip length and lower-than-average fares identified for air connect passengers.

Exhibit 4-35
Base System Passenger Trips and
Passenger Miles for Full MWRRS Operation in 2025

Corridor	*Passenger Trips*	*Passenger Miles (Millions)*	*Average Trip Length (Miles)*
Michigan	3,674,940	603.14	164.1
Cleveland	1,120,108	252.14	225.1
Cincinnati	894,669	213.79	239.0
Carbondale	769,911	87.08	113.1
St. Louis	1,757,123	336.91	191.7
Kansas City	804,498	116.28	144.5
Quincy – Omaha	1,440,132	238.04	165.3
Green Bay – St. Paul	4,362,404	540.23	123.8
Cross Chicago	(2,187,778)	--	--
Total	**14,823,786**	**2387.62**	**161.1**

The ridership and revenue forecasts for the eight principal corridors used in the financial analysis of the MWRRS are given in Exhibit 4-36. It is estimated that, by 2025, the MWRRS will attract an annual ridership of 14.8 million. (Eliminating double-counting of riders who transfer in Chicago, ridership would be 12.6 million.) There are significant differences between the corridors. Not surprisingly, the forecasts show that Chicago-Michigan, Chicago-St. Louis, Chicago-Cincinnati and Chicago-Twin Cities are the corridors with the largest ridership and market shares in rail. Although the corridors with the lowest market shares are Chicago-Cleveland, Chicago-Carbondale and Chicago-Quincy-Omaha, the analysis shows they are significant components of the MWRRS network.

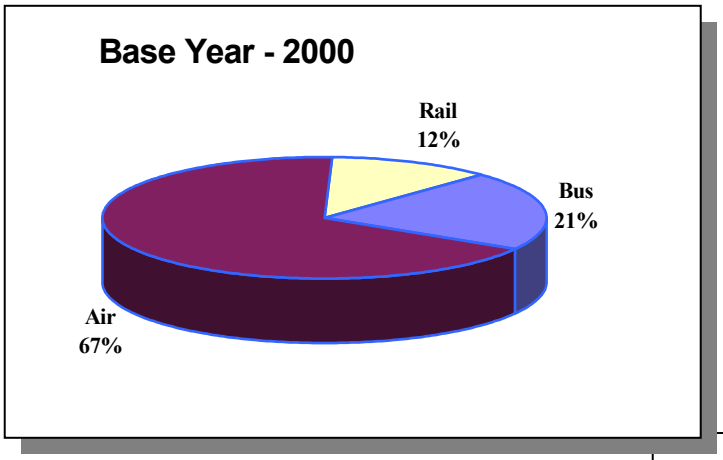
Exhibit 4-36
2025 Passenger Rail Forecasts and
Corridor Market Shares for the Intercity Modes

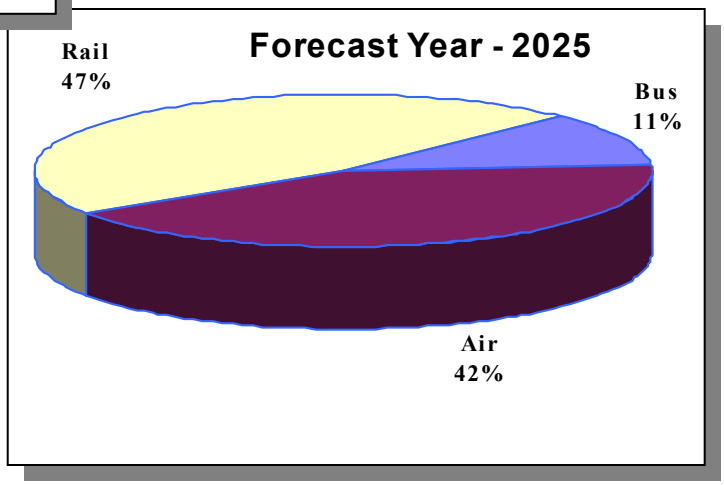
Corridor	*Rail Demand*	*Corridor Market Share (%)*			
		Air	*Bus*	*Auto*	*Rail*
Michigan	3,674,940	0.94%	0.34%	97.29%	1.43%
Cleveland	1,120,108	1.15%	0.51%	97.31%	1.03%
Cincinnati	894,669	3.48%	0.45%	93.74%	2.33%
Carbondale	769,911	0.48%	0.42%	98.10%	1.00%
St. Louis	1,757,123	2.77%	0.43%	94.61%	2.19%
Kansas City	804,498	2.95%	0.22%	95.35%	1.48%
Quincy – Omaha	1,440,132	1.25%	0.17%	97.45%	1.13%
Green Bay – St. Paul	4,362,404	1.07%	0.29%	96.97%	1.67%
Cross Chicago	(2,187,778)	2.75%	0.58%	94.36%	2.31%
Total	**14,823,786**	**1.15%**	**0.29%**	**96.41%**	**2.15%**

Of the total rail ridership forecast for 2025, 6 percent is a result of the natural growth of travel demand in the region, 10 percent is due to increased mobility or induced demand, and 84 percent is due to diverted demand. Induced demand is defined as those trips that would not have been made without the introduction of the overall MWRRS, while diverted demand is the result of travelers changing travel mode. Of the diverted demand for the MWRRS, 58 percent is from auto, 23 percent from bus and 20 percent from air.

By 2025, rail's market share will increase to 47 percent of the intercity public modes, making rail travel as popular as air travel (Exhibit 4-37). The market share for air travel falls by 23 percent because most of the diverted demand for rail is from the air mode.

Exhibit 4-37
Market Shares for the Public Modes





Average annual station-to-station ridership by corridor and city pair in 2025 is shown in Exhibit 4-38. While these traffic volumes are not additive along the corridor, they do represent the shifts (ons, offs and through-ridership) in activity levels throughout the region.

Exhibit 4-38
Station-to-Station Ridership in 2025

City Pair	*Number of Riders*
Milwaukee- Green Bay	
Milwaukee-Granville	510,040
Granville-West Bend	446,375
West Bend-Fond du Lac	423,827
Fond du Lac-Oshkosh	389,991
Oshkosh-Neenah	295,782
Neenah-Appleton	288,367
Appleton-Green Bay	99,243
Chicago-Milwaukee-Minneapolis	
Chicago-Glenview	1,823,621
Glenview-Sturtevant	1,740,675
Sturtevant-GMIA	1,538,850
GMIA-Milwaukee	1,436,260
Milwaukee-Brookfield	1,358,915
Brookfield-Oconomowoc	962,052
Oconomowoc-Watertown	1,016,597
Watertown-Madison	903,617
Madison-Portage	530,983
Portage-Wisconsin Dells	517,035
Wisconsin Dells-Tomah	497,560
Tomah-La Crosse	482,059
La Crosse-Winona	397,234
Winona-Red Wing	357,088
Red Wing-Minneapolis/St. Paul	337,306
Chicago-Cincinnati	
Chicago-Gary Airport	789,350
Gary Airport-Lafayette	794,381
Lafayette-Indianapolis Airport	711,678
Indianapolis Airport-Indianapolis	696,407
Indianapolis-Shelbyville	304,061
Shelbyville-Greensburg	300,061
Greensburg-Cincinnati	295,061

Exhibit 4-38 (continued)
Station-to-Station Ridership in 2025

City Pair	*Number of Riders*
Chicago-Quincy-Omaha	
Chicago-La Grange	1,064,746
La Grange-Naperville	1,130,123
Naperville-Plano	879,195
Plano-Mendota	865,916
Mendota-Princeton	833,048
Princeton-Kewanee	314,381
Kewanee-Galesburg	299,489
Galesburg-Macomb	132,436
Macomb-Quincy	62,957
Rock Island-Princeton	530,081
Rock Island-Iowa City	305,979
Iowa City-Newton	151,472
Newton-Des Moines	133,761
Des Moines-Atlantic	66,617
Atlantic-Omaha	66,249
St. Louis-Kansas City	
St. Louis-Kirkwood	450,247
Kirkwood-Washington	481,569
Washington-Hermann	447,572
Hermann-Jefferson	435,171
Jefferson-Sedalia	288,977
Sedalia-Warrensburg	268,456
Warrensburg-Lees Summit	252,361
Lees Summit-Independence	202,475
Independence-Kansas City	186,349
Chicago-St. Louis	
Chicago-Joliet	1,304,621
Joliet-Dwight	1,242,250
Dwight-Pontiac	1,220,536
Pontiac-Normal	1,206,642
Normal-Lincoln	987,083
Lincoln-Springfield	969,551
Springfield-Carlinville	775,826
Carlinville-Upper Alton	755,455
Upper Alton-St. Louis	622,638

Exhibit 4-38 (continued)
Station-to-Station Ridership in 2025

City Pair	*Number of Riders*
Chicago-Cleveland	
Chicago-Gary Airport	971,635
Gary Airport-Plymouth	979,560
Plymouth-Warsaw	928,853
Warsaw-Ft. Wayne	900,611
Ft. Wayne-Defiance	727,361
Defiance-Toledo	679,888
Toledo-Sandusky	425,048
Sandusky-Elyria	385,152
Elyria-Cleveland	326,676
Chicago-Detroit	
Chicago-Gary Airport	2,086,818
Gary Airport-Michigan City	2,025,731
Michigan City-Niles	1,991,194
Niles-Dowagiac	1,991,317
Dowagiac-Kalamazoo	1,976,870
Kalamazoo-Battle Creek	1,673,988
Battle Creek-Albion	1,118,142
Albion-Jackson	1,101,538
Jackson-Ann Arbor	1,028,678
Ann Arbor-Dearborn	802,942
Dearborn-Detroit	564,955
Detroit-Royal Oak	236,306
Royal Oak-Birmingham	118,707
Birmingham-Pontiac	95,305
Battle Creek-Port Huron	
Battle Creek-East Lansing	485,987
East Lansing-Durand	315,279
Durand-Flint	296,878
Flint-Lapeer	83,649
Lapeer-Port Huron	50,390
Kalamazoo-Grand Rapids	
Kalamazoo-Plainwell	437,281
Plainwell-Grand Rapids	403,066
Grand Rapids-Holland	112,494

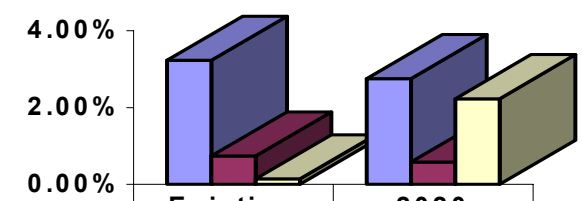
Exhibit 4-38 (continued)
Station-to-Station Ridership in 2025

City Pair	*Number of Riders*
Chicago-Carbondale	
Chicago-Homewood	608,385
Homewood-Kankakee	503,138
Kankakee-Rantoul	430,705
Rantoul-Champaign/Urbana	410,270
Champaign/Urbana - Mattoon	267,957
Mattoon-Effingham	231,879
Effingham-Centralia	210,705
Centralia-Du Quoin	202,655
Du Quoin-Carbondale	198,639

Cross-Chicago

A cross-Chicago connection is an important factor associated with the MWRRS ridership and revenue. As shown in Exhibit 4-39, most MWRRS cross-Chicago ridership is diverted from the auto and air modes, with a relatively small impact on bus traffic. The effect of improved Chicago connectivity is to raise the level of Chicago connecting trips to an airline-comparable level. Since airline trips are limited here to only those within the MWRRS service area, the overall reduction in competing air traffic is negligible. Bus traffic is not significantly affected since it consists mainly of a small number of non-business trips.

Exhibit 4-39
Cross-Chicago Connectivity



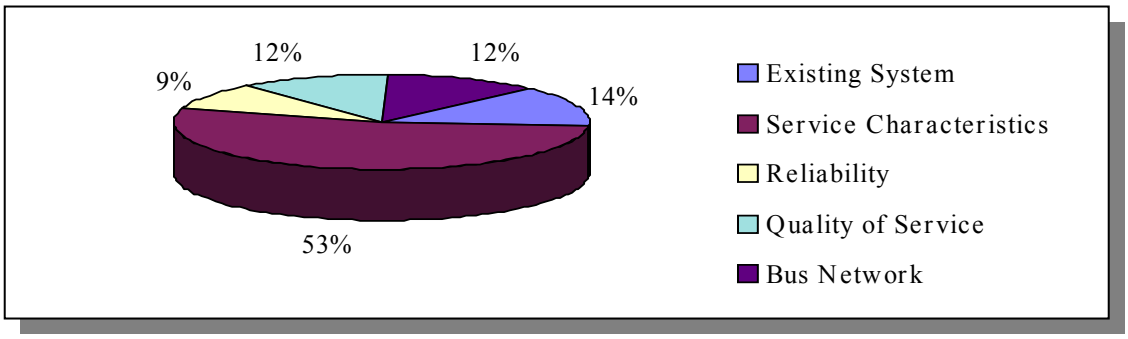
	Existing	2020
Air	3.23%	2.75%
Bus	0.74%	0.58%
Rail	0.14%	2.23%

4.11 Revenue Projections

The MWRRS seeks to provide a modern transportation system that would be comparable to air travel, with modern stations, new train equipment and a high level of on-board and station amenities. This type of service will greatly improve the image of passenger rail travel in the

Midwest region and increase passenger confidence in the usefulness and value of the rail mode. To understand the importance of the different elements of the MWRRS service strategy, each element was assessed for its contribution to total revenue. As shown in Exhibit 4-40, 12 percent of the trips are due to the quality of the service, (*i.e.*, comfort, convenience and attractiveness of the system) and 9 percent is due to the reliability of the service.

Exhibit 4-40
Impact of Service Attributes on Moderate Scenario Revenue Forecasts



The projections for system and corridor-level revenues from passenger fares are presented in Exhibit 4-41.

Exhibit 4-41
Base System and Air Connect Revenues for Full MWRRS Operation in 2025

Corridor	*Ticket Revenue (millions of 2002$)*			
	Base	*Air Connect*	*Total*	*Air Connect Percent of Base*
Michigan	118.10	0.92	119.02	0.78%
Cleveland	59.77	0.57	60.34	0.96%
Cincinnati	55.42	0.00	55.42	0.00%
Carbondale	22.48	0.06	22.54	0.30%
St. Louis	65.70	0.06	65.76	0.10%
Kansas City	41.37	0.53	41.90	1.30%
Quincy-Omaha	54.73	0.76	55.49	1.40%
Green Bay-St. Paul	156.43	1.60	158.03	1.00%
Total	**574.00**	**4.50**	**578.50**	**---**

Revenue streams are not static. Each grows at its own pace. Fare and air connect revenues increase with the growth in ridership associated with the changing socioeconomic characteristics of the region. On-board service (OBS) revenue is estimated at 8 percent of base revenue. This is a higher percentage than Amtrak's current OBS sales percentage; however, it reflects an anticipated increase due to the introduction of trolley carts along with Bistro services. Revenue for the express parcel service is based on forecasts of demand for same-day and overnight services, which are increasing much faster than the growth of freight in general. Exhibit 4-42 summarizes the system-wide increase in revenue of each service category over time.

Exhibit 4-42
System Operating Revenues
for 2015 and 2025 (Millions of 2002$)

Revenue Source	*2015*	*2025*
Base Revenue	$501.27	$573.97
Air Connect	$3.92	$4.50
On-Board Services	$40.10	$45.92
Bus-Feeder	$6.22	$7.38
Total Passenger Revenue	**$551.51**	**$631.77**
Net Express Parcel Service	$27.04	$40.40
Total Revenue	**$578.55**	**$672.16**

Summary of Findings

The study findings to date conclude that rail service in the Midwest region can attract new passengers, primarily from the auto and air markets, by providing improved service and facilities. High quality service that is competitive in terms of time, price, frequency and reliability in conjunction with modern, comfortable stations and state-of-the-art equipment will attract new passengers into the rail market. The analysis of branch lines demonstrates that passengers in smaller communities exhibit travel characteristics very similar to those in large communities, but that special populations, such as students, should be considered independently. The air connect analysis quantifies the small yet important niche market that can be developed through good multimodal connections. On-board food service making use of trolley carts along with bistro service can cover its own cost and provide an attractive amenity for passengers. Ancillary services such as express parcel can increase the profitability of the system with a very low incremental cost based on agreements with existing courier and expedited transportation services.

The passenger rail market analysis confirms there is a substantial market for intercity travel between all the cities on the MWRRS network. In many markets, the MWRRS provides a faster and more cost-effective alternative to auto and bus travel. The MWRRS also provides a more cost-effective alternative to air for urban and rural regions that are accessible to the MWRRS rail service. Furthermore, deregulation has made short-distance air travel more expensive and inconvenient due to additional travel time requirements as flights are often routed through major hubs.

The MWRRS forecasts are considered conservative in that they exclude the impact of land use and travel habit changes that may occur as a result of implementing the MWRRS. Prior experience with the implementation of high-quality passenger rail systems suggests that ridership can potentially increase by a further 20 to 30 percent or more because of such changes. For example, firms with operation centers in lower-cost locations may increase their level of trip making and begin using the MWRRS system to move their staff back and forth to their corporate headquarters in major metropolitan areas. Another example is the potential for increased leisure trips, *e.g.,* basketball, football and hockey games and tourist attractions such as casinos, theme parks, museums and other cultural and entertainment facilities.

One of the primary benefits of the MWRRS is the increased linkages and connectivity it provides throughout the region. An important finding is that 2.2 million trips or 14 percent of total rail ridership is generated from through-Chicago connections. Although 14 percent is much less than the 50 percent and 40 percent share of bus and air ridership that makes a connection in Chicago, it is much greater than rail's current share of regional traffic.

Additional detailed information on the demand and revenue forecasts can be found in Appendix A11.

4.12 Express Parcel Service

4.12.1 Introduction and Background

In 1999, the transport of small parcels and other time-sensitive goods generated $55 billion in revenue in the U.S.[10] Of particular note is a sub-category of time-sensitive delivery services called *express parcel traffic*.

The rapid growth in this market may offer an opportunity for the MWRRS to supplement passenger revenues by participating in the movement of these shipments. Such delivery services have been growing 10 percent annually[11] and have become a routine way of transmitting materials by business and personal users. Same-day delivery is estimated to be 5 percent of the total market revenue. The parcel market is growing rapidly – its explosive growth rate was confirmed by direct interviews with both UPS and FedEx officials. Since the market for express parcel delivery continues to double every 6 years, the industry now struggles to develop sufficient capacity to keep pace with the growth.

To be successful in today's express parcel market, a transportation mode must be able to specify a transit time and meet delivery commitments[12]. As shown in Exhibit 4-43, air and highway are the dominant modes for shipping time-sensitive goods within the U.S. However, a recent trend among shippers has shown that the particular mode used to transport these express packages is becoming increasingly unimportant[13]. Therefore, if a rail system could provide similar service to that offered by alternate modes, rail could develop market share in this rapidly expanding market.

[10] Figure is from 1999.
[11] Growth rate calculation is discussed further in "Analysis of National and Regional Express Parcel Growth Rates" elsewhere in this paper.
[12] Cottrill, Ken. "All in Good Time." In *Traffic World*, December 21/28 1998 (pp 51-52).
[13] Kilcarr, Sean S. "Gaining Ground." In *Air Cargo World*, February 1999 (pp 38-42).

Exhibit 4-43
1999 Estimate of the U.S. Domestic Market for Time Sensitive Shipments

Type of Parcels	*Quantity of Parcels*	*%*
Air	1.5 billion	36.3%
Ground Parcel	2.5 billion	60.7%
Less than Truckload (LTL)	0.1 billion	2.9%
Total	4.1 billion	100%

Source: The Colography Group, Inc.

4.12.2 Opportunities and Pitfalls

The delivery of time-sensitive materials is an intensely competitive business controlled by a handful of large companies with a national and international presence. These companies have local collection, distribution and package-tracking systems in place. They provide line-haul transportation directly through their own planes and trucks or through contracts with other carriers, including railroads.

However, the way in which the large overnight carriers organize their pickups and deliveries is not conducive to the requirements for same-day service, thereby creating a niche opportunity for a new market entrant such as the MWRRS. A courier for an overnight carrier such as FedEx or Airborne may deliver a large number of packages in a morning delivery run. The more that can be delivered on a single trip, the lower the carriers' unit cost. The incentive is to deliver as many packages on a single trip as possible without returning to the terminal.

In contrast, same-day service requires customized pickup and delivery that moves individual packages directly from point-to-point. There is not enough time to go through the usual sorting or *break bulk* operations. Same-day couriers do not adhere to fixed routes. While some couriers concentrate their operations around airports, many other firms specialize in intra-city delivery and will go between any two addresses in the same city, including rail stations. Local courier firms, which are potential business partners to an MWRRS express parcel service, already exist in all of the major MWRRS cities.

Small local courier firms pay lower wages and are more flexible in their utilization of labor than the large national carriers. These flexible firms could perform pickups and deliveries at a lower cost than the large national firms could. A partnership with the MWRRS would give local couriers an additional premium service to offer at little additional cost, since their own local distribution system and infrastructure are already in place. As such, this partnership represents a value-added service to them since it would not likely displace their existing services, but would enhance their volume and revenue. Nonetheless, individualized pickup and package delivery are very labor intensive, comprising up to 70 percent of the cost of providing same-day, door-to-door service.

However, the ability to offer a door-to-door, not just station-to-station, service is vital to competitive success in this market. A centralized call center is needed to serve as a single point of contact for the customer, to proactively manage service delivery, and to ensure consistently

high quality. Wholesale marketing based on price discounting is not an effective sales strategy for this type of operation. *Retail* sales directly to end-users would allow a rail-based service to compete on the quality of its service rather than on its price. Parcel service could be provided by the passenger service operators themselves or by a separate entity under an exclusive licensing arrangement that guarantees the MWRRS a fair share of the revenues.

Rail can compete best in those markets where it has a natural advantage, primarily the central business districts of cities with a MWRRS rail station – in fact, anywhere the rail station is closer to the customer than the airport would be advantageous. Most European rail parcel business originates and terminates within a 15-mile radius of a rail station. Since the cost of providing courier service is largely distance-based, a downtown station provides both a cost and time advantage for using rail to many customers. Shorter distances to the rail station allow faster and cheaper courier service than if packages have to be driven all the way to the airport. Additionally, an MWRRS express parcel service may create new markets for shippers like mail order houses who could offer same-day service to customers at a reasonable cost.

Airlines have long been players in the same-day parcel market; however, airlines by their nature specialize in longer hauls compared to the trip lengths that will be offered by MWRRS. Many smaller MWRRS cities have limited air service. To initiate an air shipment, it may be necessary to drive a package the full distance to the nearest major airport (*e.g.*, Chicago). The need for long courier trips makes same-day delivery cost-prohibitive for many potential users today.

The MWRRS can fill the void left by the decline of regional air service, providing a cost-effective alternative to long courier trips. An MWRRS parcel service could serve many intermediate markets that are not well served by air today. The ability to cost effectively reach these markets would open up new same-day business potential, and not diminish existing business. For the same reasons that many small airports are losing air service, MWRRS parcel service would enjoy a measure of protection from air competition on the short-haul routes served by the MWRRS.

The MWRRS could even complement, rather than compete with, air cargo services by bringing long-haul parcels from outlying areas into the major air shipment hubs. For example, it would be less expensive to ship a parcel from Bloomington, IL to Chicago O'Hare via the MWRRS, than to pay a courier to hand-carry that same package to Chicago. With a MWRRS service, it is envisioned that a highway shuttle would accomplish the last leg of the trip from Union Station to O'Hare. *Air connect* cargo was not included in the MWRRS express parcel forecast, but the potential for developing air cargo feeder traffic should not be neglected.

To summarize, the MWRRS can be attractive to same-day express parcels for exactly the same reasons it is attractive to passengers

- In corridors 300-500 miles in length, rail is faster than auto and just as fast as air. If post 9/11 air security requirements are taken into account, rail is both faster and less expensive than air.
- Rail offers convenient access to downtown and intermediate markets, giving both a cost and speed advantage over air.

- Rail competes with highway and air on speed, reliability and convenience rather than on price.

Because the market requirements for providing express parcel and passenger services are so similar, an express parcel component can be added to MWRRS without fear of degrading passenger service, or introducing conflicting management objectives. To ensure that passenger service is not degraded, the parcel business plan provides dedicated personnel at each station who would handle the loading and unloading of trains. This activity can be accomplished without involving the train crew and within the constraint of the normal station dwell times.

4.12.3 Proposed MWRRS Conceptual Model

An MWRRS express parcel service could function in two different ways:

- *The system could provide station-to-station service*. An individual would drop off a parcel directly at an MWRRS station, and the receiver of the parcel would pick up the package at the destination stations. Station-to-station service is much less costly than door-to-door service. For example, to move a package from downtown Detroit to downtown Chicago, same-day door-to-door air service costs $175. Airport-to-airport service costs only $65. The downtown location of many MWRRS stations would be convenient to many customers, and could allow many of them to take advantage of lower-cost station-to-station service.
- *The MWRRS operator could enter into partner agreements* with local courier services to provide door-to-door pickup and delivery services. Rail stations' downtown locations would provide a competitive advantage in the cost of courier service in central business districts. Local couriers may be a valuable source of marketing leads, but cannot be relied upon to market or sell an intercity express parcel service for the MWRRS. The MWRRS needs to control its own sales and marketing function; couriers would be relied upon solely for package pickup and delivery.

For example, couriers bring nearly all the business to and from Eurostar's *Esprit* package service. They bring 60 percent of packages to the Swedish firm *Expressgods*. While UPS does ship a few packages, UPS regards *Expressgods*' service as too expensive for regular use. Accordingly, financial projections are based on providing door-to-door retail service. However, if customers choose station-to-station service instead, the parcel operator saves both courier and call-center costs. These savings can be passed through to the customer with no net effect on the bottom-line profitability of the MWRRS parcel service.

The MWRRS business plan is revenue neutral with regard to the choice of door-to-door versus station-to-station service. Because door-to-door service requires more investment, competitive airline pricing suggests that station-to-station service may be more profitable. Door-to-door service would be provided as a necessary accommodation to customer needs rather than as a profit center in itself. For example, if couriers absorb 70 percent of the $175 cost of Detroit-Chicago door-to-door service, that leaves only $53 for the airline, compared to $65 they charge for airport-to-airport service.

Therefore, the MWRRS analysis was based on the conservative assumption of a door-to-door pricing structure, with courier costs immediately absorbing 70 percent of the revenue. Any shift towards station-to-station shipping should only increase the profitability of MWRRS parcel service.

With regard to the offering of corporate accounts, the MWRRS express parcel business plan assumes same-day packages are picked up and delivered individually. Customers who make routine use of same-day service may gain some economies of scale by tendering multiple packages at the same time, which immediately reduces the cost of the courier's service. By scheduling pickups and deliveries on a regular basis, call center costs can be reduced. Accordingly, we believe corporate account arrangements should be revenue neutral since a significant cost savings is possible to offset any price reductions.

The proposed MWRRS same-day delivery service is intended for *time-sensitive* but not *time-critical* shipments. An example of a time-critical movement (which is unlikely for MWRRS) would be the delivery of a replacement part needed to restore a factory assembly line that had shut down – at a cost of thousands of dollars per hour. For such emergencies, a shipper might charter a plane for long distances, or a truck when distances are shorter. FedEx's *Custom Critical* division provides this kind of express freight service – its shipments tend to be larger and heavier than those envisioned for the MWRRS parcel service.

Examples of time-sensitive materials that *could* be candidates for MWRRS same-day service include pharmaceuticals, high-value mail order items, computer parts and discs, auto and machine parts to retail users, letters, legal documents, and cancelled checks.

Greyhound Lines, Inc. already offers shippers a variety of services similar to those envisioned for MWRRS (*i.e.*, an independent service and partnership service). Greyhound's Freight Distribution Division earned roughly $80 million in 1999, which represented approximately 7 percent of Greyhound's revenue for that year[14].

4.13 Express Parcel Market Analysis

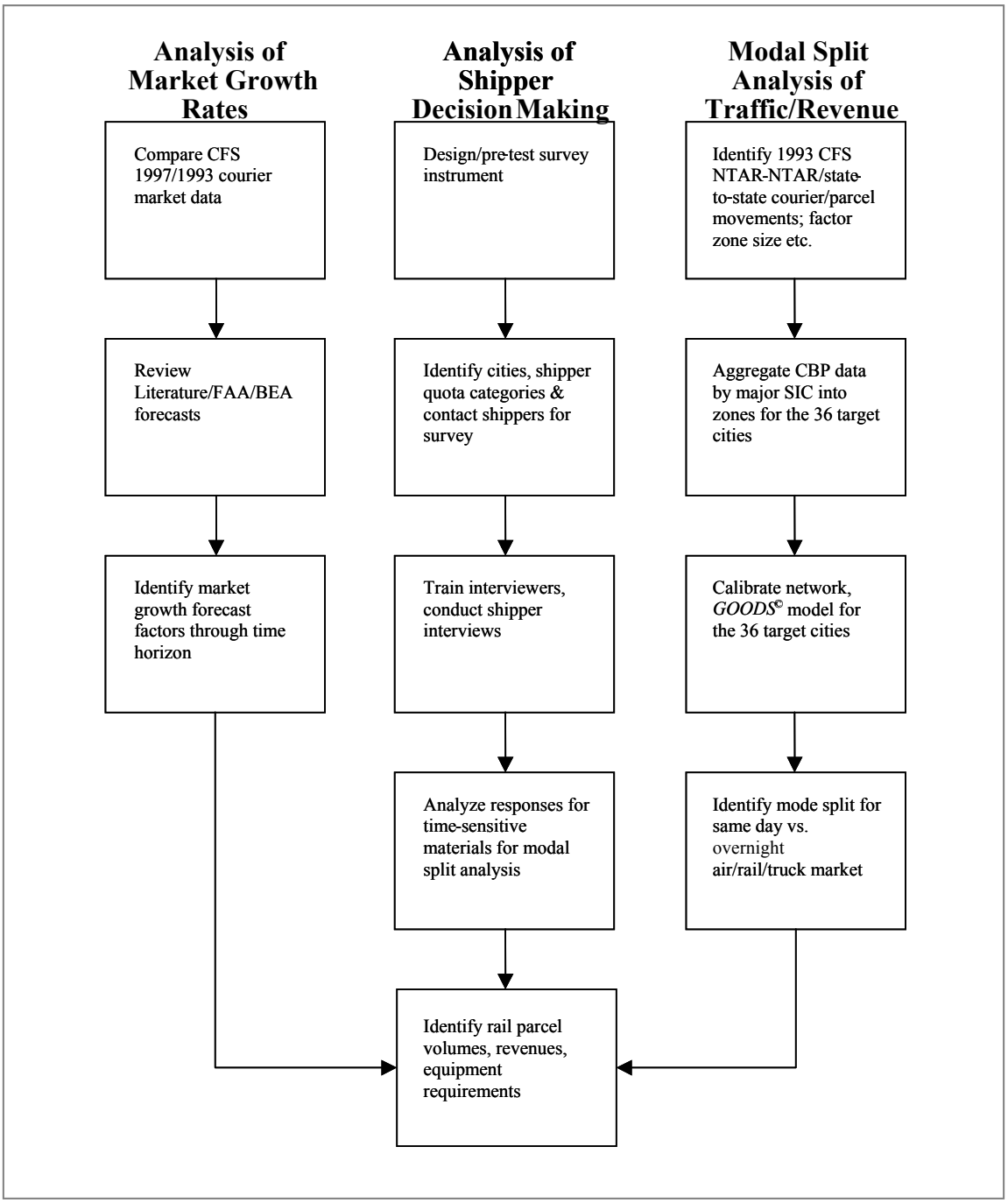
The goal of this market analysis was to thoroughly assess the Midwest express parcel market, in order to provide realistic MWRRS traffic and revenue estimates. A five-step approach was used:

- Interviews with Midwestern shippers to identify the importance of time-sensitive goods movement to business, relative volumes of same-day vs. next-day and second-day shipments, and decision-making criteria
- Interviews with expedited goods movement carriers to identify likely market strategies and potential synergies with local and national couriers and carriers
- Analysis of the growth rates of regional express parcel activity
- Detailed analysis of total parcel movement within the region using the General Optimization of Distribution System© (*GOODS*©) to perform a modal split analysis of base year volume and value of goods
- Identifying the proportion of national time-sensitive goods movement that comprises the same-day market

An overview of the methodology used is depicted in Exhibit 4-44.

[14] Allen, Margaret. "Greyhound Hopes to Team with Package Delivery Company." In *Dallas Business Journal*, January 14, 2000.

Exhibit 4-44
Express Parcel Analysis Methodology



List of acronyms used in the above exhibit:

CFS	=	Commodity Flow Survey
NTAR	=	National Transportation Analysis Region
FAA	=	Federal Aviation Administration
BEA	=	Bureau of Economic Analysis
SIC	=	Standard Industrial Classification
CBP	=	County Business Pattern

4.13.1 Interviews with Shippers in the Midwest Region

Interviews were conducted with shippers to identify the importance of time-sensitive goods movements, relative volumes of same-day vs. next-day and second-day shipments and decision-making criteria. Eighty-eight interviews were completed representing manufacturing, service and wholesale/retail sectors. These businesses account for about 200,000 annual shipments. The survey questions asked are given in the September 2000 Project Notebook.

Interviewees indicated considerable interest in the concept of an express parcel service on the MWRRS and provided statistical information for determining demand. An important finding of the survey is that same-day shipments represent about 5 percent of total time-sensitive shipments.

This finding excludes the anomaly of the Federal Reserve Bank of Chicago's check-processing center (known as the Clearinghouse). The volume this single customer generates, all of which is handled on a same-day basis, represents 1,000 inbound and 500 to 600 outbound shipments per week, ranging in weight from 1 to 100 pounds. If the Federal Reserve Bank had been included in the survey, the same-day portion of the total expedited parcel market would increase to 45 percent. The business plan did not assume that the MWRRS captured any of the Clearinghouse's business.

4.13.2 Interviews with Expedited Goods Movement Carriers

Interviews with expedited goods movement carriers identified likely market strategies and potential synergies with local and national carriers. A telephone survey of fifteen expedited service providers was conducted to determine their thoughts on how their company could potentially interface with the MWRRS. Additionally, direct meetings were held with officials from both FedEx and UPS. Overall, there was strong support for the concept of a MWRRS express parcel service.

Since 1999, there has been an increase in the electronic transmission of documents. However, cyber-security on the Internet is still perceived as a problem, which is driving a portion of the demand for same-day courier services. There are many circumstances where a paper document is still preferred or required, as in the delivery of business proposals. Interviews with FedEx in 2003 confirmed that the express parcel market is continuing to grow at 10 percent per year, in spite of Internet use and the current recession.

Market Opportunities

Through interviews with carriers, it was made clear that many saw the MWRRS service as a possible substitute for same-day air but not as a substitute for next-day truck movements. Reliability was seen as a key issue, as was the time required for getting the shipments to the express courier upon arrival at the station. A major problem with using an air service is the time required to get the shipment from the air carrier at its destination. Infrequent departures and high airline pricing were other issues. Recently, security concerns have hampered some air carriers. Lastly, the carriers determined that the MWRRS level of scheduled service is more than sufficient to attract users.

Pricing
Respondents believe that line-haul costs would need to be about 75 percent of air costs to break into the station-to-station parcel market. Carriers indicated that their local pick-up and delivery networks represent a significant portion of the cost of operation. For this type of service, the line-haul portion of revenue should represent no more than 40 percent of the total, and possibly less, depending on the distance and other options available. For the MWRRS, a same-day parcel movement price of $50, nearly $15 less than airline prices for airport-to-airport service, appears to meet the need of the market.

Location
Carriers indicated that most express parcel movements originate in suburban areas; therefore, a suburban rail station would be of value in larger cities. However, carriers also indicated there is a niche downtown business market where rail could excel with short pick-up and delivery times to downtown customers. In cities with a population of less than 1 million, a single downtown rail station is clearly satisfactory.

4.13.3 Analysis of National and Regional Express Parcel Growth Rates

A literature review was conducted to assess issues and trends in the express parcel market. Sources included the ENO Foundation, *Air Cargo World*, *Traffic World* and other trade publications, as well as the American Trucking Association. This was supplemented by information directly gathered from courier companies and through user interviews. It was determined that a 10 percent annual growth rate was reasonable through 2010, based on the assumption that overnight shipments have been increasing at more than 10 percent annually and that same-day shipments are perceived as the next growth threshold for time-sensitive shipments. Discussions in 2003 with expedited goods carriers have confirmed the continuance, even in the current recession, of a greater than 10 percent annual growth rate.

4.13.4 **GOODS©** *Analysis of Same-Day Parcel Movement Potential*

GOODS© (General Optimization of Distribution Systems) is a modeling framework designed to support the analysis of parcel traffic flows at the regional level. *GOODS©* is structured on two principal models: Total Demand Model and Hierarchical Modal Split Model.

To determine what portion of the national parcel is accessible to the MWRRS, the 1993 Commodity Flow Survey (CFS) data were used. The Bureau of Transportation Statistics, a division of the U.S. Department of Transportation, administers the CFS. The survey consists of a sample of 200,000 domestic establishments (randomly selected from roughly 800,000) engaged in mining, manufacturing, wholesale, auxiliary establishments (warehouses) and selected establishments in retail and service. The database offers detailed information concerning the origin and destination of the shipment (*i.e.*, zip code), the 5-digit Standard Classification of Transported Goods (SCTG) code, weight, value and mode(s) of transport.

The 1993 CFS was the most up-to-date information available at the time of the analysis. CFS data was used to estimate the underlying origin-destination demand pattern, not to determine the overall size of the market. Clearly not all parcel shipments included in the CFS can be considered candidates for the MWRRS same-day parcel service. Because of this, the data was

segmented in order to identify the components of the parcel market that could be considered for MWRRS same-day parcel service.

The first step was to segment the market on a geographical and commodity basis. CFS data reports the shipment origin and destination based on the National Transportation Analysis Region, or NTAR. Only Midwest region NTARs served by the MWRRS (in which nearly one-fourth of the entire U.S. population lives) were considered part of the MWRRS market. The 17 NTARs in the MWRRS market area include:

Cleveland	Chicago
Cincinnati	Milwaukee/Madison
Columbus	Appleton/Green Bay
Toledo	Minneapolis/St. Paul
Detroit	Des Moines/Cedar Rapids
Grand Rapids	Kansas City, MO
Lansing/Kalamazoo	Springfield, MO
Fort Wayne	St. Louis/Quincy/Springfield, IL
Indianapolis/Champaign	

Five filters were then applied to the CFS origin-destination data to estimate the parcel traffic that might be accessible to the MWRRS:

- Traffic to, from or between non-MWRRS NTARs was excluded. This filter excludes most air-competitive, long haul traffic that the MWRRS might nonetheless handle in a feeder air connect service.
- Parcel movements whose origin and destination were within the same NTAR were eliminated as potential candidates for the MWRRS express parcel service; local couriers would dominate in this market segment.
- NTAR city pairs that are too far apart to allow for same-day service on the MWRRS were excluded, (*e.g.*, Cleveland to Omaha with a travel time of 10 hours) whereas NTAR pairs 3-4 hours apart were considered excellent candidates.
- The analysis compared MWRRS station locations with NTARs to determine the area in which express parcel service may be feasible (*i.e.*, some NTARs are geographically very large). Since not all parts of the region could be reached in time for the same-day service, a "shrinkage" factor was applied to each NTAR pair based on the zone size, distance between city pairs, population density and limited access from some parts of each NTAR to the MWRRS.
- Unsuitable types of goods not appropriate for transport on the MWRRS were eliminated. Excluded commodities include mining, construction, agriculture, forestry and fishing, and chemicals. The major commodity groups allowed to remain in the sample include light manufacturing, heavy manufacturing, food and beverage, wholesale, retail, and finance, insurance, real estate services and public administration.

Geographic and commodity filters, when applied to the CFS data, eliminated 88.58 percent of the market from further consideration, such that only 11.42 percent of U.S. parcel movements were identified as suitable for a MWRRS service.

The CFS gives the total value of goods carried in the parcel market, not the amount of freight revenue earned through transport of those goods. As previously noted, the U.S. market for time-sensitive freight was estimated at $55 billion for 1999. The total amount of parcel revenues potentially available to the MWRRS is equal to 11.42 percent of $55 billion, or $6.3 billion. This was considered reasonable given the 25 percent population share of the Midwest region.

However, as discovered in the stated preference survey, only 5 percent of the total market for express parcel service is for same-day service. The total size of the 1999 MWRRS express parcel market was therefore estimated at $314 million in 1999 dollars.

Given this market demand, a modal split model was used to estimate what percentage of shippers would benefit from this improved mode of travel, and therefore might utilize this mode. Because air service is weak in many MWRRS intermediate markets, much of the market potential for same-day service remains unexploited today. In major markets where MWRRS must compete with air, the modal split model took into account the characteristics of the different modes along with the stated preferences of customers.

Considering line-haul and access/egress travel times and the costs of various alternatives, *GOODS*® estimated that MWRRS passenger service could attain an 18.5 percent share of the MWRRS-accessible market or an annual revenue of $58.1 million in 1999 dollars[15].

Express parcel operators indicated that local courier services would consume 70 percent of origin-destination revenue, or $117 per package. At taxicab rates, $117 would be sufficient to cover the cost of a 70-mile delivery, giving a 35-mile range around both origin and destination rail stations. However, since most packages originate and terminate within a 15-mile radius, courier cost will most likely be less. The business plan conservatively assumes that MWRRS passes courier cost savings back to customers, keeping only $50 for itself. By comparison, the line-haul air price (Chicago to Detroit) is $65 per shipment.

Of the $58.1 million in door-to-door revenue, the MWRRS is expected to retain only about 30 percent of the total, or $17.4 million (based on in 1999 shipping volumes) with the remaining 70 percent going to pickup and delivery couriers. These calculations are summarized in Exhibit 4-45.

[15] The General Optimization of Distribution Systems (*GOODS*®) freight demand model was designed to support the analysis of freight traffic flows at the regional or urban level. The model uses a generalized cost approach to distribute shipments among the various modes. The model uses a nested logit structure, calibrated to model intercity modal choices available in a given study area. It predicts shippers' decisions based on the assumption that the shippers will act in a manner that minimizes their costs.

Exhibit 4-45
1999 MWRRS Market for Express Parcel Service

	CFS 1993 Parcel Value (Millions)	*Time-Sensitive Carrier Revenue (Millions)*	*Percent of Total*
Total U.S. Market	$563,603	$55,000	100.00%
Geographic Distribution: MWRRS-Accessible Origin and Destination	$64,352	$6,281	11.42%
5% of Time-Sensitive is Same-Day	-	$314	0.571%
18.5% Forecasted Share of MWRRS-accessible Traffic	-	$58.1	0.106%
30% MWRRS Revenue split with Couriers	-	$17.4	0.0316%

Source: 1993 Commodity Flow Survey from U.S. Department of Transportation, Shipper and Carrier Interviews in 1999.

4.14 Forecasts

Growth rates were applied to the 1999 revenues to forecast the future growth of the system. During the analysis, it was assumed that current double-digit growth rates of the parcel market would gradually slow. The growth rates used in the forecast years of 2010, 2020 and 2030 are 10 percent, 8 percent and 6 percent, respectively. By applying these growth rates, 1999 base year revenue would grows to $49.6 million in 2010, $107.2 million in 2020, $191.9 million in 2030 and $343.7 million in 2040, as seen in Exhibit 4-46.

Exhibit 4-46
Forecasted Revenue for MWRRS Express Parcel Service

	Revenue (Millions)	*Comment*
Control Year 1999	$17.4	
Growth to 2010	$49.6	Growth Rate from 1999 – 2010 = 10%
Growth to 2020	$107.2	Growth Rate from 2010 – 2020 = 8%
Growth to 2030	$191.9	Growth Rate from 2020 – 2030 = 6%
Growth to 2040	$343.7	Growth Rate from 2030 – 2040 = 6%

4.14.1 Discussion of Results

This study suggests that there is high revenue potential for a same-day MWRRS parcel service. Next-day and other express parcel services could add even more revenue. The key to a successful express parcel service will be not only to allow direct station-to-station movements by individuals and businesses, but also to provide door-to-door service through partnership agreements with courier services.

The analysis indicates that the MWRRS can carry express parcels profitably and add significant revenues to the rail system, while capturing no more than a 0.106 percent share of the U.S.

market for express parcels, even though 25 percent of the U.S. population lives within the MWRRS service area. Projected package counts are given in Exhibit 4-47.

Exhibit 4-47
Projected Daily MWRRS Package Counts in 2014

NTAR Zone	*Shipped*	*Received*	*Transfer*	*Total Pkgs*
Chicago-Peoria, IL-Davenport, IA	1,247	2,008	1,001	4,256
Milwaukee-Madison, WI-Dubuque, IA	552	603	173	1,327
St Louis-Springfield, IL	562	210	0	772
Detroit, MI	424	340	0	764
Cleveland-Youngstown, OH	388	295	0	683
Indianapolis, IN- Champaign, IL	350	329	0	679
Minneapolis/St Paul, La Crosse, WI	325	347	0	672
Kansas City, MO- Topeka, KS	148	261	0	409
Fort Wayne-South Bend, IN	205	201	0	406
Appleton-Green Bay-Wausau, WI	262	84	0	346
Grand Rapids-Saginaw, MI	222	112	0	334
Cincinnati, OH	146	138	0	284
Lansing-Kalamazoo, MI	164	116	0	279
Toledo, OH	93	59	114	266
Des Moines-Cedar Rapids-Waterloo, IA	120	105	0	225
Total Volume Forecast	**5,208**	**5,208**	**1,288**	**11,702**

5. Infrastructure Capital Costs

5.1 Background

During the initial stages of the MWRRI study, the infrastructure analysis involved developing corridor right-of-way improvements for all of the MWRRS corridors, paired with advances in train technology. For the first stage, infrastructure requirements were developed for each of the three scenarios (Conservative, Moderate and Aggressive) through discussions with the engineering staffs from the states and Amtrak along with a detailed review of previous engineering studies. Critical data for this analysis included existing condensed profile track data for each corridor. This data was entered into the *TRACKMAN*© Track Inventory Model and subsequently evaluated with each state and Amtrak at a series of review meetings. The data was then updated; in most corridors, the updates were based on recent hi-rail trip data, reports by engineers implementing track upgrades, and data from engineering reviews of the rights-of-way.

Using an interactive process with the states and Amtrak, improvements for each corridor were recommended. Comparisons were made between train technology performance at given levels of infrastructure improvement and the time saved per dollar spent. The extent of the infrastructure improvements was then estimated based on existing studies and interviews conducted with state and Amtrak representatives, and were then categorized by major component (track, bridges, etc.). Physical quantities for each category were estimated for each route. Unit costs were developed and applied to the quantities developed for each corridor to estimate the corridor and system infrastructure costs.

For the initial stage of the study, infrastructure improvements were staged to first provide improvements to all corridors to the Conservative Scenario level, and then to improve the most profitable corridors to the Moderate Scenario level. The technology and infrastructure improvements for the Conservative Scenario were defined as follows:

- Conventional locomotive-hauled rolling stock
- Top speed of 79- or 90-mph (via ROW improvements)
- New locomotives
- Implementation of up to 5" unbalance operation
- Improved track alignments and connections
- Installation of ITCS or similar technology (*i.e.*, ATCS Phase I) on segments above 79-mph
- Grade crossing upgrade and elimination program (3 percent per year)
- Upgrade of stations at appropriate locations

Technology and infrastructure improvements for the Moderate Scenario included the elements for the Conservative Scenario, such as advanced signaling, and were further defined as follows:

- Top speed of 110-mph (via equipment and ROW improvements)
- Either DMU rolling stock (*e.g.*, IC3 Flexliner with steerable trucks) or new locomotives with cars
- Implementation of up to 6" unbalance operation
- Major bypass program
- New line between Cleveland and Chicago via Ft. Wayne
- Grade crossing upgrade and elimination program (5-7 percent per year)

- Station upgrade program

The initial study also investigated an Aggressive Scenario for infrastructure and technology that was determined to be not cost-effective for implementation prior to 2010. However, this higher speed scenario might be warranted for future improvements to specific corridors beyond 2010.

In the 2000 MWRRS Study, a review of the original implementation process revealed that while the conservative to moderate staging reduced the rate of capital expenditure for infrastructure, it increased the level of operating losses. Since each state held as a key objective the reduction or avoidance of operating losses, it was decided to revise the Implementation Plan. The states therefore requested that a revised Moderate Implementation Plan be investigated as an alternative to the Conservative to Moderate staging approach outlined in the Executive Summary and Final Report of the 1998 MWRRS Study. The implementation of infrastructure and train technology improvements was accelerated to a more ambitious program that would take the most profitable corridors directly and as quickly as possible to 110-mph, rather than improving these lines in a two-stage process. Under the revised Moderate Implementation Plan, significant schedule improvements and new rolling stock could be simultaneously introduced to maximize ridership impact and minimize operating losses.

The principles underlying the revised phasing of segment construction are as follows:

- Maximize the geographic coverage of the improvements
- Generate maximum and immediate improvements in corridors of greatest ridership and revenue potential relative to the investment required
- Delay full-scale improvements to segments (*e.g.*, Chicago-Milwaukee), branch lines (*e.g.*, Green Bay, Quincy, Grand Rapids, Port Huron) or corridors (*e.g.,* St. Louis-Kansas City) with high cost or lesser potential
- Maintain construction funding requirements at reasonable levels throughout the project

Revised timing and costs for planning, preliminary engineering, EIS, design and construction, and rolling stock acquisition were developed for each of six implementation phases. An update of segment design and construction costs for each route was developed. The intent of the revised Moderate Implementation Plan was to provide incremental, yet significant, improvements in service as early as possible, in as many corridors as possible. Note that not all segments for the fully completed MWRRS are improved to 110-mph; the 79-mph and 90-mph segments are generally consistent with those developed for the first implementation phase of the MWRRS.

5.2 Infrastructure Assessment

The infrastructure analysis completed in 2000 for the MWRRS involved a more detailed assessment of the rail rights-of-way and capacity, as well as a refinement and validation of the unit infrastructure costs used in the preliminary plan. This analysis accomplished the following objectives:

- Identify track capacity and engineering design parameters that are compatible with freight and other railroad operations
- Assess train capacity at Chicago Union Station with respect to the proposed MWRRS operations

- Conduct a more detailed engineering assessment of the nine corridor rights-of-way comprising the MWRRS
- Identify potential environmental issues on the corridors that might require remediation under the National Environmental Policy Act (NEPA)
- Perform a more detailed assessment of the unit costs for each category of infrastructure improvements (*e.g.*, track, bridges/under and over, etc.)
- Revise estimates of the physical quantities needed for each route for each category, as appropriate
- Apply unit costs to these quantities to estimate corridor and system infrastructure costs
- Employ infrastructure costs as part of the Business Plan to evaluate the revenue and ridership potential of the nine rail corridors that comprise the MWRRS

The infrastructure assumptions were further refined in 2004, which generally resulted in an increase in capital costs and the imposition of minor speed restrictions. It should be noted that these speed restrictions were not severe enough to affect the planned train schedules or demand forecasts that had been developed previously.

5.2.1 Track Capacity Issues

For the initial MWRRI study, aside from maximum allowable track speed, the most critical factor associated with determining the infrastructure needs was available line capacity. The lines proposed for use in the MWRRS are mainly owned by private freight railroads that use them essentially for their own trains. In addition, in the Chicago area, there is an extensive commuter rail system operated by Metra, as well as Amtrak long-distance trains using many of the same lines.

While Amtrak has a legislated right to provide train service on these lines, an agreement is required from the private railroad operators regarding other conditions for Amtrak's use of their rights-of-way. The key issue is not only the level of capacity required to handle the current traffic, but the future levels of freight and passenger traffic on these lines as well. Where capacity is readily available, Amtrak can obtain access at incremental cost. Where capacity is unavailable or upgrading is required, the private rail lines will require an additional infrastructure investment. That level of investment is subject to negotiation and can be substantial.

To evaluate the potential requirements and investments for the MWRRS, an assessment was made of the potential improvements to line capacity that might be required. The freight railroads and Amtrak provided information on the existing traffic on each route. The different routes were assessed and three types of track mitigation measures were developed.

Chicago-Area Routes

The Chicago rail hub is heavily used by both freight and passenger rail services. On many routes, Metra runs very dense commuter services and, indicative of the intense freight activity in the Chicago area, freight rail traffic builds up at approaches to yards and manufacturing facilities. Significant route and capacity enhancements including a new *South-of-the-Lake* access route are already planned for this area, particularly for routes running south and east of Lake Michigan (*e.g.*, Chicago-Detroit, Chicago-Cleveland, Chicago-Cincinnati and Chicago-Carbondale). To the north of Chicago, significant route restructuring and/or capacity development is planned to

provide a route to Milwaukee, Green Bay and Twin Cities. Additionally, four flyovers are planned on the Metra Heritage Corridor. The Metra Heritage Corridor extends from Union Station to Joliet Union Station along tracks owned predominantly by the CN Railroad. The line is crossed at grade by other railroads at four locations between Bridgeport (MP 3.5) and Argo (MP 13.1) resulting in frequent train delays for the Metra commuter trains and Amtrak service. The crossings are Panhandle Crossing (MP 5.1) crossed by NS and CSX; Corwith Junction (MP 6.6) crossed by BNSF; LeMoyne (MP 7.9) crossed by BRC; and Argo-CP Canal (MP 13.1) crossed by IHB.

The Chicago Regional Environmental and Transportation Efficiency program (CREATE) a public/private partnership, will improve passenger rail service, reduce motorist delay, ease traffic congestion, increase safety, and provide economic, environmental and energy benefits for the Chicago region. Because Chicago is the nation's transportation hub, the CREATE program will increase the efficiency and reliability of the nation's rail service. In addition, the project will preserve the footprint for the region's proposed high speed rail network.

Heavily Used Freight Routes

On heavily used freight routes such as Chicago-Cleveland, additional and significant route infrastructure is proposed. This new infrastructure can take the form of a new dedicated passenger track alongside existing track (as proposed for the Toledo-Cleveland segment), or the use of a lightly used parallel line (such as the Iowa Interstate route between Chicago and Omaha instead of the heavily used Union Pacific and Burlington Northern-Santa Fe routes).

Lightly Used Freight Routes

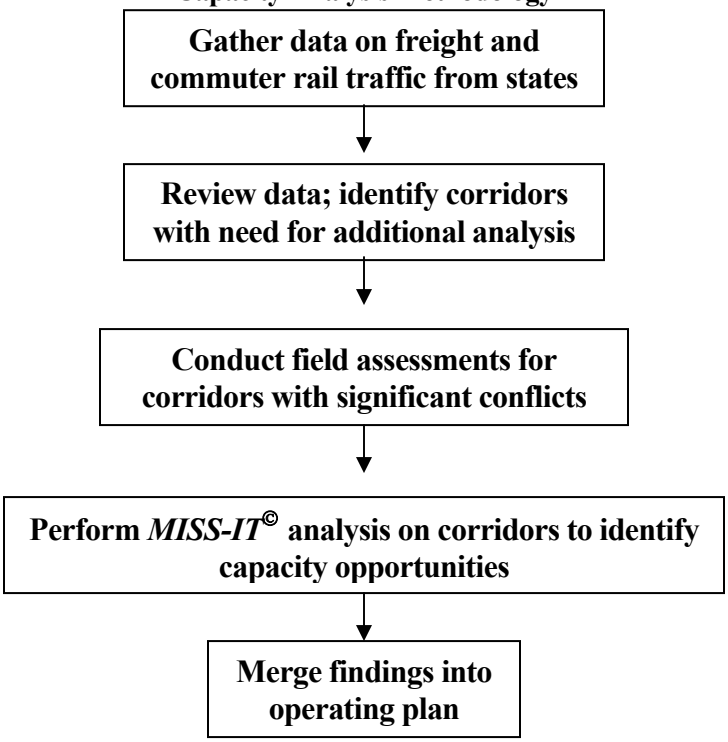
On many routes, recent consolidations or mergers of the railroads have resulted in a concentration of traffic onto a few routes leaving several only lightly used by local freight traffic. As a result, some of the MWRRS routes could encounter declining freight traffic or even abandonment. For example, the Big 4 route selected for the Indianapolis-Cincinnati segment carries only local freight traffic today. Where routes have fallen into disrepair or are lightly used, the lines will be improved to FRA Class 4 and 6 standards needed for 79- and 110-mph operations, respectively. In addition, a design standard of 10-mile long sidings every 50 miles on the lightly used routes was assumed.

Although these track, signaling and grade crossing mitigation measures provide a reasonable basis for developing infrastructure costs for the MWRRS, it should be noted that the track requirements of private railroad operations are heavily influenced by the level of consolidation in the industry. While the overall growth of freight traffic is significant, the increasing degree of freight railroad integration can have a significant impact on any line. In the next ten years, the freight railroads could consolidate further, concentrating traffic onto even fewer lines.

At this time, the industry view is that certain key freight lines into Chicago, which is a national freight traffic hub, will be increasingly used. As a result, the requirement for passenger-only access routes to Chicago is likely to become essential and is proposed by this study. However, away from Chicago and other Midwest regional centers, the investment assumptions are more conservative depending on the freight and passenger traffic density expected to operate over each line segment.

More in-depth analysis of these issues is being undertaken, as certain freight railroads have become actively involved in the planning process for the MWRRS. The MWRRI Steering Committee is committed to working cooperatively with the freight railroads towards achieving solutions and building effective working relationships. Signals, sidings and the use of computer software can serve to increase capacity, perhaps more effectively than an entirely new line, and certainly at far less cost. Freight productivity can increase while permitting increased passenger access to the lines. The methodology used in the Capacity Analysis is depicted in Exhibit 5-1. Further discussion on freight and commuter railroads and shared access is discussed in Chapter 12, Institutional and Organizational Issues.

Exhibit 5-1
Capacity Analysis Methodology



5.2.2 Detailed Engineering Assessment

The engineering assessment was performed at a feasibility level, and was designed to provide an accurate database of the basic information needed to move the project forward and ensure that no fatal flaws exist that would nullify the conceptual analysis and findings. Exhibit 5-2 provides an order-of-magnitude estimate of the accuracy of capital estimates by project segment.

Exhibit 5-2
Typical Tasks of Transportation Project Development

Typical Project Task	*Approximate Engineering Design Level*	*Approximate Cost Estimating Level of Accuracy*
Feasibility Study	0%	+ /- 30% or worse
Project Definition/ Advanced Planning	1-2%	+ / – 25%
Conceptual Engineering	10%	+ / – 20%
Preliminary Engineering	30%	+ / – 15%
Pre-Final	65%	+ / – 15%
Final Design/ Construction Documents	100%	+ / - 10% or better

5.2.3 Infrastructure Assessment by Element

A systematic engineering planning process was used to conduct an engineering assessment of the rail corridor and estimate the capital investments required to support a given passenger rail technology. The initial step in this process was to divide each route into logical segments and quantify the major infrastructure cost elements either present or required in each segment. The cost elements include:

- Track work
- Stations, terminals, and maintenance facilities
- Bridges/under
- Bridges/over
- Crossings
- Train control (signals and communications)

An engineering assessment of each corridor was accomplished by conducting field inspections of each segment. The field inspections were used to verify conditions at readily accessible points along the route and at the site of major structures and stations. The field inspections did not attempt to assess FRA track safety standards or the condition of structural elements, (*e.g.,* bridges, overpasses). At each location, engineering notes were compiled and the physical track conditions were compared with the latest available track charts and other data provided by the railroads. These field inspections were coordinated with the appropriate state, host railroad and Amtrak.

Track Work

During the field inspections, the condition of the track was noted and a determination made relative to the improvements required to accommodate a specific passenger train technology. These "limited" field inspections involved walking short segments of the track at several locations. The purpose was to assess the existing track's suitability to accommodate joint freight and passenger operations based on current usage and FRA track safety standards, and to gather sufficient data to identify needed infrastructure improvements.

Equally important to the physical condition of the track structure is each route's alignment. Curves may restrict speed and increase travel time. For passenger rail operations, it is essential to minimize the effect of the curvature of the route on passenger train speed. This can be accomplished by reducing the curvature or increasing the super-elevation. The curvature data contained within the *TRACKMAN*© files was reviewed to determine the most appropriate treatment.

Modification of Curves

While allowable super-elevations and cant deficiencies must ultimately be negotiated with the freight railroads, this study assumed a consistent MWRRS design standard of 6 inches super-elevation plus 3 inches cant deficiency for qualified equipment, leading to a maximum unbalance of 9 inches. The overall track standard defined for the MWRRS was to increase super-elevation to a maximum of 6 inches on dedicated passenger segments where possible. For lines without any freight operations, additional super-elevation might be possible, however, super-elevation on freight tracks is calculated so that a freight train traveling at 60-mph is in equilibrium. A number of curves may need to be modified to accommodate 110-mph operations. It is not envisioned that curves will be realigned due to the reconstruction cost and environmental considerations associated with this type of improvement. However, limited geometric modifications necessary to accommodate increased super-elevation and spiral lengths may be possible.

Stations, Terminals, and Maintenance Facilities

Existing stations and terminals were inspected and their general condition was noted for confirming capital cost allocation for each route. Based on the selected technology, station platforms may require lengthening. Additionally, substantial improvements in amenities within the stations are needed. The need for parking was also assessed.

Utilization of highly reliable train equipment is critical to achieving the financial goals inherent in the MWRRS plan. In particular, rolling stock must be readily available for revenue service on a daily basis; its propulsion components must provide routine high performance and rolling stock subsystems, such as HVAC, door and on-board passenger conveniences must be reliable and of high quality.

A proposed system maintenance facility concept plan was prepared. Specific locations for these facilities have not yet been identified. Conceptually, proposed locations by type of facility are as follows:

- Backshop Facility
  - Pontiac/Waterford, Michigan
- Service and Inspection Maintenance Facilities
  - Cleveland, Ohio
  - Cincinnati, Ohio
  - St. Louis, Missouri
  - Omaha, Nebraska
  - Madison, Wisconsin
  - Minneapolis, Minnesota
- Layover Facilities

- Chicago, Illinois
- Port Huron, Michigan
- Holland, Michigan
- Carbondale, Illinois
- Kansas City, Missouri
- Quincy, Illinois
- Quad Cities, Illinois/Iowa
- Milwaukee, Wisconsin
- Green Bay, Wisconsin
- Battle Creek/Kalamazoo, Michigan
- Indianapolis, Indiana
- Des Moines, Iowa

Chapter 7 provides further conceptual analysis of maintenance base siting options. HNTB's capital cost includes $110 million for up to six service and inspection facilities, $47 million for layover facilities and $45 million for the Pontiac/Waterford system maintenance facility. This capital cost estimate was accepted without prejudice for developing the MWRRS business and financial plan.

Train Service Access to Stations

Train access to current and proposed stations is critical to on-time service. Several routes will require track reconstruction to reach downtown stations. This study did not include a planning analysis of access to each station in the Midwest region. However, access to Detroit, Toledo and Cincinnati were considered in separate studies authorized by Michigan, Ohio and Indiana, respectively. A planning level assumption was approved by Iowa for access to the Omaha, Nebraska station. Station access is described below.

Detroit Station

The Chicago-Detroit route requires the installation of a new connection track in west Detroit to accommodate access to both the existing and the proposed New Center Station in Detroit.

Currently, Amtrak does not operate directly from the NS tracks to the Amtrak Detroit station at Woodward Avenue, but connects through Bay City Junction. The proposed route of the MWRRS will operate more directly, connecting from NS tracks to CN tracks at West Detroit with a new northwest quadrant-connecting track. The connecting track will include a new #20 turnout on the NS No. 1 main near MP 4.0 and a new #20 turnout at Vinewood on the CN. Additionally, crossovers are required north of Vinewood to allow the MWRRS to cross from the westernmost CN track to the easternmost Conrail Shared Assets track to serve the proposed New Center Station on the east side of the embankment.

A crossover will be required west of NS MP 4.0 to allow passenger trains to utilize the NS No. 2 main on the south side. Two crossovers will be required north of the New Center Station to allow passenger trains to cross to the CN tracks to travel on to Pontiac. This new service requires the construction of two miles of connecting track and the rehabilitation of two CN/CSAO tracks

from Vinewood to Woodward Avenue, a distance of 2.5 miles. In addition, the CN bridges that are presently not in service must be inspected and repaired before the introduction of new passenger service.

Toledo Station
In order to ensure passenger train access to the Toledo Station, the western entrance will be reconstructed to accommodate four tracks. This reconstruction is necessary to alleviate freight congestion between the Airline Yard and the station. Additionally, east of the Toledo Station, the existing two-track swing bridge over the Maumee River would be replaced with a new three-track bridge, and the at-grade crossing with CSX at Vickers would be grade separated.

Cincinnati Station
The proposed reconstruction of the 110-mph rail segment between Shelbyville, Indiana and Cincinnati, Ohio requires access into a new terminal proposed for relocation in the western section of downtown Cincinnati.

Iowa Stations
Since service does not currently exist between Wyanet and Omaha on the Iowa Interstate right-of-way, access through Council Bluffs, Iowa across the Missouri River into Omaha is necessary. It is assumed that the entrance to the Omaha Station will utilize the Union Pacific Bridge over the Missouri River.

Stations/Terminals
For this study, a placeholder capital cost of stations and terminals was used depending on whether the station or terminal was constructed new or renovated. The capital cost spreadsheets in Appendix A9 contain the names of the stations and the placeholder assumption used.

Railroad Bridges
A field inspection was conducted on a representative sampling of bridges along the routes. No attempt was made to determine the physical condition of the bridges or their suitability for current usage. An estimate was made of the cost to upgrade or widen the bridges to accommodate passenger rail operations. In many cases, new "flyover" bridges that grade separate rail/rail crossings and interlockings are needed to improve passenger train reliability. The cost to upgrade bridges along the routes was extrapolated from the estimated costs of the representative bridges. A complete inventory of existing bridges was developed for each route and each technology. The cost of new bridges required for new routes or bridge replacements were estimated only at a conceptual level.

Major railroad bridge construction is required on some routes, whereas other routes will require minimal upgrade of the bridges. On the Chicago-Detroit route, it is envisioned that there will be new bridges at Englewood, Illinois and Porter, Indiana as part of the construction of the *South-of-the-Lake* Corridor (SOLC). If the northern alignment of the SOLC is selected, a flyover will be needed near Buffington Harbor (MP 501.8) to transition from the north side to the south side of the NS mainline ending at MP 500.7, west of the EJ&E grade separation. A 5.5 mile elevated structure is required beginning 3 miles east of Buffington Harbor to the western edge of the Indiana Dunes National Lakeshore. If the southern alignment of the SOLC is selected, a flyover

near Buffington Harbor is required to transition from the north side of the NS mainline onto a two track main on the property of CSX (old PRR right of way).

On the Chicago-Cleveland route, in addition to the bridges between Chicago and Buffington Harbor, two major flyover structures are needed in the Ft. Wayne-New Haven area. The proposed passenger service through Ft. Wayne will be on new, dedicated track. One flyover is required to transition from the north side of the NS tracks east of the proposed Ft. Wayne station to the south side. The second flyover is needed on the east end of New Haven to transition from the south side of the NS track onto the NS Maumee Woodburn Branch line. Another flyover structure is needed at Defiance to cross the CSX railroad. Between Delta and Cleveland, Ohio undergrade bridges will have to be expanded to accommodate the installation of a third track. Additionally, several bridges will require rehabilitation on the abutments and superstructure. This type of work includes pointing of stone abutment walls, painting of bridges, and replacement of some bearings. A new bridge across the Maumee River in Toledo; a flyover of the NS mainline over the CSX railroad east of Toledo; and a new bridge at the Cuyahoga River are required.

On the Chicago-Cincinnati route, undergrade bridges will be required to carry the Wanatah-Monon segment over several railroad structures and Route 421. Bridges on the segment between Shelbyville and Cincinnati will require either substantial rehabilitation or complete rebuilding, including the bridges located within the Ohio River Valley.

Future bridgework on the Chicago-St. Louis route will be minimal north of Springfield since the track structure and bridges have been upgraded or reconstructed under the on-going construction improvement program sponsored by the Illinois Department of Transportation. Bridgework between Springfield and Q Tower will be required when this segment of track is upgraded for 110-mph operations. Similarly, the Chicago-Carbondale and the Chicago-Quincy routes through Illinois require minimal bridgework since both routes are well maintained.

The level of bridge investment in the St. Louis-Kansas City line will depend on the capacity remediation strategy that is ultimately selected, as well as Union Pacific Railroad's participation in the cost of double-tracking the Osage and Gasconade River bridges.

The Chicago-Des Moines-Omaha route between Wyanet and Omaha requires major bridge upgrade or replacement, minor bridge upgrades, and replacement of culverts. Based on a 1997 field view, it was estimated, at that time, that four major upgrades or bridge replacements were needed between Omaha and Des Moines and three major upgrades or bridge replacements were needed between Des Moines and the Quad Cities. The locations of these bridges are reported in the *Iowa Rail Route Alternative Analysis* prepared by TEMS in June 1998.

The Chicago-Twin Cities route will require the construction of fourteen undergrade bridges between Watertown and Madison, Wisconsin. In addition, seven land bridge structures will be constructed across sensitive wetlands with soft subsoil. Minor bridge rehabilitation will be required throughout the remainder of the route. The branch line to Green Bay will require the rebuilding of several over bridges to accommodate 110-mph operations.

Highway/Railroad Crossing Eliminations

In the initial segment of the MWRRI study, grade crossings were assessed for each scenario (conservative, moderate and aggressive). The focus was the increased level of train safety associated with reducing the number of grade crossings. In the Midwest region, a 300-mile corridor could easily have 350 public and private crossings. The philosophy to be adopted by the states on public/private crossings was reviewed and agreement was reached as to the level of investment to be allocated for closures and improvements. The allocation was determined by the minimum investment required to meet FRA standards and the level of investment acceptable to the states.

As agreed in the initial segment of the study, an important element of the MWRRS is the closure of five percent of the grade crossings in each corridor per year over a six-year period. Because of this program, approximately 30 percent of crossings would be closed by 2010 (subject to public approval), significantly improving safety in the MWRRS corridors.

Highway/Railroad Grade Crossing Improvements

The treatment of grade crossings to accommodate 110-mph operations is key to the success of passenger rail in the Midwest. Accordingly, the MWRRS adopted a policy to eliminate redundant or unnecessary crossings and to install the most sophisticated traffic control/warning devices compatible with the location of the crossing. Numerous grade crossings exist through downtown business areas and residential communities where 110-mph operations are essential to the success of the MWRRS. Additionally, in many rural areas of the Midwest, secondary roads parallel the railroad right-of-way. The treatment of crossings in close proximity to parallel roadways may include the installation of acceleration and deceleration lanes and/or the installation of traffic signals on the secondary roadway. This highway work has not been included in the capital cost estimates. Humped crossings that minimize sight distance for both train and passenger vehicles are another challenge that will require specific engineering solutions.

The recommended treatment of a grade crossing is a function of average daily traffic through the crossing, proximity of parallel roadways, width of roadway, and presence of pedestrian crossings. Proposed treatments include vehicle-arresting systems (a new technology now in demonstration stages), quad gates with and without median barriers, and extended gate arms with or without median barriers.

Private crossings are numerous throughout the Midwest region. The MWRRI Steering Committee has accepted the guideline of closing five percent of private crossings per year, subject to public approval as required. Where private crossings cannot be closed, electronic gated crossings (when approved by the host railroad) or single gates and flashers are recommended.

Four-quadrant gates may be installed in areas where warranted by the level of the average daily traffic. Extended gate arms with a counterweight and chain link fencing may be used in rural areas where average daily traffic is low. The gate arm of the existing flashers and gates may be extended to meet a 50-foot section of chain link fence that would be constructed at each quadrant of the crossing. For train operations of less than 80-mph, current technology – using flashers and gates – may be relied upon.

In 2000, an inventory of crossings was prepared for each route. Representative crossings were inspected in several segments of each route and treatments recommended. Conceptual estimates were applied to all the crossings within each route so that capital costs could be developed.

Signals and Communications (Train Control)

Implementation of a state-of-the-art signal and communications system is integral to the successful implementation of the MWRRS. Improved signaling will increase track throughput and raise the efficiency, productivity and safety of the track. On 110-mph rail, overlay of state-of-the-art signal and communications system on the existing signal system along a given route are required. A state-of-the-art system is necessary to coordinate freight and passenger operations and permit joint service to share the same track. Subject to acceptance by the FRA and freight railroads, it is assumed that Positive Train Control (PTC) system technology will be applied to all routes with speeds over 80-mph.

There are several studies currently underway within the Midwest region evaluating different technologies. The Illinois Department of Transportation, in cooperation with FRA and the Association of American Railroads (AAR), is currently developing a Positive Train Control System on a 120-mile segment of the Union Pacific corridor between Chicago and St. Louis. Additionally, the FRA, the Michigan Department of Transportation and Amtrak instituted a $39 million project in 1995 to upgrade tracks and to implement a 110-mph PTC System on a 65-mile portion of the Chicago-Detroit corridor between Kalamazoo and New Buffalo, Michigan. Wisconsin is working with Canadian Pacific Railway on a federally funded project to evaluate technical issues related to adapting PTC applications to "dark" un-signaled territory. These systems must be carefully evaluated to determine their compatibility with the needs of the MWRRS. Conservative per-mile unit cost estimates have been developed based on discussions with representatives of the various state departments of transportation, Amtrak and equipment manufacturers.

Fencing

The need for the fencing of passenger rail routes within the MWRRS will be determined by each state during the preliminary engineering assessment. For planning purposes, three types of fencing were assumed. Farm fencing at 4 feet high was assumed for rural areas; chain link fence at six feet high, was assumed for use near grade crossings in rural areas and along the routes through residential and commercial areas; and decorative aluminum or steel fencing was assumed for historic areas and in downtown business districts.

5.2.4 Infrastructure Assessment by Corridor

The track structure on the nine routes in the MWRRS varies by FRA designated class of track. The Chicago-Detroit, Chicago-Cleveland, Chicago-Carbondale, Chicago-St. Louis, Chicago-Quincy, St. Louis-Kansas City and Chicago-Twin Cities routes are generally FRA Class 4 track capable of maintaining freight service at the maximum allowable speed of 60-mph and passenger service at the maximum allowable speed of 80-mph. Speed restrictions exist on each route depending on infrastructure conditions. In order to increase the passenger train speed from 80-mph (FRA Class 4 track) to 110-mph (FRA Class 6 track), upgrading of the track structure, installation of active warning systems at all grade crossings, fencing the route as necessary, and installation of PTC systems will be required. It should be noted that 49 CFR Part 213.9 (a) states

that the maximum allowable speed for FRA Class 4 track is 60-mph for freight trains and 80-mph for passenger trains. However 49 CFR Part 236.0 (d) states that where any train is operated at a speed of 80-mph or more, an automatic cab signal, automatic train stop, or automatic train control system must be installed. For this reason most railroads operate their Class 4 track at a maximum authorized speed of 79-mph. However, this report uses the maximum allowable speed of 80-mph as presented in 49 CFR Part 213.9(a).

The MWRRS consists of more than 3,371 route miles and 5,584 total track miles ranging from FRA Track class 2 through Class 6 after full build-out. A summary of the MWRRS by route is shown in Exhibit 5-3.

Exhibit 5-3
Summary of Track Mileage throughout the MWRRS

From	*To*	*Through*	*Total Mileage*	*FRA Track Class*					*Total Track Mileage*
				2	*3*	*4*	*5*	*6*	
Chicago	Pontiac	Detroit	301.7	0.4	56.5	99.7	3.0	298.6	458.2
Chicago	St. Louis	Springfield	283.5	5.0	25.2	96.2	0.0	206.5	332.9
Chicago	St. Paul	Madison	443.0	3.8	28.6	71.8	187.0	598.6	889.8
Port Huron	Battle Creek	Flint	158.4	0.8	36.8	187.7	0.0	0.0	225.3
Holland	Kalamazoo	Grand Rapids	74.1	0.5	5.3	78.6	0.0	0.0	84.4
Chicago	Cleveland	Fort Wayne	346.5	0.0	34.5	149.6	0.0	303.8	487.9
Chicago	Quincy	Galesburg	258.6	0.0	48.5	17.2	404.4	0.0	470.1
Chicago	Omaha	Quad Cities	475.1	0.0	77.5	514.2	204.0	0.0	795.7
Chicago	Cincinnati	Indianapolis	309.9	4.6	60.8	202.7	0.0	181.1	449.2
Milwaukee	Green Bay	West Bend	128.6	0.7	30.0	72.1	0.0	84.2	187.0
St. Louis	Kansas City	Jefferson City	283.0	3.8	33.6	28.4	500.2	0.0	566.0
Chicago	Carbondale	Champaign	308.4	2.4	43.3	103.2	488.6	0.0	637.5
Totals			**3,370.7**	**22.0**	**480.6**	**1,621.4**	**1,787.2**	**1,672.8**	**5,584.0**

The highest proposed speed in the route is summarized in Exhibit 5-4.

Exhibit 5-4
Typical Segments of Transportation Project Development

From	*To*	*Through*	*Highest Proposed Passenger Train Speed (mph)*
Chicago	Pontiac	Detroit	110
Chicago	St. Louis	Springfield	110
Chicago	St. Paul	Madison	110
Port Huron	Battle Creek	Flint	79
Holland	Kalamazoo	Grand Rapids	79
Chicago	Cleveland	Fort Wayne	110
Chicago	Quincy	Galesburg	90

Chicago	Omaha	Quad Cities	79/90[1]
Chicago	Cincinnati	Indianapolis	110
Milwaukee	Green Bay	West Bend	110
St. Louis	Kansas City	Jefferson City	90
Chicago	Carbondale	Champaign	90

The final step in assessing the potential for 110-mph operations on MWRRS routes is determining if passenger service can be integrated with existing and projected freight service. This final integration of passenger and freight service will be a determining factor for the Chicago-Cleveland, Kansas City-St. Louis and Chicago-Twin Cities routes. To ensure proper integration, a detailed capacity and risk sensitivity analysis was completed. These analyses serve as a starting point for negotiations between the states and freight railroads. The planning assumptions presented here will continue to be refined based on the results of these railroad negotiations, and based on additional findings that may develop as this project progresses through the environmental impact assessment.

Shared Use of Track on Detroit, Cleveland, Cincinnati Routes

"Shared use" is defined as a joint use of common tracks by freight and passenger equipment. For planning purposes, the southern alignment of the *South-of-the-Lake* Corridor as presented in the *Northern Indiana/Northwestern Ohio Rerouting Study* was used. As such, the Chicago-Cincinnati and the Chicago-Cleveland routes will have shared trackage east of Buffington Harbor. The Chicago-Buffington Harbor segment for the Detroit, Cincinnati and Cleveland routes and the Buffington Harbor-Porter segment for the Detroit route will be dedicated for passenger trains. The southern alignment of the *South-of-the-Lake* Corridor will minimize service reliability problems that exist for the Chicago-Detroit and Chicago-Cleveland routes between Chicago and Porter, Indiana. Improvements, including the construction of a flyover structure, are proposed to eliminate reliability issues at Englewood. The proposed improvements will permit up to 110-mph operations between Chicago and Porter with minimal reliability issues.

Chicago-Detroit and Michigan Branch Lines

The Chicago-Detroit route proceeds on the existing alignment along the *South-of-the-Lake* Corridor to Porter. The corridor continues through Kalamazoo, Battle Creek, Detroit to Pontiac, Michigan. The branch lines serve Lansing, Flint and Port Huron on the existing Amtrak *Blue Water* route and Grand Rapids and Holland as an extension of the Kalamazoo service.

Amtrak and the Michigan Department of Transportation have invested considerable resources to upgrade the track structure from FRA Class 4 to Class 6 and have installed a Positive Train Control system between New Buffalo and Kalamazoo in order to permit 110-mph operations. Amtrak is currently operating at 90-mph in commercial service. Michigan DOT's goal is to increase speeds to 110-mph by 2006. Continued upgrading of track infrastructure between Kalamazoo and Pontiac is planned. Individual infrastructure improvement projects in Battle Creek and West Detroit will reduce current reliability problems.

[1] From Chicago to Wyanet on BNSF trackage the speed would be 90-mph; from Wyanet to Omaha on IAIS trackage the speed limit would be 79-mph.

The track structure for the Michigan branch lines is generally FRA Class 4 track. It is envisioned that only minimal improvements, such as selected tie replacement and selected signal upgrades, will be necessary for continued operation and incorporation into the MWRRS. The Michigan branch lines consist of Battle Creek to Port Huron (157 miles) and Kalamazoo to Grand Rapids (78 miles).

Chicago-Cleveland

The Chicago-Cleveland route via Ft. Wayne uses the same route as the Chicago-Cincinnati route to Wanatah, Indiana. The route follows a CSX alignment to Ft. Wayne and then proceeds northeast following the Maumee & Western alignment to Liberty Center, Ohio. The route then proceeds north along the Indiana & Ohio right-of-way to Delta, which is approximately 25 miles west of Toledo. From Delta to Toledo, passenger trains will operate on the north side of the NS mainline.

Between Toledo and Cleveland, there are segments where 110-mph operation cannot be attained. Wherever possible, a dedicated 110-mph passenger track is to be constructed 28 feet from the centerline of the existing freight track. Junctions with major railroads along the alignment with restrictions, and major structures such as the causeway between Sandusky and Port Clinton, the bridge over the Huron River, and Vermillion Bridge will not be expanded to accommodate a third track. Speed restrictions in these areas will continue and passenger and freight trains will co-mingle. The third track will end at Berea.

The Berea-Cleveland segment has a maximum proposed speed of 79-mph due to the high volume of freight traffic. Here it is proposed that passenger trains would co-mingle with freight trains. The right-of-way is adjacent to rapid transit operations in this segment, so improvements would need to include mitigation for any conflict with these operations as well. The proposed improvements include the addition of a third track for passenger use and a fourth track that would provide additional freight capacity. Placeholder costs for improvements at Brookpark near the Ford plant and Rockport Yard, as well as a new river bridge crossing over the Cuyahoga River in Cleveland, were included in the cost estimates.

Chicago-Indianapolis-Cincinnati

The Chicago-Cincinnati route follows the *South-of-the-Lake* Corridor alignment via Tolleston, Indiana. From Tolleston to Wanatah, the alignment follows existing track owned and operated by CSX (as of the date of this report). South of Wanatah, the alignment proceeds south along abandoned right-of-way to Medaryville, then to an existing branch line track that requires a complete rebuild to Monon. Between Monon and Indianapolis, the alignment follows the existing Amtrak route. Sections of this segment will be upgraded to FRA Class 6 track to permit 110-mph operations. A segment of the track structure between Indianapolis and Shelbyville will also be upgraded to FRA Class 6 to permit 110-mph operations. The segment between Shelbyville, Indiana and Cincinnati, Ohio requires a major rebuild to FRA Class 6 for 110-mph operations. The entrance into Cincinnati will require substantial upgrade of the existing track to accommodate service to the downtown area. A crossover movement with the existing CSX track near Highway 50 is required. The selected alignment affects existing floodwall protection that would require closure across the passenger rail right-of-way. The entrance to the downtown area also proceeds through a waste facility to an area near the former Baltimore & Ohio Warehouse.

Chicago-Carbondale
The Chicago-Carbondale route is mainly FRA Class 4 and is owned and operated by CN. The previously mentioned CREATE project will move the Carbondale passenger trains onto an alignment that follows the NS mainline to Grand Crossing, a distance of 9.6 miles from Chicago Union Station. At Grand Crossing, the Carbondale trains transition from the NS alignment onto the CN alignment. When the MWRRS is constructed, this transition from the MWRRS dedicated tracks along the north side will cross under the NS mainline onto the CN alignment. Grand Crossing will be reconstructed as part of the MWRRS program to permit a direct movement from the NS/Amtrak alignment onto the CN alignment.

The track structure immediately south of University Park to Kankakee will be upgraded from FRA Class 4 to Class 5 to permit 90-mph operations in this segment. The track structure is in good condition and mostly tangent track south of Kankakee. The route will be upgraded to FRA Class 5 by appropriate track improvements and the installation of PTC systems.

Speed restrictions will continue in Gilman, Rantoul, Champaign-Urbana, Mattoon, Effingham, Centralia and Du Quoin. The NS crossing at Tolono and CSX crossing north of Centralia will require speed restrictions of 60-mph. Except for these speed restrictions, passenger rail operations at 90-mph are possible.

Chicago-St. Louis
The Illinois Department of Transportation (IDOT) has completed several studies of the corridor including the *Chicago-St. Louis High-Speed Rail Study* as well as subsequent preliminary engineering and environmental impact studies. The Chicago-St. Louis route is currently FRA Class 4. The 120-mile mixed passenger/freight line between Mazonia and Springfield was upgraded to FRA Class 6, to accommodate 110-mph operations. Additionally, IDOT is proceeding with a project to design, develop and test a Positive Train Control system on this 120-mile segment.

St. Louis-Kansas City
The St. Louis-Kansas City route is an FRA Class 4 structure that is owned by Union Pacific (UP) and currently accommodates freight and passenger service. The passenger service can operate at speeds up to 75-mph between St. Louis and Jefferson City. Between Jefferson City and Kansas City, the maximum speed is 70-mph. As a result of the existing and projected freight service, it is envisioned that speeds, if increased, will only be increased to 90-mph following a detailed capacity analysis designed to ensure that Union Pacific Railroad can concur that freight operations are not impeded by the MWRRS service. Improvements are needed to the track structure in several segments to ensure reliability of passenger train operations.

Chicago-Quincy
The Chicago-Quincy route is currently an FRA Class 4 structure. Current speed restrictions will continue in this segment. Between Aurora and Quincy, the track structure will be upgraded to an FRA Class 5 to accommodate 90-mph operations. Speed restrictions will continue in Mendota, Princeton, Kewanee, Galesburg and Macomb. At the Buda and Bushnell junctions, 60-mph speeds will be required. There are reliability issues that require consideration at the Burlington Northern-Santa Fe (BNSF) yards near Galesburg.

Chicago-Des Moines-Omaha
The Chicago-Des Moines-Omaha route shares track with the Chicago-Quincy route to Wyanet, Illinois. The track structure between Wyanet and Iowa will need substantial upgrading to FRA Class 4 to accommodate 80-mph operations. In addition, a connecting track will have to be installed at Wyanet to connect the BNSF and the Iowa Interstate System (IAIS). The IAIS currently uses the track between Wyanet, Illinois and Council Bluffs, Iowa for freight operations. Access into Omaha requires use of the right-of-way owned and operated by UP.

The track structure will be upgraded to accommodate passenger trains operating at 80-mph. Most bridges are timber trestles and require replacement. In some segments, the track structure requires complete rebuilding, whereas in other segments the track structure requires replacement of most ties and full resurfacing with ballast. Since speeds will not exceed 80-mph, moderate improvements, based on average daily traffic, to grade crossing protection is anticipated. Installation of signal and communications compatible with 80-mph operations is required.

Chicago-Milwaukee-Twin Cities
On the Chicago-Twin Cities route, a major rebuilding of the Chicago-Milwaukee segment is envisioned as presented in the *Chicago-Milwaukee High-Speed Rail Study* of 1995. The segment between Milwaukee and Watertown, Wisconsin is FRA Class 4 track that will require upgrading, installation of a second track between Pewaukee and Watertown and installation of a Positive Train Control System to accommodate operation of speeds up to 110-mph. The segment between Watertown and Madison requires a complete rebuilding since the track structure is FRA Class 1. The rebuilding will include the installation of Positive Train Control System to allow 110-mph operations. The segment between Madison and Portage, Wisconsin, will require a substantial upgrade from FRA Class 2 to FRA Class 6 to accommodate 110-mph operations. Between Portage, Wisconsin, and St. Paul, Minnesota, installation of a second track in selected areas and installation of passing sidings are required. A Positive Train Control System will also be required to accommodate 110-mph operations along most of the route and 90-mph operations between LaCrosse and Red Wing. The train speed is reduced between LaCrosse and Red Wing since the curvature of the alignment does not permit efficient operation above 90-mph.

Milwaukee-Green Bay
Green Bay does not currently have passenger rail service. In order to determine the most feasible route for providing service to Green Bay, the Wisconsin Department of Transportation commissioned TEMS to conduct an Alternative Analysis. The *Milwaukee-Green Bay Passenger Rail Alternatives Analysis* dated November 2001 concluded that the West Bend option was feasible, and was used for this planning level study. The right-of-way from Milwaukee to West Bend to Fond du Lac will be constructed to permit 110-mph operations. Between Fond du Lac and Appleton, improvements will be made to permit operations to 110-mph, and between Appleton and Green Bay, improvements will be made to permit operations to 80-mph. The density of freight traffic in this segment will not permit higher passenger speeds.

5.2.5 General Environmental Issues

An environmental review was performed to identify fatal flaw environmental issues relating to the MWRRS passenger rail routes. The review studied issues that could impact implementation of the proposed passenger rail service and included a broad-scale evaluation of potential impacts

on the MWRRS. This environmental review did not provide the level of analysis consistent with an Environmental Assessment or an Environmental Impact Statement (EIS). Previous passenger rail reports were reviewed to identify applicable environmental issues:

- Chicago-Minneapolis/St. Paul: "South Route Modified (Study Route No. 4)" in the Technical Report 3, Tri-State Study of High-Speed Rail Service, TMS/Benesch, November 1990.
- Chicago-Milwaukee: *Chicago-Milwaukee Rail Corridor Study - Task Six Phase II - Environmental Evaluation presented to WisDOT and IDOT*, Envirodyne Engineers, Inc., March 1994.

Information from these reports was used to develop the environmental impact topology shown in Exhibit 5-5.

Exhibit 5-5
Environmental Conditions

Type of Impact	*Environmental Effect*		
Physical	Water quality	Air quality	Wetlands
	Noise and vibration	Energy	Visual impacts
	Historical and archeological resources		
Biological	Shrinking biological diversity and fragmentation of natural habitats		Endangered species
Socioeconomic	Land use	Transportation and traffic impact	
Construction	Air quality	Construction noise	Water quality
	Temporary access		

The anticipated impact, identified by a review of previous studies, generally depends on the type of condition and the route. The following is a brief overview highlighting items that might have environmental significance for the MWRRS:

- Reduced automobile use for intercity trips will improve air quality and energy consumption. Rail operations will also affect air quality and energy consumption.
- Noise impacts are likely to be minimal. As rail frequencies increase on existing corridors, noise from passing trains will increase. However, as speeds increase the duration of the noise impact will be brief. As at-grade crossings are eliminated (where possible), the noise impact from whistle blowing at crossings will be reduced. New alignments will experience increased noise, but that noise is likely to be less than a comparable volume of auto traffic.
- Land use impacts will be most noticeable in station vicinities, attracting additional investment and development for a positive impact on the community. A 110-mph passenger rail service will result in more productive use of travel time and will improve access to important markets and suppliers.
- Construction impacts are generally temporary and can be mitigated and include run-off and water-borne silt.
- Impacts on endangered and threatened species can only be identified through additional investigation.

- Land near the historic trade and travel routes may harbor historical and archeological treasures. These are not likely to be encountered or impacted, except where additional right-of-way is needed for grade separation structures or for cross-country routes. Site-specific mitigation measures are typically developed when the location and size of such finds are known.

Programmatic Environmental Impact Statement for the MWRRI

Pursuant to the National Environmental Policy Act (NEPA), if a proposed project requires a federal permit or has federal funding, a series of environmental analyses must be performed to identify probable environmental and community impacts. As the MWRRS will be funded by federal money, an environmental document is required. It is recommended that a Tier 1 EIS or a Programmatic EIS (PEIS) be undertaken to enhance the efficiency of conducting environmental reviews of large-scale projects. The PEIS serves as an initial screen by which various levels of environmental review, as defined by the National Environmental Policy Act (NEPA) are identified. For instance, PEIS screening identifies areas which are categorical exclusions, and provides the justification for this recommendation. This programmatic process also identifies those project areas that might require environmental assessments as well as components of the project that might necessitate full environmental impact review.

Aside from these purposes, the PEIS would also provide the federal review agencies and each MWRRI state with a composite picture of sensitive, moderately sensitive, and not sensitive project segments. This level of analysis lays the groundwork for further environmental review and report preparation.

An important aspect of the PEIS for the MWRRS would be the Purpose and Need Statement, particularly the MWRRI's background and legislative history. The Purpose and Need Statement will tie together the evolution of the project by citing all its completed technical reports, policies and related governmental efforts. The Purpose and Need Statement will be the basis of future Tier 2 documents resulting from the PEIS.

Public Involvement for the PEIS

The public involvement process will communicate the history of the MWRRI, the future segments of the study process, and the findings of the PEIS. The basis of the public involvement approach begins with the preparation of a PEIS for the MWRRS. Specific tasks during the public involvement segment of the study should include a community advisory committee (CAC) with responsibility to develop an effective community involvement program and a technical advisory committee (TAC) representing federal, state and local agencies. Community information activities need to be developed to include presentation graphics, a study newsletter, study area displays, question logs and media liaisons. Finally, a web portal should be used for efficiently educating the public about the project and notification of on-call public meetings and hearings.

5.2.6 Infrastructure Capital Costs

Infrastructure Cost Assumptions

Estimates of the capital investment needed for each route were developed by applying unit costs to civil engineering quantities based on the conceptual planning of each route option for a given technology. The quantities were developed, without detailed surveys, from initial engineering analyses, existing large-scale mapping and limited site verification.

The unit costs are detailed herein by infrastructure element. These unit costs include 7 percent for engineering and 15 percent for contingencies on infrastructure costs. In addition, the following items were included in the unit costs:

- 3 percent for a program manager and/or a general engineering consultant
- 4 percent for construction inspection/management during construction
- 2 percent for owner's management costs such as alternative analyses and environmental studies

A conceptual planning process was used to estimate the capital investment required for each route. The initial step was to identify the elements of the existing route infrastructure, (*i.e.,* track structures, stations, terminals and maintenance facilities, turnouts, bridges-under, bridges-over, crossings, signals and curves.)

Each infrastructure element includes several items requiring upgrading or construction to meet the route requirements of the selected passenger rail technology. The specific unit costs for each element of work are identified in Exhibit 5-6.

Infrastructure Cost Estimates

The infrastructure cost analysis was performed by applying the unit cost for an item of work to the physical quantity associated with each item of work. The estimated infrastructure cost by corridor and major system-wide facilities are given in Exhibit 5-7. The breakdown of these costs by segments within each route and the detail on the items of work are shown in Appendix A9.

St Louis-Kansas City segment costs have been subject to ongoing engineering analysis. The original estimate of $314 million was for the St Louis-Kansas City track condition and signalling system upgrades only. After completing a line capacity analysis, TEMS recommended further improvements and added a placeholder cost of $578 million for line capacity upgrades. This total placeholder cost of $893 million was used in development of the Financial Plan, subject to field verification.

Exhibit 5-6
Unit Capital Costs by Infrastructure Element

Item No.	*Description*	*Unit*	*2002 Unit Cost (Thousands $)*
Trackwork			
1.1	110-mph on Existing Roadbed	per mile	$ 993
1.2a	110-mph on New Roadbed	per mile	$ 1,059
1.2b	110-mph on New Roadbed and New Embankment	per mile	$ 1,492
1.2c	110-mph on New Roadbed and New Embankment (Double Track)	per mile	$ 2,674
1.3	Timber and Surface w/ 33% Tie replacement	per mile	$ 222
1.4	Timber and Surface w/ 66% Tie Replacement	per mile	$ 331
1.5	Relay Track w/ 136# CWR	per mile	$ 354
1.6	Freight Siding	per mile	$ 912
1.65	Passenger Siding	per mile	$ 1,376
1.71	Fencing, 4 ft Woven Wire (both sides)	per mile	$ 51
1.72	Fencing, 6 ft Chain Link (both sides)	per mile	$ 153
1.73	Fencing, 10 ft Chain Link (both sides)	per mile	$ 175
1.74	Decorative Fencing (both sides)	per mile	$ 394
1.8	Drainage Improvements	per mile	$ 66
1.9a	Land Acquisition – Urban	per mile	$ 327
1.9b	Land Acquisition – Rural	per mile	$ 109
Curves			
9.1	Elevate and Surface Curves	per mile	$ 58
9.2	Curvature Reduction	per mile	$ 393
9.3	Elastic Fasteners	per mile	$ 82
9.5	Realign Track for Curves	lump sum	
Signals			
8.1	Signals for Siding w/ High-Speed Turnout	each	$ 1,268
8.2	Install CTC System (Single Track)	per mile	$ 183
8.21	Install CTC System (Double Track)	per mile	$ 300
8.3	Install PTC System	per mile	$ 197
8.4	Electric Lock for Industry Turnout	each	$ 103
8.5	Signals for Crossover	each	$ 700
8.6	Signals for Turnout	each	$ 400
Stations / Facilities			
2.1	Full Service – New	each	$ 1,000
2.2	Full Service – Renovated	each	$ 500
2.3	Terminal – New	each	$ 2,000
2.4	Terminal – Renovated	each	$ 1,000
2.5a	Maintenance (110-mph technology)	each	$ 10,000
2.5b	Maintenance (150-mph technology)	each	$ 86,000
2.5c	Maintenance (185-mph technology)	each	$ 162,000
2.5	Maintenance Facility	each	$ 45,351
2.6	Layover Facility	lump sum	varies
2.7	Service and Inspection Facility	lump sum	**varies**

Turnouts			
4.1	#24 High-Speed Turnout	each	$ 450
4.2	#20 Turnout Timber	each	$ 124
4.3	#10 Turnout Timber	each	$ 69
4.4	#20 Turnout Concrete	each	$ 249
4.5	#10 Turnout Concrete	each	$ 118
4.6	#33 Crossover	each	$ 1,136
4.7	#20 Crossover	each	$ 710
Bridges-Under			
5.1	Four Lane Urban Expressway	each	$ 4,835
5.2	Four Lane Rural Expressway	each	$ 4,025
5.3	Two Lane Highway	each	$ 3,054
5.4	Rail	each	$ 3,054
5.5	Minor river	each	$ 810
5.6	Major River	each	$ 8,098
5.65	Double Track High (50') Level Bridge	per LF	$ -
5.70	Rehab for 110	per LF	$ 14
5.71	Convert Open Deck Bridge To Ballast Deck (Single Track)	per LF	$ 4.7
5.72	Convert Open Deck Bridge To Ballast Deck (Double Track)	per LF	$ 9.4
5.73	Single Track on Flyover Structure	per LF	$ 6
5.8	Single Track on Approach Embankment w/ Retaining Wall	per LF	$ 3
	Ballasted Concrete Deck Replacement Bridge	per LF	$ 2.1
	Land Bridges	per LF	$ 1.5
Bridges-Over			
6.1	Four Lane Urban Expressway	each	$ 2,087
6.2	Four Lane Rural Expressway	each	$ 2,929
6.3	Two Lane Highway	each	$ 1,903
6.4	Rail	each	$ 6,110
Crossings			
7.1	Private Closure	each	$ 83
7.2	Four Quadrant Gates w/ Trapped Vehicle Detector	each	$ 492
7.3	Four Quadrant Gates	each	$ 288
7.31	Convert Dual Gates to Quad Gates	each	$ 150
7.4a	Conventional Gates Single Mainline Track	each	$ 166
7.4b	Conventional Gates Double Mainline Track	each	$ 205
7.41	Convert Flashers Only to Dual Gate	each	$ 50
7.5a	Single Gate with Median Barrier	each	$ 180
7.5b	Convert Single Gate to Extended Arm	each	$ 15
7.71	Pre-cast Panels without Roadway Improvements	each	$ 80
7.72	Pre-cast Panels with Roadway Improvements	each	$ 150
7.8	Michigan Type Grade Crossing Surface	each	$ 15

5.2.7 Conclusion

Based on this engineering review and refinement process, the infrastructure improvements required to implement the MWRRS are estimated to cost $6.6 billion. The infrastructure cost estimate shown in Exhibit 5-7 was increased in the latest analysis due largely to changes in routes, increases in operating speeds, and improvements to accommodate freight rail capacity needs. Major capital improvements include right-of-way modifications to track and track alignments to support 110-mph train speeds and to accommodate freight and commuter rail activity, plus upgrades to stations, highway/railroad grade crossings and signaling and communication systems.

Exhibit 5-7
Summary of Infrastructure Capital Costs by Route[2]

No.	*Route*	*Cost Estimate $2002 (thousands)*	
a	Chicago Terminal Area	$	1,152,115
b	System Maintenance Facility	$	45,351
c	Chicago Union Station	$	15,000
1	Porter-Detroit / Pontiac	$	329,771
2	Battle Creek-Port Huron	$	67,029
3	Kalamazoo-Grand Rapids / Holland	$	27,178
4	Tolleston-Cleveland	$	1,087,640
5	Tolleston-Cincinnati	$	507,468
6	Grand Crossing-Carbondale	$	219,878
7	Joliet-St. Louis	$	243,256
8	St. Louis-Kansas City[3]	$	893,110
9	Aurora-Quincy	$	257,362
10	Wyanet-Omaha	$	360,207
11	Rondout-St. Paul	$	1,049,791
12	Milwaukee-Green Bay	$	311,717
13	Ticket Machines[4]	$	5,300
Total		**$**	**6,572,171**

[2] Cost estimates in Exhibit 5-7 match the HNTB detail cost spreadsheets. Infrastructure costs in Exhibits 8-4 and 8-5 allocate the costs of Chicago Terminal Area improvements to each route, thereby giving higher costs than are shown in for each route in Exhibit 5-7

[3] The original estimate of $314 million was for St. Louis-Kansas City track condition and signalling upgrades; a placeholder cost of $578 million was added for line capacity upgrades based on a unit-costing approach. This total cost of $893 million in the current MWRRS Financial Plan is subject to revision as additional engineering work is completed on the proposed improvements.

[4] An additional $5.3 million Placeholder Cost was added to this capital cost estimate to provide for the cost of adding a ticket machine at each of the 101 MWRRS stations, plus 5 machines at CUS, at $50,000 per machine.

6. Freight Capacity Methodology and Results

6.1 Introduction

The development of the Midwest Regional Rail System (MWRRS) as a 3,000-mile, high-frequency passenger service throughout the Midwest raises important questions concerning track capacity for the states within the Midwest region and for the freight railroads, which own the tracks and right-of-way. The MWRRS uses freight rail lines that range from lightly used to very heavily used, high-volume lines. It is critical to the development of the project to understand the impact that additional passenger trains will have on existing and future railroad capacity.

Three lines, Chicago-Twin Cities, Toledo-Cleveland and St. Louis-Kansas City, are heavily used railroad corridors and the introduction of MWRRS passenger trains would place significant strain on existing infrastructure resources. The MWRRS capital costs include considerable investments to augment railroad capacity on these lines. Even on corridors with light or moderate traffic, passenger operations could still require additional improvements at critical locations.

The need for infrastructure improvements must be carefully assessed in order to develop a plan that will not compromise freight operations. At a minimum, freight railroads must be able to operate their trains as effectively as they could if the MWRRS did not exist. Beyond this, it is desirable to actually create benefits for freight railroads while developing the infrastructure necessary to support passenger services. Freight railroads must retain their ability to expand their own franchises for future traffic growth.

The Midwest Regional Rail Initiative (MWRRI) Steering Committee asked Transportation Economics & Management Systems, Inc. (TEMS) to carry out a comprehensive capacity analysis for the three most heavily used freight rail lines on the MWRRS. The goal of the analysis was to confirm the feasibility of planned MWRRS operations, and to verify the required capacity improvements and capital costs for these corridors.

The two primary objectives of the capacity analysis were to assess the feasibility of the proposed improvements :

- To measure the delay impact of running passenger trains along with freight trains on the corridors; and
- To estimate the operational and infrastructure improvements needed to achieve an acceptable level of freight and passenger service

The process for evaluating rail infrastructure investment needs involved:

- The development of an accurate and reliable operations and track infrastructure database. This required a cooperative partnership with the railroads that protected the confidentiality of proprietary business information. Freight tonnage data and growth rates were derived from state, federal and freight railroad data sources at the time the analysis was prepared. Updated line tonnage and traffic density information received later was used for development of track maintenance costs, but the line capacity results are reported here are based on the simulation results at the time the analysis was prepared.

- Ideal Day simulations represented peak day traffic, not average day traffic and used growth rates of 2 to 3 percent, well above the national average growth rate, in order to be conservative.
- Typical Day simulations, because they incorporate variability, used average day traffic but in some cases even higher growth rates that were furnished by the freight railroads.
- An assessment of the need for future freight railroad capacity. This included the future level of freight train operations, requirements for regular and programmed capital maintenance, and the ability to deal with extraordinary events such as "hot" and "cold" orders, emergency conditions due to train breakdowns (*e.g.*, due to hot boxes), and signal outages.
- A comprehensive assessment of the impact passenger train operations have on the freight railroad. This provided the input needed to support future discussions and negotiations between the freight railroad, passenger train operator and sponsoring states. The finished assessment should be able to be used to evaluate both freight and passenger rail concerns, and to provide objective input to the negotiating process, thus helping to consummate the business and commercial arrangements needed to implement the system.

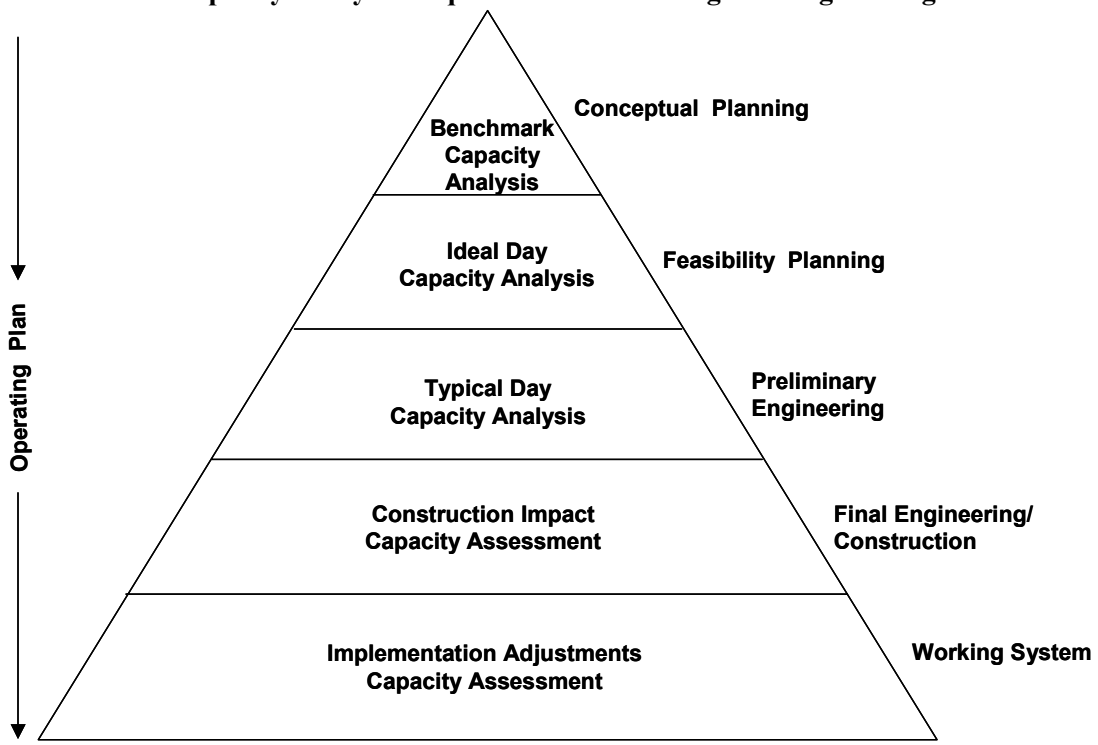
The analysis focused on mainline corridor capacity issues. For both the freight and passenger operations, separate off-line terminal issues will exist, such as the ability of the freight railroad to effectively manage its yard operations, or the ability of the passenger operator to service the passenger trains in the Chicago Union Station. These issues are outside the scope of the analysis except and unless they impact line capacity itself. For example the need to store freight trains on the mainline would be in scope, whereas yard switching operations were out of scope.

Future capacity analysis and engineering assessments will require more discussion to ensure railroad concurrence. Final design concepts and recommended capital plans will depend on detailed operations analysis, design coordination, and in-depth discussions with the freight railroads. As the MWRRS project moves beyond the feasibility phase, railroad involvement and coordination will become increasingly important.

6.1.1 Capacity Analysis Theory and Methodology

Capacity analysis provides an important interface between the engineering design of a railroad and the operations planning process. It is designed to ensure the effective integration of passenger and freight train operations with sufficient physical plant capacity. As the planning work for a project moves from conceptual to feasibility planning, and then into the preliminary and final engineering stages, the requirements for capacity analysis also change. At each step, capacity analysis becomes more detailed and reflects operating practice in an increasingly realistic manner. Exhibit 6-1 provides a diagram of this process.

Exhibit 6-1
Levels of Capacity Analysis Required in the Planning and Engineering Process



In conceptual planning, analysis consists of a manual review of potential conflicts and train "meets" and preliminary recommendations for additional infrastructure. This preliminary estimate requires further refinement as the project planning process continues. At the feasibility analysis level, an *Ideal Day Capacity Analysis* is performed. This type of analysis considers the meets and conflicts on the system and provides recommendations for additional infrastructure requirements based on train-meets, as well as providing estimates of the level of delay to freight operations that must be mitigated in order to ensure the continued effective operation of freight trains on the route.

This Ideal Day Analysis uses existing information about departure and arrival times and replicates travel times by using each train's acceleration and deceleration rates and stopping patterns, along with detailed information about the track infrastructure along the corridor, incorporating any recovery time necessary to accommodate unexpected delays. The Ideal Day Analysis is a "static" process in that it assumes that the conditions under which the trains operate are identical from day to day, producing identical travel times each day. Because there is no variation in travel times, these trains are assumed to operate under "ideal" conditions. The Ideal Day Analysis is particularly effective for inexpensively developing the preliminary estimates of the cost of implementation before more detailed cost estimates can be developed.

In the preliminary engineering phase, a *Typical Day Analysis* is required for heavily trafficked segments and for those approaching full capacity. The Typical Day Analysis produces a more detailed evaluation of train operations than the Ideal Day Analysis. It considers all forms of

variation in train performance, particularly actual departure times. Instead of an "ideal" picture of train travel times, the Typical Day Analysis simulates a variation in departure times for trains in order to more realistically replicate day-to-day departure and arrival patterns. This dynamic element provides more "typical" travel time estimates for trains passing through a corridor and thus a more accurate measure of delay and conflict.

In the implementation phase, final operating plans are produced to show how the construction phasing and implementation process will affect operating plans. The Typical Day Analysis allows for the evaluation of the impact of the full range of operating, track and signaling issues. The Typical Day Analysis can be used during construction to measure constraints on freight operations and to plan the construction process in order to minimize the impact on freight service during the construction period. The analysis can also be used to show how the phasing of passenger train operations affects existing freight operations and what might be done to mitigate concerns and issues for the operating freight railroads.

Each of these levels of capacity planning can be completed using TEMS' software systems, including the Major Interlocking Signaling System Interactive Train Planner (*MISS-IT*©) program. The decision concerning which level of analysis is required depends on the quality of the estimate required, budget available and the level of traffic on any given route or corridor. As such, it may be appropriate to carry out a Typical Day Analysis for a feasibility study, if it is felt that the track is heavily used and that an Ideal Day Analysis could underestimate infrastructure needs.

6.1.2 MISS-IT© *Capacity Analysis Evaluation Framework*

The evaluation structure for any capacity analysis study is critical as it provides the framework for assessing mitigation measures and determining investment needs. The *MISS-IT*© Evaluation Framework establishes a *base case* and sets a standard against which to measure the impact of additional trains and the effectiveness of proposed infrastructure improvements. *MISS-IT*© consists of a series of evaluations to ensure that existing railroad performance standards are maintained following the introduction or expansion of passenger service. This analysis is particularly important when freight operations are nearing full capacity, in order to target infrastructure improvements to enable successful coexistence of passenger and freight operations, as well as to provide expandability for growth.

The *MISS-IT*© capacity analysis consists of a series of cases:

Case I – Base Case: This case estimates the corridor's freight and passenger traffic so that the existing delay for freight trains can be measured. These estimates are part of the basic dispatch model calibration of the capacity analysis system and are used to judge and adjust the performance of the model.

Case II – Do Nothing: This case measures the delay for freight traffic in selected forecast years (*e.g.*, 2010 and 2020) without the addition of new MWRRS passenger trains. It is this level of freight and passenger traffic

delay that sets the standard for train delay, which must be maintained for the freight railroad to be mitigated.

Case III – Do Something: MWRRS trains are introduced, and the increased train delay associated with freight and passenger trains is measured. In heavily congested corridors, the introduction of MWRRS trains has a significant impact on freight train operations, and thus requires mitigation.

Cases IV– X – Mitigation: In these cases, various mitigation strategies (infrastructure, signaling, and operations) are tested for their ability to alleviate the increase in freight and passenger train delay measured in Case III, and to reduce it to the level previously identified in Case II. The number of mitigation cases developed depends on the number of infrastructure and operating strategies that can be devised to reduce freight and passenger delays. If a large number of infrastructure strategies exist, multiple cases must be assessed.

In carrying out a *MISS-IT*© capacity analysis, the average travel times, standard error, and associated train delay will be calculated for each train and reported. The results can be given by individual train, type of train (*e.g.*, intermodal freight trains) or category of train (passenger intercity, passenger commuter). Exhibit 6-2 is a matrix that shows how trains are disaggregated by type and how the delay for each train type (*e.g.*, bulk, intermodal, commuter, passenger, local, and freight) changes (increases) from the Base Case, to the Do Nothing and Do Something cases. In developing the Mitigation Analysis, results are typically classified by train priority group. High-priority trains include passenger and intermodal trains, while bulk and local freight trains are typically low-priority trains.

Exhibit 6-2
Mitigation Analysis Evaluation Framework

	Case I Base Case	Case II Do Nothing	Case III Do Something	Cases IV-X Mitigation	Result
Priority Group	Existing Freight Delay	Forecasted Freight 2010 Delay	Additional Delay Caused by MWRRS Trains	Resolved by Operations Infrastructure Signaling	Net Forecasted Delay
1					
2					
3					
4					
5					
6					

Mitigation by train group is achieved in Cases IV through X using a variety of mitigating strategies that increase and improve capacity. The results of the remaining net delay after mitigation will be shown in the last column of the above Exhibit. Ideally, mitigation is achieved when the net delay in the last column is the same or less than the delay in the Do Nothing case, Case II. With this result, a railroad can be said to be "mitigated" because its trains will experience only the delay that would have occurred had the MWRRS trains not been added.

One point worth noting is that a freight railroad may be less concerned about delay in certain types of trains, such as locals and bulks, and may be prepared during the mitigation process to trade off additional improvements for high-priority trains (*e.g.,* intermodal trains), against additional delays for local or bulk trains. The process therefore depends on the objectives and needs of the freight railroad and its preference for different types of mitigation measures under different circumstances.

Mitigation

The mitigation process considers:

- Infrastructure analysis mitigation – This includes the addition of extra crossovers, track (double, triple, quadruple), expansion of station and yard capacities, track speed improvements, elimination of crossings and scheduling drawbridge openings.
- Signaling analysis mitigation – This includes the upgrading of signaling systems to include Automatic Block Signaling (ABS), Centralized Train Control (CTC) or Positive Train Control (PTC), depending on the speed of trains proposed.
- Operations analysis mitigation – This includes the development of an integrated passenger and freight operating plan through the resolution of conflicting start and end times, etc., as well as assessments of train stops, yards, diamonds, drawbridges, and maintenance plans.

In practice, this process is disaggregated by train type, *i.e.*, freight intermodal, bulk, passenger intercity, commuter, or by specific train, so that the direct effect of mitigation can be measured on an individual train and train-type basis. This may lead to additional mitigation needs if some trains have unacceptable delay times within overall (average) satisfactory results.

6.1.3 Capacity Analysis Planning Process

The *MISS-IT*© capacity analysis planning process begins with the development of two databases that are initial inputs of the evaluation of capacity for a rail corridor. These two databases are the corridor track infrastructure for which the capacity is being measured, and the train schedule stringlines that reflect the train operations in the corridor.

TEMS develops the corridor track infrastructure database using its *TRACKMAN*© program. The *TRACKMAN*© program is designed to build an infrastructure inventory database and provide graphic review capabilities for a given railroad route. Using railroad condensed profiles, engineering information, railroad track inspection and survey data, TEMS builds a milepost-by-milepost inventory database within *TRACKMAN*© that contains the physical infrastructure of the route including gradients, sidings, crossovers, curves, bridges, tunnels, yards, and signaling systems. This data is displayed along with the maximum permissible train speed to provide the engineer with a clear definition of the track conditions and capability.

The *TRACKMAN*© database shows which track sections will limit train performance, and the program's upgrade facilities make it possible to develop a list of track improvements that will raise maximum permissible speeds and train capacity on a given route. Using either specific engineering cost data or default unit costs, the proposed list of improvements can be costed and a cost-per-minute-saved priority ranking can be generated for each of the potential track improvements. In this way, *TRACKMAN*© provides a mechanism for identifying the base track condition as well as possible strategies for alternative capacity and speed options. These strategies can then be tested in the *MISS-IT*© capacity analysis evaluation.

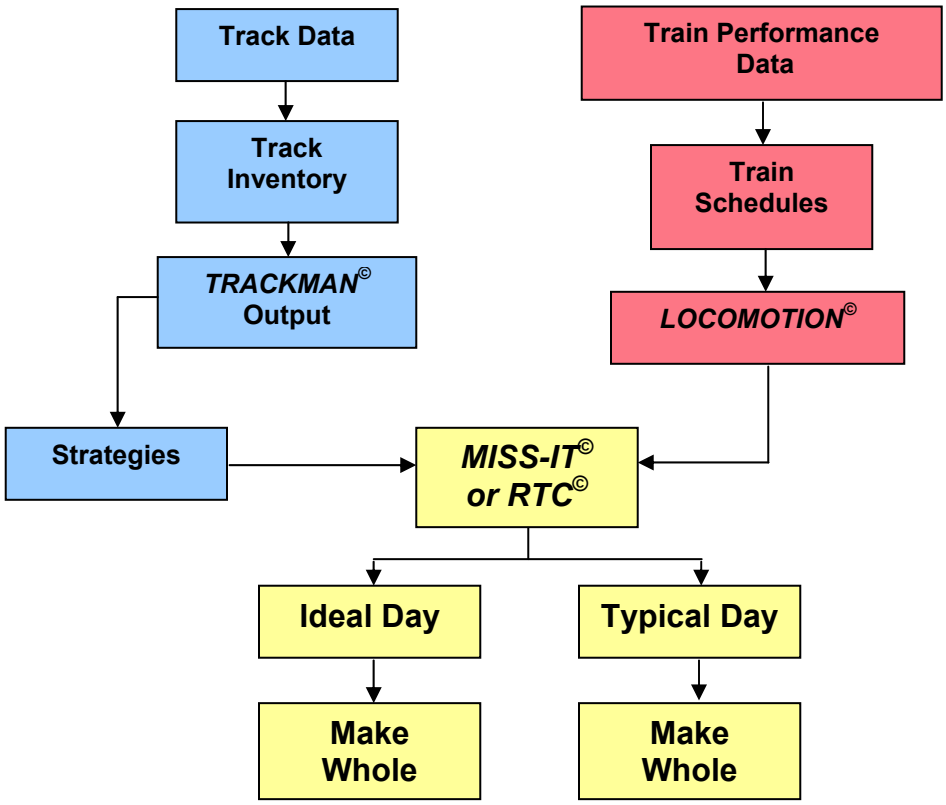
The second key input is the *LOCOMOTION*© program, which estimates train schedules for different passenger and freight train technologies using train performance, engineering track geometry, and train control input data. *LOCOMOTION*© also provides both tabular and graphic output of train performance milepost-by-milepost, based on the characteristics of both the train technology and the track. The system identifies train interaction, provides stringline output for new and existing freight and passenger services and identifies the location of train "meets." The *LOCOMOTION*© program also provides a full understanding of train schedules for any base or forecast year by including the growth of freight or passenger trains over time.

The outputs of the *TRACKMAN*© and *LOCOMOTION*© software systems are combined in the *MISS-IT*© program to perform capacity analysis and to assess the risks of train delay for any given route. In using the *MISS-IT*© program, a decision can be made either to carry out Ideal Day or Typical Day Analysis. As noted above, the Ideal Day Analysis is usually suitable for feasibility studies, while a Typical Day Analysis is required for preliminary and final engineering on heavily used rail routes. A Typical Day Analysis is sometimes needed in a feasibility study, if the corridor has heavy freight traffic and an Ideal Day Analysis would underestimate infrastructure needs.

In both cases, a Mitigation Analysis is used to evaluate the appropriate track, signaling and operating improvements necessary to mitigate delays to acceptable levels and to ensure that the freight railroad is mitigated. Exhibit 6-3 provides a diagram of the capacity analysis process using the planning methodology that was approved by the MWRRS Steering Committee.

It should be noted that the Mitigation Analysis framework is designed to identify the minimum infrastructure requirement that is needed to make a freight railroad "whole" for the cost of added freight train delays. Practically, since capacity comes in increments or step functions, it is seldom possible to satisfy the mitigation criteria exactly. To reduce freight train delays below their target level, it is usually necessary to "overshoot" the mark, so the resulting investment strategy actually does produce a net operating benefit to the freight railroad.

Exhibit 6-3
Capacity Analysis Planning Process



6.1.4 Delay Measurement

A key issue in measuring delay is its cause. Only with a full understanding of the cause of delay can effective corrective action be taken. To meet this need, a train delay management system has been developed in the *MISS-IT*© model. This feature provides comprehensive documentation of the causes of delay.

The *MISS-IT*© Action Log Report reveals the most common types of delay and how they might be mitigated. Specific action log outputs include:

- Tailgating delays
- Meet-point delays
- Signal delays (i.e., time train spends waiting for signal to change)
- Interlocking delays
- Train performance delays (acceleration/deceleration)

6.1.5 Summary

TEMS' *MISS-IT*© capacity analysis system provides a powerful approach to evaluating capacity needs when passenger train operations are imposed on existing freight operations. The system provides a mechanism for assessing all the critical issues of capacity including:

- The level of delay that exists in an existing freight operation
- The effect of increased freight train operations on train delay
- The levels of delay imposed by the introduction of new passenger train service
- The character and level of delay in train operations and how it can be most effectively reduced or managed to maximize train capacity
- The impact of different operating, engineering and signaling mitigation measures. This can be measured at the train type, group or specific train level and ensures effective mitigation of new passenger operations.

6.2 Inputs to the Capacity Analysis Process

The capacity analysis process requires the development of a definitive and detailed data set for infrastructure and train operations, and includes track infrastructure and train data specific to each specific corridor to be analyzed. These data are typically assembled by TEMS with input, assistance and oversight by railroads, state departments of transportation (DOTs) and the study engineers. For both the Ideal Day and Typical Day analyses, the databases will contain the following information on track infrastructure and train data.

6.2.1 Track Infrastructure

A key database for the capacity analysis is the available track infrastructure that trains can use in moving along the corridor. The TEMS *TRACKMAN*© program records on a milepost basis the number and location of:

- Tracks
- Curves
- Super elevations
- Sidings
- Civil speed restrictions
- Stations
- Gradients
- Crossovers
- Bridges
- Tunnels
- Turnouts
- Yards
- Junctions
- Interlockings
- Towers
- Signals
- Interconnections
- Subdivision names and lengths
- Federal Railroad Administration (FRA) track classes
- Diamonds
- Road crossings

In addition to the physical track data, the *TRACKMAN*© data set includes information on types of signal systems and signal placements.

6.2.2 Train Data

Data on existing and future freight and passenger operations for each route must be gathered from the freight and passenger carriers involved, as well as from the MWRRI study team. The train database consists of four data sets:

- Train schedules
- Train types
- Train priority
- Train departure and arrival statistics

Train Schedules

The number of trains, their scheduled departure and arrival times, and their stopping patterns form the basis of traffic analysis on the corridor. Information on the locations and duration of scheduled stops are gathered from the freight railroads, Amtrak and commuter operators, which was then entered into TEMS' *LOCOMOTION*© model.

Train Types

Each passenger and freight train operates with a different performance profile that reflects the train's performance capabilities. These include acceleration and deceleration curves, as well as tilt capability and allowable cant deficiency. The model uses information on how quickly trains can reach maximum attainable speed and the distances and speeds throughout the acceleration. Braking information is used to estimate train deceleration and thus stopping distance.

Train Priority

In order to accurately resolve conflicts between trains, the relative importance of each train, as ranked by the railroad, is input to TEMS' *MISS-IT*© model. In *MISS-IT*©, all trains are prioritized individually, as well as by technology grouping.

Departure and Arrival Statistics

The Typical Day Analysis includes not only estimated departure time but also potential variations in that time. Actual departure and arrival times for freight trains often deviate from scheduled times. In order to model this variation, a distribution of the estimated variance in departure time is input to the model to indicate whether individual trains will depart or arrive early or late and to what extent.

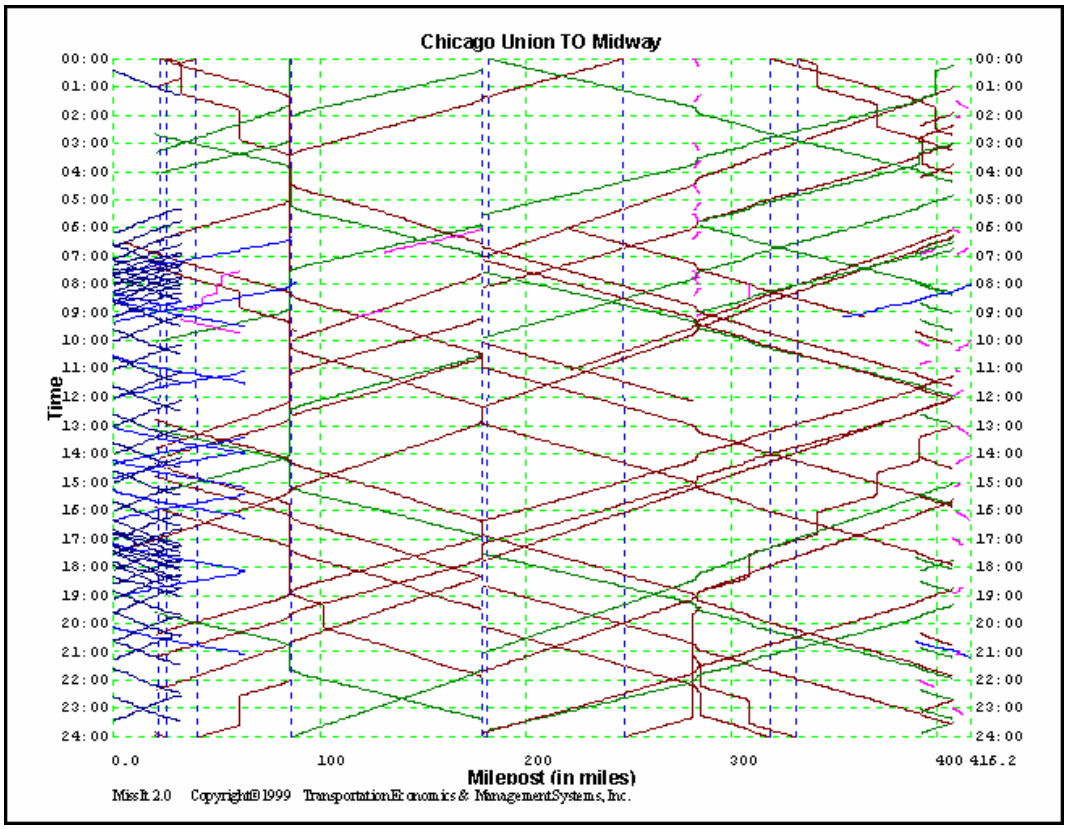
Traffic Growth Rates

Capacity analysis requires a full understanding of both freight and passenger traffic growth so that the impact of increasing traffic over time can be estimated. Any long-term traffic forecasts (or range of forecasts) developed by the railroads can be adopted and tested in the analysis. Annual growth rates are developed for each type of train and forecasts are made for the study years. A set of forecast timetables will be constructed for each train type.

Pre-Dispatch Stringlines

A base travel time for each train is produced. Each train's base travel time is the fastest achievable time given its speed capabilities, the track infrastructure but excluding any delays from meets with other trains along the track. Exhibit 6-4 presents the resulting 'ideal' stringline diagram as a visual representation of the travel times and illustrates the path of the train. It also shows the locations or meets where two trains could potentially converge or conflict.

Exhibit 6-4
Corridor Stringlines for Future Freight and Passenger Traffic Levels



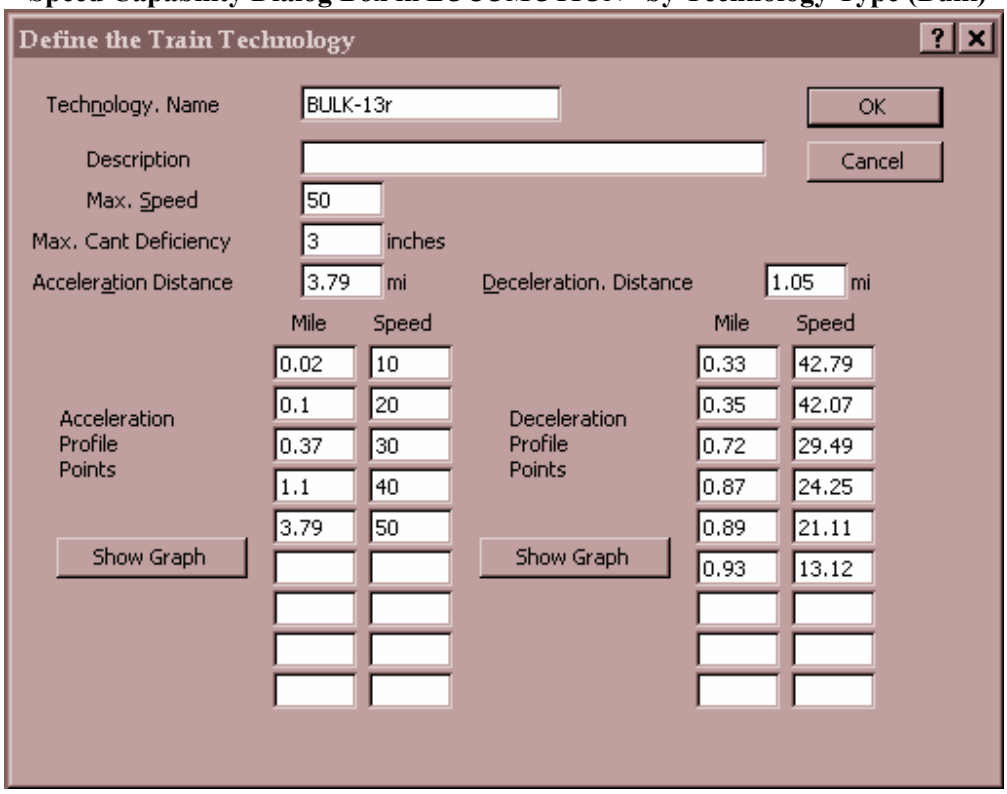
6.3 Base Case Calibration

The first step in the analysis of any rail corridor is the creation of the database for the base year, which is generated by TEMS and reviewed, as appropriate, by the freight railroads, Amtrak and the study engineers.

The second step in the analysis is to document the characteristics of the trains traveling along the corridor. In all cases, the name, scheduled departure time, ranking, probability statistics, and speed capability of each train must be provided by the railroads.

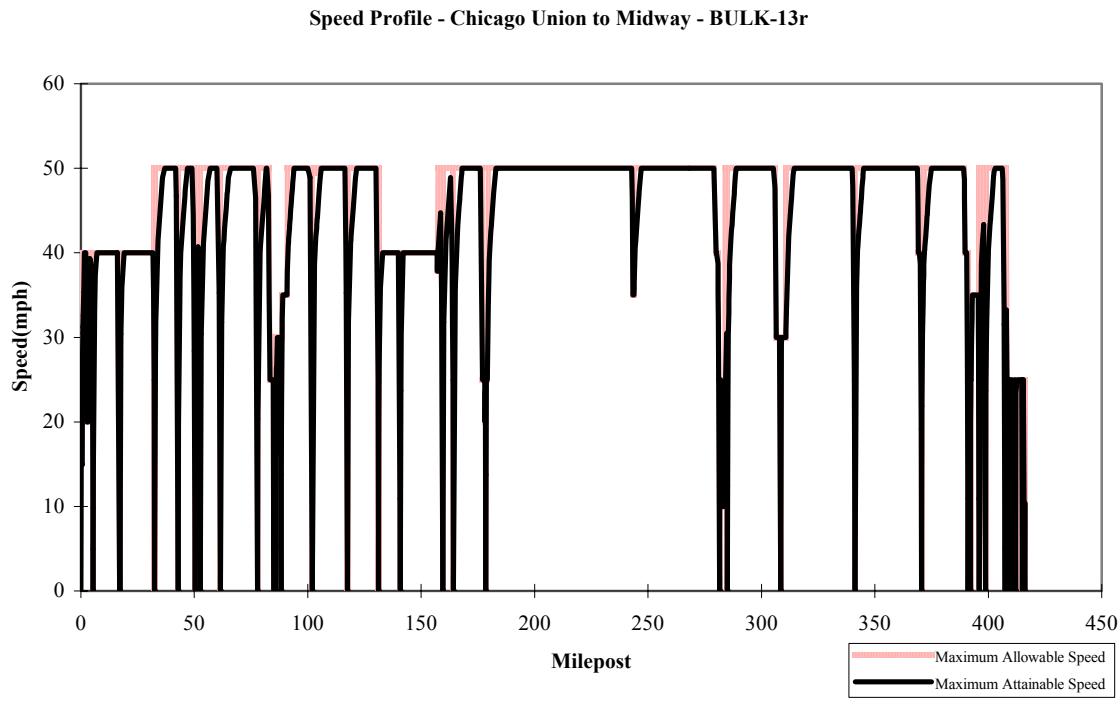
The speed capability of each train type is determined by its horsepower-to-tonnage ratio. As this ratio changes, so does the speed capability of the train, *i.e.*, train performance changes when pulling 100 tons versus 1,000 tons. To effectively describe the speed capabilities of each train, different speed capability profiles are constructed for both bulk and intermodal freight trains. Exhibit 6-5 is an example of the *LOCOMOTION©* program dialog box where the speed capability information is stored.

Exhibit 6-5
Speed Capability Dialog Box in *LOCOMOTION*© by Technology Type (Bulk)



After all of the individual train information and the track infrastructure information are collected, *LOCOMOTION*© model runs are performed to establish the base travel time. The travel times computed by *LOCOMOTION*© assume that there is no congestion along the corridor and no need for any additional time to accommodate unexpected delays. The maximum attainable speed, given the capability of the train and the speed restrictions, is illustrated in the train's speed profile (Exhibit 6-6). This ideal travel time and the train's scheduled departure time are used to replicate an operating schedule without any delays. Operating schedules are then used to calculate each train's stringline. These stringlines are imported into the *MISS-IT*© system, where train delays are calculated, and either Ideal Day or Typical Day Analysis is conducted.

Exhibit 6-6
Speed Profile Typical Bulk Train



6.4 Introduction: Ideal Day Analysis

The Ideal Day Analysis uses existing information to replicate a train's movement along a particular corridor. Travel times are modeled using detailed information about track infrastructure, train acceleration and deceleration rates, stopping patterns and built-in recovery time to accommodate unexpected delays. The Ideal Day is a valuable starting point in the planning process, even though it does not always reflect actual practice.

In an ideal situation, all trains will perform as planned. They will:

- Depart at their scheduled times
- Travel at pre-determined speeds
- Adhere to required restrictions
- Make required stops
- Be subject to expected delays
- Arrive at their destinations at scheduled times

A knowledgeable rail operator will not assume that all trains can travel without delay through a corridor; but rather will build sufficient slack time into the schedules of those trains that can accept the extra travel time without severely disrupting the rest of the system. Using this approach, what we call the Ideal Day is not *idealistic*, but is a fairly realistic assessment of train operations where traffic levels are light to moderate. As a result, the operating plan will reasonably balance a complex set of competing requirements for limited available resources, *e.g.*,

track infrastructure and train technology. This balance is achieved in such a manner that maximum schedule stability, with acceptable levels of delay and variation, is achieved. For modest deviation in scheduled departures (5 to 10 minutes), the integrity of the overall schedule should remain largely intact.

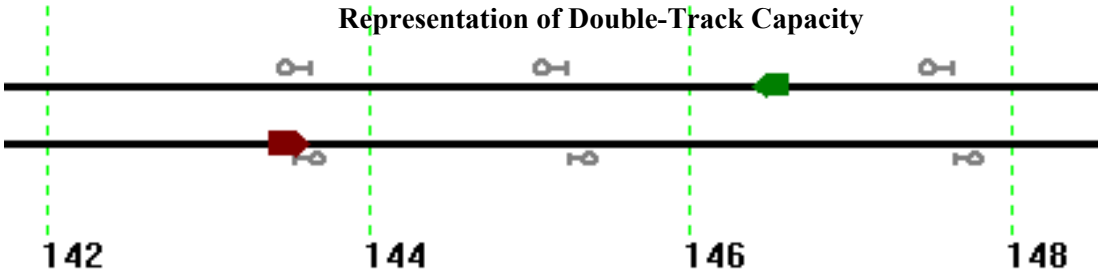
The extent to which such a plan can be constructed depends on how reliably trains can be scheduled. For passenger trains, published timetables provide sufficient guarantee that the scheduled times are realistic. Bulk trains, on the other hand, are not as time sensitive as are passenger trains. Thus, a scheduled departure time may be replaced with a scheduled departure *window*. For corridors running at or near capacity, due to the inherent unpredictability of unscheduled or semi-scheduled trains, planning becomes much more complex, and more detailed Typical Day Analysis is needed.

6.4.1 Calculating Train Travel Time and Delay

For the purposes of the Ideal Day Analysis, regardless of whether or not a train has a published departure time, a specific (most likely) departure time is assigned to each train. These departure times serve as starting points for the construction of a complete operating diagram. Three types of delay may be added to the stringline so that a more realistic replication can be achieved. These are: scheduled stops, slack and recovery time and unplanned delays due to conflict resolution.

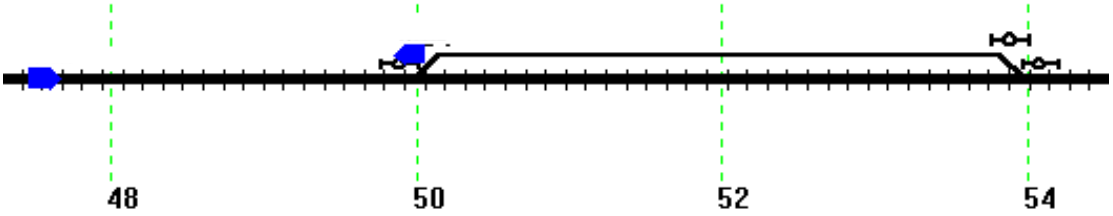
Trains that meet with sufficient infrastructure can pass with no delay to either train (e.g., two trains meeting on double track), as shown in Exhibit 6-7.

Exhibit 6-7
Representation of Double-Track Capacity



However, when there is insufficient infrastructure to accommodate all traffic in both directions, one or more trains must incur some delay to allow another train to pass, as shown in Exhibit 6-8.

Exhibit 6-8
Representation of Single-Track Capacity Analysis with Passing Sidings



Thus, the overall travel time for a train is dependent on the number of delays it encounters on the path to its destination. Whenever a train meets another train, for which there is insufficient infrastructure to allow both trains to pass freely, the lower-priority train is subject to a delay. The sum total of all delays determines the total travel time, according to the following formula.

By measuring each of the components of delay for a given set of trains, train travel time and level of delay can be estimated.

Time Penalties

Once the travel times for all of the trains operating along a given corridor are reproduced in the model, a review of the track infrastructure is conducted to determine if there is sufficient track capacity to accommodate the traffic. If the review determines that sufficient capacity does not exist, time penalties are assessed to trains with lower-priority ranking. Time penalties are based on the actions that dispatchers would likely take to avoid conflicts with other trains. If, for example, a passenger and freight train meet on a segment of single-track, and there is a siding nearby, the model assesses a time penalty on the freight train to approximate the length of time needed for the freight train to pull into the siding and wait for the passenger train to pass, thus avoiding the conflict. The time penalty in the Ideal Day Analysis is a technology-based assessment that depends upon the train type (local, bulk, or intermodal freight; commuter or intercity passenger), and is used in all cases where the review has determined that insufficient track capacity exists to accommodate trains as they meet each other along the corridor.

6.4.2 Ideal Day Outputs

In the Ideal Day Analysis, a travel profile for each train is produced. This profile is based on the fastest achievable trip time, given its technology, speed capabilities, and the constraints unique to the particular corridor. Some additional time is built into each train's base travel time to accommodate unexpected delays so that the train can still arrive at its destination by its scheduled arrival time.

6.4.3 Conclusion

Using this Ideal Day Analysis data, a feasibility estimate of train delay by train, train group and train type can be derived. The output is then used in the Mitigation Analysis to identify the infrastructure, signaling and operations changes needed to effect capacity mitigation.

6.5 Introduction: Typical Day Analysis

As previously noted, the Typical Day Analysis is designed to provide a more comprehensive and detailed evaluation of train operations than the Ideal Day Analysis. Further realism is added to the operations analysis, and the level of complexity in the analytical calculations is raised by an order of magnitude. In the *Ideal Day Analysis*, train departure times are assumed fixed. The Typical Day Analysis allows these times to vary in order to replicate realistic day-to-day departure patterns. To simulate this variation in departure times, the analysis uses a Monte Carlo statistical technique. This technique uses random numbers and probability statistics to estimate multiple randomized dispatch variations that are in turn applied to the scheduled departure times. As departure times are varied, a dynamic element is introduced into the analysis that was not

available in the Ideal Day Analysis. Instead of a "snapshot" of a single point in time as shown on the Ideal Day, the Typical Day Analysis is able to take multiple snapshots and to capture how traffic in a varied, real-world environment affects train times and thus provides more "typical" estimates and more accurate measurement of delay.

6.5.1 Dispatch Logic

The Typical Day Analysis provides a detailed analysis of train delay, focused on the individual train and its performance across the route. The analysis, which uses the TEMS *MISS-IT*© capacity analysis system, is a dynamic analysis of train movements and the potential variation in those movements. It uses calibrated, railroad-specific, dispatch logic to model train performance. The analysis begins with the development of "perfect" stringline diagrams that reflect the geometry and engineering of a route and omit limitations due to train-meets and inadequate track capacity. The process then simulates the dispatching of trains according to the selected dispatch logic and calculates new stringlines that include delay times associated with train-meets, signal delays, tailgating, scheduled stops, and a variety of factors that affect dispatch decisions.

The train-meet dispatch logic uses train priority data to determine which trains proceed at each meet, which trains wait, and where they wait, and how much trains are delayed. This priority-based dispatching and conflict resolution process is an event-based logic that determines the interaction of trains as they move down the track. The dispatch logic typically resolves 99.9 percent of all conflicts. When the dispatch model cannot resolve conflicts, a manual override is available to finalize the dispatch decisions.

The advantage of event-based dispatch logic is that it measures the train delays at every train-meet throughout each schedule. Each decision is recorded and can be reviewed. If for any reason a decision needs to be changed, *e.g.*, because of a need for an "illogical" decision such as dispatching a local train ahead of an intermodal train, this can also be done using the manual override.

In carrying out the Typical Day Analysis, a risk analysis can be conducted to determine how train delay will vary as train departure times change. The analysis of risk is performed using a Monte Carlo simulation of train departure times. This model provides a dynamic assessment of train movements and changes in train delay based on empirical factors such as crew work practice, train priority, and special events, etc. The output of the analysis is not only the train delay for the entire train trip, as well as delays at any particular point in the journey, but also the distribution of delay (standard deviation) for the trip on any typical day.

To ensure that the Typical Day Analysis effectively models a "peak" traffic day for the railroad and meets the capacity needs of both freight and passenger traffic on a peak day, the analysis is iterated through a 2- to 30-day cycle. This process ensures that overnight trains are properly modeled and are not excluded from the analysis, which could give a false impression of capacity needs and that weekly and monthly peaks are properly represented. The model runs until all traffic has completed *at least* one trip on a fully loaded corridor.

6.5.2 Typical Day Analysis Issues

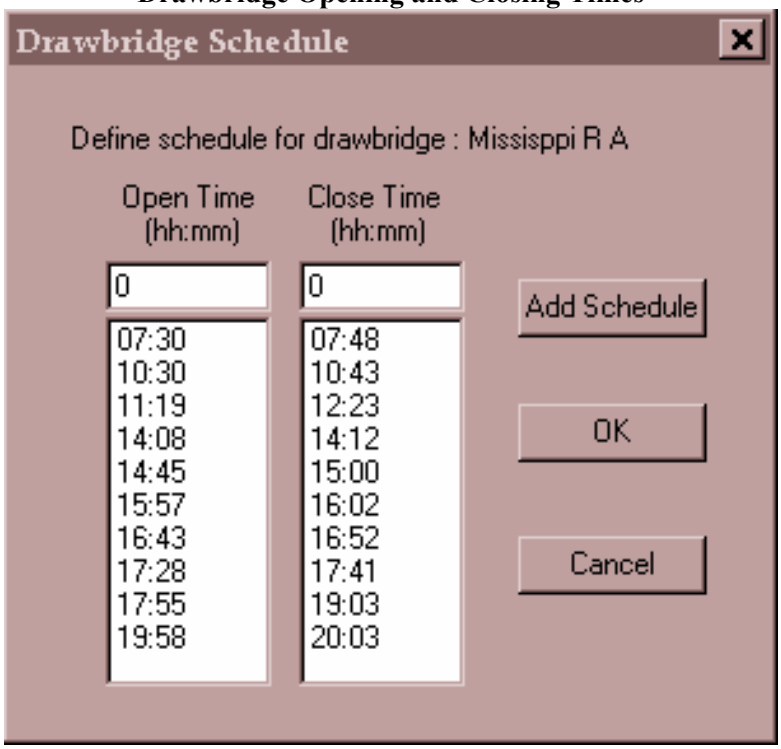
In addition to allowing departure times to vary from their set scheduled times the Typical Day Analysis provides better estimates of train travel times than the Ideal Day Analysis. The reason estimates are improved is that the *MISS-IT*© model uses an event-based conflict resolution process to estimate travel times and the resulting delays. The estimates reflect the speeds of the trains and how quickly they can progress to a point where the conflict can be resolved. In effect, as the model simulates the trains traveling through the system, it also identifies trains traveling in the opposite direction. If the train traveling in the opposite direction is on the same line, the model recognizes the conflict and determines the best way to handle it. If the train is of lower rank, the model will select a place to sidetrack the train to let the other train pass and estimate the wait-time needed for the other train to pass. Since these estimates are determined on a case-by-case basis and are reflective of the attainable train speed and the distance traveled to avoid the conflict, these estimates are more precise than the feasibility delay estimates used in the Ideal Day Analysis.

In order to conduct the Typical Day Analysis, a variety of information is collected from the railroad. The information required includes:

- Scheduled departure times for all trains operating within the corridor
- Statistical information on the probability and degree of variation in the departure and arrival times
- Information on the capabilities of various types of trains
- Detailed information on the track infrastructure
- Expected infrastructure upgrades

Another important component of the Typical Day Analysis is the development and integration of schedules for the diamond crossings and drawbridge openings. Working with the railroads, a database of diamond crossing and drawbridge occupancy and availability is generated for the Typical Day Analysis. CP Rail furnished a dataset of drawbridge opening and closing times, shown in Exhibit 6-9, based on observation of current operations of the drawbridges. The model determines when a train can and cannot pass through a diamond crossing and when a train would be expected to be traveling through the diamond from the crossing corridor. In the same manner, the model identifies scheduled drawbridge openings and when trains can occupy that space. In each case, the Typical Day Analysis considers the effect of the track availability and verifies that the trains operated within the bounds of these schedules.

Exhibit 6-9
Drawbridge Opening and Closing Times



6.5.3 Model Calibration

Comparing known travel times for "scheduled" trains with the post dispatch stringlines generated by the model validates the performance of the dispatch model. This can be completed for Metra commuter trains, Amtrak long distance trains and intermodal and bulk trains. The results of the comparison are used to adjust the dispatch logic and ensure effective representation of trains. In adjusting the dispatch logic, the results of any particular movement can be followed using the Action Log. This shows at what locations interactions occur, what happens to each train in the interaction, which train is delayed, and by how much it is delayed. The Action Log allows the totality of movements of each train to be identified as it moves along its stringline from origin to destination. Exhibit 6-10 shows comparative data for each train category. The results show that the calibrated model's post-dispatch stringlines effectively represent train performance on the corridor. It can be seen that the differences between the freight railroad and *MISS-IT*© train times are well within the allowable variance for each type of train.

Exhibit 6-10
Average Travel Times for Amtrak, Metra, and Freight Trains

Train Classification	Average Travel Times				Allowable Variance
	TEMS *MISS-IT*©	Freight Railroad Estimates	Difference		
			Faster	Slower	
Freight Bulk	12:58	12:30	+0:27		
Amtrak *Hiawatha*	1:26	1:17	-0:09		
Freight Intermodal	8:12	8:34		0:22	
Freight Local	5:30	4:35	0:54		3:00
Metra	0:48	0:50		0:02	0:04

6.5.4 Performance Upgrades/Mitigation Measures

Depending on the elements of the corridor under analysis, various improvements to the infrastructure can reduce travel times. If the railroad has an objective to mitigate or reduce travel times, the following upgrades or a mixture thereof can be added as an input to the analysis to meet these objectives. These include improvements to the signaling system, infrastructure and operations.

Signaling

In highly congested areas, upgrades to the signaling system can provide great time savings to traffic in a corridor because they increase the density of trains and permit higher speeds at signal blocks. Investment in Positive Train Control (PTC) can be especially beneficial when mixing together trains having different speeds and stopping distance profiles. In all areas where passenger train speeds are planned to exceed 79-mph, the MWRRS capital cost already includes an allowance for equipping the line with PTC technology. The amount of delay reduction depends on the exact capabilities of the PTC system that is ultimately deployed, and whether all trains are ultimately equipped with PTC capability. Our proposed remediation for the Chicago-Cleveland and St. Louis-Kansas City lines did not rely on any PTC savings. Rather the remediation consisted of enough infrastructure additions to reduce freight delay to the level they would be without passenger trains. Any PTC savings would be in addition to this.

Infrastructure

By adding segments of track along the corridor, trains are given additional choices to resolve conflicts that they did not have previously. The train can advance further down the track, clearing the way for other trains. The result is a smoother flow of traffic through the corridor and less incurred delay.

Another enhancement that results in performance improvements along the corridor is upgrades to the track to support higher speeds. These improvements help the traffic to move through the system more quickly, preventing potential conflicts with other trains later in the day.

Operations

Another measure that improves the performance of the trains along the corridor is to make changes to the operating schedules. If the analysis indicates that several trains are conflicting, changing their schedules to provide some additional spacing between the trains will smooth the flow of the trains along their journeys with the agreement of the railroads, even minor modifications to the schedules of local and lower priority bulk trains can produce significant operational improvements. This will in turn reduce the delays that these trains were incurring because they were traveling too close together.

6.5.5 Risk Analysis

For a Typical Day Analysis, a risk analysis is performed. This involves running the dispatch model to obtain randomized departure times, which vary from the scheduled departure times for each train. The risk analysis replicates the delay for each train under a series of changes in departure times. In effect, the model attempts to determine the range of delay for each train under several different conditions.

6.5.6 Typical Day Outputs

MISS-IT© is an event-based conflict-resolution model. This means that, once a train is dispatched, the model makes decisions based on oncoming traffic and the track available to avoid conflicts with the oncoming traffic.

Action Log

The action log reports any delays that a train incurs over its pre-dispatch travel time. The action log identifies the dock-to-dock trip times of the different train types and helps in providing origin-to-destination travel plans for the systems trains. It provides a key assessment of effective train movement planning, helping to ensure that the "right car is on the right train on the right day."

The summary format of the action logs reports the total journey time, percent of allowable delay, the amount of delay over the normal operation of the train, and the delays that occur when the train is moving down the track. The percent of allowable delay reported in the action log for each train is determined by the expectations of the railroad. If the railroad determines that it is acceptable for a train's delay to be 10 percent of its journey time for each train type, the

percentage of allowable delay recorded in the action log is the accumulated delay time in relation to the allowable delay.

Initially the percentage of allowable delay was designed to indicate if a train was delayed within an allowable range. This meant that if a train incurred a delay, it would rise in rank relative to other trains so that it would still operate within this range of delay. In some cases, this resulted in some of the freight trains taking precedence over passenger trains. Since this was occurring, trains were restricted in rank so that they were allowed to "float" only within their own super-group, *e.g.,* bulk trains.

The delays that result from a train's movements along the track are recorded in the action log. These delays include: acceleration/deceleration, tailgating, non-signal and track switch delays. All of these delays are specific to train type and the type of infrastructure, signaling system, and dispatch policy of the railroad.

The acceleration/deceleration delays are incurred if a train needs to accelerate or decelerate to get out of the way or slow down for another train. Tailgating penalties occur in the model if a train approaches another and cannot immediately pass. The train must then wait until the other train is far enough ahead before it can proceed.

If a train enters an area where there are no signals or if the signals face the opposite direction, a train sustains a non-signal time penalty. In some cases, a railroad may determine that a penalty is not warranted in a non-signaled section, in which case this penalty is set to zero in the model.

A track switch penalty occurs when a train goes through a point where it must change tracks. This penalty is designed to replicate the amount of time a train needs to slow down to travel through a track connection. If the track is straight at this point, the train may not need to slow down. If a train diverges through a crossover or to a side track, the train may have to slow down substantially.

The detailed format of the action log reports the same information as the summary action log, but includes more information about location and time of the delay. In addition, if a train has reacted to another, the detailed action log reports the name of the causing train and its rank. In order to check if a lower-ranked train is waiting for a higher-ranked train, the rank of the current train is reported.

Comparison of Pre-Dispatch and Post-Dispatch Travel Times

To complete this analysis, a comparison of pre- and post-dispatch travel times is generated. The term "pre-dispatch" refers to travel times or stringlines that exclude any delay associated with passenger and/or freight interaction. "Post-dispatch" refers to times/stringlines that include delay times associated with passenger and/or freight interactions. These results can be used to calculate average delay per train and the standard deviation of the trip duration.

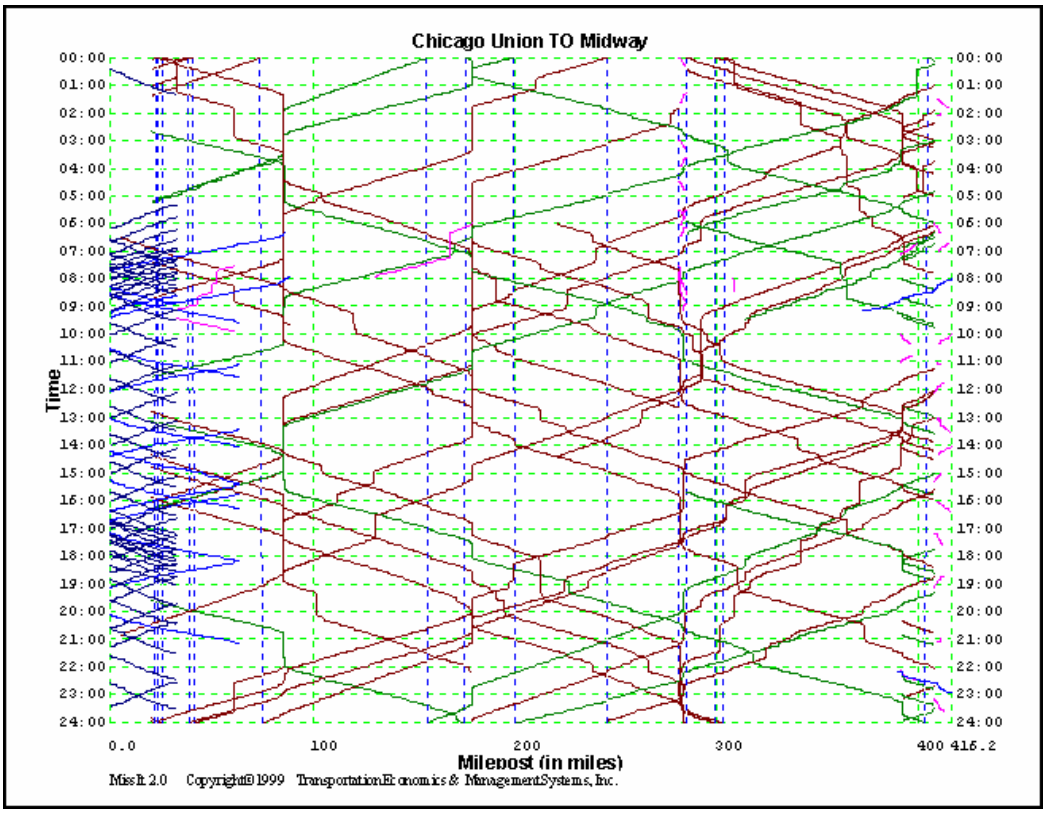
In order to evaluate the comparison of pre- and post-dispatch times, the results can be considered on a sample train or on a train-group basis. If trains are grouped together by similar

characteristics, it is easier to see how changes in track infrastructure will impact a particular group.

Post-Dispatch Stringlines

A useful instrument employed during the analysis is the post-dispatch stringline diagram. This diagram illustrates the path of each train as it travels through the system. Comparison of the post-dispatch and pre-dispatch stringline diagrams shows the delays that have been added during the conflict-resolution process as 'kinks" in the lines. This diagram can be useful in identifying potential problem areas along the corridor. This information is extremely useful in determining the necessary infrastructure to be added during the mitigation process. This is shown in Exhibit 6-11.

Exhibit 6-11
Post-Dispatch Stringline Diagram

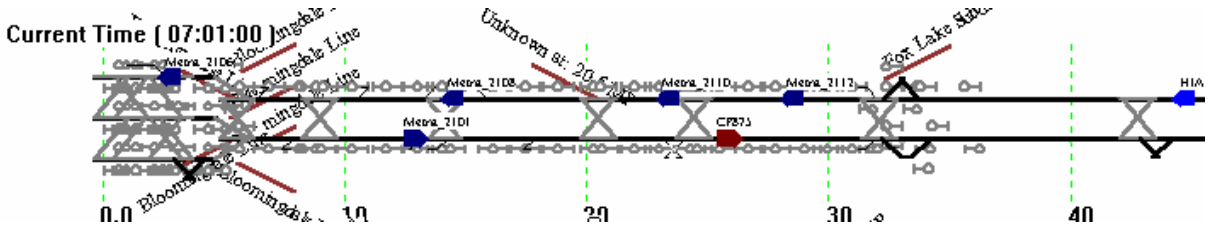


Animation

The animation feature of *MISS-IT©* augments and complements the post-dispatch stringline diagram by introducing a temporal dimension to the software. It takes all the information from the stringline diagram (Exhibit 6-12) and puts it into motion, showing trains' movements over the track infrastructure. Each train is labeled for easy identification and color-coded to match the group to which it is assigned. These colors are also the same as in the stringline diagram. This animation feature is helpful in understanding the interaction between trains as well as how the trains utilize the track. Another element that the animation brings to light is the departure and

arrival patterns of the trains. It also shows trains entering and departing from the track at yards, junctions and stations.

Exhibit 6-12
Example of *MISS-IT*© Animation Graphics



Risk Analysis Outputs

Exhibits 6-13, 14 and 15 provide samples of the reports that are generated in the risk analysis. In this example, the model was run three times, changing the departure times for every train each time, to determine how the trains interacted on three different days. The first part of the report details the probability statistics for each train type operating along the corridor. The second part details the departure, arrival, duration and percentage of allowable delay for each train. Three lines of information are reported for each train because the model was run three times.

The times reported in the summary report for the risk analysis are averages for the journey time, standard deviation, percentage of allowable delay and the standard deviation in the percentage of allowable delay. This Exhibit shows the average result for three runs completed in the risk analysis.

Exhibit 6-13
Risk Analysis Output (Detailed)

Train Risk Analysis Report (Journey Time)					
Model Run Name:					
Dispatch Type: MULTIPLE					
Num of Variations: 3					
Technology Statistics:		Probability		Standard Deviation (min)	
		Early	Late	Early	Late
BULK-Type 1	:	0.25	0.75	15	30
INT-Type 1	:	0.50	0.50	15	15
BULK-Type 2	:	0.25	0.75	15	30
BULK-Type 3	:	0.25	0.75	15	30
BULK-Type 4	:	0.50	0.50	15	15
BULK-Type 5	:	0.25	0.75	15	30
BULK-Type 6	:	0.25	0.75	15	30
BULK-Type 7	:	0.25	0.75	15	30
BULK-Type 8	:	0.25	0.75	30	60
BULK-Type 9	:	0.25	0.75	30	60
INT-Type 2	:	0.50	0.50	15	15
INT-Type 3	:	0.50	0.50	15	15
INT-Type 4	:	0.50	0.50	15	15
INT-Type 5	:	0.50	0.50	15	15
Copyright 1999-2001, Transportation Economics & Management Systems, Inc.					

Exhibit 6-14
Risk Analysis Output (Detailed) (continued)

Train Number	Departure	Arrival	Duration	Arrival	Status	Percent of Allowable Delay
1 (Bulk)	0:15	12:12	11:57			45
	0:34	12:50	12:16			18
	0:30	10:50	10:20			31
Train Number	**Departure**	**Arrival**	**Duration**	**Arrival**	**Status**	**Percent of Allowable Delay**
4 (Commuter)	0:25	1:16	0:51			0
	1:09	2:00	0:51			0
	1:36	2:27	0:51			0
Train Number	**Departure**	**Arrival**	**Duration**	**Arrival**	**Status**	**Percent of Allowable Delay**
3 (Intermodal)	1:00	14:27	13:27			60
	1:18	14:45	13:27			112
	2:08	15:58	13:50			23

Exhibit 6-15
Risk Analysis Output (Summary)

Train Number	Mean Journey Time	Standard Deviation	Mean Percent of Allowable Delay	Standard Deviation
9 (Local)	0:18	0:00	193	273
1 (Bulk)	11:31	0:50	31	11
4 (Commuter)	0:51	0:00	0	0
3 (Intermodal)	13:35	0:10	65	36
73	0:21	0:00	0	0
74	0:20	0:00	0	0
75	0:29	0:00	0	0
76	0:08	0:00	0	0
77	0:29	0:00	0	0
78	10:51	0:16	83	41
79	0:27	0:00	44	62
80	12:42	0:16	48	24
81	0:18	0:00	0	0
82	3:09	0:01	32	1
83	0:21	0:00	0	0

6.5.7 Ideal Day vs. Typical Day Analysis

The Ideal Day Analysis provides a good estimate of delay under the assumption of a stable timetable and high or moderate traffic levels. The reality of unpredictable timetables on a corridor that is heavily used requires the broader analytic framework offered by the Typical Day Analysis. Exhibit 6-16 shows the difference between these two complementary approaches.

Exhibit 6-16
Comparison of Ideal Day Analysis and Typical Day Analysis

Ideal Day	Typical Day
Preliminary estimates	Final estimate
Static	Dynamic
Fixed schedule	Variable departure times

6.6 Berkeley Simulation Software RTC©

Berkeley Simulation Software's Rail Traffic Controller (RTC©) is a modeling package designed to realistically simulate freight and passenger rail operations in either a planning environment or an online control situation. The study team uses RTC© as a freestanding analysis tool in addition to TEMS' *MISS-IT*© software.

RTC© defines data as "nodes" on the rail infrastructure, including switches, signals, detectors and speed change points. Track between locations is defined as directional "links" and include

characteristics such as speed limits, grade, curvature and operating rules. Rolling stock is customized for locomotive types to evaluate locomotive suitability for a particular territory.

Train lengths and costs, types of trains and train schedules are depicted providing a high level of detail needed to make planning decisions for each rail line in the network. RTC©'s logic considers shared-use corridors where decisions must be made regarding train meets, passes, overtaking and routing issues. The RTC© model allows the study team to investigate the shared use of existing facilities and infrastructure, the effect on train delay by the addition of new trains to the current network, the effect of capital improvement to existing levels of infrastructure, the need for and efficient usage of passing sidings, diagnose bottlenecks and simulate recommended schedule or routing changes.

For the MWRRS analysis, the RTC© model was used only for the St. Louis-Kansas City line, at Union Pacific's request. TEMS' *MISS-IT*© software was used to evaluate all the other line segments.

6.7 MWRRI Ideal Day Analysis Application

By definition, a corridor at capacity requires additional infrastructure in order to add trains. A corridor operating below capacity should theoretically have the ability to take on additional trains without needing additional infrastructure. However, additional trains may increase delays and overall transit times to all trains now operating on the route, particularly when there is a large difference in the operating speeds of the trains on the corridor. When adding new trains, it is important to understand how the additions affect existing operations, as well as how corridor improvements can mitigate these effects.

In March 2002, an *Ideal Day Analysis* was completed of eight corridors under consideration for the MWRRS. The aim of the analysis was to assess the impact of adding MWRRS passenger trains on these corridors, and to provide an initial estimate of the infrastructure improvements necessary to maintain the current level of performance with the addition of MWRRS trains. The map in Exhibit 6-17 shows the corridors that were included in the 2002 study.

This section summarizes key findings of the *Ideal Day Analysis* report, which was delivered to the MWRRI Steering Committee in March 2002 plus an analysis of the Milwaukee to Green Bay corridor that was originally incorporated into the Green Bay route alternative study. Additional detail is available in the *Ideal Day Report* that is not presented here. Freight tonnage data and growth rates used in Ideal Day Analysis were derived from state, federal, and freight railroad data sources at the time the analysis was prepared. The data represents peak day traffic and used conservative growth rates significantly higher than national average growth rates. The Ideal Day Analysis performed for the Chicago-Carbondale line did not include the recent impacts of the CN purchase of the Illinois Central Railroad.

This analysis is strictly a planning-level study that will review potential conflicts and train meet-points on each corridor. A meet-point location is the point at which two trains will *ideally* pass each other, assuming that both are operating on or close to schedule. Examining these meet-points and the level of delay experienced by all trains moving through the corridor provides a basis for determining the infrastructure improvements required once MWRRS passenger trains are added to the system.

The nine corridors that were examined are:

- Milwaukee to Green Bay, Wisconsin
- Chicago, Illinois, to Quincy, Illinois
- The Omaha Branch from the Quincy main at Wyanet, Illinois, to Omaha, Nebraska
- Chicago to Carbondale, Illinois
- Chicago to Cincinnati, Ohio
- Chicago to Pontiac, Michigan, via Detroit, Michigan
- The Holland Branch from Kalamazoo, Michigan, to Holland, Michigan
- The Port Huron Branch from Battle Creek, Michigan, to Port Huron, Michigan
- Chicago to St. Louis, Missouri

Exhibit 6-17
Ideal Day/Typical Day Corridors

These corridors were chosen based upon the key assumption that each is operating below capacity. With the possible exception of parts of the Chicago-Quincy and Carbondale corridors, traffic levels were generally low enough and existing infrastructure levels were high enough to justify this assumption, except in the urban approaches to large terminal cities. Therefore, the analysis of each route focused on the potential for bottlenecks on the corridor itself and did not address the potential congestion and delays in the terminal areas. Improvements in the Chicago region (defined as the region within the lines of the Elgin, Joliet and Eastern Railroad, but extending east to Porter, Indiana) were specifically *not addressed* due to a highly complex, local operating environment and the existing congestion on many of the routes within the region. The unique complexity of this area made it unsuitable for this type of analysis. The CREATE project, described in Chapter 5, has established an effective model for a process that could be used for identifying and resolving these complex Chicago terminal-area issues.

6.8 Methodology

The first step in the Ideal Day analysis was to model the corridor. Detailed track files were assembled in *MISS-IT*© to replicate the current track configurations over the eight corridors in question. The track configuration of many of the corridors has changed over the past few years, so it was imperative to update these files to reflect current conditions. Next, existing train operations were modeled as discussed below. This allows for the examination of existing delays on the corridor. The existing traffic was then forecast to a future year (2010), and the delays associated with that forecast year level were identified. In this report, this is referred to as the *forecast base*. MWRRS passenger trains were then added to this system without any infrastructure additions to determine the level of additional delay. In the final step, the increase in delay was mitigated as infrastructure improvements were identified that potentially reduced corridor delay times to the forecast base level. The corridor was re-analyzed with these improvements in place to determine the adequacy of the additional infrastructure. If the delay had not been reduced to an acceptable level, additional mitigation options were examined, including additional infrastructure upgrades.

6.9 Current Train Operations Analysis

The goal of this initial analysis was not to eliminate train delays, but rather to ensure the effective calibration of the Ideal Day model. In many cases, delays were unavoidable, particularly on single-track railroads. These were already indirectly recognized in that they were built into existing train schedules and operating plans.

The train movements on the corridor or on a segment of the corridor were modeled based on train counts, operations and schedules. The origins and destinations, schedules and stopping patterns, and speed limits were established first. Actual train performance, including acceleration and deceleration rates, was modeled based on train types. The trains included in this analysis were the local and through freight trains that operated on the corridor and on each corridor segment, and the intercity or non state-supported Amtrak passenger trains *outside of the Chicago region*. While Chicago-area line segments (e.g. Chicago to Joliet) were included in the model, those segments were not modeled in detail since many train operations, including Metra commuter operations (both current and planned or proposed) and Chicago local and transfer freight service, were not included in the *Ideal Day* simulation scope[1].

In addition, yard jobs that might have entered onto the main tracks in and around yards and traffic moving through very short stretches of the corridor (as on the CN lines in Battle Creek, MI) were not included in the stringline diagrams. Proposed commuter operations in Cleveland, Minneapolis, Cincinnati and Detroit and additional passenger train service (like the 3C in Ohio) were also not included in this analysis based on the assumption that these services will begin operation with additional infrastructure for their own requirements. Additional train operations stemming from new freight terminals such as Joliet Arsenal were considered only if traffic patterns and train routings are already established. Proposed or planned terminals, like the

[1] Chicago-area operations including METRA commuter trains were, however included in the scope of the Chicago-Twin Cities study that was conducted using the more detailed *Typical Day* analysis approach.

Detroit Intermodal Freight Terminal, were not considered because the traffic patterns and routings are underdetermined to date.

The performance characteristics of these trains were used in conjunction with the track files to create individual train stringlines. The stringlines shown are simply a graphical representation of each train's movement over the corridor from the time and location where it arrives until its trip is complete. The slope and shape of the stringline was dependent on the train's performance characteristics, including its maximum operating speed and its schedule.

This analysis was a *static* process in that it assumes that the conditions under which each train operates were the same from day to day, creating identical travel times each day. Because there were no variations in travel times, the trains were assumed to be operating under *ideal* conditions. In this ideal situation, all trains will operate as planned in that they will:

- Depart on schedule
- Maintain the maximum speed permitted on each segment of track after allowing for acceleration and deceleration
- Make all required stops with consistent dwell times
- Be subject only to expected delays
- Arrive at their destinations on schedule

Individual idealized stringlines were then applied based on the current corridor operations to model the train operations and develop the daily operating plan. This plan was the schedule for a single day of operation on the corridor. The extent to which an operating plan can be constructed depends a great deal on how reliably trains can be scheduled. For intercity Amtrak passenger trains, published timetables provided the arrival times onto the corridor. High priority intermodal freight trains had similar departure schedules, defined both by the cutoff time when the inbound highway equipment has to be processed through the terminal gate and by the actual train departure time. Lower priority freight trains, on the other hand, were not as time sensitive and subsequently could operate more irregularly with a scheduled departure *window* rather than a fixed departure *time*.

Given that this analysis was applied to corridors that generally have *excess* capacity, normal day-to-day variations in departure times and operations can be absorbed. As a result, the operating plan will reasonably balance the competition for the available capacity. This balance is achieved with some tolerance for schedule deviations (typically 5 to 10 minutes). For corridors running at or near capacity, planning becomes much more complex due to this uncertainty and thus requires, as noted above, a more detailed level of analysis, including a risk assessment.

6.10 Calculating Train Travel Time and Planned Delays

A train's idealized stringline shows the fastest possible travel times from origin to destination. Such idealized stringlines will not reflect train delays where meets take place. These delays were accounted for in the analysis with three types of delay – scheduled stops, slack and recovery time, and unplanned delays due to conflict resolution – added as necessary to achieve a more realistic model of the corridor's operations.

6.11 Calculating Unplanned Train Delays

Trains that meet with sufficient infrastructure can pass with no delay to either train (*e.g.*, two trains meeting on double track). However, when there is insufficient infrastructure to accommodate the traffic in both directions, one or more trains must incur some delay to allow another train to pass. Thus, the overall travel time for a train is dependent on the number of delays it encounters on the path to its destination. Whenever a train meets another train for which there is insufficient infrastructure to allow both trains to pass freely, the lower-priority train is subject to a delay. By measuring each of the components of delay for a given set of trains, train travel time and level of delay can be estimated.

Once the travel times for all of the trains operating along a given corridor were reproduced in the model, track infrastructure was reviewed to determine if there was sufficient track capacity to accommodate the traffic. This was done by analyzing train movements along the corridor and assessing time penalties when the review determined that sufficient capacity did not exist for train meets or overtakes. The time penalties were based on the delays that a train would incur in the event of a meet. For example, if a passenger and a low priority freight train meet on a segment of single track, and there is a siding nearby, the model assesses a time penalty on the freight train to approximate the length of time needed for the freight train to pull into the siding, wait for the passenger train to pass and then accelerate to track speed. The time penalty was used in all cases where the review determined that insufficient track capacity existed to accommodate trains as they met each other along the corridor.

These unplanned delays were the key measurements used for comparing train operations with and without the addition of MWRRS traffic on the corridor and the effects of the suggested infrastructure improvements.

6.12 Forecast and MWWRS Traffic

Traffic levels were forecast to the year 2010 using an annual growth rate of up to two percent per year for through freight traffic[2]. The base traffic year is 2000. Traffic growth was largely focused on through freight traffic with zero growth for intercity Amtrak passenger trains. The through freight traffic in many of the corridors in this analysis has multiple origins and destinations with trains on the same corridor running on different line segments. In these cases, the traffic growth was assumed constant for all groups of trains. In other words, the growth rate was applied equally to trains operating between Chicago and Kankakee and between Chicago and Champaign. Current state-supported Amtrak trains were not included in this analysis on the assumption that MWRRS trains will replace them.

[2] In the *Ideal Day* analyses, traffic was estimated based on a "peak" rather than average day assumption. *Typical Day* corridors and Chicago's CREATE rail plan generally assumed higher growth rates, for example 5% per year on UP's St. Louis to Kansas City line. In spite of this, it is not clear that the *Ideal Day* analysis understates traffic due to its use of a peak day as the starting point. 2% is the traffic growth rate assumption that was approved by the MWRRI Steering Committee at the time when the *Ideal Day* analysis was performed and represents a growth rate well above national freight traffic growth.

6.13 Infrastructure Improvements

In developing the types of infrastructure improvements to analyze, the best course of action is to keep trains moving wherever possible by avoiding situations where trains slow or stop for meets. By keeping trains moving during meets, fewer delays are incurred.

6.13.1 Types of Infrastructure Improvements

Improvements in alignments and local track geometry were not considered. The levels of infrastructure improvement considered in this analysis are listed below.

- Adding *passenger* sidings located primarily for passenger-to-passenger train meets. These sidings are ideally six miles long for a 79-mph area and 10 miles long for a 110-mph area. The length of the sidings allows for passenger train meets without stopping either train, with a total tolerance in the actual running time of about 5 minutes. In all cases, the sidings were assumed to have 60-mph premium turnouts on each end. Some sidings also have a pair of 30-mph crossovers in the middle to allow for 3-way train meets and overtakes. In many cases, these types of improvements can be achieved by simply extending existing sidings. While these sidings are primarily located for passenger train meets, their use is by no means limited or restricted to passenger train operations. The addition of crossovers in the middle of some of these sidings specifically adds additional flexibility for freight train operations.
- The addition of *freight* sidings for holding freight trains for meets. Typically, these sidings are 10,000 feet or 2 miles in length. On corridors such as Chicago to Quincy, these were used to stage trains into or out of potential choke points such as regions affected by commuter windows or outside major classification yards. On lower density routes such as the Omaha branch, these sidings provided room for freight traffic to clear the main for oncoming traffic or for overtaking priority traffic. The reasoning was that the additional cost of a longer siding is not justified on a low-density freight route.
- Extending sections of multiple tracks for increased capacity, particularly on both sides of single-track bottlenecks. These extensions not only create, in effect, longer sidings, but with the addition of 60-mph premium turnouts, they also allow all trains, including freight traffic, to accelerate and maintain that speed prior to hitting the bottleneck section. This helps minimize the time spent on the bottleneck by each train, increasing the capacity or number of trains that can use the line.
- Adding crossovers in bi-directional multiple-track territory. Additional crossovers allow for much greater flexibility in handling traffic on multiple-track territories. With the improvement of only one track to full MWRRS speed in multiple-track territory, the addition of crossovers was necessary to keep traffic fluid while minimizing delay. Unless otherwise noted, the speed limit on the additional crossovers is 45-mph.

6.13.2 Infrastructure Improvement Assumptions

Several assumptions were made with regard to the infrastructure improvements used in this analysis. First and foremost, no field inspections were conducted and it was assumed that all proposed improvements were feasible in the field. Important track and environmental constraints such as track curvature and the location of fixed structures such as bridges were considered in locating sidings. Because there were no field inspections, all the milepost locations given for various improvements must be considered approximate.

The second key assumption was that a train control system was in place on all of the corridors. This is a critical assumption because a train control system can significantly improve rail capacity by allowing trains to safely operate with reduced headways. However, it must be noted that several different train control products are being developed by several Class I railroads. The interoperability of these systems has not been developed or even contemplated. However, for purposes of this study it is assumed that the MWRRI system is equipped with a completely interoperable and seamless train control system. The train control system to be deployed is assumed to be RF communications based.[3]

The speed limit through turnouts was assumed to be a minimum specific speed. The reason speed limits were used rather than specifying turnout type or geometry was because the local conditions can play a significant role in determining what will and will not work at a particular location. As noted above, it was assumed that where a 60-mph turnout was specified, it would be feasible to install at this particular location. Turnouts with speed limits in excess of 60-mph would likely further improve operations and enhance capacity, but given their considerable space requirements, they were not considered based on the assumption that they may not be practical to install in all locations.

The remaining assumption was that all stations have two platforms in multiple track territories with no need to route the MWRRS passenger trains onto a specific track into the station.

Note that the speed limits used for MWRRS passenger trains were either 79-mph or 110-mph, as noted in the description of each corridor in their respective chapters below. These speed limits were all based on the business plan, as it existed in late 2001 and early 2002. Subsequent to completion of this analysis, some speed limits were reduced from 110-mph to 90-mph or even 79-mph. This change in planning assumptions has not been reflected in the results presented here, which summarize the findings as of early 2002, when the Ideal Day Analysis was completed.

6.14 Calculating Train Travel Time and Delay with Infrastructure Improvements

The meet-points and delays were re-analyzed after infrastructure upgrades were added on each corridor. In areas where new *passenger* sidings were installed, the new siding was found to eliminate all the delays associated with opposing train meets (including freight train meets), with the exception of three-train meets and overtaking situations. In the case of three-train meets, the delays on the second and third trains were maintained. Likewise, delays were kept in place in overtaking situations for the train being overtaken. Delays were also eliminated for train meets on multiple track unless there were meets with three trains or there were overtake situations, in which case the delays were handled as described above. In some cases, delays were reduced but not eliminated for freight train and passenger train meets on single track with siding and turnout improvements due to faster entry or exit speeds into and out of the sidings. Finally, minor

[3] Under FRA regulations, either a conventional cab-signaling system or a train control system deployment will be required to support passenger train speeds exceeding 79 MPH. While the NAJPTC territory in Illinois supports the implementation of moving block as an overlay to the existing signal system, development efforts are underway, but deployment in revenue service is several years in the future.

schedule adjustments were made to eliminate meets just outside of sidings or end terminals. The resulting reductions in delays were then applied to the total delay time to determine if the improvements were sufficient. Exhibit 6-18 summarizes the results of the analysis presented.

Exhibit 6-18
Ideal Day Delay Summary by Corridor

Corridor Analysis Summary - Year 2010				
Total Delays (in minutes)	***Base Forecast***	***MWRRS***	***MWRRS w/ improvements***	***% Change vs. Base***
Quincy	3,100	5,700	3,200	3.2%
Omaha	160	820	190	18.8%
Carbondale	3,260	4,580	3,340	2.5%
Cincinnati	660	1,360	620	-6.1%
Detroit	980	3,500	1,010	3.1%
Holland	60	240	80	33.3%
Port Huron	980	1,580	960	-2.0%
St. Louis	560	2,440	590	5.4%
Totals	**9,760**	**20,220**	**9,990**	**2.4%**

6.15 Milwaukee-Green Bay Corridor Assessment

In July 1999, WisDOT asked Transportation Economics & Management Systems, Inc. (TEMS) to assess the feasibility of providing 110-mph rather than 79-mph passenger train service on the Milwaukee-to-Green Bay route and to determine whether there will be sufficient capacity to accommodate the addition of passenger rail service as well as the anticipated growth in freight service. The initially proposed alignment connected Milwaukee and Green Bay via Duplainville through Brookfield, Allenton, Fond du Lac, Oshkosh and Appleton, and was referred to as the *Duplainville Route Option.*

The preliminary results of that analysis led to a second study request by WisDOT in January 2000 to evaluate an alternative alignment from Milwaukee to Green Bay via West Bend. Canadian Pacific Railway (CPR) had asked WisDOT to consider an alternative alignment that would redirect passenger trains away from CPR's mainline route. The second possible alignment connects Milwaukee and Green Bay via West Bend to Fond du Lac and is referred to as the *West Bend Route Option*. The route rejoins the WCL mainline at Fond du Lac and continues on the WCL's mainline to Neenah. From Neenah to Green Bay, the route uses the alignment of the FVWR. From Fond du Lac to Green Bay, the *Duplainville* and *West Bend* route options are identical.

TEMS conducted an *Ideal Day* analysis for the *Duplainville Route Option*. Because of the low volume of freight operations on the *West Bend Route Option,* a track capacity analysis of that segment of the route was not required. In the event the *West Bend Route Option* is selected, the improvements proposed between Duplainville and Fond du Lac would not be needed. Those funds would be invested in the parallel *West Bend* corridor instead.

As a first step in the track capacity analysis, TEMS staff conducted an operations inspection of the *Duplainville Route Option*. The operations inspection identified both the high volume of freight trains on the route and the number of industrial sidings at key locations along the route. The inspection revealed that Neenah is a critical crossroads for WCL's freight train movements from northern and western Wisconsin to Chicago and for the movement of CN freight trains from Canada through Superior and to Chicago.

The track capacity analysis conducted for this study identified train delays based on the number of train-meets derived from combining the assumed operating schedules of both passenger and freight trains. The location and amount of additional infrastructure that would be required to eliminate conflicts between passenger and freight trains were then estimated. The three types of train meets that would occur on a rail corridor that has both freight and passenger trains operating over it are *passenger-to-passenger, passenger-to-freight* and *freight-to-freight.*

As part of the track capacity analysis, TEMS considered mitigation results from both infrastructure and operating improvements. In terms of mitigation through operating changes, passenger train departure times were adjusted to minimize the impact on freight operations. For both the 79-mph and 110-mph passenger train options, operating schedules were adjusted so that *passenger-to-passenger* and *passenger-to-freight* train-meets occurred at a limited number of specific locations. This reduced the number of additional sidings required and limited the number of passenger-to-freight meets.

The analysis methodology used the operating schedules for both 79-mph and 110-mph passenger rail service and identified the number of *passenger-to-passenger* meets in each case. From this information, TEMS determined the total number and lengths of sidings needed to eliminate these meets and subsequent delays.

To estimate the *passenger-to-freight* meets, the analysis used the projected WCL freight schedules for 2020, which were then combined with the proposed passenger train schedules. The conflict analysis identified the additional infrastructure required to eliminate *passenger-to-freight* meets.

The analysis also identified that even without passenger train operations, additional infrastructure would be needed just to meet the needs of the route's growing freight traffic.

A basic assumption embedded in the MWRRI and therefore carried forward in this study is that the track and signaling system will be upgraded to FRA Class 4 track for 79-mph passenger rail operations and to FRA Class 6 for 110-mph operations. The 79-mph operations can use various forms of wayside signaling, but 110-mph operations must use an in-cab signaling system. For both cases, it was assumed that *passenger-to-passenger* meets will require 10-mile passing sidings to allow passenger trains to pass at speed. For both cases, it was also assumed that *passenger-to-freight* meets and *freight-to-freight* meets can be resolved by using 5-mile passing sidings and that the freight train taking the siding will stop to allow the other passenger or freight train to pass.

The results of the capacity analysis described above are presented in Exhibits 6-19 and 6-20. The results are shown as additional miles of sidings required to resolve the three types of train meets that can occur on a rail corridor that has both freight and passenger trains operating over it.

Exhibit 6-19
Total Miles of Sidings Required to Mitigate Train Conflicts for Duplainville Route Option

Types of Train Conflicts Mitigated	Passenger Train Operating Scenario	
	79-mph 5 Round-trips Daily	110-mph 7 Round-trips Daily
Passenger-to-passenger	20	40
Passenger-to-freight	26	21
Total	**46**	**61**

Exhibit 6-20
Freight-to-Freight Capacity Needs

Type of Passenger Rail Service	Miles of Siding Needed
None	26
79-mph	15
110-mph	10

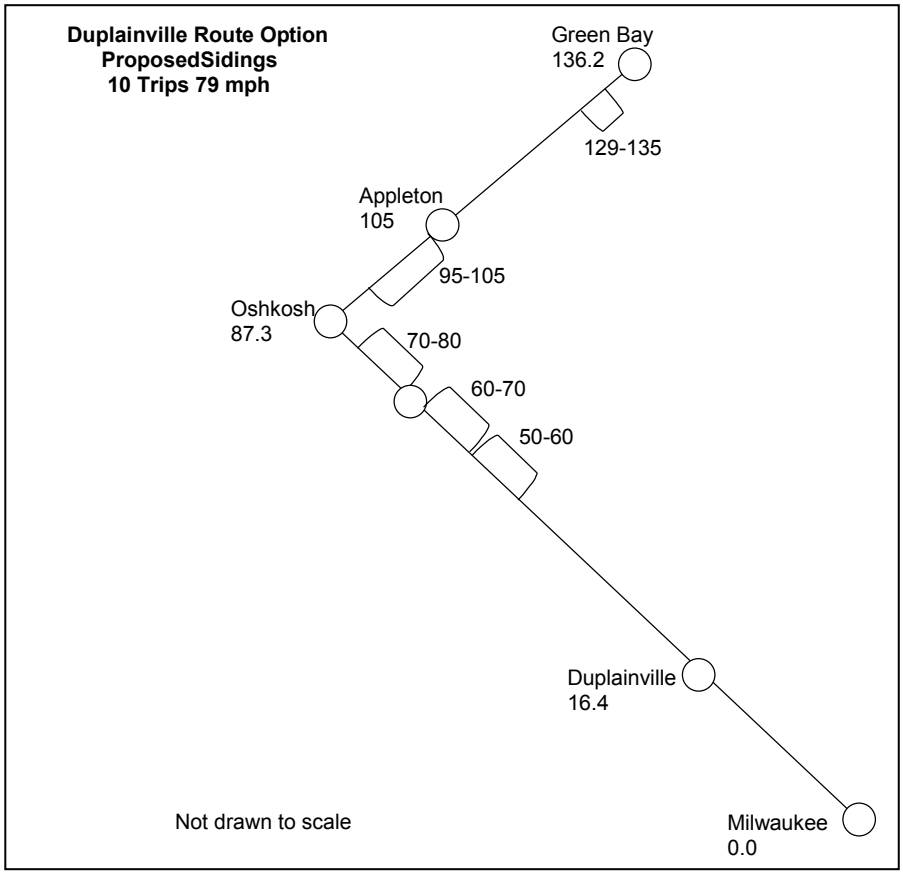
As shown in Exhibit 6-20, in the absence of the implementation of passenger rail service in the Duplainville corridor, WCL would need to build 26 miles of sidings in order to accommodate the projected growth of its own freight train traffic. However, implementing passenger rail service would add infrastructure that would reduce these *freight-to-freight* siding requirements. The 26 miles of siding that the WCL is projected to need would be reduced to 15 miles under the 79-mph passenger rail option and to 10 miles under the 110-mph option because of the mitigation of *passenger-to-passenger* and *passenger-to-freight* train conflicts. The addition of these extra sidings would increase the amount of track capacity available for freight train traffic at the times when passenger rail does not operate, providing the WCL with increased operational flexibility. Thus, the infrastructure improvements required for passenger rail service would provide additional capacity that the WCL could use for its freight train operations and thereby reduce the amount of additional track capacity required by the WCL to meet its projected growth in freight train operations.

As also shown in Exhibit 6-19, the addition of 79-mph passenger train service on the Duplainville Route would require the construction of 46 miles of new sidings to eliminate the train meets caused by the passenger rail service. Exhibit 6-21 shows the location and length of each siding. Exhibit 6-22 provides a schematic representation of the proposed siding locations.

Exhibit 6-21
Location of Proposed Sidings to Mitigate Train Conflicts for Duplainville Route Option for 79-mph Passenger Train Speed Option

Type of Train Meet	Begin @ Milepost	End @ Milepost	Length of Siding (Miles)
Passenger-to-passenger	50	60	10
Passenger-to-passenger	95	105	10
Passenger-to-freight	60	70	10
Passenger-to-freight	70	80	10
Passenger-to-freight	129	135	6
Total Miles of Sidings			**46**

Exhibit 6-22
Schematic Representation of Proposed Sidings to Mitigate Train Meets on the Duplainville Route Caused by 79-mph Passenger Train Service



As shown in Exhibit 6-19, the addition of 110-mph passenger train service on the Duplainville Route would require the construction of 61 miles of new sidings to eliminate the train meets caused by the passenger rail service. The location and length of each siding is presented in Exhibit 6-23.

Exhibit 6-23
Location and Length of Proposed Sidings to Mitigate Train Meets on the Duplainville Route Caused by 110-mph Passenger Train Service

Type of Train Meet	Begin @ Milepost	End @ Milepost	Length of Siding (Miles)
Passenger-to-passenger	25	35	10
Passenger-to-passenger	45	55	10
Passenger-to-passenger	60	70	10
Passenger-to-passenger	90	100	10
Passenger-to-freight	16	21	5
Passenger-to freight	37	42	5
Passenger-to-passenger	75	80	5
Passenger-to-freight	129	135	6
Total Miles of Sidings			**61**

Exhibit 6-24 shows that seven new passing sidings are proposed between Duplainville and Appleton. Because these proposed sidings are so numerous and close to each other, the construction of a dedicated[4] passenger track from Duplainville to Appleton was assumed for purposes of this feasibility study. The dedicated passenger track would begin approximately at WCL's Chicago Subdivision Milepost 102.3 and end at Fox River Subdivision 213, a subdivision distance of 90 miles. The proposed dedicated passenger track allows the WCL to maintain its current freight train communications and control system between Duplainville and Appleton.

Exhibit 6-25 schematically depicts the location of the dedicated passenger track recommended for passenger trains operating at speeds up to 110-mph on the Duplainville Route between Duplainville and Green Bay. A dedicated passenger track was not proposed for the Appleton to Green Bay segment of this route. In this segment, passenger train speeds would be limited to 79-mph. However, a 6-mile passing siding would be required to accommodate passenger-to-freight train meets.

The capacity analysis for the Duplainville Route Option shows that significant additional track capacity is required for both the 79-mph and the 110-mph passenger train speed alternatives. In the case of the 79-mph option, 46 miles of new siding will be required to mitigate forecast train-meets caused by the introduction of passenger rail service. For the 110-mph option, 61 miles of new passing sidings would be required to mitigate forecast train meets caused by the introduction of passenger rail service. Because the proposed passing sidings are so numerous and close

[4]It was assumed that freight trains would be able to make use of this track for passing purposes.

together between Duplainville and Appleton, the construction of a new 90-mile track dedicated to passenger rail is a more effective solution.

For the section of track between Appleton and Green Bay, both the 79-mph and 110-mph passenger train speed options will require a 6-mile siding immediately south of Green Bay to accommodate freight train movements on the industrial spurs in the area.

Finally, with respect to freight operations on the Duplainville route option, WCL will need to build additional sidings to accommodate projected growth in freight train traffic. By accommodating passenger rail service, WCL's need for additional sidings is reduced from 26 miles to 15 miles, if the passenger trains operate at speeds up to 79-mph and to only 10 miles if the passenger trains operate at speeds up to 110-mph.

Exhibit 6-24
Schematic Representation of Proposed Sidings to Mitigate Train Meets on the Duplainville Route Caused by 110-mph Passenger Train Service

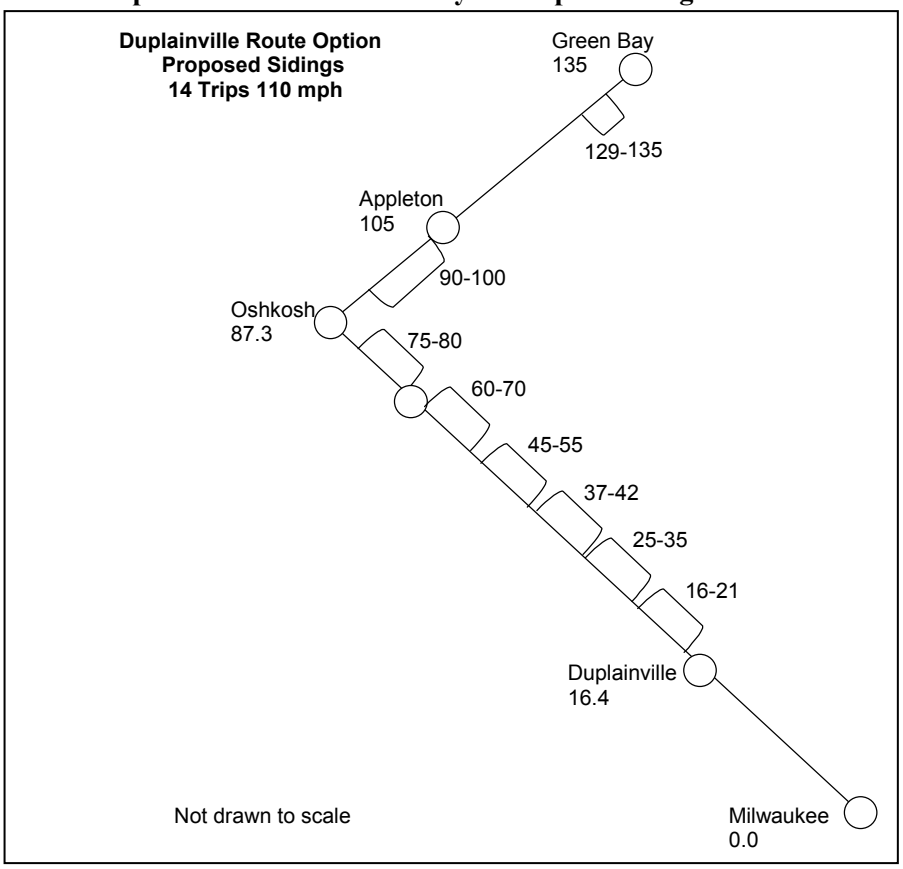
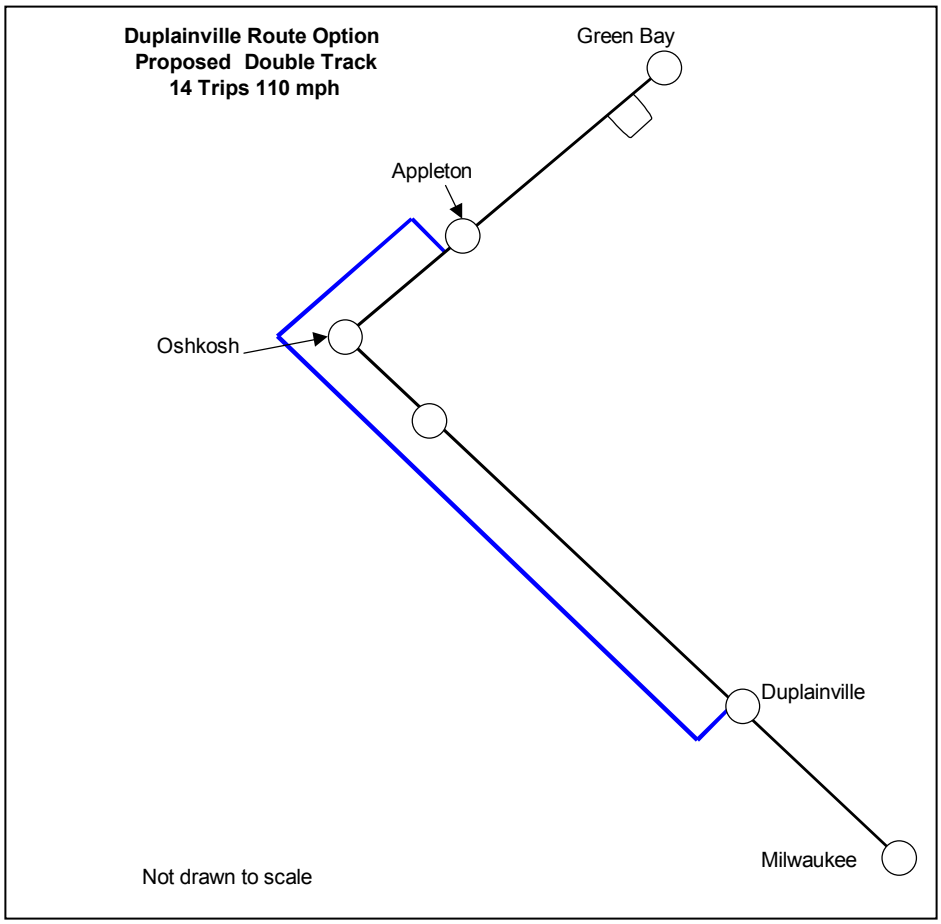


Exhibit 6-25
Schematic Representation of Proposed Double Track for the Duplainville Route to Accommodate 110-mph Passenger Train Service



6.16 Chicago-Quincy Corridor Assessment

From Chicago Union Station, this route traverses three BNSF Subdivisions. From east to west, they are the Chicago, Mendota and Brookfield Subdivisions. The Chicago Subdivision has two to four tracks, with multiple crossovers typically every two to four miles, and two major terminals: Cicero Intermodal yard and Eola classification yard. Mendota Subdivision is double-track with crossovers typically every 11 to 12 miles; the Galesburg classification yard is at its west end. Brookfield is single-track with nine passing sidings that are longer on the east end to allow for holding trains awaiting access to Galesburg yard. Siding spacing is from six to 12 miles, averaging nine miles apart.

The current traffic control system in use on all three of these Subdivisions is Centralized Traffic Control (CTC) and current freight speed limits are 50-mph between Chicago and Aurora and then 60-mph between Aurora and Quincy, except for loaded coal trains, which are limited to 50-mph and empty coal trains that are limited to 55-mph.

Chicago region traffic currently originates in Eola and Cicero and will originate in Joliet Arsenal, possibly joining this route in either Eola (off the EJ&E) or Galesburg (off the Chillicothe Subdivision). Traffic density is highest in the Chicago region, with 150 train movements a day up to Aurora. Aurora is both the terminus of Metra commuter trains and where Twin Cities and Pacific Northwest traffic split off, including most of the intermodal traffic from Cicero. The line from Aurora to Galesburg has 20 trains per day, including Powder River Basin coal traffic, Amtrak's *Illinois Zephyr* and two long distance trains – the *California Zephyr* and *Southwest Chief* – which split off at Galesburg. Between Galesburg and Quincy, 12 trains per day operate, including the *Illinois Zephyr* to Galesburg. This corridor was modeled with 27 freight trains (total includes both eastbound and westbound trains) per day between Eola and Galesburg and 21 freights between Quincy and Galesburg.

The Chicago-Quincy Ideal Day analysis assumed that MWRRS traffic operates at 110-mph, with four roundtrips daily between Chicago Union Station and Quincy and five daily round trips on the Omaha branch that splits off this line at Wyanet, IL. MWRRS trains operate intermixed with freight traffic along the full length of the corridor. In multiple-track territory, only one track will be upgraded to 110-mph. *Subsequent to completion of this study, the planning speed was reduced from 110-mph to 90-mph from Chicago to Quincy.* However since the capacity needs were based on a passenger design-speed of 110-mph, they are conservative from a freight perspective.

Chicago-Quincy is, in general, a high capacity, well-engineered route with a long and ongoing history of handling passenger and other priority traffic. There is also a long history of moving trains on a multiple bi-directional railroad. In addition, this route is operated by a single railroad, which significantly increases the likelihood of smooth operations. As noted, commuter windows are a concern for some trains, but in general, the proposed MWRRS schedule has many trains operating outside the windows and avoiding the resulting delays. Cicero Yard is a very important terminal on this route. Since it has been redeveloped recently, it will continue to play a major role in years to come even as new terminals such as Joliet Arsenal develop. The intermodal train departures typically create local fleeting problems, especially in the early evening with multiple westbound trains having similar cutoff and departure times. While this is a concern in the Chicago region, the majority of this traffic moves off the corridor at Aurora bound for Pacific Northwest and Twin Cities destinations.

Base level (2010) delays were calculated at 3,100 minutes for the corridor. The addition of the MWRRS brought the total delay to 5,700 minutes, an 84 percent increase over the forecast base.

The increase in delays with the addition of the MWRRS passenger traffic was attributable to the following:

- Passenger Traffic: Heavy commuter traffic from Aurora to Chicago Union Station (CUS), including express trains operating on the middle main.
- Freight Traffic: the limited hours of freight operation in the commuter district (commuter windows) and the resulting congestion west of Eola. The commuter windows typically created situations where the freight trains bunch up as these trains attempt to make it through the window. Eastbound passenger trains that operated when the window was closed can overtake significant traffic, especially eastbound freight trains waiting just

west of Eola for the window to open. The MWRRS passenger trains typically encountered these trains east of Galesburg, particularly around Mendota.

- Galesburg Yard: The yard leads at the north end of Galesburg yard are short, forcing yard jobs to pull out onto the main when switching the leads.
- Brookfield Subdivision: The sidings west of Galesburg on the Brookfield Subdivision are restrictive. The sidings near Galesburg were lengthened to hold trains awaiting room in Galesburg yard while the sidings to the west are generally short, some far too short, for long coal trains.

Potential Mitigation Options (all mileposts are from CUS and are the same as local railroad mileposts):

- Passenger Traffic: the Chicago area was included in this study
- Freight Traffic: Fleeting trains will have a particular impact on the Mendota Subdivision between Aurora and Galesburg. To accommodate this, add a 10-mile passenger siding plus two pairs of 45-mph crossovers between the original two mains between milepost (mp) 82 and 92 for multiple meets and overtakes between passengers and freights. For additional flexibility on this section of double track, add 45-mph double crossovers at mp 66 and mp 105 and a second set of 30-mph crossovers at mp 80 and mp 129. In addition, add a two-mile long freight siding around mp 62-63 mainly for holding eastbound traffic waiting to get into Eola.
- Galesburg Yard: To keep Galesburg yard jobs off the main, extend the yard lead east past the station for approximately ½ to 1 mile.
- Brookfield Subdivision: Extend the Abingdon siding (mp 173) west by about 2.4 miles and add a pair of 30-mph crossovers in the middle (near current west turnout). This would allow for westbound freights to depart and hold clear of Galesburg while simultaneously allowing eastbound trains to wait for clearance into Galesburg with room for a passenger train to pass both. Extend the Colchester siding (mp 210) to 10 miles long, east to mp 207 and west to mp 217, for passenger-to-passenger meets. Include a pair of 45-mph crossovers in the middle at the current west turnout for additional flexibility.

The total level of infrastructure improvement is as follows (not including Chicago Union Station to Eola):

- Capacity improvements addressing passenger needs: 18 miles of new trackage, plus four premium turnouts (60-mph) for new *passenger* sidings and sixteen 45-mph turnouts for higher-speed crossovers
- Capacity improvements addressing freight needs: three miles of new trackage, plus 12 turnouts (30-mph) for use in *freight* sidings and lower-speed crossovers

The results of this analysis show that these improvements should be sufficient to accommodate the MWRRS trains operating over some or all of this route (including the Omaha branch trains). Overall, delays with improvements were 3.2 percent above the total delays experienced in the forecast base case scenario.

Freight train delays were virtually unchanged from the pre-MWRRS conditions, with a one percent increase over existing delays, well within the margin of error in this analysis.

All passenger trains, including the 18 MWRRS trains, using this corridor ended with, on average, about three additional minutes in delay with all of the improvements in place, well within the planned recovery time. Average delays for freight trains increased by less than a minute.

Exhibit 6-26 shows that all passenger trains, including the 18 MWRRS trains, using this corridor ended with, on average, about three additional minutes in delay with all of the improvements in place, well within the planned recovery time. Average delays for freight trains increased by less than a minute.

Exhibit 6-26
Additional Average Delays per Train, Chicago-Quincy Corridor
(With Infrastructure Improvements)

	# Trains Modeled	***Additional Delays***
Passenger	22	3.2 Minutes
Freight	48	0.6 Minutes
Total	70	1.4 Minutes

6.17 Wyanet-Omaha Corridor Assessment

The Omaha branch diverges from the Chicago-Quincy line at Wyanet, IL. From there to Omaha, NE, trains operate over the Iowa Interstate Railroad. On-line yards exist in Des Moines, Iowa City and the Quad Cities area, mainly for local traffic. The entire route is single-track, with 25 passing sidings. The sidings tend to be relatively short, typically 4,000 to 6,000 feet in length. Siding spacing is in the order of eight to 18 miles on the eastern two-thirds of the route and higher (up to 28 miles apart) on the west end. The current traffic control system on the entire route is Track Warrant Control (TWC). Current freight speed limits are 40-mph.

Current freight traffic is light with a mix of local, mainly agricultural carload freight and through traffic, including intermodal. Omaha freight traffic generally terminates offline in the Union Pacific yard in Council Bluffs. No passenger service currently exists on this route. This corridor was modeled with three through freights each way per day along the full length of the route.

MWRRS traffic operates at 79-mph on this corridor co-mingled with freight traffic along the full length of the corridor. There are four roundtrips daily between Chicago Union Station and Omaha and one daily round trip between Chicago and Des Moines.

Two other factors to consider on this route are that this corridor is a relatively low volume freight route, and operation over the entire route is on one railroad, simplifying traffic control and dispatching.

Base level delays for the corridor were calculated at 160 minutes in the year 2010. The addition of the MWRRS brought the total delay to 820 minutes, a 412 percent increase over the forecast base.

The increase in delays with the addition of the MWRRS passenger traffic was attributable to the following:

- Passenger Sidings: The line is long (365 miles) without infrastructure necessary for train meets. There is currently no way for passenger trains to meet without incurring significant delays.
- Freight Sidings: Many of the sidings are short with only hand-thrown turnouts.
- Omaha Terminal: Potential congestion problems exist in the Omaha terminal area, particularly if freight traffic volumes increase subsequent to MWRRS track upgrades.

Potential Mitigation Options (Iowa Interstate Railroad mileposts/corridor mileposts from CUS):

- Passenger Sidings: Passenger-to-passenger sidings need to be built by extending existing freight sidings to 6 miles in length (5 for Durant) at Atkinson (mp 151/135), Durant (mp 203/188), Marengo (mp 267/251), Ascalon (mp 297/281) and Earlham (mp 387/372). In all cases, add 60-mph turnouts and switch machines. In addition, extend the siding at Rock Island (mp 181/165) through the station area and add 45-mph powered turnouts.
- Freight Sidings: Add switch machines and upgrade turnouts and sidings for freights at Atlantic (mp 440/424). Extend Colfax (mp 334/319) and Casey (mp 410/394) sidings to 2 miles in length for freight meets.
- Omaha Terminal: The Omaha terminal issues are not addressed in this study but need to be further addressed. A preliminary analysis shows that the addition of a 1-mile long freight siding around mp 484/464 will provide the ability to stage traffic into and out of Council Bluffs.

The total level of infrastructure improvement is as follows:

- Capacity improvements addressing passenger needs: 28 miles of new trackage, ten 60-mph premium turnouts and two 45-mph turnouts for new sidings.
- Capacity improvements addressing freight needs: 3 miles of new trackage, plus eight turnouts (30-mph) for use in *freight* sidings and lower-speed crossovers. The results of the analysis show that the improvements will cut delays from an unimproved MWRRS by almost 96 percent, but they were not reduced completely to within the margin of error of the forecast base level. This is due to the long length of the corridor and the insufficient number of sidings.

The freight trains that are projected to be in operation on this corridor actually see a reduction in total delays of around 30 percent on the corridor with infrastructure improvements (see Exhibit 6-27).

Exhibit 6-27
Omaha Branch Additional Average Delays per Train
(With Infrastructure Improvements)

	# Trains Modeled	*Additional Delays*
Passenger	10	8.0 Minutes
Freight	6	-8.3 Minutes
Total	16	1.9 Minutes

The 10 MWRRS passenger trains on this corridor ended with, on average, eight additional minutes in delay with all of the improvements in place. This total was in addition to the three minutes of average delay gained on the Wyanet to Chicago segment of the line. On average, the six modeled freight trains lost over eight minutes in delays.

6.18 Chicago-Carbondale Corridor Assessment

This study assessed the planned future MWRRI route, not the current Amtrak route that uses the St. Charles Air Line. From Chicago Union Station, this route first operates over Amtrak trackage to 21st Street, interlocking then on the Norfolk Southern Chicago Line to *Grand Crossing*, where the line crosses over Canadian National track on the south side of Chicago. There are two major intermodal terminals on the NS – 55th Street and Park Manor.

The connection to the CN line at Grand Crossing would be new. From this new connection, the route follows the CN all the way to Carbondale, operating over three districts. From the north, the route is on the Chicago, Champaign and Centralia districts. The Chicago District is four tracks on the first 14 miles on the north end, narrowing to three tracks for 3.5 miles, double-track for the next five miles and then single-track with seven passing sidings (including six miles of double track in Gilman, IL). The sidings are typically about two miles in length and spaced eight to 10 miles apart.

There are major freight and intermodal yards in the Homewood/Harvey area. The Champaign District is mainly single-track with nine passing sidings that are typically two to three miles long and spaced every nine to 12 miles (spacing increases to 14 and 19 miles for the last two sidings north of Centralia). There are six miles of double-track through Centralia. The only terminal of any significance on this district is a freight yard in Champaign. The Centralia District is single track south of Centralia, with three passing sidings going into Carbondale. The sidings range in length from 4,000 feet to 4-½ miles and are spaced from six to 15 miles apart. The last five miles into Carbondale are double-tracked. The current traffic control system throughout this route is CTC, with the exception of some diamonds that are locally controlled. Current freight train speed limit is 60-mph.

Much of the current freight traffic on this route originates in the Chicago area, though recently there has been a significant change to more through traffic from Canada with the acquisition of Wisconsin Central by Canadian National. A fair amount of traffic enters the line at crossings in central Illinois. Traffic also leaves the route at various local yards or at junctions. Consequently, traffic density varies along the route. Each day there are 35 freight trains from the Chicago area to Kankakee, 30 trains between Kankakee and Gillman, 24 freights between Gillman and Champaign, 18 freights between Champaign and Effingham, and 26 freights between Effingham

and Carbondale. Freight train traffic includes intermodal trains originating in Harvey. In addition, Amtrak currently operates two trains per day on this route, the *Illini* to Carbondale and the long distance *City of New Orleans* running the length of this corridor on its way to New Orleans.

Freight traffic was modeled as follows: 39 freights between Chicago and Kankakee, 33 between Kankakee and Gilman, 28 between Gillman and Champaign, 20 between Champaign and Effingham and 30 from Effingham to Carbondale.

In this analysis, MWRRS traffic was assumed to operate at 110-mph, with two roundtrips daily between Chicago Union Station and Carbondale, plus three round trips per day between Chicago and Champaign. MWRRS trains operate intermixed with freight traffic. In multiple track territory, only one track will be upgraded to 110-mph. *Subsequent to completion of this study, the planning speed was reduced from 110-mph to 90-mph from Chicago to Carbondale.* However since the capacity needs were based on a passenger design-speed of 110-mph, they are conservative from a freight perspective.

The Chicago-Carbondale route is, in general, a highly efficient corridor with current passenger service on the route. Outside of Chicago, this route is also on a single railroad that already has scheduled freight operations (unlike most other freight operations), which significantly increases the likelihood of smooth operations. As noted below, commuter congestion in the Chicago area is a concern, but in general, the Metra and South Shore commuter trains operate on dedicated trackage from University Park to Chicago (the South Shore trains operate only as far as Kensington).

At-grade railroad crossings are a definite concern. This route has multiple at-grade mainline railroad crossings (at Kensington, Kankakee, Tolono, Tuscola, Effingham, Odin, Ashley and Tamaroa). Cross traffic can be heavy in places, placing restrictions and even operating windows for traffic on the CN. Kensington Junction in particular sees a significant number of train movements with crossing South Shore commuter traffic. The management of crossing slots where used will be key for consistent operation. Contingency slots will need to be built into critical junctions as necessary.

Base level delays were calculated at 3,260 minutes for the corridor. The addition of the MWRRS brought the total delay to 4,580 minutes, a 40 percent increase over the forecast base.

The increase in delays with the addition of the MWRRS passenger traffic was attributable to the following:

- Sidings: The route was single-tracked south of the commuter district when Illinois Central (IC) operated it. Siding lengths were designed primarily with freight traffic in mind, and as a result, siding lengths are typically inadequate for unobstructed MWRRS passenger service.
- CN Operations: After Canadian National merged with IC, this line became a key route in the new, integrated system. Recent projects have seen intermodal terminal upgrades at Harvey and improved connections with CN lines into Michigan and Canada. These improvements have resulted in a growth in freight traffic with more likely to follow.

Potential Mitigation Options (all mileposts are from CUS and are the same as local railroad mileposts):

- Sidings: The majority of passenger meets occur in multiple track territory. Consequently, only a few freight sidings need to be upgraded. For passenger-to-passenger meets, extend the Kankakee siding (mp 54) south into the station area connecting to Otto siding (two miles total). In addition, install a pair of crossovers north of the NS Streator line crossing. This will enable meets and overtakes during station stops. Extend Ashkum siding (mp 72) eight miles south to the Gillman double-track. Add a pair of crossovers around mp 75, primarily for passenger-to-passenger passing. In addition, extend the Paxton siding (mp 100) by three miles and add premium turnouts.
- CN Operations: The additional sidings noted above should allow for the expected freight traffic growth. The intermodal trains departing Chicago are fleeted to a degree, but not to the extent of other corridors, as travel times to certain cities (like New Orleans) generally allow for later cutoff times.

The total level of infrastructure improvement is as follows:

- Capacity improvements addressing passenger needs: 13 miles of new trackage, plus six premium turnouts (60-mph) for new sidings and four 45-mph turnouts for higher-speed crossovers.
- Capacity improvements addressing freight needs: four 30-mph turnouts for lower-speed crossovers.

In addition to the above changes to the infrastructure, MWRRS train number 400 from Carbondale-Chicago was moved back by 10 minutes for improved meets. The departure time from Carbondale changed to 6:38 a.m. with arrival at 10:50 a.m. at CUS.

The results of this analysis show that these improvements should be sufficient to accommodate the MWRRS trains operating over this route. Overall, delays with improvements were 2.5 percent above total delays experienced in the forecast base case scenario. Freight train delays were virtually unchanged from the pre-MWRRS conditions, coming in at less than 1 percent of existing delays, lower than the margin of error in this analysis.

As indicated by Exhibit 6-28, all passenger trains using this corridor, including the 10 MWRRS trains, ended with, on average, five additional minutes in delay with all of the improvements in place, which was within the planned recovery time. Freight train delays were essentially unchanged from the base forecast level.

Exhibit 6-28
Additional Average Delays per Train, Chicago-Carbondale Corridor
(With Infrastructure Improvements)

	# Trains Modeled	*Additional Delays*
Passenger	12	5.0 Minutes
Freight	150	0.1 Minutes
Total	162	0.5 Minutes

6.19 Chicago-Cincinnati Corridor Assessment

This route is one of the most complicated of the eight routes examined in this report. Initially, it was proposed that MWRRS trains would operate on Amtrak trackage to 21st Street, followed by the NS Chicago Line, the *South-of-the-Lake* improvement, CSX Garrett Subdivision, the Alida connection, CSX Medaryville Spur, CSX Monon Subdivision, CSX Lafayette Subdivision, CSX Crawfordsville Branch, CSX St. Louis Line, CSX Shelbyville Secondary and the Central Railroad of Indiana (CIND) for the final run from Shelbyville, IN, to Cincinnati, OH.

Subsequent to completion of this analysis, the routing from Chicago was changed. Instead of using the busy CSX Garrett Subdivision from Gary, IN to Alida, IN a distance of about 25 miles, the former PRR Fort Wayne line to Wanatah was proposed. In this option trains would turn south at Wanatah, which is just 6 miles south of Alida, onto their originally planned route towards Medaryville and Indianapolis. The advantage of using the Fort Wayne line is that it not only avoids the busy CSX Garrett Subdivision, but is also the route for the Chicago-Fort Wayne-Toledo-Cleveland MWRRI trains, so some capital and maintenance costs can be shared.

While this analysis of the northernmost part of the route from Chicago to Alida no longer reflects current planning assumptions, the vast majority of the analysis is still relevant to the MWRRS capital plan south of Wanatah. Funding limitations have not permitted the previous study to be updated. This section summarizes capacity planning work as it was originally completed in 2002, however to reduce possible confusion, references to the CSX Garrett Subdivision (that will no longer be used) and Alida improvements have been removed to footnotes.

The Chicago Line and the St. Louis Line are all double-track with multiple crossovers and CTC traffic control. The South of the Lake improvement is assumed double-track throughout. The remaining lines are single-track in general, with relatively few passing sidings.

There are no passing sidings on the Medaryville Spur. The CSX Monon, Lafayette and Crawfordsville lines combined have five passing sidings plus a stretch of double-track through Lafayette yard, which is used primarily as a yard lead. There are intermodal yards at 55th Street and Park Manor on the NS Chicago Line, and there is a freight yard on the CSX in Lafayette. The Medaryville spur is unsignaled and operates as a single block for its entire length.

Direct Traffic Control (DTC) is used on the Monon and Lafayette subs, while Form D Control System (DCS) traffic control is used on the Crawfordsville branch and Shelbyville secondary. Current freight train speed limits are 70-mph for the Garrett Subdivision; 60-mph for the Monon and Lafayette Subdivisions, the Crawfordsville branch and the St. Louis Line; 40-mph on the Shelbyville Secondary; and 25-mph on the Central Railroad of Indiana extending from Shelbyville to Cincinnati.

Traffic on this line is almost as varied as the route. The line from Wanatah south to Monon sees at most one local train a day between Monon and Medaryville. Between Monon and Crawfordsville, CSX operates up to 10 trains per day. There are also three to four freight trains a day operating between Lafayette and Indianapolis. South of Indianapolis, traffic thins to four

freight trains per day to Shelbyville and approximately two per day between Shelbyville and Cincinnati on the CIND. Amtrak's *Cardinal*, operates between Monon and Indianapolis.

Train operations on this corridor were modeled as follows: 12 freight trains per day between Monon and Crawfordsville, five freight trains per day between Lafayette and Indianapolis, seven trains per day between Indianapolis and Shelbyville and five trains between Shelbyville and Cincinnati[5]. Traffic on the St. Louis Line was not modeled due to the very short length in which MWRRS trains will operate on this route.

MWRRS traffic operates at 110-mph, with five round trips daily between Chicago Union Station and Indianapolis, plus one round trip per day between Chicago and Indianapolis and one round trip per day between Indianapolis and Cincinnati. Both tracks on the *South-of-the-Lake* improvement were assumed to be 110-mph. MWRRS trains are co-mingled with freight traffic along most of this route except on the South of the Lake line and from Wanatah to Medaryville.

This is a complicated route operating over multiple railroads and divisions, making centralized passenger train control a key to success on this corridor. Ensuring that every railroad and division know when to expect MWRRS trains will be critical to minimizing the delays when transitioning from one line to another. The main strength of this corridor is that the majority of the route is on low freight volume or dedicated passenger trackage, which should help to minimize delays.

The base level delays were calculated at 660 minutes for the corridor. The addition of the MWRRS brought the total delay to 1,360 minutes, a 106 percent increase over the forecast base.

The increase in delays with the addition of the MWRRS passenger traffic was attributable to the following[6]:

- Northern Sidings: Going south from Alida, there are only 2 short sidings until Lafayette, and those are between Monon and Lafayette. The lack of passing points on the north end of this route can seriously hamper consistent operations.
- Lafayette: Once in the Lafayette area, there can be significant freight train congestion around the yard and station. CSX often fleets freight trains, especially northbound trains, which results in trains blocking the main while waiting for access to the yard.
- Central Sidings: There are no sidings between Crawfordsville (Ames) and Indianapolis (33 miles).
- Indianapolis: The CSX St. Louis Line is another high volume route with potential congestion in Indianapolis.
- Southern Sidings: There are no sidings from Indianapolis to Shelbyville and only a few short sidings known to exist on the line south to Cincinnati.

[5] 57 trains per day were modeled on the Garrett Subdivision

[6] CSX Traffic: The CSX Garrett Subdivision was double-tracked subsequent to the Conrail acquisition to handle expected major traffic increases. Traffic has increased significantly on the line, resulting in a greater potential for delays, especially because the passenger routes on both sides are single-track lines without passing sidings.

Potential Mitigation Options[7] (local railroad mileposts/corridor mileposts from CUS):

- Northern Sidings: Extend the Brookston siding (mp 105/114) north through Chalmers and into Reynolds (mp 97/104), creating 10-mile long siding primarily for passenger-to-passenger meets. Include 60-mph turnouts on each end plus two sets of single 45-mph crossovers at Brookston and Reynolds for local freights and multiple meets. Add a two-mile long freight siding roughly halfway between Monon and Alida, as both extra insurance for passenger meets and for local freight traffic meets.
- Lafayette: Extend the double track north of Lafayette yard (mp 117/125) by approximately 2 miles to just south of the Wabash River Bridge to provide for additional freight staging room clear of the mainline. Upgrade the siding south of Lafayette at mp 122/130, adding 45-mph turnouts and switch machines to provide both staging room south of Lafayette yard and the ability to pass passenger trains if necessary. Extend the Linden siding (mp 137/146) to five miles long, with a pair of crossovers in the middle to allow for both passenger-to-passenger meets, freight train meets and overtakes.
- Central Sidings: Add a four-mile long siding at Jamestown at mp 31/173.
- Indianapolis: No change is needed on this line as well due to the minimal distance running on the St. Louis line (including station stop at Indianapolis). The line already has multiple crossovers for flexibility.
- Southern Sidings: Extend the Shelbyville siding (mp 82/232) to about 9.5 miles in length (three miles north and two miles south) to allow for passenger-to-passenger meets. Include a pair of freight crossovers in the middle to turn CSX and Central of Indiana freight trains. In addition, improve the existing siding at mp 64/250 with new powered turnouts (45-mph). Add a two-mile freight siding around mp 30/285 to provide the ability to stage traffic into and out of Cincinnati.

The total level of infrastructure improvement is as follows:

- Capacity improvements addressing passenger needs: 21 miles of new trackage, plus eight premium turnouts (60-mph) for new sidings and 16 higher speed turnouts (45-mph) for crossovers and one passing siding
- Capacity improvements addressing freight needs: seven miles of new trackage, plus seven turnouts (30-mph) for use in *freight* sidings and lower-speed crossovers

The results of the analysis show that these improvements should be sufficient to accommodate the 14 daily MWRRS trains operating over this route with additional room for even more growth. Overall, delays with improvements were 6.1 percent less than the total delays experienced in the forecast base case scenario. Freight train delays were nine percent less than the pre-MWRRS conditions.

Exhibit 6-29 shows that all of the passenger trains on this corridor, including the 14 MWRRS passenger trains using this corridor, ended with, on average, less than two additional minutes of delay with all the improvements in place, well within the planned recovery time. Freight train delays were, on average, slightly less than the base forecast.

[7] CSX Traffic: To increase flexibility on the Garrett Subdivision, 45-mph crossovers were also added at Alida mp 221/52.3 to allow for passenger trains to operate on either track.

Exhibit 6-29
Additional Average Delays per Train, Chicago-Cincinnati Corridor
(With Infrastructure Improvements)

	# Trains Modeled	*Additional Delays*
Passenger	12	1.7 Minutes
Freight	86	-0.7 Minutes
Total	98	-0.4 Minutes

6.20 Chicago-Pontiac via Detroit

While not quite as complicated as the Chicago-Cincinnati route, the Chicago-Detroit corridor comes close. Leaving Chicago Union Station, the route follows Amtrak to 21st Street, the NS Chicago Line to Porter, Amtrak's Michigan Line to Kalamazoo, the NS Michigan Line to just outside Detroit (with a short stretch in Battle Creek on the CN South Bend Subdivision), followed by a trip on the Conrail Shared Assets Michigan Line and then their North Yard Branch, with the final leg into Pontiac on the CN Holly Subdivision.

The NS Chicago Line, the CN line in Battle Creek and the Conrail and NS lines in the Detroit region are all double-track with crossovers. Crossovers are situated every two to three miles near Chicago to every four to seven miles near Porter on the Chicago Line. Furthermore, the Detroit region has multiple crossovers. The remaining route is single-track with passing sidings.

The Amtrak line has eight sidings roughly 10 to 12 miles apart. While the line between Battle Creek and Kalamazoo is double-track on both ends, there are no sidings on the 16 miles of single track in between. East of Battle Creek has five sidings between three to 17 miles apart. There are intermodal yards on the NS Chicago Line at 55th Street and Park Manor and Livernois freight yard in Detroit. Traffic control is CTC throughout with Incremental Positive Train Control currently in revenue service as part of an FRA demonstration project on the Amtrak Michigan line.

Outside of the Chicago and Detroit regions, the traffic on this route is largely passenger. Even before ConRail was formed in the late 1970's, the Penn Central hds shifted most of its freight south between Detroit and Chicago via Toledo. Since ConRail didn't want to include this line segment in their network, Amtrak acquired ownership of the Porter to Kalamazoo line. Amtrak currently operates four round trips per day on this route, including the *Blue Water*[8] between Chicago and Battle Creek. Amtrak service changes however, have no effect on the line capacity simulation that was performed since future MWRRS schedules and not current Amtrak schedules are what was simulated.

Freight train operations on this corridor were modeled as follows: five total trains per day between Porter and Kalamazoo, 15 per day between Kalamazoo and West Detroit, 32 per day between West Detroit and Milwaukee Junction and 16 per day between Milwaukee Junction and Pontiac. This is intended to reflect a peak day freight operation. The only Amtrak train modeled

[8] The *Blue Water* replaced a longer-distance international train to Toronto, the *International.*

was the *International*. CN traffic in Battle Creek was not modeled due to the short length of the route shared with the MWRRS.

MWRRS traffic operates at 110-mph, with four roundtrips daily between Chicago Union Station and Pontiac, plus 5 round trips per day between Chicago and Detroit and 1 daily round trip between Chicago and Battle Creek. Mainline trains were assumed either to operate between Kalamazoo and Chicago with the branch line trains coupled. This operating scenario is currently under evaluation. MWRRS trains operate intermixed with freight traffic. In multiple track territory, only one track will be upgraded to 110-mph.

Another factor to consider here is that the entire route is the same as the current Amtrak route to Detroit and Pontiac. This has led to well-established procedures for operating passenger trains despite the multiple railroads involved. The Amtrak ownership of the Porter-Kalamazoo line and height restrictions help to keep freight traffic relatively low, with the exception of the areas around Chicago, Battle Creek and Detroit. The Detroit area has several improvements already in the planning stages, including the New Center Station and the addition of a new connecting track between Conrail and the CN at West Detroit.

Base level delays were calculated at 980 minutes for the corridor. The addition of the MWRRS brought the total delay to 3,500 minutes, a 350 percent increase over the forecast base.

The increase in delays with the addition of the MWRRS passenger traffic was attributable to the following:

- Chicago: Congestion on the Chicago line and in the Chicago terminal area. Intermodal trains are particularly important on this route and tend to operate in fleets both eastbound and westbound to meet tight cutoff and departure times.
- Passenger Meets: Relatively short sidings between Kalamazoo and Porter for passenger-to-passenger train meets create the potential for delays in waiting for opposing traffic.
- Kalamazoo: There are no sidings between Battle Creek and Kalamazoo. With Port Huron branch line trains operating between Battle Creek and Kalamazoo, the result is 28 passenger trains per day (plus the Amtrak International) on this line. In addition, splitting the trains results in a 20-minute gap on eastbound trains, creating a significant potential bottleneck, particularly for any freight traffic operating during the day. The limited windows available for freight operations, except for the hours between 1 and 5 a.m., result in little time for on-line local switching. The lack of slots will lead to fleeting of the few freight trains operating on the line, which may compound delays.
- Battle Creek: Potential freight and passenger train congestion through Battle Creek.
- Sidings: East of Battle Creek towards Detroit, there are relatively long distances between sidings.
- Detroit: Though perhaps not as severe as Chicago, the Detroit area also faces congestion delays, especially at major interlockings.

Potential Mitigation Options (local railroad mileposts/corridor mileposts from CUS):

- Chicago: Chicago west of Porter is not included in detail in this study due to the complexity of the operations. Additional trackage is likely needed in this area, and

fleeting concerns will likely have to be addressed through the development and management of detailed freight and passenger train operating schedules.

- Passenger Meets: Extend Three Oaks siding (mp 214/68) to connect with Dayton siding (10 miles) to create 13.5 miles of double track for unobstructed passenger-to-passenger train meets. Include a pair of 45-mph crossovers in the middle of the siding and extend the Dowagiac siding (mp180/102) east five miles to the siding at mp 173/109.
- Kalamazoo and Battle Creek: Extend the double track west from Battle Creek by about 1 mile and upgrade turnouts to 60-mph on both the Battle Creek and the Kalamazoo end. This provides about 22,000 feet (vs. 16,600 ft.) of unrestricted double track at Battle Creek to enable eastbound freights to accelerate up to 60-mph and keep this speed through the turnout and onto the single-track section. Even with these changes, freight trains will have to be carefully slotted on this line to avoid major delays.
- Sidings: Extend the Chelsea siding (mp 56/226) two miles west to mp 58/224 and add a pair of crossovers in the middle of the siding. Add a single set of crossovers in the Jackson siding (mp 78/203). Both of these upgrades would allow for three-way meets. Add a freight siding at mp 34/247 (about 10,000 feet long), mainly for staging local traffic.
- Detroit: The Detroit terminal was not analyzed in detail for this study due to its complexity.

The total level of infrastructure improvement is as follows:

- Capacity improvements addressing passenger needs: 18 miles of new trackage, plus eight premium turnouts (60-mph) for new sidings and four 45-mph turnouts for higher-speed crossovers.
- Capacity improvements addressing freight needs: two miles of new trackage and eight turnouts (30-mph) for use in *freight* sidings and lower-speed crossovers.

The results of this analysis show that these improvements should be sufficient to accommodate the MWRRS trains operating over this route. Overall, delays with improvements were 3.1 percent above the total delays in the forecast base case scenario. As noted above, freight trains will still need to be carefully slotted between Battle Creek and Kalamazoo, as will passenger trains coming into and out of Chicago.

Freight train delays were about 2 percent more than the pre-MWRRS conditions without any significant schedule adjustments. This value is well within the margin of error for this analysis.

The 28 MWRRS passenger train movements on this corridor ended with, on average, less than one additional minute in delay with all of the improvements in place (Exhibit 6-30), well within the planned recovery time. Freight traffic likewise saw an increase in average delay of less than one minute per train.

Exhibit 6-30
Additional Average Delays per Train, Chicago-Pontiac Corridor
(With Infrastructure Improvements)

	# Trains Modeled	*Additional Delays*
Passenger	28	0.4 Minutes
Freight	68	0.3 Minutes
Total	96	0.3 Minutes

6.21 Holland-Kalamazoo

From Holland going east, this route follows the CSX Grand Rapids Subdivision, followed by the CSX Grand Rapids Terminal Subdivision and then the NS BO Secondary from Grand Rapids to Kalamazoo. With the exception of double track in Grand Rapids and Holland, this entire route is single track with passing sidings. There is one passing siding between Holland and Grand Rapids and 4 short passing sidings south to Kalamazoo. There is a local freight yard on line in Grand Rapids. The traffic control systems currently in use are: CTC on the CSX Grand Rapids Subdivision, Automatic Block Signals (with tracks signaled for one direction) on the CSX Grand Rapids Terminal Subdivision, and DCS on the NS BO Secondary. Current freight train speeds are 25-mph on the Grand Rapids Terminal Subdivision and 40-mph on the NS BO Secondary.

This line has light freight traffic throughout, particularly on the NS BO Secondary. Amtrak currently operates an established service between Holland and Grand Rapids. Freight traffic was estimated for this analysis at four trains per day each way between Holland and Kalamazoo, plus 6 total trains per day between Holland and Grand Rapids.

MWRRS traffic operates at 79-mph, with four roundtrips daily between Holland and Kalamazoo. MWRRS trains operate intermixed with freight traffic.

Base level delays were calculated at 60 minutes for the corridor. The addition of the MWRRS brought the total delay to 240 minutes, 300 percent over the forecast base.

Due to the very light level of traffic, there are essentially no concerns on this route, with the exception of the lack of sidings between Grand Rapids and Kalamazoo. This poses a problem with two passenger-to-passenger train meets on this line segment with the current schedule. These two meets are responsible for the increase in delays with the addition of the MWRRS passenger traffic:

- Sidings: there are few sidings for meets between two passenger trains and between a passenger train and a local freight switching industries between Kalamazoo and Grand Rapids.

Potential Mitigation Options (local railroad mileposts/corridor mileposts from Holland):

- Sidings: add a 1-mile siding between mileposts 90/38 and 91/37 for local freights for both passenger-to-passenger and freight meets. A siding of this length will impose a delay on one of the passenger trains in a two-train meet, but a short siding is justified in this case

given the low volume on this route. In addition, upgrade the existing passing siding at Plainwell (mp 66/62) with powered 45-mph turnouts for passenger train meets.

The total level of infrastructure improvement is as follows:

- Capacity improvements addressing passenger needs: one mile of new trackage and four turnouts (45-mph) for passing sidings.
- Capacity improvements addressing freight needs: none.

The results of this analysis show that these improvements should be sufficient to accommodate the MWRRS trains operating over this route

While overall delays with improvements were 33 percent above the total delays experienced in the forecast base case scenario, and freight train delays were about 17 percent over the pre-MWRRS conditions, delays per train were actually only slightly higher than the base forecast case.

The eight MWRRS passenger train movements on this corridor ended with, on average, just over one additional minute in delay with the one improvement in place, well within the planned recovery time. Freight traffic delays saw an increase of, on average, less than one minute per train, as shown in Exhibit 6-31.

Exhibit 6-31
Additional Average Delays per Train, Holland Branch
(With Infrastructure Improvements)

	# Trains Modeled	*Additional Delays*
Passenger	8	1.3 Minutes
Freight	20	0.5 Minutes
Total	28	0.7 Minutes

6.22 Battle Creek-Port Huron Corridor Assessment

Splitting off the Detroit-Pontiac line in Battle Creek, this route is on Canadian National's Flint Subdivision to Port Huron. The route has been reconfigured very recently with the single tracking of sections of what was once a double-track line. Double track sections remain in place in Port Huron (five miles), Flint (13 miles), Durand (six miles), Lansing (19 miles) and Battle Creek (20 miles). The remaining route is now single track, with four passing sidings. The single-track sections, between double-track segments and between sidings, are typically 10-12 miles in length; sidings are 2- to 2-½ miles long. In addition, service tracks at the Flint and Lansing yards are often used as sidings. There are numerous local freight yards along the route plus a major classification yard in Battle Creek. CTC is the traffic control system on the entire route. The maximum freight train speed limit is 60-mph.

This route is CN's primary route between Chicago and Canada, with heavy overhead traffic, both carload and intermodal. In addition, considerable traffic originates or terminates on line. Current traffic levels are as follows: 22 trains per day between Battle Creek and Durand, 19 between

Durand and Flint and 16 per day between Flint and Port Huron, which are typically through trains between Canada and Chicago. In addition, Amtrak's *International* operates on this route between Battle Creek and Port Huron.

Freight train operations on this corridor were modeled as follows: 26 total freight trains per day between Battle Creek and Durand, 22 per day between Durand and Flint and 20 per day between Flint and Port Huron. The only Amtrak train modeled was the *International*.

MWRRS traffic operates at 79-mph, with four roundtrips daily between Chicago Union Station and Port Huron. MWRRS trains operate intermixed with freight traffic.

As with the Chicago-Quincy route, this corridor runs along the same railroad, but in this case, operations are all on the same division, greatly simplifying train operations. Amtrak currently operates on this route with their train the *International*, helping to establish procedures for handling passenger trains. The recent track reconfiguration program has been relatively sophisticated with long sidings, extensive use of 45-mph turnouts on sidings and crossovers and several crossovers on double track sections.

Base level delays were calculated at 980 minutes for the corridor. The addition of the MWRRS brought the total delay to 1,580 minutes, a 65 percent increase over the forecast base.

The increase in delays with the addition of the MWRRS passenger traffic was attributable to the following:

- Track Reconfiguration: Despite the relatively advanced track redesign, the line was reconfigured predominantly to handle the expected local and through freight traffic, not passenger traffic. The east end of the line in particular has the potential for creating delays for passenger traffic as it consists of a series of 10-12 mile long single track sections separated by two-mile long sidings.
- Freight Traffic: This line serves as CN's primary bridge route between Canada and Chicago via the Sarnia tunnel. Consequently, there is heavy freight traffic all along the length of the line, including a number of priority intermodal trains. The track design also lends itself to fleeting, creating fewer opportunities for passenger trains to overtake freights.
- Local Congestion: There are potential congestion problems through many of the major cities due to local freight trains running on and working off the mainline.

Potential Mitigation Options (local railroad corridor/corridor mileposts from Port Huron):

- Track Reconfiguration: With the current MWRRS schedule, many of the passenger-to-passenger meets are scheduled at stations, but there is a need to create 6-mile long passenger sidings by extending the existing sidings at Emmett (mp 318/16) and Lapeer (mp 289/45). In addition, extend the Shaftsburg (mp 236/98) and Charlotte sidings (mp 203/131) by two miles each to bring them to eight miles and three miles long, respectively. These longer sidings will provide for more efficient meets for both freight and passenger traffic.

- Freight Traffic: Add pairs of 45-mph crossovers in Flint at mp 266/68 and at Battle Creek mp 184/150. These will provide more options for passing and overtake situations on congested double track sections.
- Local Congestion: Add crossovers in Flint mp 269/65 (one set), two single sets at Lansing at mp 217/117 and mp 221/113, and two single sets in Battle Creek at mp 177/157 and mp 181/153. These upgrades allow for greater flexibility for through trains to pass as locals enter or exit the yards.

The total level of infrastructure improvement is as follows:

- Capacity improvements addressing passenger needs: 12 miles of new trackage, plus eight premium turnouts (60-mph) for new sidings and eight 45-mph turnouts for higher-speed crossovers.
- Capacity improvements addressing freight needs: 10 turnouts (30-mph) for lower-speed crossovers.

The results of this analysis show that these improvements should be sufficient to accommodate the MWRRS trains operating over this route. Overall, delays with improvements were lower than the forecast base case scenario by 2 percent. Freight train delays were 2 percent less than the pre-MWRRS conditions. Passenger trains using this corridor, including the eight MWRRS passenger trains, ended with no additional delays with the improvements in place; freight trains saw a slight decrease in average delays per train (Exhibit 6-32).

Exhibit 6-32
Additional Average Delays per Train, Port Huron Branch
(with Infrastructure Improvements)

	# Trains Modeled	*Additional Delays*
Passenger	10	0.0 Minutes
Freight	68	-0.3 Minutes
Total	78	-0.3 Minutes

6.23 Chicago-St. Louis

The St. Louis route begins on Amtrak trackage from Chicago Union Station to 21st Street. From there, the Canadian National Bridgeport and then Joliet Districts are used to reach Joliet. At Joliet, trains switch to the Union Pacific's Joliet and Springfield Subdivisions that are used all the way to just outside St. Louis. The last few miles from East St. Louis to the terminal are on the trackage of the Terminal Railroad Association of St. Louis (TRRA). The trackage from Chicago to Mazonia (about 5 miles south of Braidwood, IL) is double track with few crossovers. From Joliet to Mazonia there are two paired single tracked lines that together act as double track. The CN Joliet District has a number of manual crossovers used primarily for locally switching while the paired single track lines from Joliet south are widely separated, and thus have no crossovers.

South of Mazonia, the line is single track with 15 passing sidings. The passing sidings are typically 1¾ to 2 miles long, spaced about 10 to 12 miles apart. In addition, there are two sections of double track in Bloomington/Normal and Granite City. The final few miles into St.

Louis on the TRRA are double track. The only freight yards of significance on this route are the CN Glenn Yard in Chicago and the UP yard in Springfield. The route is currently controlled with CTC traffic control, with local sections of ABS and TWC traffic control in the Chicago area. The on going Chicago-St. Louis High-Speed Rail project will alter this route, bringing PTC (through the North American Joint PTC project) and capacity improvements, as noted below. A maximum freight train speed limit is 60-mph throughout (with many local exceptions particularly at crossings in the Chicago area).

The traffic on this route, representing a peak day, was modeled with 10 freight trains per day between Joliet and Bloomington, 12 per day between Springfield and Bloomington and 15 per day between Bloomington and St. Louis. The only Amtrak train modeled in this analysis is the *Texas Eagle* since MWRRS replaces existing Amtrak corridor service.

MWRRS traffic would operate at 110-mph, with nine roundtrips daily between Chicago Union Station and St. Louis. MWRRS trains operate intermixed with freight traffic.

This route has several additional factors to consider. Despite the fact that this route connects two major Midwestern cities, freight traffic is relatively light. However, several major at-grade crossings on this route in the Chicago area create the potential for delays. The key crossings are in Brighton Park, Corwith, Argo and Joliet. The management of crossing slots, where used, will be a key to consistent operation. Contingency slots need to be built into critical junctions as necessary. The archaic non-interlocked crossing at Brighton Park will need to be upgraded to minimize delays currently experienced at this location.

Base level delays were calculated at 560 minutes for the corridor. The addition of the MWRRS brought the total delay to 2,440 minutes, a 335 percent increase over the forecast base. The increase in delays with the addition of the MWRRS passenger traffic was attributable to the following:

- Chicago Congestion: Chicago area congestion, including commuter and local freight traffic into Joliet. This section of the corridor operates through a highly industrialized region with numerous freight shippers located on line.
- Joliet: The Joliet area itself presently offers key challenges with several projects under study or development, including the Joliet Arsenal terminal.
- Passenger Meets: While there are numerous meet-points on this corridor, few are sufficient for unobstructed passenger-to-passenger train meets.
- St. Louis Congestion: Freight train congestion is also a concern in the St. Louis area, particularly on the approaches to the McArthur Bridge across the Mississippi River.

Potential Mitigation Options (all mileposts are from CUS and are the same as local railroad mileposts):

- Chicago Congestion: Metra commuter operations consist of three roundtrips per day only at peak hours. The current MWRRS schedule calls for minimal conflict with the commuter operations, as there is only one early evening, westbound MWRRS train that potentially could overtake westbound commuter trains. Three MWRRS trains will potentially meet opposing commuter trains en route but with double track operation, there

should be no delays. Additional upgrades to eliminate or improve rail grade crossings northeast of Joliet were not within the scope of this analysis.

- Joliet: Add a pair of 45-mph crossovers at mp 39 just south of Joliet to increase flexibility in the station area. As noted above, increased traffic through this crossing may require the creation and management of crossing slots to minimize delays.
- Passenger Meets: Create passenger-to-passenger sidings at Dwight – mp 72 (extend north by five miles), Odell – mp 82 (extend south 6.5 miles), Bloomington/Normal – mp 122 (extend double track north two miles), Ballard – mp 107 (extend north two miles and south one mile), McLean – mp 139 (extend north 1.5 miles and south 2.5 miles), Elkhart Siding – mp 169 (extend north by four miles), Girard – mp 211 (extend north 3.5 miles) and Carlinville – mp 224 (extend north 7 miles). On the Odell, McLean, Elkhart and Carlinville sidings, add a set of 30-mph crossovers in the middle. Add 30-mph double crossovers on the Granite City double track at mp 269. All other passenger train meets take place at stations or on existing double track sections.
- St. Louis Congestion: While the St. Louis area is not addressed in detail in this report, the creation and management of train slots is key to keeping passenger service consistent through this point. In addition, a second connecting track with additional crossovers from the bridge to the UP line may need to be considered, depending on the constraints of the current junction area.

The total level of infrastructure improvement is as follows:

- Capacity improvements addressing passenger needs: 35 miles of new trackage, plus 16 premium turnouts (60-mph) for new sidings and four 45-mph turnouts for higher speed crossovers.
- Capacity improvements addressing freight needs: 20 turnouts (30-mph) for use in *freight* sidings and lower-speed crossovers.

As noted, this corridor has improvements planned as part of the Chicago-St. Louis High-Speed Rail project. Phase 2 of this project will see the addition of double track on the south end between mileposts 204 and 218 and an improved freight siding at Elkhart at mp 169. The Phase 2 improvements were not considered to be in place when proposing potential infrastructure improvements. If added, the new double track will eliminate the need to upgrade the Carlinville siding. The siding at Elkhart will still need to be extended, but by only two miles in place of the four miles noted.

The results of this analysis indicate that these improvements should be sufficient to accommodate the 18 daily MWRRS trains operating over this route. Overall, delays with improvements were 5.4 percent above the total delays experienced in the forecast base case scenario, but freight train delays were about 10 percent less than the pre-MWRRS conditions.

All of the passenger trains, including the 18 MWRRS passenger train movements on this corridor ended with, on average, about four additional minutes in delay (Exhibit 6-33), well within the planned recovery time. Freight traffic lost, on average, over one minute in delay time.

Exhibit 6-33
Additional Average Delays per Train, Chicago–St. Louis Corridor
(With Infrastructure Improvements)

	# Trains Modeled	***Additional Delays***
Passenger	20	4.5 Minutes
Freight	37	-1.6 Minutes
Total	57	0.5 Minutes

6.24 Chicago-Twin Cities Corridor Assessment

The MWRRS sets out a 10-year implementation program that will provide daily passenger rail service from Chicago to Milwaukee, Madison, Green Bay, and Twin Cities. The first step in this process, Phase I, is to extend service from Milwaukee to Madison and increase frequencies between Chicago and Milwaukee

A key requirement of the MWRRS is the use of right-of-way that is currently owned by the freight railroads. In order to facilitate that use, the MWRRS states will need to develop a cooperative agreement with the freight railroads that includes additional capacity to ensure that the freight railroads can maintain their own train service. As part of the *Milwaukee-Madison Passenger Rail Corridor Study – Environmental Assessment,* WisDOT and Canadian Pacific Railway (CPR) agreed to carry out a track capacity analysis study. The goal of the study is to identify the short- and long-term capacity needs of the Chicago-Milwaukee-Twin Cities corridor in terms of both freight and passenger train operations. However, this simulation contains preliminary data that is subject to review, verification and approval by Canadian Pacific Railway. As of the date of this report, this review process has not taken place. Findings are not to be construed as a commitment on the part of Canadian Pacific to operate additional service.

The *MISS-IT*© capacity analysis system was used to conduct the analysis. *MISS-IT*© creates a Mitigation Analysis evaluation framework using existing databases of both the track infrastructure and the current train operations in order to measure existing train delay and establish a benchmark against which future freight and passenger train delay can be compared. These data files are developed using railroad, state, and survey data collected explicitly for the purpose and stored in *TRACKMAN*© (infrastructure) and *LOCOMOTION*© (train profiles) systems.

For this study, the capacity analysis process was designed to:

- Measure the impact of running MWRRS passenger trains on the Chicago-Milwaukee-Twin Cities corridor. It should be noted that this corridor is not identical to the study corridor of Chicago-Milwaukee-Madison as the rail line between Watertown and Madison diverges from the CPR right-of-way, and will use a revitalized track to access Madison. Since the purpose of this analysis was to mitigate freight train delays, the direct freight line from Watertown to Portage via Columbus is the route that was simulated. In the future after leaving Madison, MWRRS trains will rejoin the CPR line at Portage and then use the CPR line to Twin Cities.
- Identify the potential operational and infrastructure mitigation measures (track and signals) needed to achieve an acceptable level of service in terms of train delay and travel time and to ensure effective mitigation of the impact of adding MWRRS trains.
- Evaluate the necessary Mitigation Analysis measures needed for both the short term (2003) and the long term (2020).

6.24.1 Typical Day Mitigation Analysis

As part of the Mitigation Analysis, the *MISS-IT*© model evaluates a range of strategies for mitigating capacity delays and maintaining train delay at the appropriate level or benchmark in a

given base or forecast-year. In the case of the Chicago-Milwaukee-Twin Cities corridor, the evaluation years selected for analysis were:

- 2000: base year
- 2003: first year of MWRRS implementation
- 2020: a year near the end of the MWRRS life cycle and investment period

For the forecast-years 2003 and 2020, a benchmark file was constructed that incorporated the proposed infrastructure improvements for that year, as well as the growth in freight and passenger (Metra, Amtrak) train traffic. Once this file was constructed, a second file that incorporated the MWRRS trains proposed for that year was also developed. The travel times generated by these two files were then evaluated in the *MISS-IT*© model to determine the impact of the MWRRS trains had on overall train delay.

The goal of the Mitigation Analysis was to identify where bottlenecks occurred with the addition of MWRRS trains and to add infrastructure to bring travel times back to previous levels (prior to the addition of the MWRRS trains). Canadian Pacific Railroad (CPR), Amtrak, WisDOT and study team engineers held a workshop to identify appropriate mitigation strategies. Mitigation measures included: changes in train operations to accommodate higher-ranked trains, upgrades to the signaling system to improve train throughput, and the addition of track to add capacity at bottleneck locations. The group then structured mitigation strategies in a unit form to allow for incremental application of any single strategy or combination of strategies.

Mitigation Measures

- Infrastructure: By adding segments of track (sidings, double or triple track) along the corridor, trains are given additional choices to resolve conflicts. Additional track provides for a smoother flow of traffic through the corridor and less incurred delay because trains can advance more quickly down the track and clear the way for following trains.
    - Increasing track capacity at targeted locations can ease bottlenecks and increase the free-flow of traffic in heavily traveled areas. Increasing capacity in these sections can be accomplished with the addition of new track, or when possible, utilizing existing infrastructure such as sidings and converting switches to crossovers.
    - Track upgrades that support higher speeds provide another enhancement that results in performance improvements along the corridor. Track upgrades help the traffic to exit the system more quickly, preventing potential conflicts with other trains later in the day. If overall train speeds are increased on a network, capacity is increased. However, greater disparities in speeds between passenger trains and bulk freight trains can also reduce capacity because of the degree of overtaking.

- Signaling: In highly congested areas, upgrades to the signaling system can provide significant time savings to traffic along a corridor, through the ability to increase traffic density and maintain higher speeds at signal blocks. The choices of signaling systems currently available include: Dark Territory or Non-Signaled (NS), ABS, Color Aspect Signaling (CAS), CTC, and PTC. Advancing to a PTC environment offers the advantage of

reduced "block lengths" and even "moving blocks." By reducing block space, the railroad has effectively increased the capacity of the same track.

- The real differences become apparent when evaluating existing signaling systems such as ABS and more recent systems such as PTC. The older systems permit trains to enter a block only when cleared by the dispatcher after the previous train has exited the block. While highly effective for lightly used lines, fixed block systems impede heavily used systems as trains must slow and even stop when following slower or inadequately spaced trains. With moving block systems, a train is not slowed until following a preceding train at a minimally safe distance. As a result, a moving block system obtains the maximum length capacity.
- It is proposed that with PTC moving block, trains carry their own block (safety zone) with them and therefore on heavily used lines will both maximize the available capacity and minimize the delays waiting or stopping for slower trains. The *MISS-IT*© model evaluates these options by measuring delays due to tailgating and stopping when distances and capacity become inadequate. This means that the trains can be concentrated as much as possible within safety constraints. In fixed block signaling, there can only be a less dense flow of trains with much greater delays, as trains must respond to fixed block limitations and controls.

- Operations: Changes to operating schedules provide another measure that improves the performance of the trains along the corridor. The preliminary operating plans for 2003 and 2020 are the result of a range of hypothetical decisions and plans developed independently by rail organizations and other authorities. Therefore, an "integration" analysis is needed to make the best use of the track, bearing in mind market and operating requirements. If the analysis indicates that there is overlap in dispatch times of passenger and freight trains, so that several trains are traveling too closely together, changing their schedules to provide some additional spacing between the trains will smooth the flow of the trains along their journeys. This will reduce the delays incurred by these trains.

For this analysis, restrictions were developed as to the degree of flexibility possible for each train type as it was recognized that any changes in real working schedules would need to be negotiated between all the railroads involved.

Growth Rates

The growth rates of train frequencies for each year in the analysis were necessary to determine the volumes at each stage of the analysis. Based on these growth rates, trains were added to replicate the appropriate level of traffic during the analysis year. A growth rate of 1.5 percent per year was assumed for Metra commuter trains and bulk freight trains. Intermodal grew at a faster rate of 4.0 percent per year. No growth was assumed in Amtrak or local trains.

Freight tonnage data and growth rates used in this analysis were derived from state, federal, and freight railroad data sources at the time the analysis was prepared. Since that time, more refined freight tonnage and growth forecast information has been made available from freight railroads and has been incorporated into subsequent analyses.

6.24.2 Capacity Analysis Results

The capacity analysis was used to assess the need for mitigation for CPR, Metra, Amtrak and BNSF train operations in both the short and long term. The year 2003 was selected to represent the short term, and the year 2020 was selected to represent the long term.

Year 2003 Analysis Results

For the year 2003, the volume of freight and passenger trains that was projected to use the Chicago-Milwaukee-Twin Cities corridor is shown in Exhibit 6-34. The first 32.5 miles from Chicago Union Station are the busiest, with 116 trains (62 Metra trains and 20 MWRRS trains). There are 17 CPR bulk trains and nine CPR intermodal trains. Amtrak has six trains including the *Empire Builder*, planned new *Fond du Lac*, and planned *Janesville* trains (Fond du Lac service was never started, and the Janesville train has since been discontinued.) The next busiest section is between mileposts 370.6-415, which has 78 trains, including 23 BNSF trains. Elsewhere, train volumes are in the 30-50 range.

As multiple commuter lines merge together on the final approaches to Chicago Union Station and St. Paul Union Depot, a detailed simulation of these terminals was not included in the scope of the line capacity simulation analysis. It is assumed that these highly localized commuter issues will be resolved by the respective metropolitan authorities. North of milepost 415, the analysis does not include all the trains that are operating in the section because this area is beyond the Twin Cities (St. Paul Union Depot) station to which MWRRS trains will operate.

Exhibit 6-34
2003 Train Volume by Track Segment*

Train	*Milepost*										
	0-32.5	*32.5-85.9*	*85.9-131.6*	*131.6-178.5*	*178.5-240*	*240-285.01*	*285.01-295*	*295-310.1*	*310.1-370.6*	*370.6-415*	*415-416.19*
Amtrak	6	4	4	2	2	2	2	2	2	2	2
BNSF	0	0	0	0	0	0	0	0	0	23	0
Bulk	17	17	17	15	19	21	21	21	19	19	0
Intermodal	9	9	9	9	9	9	14	14	14	14	0
Local	2	2	2	2	0	20	0	0	2	2	0
Merriam Park	0	0	0	0	0	0	0	6	0	18	6
Metra	**62	0	0	0	0	0	0	0	0	0	0
MWRRS	20	20	12	0	0	0	0	0	0	0	0
Total	**116**	**52**	**44**	**28**	**30**	**52**	**37**	**43**	**37**	**78**	**8**

* *This includes all trains in 2003 without any routing mitigation.*
***This excludes Metra trains between Union Station and Healy Station (mp 6.3).*
**** Amtrak's current Hiawatha service of 14 trains per day is included in the Midwest Regional Rail train volume numbers*

Base track data for 2003 shows the route to be largely a double-track railroad between mileposts 0.0 and 104.2, and then a largely single-track railroad with some double-track sections totaling 70 miles north to the Twin Cities, a distance of just over 300 miles. The line is largely CTC with some short stretches of ABS (*e.g.*, from milepost 85.7 to 95.1 and 246 to 255.5).

For the year 2003, the provision of a Muskego Yard northern lead, and 11.4 miles of double track between mileposts 119.6 and 131.0, would permit the operation of the MWRRS, including the addition of four extra trains, for a total of 10, operating on the Chicago-Milwaukee-Watertown-Madison route. If PTC signaling is provided and appropriate track changes are made, the train operation could be increased to 110-mph from the 79-mph operation that is possible with CTC/ABS.

Chicago-Milwaukee-Madison Analysis

For 2003, two basic sets of infrastructure improvements were tested in the Milwaukee-Watertown segment:

- 2003A – Allows 79-mph train operations and reflects existing CTC/ABS signaling system
- 2003B – Allows 110-mph train operations and requires PTC signaling system

To each of these basic strategies a series of infrastructure options was added. In both 2003A and 2003B, an additional lead was provided to Muskego Yard. This was done because it was recognized that even at today's level of traffic, this is a bottleneck that should be eliminated and clearly with MWRRS trains on the track, this one basic improvement is necessary to permit effective train operations. As such, it was made a basic component of each strategy.

The focus of the 2003 strategies was the Milwaukee-Watertown segment (mileposts 85.6–131.6), which would need upgrading to allow for new MWRRS Phase 1 train operations on the Chicago-Milwaukee-Madison corridor. The 2003 strategy only extends service only to Madison, not beyond. It is only in later phases of the MWRRS that MWRRS trains connect to Portage (milepost 178.0) and Twin Cities (milepost 407.4). The connection to Madison uses the CPR right of way leased to WSOR. This connects with the mainline at milepost 176.75. Exhibit 6-35 summarizes the infrastructure strategies adopted. In each case the following additional infrastructure was added to the previous strategy:

- Strategy 1 – Double track for an additional 11.4 miles between Milwaukee and Watertown (mp 119.6–131.0)
- Strategy 2 – Double track for an additional 15.4 miles (mp 104.2–119.6)
- Strategy 3 – Add a Muskego Yard bypass (mp 83.5–87.2)

Exhibit 6-35
2003A Infrastructure: Overview

Infrastructure	*2003A*	*Strategy 1*	*Strategy 2*	*Strategy 3*
CPR signal improvements, 79-mph, Muskego Yard lead upgrade	✓	✓	✓	✓
Double-track from mp 119.6 to 131		✓	✓	✓
Double-track from mp 104.2 to 119.6			✓	✓
Muskego Yard freight bypass				✓

The effect of adding Strategy 2, or double tracking from mp 104.2 to 131.0, is to effectively provide a double-track rail line from Chicago (mp 0.0) to beyond Watertown to as far as milepost 157.1, given the fact that double track already exists between mileposts 131.0 and milepost 157.1.

Exhibits 6-36 through 6-39 provide the results of the capacity analysis. In the case of 2003A (Exhibit 6-37) Strategy 1 easily mitigates the CPR, BNSF, Amtrak, and Metra trains; Strategies 2 and 3 would provide huge benefits as well. In fact, the improvements are such that there would be no degradation from the amount of delay that currently exists on the line, a level well below the Base Case year 2003. For the 2003B strategy, Strategy 1 achieved a similar result with mitigation. The effect of introducing the PTC signaling system between Milwaukee and Watertown can be seen by comparing the results of Strategy 1 in Exhibits 6-38 and 6-39. Its introduction to the 46-mile stretch reduces travel time on average by 3 to 4 minutes for every train, and the CPR intermodals would get a 7-minute benefit.

Exhibit 6-36
2003A Average Delay

	Freight	*Freight + Growth (no lead)*	*Freight + Growth + MWRRS (no lead)*	*+ Capacity Improvements (with lead)*		
	2000	*2003A (with CTC)*	*2003A (with CTC)*	*Strategy 1*	*Strategy 2*	*Strategy 3 (with freight bypass)*
Metra	0:00	0:03	0:03	0:03	0:03	0:02
Intermodal	1:15	1:37	2:16	1:26	1:14	1:10
BNSF	0:02	0:03	0:02	0:02	0:02	0:02
Bulk	2:15	2:41	3:35	2:27	2:11	2:08
Local	0:15	0:16	0:23	0:21	0:18	0:16
Amtrak*	1:15	1:30	1:44	1:14	1:19	1:17
MWRRS	—	—	0:28	0:17	0:14	0:11
Average Delay Time	**0:50**	**1:01**	**1:13**	**0:50**	**0:45**	**0:43**

Shaded area used for comparison.
*Delay time for Amtrak increases under Strategies 2 & 3, whereas all others decrease.

Mitigation

Average delay time is calculated by averaging the delay time for each train group for a particular infrastructure condition (*e.g.*, Freight 2000, Freight + Growth, etc.). These times show that as infrastructure improvements are made, the overall system is benefiting, even when some group times improve while others worsen.

Exhibit 6-37
2003A Standard Deviation of Duration

	Freight	*Freight + Growth (no lead)*	*Freight + Growth + MWRRS (no lead)*	*+ Capacity Improvements (with lead)*		
	2000	*2003A (with CTC)*	*2003A (with CTC)*	*Strategy 1*	*Strategy 2*	*Strategy 3 (with freight bypass)*
Metra	0:04	0:08	0:08	0:08	0:08	0:07
Intermodal	4:01	3:51	4:26	3:46	3:55	3:53
BNSF	0:04	0:07	0:03	0:05	0:04	0:04
Bulk	4:10	4:18	5:09	4:02	3:49	3:47
Local	0:29	0:30	0:41	0:40	0:34	0:31
Amtrak	3:45	3:50	3:44	3:42	4:16	4:16
MWRRS	—	—	0:35	0:33	0:24	0:23
Average Delay Time	**2:05**	**2:07**	**2:06**	**1:50**	**1:52**	**1:51**

Shaded area used for comparison.

Mitigation

Exhibit 6-38
2003B Average Delay

	Freight	*Freight + Growth (no lead)*	*Freight + Growth + MWRRS (no lead)*	*+ Capacity Improvements (with lead)*		
	2000	*2003B (with PTC)*	*2003B (with PTC)*	*Strategy 1*	*Strategy 2*	*Strategy 3 (with freight bypass)*
Metra	0:00	0:02	0:03	0:03	0:02	0:02
Intermodal	1:15	1:35	1:46	1:19	1:11	1:09
BNSF	0:02	0:03	0:02	0:03	0:02	0:02
Bulk	2:15	2:38	3:07	2:15	2:15	2:08
Local	0:15	0:16	0:20	0:19	0:16	0:10
Amtrak*	1:15	1:26	1:34	0:55	0:51	0:59
MWRRS	—	—	0:20	0:13	0:10	0:09
Average Delay Time	**0:50**	**1:00**	**1:01**	**0:43**	**0:41**	**0:39**

Shaded area used for comparison.
*Amtrak's delay time increases between Strategies 1 & 3.

Mitigation

Exhibit 6-39
2003B Standard Deviation of Duration

	Freight	*Freight + Growth (no lead)*	*Freight + Growth + MWRRS (no lead)*	*+ Capacity Improvements (with lead)*		
	2000	*2003B (with PTC)*	*2003B (with PTC)*	*Strategy 1*	*Strategy 2*	*Strategy 3 (with freight bypass)*
Metra	0:04	0:08	0:08	0:08	0:08	0:07
Intermodal	4:01	3:57	4:09	3:50	3:51	3:49
BNSF	0:04	0:07	0:05	0:07	0:05	0:04
Bulk	4:10	4:27	4:47	3:55	4:01	3:59
Local	0:29	0:32	0:39	0:39	0:33	0:32
Amtrak	3:45	3:36	3:26	3:21	3:17	3:17
MWRRS	—	—	0:26	0:31	0:21	0:20
Average Delay Time	**2:05**	**2:07**	**1:57**	**1:47**	**1:45**	**1:44**

Shaded area used for comparison. Mitigation

Chicago-Milwaukee-Twin Cities Analysis (2020)

As shown in Exhibit 6-40, the volume of trains in the corridor by 2020 grows significantly due to the high growth rate of CPR intermodal and BNSF freight trains, and the moderate growth in CP bulk and freight trains, and Metra commuter rail trains. For the first 32.5 miles from Chicago Union Station to Rondout Station, the number of trains increases from 116 in 2003 to 156 trains in 2020. Between mileposts 370.6 and 410.5, the increase is from 78 trains to 122, of which 35 are BNSF trains. Over the rest of the corridor, train volumes approach the capacity limit of 65 to 80 trains, except between mileposts 131.6 and 240, in which they range from 40 to 55 trains. A first assessment of train volumes suggests that triple track may well be required on the first 32.5 miles of the route north of Chicago Union Station, since there are more than 120 trains in this section, and also between mileposts 370.6 and 410.5 because there are more than 40 trains on that segment. Double track may also be required from milepost 104.2 to milepost 131.6 and between mileposts 240.0 and 370.6.

For the year 2020, despite very significant forecasts of freight growth, it was found that mitigation could be achieved for the full MWRRS rail service from Chicago via Madison to Twin Cities. The mitigation proposed for 2003 in terms of track (11.4 miles) and yard capacity (lead) was enhanced by the following:

- Providing a PTC System for the Chicago-Milwaukee-Twin Cities Corridor
- Adding 20 miles of double track to complete the double-tracking of the route between Milwaukee and Watertown
- Adding a Muskego Yard Bypass
- Adding the infrastructure proposed in the *Chicago/Milwaukee Rail Corridor Study* of 1997
- Adding 121 miles of extra double track between mileposts 245.0 and 410.0

- Completing an Integration Analysis of all the 2020 train services and making modest changes to CPR local train operations at La Crosse and to the scheduled times of MWRRS trains.

Strategies

In developing strategies for 2020, a number of basic infrastructure upgrades were adopted for the route. The first upgrade is a requirement for triple track on the first 32.5 miles of the route. This requirement was set forth in by the *Chicago-Milwaukee Rail Corridor Study* of 1997, which proposed three specific mitigation measures between Chicago and Milwaukee. The results of that study were accepted without prejudice for this analysis.

The three measures were:

- Triple track from Chicago Union Station to Rondout mp 32.5
- The separating of CPR operations at Truesdell and providing a separate line for these trains to Techny, where today the CPR trains turn off for Bensenville
- Providing three 2-mile freight sidings at 10-mile intervals north of Truesdell

It was determined that joint operations of freight and passenger trains north of Truesdell would be modeled. In modeling the route south of Truesdell, since CPR trains would not be operating on the right-of-way, there was no need to consider their trains beyond the impact on the junction at Techny.

Exhibit 6-40
2020 Train Volume by Track Segment*

Train	*Milepost*										
	0-32.5	*32.5-85.9*	*85.9-131.6*	*131.6-178.5*	*178.5-240*	*240-285.01*	*285.01-295*	*295-310.1*	*310.1-370.6*	*370.6-410.5*	*410.5-416.19*
Amtrak	6	4	4	2	2	2	2	2	2	2	2
BNSF	0	0	0	0	0	0	0	0	0	35	0
Bulk	21	21	21	21	24	26	26	26	24	24	0
Intermodal	17	17	17	17	17	17	25	25	25	25	0
Local	2	4	2	2	0	20	0	7	2	4	0
Merriam Park	0	0	0	0	0	0	0	0	0	20	6
Metra**	78	0	0	0	0	0	0	0	0	0	0
MWRRS	32	32	30	0	12	12	12	12	12	12	0
Total	**156**	**78**	**74**	**42**	**55**	**77**	**65**	**72**	**65**	**122**	**8**

* This includes all trains in 2020 without any routing mitigation.
** This excludes Metra trains between Union Station and Healy Station (MP 6.3)
*** Amtrak volumes were based on the Empire Builder plus the then-planned *Fond du Lac* and *Janesville* trains.

Although it was found that 2003A Strategy 1 and 2003B Strategy 1 mitigated train delays in year 2003, given the growth in train traffic, the 2003B Strategy 3 was used as a base for the 2020 analysis as instructed by the Wisconsin Department of Transportation. This strategy, as previously described, assumes an additional lead is provided to Muskego Yard and that 26.8 miles of double track are provided between mileposts 104.2 and 131.0, that PTC is installed, and that a bypass for the Muskego Yard is developed. This incorporates the already proposed improvements for 2003 into the basic 2020 track infrastructure.

Once the basic elements of the 2020 infrastructure were established (2020-Base, see Exhibit 6-41), a set of additional possible strategies was developed. In Strategy 1, the basic elements are included to ease freight movements through Milwaukee and the five 10-mile passenger sidings located strategically along the route to allow for passing of passenger trains.

Exhibit 6-41
2020 Strategies Overview

Infrastructure	*2020-Base*	*Strategy 1*	*Strategy 2*	*Strategy 3*	*Strategy 4*
2003B – Strategy 2 *Double-Track:* *MP 104.2-MP131*	✓	✓	✓	✓	✓
Freight bypass at Muskego Yard *MP 83.5-MP 87.2*	✓	✓	✓	✓	✓
Chicago / Milwaukee Rail Corridor Study *Diverting Freight Traffic to UP Line: Techny (MP 20.45) to Truesdell (MP 52.6)* *Three freight sidings:* *MP 59-61* *MP 70-MP 72,* *MP 81.5-83.5*	✓	✓	✓	✓	✓
Ideal Day Analysis: Five 10-mile sidings *MP 236-MP 246,* *MP 269-MP 277,* *MP 320-MP330,* *MP 348-MP 363,* *MP 398-MP 408 (416)*		✓	✓	✓	✓
Southern Relief: Two sections of improvements *MP 157-MP 174,* *MP 288-MP 294*			✓		
River Junction Relief: Two sections of double-track *MP 260-MP 282,* *MP 288-MP320*				✓	
Northern End Relief: Six sections of double-track *MP 236-MP 246,* *MP 260-MP 282,* *MP 288-MP 340,* *MP 348-MP 385,* *MP 411-MP 416*					✓

6.24.3 Infrastructure Definitions for 2020

Strategy 1: Ideal Day Analysis-Five Sidings

In Strategy 1, five 10-mile sidings identified as part of the Ideal Day Analysis for the route conducted as part of the MWRRI Phase 3B. The locations of these Ideal Day sidings are as follows:

- Mileposts 236 to 246
- Mileposts 269 to 277
- Mileposts 320 to 330
- Mileposts 348 to 363
- Mileposts 398 to 408 (416)

In order to increase train performance, the lengths of sidings 4 and 5 were increased as it considerably increased train performance. In addition, the fifth siding was further extended to milepost 416 to accommodate future commuter rail operations in the Twin Cities.

Strategy 2: Southern Relief Option

In Strategy 2, the option, the effect of double tracking an additional 90 miles of track on the southern end of the route (between mileposts 157 and 174 and 288 and 294), was evaluated. Including existing sidings, this effectively extends double track from Chicago to milepost 180, a segment of the route with extensive passenger train operations.

Strategy 3: River Junction Relief Option

In Strategy 3, the option, 121 miles of double track are added to minimize the impact of the La Crosse Mississippi River crossing at milepost 283. The route is effectively double tracked on either side of this bridge from mileposts 260 to 330, with the exception of the Mississippi River Bridge itself.

Strategy 4: Northern End Relief Option

In Strategy 4, the Northern End Relief option, 163 miles of double track were assessed between mileposts 236 and 416 with only three short breaks. Two of the breaks are for the two Mississippi crossings at mileposts 283 and 385, while the third break is between mileposts 340 and 348. The aim of this strategy was to minimize the impact of the Mississippi bridges on the performance of the long-distance corridor trains.

6.24.4 Mitigation Results

The evaluation of these strategies is shown in Exhibits 6-42 and 6-43. Mitigation of train delay is achieved by the Strategy 3 infrastructure. The average delay for all trains is 45 minutes, while average delay for the benchmark is 1 hour and 3 minutes. The time-critical trains, as well as the passenger and intermodal freight trains, all have delays less than the benchmark delay times.

Exhibit 6-42
2020 Average Delay by Train Type

	Freight	*Freight + Growth*	*Freight + Growth + MWRRS*	*+ Capacity Improvements*			
	2000	*2020*	*2020-Base*	*Strategy 1*	*Strategy 2*	*Strategy 3*	*Strategy 4*
Metra	0:00	0:01	0:05	0:02	0:03	0:03	0:08
Intermodal	1:15	1:37	2:22	2:05	2:05	1:25	1:23
BNSF	0:02	0:04	0:01	0:00	0:00	0:00	0:00
Bulk	2:15	3:18	3:42	4:10	3:18	2:02	1:55
Local	0:15	0:17	0:21	0:24	0:21	0:16	0:09
Amtrak	1:15	1:40	1:45	1:50	1:41	1:31	1:27
MWRRS	—	—	1:21	1:06	0:57	0:28	0:27
Average Delay Time	**0:50**	**1:09**	**1:22**	**1:22**	**1:12**	**0:49**	**0:47**

Shaded area used for comparison.

Mitigation

Exhibit 6-43
2020 Standard Deviation of Duration by Train Type

	Freight	*Freight + Growth*	*Freight + Growth + MWRRS*	*+ Capacity Improvements*			
	2000	*2020*	*2020-Base*	*Strategy 1*	*Strategy 2*	*Strategy 3*	*Strategy 4*
Metra	0:04	0:04	0:01	0:05	0:05	0:07	0:10
Intermodal	4:01	3:34	3:57	3:33	3:42	3:30	3:56
BNSF	0:04	0:12	0:12	0:04	0:05	0:06	0:06
Bulk	4:10	4:33	4:41	4:54	4:29	4:11	4:05
Local	0:29	0:30	0:25	0:44	0:37	0:38	0:30
Amtrak	3:45	3:47	3:50	3:55	3:50	3:44	3:45
MWRRS	—	—	1:24	1:22	1:20	1:11	1:09
Average Delay Time	**2:05**	**2:06**	**2:04**	**2:05**	**2:01**	**1:55**	**1:57**

Shaded area used for comparison.

Mitigation

Operations Integration

While the investment in track and signaling meets the overall delay requirements, further adjustment is required to meet the needs of passenger trains – and specifically MWRRS trains – to improve the flexibility and effectiveness of the overall operating plans of all trains using the corridor.

In evaluating the capacity analysis strategies for the Chicago-Milwaukee-Twin Cities corridor, considerable delay was identified at the following five locations, which have been prioritized in terms of severity of delay:

- River Junction (mileposts 282-283.7): The Mississippi River Bridge is itself a major bottleneck, but this problem is exacerbated by the local La Crosse trains that operate all day, including peak operating hours, across the bridge.
- Muskego Yard (mileposts 83.5-87): This is potentially the most difficult area of the route given the importance of the yard for freight operations and the level of passenger train operations in the section. However, the extra lead and the bypass infrastructure for the yard effectively resolve the problems.
- Hastings River Crossing (mileposts 391.2-392): This bridge is a problem given the volume of freight traffic and the projected level of MWRRS operations. However, the capacity issue can be resolved by measures of effective train scheduling and the scheduling of bridge operations. In the future (beyond 2020), the potential increases in both passenger and intermodal operations is likely to encourage further consideration of the potential doubling of bridge track.
- Union Station (milepost 32.5): The growth of Metra, MWRRS, Amtrak and CPR trains on this section of track could present some of the most complex capacity problems if proposed changes in CPR train routing are not achieved. Considerable attention should be paid to developing a full understanding of infrastructure and train plans for the principal rail operations in the segment.
- Mileposts 240 to 410: The level of train operations on this segment needs to be carefully monitored to ensure that capacity is sufficient. Capacity is being approached, and although the Risk Analysis currently shows no major problems, as few as 10 additional trains could dramatically affect delays. Full double track may be needed between mileposts 240 and 410. Beyond that, the two Mississippi single-track bridges form a critical bottleneck.

Following the review of capacity-constrained areas, the train schedules were reviewed for efficiency. No changes or adjustments to the schedules of CPR intermodal trains or bulk trains were included in the analysis (local train schedules, on the other hand, were adjusted within a reasonable range). As a result, the integration analysis proposed the following adjustments:

- Metra trains – no change
- MWRRS trains – departure time adjustments less than 1 hour from original schedule
- Amtrak – no change
- CPR intermodal – no change
- CPR bulk – no change
- BNSF – no change
- CPR locals – significant change to River Junction operation. Trains were moved up to 3-4 hours.

Exhibit 6-44 shows the adjustments to the operating schedules of MWRRS and CPR local trains.

Exhibit 6-44
Adjustments to Operating Schedules of MWRRS and CPR Local Trains

Train Name	*Old Departure Time*	*New Departure Time*	*Difference*
	2020-3	*2020-3A*	
***MWRRS*:**			
MWTCPTL-1	7:52	7:02	0:50
MWMDCHL-1	11:47	11:25	0:22
MWTCPTE-2	8:21	8:06	0:15
MWMDCHE-4	12:00	12:14	0:14
MWMDCHL-2	17:31	18:21	0:50
MWTCPTE-3	16:20	15:50	0:30
MWMDCHE-5	19:59	19:29	0:30
MWMDE-3	13:00	12:30	0:30
MWPTTCL-1	10:42	11:22	0:40
MWMDE-2	10:40	10:10	0:30
MWPTTCE-2	13:30	13:00	0:30
MWTCPTE-1	6:47	6:13	0:34
MWMDE-1	5:50	5:30	0:20
MWPTTCE-1	8:13	7:53	0:20
MWTCPTE-1	6:47	5:47	1:00
La Crosse (locals):			
CPLacW1	3:00	2:00	1:00
CPLacW2	4:30	0:30	4:00
CPLacW3	5:30	2:30	3:00
CPLacW6	12:30	11:30	1:00
CPLacW7	14:30	11:45	2:45
CPLacE2	3:49	2:49	1:00
CPLacE3	5:06	1:06	4:00
CPLacE4	6:07	3:07	3:00
CPLacE7	13:29	12:29	1:00
CPLacE8	15:34	12:49	2:45

6.24.5 Chicago-Twin Cities Infrastructure Needs

The capacity analysis for the Chicago-Milwaukee-Twin Cities corridor has identified the critical infrastructure and operating strategies for mitigating the freight railroad. In developing the Capacity Analysis model for the study, the results of the 1997 *Chicago/Milwaukee Rail Corridor Study*, a base-year comparison was made of the study's results and those of the *MISS-IT*© model. It was found that the *MISS-IT*© model assessment of train performance closely matched the study's estimates in terms of the average travel times for base-year trains.

This study accepted without prejudice the 1997 *Chicago/Milwaukee Rail Corridor Study* such that the evaluation of capacity needs of the Chicago-Milwaukee-Twin Cities corridor were based on specific assumptions that need to be reviewed and verified. The assumptions included:

- A triple-track rail system from Chicago to mp 32.5 as proposed in the 1997 study. The validity of this assumption has been questioned and needs to be reevaluated.
- The adoption of the assumption that CPR will use the UP line from Truesdell to Bensenville. This assumption needs to be agreed to by CPR and UP railroads, given the land use development at Truesdell.
- The assumption that the CPR and UP connection can be made at Truesdell needs to be assessed, given recent land use developments that may have impacted the availability of the proposed right-of-way for the connection between the existing UP right-of-way and the CPR right-of-way.
- The acceptability of PTC to CPR. This assumption appears very reasonable for 2020, but PTC may not be reasonable in the near future.
- The adoption of drawbridge schedules by the Coast Guard. This assumption needs to be validated by detailed discussions with the relevant authorities.
- The study findings need to be reviewed with CPR to ensure that maintenance needs can be effectively completed in forecast years.

For the year 2020, despite forecasts of very significant freight growth, it was found that mitigation could be achieved for the full MWRRI rail service from Chicago via Madison to Twin Cities. The mitigation proposed for 2020 is the following:

- Add a PTC System to the Chicago-Milwaukee-Twin Cities Corridor
- Add 20 miles of double track to complete the double-tracking of the route between Milwaukee and Watertown. The Wisconsin rail plan has advanced the full double tracking of Watertown-Milwaukee to occur when the Madison passenger service is implemented.
- Add a Muskego Yard Bypass
- Add the infrastructure proposed in the *Chicago/Milwaukee Rail Corridor Study* of 1997
- If capacity constraints at the Mississippi River bridges cannot be directly addressed, then add 121 miles of extra double track between mileposts 245.0 and 410.0
- Complete an Integration Analysis of all the 2020 train services and make modest changes to CPR local train operations at La Crosse and to the scheduled times of Midwest trains to avoid passenger conflicts with scheduled freight operations.

6.25 St. Louis-Kansas City Corridor Assessment

Joining Union Pacific's (UP's) transcontinental routes to eastern rail connections at the St. Louis gateway, UP's St. Louis-Kansas City line is literally at the heart of the U.S. rail network. As shown in Exhibit 6-45, in 2002 the line handled over 100 million gross tons, making it one of UP's highest-density lanes. It carries high volume Powder River coal mixed with intermodal and merchandise freight trains. As Powder River coal continues to penetrate farther east, Union Pacific projects nearly a doubling of freight traffic by 2020. Additional traffic will come from UP's newly-acquired Golden State route to El Paso, TX which forms part of a southern transcontinental route to Los Angeles, CA.

Exhibit 6-45
UP Tonnage Density Map[9]

[9] UP 2002 Analyst Factbook: Railroad Overview, .pdf document downloaded from UP web site.

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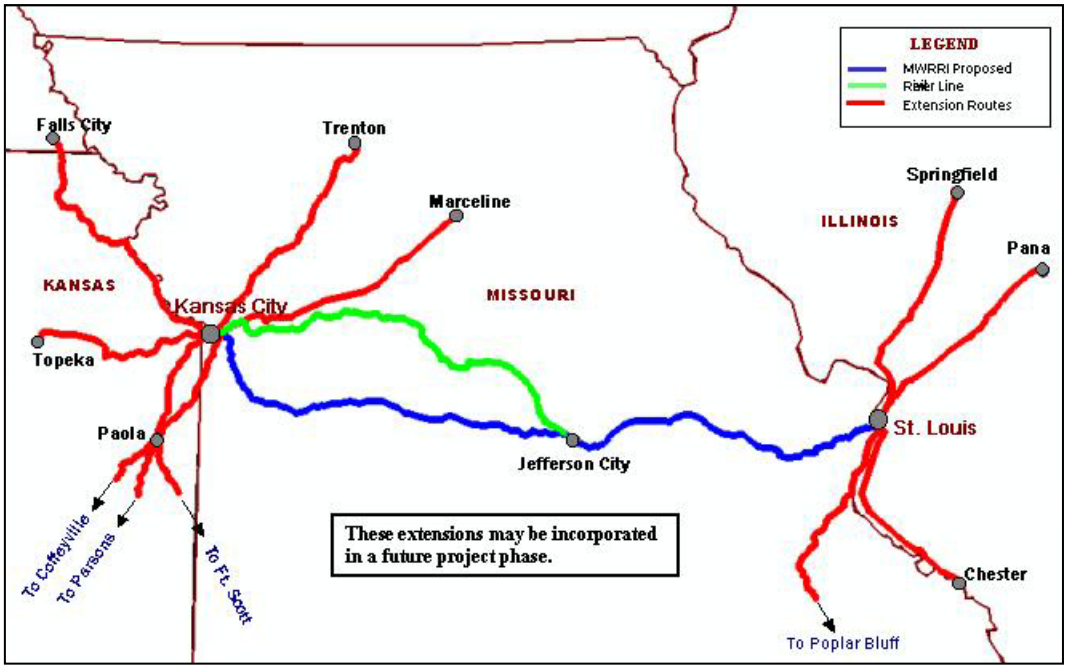
In addition to all this freight traffic, Amtrak operates two round-trip passenger trains between St. Louis and Kansas City on a daily 5:40 schedule. The Midwest Regional Rail Initiative (MWRRI) proposes to introduce tilting train technology to increase speeds to 90-mph by 2013. The number of trains is slated to grow to four round-trips by 2011 and to 6 round-trips with a 4:42 running time by 2013. This service would extend Illinois'110-mph Chicago-St. Louis corridor all the way to Kansas City.

To nearly double freight volume and triple passenger traffic on this congested corridor will require significant investment. An important part of this investment is the capacity of freight yards in St. Louis and Kansas City, as well as that of rail lines radiating in all directions from both terminals. Exhibit 6-46 shows the St. Louis to Kansas City line in blue and green; route extensions used by UP around both endpoints are shown in red. This exhibit does not show *all* rail lines – it only shows lines operated by Union Pacific.

A study of the St. Louis and Kansas City terminals and their feeder lines is essential to understanding the long-term needs for rail infrastructure in the region. The simulation effort is still incomplete since it does not include an analysis of the impact on St. Louis and Kansas City terminals. It is anticipated that funding to complete the scope of the simulation effort will be sought in a future project phase.

Exhibit 6-46
UP Route Extensions around the Endpoint Terminals



Note: This exhibit shows only those rail lines operated by Union Pacific.

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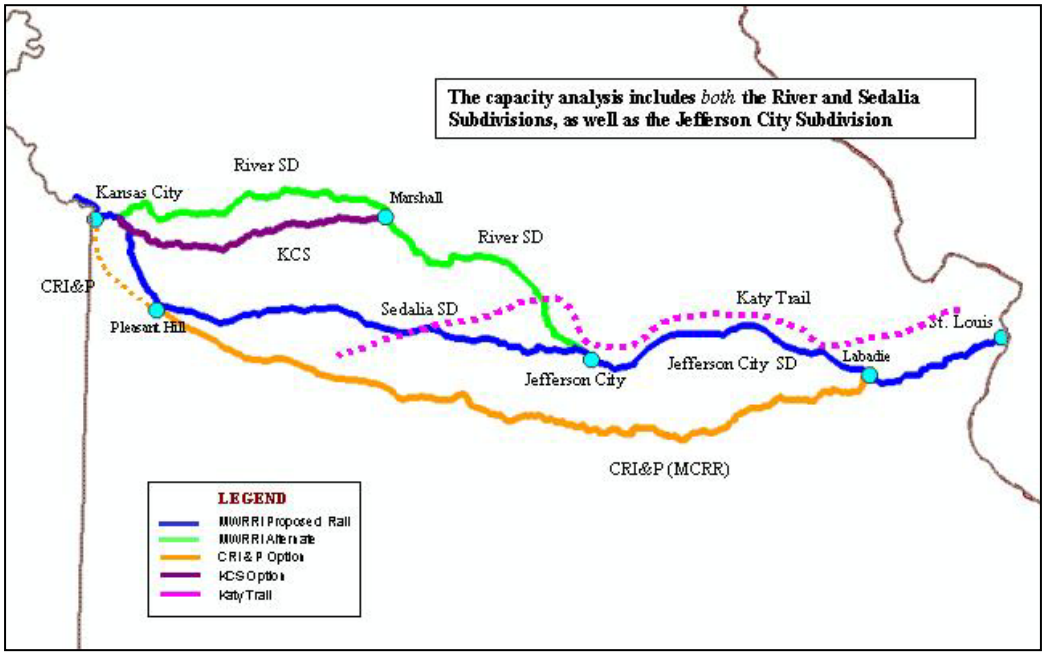
This reports the results of a simulation of the St. Louis-Kansas City line, not including the endpoint terminals, that was undertaken by the study team during the summer of 2003. TEMS and Missouri Department of Transportation sincerely appreciate the excellent cooperation received from Union Pacific who supplied data needed for the analysis. When the simulation work is accomplished, (including Kansas City and St. Louis terminals and radiating lines out 75 miles) it will be subject to review, verification and approval by Union Pacific Railroad. As of the date of this report, this simulation work has not been accomplished and consequently the review process has not taken place. Findings are not to be construed as a commitment on the part of Union Pacific to operate additional service.

6.25.1 Route Alternatives within the Corridor

As previously discussed, Union Pacific and the Missouri Department of Transportation required that Berkeley Simulations Software's RTC model be used for the capacity analysis of the St. Louis-Kansas City corridor (Exhibit 6-47). As such, it was not possible to simulate the use of a Positive Train Control (PTC) system. On other MWRRS corridors, PTC use typically resulted in more than a 10 percent savings in train delays. In addition, because of other limitations of the RTC model, scenario development was performed with MWRRS trains at current 2002 freight levels instead of projected 2020 freight levels.

Exhibit 6-47
St. Louis to Kansas City Route Alternatives



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Katy Alternative

As shown above, the Missouri-Kansas-Texas railroad formerly operated a parallel route on the north side of the Missouri River, from St. Louis to Sedalia via Jefferson City. After the rail line was abandoned in 1986, the right-of-way was converted as part of the *Rails to Trails* project into the highly popular, recreational use *Katy Trail.* In spite of the obvious cost advantage for reusing an existing right of way, that corridor is no longer available for rail operations between St. Louis and Sedalia.

Rock Island Alternative

Another possibility is to reactivate the former Rock Island line across Missouri. Except for the eastern 107 miles from St. Louis to Belle, MO, this track has remained unused since 1980. From Union to Belle, however, the track is in poor shape and impassible. West of Belle, the right-of-way is completely overgrown. Trees are growing between the rails and ties have rotted completely away. Washouts, landslides and urbanization have compromised the right-of-way. Bridges have been demolished for highway and road expansion, and some farmers along the line have even pulled up rails and sold them for scrap.

For freight service, directional use of the Rock Island for westbound trains between Labadie and Pleasant Hill may be a possibility. However, to traverse the large rivers and rugged hills of the northern Ozarks mountain country, many tunnels and high trestles would need to be restored. The line was known as Rock Island's *mountain railroad* because of its grades and curves. All these factors make the line unattractive for through freight service.

The Rock Island alignment is better known for its grand scenery than for its on-line traffic base. It bypasses Missouri's state capitol of Jefferson City and so is not an attractive route for providing MWRRS passenger service.

Union Pacific has examined, however, the possibility of reactivating the west end of the Rock Island line between Pleasant Hill and Kansas City, for reducing delays on the Sedalia line. However, diverting freight trains from the Sedalia to the River line, as proposed here, would minimize the need for adding freight capacity between Pleasant Hill and Kansas City.

UP River Line Alternative

Union Pacific's River subdivision is currently used for eastbound freight trains from Kansas City to Jefferson City, MO. It is eight miles longer and a little slower than the Sedalia subdivision, but offers easier grades and lower fuel consumption. Subject to completion of a detailed line simulation analysis incorporating the terminal areas (which has not been completed) double-tracking the River line should be investigated as a possible means for separating freight from MWRRS passenger operations west of Jefferson City.

One disadvantage of relying on the River line is its tendency to flood. Most flooding problems have occurred west of Jefferson City. During floods, Union Pacific runs trains bi-directionally over the Sedalia subdivision. After the MWRRS start-up, UP could still use the Sedalia line for

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emergency rerouting. Capacity upgrades to support MWRRS passenger service would in fact facilitate this. Several computer simulation runs will be presented to evaluate use of the Sedalia line for freight under emergency conditions.

KCS Variant of the River Line Alternative

Kansas City Southern (KCS), Norfolk Southern (NS) and Burlington Northern Santa Fe (BNSF) all have active lines between St. Louis and Kansas City. All three railroads run north of UP's alignment through Jefferson City, so UP trains could not use any of those routes without significantly disrupting UP crew and terminal operations. Both BNSF and NS have line capacity problems of their own. However, the KCS line, formerly part of Illinois Central, remains underutilized.

A portion of the KCS route – from Kansas City to Marshall, MO – could be used without affecting operations at either UP endpoint terminal. At Kansas City, the KCS line joins the Sedalia line just east of Rock Creek Junction. At Marshall, a new connection track would probably need to be built where the two lines cross. Between Marshall and Jefferson City, both east and westbound trains would operate over the River line, which would be double-tracked between those points.

The main benefit of using the KCS line is that it avoids the need for double-tracking 82 miles of the River line. With the KCS variant, only 74 miles of River Line would have to be double-tracked, rather than 156 miles. It appears that the KCS variant is operationally equivalent to double-tracking the River line. Further study is recommended of this cost savings opportunity, but an engineering analysis is needed first to confirm the feasibility of incorporating this route segment into Union Pacific's River line.

6.25.2 Needed Improvements on UP Infrastructure

A *partial* estimate of improvement costs was developed. The $314 million for improvements to the St. Louis-Kansas City line does not include costs for the capacity upgrades or River line improvements recommended here. The estimate includes:

- $170.7 million for track condition upgrades – timber and surface with 66 percent tie replacement, new switches and curve improvements on the Jefferson City and Sedalia lines
- $64.4 million for installing a Positive Train Control (PTC) system and other signaling upgrades
- $58.6 million for grade crossing improvements

An engineering cost estimate for needed capacity improvements has not yet been completed. An additional $578 million[10] Placeholder Cost for St. Louis-Kansas City capacity improvements has been included in the MWRRS business plan.

[10] This $578 million placeholder was estimated based on unit costs from other passenger rail corridor studies. It assumes infrastructure improvements recommended in this report east of Jefferson City and a full double tracking of

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A capacity improvement plan has been developed for each subdivision. In the RTC model simulations, each subdivision's improvements were treated as a group. Improvements to all three subdivisions are needed to satisfy the delay mitigation criteria for the MWRRS.

6.25.3 Sedalia Subdivision - Capacity and Speed Improvements

The Sedalia subdivision extends from Jefferson City, MO to Kansas City, MO (Rock Creek Junction) via Sedalia. Long passing sidings on the Sedalia line would allow "running meets" between MWRRS passenger trains but would also significantly boost capacity of the Sedalia line for emergency freight use. Assuming westbound freights are diverted to the River line, the MWRRS guideline of a 10-mile siding every 50-miles, or 20 percent double-track, was used for developing an initial plan to upgrade the Sedalia line for passenger use. Since the total length of the Sedalia line is 150 miles, 20 percent double-track would allow 30 miles of new construction. These miles were distributed as follows:

- MP 248 to 260 - Connect Pleasant Hill to Lee's Summit siding
- MP 217 to 224 - Extend Centerview siding east, past Warrensburg
- MP 189 to 197 - Extend Dresden siding east to Sedalia
- MP 150 to 160 - Extend California siding west to MP 160

While these four sidings total 37 miles long, this total includes existing sidetrack mileage incorporated into new extended *passenger* sidings. Four sidings are spaced at 25-30 mile intervals. The proposed siding placement takes into account local conditions, including gradients for restarting freight trains, grade crossings and local industrial service.

The proposed layout of the Sedalia line represents a compromise between conflicting passenger and freight requirements. Such a compromise adds four long sidings instead of just two. By lengthening existing sidings, two sidings can be 10-miles long, while the other two sidings would be only slightly shorter. This distributes more sidings at uniform spacing along the length of the line. It provides much more freight capacity than would a two-siding solution and eliminates conflict with local industry switching at Sedalia

An alternative to double-tracking the River line would be to double-track the Sedalia line instead. This alternative has double-track with universal crossovers every 8-12 miles. The advantages of double-tracking the Sedalia subdivision instead of the River line include:

- Double-tracking the Sedalia avoids problem areas for flooding on the River line
- The Sedalia line is eight miles shorter and is faster than the River line

However, double-tracking the Sedalia line would keep freight and passenger operations mixed. The advantages of double-tracking the River line instead of the Sedalia are:

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the Sedalia subdivision. This placeholder has been estimated in advance of field inspections or detailed discussions with Union Pacific Railroad.

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- Double-tracking the River line would provide a completely separate, low-grade route for freight trains west of Jefferson City
- Separating freight and passenger lines would offer reliability gains, particularly for MWRRS passenger service
- The current plan is to operate MWRRS trains at 90-mph with tilting equipment. Curves on the Sedalia line are not as severe as those on the River or Jefferson City subdivisions. If the line were dedicated to passenger trains, super-elevations (the amount of banking in the curves) could be raised to permit higher speeds. The design standard for MWRRS-dedicated tracks is a curve balancing speed of 60-mph, up to a maximum super-elevation of 6 inches.

Increasing super-elevations on the Sedalia line for 110-mph passenger trains would also allow speed limits of 70-mph for intermodal trains. However, increasing Sedalia super-elevations may also limit UP's ability to utilize the line for heavy bulk trains should the Missouri River flood. Any decision to upgrade the Sedalia line above a 90-mph standard would have to be undertaken based on the mutual consent of both UP and the MWRRI.

Jefferson City Subdivision – Capacity Improvements

The Jefferson City subdivision, between Jefferson City and St. Louis, handles UP freight in both directions, as well as two Amtrak trains each way. The line operates today with top freight train speeds of 60-mph. A *LOCOMOTION*® analysis determined this is the maximum freight speed possible for existing curve super-elevations. Curves on the Jefferson City line allow 90-mph with tilting equipment, but are too sharp for 110-mph operation. Since curvature restricts passenger train speed to 90-mph and this speed can be accommodated in mixed freight and passenger operations, the study assumed that there is no need to separate freight and passenger tracks over this line segment.

This segment needs to be upgraded to handle a doubling of freight volume and a tripling of passenger volume by 2020. Although there is currently no design standard for upgrading double-track lines for the MWRRS, a 20 percent target was used for determining the mileage of new passing siding capacity to be added. This mileage was distributed as follows:

- Double-track across Osage River Bridge and eliminate single-track bottleneck
- Double-track across Gasconade River Bridge and eliminate single-track bottleneck
- Center Siding at Dozier MP 28 to 37
- Center Siding at Berger MP 71 to 79.5

By 2020, triple-track will also be needed from Osage River (MP 117.4) to River Junction (MP 129.4.) This additional 12 miles of triple-track would be installed as part of the proposed support yard project at Jefferson City.

Subsequent to completion of this phase of the simulation effort, Union Pacific indicated they were planning to double-track the Osage and Gasconade River bridges, as well as to address yard capacity needs for crew changing at Jefferson City. The timing of this investment would be

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based on UP's own traffic growth and need for added capacity. Adding these bridge improvements into the base infrastructure would lower the amount of freight train delay in the base. While the MWRRS would avoid the cost of the bridge improvements, additional triple-track may be required to mitigate the impact of passenger delays on freight operations.

River Subdivision - Capacity and Speed Improvements

The River line would be upgraded by double-tracking its entire length from River Junction to Rock Creek Junction. Universal crossovers should be provided every 8-12 miles mainly to provide flexibility during track maintenance, although this was not explicitly simulated. A third track should be added along the shared BNSF section.

The distance from River Junction to Marshall, MO is 74 miles. Beyond Marshall, it is another 82 miles to Kansas City. If the parallel KCS line could be used between Marshall and Kansas City, the cost of double-tracking 82 miles of the River line can be avoided. If KCS cannot be used, double-tracking the Sedalia line might be less expensive. We recommend that the possibility of using the KCS alignment for westbound directional freight trains be formally evaluated in a future study.

The possibility of raising the River line speed limits to 60-mph was studied on stretches over 10 miles in length totaling 60.6 miles in length. Eastbound trains that are able to exceed 50-mph[11] would save 10 minutes. For westbound trains, the Sedalia line is still a little faster, but this improvement could reduce the time difference. Overall, since River line speeds would be improved in both directions, freight trains diverted to the River line may experience little adverse effect on total running times. The exact time savings or cost cannot be determined until the infrastructure upgrade plan is determined in more detail.

6.25.4 Yard and Terminal Issues

The line capacity simulation revealed problem areas at Jefferson City and at Sedalia. At Jefferson City, there is a need for additional yard tracks for crew changes and train staging. This is needed to keep the main tracks clear for passenger operations. In Sedalia, where a local train serves industries on the single-track main, this switching conflicts with both MWRRS passenger trains and with through freight trains.

Locating the End-of-Double-Track at Sedalia

At Sedalia, local industries are generally located west of the Amtrak station. Double-tracking MP 189-197 would allow through trains to pass around switching activities, but if the siding ends at MP 189, eastbound trains would have to restart against an ascending 1.35 percent gradient. If double-track were extended farther east through the Sedalia yard to MP 186.5, the starting gradient would be reduced to 0.15 percent ascending. However, unless new double-track could be added on the south side, the Sedalia yard lead would have to be replaced. The details of the infrastructure required to serve local industry at Sedalia have not yet been finalized.

[11] Coal loads are today limited to 50-mph, as are many manifest freight trains.

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Jefferson City Support Yard

By 2020, additional yard capacity will be needed at Jefferson City for changing crews on freight trains, while keeping both main tracks clear. While some crew changes can take place on the main tracks at the Amtrak station, MWRRS passenger trains limit how much those tracks can be used. Some MWRRS trains are scheduled to meet at Jefferson City. When this occurs, MWRRS requires the use of both main tracks.

Use of yard tracks for crew changing would displace yard capacity at Jefferson City that is now used for switching purposes. There appear to be a few acres of land between the yard and the Missouri River where short half-mile mile tracks could be squeezed in to expand the existing switching yard.

A better option may be to construct an entirely new support yard west of town, at the mouth of Grays Creek. Trains headed to or from the Sedalia line would be limited to about 1½ miles in length. Even though westbound trains would normally use the River line, access to the Sedalia line is still needed for emergency use and during maintenance on the River line. If the yard needs to be longer than this, a 100-foot cut through a bluff or a tunnel would be needed to provide a head-on movement to the Sedalia line farther west.

An alternative plan would be to site the yard entirely west of River Junction, where tracks could be as long as desired. By installing a connecting Wye track at River Junction, westbound trains could reach the Sedalia line by reversing direction, or crews could change on the main line at Jefferson City when MWRRS trains do not need it. Since the Sedalia line would see only occasional use, this site may prove satisfactory. An engineering field survey and further discussion are needed before definitive plans are made.

An aerial survey suggests that the land needed for yard expansion might be available alongside the Missouri River west of Jefferson City; however the area is in a flood plain. Constructing a yard there may require moving existing levees. A detailed engineering assessment is needed to determine the feasibility and optimal site(s) for yard expansion near Jefferson City.

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By 2020, a full-fledged, six-track support yard will be needed to provide for changing crews on freight trains. This yard must have direct access from the River Route to prevent conflicts with MWRRS passenger trains. Triple-track should also be provided on the east end of the yard to the Osage River, so freight trains can arrive and depart the yard simultaneously even if a MWRRS passenger train is coming.

Given the high cost of land in St. Louis and Kansas City, coal-staging yards might be built *outside* these major metropolitan areas at a lower cost. The goal for coal trains should be to get them *through* St. Louis and Kansas City as quickly as possible, not to hold or store them there. It would be more cost-effective to build new support yards at Jefferson City and Marysville, rather than trying to squeeze more yard capacity into the already-congested St. Louis and Kansas City terminals.

Kansas City Terminal

The Kansas City Terminal (KCT) between Rock Creek Junction and Kansas City Union Station was included in the RTC simulation. However, freight train data was not received from either KCT or BNSF. Currently KCT handles well over one hundred freight trains per day on a double-tracked railroad, with some triple-track. Amtrak operates four trains a day, projected to grow to 12 with implementation of MWRRS. MWRRS would represent a very small percentage of the total train movements over KCT track. Line congestion remains an issue, but KCT capacity issues will be driven more by projected increases in freight traffic than by MWRRS needs.

The most serious operational problem between Rock Creek Junction and Union Station is a level crossing at Sheffield with both KCS and the UP Coffeyville rail line. The Sheffield flyover recently bridged that crossing. A new connection track at Rock Creek Junction is needed to allow MWRRS passenger trains to access the flyover and avoid conflicts with freight trains crossing at Sheffield.

6.25.5 St. Louis-Kansas City Simulation Analysis

This study develops an infrastructure plan to accommodate MWRRS passenger trains at forecast 2020 freight traffic levels. The evaluation was conducted following the mitigation framework described earlier in this report. The MWRRS mitigation determines the investment needed to reduce freight delays to the level they would be without the addition of MWRRS passenger trains, on current infrastructure in 2020. Current infrastructure was assumed as the base line. Subsequent to completion of the simulation modeling, Union Pacific indicated they were planning to double track the Osage and Gasconade River bridges. This changed assumption is not reflected in this report, but will be addressed in a future project phase.

The proposed rerouting of westbound freight trains from the Sedalia to the River line raises a question whether *train delay* or *transit time* should be equalized. Since the River line is slightly longer and slower than the Sedalia, Union Pacific suggested that transit time mitigation be used. Anticipated locomotive and fuel savings associated with the use of the River route should at least

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partially compensate Union Pacific for any added free-running time. Nonetheless, Union Pacific's requested criterion of transit time equalization was used in this analysis.

Union Pacific also requested that a *freight-only* base case be developed. This request was also accommodated. If freight traffic doubles without adding infrastructure, the performance of the system by 2020 will be very weak. Without investment, it will not even be possible to continue operating Amtrak trains on any acceptable schedule. The RTC simulation locked up when a 2020 *Do Nothing* simulation was attempted, keeping the Amtrak trains on the tracks. Accordingly, the Amtrak trains were removed from the simulation and a 2020 *Do Nothing* scenario was developed without Amtrak trains, which allowed the RTC simulation to run successfully.

The cost estimate prepared includes $64.4 million for a Positive Train Control (PTC) or Communications-Based Train Control (CBTC) system and other signaling improvements between St. Louis and Kansas City. However, Berkeley's RTC model is not able to simulate a PTC-overlay signal system with moving block. We had to assume conventional TCS signaling. Presumably, a PTC system could reduce delays – in addition to the delay savings generated by the proposed infrastructure improvements. It was not possible to quantify the magnitude of the savings here since, at the request of Union Pacific, the RTC model was used for the simulation runs. Accordingly, the mitigation option of using PTC on the routes was not studied.

Of the three mitigation options discussed earlier in this report, only the option of adding infrastructure could be pursued here; signaling improvement could not be simulated by the RTC model and there were no obvious opportunities for any operations-based mitigation.

6.25.6 Scenario Development

Even with new infrastructure added, the RTC model took four days to complete one 30-day simulation at 2020 volumes. The size and complexity of this analysis creates a challenge for the timely completion of computer simulation runs. At 2020 traffic volumes, the simulation performs adequately only if the full package of proposed infrastructure investments are included. With any fewer investments, the simulation bogs down and often terminates short of completion. This reflects the physical reality of conducting complex, high-volume rail operations. However, to obtain comparative delay statistics, there is often still a desire to obtain a completed simulation of a hypothetical "Do Nothing" alternative. Because of this difficulty in getting the RTC model to run with less than full infrastructure at 2020 traffic levels, scenario development was performed with MWRRS passenger trains at current 2002 freight traffic levels.

Exhibit 6-48 shows the complete set of scenario development simulations. All were performed at 2002 freight levels. Of particular interest was determining whether mitigation could be attained *without* making all the improvements proposed on each subdivision. *If the mitigation criteria could not be satisfied even at 2002 traffic levels, the plan clearly would not work for 2020.* The Sedalia, Jefferson City and River lines were *individually* reverted – one subdivision at a time – back to their unimproved condition. This produced a measure of the incremental benefit of

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investment on each subdivision without overloading the RTC model. Scenario development runs included:

- A 2002 Base Case both with and without Amtrak trains, over current infrastructure
- A Future Railroad scenario including the complete set of improvements proposed for MWRRS
- In the Jefferson Base scenario, the Jefferson City subdivision was not improved. This measures the benefit of improvements east of Jefferson City.
- In the River Base scenario, the River line remains single-tracked and empty trains return via the Sedalia line, with improved passing sidings. This measures the incremental benefit of double-tracking the River line.
- In the Sedalia Base scenario, the Sedalia Subdivision was not improved. This run measures the incremental benefit of improvements to the Sedalia Subdivision.
- A Sedalia Double scenario explores the possibility of double-tracking the Sedalia instead of the River line. Sedalia double-track would replace both River line double-track and long Sedalia passenger passing sidings.
- Two special simulations explored reroute options using the Sedalia line during flood conditions on the River line.

Exhibit 6-48
St. Louis to Kansas City Scenario Development

Investments Included	*Base Case*	*Future RR*	*Jefferson Base*	*River Base*	*Sedalia Base*	*Sedalia Double*	*River Flooded w/Single*	*River Flooded w/Double*
Years Run	**2002**	**2002**	**2002**	**2002**	**2002**	**2002**	**2002**	**2002**
Jefferson City Sub Improvements	Freight Only and with Amtrak	✓		✓	✓	✓	✓	✓
River Sub Double-track		✓	✓		✓		Out of Service	Out of Service
Sedalia Sub Passenger Sidings		✓	✓	✓			✓	
Sedalia Sub Double-track						✓		✓

Freight train running time was longer in both the Jefferson Base and River Base simulations than it was in the current Base Case with Amtrak. *Therefore, the freight mitigation criteria for the MWRRS cannot be satisfied without the full set of improvements to both the Jefferson City and River lines*. This establishes the need for both the Jefferson City and River line investment packages even at 2002 freight traffic levels, so further analysis of these partial investment packages in 2020 is not needed.

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The Sedalia Base alternative shows that freight mitigation can be achieved without extending the passing sidings on the Sedalia line. Due to freight trains being diverted off the Sedalia onto the River line, the ability to do so without Sedalia siding improvements is not unexpected. However, long passing sidings on the Sedalia line are still needed for passenger use and they would provide significant added capacity for overflow freight or for emergency reroutes.

Clearly, there is a need to maintain at least some operations during flood conditions on the River line. The most severe flooding tends to occur west of Jefferson City, on the portion of the River line proposed to be double-tracked. During flooding, freight trains can operate bi-directionally via the Sedalia line. Extra locomotive power is required on eastbound coal trains to do this.

The existing Sedalia line does not offer enough capacity to handle even today's traffic in both directions, so operations have to be restricted. However, the improvements advocated for the MWRRS would extend or connect several Sedalia passing sidings to provide about 20 percent double-track. Another strategy would completely double-track the were examined for emergency freight operations on the Sedalia line:

- First, as shown in the River Base simulation, an improved Sedalia line can accommodate a *directional* (westbound) freight operation, along with MWRRS passenger trains. It was expected that this would routinely occur anytime maintenance on the River line takes a track out of service.
- The Sedalia line, even with planned improvements, does not have enough capacity to handle freight in both directions along with MWRRS passenger trains. However, bi-directional freight (at 2002 levels) could be accommodated on an improved single-track Sedalia by temporarily suspending MWRRS passenger service. The River Flooded w/ Single scenario simulates this.
- The Sedalia Double scenario double-tracks the Sedalia line instead of the River line. It continues directional operation, routing westbound freight trains over the Sedalia while loaded coal trains continue to use the River line.

While the Sedalia Double scenario shows satisfactory performance at 2002 traffic levels, it continues to mix freight and passenger operations rather than separating them. In the long term, this may lead to a cost and reliability penalty for both freight and passenger services. It may be better to take advantage now of the opportunity to completely separate freight from passenger operations west of Jefferson City.

The Sedalia Double option does offer one significant advantage: it provides enough capacity to support bi-directional freight along with full MWRRS passenger schedules, if the River line is flooded. However, this benefit would only accrue perhaps one week a year. To obtain it, passenger and freight operations would have to remain mixed for the remaining 51 weeks a year, even when the river is not flooded. Improved flood protection for the River line may be a better option than double-tracking the Sedalia line.

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Base Case Calibration

Two variants of the 2002 Base Case were created: *freight only* and *with Amtrak trains*. These Base Case simulations identified three significant sources of delay:

- Eastbound Amtrak trains oppose westbound freight trains on the Sedalia line
- Delays occur around Jefferson City as freight trains wait for crew changes
- LSJ69 serves industry along the Sedalia line. If LSJ69 is released to serve industries along the single-track portion, through trains catch up taking significant delay, or else LSJ69 must be held in a siding waiting for a work window. In the post-MWRRS scenario, it actually becomes easier to avoid interference, since through freights would be diverted to the River line and the locals could operate at night when passenger trains are not running.

In data supplied by UP, average freight train speed from Kansas City to St. Louis was 18.6-mph and 24.1-mph in the westbound direction. This includes all delays and crew changing time. Faster westbound speeds result from the improved weight-to-power ratio of empty trains and from higher speed limits on the Sedalia line.

Union Pacific also furnished data on temporary slow orders and track outages. Although slow orders are a normal part of any rail operation, planned track condition upgrades and raising the FRA Track Class will reduce the frequency of slow orders that affect freight operations. For example instead of having a slow order that reduces speed from 50-mph down to 25-mph, a "slow" order in Class 5 territory may instead reduce speed from 90-mph down to 60-mph. Such a restriction would affect passenger trains but would have minimal effect on freight. On upgraded infrastructure, slow orders of such severity that they affect freight operations should be rare.

By including slow orders in the base case simulation, simulated running times could have been brought closer to real-world results. However, since the MWRRS plan allocates $170.7 million for track condition upgrades, slow orders were not simulated in the base case. Any train delay savings from elimination of slow orders would be *in addition to* savings from MWRRS line capacity improvements. This omission of slow orders from the base case tends to *understate* the delay mitigation benefit of the proposed MWRRS investment, which would clearly benefit freight as well as passenger trains.

MWRRS Mitigation Simulations

For establishing mitigation, RTC model simulations were developed at 2002, 2012 and 2020 traffic levels.

- 2002 Base Case and 2012 Do Nothing scenarios were developed with and without current Amtrak trains. These were compared to a Future Railroad simulation for each forecast year.
- For 2020 volume, a freight-only Do Nothing simulation of the existing infrastructure was simulated. The RTC model aborted immediately when Amtrak trains were turned on. This freight-only Do Nothing result was compared to a 2020 Future Railroad simulation.

Proposed Future Railroad capacity enhancements are shown in Exhibit 6-49. At first, even with all improvements, freight train delays were too high. Further simulation was used to help fine-

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tune interlocking configurations, crossover locations and the configuration of the crew-changing yard at Jefferson City – until 2020 freight delays were reduced below the level that would have occurred if the MWRRS did not exist.

Diverting through freights onto the River line would give passenger trains their own dedicated track west of Jefferson City to Kansas City. Long sidings on the Sedalia line would facilitate running meets between MWRRS passenger trains, and would increase freight capacity for emergency use. In the future case simulation, two single-track bottlenecks on the Jefferson City line were eliminated and three sections of triple-track were added along with a new support yard at Jefferson City. This complete set of upgrades was introduced at the same time as MWRRS passenger service.

Exhibit 6-50 shows forecasted total elapsed time in each of three simulated years – 2002, 2012 and 2020. Three curves are shown – the current railroad with and without Amtrak, and the proposed MWRRS mitigation solution. In 2002, adding the proposed MWRRS infrastructure would reduce train-running time substantially below its current value. *As traffic levels increase in the future, proposed MWRRS infrastructure additions become even more valuable.* By 2012, the MWRRS mitigation outperforms the current railroad even *without* Amtrak. Because the RTC model was unable to operate at 2020 traffic levels on the current railroad with Amtrak trains, a value for the result of that run was estimated.

The 2002 Base Case generates 11 days of freight train delay; by 2020, without double-tracking the Osage and Gasconade River bridges, this would rise to 121 days in the Do Nothing scenario even if Amtrak trains were discontinued. Freight delays grow by a factor of 12 when volume less than doubles. This disproportionate increase in train delays clearly shows that the system will be reaching its capacity limit by 2020. If Union Pacific proceeds with double-tracking the two river bridges, then additional triple-tracking between Jefferson City and St. Louis (beyond what is included in the current infrastructure plan for the MWRRS) will be needed to reduce 2020 freight delays below the level that would have occurred, if MWRRS did not exist. Development of such a strategy will require an engineering field assessment to determine the areas where triple-tracking may be feasible, along with additional simulation modeling effort to ensure the delay mitigation criteria for the MWRRS are fully satisfied. A likely scenario is full triple tracking except for the tunnels at Gray's Summit and the Osage and Gasconade River bridges, which may remain only double tracked. It is anticipated this expanded modeling effort will be funded in a future project phase.

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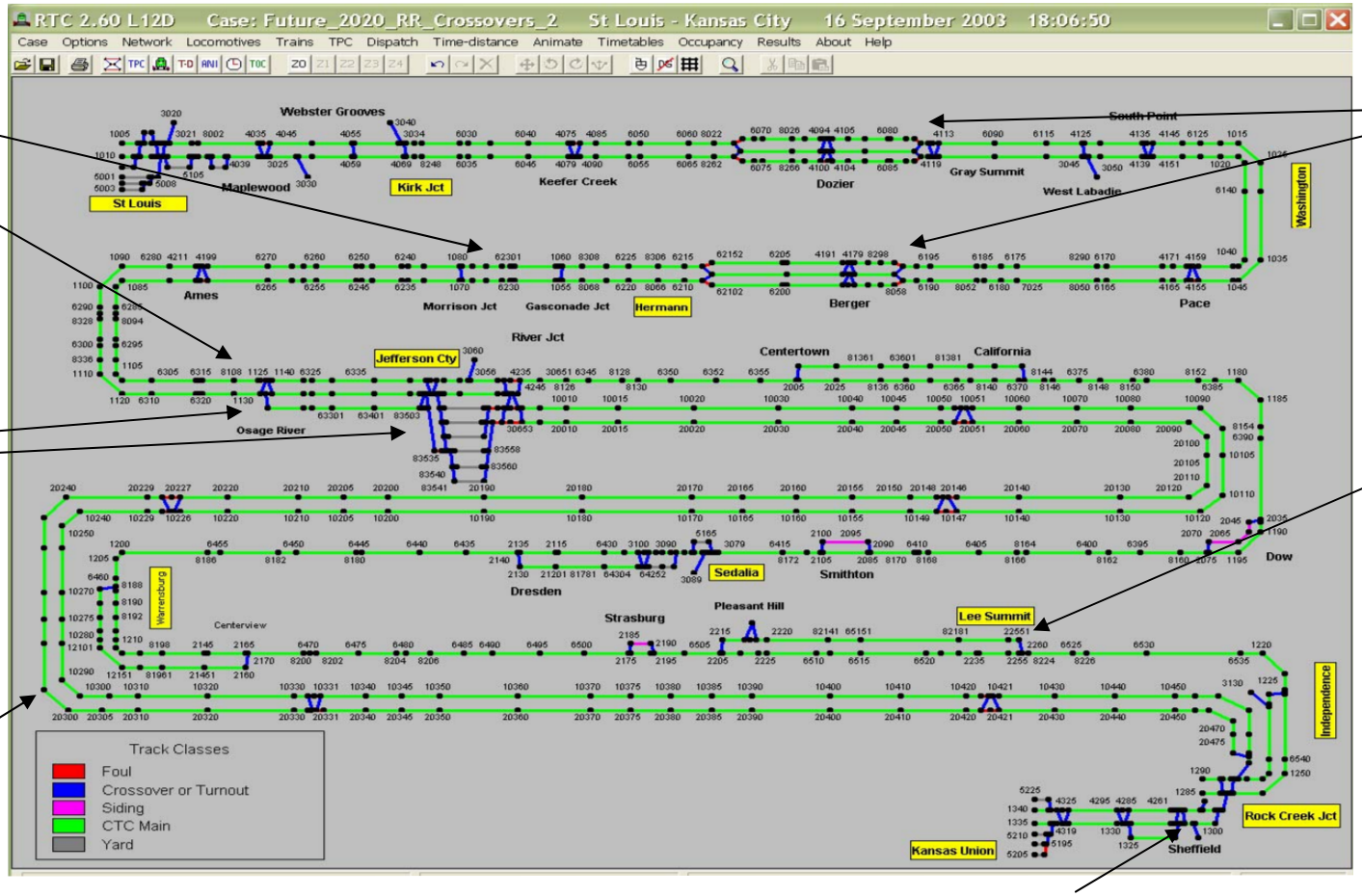
Exhibit 6-49
Proposed Future Railroad Capacity Additions



Double-tracked Gasconade and Osage River bridges

Triple-tracked segments

Triple-track and new yard at Jefferson City

Four long sidings on the Sedalia Subdivision

Double-track the entire River Subdivision

Connection track to allow Sedalia line trains to use the Sheffield flyover

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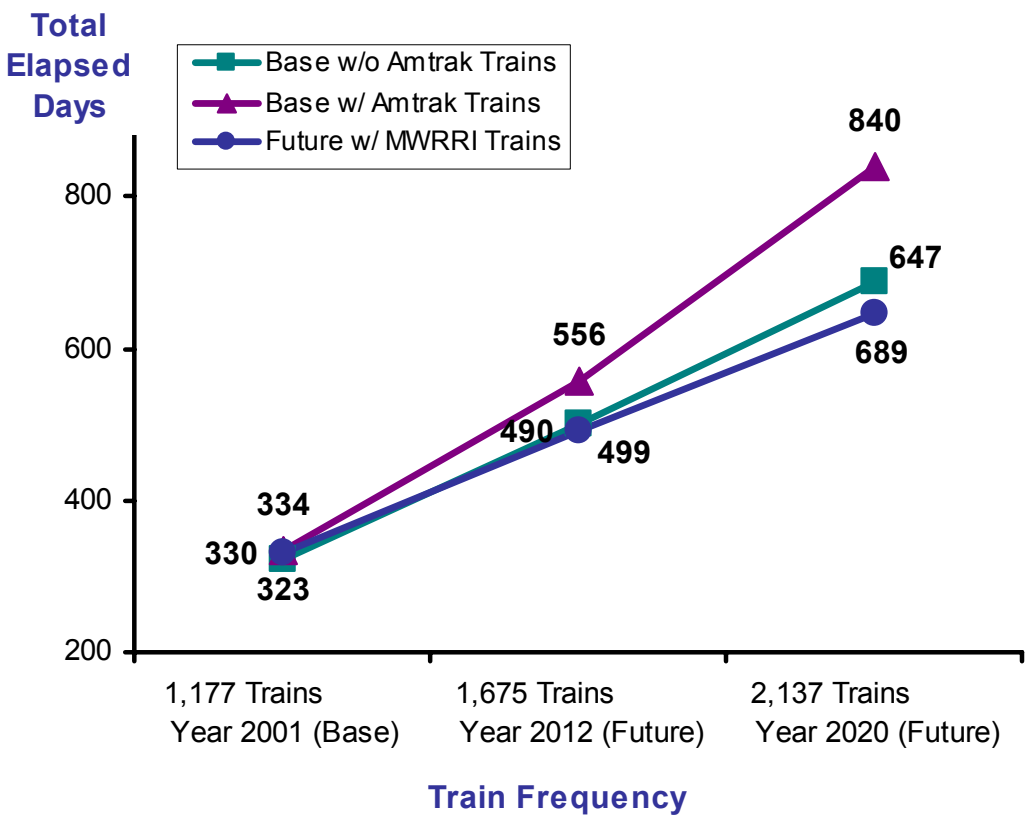
Exhibit 6-50
St. Louis-Kansas City Mitigation Statistics
30-day Simulation – Summary Statistics for Freight Trains Only
Total Running + Delay Time of All Freight Trains



6.25.7 Conclusions and Recommendations

The St. Louis to Kansas City line is one of Union Pacific's highest density freight corridors. Already carrying more than 100 million gross tons per year, freight traffic is forecast to almost double by 2020. In addition, the line carries two round trip Amtrak trains each day. The goal of the MWRRI is to increase passenger service to six round trips by 2013 and to shorten the schedule by one hour by introducing new tilting trains (that can go faster around curves) and a Positive Train Control (PTC) signaling system.

Increase in freight train delays occur because of projected freight traffic growth and would happen even without the addition of MWRRS passenger trains. To partially offset these delays, Union Pacific has indicated it is planning to double-track the Osage and Gasconade River bridges, and to make whatever yard investments are needed at Jefferson City to support its own operations. This report develops an infrastructure plan for returning 2020 freight delays to a

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level *lower* than they would be without any passenger trains on existing infrastructure. Specifically:

- Capacity needs west of Jefferson City would be fully addressed by double-tracking the River line and by upgrading the Sedalia line to serve as a dedicated high-speed passenger and freight route and as a relief route for high-speed freight or emergencies. Since westbound traffic consists mostly of empty trains, these could be diverted as needed to the Sedalia line without damaging MWRRS passenger tracks.
- Infrastructure improvements for the MWRRS would eliminate the two remaining single-track bottlenecks and install three sections of triple-track to allow MWRRS and intermodal trains to overtake slower coal trains. Since this line segment is already double-tracked, infrastructure improvements for the MWRRS would be selectively targeted to address the most urgent capacity needs. These include major construction to double-track bridges across the Osage and Gasconade Rivers, and providing triple track at critical meet points.

The proposed infrastructure improvements for the MWRRS would provide enough capacity west of Jefferson City not only for day-to-day operations but also to meet emergency and maintenance needs. By making an upgraded Sedalia line available during flood conditions or to relieve freight congestion on the River line, the need for building more than two tracks on the River line can be avoided.

Some benefits to Union Pacific of the infrastructure improvements for the MWRRS would include:

- An investment of $64.4 million to install a Positive Train Control system and other signaling upgrades. The RTC model simulation does not reflect the benefits of this PTC investment, which has reduced train delays in other MWRRS corridors by more than 10 percent.
- An investment of $170.7 million for general track condition upgrades, *over and above* the cost of line capacity additions and River line improvements. This would dramatically reduce freight train delays due to slow orders. These train delay savings have been neither quantified nor included in the RTC model mitigation.
- An investment of $58.6 million for grade crossing improvements. In addition to saving lives and reducing property damage, this investment would reduce the frequency of severe operational disruptions caused by grade crossing accidents.
- The capacity enhancements suggested here would offer significant *benefits* to yard and terminal operations. With directional running, if either line is shut down it is difficult to divert trains to the other track. With a double-tracked River line, one track could be closed for maintenance while full operations continue using the other track. With the added line capacity west of Jefferson City provided by MWRRS, the need for holding or staging trains in Kansas City and St. Louis yards for track maintenance curfews should be dramatically reduced.

A projected increase in freight delays on current infrastructure by 2020 remains a serious concern. To maintain freight delays near their current level along with MWRRS operations, it

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will be necessary to fully triple-track the Jefferson City line except perhaps for a few short stretches at tunnels and bridges. To reduce costs, MWRRS trains should possibly switch to the BNSF alignment east of Pacific (MP 35). Some other joint-running or capacity-sharing arrangement with BNSF from Pacific into St. Louis might also be possible. For perspective, Union Pacific today operates an average of 45 trains-per-day (including passenger trains) on its double-tracked line between St. Louis and Kansas City. This is forecast to grow to 88 trains-per-day by 2020, an average of 44 trains-per-track per-day on a double-tracked line.

By comparison, between O'Fallons and North Platte, NE, Union Pacific operates 125-150 freight trains per day on a triple-tracked rail line or, 42-50 trains per track per day. This volume was formerly handled on a double-track line, but not without significant problems. Union Pacific's own operating experience, therefore, confirms the possibility of operating as many as 88 trains-per-day over a double-tracked Jefferson City line, although that would clearly be reaching the upper limits of line capacity. The three sections of triple track provided in the current simulation would be intensively used to allow overtaking not only by passenger trains, but also by higher-priority automotive and intermodal freight trains.

While the simulation suggests this partial triple-tracking solution may be adequate for handling MWRRS trains along with today's freight traffic volume, without full triple tracking by 2020, the proposed MWRRS service could be expected to suffer reliability problems. Union Pacific's St. Louis to Kansas City corridor is one of the densest bulk and manifest freight routes in the United States. The challenge of overlaying a high-speed passenger network on this route is further complicated by the curvature and gradient profile of the line. At projected 2020 traffic levels, assuming Union Pacific funds the cost of double-tracking the Osage and Gasconade River bridges, the capacity needed to support proposed MWRRS service would be equivalent to providing one additional track all the way from St. Louis to Kansas City. However in the context of the MWRRS project, this is no greater investment than has been proposed for other corridors, such as from Cleveland to Toledo where a dedicated third track would be constructed alongside nearly the entire length of the Norfolk Southern line.

With its own dedicated track from St. Louis to Kansas City, the proposed MWRRS service could operate with minimal interaction with existing freight service. However to optimize the freight benefit of making the investment, this plan instead envisions adding a third *shared* track from St. Louis to Jefferson City rather than a dedicated passenger line. West of Jefferson City, using the River route for freight would completely separate freight from passenger operations. Given a nearly $1 billion investment that would effectively separate freight from passenger trains all the way from St. Louis to Kansas City, TEMS believes these two kinds of services should be able to coexist without difficulty.

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6.26 Chicago–Toledo-Cleveland Rail Corridor

The aim of this analysis was to:

1) Assess the impact of MWRRS high-speed 110-mph passenger train operations on the Toledo-Cleveland railroad corridor, and
2) Confirm the initial estimate of the infrastructure improvements needed to maintain freight operations at current levels of performance. This study is strictly a feasibility-level analysis that identifies line capacity issues and evaluates potential operational conflicts on the corridor.

Norfolk Southern owns the Toledo-Cleveland line. This analysis has been advanced prior to the initiation of detailed operational discussions or negotiations with the railroads, or the identification of specific project funding sources. Future engineering assessments will require considerably more discussion to ensure railroad concurrence. Final design concepts and recommended capital plans will depend on detailed operations analysis, design coordination, and in-depth discussions with the freight railroads. As the MWRRS project moves beyond the feasibility phase, railroad involvement and coordination will become increasingly important.

Chicago-Toledo Route Alternatives

Originally, the MWRRS had considered only Norfolk Southern's Chicago Line, also called the "Northern Alignment" as the route between Chicago, Toledo and Cleveland. However, in 2002, the Indiana Department of Transportation requested a comparative analysis of an alternative "Southern Alignment"[12] from Buffington Harbor, near the Gary Airport in northwest Indiana, to Delta, Ohio, west of Toledo. This alternative route, which passes through Gary, Plymouth, Warsaw, Ft. Wayne and Defiance, has relatively light freight traffic.

As shown in Exhibit 6-51, the MWRRS alternative routes between Chicago and Toledo consist of several route segments, each of which has distinct ownership and operational characteristics. Amtrak currently operates the daily *Capitol Limited* (Washington-Pittsburgh-Chicago) and the daily *Lake Shore Limited* (New York-Albany-Chicago) over Norfolk Southern's "Chicago Line" (the northern alignment) with stops in Hammond, South Bend, Elkhart, Waterloo, Bryan, and Toledo.

Despite being approximately 13 miles longer, because of the lower density of traffic and upgraded track, the Southern route is up to nine minutes faster than the Northern route. In financial and economic terms, the Southern Alignment was shown to be more beneficial than the Northern route. This is because the Southern Alignment serves Fort Wayne, and allows higher train speeds at a lower cost by redeveloping a light-density freight rail line for passenger use.

[12] See the *Northern Indiana/Northwestern Ohio Routing Study*, TEMS, Inc., November 2002.

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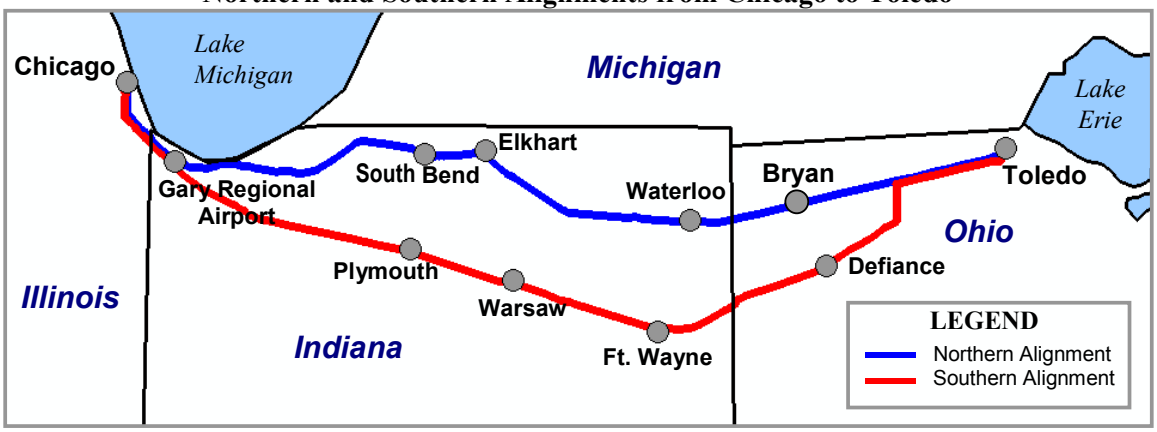
Exhibit 6-51
Northern and Southern Alignments from Chicago to Toledo



Several factors led to this finding. Higher infrastructure capital costs were found for the northern route. Because freight traffic levels on the existing northern corridor are particularly high, a new dedicated track would be required along the entire length of the corridor. In areas where there is not enough room to construct the adjacent passenger track at the required minimum distance from the freight line, speeds would be reduced to 90 mph. This slower speed on portions of the northern route increased the overall travel time and subsequently lowered the projected ridership for the corridor. Competitive commuter rail service between South Bend and Chicago had a further negative impact on the overall projections for the northern route. Given the selection of the southern route, Indiana DOT proposed to enhance the NICTD system by providing additional express train service between South Bend and Chicago. This provides an effective connection with the MWRRS at Gary.

The substantially lower freight density on the southern corridor reduced the cost of that route since it allowed for plans to rebuild the existing tracks without a need to build an entirely new set of adjacent tracks. Because of the lighter freight density on the Ft. Wayne line, it is anticipated that opportunities will exist for cooperative freight and passenger shared use of the line.

By 2012, MWRRS plans to introduce new high-speed (110-mph) train operations and a Positive Train Control (PTC) signaling system. Nine daytime MWRRS round-trips would operate between Cleveland and Toledo (eight of which would continue to Chicago), in addition to the two Amtrak long-distance trains that operate today[13]. By raising Chicago-Toledo-Cleveland train speeds from 79 to 110-mph, running times would be shortened from the current 7:15 to 4:48 (HH:MM). New trains would use tilting technology to allow faster speeds through curves, while maintaining passenger comfort and ride quality.

[13] In addition, Ohio's proposed high speed "Cleveland Hub" service would use the Cleveland-Toledo portion of the corridor. Cleveland Hub would operate an additional eight round-trips from Cleveland to Detroit on a 2:47 (HH:MM) schedule. We assume that the single MWRRS Toledo-Cleveland round trip will eventually be replaced by Cleveland Hub service, reducing the number of daily MWRRS round-trips from nine to eight.

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On the Southern Alignment between Buffington Harbor (Gary Airport) and Delta, Ohio, long high-speed sidings for passenger train meets would be added according to the MWRRS standard of 20% double track. Sidings would be located at Valparaiso, Hanna, Plymouth, Warsaw, Van Dale, Fort Wayne, Antwerp and Defiance. Freight train interference on the Fort Wayne line should not be an issue since Conrail downgraded its Fort Wayne line to secondary status in 1990 only local freight service remains. Track configuration details for local industry switching remain to be defined during the preliminary engineering phase of this project.

At Delta, the passenger alignment would use the Indiana & Ohio railroad bridge, crossing over the NS Chicago Line and would then turn right to parallel the NS freight tracks.

In Toledo, representatives from Norfolk Southern, Amtrak and the State of Ohio conducted a joint field investigation of the Toledo terminal operations. Engineering plans for running the passenger alignment around Airline Yard remain to be finalized, but a $40 million capital placeholder has been designated for that purpose.

Toledo-Cleveland

From Toledo to Cleveland, the MWRRS passenger alignment would follow the Norfolk Southern right-of-way on the north side of the existing Chicago Line. Amtrak operates the *Capitol Limited* and the *Lake Shore Limited* over this route with stops in Sandusky, Elyria, and Cleveland.

As requested by both CSX and NS, wherever 110-mph FRA Class 6 operations are planned, a new high-speed track would be added with 28-foot centerline offset from the existing freight tracks. MWRRS train speeds would be restricted to 90-mph or less whenever a 28-foot separation cannot be maintained.

The MWRRS capital plan assumes that the Toledo-Cleveland passenger rail alignment would be mostly separated from the freight mainline operation. However, the MWRRS proposes to share the existing NS double track in several places where it would not be economically feasible to widen the right-of-way. The shared track segments, where freight and passenger trains would co-mingle include locations in Toledo, the Sandusky Bay Causeway and the bridge crossings over the Huron and Vermilion Rivers. Because of these short co-mingled track segments and the need for passenger trains to meet each other, MWRRS passenger trains *would not be completely separated* from freight between Toledo and Cleveland.

6.26.1 Toledo-Cleveland: Past and Present Freight Flows

In examining railroad capacity on the Toledo-Cleveland freight corridor, it is helpful to highlight recent changes in freight railroad traffic flows. Freight railroad operations in the Toledo–Cleveland corridor changed dramatically in 1999 with the acquisition of Conrail by NS and CSX. As a result of the acquisition, the major flow of rail traffic has changed considerably.

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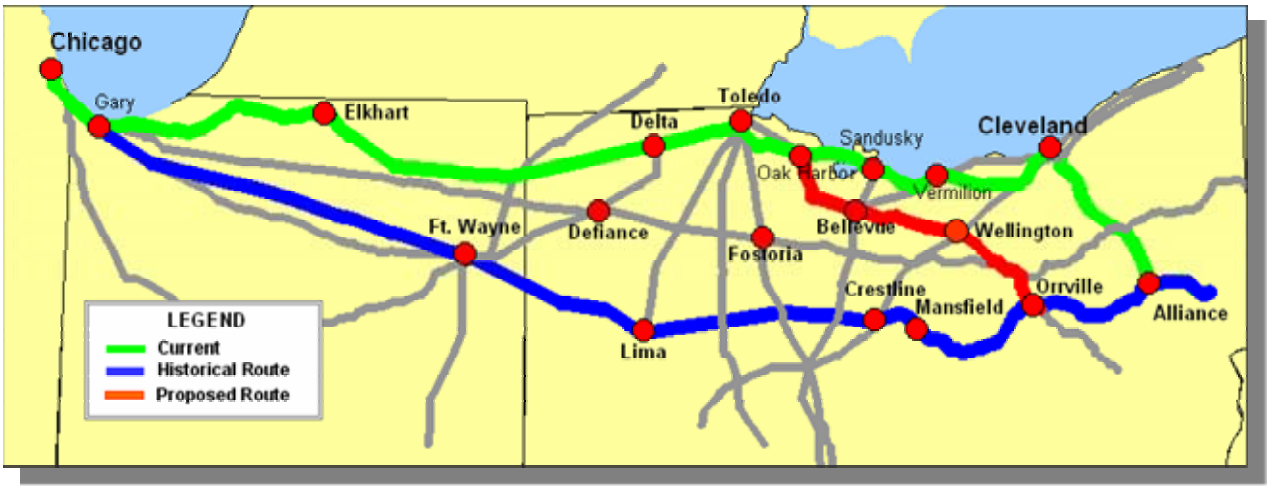
Prior to 1999, the traffic was accommodated over two railroad corridors running through Fort Wayne. Today, the major flows of freight traffic use the NS Toledo–Cleveland line along with a parallel CSX route.

- As shown in Exhibit 6-52[14], NS Chicago traffic from Pennsylvania and Maryland, which before 1999 used Conrail's direct line west through Crestline and Fort Wayne (blue route), is now routed from Alliance to Cleveland instead (green route). A possible future routing for this traffic via Orrville and Bellevue is shown in red. This route alternative will be discussed in more detail in section 6.26.6.
- As shown in Exhibit 6-53, prior to 1999, NS Chicago traffic originating on the former Nickel Plate (NKP) east of Cleveland was handled on the line via Bellevue and Fort Wayne (blue route). Rerouting this former NS traffic on the new route via Toledo alleviated capacity constraints on NS' Chicago–Fort Wayne line. However, the old NS line from Cleveland via Toledo still remains an alternative for this traffic, or a new routing via Wellington and Bellevue (red route) may also be a possibility for it. This route alternative will also be discussed in more detail in section 6.26.6.

Currently, the east and west ends of the NS Cleveland-Toledo line have heavier volumes of freight traffic than the middle portion of the route. This is due to the NS Bellevue Yard which collects merchandise carload traffic and operates as a major classification point for north-south shipments heading into traditional NS territory in the south. To allow trains to reach Bellevue from the acquired Conrail (NYC) line, NS installed connection tracks shown in 6-54, 6-55 and 6-56, at Vermilion and Oak Harbor.

Exhibit 6-52
Pennsylvania and Maryland to Chicago (Former Conrail Traffic)



[14] In Exhibits 6-50 and 6-51, a "proposed route" option is also shown in red. See section 6.33.

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Most NS bulk and intermodal trains continue to operate over the direct Cleveland-Toledo line through Sandusky. However, freight trains often use the connection tracks at Oak Harbor and Vermilion to stop at Bellevue yard. This freight diversion via Bellevue reduces the number of trains crossing the Sandusky Bay causeway, which is a critical capacity bottleneck on the line. So, the east and west ends of the Cleveland-Toledo line have heavier freight traffic than the middle portion.

Exhibit 6-53
Buffalo to Chicago (Former NS Traffic)

Exhibit 6-54
Norfolk Southern Toledo–Cleveland: Two Routes

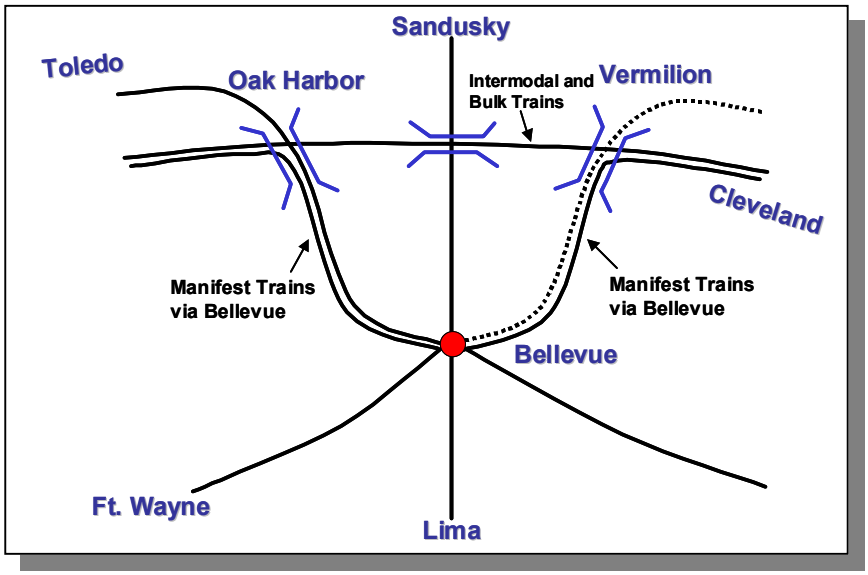

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Exhibit 6-55
NS Oak Harbor Connector

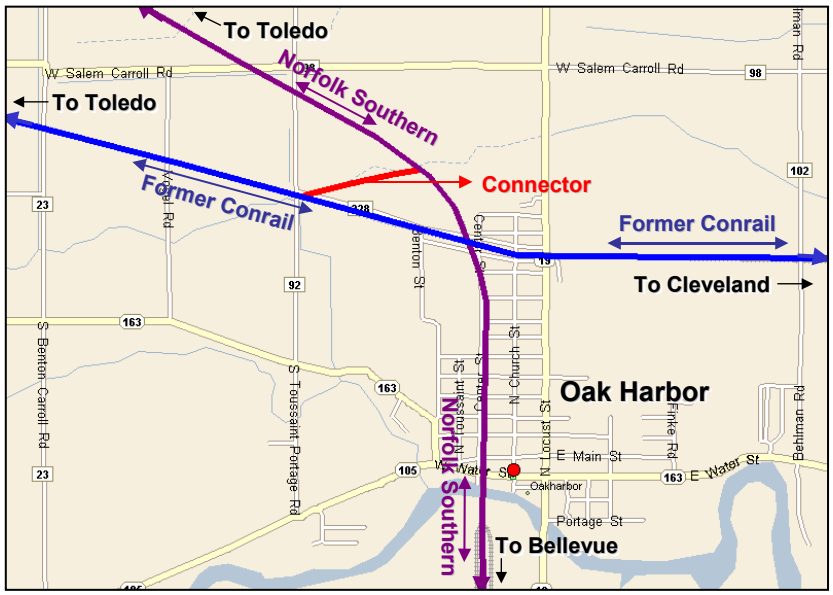
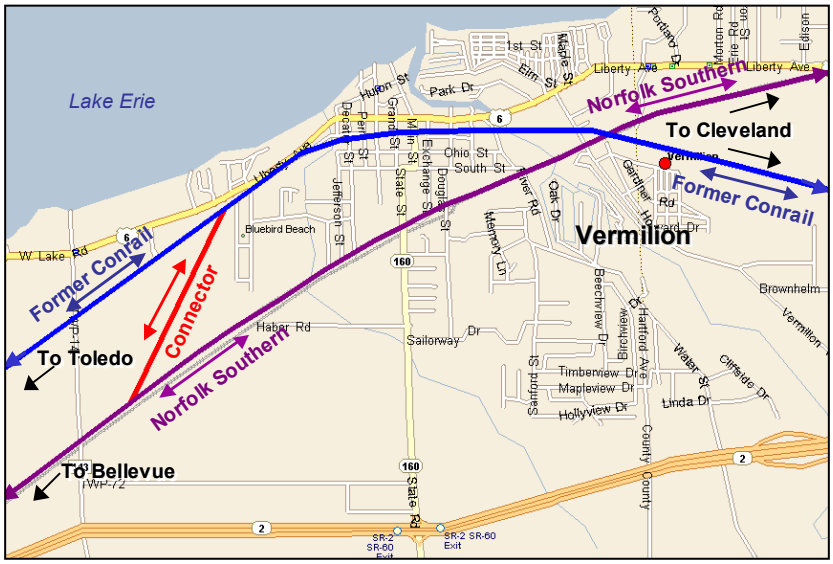


Exhibit 6-56
NS Vermilion Connector



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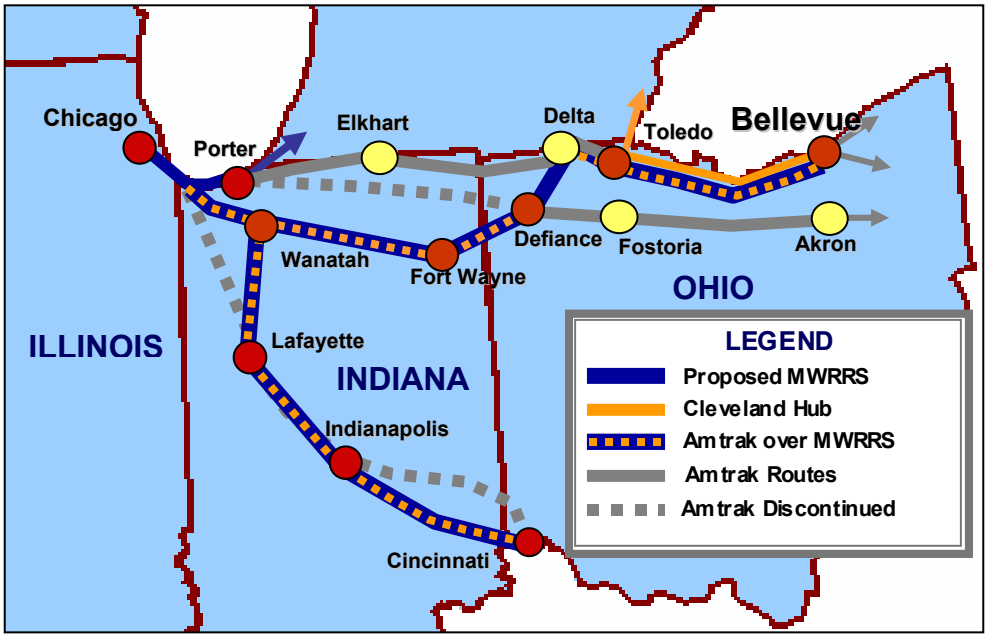
6.26.2 Possible Benefits to Amtrak Long-Distance Trains

Assuming existing Amtrak long-distance trains remain in operation, Exhibit 6-57 illustrates the potential rerouting of Amtrak's trains in northern Indiana and Ohio. By removing two daily Amtrak passenger trains in each direction from CSX's Chicago-Defiance line segment, and by taking advantage of the MWRRS high-speed track between Delta and Cleveland, MWRRS investments should positively impact both Amtrak service and freight railroad capacity. For example:

- Only two trains serve the Chicago–Cleveland passenger market today: Amtrak's Chicago–New York *Lake Shore Limited* and Chicago–Washington *Capitol Limited*. Both trains can take advantage of capacity improvements made by MWRRS between Delta and Cleveland.
- Amtrak's *Three Rivers* operates today on a CSX routing through Akron and Fostoria, OH. With restoration of the Fort Wayne line for high-speed passenger service, the *Three Rivers* could be rerouted into Fort Wayne by adding a connection track at Defiance, OH.
- Amtrak's *Cardinal* operates today on a daily basis to Indianapolis and tri-weekly through to Cincinnati and Washington, D.C. While daily Amtrak service to Indianapolis will be replaced by MWRRS, tri-weekly long-distance service through to Washington may continue. Presently, the *Cardinal* is routed over congested freight tracks through the Chicago terminal, but MWRRS would offer an even better option. The *Cardinal* could operate over the MWRRS corridor from Chicago to Wanatah, then turn south on MWRRS' Cincinnati line.

Exhibit 6-57
Proposed Passenger Service in Northern Indiana and Ohio



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6.26.3 Simulation of the Chicago–Toledo-Cleveland Corridor

NS freight train volumes shown in Exhibit 58 were estimated based on a peak-day extracted from NS defect detector data. An annual growth rate of 2% was assumed for carload and bulk freight, and 5% for intermodal. No growth was assumed for local trains. The same growth rates were applied to every line segment.

Exhibit 6-58
NS Cleveland-Toledo Projected Train Counts

Train Group	2002			2010			2020		
	Toledo-Oak Hbr	Oak Hbr-Vermilion	Vermilion-Cleveland	Toledo-Oak Hbr	Oak Hbr-Vermilion	Vermilion-Cleveland	Toledo-Oak Hbr	Oak Hbr-Vermilion	Vermilion-Cleveland
Amtrak	4	4	4	4	4	4	4	4	4
Freight	36	36	36	41	41	41	47	47	47
Short Frt	8	0	12	9	0	14	11	0	17
Intermodal	12	12	12	18	18	18	31	31	31
Local	3	3	3	3	3	3	3	3	3
MWRRS	N/A	N/A	N/A	18	18	18	18	18	18
Total	**63**	**55**	**67**	**93**	**84**	**98**	**114**	**103**	**120**

When MWRRS passenger service was introduced in the simulation, investments were simultaneously added to restore freight delays to the level they would be without the addition of passenger trains to the line(s). Several simulations were run to evaluate the impact of different combinations of improvements at projected traffic levels for 2010 and 2020. Nine 30-day scenarios were run as a *Typical Day* analysis. The simulations showed four main freight benefits:

- **Installation of a Positive Train Control system by MWRRS** can improve performance by allowing closer train spacing and raising line capacity.
- **Planned Track Condition Upgrades** from FRA Class 4 to Class 5 and signal upgrades would allow raising freight speed from 50- to 60-mph and increasing intermodal speed from 60- to 70-mph, should NS choose to take advantage of this capability[15]. The engineering costs provide for upgrading 83 miles of existing track, with 33% tie replacement plus surfacing.
- **Additional line capacity provided by MWRRS** would add more than 20 miles of new Class 5 "passenger sidings" – fully accessible to freight trains. In the simulation, the Class 6

[15] Although FRA Class 5 track allows freight operation at up to 80-mph, most freight equipment is unable to operate at that speed without special modifications to stabilize the suspension system. If only a single car on a train is speed restricted, the entire train must be speed restricted. In addition, the design of signal systems must permit adequate stopping distance within the braking capabilities of the train. For this reason, U.S. freight train speeds are likely to remain in the 60- to 70-mph range for the foreseeable future – although higher speeds might be possible for specially equipped trains.

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dedicated passenger track was also made accessible for occasional freight use with a 30-mph speed limit. Track capacity added by MWRRS would allow NS to expedite premium intermodal and automotive trains, whereas today it may not be feasible to do so.

- Amtrak long-distance trains would be accommodated on new MWRRS infrastructure which would mitigate any Amtrak-caused delays that exist in the Base Case.

6.26.4 Current Cleveland-Toledo Capital Plan

- Although NS freight would be completely separated from MWRRS passenger operations west of Delta, OH, the current MWRRS plan calls for sharing the NS right-of-way between Delta and Cleveland. The study team, Amtrak and, to some extent, Norfolk Southern developed the concept for improving the railroad infrastructure for shared freight and passenger operations over this route segment: The plan would add 94 miles of dedicated Class 6 110-mph track between Delta and Berea, with 28' off-set from the existing freight tracks. This is required by the freight railroads to allow 110-mph passenger train operations.
- The engineering cost estimate *also* provides for upgrading 83 miles of existing track with 33% tie replacement, along with 20 miles of discretionary "passenger siding" but does not specify exactly where this additional mileage will be located. This track can be placed where it can do the most good, and would be constructed to Class 5 90-mph standards.

The current plan does *not* completely separate passenger trains from freight operations. Had it been possible to construct new track along the *entire* length of the Toledo–Cleveland corridor, complete separation of passenger from freight operations might have been achieved. Then freight interference would not have been a concern. With shared line segments however, the problem is how best to add infrastructure to mitigate freight delays. This led to development of two different strategies for deploying discretionary mileage: a "uniform-spacing" and "freight-optimized" configuration:

- **A configuration based on uniform spacing of passing sidings** locates high-speed passenger sidings primarily to facilitate meets between passenger trains. This design was developed as if the Toledo-Cleveland route were a single-tracked line built for exclusive use of MWRRS passenger trains. It assumes MWRRS trains will meet or pass each other using only the passenger sidings provided, and not use freight tracks at all except on the shared segments. A basic design principle for single-tracked lines is to space passing sidings equally. This has been shown to minimize train delay[16].

[16] Kraft, E. R. (1988) Analytical Models for Rail Line Capacity Analysis, *Journal of the Transportation Research Forum* **29** (1) 153-162.

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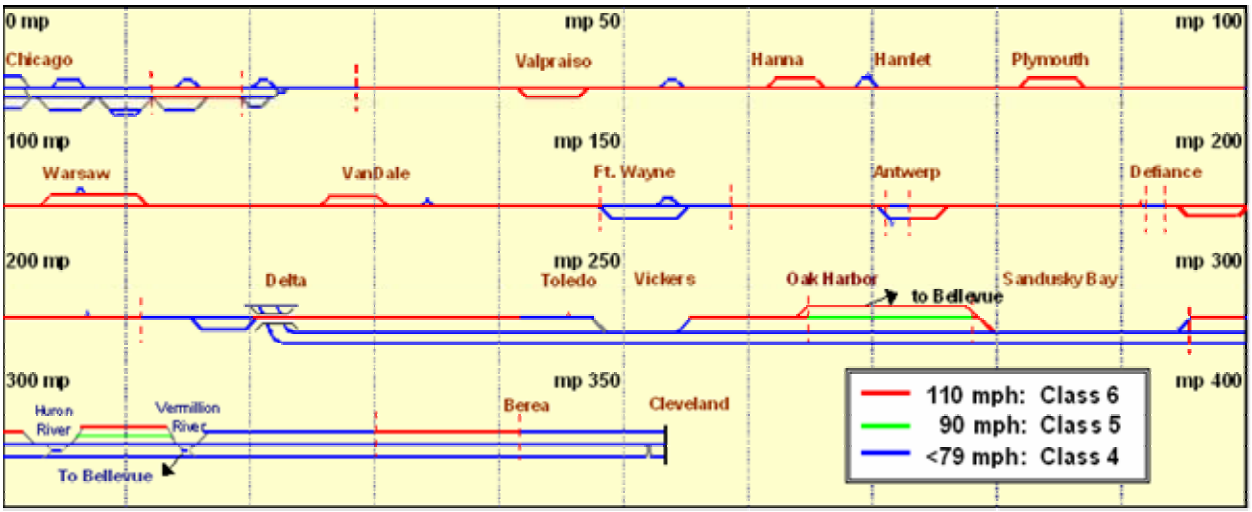
- **A freight-optimized configuration** places added capacity where freight trains need it most: east of Vermillion, or west of Oak Harbor. This plan assumes MWRRS passenger trains use any available track to meet and pass one another. Therefore, passing siding location imposes no practical constraints on scheduling of passenger trains. Conversely, placement of the siding mileage can be improved to produce greater benefit to freight operations. The uniform-spacing design adds capacity *between* Vermilion and Oak Harbor, where freight volumes are lower. A freight-optimized design corrects this by shifting more capacity west of Oak Harbor, and by shortening the length of the critical bottleneck at the Sandusky Bay Causeway.

Design of the Uniform-Spacing Configuration

Although the ideal placement for passing sidings is to space them equally, it may be necessary to adjust locations to account for local engineering constraints. In this case, the Sandusky Bay crossing, and Huron and Vermilion River bridges constrain where passenger sidings may be located. The assumption that passenger train meets and passes can be limited only to "passenger sidings" is not very practical. Current MWRRS train schedules were built around customer-preferred departure times and for efficient equipment utilization, not to optimize meet/pass performance. Secondly, even if schedules were built around a need to avoid using freight tracks, small delays -- inevitable in daily operations -- would still require freight tracks to be occasionally used to avoid further compounding those delays. See Exhibit 6-59 for a graphic depiction.

Exhibit 6-59
Proposed MWRRS Chicago–Cleveland Line: With Uniformly Spaced Sidings



110-mph passenger tracks are shown in red; 90-mph "passenger siding" miles are shown in green. Crossovers or interlocking details are not shown in these schematics.

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Design of the Freight-Optimized Configuration

An option to reduce freight train delays would be to allow freight trains to use the new MWRRS infrastructure. However, high-speed track is difficult to maintain under heavy tonnage. Without any restrictions on axle loads or freight train speeds using high-speed tracks, this could prove to be a very expensive solution. A compromise, therefore, would allow shared use of 90-mph MWRRS "passenger sidings" [17] but restrict the speed of freight trains on the 110-mph passenger tracks to perhaps 30-mph. To adjust the uniform-spacing proposal to better meet freight needs, the location of the passenger siding mileage was changed as follows:

- Construct a single dedicated passenger track at FRA Class 6 standards to support 110-mph passenger operations. In our *MISS-IT*© simulation, freight trains were allowed to use these high-speed tracks, but a 30-mph speed limit was imposed.
- Construct additional "passenger siding" mileage at FRA Class 5 standards so freight trains may use these tracks without speed restriction. Class 5 tracks allow up to 90-mph passenger speeds and are the standard for high-speed freight track in the US.[18]
- For further running time improvements, existing freight tracks between Cleveland and Toledo may be upgraded from FRA Class 4 to Class 5 standards[19]. Upgrading the freight tracks would allow flexible use of any track for meeting and passing passenger trains, improve ride quality, reduce fuel consumption of freight trains, and raise the speed limit for intermodal service.

The freight-optimized configuration deploys the two passenger sidings farther west than they are if sidings are uniformly spaced, as shown in Exhibit 6-60:

- The proposed siding in the uniform spacing configuration from Vermilion to Huron is located west of the Vermilion connection track – therefore it cannot be used by many freight trains. However, the MWRRS plan provides another section of third track just east of the Vermilion river bridge that can be used for holding NS freight trains awaiting clearance to move onto the connection.

  Therefore, this siding mileage was moved farther west to create a seven-mile passenger siding from MP 233.0 to MP 240.6, Huron to Sandusky. This appears as four-track territory in Exhibit 6-60. The passenger siding should be constructed as a third freight track immediately adjacent to the existing line, with 28' separation between the passenger siding and the proposed Class 6 high-speed main line.

[17] Restricting the speed of freight trains reduces the dynamic loading on the infrastructure and therefore reduces the track damage they cause.

[18] Class 5 track allows up to 80 mph freight speeds, but most freight equipment cannot go that fast. Practically, Class 5 allows 70-mph intermodal trains. For a more complete description of the FRA Track Classification system, see: http://www.trains.com/Content/Dynamic/Articles/000/000/003/010pwhmw.asp

[19] Subject to negotiation of an appropriate cost-sharing agreement with the freight railroad for the added cost of maintaining higher-quality Class 5 track.

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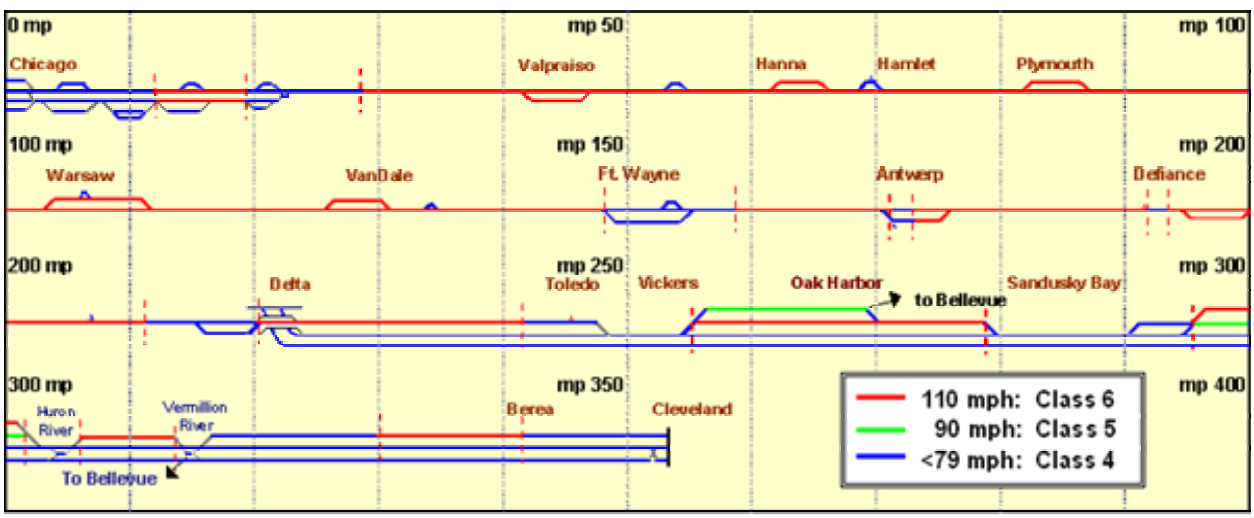
Even though 110-mph territory ends at MP 240.6, it appears there is room to extend a third-track at conventional speed further west another four miles to MP 244.8. The third track at Sandusky should be extended as far west as possible, to minimize the length of the Sandusky Bay causeway double-track section. This extension is shown as a blue track in Exhibit 6-60.

- The NKP connection track at Oak Harbor enters the NS mainline on the north side. Entering and exiting freight trains at Oak Harbor would conflict with high-speed passenger operations planned for the north side. To deal with the awkward freight connection at Oak Harbor, the freight-optimized configuration proposes to construct a freight track on the *north* side of the proposed MWRRS track to eliminate freight interference at Oak Harbor. This track would extend from the Oak Harbor connection at MP 265.7 all the way to the west end of the 110-mph section at Millbury, MP 280.7. With this design, the proposed 110-mph track must be placed in the *middle* of the right-of-way between two freight tracks or else a flyover bridge must be constructed to move passenger trains back to the outside track. MWRRS might ask NS to waive the usual 28' separation requirement in this area.

Another solution for addressing the Oak Harbor connection problem may be to restore the abandoned rail line from Fremont direct to Millbury. Freight trains would enter Millbury on the south side, eliminating conflicts with MWRRS passenger trains. Some portions of this right-of-way have been converted to trail use as the North Coast Inland Trail[20], so restoration of rail service over this alignment may no longer be feasible.

Exhibit 6-60
Proposed MWRRS Chicago–Cleveland Line: With Siding Mileage Optimized for Freight Needs



110-mph passenger tracks are shown in red; 90-mph "passenger siding" miles are shown in green. Crossovers or interlocking details are not shown in these schematics.

[20] See: http://home.earthlink.net/~bikeohio/elmore.html

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6.26.5 Simulation Results

- A 2002 Base Case simulated current operations at traffic levels, *with* Amtrak but *without* MWRRS passenger trains. The 2002 Base Case assumed a conventional signaling system. The 2010 and 2020 "Base + Growth" scenarios were simulated *twice*: once with conventional signaling and again with a PTC signaling system. Addition of the PTC system reduced freight delays even as additional freight traffic was added.
- A "Do Something" scenario that would operate MWRRI trains over existing freight tracks was not simulated, since it would have contradicted Norfolk Southern's requirement that new tracks be built alongside their existing line to support passenger operations at 110-mph. Neither 90-mph or 79-mph operation were part of the current project scope. Neither engineering costs nor a demand forecast had been developed for them, so these reduced-speed scenarios over the existing NS trackage were not evaluated.
- MWRRS trains were added to expanded infrastructure with dedicated 110-mph tracks to develop three scenarios. These were:
  - "Uniform spacing"
  - Freight-optimized" and
  - "Freight-optimized" with freight tracks upgraded to FRA Class 5.

The simulations show an improved ability to expedite intermodal and other time-sensitive freight trains over the expanded infrastructure. While bulk train delays increase slightly, these delays are more than offset by the improvement to intermodal trains so the overall level of freight delay is reduced. The simulations show that freight operations would significantly benefit from the proposed line capacity improvements, higher track speeds and installation of a PTC signaling system, all funded by MWRRS. Beyond this, freight transit times could be substantially reduced should NS choose to take advantage of the ability to run its intermodal trains at a higher speed on upgraded Class V tracks.

All three scenarios improve freight train performance over the Base Case, however the freight-optimized configuration performs best. Compared to 2010 and 2020 "Base + Growth with PTC" runs that *include PTC in the Base*, it can be seen that the proposed mitigation does *not* rely on either PTC benefits or on freight speed improvements. Exhibit 6-61 details the results of a 30-day simulation of freight trains on the NS Cleveland-Toledo line.

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Exhibit 6-61
NS Cleveland-Toledo 30-day Simulation -- Summary Statistics for Freight Trains Only*
Times in DDD:HH:MM format

Statistic	2002	2010 Frequencies					2020 Frequencies				
	Base	Base + Growth	Base + Growth w / PTC	Freight Optim	Fast Freight		Base + Growth	Base + Growth w / PTC	Freight Optim	Fast Freight	
					Uniform Spacing	Freight Optim				Uniform Spacing	Freight Optim
For All Freight Trains:											
# of Run Time Trains	71	85	85	85	85	85	109	109	109	109	109
Elapsed Time	07:05:04	08:18:10	08:00:29	07:22:04	07:10:32	07:09:59	11:15:04	10:13:07	10:04:07	09:13:04	09:09:49
True Delay	01:01:58	01:12:17	00:18:36	00:16:38	00:08:35	00:08:03	02:10:22	01:08:26	00:23:48	00:14:16	00:11:06
Delay per Train (minutes)	21.9	25.6	13.1	11.7	6.1	5.7	32.1	17.9	13.1	7.9	6.1
Delay as % of Elapsed Time	15%	17%	10%	9%	5%	5%	21%	13%	10%	6%	5%
For Expedited Freight Trains: (Intermodal)											
# of Run Time Trains	12	18	18	18	18	18	31	31	31	31	31
Elapsed Time	01:05:24	01:21:23	01:16:39	01:12:57	01:11:26	01:11:46	03:08:58	03:00:28	02:17:02	02:14:10	02:13:51
True Delay	5:13	9:03	4:19	0:46	1:26	1:48	18:20	9:49	2:13	3:37	3:18
Delay per Train (minutes)	26.1	30.2	14.4	2.6	4.8	6.0	35.5	19.0	4.3	7.0	6.4
Delay As % of Elapsed Time	18%	20%	11%	2%	4%	5%	23%	14%	3%	6%	5%
Average Speed Including Dwell	43.6	42.4	47.3	51.9	54.1	53.6	41.0	45.7	53.4	53.1	53.4
For Regular Freight Trains:											
# of Run Time Trains	59	67	67	67	67	67	78	78	78	78	78
Elapsed Time	05:23:39	06:20:46	06:07:50	06:09:06	05:23:06	05:22:12	08:06:05	07:12:39	07:11:04	06:22:54	06:19:57
True Delay	20:44	01:03:14	14:17	15:51	7:08	6:15	01:16:02	22:37	21:34	10:39	7:48
Delay per Train (minutes)	21.1	24.4	12.8	14.2	6.4	5.6	30.8	17.4	16.6	8.2	6.0
Delay As % of Elapsed Time	14%	18%	9%	10%	5%	4%	20%	13%	12%	6%	5%
Average Speed Including Dwell	31.3	31.2	33.8	33.6	35.9	36.2	29.6	32.5	36.0	35.2	36.0
		← *2010 Base* →		← *MITIGATION* →			← *2020 Base* →		← *MITIGATION* →		

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6.26.6 Alternative Corridor Concepts

The current MWRRS infrastructure plans do not result in a complete separation of high-density freight from passenger operations between Cleveland and Toledo. Additional study is warranted to identify a dedicated alignment for MWRRS that accomplishes this separation. This would likely identify lower cost solutions that have a greater public benefit than the current MWRRS proposal.

Currently, Norfolk Southern maintains two parallel lines between Cleveland and Toledo. Perhaps one of these routes could be dedicated to MWRRS and high-speed intermodal freight service, allowing bulk traffic to be concentrated on the other line. Concentrating its traffic on only one line would free Norfolk Southern from the expense of maintaining two parallel lines, while the other route would still remain available to NS for intermodal trains, emergency use or during track maintenance. Completely separating freight from passenger operations may also facilitate the eventual introduction of passenger trains even faster than the 110-mph trains currently under consideration.

Exhibit 6-62 on the following page shows some of the route alternatives that could be considered between Cleveland and Toledo. These are further discussed in the following subsections:

- The proposed MWRRS alignment now serves as the Norfolk Southern main freight line, utilizing the former Conrail (NYC) route shown in green.
- The abandoned Toledo, Norwalk and Cleveland line is shown in yellow. Portions of this route have been converted to trail use (the North Coast Inland Trail.)
- NS' traditional NKP line between Cleveland and Toledo, shown in blue parallels the NYC route. This line serves a major freight yard at Bellevue, OH.
- Reactivating the Bellevue to Orrville route for NS Pittsburgh–Chicago freight could implement a *Cleveland Bypass* for NS traffic originating in former Conrail territory in Pennsylvania and Maryland.

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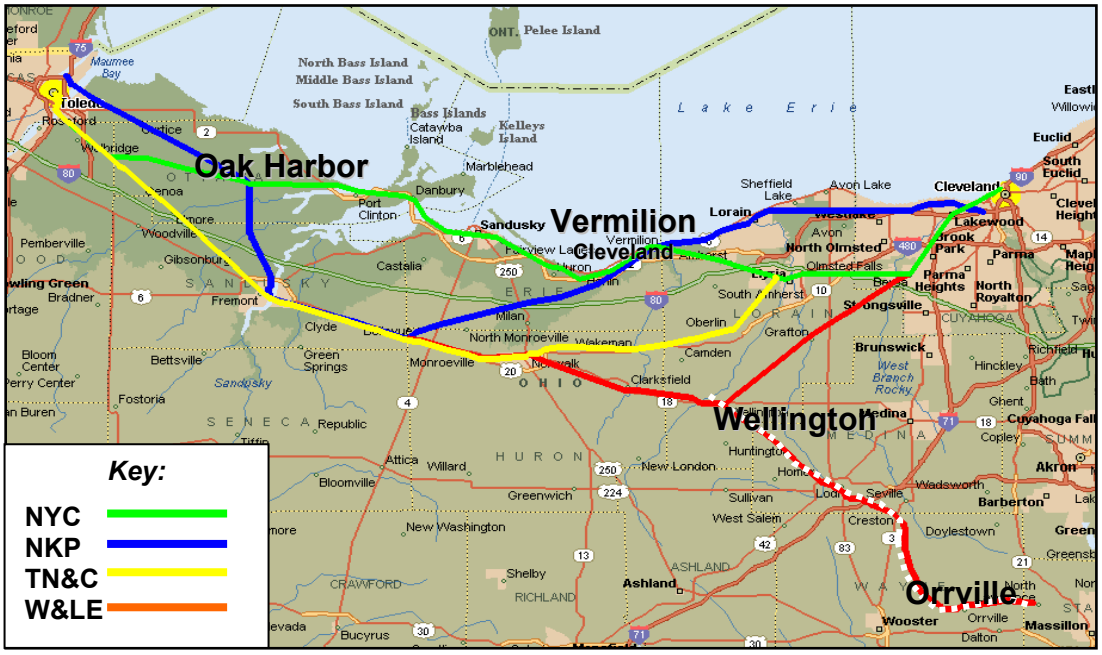
Exhibit 6-62
Cleveland to Toledo Rail Options



Passenger Re-route Concepts

Any of the corridors in Exhibit 6-62 could be considered as a possible MWRRS passenger route. However, the location of Bellevue yard favors selection of the former NKP line as the primary freight route. By process of elimination, this leaves the former NYC route as the most practical alternative for MWRRS passenger service. Upgrading the existing double track mainline to FRA Class 6, could probably accommodate the proposed passenger service if heavy bulk freight trains were diverted to another route. New investments in the significant expansion of freight capacity could be focused on upgrading the parallel freight routes instead. With the exception of local trains and high-speed intermodal service, the freight traffic could be diverted to the parallel lines. This reroute concept is presented as a point of discussion to be studied in additional detail as the project develops.

However, one option that should be considered for passenger service is to utilize the parallel NKP Lakeshore line instead of the NYC route between Vermilion and Cleveland. NS has already diverted nearly all its freight traffic off this segment. Although the Lakeshore line bypasses Cleveland Hopkins Airport, it does pass through a more heavily populated area than does the NS Chicago Line via Elyria. Directly serving added population along the lake shore could generate additional traffic for the MWRRS.

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Freight Re-route Concepts

The Conrail split in 1999 enhanced the possibility for establishment of a dedicated MWRRS passenger route between Cleveland and Toledo. This transaction left NS with two parallel lines, and diverted a major portion of the traffic that historically operated this way to a parallel CSX route. The exhibits on the next page show historical, current and possible new routings for freight traffic to establish a corridor that can be dedicated to MWRRS passenger service (though not exclusively) from Toledo to Cleveland:

- Before 1990, Conrail's Pittsburgh–Chicago traffic (in green) was routed directly west through Fort Wayne, while traffic from upstate New York (in blue) moved via Cleveland and Toledo. NS Buffalo–Chicago traffic (in red) was routed through Bellevue and Fort Wayne. This historical traffic pattern is shown in Exhibit 6-63.
- After NS and CSX absorbed Conrail in 1999, routings changed. Conrail's Pittsburgh–Chicago traffic (in green) was allocated to NS and continued moving via Cleveland, a routing that Conrail had established in 1990 when the Fort Wayne line was downgraded. Traffic from upstate New York (in blue) was allocated to CSX and diverted to a B&O routing via Willard. NS Buffalo–Chicago traffic (in red) was diverted to the NYC line through Toledo and Elkhart. This traffic pattern, which remains in effect today, is shown in Exhibit 6-64.
- A potential new freight routing uses Wheeling and Lake Erie's line from Bellevue to Orrville, shown in red in Exhibit 6-65. At Orrville, OH, the W&LE line connects to the former PRR Fort Wayne route to Alliance. NS freight would move directly from Pittsburgh to Bellevue instead of being routed through Cleveland. Toledo to Cleveland freight could also benefit from the W&LE alternative. Freight trains could either follow their historical NKP routing to Bellevue, or use the CSX mainline south from Berea to Wellington, OH, then head west to Bellevue over the W&LE line.

A Cleveland freight bypass via Orrville could give NS a shorter route for Pittsburgh to Chicago freight; reduce the number of freight trains competing with passenger trains for line capacity between Cleveland and Toledo; and would reduce the number of freight trains and hazardous materials shipments passing through the highly populated Cleveland area. This would also remove many freight trains from the Cleveland to Alliance line segment, possibly allowing reconsideration of that route for implementing high-speed passenger service between Cleveland and Pittsburgh. Clearly broadening the scope of the planning study to consider more alternatives offers a possibility for reducing the cost, as well as improving the public benefits of the investment in MWRRS infrastructure. Again, this reroute concept is presented as a point of further discussion, to be studied in additional detail as the project develops.

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Exhibit 6-63
Rail Freight Traffic Patterns before 1990

Exhibit 6-64
2003 Rail Freight Traffic Patterns

Exhibit 6-65
Possible Future Rail Freight Traffic Patterns, With Cleveland Bypass via Orrville

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6.26.7 Conclusions and Recommendations

The capacity analysis confirmed the feasibility of shared passenger and freight operations on the NS Cleveland to Toledo line. Our results suggest that the proposed MWRRS line capacity, track condition and signaling system upgrades will mitigate passenger-caused delays to freight. By allowing NS to better expedite its own high-priority intermodal and automotive freight trains, the proposed improvements may in addition offer substantial improvement to freight train operations.

All three future-case scenarios considered:

- "Uniform spacing"
- "Freight-optimized" and
- "Freight-optimized" with freight tracks upgraded to FRA Class 5.

are consistent with current Engineering cost estimates, provided that the 33% tie replacement with resurfacing would be sufficient to upgrade the track condition to FRA Class 5.

Higher freight train speeds allowable with Class V track – particularly the ability to increase intermodal train speeds to 70 mph – would amplify the improvement to freight operations resulting from this investment, but are not required to satisfy the MWRRS delay mitigation criteria. This evaluation therefore confirms, at least for planning purposes, the sufficiency of the infrastructure now proposed to be added to the Toledo-Cleveland line segment.

While this analysis does suggest the feasibility of the current plan for adding MWRRS trains to Norfolk Southern's Cleveland-Toledo line, it is possible that the cost might be reduced and benefits increased through the consideration of additional alternatives. Therefore, TEMS recommends that the scope of the current planning process be broadened, to comprehensively assess freight as well as passenger route needs, with the goal of separating freight from passenger operations on separate line from Toledo to Cleveland. We also recommend expanding the scope of the MWRRS simulation also to consider the requirements of Ohio's own rail initiative, the Cleveland Hub system, as well as the capacity needs of any potential commuter rail operation in the Cleveland area.

NOTICE: WORKING DRAFT
This simulation contains preliminary data which is subject to review, verification and approval by Norfolk Southern Railroad. As of the date of this report, this review process has not taken place. Findings are not to be construed as a commitment on the part of Norfolk Southern to operate additional service.

7. Operating Plan and Operating Costs

7.1 Introduction

A railroad's operating plan must balance market needs with operating costs and with the capabilities of trains and infrastructure. Fare policies and train schedules are key variables under control of the service planner. Train frequency and operating speeds can be improved by making infrastructure investment. Through an iterative analysis, an optimal combination of fares and level of service can be developed for each corridor. The strength of market demand in each corridor and the availability of a suitable railroad right-of-way determine the level of capital investment that is needed and justified.

In developing an operating plan, consideration must be given to proposed ramp-up from existing service. For the MWRRS, an implementation plan will be developed through six transitional stages, until the final operating plan is realized in Phase 7. At each stage, rolling stock, manpower needs and operating costs can be identified. This chapter discusses operating plan issues as they relate to the completed MWRRS rail system in Implementation Phase 7. Transitional or implementation plans are presented in Chapter 8. This chapter addresses the following topics:

- This chapter reports the results of a train technology assessment that was conducted as part of the 2000 planning effort
- As a result of a collaborative effort between the study team and state DOT's, a set of proposed MWRRS train schedules have been developed. These schedules have implications for facility requirements at stations, including possible locations for equipment maintenance bases, and the need to develop feasible equipment maintenance cycling plans to ensure the train fleet is adequately sized. A key recommendation of this study is to allow prospective equipment vendors the prerogative of recommending and establishing an optimal maintenance strategy for their own train sets, subject to state consideration and approval. For the best performance, the final locations and sizing of needed equipment maintenance bases should be competitively determined by the contract maintenance operators during the equipment procurement process and not mandated by the states or Amtrak.
- A particular concern is the ability of Chicago Union Station (CUS) to support the projected level of MWRRS operations. Several prior studies were reviewed to determine their findings on CUS' ability to support proposed MWRRS operations. While it now appears that CUS can support the MWRRS, prior studies are either too short-term or too long-term in nature. No detailed studies adequately assess CUS infrastructure needs in the intermediate 2014-2025 planning horizon that is of primary interest to the MWRRS.
- The states have expressed concern about the operations of several endpoint terminals, including Quincy, Carbondale, Port Huron, Holland and Green Bay. A short section describes operational issues and infrastructure needs at each of these terminals.
- This chapter includes a detailed evaluation of the operational requirements for providing an optional express parcel service.
- Finally, there is a detailed description of how operating costs were developed, building up to an assessment of all the costs that are included in the MWRRS business plan.

7.2 Operating Plan Approach

The proposed MWRRS operating plan optimizes the relationship between service levels, estimated ridership and generated revenue. Compared to current regional passenger rail services, the MWRRS operating plan dramatically improves reliability, increases frequency and reduces travel times. Depending upon the corridor, roundtrip frequencies are increased by two and five times compared to existing services, improving opportunities to make connecting trips through Chicago Union Station. Improvements in travel times range from 30 percent between Chicago and Milwaukee, to 50 percent between Chicago and Cincinnati. Exhibit 7-1 compares travel times by mode on selected MWRRS corridors.

Exhibit 7-1
Estimated Travel Times to Chicago by Corridor – 2020

MWRRS Corridors	*Train Travel Times*			
	MWRRS	*Current Service*	*Reduction in Travel Time*	*Percent Reduction*
Chicago-Detroit	3 hrs 46 mins	7 hrs 20 mins	3 hrs 34 mins	48.6%
Chicago-Cleveland	4 hrs 23 mins	7 hrs 16 mins	2 hrs 53 mins	39.7%
Chicago-Cincinnati	4 hrs 08 mins	9 hrs 25 mins	5 hrs 17 mins	56.1%
Chicago-Carbondale	4 hrs 22 mins	5 hrs 30 mins	1 hr 08 mins	20.6%
Chicago-St. Louis	3 hrs 50 mins	5 hrs 30 mins	1 hr 40 mins	30.3%
St. Louis-Kansas City	4 hrs 14 mins	5 hrs 40 mins	1 hr 26 mins	25.3%
Chicago-Omaha	7 hrs 02 mins	8 hrs 37 mins	1 hr 35 mins	18.4%
Chicago-Twin Cities	5 hrs 37 mins	8 hrs 15 mins	2 hrs 38 mins	31.9%
Chicago-Milwaukee	1 hr 05 mins	1hr 29 mins	0 hr 24 mins	43.8%

* Based on Express MWRRS Schedule.

Along almost every corridor, the MWRRS provides more service than is currently operated. MWRRS either replaces Amtrak's short-distance Chicago Hub trains, or adds service to new routes not presently served by Amtrak. Exceptions to this are the Omaha line through Iowa, the Indianapolis-Cincinnati line and direct service to Madison, WI and Ft. Wayne, IN using different routes than those currently utilized by Amtrak. Implementation of the MWRRS will help Amtrak's long-distance trains by improving track speed and covering the costs of many station and yard facilities. An upgraded passenger infrastructure will reduce delays currently incurred by Amtrak on busy freight tracks. Exhibit 7-2 compares current Amtrak service to the number of roundtrips planned for the fully implemented MWRRS.

Exhibit 7-2
Passenger Rail Service Comparison (Roundtrips)

City Pair	*Current Amtrak Service*	*Fully Implemented MWRRS*
Chicago - Detroit	3	9
Chicago-Kalamazoo/Niles	4	14
Kalamazoo/Niles-Ann Arbor	3	10
Ann Arbor-Detroit	3	10
Kalamazoo-Port Huron	1	4
Battle Creek-Holland	0	4
Detroit-Pontiac	3	7
Chicago - Cleveland	2*	8
Chicago-Toledo	2*	8
Toledo-Cleveland	2*	9**
Chicago - Cincinnati	1*	5
Chicago-Indianapolis	1*	6
Indianapolis-Cincinnati	1*	6**
Chicago - Carbondale	2*	2
Chicago-Champaign	2*	5
Chicago-Carbondale	2*	2
Chicago - St. Louis	3*	8
Chicago-Joliet	3*	8
Joliet-Springfield	3*	8
Springfield-St. Louis	3*	8
St. Louis - Kansas City	2	6
St. Louis-Kansas City	2	6
Chicago - Quincy	1	4
Chicago - Omaha	1	4**
Chicago-Naperville	3*	5
Naperville-Rock Island	0	5
Rock Island-Iowa City	0	5
Iowa City-Des Moines	0	5
Des Moines-Omaha	0	4
Chicago – Twin Cities	1*	6
Chicago-Milwaukee	8*	17
Milwaukee-Madison	0	10**
Madison-St. Paul	0	6
Milwaukee-Green Bay	0	7

* Includes Amtrak long-distance trains

** MWRRS route differs from current Amtrak service

Compared to the existing service, the MWRRS plan generates operating efficiencies by using new, modern trains, by maintaining equipment to maximize availability, and by running faster to maximize labor and equipment productivity.

The MWRRS will operate as a hub-and-spoke system with seven main corridors plus branch lines, all converging on Chicago Union Station. A hub-and-spoke system facilitates the sharing of trains between routes for better equipment utilization and allows convenient passenger transfers between routes. It offers an array of travel options at the hub, and fosters efficiencies in the use of equipment and in deployment of manpower.

The MWRRS plan includes the use of standardized train technology and rolling stock amenities throughout the system. Because of constraints of available land, the MWRRI Steering Committee decided that MWRRS equipment maintenance shops need to be located at route endpoints rather than in Chicago. This requirement to rotate equipment into shop facilities adds complexity to the MWRRS operating plan. Since not every route will have its own shop, standard train consists are essential to facilitate necessary equipment cycling between routes.

7.3 Train Schedule Development

MWRRS train schedules were developed using the *TRACKMAN*© and *LOCOMOTION*© software systems[1]. *TRACKMAN*© was used to identify all infrastructure characteristics, while *LOCOMOTION*© monitors train technology capabilities. Information such as acceleration and deceleration rates of different train technologies and maximum allowable speeds on curves by use of various tilt technologies were incorporated into the simulations. Train speed and running time profiles were generated for different combinations of infrastructure and equipment investments.

Three different train technologies were compared and any of the three could perform within the required operational parameters for the MWRRS. A life cycle cost analysis verified that two of the three technologies could operate within the cost parameters of the business plan. It was therefore decided that MWRRS operating and financial plans should adopt a conservative posture based on the higher-cost technology of the two that met the financial criteria – specifically by assuming use of Talgo passive tilt technology as the MWRRS generic train.

Originally, skip-stop service was proposed so some trains could bypass small stations. That concept was abandoned in favor of an express/local service pattern. Local service makes all station stops, while express service runs with limited stops throughout the day.

Extra time, (i.e., recovery time) was added to each train schedule as a contingency, so that some level of delay can be incurred without causing late train arrivals. Train delays can be extremely disruptive since late arrivals not only delay passengers, but can also upset equipment cycling, crew allocation and terminal operations. Capacity constrained corridors with heavy freight traffic need extra recovery time. Specifically, recovery time was added to schedules as follows:

[1] Both *TRACKMAN*© and *LOCOMOTION*© are proprietary software systems developed by Transportation Economics & Management Systems, Inc.

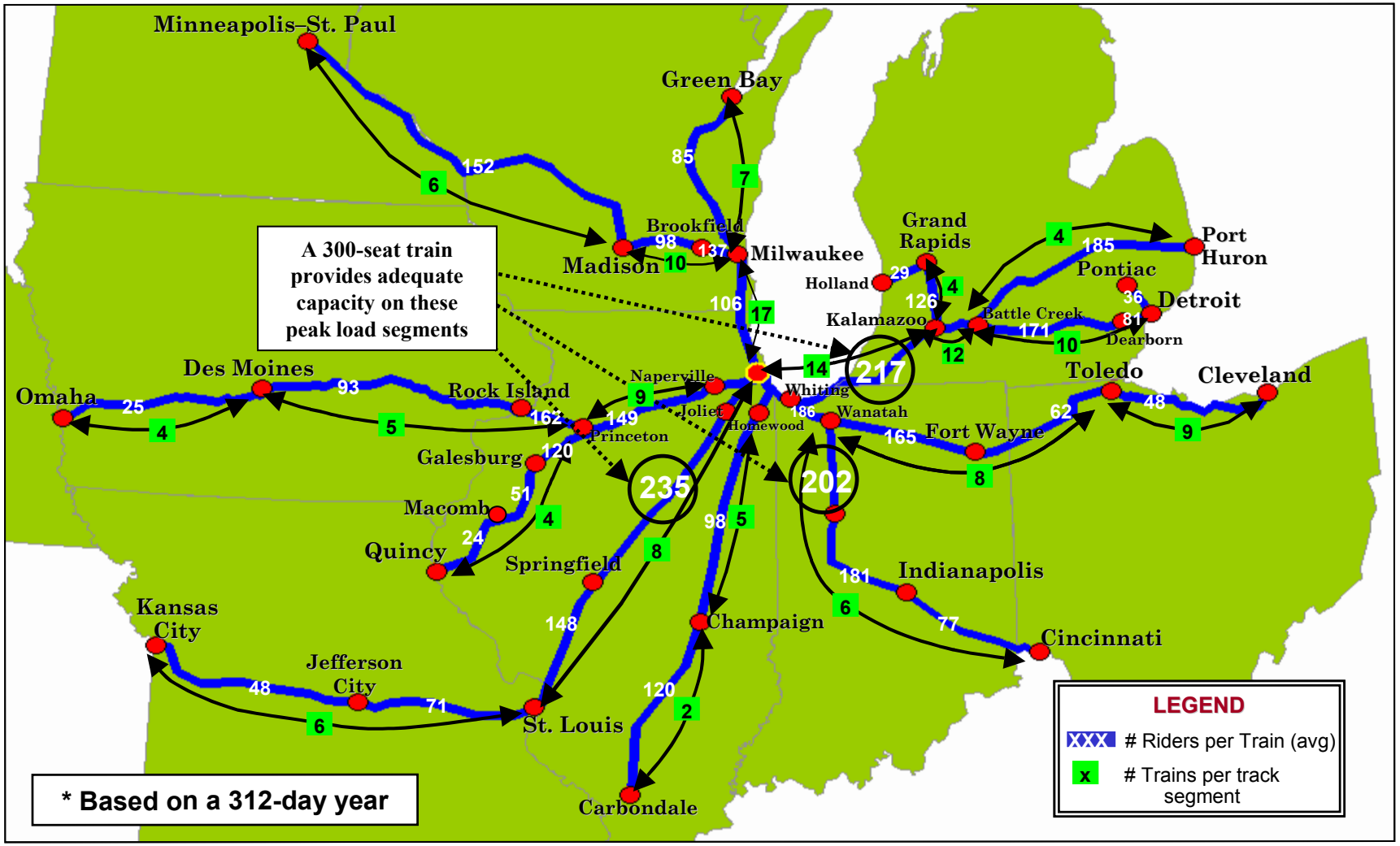
- Five percent for lines with limited freight activity:
  - Chicago-Detroit and Michigan branch lines
  - Chicago-Cincinnati
  - Chicago-St. Louis
  - Chicago-Toledo (Southern Alignment)
- Eight percent for moderate freight activity:
  - Chicago-Carbondale
  - Chicago-Quincy/Omaha
- Ten percent for very heavy freight activity:
  - Toledo-Cleveland
  - St. Louis-Kansas City
  - Chicago-Twin Cities

Once schedules were developed, they were input to the *COMPASS*© demand forecasting model[2] for estimating ridership and revenue. During MWRRS implementation, a 10 percent contingency for construction travel time was included in revenue forecasts for the implementation period. This extra time will be needed to offset likely train delays during the track construction period.

MWRRS service will operate an equivalent of 312 days per year, reflecting 5-day weekday schedules and half-day service on Saturday (largely morning) and Sunday (largely evening.) Based on the anticipated ridership on each line and by using a target load factor of 65-70 percent (on the peak segment throughout the day) a 300-seat train was determined to be most appropriate for the MWRRS. Exhibit 7-3 shows train frequency and average passengers per train by route segment.

[2] *COMPASS*© is proprietary software system developed by Transportation Economics & Management Systems, Inc.

Exhibit 7-3
Projected 2020 Daily Round Trips per Track Segment



The need to use a standardized 300-seat train results in slightly higher than desirable loadings on some lines with lower than desirable loadings on other segments. For example, the Cleveland line east of Ft. Wayne[3] and the Omaha line west of Des Moines are lightly used; but the Michigan and St. Louis routes are heavily used, and could support additional train frequency. Nonetheless, planned schedules with 300-seat trains offer enough capacity to accommodate demand through 2020.

7.4 Train Technology – Assessment Conducted in 2000

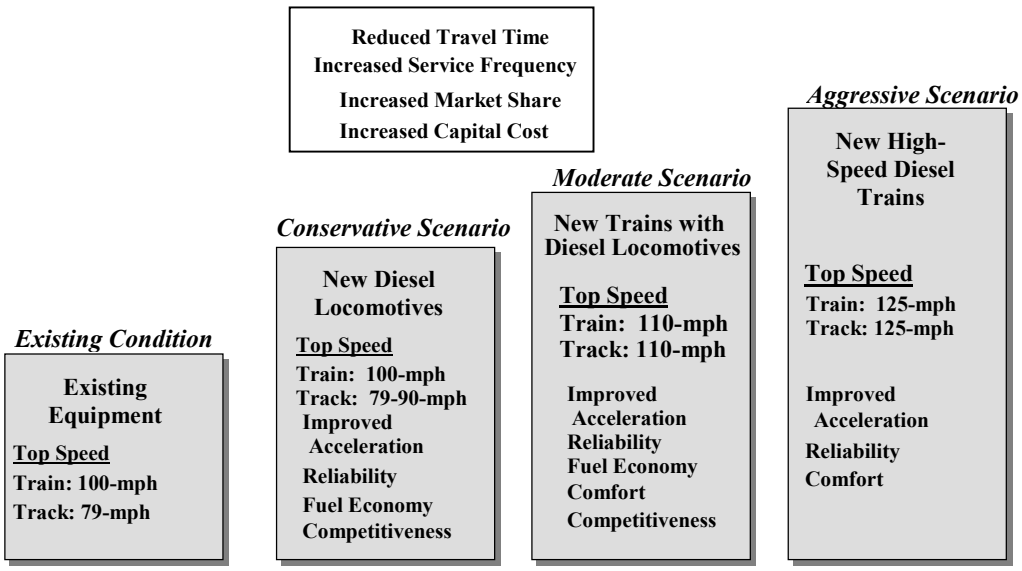
This section discusses the selection of a generic train technology, which can be used to estimate travel times in the schedules used for modeling purposes. The text documents the process by which the train technology and moderate speed option were selected during the study conducted in 2000.

As part of the MWRRI 1998 plan, four technologies were examined at the concept level for the three different speed scenarios under consideration:

- Conservative Scenario – new Amtrak F-40 locomotives pulling standard Amfleet cars
- Moderate Scenario – either Diesel Multiple Unit (DMU) integral cars or passenger cars with passive tilt pulled by locomotives, such as a Talgo T21 train
- Aggressive Scenario – a 125-mph train, such as the X2000 Flyer with tilt

Exhibit 7-4 illustrates the original train and speed concepts developed for the study conducted in 1998. The result of the concept study was that the 110-mph Moderate Scenario using a generic DMU was initially selected as the alternative for further evaluation.

Exhibit 7-4
MWRRS Technology Scenarios – 1998

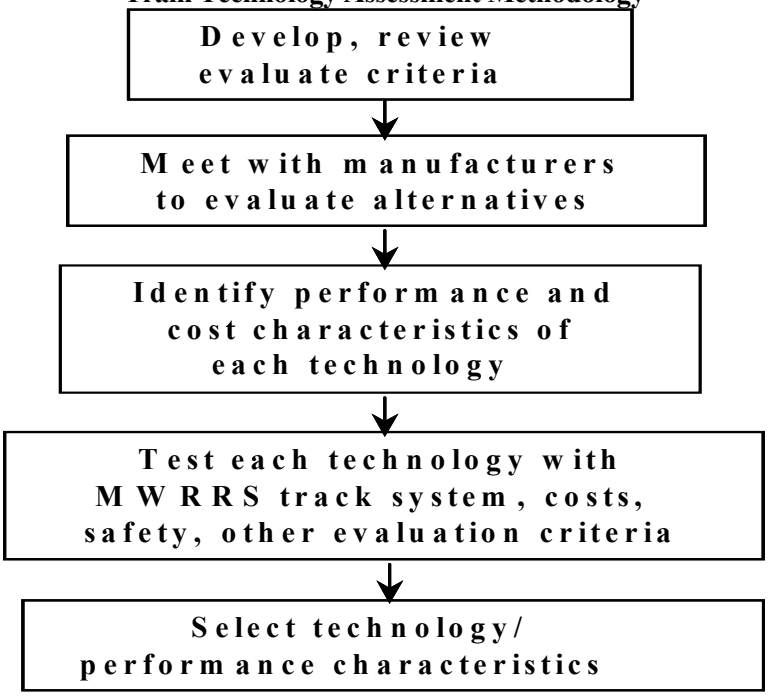


[3] However, the connectivity provided by the Cleveland Hub System rectifies forecast light ridership on the east end of the Cleveland line. Three additional destinations served by Cleveland Hub – Detroit, Columbus and Pittsburgh – would add significantly to the ridership on the MWRRS Cleveland line. Additional ridership that would result from Cleveland Hub connectivity is not included in the current MWRRS financial forecasts.

Since the initiation of the MWRRI study, the FRA has been working in partnership with Bombardier to develop a higher-powered gas turbine locomotive, capable of higher speeds and better performance than diesel locomotives and without the infrastructure requirements of an electric-powered locomotive. In addition, Talgo developed the T-21 train, which offers a full Talgo alternative (locomotive and passenger cars) capable of speeds between 110- and 135-mph. During the study conducted in 2000, a Steering Committee subcommittee was established to evaluate the potential for using gas turbine technology for the MWRRS versus the new Talgo T-21 train and an upgraded IC3 DMU technology.

The gas turbine, T-21 train and upgraded IC3 DMU technologies were reviewed to determine consistency between train technology available in the U.S. and the operating requirements defined for the MWRRS. The methodology for the assessment of the train technologies is given in Exhibit 7-5.

Exhibit 7-5
Train Technology Assessment Methodology



Three manufacturers participated in this technology feasibility assessment:

- Bombardier – Acela, and turbine-powered version of the American Flyer
- Adtranz – IC Flexliner DMU
- Talgo – T-21 integral locomotive and cars

In 2000, the MWRRI Steering Committee convened a two-day symposium that was attended by members of the MWRRI Steering Committee, additional technical representatives from the member states, representatives from Amtrak and technical experts from each of the three equipment manufacturers. Each equipment manufacturer presented the technical aspects of their trains and

discussed infrastructure and servicing requirements, and life cycle cost data. Prior to the symposium, the manufacturers were provided with proposed operating plans (timetables) for all routes that included the frequency and stopping patterns (local and express) for the proposed service, as well as overnight layover points for the trains. The manufacturers were also given copies of the 1998 report and the working assumptions for the operating cost and revenue structure of the service. The manufacturers were then asked to provide cost and performance data on their trains – weight, power, acceleration, deceleration, braking, climbing, curve performance, etc.

This symposium enabled manufacturers to become more familiar with the MWRRS planned operating environment and operating requirements. Likewise, it also enabled the states to obtain information on available train technologies, equipment operating characteristics, maintenance requirements, and general cost requirements[4].

After this symposium, the MWRRI Steering committee agreed on an equipment maintenance cost of $5.42 per train mile for a 300-seat train (in $2002) that included:

- Preventive and corrective maintenance
- Inspections
- A mid-life capital refurbishment, converted to an annualized per-mile cost
- A cleaning cost of 52¢ per train mile included in the overall $5.42 per train mile rate.

This cost assumed the adoption of off-the-shelf European train technology, rather than a custom product. Adopting European best-practice maintenance methods resulted in a substantial savings compared to current U.S. costs.

7.4.1 Operating Plan Requirements for Rolling Stock

Key elements of the operating plan in the 1998 study had significant implications for the procurement of rolling stock. The operating plan is designed to accommodate the constraints imposed by the configuration of and competing requirements at Chicago Union Station, and the requirements for fast, frequent, reliable service with minimal delays for station stops and servicing.

General Rolling Stock Service Requirements

The following operating plan (1998) assumptions were provided to the train manufacturers:

- Train consists were to be reversible or push pull (able to operate in either direction without turning the equipment at end points).
- No more than forty minutes were to elapse between a train's arriving at its end point, before it is fully serviced and ready to depart.
- Trains were not to require mid-route servicing, with the exception of food and fuel top-off. Restroom attention, potable water top-off and similar requirements were to be accomplished at the overnight layover only.
- Trains were to be able to be dispatched on any corridor indiscriminately, on an as-needed basis.

[4] Assurances were made that this symposium would not serve as a marketing opportunity for equipment manufacturers. This objective was accomplished. Activities focused on technology and not on specific brands of equipment.

- Trains were to have an expandable consist capacity for seasonal fluctuations and/or could be added to one another to double capacity as required.
- Trains were to be accessible from low-level station platforms for passenger access and egress, which is required to ensure compatibility with freight operations.
- Train configurations were to include allowances for a bistro and/or roll-on/roll-off cart service for on-board food service.

Train Reliability and Availability

It is currently assumed that rolling stock suppliers will participate in on-going maintenance activities, through direct operation or through management partnerships with established organizations. It is also anticipated that any equipment award would include long-term performance and maintenance cost specifications. These provisos create additional manufacturer incentives to design equipment and facilities for long-range ease of maintenance and reliability.

In order to achieve financial goals for the MWRRS, rolling stock must have a very high reliability ratio. This includes availability for service, routine high performance of propulsion components, and reliability of HVAC, doors and all on-board passenger conveniences. This reliability must be maintained in all weather conditions, including severe Northern Plains winter weather conditions and extreme summer heat.

For this reliability to be achieved routinely, it is assumed that component change-outs will be accomplished within limited night time servicing hours (not to exceed eight hours), and only a small fraction of equipment will be out-of-service during revenue hours at any given time. Key systems, such as those governing safety, propulsion, and heat and light, will have design redundancy so that the failure of one key component while en route does not render the train totally inoperative. It is also important not to over-design the system.

Compatibility with Amtrak Operations

Each end of a trainset must be equipped with a standard North American coupler, permitting recovery of a disabled train by conventional locomotives. The brake system must be compatible with 26-C brake equipment (standard passenger brakes).

Basic Regulatory Requirements for Rolling Stock

All train technologies to be considered for the MWRRS must be capable of meeting all applicable regulatory requirements, either now or in the near future, without waivers. These requirements include:

- *Safety:* The FRA has established safety requirements for speed operations up to 125-mph, known as Tier I requirements, which were still under development at the time of this evaluation. These requirements cover end strength, rollover strength, side strength, and details such as anti-climbers and coupler loads to ensure passenger and engineer safety in the event of a collision or derailment. Other safety requirements include the American Public Transit Association (APTA) standards that are applicable to mainline passenger rail equipment.
- *Accessibility*: The Americans with Disabilities Act (ADA) establishes minimum requirements for accessibility for disabled persons. ADA requirements for passenger train

equipment include wheelchair accessibility – boarding ease, aisle widths, restroom size, seat positions, etc. The equipment must also include provisions for persons who are vision or hearing impaired.

- *Material Standards*: The Association of American Railroads (AAR) has established standards for components and materials for rail applications.
- *EPA Requirements*: The Environmental Protection Agency (EPA) has established regulations for waste disposal and power unit emissions.

7.4.2 Results of the Equipment Assessment Conducted in 2000

Three routes were chosen for the performance comparison to represent a range of operating and development conditions:

- *Chicago-Detroit*, which exemplifies a route with extensive, long-ranging state involvement with improvements on an active freight line, that is also relatively flat and straight
- *Chicago-Twin Cities*, which exemplifies a route with fairly good track at one end (Chicago-Milwaukee), heavy freight use, and extensive curves and elevations (Twin Cities)
- *Chicago-Cincinnati*, which exemplifies a fairly flat and, until now, undeveloped route that will have very limited freight activity. There are fairly significant sections limited to 79-mph, as is the case with many of the branch lines

TRACKMAN© track files for the three sample routes were provided to the manufacturers for their own comparisons of the track profiles and speed restrictions that would be in place after the proposed MWRRS infrastructure improvements. The train performance information provided by the manufacturers for each technology was entered into the Train Performance Calculator. With *LOCOMOTION©* working interactively with *TRACKMAN©*, calculations were made for train speed and to create an operating timetable for a given route, based on train performance characteristics, and input characteristics such as the location of stops and dwell time at stations. The summary travel times for each technology and route are shown in Exhibit 7-6.

Exhibit 7-6
Summary Comparison of Simulated Travel Times for Each Technology

Corridor	*Schedule Type*	*Travel Time* [5]	*DMU Active Tilt*	*Passive Tilt*	*Gas Turbine*
Detroit	Express	3:36	3:31	3:39	3:30
	Local	4:15	3:59	4:14	3:56
Twin Cities	Express	5:40	5:32	5:43	5:31
	Local	6:41	6:22	6:36	6:13
Cincinnati	Express	4:06	4:04	4:09	4:02
	Local	4:36	4:22	4:33	4:19

[5] Base times from MWRRI Phase 1 were revised due to changes in infrastructure, dwell time, recovery and other run-time assumptions.

One of the more surprising findings of the comparison was the similarity in results among three very different technologies. The passive tilt technology was consistently slower than either the active tilt or the turbine technology. The passive tilt technology did not provide as much of a speed benefit in curves as did the active tilt. However, when the passive tilt technology option was run for all routes as a base case, it showed a faster travel time than the DMU for the Omaha line, which is one of the straightest segments in the MWRRS.

One of the outputs of *LOCOMOTION©* is the speed profile which graphically illustrates the performance of the train given restrictions such as curves, station stops and other speed restrictions. The performance, safety and configuration information was reviewed and found to be consistent with MWRRS infrastructure and operating plans.

7.4.3 MWRRS Assumptions for Train Technology

The train technology assessment determined that the three technologies that were evaluated could perform within the operating constraints of the MWRRS, and could be designed and built within the MWRRI's schedule. The life cycle cost analysis verified that either the passive tilt or DMU technologies could operate within the operating cost parameters of the initial MWRRS financial plan. The analysis confirmed that the operating plan and infrastructure requirements defined for the MWRRS were consistent with available technology and therefore verified that the operating plan and associated system costs were achievable.

Pursuing a conservative costing philosophy, it was decided that the MWRRS operating and financial plans should be based on the locomotive-hauled, passive tilt technology. Whereas this is the higher cost technology of the two that met MWRRS financial criteria, and is slightly slower than the DMU technology on most corridors, the ridership and revenue forecasts are more conservative than if the generic DMU had been selected. Please note that selecting the generic passive tilt technology for the operating and financial plans does not mean that Talgo would be selected as the equipment manufacturer for the MWRRS. Rather, this selection increases the flexibility in choosing a technology, because multiple manufacturers and technologies will be able to meet the broader performance parameters provided by this more conservative approach.

7.4.4 Capital Acquisition of Train Technology and Life-cycle Costs in 2000

All three train technologies were reviewed to determine which technology provided the best fit with the operating requirements defined for the MWRRS. The equipment acquisition cost for each technology was based on the purchase of approximately 60 trainsets, each with a capacity of 190 to 200 passengers. (The recommended train size was subsequently revised upwards to a 300-seat train.) The cost was based on information received from the manufacturers; however, manufacturers' price quotes were only preliminary estimates. The final cost will be determined by a set of factors to include the degree of competition, delivery dates, level of customization, and number of trainsets ordered. However, these preliminary estimates provided a reasonable basis for this analysis. The volume discounts included in the analysis were predicated on the states collectively purchasing the rolling stock on a system-wide basis rather than individually, on a by-corridor basis.

For the Net Present Value (NPV) analysis, the full acquisition cost for each technology was assumed to occur one year before the Implementation Plan's Phase 1 operation. The analysis also assumed no residual value.

Each of the technologies evaluated included an allowance for maintenance facilities. It is likely that costs will vary depending on the length and number of trainsets, as well as on the quantity and location of the maintenance facilities required and the activities required at each facility. The train equipment maintenance cost per train mile provided in this study is based on the information received from each manufacturer, with a constant value added per train mile to accommodate cleaning the train and facility costs. Fuel costs were similarly based on the information received from each manufacturer. Both train equipment costs and fuel costs per mile were multiplied by the projected annual train miles and added to the other operating costs to generate annual operating cost.

Operating cost per train mile was based on a hypothetical mix of miles and passengers plus fixed costs that were held constant for each technology. Operating cost is subtracted from operating revenue to derive the net surplus or deficit in each year.

Costs and revenues were calculated through 2030, which includes six years of phasing the system in and 21 years of full operation. The NPV of the cash flows, including equipment acquisition and maintenance facility costs, was calculated using a 5 percent real discount rate, since all values are expressed in constant dollars.

The life cycle NPV and operating comparison results calculated during Phase 3 of the Implementation Plan for each technology are given in Exhibit 7-7. The life cycle cost excluded any differential in ridership that might be achieved through differences in operating speeds. The equipment capital and maintenance cost components were subsequently revised upwards in the 2004 update of the MWRRI study.

Exhibit 7-7
Life Cycle NPV Analysis and Operating Cost Comparison
(Millions of 2000$)

	DMU with Tilt	***Talgo***	***American Flyer***
Initial Capital Cost for Train Equipment (approximately 60 trainsets) and Maintenance Facilities	$558	$657	$1,020
Average Operating Cost per Train Mile: 2010	$20.44	$21.23	$25.94
Average Operating Cost per Train Mile: 2020	$20.36	$21.15	$25.86
Life Cycle NPV @ 5% *including* Initial Capital	$1,370.8	$1,099.6	($297.1)
Life Cycle NPV @ 5% *excluding* Initial Capital	$1,997.4	$1,811.6	$708.0

7.5 Fleet Sizing and Equipment Rotation Methodology

To determine the number of trains required in the MWRRS equipment fleet, train set rotations were developed to cover specific sequences of schedules. To maintain high availability, every train must return to a maintenance base every four days. A two-step process guarantees the operating plan accomplishes this. First, sets of pairings determine a sequence of daily assignments for each train set. The goal is to build shop-to-shop maintenance cycles not exceeding four days in length. Some pairings may have to be adjusted to make the plan fit when grouping daily pairings into round-trip cycles.

Exhibit 7-8 shows a daily pairing using Train Set #26 as an example. This theoretical train begins its day at 08:00 in Pontiac and runs to Chicago as train #105. An hour after arrival at 13:30, it departs for Cleveland as #208. Fifty minutes later, this same train turns back to Chicago as #215 arriving at 23:30. When developing such pairings, at least a one-hour leeway in Chicago is built into the schedule. Train schedules determine the leeway at the outlying stations.

Exhibit 7-8
Sample Pairings: Train set #26

Train #	*From*	*To*	*Depart*	*Arrive*
105	Pontiac	Chicago	8:00	12:25
208	Chicago	Cleveland	13:30	17:53
215	Cleveland	Chicago	18:43	23:30

Maintenance cycles are round-trips that both begin and end at a MWRRS maintenance base. As Exhibit 7-9 shows, a train released from the St. Paul shop departs on pairing #56 to Port Huron. On day two, the train returns to Chicago on pairing #32 and ends up in Green Bay. The third day the train works from Green Bay back into Chicago on pairing #29. Finally, pairing #4 takes the train back to the St. Louis shop, just in time for its next required progressive maintenance.

Exhibit 7-9
Four-Day Maintenance Cycle #2

Pairing #	*From*	*To*
56	St. Paul	Pt. Huron
32	Pt. Huron	Green Bay
29	Green Bay	Chicago
4	Chicago	St. Louis

The most recent MWRRS pairing analysis shows a requirement of 57 train sets to cover all schedule assignments. However, depending on the layover time allowed between equipment turns, earlier studies have produced requirements ranging between 51 and 60 trains. The 51-train solution relies on very short, 30-minute dwell times at Chicago and at some other stations. Longer layovers allow schedule recovery should an inbound train arrive late, but also require a larger train fleet. Excessively long layovers could cause congestion at the Chicago terminal, due

to a lack of sufficient space to store all the trains. The current goal is to allow 40-60 minutes in Chicago for schedule recovery between trips.

With 10 percent or 6 trains in reserve, 63 trains are needed to cover the full set of planned MWRRS schedules. Exhibit 7-10 shows this number of trains allocated to each MWRRS corridor.

Exhibit 7-10
Allocation of Rolling Stock by
MWRRS Corridor – with 6 Train Reserve

Corridor	*Number of Trains Needed*
Chicago-Detroit/Michigan	15
Chicago-Cleveland	8
Chicago-Cincinnati	5
Chicago-Carbondale	3
Chicago-St. Louis	7
St. Louis-Kansas City	5
Chicago-Quincy-Omaha	9
Chicago-Twin Cities	11
Total	**63**

Individual trains usually do not return to their starting points each night. However, the total number of trains lying overnight at each location must match the number of trains needed for departure the next morning. Exhibit 7-11 shows overnight layover locations in the most recent 57-train solution. The six reserve train sets should be allocated to those locations having the largest number of trains laying overnight: that is, one each to Chicago, Pontiac, St. Louis, Kansas City, Madison and St. Paul. These large locations are the same ones that are recommended as potential sites for maintenance bases. Reserve train sets cover the possibility that critical equipment defects discovered in the shop the night before, might not in every case be able to be repaired by the next morning. For this reason it is important to have one reserve train for each major maintenance base.

Exhibit 7-11
Overnight Layovers for 57-Train Solution – Without Reserve

Station	*# Trains*	*Station*	*# Trains*
Chicago	20	Omaha	2
Pontiac	4	Green Bay	2
St. Louis	4	Kalamazoo	1
Kansas City	3	Battle Creek	1
Madison	3	Toledo	1
St. Paul	3	Cincinnati	1
Holland	2	Champaign	1
Pt. Huron	2	Carbondale	1
Cleveland	2	Quincy	1
Indianapolis	2	Des Moines	1

5 locations provide nightly access to 17 trains

7.6 Equipment Maintenance Shop Requirements

With 57 working trains generating 14.1 million train-miles per year, the average MWRRS train will run 795 miles per day. Each MWRRS train must rotate through a shop facility every four days. In theory, a minimum shop production of 57 ÷ 4, or 15 trains per night would be required to ensure that each unit could receive this level of maintenance. We have demonstrated feasible cycling solutions based on a shop capacity of 16 trains per night, which is considered the practical minimum.

During the implementation period, it will certainly be possible to purchase additional trains to allow for daytime maintenance. These extra trains could be absorbed into daytime revenue service as implementation of the service proceeds. However, by the time the system is fully built-out in 2014, all equipment maintenance must occur at night. Furthermore, to avoid the need for purchasing additional trainsets (or for non-revenue or deadhead mileage) shops must be located where – according to the schedule – equipment naturally needs to lie overnight. To serve as a starting point for future discussions, therefore, several different options were developed with respect to MWRRS shop locations.

MWRRS equipment procurement envisioned a turnkey contract, where the equipment supplier would also provide maintenance services. The initial MWRRI proposal included a central facility at Chicago, however, during the equipment procurement development stage it was suggested that there would be benefit in having three shops rather than one – a backshop in Pontiac, MI, and Service and Inspection facilities in Madison, WI, and St. Louis, MO.

However, the three-shop plan can only support the initial phase of MWRRS in 2008. These shops would have nightly access to only 11 trains but by 2014, at least a 16-train production per night is needed. In addition, the site proposed for the St. Louis shop limits its capacity to two trains, even though four trains will be available for servicing each night. Although St. Louis remains a good location for a maintenance base, TEMS recommends:

- An alternate site that can allow construction of a larger 4-train St. Louis shop should be identified.

- To obtain the most competitive bids, the final determination of the number of shops needed and the siting, sizing and equipping of shops should be left to the successful equipment provider, subject to state approval. A concern has been raised that improved efficiencies in maintenance shops may cause inefficiencies in the transportation function, e.g. through a requirement for either an increased fleet size or increased deadheading. These areas of concern should be explicitly addressed in equipment vendors' proposals, by requiring the bidders to demonstrate how their maintenance proposals support cost-effective rail operations.
- Until an equipment provider is selected, the analysis of location and equipping of shops should be treated as a Placeholder Cost in the business plan.

As shown in Exhibit 7-12, to maintain 16 trains each night, shops need to be located at Pontiac, St. Louis, Kansas City, Madison and St. Paul. If St. Louis cannot produce at least three trains per night, a sixth shop will be needed and is recommended for Cleveland, OH.

Discussions with manufacturers indicate that, for equipment running 250,000 miles per year, wheels require truing at least once a month or about every 20,000 miles. One lathe plus a backup would provide sufficient capacity to maintain the wheels of all 57 working trains. If Pontiac were the only facility equipped for wheel maintenance, there would be a requirement to return each train to Pontiac at least once a month. Pontiac processes four trains per night. With 57 working equipment sets, trains can work back to Pontiac every 16 days, nearly twice as often as required. Equipping all the shops with wheel lathes would increase costs but eliminate this need to return trains to Pontiac for truing the wheels.

While the first maintenance cycling plan was developed for five shops in 2014 at Pontiac, St. Louis, Kansas City, Madison and St. Paul, two alternative equipment cycling plans were also constructed:

- The *2014 Pontiac, Cleveland, Kansas City, Madison and St. Paul (no CUS run-through[6])* plan eliminated the St. Louis shop and substituted a three-train shop at Cleveland. In addition, trains arriving on Chicago Union Station (CUS) north or south station tracks could only depart in the same direction; north/south transfers may only precede the first or follow the last trip of the day. This eliminated daytime run-through operations at CUS. This scenario showed that a Cleveland shop could substitute for St. Louis, and provides for limitations on run-through operations at CUS along with maintenance cycling requirements.
- Because it is not certain that the Madison shop will come on-line as planned in 2008, a *2008 Pontiac only (Pontiac and St. Louis lines only)* scenario showed that a single shop at Pontiac could maintain all trains needed for both the Pontiac and St. Louis lines.

A two-train shop at St. Louis would provide insufficient capacity to meet the needs of the 2014 MWRRS system. A minimum three-train capacity is needed here to increase the system production rate to 16 trains per night. A feasible rotation could be developed for any shop-siting plan that offers capacity of at least 16 trains per night. The final choice of shop locations must largely hinge on the availability of reasonably priced real estate in reasonable proximity to the

[6] For more background on CUS operating constraints that restrict North/South run-through operations, see Section 7.7.1 of this Chapter.

endpoint stations. It is therefore recommended that further study be undertaken to find a better and larger location for the proposed St. Louis shop, and to identify specific sites for the proposed Kansas City and St. Paul shops:

- At this time, only the shops proposed at Pontiac, Cleveland and Madison have adequate sites identified.
- The proposed site for the St. Louis shop may not be large enough to service all the trains available there, or to meet the long-term needs of the MWRRS network.
- The proposed shops in Kansas City and St. Paul have not been sited yet.
- From an operational perspective, Chicago remains a logical location for an MWRRS equipment maintenance facility, if a suitable site could be identified.

At this early planning stage of the MWRRS project, the important thing is not the detailed rotation plan but rather the most critical findings:

- A purchase of 63 trains would be sufficient to operate the proposed MWRRS 2014 schedule. With intensive progressive maintenance to keep trains in service, based on Talgo's experience with its Pacific Northwest fleet, a 10 percent reserve[7] should be sufficient to protect the reliability of the MWRRS network.
- A network of shops that provide a minimum capacity of 16 trains per night is needed in any of the following locations: Pontiac, Cleveland, Kansas City, Madison, St. Paul, St. Louis or Chicago. Any five of these seven locations can be chosen as progressive maintenance bases, based on availability of suitable real estate. With five shops, all operations could be conducted at night, avoiding the need for additional trains. The planned schedules could then be operated with a fleet of 63 trainsets.
- However, it may be more cost-effective to purchase a few additional trainsets beyond the minimum requirement of 63 trains. A few extra trains would allow daytime as well as overnight maintenance. By running maintenance facilities during the day as well as at night, fewer bases would be needed to support the system. A detailed optimization of this fleet size vs. maintenance base trade-off is beyond the scope of this analysis. It is recommended that the equipment manufacturers address this issue as part of a future procurement.

7.7 Chicago Union Station Issues

A critical issue for the MWRRS operating plan is the ability of Chicago Union Station (CUS) to provide sufficient capacity. CUS has been the subject of several different planning studies -- none of which has offered a definitive solution to the problem of how to accommodate the need for growth in Metra commuter and MWRRS corridor services:

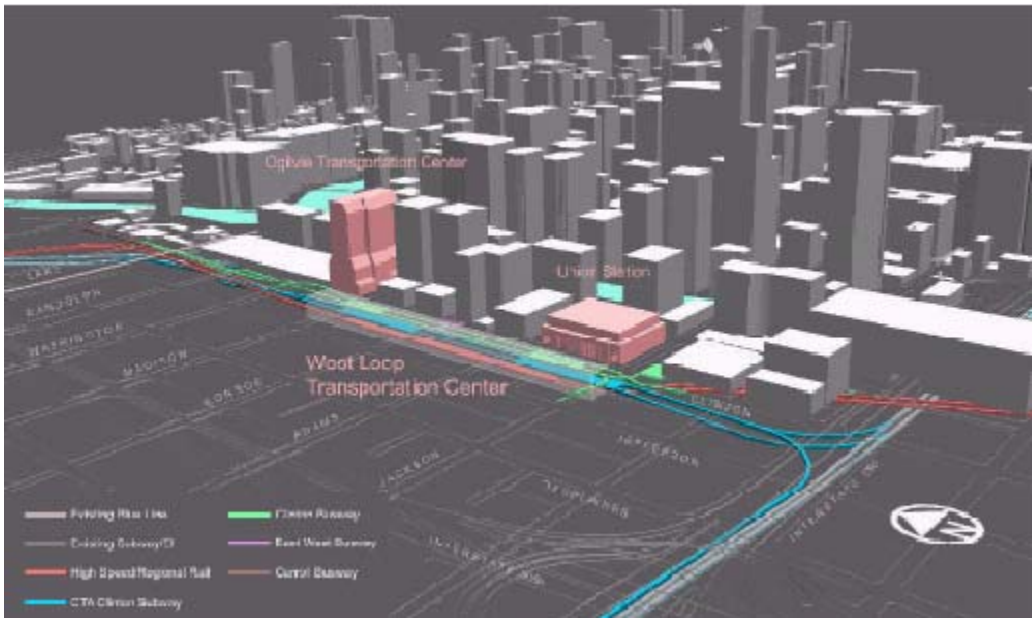
- Amtrak and Metra jointly sponsored a June 2002 study by HDR/CANAC that focused on short-term solutions for accommodating Metra growth and Phase I MWRRS services at CUS by 2008. A longer-term study is needed that takes account of Metra's plans for shifting some operations to other downtown stations, thereby addressing the 2014-2025 planning horizon that is of primary interest to MWRRS.

[7] It may be possible to operate with less than a 10% reserve fleet. A major risk that requires reserve is the possibility that problems uncovered during the overnight progressive maintenance might not always be completely resolved by the morning. Therefore a larger number of maintenance bases might require a larger reserve fleet to cover this contingency. Conversely a more centralized maintenance strategy may need a smaller reserve fleet.

- In contrast with the short-term focus of the HDR/CANAC study, the City of Chicago's *Central Area Plan* envisions a new West Loop Transportation Center with new subway tunnels under Clinton Street, next to Union Station, as shown in Exhibit 7-13. This plan is able to address capacity needs at CUS, but its construction obviously extends well beyond the planned MWRRS implementation timeframe. A shorter-term CUS capacity strategy is needed to support MWRRS implementation.

The implementation period for MWRRS lies between these very short and very long-term extremes, putting MWRRS in an awkward position, since practical CUS infrastructure strategies for a 2014-2025 planning horizon have yet to be developed. The HDR/CANAC report does not do this, nor does the City of Chicago's long-term planning effort.

Exhibit 7-12 [8]
Chicago's Proposed West Loop Transportation Center



[8] Source: Chicago Central Area plan, see:
http://egov.cityofchicago.org/webportal/COCWebPortal/COC_ATTACH/CAPchapter4_2a.pdf

7.7.1 Changing Assumptions on CUS Requirements

Since the HDR/CANAC report was issued in June 2002, two key assumptions have already changed. The first change was due to a policy decision by Amtrak to withdraw from the express freight shipping business. The second change is the result of a recent re-examination of the operational feasibility of running MWRRS trains through CUS.

As background, the MWRRS operating pattern favors inbound service to Chicago in the morning, with heavier outbound service starting in the early afternoon and evening hours. Based on MWRRS schedules approved by the states, many trains are not scheduled to run through but rather require mid-day storage at CUS. To allow for schedule recovery, the goal has been to plan minimum 40-60 minute equipment turns at CUS. Maintenance cycling sometimes forces pairings with longer dwell times than this. However, the main cause of longer CUS dwell times is simply the fact that there are more morning train arrivals than departures from CUS.

Because of the need for mid-day train storage, average dwell time at CUS between assignments now averages almost two hours. In contrast, the original plan for run-through operations relied on CUS dwell times not exceeding 20 minutes. With two-hour layovers for mid-day turns, stored trains would block the platforms on either side of the run-through tracks, which would gridlock the run-through area. For this reason, it is infeasible to run MWRRS trains through CUS under the current scheduling. If MWRRS run-through operations were considered essential, then all MWRRS train schedules would have to be rebuilt to reduce CUS dwell times. This would undoubtedly entail a large increase in deadhead or low-ridership train miles, as well as force a difficult physical track reconfiguration at CUS.

Instead, it has been proposed to forego the reconfiguration of the run-through tracks as discussed in the HDR/CANAC report, thus avoiding the capital cost of reconfiguration. Instead, the equipment cycling plan is to eliminate daytime run-through schedule pairings. Accordingly, the equipment rotations have been redesigned to operate within the capabilities of the existing CUS facility. The only required use of the run-through track is for deadheading equipment between the train storage yard, assumed to be on the south side, and the north side platforms. This change has no effect on revenue or ridership forecasts, since run-through operations were never included in these forecasts.

Running trains through CUS may still be appropriate, however, for Metra commuter service. Pairing north/south routes, as done in Philadelphia, Pennsylvania would reduce Metra's demand on CUS platform capacity. However, a detailed examination of Metra operations, or how best to reconfigure CUS to support Metra needs, is beyond the scope of this study.

7.7.2 CUS Platform Capacity Needs

From the HDR/CANAC report, Amtrak's current allocation is seven dedicated tracks at CUS, with an additional seven tracks shared with Metra. Each platform can therefore hold only one MWRRS train. MWRRS platform requirements were combined with Amtrak's current long distance train needs to see if the total would fit within Amtrak's allocation.

As shown by Exhibits 7-14 and 7-15, MWRRS can operate within Amtrak's current seven-track allocation. The Capitol Limited that departs at 5:35 PM requires use of one Metra shared track

for 30 minutes. At off-peak, the times MWRRS would use no more than one-half to one-third of the capacity of the Metra shared tracks for mid-day train storage. By shunting four trains to the yard for mid-day storage, the MWRRS can operate within the seven-track constraint during all peak hours except for 30 minutes of the evening rush.

Exhibit 7- 13
CUS Track Occupancy: MWRRS/Long Distance

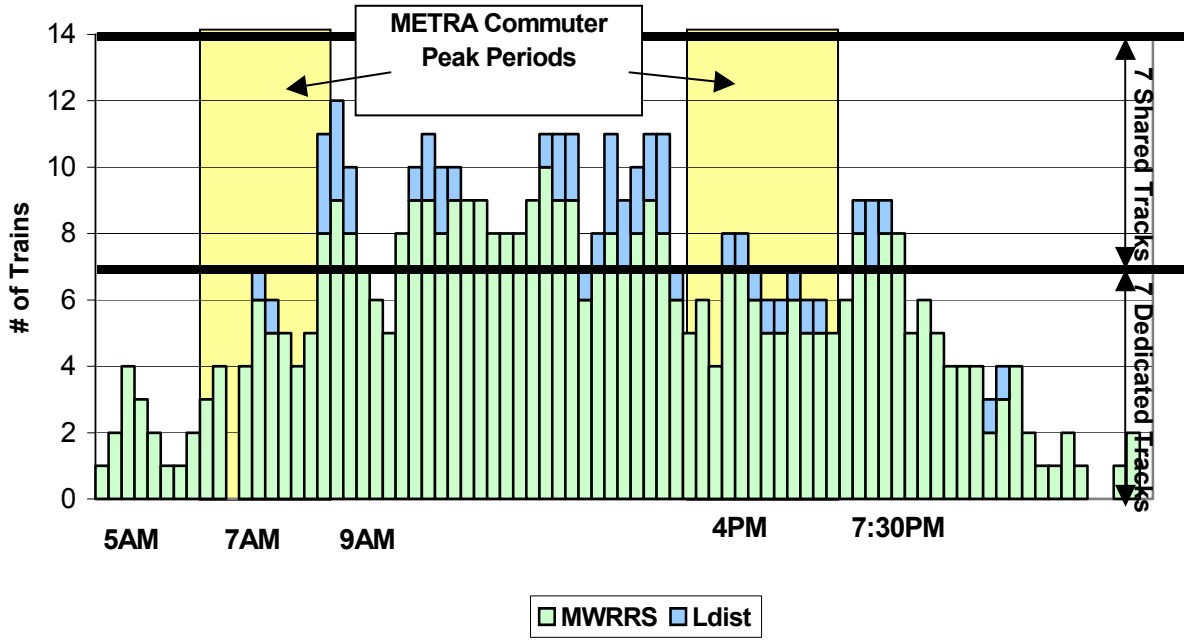
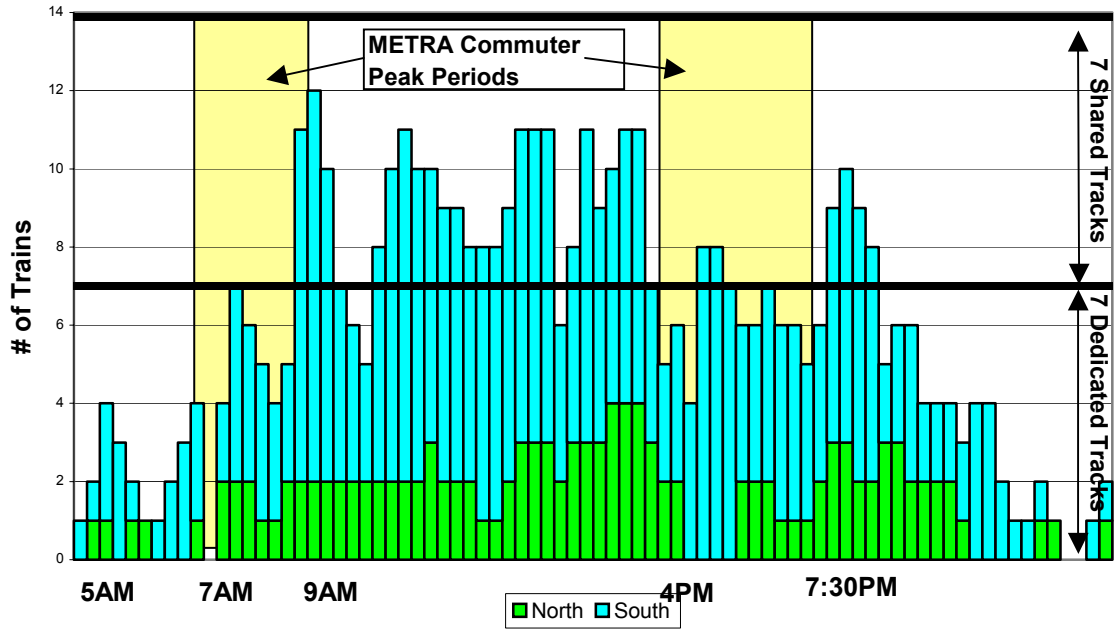


Exhibit 7- 14
CUS Track Occupancy: North/South



7.7.3 CUS Platform Reconfiguration

Chicago Union Station (CUS) was originally designed as a grand passenger rail station for long-distance intercity trains, not as a commuter station. In the past few decades, however, commuter trains have largely displaced intercity operations at CUS. To deal with heavy passenger flows generated by Metra commuter operations, a June 2002 report by HDR/CANAC suggested reconfiguring the baggage platforms for pedestrian use.

However, the current platform arrangement is adequate for MWRRS pedestrian flows and is ideal for providing MWRRS express parcel service. The current arrangement is also suitable for providing mail and checked baggage service on Amtrak's long-distance trains. MWRRS and Amtrak trains carry fewer passengers with a lower seating density than Metra's. Further, MWRRS arrivals and departures are spread throughout the day. The current platform configuration at CUS, with separate baggage platforms, is adequate for the needs of the MWRRS and Amtrak's long-distance trains, despite the well-known limitations of the station's pedestrian capacity.

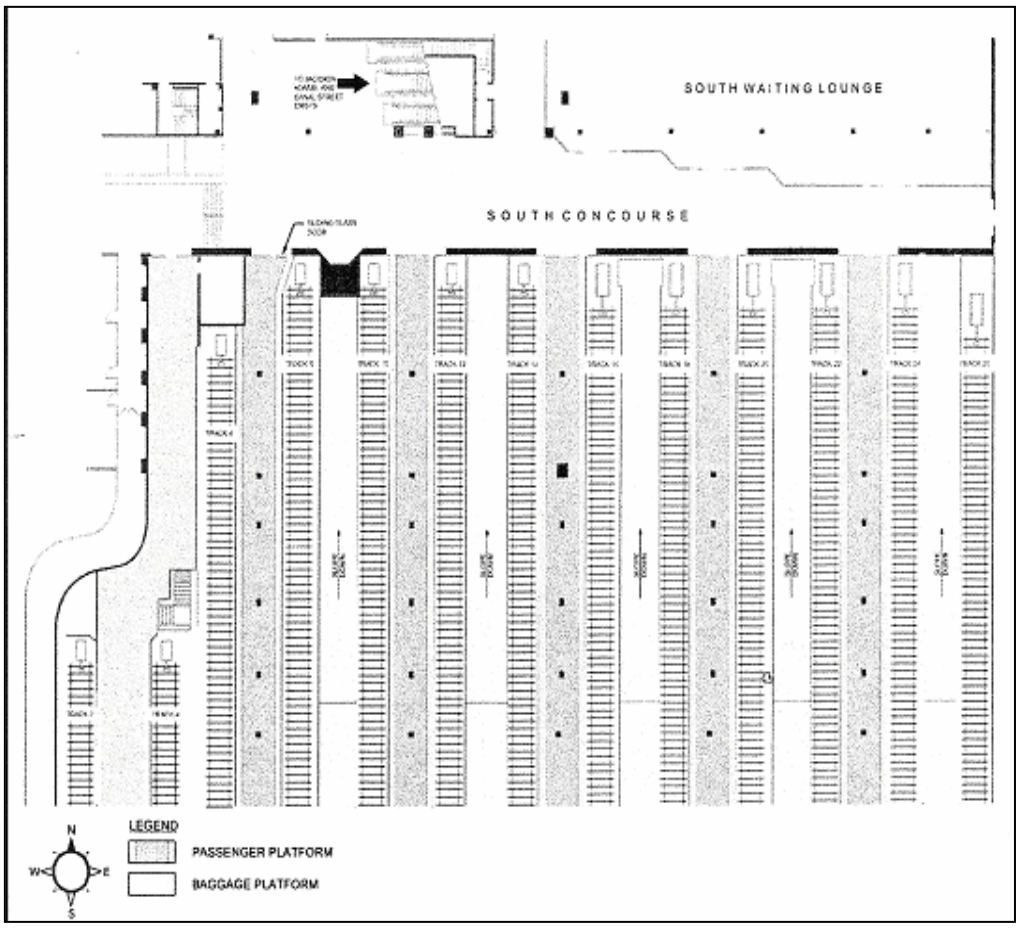
It is believed that the current CUS platform configuration will work well not only for MWRRS passengers, but also for express parcel traffic. As shown in Exhibit 7-16, separate baggage platforms were constructed between each track. A ramp descends directly from each platform to the basement, where the main baggage room is located. While express parcel operations work effectively on standard intercity train platforms, it would be even more advantageous to use CUS' dedicated baggage platforms for express parcel tugs.

It is suggested that those baggage platforms used by MWRRS and Amtrak's long-distance trains not be reconfigured. However, reconfiguring platforms would still allow MWRRS parcel service to be accommodated on the passenger platforms. As an intercity passenger service, MWRRS is consistent with the original design intent for Chicago Union Station. CUS, in its current configuration, is adequate, if not ideal, for the MWRRS. It would be more advantageous not to modify the platforms, since the original CUS facility design is very well suited to MWRRS operations.

It seems clear that Metra, rather than MWRRS or Amtrak's long distance trains, will benefit from the platform changes or run-through track reconfiguration proposed by HDR/CANAC. Therefore, Metra, and not MWRRS, should bear the cost of any such improvements; any platform reconfiguration should be limited to only those platforms used exclusively by Metra commuter trains.

The June 2002 report by HDR/CANAC suggested that anticipated growth in Metra service has the potential to crowd out the Amtrak and MWRRS services. To prevent this from happening, it is essential that Amtrak maintain, at a minimum, its current allocation of seven dedicated tracks along with seven shared tracks at CUS. If Amtrak's allocation is reduced, then it may no longer be possible for CUS to support the planned level of MWRRS operations.

Exhibit 7-15
Platform Arrangement at Chicago Union Station



7.8 Mechanical Facilities and Train Storage at CUS

In the current operating plan, 20 trains layover in Chicago, with the other 37 trains spend the night at outlying points. Since morning demand is mostly inbound to Chicago and evening demand outbound, it makes sense that more trains lay over at outlying points. In total, the fully built out system requires 57 trains for daily operations, but 63 trains are required for reserve and protect assuming all maintenance is performed at night. To support a daytime maintenance policy, even more trains would need to be purchased.

MWRRS needs capacity at CUS for mid-day train storage, as well as for parking, fueling and the cleaning of twenty trains overnight. MWRRS locomotives will have large enough fuel tanks to operate throughout the day without refueling. However, trains that lay overnight will require refueling, cleaning and turnaround mechanical inspection before beginning their next day's trip. Amtrak's recent withdrawal from boxcar express shipping operations should make it easier to find support tracks and yard storage space to accommodate MWRRS needs. Still, a specific plan is needed for the requisite mechanical and train storage facilities at CUS. Conceptually, Chicago would be an ideal location for a MWRRS maintenance base, if a suitable site could be found. At

a minimum, Chicago must provide turnaround servicing, but the operating plan does not now require a maintenance shop there.

Only a few fueling tracks are needed to fuel all 20 trains overnight. However, trains must be moved off the servicing tracks back to the station as soon as fueling is complete, so that the next set of trains can move into place. Each evening, MWRRS trains can be shuttled one or two at a time from the station tracks to the fueling facility, and back again. Since up to 14 trains can be stored on the station tracks, only six MWRRS trains need to be stored overnight in the yard.

7.9 Outlying Station and Mechanical Facilities

Low-cost train layover facilities are needed at the following 13 locations:

- Omaha
- Cleveland
- Quincy
- Cincinnati
- Carbondale
- Battle Creek/Kalamazoo
- Indianapolis
- Holland
- Green Bay
- Toledo
- Des Moines
- Champaign
- Port Huron

Each layover facility must have the capability to fuel locomotives and to provide the FRA-mandated daily equipment inspection. Additionally, electrical hookups, waste disposal and potable water facilities are needed to service the passenger coaches. Layover facilities may have a small inspection pit. A canopy-type covering has been suggested for at least the inspection area, since many of these outlying facilities are in heavy snow belt areas, thus potentially rendering the inspection pits unusable. Only refueling, cleaning and FRA-required daily inspection – but no significant maintenance activities – should need to occur at any of these locations. Based on the State of Maryland's experience with similar facilities recently constructed in Frederick, MD and at Martinsburg, WV for the Maryland Rail Commuter (MARC) service, the cost for a two-train layover facility should be no more than $2-$3 million. However, the MWRRI cost estimate conservatively provides $6.5 million for each layover facility. The following are the recommended mechanical shop and layover facilities:

- One system maintenance facility with eight servicing bays and two tandem lathes at Pontiac
- A satellite maintenance facility with five servicing bays at St. Louis
- Smaller satellite maintenance facilities with three servicing bays at Kansas City, St. Paul and Madison

- A three-track train fueling and inspection facility near Chicago Union Station
- Overnight layover facilities at 13 outlying locations[9]

Stations at route endpoints have significant operational requirements. Trains at the end of their runs need extra time for schedule recovery, reversing direction and for mechanical inspection before beginning the next trip. Trains must be stored overnight, fueled and inspected before their first morning departure. Trains can be stored overnight on the station tracks, or they can be moved to a separate train layover facility. Ideally, an overnight layover facility should be located close to the passenger station, and in the outbound direction so a train can continue, without reversing direction, after its final station stop.

- If the layover facility is outbound from the station, then requirements are no different than for any other station stop since the train needs to pause only for a few minutes at the station platforms.
- If a reverse move is required to reach the layover facility, separate station platform tracks are recommended. Dedicated tracks eliminate interference with freight operations while a passenger train waits at the station.

Both an inspection pit and a fueling facility are desirable for an overnight layover facility. However, these facilities may be difficult to accommodate on station platform tracks. Although an inspection pit is desirable, the FRA does not require one. This report addresses facility requirements only at a conceptual level. Detailed requirements for train layover facilities at a specific location, or the decision not to build one at all, is best left to the discretion of the individual states involved in the MWRRI.

7.9.1 Terminal Station Evaluations

TEMS evaluated terminal operational requirements at five specific MWRRS stations. Two locations, Quincy and Carbondale, serve as a terminus for Amtrak service today. Two stations, Holland and Port Huron, serve as intermediate stops for Amtrak trains, but no trains originate or terminate there. With the ending of Chicago-Toronto International service in April 2004, Port Huron will become the terminus for a new daily train, the Blue Water, which will lay overnight on the Port Huron station track. Green Bay does not have rail passenger service. The operational requirements and existing facilities at each station are different. A conceptual assessment of terminal station operations was developed for each of the following five MWRRS locations:

Quincy, IL

As shown in Exhibits 7-17 and 7-18, the un-staffed Quincy Amtrak station is located along the single-tracked BNSF main line on the northerly outskirts of town. One daily Amtrak train serves Quincy, leaving for Chicago at 6:12 AM and returning at 10:18 PM. After discharging its passengers at the Quincy station, the train crosses a Mississippi River bridge for overnight storage in the West Quincy, MO freight yards.

[9] Kalamazoo and Battle Creek may possibly be combined into a single layover facility.

Exhibit 7-16
Location of Quincy, IL Amtrak Station

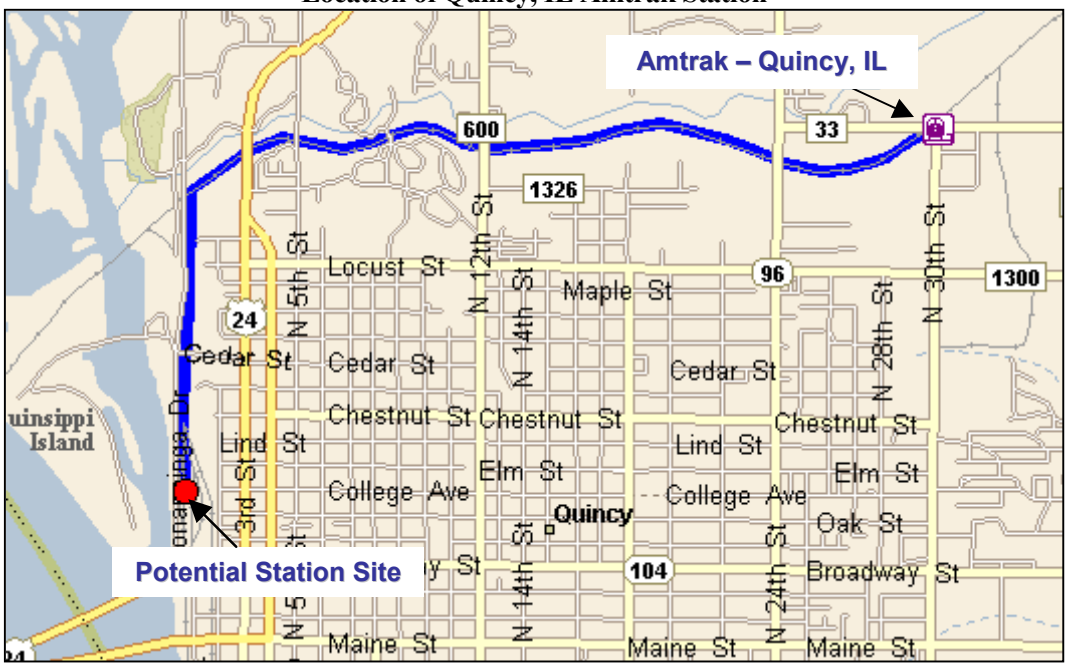
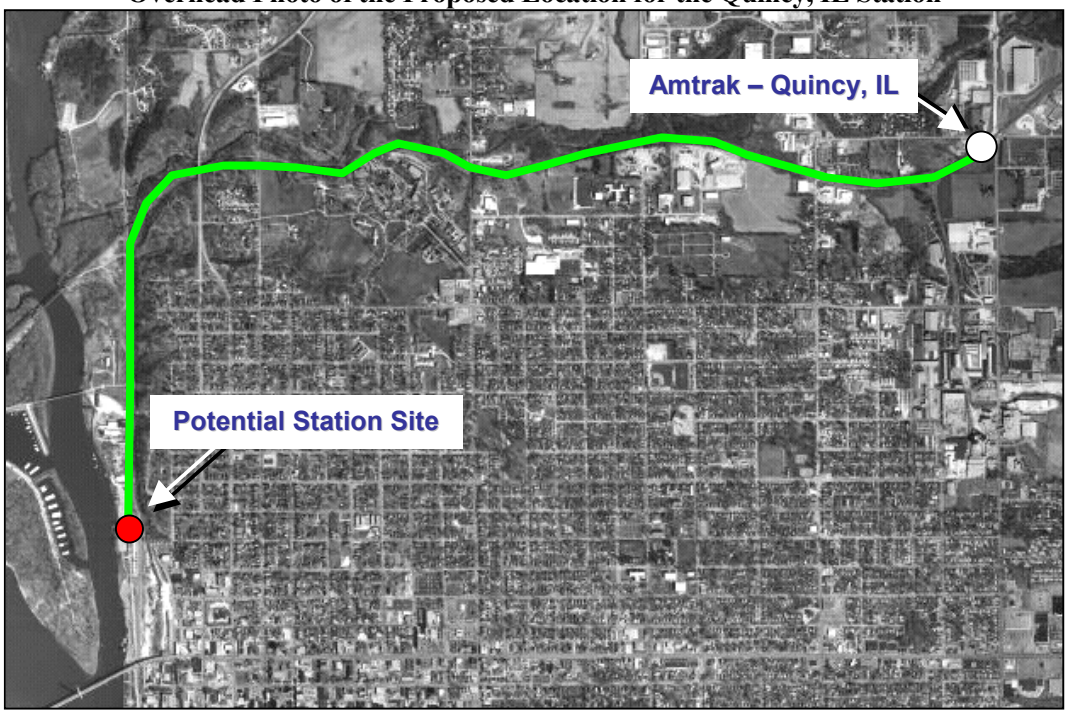


Exhibit 7-17
Overhead Photo of the Proposed Location for the Quincy, IL Station



As shown in Exhibit 7-19, the MWRRS would expand service to Quincy from one-round trip to four round-trips each day. Planned equipment turns and layover times are based on the most recent MWRRS equipment cycling analysis. Train pairing 657-650, shown in yellow, requires an overnight layover. One train will lay overnight at Quincy under the planned MWRRS schedules.

Exhibit 7-18
Planned MWRRS Quincy, IL Equipment Turns

Train #	*Station*	*Time*		*Station*	*Train #*	*Station*	*Time*		*Station*	*Layover Time*
		Dep	*Arr*				*Dep*	*Arr*		
651	Chicago	7:10	10:54	Quincy	652	Quincy	11:35	15:40	Chicago	0:40
653	Chicago	9:56	14:00	Quincy	654	Quincy	14:30	18:15	Chicago	0:29
655	Chicago	14:10	17:54	Quincy	656	Quincy	18:25	22:30	Chicago	0:30
657	Chicago	20:00	0:04	Quincy	650	Quincy	5:01	8:56	Chicago	4:56

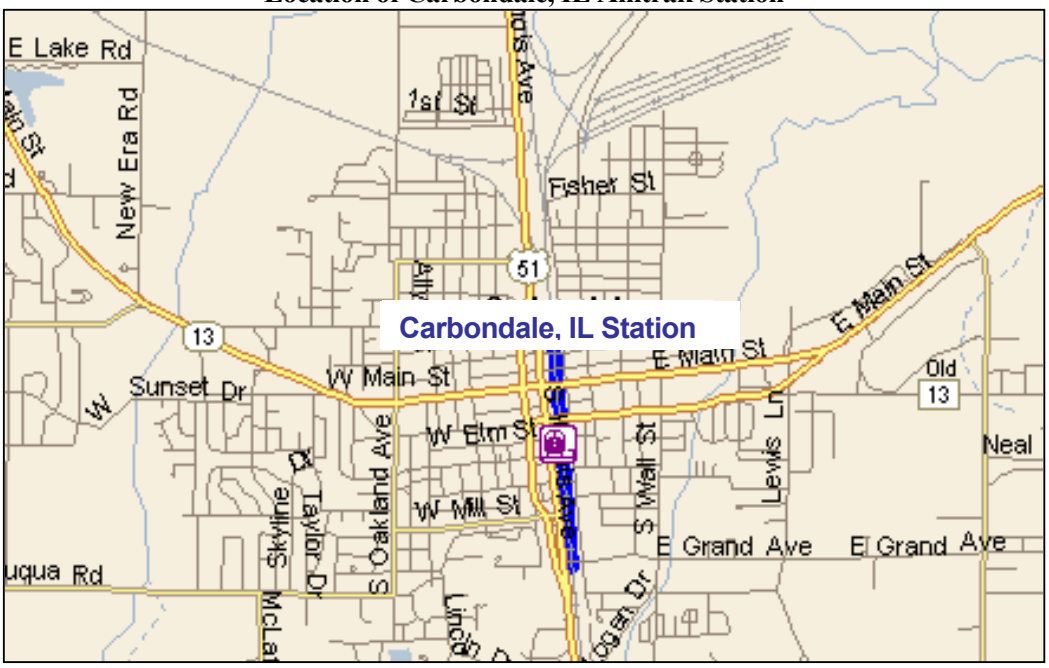
The Quincy station needs a dedicated platform track for reversing passenger trains. This is not a problem for the current Amtrak operation since the train pauses for only a few minutes before continuing to West Quincy, but extended layover times of 30-40 minutes for trains turning back to Chicago may become a problem, if trains block the busy BNSF main line. A short siding east of the station may be used for clearing passenger trains off the main line, but it would be better for trains to wait directly on the platform track and not have to back in and out of the station.

However, consideration should be given to extending rail service to a new station in downtown Quincy on the riverfront, where MWRRS could help stimulate downtown economic development. A riverfront site would clear passenger trains off the BNSF main track so freight interference with station operations would no longer be an issue. The current station could remain in service as a suburban, auto-accessible site. Since only one train must be stored overnight at Quincy, allowing the train to lie over on the station track seems to be an adequate solution.

Carbondale, IL

As shown in Exhibit 7-20, the Carbondale Amtrak station is located on the Illinois Central main line in the Carbondale central business district. Two daily Amtrak trains serve Carbondale. State-supported *Illini* service leaves for Chicago at 4:05 PM and returns at 9:35 PM. Amtrak's long-distance train, the *City of New Orleans*, leaves the station in the middle of the night, northbound at 3:16 AM and southbound at 1:21 AM. One train set needed to support *Illini* service is stored overnight on the Rock Track just south of the station. Just before train time, the equipment is moved out of the Rock Track onto the mainline for loading.

Exhibit 7-19
Location of Carbondale, IL Amtrak Station



MWRRS would double Carbondale service from one to two round-trips each day. Planned equipment turns and layover times, based on the most recent MWRRS equipment cycling analysis, are shown in Exhibit 7-21. Train pairing 403-400, shown in yellow, requires an overnight layover. Only one train needs to lay overnight at Carbondale under the planned MWRRS schedules.

Exhibit 7-20
Planned MWRRS Carbondale, IL Equipment Turns

Train #	*Station*	*Time*		*Station*	*Train #*	*Station*	*Time*		*Station*	*Layover Time*
		Dep	*Arr*				*Dep*	*Arr*		
401	Chicago	9:30	13:52	Carbondale	402	Carbondale	15:03	19:26	Chicago	1:11
403	Chicago	17:30	22:11	Carbondale	400	Carbondale	6:08	10:50	Chicago	7:56

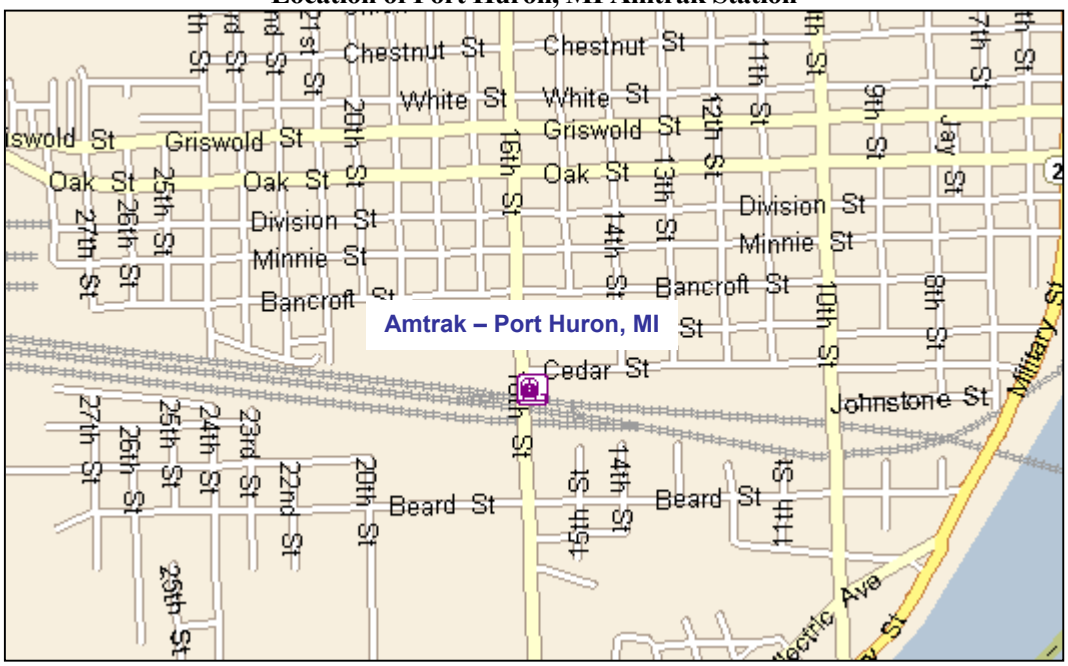
Current facilities at Carbondale seem adequate to support the proposed MWRRS operation, assuming that the Rock Track can be used for storing the mid-day equipment turn 401-402 as well as the overnight layover of 403-400. Mechanical servicing facilities on the Rock Track may not be adequate, in which case an inspection pit and a fueling capability may need to be installed, or a small layover facility can be built at the southern outskirts of Carbondale.

Port Huron, MI

As shown in Exhibit 7-22, the Port Huron Amtrak station[10] is located along the CN main line just west of the entrance to the Sarnia-Port Huron rail tunnel. The station is staffed. Only one train serves Port Huron today: Amtrak's daily Chicago-Toronto *International,* which departs eastbound to Toronto at 4:55 PM and westbound at 12:20 PM (except Sundays, when the train departs at 5:15 PM.)

[10] Photographs of Port Huron station can be found on-line at: http://www.trainwatchers.com/porthuron/

Exhibit 7-21
Location of Port Huron, MI Amtrak Station



Since Port Huron today only serves as an intermediate stop, there is no overnight Amtrak train storage there. However, in April 2004, Chicago-Toronto through service was discontinued, and replaced with a daily Port Huron-Chicago round-trip. An electrical hookup and water service are being installed on the Port Huron station track to allow the train to lay overnight there. As shown in Exhibit 7-23, MWRRS plans to institute four daily round trips to Port Huron. Two trains, shown in yellow, will need to lay overnight. The current MWRRS schedules also call for relatively long three-hour layovers before mid-day equipment turns.

Exhibit 7-22
Planned MWRRS Port Huron, MI Equipment Turns

Train #	*Station*	*Time*		*Station*	*Train #*	*Station*	*Time*		*Station*	*Layover Time*
		Dep	*Arr*				*Dep*	*Arr*		
150	Chicago	7:10	12:04	Pt. Huron	155	Pt. Huron	15:08	17:57	Battle Creek	3:03
152	Battle Creek	11:25	14:15	Pt. Huron	157	Pt. Huron	17:30	20:19	Battle Creek	3:14
154	Battle Creek	18:11	21:01	Pt. Huron	153	Pt. Huron	8:20	11:09	Battle Creek	11:18
156	Battle Creek	20:33	23:23	Pt. Huron	151	Pt. Huron	6:02	11:18	Chicago	6:38

Two solutions to the long layovers may be possible. One would be to add two dedicated platform tracks at the Port Huron station. Alternatively, a separate layover facility could be constructed, but if located west of the station, trains will have to back in and out of the station, and at least one dedicated station track will still be needed. Ideally, the MWRRS layover facility will be located east of the station to avoid the need for reverse moves, but the station's close proximity to the mouth of the Sarnia-Port Huron rail tunnel imposes constraints on where the facility can be placed.

A new intermodal facility has been proposed near the Port Huron Amtrak station. Whether this proposal conflicts with a MWRRS passenger train layover facility remains unclear.

Holland, MI

As shown in Exhibits 7-24 and 7-25, the Holland Amtrak station is located on the CSX main line in downtown Holland. In 1991, the beautifully landscaped station received a $1.7 million renovation. One daily train serves Holland: Amtrak's state-supported *Pere Marquette* that departs daily eastbound to Grand Rapids at 9:16 PM, and westbound to Chicago at 8:17 AM. Since Holland serves only as an intermediate stop, there is no overnight Amtrak train storage there today.

Exhibit 7-23
Location of the Holland, MI Amtrak Station

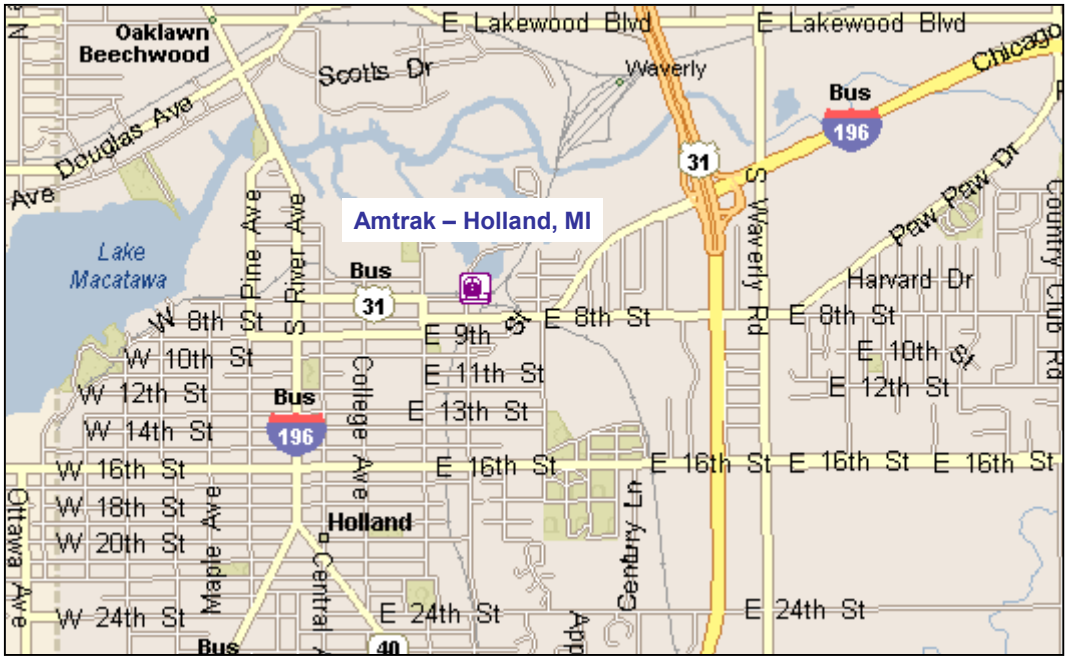


Exhibit 7-24
Photo of the Holland, MI Amtrak Station

Rail service to Holland would operate differently under MWRRS than it does today. Currently, Amtrak heads directly south to Chicago on CSX's former Pere Marquette line. Instead, MWRRS would offer Holland service as an extension of the Kalamazoo-Grand Rapids branch line. Trains from Holland would first head northeast 25 miles to Grand Rapids, then due south to Kalamazoo before turning southwest to Chicago.

Based on the latest MWRRS equipment cycling analysis (Exhibit 7-26), two trains would lay overnight at Holland, shown in yellow, and two other trains would have long mid-day layovers. Dwell times at Holland cannot be as short as desired, because trains must rotate through shops for maintenance on four-day cycles. Although train 130 arrives early enough to turn back as train 133, another equipment set from the yard must cover that schedule. Equipment arriving on train 130 departs as train 135 instead.

Exhibit 7-25
Planned MWRRS Holland, MI Equipment Turns

Train #	*Station*	*Time*		*Station*	*Train #*	*Station*	*Time*		*Station*	*Layover Time*
		Dep	*Arr*				*Dep*	*Arr*		
130	Chicago	8:18	11:16	Holland	135	Holland	15:00	18:22	Chicago	3:43
132	Kalamazoo	13:10	14:28	Holland	137	Holland	17:40	21:02	Chicago	3:11
134	Chicago	14:20	17:18	Holland	131	Holland	5:22	8:28	Chicago	12:03
136	Chicago	19:00	22:23	Holland	133	Holland	11:40	12:57	Kalamazoo	13:16

Between 14:28 and 15:00, trains 135 and 137 both need to park in the station. Currently there is only a single track through the station. However, since the line was double-tracked, there should be enough room to add at least one dedicated station track. However, two tracks, not just one are needed.

As shown in Exhibit 7-27, the best location for a Holland train storage yard would be either:

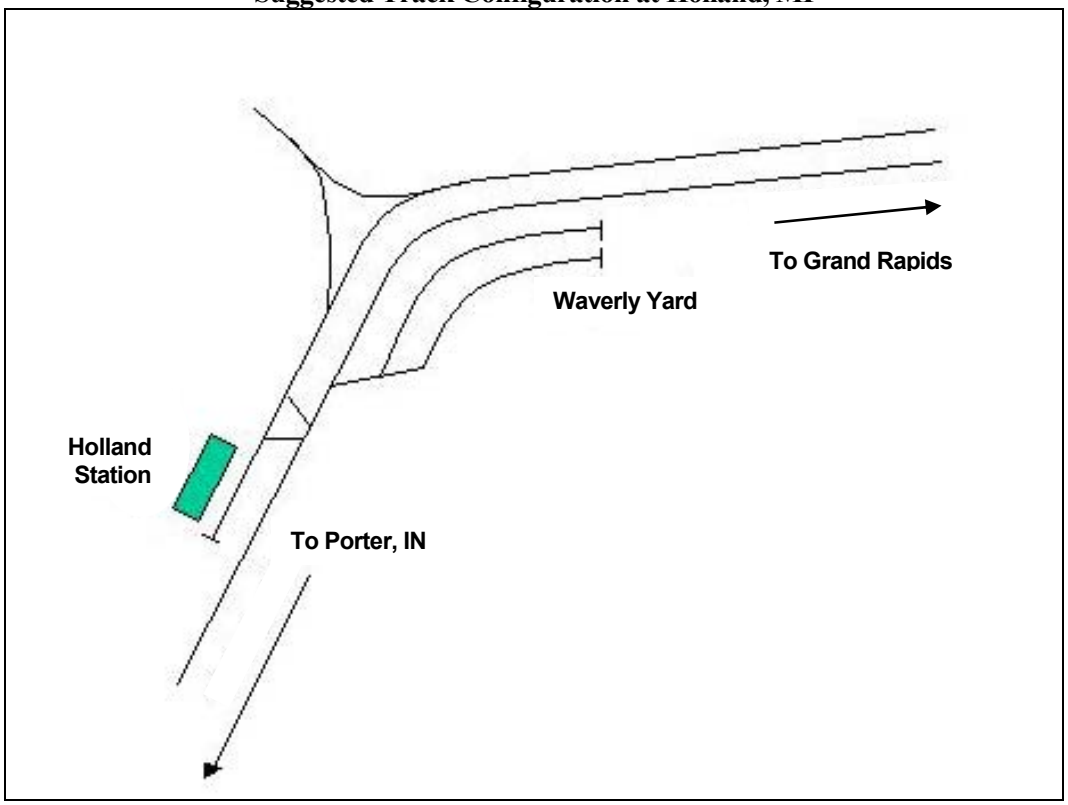
- In the immediate vicinity of the Holland station, or
- In CSX's Waverly yard – about a mile northeast of the station

Waverly yard is an attractive site even though it would require reversing direction from the station. Going south would require moving over numerous highway grade crossings in downtown Holland. If these grade crossings could be eliminated, a site south of the station may be more desirable. However, the needed additional land appears to be available at Waverly, and there do not appear to be any grade crossing conflicts between Waverly and the train station location.

For a layover facility at Waverly, a stub-end, dedicated platform track at Holland station should be installed as shown in Exhibit 7-28. This would keep passenger trains off the CSX main line while loading or unloading passengers at the Holland station. Trains would move from the Waverly storage yard to the passenger station just before train time. While passengers are loading, the operating crew would change ends and prepare for departure. This process would work in reverse for arriving trains.

Exhibit 7-26
Waverly Yard Site at Holland, MI

Exhibit 7-27
Suggested Track Configuration at Holland, MI



Green Bay, WI

Green Bay has not had passenger rail service since April 1971. Wisconsin Central acquired the former C&NW rail lines on which MWRRS would operate in 1993; Canadian National purchased Wisconsin Central in 2001.

The Titletown Brewery Company converted the former C&NW train station, at the intersection of Dousman and Broadway Street, into a restaurant. However, the owner of the restaurant seemed interested in forming a cooperative relationship with MWRRS that may enable use of at least the station platforms, or allow for the building of a new station on adjacent property. Exhibits 7-29 and 7-30 show the location of the proposed C&NW station at Green Bay.

Exhibit 7-28
Location of the Green Bay, WI MWRRS Station

Exhibit 7-29
Aerial Photograph of Proposed Green Bay Station Site

As shown in Exhibit 7-31, MWRRS would institute seven daily round trips to Green Bay. Two train sets, shown in yellow, would need to lay overnight. Current MWRRS schedules call for three-hour layovers for mid-day equipment turns; as a result, two trains need to be on hand at Green Bay most of the time.

Exhibit 7-30
Planned MWRRS Green Bay, WI Equipment Turns

Train #	*Station*	*Time*		*Station*	*Train #*	*Station*	*Time*		*Station*	*Layover Time*
		Dep	*Arr*				*Dep*	*Arr*		
751	Chicago	6:15	9:28	Green Bay	754	Green Bay	11:36	15:25	Chicago	2:07
753	Chicago	7:20	11:06	Green Bay	756	Green Bay	14:12	17:45	Chicago	3:06
755	Chicago	9:30	13:02	Green Bay	758	Green Bay	16:07	19:40	Chicago	3:04
757	Chicago	11:40	15:26	Green Bay	760	Green Bay	17:58	21:14	Chicago	2:31
759	Chicago	13:50	17:28	Green Bay	752	Green Bay	9:58	13:20	Chicago	16:29
761	Chicago	15:50	19:22	Green Bay	762	Green Bay	19:52	23:41	Chicago	0:29
763	Chicago	19:49	23:35	Green Bay	750	Green Bay	6:20	10:09	Chicago	6:44

This analysis confirms the need for a freight yard site adjacent to the passenger station, providing room to construct dedicated platform tracks and a train layover facility. Although one platform track and two layover tracks would be theoretically sufficient, because of the possibility of late arrivals or departures, our recommendation would be to construct a three-track train layover facility at Green Bay and to provide two dedicated station platform tracks.

7.10 Express Parcel Operations

Same-day parcel service is a high revenue, low volume business with exacting service requirements, even when compared to overnight delivery. While the express parcel service discussed here may bear a superficial resemblance to Amtrak's Package Express product, this new service would be targeted towards a completely different, time-sensitive market.

Amtrak has recognized the synergy between checked baggage service and light weight express package service, which Amtrak offers on its national network of long distance trains. Amtrak considers anything under 50 lbs. that can be handled without fork lifts or facilities beyond those normally used to provide checked baggage service to be "Regular Express." Such packages are small enough to be individually handled, or they can be sorted into small plastic bins or mail sacks. Rates of $60-$80 per added pound keep parcels small. For example, on Esprit's service from London to Paris or Brussels, 80 percent of shipments weigh less than two pounds. However, Amtrak's current slow, infrequent, long distance trains cannot provide a reliable and therefore marketable, same day express service.

Amtrak's has noted that its fast, frequent and reliable trains in the Northeast Corridor also did not provide for a successful parcel operation. However, express parcel traffic does not materialize automatically but requires an effective marketing effort. By relying heavily on courier firms to market its service rather than employing its own sales force, Amtrak may have doomed its earlier initiative for reasons unrelated to operational feasibility. Since express parcel service is a

growing component of European passenger rail services, provision of rail parcel service is technically feasible. Clearly there is a market for same-day parcel service in the U.S. as well. For downtown-to-downtown shipping, rail has both a cost and speed advantage over competing modes, and so it should be able to garner significant market share.

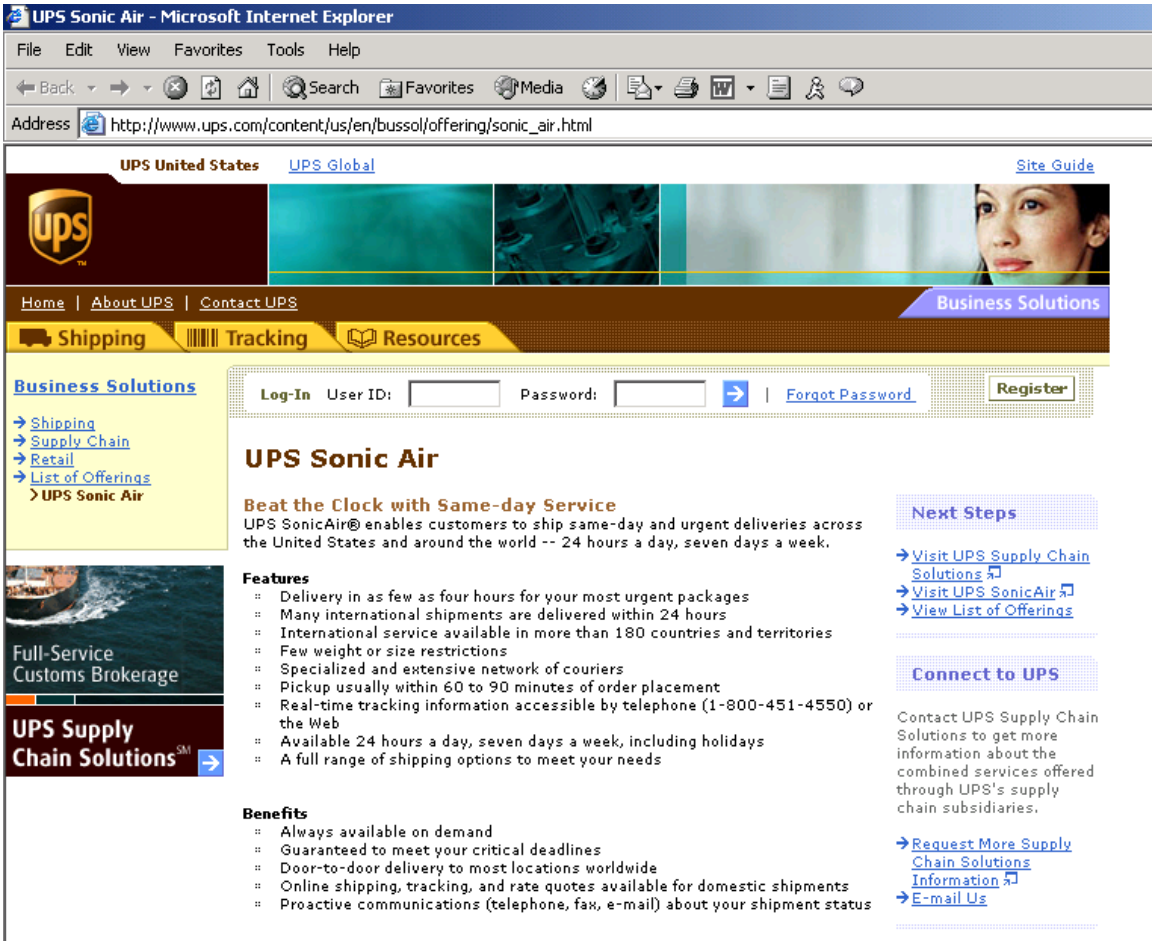
MWRRS will improve corridor frequencies and speeds enough to make rail attractive for parcels as well as passengers. To see how an MWRRS express parcel service could be organized the structuring of similar American and European services was investigated.

In the U.S., same-day parcel service is offered by UPS and FedEx, as well as by some airlines. United Parcel Services' Sonic Air subsidiary (Exhibit 7-32) offers same-day delivery of shipments up to 100 pounds. Sonic Air uses "a specialized and extensive network of couriers" and boasts "access to more than 30,000 domestic and international flights per day." It operates separately using its own courier network and regularly scheduled airlines – not UPS' own trucks and planes.

TEMS interviewed two European rail priority parcel service providers: the Swedish operator Expressgods and the British Esprit, a division of Eurostar. Expressgods offers same-day rail package service throughout Sweden, while Esprit provides a same-day package service on Eurostar's high-speed trains between London, Paris and Brussels. Esprit also contracts with passenger train franchisees to provide same-day package service anywhere in the U.K.

Sonic Air, Expressgods and Esprit all use call centers to serve as a single point of customer contact. These centers manage courier services at both ends, arrange for any special handling, track the movement of all packages and deal with any exceptions that might occur. All three companies advertise their services directly to the customer and employ their own sales force. These successful business strategies are the same ones proposed for MWRRS express parcel service.

Exhibit 7-31
UPS Sonic Air: Web Site



7.10.1 Handling Parcels on Trains

European railroads employ two main methods for handling parcels on trains – conductor-provided service and dedicated parcel compartment.

Conductor-provided service

Train conductors in Sweden and the U.K. routinely handle express parcels. Since trains run often, each conductor has to handle only a few packages, yet a large volume of packages can be shipped. If available, conductor workrooms offer a secure place to store packages but are not necessary.

At small stations and during start up, if MWRRS train conductors could handle some parcels, then business could grow incrementally without risking capital investment or prematurely adding fixed station costs. A few packages could be handed off to conductors at the platform in a matter of seconds. Conductors' responsibility in handling express parcels would differ little from the work they already do handling rail company mail. In the U.S., train conductors routinely do this while still fulfilling their other duties. Conductors generally receive a small extra payment, called

an “arbitrary” for handling company mail, and could receive the same extra pay for handling parcels.

The number of packages on each train has to be kept within reasonable, agreed-upon limits to prevent overburdening or distracting the conductors from other duties. Any burden on train conductors is intended to be minimal, since the main parcel flows should be carried in the dedicated compartment. The same computerized reservations system used to manage door-to-door parcel operations could easily enforce limits on the maximum number of parcels any conductor is expected to handle. Conductors could interface directly with couriers even at stations that are not staffed. No station facilities are needed to support this kind of service.

Although conductor-provided service works well in Europe, it is not clear that Amtrak can negotiate a similar deal with its staff – or that under the current management policy of focusing on its core passenger business, that Amtrak would wish to do so. If conductors are not able to handle parcels, then an independent operator could implement MWRRS parcel service, using only the dedicated parcel compartment.

Dedicated Parcel Compartment

At major stations, station personnel could load parcels into a dedicated, secure compartment using an outside access door. This can be done quickly without delaying the train, since dedicated station personnel would transfer the packages or mailbags, and the train crew need not be involved in the loading or unloading operation. Once business grows to a point that justifies investment and added station staff, any station can be equipped to handle parcels using such a dedicated compartment. Exhibit 7-33 shows a baggage handler loading packages onto the dedicated compartment on a Eurostar train.

Exhibit 7-32
Eurostar Baggage Handler Loading Small Packages onto the Train

The MWRRI proposal recommends franchising the express parcel business separately from the passenger contract. Without the ability to use train conductors, higher station staffing is needed during ramp-up, but this has no effect on the long-term economics of the system. The express parcel financial plan provides enough dedicated personnel to handle the parcel traffic – 1 person, 2 shifts per day, at 22 stations which should be able to develop enough business to justify using the dedicated compartment. TEMS' revenue projection is based on traffic at those 22 stations; it does not include revenue at other stations that would have to rely on conductor-provided service.

7.10.2 Station Facility Requirements

The preferred method for handling express parcel traffic depends on the size of the station, and whether conductor-provided service can be made available. Service at small stations is only feasible if train conductors can handle the packages making a dedicated station facility unnecessary. Passenger personnel or food stand operators can accept a few packages, or couriers could meet the train conductors directly. The Swedish firm Expressgods found that ticket agents are usually very busy close to train departure time and, therefore, do not have enough time to handle packages. They are also unable to leave their posts to deliver packages to a train. Therefore, Expressgods prefers to work with others, such as station restaurateurs, who are happy to receive incremental revenue associated with parcel handling. Expressgods pays its contractors at small stations on a per-package basis.

At major stations, it is worthwhile to establish a permanently staffed, secured and dedicated parcel room. Such rooms may have a small area for sorting parcels into mailbags or plastic bins.

If there are regularly more bags or bins than a person can easily carry train side, baggage carts or small tractors may be needed to haul them out to the platforms. Exhibit 7-34 shows an Esprit tractor with baggage carts.

Exhibit 7-33
Esprit Tractor and Baggage Carts

On the platform, bags and bins are manually loaded/unloaded from the compartments. Heavy roll on/roll off units that require high platforms – normally associated with heavy second and third class mail – need not be used. Instead, procedures and equipment normally used for providing checked baggage service are appropriate. Same-day parcels are normally lightweight and low volume, and can be handled using mailbags. These can be loaded or unloaded from baggage carts into the parcel compartments by hand.

In Exhibit 7-29, the baggage carts used by Esprit are extremely low-slung; packages and bags are carried close to the ground. This is to minimize the need for lifting packages and bags on and off the cart, when loading or unloading a train at a high-level platform. In contrast, a standard U.S. baggage cart that is about 36" high would approximate the train floor level when loading from a low-level platform. Thus, a parcel service can easily be provided from either a low-or-high level platform, simply by procuring a baggage cart of the appropriate height.

Clearly, the time needed for station servicing depends on the number and weight of bags to be transferred. Plenty of time is available at route endpoints such as Chicago, and often schedules allow extra time at major stops, such as St. Louis. Express parcel volume at small intermediate stations will not be heavy enough to cause any train delay. Both Esprit and Expressgods confirmed their parcels are transferred without slowing down train operations.

The station facilities needed to support a MWRRS parcel service are already in place in 13 out of the proposed 22 locations. Amtrak operates a network of long-distance trains that already serve many of the larger MWRRS stations. Since long-distance trains offer checked baggage service, all of these stations have a baggage room, tractors and baggage carts. Light express package service is also offered today at all 13 locations. MWRRS stations already with the checked baggage capability for Amtrak include:

- Chicago, IL
- Kansas City, MO
- Omaha, NE
- Bloomington-Normal, IL
- Springfield, IL
- St. Louis, MO
- Toledo, OH
- Cleveland, OH
- Indianapolis, IN
- Champaign-Urbana, IL
- Carbondale, IL
- Milwaukee, WI
- Minneapolis/St. Paul, MN

Only two major MWRRS cities lack Amtrak checked baggage service today:

- Cincinnati, OH
- Detroit, MI

Mid-sized stations where new parcel facilities are needed include:

- Madison, WI
- Jefferson City, MO
- Green Bay, WI
- Des Moines, IA
- Kalamazoo, MI
- Fort Wayne, IN
- Grand Rapids, MI

If Amtrak chooses not to participate in the express parcel market, the economies of scale associated with using existing baggage facilities may not be realized. As a result, the MWRRS business plan includes capital for adding separate express parcel rooms to all 22 stations, without relying upon Amtrak's facilities. Security measures for express parcel service are the same as those needed and currently in place for Amtrak Regular Express service.

7.10.3 Chicago Union Station Requirements for Express Parcel Service

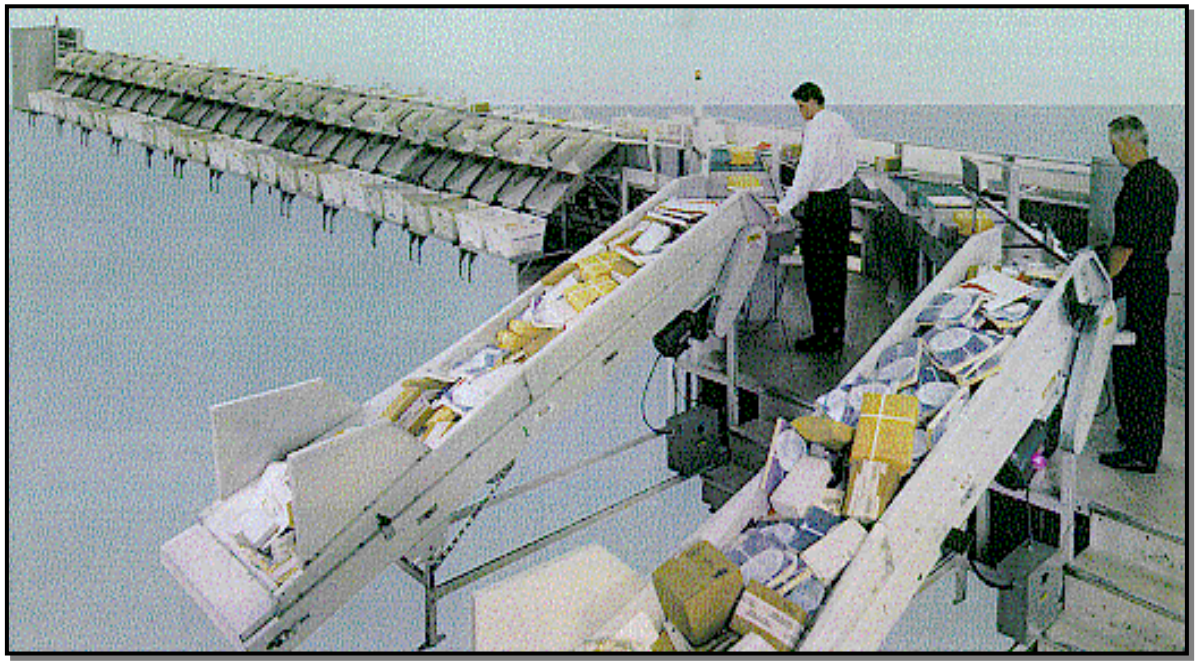
At Chicago, packages arriving from local couriers are sorted for departure on the correct outbound train. Packages from arriving trains are sorted for delivery to local couriers or further movement on outbound connecting trains. Most MWRRS parcels will originate, terminate or pass through Chicago. The Express Parcel Market Analysis projected that by 2014 volume at Chicago will be 1,247 originating, 2,008 terminating and 1,001 parcels transferred from inbound to outbound trains: a total of 4,256 packages each day that need to be sorted.

To determine the facilities needed for handling this volume, Chicago facility requirements were discussed with Esprit**,** which has a similar sorting facility at their London rail station, and with Lockheed Martin, a supplier of automated sorting equipment for the U.S. Postal Service (USPS).

A manual sorting operation has a productivity of 120 parcels per person per hour. By 2013, staffing would need to expand to eight persons, or four persons per shift. Work rules must be created to permit flexible utilization of mailroom labor, so the same person can load and unload a train, bring packages back to the mailroom and sort packages to their correct destinations, as needed.

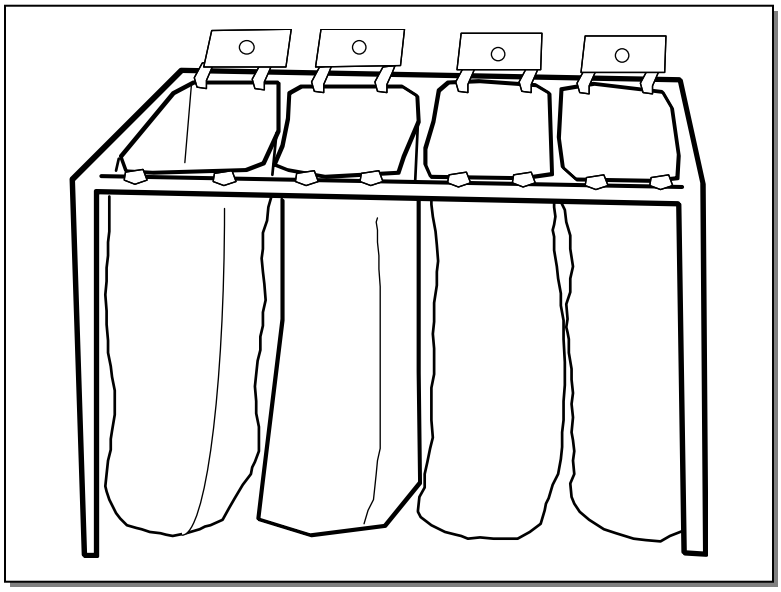
The Esprit package service uses manual sorting and Lockheed Martin recommends manual sorting as the best, lowest cost method until the cost of a machine can be justified. The capacity of even Lockheed Martin's smallest machine that sorts 2,500 packages per hour with up to 56 outputs, shown in Exhibit 7-35, substantially exceeds MWRRS requirements[11]. It appears, therefore, that simple manual sorting using mailbags and racks, as shown in Exhibit 7-36, will be the most cost-effective solution for the MWRRS.

Exhibit 7-34
Lockheed Martin Small Package Sorter



[11] TEMS' market analysis assumed a very modest market share based on excluding certain traffics, such as cancelled check packets from the Federal Reserve Bank. If the MWRRI system attracted such traffic, a far more extensive operation would be needed at Chicago Union Station, which might utilize Lockheed Martin sorting equipment. This would fit in the space defined in the financial plan.

Exhibit 7-35
Package Bag Sort Rack



A small room with dimensions of 20 x 20 feet, in the basement of Chicago Union Station, with a total staff of 2-3 persons for manual sorting should suffice for the start up period. Ideally, this room should be:

- Convenient to ramps leading to the CUS baggage platforms
- Convenient to arriving and departing couriers, and accessible to the public
- In a location that allows expansion for future growth

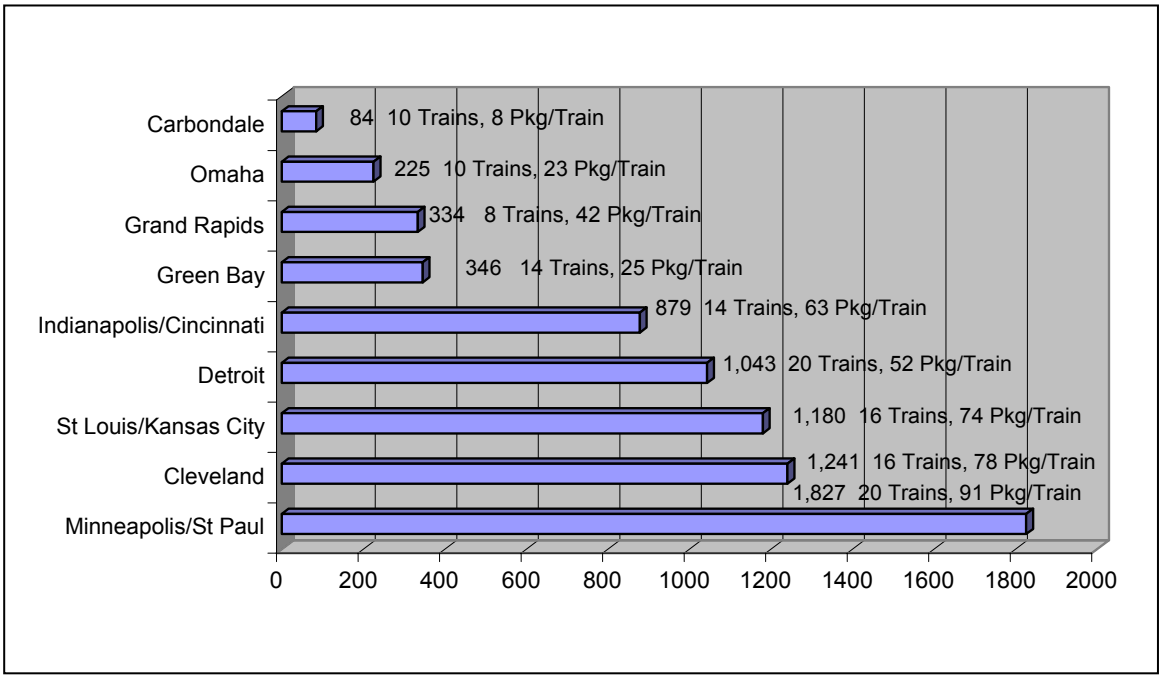
If, however, a space of sufficient size cannot be found, the amount budgeted in the express parcel business plan is sufficient to allow space to be leased at a nearby office building at commercial rates. Automated sorting can be considered a future possibility, as the cost of a new machine is $650,000. However, Lockheed Martin is beginning to replace USPS package sorters with newer models. With the permission of USPS, MWRRS could possibly acquire one or more second-hand USPS package sorters at a discount price. Such a machine would require floor space of 90 x 15 feet with additional 10 foot wide working space needed along each side of the machine.

7.10.4 Rail Equipment Requirements

As shown in Exhibit 7-37, the heaviest loading is predicted on the Twin Cities corridor with an average of 91 packages per train. On each train, a short walk-in compartment with an outside door just nine feet long, similar to those on Eurostar trains, would provide ample room to accommodate this business. The parcel compartment would be used by dedicated station parcel handling staff, not by train conductors. The requirement for a conductor workroom depends on whether conductor-provided express parcel service will be offered. To keep all options open, TEMS recommends both a dedicated parcel compartment and conductor's workroom with locking doors be included in MWRRS equipment specifications.

Most train manufacturers were comfortable that space needed for a parcel compartment could be added without displacing seating capacity. For example, space above the raised axle towers in Talgo end cars – an area that is unsuitable for revenue seating – could be used to provide an office and parts storage for a technician, a conductor's workroom, or a parcel compartment. Bombardier suggested that a parcel compartment could be added to the locomotive. As a result, it is anticipated that a parcel compartment could be added to the equipment purchase without significantly raising the cost or reducing seating capacity.

Exhibit 7-36
Daily MWRRS Parcels by Route (2014)[12]



7.11 Express Parcel Operating Plan

Most parcels originate or terminate in Chicago. Therefore, trains inbound to Chicago tend to load parcels, while outbound trains tend to unload them at stations along the way. In Chicago, parcels have to be sorted either for delivery to local couriers or for connecting outbound trains. There need to be only a few exceptions to this basic operating pattern:

- Packages headed outbound, for example Toledo to Cleveland, should not be sent the *wrong way* into Chicago. Toledo should separately sort packages for Cleveland and vice-versa.
- If there is a major intermediate station on the same line (*e.g.,* Indianapolis on the Cincinnati line) the outlying station could handle sorting. In other words, Cincinnati should sort Indianapolis' parcels into a separate mailbag, so they can be unloaded at Indianapolis. Those parcels should not be sent to Chicago.

[12] Projected daily package volumes in Exhibit 7-31 are based on an assumption of 260 working days per year. Usually, geographic zones in the demand forecast (based on NTAR's) are fine enough so at least the MWRRS route, if not a specific station, can be identified. However, Indianapolis/Champaign packages were allocated to routes based on the populations of those cities. The Quincy route generates negligible parcels.

- Packages bound for minor stations on the same line should also not be sent to Chicago, but if conductor-provided service is offered, they can be given to the train conductors. If conductors are not allowed to handle parcels, service cannot be offered at minor stations.
- Cleveland-Toledo-Detroit packages could use the Detroit-Toledo feeder bus. There is substantial demand for same-day shipping in this lane, so these packages should not be sorted in Chicago. Instead, Cleveland packages should be set off at Toledo and put on the bus to Detroit. Eventually it is possible that Cleveland Hub trains could handle these packages. An agreement would have to be negotiated with the Detroit-Toledo feeder bus operator to handle parcels, but hauling the parcels would seem to entail little or no additional cost to them.
- Door-to-door pickups and deliveries would be ordered through a central call center. A schedule would be proposed for the movement and, if the customer agrees, a courier would be dispatched to pick up the shipment. At stations with dedicated personnel for parcels, the package would be delivered to the station, sorted into a mailbag or container and placed in the parcel compartment. When the shipment arrives at the destination rail station, a courier would be waiting to deliver it to the consignee.

It has been Esprit's experience that priority parcel volumes are spread through the whole day and into the evening. A disadvantage of regular overnight package services – in spite of its lower cost – is a cutoff time for drop off as early as 3-4 PM. Rail express parcel service offers much later cutoffs, since it can accept packages until the last train of the evening, and still deliver early the next morning. Having missed the early afternoon cutoff for conventional overnight service, many customers are willing to pay a premium price to for a same-day delivery service. For this and other reasons, demand for rail express parcel service is not limited only to a few mid-day trains, but rather the facilities and trains are efficiently utilized throughout the day and night.

7.12 Operating Cost Development

The operating plan developed for the MWRRS not only promotes the delivery of high quality and reliable train service, but also the delivery of these services in a manner that promotes cost efficiencies. Operating costs for the MWRRS were developed based on the following premises:

- Train operating practices follow existing work rules
- Operating expenses for train operations, dispatch, management and supervision were developed through a bottom-up staffing approach, validated through independently developed operating ratios for train-mile costs and related supervision
- Maintenance of train equipment is contracted out (privatized)
- Track maintenance is provided by the host freight railroad
- The express parcel service is franchised separately from the passenger operation and its costs and revenues are developed separately from those of the passenger operation. The parcel operator's payment is calculated as a percentage share of net parcel revenue, after the cost of local courier service and a few other allowable expenses. The express parcel business plan, and proposed basis for calculating this payment are detailed in Chapter 10.

Eleven specific areas were focused upon for defining operating costs. These costs include:

- Track and right-of-way maintenance

- Train equipment maintenance
- Train and engine crew
- Fuel and energy
- On-board services crew
- Station staffing
- Service administration
- Sales and marketing
- Liability insurance
- Feeder bus
- Operator profit

Each of these costs has been categorized as mostly fixed or mostly variable. Variable costs are those that are modeled as directly dependent on ridership, passenger-miles or train-miles. Fixed costs are either predetermined or influenced by external factors, such as the level of freight railroad tonnage. Some fixed costs, such as station operations, increase as line segments open but not in direct proportion to train-miles. As a general principle, the costs identified as fixed should remain relatively stable across a broad range of service activities whereas the level of activity directly influences variable costs.

Fixed and variable cost designations were established only for categorizing the cost drivers. They are not intended as management precepts or edicts. Modern management practices, such as activity-based costing, can prove very effective in on-going efforts to increase efficiency and effectiveness.

7.12.1 Fixed Costs

Track and Right-Of-Way Maintenance Costs

When fully implemented, the MWRRS assumes an increase in both maximum authorized speed and frequency of train service. On some heavily used corridors, the MWRRS also assumes a substantial increase in capacity, all of which will require maintenance to FRA Class 4, 5, or 6 standards.

Incremental costs for track maintenance were estimated based on Zeta-Tech's January 2004 draft technical monograph Estimating Maintenance Costs for Mixed High Speed Passenger and Freight Rail Corridors. Route-specific track maintenance costs were developed for MWRRS by subdividing each line into short segments that have the same speed, freight and passenger tonnage, and number of tracks. Anywhere the speed, tonnage or number of tracks changed, a new segment was created. However, Zeta-Tech's costs are conceptual and are still subject to negotiation with the freight railroads. A spreadsheet giving costing detail by line segment is included in Appendix A10.

An important assumption in the application of Zeta-Tech's methodology is selection of the minimum or maximum cost level. Maximum costs are mentioned on page 1 of the report to "reflect maintenance practices on existing high speed railroad track such as Amtrak's Northeast Corridor (NEC)" whereas

minimum costs are typical for freight railroads over which MWRRS will actually operate. Exhibit 7-38 shows the 2025 annual maintenance costs resulting from a *maximum* or "high-line" assumption.

The high line costs result not only from a higher ride quality standard, but also from difficulty of access and the difficulty of performing track maintenance, especially of rights of way with dense freight and passenger traffic. All these factors increase unit costs. The MWRRS has some routes that have relatively light traffic densities. Physical access to the track is not often an issue on these routes. MWRRS may also be able to benefit from the economies of scale realized by freight railroads. Therefore, a midpoint between the minimum and maximum costs would reflect the need for improved ride quality, without confounding costs with economic efficiency or economies of scale issues. However, the MWRRI steering committee adopted a very conservative posture that high-line costs should be used for developing the MWRRS financial plans.

Exhibit 7-37
Cost Adjustments Following Upgrade of a Rail Line

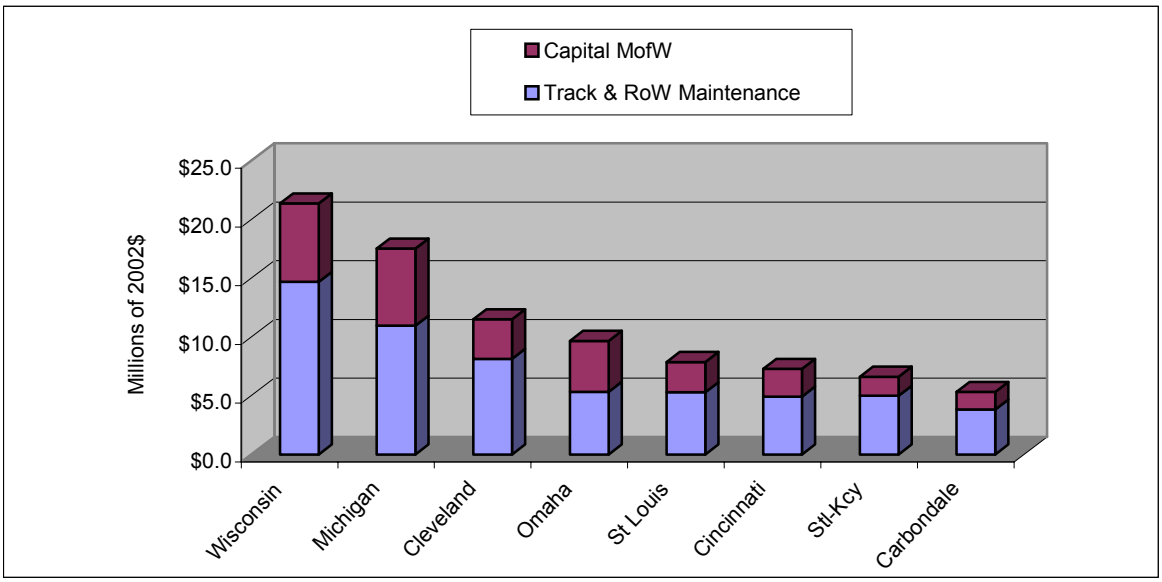
Year	*Percent of Capital*	*Year*	*Percent of Capital*
0	0%	11	50%
1	0%	12	50%
2	0%	13	50%
3	0%	14	50%
4	20%	15	75%
5	20%	16	75%
6	20%	17	75%
7	35%	18	75%
8	35%	19	75%
9	35%	20	100%
10	50%		

Capital costs are gradually introduced in the MWRRS business plan, using a table of ramp-up factors provided by Zeta-Tech (Exhibit 7-37). In 2025, the year for which data are shown in Exhibit 7-38, capital costs have escalated only to about half their steady-state level. A normalized capital maintenance level is not reached until 20 years after completion of a major rail upgrade program. The annual MWRRS expenditure for train maintenance capital is funded out of the operating surplus generated by the system, but is not included in the Operating Ratio calculation. The annual amount of this capital cost is shown in Exhibit 10-14 "Cash Flow Analysis" for the MWRRS system.

In the MWRRS business plan, only the operating component of track maintenance cost is treated as a direct operating expense. States may have the option of directly funding capital costs using 80/20 federal matching grants. In the MWRRS business plan, however, maintenance capital costs are funded

from the railway annual operating surplus and only reduce the net cash flow generated from operations. Accordingly, in the business plan, users of the MWRRS pay the full maintenance cost, although capital costs are not included in calculation of the operating ratio for each route.

Exhibit 7-38
2025 Annual MWRRS Track Maintenance Costs (Millions of 2002$)



Directly Reimbursable Freight Railroad Costs

Currently, it is industry practice for passenger train operators providing service on freight-owned rights-of-way to pay for track access and track maintenance. Passenger service must also reimburse a freight railroad's added costs for dispatching its line, providing employee efficiency tests and for performing other services on behalf of the passenger operator. Amtrak, however, enjoys statutory rights to access freight tracks at avoidable cost.

The MWRRS cost is calculated as the incremental track maintenance cost, described previously, plus an allowance of 39.5¢ per train-mile added to cover freight railroad out-of-pocket or directly reimbursable costs[13]. This 39.5¢ rate is about half the level of Amtrak's current costs, reflecting economies of scale inherent in a large regional passenger rail network. These costs are not shown as a separate category: they are included as part of Track and Right of Way Maintenance costs in the calculation of operating results.

Access fees and on-time performance incentive payments to host freight railroads are specifically excluded from this calculation. With regard to right-of-way access fees, it is felt that any such payments would have to be calculated and negotiated on a route-specific and railroad-specific basis. Such a calculation would have to consider the value of the infrastructure improvements

[13] This out-of-pocket expense includes the cost of train dispatching, freight railroad efficiency testing of passenger train crews, added police protection and freight railroad administrative overhead.

made by the MWRRS to the freight railroad as well as track maintenance payments. This type of analysis is beyond the scope of this study, and will be handled within the context of negotiations with specific railroads as the MWRRS is implemented.

In the case of incentive payments for on-time performance which are currently paid by Amtrak on a route-specific basis, similar concerns exist. The $6.6 billion in infrastructure improvements to freight corridors called for in this study are designed to provide sufficient capacity to provide superior on-time performance for both freight and passenger operations. The need for additional incentive payments will be unclear until performance data is obtained from actual post-implementation MWRRI passenger operations. Again, this subject was considered too complex to address within the context of the current study and will be handled within the context of negotiations with specific railroads as the MWRRS is implemented.

Station Operating Costs

A simplified fare structure, heavy reliance upon electronic ticketing and avoidance of a reservation system will minimize station personnel requirements. Station costs include personnel, ticket machines and station operating expense. Thirty-nine of the 101 MWRRS stations, plus Chicago Union Station, are staffed. Of these, Amtrak staffs 24 stations today, and the MWRRS would staff 15 new locations.

As shown in Exhibit 7-39, locations that are not staffed cost $45,872 per year ($2002); the incremental cost for stations currently staffed by Amtrak is $307,683, and newly staffed stations cost $538,332 per year. This is sufficient to add five additional positions at each staffed Amtrak station and eight positions for each new location. The operating cost of ticket machines adds an additional $22,936 per station, per year. For the implementation period 2008-2014, this cost was ramped-up based on line segments scheduled to begin operation each year.

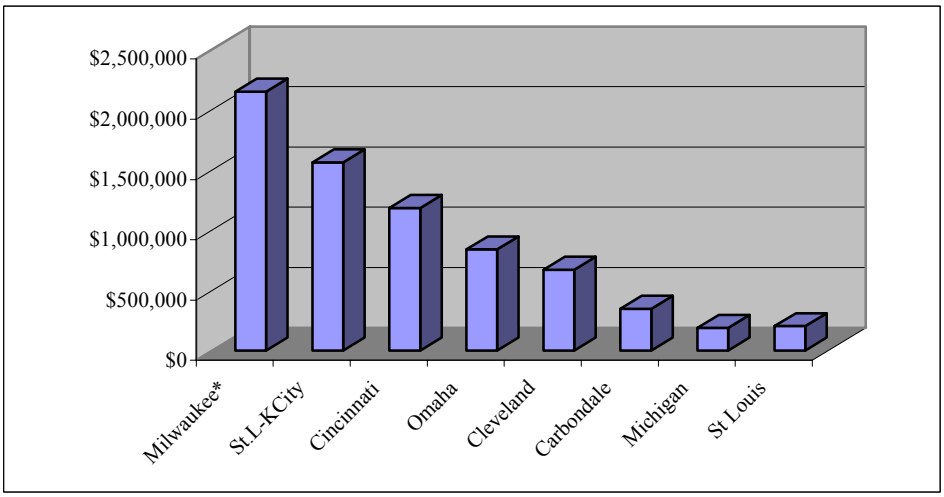
Exhibit 7-37
MWRRS Station Operating Expenses (2002$)

	Intercity Staffed	*Intercity Unstaffed*	*Stand-Alone Staffed*	*Stand-Alone Unstaffed*	*Chicago Union Station*	*Total*
# of Stations	24	35	15	27	1	102
Station Operations	$ 7,384,404	$1,605,505	$ 8,077,982	$ 1,238,532	$ 5,470,183	$ 23,776,606
Ticket Machines	$ 550,459	$ 802,752	$ 344,037	$ 619,266	--	$ 2,316,514
Total	**$ 7,934,862**	**$2,408,257**	**$ 8,422,018**	**$ 1,857,798**	**$ 5,470,183**	**$ 26,093,119**

Feeder Bus Cost

A detailed analysis of feeder bus operations determined which routes made economic sense to operate. The analysis described in Chapter 4 developed revenue and ridership forecasts for each bus route. Based on projected load factors, either a small or a large bus ($1.72 or $2.15 per mile, respectively) was chosen to operate each route. These bus costs were supplied by Greyhound for use in the MWRRS study. Feeder bus costs, shown in Exhibit 7-40, were calculated based on planned bus-miles for each rail corridor. For the implementation period 2008-2014, this cost was ramped-up based on segments scheduled to begin operation each year.

Exhibit 7-38
2014 Feeder Bus Costs (2002$)



*Green Bay is included in this corridor

For the MWRRS study, buses were modeled as an "access mode" that provide connectivity between rail stations and adjoining zone centroids. Bus frequencies but not specific schedules were developed. Bus frequencies were adjusted based on anticipated demand and did not necessarily meet every train. However to serve local travel needs, some states have suggested higher levels of bus service than that specified in the MWRRS plan. Accordingly, bus costs are assumed to represent economies of scale of a large operator like Greyhound; but no demand forecast has been developed for local bus riders that would not connect to the rail service.

Sales and Marketing Costs

A simplified ticketing methodology with unreserved service should result in substantial cost savings. While there are advantages to variable pricing based upon yield management principles, MWRRS does not require that level of sophistication in its early stages. Simplicity in fares and services will limit talk time and heighten the use of voice recognition menu-driven or internet-based systems. The primary expenses represented in this category consist of advertising: $6.8 million per year fixed cost, plus call center expenses.

Projected call center costs were built up directly from ridership, assuming 40 percent of all riders will call for information, and that the average information call will take 5 minutes for each round trip. Assuming some flexibility for assigning personnel to accommodate peaks in volume and a 20 percent staff contingency, variable cost comes to 65¢ per rider plus a fixed supervisory cost of $460,000 per year.

Credit card commissions were modeled as 1.6 percent of ticket revenue – 80 percent of ticket revenue for credit cards with a 2 percent fee – and travel agency commissions as 1 percent of ticket revenue. The cost of ticket machines is included as part of station expenses.

Service Administration Costs

A hypothetical MWRRS management organization was developed as a stand-alone structure, holding no other responsibility than operation of the MWRRS. The main purpose of the exercise was to develop an estimate of the costs, not to set up an actual management structure. Responsibilities would include liaison work with other rail and commuter lines, marketing, accounting, finance and interface with the nine state partners. Providers of equipment maintenance, on-board food service and express parcel service would have their own management structures, and their administrative costs are included within those areas. As well, call center expenses are treated separately and described as Sales and Marketing costs. The MWRRS itself would retain only a small management staff for delivery audit, quality assurance and contract administration. In 2002 dollars, costs break down as follows:

- General Admin Labor (incl. Fringe) $7.64 Million
- Engineering & Maintenance Labor (incl. Fringe) $4.44 Million
- Operations & Customer Service labor (incl. Fringe) $8.84 Million
- Additional Cost (leases, etc.) $8.07 Million
- Total Annual Cost $28.99 Million

These costs were originally calculated in 1997 dollars, but adjusted for inflation to 2002 dollars.

A detailed management organization chart was reviewed with Amtrak in 2000, who requested that a 20 percent contingency be added for items that may have been overlooked, but otherwise agreed that the overall cost level was reasonable. Administration costs were ramped up over a two-year period reflecting 70 percent of cost in year 1; 80 percent of cost in year 2 and 100 percent in year 3. Exhibits 7-41, 7-42 and 7-43 detail the proposed MWRRS management organization.

Exhibit 7-41
Proposed MWRRS General Administration Structure

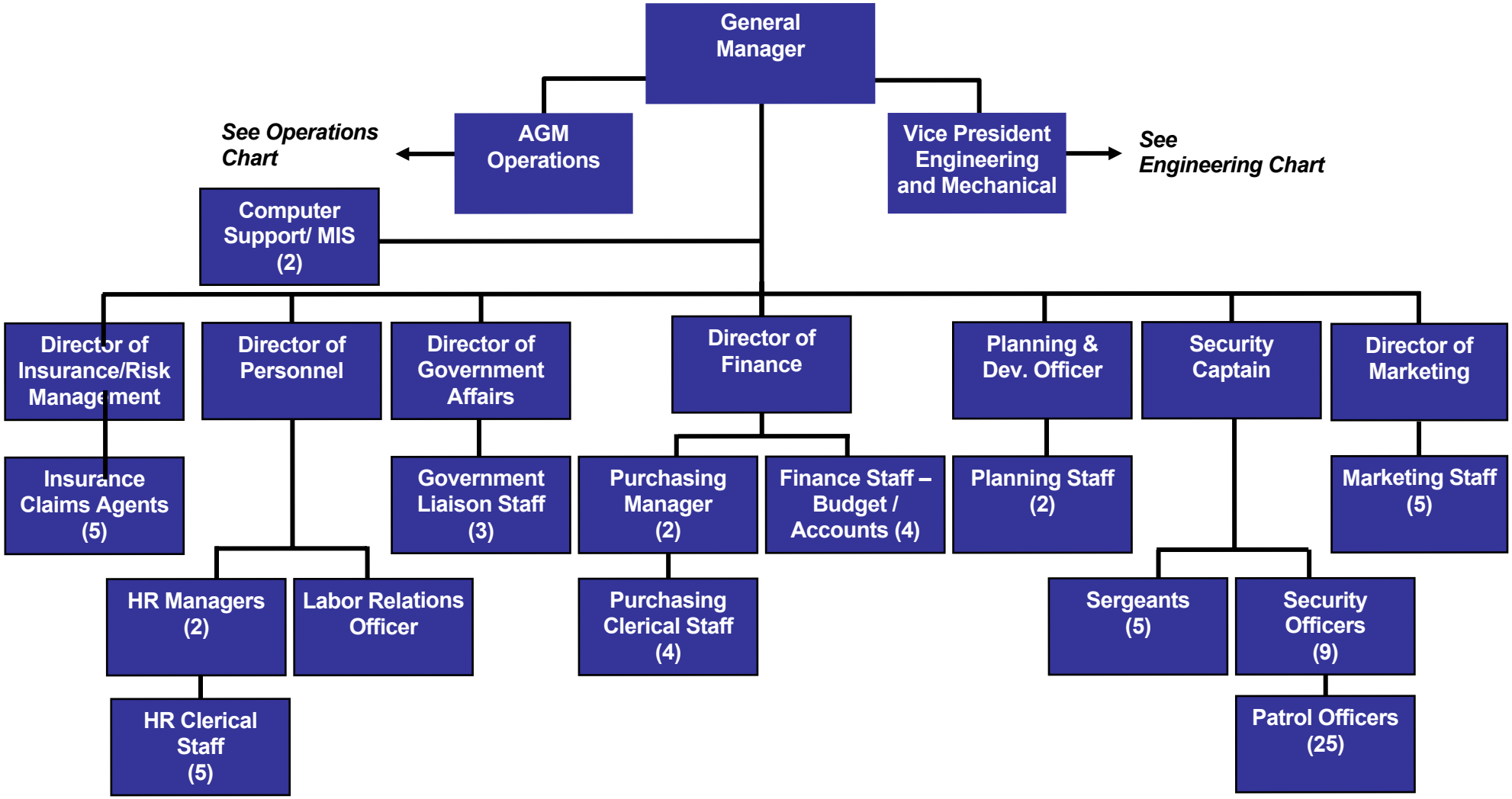


Exhibit 7-42
Proposed MWRRS Operations Structure

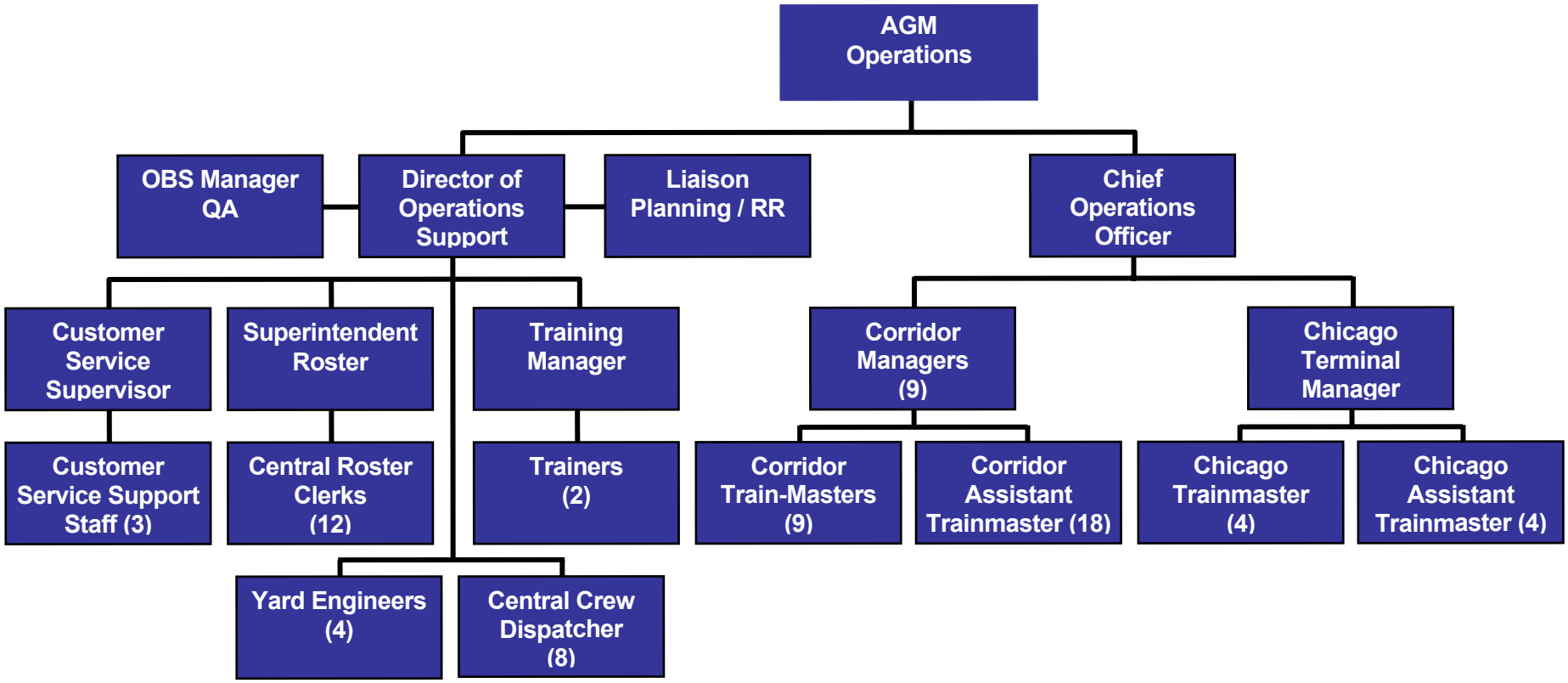
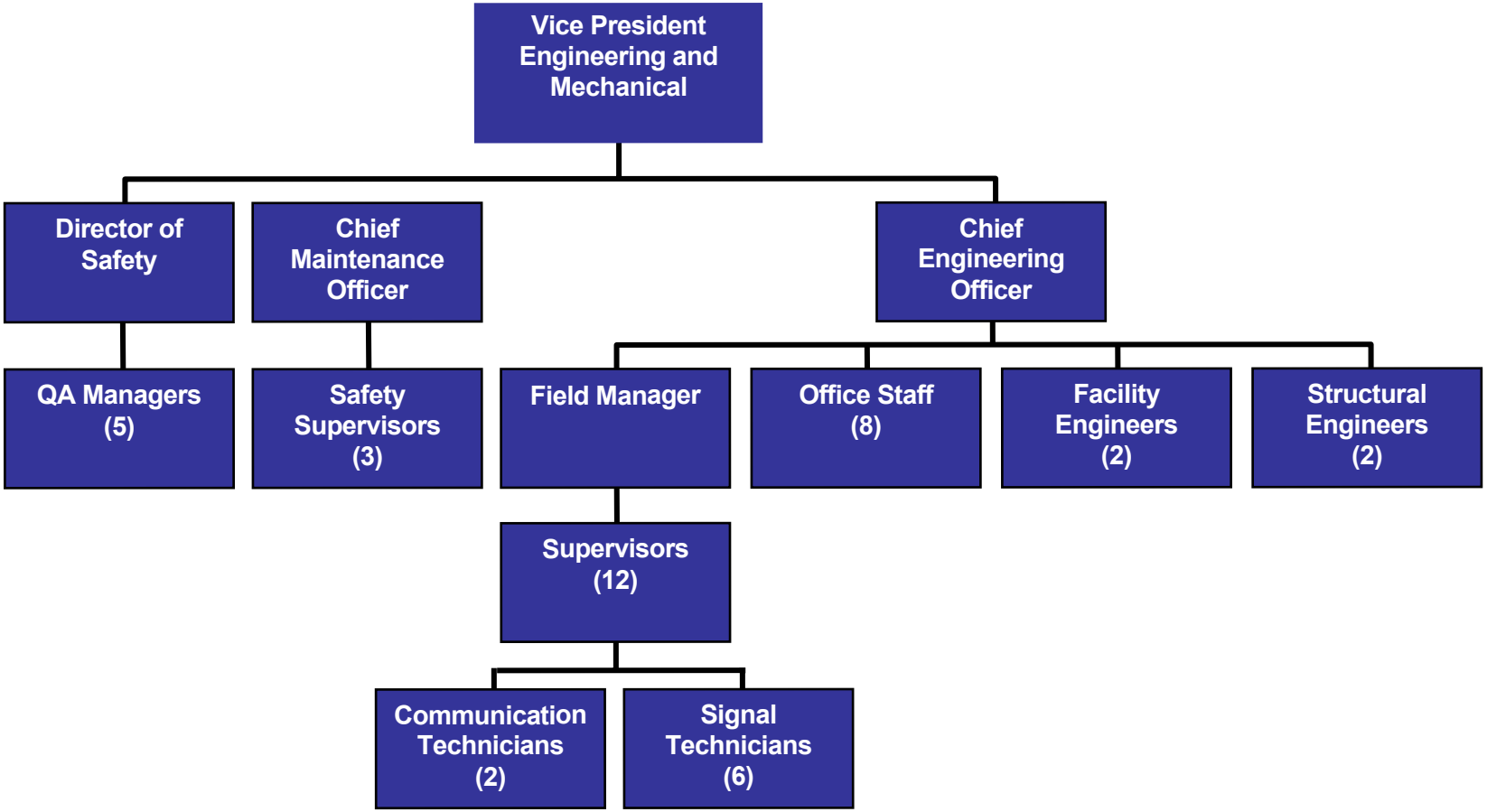


Exhibit 7-43
Proposed MWRRS Engineering/Equipment Maintenance Structure



7.12.2 Variable Costs

Liability Insurance

Liability insurance costs were estimated at 1.1¢ per passenger-mile, which is the 2000 plan cost adjusted to 2002 dollars. This cost originally included a one-third reduction on Amtrak's national average rate, which was later increased to 1¢ per mile as a result of the discussions and agreement with Amtrak in 2000. This excludes FELA expenses for employee injuries, which the MWRRS business plan treats as a part of the employees' fringe benefit rate, rather than as part of insurance costs.

Train Equipment Maintenance Costs

Equipment maintenance costs include costs for all spare parts, labor and materials needed to keep equipment safe and reliable. The costs include periodical overhauls in addition to ongoing maintenance. It also assumes that facilities for servicing and maintaining equipment are designed specifically to accommodate the selected train technology. This supports more efficient and cost-effective maintenance practices. Acquiring a large fleet of trains, with identical features and components, should allow for substantial savings in parts inventory and other economies of scale. In particular, commonality of rolling stock and other equipment will standardize maintenance training, enhance efficiencies and foster broad expertise in train and system repair.

Earlier costs developed in the 2000 plan[14] were updated by consulting with a train equipment manufacturer who had participated in the MWRRI procurement effort conducted by Illinois, Wisconsin and Amtrak. This update resulted in nearly doubling the maintenance cost from $5.42 to $9.87 per train-mile. The new cost came out very close to what was proposed in the MWRRI procurement process – for a 13-train order – and incidentally is in the same order-of-magnitude as Amtrak's current cost for corridor services. This update reflects more recent information on US and North American equipment maintenance requirements that were specified in the MWRRI procurement, as well as an attempt to address economies of scale resulting from a purchase of a full 63-train order.

Train and Engine Crew Costs

Current rates and staffing patterns were assumed for the assessment of this cost. Rates used were derived from consultant studies for passenger rail service in the Midwest and discussions with Amtrak staff (2000 Plan Report), adjusted for inflation. An overtime allowance is included as well as scheduled time-off, unscheduled absences and time required for operating, safety and passenger handling training. Fringe benefits include health and welfare, FICA and pensions. The cost of employee injury claims under FELA is also treated as a fringe benefit for this analysis. The overall fringe benefit rate was calculated as 55 percent. The costing of train crews was based on Amtrak's 1999 labor agreement, adjusted for inflation to 2002.

Crew costs depend upon the level of train crew utilization, which is largely influenced by the structure of crew bases and any prior agreements on staffing locations. Train frequency strongly influences the amount of *held-away from home* terminal time.

[14] See Section 7.4 of this report.

Since train schedules have constantly evolved throughout the lifetime of the MWRRS project, a parametric approach is needed to develop a system average per-train mile rate for crew costs. Such an average rate necessarily involves some approximation across routes, but to avoid having to reconfigure a detailed crew-staffing plan whenever the train schedules change, an average rate is necessary and appropriate for a planning-level study.

Without developing a detailed crew base plan, the total number of equipment operating hours was estimated based on a prior equipment cycling analysis. For each train set, this determined a sequence of schedule pairings[15] whereby the total duration of equipment use could be measured. The total number of hours was calculated from the start of the first daily equipment assignment, until the end of the last equipment assignment. This total operating hours for each train set was divided by an eight-hour shift, and then rounded up to the next highest whole number. The result of the parametric analysis was as follows:

- 136 shifts needed per day, including 20 percent extra board coverage
- Arbitraries: Split hours: 85; Overnights: 20; Turn limit: 6
- Base salary growth of 3 percent over 4 years was considered. With inflation, 2002 costs for Engineer $28.66/hr, Conductor $25.08/hr, Asst. Conductor: $20.30/hr
- Rates include 16 percent overtime and 55 percent fringe benefits
- Average rate is $3.95 per train mile

Once operational, the MWRRS will employ a far greater number of workers than existing passenger rail service in the Midwest region. Since operating personnel are compensated at an hourly rate, if the number of miles gained in one-hour increases, the cost per mile decreases. Consequently, the operating cost per train mile continually drops as train speed increases. In addition, further productivity improvements can be achieved because of the higher train frequencies that reduce crew layover times at away-from-home terminals.

Fuel and Energy Costs

A consumption rate of 2.42 gallons/mile was estimated based upon nominal usage rates of all three technologies considered in the 2000 Plan of the MWRRS study. Savings were assumed because of large bulk purchases at central locations and the use of modern transfer equipment at new servicing facilities. A diesel fuel cost of $0.96 per gallon leads to a train-mile rate of $2.32 per train mile.

On-Board Services Costs

On-board service (OBS) adds costs in three areas: equipment, labor and cost of goods sold. For the MWRRS financial plan, equipment capital and operating cost is built into the cost of the trains and is not attributed specifically to food catering. The cost of goods sold is estimated as 50 percent of OBS revenue, based on Amtrak's route profitability reports. Amtrak estimated labor costs, including the cost of commissary support and OBS supervision, at $1.53 per train-mile. This cost is consistent with Amtrak's level of wages and staffing approach that provides one OBS attendant for each train.

[15] As defined in Section 7.5

By increasing revenues from on-board sales, a trolley service makes it possible for the provider of on-board services to earn a reasonable profit while still maintaining a reasonable and affordable price structure for passengers. Although trolley service is standard in Europe, in the U.S. there is very little rail trolley service, although it is extensively used in air service. This may be attributed to the commercial orientation of European passenger railways where food service is often contracted out to food specialty firms that expect to make a profit. In practice, it is difficult for a bistro-only service to sell enough food to recover its costs. While Bistro cars are admittedly a very attractive amenity, their high cost has resulted in their elimination from many European trains. However it may possible to support the cost of a bistro car if the capital cost is furnished by government as part of the initial trainset acquisition, and if bistro revenues are complemented by trolley service throughout the train.

Offering a trolley cart service is a proven way to increase sales. The key to attaining OBS profitability is selling enough products to recover the train-mile related labor costs. In British Rail's experience, trolley cart service not only reduces expense, it also *doubles* the OBS revenue. While only a limited menu can be offered from a cart, the ready availability of food and beverages at the customer's seat is a proven strategy for increasing sales. Gate Gourmet, a specialist firm catering to the transportation industry (including Amtrak) also recognizes that OBS sales are increased by offering a trolley cart service. While some customers prefer stretching their legs and walking to a bistro car, other customers will not bother to make the trip. Many customers however, appreciate the convenience of a trolley cart service, and are willing to purchase food and drink items that are brought directly to their seat.

For this reason if a fixed bistro is to be operated, the ability to augment bistro sales with revenues from a trolley cart is essential to the business success of MWRRS food services. Periodically the bistro service attendant should make a trip through the train with a trolley cart. The MWRRS business plan assumes that bistro revenues are augmented by trolley cart revenues.

The MWRRS plan recommends that a vendor experienced in provision of catering service be contracted to provide the catering services. The most likely contenders are firms who already have kitchens to support air service in the principal MWRRS terminal cities. A key requirement for providing trolley service is to ensure the doors and vestibules between cars are designed to allow a cart to easily pass through. Since trolley service is a standard feature on most European railways, most European rolling stock is designed to accommodate carts. Although convenient passageways often have not been provided on U.S. equipment, the ability to accomodate trolley carts is an important design requirement for the planned MWRRS service.

Operator Profit

The gross operator profit is based upon 10 percent of directly-controlled costs, including insurance, station, sales and marketing, service administration, train crew, and energy and fuel. All other costs are out-sourced. Costs for externally contracted services are excluded and are assumed to include a 10 percent profit margin. Gross operator profit is allocated to the operator as an incentive.

Costs Summary

An overall summary of MWRRS Unit costs are shown in Exhibit 7-44. Predicted operating and financial results are reported in Chapter 10.

Exhibit 7-44
Unit Operating Costs Summary (2002 $)

Category	*Source*	*Allocation Basis*	*Type*	*Unit / Lump Sum Cost*
Train Crew	TEMS/Amtrak	Train Miles	Variable	$3.95
OBS	Amtrak/ Gate Gourmet	Train Miles plus OBS Rev	Variable	$1.53 (crew and supervision) plus 50% of OBS Revenue
Equipment Maintenance	Equipment Manufacturers	Train Miles	Variable	$9.87
Energy/Fuel	Equipment Manufacturers	Train Miles	Variable	$2.32
Track/ROW	Zeta-Tech/ HNTB	Train Miles	Both Fixed and Variable Components	Lump Sum (corridor wise - year wise) plus 39.5¢ /TM for Out-of-Pocket Expense such as Dispatching.
Station costs	TEMS/ Amtrak	Passengers	Fixed	$26,093,119 per year (full operation years)
Insurance	TEMS/Amtrak	Passenger Miles	Variable	$0.011
Sales/Marketing	TEMS/ Amtrak	Passengers plus Ticket Revenue	Both Fixed and Variable Components	$0.65 (phone support variable), 1.6% (credit card fees), 1% (travel agent fees), $7,339,450 fixed (market media and phone support)
Admin	TEMS/ Amtrak	Train Miles	Fixed	$28,993,655
Bus Feeder	Greyhound	Bus Miles	Fixed	Lump sum (corridor wise - year wise)
Operator's Profit	TEMS/ MWRRI	Percentage of Energy-Fuel, Train Crew, Service Admin, Sales-Marketing, Station Cost, Insurance Liability	Variable	10%

8. Implementation Plan

8.1 Introduction

Given the scale of the MWRRS – more than 3,000 route miles through nine states – and the level of capital funding required for the infrastructure improvements and rolling stock, implementation of the MWRRS will occur in a series of six construction phases. The MWRRS will be fully operational by the end of the tenth project year, during Implementation Phase 7 in 2014.

This timeframe takes the project through design and manufacture of rolling stock, project development, preliminary engineering, design and final construction of the rail system's infrastructure. Project development includes all environmental reviews and/or the steps necessary under the National Environmental Policy Act, including public involvement and necessary engineering to obtain a *record of decision*. This incremental approach allows the states to secure funding and to develop the infrastructure in conjunction with the freight railways, and enables the rail operator to assess the impact of various service attributes on ridership and revenue and make any necessary adjustments. The environmental assessment for the extension of 110-mph service from Milwaukee to Madison has been completed, final public hearings conducted and a FONSI (Finding of No Significant Impact) request submitted to FRA. MWRRS service at speeds of up to 110 mph using new track infrastructure and equipment is planned to begin between Chicago and St. Louis, Pontiac and Madison in 2008.

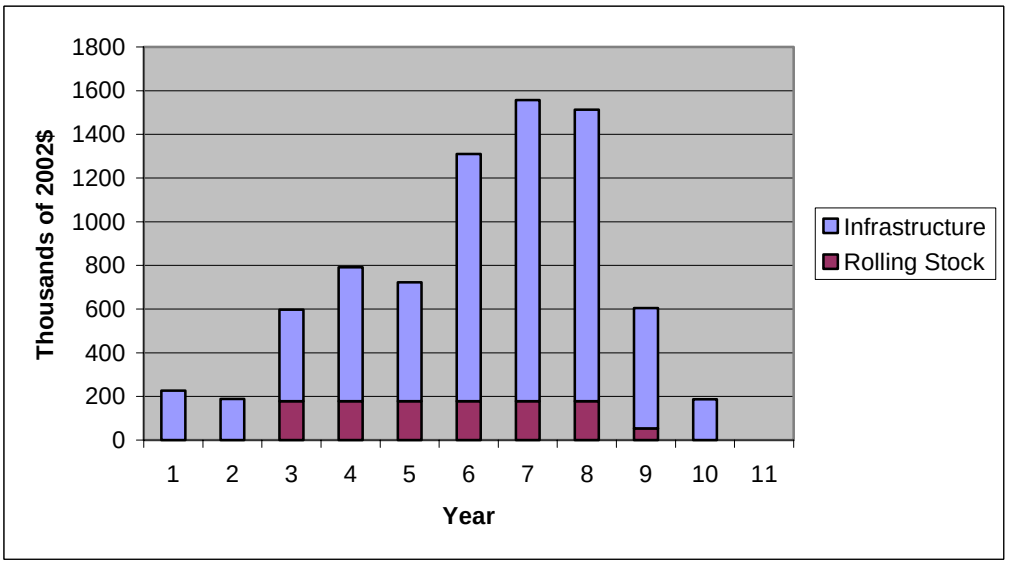
8.2 Implementation Approach

Five guiding principles characterize the implementation phases:

- Service is to be implemented as quickly as possible
- The most cost-effective corridors and services are to be implemented first
- Broad geographic coverage is to be achieved as early as possible
- Project phasing is to be consistent with the demand for service and affordability
- Passenger cars are to be assembled in the Midwest region to support the local manufacturing industry

While the MWRRS requires significant capital funding, its $7.7 billion cost is reasonable given the size and population of the Midwest region (60 million people), the lack of previous regional investment in intercity passenger rail and the fact that these costs would be shared by nine states and the federal government. The proposed split of the necessary funding is 80 percent federal and 20 percent state and other sources – a long-established statutory arrangement used for highway, transit and airport funding. As shown in Exhibit 8-1, more than $1.3 billion will be needed in each of three peak years to support construction and equipment purchases.

Exhibit 8-1
MWRRS Capital Requirements by Year



8.3 Implementation Phase Development

The implementation plan has been refined since the 1998 *Phase I Strategic Assessment and Business Plan* to ensure positive operating cash flows as early in the implementation schedule as possible. The corridors (routes) have been segmented and re-ordered in such a way as to optimize financial results. Thus, those corridor segments with the highest operating returns are implemented in the earlier phases of the plan. Exhibit 8-2, located at the end of this chapter, illustrates the full implementation plan by corridor and provides details on the ten-year schedule by activity – project development, preliminary engineering design and construction. Exhibits 8-3, 8-4 and 8-5 provide information on the development of each corridor and the financial costs to each state.

8.3.1 Description of Implementation Plan by Services

Implementation of the MWRRS begins with the design specifications for new rolling stock and preliminary engineering and design of the selected corridor segments. Upgrades to 110-mph are already underway on the Michigan and St. Louis corridors, where prototype Communications-Based Train Control systems are being tested. Extension of passenger service from Milwaukee to Madison via Watertown has already been environmentally cleared. MWRRS service using new trains will begin to St. Louis, Pontiac and Madison in 2008. This represents the first phase of MWRRS implementation. As construction continues and more equipment arrives, more routes will be added until the MWRRS system is fully operational in 2014.

Branch Line Services

Current state-supported passenger services (such as Chicago-Quincy, Grand Rapids, Port Huron, etc.) are presumed to continue as state-supported services during implementation, until infrastructure improvements are completed and sufficient new equipment is available to support launching the MWRRS service. Subsidies needed to maintain pre-existing Amtrak services are not included in the MWRRS business plan until after services are upgraded with improved track

and equipment. Any subsidy required on a short-term, transitional basis is included in the MWRRS business plan. Over the long term, the MWRRS goal is to eliminate the need for states to provide operating subsidies since taxpayer assistance can take the form of capital grants, and stronger routes can cross-subsidize operating losses of the weaker corridors, especially during the early implementation years. Funding for infrastructure and equipment is being used to improve service to the point where revenues cover operating costs as the system is fully built out, but some direct operating subsidies may still be required during the ramp-up period. Either these subsidies can be provided by direct state support or, as proposed in Chapter 10, the start-up cost can be financed by a TIFIA loan that is later repaid from the operating surplus that will be generated in later years.

Core Service (Main Line Services)

State-supported *core* services are considered part of MWRRS from the beginning. An example is service from Chicago to Milwaukee. This segment is integral to providing Madison service, although improvements are not fully completed until 2014. Likewise, Chicago-Detroit and Chicago-St. Louis are treated as core system elements, although the Chicago-Joliet and South-of-Lake improvements will not be fully operational until 2011 and 2012 respectively.

Long-distance Services

Long-distance Amtrak services are presumed to continue during and after MWRRS implementation, and may benefit from speed and line capacity improvements created by the MWRRS. Riders, revenue, operating costs and frequencies in the MWRRS business plan include only those for the MWRRS service. Long-distance trains are assumed as a federal responsibility and are not included in the MWRRS financial results. There is a potential downside of not including long-distance service figures. Total rail frequencies in the Midwest region will be understated, which will moderately decrease total demand on the MWRRS system. This appears to be less of a risk than overstating revenues and ridership without including the attendant costs.

Implementation of MWRRS should improve long-distance services as well. Where the MWRRS improves tracks that are currently used by Amtrak, such as from Chicago-St. Louis or Toledo-Cleveland, long-distance trains will be able to operate over improved infrastructure with reduced conflicts with freight trains. In other cases, such as Chicago-Des Moines-Omaha and Chicago-Fort Wayne-Cleveland, Amtrak may have an *option* to reroute their trains to serve more populous cities than is possible over current routes. Amtrak's desire to re-route a long distance train must be balanced against the needs of the territory now served. Some possible long-distance train reroute alternatives include:

- Rerouting the *California Zephyr* via Des Moines would directly serve a greater population base, but would also leave southern Iowa bereft of passenger rail service.
- A connection between MWRRS and CSXT at Defiance, Ohio would allow restoration of direct Amtrak service to Fort Wayne, IN (the *Three Rivers*) that was lost when Conrail downgraded the line in 1990.
- Amtrak's *Cardinal* could be routed via the MWRRS from Chicago-Cincinnati. This would eliminate a difficult Chicago access route on the north end and switch Cincinnati-Indianapolis service to a different line altogether.

- Finally, there may be an opportunity to reroute the *Empire Builder* via Madison once MWRRS through-service to the Twin Cities starts.

All these re-route opportunities are business decisions that need to be considered by Amtrak and the respective states, once MWRRS passenger service starts.

8.4 Description of Implementation Phases

A description of each implementation phase, a data and cost summary and a map showing overall infrastructure improvements implemented prior to and during each phase are provided on the following pages. Additional information on travel times and frequencies by phase can be found in Appendix A8.

Acquisition of rolling stock is a critical factor in the implementation of the MWRRS due to the long lead-time required for manufacturing and assembly. There is also a desire to have the rolling stock built in the Midwest region. Consequently, vehicle procurement is the first major step in the implementation plan, with delivery of vehicles occurring throughout the implementation period. The MWRRS financial analysis anticipates the acquisition of 63 trains by 2014 with equipment received at a steady rate of 10 trains per year beginning in 2006. Given the size of this equipment order and by allowing the builder to run the production line at a steady pace for seven years, the MWRRS can be expected to receive the 25 percent volume discount assumed in the financial analysis[1].

A synergistic effect occurs as implementation of the MWRRS moves from one phase to the next. Each phase provides a strong base upon which to support the next phase by strengthening and increasing the value of the improved passenger rail service to the region. Phase 1 establishes a strong core for the new service – Chicago is established as the system hub, station improvements and on-board amenities are introduced, ridership grows and the availability of an attractive regional passenger rail service is marketed throughout the Midwest region. In later phases, additional improvements and service extensions are made throughout the region. Because of a phased approach in implementing infrastructure improvements, the system will not immediately achieve a positive operating ratio. To quickly reduce operating deficits associated with start-up, it is important to progress rapidly from phase to phase.

Operating costs and revenues of each phase were evaluated to minimize operating losses during the initial implementation period. Each of the three corridors selected for Phase 1 yields positive operating cost ratios by the time Phase 2 begins. The first year losses reflect the initial ramp-up of revenues over a one-year period assumed for each new segment as it is brought online. Despite the continuing expansion of the system, the system as a whole achieves a positive operating ratio by 2012, and maintains a positive operating ratio thereafter. However, individual corridors reach operating self-sufficiency at different times. All corridors except Quincy/Omaha reach a positive operating ratio by 2015 – the first year of full operation. The Quincy/Omaha line attains a positive operating ratio in 2024.

[1] Trains costs are set at $17.9 million each. A normal procurement process may use a less conservative payment schedule. It would probably assume 30 percent down, 35 percent during the build-out and 35 percent upon completion.

Phase 1: Chicago-Pontiac; Chicago-St. Louis; Chicago-Madison

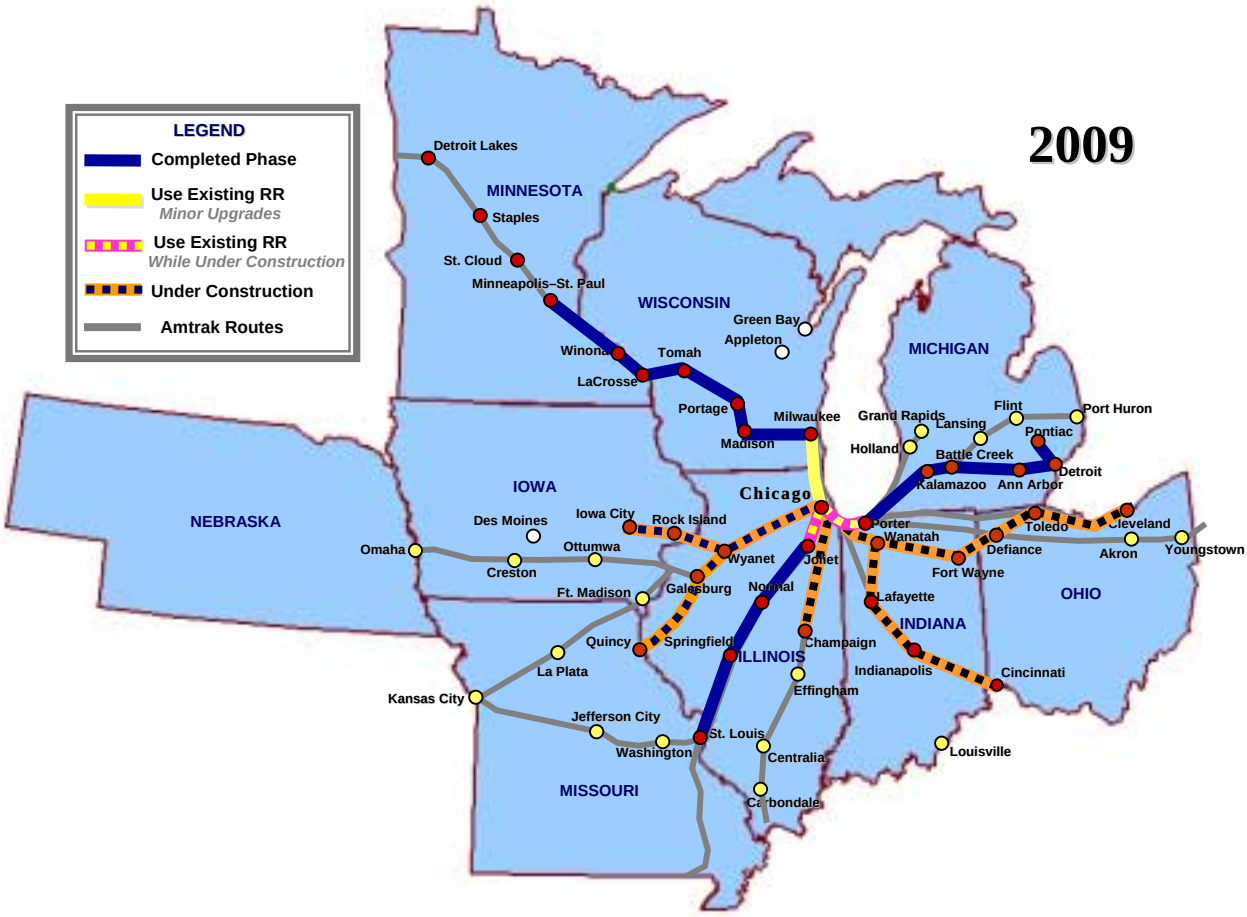
Phase 1 is based on infrastructure completed by state initiatives presently underway and on acquisition of new rolling stock for the Michigan, Illinois and Wisconsin corridors. Introduction of new trains would help establish a positive brand-identity for MWRRS, generate increased ridership and improve passenger ride quality and comfort. Equipment maintenance shops open at Pontiac, St. Louis and Madison. During 2008, significant construction is underway on line extensions to Iowa City and St. Paul.

Phase 1 Data and Cost Summary	
Start-Up Year	2008
Infrastructure Costs	$544.2
System Operating Performance	
Revenue	$106.6
Cost	$145.0
Surplus (Subsidy)	$(38.4)
(All Costs in Millions of 2002$)	

Phase 2: Service Extension to St. Paul

In 2009, 110-mph service is extended to St. Paul. A fourth shop facility is added in St. Paul, while construction continues on the Iowa City extension; construction begins on the South-of-the-Lake project, Chicago-Joliet, 110-mph extensions to Cleveland and Cincinnati and on 90-mph upgrades for Chicago-Champaign and Wyanet-Quincy.

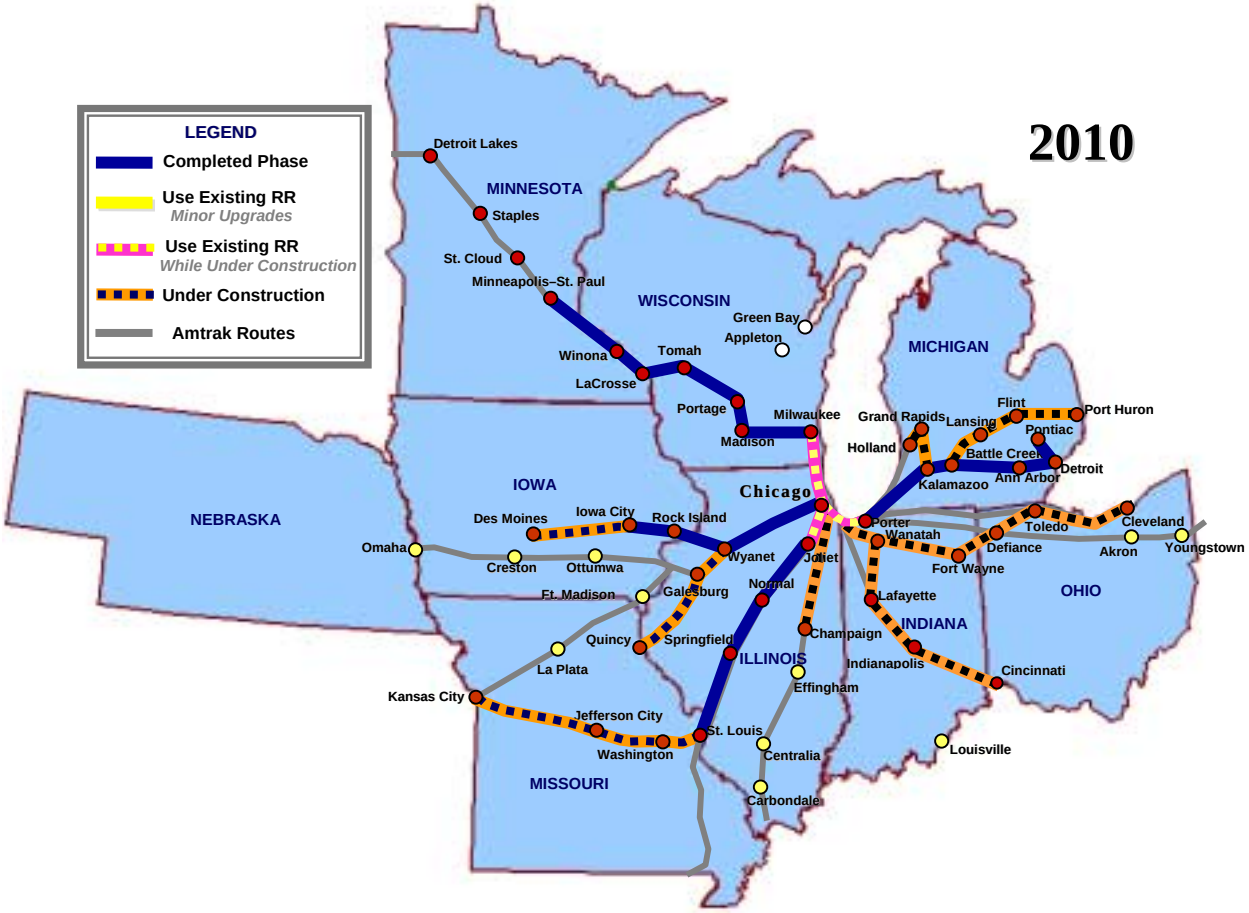
Phase 2 Data and Cost Summary	
Start-Up Year	2009
Infrastructure Costs	$1130.9
System Operating Performance	
Revenue	$172.2
Cost	$180.2
Surplus (Subsidy)	$(8.0)
(All Costs in Millions of 2002$)	



Phase 3: Service Extension to Iowa City

In 2010, service is extended to Iowa City. Construction continues on South-of-the-Lake, Chicago-Joliet, 110-mph corridors to Cleveland and Cincinnati and on a 90-mph upgrade between Chicago and Champaign. Construction begins on line upgrades between Milwaukee and Chicago, on capacity upgrades between St. Louis and Kansas City, on a line extension from Iowa City to Des Moines and on the Holland and Port Huron (Michigan) branch lines.

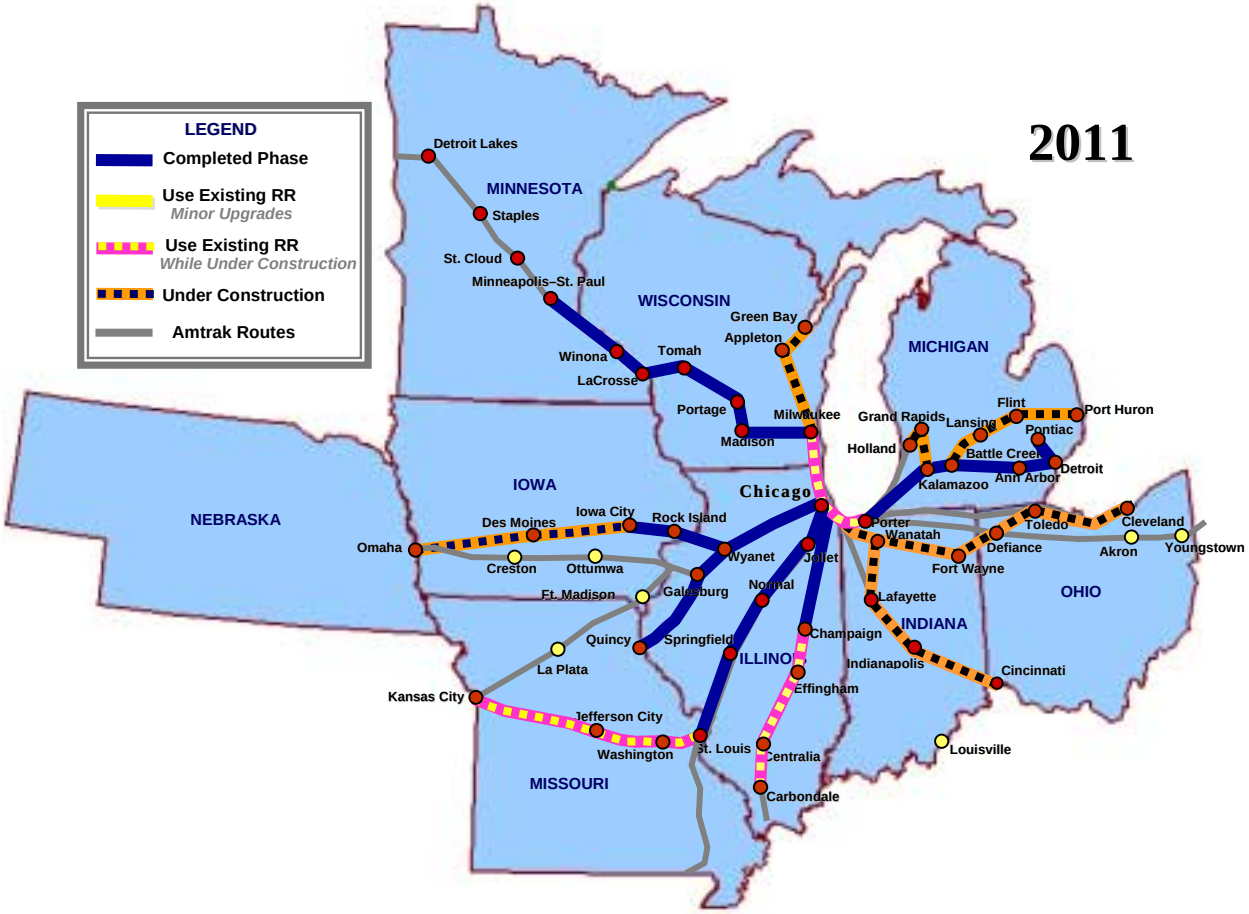
Phase 3 Data and Cost Summary	
Start - Up Year	2010
Infrastructure Costs	$1378.3
System Operating Performance	
Revenue	$ 223.5
Cost	$ 210.1
Surplus (Subsidy)	$ 13.4
(All Costs in Millions of 2002$)	



Phase 4: Service extends to Quincy, Carbondale and Kansas City

In 2011, 90-mph service for Chicago-Quincy and Chicago-Champaign begins. Two trains continue south from Champaign to Carbondale at 79-mph. Four trains operate between St. Louis and Kansas City at 79-mph. A fifth shop is added at Kansas City. The line improvement between Chicago and Joliet is completed, while construction continues on South-of-the-Lake, Chicago-Milwaukee, St. Louis-Kansas City, the Michigan branch lines, the Des Moines extension and the Cincinnati and Cleveland corridors. An upgrade of the Champaign-Carbondale line and Des Moines-Omaha to 90-mph begins, and construction begins of a 110-mph extension to Green Bay.

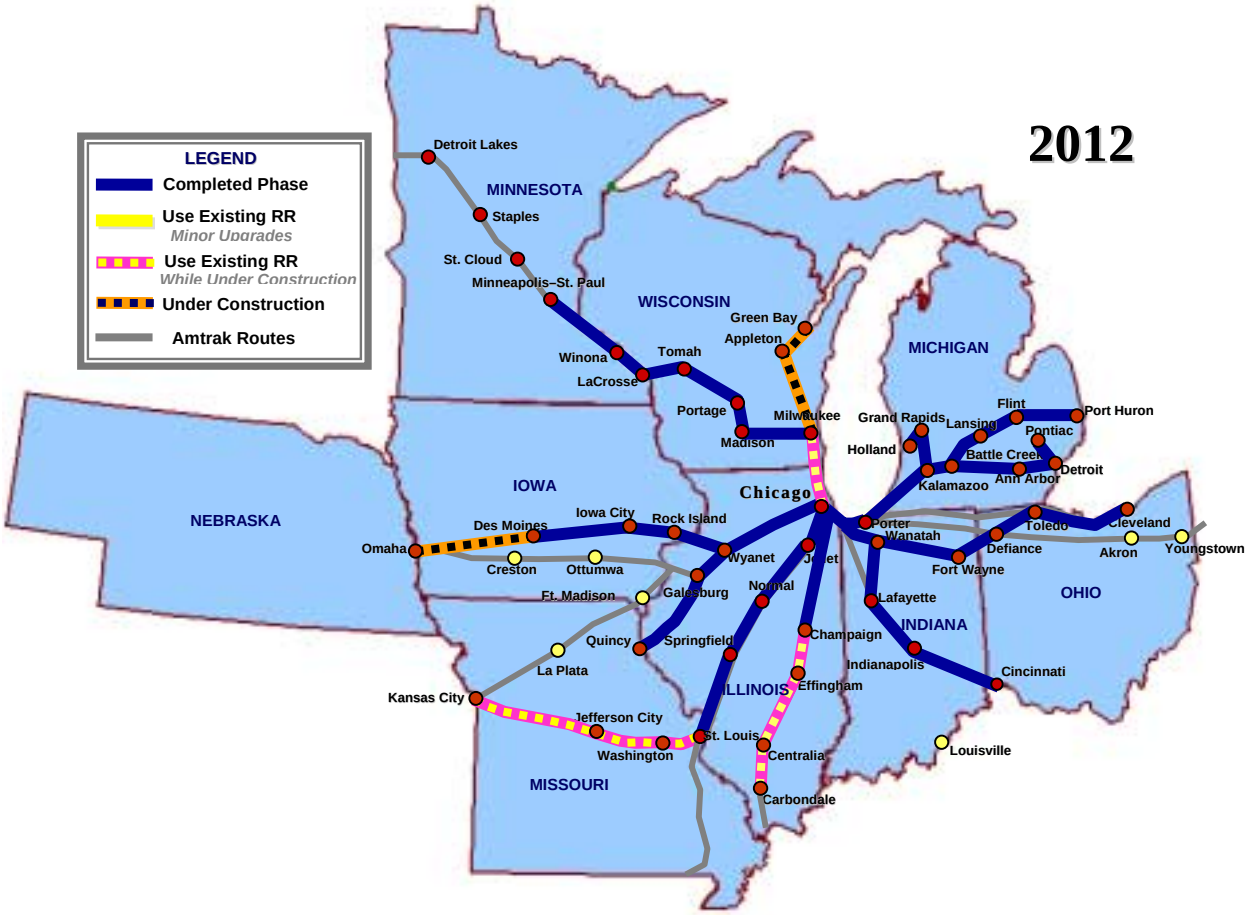
Phase 4 Data and Cost Summary		
Start-Up Year		2011
Infrastructure Costs	$	1334.5
System Operating Performance		
Revenue	$	261.4
Cost	$	264.5
Surplus (Subsidy)	$	(3.1)
(All Costs in Millions of 2002$)		



Phase 5: Cincinnati, Cleveland, Des Moines and Michigan Branch Lines

With completion of the South-of-the-Lake improvement, Phase 5 implements service to Cincinnati, Cleveland, Des Moines, and on the Holland and Port Huron (Michigan) branch lines. A sixth equipment maintenance shop is added at Cleveland. The speed of service to Pontiac is increased. Construction continues on the Chicago-Milwaukee, Milwaukee-Green Bay, Champaign-Carbondale, Omaha and St. Louis-Kansas City lines.

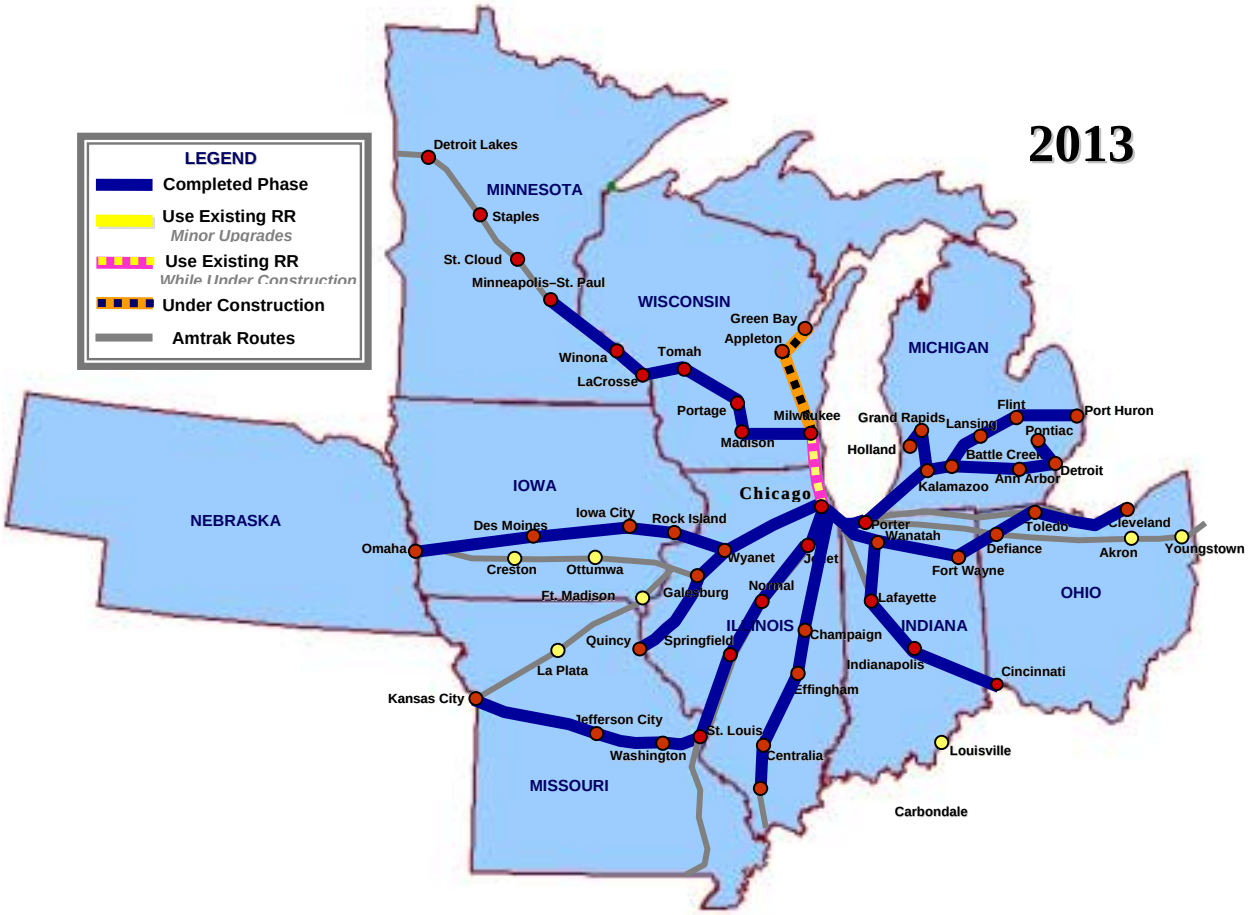
Phase 5 Data and Cost Summary		
Start-up Year		2012
Infrastructure Costs	$	550.4
System Operating Performance		
Revenue	$	414.0
Cost	$	402.6
Surplus (Subsidy)	$	11.4
(All Costs in Millions of 2002$)		



Phase 6: Omaha Service Extension, Carbondale and Kansas City Speed-ups

Service is extended from Des Moines to Omaha. With completion of the upgrades between St. Louis and Kansas City, additional frequencies can be offered at 90-mph speeds. The 90-mph upgrade between Champaign-Carbondale is also completed. Work continues on Chicago-Milwaukee and Milwaukee-Green Bay.

Phase 6 Data and Cost Summary		
Start-up Year		2013
Infrastructure Costs	$	187.8
System Operating Performance		
Revenue	$	478.3
Cost	$	426.2
Surplus (Subsidy)	$	52.1
(All Costs in Millions of 2002$)		



Phase 7: MWRRS System Complete

Completion of the capacity and speed upgrade between Chicago and Milwaukee allows a 15-minute schedule reduction on Madison and St. Paul trains. An additional seven trains are added to launch service to Green Bay in 2014. At this time, it is possible that a number of other branch lines could become viable. This could include such routes as Indianapolis-Louisville, Columbus-Cleveland and Tomah-Eau Claire, which are currently feeder bus routes on the MWRRS.

Phase 7 Data and Cost Summary		
Start-up Year		2014
Infrastructure Costs	$	0.0
System Operating Performance		
Revenue	$	528.4
Cost	$	452.8
Surplus (Subsidy)	$	75.6
(All Costs in Millions of 2002$)		

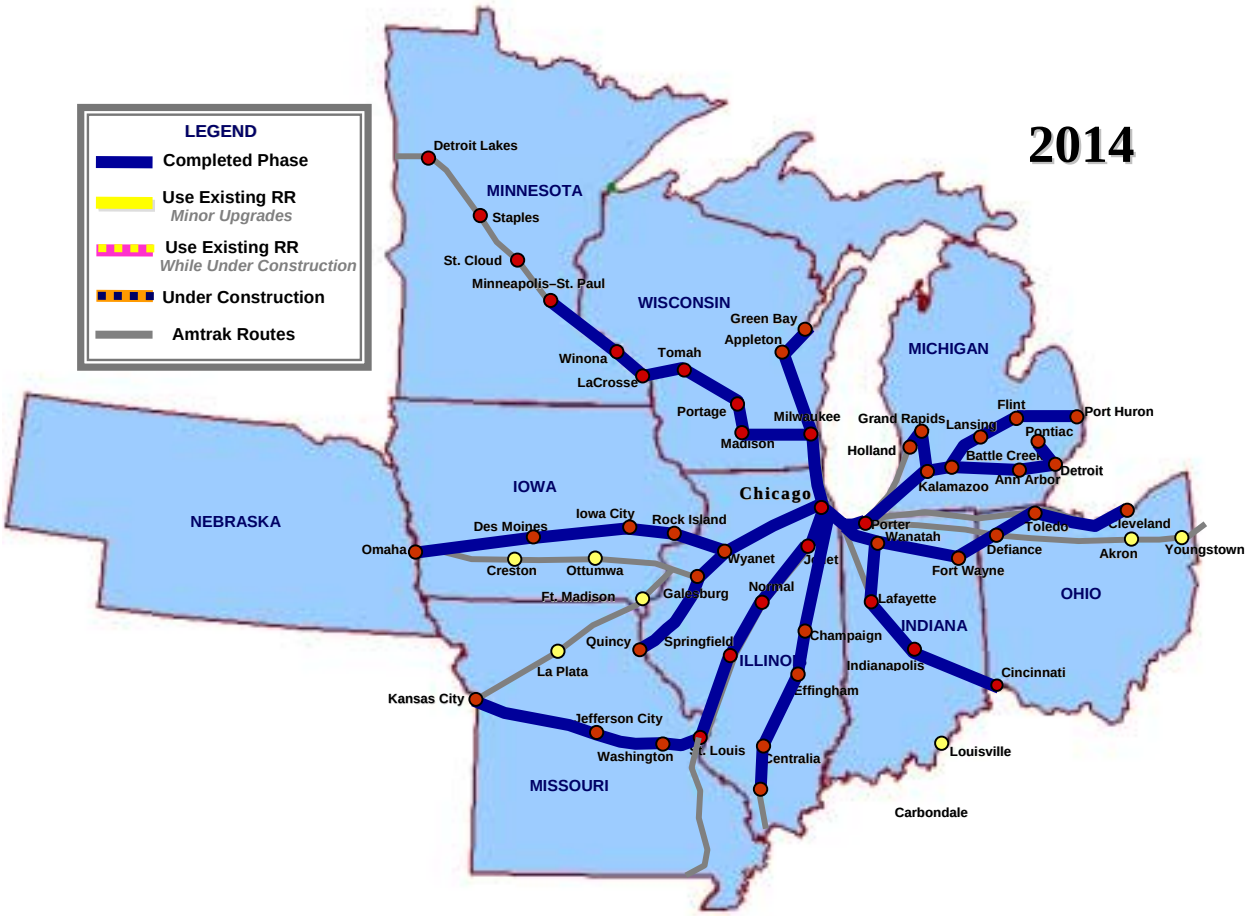
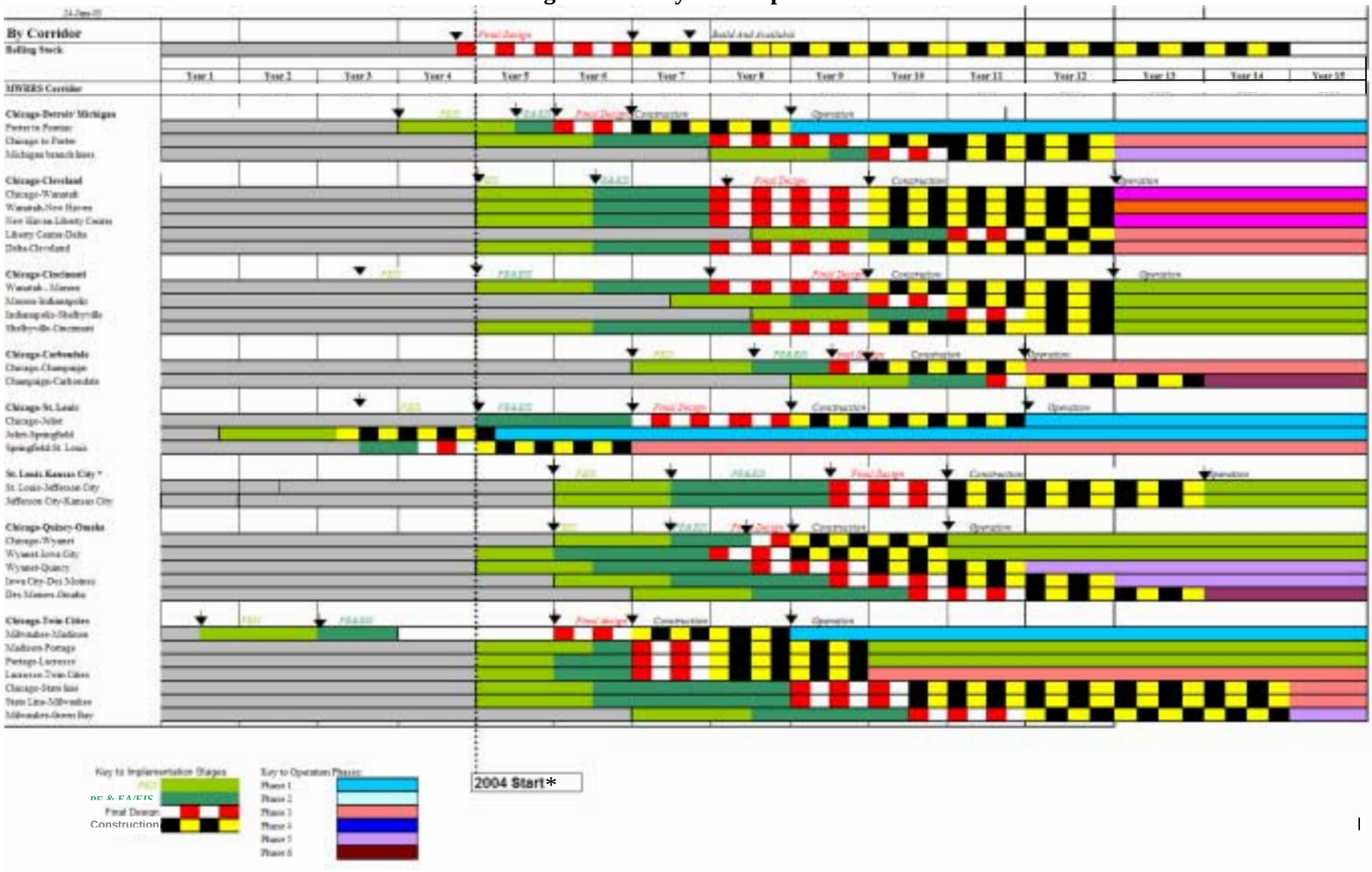


Exhibit 8-2
Midwest Regional Rail System Implementation Plan



* Dates are illustrative for planning purposes and the actual dates will be dependent upon federal funding.

Exhibit 8-3
MWRRS Train Schedule Implementation Plan

Year	*Chicago-Detroit*	*Chicago-Cleveland*	*Chicago-Cincinnati*	*Chicago-Carbondale*	*Chicago-St Louis*	*St. Louis-Kansas City*	*Chicago-Quincy / Omaha*	*Chicago–Twin Cities*
2008	6 Round Trips CHI-PNT, 5:23 running time (Old Phase 2 schedule extended to Pontiac)				8 round trips with 4:10 running (Old Phase 6 schedules)			Six round trips to Madison with 2:43 running time (Old Phase 2 but truncate St Paul back to Madison)
2009	"Same as above"				"Same as above"			Six round trips to Twin Cities at 6:44 running plus 4 to Madison (Old Phase 6 schedules without Green Bay)
2010	"Same as above"				"Same as above"		5 Round Trips to Iowa City service	"Same as above"
2011	"Same as above"			5 Round Trips CHI to Champaign at 90 mph; two trains continue to Carbondale at 79 mph.	"Same as above"	4 Round Trips on 5:34 schedule (old Phase 4 schedules)	Iowa City plus 4 Round Trips to Quincy	"Same as above"
2012	Full schedules with Branch Lines, 5:01 running time CHI-PNT. (Old Phase 6 schedules)	Full schedules with 8 round trips, 4:48 running time (Old Phase 6 schedules)	Full schedules with 5 round trips, 4:25 running time (Old Phase 6 schedules)	"Same as above"	"Same as above"	"Same as above"	Extend service to Des Moines, plus Quincy	"Same as above"
2013	"Same as above"	"Same as above"	"Same as above"	5 Round Trips CHI to Champaign at 90 mph; two trains continue to Carbondale at 90 mph.	"Same as above"	6 Round Trips on 4:42 schedule (old Phase 6 schedules)	Extend service to Omaha, plus Quincy (Old Phase 6 schedules)	"Same as above"
2014 - beyond	"Same as above"	"Same as above"	"Same as above"	"Same as above"	"Same as above"	"Same as above"	"Same as above"	Add Green Bay service; reduce Chicago-Milwaukee by 15 minutes

Exhibit 8-4
Capital Costs by Phase and Route Segment
(Millions of 2002$)

Route	*Year 1*	*Year 2*	*Year 3*	*Year 4*	*Year 5*	*Year 6*	*Year 7*	*Year 8*	*Year 9*	*Year 10*	*Total*
Michigan	$20	$24	$165	$157	$15	$165	$163	$163	$0	$0	$873
Cleveland	$0	$28	$42	$23	$23	$422	$316	$332	$0	$0	$1,187
Cincinnati	$0	$9	$15	$11	$17	$166	$177	$212	$0	$0	$606
Carbondale	$0	$0	$0	$3	$8	$53	$58	$55	$55	$0	$232
St. Louis	$188	$68	$4	$4	$72	$54	$54	$0	$0	$0	$445
St. Louis-Kansas City	$0	$0	$16	$21	$30	$21	$322	$241	$241	$0	$893
Omaha	$0	$7	$12	$22	$110	$179	$125	$116	$66	$0	$638
Wisconsin	$15	$50	$148	$354	$247	$70	$163	$216	$188	$188	$1,638
Chicago Terminal + Pontiac Shop	$4	$2	$16	$16	$22	$0	$0	$0	$0	$0	$60
Rolling Stock	$0	$0	$179	$179	$179	$179	$179	$179	$54	$0	$1,128
TOTAL	**$227**	**$189**	**$597**	**$791**	**$723**	**$1,310**	**$1,557**	**$1,514**	**$604**	**$188**	**$7,700**

Exhibit 8-5
Summary of Capital Costs by Corridor
(Millions of 2002$)

Corridor	*Infra-structure*	*Rolling Stock*	*Total*
Michigan	$873	$234	$1,106
Cleveland	$1,187	$152	$1,338
Cincinnati	$606	$101	$707
Carbondale	$232	$51	$283
St. Louis	$445	$115	$560
St. Louis-Kansas City	$893	$86	$980
Omaha	$638	$167	$806
Wisconsin	$1,638	$222	$1,860
Chicago Terminal + Pontiac Shop	$60	-	$60
TOTAL	**$6,572**	**$1,128**	**$7,700**

9. Funding Alternatives

9.1 Background

Implementation of the MWRRS will require the states to develop a financing plan to fund capital costs. There are financial resources from federal, state and local governments that are worthy of consideration. At state and local levels throughout the U.S., many innovative financing concepts for transportation projects are being proposed and accepted. These include privatization or turnkey operations such as design-build-operate projects, public/private partnerships, the incorporation of federal funds and federal credit enhancements in state and local projects, and the establishment of state infrastructure banks. In addition, bond issuance and leasing are options for increasing or leveraging funds to finance the required state contributions.

There are a number of federal programs that fund passenger rail research, planning and corridor development that are administered by the Federal Transit Administration (FTA) and the Federal Railroad Administration (FRA). The genesis for many of these programs was the Intermodal Surface Transportation and Efficiency Act (ISTEA) and the Swift Rail Development Act (particularly the Next Generation High-Speed Rail Program).

The information below is based on The Transportation Equity Act for the 21st Century, which was enacted June 9, 1998 as Public Law 105-178, since a new bill has not yet been signed by the President. Therefore, the programs described below are all based on Public Law 105-178, the 1998 Transportation Equity Act for the 21st Century. Since TEA-21 has not been renewed at the time of the writing of this section, features of the original TEA-21 will be used as the basis for discussion.

9.2 Federal Funding Programs

The FTA funds capital and operating programs of public transit services throughout the U.S. There are two major types of FTA grant programs: formula grants, which fund operations and maintenance and capital programs – predominately for system preservation; and discretionary grants, which fund larger capital projects such as new starts, system rehabilitation and system expansion. Discretionary grants, particularly for major fixed guideway projects, are limited to available funding and many transit agencies compete for these funds. Typically, the total funds requested by transit agencies for capital purposes greatly exceed the available funding. Grants are awarded partially based on relative cost-effectiveness, level of state and/or local funding contributions and other quantitative performance factors.

9.2.1 Federal Transit Administration Funding Programs

Major Capital Investment Program – Section 3009

Under TEA-21 Section 3009, funding is limited to major capital investment programs (New Starts) and will be the only discretionary capital program (renamed Capital Investment Grants and Loans Program) under TEA-21. The New Starts funding program is designated for the construction of new fixed guideway (rail and bus) projects and extensions to existing fixed guideway systems. New start funding is generally available for only transit projects and not intercity passenger rail. Exceptions might be made for shared use facilities such as passenger rail stations. Funding is reserved annually by Congress based on the authorization/reauthorization process. Grants made to states and local agencies fund up to 80 percent of the new project costs,

based on negotiations between the federal, state and local agencies. Projects must compete for funding using federal criteria to justify the major investments involved. Competition for New Starts funding is intense. The potential to receive Section 3009 funds improves as the cost-effectiveness of the project and the level of state and local funding for the project increases. The latter is referred to as "overmatching." The effect of overmatching is that the level of state and local funding increases above the 20 percent minimum and federal funding levels decrease proportionately.

Flexible Funds

TEA-21 continues the 1991 ISTEA provision that provides state and local governments with the ability to transfer a portion of federal highway funds to transit use based on local needs. These funds include Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ).

- STP is the largest category of flexible funds and may be used for all projects eligible for funding under current FTA grant programs except the formula grant program. STP funds can be used to upgrade rail facilities that are used to support local or regional commuter rail or connecting transit services. However, the funds *cannot* be used for intercity passenger rail projects at present, so funding available for the MWRRS under this program may depend on which capital investments meet the requirements. Safety set aside funds equivalent to the funds made available for FY1991 for the Hazard Elimination and Railway-Highway Crossing Programs (23USC 130 and 152) may not however be transferred. Under TEA-21, the Surface Transportation Program increased the set aside for Railway-Highway Crossing Hazard Elimination in High-Speed Rail Corridors from $5 million per year to $5.25 million per year, adding three additional high-speed rail corridors, expanding one of the original five corridors and authorizing the Secretary of the USDOT to select up to three additional corridors (1103-c).
- CMAQ funds, which are used to support transportation projects in air quality non-attainment areas, may also have some applicability in funding the MWRRS. A CMAQ project must contribute to the attainment of the national ambient air quality standards by reducing pollutant emissions from transportation sources.

9.2.2 Federal Railroad Administration Funding Programs

TEA-21 contains provisions for two funding categories relating to passenger rail and high-speed rail programs. These programs include Section 7201: High-Speed Rail and Section 1103-c: High-Speed Rail Grade Crossings.

High-Speed Rail (Section 7201)

The high-speed rail provisions of TEA-21 extend authorizations of appropriations for the existing high-speed rail assistance program created in the Swift Rail Development Act of 1994 (49 U.S.C. 26101 et seq.). An important modification in TEA-21 Section 7201 to ISTEA is the definition of high-speed rail. In particular, high-speed rail is now defined as train units that are *reasonably expected to reach* 125-mph or more. In ISTEA, the definition of high-speed rail was more absolute in that it required train sets to achieve at least 125-mph or more. This broader definition in TEA-21 is believed to make elements of the MWRRS, which is designed to operate primarily at speeds lower than 125-mph, eligible to pursue funding under this TEA-21 provision, provided they could show a long-term potential for higher speeds.

The TEA-21 authorization covers fiscal years 1998 through 2003 and is a General Fund authorization. This means that the funds must be made available in an Appropriations Act before the program can be implemented. The U.S. Secretary of Transportation is authorized to provide financial assistance for up to 50 percent of the publicly financed costs of corridor planning activities and up to the full cost of technology improvements.

These funds are to provide financial assistance to public agencies for high-speed rail corridor planning activities and certain other pre-construction activities, including right-of-way acquisition. Authorizations in Section 7201 are subject to budget appropriations. TEA-21 authorizes planning and pre-construction funding (including right-of-way acquisition) at $10 million/year with the federal government contributing up to 50 percent of a project's cost, and the remaining 50 percent being provided by the local government. Section 7201 also provides funding to any U.S. business, educational institution, state or local government, public authority, or federal agency to support the development of high-speed rail technology improvements. Funds for technology development and demonstrations are authorized at $25 million per year. There is no local match requirement when using funds for technology development purposes.

Funding authorizations for TEA-21 Section 7201 are provided in the table below:

Exhibit 9-1
Funding Authorizations for TEA-21 Section 7201

Year	*1997*	*1998*	*1999*	*2000*	*2001*	*2002*	*2003*
Planning	$45M	$10M	$10M	$10M	$10M	0	0
Technology	$40M	$25M	$25M	$25M	$25M	0	0

Source: FHWA, TEA-21 Fact Sheet, www.fhwa.dot.gov/tea21/factsheets November 2003

High-Speed Grade Crossing Program (Section 1103-c)

Section 1103-c extends and expands the program established under Section 1010 of ISTEA relating to grade crossing hazard elimination in designated high-speed rail corridors.

The purpose of the high-speed rail grade crossing improvement program is to reduce or eliminate the hazards at highway-rail grade crossings in designated high-speed corridors as provided in Section 1103-c of TEA-21. The U.S. Secretary of Transportation is authorized to provide financial assistance to the states, or authorities designated by one or more states, to fund crossing improvements that range from improved warnings to physical closure or grade separation. It is a two-part program that first designates passenger rail corridors as eligible for funding, and subsequently provides funds for improvements at specific highway-rail grade crossings.

To be eligible for designation, a corridor must be a rail line where speeds of at least 90-mph are occurring or can reasonably be expected to occur in the future. Grade crossing improvements identified as part of the MWRRS are eligible for this funding program under this provision.

Work eligible for Section 1103-c funding may include any of the following to eliminate hazards of highway-rail grade crossings, in the selected corridors:

- Installation or improvement of warning devices
- Improvement of track circuitry which activates warning devices
- Other crossing improvements such as improved crossing surfaces, improved sight distances, crossing illumination, closure of crossings with or without attendant highway relocations, grade separation construction or reconstruction
- Combining crossing warning systems with advanced train control and/or intelligent highway traffic control systems, and
- Any combination of these project areas

The federal share of the costs of improvements funded under Section 1103-c may be up to 100 percent of the costs of engineering and construction. However, before allocating funds, the extent to which other private, state, local and federal entitlement, *e.g.*, Surface Transportation Program, funds are being committed to corridor improvements in conjunction with these funds will be considered.

Contract authority from the Highway Trust Fund, other than the Mass Transit Account, is provided for fiscal years 1998 though 2003 totaling $31.5 million. An authorization for any appropriation is provided for an additional $75 million over fiscal years 1999 to 2003. Authorizations for the High-Speed Rail Grade Crossing Improvement Program are provided in Exhibit 9-2.

Exhibit 9-2
TEA-21 Authorizations – High-Speed Rail Grade Crossing Improvement Program

Year	***1998***	***1999***	***2000***	***2001***	***2002***	***2003***
Trust Funds	$5.25M	$5.25M	$5.25M	$5.25M	$5.25M	$5.25M
Authorized		$15M	$15M	$15M	$15M	$15M

Source: FHWA, TEA-21 Fact Sheet, www.fhwa.dot.gov/tea21/factsheets November 2003

Midwest Corridors eligible for Section 1103-c funding include the Chicago hub linking St. Louis, Twin Cities, Milwaukee and Detroit. The FRA map of designated High-Speed Rail Corridors is provided below:

Exhibit 9-3
FRA-Designated and Proposed High-Speed Rail Corridors

Source: Federal Railroad Administration Chronology of High Speed Rail Corridors Designations and Extensions, http://www.fra.dot.gov/Content3, November 2003

Federal Credit Programs

TEA-21 contains provisions for two credit programs to assist in the funding of large infrastructure projects relating to passenger rail and high-speed rail programs. These programs include Section 1503: Rail Passenger Eligibility under the Transportation Infrastructure Finance and Innovation Act (TIFIA), and Section 7203: Rail Passenger Eligibility under Railroad Rehabilitation and Improvement Financing (RRIF). The strategic goal under both programs is the use of credit rather than grants to help advance projects of national significance. As such, any funding under the programs is loans and must be repaid.

Transportation Infrastructure Finance and Innovation Act (TIFIA)

The Transportation Infrastructure and Finance Act (TIFIA) is a program under TEA-21 that provides federal assistance in the form of credit, *e.g.*, direct loans, loan guarantees and standby lines of credit, rather than grants to help fund major transportation investments of critical regional or national importance. The TIFIA credit program is designed to fill funding gaps and to leverage substantial private co-investment by providing supplemental and subordinate capital in the form of long-term loans. TIFIA could serve as a significant financing source for the MWRRS. In particular, TIFIA's ability to cover operating shortfalls during the early years of operation (ramp-up costs) might prove pivotal to obtain the multi-state decision to move forward with MWRRS implementation. The MWRRS, its market and service areas, and the transportation role that it will play in the Midwest in particular, and nationwide in general, are highly consistent with TIFIA eligibility requirements.

The TIFIA credit program consists of three different types of financial assistance designed to address projects' varying requirements throughout their life cycles:

- Secured loans are loans in a debt obligation involving the U.S.DOT as the lender and a non-federal sponsor as the borrower. The interest rate is "not less than" the yield on marketable Treasury securities of similar maturity on the date of execution of the loan agreement. A TIFIA loan matures no later than 35 years after the date of substantial completion of the project.
- Loan guarantees ensure a "federal government full-faith-and-credit guarantee" to institutional investors making a loan for a project.
- Standby lines of credit represent secondary sources of funding in the form of contingent federal loans that may be drawn upon to supplement project resources, if needed during the first ten years of project operations.

A corporation, joint venture, partnership or governmental entity may provide investment funds. The amount of federal credit assistance may not exceed 33 percent of total project costs.

Projects eligible for federal financial assistance through regular surface transportation programs (Title 23 or Chapter 53 of Title 49) are eligible for the TIFIA program. In addition, regionally or nationally significant projects such as intercity passenger rail facilities and vehicles, including Amtrak and Magnetic Levitation Systems, publicly owned intermodal freight facilities on the National Highway system, border crossing infrastructure, and other large infrastructure projects are examples of projects that could qualify under the TIFIA umbrella.

To qualify, projects must cost at least $100 million or 50 percent of a state's annual apportionment of federal-aid funds, whichever is less. In addition, the project must be supported in whole or in part from user fees or other non-federal dedicated funding sources, *e.g.*, tolls, and must be included in the state's transportation plan.

$530 million of contract authority is provided to pay the subsidy cost of supporting federal credit under TIFIA (to cover anticipated losses). The maximum amount of credit that may be provided is capped at $10.6 billion over the 6-year authorization period. Exhibit 9-4 provides annual contract authority and the maximum amount of credit available through 2003.

Exhibit 9-4
Federal Credit Authorizations under TIFIA

Year	*1998*	*1999*	*2000*	*2001*	*2002*	*2003*	*Cumulative*
Contract Authority	0	$80M	$90M	$110M	$120	$130M	$530M
Maximum Amount of Credit	0	0	$1,800M	$2,200M	$2,400M	$2,600M	$9B

Source: FHWA, TEA-21 Fact Sheet, www.fhwa.dot.gov/tea21/factsheets November 2003

The U.S. Secretary of Transportation has developed selection criteria to guide the selection of TIFIA-candidate projects. These criteria include:

- The extent to which the project is nationally or regionally significant in terms of generating economic benefits, supporting international commerce or otherwise enhancing the national transportation system
- The creditworthiness of the project, including a determination by the Secretary that any financing for the project has appropriate security features, such as a rate covenant, to ensure repayment
- The extent to which the project will foster innovative public/private partnerships and attract private debt or equity investment
- The likelihood that assistance would enable the project to proceed to an earlier date than the project would otherwise be able to proceed
- The extent to which the project uses new technologies, including Intelligent Transportation System (ITS) that enhances the efficiency of the project
- The amount of budget authority required to fund the federal credit instrument made available
- The extent to which the project helps maintain or protect the environment
- The extent to which assistance would reduce the contribution of federal grant assistance to the project

The Secretary must require each project applicant to provide a preliminary rating opinion letter from at least one rating agency indicating that the project's senior obligations have the potential to achieve an investment-grade rating. Before entering into an agreement, the Secretary, in consultation with the Director of the Office of Management and Budget and each rating agency providing a preliminary rating opinion letter, must determine an appropriate capital reserve subsidy amount for each secured loan, taking into account the opinion letter.

The secured TIFIA loan must be payable, in whole or in part, from tolls, user fees, or other dedicated revenue sources; and include a rate covenant, coverage requirement, or similar security feature supporting the project obligations; and may have a lien on revenues. The Secretary establishes a repayment schedule for each secured loan based on the projected cash flow from project revenues and other repayment sources. Scheduled loan repayments of principal or interest on a TIFIA loan shall begin not later than 5 years after the date of substantial completion of the project. The final maturity date of the secured loan is no later than 35 years after the date of the substantial completion of the project.

Railroad Rehabilitation and Improvement Financing (RRIF)

The Railroad Rehabilitation and Improvement Financing Program, in Section 7203 of TEA-21, is intended to make funding available through loans and loan guarantees for railroad capital improvements. No direct federal funding is authorized in TEA-21; however, the Secretary is authorized to accept a commitment from a non-federal source to fund the required credit risk premium. The aggregate unpaid principal amounts of obligations for direct loans and loan guarantees cannot exceed $3.5 billion at any one time, of which not less than $1 billion shall be available solely for other than Class 1 carriers.

The Secretary is authorized to provide direct loans and loan guarantees to State and local governments, government sponsored authorities and corporations, railroads, and joint ventures

that include at least one railroad to be used to acquire, improve, develop or rehabilitate intermodal or rail equipment or facilities, including track, bridges, yards and shops.

The Secretary is to give priority in selecting projects to those that enhance public safety and the environment, promote economic development, enable U.S. companies to be more competitive in international markets, are endorsed in state and local transportation plans, or preserve or enhance rail or intermodal service to small communities or rural areas.

The total unpaid principal amount of direct loans and loan guarantees cannot exceed $3.5 billion at any one time, of which not less than $1 billion is to be available solely for smaller (non-Class 1) carriers.

The Secretary is allowed to accept a commitment from a non-federal source to fund in whole or in part the required credit risk premium. Credit risk premiums fund the costs associated with a potential default on the loan/loan guarantee. The private commitments can be used in lieu of or in combination with any appropriations of federal funds for this purpose that might be provided in the future. The Secretary (in consultation with the Congressional Budget Office) is to determine the amount required for credit risk premiums for each loan/loan guarantee on the basis of the circumstances of the applicant, including the collateral offered, the proposed schedule for disbursing the funds, historical data on the repayment history of similar borrowers, and any other relevant factors.

No direct Federal funding is authorized in TEA-21; however, the Secretary is authorized to accept a commitment from a non-Federal source to fund the required credit risk premium[1]. The term of any loan may not exceed 25 years; the assistance must be justified by the present and probable future demand for rail services or intermodal facilities; the applicant must provide reasonable assurance that the facilities or equipment to be acquired, rehabilitated or established will be economically and efficiently utilized; and the obligation must be reasonably expected to be repaid, taking into account an appropriate combination of credit risk premiums and borrower collateral.

No direct federal funding is authorized or provided in TEA-21, however, as noted above, the Secretary is authorized to accept a commitment from a non-federal source to fund the required credit risk premium.

9.3 State and Local Financing

Federal funding under the programs described above usually requires a minimum local match of 20 percent at the state and local levels. Several provisions are included in TEA-21 that provides greater flexibility to states and local governments in satisfying the non-federal matching requirements of a project.

The states may use FTA grant funds, or assets acquired with federal assistance, to enhance the effectiveness of their capital investment program with the use of innovative financing techniques.

[1] TEA-21 Fact Sheet, see: http://www.fhwa.dot.gov/tea21/factsheets/r-rrehab.htm

Several alternative approaches to infrastructure financing that have been advocated in recent years may be of particular relevance to the MWRRS.

9.3.1 State Infrastructure Banks

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) authorized states to provide loans or other forms of credit enhancements utilizing federal funds a state has received. This program continues under TEA-21. A state can provide simple or leveraged loans through a State Infrastructure Bank (SIB), which functions as a state-level revolving loan fund. Federal funds can be used as seed capital or equity, and other non-federal funds can also be transferred directly into the bank. The bank could make loans to private project sponsors for any revenue-generating transportation project. After being repaid to the bank, the funds from the loan payments may be re-loaned to other projects. The revolving loan fund can grow in size as principal and interest payments are accumulated.

Through a SIB, a state can use its initial capital (provided by its federal-aid highway apportionment, federal transit allocations, and non-federal funds) to provide loans and for a variety of other financing arrangements. Activities by a SIB include financing arrangements to provide credit enhancements, serve as a capital reserve for bond or debt financing, subsidize interest rates, issue letters of credit, finance purchase and lease agreements, provide debt financing security, or provide other forms of financial assistance for the construction of projects qualified under the federal-aid highway program and transit capital projects. As the funds are repaid or compensation is provided, the SIB can make new financial assistance available to other projects, continually recycling and leveraging the initial funds available.

9.3.2 Leveraged Loan Fund

A leveraged loan fund increases its available resources by using the loan repayment stream and/or the initial capital base as collateral for a bond issue. The state leverages these funds by placing the seed capital into a reserve fund and then issues bonds against the fund, potentially tripling the amount of money it is able to lend. When repayments from the revenue-generating facility are repaid, these funds go into the reserve fund to be used to leverage more funds for the bank. However, leveraged funds may need to rely on the government's credit rating and backstop revenue sources to secure a bond rating high enough to permit loan offerings at affordable terms.

9.3.3 Revolving Loan Funds

Capital for revolving loan funds can be assembled from several sources, including dedicated taxes and user fees, government grants, legislative appropriations, bond proceeds, loan repayments, interest earned from loan operations, and interest on cash balances. The capital base of the revolving loan fund may be designed either to remain self-sufficient during its lifetime or to require future infusions of funds from external sources to remain operational.

The terms of repayment for the loans, including the interest rate, term of the loan, percentage of costs financed, payment schedule and grace period, may also vary to match the borrower's profile. The loan could be repaid on terms very favorable compared to those of most revenue and general obligation bonds funded from the capital markets. The loan could be structured, for

example, with no interest and payments deferred until after the completion of construction or, perhaps, several years thereafter. The net savings to the implementing agency (in terms of interest cost saved) could be more than 30 percent, depending on how the loan is structured.

SIBs can provide a flexible source of financing for privately sponsored transportation projects. These mechanisms provide more capital for transportation projects with less reliance upon federal apportionment. In a turnkey or build-operate-transfer (BOT) project, the project company could receive a loan for a portion of the cost of the project and repay the loan through revenues generated by land development, lease payments, payments from operating agreements, or fare revenues.

9.3.4 Delayed or Tapered State/Local Match

The FTA permits grantees to defer payment of the state/local share of transit projects. The Secretary may allow the federal share to vary up to 100 percent on individual progress payments on a project as long as the final contribution of federal funds does not exceed the maximum federal share authorized for the project. The states may wish to delay the application of their matching funding, particularly if they are trying to maximize the use of available state/local funds. This could occur because the funds are invested in a short-term security, for example, or otherwise encumbered. However, there may also be a situation where the grantee is seeking to arrange construction period financing or some other innovative financing mechanism, which could be facilitated through an uneven expenditure of federal and matching funds. Additional benefits could be generated through innovative project financing or other means.

The FTA grants process generally is based on a level outflow for a specific project. For example, for every 20 percent expended by the state/locality, 80 percent in federal funds are expended. Little value can be added to such a cash stream through the assistance of private capital markets. However, if the federal dollars are expended first, *e.g.*, for 100 percent of the design, engineering or environmental reviews, then the construction period can be financed with some private participation. In this instance, state/local funds can be "banked," or pledged as additional security for the construction period financing. This is all possible because there are no arbitrage concerns with state/local funds as there might be with the federal funds. The benefit of a delayed state/local match is that it may help assure the smooth progress of a major transit infrastructure project without any increase in federal outlays.

It should be clear that while FTA may allow a delayed match, FTA funding programs do not directly support intercity passenger rail. It does however establish a precedent for a delayed match provision in a new multi-year 80/20 Federal funding program for intercity passenger rail, as is recommended by this plan update.

9.3.5 Credit for Acquired Land

TEA-21 expands the law relating to donated property to also allow the fair market value of land lawfully obtained by the State or local government to be applied to the non-federal share of project costs.

9.3.6 Using Federal Funds as Match

For transportation enhancement projects, the states may apply funds from other federal agencies to the non-federal share of the project.

9.4 Local Funding

Financial support for the system may also come from local sources, which at present typically contribute a share of certain costs of surface transportation projects, *e.g*., freeway interchanges. In the case of the MWRRS, endorsement of local funding for station construction or improvements, *e.g.,* as part of an urban renewal or downtown development program, can be justified given the economic benefits that will accrue to new development in station areas because of the increased ridership of the MWRRS.

Frequently, local communities have encouraged businesses to enhance station facilities with such activities as travel agencies, convenience stores, restaurants and cafes. In addition, some communities have used their stations as transportation multimodal hubs with integrated bus and taxi operations. For these reasons, it is likely that funding for station facilities could be obtained from local communities. Local contributions could expand the matching capabilities of the states and could generate as much as five percent or more of the total capital costs.

9.5 Private Sector Contributions

Private sector contributions may be used to fund public works projects. The level of contribution depends on the willingness of private parties to participate. Private developers may be willing to provide cash and in-kind contributions to support transportation improvements from which they expect to benefit. Businesses and individuals may have a strong interest in promoting certain types of development, and they may be willing to contribute money, property or services to enhance the feasibility of the project. Special benefits may accrue to private contributors in the form of projects sited near property owned by the developer, the creation of access points between the developer's property and the project, zoning concessions, development rights, or public recognition.

The freight railroads will be a major recipient of benefits because of all the infrastructure investments in track, signaling and rights-of-way for the MWRRS. As a result, they will experience substantial productivity gains within their operations and significantly lower track maintenance and renewal costs. Therefore, the freight railroads may contribute to the costs of implementing the MWRRS, although the match potential and form of benefit cannot be estimated now.

9.6 Joint Private/Public Development

Joint development is similar to private sector contributions. However, joint development involves the development of adjoining facilities shared by the public and the private developer, such as a transit station adjoining office or retail space. Developers may be granted development rights for stations in exchange for contributions towards funding a transportation project. Contributions could include on-time payments towards the transit project or annual payments that can be applied to project costs or operating costs. Project viability depends on real estate market conditions and the ability of the public agency to provide necessary inducements for

development. Inducements may include land, favorable zoning changes, lower financing costs or improved public access to the developer's property.

9.7 Debt Financing

The use of debt financing provides the ability to advance project implementation by borrowing against projected future revenues. Several forms of debt financing are discussed below.

9.7.1 Bond Issuance

The issuance of bonds and availability of up-front bond proceeds enables projects, such as the MWRRS, to proceed in an uninterrupted fashion since project funding is secure. Additionally, the use of bond financing allows major capital projects, which are long-lived assets, to be paid for over their useful lives rather than by current users. Tax-exempt debt represents bonds issued by a public agency or authority and backed by a specified source of revenue. The taxable debt represents bonds issued under structures in which the project costs are not eligible under the Internal Revenue Code for funding by tax-exempt bonds. Taxable debt would be issued at an interest rate approximately 1.5 to 3.0 percentage points higher than tax-exempt debt, because the interest income from these bonds would be subject to federal, state, and local income taxes which in turn affect investor returns. The basic structure of bonds is the same, whether tax-exempt or taxable.

9.7.2 Tax-exempt Bonds

There are two major categories of tax-exempt bonds - general obligation and revenue. The full faith and credit of the issuer with taxing power secures general obligation bonds. Revenue bonds are payable from specific revenue sources and do not permit bondholders to force taxation or legislative appropriation of funds not pledged for payment of debt service. Revenue bonds are non-recourse to the taxing power of the state in which the issuing authority is located. The only source of repayment and security for bondholders is the specific revenues that are pledged under the bond indenture.

Under certain conditions as defined in the Internal Revenue Code, state agencies and authorities would be able to issue tax-exempt governmental use bonds for a project. Exemption of the interest income on the bonds from federal taxes will lower the bonds' interest costs, because investors can still achieve the same effective return on tax-exempt bonds issued with a lower interest rate, as they would otherwise achieve on taxable bonds at higher rates. For the bonds to obtain tax-exempt status, certain criteria must be met. Funded assets must be publicly owned. The operating contract must be a short-term contract that satisfies certain conditions, including termination rights by the public authority, and compensation cannot be based on a percentage of gross or net revenues.

If a long-term operating contract is employed, and consequently the operating contract conditions discussed above are not met, tax-exempt governmental use bonds cannot be issued. For different reasons, again defined in the Internal Revenue Code, a second type of state-issued, federally tax-exempt bond, the private activity bond, also cannot be used. Under current law, these bonds may generally be used in private concessions for high-speed rail projects, except for the acquisition of rolling stock, for a system with operating speeds that exceed 150-mph. Thus,

the MWRRS would not qualify for this type of funding, as its operating speed is not expected to exceed 110-mph.

Use of Proceeds and Source of Repayment

The revenues that are pledged to repay debt generally include portions of a state's motor fuel taxes, motor vehicle registration fees and motor vehicle license or permit fees, and sometimes a portion of the state sales tax. While net revenues from the operation of the proposed system could be pledged to repay the bonds, the interest rate for an untested entity such as the MWRRS would probably be substantially higher than those available to the individual states.

Establishment of New or Expanded Debt

States have constitutional or legislative restrictions on the issuance of debt. In addition, the enactment of a transportation bond program may require legislative action to establish the size of the program, identify existing or new revenue sources that will be pledged over a multi-year period to repay debt, and develop guidelines for the types of projects to be financed. The development of each new or expanded financing program must be tailored to meet specific legal, political and financial constraints. In this study, it has been assumed that each state will have, or will secure, the necessary bonding capability.

Structuring Considerations

Tax-exempt bonds can be structured as long-term, fixed-rate debt, where the interest rate is established at the time of sale. Potential investors and the rating agencies carefully evaluate the credit strength of a bond issue. The key credit factor is the expected strength and stability of the pledged revenues.

9.7.3 Grant Anticipation Notes

Grant Anticipation Notes (GANs) or similar instruments (such as GARVEEs) offer states an additional mechanism to raise up-front capital on the basis of receiving future federal funds. The term GAN refers to a debt-financing instrument that permits its issuer to pledge future FTA funds to repay investors. GANs are generally short term, usually less than one year to maturity but sometimes as long as two to three years to maturity, and intended only to meet short-term financial needs.

When the GAN is issued, the main form of security backing this debt-financing instrument is the state's obligation of future federal-aid apportionments based on a Letter of Intent or a Full Funding Agreement from the FTA. Short-term GANs are defined as notes that are backed by future obligations of a currently authorized Full Funding Agreement. Therefore, assuming that a state issued the GAN in the second year of a five-year authorization period, the term of the notes–or at least that portion backed by federal funds–could not exceed four years.

Federal tax law presently prohibits tax-exempt bonds from being guaranteed either directly or indirectly by the federal government (*i.e.,* Full Funding Agreement). Therefore, to enhance the credit rating of the issuance, additional security for the GANs is often required. Because of the shorter maturity and the additional security pledged, GANs usually are issued at a rate that is approximately one percent less than that for general obligation bonds. Accordingly, they could

be a potential source of funding during the implementation period, when the amount of funds received from federal grants does not meet the capital requirements of the construction program.

9.7.4 Leasing

There are two potential funding mechanisms for financing rolling stock and possibly maintenance facilities. One option is offshore or cross-border leasing, and the other is the issuance of Certificates of Participation (COPs). There must be a separation of federal and state interest in the equipment or facility in order to use cross-border leases or COPs to leverage additional funds, or when using short-term lending or debt subordination where arbitrage issues could be involved. For example, the portion of a fleet or facility without federal interest could be financed and the proceeds used to earn interest or act as a credit enhancement on a bond issue supporting a major investment, thus generating savings for the state. Any legislative package proposed for the MWRRS should include the powers necessary to enter into such leases.

Off-shore or Cross-border Leasing

Off-shore or cross-border leasing is a mechanism by which the state purchases rolling stock, such as railcars, then simultaneously sells them to a non-U.S. investor who would be allowed to take investment tax credits or tax depreciation write-offs on the value of the equipment. The investor in turn leases them back to the state, and the tax benefits are shared with the state through reduced leased costs. The foreign investor pays the state an up-front consideration usually ranging from five to ten percent of the cost or value of the vehicles. The balance of the proceeds is deposited in a trust account to prepay or decease the lease payments.

Cross-border leasing is an ideal market for railcars because of their long life and "resale ability." The market has a proven advantage but it is volatile with uncertainties as to the availability and amount of savings. At a given point in time, there may be more demand than supply. While this mechanism has been used by Amtrak to privately finance equipment purchases and to obtain operating cash, it is not clear that such cost reduction measures will be available to States in conjunction with other Federal funding programs.

9.7.5 Certificates of Participation

Certificates of Participation (COPs) are a method of issuing debt, similar to bonding, secured by the value of the vehicles and/or facilities of the project. The investors become the technical owner of the vehicles/facilities and *lease* them back to the state. The lease payments become the service on the debt and, at the end of the lease period, the debt is retired and ownership reverts to the state or issuing agency.

COPs represent an interest in the payments the issuer has promised to make, but which are subject to annual appropriation by the issuer's governing body. The issuer must actually appropriate the funds each year; therefore, there is an element of risk not present in bonds. Although COPs can be insured, the interest rate is usually higher because of the increased risk.

9.8 State Funding Programs

Each state member of the MWRRI has distinct state programs where funding may be available for contributions to the MWRRS. Potential funding sources may be available through numerous state programs. The state programs may include:

- State Rail Programs
- State Highway Programs
- State Transportation Budgets

Each state in the MWRRS has its own distinct funding programs such as dedicated funding sources for public transportation including rail passenger programs; rail assistance programs; state funding and/or low interest loan programs for rail improvements or infrastructure; and state transportation budgets. These funding vehicles can be an appropriate source of financing for the MWRRI project, if the coalition deems these sources suitable.

9.9 Required Financial Thresholds

The MWRRS financial plan developed in Chapter 10 assumes a dedicated multi-year Federal funding program providing an 80/20 federal/state share. The Federal Railroad Administration (FRA) is likely to be the federal agency responsible for such a new program. The 1997 *Commercial Feasibility Study*[2] describes two conditions that are essential for receiving federal funding support for proposed intercity passenger rail projects:

1. A Benefits/Cost ratio greater than 1.0, and
2. An operating cost ratio of at least 1.0, defined as a precondition for an effective public/private partnership.

The *Feasibility Study* report also makes it clear that "Federal consideration of specific High-Speed Ground Transportation project proposals could apply additional criteria that could differ from, and be much more stringent than, this report's threshold indicators for partnership potential."

The definition of "operating ratio" used in this study is consistent with its definition by FRA in the *Commercial Feasibility Study*. It is different from the commercial "Operating Ratio" calculation that is typically presented by freight railroads and intercity bus companies. There are two key differences:

1. The "operating ratio" as calculated here includes *direct operating costs only*. Consistent with the FRA's requirement, the operating ratio calculations presented in this document do not include capital costs, depreciation or interest.
2. The "Benefit/.Cost ratio" presented here is defined as Revenues/Costs. Freight railroads and intercity bus companies typically define it as the reciprocal Costs/Revenues. Thus, they are seeking the lowest possible operating ratio while the passenger service would be seeking to maximize it.

As defined in the *Commercial Feasibility Study,* a positive operating ratio does not imply that a passenger service can attain "commercial profitability" by covering its capital costs. Since "operating ratio" as defined here does not include any capital-related costs, this report shows that

[2] U.S. Federal Railroad Administration, *High-Speed Ground Transportation for America*, pp. 3-7 and 3-8, September 1997

the proposed MWRRS network meets the requirements of the *Commercial Feasibility Study* by covering at least its direct operating costs and producing a cash operating surplus.

9.10 Conclusion

Many states are exploring opportunities to increase the private sector involvement in the implementation of rail projects. The magnitude of the capital requirements of the MWRRS, and the lack of a proven regional system of this size in the Midwest region would make the potential for full private sector participation challenging. Thus, it is currently assumed that each state will fund its portion of the capital costs separately using one or a combination of the project funding alternatives discussed above. Specific funding strategies and structures, based on the funding requirements and abilities of the individual states are outside the scope of this study. However, it has been assumed that the likely mechanisms are those presented above. These include:

- 80 percent federal funds (discretionary grant)
- 20 percent state/local funds (bonds)
- Cash flow management (TIFIA, GANs)
- Cost reduction techniques (cross-border leases, COPs)

10. Financial Analysis

10.1 Introduction

The MWRRS financial analysis was revised to incorporate the results of the updated operating plan and implementation schedule. The financial analysis incorporates many of the same financial assumptions contained in the studies conducted from 1998 through 2000. This update incorporates a sensitivity analysis with respect to federal funding levels and the application for TIFIA funds to offset ramp-up operating losses.

The financial analysis for the MWRRS was prepared at the system level and reflects the economies of scale inherent in a large regional passenger rail service. This approach maximizes the financial performance of the rail service during the ten-year start-up period and lessens the impact of short-term, ramp-up period operating revenue shortfalls on specific corridors.

The financial analysis was performed to provide insight into the viability of the proposed MWRRS and as a basis for reviewing the direct financial merit of the project and possible public bond financing alternatives. The financial analysis also provides state and federal decision-makers with sufficient information to enable them to judge the fiscal practicality of the proposed system.

The financial analysis integrates the capital, operating and maintenance costs along with the revenue projections for 2008 through 2040 and addresses financing alternatives. The analysis was based on the following components:

- Operating and implementation plans for the MWRRS passenger rail service
- Cost estimates for operations, infrastructure and acquisition of rolling stock
- Ridership and revenue estimates based on projected travel demand and assumptions regarding fare levels and other services
- Cash flow analysis that includes statements of revenues and expenses as well as sources and uses of funds, including the impact of the financing alternatives

Two measures of economic benefit were used to evaluate the alternative options. These are net present value (NPV) and cost benefit ratio. The measures are defined as follows:

$$\text{Net Present Value} = \text{Present Value of Total Benefits} - \text{Present Values of Total Costs}$$

$$\text{Cost Benefit Ratio} = \frac{\text{Present Value of Benefits}}{\text{Present Value of Costs}}$$

Where Present Value is defined as

$$PV = \sum C_t / (1 + r)^t$$

Where

PV	=	Present value of all future cash flows
C_t	=	Cash flow for period *t*
r	=	Opportunity cost of money
t	=	Time

10.2 Key Assumptions

Operating costs and revenues are expressed in the financial model as base year (2002) dollars, by calendar year. The analysis projects travel demand, operating revenues[1] and operating and maintenance costs for all years from 2008 through 2040. Following GAO guidelines, the financial analysis has been conducted in real terms using constant 2002 dollars. Accordingly, no inflation factor has been included. Revenues have also been projected in constant dollars over the time frame of the financial analysis. A summary of key inputs are presented below:

10.2.1 Ridership and Revenue Forecasts

Ridership and revenue forecasts were prepared for the years of 2003, 2010, 2020 and 2040. Operating costs and revenues in intervening years are projected based on interpolations, reflecting the projected growth in ridership. Revenue includes passenger fares, air connectivity and onboard services. The economic scenario for the ridership forecasts assumes the continuation of existing socioeconomic trends for income, population and employment growth throughout the region; the competitive market analysis assumes the continuation of current trends in the auto, air and bus modes. Operating ratios were estimated both *with* and *without* supplementary express parcel service. However, at the direction of the MWRRI Steering Committee, the financial plan was conservatively based on the result *without* the express parcel service.

10.2.2 Capital Costs

Capital costs include rolling stock, track, bridges, fencing, signaling, grade crossings, maintenance facilities and station improvements. The capital costs used in the financial analysis incorporate the related start-up costs for project management and preliminary engineering and design during each of the implementation phases. The capital cost projections are based on year-by-year projections of each cost element.

10.2.3 Operating Expenses

Major operating and maintenance expenses include equipment maintenance, track and right-of-way maintenance, administration, fuel and energy, train crew and other relevant expenses. A profit factor is included for all expenses including the primary work of the system operator.

10.2.4 Implementation Period

The MWRRS has a planning and implementation period of approximately ten years. The financial analysis is based on the assumption that some planning and preliminary engineering for the project began as early as 2000. This reflects, for example the completion of the Milwaukee-Madison Environmental Assessment and corridor investments already made by Illinois and Michigan. Except for improvements to the Springfield-St. Louis segment that are already underway, construction is scheduled to begin in 2006 and operations on three corridors (Implementation Phase 1) begin in 2008. The financial analysis incorporates revenue and cost assumptions in accordance with the implementation plan described in Chapter 8. Full corridor service, with respect to revenues and costs, is assumed to begin on the first day of the year following completion of construction.

[1] Operating revenues include passenger revenue, air connect revenues, on-board services revenue, and optionally express package revenue.

10.3 Results of Operations

10.3.1 MWRRI System

Exhibit 10-1 shows MWRRI net revenue and operating expenses and the resultant cash flows. During the first two years of the implementation period, start-up operating expenses – at the system level – are below operating revenues. By the third year of implementation, net operating revenues (revenues less costs) are positive and continue to accelerate at a faster rate than operating costs. After full implementation of the system, ridership, revenues and costs continue to slowly increase because of the effect of forecast population growth and income changes. With additional ridership, costs increase at a much slower pace since train-mile costs are held essentially fixed. Since operations are held constant after Phase 7, the financial model predicts an improving operating ratio over time.

Exhibit 10-1
Net Operating Revenues and Expenses

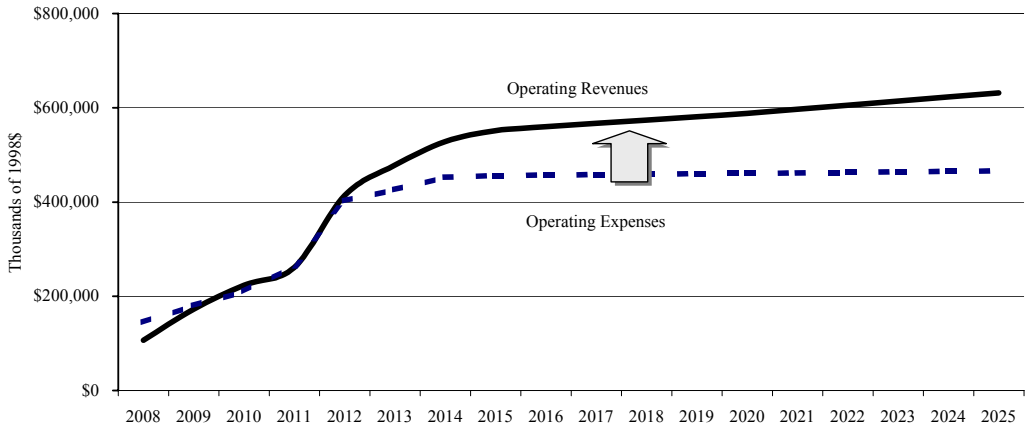


Exhibit 10-2 provides a detailed Pro Forma Statement of Operations for the thirty-three year planning period 2008 through 2040.

Exhibit 10-2
Midwest Regional Rail System
Statement of Operations, Year 2008 – 2040 (Thousands of 2002$)

	Total to 2040	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Revenues												
Fare Box Revenue	**$17,584,584**	$98,405	$158,554	$205,681	$240,453	$380,650	$438,283	$483,991	$505,191	$512,822	$519,288	$525,753
On Board Revenue	**1,395,879**	7,826	12,600	16,330	19,084	30,219	34,800	38,422	40,101	40,707	41,220	41,733
Express Parcel Svc (Net Rev)	**0**	0	0	0	0	0	0	0	0	0	0	0
Bus Feeder System	**220,722**	398	1,095	1,539	1,898	3,159	5,216	5,964	6,218	6,361	6,467	6,575
Total Revenues	**18,980,463**	106,628	172,249	223,550	261,435	414,028	478,299	528,377	551,511	559,890	566,975	574,061
Train Operating Expenses												
Energy and Fuel	**965,994**	7,827	10,026	11,625	16,204	28,172	29,773	31,940	31,940	31,940	31,940	31,940
Train Equipment Maintenance	**4,109,638**	33,300	42,652	49,458	68,938	119,851	126,663	135,881	135,881	135,881	135,881	135,881
Train Crew	**1,645,551**	13,334	17,078	19,803	27,603	47,990	50,718	54,408	54,408	54,408	54,408	54,408
On Board Services Crew	**1,334,461**	9,071	12,906	15,825	20,219	33,673	37,018	40,257	41,097	41,399	41,656	41,913
Service Administration	**942,294**	20,296	23,195	28,994	28,994	28,994	28,994	28,994	28,994	28,994	28,994	28,994
Operating Profit	**621,640**	7,202	8,654	10,220	12,070	17,131	18,102	19,183	19,412	19,483	19,542	19,600
Total Train Operating Expenses	**9,619,578**	91,029	114,511	135,926	174,028	275,811	291,268	310,662	311,731	312,105	312,420	312,735
Other Operating Expenses												
Track & ROW Maintenance	**1,802,585**	22,942	27,403	30,143	39,790	55,557	56,272	58,166	58,166	58,166	58,166	58,166
Station Costs	**818,250**	14,001	14,767	16,165	18,965	24,719	25,119	26,093	26,093	26,093	26,093	26,093
Sales & Marketing	**987,206**	11,620	13,972	15,940	17,519	23,435	25,823	27,876	28,808	29,154	29,430	29,706
Insurance Liability	**857,110**	4,943	7,503	9,676	11,415	18,004	20,596	22,523	23,880	24,243	24,553	24,863
Bus Feeder	**221,295**	482	2,124	2,241	2,815	5,055	7,105	7,462	7,462	7,462	7,462	7,462
Total Other Operating Expenses	**4,465,151**	53,988	65,769	74,165	90,504	126,771	134,914	142,120	144,410	145,118	145,704	146,290
Total Operating Expenses	**14,084,729**	145,018	180,281	210,090	264,532	402,582	426,182	452,782	456,141	457,223	458,124	459,025
Cash Flow From Operations	**4,895,734**	($38,389)	($8,031)	$13,459	($3,097)	$11,446	$52,117	$75,595	$95,370	$102,668	$108,851	$115,037
Operating Ratio	**1.35**	0.74	0.96	1.06	0.99	1.03	1.12	1.17	1.21	1.22	1.24	1.25

Exhibit 10-2 (continued)
Midwest Regional Rail System
Statement of Operations, Year 2008-2040 (Thousands of 2002$)

	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Revenues												
Fare Box Revenue	$532,219	$538,684	$546,641	$554,598	$562,555	$570,511	$578,468	$586,425	$594,382	$602,339	$610,295	$618,252
On Board Revenue	42,247	42,760	43,391	44,023	44,655	45,286	45,918	46,549	47,181	47,812	48,444	49,076
Express Parcel Service (Net Rev)	0	0	0	0	0	0	0	0	0	0	0	0
Bus Feeder System	6,684	6,795	6,908	7,023	7,140	7,259	7,380	7,503	7,627	7,754	7,883	8,015
Total Revenues	581,149	588,239	596,941	605,644	614,349	623,056	631,766	640,477	649,190	657,905	666,623	675,342
Train Operating Expenses												
Energy and Fuel	31,940	31,940	31,940	31,940	31,940	31,940	31,940	31,940	31,940	31,940	31,940	31,940
Train Equipment Maintenance	135,881	135,881	135,881	135,881	135,881	135,881	135,881	135,881	135,881	135,881	135,881	135,881
Train Crew	54,408	54,408	54,408	54,408	54,408	54,408	54,408	54,408	54,408	54,408	54,408	54,408
On Board Services Crew	42,169	42,426	42,742	43,057	43,373	43,689	44,005	44,321	44,636	44,952	45,268	45,584
Service Administration	28,994	28,994	28,994	28,994	28,994	28,994	28,994	28,994	28,994	28,994	28,994	28,994
Operating Profit	19,659	19,718	19,784	19,851	19,917	19,984	20,050	20,144	20,239	20,333	20,428	20,522
Total Train Operating Expenses	313,050	313,365	313,748	314,130	314,512	314,895	315,277	315,687	316,097	316,507	316,918	317,328
Other Operating Expenses												
Track & ROW Maintenance	58,166	58,166	58,166	58,166	58,166	58,166	58,166	58,166	58,166	58,166	58,166	58,166
Station Costs	26,093	26,093	26,093	26,093	26,093	26,093	26,093	26,093	26,093	26,093	26,093	26,093
Sales & Marketing	29,982	30,258	30,544	30,829	31,114	31,400	31,685	32,042	32,399	32,756	33,113	33,470
Insurance Liability	25,172	25,482	25,862	26,242	26,621	27,001	27,381	27,968	28,555	29,142	29,729	30,316
Bus Feeder	7,462	7,462	7,462	7,462	7,462	7,462	7,462	7,462	7,462	7,462	7,462	7,462
Total Other Operating Expenses	146,876	147,461	148,126	148,792	149,457	150,122	150,787	151,731	152,675	153,619	154,562	155,506
Total Operating Expenses	459,926	460,827	461,874	462,921	463,969	465,016	466,064	467,418	468,772	470,126	471,480	472,834
Cash Flow From Operations	$121,224	$127,412	$135,067	$142,723	$150,380	$158,040	$165,702	$173,059	$180,418	$187,779	$195,143	$202,508
Operating Ratio	1.26	1.28	1.29	1.31	1.32	1.34	1.36	1.37	1.38	1.40	1.41	1.43

Exhibit 10-2 (continued)
Midwest Regional Rail System
Statement of Operations, Year 2008 – 2040 (Thousands of 2002$)

	2032	2033	2034	2035	2036	2037	2038	2039	2040
Revenues									
Fare Box Revenue	$634,166	$642,122	$650,079	$658,036	$665,993	$673,950	$681,906	$689,863	$697,820
On Board Revenue	50,339	50,970	51,602	52,234	52,865	53,497	54,128	54,760	55,392
Express Parcel Service (Net Rev)	0	0	0	0	0	0	0	0	0
Bus Feeder System	8,284	8,421	8,561	8,704	8,849	8,996	9,146	9,298	9,453
Total Revenues	692,788	701,514	710,243	718,974	727,707	736,443	745,181	753,921	762,664
Train Operating Expenses									
Energy and Fuel	31,940	31,940	31,940	31,940	31,940	31,940	31,940	31,940	31,940
Train Equipment Maintenance	135,881	135,881	135,881	135,881	135,881	135,881	135,881	135,881	135,881
Train Crew	54,408	54,408	54,408	54,408	54,408	54,408	54,408	54,408	54,408
On Board Services Crew	46,215	46,531	46,847	47,163	47,478	47,794	48,110	48,426	48,742
Service Administration	28,994	28,994	28,994	28,994	28,994	28,994	28,994	28,994	28,994
Operating Profit	20,711	20,805	20,900	20,994	21,088	21,183	21,277	21,372	21,466
Total Train Operating Expenses	318,148	318,558	318,969	319,379	319,789	320,199	320,609	321,019	321,430
Other Operating Expenses									
Track & ROW Maintenance	58,166	58,166	58,166	58,166	58,166	58,166	58,166	58,166	58,166
Station Costs	26,093	26,093	26,093	26,093	26,093	26,093	26,093	26,093	26,093
Sales & Marketing	34,184	34,541	34,898	35,255	35,612	35,969	36,326	36,682	37,039
Insurance Liability	31,490	32,077	32,664	33,251	33,838	34,425	35,012	35,599	36,185
Bus Feeder	7,462	7,462	7,462	7,462	7,462	7,462	7,462	7,462	7,462
Total Other Operating Expenses	157,394	158,338	159,282	160,226	161,170	162,114	163,058	164,002	164,946
Total Operating Expenses	475,542	476,897	478,251	479,605	480,959	482,313	483,667	485,021	486,375
Cash Flow From Operations	$217,246	$224,618	$231,992	$239,369	$246,748	$254,129	$261,513	$268,900	$276,289
Operating Ratio	1.46	1.47	1.49	1.50	1.51	1.53	1.54	1.55	1.57

10.3.2 Corridor Level Performance

Operating performance on a corridor basis both *with* and *without* the express parcel service, showing operating revenue, costs and ratios is presented in Exhibit 10-3 and 10-4 respectively. Adding the express parcel service clearly improves the financial performance of the MWRRS, but is not critical to meeting the FRA requirement described in Chapter 9 that each route must show a positive operating ratio after the ramp-up period. O&M costs do not increase with the addition of the express parcel service, since express parcel costs are accounted for here in a separate financial statement. Only the net contribution of the express parcel service is brought forward into the operating ratio calculations of Exhibit 10-4.

Exhibit 10-3
Operating Revenues, Costs and Ratios without the Express Parcel Service

MWRRS Summary Financial Statistics	*Operating Revenue*		*O&M Cost*		*Operating Ratio*	
	(Millions of 2002$)		*(Millions of 2002$)*			
	2014	*2025*	*2014*	*2025*	*2014*	*2025*
Chicago-Detroit/Grand Rapids/Port Huron	$113	$129	$95	$97	1.18	1.32
Chicago-Cleveland	$50	$66	$56	$58	0.88	1.15
Chicago-Cincinnati	$53	$61	$40	$41	1.32	1.49
Chicago-Carbondale	$22	$25	$22	$22	0.99	1.11
Chicago-St. Louis	$61	$71	$47	$49	1.30	1.46
St Louis-Kansas City	$35	$47	$34	$35	1.05	1.32
Chicago-Quincy Omaha	$53	$61	$59	$60	0.90	1.02
Chicago-Minneapolis /Green Bay	$141	$172	$99	$104	1.42	1.65
Midwest Regional Rail System Total	**$528**	**$632**	**$453**	**$466**	**1.17**	**1.36**

Exhibit 10-4
Operating Revenues, Costs and Ratios with the Express Parcel Service

Corridor	*Operating Revenue including Express Parcel Service (2002$ Million)*		*Operating Cost (2002$ Million)*		*Operating Ratio*	
	2014	*2025*	*2014*	*2025*	*2014*	*2025*
Chicago-Detroit/Grand Rapids/Port Huron	$118	$137	$95	$97	1.24	1.40
Chicago-Cleveland	$54	$73	$56	$58	0.96	1.27
Chicago-Cincinnati	$57	$66	$40	$41	1.40	1.61
Chicago-Carbondale	$22	$25	$22	$22	1.00	1.13
Chicago-St. Louis	$64	$76	$47	$49	1.36	1.55
St Louis-Kansas City	$37	$49	$34	$35	1.09	1.38
Chicago-Quincy-Omaha	$54	$62	$59	$60	0.92	1.04
Chicago-Minneapolis /Green Bay	$149	$185	$99	$104	1.51	1.77
Midwest Regional Rail System Total	**$555**	**$672**	**$453**	**$466**	**1.23**	**1.44**

10.3.3 Net Operating Revenue/Losses

As shown in Exhibit 10-5, total operating losses during the seven-year implementation period amount to $206.1 million, on a corridor basis. With this approach, each corridor operates independently from the others and there is no cross-subsidy between corridors. However, on a system-wide basis, total operating losses are only $49.5 million, less than one-fourth the amount of the individual corridors. The improved *net* financial performance, when viewed on the system-wide basis, results from the stronger established corridors covering some initial start-up costs of the weaker routes that are not yet fully ramped-up. The financial analysis assumes that TIFIA assistance, rather than a direct state subsidy, will be used to cover the ramp-up operating losses. A system-wide approach dramatically reduces the level of TIFIA assistance needed.

Exhibit 10-5
Net Operating Revenue
(Thousands of 2002$)

Cash Flow (Thousands of 2002$)		*Implementation Period*						
Corridor	*Total Losses*	*Phase 1 2008*	*Phase 2 2009*	*Phase 3 2010*	*Phase 4 2011*	*Phase 5 2012*	*Phase 6 2013*	*Phase 7 2014*
Michigan	($53,395)	($21,286)	($13,256)	($10,836)	($8,018)	$2,112	$12,338	$17,506
Cleveland	($47,648)	$0	$0	$0	$0	($28,478)	($12,434)	($6,736)
Cincinnati	($10,243)	$0	$0	$0	$0	($10,243)	$7,998	$12,908
Carbondale	($11,256)	$0	$0	$0	($7,884)	($2,201)	($947)	($224)
St. Louis	($11,571)	($11,571)	$1,038	$4,986	$2,555	$11,859	$12,711	$14,234
Kansas City	($11,164)	$0	$0	$0	($9,022)	$2,927	($2,142)	$1,546
Quincy-Omaha	($55,299)	$0	$0	($5,199)	($15,167)	($13,802)	($15,430)	($5,702)
Green Bay-St. Paul	($5,533)	($5,533)	$4,187	$24,508	$34,438	$49,271	$50,023	$42,062
Total by Corridor	**($206,109)**							
Total by System	**($49,518)**	**($38,389)**	**($8,031)**	**$13,459**	**($3,097)**	**$11,446**	**$52,117**	**$75,595**

Applying the cost assumptions discussed previously in this report, the operational analysis projects that the MWRRS produces an operating surplus – on a system-wide operating basis – in 2012, the fifth year of implementation. By the end of the first four years, the performance of the corridor segments completed in Phase 1 through Phase 4 is strong enough to *carry* projected operating losses through the remainder of the implementation period.

In the operating projections, all operating costs are incurred in the first year of each corridor's operation. However, revenue levels do not achieve full potential until the third year of operations. This assumption allows for a reasonable ramp-up period and takes into account the lag in market responsiveness to this new service. Revenues are projected at 50 percent of full operations in the first year and at 90 percent in the second year. Therefore, even with increases in variable costs resulting from increased ridership levels, the overall operating cost ratio for the system improves from 0.74 in 2008 to 1.06 in 2010 and to 1.17 in 2014. Projected annualized revenues by 2014, the first full year in which all corridor segments are in operation, are expected to exceed $528 million with net operating cash flows of approximately $75 million.

Projected operating revenues and costs are incorporated into each financing alternative and are estimated over a twenty-year period. Net revenues are defined as farebox, onboard, express parcel service revenues, less operating and maintenance costs. The cash flow projections assume that five percent of any positive net cash flow from operations, on a system-wide basis, is diverted to a capital reserve account and used for system expansion, preservation or other purposes. The balance of annual net revenues would be disbursed to the participating states based on an agreed-upon allocation method.

10.3.4 Operating Cost Ratio

In terms of the objectives set by the MWRRI Steering Committee, the ratio of revenues to operating costs, the *operating cost ratio,* provides the key financial measure of the merits of the MWRRS. Specifically, the operating cost ratio measures whether the system will generate enough revenues to cover its operating costs. Thus, the operating cost ratio measures the MWRRS' ability to be self-supporting, if the capital costs of the system are provided as grants. The operating cost ratio for the MWRRS achieves a ratio above 1.0 (revenues greater than costs) by 2006 and is projected to achieve a ratio of 1.17 by 2014 when the system is fully operational.

With the exception of the Chicago-Omaha/Quincy route, each corridor achieves a positive operating cost ratio (greater than 1.0) by 2015, the year after full system implementation. The Chicago-Omaha segment, which is not completed until Phase 6, does not reach self-sufficiency until 2024. Exhibit 10-6 presents the forecasted operating cost ratio for each corridor in 2014 and 2025.

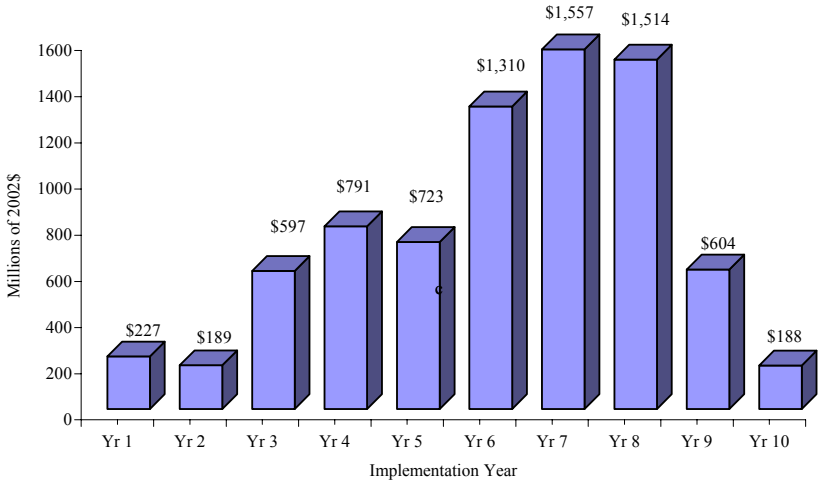
Exhibit 10-6
Operating Cost Ratios in 2014 and 2025

MWRRS Summary Financial Statistics	*2014*	*2025*
Chicago Detroit/Grand Rapids/ Port Huron	1.18	1.32
Chicago Cleveland	0.88	1.15
Chicago Cincinnati	1.32	1.49
Chicago Carbondale	0.99	1.11
Chicago St. Louis	1.30	1.46
St Louis Kansas City	1.05	1.32
Chicago Quincy Omaha	0.90	1.02
Chicago Minneapolis /Green Bay	1.42	1.65
Midwest Regional Rail System Total	**1.17**	**1.36**

10.4 Capital Funding Requirements

The capital funding requirements are derived from the implementation plan and are assessed on a corridor basis by implementation phase. The annual capital requirement for the years 2004-2013 is shown in Exhibit 10-7. The three peak years of capital requirements are years six, seven and eight, during which time an average of over $1.4 billion dollars are needed each year.

Exhibit 10-7
Capital Funding Requirements



10.5 Finance Plan Analysis

The following section describes the key assumptions related to financing alternatives, the analysis methodology and the results of the financial analysis.

10.5.1 Financing Alternative Assumptions

Funding Sources

Either direct state grants or General Obligation Bonds are the principal source of financing for the state matching funds considered in this analysis. Interest rates vary depending on the type of bond issued (general obligation, tax-exempt revenue bonds, taxable revenue bonds) and total investment costs are affected by the choice of debt instruments. Previous MWRRI studies analyzed the impact that various bond structures had on the financial results to support investment strategies for the MWRRS.

The MWRRS funding plan is based upon the assumption of 80 percent federal and 20 percent state funding. However, since federal appropriations fluctuate annually, the level of federal funds required to support the project's cash flow might fall below the 80 percent level even with a full funding agreement. Consequently, additional funding mechanisms will be required to maintain the funding level necessary to support the project, including short-term credit options. Short-term debt instruments include Grant Anticipation Notes (GANs) and other revenue anticipation notes along with TIFIA assistance. By project closeout, the federal contribution is required to equal 80 percent of eligible project costs.

The financial plan assumes that federal funds will be allocated based on capital costs for each year of the implementation period. It was also assumed that TIFIA assistance would be used to obtain loans that will be applied to operating revenue deficits in the early phases of the implementation plan. The MWRRI states will be responsible for repayment of debt service and principal on any bonds issued to fund their matching shares. Cash flow from operations would be

the source of repayment for short-term debt as well as any longer-term TIFIA assistance. During the construction period, GANs can be repaid with unused federal funding.

This analysis continues the two cash management techniques applied in earlier studies – delayed state match and the use of GANs. GANs, or other similar short-term debt instruments, offer the states an ability to raise up-front capital based on receiving future federal funds. The benefit of issuing GANs is that implementation could proceed as scheduled, even though the flow of federal funding does not follow the contract obligation or project cash flow requirements. GANs are used to make up the difference between funds available and funds required. For example, GANs may be used in 2010 to allow the construction of $1.56 billion of infrastructure and rolling stock even though only $400 million is available from federal sources. These debt instruments are incorporated into the financial projections to provide for any cash shortfalls that may occur.

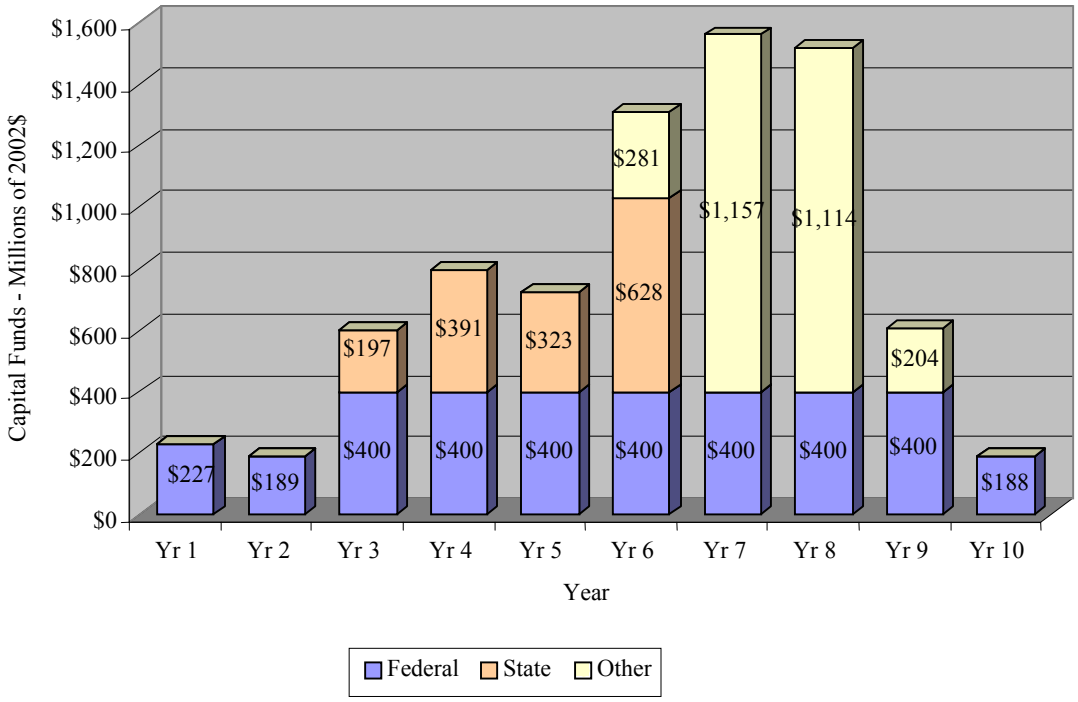
Estimated Level of Debt

The amount of debt is based on the projected capital requirements for infrastructure and rolling stock. The financial plan assumes that 80 percent of projected capital requirements is contributed by federal funding sources and 20 percent by the participating states. Additional factors include issuance costs, debt service reserve fund requirements and interest earned on the reserve funds.

Federal and state funding is combined with TIFIA assistance and GANs to meet the annual capital cost and financial requirements during the project's implementation phases. At this time, it is considered that the MWRRS might attract approximately $400 million per year in federal funding. This would be consistent with federal support for major infrastructure projects of this type.

Exhibit 10-8 is an example of projected cash flow requirements and the resulting mix of funding sources when federal funds granted to the project are capped at $400 million per year. This exhibit is only a construct of the funding strategy whose state funds are spent prior to any GANs being used. This construct has been approved by a major Wall Street firm.

Exhibit 10-8
Cash Flow Requirements Utilizing GANs and Delayed State Match
(Millions of 2002$)



Year	*Total Capital Cost*	*Federal Grant 80%*	*State Funds 20%*	*Actual Federal Outlay*	*Actual State Funds*	*Other Funds (GANS)*	*Total Funds Available*
Yr 1	227.1	181.7	45.4	227.1	0.0	0.0	227.1
Yr 2	188.5	150.8	37.7	188.5	0.0	0.0	188.5
Yr 3	597.2	477.7	119.4	400.0	197.2	0.0	597.2
Yr 4	791.2	633.0	158.2	400.0	391.2	0.0	791.2
Yr 5	723.2	578.6	144.6	400.0	323.2	0.0	723.2
Yr 6	1309.9	1047.9	262.0	400.0	628.4	281.5	1309.9
Yr 7	1557.3	1245.8	311.5	400.0	0.0	1157.3	1557.3
Yr 8	1513.5	1210.8	302.7	400.0	0.0	1113.5	1513.5
Yr 9	604.1	483.3	120.8	400.0	0.0	204.1	604.1
Yr 10	187.8	150.3	37.6	187.8	0.0	0.0	187.8
Total	7699.9	6159.9	1540.0	3403.5	1540.0	2756.4	7699.9

Investment Rates

The short-term investment rate is set at two percent. This was left unchanged from the previous analysis, as lending rates have been stable over the past two years. The long-term investment rate is also set at 2 percent.

Borrowing Term

The MWRRI states may issue bonds for their matching 20 percent contribution for federal funds. Bond maturity terms are frequently matched to the useful lives of the revenue-producing assets that are funded, in this case rolling stock. The projections assume the bonds mature in twenty years.

Borrowing Rates

Projected interest rates on the bonds were based on an analysis of the market rates for revenue bonds and their relationship to the 30-year Treasury Bond. Based on this analysis, the rate for general obligation bonds is 5.5 percent, 5.0 percent for GANs, and 5.5 percent for TIFIA. The lower rate on GANs takes into account its risk-free nature since its payback is guaranteed by federal funds.

Issuance Fees

The issuance fees for the GANs are set at 1.0 percent.

The financing assumptions are summarized in Exhibit 10-9.

Exhibit 10-9
Updated Financial Assumptions

Category	*Financial Assumptions*
Construction Period	10 years Phase 1 operations begin in 2008 Full operations - 2014 onwards
Capital Funding	$7.7 billion
Contribution to Reinvestment fund	5 percent of cash flow after TIFIA repayment
Interest income on Reinvestment fund	2 percent
Principal Deferment on GANs	2-5 years, as necessary
Issuance Cost	GANs – 1.0 percent of issuance amount
Interest Rates Grant Anticipation Notes (GANs) TIFIA Loan Assistance	 5.0 percent 5.5 percent
Annual Federal Grant Obligation	80 percent of capital cost
Annual Federal Grant Obligation	$400 million (moderate level)
Operating Losses During Ramp-Up	TIFIA assistance

10.6 Methodology

A financial model for the MWRRS was developed to evaluate alternative financial strategies. The model was used to assess projected cash flows from the service based on the implementation

– planned and projected funding requirements. The following sections describe the results of the analysis.

10.6.1 Financial Results of the Analysis of Financing Alternatives

The sources of the funds required to meet the capital costs and the implementation plan are summarized in Exhibit 10-10.

Exhibit 10-10
Sources and Amounts of Funds Required
(Millions of 2002$)

	Amount
Federal Contribution	$3,403
State Contribution	$1,540
GANs	$2,756
TIFIA Loan	$427
Total Funds contributed	$8,127

Notes:

(1) Actual federal grants used during the construction period are only $3,403 million out of the total $6,160 million (80 percent) due to the $400 million annual disbursement cap.

(2) GANs in the amount of $2,756 million are completely paid back with late federal contributions not disbursed during the construction period due to the $400 million annual cap, thus making the total Federal contribution $6,160 million.

(3) TIFIA funds are used for financing ramp-up operating losses, initial working capital contribution, and GANs interest and issuance fees

The distribution of the sources and the uses of funds by year during the implementation period are shown in Exhibit 10-11.

Exhibit 10-11
Midwest Regional Rail System - Sources and Uses of Funds
(Millions of 2002$)

	Total	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Sources of Funds:											
Financing											
State Contribution	**$1,540.0**			$197.2	$391.2	$323.2	$628.4				
Short-term loan/GANS	**$2,756.4**						$281.5	$1,157.3	$1,113.5	$204.1	
Initial Working Capital Contribution	**$30.0**					$30.0					
TIFIA Loans for Ramp-up Operating Losses	**$49.5**					$38.4	$8.0		$3.1		
TIFIA Loans for Accrued Interest/Issuance Fees on GANs	**$347.9**						$46.4	$159.8	$124.3	$17.5	
Total TIFIA Funds	**$427.5**					$68.4	$54.4	$159.8	$127.4	$17.5	
Federal Contribution	**$6,159.9**	$227.1	$188.5	$400.0	$400.0	$400.0	$400.0	$400.0	$400.0	$400.0	$400.0
Total Sources of Funds	**$10,883.8**	**$227.1**	**$188.5**	**$597.2**	**$791.2**	**$791.6**	**$1,364.3**	**$1,717.1**	**$1,640.9**	**$621.6**	**$400.0**
Uses of Funds											
Infrastructure Capital Costs	**$6,572.2**	$227.1	$188.5	$418.2	$612.2	$544.2	$1,130.9	$1,378.3	$1,334.5	$550.4	$187.8
Rolling Stock Costs	**$1,127.7**	$0.0	$0.0	$179.0	$179.0	$179.0	$179.0	$179.0	$179.0	$53.7	
Total Capital Costs	**$7,699.9**	$227.1	$188.5	$597.2	$791.2	$723.2	$1,309.9	$1,557.3	$1,513.5	$604.1	$187.8
TIFIA Uses of Funds											
Start-up Costs	**$30.0**					$30.0					
Ramp-up Operating Costs	**$49.5**					$38.4	$8.0		$3.1		
Accrued Interest on GANs	**$320.4**						$43.6	$148.2	$113.2	$15.4	
GAN Issuance Fees	**$27.6**						$2.8	$11.6	$11.1	$2.0	
Total TIFIA Funds Uses	**$427.5**					$68.4	$54.4	$159.8	$127.4	$17.5	
Repayment of GANS	**$2,756.4**										212.2
Total Uses of Funds	**$10,883.8**	**$227.1**	**$188.5**	**$597.2**	**$791.2**	**$791.6**	**$1,364.3**	**$1,717.1**	**$1,640.9**	**$621.6**	**$400.0**

Exhibit 10-11 (continued)
Midwest Regional Rail System - Sources and Uses of Funds
(Millions of 2002$)

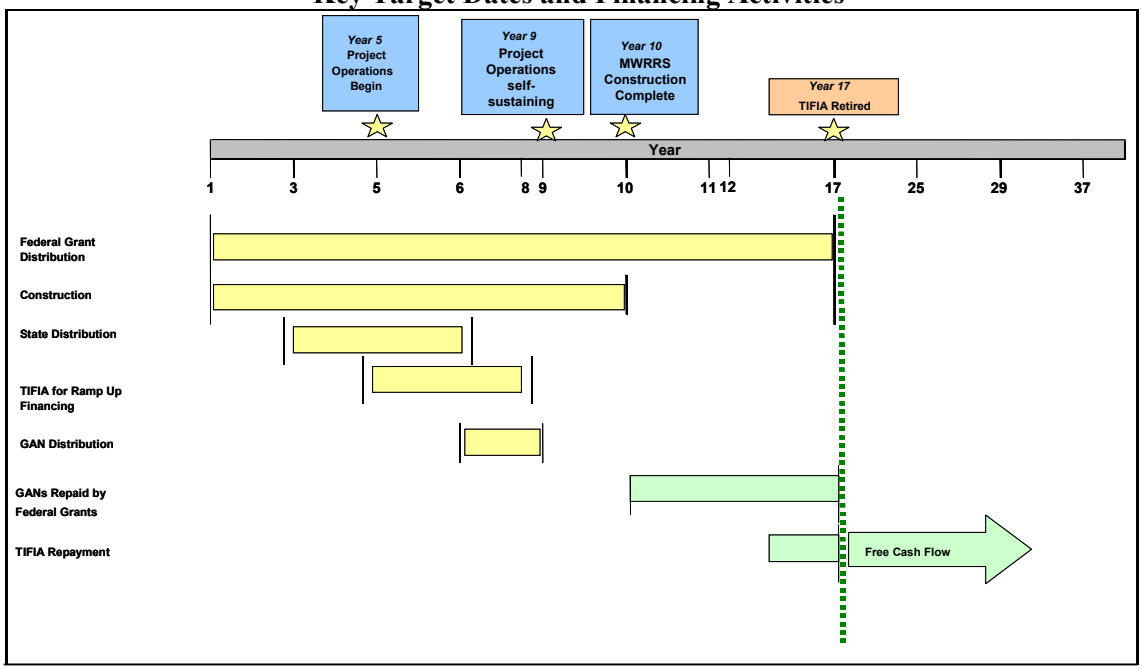
	2014	2015	2016	2017	2018	2019	2020
Sources of Funds:							
Financing							
State Contribution							
Short-term loan/GANS							
Initial Working Capital Contribution							
TIFIA Loans for Ramp-up Operating Losses							
TIFIA Loans for Accrued Interest/Issuance Fees on GANs							
Total TIFIA Funds							
Federal Contribution	$400.0	$400.0	$400.0	$400.0	$400.0	$400.0	$144.3
Total Sources of Funds	**$400.0**	**$400.0**	**$400.0**	**$400.0**	**$400.0**	**$400.0**	**$144.3**
Uses of Funds							
Infrastructure Capital Costs							
Rolling Stock Costs							
Total Capital Costs							
TIFIA Uses of Funds							
Start-up Costs							
Ramp-up Operating Costs							
Accrued Interest on GANs							
GAN Issuance Fees							
Total TIFIA Funds Uses							
Repayment of GANS	400.0	400.0	400.0	400.0	400.0	400.0	144.3
Total Uses of Funds	**$400.0**	**$400.0**	**$400.0**	**$400.0**	**$400.0**	**$400.0**	**$144.3**

Financial feasibility is demonstrated by a positive Net Present Value (NPV). The NPV analysis is presented in Exhibit 10-12. Key financial milestones are shown in Exhibit 10-13.

Exhibit 10-12
Net Present Value
$400 Million Annual Federal Obligation

	2008-2040	*2008-2025*
Sources of Cash:		
Operating Cash Flow	$2,160,987	$927,186
TIFIA Loan for Ramp-Up Operating Losses	$47,045	$47,045
Interest Income on Capital Reserve Fund (2 percent)	$1,640	$407
Gross Cash Flow	$2,209,673	$974,638
Applications of Cash:		
Capital MofW Financing by MWRRS	$368,872	$138,460
Contribution to Reinvestment Fund (5 percent)	$82,024	$20,334
Net Cash Flow	$1,758,777	$815,844
TIFIA Debt Service by MWRRS	$443,601	$443,601
Net Cash Flow After TIFIA Re-payment	**$1,315,176**	**$372,243**

Exhibit 10-13
Key Target Dates and Financing Activities



The financial plan results in a positive net cash flow by 2012 that is sufficient to retire the TIFIA obligations by 2020. A detailed presentation of the financial plan results is shown in Exhibit 10-14. The total project costs are summarized in Exhibit 10-15. Detailed system and corridor results are given in Appendix A11.

Exhibit 10-14
Cash Flow Analysis - General Obligations Bonds - $400 Million Annual Federal Obligation

(Thousands of 2002$)	Total	2008	2009	2010	2011	2012	2013	2014	2015	2016
Sources of Cash:										
Operating Cash Flow	**$4,895,162**	($38,389)	($8,031)	$13,459	($3,097)	$11,446	$52,117	$75,595	$95,370	$102,668
TIFIA Loan for Ramp-Up Operating Losses	**$49,518**	$38,389	$8,031	$0	$3,097	$0				
Interest Income on Reinvestment Fund (2 percent)	**$4,121**	$0	$0	$0	$0	$0	$0	$0	$0	$0
Gross Cash Flow	**$4,948,801**	$0	$0	$13,459	$0	$11,446	$52,117	$75,595	$95,370	$102,668
Applications of Cash:										
Capital MofW Financing by MWRRI	**$854,327**	$0	$0	$0	$0	$3,928	$3,928	$5,370	$9,782	$12,071
Contribution to Reinvestment Fund (5 percent)	**$206,075**	$0	$0	$0	$0	$0	$0	$0	$0	$0
Net Cash Flow	**$3,888,399**	$0	$0	$13,459	$0	$7,518	$48,189	$70,225	$85,588	$90,597
Change in Cash Balance (Pro forma):										
Beginning Cash Balance		$0	$0	$0	$0	$0	$0	$0	$0	$0
Increase/(Decrease) in Cash		$0	$0	$13,459	$0	$7,518	$48,189	$70,225	$85,588	$90,597
Ending Cash Balance		$0	$0	$13,459	$0	$7,518	$48,189	$70,225	$85,588	$90,597
Net Cash Flow after TIFIA Debt Service	**$3,888,399**	**$0**	**$0**	**$13,459**	**$0**	**$7,518**	**$48,189**	**$70,225**	**$85,588**	**$90,597**
TIFIA loans Outstanding:										
Beginning Balance		$0	$72,151	$133,553	$295,987	$446,670	$482,154	$460,483	$415,584	$352,854
Ramp-up Operating Loss	**$49,518**	$38,389	$8,031	$0	$3,097	$0				
Working Capital Deposit	**$30,000**	$30,000								
GANs Int./Iss Loans	**$347,944**	-	46,409	$159,761	$124,300	17,474	-	-	-	-
Total Outstanding TIFIA Loans		68,389	126,591	293,314	423,384	464,144	482,154	460,483	415,584	352,854
Accrued Interest	**$203,623**	$3,761	$6,962	$16,132	$23,286	$25,528	$26,518	$25,327	$22,857	$19,407
TIFIA payment	**($631,084)**	$0	$0	($13,459)	$0	($7,518)	($48,189)	($70,225)	($85,588)	($90,597)
Ending Balance	**$3,274,771**	72,151	133,553	295,987	446,670	482,154	460,483	415,584	352,854	281,664
Net Cash Flow After TIFIA Re-payment	**$3,257,315**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Exhibit 10-14 (continued)

(Thousands of 2002$)	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Sources of Cash:										
Operating Cash Flow	$102,668	$108,851	$115,037	$121,224	$127,412	$135,067	$142,723	$150,380	$158,040	$165,702
TIFIA Loan for Ramp-Up Operating Losses										
Interest Income on Reinvestment Fund (2 percent)	$0	$0	$0	$0	$0	$135	$143	$150	$158	$166
Gross Cash Flow	$102,668	$108,851	$115,037	$121,224	$127,412	$135,202	$142,865	$150,531	$158,198	$165,868
Applications of Cash:										
Capital MofW Financing by MWRRI	$12,071	$12,936	$17,036	$18,753	$19,618	$20,555	$22,272	$27,542	$27,542	$28,984
Contribution to Reinvestment Fund (5 percent)	$0	$0	$0	$0	$0	$6,753	$7,136	$7,519	$7,902	$8,285
Net Cash Flow	$90,597	$95,915	$98,000	$102,471	$107,795	$107,893	$113,457	$115,469	$122,754	$128,599
Change in Cash Balance (Pro forma):										
Beginning Cash Balance	$0	$0	$0	$0	$0	$88,674	$107,893	$113,457	$115,469	$122,754
Increase/(Decrease) in Cash	$90,597	$95,915	$98,000	$102,471	$107,795	$107,893	$113,457	$115,469	$122,754	$128,599
Ending Cash Balance	$90,597	$95,915	$98,000	$102,471	$107,795	$196,567	$221,350	$228,927	$238,223	$251,353
Net Cash Flow after TIFIA Debt Service	**$90,597**	**$95,915**	**$98,000**	**$102,471**	**$107,795**	**$107,893**	**$113,457**	**$115,469**	**$122,754**	**$128,599**
TIFIA loans Outstanding:										
Beginning Balance	$352,854	$281,664	$201,240	$114,308	$18,124	$0	$0	$0	$0	$0
Ramp-up Operating Loss										
Working Capital Deposit										
GANs Int./Iss Loans	-	-	-	-	-	-	-	-	-	-
Total Outstanding TIFIA Loans	352,854	281,664	201,240	114,308	18,124	-	-	-	-	-
Accrued Interest	$19,407	$15,492	$11,068	$6,287	$997	$0	$0	$0	$0	$0
TIFIA payment	($90,597)	($95,915)	($98,000)	($102,471)	($19,121)	$0	$0	$0	$0	$0
Ending Balance	281,664	201,240	114,308	18,124	-	-	-	-	-	-
Net Cash Flow After TIFIA Re-payment	**$0**	**$0**	**$0**	**$0**	**$88,674**	**$107,893**	**$113,457**	**$115,469**	**$122,754**	**$128,599**

Exhibit 10-14 (continued)

(Thousands of 2002$)	2026	2027	2028	2029	2030	2031	2032
Sources of Cash:							
Operating Cash Flow	$173,059	$180,418	$187,779	$195,143	$202,508	$209,876	$217,246
TIFIA Loan for Ramp-Up Operating Losses							
Interest Income on Reinvestment Fund (2 percent)	$173	$180	$188	$195	$203	$210	$217
Gross Cash Flow	$173,232	$180,599	$187,967	$195,338	$202,711	$210,086	$217,463
Applications of Cash:							
Capital MofW Financing by MWRRI	$30,547	$33,408	$38,678	$38,678	$40,120	$41,683	$44,544
Contribution to Reinvestment Fund (5 percent)	$8,653	$9,021	$9,389	$9,757	$10,125	$10,494	$10,862
Net Cash Flow	$134,032	$138,170	$139,900	$146,902	$152,465	$157,909	$162,057
Change in Cash Balance (Pro forma):							
Beginning Cash Balance	$128,599	$134,032	$138,170	$139,900	$146,902	$152,465	$157,909
Increase/(Decrease) in Cash	$134,032	$138,170	$139,900	$146,902	$152,465	$157,909	$162,057
Ending Cash Balance	$262,631	$272,202	$278,070	$286,802	$299,368	$310,374	$319,966
Net Cash Flow after TIFIA Debt Service	**$134,032**	**$138,170**	**$139,900**	**$146,902**	**$152,465**	**$157,909**	**$162,057**
TIFIA loans Outstanding:							
Beginning Balance	$0	$0	$0	$0	$0	$0	$0
Ramp-up Operating Loss							
Working Capital Deposit							
GANs Int./Iss Loans							
Total Outstanding TIFIA Loans	-	-	-	-	-	-	-
Accrued Interest	$0	$0	$0	$0	$0	$0	$0
TIFIA payment	$0	$0	$0	$0	$0	$0	$0
Ending Balance							
Net Cash Flow After TIFIA Re-payment	**$134,032**	**$138,170**	**$139,900**	**$146,902**	**$152,465**	**$157,909**	**$162,057**

Exhibit 10-14 (continued)

(Thousands of 2002$)	2033	2034	2035	2036	2037	2038	2039	2040
Sources of Cash:								
Operating Cash Flow	$224,618	$231,992	$239,369	$246,748	$254,129	$261,513	$268,900	$276,289
TIFIA Loan for Ramp-Up Operating Losses								
Interest Income on Reinvestment Fund (2 percent)	$225	$232	$239	$247	$254	$262	$269	$276
Gross Cash Flow	$224,842	$232,224	$239,608	$246,995	$254,384	$261,775	$269,169	$276,565
Applications of Cash:								
Capital MofW Financing by MWRRI	$44,544	$44,544	$44,544	$44,544	$44,544	$44,544	$44,544	$44,544
Contribution to Reinvestment Fund (5 percent)	$11,231	$11,600	$11,968	$12,337	$12,706	$13,076	$13,445	$13,814
Net Cash Flow	$169,068	$176,081	$183,096	$190,113	$197,133	$204,155	$211,180	$218,207
Change in Cash Balance (Pro forma):								
Beginning Cash Balance	$162,057	$169,068	$176,081	$183,096	$190,113	$197,133	$204,155	$211,180
Increase/(Decrease) in Cash	$169,068	$176,081	$183,096	$190,113	$197,133	$204,155	$211,180	$218,207
Ending Cash Balance	$331,124	$345,148	$359,177	$373,209	$387,247	$401,289	$415,335	$429,387
Net Cash Flow after TIFIA Debt Service	**$169,068**	**$176,081**	**$183,096**	**$190,113**	**$197,133**	**$204,155**	**$211,180**	**$218,207**
TIFIA loans Outstanding:								
Beginning Balance	$0	$0	$0	$0	$0	$0	$0	$0
Ramp-up Operating Loss								
Working Capital Deposit								
GANs Int./Iss Loans								
	-	-	-	-	-	-	-	-
Total Outstanding TIFIA Loans								
	-	-	-	-	-	-	-	-
Accrued Interest	$0	$0	$0	$0	$0	$0	$0	$0
TIFIA payment	$0	$0	$0	$0	$0	$0	$0	$0
Ending Balance								
	-	-	-	-	-	-	-	-
Net Cash Flow After TIFIA Re-payment	**$169,068**	**$176,081**	**$183,096**	**$190,113**	**$197,133**	**$204,155**	**$211,180**	**$218,207**

Exhibit 10-15
Total Project Costs (Millions of 2002$)

Capital Costs	
Infrastructure & Rolling Stock	$7,699.9
Initial Working Capital	$30.0
Total Capital	$7,729.9
Interest Costs	
TIFIA	$203.6
GANs	$320.4
Total Interest	$524.0
Other Costs	
GANs Issuance Fees	$27.6
Total Project Costs	$8,281.4

10.7 Risks to the Financial Plan and Strategic Financing Issues

A number of risks to the financial plan were identified in conducting the financial analysis. The most significant risk factor is the availability of federal grant programs. Once federal grant funds are identified and secured, the availability of state funds, as well as the ability to obtain secondary sources of short-term financing to cover start-up operating losses need to be secured. Federal and state funding programs are discussed in Chapter 9.

Given that funding requirements are met, the actual level of annual appropriations from Federal sources will have a large impact on the need for short-term loans (GANs, TIFIA) to cover any gap in construction costs. Any additional financing will increase the total project costs. The impact of various annual federal obligation levels is shown in Exhibit 10-16. As seen in the exhibit, the increase in federal annual cap results in a decrease in the GANs requirement. If the annual federal funding cap is increased to $947 million from $400 million, assumed as moderate level in base case, GANs will not be required since federal funds disbursement would cover 80 percent of the project's cost during the construction period.

Exhibit 10-16
Alternative Federal Obligation Levels
(Million of 2002$)

Total Capital Cost			**$7,700**	
Maximum Federal Grant (80 percent)			$6,160	
Maximum State Bond (20 percent)			$1,540	
Annual Federal Obligation Level	***Total Capital Cost***	***Available Federal Grants***	***State Bonds***	***Additional Funds***
$300	$7,700	$2,703	$1,540	$3,456
$400	$7,700	$3,403	$1,540	$2,756
$500	$7,700	$4,103	$1,540	$2,056
$600	$7,700	$4,801	$1,540	$1,359
$700	$7,700	$5,305	$1,540	$855
$800	$7,700	$5,719	$1,540	$441
$900	$7,700	$6,019	$1,540	$141
$947	$7,700	$6,160	$1,540	$0

Another factor that would influence the overall financial results is the level of financial accountability with respect to a system-wide or a corridor-based financing structure. Total MWRRS net revenue losses are minimized when summed across the system. Additional risk factors are related to interest rates and other borrowing costs, unanticipated construction delays, and many other factors.

10.8 Sensitivity Analysis

Finance-related uncertainties and alternative funding strategies could affect the results of the financial analysis. These include factors beyond the control of the states such as interest rates, capital and operating costs and revenue growth. An analysis was conducted to assess the sensitivity of the financial analysis based on changes to the underlying assumptions, which were given in Exhibit 10-8.

Exhibit 10-17 presents the changes in financial results based on variations in operating cost and revenue assumptions. The analysis indicates that net cash flow is more sensitive to changes in revenues than operating costs. For example, a 10 percent decline in projected ticket revenues in base case results in a $14.9 million reduction (197 percent) in cash flow in year 2009. In comparison, a 10 percent increase in track and right-of-way maintenance costs results in a 34 percent decline in the 2009 cash flow.

Exhibit 10-17
Financial Sensitivity – Changes in Operating Assumptions
(Thousands of 2002$)

	Operating Subsidy Required								
	2008		***2009***		***2010***	***2011***	***2012***	***2013***	***2014***
Base Case:	**($38,389)**		**($8,031)**		**$13,459**	**($3,097)**	**$11,446**	**$52,117**	**$75,595**
	$ Required	***Percent***	***$ Required***	***Percent***	***$ Required***	***$ Required***	***$ Required***	***$ Required***	***$ Required***
Personnel Costs + 10 percent	($43,821)	14 percent	($14,746)	84 percent	$5,403	($12,531)	($1,963)	$37,862	$60,442
Personnel Costs – 10 percent	($32,957)	-14 percent	($1,316)	-84 percent	$21,516	$6,336	$24,855	$66,372	$90,749
Train Equipment Maintenance + 10 percent	($41,719)	9 percent	($12,296)	53 percent	$8,514	($9,991)	($539)	$39,451	$62,007
Train Equipment Maintenance – 10 percent	($35,059)	-9 percent	($3,766)	-53 percent	$18,405	$3,797	$23,431	$64,784	$89,183
Track and ROW Maintenance + 10 percent	($40,683)	6 percent	($10,772)	34 percent	$10,445	($7,076)	$5,890	$46,490	$69,779
Track and ROW Maintenance – 10 percent	($36,095)	-6 percent	($5,291)	-34 percent	$16,474	$882	$17,002	$57,744	$81,412
Operating Costs + 10 percent	($52,891)	38 percent	($26,059)	224 percent	($7,550)	($29,550)	($28,812)	$9,499	$30,317
Operating Costs – 10 percent	($23,887)	-38 percent	$9,997	-224 percent	$34,468	$23,356	$51,704	$94,735	$120,873
Ticket Revenue +10 percent	($28,549)	-26 percent	$7,824	-197 percent	$34,027	$20,948	$49,511	$95,946	$123,994
Ticket Revenue – 10 percent	($48,230)	26 percent	($23,887)	197 percent	($7,109)	($27,143)	($26,619)	$8,289	$27,196
Ticket Revenue – 20 percent	($58,070)	51 percent	($39,742)	395 percent	($27,677)	($51,188)	($64,684)	($35,539)	($21,203)
Ticket Revenue – 30 percent	($67,911)	77 percent	($55,598)	592 percent	($48,245)	($75,233)	($102,749)	($79,368)	($69,602)
Total Revenue + 10 percent	($27,726)	-28 percent	$9,194	-214 percent	$35,814	$23,046	$52,849	$99,947	$128,433
Total Revenue – 10 percent	($49,052)	28 percent	($25,256)	214 percent	($8,896)	($29,241)	($29,957)	$4,287	$22,757

Based on the projections, the operating subsidies required during 2008, 2009 and 2011, which total approximately $49.5 million, are recovered by 2013. As was shown in Exhibit 10-15, if there is a 10 percent decrease in the projected revenues, the operating subsidy would increase by 188 percent. The cumulative subsidy resulting from the decrease in revenues would be recovered beyond 2014 or by 2017. A 10 percent decrease in projected revenues would shift the year in which the MWRRS achieves a 1.0 or break-even operating revenue cost ratio on a system-wide basis.

The above results provide an indication of how the underlying assumptions affect the financial results for the MWRRS. Public sector as well as private sector contributions toward projected capital costs (*e.g.,* stations) can have a positive impact on the cash flow requirements of the financing alternative chosen. With bonds as the state financing vehicle, an increase in capital costs or interest rates or a decrease in annual federal grant obligations can have a significant impact on the level of state revenues required to be pledged for repayment on bonds.

10.9 MWRRS Internal and External Risk Analysis

10.9.1 Specific MWRRS Risks

Although the MWRRS is not an inherently risky project, it should be understood that project risk could occur anywhere during the development, implementation or the operational life cycle. Risk affects construction goals and timetables, project funding, project launch and operational performance. Risks can be internal – occurring at the MWRRS level and external – caused by forces or parties outside of the MWRRS. Risk may include event, management, technology, ridership, freight railroad, inflation and interest rate risks. Ignoring these issues early in the project can lead to delays in delivery dates and budget overages that severely undermine confidence in the project and in the project manager. While any project accepts a certain level of risk, regular and rigorous risk analysis and management techniques serve to defuse problems before they arise.

Business Risks

Management Risk: A major concern for the success of the MWRRS is the quality of the management team selected to operate the system. Potential operators must be thoroughly evaluated prior to selection. A management team that is well-respected, seasoned and has a distinguished track record of operating success as reflected by evidence of cost control, annual surpluses, support of the financial community and customer satisfaction should be selected. While Amtrak is currently considered a preferred operator of the MWRRS, the MWRRS should have a full understanding of other potential operators prior to making its selection. Operators from other transportation sectors, including airline and cruise ship, should be considered since they often have the marketing and operating infrastructure in place and a record of financial discipline to ensure that revenues are generated and costs are controlled in order to meet the financial obligations of the system. Failure to enlist a strong operator and management team could threaten the financial success of the MWRRS.

Construction Risk: With any construction project, there are numerous critical points where risk can occur. However, rail construction is a proven, low-risk endeavor with a long history of success in this country. Although not all risks will be identified here, the MWRRI should be

aware of some construction risks associated with the project, which may include contractor, vendor, inclement weather, schedule, cost overrun and quality risks. Hiring a reputable general contractor to oversee construction can minimize these risks. The MWRR could also consider employing contracting vehicles that shift some of the construction risk to a general contractor. Such contracts could include *cost plus incentive fee*, *fixed price* and *incentive fee*, etc. In addition, dividing segments or corridors amongst several contractors can reduce the overall risk of the MWRRS.

Inflation Risk: Inflation can be defined as a sustained increase in the general level of prices for goods and services. It is measured as an annual percentage increase. As inflation rises, every dollar you own buys a smaller percentage of a good or service. Inflation can be measured by the Consumer Price Index and the Producer Price Index. Over time, as the cost of goods and services increase, the value of a dollar will fall because it will not be able to purchase the same amount of goods or service it once did. While the annual rate of inflation has fluctuated greatly over the last half century, ranging from nearly 0 to 23 percent, the Federal Reserve Board actively tries to maintain a specific rate of inflation. This rate is usually 2-3 percent but can vary depending upon circumstances. Inflation can have a significant impact on the MWRRS financial plan because the costs of labor and capital can rise faster than the current funding strategy has accounted for. A significant rise in inflation could negatively impact MWRRS funding; conservative inflation figures were used in the financial analyses.

Interest Rate Risk: The price that a debt security (bond) will fall due to increases in interest rates is known as *interest rate risk*. It is also called *funding risk* because changes in interest rates resulting in higher funding costs can impact a project's cash flow. Whereas this is a high cost project, interest rates could affect the progress of the MWRRS.

Technology Risk: The proposed train technologies for the MWRRS are proven; therefore, technology risk is rather low. However, when working with a vendor in equipment procurement, there can be several risk factors associated with its deployment. These include schedule and cost risks, operating risks and performance risk. When Amtrak introduced the Acela train, there were issues with excessive wheel wear and cracking of the suspension stabilization device. These issues increased maintenance costs and the out-of-service ratio. The rolling stock suggested for the MWRRS has been successfully deployed in other areas and therefore, this risk is not expected. However, MWRRS management should be aware of all risks associated with the deployment of the rolling stock.

Inclement Weather Risk: The Midwest region is prone to severe winter weather, creating disruptions to schedule and operating conditions. A blizzard could shut down the rail system for brief periods; however, rail service is more reliable than air or highway travel during inclement weather and could reap benefits from stormy weather in the region.

Ridership Risk: Revenue generated by the MWRRS is dependent upon the number of riders using the system. Some of the risk associated with ridership levels has already been mitigated by the approach taken to demand forecasting. Forecasts were developed using very conservative estimates for modal choice, demographic growth and economic growth. In addition, an error range of +/- 20 percent is associated with ridership forecasts. There is low risk associated with under-forecasting, however, risk factors that could affect ridership forecasts include a dramatic

slowdown in the economic growth of the Midwest region and the level of reliability and quality of service as detailed in this plan.

Freight Railroad Risks: The MWRRS will provide for enough railroad capacity for reliable operation of both passenger and freight trains, however, since MWRRS trains will share track with freight trains, there is some risk that MWRRS operating speed and schedules could be affected by freight train operation. Agreements need to be made with the freight railroad companies giving right-of-way to MWRRS passenger trains and the freight trains moving into sidings to allow an MWRRS train to pass. MWRRS running times would be maintained, and risk minimized, through well coordinated, timely dispatch support and the mitigation of line congestion due to siding capacity issues. Risk is also a factor should agreements concerning track maintenance costs and access fees not be reached.

Event Risk

Security Risk: Security and terrorism risks must be considered in the deployment of the MWRRS. A terrorist could choose to disrupt the system at many critical points including damaging tracks, bridges, rolling stock or stations. However, unlike aviation or waterborne targets, damage to a portion of the railroad is not necessarily catastrophic. For example, track can be replaced in a matter of days; a bridge can be repaired in a matter of weeks. Terrorists often select targets where many people congregate, making the MWRRS' stations *high value* targets. Many of the MWRRS' security vulnerabilities can be mitigated by coordinating early-on with the Department of Homeland Security and the Transportation Security Administration and through the use of new technologies to *harden* the stations and therefore make them as secure as possible.

10.10 Express Parcel Financial Model

This section develops a financial model for the performance of an optional MWRRS express parcel service. A separate financial statement has been developed for the proposed express parcel service, so that the impact of this service can be easily identified, and separated, from the main results, if desired. A net profit figure has to be developed for each year from 2008 through 2040 to integrate this result into the overall MWRRS business plan.

It is recommended that the MWRRS express parcel service be franchised on an exclusive basis. This approach would allow use of the parcel compartment in return for a share of revenues developed by the parcel service. The agreement should require the parcel franchisee to commit to using the parcel compartment on a *take or pay* basis for *all* shipments they handle. There is a real risk that a parcel operator may use MWRRS service as a method of building volume, then try to switch over to a lower-cost highway provider once sufficient volume develops. The franchising structure can prevent this by requiring that MWRRS have a share of *all* revenues developed by the parcel service. In return, the parcel operator would receive:

- Exclusive use of the parcel compartment on MWRRS trains,
- The right to use station facilities provided by the MWRRI states, and
- The ability to contract for conductor-provided service to smaller stations on the MWRRS network, should the passenger operator choose to cooperate in making this service available.

The financial structure proposed for the MWRRS express parcel service, is modeled after the contractual framework that the European operator *Esprit* has already negotiated with its U.K. rail operators. The operating approach is consistent with that of the European rail operators for the *Esprit* and *Expressgods,* as well as that of Greyhound and U.S. airlines who offer a similar service.

- After deducting the cost of local courier service, *Esprit* splits its revenue 50/50 with the passenger train operator. *Esprit's* payment for the rail line haul includes all necessary station support services. However, this business plan assumes that the MWRRS parcel operator must provide its own station support services.
- This 50 percent revenue share would show as additional revenue on the MWRRS passenger operator's income statement and is associated with very little additional operating cost. This payment is treated as an operating expense to the parcel operator.

This financial plan is predicated on the following assumptions:

- The MWRRS parcel operator is responsible for the cost of its own station operations; call center operations and the CUS parcel sorting room. The capital cost of outlying station facilities is funded by the MWRRS states; however, the parcel operator must pay a market-based rental rate for any space used at CUS as its parcel sorting room.
- The MWRRS parcel operator pays the passenger train operator 50 percent of its revenue, net of cost for local courier service, outlying station operations, and purchased highway or air service. The parcel operator is responsible for covering its own costs for call center operations, the CUS parcel sorting room, sales and marketing, and corporate overhead out of its remaining 50 percent revenue share.

This MWRRS express parcel business plan is developed from the viewpoint of the *parcel franchisee* and not the MWRRS train operator. This plan shows the ability of the parcel franchisee to operate profitably, while sharing 50 percent of its revenues (net of certain costs) with the passenger train operator. With the franchising structure proposed here, parcel service would generate substantial revenue with very few added costs to the passenger train operator. The costs of providing the parcel service would be paid by the parcel operator, and covered by the parcel operator's remaining 50 percent revenue share.

10.11 Express Parcel Service Costs

Following are assumptions incorporated into the parcel franchisee's pro-forma financials. The following are considered largely fixed costs:

- Headquarters and management salaries, including office rental, are budgeted initially at $2.9 million per year.
- Sales and marketing expenses are budgeted initially at $3.1 million per year, which includes $1 million per year for advertising
- Even though traffic volumes are light enough to be handled manually, large parcel room (100 x 40 feet) is being provided at CUS. This room would be large enough to accommodate an automated package-sorting machine should the need arise. Space for the mailroom is leased from CUS at an annual cost of nearly $1 million.
- Each of the other 22 main MWRRS stations are staffed by one full-time parcel position, two

shifts a day with extra board coverage for vacancies and vacation relief.[2] Staffing these 22 stations plus 8 positions at CUS costs $3.5 million per year.

- This total of $10.5 million is considered about 30 percent variable and 70 percent fixed.

The following are considered variable costs, with totals given based on a volume of 5,200 packages per day:

- The cost of courier service consumes 70 percent of the door-to-door revenue, or $117 per package. Only $50 per package remains after paying local couriers for providing local pickup and delivery service. This price level was confirmed based on Internet real time price quotes from several airline web sites.
- Call center costs are the largest line-item expense after the cost of local courier service. At 10 minutes per package, talk-time would cost $17.1 million per year.
- An additional $2 million per year is allocated for station and shipping supplies.

The direct cost of providing the MWRRS express parcel service was modeled as $7.49 million per year fixed, plus a $16.28 per package variable. This does not include the payment to the MWRRS passenger operator for use of the parcel compartments.

Because of the high $7.49 million fixed cost, a minimum volume must be reached before the express parcel service can become profitable. Operating a profitable service requires a rail network of a reasonable size. To prevent large start-up losses, it has been assumed that parcel service would not start until 2012, the fifth year of MWRRS implementation. By this time, most of the core network will be in place.

Although all available data suggests that the express parcel business should maintain a high growth rate for the foreseeable future, it is a highly competitive business. A high growth rate has been projected for the parcel service in the early years, followed by a gradual tapering as market penetration is established. Given however a forecast growth rate of 6-8 percent per year for the industry for the foreseeable future, it is clear that the market potential for parcel service will most likely be much *larger* than the forecasts given in Exhibit 10-18.

Exhibit 10-18
Growth Rates Used for
Express Parcel Service Financial Plan

Growth Rate from 1999 – 2010	10 percent
Growth Rate from 2010 – 2020	4 percent
Growth Rate from 2020 – 2040	3 percent

The MWRRS passenger operator's payment would be computed according to a contractual formula that calls for a 50/50 revenue split, after deducting the cost of couriers and a few other specific, allowable expenses. The financial result including the cost of payments to the MWRRS

[2] $60,000 is the full cost for parcel handling personnel employed by the parcel franchisee, including benefits. This is a reasonable cost for a private franchise operator hiring low-skilled labor at competitive market rates. Higher-skilled call center personnel are paid at a higher rate.

passenger operator[3] is given in Exhibit 10-19. This analysis shows that express parcel service is well able to contribute significant ancillary revenues to the MWRRS bottom line, while still affording a very comfortable profit margin to the parcel operator. The parcel operator's profit margin is quite reasonable, since the majority of the capital investment in trains and stations will be provided by the MWRRS. The passenger operator's share, which is much larger than the parcel operator's profit margin, can be considered an equitable payment for the right to use the capital investment and train services provided by the MWRRS.

Exhibit 10-19
Parcel Service Financial Results (2002$)

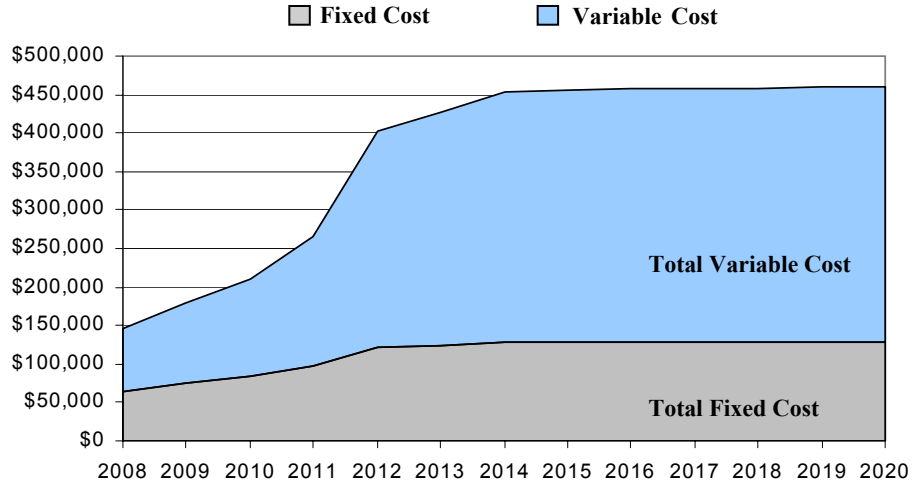
YEAR	2012	2013	2014	2015	2025	2040
REVENUE AFTER COURIER COST	**$26.85**	**$41.88**	**$58.08**	**$60.40**	**$85.19**	**$132.73**
DAILY PARCEL COUNT	2,065	3,222	4,468	4,646	6,553	10,210
PARCEL OPERATOR'S COST	**$16.23**	**$21.13**	**$26.40**	**$27.16**	**$35.23**	**$50.71**
PASSENGER OPERATOR'S SHARE	***$5.00***	***$19.07***	***$27.04***	***$28.19***	***$40.40***	***$63.81***
PARCEL OPERATOR PROFIT	**$5.62**	**$1.69**	**$4.64**	**$5.06**	**$9.57**	**$18.22**
PASSENGER OPERATOR'S SHARE						
Allocated to Routes ($Mill)						
Michigan	$0.96	$3.67	$5.20	$5.42	$7.77	$12.27
Cleveland	$0.87	$3.31	$4.69	$4.89	$7.00	$11.06
Cincinnati	$0.61	$2.34	$3.32	$3.46	$4.96	$7.83
Carbondale	$0.06	$0.22	$0.32	$0.33	$0.47	$0.75
St. Louis	$0.54	$2.05	$2.91	$3.04	$4.35	$6.87
Kansas City	$0.29	$1.09	$1.54	$1.61	$2.31	$3.65
Quincy - Omaha	$0.16	$0.60	$0.85	$0.89	$1.27	$2.01
Green Bay - St. Paul	$1.52	$5.79	$8.21	$8.56	$12.26	$19.37

10.12 Cost Implications

During the initial years of service, while ramping up to full implementation, the MWRRS will incur higher unit operating costs than in later years due to economies of scale. The system-wide MWRRS operating costs are shown in Exhibit 10-20. Total operating costs rise from $145 million in 2008, to $453 million by 2014. Fixed costs become a smaller portion of total costs as the system is expanded. In Phase 5 in 2012, total costs allocated to established corridors, such as Chicago-Twin Cities and Chicago-St. Louis *actually drop* as some fixed costs are reallocated to Michigan and new-start corridors. As the number of train-miles increases from 3.4 million to 2008 to 12.1 million in 2012, the average cost per train-mile decreases from $42.98 to $33.15, a 23 percent reduction, as shown in Exhibits 10-20 and 10-21.

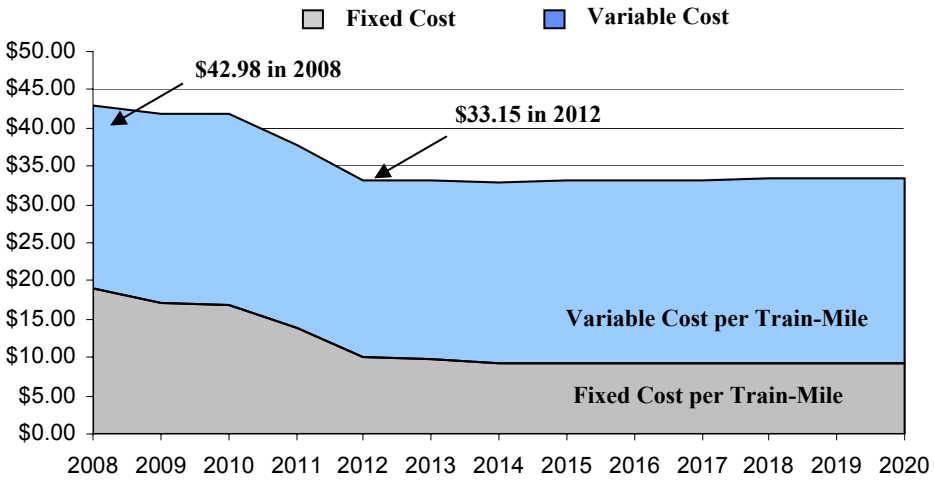
[3] To help the parcel operator overcome start-up expenses, this payment is capped at $5 million in 2012, the first year of operations. After that, a 50 percent of revenue formula is used.

Exhibit 10-20
Total Fixed and Variable Cost*



Fixed and variable operating costs do not include capital costs, interest or depreciation expense. Only direct operating expenses that are included in the Operating Ratio calculation, as defined by the FRA *Commercial Feasibility Study* are included.

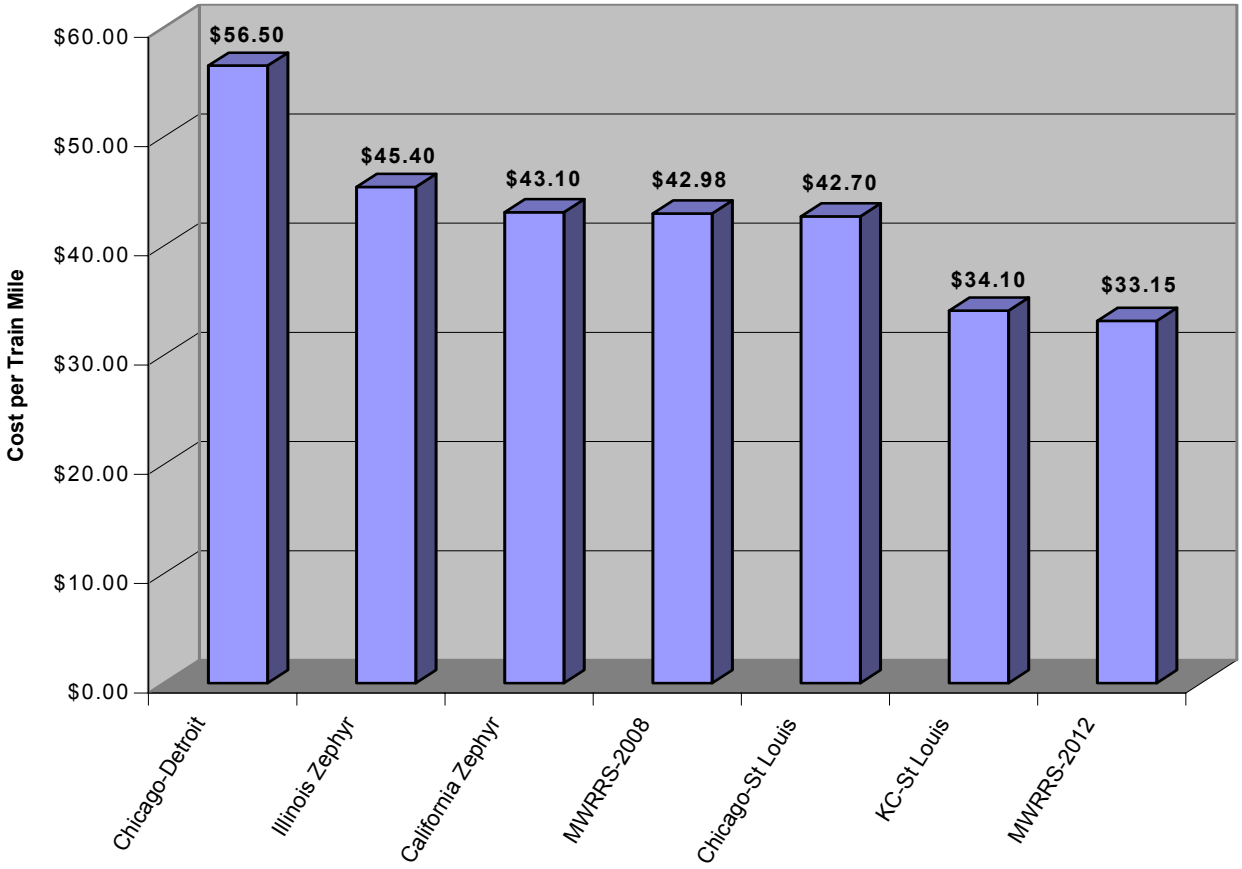
Exhibit 10-21
Fixed and Variable Costs per Train-Mile *



* Variable cost per mile changes slightly because it includes components that vary by passenger volumes and passenger miles

Comparing these projected MWRRS costs to fully-allocated Amtrak costs[4], as seen in Exhibit 10-22, it should be apparent that they are approximately in the same range – in fact, the MWRRS 2008 projected cost of $42.98 is slightly higher than Amtrak's fully-allocated RPS cost for the Chicago-St. Louis corridor. Amtrak's costs for the Chicago-Detroit corridor are higher because of the high cost of maintaining the dedicated passenger trackage, spread over a relatively few train miles operated. Spreading MWRRS' fixed cost over a larger number of train-miles reduces this average cost to $33.15 by 2014. This cost is somewhat lower than Amtrak's costs today, but is still in the range of some existing services in the Midwest region, and is roughly comparable to the level of costs now being allocated to the St. Louis-Kansas City route.

Exhibit 10-22
Comparison: Projected MWRRS vs. Amtrak RPS Costs



[4] 1997 Amtrak costs adjusted for inflation to 2002, excluding depreciation. Source*: Intercity Passenger Rail: Financial Performance of Amtrak's routes*, U.S. General Accounting Office, May 1998.

11. Economic Analysis

11.1 Introduction

The MWRRS will provide a wide range of benefits that contribute to economic growth and strengthen the region's manufacturing, service, and tourism industries. It will improve mobility and connectivity between regional centers and smaller urban areas, and create a new passenger travel alternative. The train stations will incorporate multimodal systems, connecting bus and rail networks to the MWRRS and making transportation services accessible to approximately 80 percent of the region's 60 million residents.

Economic benefits expected to be derived from the MWRRS were updated using the TEMS *RENTS*© Model. The analysis used the same criteria and structure as the 1997 Federal Railroad Administration/U.S. Department of Transportation (FRA/USDOT) study, *High-Speed Ground Transportation for America*. In that study, costs and benefits were quantified in terms of passenger rail system user benefits, other-mode user benefits, and resources benefits.

The connectivity and regional mobility provided by the MWRRS can also be expressed in terms of direct economic benefits to communities, *i.e.*, in what manner the consumer demand side impact will eventually be realized in terms of supply side benefits to communities. The *RENTS*© model measures these supply side benefits and demonstrates how each billion dollars of user benefits translates into increased jobs, incomes and property values. Note that these benefits are the supply side expression of the user benefit analysis; they are not added to the projects total benefits. This analysis will be discussed in the Section 4 of this chapter.

Benefits to be derived include the following:

- MWRRS User Benefits: The reduction in travel times and costs (consumer surplus and system revenues) that users of the MWRRS receive
- Benefits to Users of Other Modes: The reduction in travel times and costs that users of other modes receive as a result of lower congestion levels
- Resource Benefits: Savings in airline fares and reductions (savings) in emissions as a result of travelers being diverted from air, bus and auto to the MWRRS

11.2.1 MWRRS User Benefits

The analysis of user benefits for the MWRRS is based on the measurement of generalized cost of travel which includes both time and money. Time is converted into money by the use of Values of Time. The Values of Time (VOT) used in this study were derived from stated preference surveys conducted in this and previous study phases and used in the *COMPASS*© multimodal demand model for the ridership and revenue forecasts. These VOTs are consistent with previous academic and empirical research and other transportation studies conducted by TEMS.

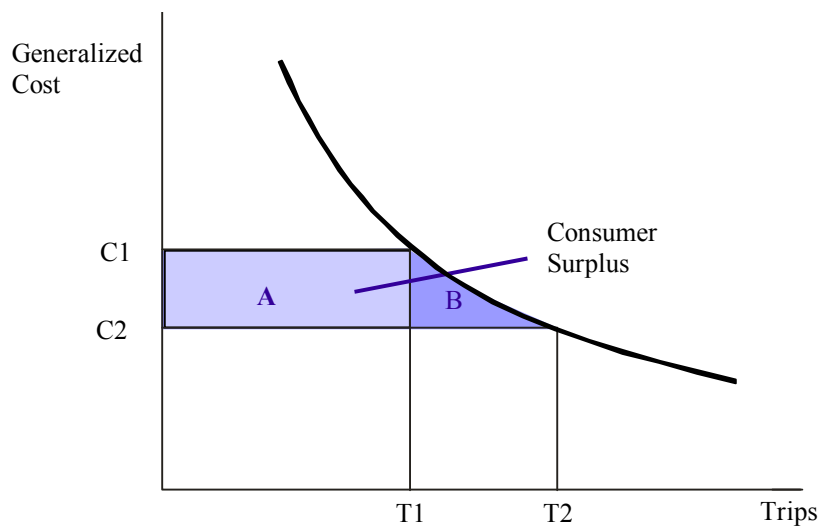
Benefits to users of the MWRRS are measured by the sum of *system revenues* and *consumer surplus*. Consumer surplus is used to measure the demand side impact of a transportation improvement on users of the service. It is defined as the additional benefit consumers (users of the service) receive from the purchase of a commodity or service (travel), above the price actually paid for that commodity or service. Consumer surpluses exist because there are always consumers who are willing to pay a higher price than that actually charged for the commodity or service, *i.e.*, these consumers receive

more benefit than is reflected by the system revenues alone. Revenues are included in the measure of consumer surplus as a proxy measure for the consumer surplus forgone because the price of rail service is not zero. This is an equity decision made by the FRA to compensate for the fact that highway users pay zero for use of the road system (the only exception being the use of toll roads). The benefits apply to existing rail travelers as well as new travelers who are induced those who previously did not make a trip) or diverted (those who previously used a different mode) to the new passenger rail system.

The *COMPASS*© demand model estimates consumer surplus by calculating the increase in regional mobility, traffic diverted to rail, and the reduction in travel cost measured in terms of generalized cost for existing rail users. The term generalized cost refers to the combination of time and fares paid by users to make a trip. A reduction in generalized cost generates an increase in the passenger rail user benefits. A transportation improvement that leads to improved mobility reduces the generalized cost of travel, which in turn leads to an increase in consumer surplus.

Exhibit 11.1 presents a typical demand curve in which Area A represents the increase in consumer surplus resulting from cost savings for existing rail users, and Area B represents the consumer surplus resulting from induced traffic and trips diverted to rail.

Exhibit 11.1
Consumer Surplus Concept



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The formula for consumer surplus is as follows:

$$\text{Consumer Surplus} = (C_1 - C_2)*T_1 + ((C_1 - C_2)*(T_2 - T_1))/2$$

Where:

C_1 = Generalized Cost users incur before the implementation of the system
C_2 = Generalized Cost users incur after the implementation of the system
T_1 = Number of trips before operation of the system
T_2 = Number of trips during operation of the system

The passenger rail fares used in this analysis are the average optimal fares derived from the revenue-maximization analysis that was performed for each MWRRS corridor. User benefits incorporate the measured consumer surplus ($6.4 billion) and the system revenues ($6.8 billion), since these are benefits transferred from the rail user to the rail operator.

11.2.2 Benefits to Users of Other Modes

In addition to rail-user benefits, travelers using auto or air will also benefit from the MWRRS as the system will contribute to highway congestion relief and reduced travel times for users of these other modes. For purposes of this analysis, these benefits were measured by identifying the estimated number of air and auto passenger trips diverted to rail and multiplying each by the benefit levels used in the FRA/USDOT study, *High-Speed Ground Transportation in America*. Note that the FRA's study only included five Midwest states (Illinois, Indiana, Missouri, Michigan and Wisconsin) and the MWRRI study includes nine states (in addition to above five states, Iowa, Minnesota, Nebraska, and Ohio).

Airport Congestion

Using projections from the *COMPASS*© model, benefits to air travelers resulting from reduced air congestion were identified by estimating the number of passenger air trips diverted to rail in 2020 (the comparable year for the FRA study). The air-connect model, developed specifically for this study, estimates that 1.35 million air trips will be diverted to the MWRRS, slightly higher than the 1.23 million trips projected in the Phase 1 MWRRI Study. This compares to the FRA estimate of 2 million diverted air trips expected to result from the availability of 110-mph rail service. The larger number of diverted air trips in the FRA study reflects their inclusion of a rail extension to O'Hare Airport, which is not proposed for the MWRRS.

The FRA calculated travel time saved by air passengers (those not diverted to rail) due to reduced congestion, deviations from scheduled flight arrival and departure times, and additional time spent on the taxiway or en route. For each major airport, average delays were capped at 15 minutes per operation. The FRA calculated the Net Present Value (NPV) of the benefit for diverted air trips throughout the study period at $1.15 million for its 110-mph scenario, or the equivalent of $43.64 per diverted passenger air trip. This value, multiplied by the estimated 1.35 million air trips diverted to the MWRRS, yields a 30-year discounted benefit of $0.7 billion.

Highway Congestion

There will be reduced congestion and delays on highways due to auto travelers diverting to the MWRRS. It is estimated that 4.4 million auto trips will be diverted, up from the 4.1 million projected in the Phase 1 MWRRI Study. The FRA projected 2.65 million diverted auto trips in its five-state study. The increased level of diverted auto trips in the MWRRI study can be explained by the different analysis areas used by TEMS and the FRA.

The FRA calculated the travel time saved when traffic volumes are reduced on major highways between city pairs. The NPV of the benefit of all diverted auto trips throughout the study period was estimated at $692 million, or the equivalent of $23.48 per diverted passenger auto trip. This value, multiplied by the estimated 4.4 million auto trips diverted by the MWRRS and discounted over a 30-year period, yields a benefit of $1.3 billion.

11.2.3 Resources Benefits

The implementation of any transportation project has an impact on the resources used by travelers. MWRRS service and the consequent reduction in airport congestion will result in resource savings to airline operators and reduced emissions of air pollutants for all non-rail modes.

Air-Carrier Operating Costs

Benefits to air carriers in terms of operating costs savings resulting from reduced congestion at airports are calculated in much the same way as the time savings benefits to air travelers. For its study corridors, the FRA study estimated the benefits to air carriers by multiplying the projected reduction in the number of aircraft hours of delay by the average cost to the airlines for each hour of delay. As noted above, average delays were capped at 15 minutes per operation. The NPV of air carrier benefits was estimated at $623 million for the 110-mph scenario, or the equivalent of $23.46 per diverted passenger air trip. This value, multiplied by the 1.35 million air trips diverted to the MWRRS, yielded a discounted 30-year benefit of approximately $0.4 billion.

Emissions

The diversion of travelers to rail from the auto and air modes generates emissions savings. The FRA calculated emissions savings based on changes in energy use with and without the proposed rail service. Their methodology took into account the region of the country, air quality regulation compliance of the counties served by the proposed rail service, the projection year, and the modes of travel used for access/egress as well as the line-haul portion of the trip. For the MWRRS, it was assumed that emissions savings would be proportional to the number of diverted auto vehicle miles. For both the FRA and MWRRI analyses, the number of vehicle-miles saved was calculated by multiplying the number of diverted auto trips times and the average trip length divided by an average vehicle occupancy factor. The resulting auto vehicle miles saved was divided by the estimate of emissions benefit, yielding a FRA estimated benefit of $0.02 per vehicle mile. This value, multiplied by the number of vehicle miles saved by implementation of the MWRRS, yields a benefit of $0.3 billion.

11.3 Costs

In the economic analysis, costs were separated into three primary components - infrastructure and rolling stock capital costs, financing costs associated with the capital costs, and operating and maintenance costs. An additional cost of equipment replacement is considered; however, because of the uncertainty of the actual implementation year, this cost was not included in the economic analysis.

Capital Costs

Capital costs were based on infrastructure improvements and the rolling stock required for the proposed MWRRS implementation plan. It was assumed that 80 percent of the capital costs would be funded by the federal government or other sources beginning in the year 2000. These funds would be used on an as-needed basis in accordance with the implementation schedule. The total infrastructure and rolling stock capital costs for the MWRRS are calculated to be approximately $4.1 billion[1].

Financing Costs

The preliminary estimate of the financing costs was based on the assumption that 20 percent of the capital costs would be provided by the states and financed over 30 years. For study purposes, the total financing costs for the MWRRS are assumed to be $0.2 billion.

Operating Costs

Operating and maintenance costs were compiled for the years 2004 through 2030, and they include the effect of the implementation period, 2004-2009. The NPV of the operating and maintenance costs over the 30 years lifespan of the project is estimated to be $5.0 billion.

11.4 Total User Benefits

As shown in Exhibit 11.2, the total user benefits generated by the MWRRS, including rail user benefits, other mode user benefits, and resources benefits are $15.9 billion. The ratio of the total user benefits to total costs is 1.7.

[1] This is an old capital costs number which is no longer valid.

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Exhibit 11.2
Midwest Regional Rail System
User Benefits and Costs to 2030 (Billions of 1998$)

Cost Benefit Parameters	30-Year Net Present Value
Benefits	
MWRRS User Benefits	
Consumer Surplus	$ 6.4
System Revenues	6.8
Other Mode User Benefits	
Airport Congestion	0.7
Highway Congestion	1.3
Resources Benefits	
Airlines	0.4
Emissions	0.3
Total Benefits	**$ 15.9**
Costs	
Capital	$ 4.1
Financing	0.2
Operating and Maintenance	5.0
Total Costs	**$ 9.3**
Ratio of Benefits to Costs	**1.7**

The 1.7 ratio of benefits to costs indicates that the MWRRS is expected to have a positive impact on the Midwest economy. The user benefit analysis, which is based on criteria established by the FRA for passenger rail projects, estimates that implementation of the MWRRS will generate more than $15.9 billion in economic benefits to the region.

The $15.9 billion translates into substantial growth in employment, per capita income, commercial property values, and rents. Equally important is the expected increase in the Midwest region's tax base. These benefits are not benefits that are over and above the user benefits, but rather the translation of the user benefits into supply side factors (income, property values, etc.) that impact the regional economy.

11.5 Other Benefits

As noted in the FRA study, there are other benefits, not quantifiable without a full environmental impact study (EIS) analysis, that are attributable to the implementation of a passenger rail system. These include benefits to commuter and long-distance passenger rail services, environmental benefits, and rail transportation safety and productivity improvements.

Commuter and Long-distance Passenger Rail Benefits

MWRRS infrastructure improvements will enable both commuter rail and Amtrak long-distance passenger rail services in the Midwest region to achieve faster trip times where track is shared with the MWRRS. This will generate time savings for existing passengers, and it is expected, attract new passengers to these services.

Environmental Benefits

The use of the MWRRS instead of auto and air, currently the dominant travel modes in the Midwest region, will promote a number of environmental benefits in addition to those previously mentioned, including the following:

- More efficient land use
- Less noise pollution
- Minimal alterations to hydrological characteristics
- Minimal visual intrusion on the landscape
- Minimal disturbances to natural flora and fauna

Rail Transportation Safety and Productivity Improvements

MWRRS infrastructure improvements are expected to increase rail safety and productivity, both for its operations and for commuter, long-distance, and freight rail services in the region. In addition, the provision of improved railway crossings and signaling equipment should result in increased highway safety. Under the MWRRI implementation plan, three to five percent of the grade crossings on rights-of-way used by the MWRRS are anticipated to be closed annually to increase safety.

11.6 Economic Rent Analysis

Community benefits derived from implementation of the MWRRS include increased property values, income and jobs. These are measured by evaluating the relationship between improved accessibility and the performance of the economy in terms of its overall size.

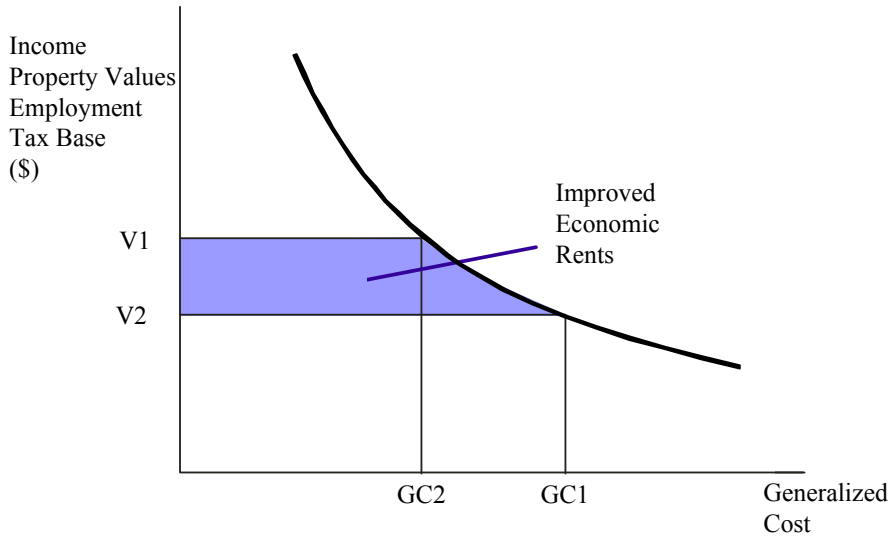
11.6.1 Economic RENT© *Model*

Economic rent is generated as a result of a transportation investment that improves the level of accessibility in a location. This improvement generates a benefit in terms of increased economic value. In some locations (*e.g.*, agriculture areas), improved accessibility has been shown to have minimal impact. In urban areas, however, developers have typically been interested in locating new development in highly accessible areas. A high level of accessibility makes the property more desirable and allows the developer to charge higher rents. It will also increase income potentials and job opportunities.

The impact of a new investment is measured by identifying changes in accessibility that creates new commercial development opportunities. This then causes an increase in household income and property value and is depicted in an economic rent curve. This curve is generated for each location using population, employment, household income, and property value information. For the MWRRS,

this analysis focused on station locations and their surrounding communities. The economic rent concept is illustrated in Exhibit 11.3.

Exhibit 11.3
Economic Rent Illustration



It should be noted that the shape of the economic rent curve reflects the economic impact of an improvement in accessibility. Large cities typically have very steep curves, which indicate more significant economic impacts due to a transportation improvement; smaller communities have flatter curves, which indicate less significant economic impacts.

The fundamental equation for economic rent is as follows:

$$\text{Economic Rent} = f\,(I_t, E_t, P_t, C_t, T_t)$$

Where:

I_t is a measure of industrial structure in year t

E_t is a measure of educational levels in year t
P_t is a measure of population structure in year t
C_t is a measure of cultural type in year t
T_t is a measure of transportation efficiency in year t

In the short term and in the absence of a major dislocation, I_t, E_t, P_t, and C_t remain unchanged. As a result, the economic rent model becomes:

$$ER = f\,(T_t)$$

Using a socioeconomic proxy (SE_t) for economic rent measures of economic welfare, and generalized cost as a proxy for transportation efficiency as measured in time and cost terms, the economic rent equation can be rewritten as:

$$SE_t = \beta_o C_{ij}^{\beta 1}$$

Where:

SE_t = Socioeconomic measures such as employment, income, property value
GC_{ik} = Weighted generalized cost of travel from market center to location *i* for all modes *1* to *k*
β_o and β_1 = Calibration parameters

11.6.2 Economic RENT© *Results*

For the entire MWRRS, joint development potential is estimated to generate $2.6 billion. Over 18,000 jobs are expected to be created; urban household income is estimated to increase by $14.5 million. Exhibit 11.4 shows economic rent analysis results by state.

Exhibit 11.4
Economic Rent Analysis

State	Employment Value (# of Jobs)	Household Income ($ in Thousands))	Joint Development Potential ($ in Millions)
Iowa	350	235	31
Illinois	3,558	4,531	878
Indiana	1,758	1,488	249
Michigan	3,873	2,576	342
Minnesota	1,233	704	156
Missouri	2,245	1,350	297
Nebraska	488	255	35
Ohio	2,873	1,673	353
Wisconsin	1,853	1,664	254
Total	**18,231**	**$14,476**	**$2,595**

The states in the MWRRS experience different levels of community benefits. The difference depends on the proportion of MWRRS extension and population size of each state. Overall, Illinois with the greatest share of the system will experience the largest community benefit from implementation of the MWRRS, while Nebraska with the least miles and stations obtains the smallest community benefit.

11.7 Station Development

A key output of the community analysis is the increase in property values that can be expected at station locations throughout the MWRRS. These can be equated to the joint development opportunities, which will exist in and around the stations for public-private partnerships. Of the

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estimated $2.6 billion in joint development, approximately one half of this total will come from private sector investments, one quarter from state, county and municipal sources, and the final quarter from the Federal government.

There are 104 stations serving the MWRRS and Exhibit 11.5 shows the profile of these stations. Over 70 MWRRS stations and communities were visited to evaluate the potential of each community to maximize the economic development potential from the MWRRS. This evaluation was conducted using the methodology shown in Exhibit 11.6.

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Exhibit 11.5
MWRRS Station Profile

		General Characteristics				
Station Names	*State*	*County*	*Address*	*Zip Code*	*Feeder Bus*	*Urban Area (sq.mi)*
Carbondale	Illinois	Jackson	401 South Illinois Avenue	62901	n	
Carlinville	Illinois	Macoupin	128 Alton Street	62626	n	
Centralia	Illinois	Marion	103 East Broadway Street	62801	n	
Champaign	Illinois	Champaign	116 North Chestnut Street	61820	n	30
Chicago Union (Carbondale)	Illinois	Cook	225 South Canal Street	60661	n	1,585
Chicago Union (Cincinnati)	Illinois	Cook	225 South Canal Street	60661	n	1,585
Chicago Union (Cleveland)	Illinois	Cook	225 South Canal Street	60661	n	1,585
Chicago Union (Detroit)	Illinois	Cook	225 South Canal Street	60661	n	1,585
Chicago Union (Milwaukee)	Illinois	Cook	225 South Canal Street	60661	n	1,585
Chicago Union (Quincy)	Illinois	Cook	225 South Canal Street	60661	n	1,585
Chicago Union (St. Louis)	Illinois	Cook	225 South Canal Street	60661	n	1,585
Du Quoin	Illinois	Perry	20 North Chestnut Street	62832	n	
Dwight	Illinois	Livingston	119 West Main Street	60420	n	
Effingham	Illinois	Effingham	South Bankers Street	62401	n	
Galesburg	Illinois	Knox	225 South Seminary Street	61401	n	
Glenview	Illinois	Cook	1116 Depot Street	60025	n	
Homewood	Illinois	Cook	181 First Street & park Avenue	60430	n	
Joliet	Illinois	Will	50 East Jefferson Street	60431	n	
Kankakee	Illinois	Kankakee	199 South East Avenue	60901	n	
Kewanee	Illinois	Henry	3rd & Depot Streets	61443	n	
La Grange Road	Illinois	Cook	25 West Burlington Avenue	60525	n	
Lincoln	Illinois	Logan	Broadway at Chicago Street	62656	n	
Macomb	Illinois	Mcdonough	120 East Calhoun Street	61455	n	
Mattoon	Illinois	Coles	1718 Broadway	61938	n	
Mendota	Illinois	La Salle	8th Street	61342	n	
Naperville	Illinois	Du Page	East 4th & Ellsworth Avenue	60540	n	
Normal	Illinois	Mclean				31
Plano	Illinois	Kendall	Main Street west of Center Street	60545	n	
Princeton	Illinois	Bureau	107 Bicentennial Drive	61356	n	
Quincy	Illinois	Adams	30th Street & Wismann Lane	62301	n	
Rantoul	Illinois	Champaign	North Kentucky Street	61866	n	
Rock Island	Illinois	Rock Island				
Springfield	Illinois	Sangamon	Washington & 3rd Streets	62701	n	81
Upper Alton	Illinois	Madison				
Elkhart	Indiana	Elkhart	131 Tyler Avenue	46515	n	52
Hammond-Whiting	Indiana	Lake	1135 Calumet Avenue	46320	n	
Indianapolis	Indiana	Marion	350 South Illinois Street	46225	n	469
Lafayette	Indiana	Tippecanoe	200 North Street	47901	n	32
Michigan City	Indiana	La Porte	100 Washington Street	49117	n	
Shelbyville	Indiana	Shelby				
South Bend	Indiana	St. Joseph	2702 West Washington Avenue	46619	n	120
Waterloo	Indiana	De Kalb	Lincoln & Center Streets	46793	n	
Atlantic	Iowa	Cass				
Des Moines (Osceola)	Iowa	Polk	Main & East Caly Streets	50213		160
Iowa City	Iowa	Johnson				30
Newton	Iowa	Jasper				

Note: General characteristics information is provided by Amtrak timetable for fall/winter 1998.

This chapter is the original chapter from the 2000 Plan report. It has not been updated to reflect the findings of the 2004 Plan.

Exhibit 11.5
MWRRS Station Profile--continued

		General Characteristics				
Station Names	*State*	*County*	*Address*	*Zip Code*	*Feeder Bus*	*Urban Area (sq.mi)*
Albion	Michigan	Calhoun	300 North Eaton Street	49224	n	
Ann Arbor	Michigan	Washtenaw	325 Depot Street	48104	n	124
Battle Creek	Michigan	Calhoun	104 Capitol Avenue S.W.	49107	n	54
Birmingham *	Michigan	Oakland	449 South Eaton Street	48009	n	
Dearborn	Michigan	Wayne	16121 Michigan Avenue	48126	n	
Detroit	Michigan	Wayne	11 West Baltimore Avenue	48202	n	1,120
Dowagiac	Michigan	Cass	100 Railroad drive	49047	n	
Durnad	Michigan	Shiawassee	200 Railroad Avenue	48429	n	
East Lansing	Michigan	Ingham	1240 South Harrison Street	48823	n	99
Flint	Michigan	Genesee	1407 South Dort highway	48503	n	164
Grand Rapids	Michigan	Kent	Market & Wealthy Streets	49503	n	223
Holland	Michigan	Allegan	171 Lincoln Avenue	49423	n	
Jackson	Michigan	Jackson	300 West Capitol Street	39201	n	42
Kalamazoo	Michigan	Kalamazoo	459 North Burdick Street	49007	n	85
Lapeer	Michigan	Lapeer	73 Howard Street	48446	n	
Niles	Michigan	Berrien	598 Dey Street	49120	n	120
Plainwell *	Michigan	Allegan				
Pontiac	Michigan	Oakland	1600 Wide Track Drive	48342	n	
Port Huron	Michigan	St. Claire	2223 16th Street	48060	n	29
Royal Oak	Michigan	Oakland	201 South Sherman Drive	97470	n	
Red Wing	Minnesota	Goodhue	Levee Street	55066	n	
St. Paul-Minneapolis	Minnesota	Ramsy/Hennepin	730 Transfer Road	55114	n	1,063
Winona	Minnesota	Winona	65 East Mark Street	55987	n	
Hermann	Missouri	Gasconade	Wharf & gutenburg Streets	65041	n	
Independence	Missouri	Jackson	600 South Grand Avenue	64050	n	
Jefferson City	Missouri	Cole	101 Jefferson Street	65101	n	
Kansas City	Missouri	Clay	2200 Main Street	64108	n	762
Kirkwood	Missouri	St. Louis	110 West Argonne Road	63122	n	
Lee's Summit	Missouri	Jackson	220 South Main Street	64063	n	
Sedalia	Missouri	Pettis	Pacific & Osahe Streets	65301	n	
St. Louis	Missouri	St. Louis City	550 South 16th Street	63103	n	728
Warrensburg	Missouri	Johnson	100 South Holden Street	64093	n	
Washington	Missouri	Franklin	Front & Elm Streets	63090	n	
Omaha	Nebraska	Douglas	1003 South 9th Street	68108	n	193
Bryan	Ohio	Williams	Page & Lynn Streets	43506	n	
Cincinnati	Ohio	Hamilton	1301 Western Avenue	45203	n	512
Cleveland	Ohio	Cuyahoga	200 Cleveland Memorial	44114	n	636
Elyria	Ohio	Lorain	410 East River Road	44035	n	
Sandusky	Ohio	Erie	Depot Station at hayes Avenue	44870	n	
Toledo	Ohio	Lucas	415 Emerald Avenue	43602	n	193
Allenton	Wisconsin					
Appleton	Wisconsin	Outagamie	500 North Oneida Street	54911	y	58
Brookfield	Wisconsin	Waukesha			n	
Columbus	Wisconsin	Columbia	359 Ludington Street	53925	n	
Fond Du Lac	Wisconsin	Fond Du Lac	24 West Pioneer Road	54935	y	
General Mitchell Field *	Wisconsin					
Green Bay	Wisconsin	Brown	800 Cedar Street	54301	y	100
La Crosse	Wisconsin	La Cross	601 Street & Andrew Street	54602	n	34
Madison Airport	Wisconsin	Dane	800 Langdon Street	53706	y	
Milwaukee Union	Wisconsin	Milwaukee	433 West St. Paul Avenue	53203	n	512
Neenah *	Wisconsin	Winnebago				
Oconomowoc	Wisconsin	Waukesha				
Oshkosh	Wisconsin	Winnebago	124 North Main Street	54901	y	
Portage	Wisconsin	Columbia	400 West Oneida Street	53901	n	
Sturtevant	Wisconsin	Racine	2904 Wisconsin Street	53177	n	
Tomah	Wisconsin	Monroe	West Washington Street	54660	n	

Note: General characteristics information is provided by Amtrak timetable for fall/winter 1998.

This chapter is the original chapter from the 2000 Plan report. It has not been updated to reflect the findings of the 2004 Plan.

Exhibit 11.5
MWRRS Station Profile – continued

		1990 Socioeconomic Characteristics (City)						
Station Names	*State*	*Population*	*Urbanized Population*	*City Population Size*	*Population Density*	*Density Category*	*Employment*	*Per Capita Income*
Carbondale	Illinois	27,003	NA	Small	NA	NA	11,098	$8,037
Carlinville	Illinois	5,416	NA	Small	NA	NA	2,436	$10,314
Centralia	Illinois	14,274	NA	Small	NA	NA	5,648	$12,404
Champaign	Illinois	63,502	115,524	Small	3,851	High Density	32,714	$13,025
Chicago Union (Carbondale)	Illinois	2,783,726	6,792,087	Large	4,285	High Density	1,207,108	$12,899
Chicago Union (Cincinnati)	Illinois	2,783,726	6,792,087	Large	4,285	High Density	1,207,108	$12,899
Chicago Union (Cleveland)	Illinois	2,783,726	6,792,087	Large	4,285	High Density	1,207,108	$12,899
Chicago Union (Detroit)	Illinois	2,783,726	6,792,087	Large	4,285	High Density	1,207,108	$12,899
Chicago Union (Milwaukee)	Illinois	2,783,726	6,792,087	Large	4,285	High Density	1,207,108	$12,899
Chicago Union (Quincy)	Illinois	2,783,726	6,792,087	Large	4,285	High Density	1,207,108	$12,899
Chicago Union (St. Louis)	Illinois	2,783,726	6,792,087	Large	4,285	High Density	1,207,108	$12,899
Du Quoin	Illinois	6,697	NA	Small	NA	NA	2,544	$10,613
Dwight	Illinois	4,230	NA	Small	NA	NA	1,892	$12,918
Effingham	Illinois	11,927	NA	Small	NA	NA	5,670	$12,896
Galesburg	Illinois	33,530	NA	Small	NA	NA	14,086	$11,982
Glenview	Illinois	38,436	NA	Small	NA	NA	18,805	$30,531
Homewood	Illinois	19,278	NA	Small	NA	NA	9,796	$20,979
Joliet	Illinois	77,217	NA	Small	NA	NA	32,754	$13,091
Kankakee	Illinois	27,541	NA	Small	NA	NA	10,322	$10,349
Kewanee	Illinois	12,969	NA	Small	NA	NA	5,207	$10,136
La Grange Road	Illinois	15,362	NA	Small	NA	NA	7867	21660
Lincoln	Illinois	15,418	NA	Small	NA	NA	7,206	$11,502
Macomb	Illinois	19,952	NA	Small	NA	NA	8,180	$9,135
Mattoon	Illinois	18,441	NA	Small	NA	NA	8,238	$11,791
Mendota	Illinois	7,017	NA	Small	NA	NA	2,851	$11,449
Naperville	Illinois	85,806	NA	Small	NA	NA	45,705	$23,934
Normal	Illinois	40,023	94,186	Small	3,038	High Density	21,262	$12,101
Plano	Illinois	5,104	NA	Small	NA	NA	2,719	$13,046
Princeton	Illinois	7,197	NA	Small	NA	NA	3,405	$13,584
Quincy	Illinois	39,682	NA	Small	NA	NA	17,362	$11,708
Rantoul	Illinois	17,212	NA	Small	NA	NA	6,124	$11,360
Rock Island	Illinois	40,630	NA	Small	NA	NA	17,063	$12,381
Springfield	Illinois	105,417	159,086	Small	1,964	Low Density	53,528	$14,813
Upper Alton	Illinois	33,064	NA	Small	NA	NA	13,004	$10,904
Elkhart	Indiana	44,661	98,787	Small	1,900	Low Density	21,893	$13,331
Hammond-Whiting	Indiana	84,236	NA	Small	NA	NA	35,762	$11,576
Indianapolis	Indiana	731,278	914,761	Medium	1,950	Low Density	367,512	$14,478
Lafayette	Indiana	44,622	100,103	Small	3,128	High Density	22,767	$13,468
Michigan City	Indiana	33,822	NA	Small	NA	NA	14,382	$10,868
Shelbyville	Indiana	15,347	NA	Small	NA	NA	7,330	$12,533
South Bend	Indiana	105,511	237,932	Small	1,983	Low Density	47,503	$11,949
Waterloo	Indiana	2,040	NA	Small	NA	NA	964	10493
Atlantic	Iowa	637	NA	Small	NA	NA	3,363	$11,931
Des Moines (Osceola)	Iowa	193,189	293,666	Small	1,835	Low Density	99,816	$13,710
Iowa City	Iowa	59,735	71,372	Small	2,379	Medium Density	33,465	$13,277
Newton	Iowa	16,700	NA	Small	NA	NA	7,890	$12,055

Note: Socioeconomic characteristics information is provided by Census Bureau; urbanized population and size of the area information is provided by 1996 National Transit Database.

This chapter is the original chapter from the 2000 Plan report. It has not been updated to reflect the findings of the 2004 Plan.

Exhibit 11.5
MWRRS Station Profile – continued

		1990 Socioeconomic Characteristics (City)						
Station Names	*State*	*Population*	*Urbanized Population*	*City Population Size*	*Population Density*	*Density Category*	*Employment*	*Per Capita Income*
Albion	Michigan	10,066	NA	Small	NA	NA	3,896	$9,005
Ann Arbor	Michigan	109,608	263,192	Small	2,123	Medium Density	59,668	$17,786
Battle Creek	Michigan	53,516	77,921	Small	1,443	Low Density	21,874	$12,963
Birmingham *	Michigan	19,997	NA	Small	NA	NA	11,380	$37,061
Dearborn	Michigan	89,286	NA	Small	NA	NA	38,978	$16,852
Detroit	Michigan	1,027,974	3,697,529	Large	3,301	High Density	335,462	$9,443
Dowagiac	Michigan	6,418	NA	Small	NA	NA	2,484	$9,351
Durnad	Michigan	4,283	NA	Small	NA	NA	1,709	$11,401
East Lansing	Michigan	50,677	265,095	Small	2,678	Medium Density	26,344	$11,212
Flint	Michigan	140,925	326,023	Small	1,988	Low Density	47,016	$10,415
Grand Rapids	Michigan	189,126	436,336	Small	1,957	Low Density	85,877	$12,070
Holland	Michigan	30,745	NA	Small	NA	NA	14,823	$13,344
Jackson	Michigan	37,425	78,126	Small	1,860	Low Density	14,838	$10,410
Kalamazoo	Michigan	80,277	164,430	Small	1,934	Low Density	36,210	$11,956
Lapeer	Michigan	7,759	NA	Small	NA	NA	2,872	$10,777
Niles	Michigan	12,458	237,932	Small	1,983	Low Density	5,653	$11,772
Plainwell *	Michigan	4,057	NA	Small	NA	NA	1,747	$11,761
Pontiac	Michigan	71,136	NA	Small	NA	NA	26,357	$9,847
Port Huron	Michigan	33,694	62,774	Small	2,165	Medium Density	13,281	$11,210
Royal Oak	Michigan	65,410	NA	Small	NA	NA	35,027	$18,065
Red Wing	Minnesota	15,134	NA	Small	NA	NA	7,192	$13,161
St. Paul-Minneapolis	Minnesota	368,385	2,079,676	Medium	1,956	Low Density	133,383	$13,727
Winona	Minnesota	25,435	NA	Small	NA	NA	12,437	$10,756
Hermann	Missouri	2,754	NA	Small	NA	NA	1,229	$11,564
Independence	Missouri	112,301	NA	Small	NA	NA	56,201	$13,208
Jefferson City	Missouri	35,517	NA	Small	NA	NA	17,033	$15,701
Kansas City	Missouri	434,829	1,275,315	Medium	1,674	Low Density	211,817	$13,799
Kirkwood	Missouri	28,318	NA	Small	NA	NA	13,757	$22,058
Lee's Summit	Missouri	46,418	NA	Small	NA	NA	24,084	$16,658
Sedalia	Missouri	19,800	NA	Small	NA	NA	8,557	$10,455
St. Louis	Missouri	396,685	1,946,526	Medium	2,674	Medium Density	161,434	$10,798
Warrensburg	Missouri	15,244	NA	Small	NA	NA	6,655	$9,490
Washington	Missouri	11,367	NA	Small	NA	NA	5,433	$13,273
Omaha	Nebraska	342,862	544,292	Medium	2,820	Medium Density	167,866	$13,957
Bryan	Ohio	8,348	NA	Small	NA	NA	26,749	$11,691
Cincinnati	Ohio	364,114	1,212,675	Medium	2,369	Medium Density	158,881	$12,547
Cleveland	Ohio	505,616	1,677,492	Medium	2,638	Medium Density	182,225	$9,258
Elyria	Ohio	56,746	NA	Small	NA	NA	26,257	$11,980
Sandusky	Ohio	29,764	NA	Small	NA	NA	13,137	$11,620
Toledo	Ohio	332,943	489,155	Medium	2,534	Medium Density	141,298	$11,894
Allenton	Wisconsin	800	NA	Small	NA	NA	NA	NA
Appleton	Wisconsin	65,695	160,918	Small	2,774	Medium Density	33,379	$14,735
Brookfield	Wisconsin	35,184	NA	Small	NA	NA	17,654	$24,814
Columbus	Wisconsin	4,093	NA	Small	NA	NA	2084	13269
Fond Du Lac	Wisconsin	37,755	NA	Small	NA	NA	17,928	$12,472
General Mitchell Field *	Wisconsin	NA	NA	NA	NA	NA	NA	NA
Green Bay	Wisconsin	96,466	161,931	Small	1,619	Low Density	47,686	$12,969
La Crosse	Wisconsin	51,140	78,928	Small	2,321	Medium Density	24,796	$10,898
Madison Airport	Wisconsin	190,766	NA	Small	NA	NA	108,284	$15,143
Milwaukee Union	Wisconsin	628,088	1,226,293	Medium	2,395	Medium Density	274,237	$11,106
Neenah *	Wisconsin	23,219	NA	Small	NA	NA	11,313	$15,074
Oconomowoc	Wisconsin	10,993	NA	Small	NA	NA	5,403	$14,331
Oshkosh	Wisconsin	55,006	NA	Small	NA	NA	27,170	$11,843
Portage	Wisconsin	8,640	NA	Small	NA	NA	3,834	$11,241
Sturtevant	Wisconsin	3,803	NA	Small	NA	NA	2,031	$12,627
Tomah	Wisconsin	7,572	NA	Small	NA	NA	3,266	$12,682

Note: Socioeconomic characteristics information is provided by Census Bureau; urbanized population and size of the area information is provided by 1996 National Transit Database.

This chapter is the original chapter from the 2000 Plan report. It has not been updated to reflect the findings of the 2004 Plan.

Exhibit 11.5
MWRRS Station Profile – continued

		Annual Ridership			Parking Availability			
Station Names	***State***	***Base (1996)***	***Year 2010***	***Year 2020***	***Short Term***	***Long Term***	***# of Parking Spaces***	***Paved/ Unpaved***
Carbondale	Illinois	43721	84604	96752	$	$		
Carlinville	Illinois	5051	14811	16942	free	free		
Centralia	Illinois	5417	11746	13441	free	free		
Champaign	Illinois	46294	185421	211559	none	none	0	
Chicago Union (Carbondale)	Illinois	82474	191809	217501	$	$		
Chicago Union (Cincinnati)	Illinois	12621	351166	397255	$	$		
Chicago Union (Cleveland)	Illinois	55569	446280	502620	$	$		
Chicago Union (Detroit)	Illinois	359350	1257740	1416453	$	$		
Chicago Union (Milwaukee)	Illinois	327315	997715	1128684	$	$		
Chicago Union (Quincy)	Illinois	93698	334384	377551	$	$		
Chicago Union (St. Louis)	Illinois	190417	773145	873268	$	$		
Du Quoin	Illinois	2787	4819	5469	free	free		
Dwight	Illinois	5113	12391	14092	none	none	0	
Effingham	Illinois	5262	17908	20610	free	free		
Galesburg	Illinois	25615	84943	96472	free	free		
Glenview	Illinois	19619	257694	294692	free	free		
Homewood	Illinois	9025	113863	128815	$	$		
Joliet	Illinois	19770	174153	200081	$	$		
Kankakee	Illinois	5394	51682	58823	none	none	0	
Kewanee	Illinois	5210	16848	19158	free	free		
La Grange Road	Illinois	6287	39091	44179	none	none	0	
Lincoln	Illinois	12984	22939	26107	free	free		
Macomb	Illinois	29679	66683	75946	free	free		
Mattoon	Illinois	9711	62336	70813	free	free		
Mendota	Illinois	7156	28392	31989	free	free		
Naperville	Illinois	17434	157849	184045	free	free		
Normal	Illinois	73190	310741	353056				
Plano	Illinois	2639	19117	21758	none	none	0	
Princeton	Illinois	8998	150506	170515	free	free		
Quincy	Illinois	18393	56066	64154	free	free		
Rantoul	Illinois	2017	44150	50523	free	free		
Rock Island	Illinois	0	21818	24647				
Springfield	Illinois	94125	323917	368824	free	free		
Upper Alton	Illinois	25378	151152	171959				
Elkhart	Indiana	8747	61362	70063	free	free		
Hammond-Whiting	Indiana	18493	106959	122075	none	none	0	
Indianapolis	Indiana	8566	479496	548259	free	$		
Lafayette	Indiana	2337	46431	53024	free	free		
Michigan City	Indiana	3039	22308	25413	free	free		
Shelbyville	Indiana	0	3237	3700				
South Bend	Indiana	5874	70076	80036	free	free		
Waterloo	Indiana	9502	56008	64273	free	free		
Atlantic	Iowa	0	285	320				
Des Moines (Osceola)	Iowa	0	101167	114552				
Iowa City	Iowa	0	176160	199350				
Newton	Iowa	0	17750	20180	free	free		

Note: Ridership information is provided by TEMS demand forecasting model.
Parking availability information is gathered from Amtrak timetable for fall/winter 1998.

This chapter is the original chapter from the 2000 Plan report. It has not been updated to reflect the findings of the 2004 Plan.

Exhibit 11.5
MWRRS Station Profile – continued

		Annual Ridership			Parking Availability			
Station Names	***State***	***Base (1996)***	***Year 2010***	***Year 2020***	***Short Term***	***Long Term***	***# of Parking Spaces***	***Paved/ Unpaved***
Albion	Michigan	2019	11178	12668	free	free		
Ann Arbor	Michigan	104599	371143	420155	$	$		
Battle Creek	Michigan	50461	133008	150662	free	free		
Birmingham *	Michigan	0	0	0	free	free		
Dearborn	Michigan	78235	198651	223017	free	free		
Detroit	Michigan	69369	558703	626691	free	none		
Dowagiac	Michigan	1583	10363	11754	free	free		
Durnad	Michigan	3878	27845	31448	free	free		
East Lansing	Michigan	24642	159426	181480	free	free		
Flint	Michigan	16810	183859	207901	free	free		
Grand Rapids	Michigan	29316	257594	293763	free	free		
Holland	Michigan	20898	59450	68477	free	free		
Jackson	Michigan	28643	65262	74138	free	$		
Kalamazoo	Michigan	82273	319476	361114	$	$		
Lapeer	Michigan	4267	15452	17562	free	free		
Niles	Michigan	24305	38465	43397	none	none	0	
Plainwell *	Michigan	0	0	0				
Pontiac	Michigan	11654	117142	134017	free	free		
Port Huron	Michigan	17093	45123	51406	free	free		
Royal Oak	Michigan	29004	156722	179041	$	none		
Red Wing	Minnesota	6036	29676	34212	free	free		
St. Paul-Minneapolis	Minnesota	70301	376335	432739	free	free		
Winona	Minnesota	12522	33283	38202	free	free		
Hermann	Missouri	10581	20123	23142	free	free		
Independence	Missouri	6112	14789	17038	free	free		
Jefferson City	Missouri	111955	301832	342581	free	free		
Kansas City	Missouri	98719	309010	353799	free	$		
Kirkwood	Missouri	52945	124856	143259	free	free		
Lee's Summit	Missouri	18272	29822	34396	none	none	0	
Sedalia	Missouri	10389	15818	18203	free	free		
St. Louis	Missouri	163395	822602	935512	free	free		
Warrensburg	Missouri	10845	18572	21433	free	free		
Washington	Missouri	12562	26108	29987	none	none	0	
Omaha	Nebraska	7642	81174	92612	free	free		
Bryan	Ohio	3833	27670	31577	free	free		
Cincinnati	Ohio	6046	212834	241466	free	$		
Cleveland	Ohio	16524	395959	447285	none	none	0	
Elyria	Ohio	1828	51865	58791	free	free		
Sandusky	Ohio	1547	24756	28098	free	free		
Toledo	Ohio	14450	189176	214238	free	free		
Allenton	Wisconsin	0	31746	36419				
Appleton	Wisconsin	0	81283	93431	none	none	0	
Brookfield	Wisconsin	0	211870	243159				
Columbus	Wisconsin	8304	91202	104221	free	free		
Fond Du Lac	Wisconsin	0	80815	92453	none	none	0	
General Mitchell Field *	Wisconsin	0	0	0				
Green Bay	Wisconsin	0	78796	90614	none	none	0	
La Crosse	Wisconsin	12881	77119	89169	free	free		
Madison Airport	Wisconsin	0	407345	466395				
Milwaukee Union	Wisconsin	316542	1112349	1262537	$	$		
Neenah *	Wisconsin	0	0	0				
Oconomowoc	Wisconsin	0	25704	29884				
Oshkosh	Wisconsin	0	149281	171419				
Portage	Wisconsin	3631	18773	21637	free	free		
Sturtevant	Wisconsin	28709	153023	174023	free	free		
Tomah	Wisconsin	4173	17860	20746	free	free		

Note: Ridership information is provided by TEMS demand forecasting model.
Parking availability information is gathered from Amtrak timetable for fall/winter 1998.
Stations marked with an asterisk are in the same zone as another station, and the model assigns riders to a single station in a zone. The zone system will be refined to distribute appropriate riders to these stations.

This chapter is the original chapter from the 2000 Plan report. It has not been updated to reflect the findings of the 2004 Plan.

Exhibit 11.5
MWRRS Station Profile – continued

		Other Transportation Access				
Station Names	***State***	***Local Bus***	***Intercity Bus***	***Intercity Bus Company***	***Taxi***	***Rental Car***
Carbondale	Illinois	y	y	Greyhound/Burlington Trlwys	y	y
Carlinville	Illinois	n	n	--	n	n
Centralia	Illinois	n	n	--	n	n
Champaign	Illinois	n	y	Greyhound/Illini-Swallow/Southeastern Trlwys	y	y
Chicago Union (Carbondale)	Illinois	y	y	Greyhound +		
Chicago Union (Cincinnati)	Illinois	y	y	Greyhound +		
Chicago Union (Cleveland)	Illinois	y	y	Greyhound +		
Chicago Union (Detroit)	Illinois	y	y	Greyhound +		
Chicago Union (Milwaukee)	Illinois	y	y	Greyhound +		
Chicago Union (Quincy)	Illinois	y	y	Greyhound +		
Chicago Union (St. Louis)	Illinois	y	y	Greyhound +	y	y
Du Quoin	Illinois	n	n	--	y	n
Dwight	Illinois	n	y	Greyhound/Southeastern Trlwys	n	n
Effingham	Illinois	y	y	Greyhound	y	n
Galesburg	Illinois	y	y	Illi-Swallow/Burlington Trlwys	y	n
Glenview	Illinois	y	n	--	y	y
Homewood	Illinois	y	n	--	n	n
Joliet	Illinois	y	y	Greyhound/Burlington Trlwys/Southeastern Trlwys	n	n
Kankakee	Illinois	y	y	Greyhound/Southeastern Trlwys	n	n
Kewanee	Illinois	n	n	--	y	n
La Grange Road	Illinois	y	n	--	y	n
Lincoln	Illinois	n	y	Greyhound	n	n
Macomb	Illinois	n	n	--	y	n
Mattoon	Illinois	n	y	Greyhound	y	n
Mendota	Illinois	n	y	Greyhound	n	n
Naperville	Illinois	y	n	--	y	n
Normal	Illinois		n	--		
Plano	Illinois	n	n	--	n	n
Princeton	Illinois	n	y	Burlington Trlwys	n	y
Quincy	Illinois	n	y	Jefferson/Burlington Trlwys	y	n
Rantoul	Illinois	n	y	Greyhound/Southeastern Trlwys	y	n
Rock Island	Illinois		n	--		
Springfield	Illinois	y	y	Greyhound/Burlington Trlwys/Southeastern Trlwys	y	y
Upper Alton	Illinois		n	--		
Elkhart	Indiana	n	y	Greyhound	y	y
Hammond-Whiting	Indiana	n	y	Greyhound +	y	n
Indianapolis	Indiana	n	y	Greyhound +	y	y
Lafayette	Indiana	y	y	Greyhound/Southeastern Trlwys	y	n
Michigan City	Indiana	n	y	Greyhound	y	n
Shelbyville	Indiana		n	--		
South Bend	Indiana	n	y	Greyhound	y	n
Waterloo	Indiana	n	y	Greyhound/Jefferson/Burlington Trlwys	n	n
Atlantic	Iowa		y	Burlington Trlwys		
Des Moines (Osceola)	Iowa		y	Greyhound +		
Iowa City	Iowa		y	Greyhound/Jefferson/Burlington Trlwys		
Newton	Iowa	n	y	Greyhound	y	n

Note: Intercity bus information is gathered from Russell's Official National Motor Coach Guide for United States and Canada.

This chapter is the original chapter from the 2000 Plan report. It has not been updated to reflect the findings of the 2004 Plan.

Exhibit 11.5
MWRRS Station Profile – continued

		Other Transportation Access				
Station Names	*State*	*Local Bus*	*Intercity Bus*	*Intercity Bus Company*	*Taxi*	*Rental Car*
Albion	Michigan	n	y	Greyhound	n	n
Ann Arbor	Michigan	n	y	Greyhound/Indian Trails	y	n
Battle Creek	Michigan	y	y	Greyhound/Indian Trails	y	n
Birmingham *	Michigan	y	n	--	y	n
Dearborn	Michigan	n	n	--	y	y
Detroit	Michigan	y	y	Greyhound +	y	y
Dowagiac	Michigan	n	n	--	n	y
Durnad	Michigan	n	y	Indian Trails	y	n
East Lansing	Michigan	y	y	Greyhound/Indian Trails	y	y
Flint	Michigan	y	y	Greyhound +	y	y
Grand Rapids	Michigan	y	y	Lorenz Bus	y	n
Holland	Michigan	n	y	Greyhound	y	n
Jackson	Michigan	y	y	Greyhound/Indian Trails	y	n
Kalamazoo	Michigan	n	y	Greyhound/Indian Trails	y	y
Lapeer	Michigan	n	n	--	y	n
Niles	Michigan	n	n	--	y	n
Plainwell *	Michigan		y	Indian Trails		
Pontiac	Michigan	y	y	Greyhound/Indian Trails	y	n
Port Huron	Michigan	n	y	Cha-Co Trails	y	n
Royal Oak	Michigan	y	y	Greyhound/Indian Trails	y	n
Red Wing	Minnesota	n	y	Greyhound	y	n
St. Paul-Minneapolis	Minnesota	n	y	Greyhound +	y	y
Winona	Minnesota	y	y	Greyhound/Jefferson	y	n
Hermann	Missouri	n	n	--	n	n
Independence	Missouri	n	n	--	y	n
Jefferson City	Missouri	n	y	Sho-Me	y	n
Kansas City	Missouri	y	y	Greyhound +	y	y
Kirkwood	Missouri	y	n	--	y	n
Lee's Summit	Missouri	n	n	--	n	n
Sedalia	Missouri	n	n	--	y	n
St. Louis	Missouri	n	y	Greyhound +	y	y
Warrensburg	Missouri	n	y	Greyhound	y	n
Washington	Missouri	n	n	--	y	n
Omaha	Nebraska	n	y	Greyhound +	y	y
Bryan	Ohio	n	n	--	y	n
Cincinnati	Ohio		y	Greyhound/GLC/Delta	y	
Cleveland	Ohio	n	y	Greyhound +	n	n
Elyria	Ohio	y	y	Greyhound	y	n
Sandusky	Ohio	n	y	Greyhound	y	n
Toledo	Ohio	y	y	Greyhound/Fullington Trlwys/Southeastern Trlwys	y	y
Allenton	Wisconsin		n	--		
Appleton	Wisconsin	n	y	Jack Rabbit	n	n
Brookfield	Wisconsin		n	--		
Columbus	Wisconsin	n	y	Greyhound	y	y
Fond Du Lac	Wisconsin	n	y	Greyhound/Lamers Bus Line	n	n
General Mitchell Field *	Wisconsin		n	--		
Green Bay	Wisconsin	n	y	Greyhound/Lamers Bus Line	n	n
La Crosse	Wisconsin	n	y	Greyhound/Jefferson	y	n
Madison Airport	Wisconsin		y	Greyhound +		
Milwaukee Union	Wisconsin	y	y	Greyhound +	y	y
Neenah *	Wisconsin		n	--		
Oconomowoc	Wisconsin		n	--		
Oshkosh	Wisconsin		y	Greyhound/Lamers Bus Line		
Portage	Wisconsin	n	y	Greyhound	y	n
Sturtevant	Wisconsin	y	n		y	n
Tomah	Wisconsin	n	y	Greyhound/Jefferson/Jack Rabbit	y	n

Note: Intercity bus information is gathered from Russell's Official National Motor Coach Guide for United States and Canada.

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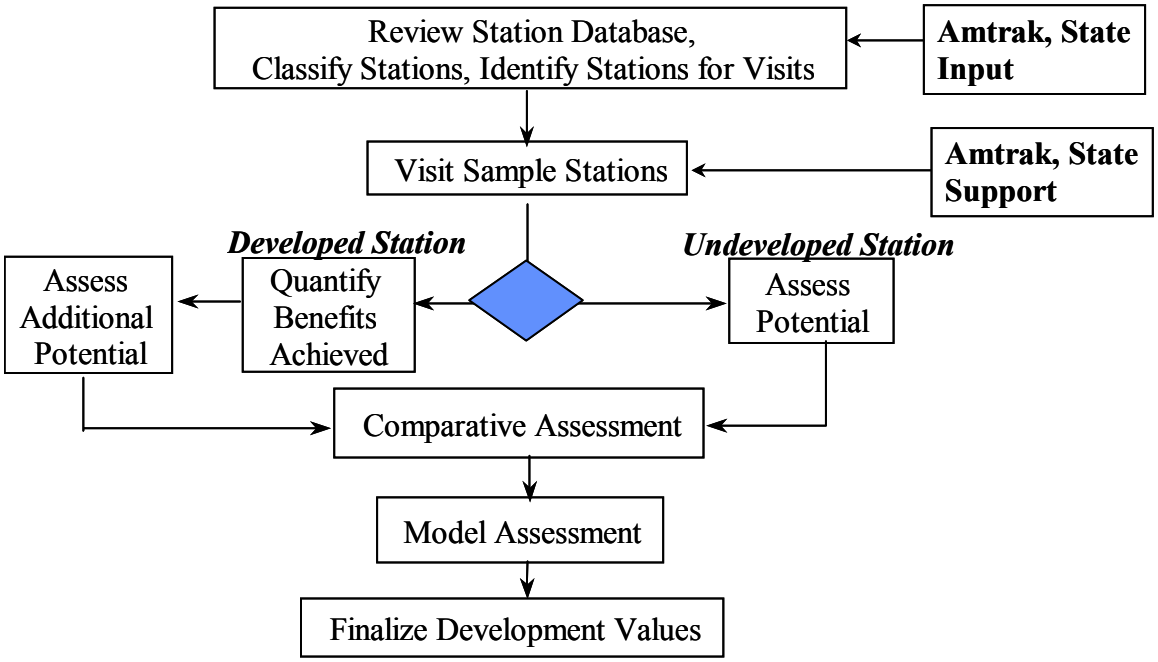
Exhibit 11.6
Joint Station Development Methodology



The main factors impacting the development potential included station location, land availability around the station for development, and community commitment to the station and urban development. The ability of a location to achieve its highest potential is affected by the following factors:

- Level of modal integration at station
- Frequency of existing rail and bus services
- Accessibility of the station to the community
- Existing level of connectivity to regional modal networks
- Level of existing economic development

In assessing stations and communities, factors such as community size, proximity of station to major economic markets, current economic base, and density along the corridor were taken into account. Then the potential for each community to realize economic benefits from the MWRRS was determined within the context of the economic rent analysis.

11.7.1 Multimodal Connectivity

MWRRS station development will bring together many modes of travel–trains, planes, taxis, private automobiles, and regional, inter-city, and airport buses–at a single location in order to maximize benefits and efficiencies. Savings in time and increased economic activity will assure the highest output in economic rent, along with an increase in property values and joint development potential. The multimodal transportation centers, which will be well located will encourage other joint-use occupancies and help create "smart growth" areas in urban centers.

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In the same way that large department stores anchor a shopping center and create trips that stimulate activity in nearby shops, a multimodal transportation center will stimulate retail, office, and residential development. Without the synergies achieved by bringing all modes of transportation together in one location, there are significant negative impacts on the economic development potential. The MWRRI analysis and the experiences of other transportation centers indicate that property values and joint development potential decline by 30 percent or more when the station is a single or limited transportation center. Thus, connectivity is critical to success in the station development effort.

11.7.2 Station Case Studies

In order to verify the results of economic rent model, two communities were evaluated that have implemented multimodal transportation center – Champaign-Urbana, Illinois and Lafayette, Indiana.

Champaign-Urbana, Illinois

Champaign-Urbana recently opened a new 60,000 square feet multimodal transportation center. The station is situated in the center of the community and houses Greyhound, Amtrak, taxis, local buses, and airport shuttles. In addition, the station accommodates other joint-use occupancies including office space, retail space, a restaurant, and community meeting rooms. With an initial investment of $8 million, the station has already generated over $30 million in joint development projects in the surrounding area. The economic rent model estimates a joint development potential of $70 million. Even without the rail frequencies and expansion of feeder buses anticipated for the MWRRS, the Champaign-Urbana station has already achieved more than half of its $70 million joint development potential.

Lafayette, Indiana

Lafayette, Indiana has had similar results with its integrated multimodal transportation center. With an initial investment of $8 million, the community built a multimodal (Greyhound, Amtrak, local buses, and taxis) transportation center, which also provides office space, currently leased to a local bank and several community agencies. This project involved combining the old station with new construction in order to achieve a unique result for the community, and the surrounding area is now bustling with economic development. Over $70 million in private-public projects have been identified. Given that the economic rent model estimated $70 million in potential joint development, Lafayette promises to far outpace the model when rail frequencies increase with implementation of the MWRRS.

11.7.3 Station Planning Process

To illustrate the station planning process, Bloomington-Normal, Illinois was evaluated. The first step was to understand existing conditions in the community. Currently, Amtrak has a small-single use building that is safe and efficient, but separated from the downtown business community. There is a mixture of commercial uses in the area, ranging from some heavy industry to national offices for State Farm Insurance; The Illinois State University is also a major influence in the community. Taking these inputs, the study team determined the ways in which the development of a multimodal transportation center could maximize the development of the downtown. Using the economic rent model, the joint development potential for Bloomington-Normal was estimated to be $70 million. Exhibit 11.7 shows an example of a development plan for a downtown station area, as well as the

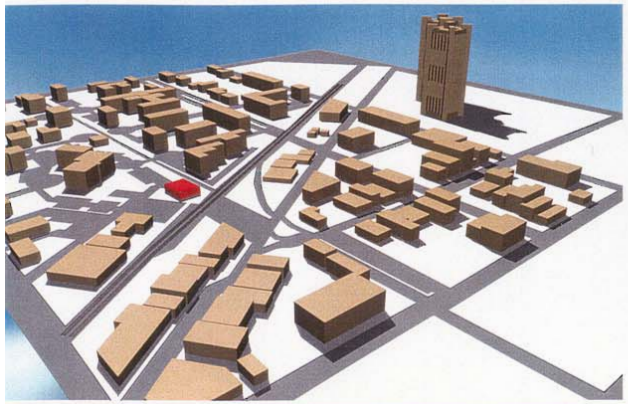
current station. Actual development will probably lie between the two scenarios, but this exercise demonstrates the process needed to fully realize the economic development potential of a multimodal center.

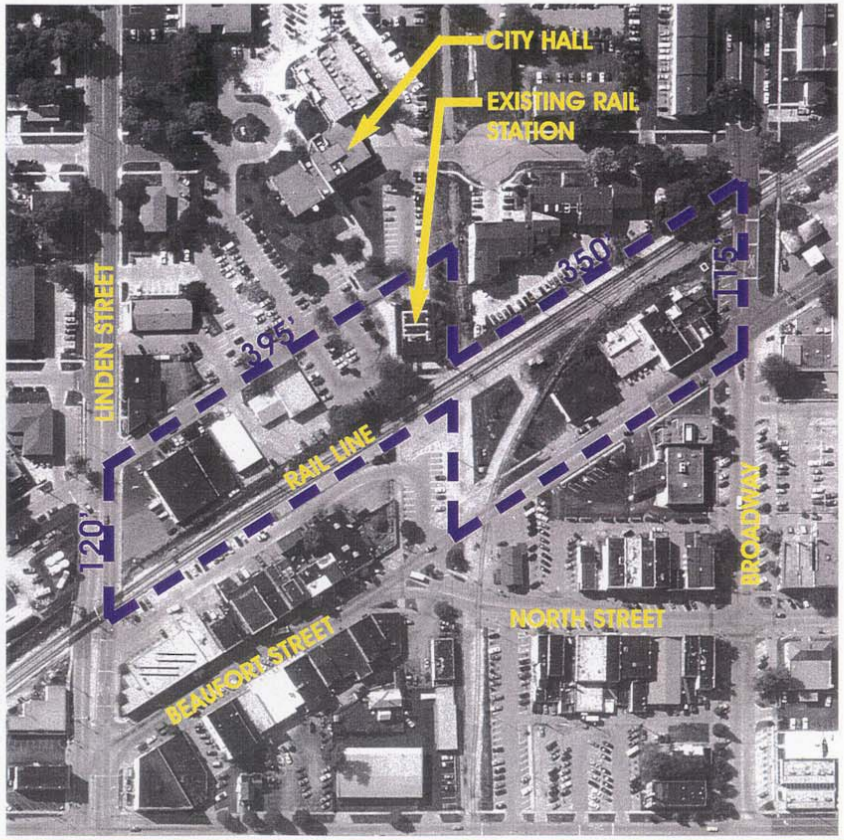
This chapter is the original chapter from the 2000 Plan report. It has not been updated to reflect the findings of the 2004 Plan.

Exhibit 11.7
Bloomington-Normal, Illinois

EXISTING CONDITIONS

THE CURRENT STATION IS FUNCTIONAL, CLEAN, AND SAFE, BUT MISSES ITS POTENTIAL. LOCATED ON A DEAD END STREET ON THE FAR SIDE OF THE TRACKS FROM THE DOWNTOWN COMMERCIAL ACTIVITY, THIS STATION FAILS TO CAPTURE THE SYNERGIES AVAILABLE IN THIS GROWING AND VIBRANT COMMUNITY. THE STATION NEEDS TO BE INTEGRATED INTO THE COMMERCIAL ACTIVITY OF THE TOWN AND COMBINED WITH OTHER RELEVANT TRANSPORTATION MODES INCLUDING CITY BUSES, UNIVERSITY TRANSPORTATION, TAXIS, AND NEW INTERCITY BUS CONNECTIONS. THE PROXIMITY OF THE UNIVERSITY, TOGETHER WITH MAJOR EMPLOYERS SUCH AS STATE FARM INSURANCE, MAKES THIS AREA A PRIME TARGET FOR REDEVELOPMENT AND RELOCATION OF A MODERN INTERMODAL TRANSPORTATION CENTER WHICH WILL SERVE AS A MAJOR CATALYST TO BLOOMINGTON-NORMAL'S FUTURE GROWTH.





Normal, Illinois

Illinois Department of Transportation

Station Area Development Plan
Normal, Illinois
EXISTING CONDITIONS

TEMS Transportation Economics & Management Systems, Inc. Frederick, MD

Hickok Warner Fox Architects Washington, DC

This chapter is the original chapter from the Phase 3B report. It has not been updated to reflect the findings of Phases 4 and 5.

11.7.4 Station Development Evaluation Process

For many communities in the Midwest, region, while rail stations are a fixture in their downtown areas, they have failed to keep pace with transportation developments. These stations are often too small to accommodate the demands of a full multimodal transportation center or are located in areas that do not maximize economic development potential. Communities must evaluate their needs and identify the best strategy to develop efficient transportation hubs. The basic steps in the evaluation process include the following:

- Identify and evaluate sites (existing or new)
- Integrate available transportation modes
- Encourage joint use occupancy (office/retail/residential)
- Increase economic activity in the area of the station
- Incorporate adjacent land use potential
- Increase regional development opportunities

11.8 Conclusion

An economic analysis was completed for the MWRRS using the same criteria and structure used by the FRA in its 1997 study, *High-Speed Ground Transportation for America.* This analysis generates a benefit to cost ratio of 1.7. The FRA, in its independent study, confirmed that a Midwest rail passenger system offers the highest level of economic benefit associated with rail investment anywhere in the U.S. except for Amtrak's Northeast Corridor.

The system is expected to generate resource savings in automobile operating costs, airport and highway congestion relief, and reduced energy usage and exhaust emissions. The extensive regional passenger rail network and the connectivity that it provides will afford an attractive travel choice resulting in reduced automobile trips for commuting, business, and leisure purposes.

With respect to the 100 communities that will be connected to the MWRRS by a station, they can expect to see major increases in economic development associated with the $16-17 billion that will be spread across the region in terms of increased income and property values. This will be partly due to the extra 18,000 direct and indirect jobs created by the MWRRS, and partly due to the more than $6.6 billion of net economic benefit generated by the MWRRS.

12. Institutional and Organizational Issues

12.1 Background

This chapter addresses the institutional arrangements that will help support the engineering, implementation and overall management of the MWRRS. This topic was initially addressed in the 1998 Midwest Regional Rail System Technical Report. The sections that follow trace the progress made from the initial study in 1998 through the end of the current study plan.

Institutional arrangements relate to the organizational structure and agreements between participating entities (*e.g., s*tates) responsible for undertaking or overseeing project-related activities. Institutional arrangements may take many forms throughout the planning, engineering, construction and operating plans of the MWRRS.

The 1998 Technical Report discussed, at a general level, the concept of institutional arrangements and how these arrangements might be incorporated into MWRRI planning, management and implementation-related activities. Institutional arrangements can now be addressed in detail. This chapter is *descriptive* as opposed to *prescriptive* in identifying the most appropriate and effective institutional arrangements for the MWRRI.

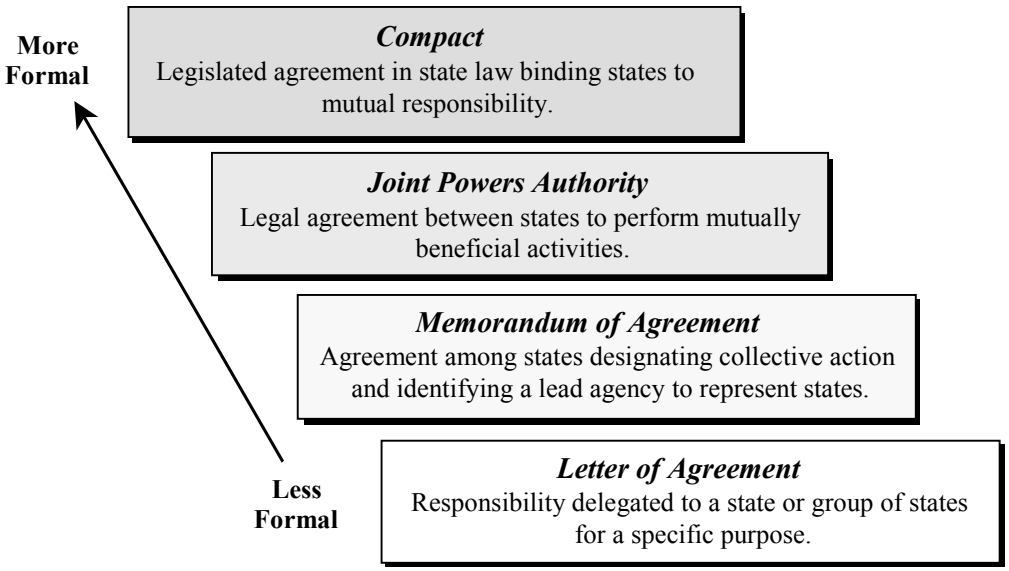
12.2 MWRRS Project Objectives

Under many circumstances, institutional arrangements will be needed to provide the structure necessary to achieve multi-state objectives stemming from the MWRRI. While many of these objectives will be achieved through informal arrangements between states, achieving others might require formal, multi-state agreements.

As the MWRRI progresses to more detailed planning – and ultimately to pursuing funding, particularly federal funding for implementation – a number of diverse activities will most likely require multi-state participation and cooperation. As MWRRS implementation activities progress, the need will exist to define the institutional arrangements that will best facilitate the implementation and development of the project, as well as meet the needs of project participants including freight and commuter railroads, contractors and federal funding agencies.

As noted in the studies conducted in 1998 through 2000, there is a wide range of institutional arrangements that can be made. Exhibit 12-1 illustrates a continuum and definition of institutional arrangements which range from less formal arrangements such as a letter of agreement to a more formal multi-state legislated compact arrangement. The level of arrangement selected will reflect the administrative needs of the states and the degree of complexity of the issues involved.

Exhibit 12-1
Continuum of Institutional Arrangements



12.3 Guiding Principles in Selecting Institutional Arrangements

Certain guiding principles should be taken into account when considering and ultimately selecting institutional arrangements to support MWRRI activities. The overall objective is to achieve project goals and to neither expand nor create new bureaucracies. Foremost among these is ensuring that institutional arrangements are designed so that intrusion upon states' powers and immunities is minimized. While the form of arrangement is important, equal attention must also be given to identifying when such multi-state arrangements are necessary and what needs to be incorporated into these arrangements. Another guiding principle in selecting institutional arrangements is to determine if existing arrangements are sufficient to meet the current need.

12.3.1 Multi-State Participation Activities

Previous studies confirmed that activities for the MWRRI requiring multi-state participation fall into three broad categories – project planning, business arrangements, and policy and operational oversight. Exhibit 12-2 lists these activities by project category.

Exhibit 12-2
MWRRS Activities by Category

Project Planning	Business Arrangements	Policy Oversight Arrangements
Hire consultants Oversee project planning Conduct environmental review Garner project support	Issue and retire state debt Federal grant activities Major procurements System construction Outsourcing decisions	Train operator oversight Capital investments Service quality standards Receipt of revenue Payment to contractors Disbursements to states

12.3.2 Project Planning

Project planning requires arrangements that support joint funding and collective oversight of the planning process among the states. An institutional arrangement defined and formulated by a joint, signed letter, or *Multi-State Contract* by each of the participating states and/or agencies proved sufficient thus far to successfully proceed with MWRRS project planning.

An institutional arrangement for the collective governance of many of the activities involved would enhance the effectiveness of project oversight, as well as provide more efficient, comprehensive project management by the states. It is important that policy governance be defined as more than just advisory. The governing entity must have authority to direct action. It is anticipated that these objectives can be met through an interstate agreement.

The states can enter into agreements to establish the contractual arrangements necessary to achieve intercity service within the jurisdictions of the contracting states. A contract can be established quickly and without legislative approval. It is flexible in design, allowing states to form a legal arrangement that is tailored to their needs and project-specific objectives.

12.3.3 Business Arrangements

Business arrangements entail contractual agreements with lending institutions, investors, suppliers, contractors and freight and commuter railroads. As such, provisions must be made to protect the interest of states, define fiduciary responsibilities and achieve objectives according to a schedule and within limits of affordability. Likewise, investors and contractors will seek clarity regarding identification of the contracting entity and financial responsibility. The federal government, in particular, will require that a Designated Recipient be named by states submitting grant applications, receiving grant funds and being responsible for protecting and maintaining the federal assets resulting from the MWRRS. The following describes the different kinds of arrangements possible between states.

State-to-State Contract

The states may enter into agreements amongst themselves to make the contractual arrangements that would be necessary to achieve intercity service within the jurisdictions of the states. Such agreements may be established without prescribing the precise form or content, and may not require separate enactment by each participating state. Cooperative agreements have been authorized in many states. In entering into agreements with participating states, each state would have to assure the others that it would enact all necessary legislation and regulations to implement the plan for the MWRRS.

The advantages of a contract are the speed and flexibility of establishing the agreement structure, since legislative approval is unnecessary, and the ability of such a contract to hold a state harmless from legal liability. The disadvantage of such a contract is that it may not fully reflect the collective good and credibility that might be achieved with a more formal agreement.

Interstate Compact

Congress has from time to time agreed to allow states, or agencies or authorities created by states, to enter into specific agreements that involve interstate commerce. The most recent consent was made in blanket form as part of the Amtrak Reform and Privatization Act passed in 1997. This act grants the consent of Congress for states to enter into interstate compacts to promote the provision of intercity passenger rail service including:

- Retaining existing service or commencing new service;
- Assembling rights-of-way; and
- Performing capital improvements, including:
  - The construction and rehabilitation of maintenance facilities and intermodal passenger facilities
  - The purchase of locomotives
  - Operational improvements, including communications, signals and other systems.

The terms of a compact for the MWRRS would provide that the states join to establish a unified system that would operate across state lines, and cooperate and share jointly the administrative and financial responsibilities of operating such a system. For example, an MWRRI compact could describe the manner of adoption of the compact by the states and provide for broad authority to implement a business plan. The compact could also describe the institutional framework, such as a policy board consisting of members from each of the participating states directing an operator. It could identify the terms for enactment, such as providing that the compact could become effective upon the adoption or enacting into law by two or more participating states.

The agreed-upon compact language must be identical for each state. However, each state would most likely enact its own enabling legislation that conforms or accommodates formation of a compact. This enabling legislation may include, but not necessarily be limited to, zoning, insurance, bonding authority, rates, tariffs and fares, labor, safety and the environment.

Compacts and Sovereign Immunity

States enjoy sovereign immunity. Some states have waived some of their sovereign immunity in order to conduct business. Waiving of immunity is usually tailored to a specific action, such as contracts, provision of public services or certain types of torts. For example, the State of Maryland waived sovereign immunity with respect to the operations of the Mass Transit Administration.

The nature and extent of liability concerning a compact depends upon the content of the compact agreement, and what level of liability, if any, would be assumed by the state. The determination of how much sovereign immunity is waived is dictated by the terms of the compact. For example, a state's indemnification limits can be proportional to its financial contribution to

operating and capital or to other factors. In the Washington Metropolitan Area Transportation Authority (WMATA) compact, the states assume no direct liability but assume responsibility to finance the organization, with the result that each state indirectly pays for a portion of the liability.

A compact for the MWRRS would join the states in a structure that would be recognized by Congress for seeking federal funding for significant infrastructure improvements. The compact would provide the states with a formal structure that would operate across state lines and allow the states to cooperate and share jointly the administrative and financial responsibilities of implementing the system. A disadvantage of a compact is the timeframe and requirements for state legislative approval.

12.3.4 Policy Oversight Arrangements

Institutional arrangements would identify the responsibilities of the states in deciding MWRRS policy and broad service delivery issues. It would also outline responsibilities for management oversight of the rail operator, including periodic review of operating performance and contractor performance.

The establishment of a policy oversight entity could also be an appropriate arrangement. The authority of the policy board could be derived from an agreement among the member states. The policy board would interact with the rail operator through the provision of required funds and the specification of service plans.

- The policy board would follow all the normal procedures of a governmental entity by allocating funds for the greatest public benefit; allowing public participation in all decision-making; and by making complete and detailed financial disclosure.
- The rail service provider would operate in a commercial environment as a strictly private sector, for-profit business enterprise. The service provider would make its decisions on a commercial basis, and would be allowed to protect the confidentiality of its proprietary business data.

It is essential to the future of the MWRRS to separate the policy board's requirement for service and funding oversight from the operator's business requirements to be profitable. As pointed out by the Amtrak Reform Council in 1997, the current Amtrak structure by combining governmental and non-governmental functions in a single entity does not do this. Amtrak might serve as an operator of the system, but authority and control over the allocation of capital dollars should be vested in the states and the FRA, rather than in the operator.

In summary, while some MWRRS activities can be accomplished by the individual states, others will require varying levels of institutional arrangements. These institutional arrangements will range from informal cooperative state agreements, to complex arrangements such as multi-state contracts or multi-state compacts. Informal agreements are adequate for planning, but as the system moves towards implementation, more formalized arrangements may become necessary. Exhibit 12-3 provides a table of required MWRRI actions and potential types of institutional arrangements. The exhibit shows that MWRRS activities relating to planning can be accomplished through cooperative agreements and memoranda of agreement.

Exhibit 12-3 MWRRS
Actions and Potential Institutional Arrangements

MWRRS Potential Actions and Responsibilities	*Informal Cooperative Agreement*	*Multi-State Contract*	*Multi-State Compact*
Level of Institutional Action Required			
Agency Approval	X	X	X
Legislative Approval			
Arrangements Supporting Planning Activities			
System Plan	X	X	X
Service Plan	X	X	X
Service Standards	X	X	X
Arrangements Supporting State Management Activities			
Stakeholder Support	X	X	X
Procurements		X	X
System Construction Oversight		X	X
Vendor Selection		X	X
System Implementation Oversight		X	X
Full Time Administrative Support		X	X
System Accounting		X	X
Arrangements Supporting State Financial Responsibilities			
Federal Grant Applications and Awards		X	X
Capital Program Development/Monitoring		X	X
Multi-State Cost Sharing		X	X
Multi-State Revenue Distribution		X	X

As the project moves toward activities involving funding, procurement and construction, more formal arrangements such as multi-state contracts will be required. These arrangements, however, must be defined to minimize any intrusion to existing state powers and immunities, and care must be taken to ensure that these arrangements do not become new bureaucracies. Within this context, the role of a Joint Powers Authority could play in MWRRI policy, management, funding, implementation and operations oversight was assessed.

12.4 Joint Powers Authority

A Joint Powers Authority (JPA) provides for the joint exercise of powers of two or more public agencies. State law establishes the authority for state agencies to establish a JPA, and they can be

established in a relatively short period through administrative action. A Joint Powers Authority can be established under a multi-state contract. JPA agreements specify the responsibilities and powers of the new entity. The powers of the JPA are derived from existing powers of the member states and not through legislative action specific to the JPA. Consequently, JPA powers are limited to activities common to the JPA partner states. Such powers could include: hiring employees and contractors, procuring equipment, exercising eminent domain, and in some instances, levying taxes. JPAs are also associated with the delivery of a defined service and the creation of a special district relating to its purpose.

Wisconsin, for example, put enabling legislation in place permitting multi-state agreements. The following is an excerpt from the Wisconsin State Code Section 85.06(2)(c), (f), (g), (h) relating specifically to expanding and improving rail passenger service:

> "The Department (of Transportation) shall administer a rail passenger service assistance and promotion program and may do the following:
> - Consult with other states for additional rail passenger service in the state
> - Apply for and accept funds for rail passenger service
> - Acquire equipment or facilities.
> - Provide rail passenger service or support for rail service
> - Enter into agreements with other states to assist or promote rail passenger service"

In contrast to a JPA, the creation of a multi-state compact requires passage of identical state law by each member state. The multi-state compact is usually associated with the creation of a district in which a certain activity is provided and regulated. Withdrawal from the compact also requires the passage of state law. In contrast to the powers of a JPA, the powers granted to the compact can differ from its member states. Once established, a multi-state compact usually results in a new organization that contains all of the activities necessary to operate a self-contained agency or business (*e.g.*, administrative, technical, financial, legal, personnel). Member involvement is formalized at the board level, thus leaving daily responsibilities to the compact staff.

12.4.1 JPA Case Study – Altamont Commuter Express

The Altamont Commuter Express (ACE) is a new commuter rail service operating between Stockton and San Jose, California. ACE utilizes Union Pacific right-of-way and Herzog Transit Services, Inc. operates daily service between nine stations. ACE is operated and managed under the aegis of a JPA governed by a Joint Powers Board created by the San Joaquin Regional Rail Commission, Alameda Congestion Management Agency and Santa Clara Valley Transportation Authority.

This JPA was initially established for a 36-month period. The agreement between the entities stipulated membership and powers, financial commitment of members relating to ACE operation and administrative procedures. Three board members represent each member entity. ACE operations are primarily supported by fares, CMAQ funds and operating subsidy from each member entity defined as the daily percentage of boardings and alightings occurring in each

county. Sharing of capital costs is agreed upon on a per-case basis. Stations remain the responsibility of the local jurisdictions. For the 36-month demonstration period, the San Joaquin Regional Rail Commission served as the managing agency for ACE service, providing management, planning, finance and support services. The service and the JPA arrangement continue to be successful.

12.4.2 Case Study Summary

From these and other case studies reviewed for MWRRI applicability, the following common elements and benefits were extracted:

- The administrative and operational efficiency of the transportation service system is enhanced through a formal coordinating arrangement particularly as it relates to coordination with private and public funding entities and managing contractor activity
- A single managing entity enhances system recognition by the public and in building and sustaining broad stakeholder support
- Inherent to the institutional arrangement are shared service-delivery decisions and mutual transportation and financial benefits
- The absence of physical ownership of the system right-of-way does not preclude establishing a formal multi-state arrangement
- The arrangements served as a forum for continuing service design, deliver, and quality

12.5 MWRRI Institutional Arrangement Recommendation

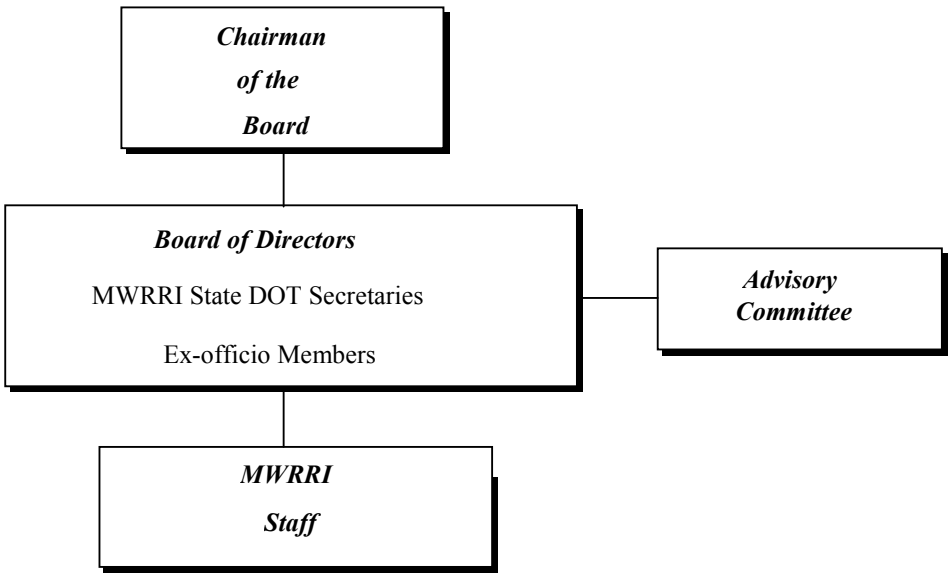
At this stage in the MWRRI planning process, establishing a formal managing entity through a Joint Powers Agreement (JPA) for MWRRS implementation and operation activities could provide increased focus, visibility and support for the MWRRI.

The MWRRI JPA could provide coordinated oversight and management responsibility for MWRRS planning, funding, financial and service-related elements. Additionally, it could serve as the entity to formally and collectively set MWRRI policies, priorities and direct actions, *e.g.*, financial, service related, etc., and provide ongoing implementation and operations-related oversight.

12.5.1 Example: MWRRI Organizational Arrangement

A board of directors would govern the MWRRI JPA. Both voting and non-voting members would comprise this board. Voting members would consist of the State Department of Transportation Secretaries from each MWRRI state. As shown in Exhibit 12-4, supporting the board would be a small MWRRI staff and an Advisory Committee.

Exhibit 12-4
Example Institutional Arrangement – MWRRI-JPA



12.5.2 MWRRI-JPA Responsibilities

While the MWRRI-JPA would coordinate and augment MWRRI activities specifically performed by each state, the JPA would also perform responsibilities specified in the JPA agreement. Responsibilities might include:

- Securing project funding and serving as the designated recipient for federal assets
- Performing financial activities including coordination of grant-related activities, management of system revenues, calculation and collection of state financial support, distribution of system revenue
- Solicitation and selection of contractors for construction projects, system operations and maintenance, and station and on-board services
- Monitoring and enforcing service standards
- Performing operations oversight
- On-going coordinated system planning
- Assisting states in generating stakeholder support
- Coordinating state MWRRI/MWRRS activities and related transportation projects and services

A key responsibility of an MWRRI-JPA would involve the flow of federal funds to support system construction and managing system generated revenue.

12.5.3 MWRRI-JPA Staff Responsibilities

A small staff would support the JPA. Staff responsibilities and activities may include:

Board of Directors support

Construction management

Carry out Board policy	Service operator oversight
System-wide budgeting	Operations planning
Fund management and accounting	Contract management
MWRRS advocacy	Ongoing system evaluation

MWRRI-JPA staff size is intended to remain small, and given the changing nature of MWRRS focus – particularly during the implementation years – it is conceivable that staffing size and responsibilities will be modified periodically to reflect project and system needs. Alternative staffing arrangements could include the hiring of staff, engaging contract management and rotating of staffing responsibility to each member state. Exhibit 12-5 describes each of these potential staffing arrangements.

Exhibit 12-5
Alternative Staffing Arrangements

Hire Board Staff	*Contract Management*	*Rotating State Responsibility*
Three full-time employees as core: ▪ Executive Director ▪ Secretarial support ▪ Consultant support as needed ▪ Increase permanent staff size as needed ▪ Secure office space/ equipment ▪ Salaries/Benefits ▪ Directly supervised by Board	▪ Firm hired for Board services, program management and oversight ▪ Senior consultant assigned to direct efforts ▪ Staff expands and decreases in size in response to MWRRS needs ▪ Skills of staff modified to best respond to MWRRS needs ▪ Contracting mechanisms used by state to retain consultant ▪ Office space and equipment optional	▪ Executive Director with core staff provided by state ▪ Increase direct involvement of states ▪ Requires dedicated full-time state employee for one- year ▪ Potentially requires shifting of financial, contractual responsibilities annually

12.6 Summary

The MWRRI is a complex undertaking that, through the joint activities of nine states, has developed a proposed regional passenger rail system that will greatly enhance travel options throughout the Midwest region. While some advanced planning, funding, implementation and operating activities will be performed by individual states, many activities will require multi-state coordination. Ongoing partnership is integral to the successful implementation and operation of the MWRRS.

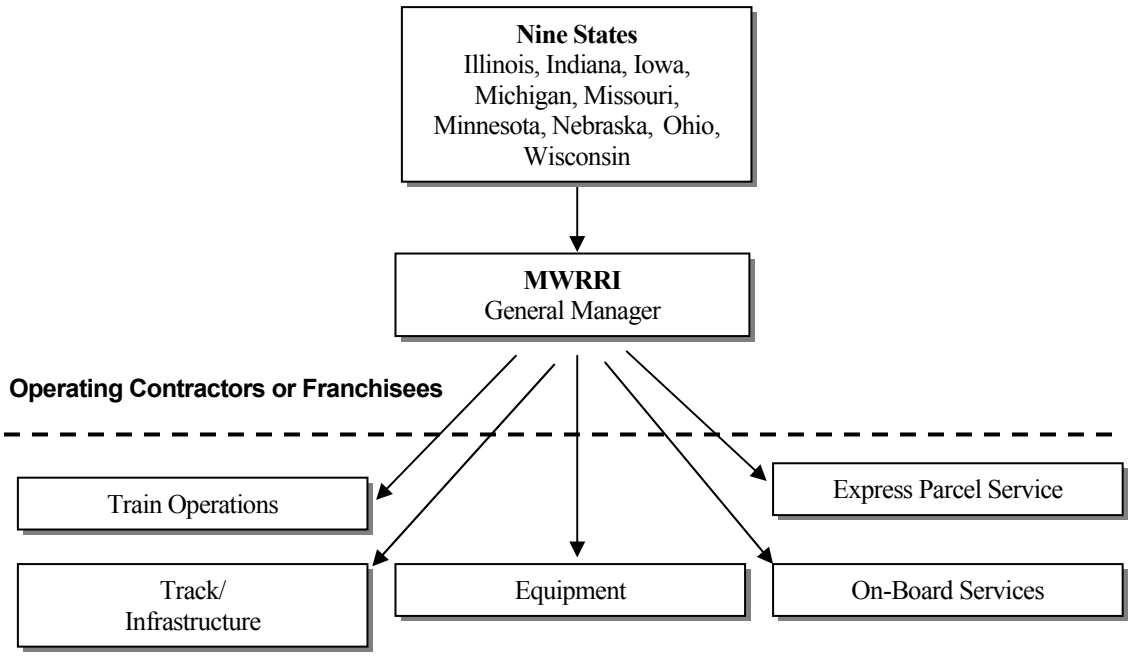
Additional analysis of arrangements and substantial discussion among the participating states is required to effectively define institutional arrangements for the MWRRI and the passenger rail system that will ensue. As part of this continued dialogue, the following questions should be considered within the context of the MWRRI:

- Where does a state's responsibility cease and multi-state responsibilities begin?
- What are the functional responsibilities?

- What are the funding-related responsibilities?
  - Capital
  - Operating
  - Grants and other sources
  - Distribution of revenue
- What role(s) should the states assume regarding policy development?
- What role(s) should the states play pertaining to program management?
- What responsibilities should the states assume regarding operating arrangements with freight and commuter railroads and the selection of the MWRRS passenger rail operator?
- What levels of oversight should the states assume during implementation and operation?

Implementation of the MWRRS will remain the responsibility of the states. Once operational, the states might find it advantageous to either broaden the roles and responsibilities of the MWRRI Steering Committee or take action to establish a formal organization charged with operations and system oversight. Various institutional structures in the Midwest region and in other parts of the U.S. can serve as models for multi-state coordination. These models range from ad hoc multi-state committees, to committees established by multi-state agreement, to a Joint Powers Authority established through legislative authority. So far, the discussion has focused on the institutional arrangements facilitating interstate cooperation to allow smooth operation of the MWRRS. Exhibit 12-6 illustrates a practical structure for an overall organization for MWRRI.

Exhibit 12-6
Potential MWRRI Organizational Oversight



12.7 Operator Selection Criteria

As shown in Exhibit 12-6, MWRRS could develop several different contract or partnership relationships to obtain the full range of services needed to operate a modern passenger rail service. A train operator would develop the authorized service, and operate the system to a high standard but need not be responsible for equipment or track maintenance. The MWRRI could contract directly with freight railroads for track access, maintenance and infrastructure improvements; with equipment manufacturers for train maintenance services; with hospitality firms to provide on board service and with a freight courier firm to develop express parcel service.

In this contract model, an MWRRI general manager would establish service criteria, administer federal and state capital funding, and select and monitor the performance of the operating contractors. Amtrak performs this supervisory role today, but under the proposed MWRRS plan, this overall management responsibility would be vested in the MWRRI-JPA.

It appears that Amtrak would have only a minor role concerning train dispatch and track maintenance, since host freight railroads will continue to perform these functions as they do today. If desired, Amtrak could compete for the other four operating contracts in rolling stock maintenance, train operations, on-board services and express parcel service.

Innovative models of service delivery should be carefully considered for application to the MWRRS. By eliminating the role of train conductors, VIA Rail Canada has achieved very high levels of customer satisfaction. This type of structure has the added potential of simplifying the contractual relationship between MWRRS and the freight railroads. By expanding the scope of an on-board service contract to assume all customer-care responsibilities, freight railroads could take over all train operations by providing the operating train crews. This would simplify lines of accountability for on-time performance, clarify cost accounting and avoid disputes over track access rights. This arrangement, which is well established in commuter operations, could be extended to intercity rail systems as well.

Key requirements for selecting operating contractors may include, but not be limited to:

- *Experience*: The existence of an operating entity that has demonstrated knowledge and capabilities in the management, scheduling, maintenance, planning and financial control of rail equipment and/or facilities.
- *Service*: The ability to provide high quality, reliable, on-time service combined with an affordable rate structure based upon an appropriate grant of resources and investment.
- *Planning*: The experience and capability to plan for effective operations, maintenance, engineering and mechanical requirements.
- *Insurance*: The ability to develop and manage safety programs, negotiate and maintain adequate insurance coverage at an acceptable cost, handle claims and administration, and oversee litigation where necessary.
- *Labor*: The ability to negotiate with organized labor, and maintain constructive relationships that would not threaten system performance. This includes the ability to work with labor to derive mutually beneficial productivity agreements.

- *Governance*: A proven capability to provide the management for business operations, with accountability for delivering quality service at the authorized cost.

Regardless of the contracting structure, the MWRRS concept mandates cost-effective provision of services and a high quality of service, to achieve the operating results projected in this study. To that end, the MWRRS represents a paradigm shift toward a well capitalized, efficiently operated and highly developed passenger rail system, which offers an opportunity for innovation in both technology and organization. As such, it cannot be compared to the passenger rail service that exists today in the Midwest region.

12.8 Cost and Revenue Allocation

Because of the geography of the nine MWRRS states and the prominence and location of Chicago, it is clear that a Chicago hub system offers the most effective means of developing a passenger rail network. While several states have sought to develop their own intercity rail systems, the role of Chicago in these corridors means an interstate component is inevitable. This is true even of the Chicago-St. Louis line, which terminates in Missouri. By creating a single system and realizing both revenue and cost economies of scale, the MWRRI has created a project that can justify extensive federal involvement in development of a modern passenger rail service.

Indeed, one purpose of the MWRRI has been to unify the states' interests to ensure that the MWRRS can obtain its fair share of federal funding. The Northeast Corridor (NEC) has benefited for many years from extensive federal investment, in many cases without even requiring a local or state funding match. In contrast, several MWRRI states have been investing their own funds in passenger rail often without any federal assistance. With a reasonable level of investment in infrastructure, the Midwest region can begin an incremental approach to building its own modern passenger rail system that can return an operating surplus like the NEC already does.

Only by working in collaboration with each other can the MWRRI states expect to achieve a successful passenger rail system. A key part of this collaboration will be the way in which states work together in sharing the costs and revenues for both the development and operation of the system. Following a series of discussions and workshops dealing with the cost and revenue allocation process, a *near* agreement (*i.e.* agreement in principal but without formal ratification) has been reached on a number of issues. The following is a summary of allocation issues considered since the 1998 MWRRS Technical Report was finalized:

- Allocation goals and objectives
- Form of the State Match: Infrastructure or Equipment
- Shared Assets: Chicago Terminal and Equipment Maintenance Facilities
- Joint-Benefit Segments and Bilateral Agreements
- Allocation methodology

12.8.1 Objectives for Cost Allocation

A sound cost allocation system acknowledges certain basic principles, and seeks to maintain system integrity while protecting equity interests among participating states. Any allocation

solution must represent a combination of logic, equity, accommodation and negotiation. Basic principles agreed upon among the states during earlier discussions included the following:

- Allocate capital investment and operating costs of the system among stakeholders in a fair and equitable manner
- Incorporate the minimum level of complexity necessary to meet the needs and objectives of the MWRRI
- Determine the best performance metrics on which to determine allocation of costs and revenues, acknowledging that individual corridor solutions may vary based on ridership potential, fare levels, speeds and frequencies, and hence each states' level of financial participation may also vary
- Acknowledge that asset ownership, whether it is common (*e.g.*, fleet) or individual (*e.g.*, stations) is to be subordinate to system-controlled use
- Preserve freedom of action for the states, *e.g.*, the ability to join the plan at any time or leave at will, wherever possible, acknowledging there may be a corresponding cost for doing so
- Identify criteria for defining common or shared system costs

The major objectives of an allocation system are to encourage operating efficiencies of scale, to promote the desired actions and to avoid unintended consequences. For the MWRRI, the main objectives were to:

- Encourage deployment of cost-effective services
- Maximize operating cash flow
- Satisfy requirement to minimize or eliminate operating subsidies

Cost-effective services have been defined as those exhibiting a positive net present value (NPV) of revenues minus direct operating costs over a 20-year time horizon. Under these criteria, some initial operating losses during the ramp-up years may be acceptable, provided those losses can be recouped from operating surpluses later. The minimum threshold of a positive NPV should be achieved for the system as a whole, for each state as a responsible entity, and for each corridor or line as an entity. Strategies that support these objectives include:

- Limiting service expansion to reasonable levels, consistent with demand
- Maintaining control over operating costs
- Establishing and maintaining fares at market levels

Corridor responsibility implies financial responsibility for rolling stock costs, station costs, operating costs, operating revenues and, by extension, initial operating deficits and distribution of subsequent operating surpluses. Infrastructure costs are also identified on a corridor basis, but may be treated somewhat differently, based on the availability of federal capital assistance.

12.8.2 Form of the State Match: Infrastructure or Equipment

MWRRI project funding is assumed to comprise primarily federal funds of up to 80 percent of the total capital project costs, including infrastructure and rolling stock. The remaining 20 percent state and local match can be made up of rolling stock purchases, improvements to stations and other improvements made within state boundaries.

Rolling stock purchases are clearly needed for each corridor, based on anticipated service and levels of ridership. The states can negotiate among themselves their share of trains needed to start service on each corridor. Therefore, the purchase of rolling stock can become the majority of each state's matching share for federal infrastructure funding.

It is anticipated that states can purchase rolling stock using bonds guaranteed by the full faith and credit of states, and associated with specific revenue streams such as a gasoline or sales tax. This type of bond has the lowest rates. It may also be possible for states to directly finance their purchase through equipment vendors, which would come at a slightly higher interest rate. It is expected that the strongest corridors will have enough free cash flow to repay their equipment cost, while the weaker corridors will not be able to do this. All corridors however, are projected to generate a positive operating ratio by 2025, which is one of the FRA's key prerequisites for obtaining federal capital.

Amtrak was able to privately finance its Acela Express equipment purchase, so it is not unreasonable to expect the strongest MWRRS corridors will also cover their own equipment costs. Making a commitment to use passenger revenue streams to repay rolling stock costs, even though those revenue streams are not the dedicated funding source for the bond issuance, encourages fiscal responsibility. States will be less likely to encourage excessive amounts of service or hold fares below market levels, if there is an anticipated revenue target to achieve.

States may retain title to their rolling stock, so long as such an ownership does not give any state the right to interfere with appropriate maintenance and operating practices. In other words, a state would not be permitted to restrict cars from traveling on any MWRRS corridor, but each state may retain title to a certain number of rail cars. A state's ability to invest in rolling stock would eliminate the need to invest one state's funds in the infrastructure of another state.

12.8.3 Shared Chicago Terminal and Equipment Maintenance Facilities

The Chicago hub is central to the MWRRS. Chicago is the site of extensive passenger and equipment transfer activity since all trains, except for the St. Louis-Kansas City service, either originate or terminate there. In addition, Chicago generates and attracts the majority of passengers since it is by far the largest population center in the region.

Because of the need for complex construction in an urban environment, Chicago-area improvements also happen to be the most expensive work of the whole MWRRS. In addition to line improvements, Union Station and equipment maintenance facilities are a system, rather than a route-specific, expense. The total cost of all of these investments would be $1.19 billion.

The most expensive single component of this investment, costing $656 million, would be for the *South-of-the-Lake* improvement from Chicago to Porter, IN. This would establish a dedicated passenger corridor from downtown Chicago to the south and east.

Although completion of the South of Lake improvement is critical to the business success of MWRRS, the benefits of many corridor investments in infrastructure cross state lines. This is particularly true of Chicago-area improvements. For example, the proposed investments in Indiana and Illinois will do little to benefit the residents of those states but Michigan will benefit

greatly. Likewise, track improvements between Indianapolis and Cincinnati will primarily benefit Ohio residents, even though most of the track is in Indiana. Furthermore, these improvements will be made on infrastructure that is mostly owned by freight railroads. This combination of cross-state boundary investments and private-entity ownership makes a compelling case for a strong federal role in financing track and infrastructure investment.

Thus, it has been proposed that the cost of the shared Chicago terminal improvements be treated as a system responsibility, not just a responsibility of the State of Illinois. Exhibit 12-7 identifies those areas of proposed federal responsibility for track improvements, signals, station improvements, administration, dispatching and station operations as have previously been agreed upon by the MWRRI states.

Exhibit 12-7
Chicago Terminal Area

The City of Chicago, the Metra commuter railroad, Amtrak's long-distance trains service and the freight railroads will significantly benefit from the Chicago-area improvements proposed for the MWRRS. Indeed, some of the proposed MWRRS improvements have already been included in the CREATE Chicago Rail Improvement Plan[1] recently announced by the Association of American Railroads. Although the MWRRI might fund some of these Chicago improvements, it is clear that the benefit of these investments goes far beyond the need for providing MWRRS passenger service.

Allocation of Shared System Expenses

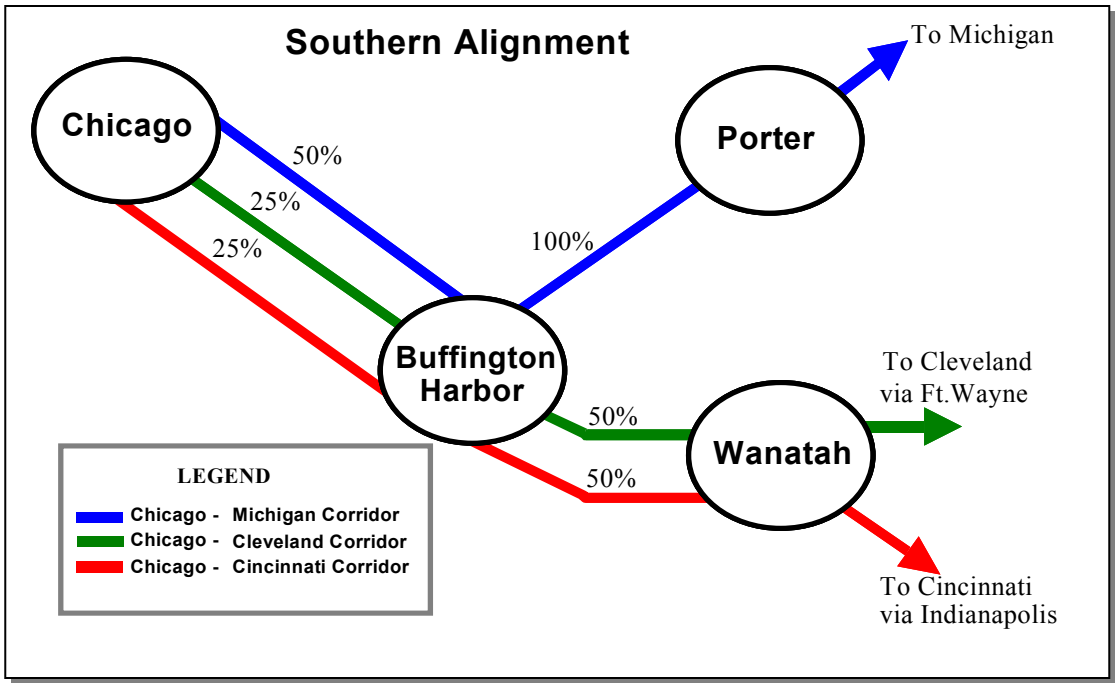
Since Chicago Terminal improvements are to be treated as a system expense, the capital costs of these improvements have been assigned in accordance with each state's train-miles. However, the St. Louis-Kansas City line does not use the Chicago-area improvements, and the Omaha/Quincy lines gain little benefit from them. Funds for rerouting Carbondale trains off the St. Charles Air Line are being provided so Chicago can accomplish its urban redevelopment goals, and this will occur whether MWRRS passenger-related improvements proceed or not. Therefore, in this analysis, these three routes do not contribute any funds for the capital costs associated with the Chicago-area improvements.

There is a need for sharing the costs of the South of the Lake improvement between the Michigan, Cleveland and Cincinnati routes. While capital costs are assumed 100 percent federally funded, track maintenance costs (both operating and cyclical) still have to be shared between these three routes. As shown in Exhibit 12-8, the MWRRI states have previously agreed to allocate these costs based on relative train miles:

- From Chicago to Buffington Harbor
  - 50 percent to Michigan
  - 25 percent to Cleveland
  - 25 percent to Cincinnati
- From Buffington Harbor to Porter, IN
  - 100 percent to Michigan
- From Buffington Harbor to Tolleston and beyond to Wanatah, IN
  - 50 percent to Cleveland
  - 50 percent to Cincinnati

[1] For a description of the proposed public/private partnership to address Chicago rail congestion problems, see: http://www.aar.org/ViewContent.asp?Content_ID=1566

Exhibit 12-8
***South-of-the-Lake* Cost Allocations**



12.8.4 Joint-Benefit Segments and Bilateral Agreements

Of special concern are four MWRRS corridors in which one state clearly benefits from infrastructure improvements made in another state, but where the relative benefit is not clearly indicated, *i.e.*, where one state has not declared responsibility for the entire corridor. Exhibits 12.9 and 12.10 identify the segments that may require bi-lateral cost and revenue sharing agreements.

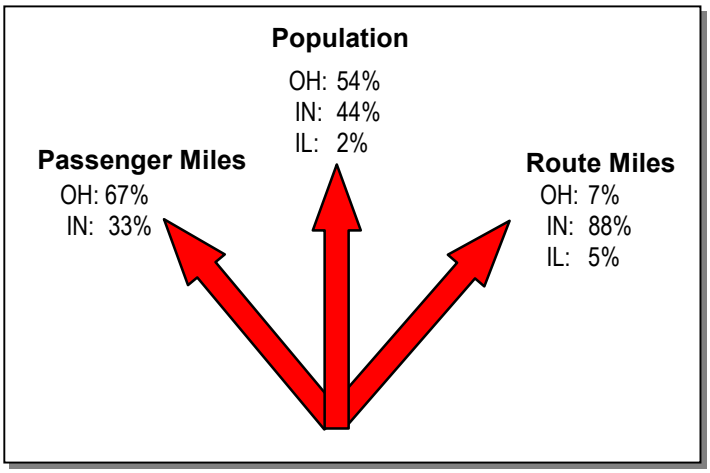
Exhibit 12-9
Corridors/Segments Possibly Requiring Bi-lateral Agreements

Corridor/Segment	*States Involved*
Madison-Twin Cities	Wisconsin and Minnesota
Fort Wayne-Toledo	Indiana and Ohio
Indianapolis-Cincinnati	Indiana and Ohio
Des Moines-Omaha	Iowa and Nebraska

Exhibit 12-10
Joint-Benefit Corridors and Areas of Responsibility

A shown in Exhibit 12-11, 54 percent of the population served by the Cincinnati-Chicago line consists of *Ohio* residents, who generate 67 percent of the passenger miles. However, 88 percent of the route mileage is in Indiana. It may therefore be reasonable to expect Ohio to contribute at least a portion of the cost of developing this route. However, as the following discussion shows, accounting-based methods for allocating revenues all have significant practical problems:

Exhibit 12-11
Allocation Variations by Method for the Cincinnati-Chicago Line



Population Based

- Population does not directly equate to costs incurred or benefits received. Service levels and/or accessibility to rail or alternative transportation modes may be markedly different from one population center to another – even within the same corridor.
- Population is only a surrogate for rail demand and does not necessarily translate directly to rail demand.
- The U.S. Census is collected every ten years. Consequently, population data may not be as reliable in intervening years. Further, these data are not necessarily available in the desired segmentation or level of aggregation.

Passenger Counts by State of Origin or Residence

Two possible methods were identified for allocating costs and revenues:

- Option A: Using ticket counts, allocate costs and revenues based on passengers by station of boarding within each state.
- Option B: Survey riders and split costs and revenues based on passengers by state of residence, *e.g.,* consider only Ohio and Indiana residents for the Chicago-Indianapolis-Cincinnati and the Chicago-Cleveland routes and ignore residents of Kentucky, Illinois, Pennsylvania, Michigan, etc. It is presumed that Illinois passengers, at least those from Chicago, might also be excluded, while passengers from Kankakee might be included. The potential complications are numerous.

While both methods provide a measure of benefit to state residents, results are not available until after operations start, making this system hard to plan and budget for. This measure only marginally relates to the cost or benefit of providing service, and does not take into account the length of trips.

Passenger Miles by State of Origin or Residence

Again using either ticket counts or surveys of riders, passenger counts could be weighted based on trip length, fare paid or some other measure.

Amtrak's Base-Increment System

Amtrak uses a service junction-based system, called Base-Increment, to allocate revenues and costs between route segments of some trains. Base-Increment accounting is not used on all trains, and is generally used only when the route of a core system train is extended at a state's request under a local subsidy agreement. Then the state subsidy will not be supporting the entire cost of the train, but only the service extension the state has requested. Base-Increment accounting allows Amtrak to determine the revenues (and corresponding costs through RPS allocation) associated with each segment of a train's route. Base-Increment accounting is a standard Amtrak accounting method that states have readily accepted, since it tends to increase the revenues allocated to their state-supported trains.

In the Midwest region, for example, the Chicago-St. Louis-Kansas City *Anne Rutledge* has been set up as a Base-Increment train with two segments – the Chicago-St. Louis leg and the St. Louis-Kansas City leg that includes all stations beyond St. Louis to Kansas City. Each leg defines an accounting *bucket* into which ticket revenues are credited on an all-or-nothing basis. One hundred percent of the revenue, riders and passenger miles originating or terminating at

stations west of St. Louis are attributed to the St. Louis-Kansas City leg. Only local traffic between Chicago-St. Louis is assigned to the Chicago-St. Louis leg. Amtrak's Base-Increment methodology therefore, assigns connecting revenue earned between St. Louis and Chicago to the St. Louis-Kansas City segment.

Since the St. Louis-Kansas City segment was established as a separate MWRRS route, a Base-Increment approach was used to attribute incremental Chicago-St. Louis connecting revenues. This is a sensible progression since all ticket revenues associated with stations west of St. Louis would be lost to MWRRI if St. Louis-Kansas City service were not operated. Service extensions on Michigan branch lines are beneficial to the MWRRI for the same reason. No adjustments were needed for Michigan as Michigan revenues are only reported on a consolidated basis in the MWRRI financials.

Meeting in the Middle

Since results are unavailable until actual operations begin, accounting-based definitions are unsuitable for determining capital share allocations. Capital shares have to be agreed before construction starts based on the best available information. States retain the authority to negotiate bi-lateral or tri-lateral agreements to allocate funding responsibilities and revenues in a given corridor. If states on shared corridors are unable to agree on an appropriate mechanism for sharing costs and revenues and, as a result, require additional formality or evaluation, they may wish to engage in a mediation assessment to investigate the relative values of:

- Economic benefits such as jobs and economic development
- Financial benefits
- Travel benefits of regional mobility

An equitable manner of apportioning a route's revenues and operating costs might be based simply on the relative train-mile share. Essentially, a fixed percentage table would be agreed upon upfront that would determine each state's share of operating surplus (or subsidy requirement) for each route. Since operating surpluses may be used to repay state revenue bonds, the level of each state's investment might also influence the level of revenue allocated to each state.

It is the states' responsibility to develop bilateral agreements that best meet their goals and objectives. However, until such agreements are reached, a working assumption is required for analysis purposes.

- For this analysis, it was assumed that each state would take responsibility for completing its own infrastructure between Madison-Twin Cities and Fort Wayne-Toledo.
- A 50/50 capital cost sharing between Iowa and Nebraska was assumed for Des Moines-Omaha, and a 50/50 cost sharing between Indiana and Ohio for the Indianapolis-Cincinnati segment. State revenue allocations also represent this 50/50 cost split on the joint benefit segments.

Exhibits 12-12 and 12-13 show capital costs, revenues and operating cost responsibility allocated to each state, based on:

- Each state's relative share of capital investment in the corridor, or
- An allocation based on train miles *outside* the Chicago Terminal area. Since the capital cost of shared Chicago Terminal assets would be federally funded with a matching share provided by all of the states, it would be inequitable to include those train-miles in Illinois' revenue share calculation.

Exhibit 12-12 shows that, under the capital share methodology, Illinois and Ohio fare better since their routes tend to be more costly to develop. Under a train-mile methodology, Iowa and Michigan fare better since they operate many train miles over infrastructure that is relatively inexpensive to develop. However, the results are very close whether the simple train-mile or a more complex capital share methodology is used.

Exhibit 12-13 reports the level of capital investment allocated to each state. The "Surplus/20% State Ratio" column compares the level of state contribution with the passenger revenue stream that will ultimately be available to service the debt. While this analysis stops short of developing a state-specific financing plan, it appears that Illinois, Michigan, Minnesota and Wisconsin should have sufficient operating surpluses to fully cover their equipment capital costs.

The *Rolling Stock minus 20% State* column in Exhibit 12-13 compares the rolling stock capital to an assumed 20 percent match requirement for the federal-funding grant. Since the current estimates for infrastructure costs have been significantly increased, the rolling stock cost no longer comprises 20 percent of the project total. Overall, $452 million or about 30 percent of the total state match will need to be directly invested in infrastructure; the balance of $1,071 million is in equipment making up the remainder of the state's total required contribution.

Individual states, however, still have the latitude to decide whether to make their contribution in the form of equipment or infrastructure investment. States can minimize the need to build infrastructure in other states by buying rolling stock instead. Nebraska, for example, could contribute its 20 percent match by purchasing trains and using federal dollars to pay for the Des Moines-Omaha infrastructure improvements. Some states may not want to own any equipment and prefer to make their investment totally in infrastructure. Other states, particularly Nebraska and Ohio, may choose to make up the difference by providing their entire matching shares in the form of equipment.

Exhibit 12-12
Allocation of 2025 Operating Costs and Revenues by State
(Millions of 2002$)

State	*Allocation by State Capital Invest*				*Allocation by Train Miles*			
	Operating				*Operating*			
	Costs	*Revenue*	*Surplus*	*Ratio*	*Costs*	*Revenue*	*Surplus*	*Ratio*
Illinois	$111.0	$141.8	$30.8	1.28	$108.0	$137.7	$29.7	1.28
Indiana	$56.5	$76.6	$20.1	1.36	$61.4	$82.4	$21.0	1.34
Iowa	$22.7	$23.1	$0.3	1.02	$23.4	$23.8	$0.4	1.02
Michigan	$85.1	$112.7	$27.6	1.32	$91.2	$120.8	$29.6	1.32
Minnesota	$18.7	$31.0	$12.3	1.65	$18.9	$31.2	$12.3	1.65
Missouri	$35.3	$46.6	$11.3	1.32	$35.3	$46.6	$11.3	1.32
Nebraska	$6.7	$6.8	$0.1	1.02	$5.5	$5.6	$0.1	1.02
Ohio	$50.7	$62.0	$11.3	1.22	$43.3	$52.9	$9.6	1.22
Wisconsin	$79.3	$131.3	$51.9	1.65	$79.1	$130.8	$51.8	1.65
Total MWRRS	**$466.1**	**$631.8**	**$165.7**	**1.36**	**$466.1**	**$631.8**	**$165.7**	**1.36**

Exhibit 12-13
Allocation of Capital Costs by State
(Millions of 2002$)

State	Total Capital	Infra-structure	Rolling Stock by Train-Miles	Funding		Rolling Stock minus 20% State	2025 Operating Surplus*	Surplus / 20% State Ratio
				Federal 80%	State 20%			
Illinois	$1,356	$1,038	$318	$1,085	$271	$47	**$30.8**	**11.4%**
Indiana	$1,070	$908	$162	$856	$214	($52)	**$20.1**	**9.4%**
Iowa	$298	$240	$58	$238	$60	($2)	**$0.3**	**0.6%**
Michigan	$873	$682	$191	$698	$175	$16	**$27.6**	**15.8%**
Minnesota	$352	$313	$38	$281	$70	($32)	**$12.3**	**17.4%**
Missouri	$978	$892	$85	$782	$196	($110)	**$11.3**	**5.8%**
Nebraska	$88	$74	$14	$70	$18	($4)	**$0.1**	**0.6%**
Ohio	$1,197	$1,097	$100	$958	$239	($139)	**$11.3**	**4.7%**
Wisconsin	$1,490	$1,329	$161	$1,192	$298	($137)	**$51.9**	**17.4%**
Total MWRRS	$7,700	$6,572	$1,128	$6,160	$1,540	($412)	**$165.7**	**10.8%**

* The 2025 operating surplus is based on allocation by capital cost.

12.8.5 Allocation Methodology

A proposed methodology for revenue and cost allocation is provided:

- Calculate direct operating expense for the system by corridor
  - Assign each major direct cost category to an appropriate operating unit, *e.g.,* train crew and track maintenance right-of-way to train miles; station costs and marketing to passengers
  - Calculate the system operating cost for each major direct cost category
  - Sum the units for the system, *e.g.,* train miles and passengers
  - Calculate the unit cost for each direct cost category, *e.g.,* train crew cost per train mile, marketing cost per passenger
  - Multiply the unit costs by the units (miles, passengers) for each corridor
  - Calculate the direct operating cost for each corridor
- Calculate system-wide costs
  - Calculate the system-wide costs for administration, Chicago hub, operations, etc.
  - Divide the system-wide costs by total direct costs to yield an overhead percentage
  - The system operator takes a guaranteed 10 percent profit margin based on certain budgeted costs under its direct control. Alternatively, an equivalent amount can be allocated as a percentage of revenue.
  - Multiply the direct operating cost for each corridor by the overhead percentage plus one to determine the operating cost for each corridor
- Identify revenue by corridor
  - Calculate corridor revenue based on ticket sales and riders by corridor
  - Reserve 3 percent of net operating surplus (revenues exceeding costs) for system requirements for infrastructure, route development, etc.
  - The remainder of the operating surplus reverts to the states to repay revenue bonds or to establish reserve for future capital investments

12.9 Summary

There is no simple or single cost allocation method that will ensure complete fairness and equity to each state. As was depicted in Exhibit 12-9, four of the corridors traverse two or more state lines, clearly provide service to more than one state, and are without clear designations as to areas of responsibility. As such, the process designed for the MWRRI has sought to minimize the impact of cost allocation.

In most other cases, corridor segments are clearly *owned* by their respective states. Areas of possible contention – the Chicago hub issue, for example – are most easily dealt with by ensuring only federal dollars are used to build infrastructure in that area, and that any revenues and operating costs or losses are carried by the individual corridor trains operating into the Chicago hub. It is anticipated that this will be a profitable segment for each corridor.

The allocation methodology is based on corridor-level responsibilities, with capital and operating costs and revenues allocated to each corridor. Simplicity in data collection and calculation would

again be key to the approach used, while maintaining accountability for service and fare decisions. Various methods for allocating costs and net revenues within each corridor have been discussed:

- Split costs and revenues based on the population of the major cities served
- Split costs and revenues based on a service junction, *e.g.*, all costs from Indianapolis to Cincinnati become the responsibility of Ohio, based on track and/or train miles, or by using Amtrak's Base-Increment methodology
- Identify a mutually agreeable sharing of responsibility. For example, Illinois currently provides 25 percent of the funding for the state-supported service between Chicago and Milwaukee.
- Survey riders, split costs and revenues based on passengers by state of origin, *e.g.,* Ohio vs. Indiana, for the Chicago-Indianapolis-Cincinnati route
- Use survey data and/or ticket sales to split costs and revenues based on passenger or train miles, adjusted for service levels

Each case has unique characteristics. The recommendation is that each set of states creates their own bi-lateral or tri-lateral agreement for sharing costs and net revenues. However, it is believed that the advantages of a negotiated, fixed percentage allocation mechanism outweigh the disadvantages. Allocating the operating surplus based on each state's capital contribution is a simple mechanism to ensure an equitable allocation.

13. Conclusion and Next Steps

13.1 Introduction

The MWRRS is both an enhancement to the Midwest region's transportation network and an engine for economic growth. The region's economy, like that of many other regions in the U.S., is experiencing significant growth. Trends in economic and population growth are expected to continue and it is essential that the region's transportation network keep pace with demand to sustain this growth. Because commercial and economic growth, to a large degree, is dependent upon travel within the region, mobility – for both passenger and freight – is key to sustaining the region's economic vitality and quality of life. The Midwest Regional Rail Service (MWRRS) will serve as a key component in achieving a 21st century transportation system for the region. The MWRRS is designed to provide a coordinated passenger rail network with attractive travel times, service reliability and the system-wide connectivity necessary to offer an attractive mobility option and to foster economic growth in the Midwest region.

13.2 MWRRS Benefits

13.2.1 Expanded Regional Mobility

The MWRRS will connect the major metropolitan areas and urban centers within nine Midwest states. It will encompass a rail network of more than 3,000 route miles and serve a population of almost 60 million people. More than 80 percent of the region's population will reside within an hour's drive of a MWRRS rail station or feeder bus terminal. The MWRRS will provide the travel time and travel-related amenities that appeal to business and leisure travelers. In many respects, the conveniences provided by the MWRRS will exceed those offered by passenger air service, including direct downtown-to-downtown service, access to smaller urban areas throughout the system and frequent connectivity to regional centers. The MWRRS will also fill the void created by the continuing decline of commercial air service to smaller urban areas in the Midwest region.

13.2.2 Increased the Attractiveness and Popularity of Intercity Rail Service

It is anticipated that the MWRRS could reverse the erosion of intercity passenger rail service that has taken place over the past several decades. The MWRRS has the potential to parallel the success of Amtrak's service on the Northeast Corridor. It will provide an opportunity to restore the value and utility of passenger rail service in the region by broadening stakeholder support (*e.g.*, elected officials, businesses and travelers) and by providing a publicly popular service.

13.2.3 Environmental Benefits

Modal shift projections prepared as part of this study suggest that a large number of intercity trips will be diverted from auto to MWRRS trains. This will lessen congestion along several major highway corridors during peak travel times, thereby lessening the projected auto vehicle miles for the region and significantly reducing auto emissions levels.

13.2.4 Derived Economic Benefits

The MWRRS will generate significant user benefits and provide reasonable levels of resource savings in auto operating costs and in airport and highway congestion relief. The MWRRI 2000 plan reported a 1.7 ratio of total benefits to total capital costs, which represents the highest level

of economic benefit associated with investment in a passenger rail service outside of Amtrak's Northeast Corridor.

13.2.5 Derived Community Benefits

The MWRRS Economic Analysis conducted in 2000, showed that the system will generate significant economic growth in the region – 4,000 construction jobs associated with the implementation of the MWRRS and 1,500 new permanent jobs associated with the operation of the service. As a result of the construction and operating cost increases in the 2002 plan, these job creation estimates can only increase. There will be opportunities for redevelopment surrounding stations in urban areas, as well as $9.1 billion in economic benefits that will generate substantial increases in employment in the service, commercial and tourism industries. The public and private sectors will be able to participate in joint development projects ranging from the construction of new multi-use terminals in major cities to new commercial, retail, and service facilities near suburban and intermediate stations.

13.2.6 Expanded Commercial Business Opportunities

Integral to the provision of a comprehensive and coordinated passenger rail service is the availability of passenger amenities and complementary transportation services to make travel on the MWRRS convenient and attractive. Service and patronage levels will support a wide array commercial business opportunities for large and small entrepreneurs. Examples of business opportunities include on-board food and business support services (*e.g.,* cellular phones and photocopying; dining and shopping facilities at stations) and ground transportation services (*e.g.*, taxis, buses, limousines and rental cars).

13.2.7 Other Benefits

In addition to fostering regional mobility, generating substantial new economic growth and contributing to improved congestion management and air quality, the MWRRS system will also:

- Provide a regional intercity passenger rail service for a capital investment of approximately $2 million per mile for infrastructure
- Provide a competitive passenger rail system with vastly improved travel times, service frequencies and fares that can compete with the air and auto modes
- Offer its passengers a level of comfort and convenience superior to that of air travel
- Generate revenue surpluses after paying its operating costs that can offset part of the states' share of the capital costs
- Improve the safety and productivity of rail passenger and freight, by making track, signaling and grade crossing improvements – thus keeping the Midwest region competitive as a major transportation hub for the nation
- Improve the performance and travel times of long-distance Amtrak service by its use of the same improved track infrastructure and station facilities as the MWRRS trains

13.3 Challenges

A series of short- and long-term actions are necessary to advance the MWRRS plan towards implementation. The key challenges and requisite actions are summarized below:

13.3.1 Project Funding and Funding-Related Activities

Since the time the MWRRI began planning for a passenger rail system in the region, aside from passenger rail corridor improvements in the west and the Northeast Corridor, the MWRRS was the *only* coordinated regional passenger rail improvement program moving towards implementation. Over the course of the past five or so years, this has changed. Today a number of southern, Gulf Coast and New England states, along with Florida, Washington state and California are in the process of developing their own passenger rail upgrade programs. While planning for the MWRRS has moved ahead, many of these other projects have successfully secured Congressional earmarks or federal funds to support planning, preliminary engineering and environmental analysis activities.

A vigorous action plan to obtain funding commitments for MWRRS implementation is now essential in project planning. Efforts are required to secure federal funding commitments to advance the project into the design, engineering and environmental review stages. Likewise, a coordinated multi-state effort must be launched to secure a dedicated, long-term, capital-funding source to support system-wide engineering and construction.

Action must also commence to gain federal agency approval to conduct an environmental review of the MWRRS in order to satisfy National Environmental Policy Act (NEPA) requirements and to position the MWRRS project for receipt of federal grant funding and TIFIA loans.

13.3.2 Project Advocacy

A regional stakeholder coalition is required to solicit active support for the MWRRS and secure the required levels of state and federal funding. This regional stakeholder coalition should consist of elected officials – mayors, legislators, governors and members of Congress – as well as private sector advocates and the public. Their foremost responsibilities include soliciting active support for the MWRRS and assuming an active role in securing federal and state funding.

Actions should be taken to establish a board of advisors representing major corporations and businesses throughout the Midwest region. Members would consist of the CEOs and senior staff representatives from the private sector. This board would provide a forum for presenting the economic benefits of the MWRRS and publicizing the MWRRS' contribution to regional commerce and economic growth. The voice of business is extremely powerful in soliciting the support from other businesses, local and national elected officials and the community-at-large.

In addition, consideration should be given to the creation of an external board of advisors comprised of a cross-section of interested Midwesterners. Nominated by the Secretaries of Transportation from the MWRRI states, this board would serve as a vehicle to provide further stakeholder promotion and public feedback on the MWRRS. Meetings of the advisors would involve an exchange of information about the status of the project and comments, concerns and questions to the MWRRI Steering Committee and to the state DOTs.

13.3.3 Interstate/Amtrak Cooperation and Institutional Arrangements

The phased implementation of the MWRRS will result in various states performing different activities during the same year. For example, during the initial phases of implementation, Illinois, Michigan, Minnesota and Wisconsin will be performing construction-related activities,

while Indiana, Iowa, Nebraska, Missouri and Ohio will be involved in design, environmental studies and pre-construction activities. To properly support these activities, the management and institutional structures required for the MWRRS must be flexible and evolve over time to respond to the changing needs of the states as their corridors progress from planning stage to revenue service.

The actual pace of the phasing plan hinges upon the capability of each state to proceed with project implementation activities. Since the federal government is the predominant funding source for infrastructure improvement costs, the MWRRS management structure will evolve over time in response to the level of funding and the complexity of the system being managed.

The MWRRI Steering Committee comprised of representatives from nine states and Amtrak has managed the concept and feasibility planning activities over the past several years. This Steering Committee should continue into the initial years of project implementation. Its role, however, will evolve from planning, coordination and review to one that is more involved in project funding, satisfying grant requirements and addressing implementation issues. At this stage of the MWRRI, it is essential that a strong working relationship be forged between the states, Amtrak, the freight railroads and the various labor unions to ensure that system needs are identified and that the underlying principles of the MWRRS vision are incorporated into the actual service provided.

The actual implementation of the MWRRS will remain the responsibility of the states. Once operational, the states may find it advantageous to broaden the roles and responsibilities of the MWRRI Steering Committee or to take action to establish a formal organization charged with operations and system oversight. There are various institutional structures in the Midwest and in other parts of the country that can serve as models for such a multi-state coordination. These models range from ad hoc multi-state committees, to committees established by multi-state agreement to a Joint Powers Authority established through legislative authority.

13.3.4 Shared Rights-of-Way with Freight and Commuter Railroads

While the 2004 Plan for the MWRRI was being developed, considerable progress was made in opening a dialog with freight railroads and considerable resources were expended in carrying out preliminary capacity studies. Continued dialogue with the freight and commuter railroads is needed. The key steps are to finalize agreement on planned right-of-way improvements, use of shared rights-of-way, and potential adjustments and refinements required to accommodate freight, commuter rail and proposed MWRRS operations.

Freight railroad support of the MWRRS is essential. Ongoing discussions with freight railroads on MWRRS infrastructure needs, operating requirements and service plans are essential to gain freight railroad support, and to coordinate actions between freight and commuter railroads and the MWRRI states. Some states have already initiated such discussions. These discussions will help the states gain a better understanding of freight operating requirements, schedules and other needs and develop more refined corridor-specific MWRRS operating plans.

A defined process should be put in place to establish ongoing working arrangements between the freight railroads and the MWRRI states, with the objective of reaching consensus on capital and operating requirements and short- and long-term service needs.

The MWRRI states should nurture the support of their respective governors and legislatures and continue to voice their support for, and assist in shaping, Congressional legislation favorable to intercity passenger rail. The MWRRI states should adopt intercity/high-speed passenger rail policies advocating (1) a national system of which intercity passenger rail is an integral part, (2) a national intercity passenger rail system, (3) a dedicated federal multi-year funding source, (4) preservation of the integrity of the freight railroads, and (5) a competitive selection process among service providers.

13.4 Next Steps

There are many steps that the nine participating states need to take in order to continue the momentum toward implementation of the MWRRS. These actions can be separated into immediate, short-term, medium-term, *i.e.,* over the next two to three years, and long-term actions, *i.e.,* three years and beyond. Immediate and short-term actions include:

- Update the economic impact analysis to identify benefits to system users and the region
- Plan endorsement by the states
- Finalize the implementation plan
- Build grassroots support for the project
- Schedule further discussions with the freight railroads
- Secure federal/state funds for preliminary engineering and design and the required environmental reviews

Medium-term actions include:

- Secure federal/state funds for construction
- Refine and finalize the operating plan
- Develop marketing program
- Select construction projects

Long-term actions include:

- Construct Phases 1 through 7 over a ten-year period
- Manufacture and assembly of rolling stock
- Introduce full MWRRS service

Concurrent with continuing efforts to broaden and strengthen support for the MWRRS from local, state and federal stakeholders, the business community and citizens, there is a need to advance the technical planning for the proposed system, refine the financing plan and strategies and develop institutional arrangements related to the MWRRS. These additional activities are necessary to effectively define and position the MWRRS for funding and ultimately implementation. Work on these activities will be undertaken immediately following this study to enhance the case for the MWRRS.

Midwest Regional Rail Initiative Project Notebook - Appendices

PREPARED FOR

Illinois Department of Transportation
Indiana Department of Transportation
Iowa Department of Transportation
Michigan Department of Transportation
Minnesota Department of Transportation
Missouri Department of Transportation
Nebraska Department of Roads
Ohio Rail Development Commission
Wisconsin Department of Transportation
Amtrak

MWRRI

PREPARED BY

Transportation Economics & Management Systems, Inc.

IN ASSOCIATION WITH

HNTB

June 2004

Midwest Regional Rail Initiative Project Notebook - Appendices

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A6: Joint Powers Agreement Draft
A7: *RightTrack*©
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MWRRI

A1: Greyhound Presentations

MWRRI

Strategy for Intercity Bus Integration into the Midwest Regional Rail System

A coordinated approach to implementing the network

January 11, 2000

Midwest Rail Network
Bus Service Design

- Co-branded with same service identity, livery, interior colors.
- Full size coaches on key feeder and supplemental services; smaller coaches on light regional routes.
- Remove some seats for wider seat pitch.
- Work tables, laptop outlets, video/audio.
- Thru ticketing under the network brand.
- Operates to and from rail terminals. Off line terminals may be separate from bus stations (hotels, malls, parking availability)

Intercity Bus as an Integral Network Component

- Use bus to enhance existing markets immediately
- Bus used to develop future rail markets
- Network bus operators are part of organization
- Bus costs and revenues are seen as integral to network; not just a cost.
- Bus routes also are part of priority parcel handling business.

Benefits of Early Introduction of Bus Service to the Network

- Enhance frequencies on existing routes far earlier than waiting for infrastructure improvements
- Brings network benefits to new markets years before even "conservative level" implementation.
- Coordinated feeder services introduce service to new cities to build up market base for the full network.
- Market development effect similar to the San Joaquins.
- Network additions through bus services, coupled with first small infrastructure improvements create a much more visible perception of progress than small infrastructure improvements alone.

Early Bus Network Implementation

Phase I (2000)

- Enhance existing St. Louis and Carbondale Lines with intermediate bus frequencies in north end markets.

Phase II

- Add Quad Cities Service to the network to feed the Illinois Zephyr and provide through service at other times of day.
- Supplement existing Cardinal/Kentucky Cardinal service to bring "network" benefits to CIN/LVL/IND.
- "Reverse Flow" Chicago-Cleveland Service to create morning and afternoon network connections.

Illustrative Schedule Showing Enhanced St. Louis Line Service

	Bus	Tr 300	Bus	Tr 22	Bus	Tr 304
STL		5:15 AM	7:00 AM	9:00 AM		2:00 PM
SPI	5:45 AM	7:20 AM	8:45 AM	11:05 AM		4:05 PM
BNL	7:00 AM	8:25 AM	9:50 AM	12:15 PM	3:15 PM	5:08 PM
CHI	9:15 AM	10:45 AM	12:05 PM	2:45 PM	5:45 PM	7:40 PM

	Tr 303	Bus	Bus	Tr 305	Tr 21	Bus
CHI	9:20 AM	12:30 PM	3:30 PM	4:30 PM	5:55 PM	7:30 PM
BNL	11:30 AM	2:45 PM	6:45 PM	6:40 PM	8:10 PM	9:45 PM
SPI	12:40 PM		7:00 PM	7:50 PM	9:22 PM	11:00 PM
STL	3:05 PM			10:05 PM	11:40 PM	12:45 AM

- Three round trips provided with co-branded buses double the existing schedule options for St. Louis Line rail travelers.
- More evenly spaced schedule options for customers and more departure choices at critical departure times.
- Train 300 is able to run at a more marketable time from St. Louis because bus provides the early Chicago arrival.

Illustrative Schedule Showing Enhanced Carbondale Line Service

	Tr 58	Bus	Bus	Bus	Tr 392
CDL	3:30 AM		7:00 AM		4:00 PM
EFG	5:15 AM		9:00 AM		5:42 PM
CHM	6:30 AM	8:00 AM	10:30 AM	4:00 PM	6:55 PM
CHI	9:20 AM	10:15 AM	12:45 PM	6:15 PM	9:35 PM

	Bus	Bus	Tr 391	Bus	Tr 59
CHI	11:00 AM	1:30 PM	4:00 PM	6:00 PM	8:00 PM
CHM	1:15 PM	3:45 PM	6:25 PM	8:25 PM	10:37 PM
EFG	2:45 PM		7:33 PM		11:43 PM
CDL	4:45 PM		9:30 PM		1:30 AM

- Three trips with co-branded buses increase available frequencies by 150% at Champaign and by 50% at Carbondale
- Morning and afternoon departures in all markets and also midday service in the Champaign market.
- Morning Champaign departure could operate one hour earlier and eliminate the issue of making short haul seats available on long distance train (train 58).

Intermodal Facilities

- Creating true intermodal facilities which also accommodate bus operators other scheduled services opens additional funding sources.
- Higher traffic volume through terminals increases potential commercial development revenues.
- On new routes (Iowa, Green Bay), bus operator at Intermodal facility can provide customer service functions at lower cost to network.

Comments on Feeder Bus Assumptions in Network Study

- Many short feeder segments with little local traffic potential are unlikely to be viable even with the 50% subsidy assumed in the study.
- Several additional existing routes would make potential "associate" feeder routes.
- Consider bus link to O'Hare.
- Issue of overlaying network bus service on top of existing bus service can be averted through organizational involvement of bus operators.

Organizational Structure

- Organization developed as a multi-modal and functional organization.
- Inclusion of rail, bus, airport and commercial development partners, along with states, brings added funding options for development of the network. (5311f, Airport Improvement Funds, etc.)
- Business structure that includes all functions brings more "ownership" in the network and more cohesive, innovative approaches.

Organizational Structure

- Making bus operators part of the organization brings more stability than when service is simply subcontracted.
- Including all participants in the organization improves the opportunity for operational economies of scale in station operations, reservations, etc.
- Broadens the network market by including segments of the substantial Midwest intercity bus market.

A Blueprint for Action

- Develop intermodal planning team, including representatives from transit, intercity bus, airports, etc.
- Involve team in development of operational, organizational and financial planning.
- Inclusion of intermodal issues in service and schedule planning allows efficiency of intermodal network to be considered up front.
- Capitalize on the resources (including marketshare) which the other modes can bring to the organization.

Greyhound Point of Contact

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Enhancing the Midwest Regional Rail Network Through A Partnership Approach

A Proposal to Test Several Integration Concepts
Using Existing Amtrak Service

November 30, 2000

Greyhound Lines and Intermodalism

- CEO Craig Lentzsch management team has turned company around in six years from bankruptcy to profitability.
- Intermodalism is a key element of Greyhound's growth strategy
- Intermodalism improves mobility for travelers
  - creates new non-auto transportation opportunities
  - breaks down the barriers between parallel transportation systems
  - makes more efficient use of both public and private transportation resources and investment
  - reduces cost of operation through joint facilities

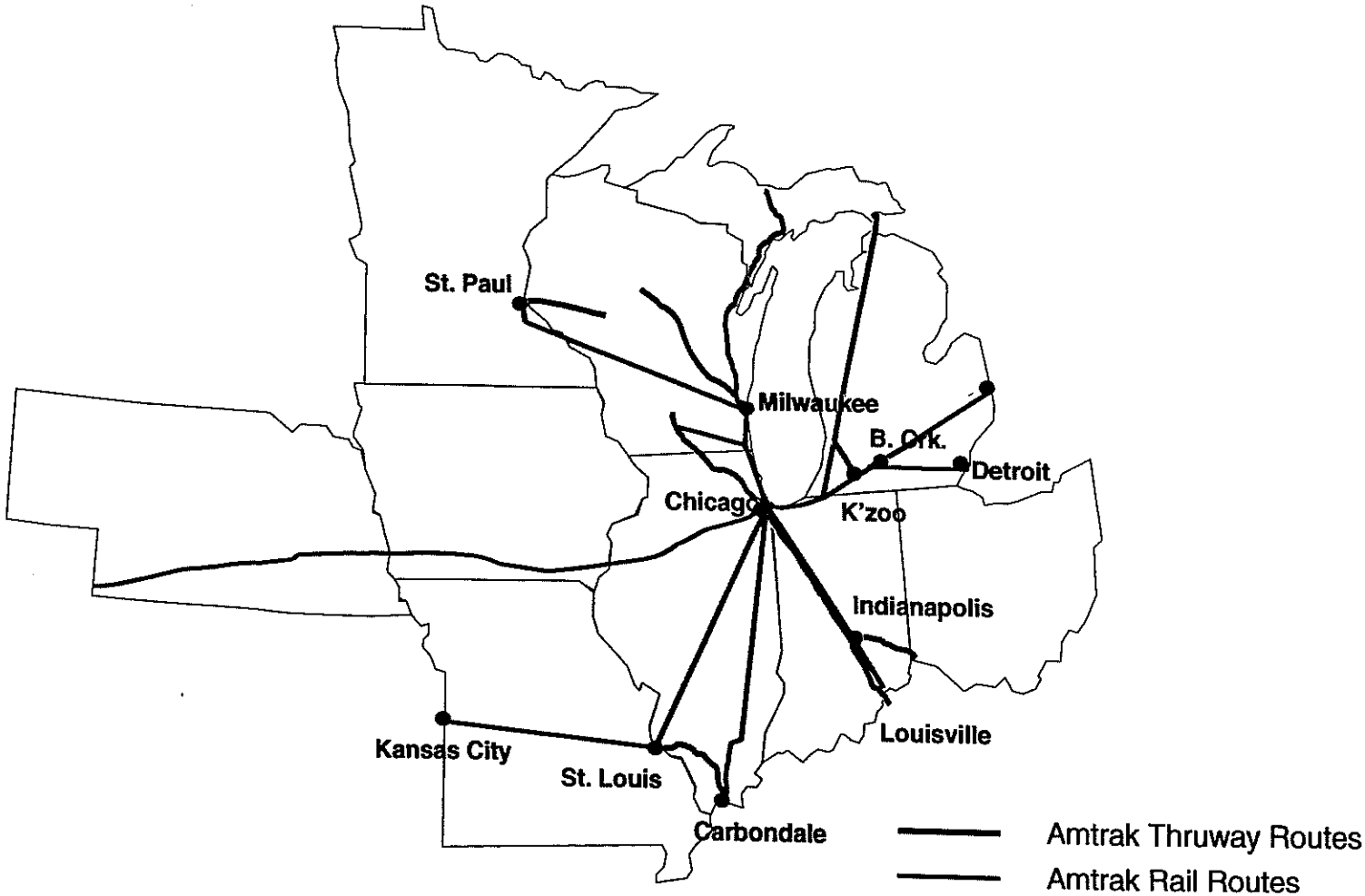
Intermodal Partnerships

- Successful partnerships to improve transportation
  - Greyhound/Amtrak Thruway -- 29 routes
  - Albany Airport
  - Valujet/AirTran service
  - Intermodal terminals
  - Greyhound and the Midwest States

Intercity Bus and the Midwest Regional Rail System Study

- Network Study recognizes role of feeder bus.
- Greyhound has identified an opportunity for the MWRRI to be even more effective.
- Intercity bus can play an expanded role that will benefit the entire network.
- Expand scope to include various roles for bus service similar to those currently provided for Amtrak:
  - Feeders
  - Frequency enhancement
  - Increase market connectivity

Midwest Amtrak Thruway Network



Intercity Bus as an Integral Network Component

- Benefits of including bus as an integral part of the high speed rail network
  - Enhance existing markets immediately
  - Develop future rail markets
  - Revenue contribution of bus passengers to rail network exceeds any cost for bus service.
  - Bus routes also part of priority parcel handling business.
  - Network bus operators as part of organization creates a coordinated entity to improve transportation for citizens of the region.

Benefits of Including Bus Services at the Front End

- Enhance frequencies on existing routes far earlier than waiting for infrastructure improvements
- Brings network benefits to new markets years before even fastest feasible rail implementation.
- Coordinated feeder services introduce service to new cities to build up market base for the full network.
- Joint planing of intermodal facilities can bring both service improvement and additional funding sources.
- Early network additions using buses, coupled with first small infrastructure improvements, create a much more visible perception of progress than small, largely invisible infrastructure improvements alone.

Greyhound's Early Bus Network Implementation Proposal

- Conduct a "real world" study of the integrated service and marketing concept
- Launch multi-tiered service in conjunction with existing Amtrak Midwest Service
  - Supplemental frequencies in an existing Midwest Routes
  - Coordinated feeder service in conjuction with one of the multi-frequency Midwest routes.
  - Introduction of service along one of the ultimate route expansion corridors.
- Test dedicated service routes and at least one code-share route.

Greyhound's Early Bus Network Implementation Proposal

- Integrated marketing effort.
- Market research to determine to customer response to the various service types.
- Operational evaluation.
- Financial evaluation from both the rail and bus operator perspectives.
- Greyhound/MWRRI/Amtrak interim evaluation at six months and full evaluation after one year.

Midwest Rail Network
Bus Service Design

- Co-branded with MWRRI identity, livery, ticketing and standards, as well as some bus operator identity.
- Full size coaches on key feeder and supplemental services; smaller coaches on light regional routes.
- Remove some seats for wider seat pitch.
- Work tables, laptop outlets.
- Thru ticketing under the MWRRI network brand.
- Operates to and from rail terminals. Off line terminals may be separate from bus stations (hotels, malls, parking availability).
- Ultimately co-locating rail and bus terminals in major markets further integrates Midwest transportation and opens up additional funding opportunities.

Potental Test Markets

- Chicago-St. Louis line
  - Intermediate frequencies
- Chicago-Carbondale Line
  - Supplemental frequencies
- Quad Cities feeder to Illinois Zephyr
  - Through service at other times of day
- Michigan markets
  - Supplemental/intermediate frequencies
  - Port Huron extension from Detroit
- Upper Wisconsin markets
  - Green Bay, Manitowoc, Sheboygan

Illustrative Schedule Showing Enhanced Carbondale Line Service

	Tr 58	Bus	Bus	Bus	Tr 392
CDL	3:30 AM		7:00 AM		4:00 PM
EFG	5:15 AM		9:00 AM		5:42 PM
CHM	6:30 AM	8:00 AM	10:30 AM	4:00 PM	6:55 PM
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	Bus	Bus	Tr 391	Bus	Tr 59
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CHM	1:15 PM	3:45 PM	6:25 PM	8:25 PM	10:37 PM
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- Three trips with co-branded buses increase available frequencies by 150% at Champaign and by 50% at Carbondale
- Morning and afternoon departures in all markets and also midday service in the Champaign market.
- Morning Champaign departure could operate one hour earlier and eliminate the issue of making short haul seats available on long distance train (train 58).

Market Test Structure

- Commit to at least a one year market test
- Service provided by separate Greyhound operating unit.
- Distinct from regular Greyhound linehaul service.
- Drivers dedicated to the Amtrak service.
- Dedicated management to maintain high quality
- Possible second level using non-dedicated service in lower volume markets.
- Greyhound can be ready in a few months after agreement and market decisions are made.

Market Test Funding

- MWRRI and/or Amtrak funds an introductory and sustaining marketing campaign during the first one year test period.
- Greyhound will operate agreed upon supplemental and services without MWRRI subsidy.
- Greyhound will retain all Amtrak/MWRRI ticket revenues for the customers it handles.
- Lightly traveled feeder route test could require an overweighing of through revenue to the bus segment.

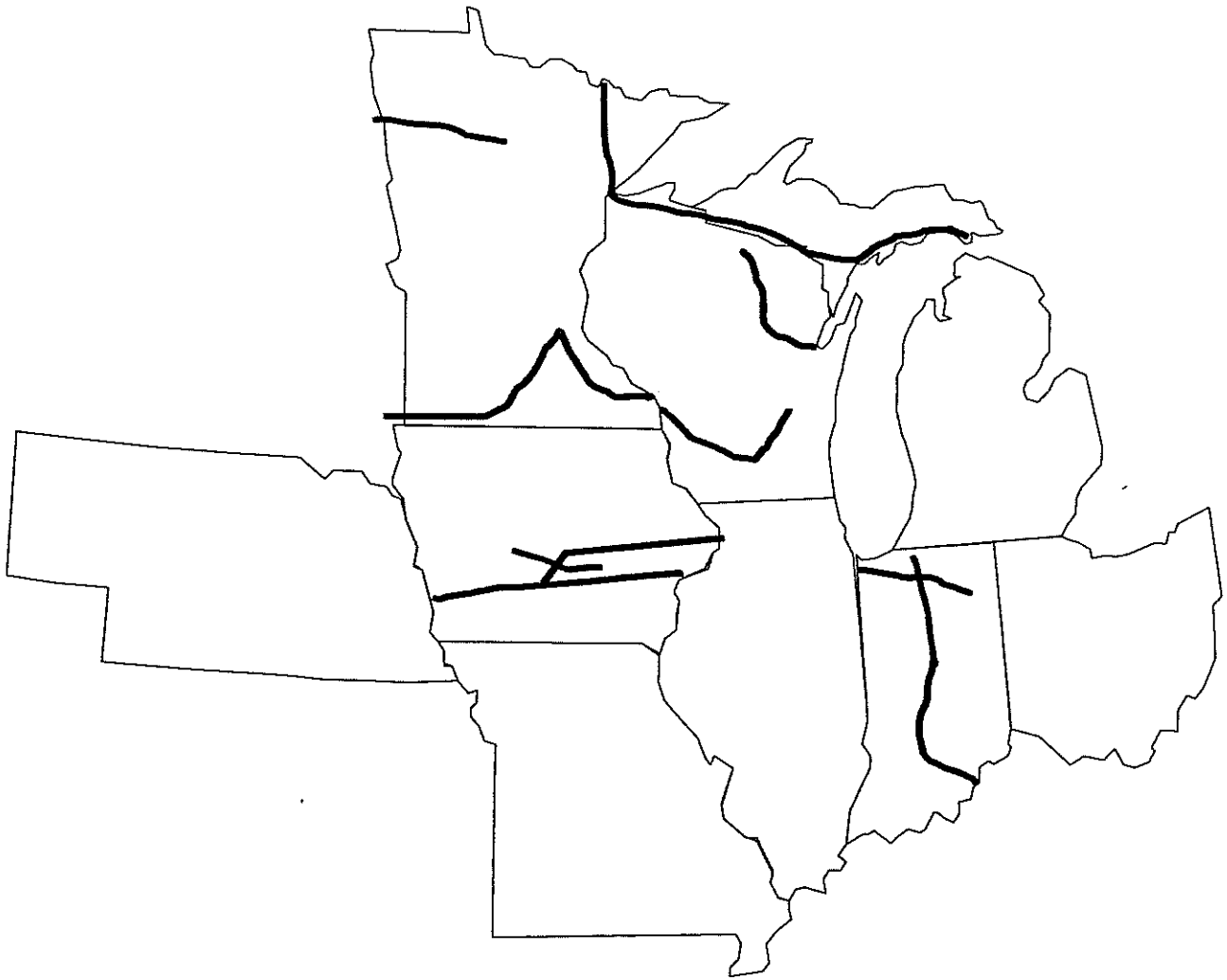
Including Intermodal Facilities in the Network Design

- Intermodal facilities create market and resource synergies.
- Higher traffic volume through terminals increases potential commercial development revenues.
- On new routes, bus operator at Intermodal facility can provide customer service functions at lower cost to network.
- Facilities which include transit and regular intercity bus service open additional funding sources.

Bus Expands Funding Sources Available to the Network

- Section 5311(f) for administration, marketing, capital and operating
- Surface Transportation Program (STP) funds can now be used for "vehicles and facilities, whether publicly or privately owned, that are used to provide intercity passenger service by bus."
- National Highway System (NHS) funding can now be used to support "publicly owned intracity or intercity bus terminals."
- Congestion Mitigation/Air Quality (CMAQ) can be used for publicly owned intermodal facilities

Midwest States/Greyhound Partnership Routes



A 21st Century Paradigm

- Enhance viability and effectiveness through a paradigm shift in network development
  - Transportation system vs. Transportation modes
  - Intercity bus and local transit as active participants in network
  - Integration in addition to intermodal
  - Public and private involvement in network
- Include travel related partners in designing the service
  - Amtrak
  - bus operators
  - hotels
  - small package forwarder
  - code sharing airline

The Integration Paradigm

- Organization developed as a multi-modal and functional organization.
- Conceptually similar to multi-modal transit agencies, but extended to include travel related partners.
- Inclusion of rail, bus, hotels, package forwarding entity and a code sharing airline served through a network airport rail station.
- Business structure that includes all functions brings more “ownership” in the network and more cohesive, innovative network development

The Integration Paradigm

- Making bus operators part of the organization brings more stability than when service is simply subcontracted.
- Including all participants in the organization improves the opportunity for operational economies of scale in station operations, reservations, etc.
- Inclusion of intermodal partners in service and schedule planning allows efficiency of intermodal network to be considered up front.
- Broadens the network market by including segments of the substantial Midwest intercity bus market.

Next Steps

- MWRRI/Amtrak decision to pursue integrated bus service test.
- States/Amtrak/Greyhound planning team, select candidate routes and service pattern.
- Test program agreement.
- Test market service can begin in a matter of a few months.
- Ongoing evaluation and network bus plan development.

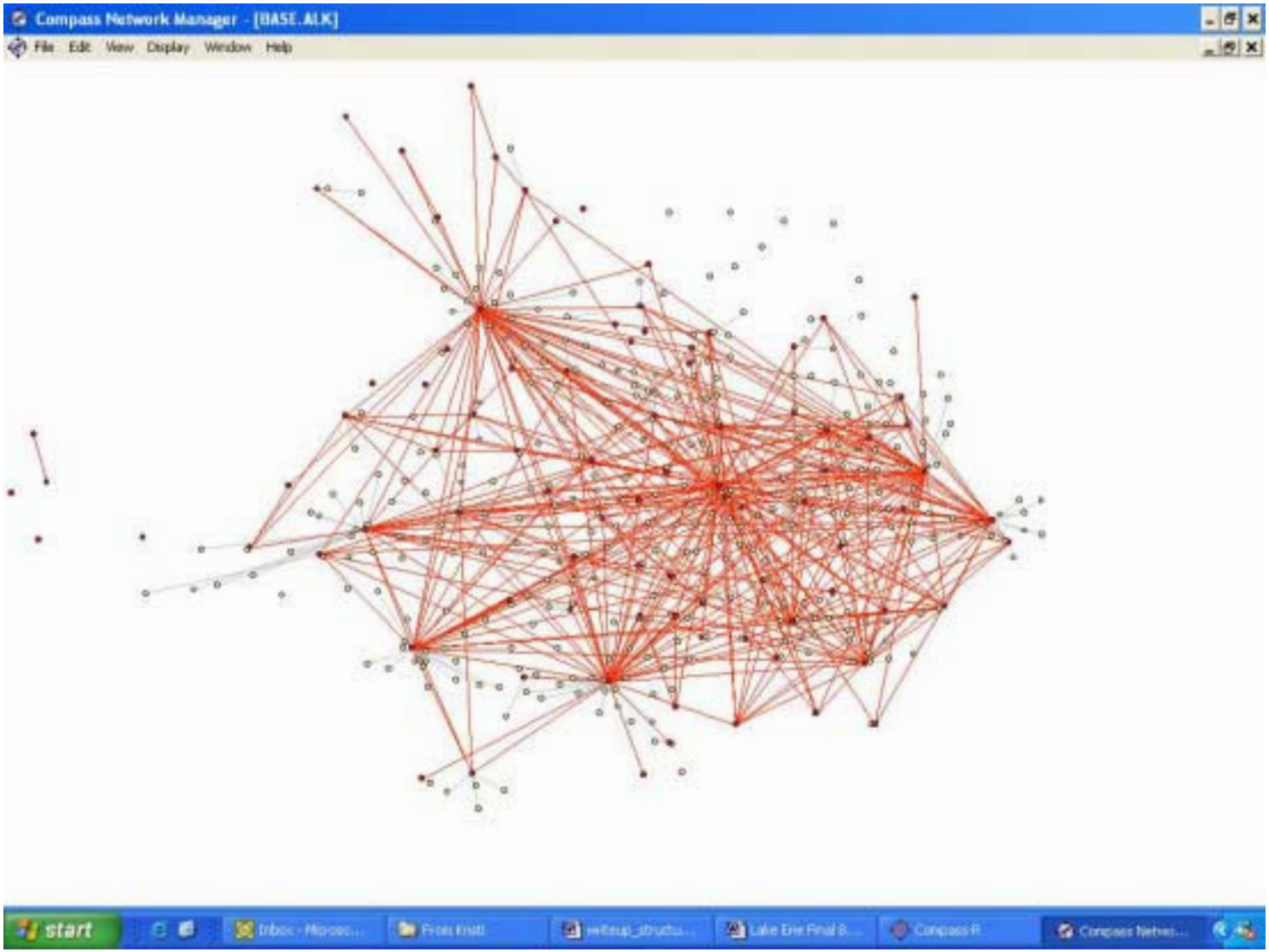
Greyhound Point of Contact

- **Bruce Goldberg**
  Director, Marketing Alliances
  Dallas, TX
  (972) 789-7377
  Fax: (972) 789-7526
  bgoldbe@greyhound.com

A2: Networks - Air, Bus, Rail, Auto

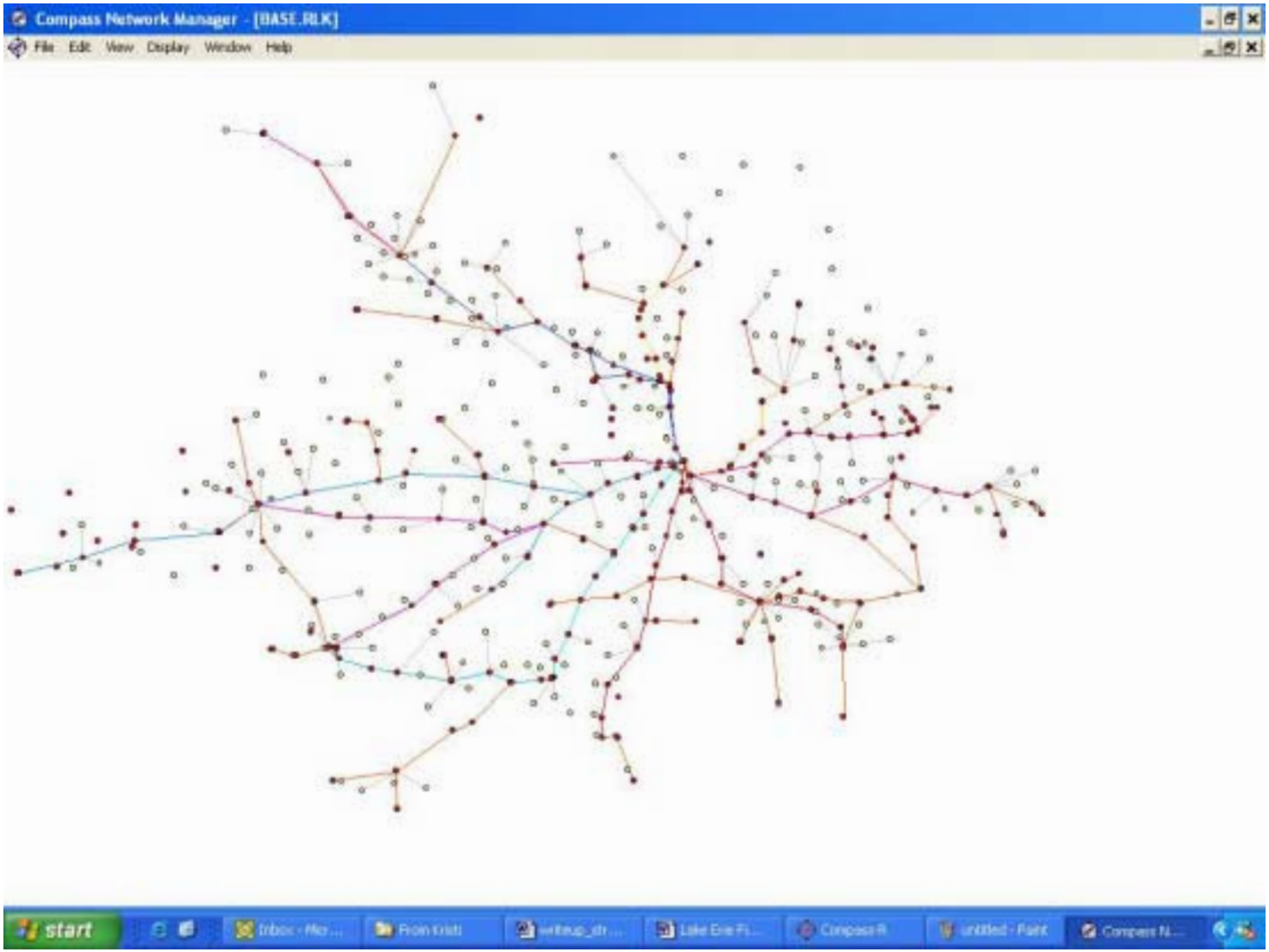
MWRRI

MWRRI Zone System – Air Network

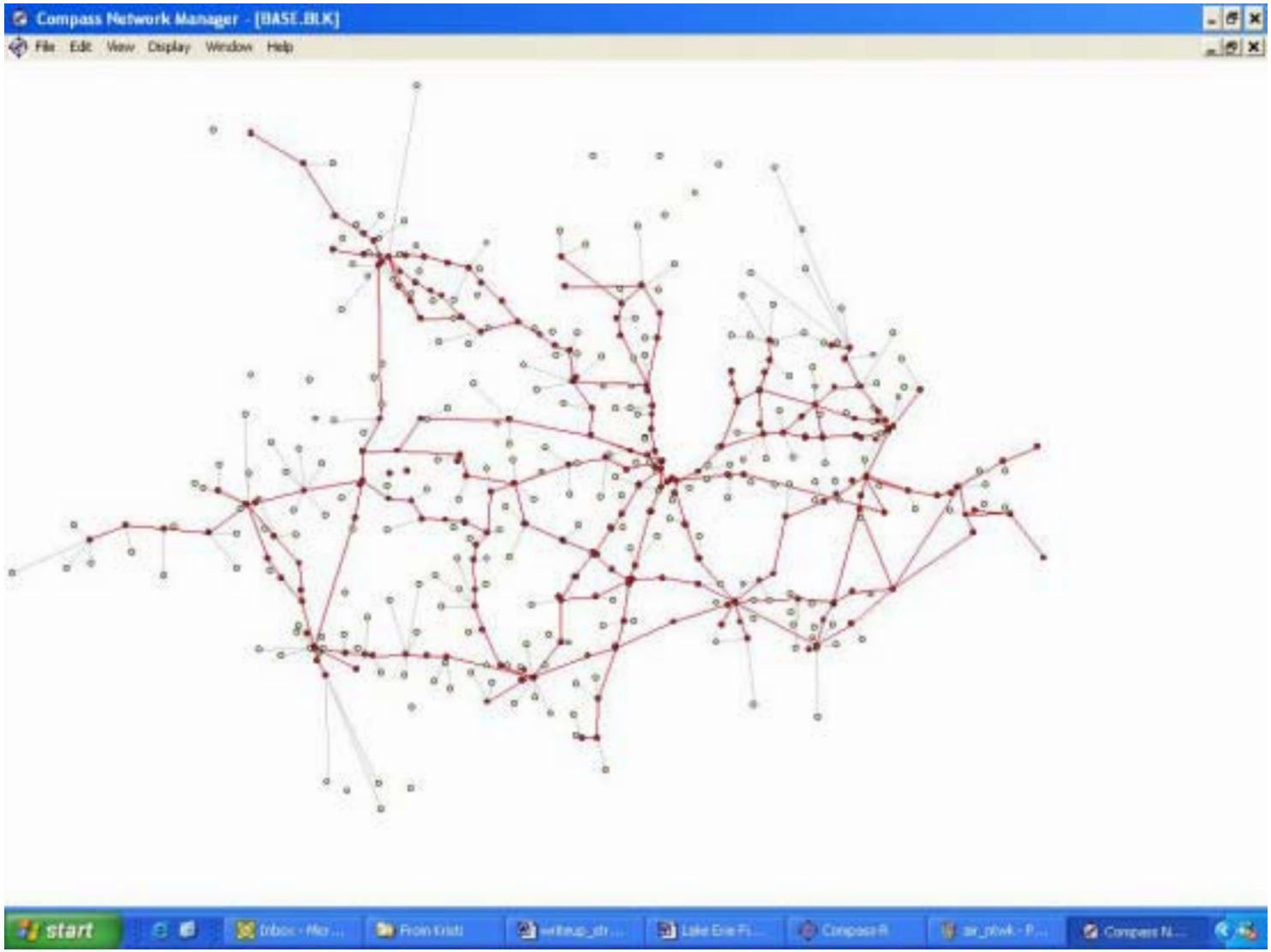


Prepared by: *Transportation Economics & Management Systems, Inc.*
June 2004

MWRRI Zone System – Rail Network



MWRRI Zone System – Bus Network



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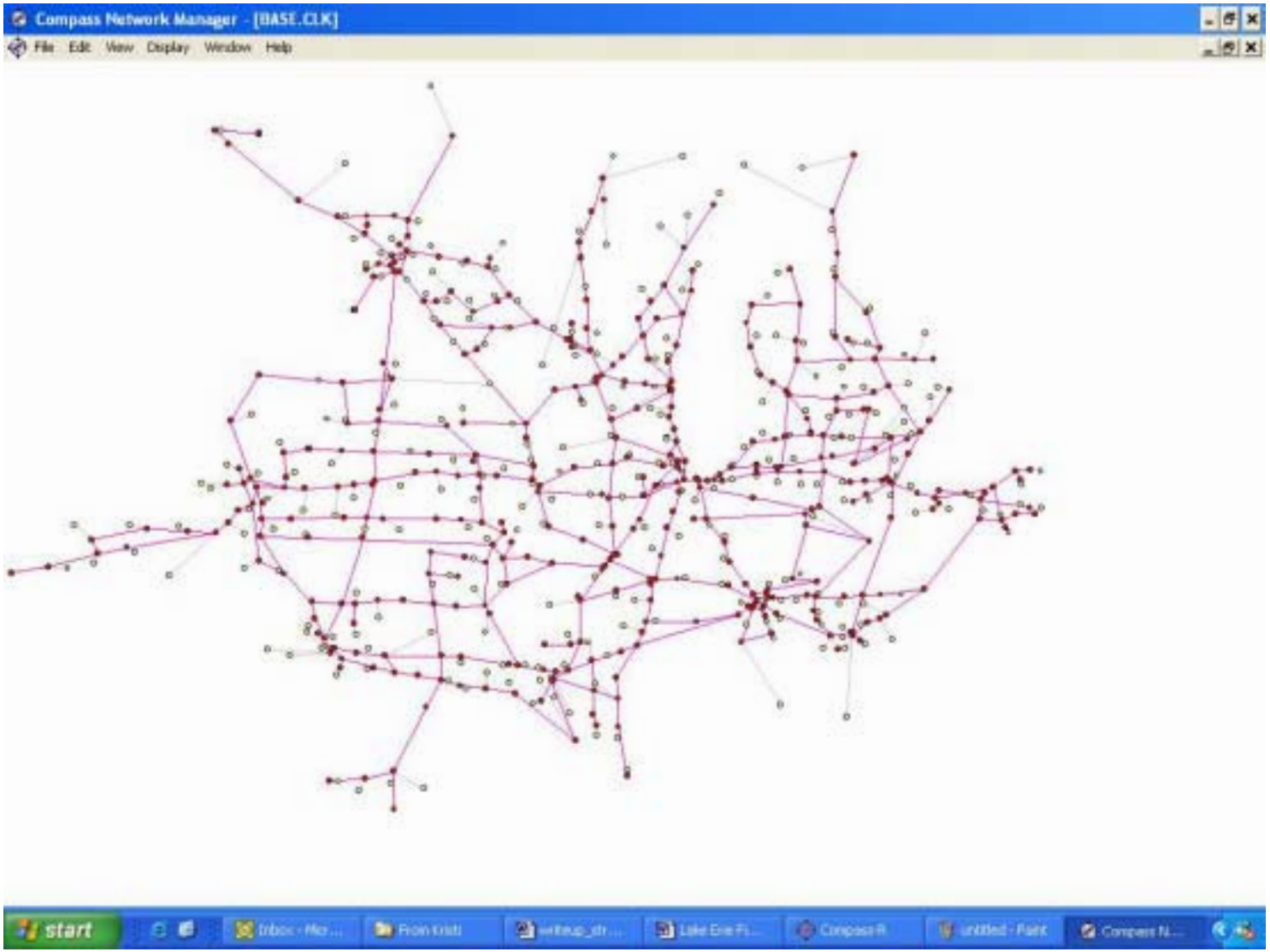
MWRRI Zone System – Auto Network



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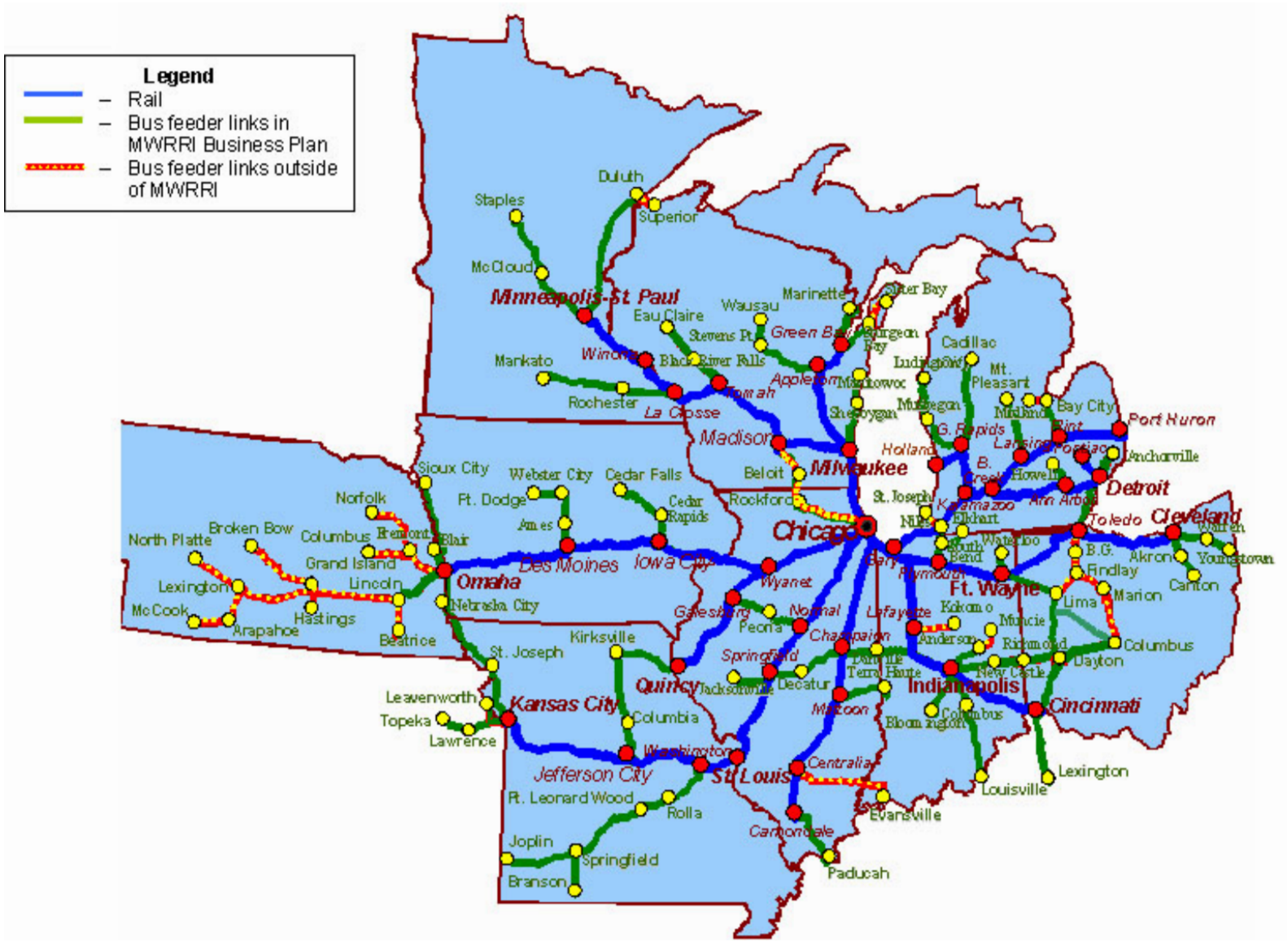
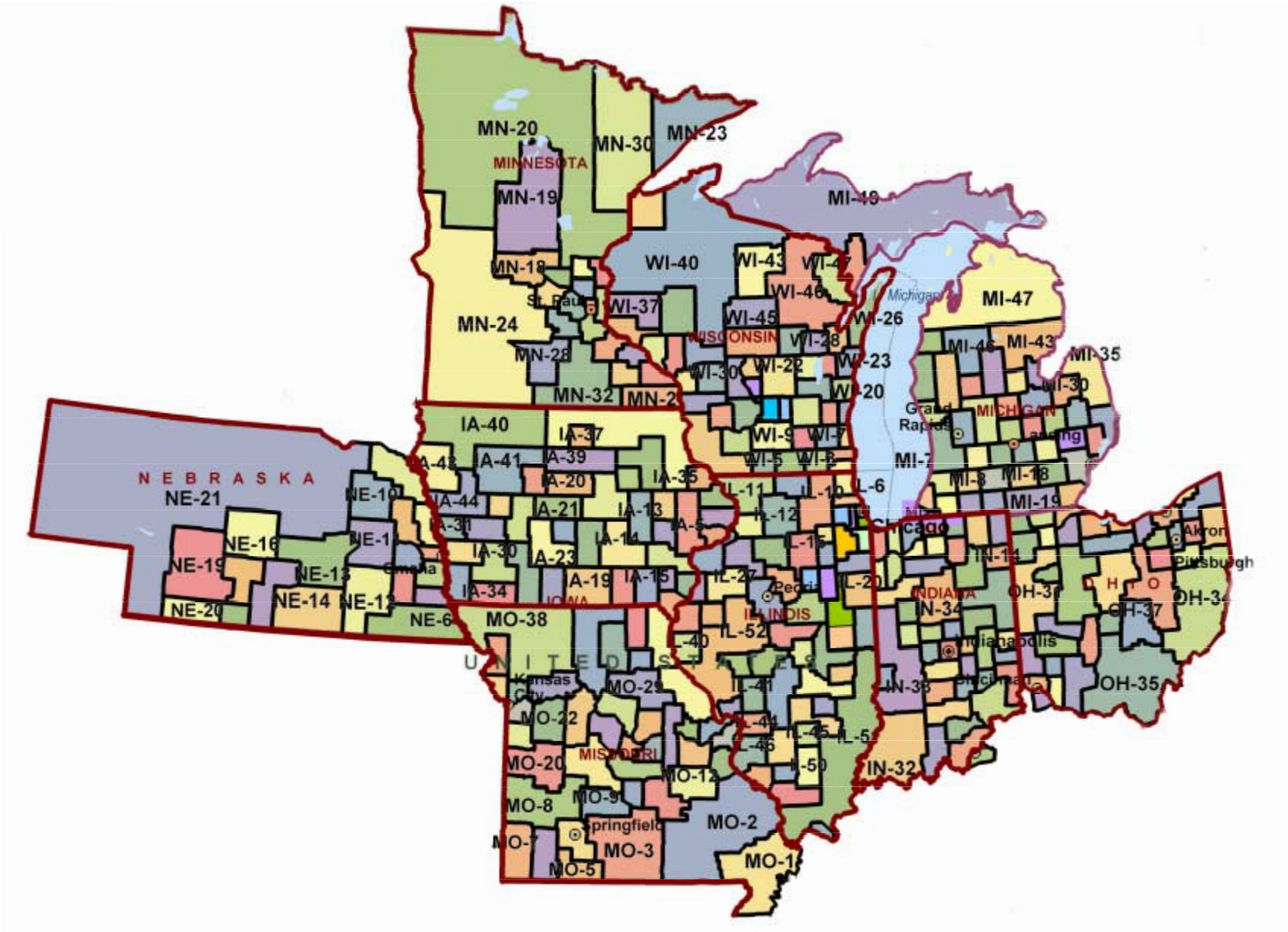
MWRRI Feeder Bus System Map: Financial Costing Assumptions



A3: Zone Systems

MWRRI

MWRRI Zone System



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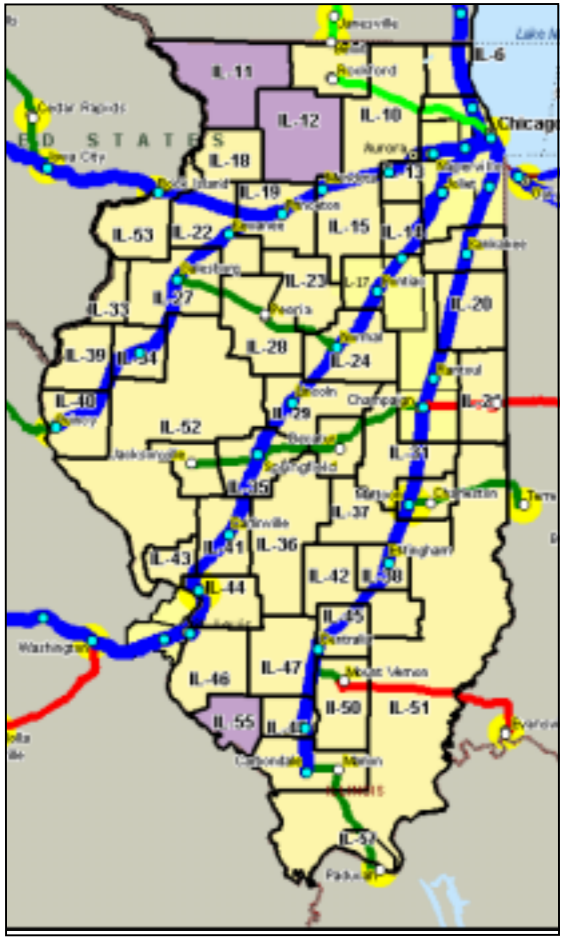
Illinois Zone System



Prepared by: *Transportation Economics & Management Systems, Inc.*

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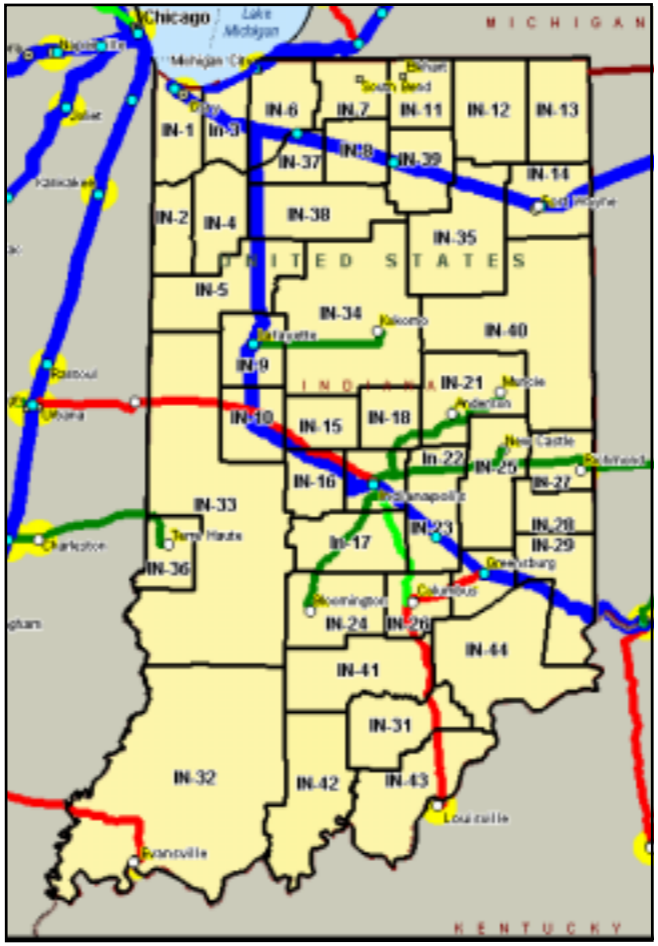
Indiana Zone System



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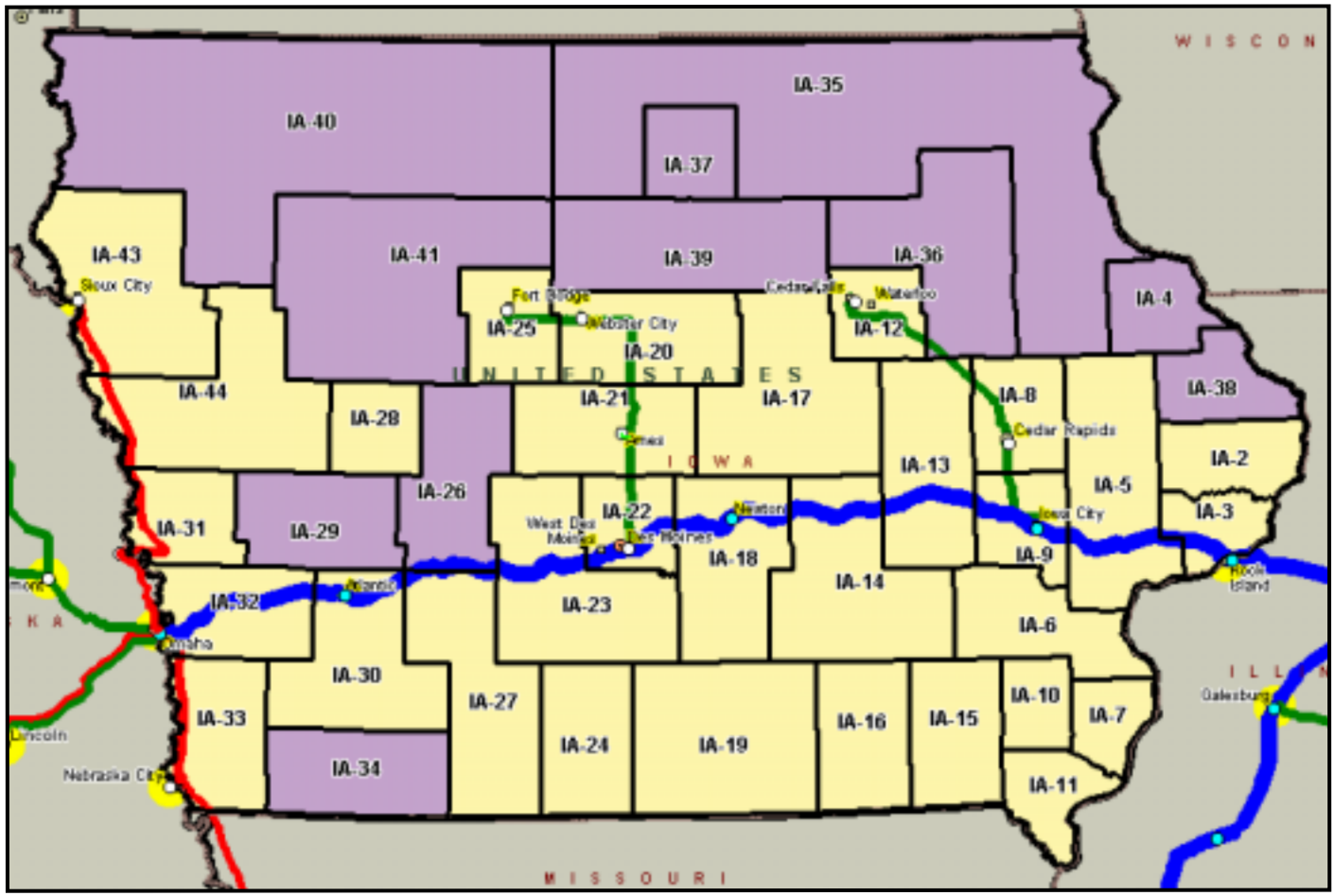
Iowa Zone System



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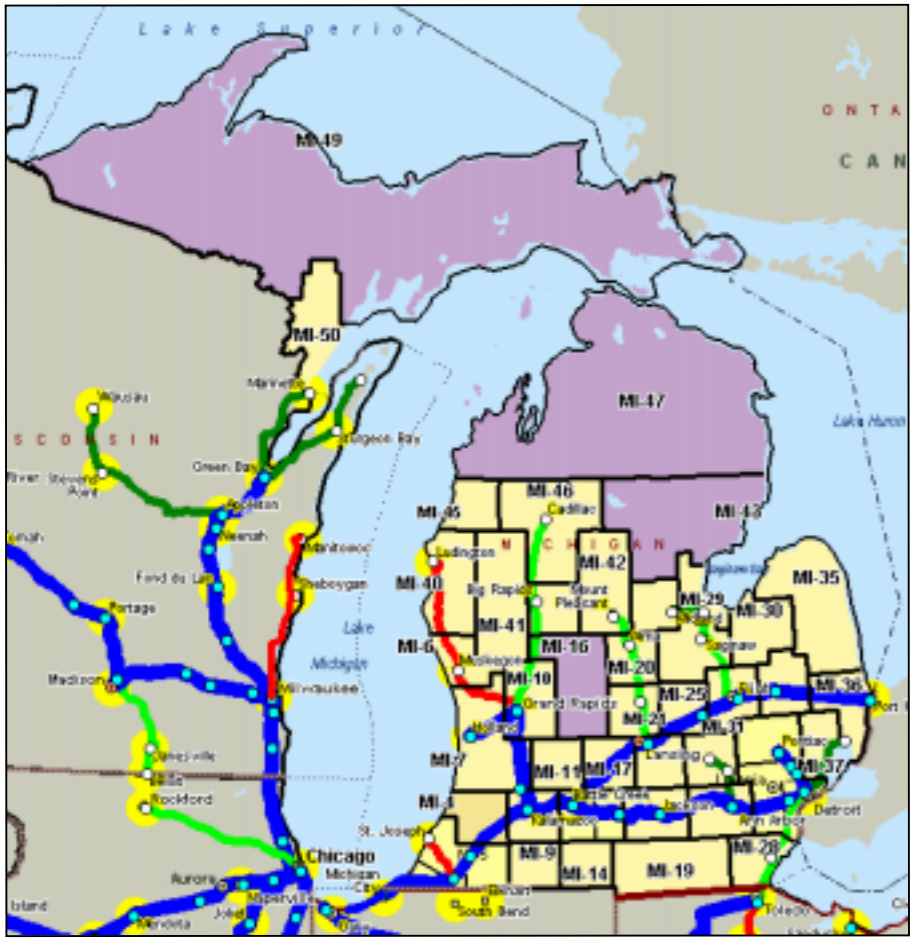
Michigan Zone System



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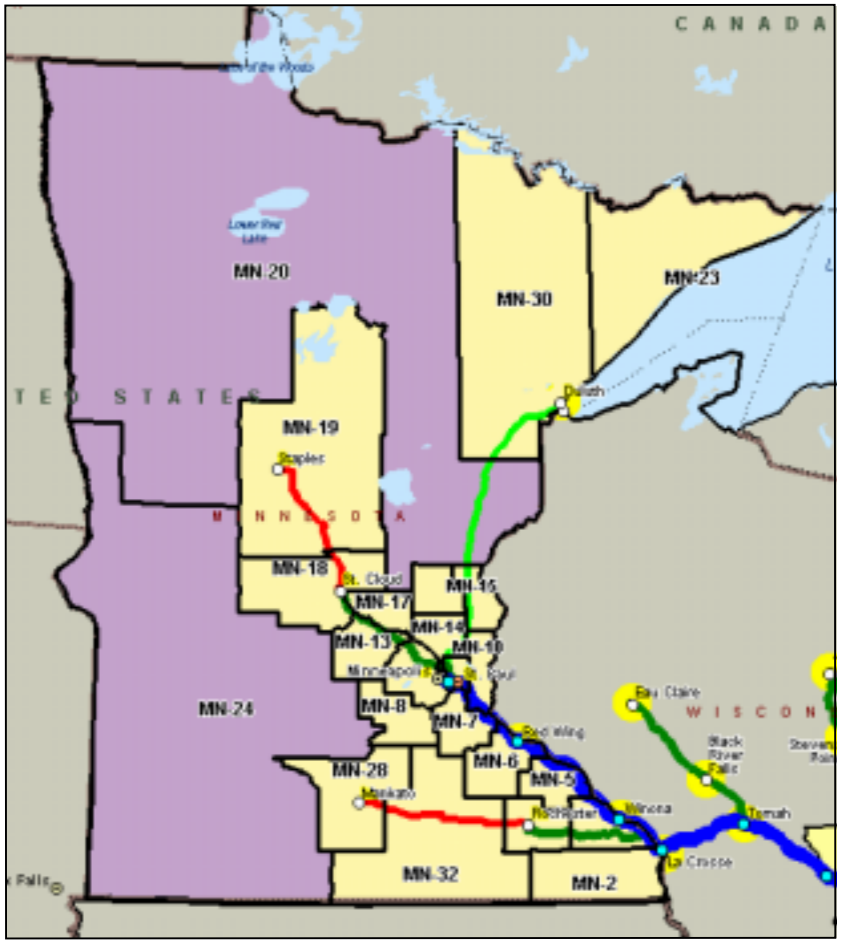
Minnesota Zone System



Prepared by: *Transportation Economics & Management Systems, Inc.*

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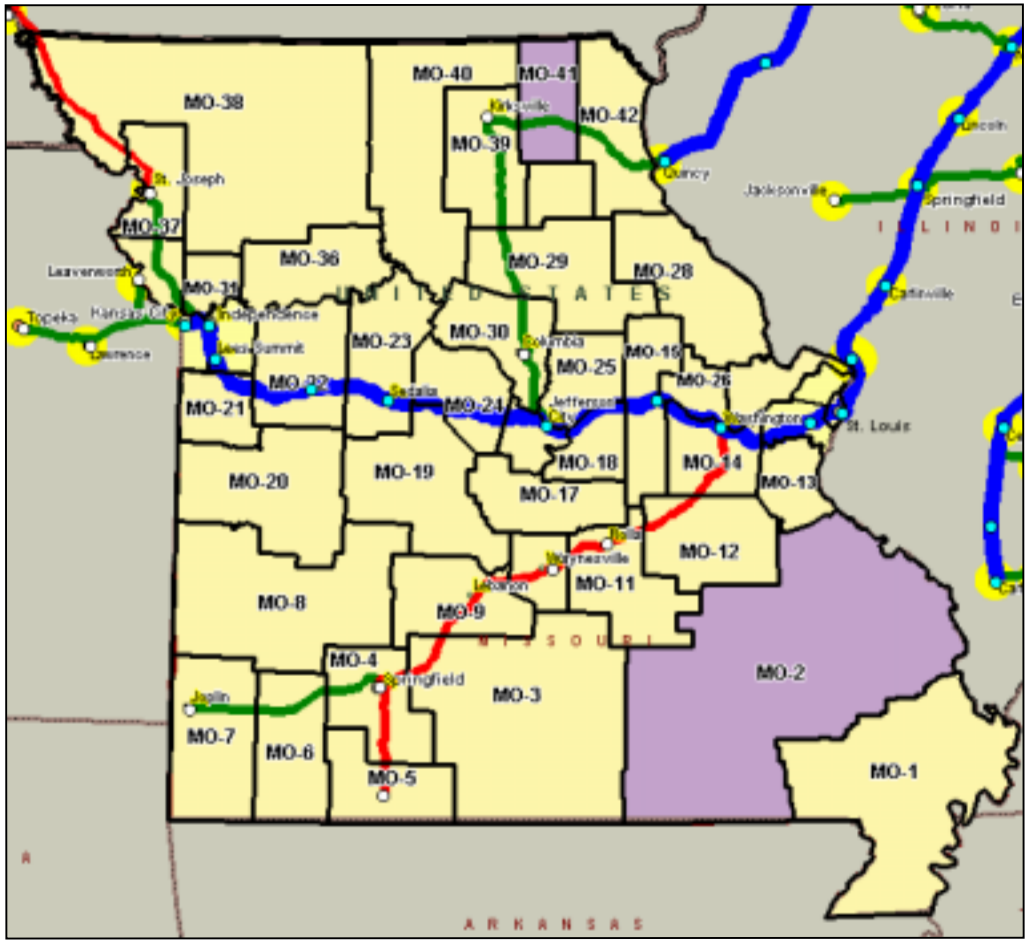
Missouri Zone System



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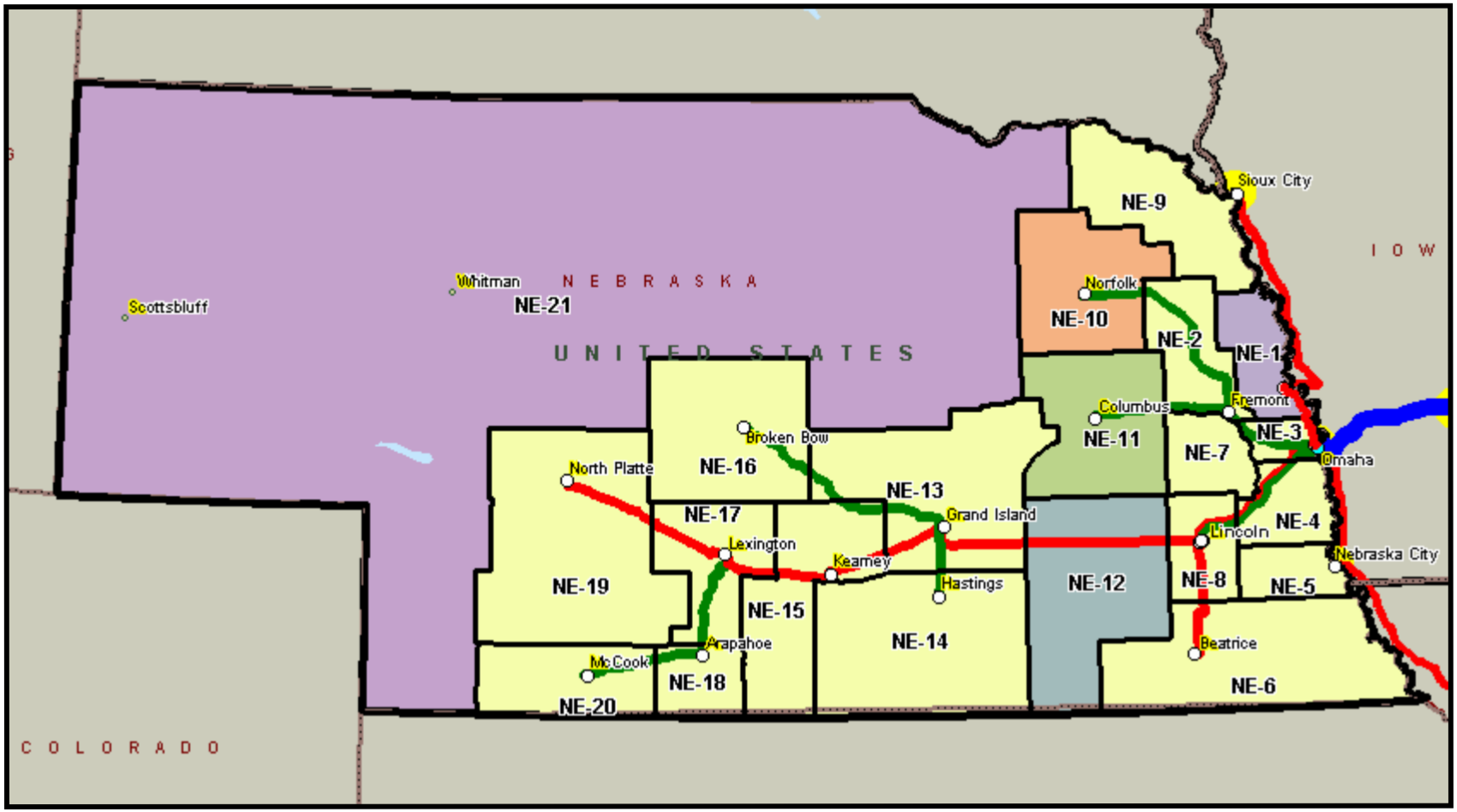
Nebraska Zone System



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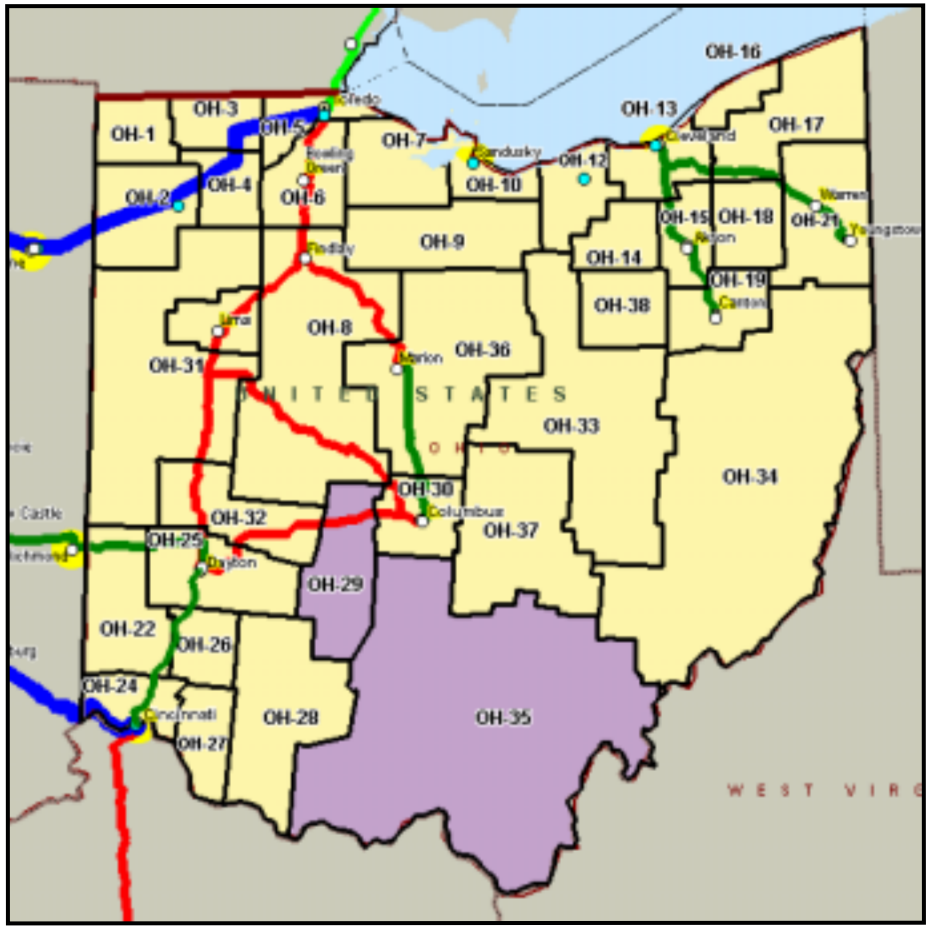
Ohio Zone System



Prepared by: *Transportation Economics & Management Systems, Inc.*

June 2004

Wisconsin Zone System

Prepared by: *Transportation Economics & Management Systems, Inc.*

June 2004

A4: Station to Station O-D Data by State

In the following tables, the units used for Ridership are individual riders; for Revenue, single dollars. Passenger Miles are derived from the number of passengers times the average distance traveled on the train.

MWRRI

MWRRI
Station-to-Station Data Tables
Data for 2020

Illinois

June 2004

Prepared by:
Transportation Economics & Management Systems, Inc.

MWRRI
State of Illinois
Station to Station Origin-Destination Data

States	Station Pair	Riders	Revenue	Passenger Miles
IL-IA	49 FT. DODGE(BUS-IA) -76 KEWANEE (IL)	3	243	1229
IL-IA	49 FT. DODGE(BUS-IA) -90 MACOMB (IL)	3	283	1429
IL-IA	49 FT. DODGE(BUS-IA) -127 QUINCY (IL)	4	509	2569
IL-IA	14 BURLINGTON (IA) -20 CENTRALIA (IL)	5	617	2809
IL-IA	49 FT. DODGE(BUS-IA) -126 PRINCETON (IL)	6	418	2118
IL-IA	76 KEWANEE (IL) -161 WEBSTER CITY(BUS-IA)	6	596	2957
IL-IA	49 FT. DODGE(BUS-IA) -51 GALESBURG (IL)	7	659	3331
IL-IA	98 MATTOON (IL) -161 WEBSTER CITY(BUS-IA)	7	852	3991
IL-IA	90 MACOMB (IL) -161 WEBSTER CITY(BUS-IA)	8	835	4147
IL-IA	97 MARION(BUS-IL) -117 OTTUMWA (IA)	8	1201	5633
IL-IA	49 FT. DODGE(BUS-IA) -100 MENDOTA (IL)	8	583	2955
IL-IA	127 QUINCY (IL) -161 WEBSTER CITY(BUS-IA)	9	1001	4974
IL-IA	76 KEWANEE (IL) -138 SIOUX CITY(BUS-IA)	10	861	4797
IL-IA	49 FT. DODGE(BUS-IA) -120 PLANO (IL)	10	789	3996
IL-IA	21 CHAMPAIGN-URBANA (IL) -28 CRESTON (IA)	11	1458	7108
IL-IA	49 FT. DODGE(BUS-IA) -128 RANTOUL (IL)	12	1334	6446
IL-IA	48 FORT MADISON (IA) -97 MARION(BUS-IL)	12	1608	7397
IL-IA	16 CARBONDALE (IL) -48 FORT MADISON (IA)	12	1641	7442
IL-IA	122 PONTIAC (IL) -161 WEBSTER CITY(BUS-IA)	13	1330	6528
IL-IA	100 MENDOTA (IL) -138 SIOUX CITY(BUS-IA)	13	1347	6552
IL-IA	14 BURLINGTON (IA) -16 CARBONDALE (IL)	14	1892	8562
IL-IA	28 CRESTON (IA) -29 DANVILLE(BUS-IL)	15	1956	9820
IL-IA	16 CARBONDALE (IL) -104 MT. PLEASANT (IA)	15	2126	9786
IL-IA	48 FORT MADISON (IA) -62 HOMEWOOD (IL)	15	1039	5096
IL-IA	90 MACOMB (IL) -138 SIOUX CITY(BUS-IA)	16	1367	7699
IL-IA	14 BURLINGTON (IA) -120 PLANO (IL)	16	696	3505
IL-IA	16 CARBONDALE (IL) -117 OTTUMWA (IA)	16	2441	11303
IL-IA	48 FORT MADISON (IA) -98 MATTOON (IL)	16	1701	7948
IL-IA	21 CHAMPAIGN-URBANA (IL) -49 FT. DODGE(BUS-IA)	17	1975	9511
IL-IA	51 GALESBURG (IL) -161 WEBSTER CITY(BUS-IA)	17	1706	8276
IL-IA	126 PRINCETON (IL) -161 WEBSTER CITY(BUS-IA)	19	1216	5988
IL-IA	69 JACKSONVILLE(BUS-IL) -111 NEWTON (IA)	19	2057	9947
IL-IA	7 ATLANTIC (IA) -119 PEORIA (BUS-IL)	19	2321	10021
IL-IA	120 PLANO (IL) -138 SIOUX CITY(BUS-IA)	19	2131	10382
IL-IA	126 PRINCETON (IL) -138 SIOUX CITY(BUS-IA)	19	2013	9453
IL-IA	100 MENDOTA (IL) -161 WEBSTER CITY(BUS-IA)	20	1510	6751
IL-IA	16 CARBONDALE (IL) -34 DES MOINES (IA)	20	3035	12938
IL-IA	120 PLANO (IL) -161 WEBSTER CITY(BUS-IA)	21	1548	7647
IL-IA	28 CRESTON (IA) -32 DECATUR(BUS-IL)	21	2820	14267
IL-IA	14 BURLINGTON (IA) -100 MENDOTA (IL)	21	827	4035
IL-IA	97 MARION(BUS-IL) -131 ROCK ISLAND (IA)	22	2439	10686
IL-IA	128 RANTOUL (IL) -161 WEBSTER CITY(BUS-IA)	23	2619	12436
IL-IA	97 MARION(BUS-IL) -104 MT. PLEASANT (IA)	23	3310	15446
IL-IA	115 OSCEOLA (IA) -126 PRINCETON (IL)	23	1659	8487
IL-IA	29 DANVILLE(BUS-IL) -115 OSCEOLA (IA)	23	2932	14718
IL-IA	14 BURLINGTON (IA) -118 PADUCAH(BUS-IL)	24	3518	16940
IL-IA	21 CHAMPAIGN-URBANA (IL) -161 WEBSTER CITY(BUS-IA)	25	2968	14046
IL-IA	16 CARBONDALE (IL) -115 OSCEOLA (IA)	26	4275	19965
IL-IA	14 BURLINGTON (IA) -74 KANKAKEE (IL)	26	1748	8478
IL-IA	127 QUINCY (IL) -138 SIOUX CITY(BUS-IA)	27	2631	15088
IL-IA	28 CRESTON (IA) -126 PRINCETON (IL)	27	2124	10906
IL-IA	7 ATLANTIC (IA) -126 PRINCETON (IL)	28	2311	8998
IL-IA	32 DECATUR(BUS-IL) -115 OSCEOLA (IA)	28	3615	18289
IL-IA	7 ATLANTIC (IA) -51 GALESBURG (IL)	32	3722	15420
IL-IA	49 FT. DODGE(BUS-IA) -54 GLENVIEW (IL)	33	3015	15119
IL-IA	18 CEDAR FALLS (BUS-IA) -38 DU QUOIN (IL)	33	4236	19928
IL-IA	14 BURLINGTON (IA) -76 KEWANEE (IL)	36	230	1125
IL-IA	54 GLENVIEW (IL) -161 WEBSTER CITY(BUS-IA)	39	3469	17041
IL-IA	18 CEDAR FALLS (BUS-IA) -98 MATTOON (IL)	39	3862	18822
IL-IA	14 BURLINGTON (IA) -98 MATTOON (IL)	40	4075	19018
IL-IA	3 AMES(BUS-IA) -76 KEWANEE (IL)	41	3611	16526
IL-IA	48 FORT MADISON (IA) -54 GLENVIEW (IL)	41	2756	13712
IL-IA	3 AMES(BUS-IA) -98 MATTOON (IL)	42	5145	22993

MWRRI
State of Illinois
Station to Station Origin-Destination Data

States	Station Pair	Riders	Revenue	Passenger Miles
IL-IA	54 GLENVIEW (IL) -115 OSCEOLA (IA)	43	4108	20846
IL-IA	67 IOWA CITY (IA) -97 MARION(BUS-IL)	44	5499	23980
IL-IA	54 GLENVIEW (IL) -104 MT. PLEASANT (IA)	45	3182	16190
IL-IA	7 ATLANTIC (IA) -120 PLANO (IL)	49	4559	18298
IL-IA	13 BTN-NORMAL (IL) -161 WEBSTER CITY(BUS-IA)	50	5651	27517
IL-IA	21 CHAMPAIGN-URBANA (IL) -48 FORT MADISON (IA)	50	4715	22309
IL-IA	14 BURLINGTON (IA) -90 MACOMB (IL)	51	410	2028
IL-IA	3 AMES(BUS-IA) -17 CARLINVILLE (IL)	51	6486	30792
IL-IA	18 CEDAR FALLS (BUS-IA) -20 CENTRALIA (IL)	51	6078	28868
IL-IA	3 AMES(BUS-IA) -90 MACOMB (IL)	52	5376	24687
IL-IA	18 CEDAR FALLS (BUS-IA) -86 LINCOLN (IL)	52	4710	24346
IL-IA	54 GLENVIEW (IL) -117 OTTUMWA (IA)	53	4216	21429
IL-IA	17 CARLINVILLE (IL) -18 CEDAR FALLS (BUS-IA)	53	5428	28223
IL-IA	117 OTTUMWA (IA) -126 PRINCETON (IL)	55	3037	15603
IL-IA	29 DANVILLE(BUS-IL) -111 NEWTON (IA)	59	6369	27627
IL-IA	14 BURLINGTON (IA) -69 JACKSONVILLE(BUS-IL)	60	6161	32206
IL-IA	29 DANVILLE(BUS-IL) -48 FORT MADISON (IA)	61	5902	29117
IL-IA	29 DANVILLE(BUS-IL) -131 ROCK ISLAND (IA)	61	4272	20137
IL-IA	107 NAPERVILLE (IL) -138 SIOUX CITY(BUS-IA)	61	7101	34633
IL-IA	3 AMES(BUS-IA) -86 LINCOLN (IL)	63	7176	33536
IL-IA	3 AMES(BUS-IA) -127 QUINCY (IL)	64	7422	34101
IL-IA	49 FT. DODGE(BUS-IA) -74 KANKAKEE (IL)	65	6561	32368
IL-IA	111 NEWTON (IA) -122 PONTIAC (IL)	65	5823	26191
IL-IA	32 DECATUR(BUS-IL) -48 FORT MADISON (IA)	65	6395	31891
IL-IA	14 BURLINGTON (IA) -97 MARION(BUS-IL)	66	9126	41959
IL-IA	69 JACKSONVILLE(BUS-IL) -115 OSCEOLA (IA)	66	8713	45693
IL-IA	104 MT. PLEASANT (IA) -126 PRINCETON (IL)	67	3059	15827
IL-IA	21 CHAMPAIGN-URBANA (IL) -115 OSCEOLA (IA)	68	8310	40455
IL-IA	67 IOWA CITY (IA) -69 JACKSONVILLE(BUS-IL)	76	6801	33930
IL-IA	32 DECATUR(BUS-IL) -131 ROCK ISLAND (IA)	77	5428	26003
IL-IA	32 DECATUR(BUS-IL) -117 OTTUMWA (IA)	81	8975	45437
IL-IA	18 CEDAR FALLS (BUS-IA) -41 DWIGHT (IL)	81	6010	31093
IL-IA	18 CEDAR FALLS (BUS-IA) -76 KEWANEE (IL)	82	5318	27957
IL-IA	32 DECATUR(BUS-IL) -111 NEWTON (IA)	83	9034	39911
IL-IA	14 BURLINGTON (IA) -126 PRINCETON (IL)	89	3632	18232
IL-IA	3 AMES(BUS-IA) -100 MENDOTA (IL)	93	6398	27232
IL-IA	18 CEDAR FALLS (BUS-IA) -90 MACOMB (IL)	94	7445	38716
IL-IA	21 CHAMPAIGN-URBANA (IL) -117 OTTUMWA (IA)	94	10025	48546
IL-IA	49 FT. DODGE(BUS-IA) -107 NAPERVILLE (IL)	94	8236	39102
IL-IA	3 AMES(BUS-IA) -44 EFFINGHAM (IL)	95	12234	54481
IL-IA	13 BTN-NORMAL (IL) -49 FT. DODGE(BUS-IA)	95	10889	53924
IL-IA	74 KANKAKEE (IL) -161 WEBSTER CITY(BUS-IA)	96	9519	46059
IL-IA	19 CEDAR RAPIDS(BUS-IA) -38 DU QUOIN (IL)	100	12131	53743
IL-IA	29 DANVILLE(BUS-IL) -67 IOWA CITY (IA)	103	8567	39660
IL-IA	3 AMES(BUS-IA) -41 DWIGHT (IL)	103	10153	46654
IL-IA	21 CHAMPAIGN-URBANA (IL) -104 MT. PLEASANT (IA)	104	10109	48767
IL-IA	3 AMES(BUS-IA) -51 GALESBURG (IL)	104	10015	45710
IL-IA	18 CEDAR FALLS (BUS-IA) -54 GLENVIEW (IL)	104	6845	34161
IL-IA	18 CEDAR FALLS (BUS-IA) -127 QUINCY (IL)	107	9703	50120
IL-IA	48 FORT MADISON (IA) -74 KANKAKEE (IL)	108	8181	39849
IL-IA	34 DES MOINES (IA) -98 MATTOON (IL)	113	13563	58425
IL-IA	38 DU QUOIN (IL) -131 ROCK ISLAND (IA)	114	12026	51810
IL-IA	18 CEDAR FALLS (BUS-IA) -122 PONTIAC (IL)	116	8952	46859
IL-IA	3 AMES(BUS-IA) -120 PLANO (IL)	118	8653	38411
IL-IA	32 DECATUR(BUS-IL) -67 IOWA CITY (IA)	118	9963	46776
IL-IA	29 DANVILLE(BUS-IL) -104 MT. PLEASANT (IA)	119	11983	60091
IL-IA	14 BURLINGTON (IA) -21 CHAMPAIGN-URBANA (IL)	119	11368	51871
IL-IA	34 DES MOINES (IA) -76 KEWANEE (IL)	125	10910	46564
IL-IA	18 CEDAR FALLS (BUS-IA) -44 EFFINGHAM (IL)	125	13252	63993
IL-IA	14 BURLINGTON (IA) -127 QUINCY (IL)	129	2581	12379
IL-IA	67 IOWA CITY (IA) -122 PONTIAC (IL)	130	8901	40889
IL-IA	18 CEDAR FALLS (BUS-IA) -100 MENDOTA (IL)	130	5602	29685
IL-IA	3 AMES(BUS-IA) -126 PRINCETON (IL)	131	8108	35654

MWRRI
State of Illinois
Station to Station Origin-Destination Data

States	Station Pair	Riders	Revenue	Passenger Miles
IL-IA	18 CEDAR FALLS (BUS-IA) -153 UPPER ALTON (IL)	133	14777	75928
IL-IA	19 CEDAR RAPIDS(BUS-IA) -20 CENTRALIA (IL)	135	15251	67975
IL-IA	34 DES MOINES (IA) -86 LINCOLN (IL)	136	15052	67813
IL-IA	76 KEWANEE (IL) -111 NEWTON (IA)	137	10606	46457
IL-IA	54 GLENVIEW (IL) -111 NEWTON (IA)	140	10274	45370
IL-IA	19 CEDAR RAPIDS(BUS-IA) -98 MATTOON (IL)	141	13610	59307
IL-IA	29 DANVILLE(BUS-IL) -117 OTTUMWA (IA)	141	15517	77842
IL-IA	32 DECATUR(BUS-IL) -104 MT. PLEASANT (IA)	141	14349	72681
IL-IA	90 MACOMB (IL) -111 NEWTON (IA)	143	12807	58515
IL-IA	16 CARBONDALE (IL) -19 CEDAR RAPIDS(BUS-IA)	146	18438	81416
IL-IA	3 AMES(BUS-IA) -122 PONTIAC (IL)	147	14843	69135
IL-IA	19 CEDAR RAPIDS(BUS-IA) -86 LINCOLN (IL)	158	13372	64300
IL-IA	3 AMES(BUS-IA) -128 RANTOUL (IL)	158	17638	77567
IL-IA	107 NAPERVILLE (IL) -161 WEBSTER CITY(BUS-IA)	160	13776	63271
IL-IA	111 NEWTON (IA) -127 QUINCY (IL)	160	16187	74754
IL-IA	34 DES MOINES (IA) -90 MACOMB (IL)	163	16693	72444
IL-IA	71 JOLIET (IL) -161 WEBSTER CITY(BUS-IA)	166	15656	76778
IL-IA	28 CRESTON (IA) -107 NAPERVILLE (IL)	166	15364	78639
IL-IA	34 DES MOINES (IA) -126 PRINCETON (IL)	168	9780	39937
IL-IA	111 NEWTON (IA) -119 PEORIA (BUS-IL)	174	15419	72183
IL-IA	17 CARLINVILLE (IL) -19 CEDAR RAPIDS(BUS-IA)	175	17030	83232
IL-IA	18 CEDAR FALLS (BUS-IA) -120 PLANO (IL)	176	8460	45606
IL-IA	3 AMES(BUS-IA) -21 CHAMPAIGN-URBANA (IL)	177	19773	88965
IL-IA	3 AMES(BUS-IA) -54 GLENVIEW (IL)	178	16148	70309
IL-IA	16 CARBONDALE (IL) -131 ROCK ISLAND (IA)	185	20983	87348
IL-IA	41 DWIGHT (IL) -111 NEWTON (IA)	189	16333	72212
IL-IA	13 BTN-NORMAL (IL) -18 CEDAR FALLS (BUS-IA)	193	16296	83993
IL-IA	18 CEDAR FALLS (BUS-IA) -128 RANTOUL (IL)	193	16890	81839
IL-IA	20 CENTRALIA (IL) -131 ROCK ISLAND (IA)	193	18652	80743
IL-IA	18 CEDAR FALLS (BUS-IA) -51 GALESBURG (IL)	195	14036	72753
IL-IA	34 DES MOINES (IA) -127 QUINCY (IL)	205	23644	102734
IL-IA	34 DES MOINES (IA) -51 GALESBURG (IL)	206	19371	83393
IL-IA	18 CEDAR FALLS (BUS-IA) -126 PRINCETON (IL)	211	7983	43552
IL-IA	3 AMES(BUS-IA) -13 BTN-NORMAL (IL)	214	23191	107478
IL-IA	18 CEDAR FALLS (BUS-IA) -21 CHAMPAIGN-URBANA (IL)	215	19707	94037
IL-IA	13 BTN-NORMAL (IL) -67 IOWA CITY (IA)	219	16617	75881
IL-IA	14 BURLINGTON (IA) -29 DANVILLE(BUS-IL)	220	22276	104696
IL-IA	18 CEDAR FALLS (BUS-IA) -139 SPRINGFIELD (IL)	224	23314	111195
IL-IA	100 MENDOTA (IL) -111 NEWTON (IA)	233	12963	52386
IL-IA	48 FORT MADISON (IA) -107 NAPERVILLE (IL)	246	14193	70245
IL-IA	14 BURLINGTON (IA) -32 DECATUR(BUS-IL)	251	25503	122164
IL-IA	98 MATTOON (IL) -131 ROCK ISLAND (IA)	251	21019	84866
IL-IA	3 AMES(BUS-IA) -139 SPRINGFIELD (IL)	253	30538	142160
IL-IA	21 CHAMPAIGN-URBANA (IL) -34 DES MOINES (IA)	255	27775	120060
IL-IA	119 PEORIA (BUS-IL) -131 ROCK ISLAND (IA)	269	14846	73545
IL-IA	67 IOWA CITY (IA) -128 RANTOUL (IL)	277	21126	92740
IL-IA	69 JACKSONVILLE(BUS-IL) -104 MT. PLEASANT (IA)	281	30009	158851
IL-IA	49 FT. DODGE(BUS-IA) -71 JOLIET (IL)	300	28855	144350
IL-IA	111 NEWTON (IA) -120 PLANO (IL)	309	18845	79122
IL-IA	17 CARLINVILLE (IL) -131 ROCK ISLAND (IA)	309	25102	120990
IL-IA	51 GALESBURG (IL) -111 NEWTON (IA)	316	26528	117066
IL-IA	111 NEWTON (IA) -126 PRINCETON (IL)	318	15862	64623
IL-IA	13 BTN-NORMAL (IL) -131 ROCK ISLAND (IA)	324	20650	94186
IL-IA	86 LINCOLN (IL) -131 ROCK ISLAND (IA)	327	22451	105753
IL-IA	34 DES MOINES (IA) -122 PONTIAC (IL)	333	32898	145044
IL-IA	48 FORT MADISON (IA) -69 JACKSONVILLE(BUS-IL)	340	34903	182461
IL-IA	18 CEDAR FALLS (BUS-IA) -74 KANKAKEE (IL)	349	25904	127827
IL-IA	19 CEDAR RAPIDS(BUS-IA) -122 PONTIAC (IL)	350	24967	120145
IL-IA	62 HOMEWOOD (IL) -161 WEBSTER CITY(BUS-IA)	356	35361	159269
IL-IA	74 KANKAKEE (IL) -111 NEWTON (IA)	358	29630	129867
IL-IA	19 CEDAR RAPIDS(BUS-IA) -76 KEWANEE (IL)	360	21546	101029
IL-IA	67 IOWA CITY (IA) -127 QUINCY (IL)	369	31096	140112
IL-IA	34 DES MOINES (IA) -128 RANTOUL (IL)	373	39318	170171

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IL-IA	19 CEDAR RAPIDS(BUS-IA) -44 EFFINGHAM (IL)	374	38257	168039
IL-IA	22 CHICAGO (IL) -138 SIOUX CITY(BUS-IA)	380	45962	224670
IL-IA	3 AMES(BUS-IA) -74 KANKAKEE (IL)	387	38291	167146
IL-IA	19 CEDAR RAPIDS(BUS-IA) -153 UPPER ALTON (IL)	391	40964	198487
IL-IA	22 CHICAGO (IL) -49 FT. DODGE(BUS-IA)	392	37122	172619
IL-IA	41 DWIGHT (IL) -131 ROCK ISLAND (IA)	403	21137	96716
IL-IA	19 CEDAR RAPIDS(BUS-IA) -90 MACOMB (IL)	412	30502	145047
IL-IA	13 BTN-NORMAL (IL) -34 DES MOINES (IA)	423	44388	197779
IL-IA	67 IOWA CITY (IA) -119 PEORIA (BUS-IL)	428	29540	140820
IL-IA	67 IOWA CITY (IA) -90 MACOMB (IL)	436	31399	141330
IL-IA	69 JACKSONVILLE(BUS-IL) -117 OTTUMWA (IA)	470	54594	287862
IL-IA	21 CHAMPAIGN-URBANA (IL) -67 IOWA CITY (IA)	475	37863	165837
IL-IA	122 PONTIAC (IL) -131 ROCK ISLAND (IA)	484	26709	125291
IL-IA	19 CEDAR RAPIDS(BUS-IA) -127 QUINCY (IL)	490	42329	200079
IL-IA	34 DES MOINES (IA) -120 PLANO (IL)	530	38841	154146
IL-IA	34 DES MOINES (IA) -139 SPRINGFIELD (IL)	532	62645	281668
IL-IA	22 CHICAGO (IL) -161 WEBSTER CITY(BUS-IA)	535	49150	225860
IL-IA	34 DES MOINES (IA) -100 MENDOTA (IL)	541	38420	140708
IL-IA	49 FT. DODGE(BUS-IA) -62 HOMEWOOD (IL)	562	57317	261700
IL-IA	107 NAPERVILLE (IL) -115 OSCEOLA (IA)	571	49755	251685
IL-IA	13 BTN-NORMAL (IL) -19 CEDAR RAPIDS(BUS-IA)	586	49596	219814
IL-IA	131 ROCK ISLAND (IA) -153 UPPER ALTON (IL)	596	52871	252517
IL-IA	19 CEDAR RAPIDS(BUS-IA) -128 RANTOUL (IL)	606	49946	219875
IL-IA	76 KEWANEE (IL) -131 ROCK ISLAND (IA)	608	26017	119851
IL-IA	18 CEDAR FALLS (BUS-IA) -71 JOLIET (IL)	621	44044	216750
IL-IA	19 CEDAR RAPIDS(BUS-IA) -21 CHAMPAIGN-URBANA (IL)	623	53216	235040
IL-IA	19 CEDAR RAPIDS(BUS-IA) -41 DWIGHT (IL)	663	45457	214952
IL-IA	19 CEDAR RAPIDS(BUS-IA) -54 GLENVIEW (IL)	685	41875	182889
IL-IA	19 CEDAR RAPIDS(BUS-IA) -139 SPRINGFIELD (IL)	693	66381	302073
IL-IA	67 IOWA CITY (IA) -107 NAPERVILLE (IL)	708	35081	136693
IL-IA	19 CEDAR RAPIDS(BUS-IA) -100 MENDOTA (IL)	709	26578	118479
IL-IA	34 DES MOINES (IA) -41 DWIGHT (IL)	752	71370	313739
IL-IA	18 CEDAR FALLS (BUS-IA) -107 NAPERVILLE (IL)	763	42045	215130
IL-IA	3 AMES(BUS-IA) -107 NAPERVILLE (IL)	765	61400	266304
IL-IA	22 CHICAGO (IL) -28 CRESTON (IA)	776	77407	390531
IL-IA	44 EFFINGHAM (IL) -131 ROCK ISLAND (IA)	792	70293	289233
IL-IA	19 CEDAR RAPIDS(BUS-IA) -51 GALESBURG (IL)	797	52834	248691
IL-IA	34 DES MOINES (IA) -54 GLENVIEW (IL)	861	79488	309841
IL-IA	19 CEDAR RAPIDS(BUS-IA) -126 PRINCETON (IL)	896	28519	129958
IL-IA	19 CEDAR RAPIDS(BUS-IA) -120 PLANO (IL)	917	39035	181500
IL-IA	71 JOLIET (IL) -111 NEWTON (IA)	931	72642	322115
IL-IA	54 GLENVIEW (IL) -131 ROCK ISLAND (IA)	940	41216	172109
IL-IA	127 QUINCY (IL) -131 ROCK ISLAND (IA)	945	66016	306033
IL-IA	51 GALESBURG (IL) -67 IOWA CITY (IA)	950	60848	269756
IL-IA	90 MACOMB (IL) -131 ROCK ISLAND (IA)	952	55106	255231
IL-IA	104 MT. PLEASANT (IA) -107 NAPERVILLE (IL)	958	59092	300927
IL-IA	3 AMES(BUS-IA) -71 JOLIET (IL)	1005	93570	416985
IL-IA	21 CHAMPAIGN-URBANA (IL) -131 ROCK ISLAND (IA)	1042	72010	305442
IL-IA	67 IOWA CITY (IA) -120 PLANO (IL)	1077	44408	183022
IL-IA	18 CEDAR FALLS (BUS-IA) -62 HOMEWOOD (IL)	1130	78365	376047
IL-IA	128 RANTOUL (IL) -131 ROCK ISLAND (IA)	1192	83366	332527
IL-IA	3 AMES(BUS-IA) -62 HOMEWOOD (IL)	1237	113682	493647
IL-IA	14 BURLINGTON (IA) -107 NAPERVILLE (IL)	1263	71779	348494
IL-IA	107 NAPERVILLE (IL) -117 OTTUMWA (IA)	1294	92059	466959
IL-IA	100 MENDOTA (IL) -131 ROCK ISLAND (IA)	1294	26559	107433
IL-IA	62 HOMEWOOD (IL) -111 NEWTON (IA)	1436	107569	474491
IL-IA	107 NAPERVILLE (IL) -111 NEWTON (IA)	1512	100388	421956
IL-IA	67 IOWA CITY (IA) -126 PRINCETON (IL)	1523	44573	178137
IL-IA	67 IOWA CITY (IA) -74 KANKAKEE (IL)	1550	115327	429242
IL-IA	34 DES MOINES (IA) -74 KANKAKEE (IL)	1882	183424	748865
IL-IA	131 ROCK ISLAND (IA) -139 SPRINGFIELD (IL)	2011	168962	707844
IL-IA	120 PLANO (IL) -131 ROCK ISLAND (IA)	2190	57434	249606
IL-IA	19 CEDAR RAPIDS(BUS-IA) -74 KANKAKEE (IL)	2458	178132	749568

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IL-IA	22 CHICAGO (IL) -48 FORT MADISON (IA)	2498	163740	786720
IL-IA	3 AMES(BUS-IA) -22 CHICAGO (IL)	2657	227106	993936
IL-IA	51 GALESBURG (IL) -131 ROCK ISLAND (IA)	3356	166306	765162
IL-IA	74 KANKAKEE (IL) -131 ROCK ISLAND (IA)	3539	195950	782174
IL-IA	18 CEDAR FALLS (BUS-IA) -22 CHICAGO (IL)	3567	216417	1097584
IL-IA	67 IOWA CITY (IA) -71 JOLIET (IL)	4026	260601	1046847
IL-IA	34 DES MOINES (IA) -71 JOLIET (IL)	4029	380087	1535007
IL-IA	19 CEDAR RAPIDS(BUS-IA) -107 NAPERVILLE (IL)	4114	204577	909238
IL-IA	19 CEDAR RAPIDS(BUS-IA) -71 JOLIET (IL)	4302	290231	1238931
IL-IA	126 PRINCETON (IL) -131 ROCK ISLAND (IA)	4459	68364	271997
IL-IA	14 BURLINGTON (IA) -22 CHICAGO (IL)	4507	271474	1306623
IL-IA	34 DES MOINES (IA) -107 NAPERVILLE (IL)	4668	384869	1465801
IL-IA	22 CHICAGO (IL) -111 NEWTON (IA)	4754	329898	1444175
IL-IA	34 DES MOINES (IA) -62 HOMEWOOD (IL)	4978	462728	1819319
IL-IA	22 CHICAGO (IL) -115 OSCEOLA (IA)	5137	487536	2414231
IL-IA	22 CHICAGO (IL) -117 OTTUMWA (IA)	5896	462378	2299461
IL-IA	22 CHICAGO (IL) -104 MT. PLEASANT (IA)	6132	422778	2103256
IL-IA	19 CEDAR RAPIDS(BUS-IA) -62 HOMEWOOD (IL)	7324	480452	1994787
IL-IA	71 JOLIET (IL) -131 ROCK ISLAND (IA)	7410	362767	1511558
IL-IA	62 HOMEWOOD (IL) -67 IOWA CITY (IA)	8185	504947	2005364
IL-IA	107 NAPERVILLE (IL) -131 ROCK ISLAND (IA)	13306	438453	1822905
IL-IA	62 HOMEWOOD (IL) -131 ROCK ISLAND (IA)	14326	677222	2701675
IL-IA	22 CHICAGO (IL) -34 DES MOINES (IA)	14542	1284331	4953102
IL-IA	19 CEDAR RAPIDS(BUS-IA) -22 CHICAGO (IL)	17840	988708	4403336
IL-IA	22 CHICAGO (IL) -67 IOWA CITY (IA)	18730	1005432	4088004
IL-IA	22 CHICAGO (IL) -131 ROCK ISLAND (IA)	50169	1926721	8204221
IL-IL	86 LINCOLN (IL) -118 PADUCAH(BUS-IL)	4	465	2169
IL-IL	69 JACKSONVILLE(BUS-IL) -90 MACOMB (IL)	4	424	2217
IL-IL	41 DWIGHT (IL) -118 PADUCAH(BUS-IL)	4	415	1905
IL-IL	54 GLENVIEW (IL) -118 PADUCAH(BUS-IL)	5	399	1840
IL-IL	38 DU QUOIN (IL) -126 PRINCETON (IL)	5	434	1882
IL-IL	90 MACOMB (IL) -118 PADUCAH(BUS-IL)	5	743	3576
IL-IL	20 CENTRALIA (IL) -86 LINCOLN (IL)	5	494	2143
IL-IL	76 KEWANEE (IL) -118 PADUCAH(BUS-IL)	5	685	3285
IL-IL	38 DU QUOIN (IL) -76 KEWANEE (IL)	5	641	2882
IL-IL	17 CARLINVILLE (IL) -97 MARION(BUS-IL)	6	694	3117
IL-IL	100 MENDOTA (IL) -118 PADUCAH(BUS-IL)	6	607	2859
IL-IL	118 PADUCAH(BUS-IL) -120 PLANO (IL)	6	592	2779
IL-IL	97 MARION(BUS-IL) -122 PONTIAC (IL)	7	675	2923
IL-IL	86 LINCOLN (IL) -97 MARION(BUS-IL)	8	845	3706
IL-IL	38 DU QUOIN (IL) -127 QUINCY (IL)	8	1131	5189
IL-IL	118 PADUCAH(BUS-IL) -122 PONTIAC (IL)	8	814	3785
IL-IL	16 CARBONDALE (IL) -122 PONTIAC (IL)	9	831	3518
IL-IL	16 CARBONDALE (IL) -86 LINCOLN (IL)	9	959	4124
IL-IL	16 CARBONDALE (IL) -17 CARLINVILLE (IL)	9	1115	4924
IL-IL	38 DU QUOIN (IL) -69 JACKSONVILLE(BUS-IL)	10	1058	4895
IL-IL	51 GALESBURG (IL) -69 JACKSONVILLE(BUS-IL)	10	930	4880
IL-IL	38 DU QUOIN (IL) -51 GALESBURG (IL)	10	1427	5549
IL-IL	51 GALESBURG (IL) -118 PADUCAH(BUS-IL)	10	1409	6765
IL-IL	98 MATTOON (IL) -118 PADUCAH(BUS-IL)	10	418	2170
IL-IL	16 CARBONDALE (IL) -41 DWIGHT (IL)	11	1011	4199
IL-IL	38 DU QUOIN (IL) -90 MACOMB (IL)	12	1720	7271
IL-IL	38 DU QUOIN (IL) -118 PADUCAH(BUS-IL)	12	145	1125
IL-IL	76 KEWANEE (IL) -97 MARION(BUS-IL)	12	1729	6961
IL-IL	17 CARLINVILLE (IL) -44 EFFINGHAM (IL)	13	1189	5361
IL-IL	118 PADUCAH(BUS-IL) -126 PRINCETON (IL)	13	1303	6162
IL-IL	20 CENTRALIA (IL) -76 KEWANEE (IL)	13	1448	6555
IL-IL	17 CARLINVILLE (IL) -98 MATTOON (IL)	13	1175	5332
IL-IL	13 BTN-NORMAL (IL) -97 MARION(BUS-IL)	15	1692	6695
IL-IL	20 CENTRALIA (IL) -69 JACKSONVILLE(BUS-IL)	15	1523	7119
IL-IL	69 JACKSONVILLE(BUS-IL) -76 KEWANEE (IL)	16	1367	7194
IL-IL	13 BTN-NORMAL (IL) -118 PADUCAH(BUS-IL)	17	1859	8603
IL-IL	16 CARBONDALE (IL) -119 PEORIA (BUS-IL)	18	2209	8753

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IL-IL	97 MARION(BUS-IL) -153 UPPER ALTON (IL)	19	2460	11024
IL-IL	69 JACKSONVILLE(BUS-IL) -100 MENDOTA (IL)	19	1090	5866
IL-IL	16 CARBONDALE (IL) -69 JACKSONVILLE(BUS-IL)	20	2275	10468
IL-IL	38 DU QUOIN (IL) -128 RANTOUL (IL)	20	873	3458
IL-IL	86 LINCOLN (IL) -98 MATTOON (IL)	20	1523	6683
IL-IL	29 DANVILLE(BUS-IL) -90 MACOMB (IL)	20	2293	9700
IL-IL	118 PADUCAH(BUS-IL) -139 SPRINGFIELD (IL)	21	2584	12012
IL-IL	20 CENTRALIA (IL) -126 PRINCETON (IL)	22	1803	7858
IL-IL	76 KEWANEE (IL) -98 MATTOON (IL)	23	2366	9336
IL-IL	20 CENTRALIA (IL) -118 PADUCAH(BUS-IL)	23	477	2960
IL-IL	13 BTN-NORMAL (IL) -29 DANVILLE(BUS-IL)	23	1528	6751
IL-IL	29 DANVILLE(BUS-IL) -38 DU QUOIN (IL)	24	1054	4660
IL-IL	13 BTN-NORMAL (IL) -128 RANTOUL (IL)	24	1424	5734
IL-IL	98 MATTOON (IL) -126 PRINCETON (IL)	25	1539	6820
IL-IL	38 DU QUOIN (IL) -44 EFFINGHAM (IL)	25	556	2224
IL-IL	32 DECATUR(BUS-IL) -90 MACOMB (IL)	26	2830	12456
IL-IL	97 MARION(BUS-IL) -126 PRINCETON (IL)	27	2778	11553
IL-IL	41 DWIGHT (IL) -98 MATTOON (IL)	27	1603	6704
IL-IL	97 MARION(BUS-IL) -120 PLANO (IL)	27	2375	10300
IL-IL	41 DWIGHT (IL) -97 MARION(BUS-IL)	28	2576	10960
IL-IL	74 KANKAKEE (IL) -118 PADUCAH(BUS-IL)	28	1933	9018
IL-IL	127 QUINCY (IL) -128 RANTOUL (IL)	28	3340	13574
IL-IL	20 CENTRALIA (IL) -100 MENDOTA (IL)	29	2264	9775
IL-IL	16 CARBONDALE (IL) -76 KEWANEE (IL)	29	3813	16061
IL-IL	90 MACOMB (IL) -97 MARION(BUS-IL)	29	4290	18661
IL-IL	20 CENTRALIA (IL) -153 UPPER ALTON (IL)	30	3396	15117
IL-IL	32 DECATUR(BUS-IL) -38 DU QUOIN (IL)	30	1363	6213
IL-IL	20 CENTRALIA (IL) -127 QUINCY (IL)	31	4546	18976
IL-IL	100 MENDOTA (IL) -128 RANTOUL (IL)	32	1429	6369
IL-IL	17 CARLINVILLE (IL) -29 DANVILLE(BUS-IL)	33	2612	12642
IL-IL	97 MARION(BUS-IL) -127 QUINCY (IL)	33	5402	22797
IL-IL	29 DANVILLE(BUS-IL) -127 QUINCY (IL)	34	4095	18279
IL-IL	44 EFFINGHAM (IL) -118 PADUCAH(BUS-IL)	35	1177	6214
IL-IL	16 CARBONDALE (IL) -71 JOLIET (IL)	35	2915	12060
IL-IL	13 BTN-NORMAL (IL) -16 CARBONDALE (IL)	35	3721	15112
IL-IL	16 CARBONDALE (IL) -153 UPPER ALTON (IL)	35	4698	19943
IL-IL	86 LINCOLN (IL) -128 RANTOUL (IL)	36	2157	9585
IL-IL	71 JOLIET (IL) -118 PADUCAH(BUS-IL)	36	3241	14958
IL-IL	54 GLENVIEW (IL) -97 MARION(BUS-IL)	37	3274	12516
IL-IL	44 EFFINGHAM (IL) -76 KEWANEE (IL)	37	3550	16275
IL-IL	20 CENTRALIA (IL) -128 RANTOUL (IL)	38	1327	5249
IL-IL	76 KEWANEE (IL) -120 PLANO (IL)	38	1417	7140
IL-IL	29 DANVILLE(BUS-IL) -76 KEWANEE (IL)	38	3116	15325
IL-IL	97 MARION(BUS-IL) -139 SPRINGFIELD (IL)	38	4926	19502
IL-IL	29 DANVILLE(BUS-IL) -122 PONTIAC (IL)	39	2092	9869
IL-IL	86 LINCOLN (IL) -126 PRINCETON (IL)	39	2119	10298
IL-IL	20 CENTRALIA (IL) -90 MACOMB (IL)	39	5549	22183
IL-IL	51 GALESBURG (IL) -97 MARION(BUS-IL)	40	5365	23498
IL-IL	16 CARBONDALE (IL) -120 PLANO (IL)	40	3556	14230
IL-IL	17 CARLINVILLE (IL) -21 CHAMPAIGN-URBANA (IL)	40	3231	14064
IL-IL	21 CHAMPAIGN-URBANA (IL) -118 PADUCAH(BUS-IL)	40	2069	10133
IL-IL	32 DECATUR(BUS-IL) -127 QUINCY (IL)	41	4889	22384
IL-IL	38 DU QUOIN (IL) -119 PEORIA (BUS-IL)	43	4598	19772
IL-IL	71 JOLIET (IL) -97 MARION(BUS-IL)	44	3696	15708
IL-IL	126 PRINCETON (IL) -153 UPPER ALTON (IL)	44	3293	16129
IL-IL	44 EFFINGHAM (IL) -86 LINCOLN (IL)	45	3628	15856
IL-IL	86 LINCOLN (IL) -122 PONTIAC (IL)	45	622	2865
IL-IL	44 EFFINGHAM (IL) -90 MACOMB (IL)	45	5377	23051
IL-IL	32 DECATUR(BUS-IL) -100 MENDOTA (IL)	46	2467	11667
IL-IL	69 JACKSONVILLE(BUS-IL) -98 MATTOON (IL)	46	3778	18149
IL-IL	118 PADUCAH(BUS-IL) -128 RANTOUL (IL)	47	2616	12551
IL-IL	69 JACKSONVILLE(BUS-IL) -120 PLANO (IL)	49	2483	13481
IL-IL	97 MARION(BUS-IL) -128 RANTOUL (IL)	50	2555	10505

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IL-IL	90 MACOMB (IL) -98 MATTOON (IL)	52	6187	25057
IL-IL	98 MATTOON (IL) -153 UPPER ALTON (IL)	53	5078	22947
IL-IL	97 MARION(BUS-IL) -100 MENDOTA (IL)	54	5716	21759
IL-IL	29 DANVILLE(BUS-IL) -100 MENDOTA (IL)	54	3041	13378
IL-IL	69 JACKSONVILLE(BUS-IL) -128 RANTOUL (IL)	55	3856	18344
IL-IL	44 EFFINGHAM (IL) -127 QUINCY (IL)	56	7305	31667
IL-IL	21 CHAMPAIGN-URBANA (IL) -69 JACKSONVILLE(BUS-IL)	56	4238	19575
IL-IL	32 DECATUR(BUS-IL) -76 KEWANEE (IL)	56	4991	23272
IL-IL	29 DANVILLE(BUS-IL) -86 LINCOLN (IL)	57	3931	18239
IL-IL	44 EFFINGHAM (IL) -69 JACKSONVILLE(BUS-IL)	57	5300	24075
IL-IL	17 CARLINVILLE (IL) -86 LINCOLN (IL)	58	755	3923
IL-IL	16 CARBONDALE (IL) -126 PRINCETON (IL)	58	5962	23888
IL-IL	122 PONTIAC (IL) -126 PRINCETON (IL)	58	2364	11538
IL-IL	13 BTN-NORMAL (IL) -98 MATTOON (IL)	58	4883	17334
IL-IL	32 DECATUR(BUS-IL) -122 PONTIAC (IL)	60	1302	7865
IL-IL	20 CENTRALIA (IL) -54 GLENVIEW (IL)	68	4426	18192
IL-IL	41 DWIGHT (IL) -69 JACKSONVILLE(BUS-IL)	68	1774	10041
IL-IL	20 CENTRALIA (IL) -51 GALESBURG (IL)	68	8579	35620
IL-IL	20 CENTRALIA (IL) -98 MATTOON (IL)	70	1410	5566
IL-IL	21 CHAMPAIGN-URBANA (IL) -86 LINCOLN (IL)	70	4648	19834
IL-IL	17 CARLINVILLE (IL) -122 PONTIAC (IL)	70	1867	9244
IL-IL	107 NAPERVILLE (IL) -118 PADUCAH(BUS-IL)	70	6122	28616
IL-IL	16 CARBONDALE (IL) -100 MENDOTA (IL)	71	7358	27672
IL-IL	29 DANVILLE(BUS-IL) -126 PRINCETON (IL)	73	4258	19479
IL-IL	54 GLENVIEW (IL) -100 MENDOTA (IL)	73	1816	7331
IL-IL	13 BTN-NORMAL (IL) -44 EFFINGHAM (IL)	73	6154	23763
IL-IL	16 CARBONDALE (IL) -127 QUINCY (IL)	74	11606	49959
IL-IL	17 CARLINVILLE (IL) -32 DECATUR(BUS-IL)	77	782	5964
IL-IL	17 CARLINVILLE (IL) -119 PEORIA (BUS-IL)	78	1905	11234
IL-IL	74 KANKAKEE (IL) -127 QUINCY (IL)	79	7426	33288
IL-IL	16 CARBONDALE (IL) -139 SPRINGFIELD (IL)	80	9712	39249
IL-IL	16 CARBONDALE (IL) -54 GLENVIEW (IL)	80	7027	25905
IL-IL	29 DANVILLE(BUS-IL) -139 SPRINGFIELD (IL)	80	6165	28069
IL-IL	54 GLENVIEW (IL) -98 MATTOON (IL)	82	4063	15416
IL-IL	51 GALESBURG (IL) -128 RANTOUL (IL)	82	7099	31628
IL-IL	41 DWIGHT (IL) -86 LINCOLN (IL)	82	1523	6823
IL-IL	38 DU QUOIN (IL) -97 MARION(BUS-IL)	82	547	2967
IL-IL	62 HOMEWOOD (IL) -118 PADUCAH(BUS-IL)	83	6389	29532
IL-IL	41 DWIGHT (IL) -54 GLENVIEW (IL)	83	1779	7585
IL-IL	29 DANVILLE(BUS-IL) -128 RANTOUL (IL)	84	590	4196
IL-IL	44 EFFINGHAM (IL) -153 UPPER ALTON (IL)	85	8623	38764
IL-IL	44 EFFINGHAM (IL) -100 MENDOTA (IL)	85	5486	23923
IL-IL	71 JOLIET (IL) -98 MATTOON (IL)	86	4326	18001
IL-IL	20 CENTRALIA (IL) -29 DANVILLE(BUS-IL)	87	3037	13982
IL-IL	13 BTN-NORMAL (IL) -20 CENTRALIA (IL)	88	9496	33093
IL-IL	38 DU QUOIN (IL) -100 MENDOTA (IL)	89	7649	32842
IL-IL	21 CHAMPAIGN-URBANA (IL) -76 KEWANEE (IL)	89	7714	32738
IL-IL	44 EFFINGHAM (IL) -122 PONTIAC (IL)	91	6189	26537
IL-IL	13 BTN-NORMAL (IL) -21 CHAMPAIGN-URBANA (IL)	93	5620	23338
IL-IL	20 CENTRALIA (IL) -44 EFFINGHAM (IL)	93	1256	4934
IL-IL	32 DECATUR(BUS-IL) -128 RANTOUL (IL)	93	750	5595
IL-IL	126 PRINCETON (IL) -139 SPRINGFIELD (IL)	95	5750	27615
IL-IL	119 PEORIA (BUS-IL) -128 RANTOUL (IL)	96	5535	27133
IL-IL	32 DECATUR(BUS-IL) -126 PRINCETON (IL)	101	6281	28046
IL-IL	69 JACKSONVILLE(BUS-IL) -126 PRINCETON (IL)	104	6352	34064
IL-IL	16 CARBONDALE (IL) -128 RANTOUL (IL)	104	5119	20244
IL-IL	54 GLENVIEW (IL) -127 QUINCY (IL)	107	9242	41136
IL-IL	74 KANKAKEE (IL) -86 LINCOLN (IL)	107	5006	22733
IL-IL	54 GLENVIEW (IL) -69 JACKSONVILLE(BUS-IL)	110	5289	26225
IL-IL	29 DANVILLE(BUS-IL) -41 DWIGHT (IL)	110	5668	26089
IL-IL	16 CARBONDALE (IL) -90 MACOMB (IL)	114	16625	70747
IL-IL	38 DU QUOIN (IL) -98 MATTOON (IL)	114	3297	13165
IL-IL	74 KANKAKEE (IL) -122 PONTIAC (IL)	116	3860	17145

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States	Station Pair	Riders	Revenue	Passenger Miles
IL-IL	20 CENTRALIA (IL) -32 DECATUR(BUS-IL)	118	4276	20153
IL-IL	44 EFFINGHAM (IL) -126 PRINCETON (IL)	118	8133	35833
IL-IL	32 DECATUR(BUS-IL) -120 PLANO (IL)	118	5597	26582
IL-IL	69 JACKSONVILLE(BUS-IL) -86 LINCOLN (IL)	119	862	7707
IL-IL	32 DECATUR(BUS-IL) -41 DWIGHT (IL)	122	3157	18272
IL-IL	29 DANVILLE(BUS-IL) -98 MATTOON (IL)	123	1822	9992
IL-IL	54 GLENVIEW (IL) -76 KEWANEE (IL)	125	7254	32133
IL-IL	20 CENTRALIA (IL) -139 SPRINGFIELD (IL)	125	13725	54719
IL-IL	21 CHAMPAIGN-URBANA (IL) -122 PONTIAC (IL)	128	6640	28198
IL-IL	100 MENDOTA (IL) -126 PRINCETON (IL)	129	581	2829
IL-IL	54 GLENVIEW (IL) -90 MACOMB (IL)	130	9572	42742
IL-IL	29 DANVILLE(BUS-IL) -51 GALESBURG (IL)	130	11764	56715
IL-IL	32 DECATUR(BUS-IL) -54 GLENVIEW (IL)	132	5507	25105
IL-IL	76 KEWANEE (IL) -100 MENDOTA (IL)	135	4319	21269
IL-IL	74 KANKAKEE (IL) -76 KEWANEE (IL)	137	8405	40645
IL-IL	32 DECATUR(BUS-IL) -51 GALESBURG (IL)	137	12498	61118
IL-IL	16 CARBONDALE (IL) -51 GALESBURG (IL)	138	18696	79950
IL-IL	44 EFFINGHAM (IL) -97 MARION(BUS-IL)	141	4092	17427
IL-IL	98 MATTOON (IL) -119 PEORIA (BUS-IL)	142	10463	48321
IL-IL	32 DECATUR(BUS-IL) -98 MATTOON (IL)	144	2283	13061
IL-IL	29 DANVILLE(BUS-IL) -44 EFFINGHAM (IL)	148	3168	15997
IL-IL	21 CHAMPAIGN-URBANA (IL) -100 MENDOTA (IL)	149	8053	31221
IL-IL	69 JACKSONVILLE(BUS-IL) -122 PONTIAC (IL)	151	3159	19494
IL-IL	44 EFFINGHAM (IL) -139 SPRINGFIELD (IL)	154	14013	59108
IL-IL	29 DANVILLE(BUS-IL) -120 PLANO (IL)	154	7353	33194
IL-IL	32 DECATUR(BUS-IL) -74 KANKAKEE (IL)	155	3533	18327
IL-IL	21 CHAMPAIGN-URBANA (IL) -127 QUINCY (IL)	157	18403	77646
IL-IL	44 EFFINGHAM (IL) -128 RANTOUL (IL)	158	3387	13552
IL-IL	51 GALESBURG (IL) -98 MATTOON (IL)	162	17580	71750
IL-IL	100 MENDOTA (IL) -119 PEORIA (BUS-IL)	164	6967	38363
IL-IL	29 DANVILLE(BUS-IL) -74 KANKAKEE (IL)	165	3689	17866
IL-IL	119 PEORIA (BUS-IL) -122 PONTIAC (IL)	166	1790	12588
IL-IL	76 KEWANEE (IL) -126 PRINCETON (IL)	169	4687	22998
IL-IL	69 JACKSONVILLE(BUS-IL) -74 KANKAKEE (IL)	170	9828	47079
IL-IL	54 GLENVIEW (IL) -120 PLANO (IL)	170	2466	11745
IL-IL	69 JACKSONVILLE(BUS-IL) -153 UPPER ALTON (IL)	170	3015	18395
IL-IL	21 CHAMPAIGN-URBANA (IL) -119 PEORIA (BUS-IL)	173	10879	51274
IL-IL	20 CENTRALIA (IL) -119 PEORIA (BUS-IL)	173	16823	72946
IL-IL	38 DU QUOIN (IL) -74 KANKAKEE (IL)	174	10223	40261
IL-IL	44 EFFINGHAM (IL) -51 GALESBURG (IL)	177	18474	83194
IL-IL	126 PRINCETON (IL) -128 RANTOUL (IL)	179	9265	38926
IL-IL	32 DECATUR(BUS-IL) -44 EFFINGHAM (IL)	184	4166	21725
IL-IL	128 RANTOUL (IL) -139 SPRINGFIELD (IL)	186	13414	55728
IL-IL	54 GLENVIEW (IL) -86 LINCOLN (IL)	192	7917	33418
IL-IL	17 CARLINVILLE (IL) -69 JACKSONVILLE(BUS-IL)	195	1861	14612
IL-IL	21 CHAMPAIGN-URBANA (IL) -41 DWIGHT (IL)	195	10153	39236
IL-IL	74 KANKAKEE (IL) -90 MACOMB (IL)	198	18011	72504
IL-IL	74 KANKAKEE (IL) -100 MENDOTA (IL)	199	7067	27466
IL-IL	17 CARLINVILLE (IL) -126 PRINCETON (IL)	201	13384	66445
IL-IL	76 KEWANEE (IL) -119 PEORIA (BUS-IL)	204	2250	15530
IL-IL	32 DECATUR(BUS-IL) -86 LINCOLN (IL)	207	1552	13846
IL-IL	76 KEWANEE (IL) -90 MACOMB (IL)	209	3059	14866
IL-IL	29 DANVILLE(BUS-IL) -153 UPPER ALTON (IL)	212	18912	89232
IL-IL	20 CENTRALIA (IL) -97 MARION(BUS-IL)	218	3434	15507
IL-IL	17 CARLINVILLE (IL) -153 UPPER ALTON (IL)	224	1777	7383
IL-IL	51 GALESBURG (IL) -54 GLENVIEW (IL)	224	14227	64782
IL-IL	119 PEORIA (BUS-IL) -126 PRINCETON (IL)	226	8654	47832
IL-IL	29 DANVILLE(BUS-IL) -54 GLENVIEW (IL)	226	9202	40654
IL-IL	20 CENTRALIA (IL) -38 DU QUOIN (IL)	228	2020	7980
IL-IL	20 CENTRALIA (IL) -74 KANKAKEE (IL)	228	11242	44917
IL-IL	44 EFFINGHAM (IL) -54 GLENVIEW (IL)	229	12026	49445
IL-IL	54 GLENVIEW (IL) -122 PONTIAC (IL)	230	6188	25307
IL-IL	119 PEORIA (BUS-IL) -120 PLANO (IL)	230	11118	61011

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IL-IL	22 CHICAGO (IL) -118 PADUCAH(BUS-IL)	234	19720	88852
IL-IL	76 KEWANEE (IL) -127 QUINCY (IL)	241	6353	30644
IL-IL	97 MARION(BUS-IL) -98 MATTOON (IL)	243	8721	36624
IL-IL	90 MACOMB (IL) -119 PEORIA (BUS-IL)	248	3153	21059
IL-IL	69 JACKSONVILLE(BUS-IL) -127 QUINCY (IL)	249	28162	146671
IL-IL	21 CHAMPAIGN-URBANA (IL) -51 GALESBURG (IL)	252	21980	100690
IL-IL	119 PEORIA (BUS-IL) -127 QUINCY (IL)	255	6246	35976
IL-IL	17 CARLINVILLE (IL) -41 DWIGHT (IL)	257	8600	38787
IL-IL	54 GLENVIEW (IL) -126 PRINCETON (IL)	271	7652	33026
IL-IL	86 LINCOLN (IL) -107 NAPERVILLE (IL)	275	11319	51118
IL-IL	51 GALESBURG (IL) -126 PRINCETON (IL)	279	9429	46633
IL-IL	54 GLENVIEW (IL) -128 RANTOUL (IL)	283	8997	36735
IL-IL	17 CARLINVILLE (IL) -74 KANKAKEE (IL)	283	16786	79352
IL-IL	41 DWIGHT (IL) -119 PEORIA (BUS-IL)	287	4375	27249
IL-IL	98 MATTOON (IL) -107 NAPERVILLE (IL)	290	14969	58289
IL-IL	20 CENTRALIA (IL) -107 NAPERVILLE (IL)	292	19507	82039
IL-IL	71 JOLIET (IL) -126 PRINCETON (IL)	292	9505	41824
IL-IL	21 CHAMPAIGN-URBANA (IL) -126 PRINCETON (IL)	294	16738	68119
IL-IL	21 CHAMPAIGN-URBANA (IL) -38 DU QUOIN (IL)	296	11838	47381
IL-IL	21 CHAMPAIGN-URBANA (IL) -120 PLANO (IL)	297	12992	53196
IL-IL	120 PLANO (IL) -126 PRINCETON (IL)	297	3274	15757
IL-IL	74 KANKAKEE (IL) -126 PRINCETON (IL)	299	10550	47771
IL-IL	122 PONTIAC (IL) -153 UPPER ALTON (IL)	302	10604	49792
IL-IL	51 GALESBURG (IL) -100 MENDOTA (IL)	304	11894	57411
IL-IL	44 EFFINGHAM (IL) -74 KANKAKEE (IL)	307	11062	44179
IL-IL	74 KANKAKEE (IL) -139 SPRINGFIELD (IL)	315	17783	75815
IL-IL	51 GALESBURG (IL) -120 PLANO (IL)	327	14646	71845
IL-IL	71 JOLIET (IL) -122 PONTIAC (IL)	328	3783	18019
IL-IL	86 LINCOLN (IL) -119 PEORIA (BUS-IL)	345	3669	26199
IL-IL	74 KANKAKEE (IL) -98 MATTOON (IL)	346	10268	40457
IL-IL	13 BTN-NORMAL (IL) -74 KANKAKEE (IL)	354	15567	63789
IL-IL	16 CARBONDALE (IL) -107 NAPERVILLE (IL)	361	29030	121424
IL-IL	13 BTN-NORMAL (IL) -17 CARLINVILLE (IL)	364	7688	36412
IL-IL	17 CARLINVILLE (IL) -54 GLENVIEW (IL)	381	19057	92220
IL-IL	41 DWIGHT (IL) -107 NAPERVILLE (IL)	382	9443	39343
IL-IL	38 DU QUOIN (IL) -107 NAPERVILLE (IL)	384	28931	121238
IL-IL	44 EFFINGHAM (IL) -119 PEORIA (BUS-IL)	397	31921	146225
IL-IL	54 GLENVIEW (IL) -74 KANKAKEE (IL)	410	7290	29553
IL-IL	41 DWIGHT (IL) -71 JOLIET (IL)	425	3756	15315
IL-IL	100 MENDOTA (IL) -120 PLANO (IL)	432	2759	13386
IL-IL	32 DECATUR(BUS-IL) -153 UPPER ALTON (IL)	449	8075	49420
IL-IL	16 CARBONDALE (IL) -29 DANVILLE(BUS-IL)	463	22940	99958
IL-IL	21 CHAMPAIGN-URBANA (IL) -90 MACOMB (IL)	467	49667	205015
IL-IL	122 PONTIAC (IL) -139 SPRINGFIELD (IL)	482	10215	44862
IL-IL	74 KANKAKEE (IL) -97 MARION(BUS-IL)	510	33074	136667
IL-IL	86 LINCOLN (IL) -153 UPPER ALTON (IL)	513	10989	51795
IL-IL	97 MARION(BUS-IL) -107 NAPERVILLE (IL)	513	45685	180611
IL-IL	21 CHAMPAIGN-URBANA (IL) -139 SPRINGFIELD (IL)	515	37674	161245
IL-IL	13 BTN-NORMAL (IL) -41 DWIGHT (IL)	522	6477	26622
IL-IL	51 GALESBURG (IL) -74 KANKAKEE (IL)	533	39974	174153
IL-IL	13 BTN-NORMAL (IL) -69 JACKSONVILLE(BUS-IL)	536	8146	51994
IL-IL	16 CARBONDALE (IL) -44 EFFINGHAM (IL)	541	14803	58432
IL-IL	107 NAPERVILLE (IL) -122 PONTIAC (IL)	549	14807	66966
IL-IL	13 BTN-NORMAL (IL) -32 DECATUR(BUS-IL)	558	9265	55287
IL-IL	29 DANVILLE(BUS-IL) -62 HOMEWOOD (IL)	561	17177	78522
IL-IL	90 MACOMB (IL) -126 PRINCETON (IL)	561	23615	116221
IL-IL	62 HOMEWOOD (IL) -139 SPRINGFIELD (IL)	564	25659	117880
IL-IL	16 CARBONDALE (IL) -32 DECATUR(BUS-IL)	576	29344	130066
IL-IL	32 DECATUR(BUS-IL) -62 HOMEWOOD (IL)	580	18278	86941
IL-IL	51 GALESBURG (IL) -76 KEWANEE (IL)	583	3770	18075
IL-IL	29 DANVILLE(BUS-IL) -71 JOLIET (IL)	589	26177	118476
IL-IL	74 KANKAKEE (IL) -128 RANTOUL (IL)	597	8986	34607
IL-IL	41 DWIGHT (IL) -139 SPRINGFIELD (IL)	612	16073	68492

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IL-IL	120 PLANO (IL) -127 QUINCY (IL)	628	40490	198333
IL-IL	62 HOMEWOOD (IL) -74 KANKAKEE (IL)	632	5182	20233
IL-IL	69 JACKSONVILLE(BUS-IL) -107 NAPERVILLE (IL)	637	33067	159903
IL-IL	13 BTN-NORMAL (IL) -54 GLENVIEW (IL)	648	22880	91971
IL-IL	69 JACKSONVILLE(BUS-IL) -71 JOLIET (IL)	656	21449	120791
IL-IL	38 DU QUOIN (IL) -62 HOMEWOOD (IL)	658	43516	173709
IL-IL	32 DECATUR(BUS-IL) -107 NAPERVILLE (IL)	668	28264	134875
IL-IL	62 HOMEWOOD (IL) -69 JACKSONVILLE(BUS-IL)	676	33712	164937
IL-IL	90 MACOMB (IL) -120 PLANO (IL)	679	35805	176413
IL-IL	119 PEORIA (BUS-IL) -153 UPPER ALTON (IL)	695	22191	122940
IL-IL	126 PRINCETON (IL) -127 QUINCY (IL)	705	37940	185314
IL-IL	20 CENTRALIA (IL) -21 CHAMPAIGN-URBANA (IL)	745	23780	93088
IL-IL	21 CHAMPAIGN-URBANA (IL) -54 GLENVIEW (IL)	748	29288	107748
IL-IL	21 CHAMPAIGN-URBANA (IL) -44 EFFINGHAM (IL)	750	13440	53985
IL-IL	21 CHAMPAIGN-URBANA (IL) -153 UPPER ALTON (IL)	757	65614	291446
IL-IL	100 MENDOTA (IL) -127 QUINCY (IL)	792	47093	225746
IL-IL	17 CARLINVILLE (IL) -139 SPRINGFIELD (IL)	793	7492	30944
IL-IL	54 GLENVIEW (IL) -119 PEORIA (BUS-IL)	798	30266	148428
IL-IL	90 MACOMB (IL) -127 QUINCY (IL)	798	9318	44688
IL-IL	16 CARBONDALE (IL) -20 CENTRALIA (IL)	806	11384	44355
IL-IL	13 BTN-NORMAL (IL) -107 NAPERVILLE (IL)	810	28169	124758
IL-IL	44 EFFINGHAM (IL) -98 MATTOON (IL)	869	5866	23471
IL-IL	74 KANKAKEE (IL) -119 PEORIA (BUS-IL)	904	40104	202553
IL-IL	62 HOMEWOOD (IL) -128 RANTOUL (IL)	905	22446	81408
IL-IL	54 GLENVIEW (IL) -71 JOLIET (IL)	921	11939	50645
IL-IL	32 DECATUR(BUS-IL) -71 JOLIET (IL)	928	31847	172699
IL-IL	20 CENTRALIA (IL) -62 HOMEWOOD (IL)	930	54248	212918
IL-IL	13 BTN-NORMAL (IL) -62 HOMEWOOD (IL)	930	30568	137616
IL-IL	71 JOLIET (IL) -86 LINCOLN (IL)	950	24459	113007
IL-IL	107 NAPERVILLE (IL) -119 PEORIA (BUS-IL)	958	52876	275808
IL-IL	16 CARBONDALE (IL) -98 MATTOON (IL)	973	33309	131406
IL-IL	41 DWIGHT (IL) -153 UPPER ALTON (IL)	993	41729	182647
IL-IL	54 GLENVIEW (IL) -139 SPRINGFIELD (IL)	1014	50219	205926
IL-IL	90 MACOMB (IL) -100 MENDOTA (IL)	1021	48145	233791
IL-IL	74 KANKAKEE (IL) -153 UPPER ALTON (IL)	1029	68799	321951
IL-IL	17 CARLINVILLE (IL) -71 JOLIET (IL)	1046	40866	195580
IL-IL	44 EFFINGHAM (IL) -107 NAPERVILLE (IL)	1051	61207	239694
IL-IL	44 EFFINGHAM (IL) -62 HOMEWOOD (IL)	1066	48159	187537
IL-IL	51 GALESBURG (IL) -90 MACOMB (IL)	1070	8817	42781
IL-IL	16 CARBONDALE (IL) -38 DU QUOIN (IL)	1104	5567	22090
IL-IL	107 NAPERVILLE (IL) -128 RANTOUL (IL)	1153	41344	163741
IL-IL	29 DANVILLE(BUS-IL) -107 NAPERVILLE (IL)	1166	50179	223857
IL-IL	21 CHAMPAIGN-URBANA (IL) -98 MATTOON (IL)	1198	13644	53920
IL-IL	21 CHAMPAIGN-URBANA (IL) -71 JOLIET (IL)	1251	55323	206494
IL-IL	13 BTN-NORMAL (IL) -122 PONTIAC (IL)	1356	10576	43399
IL-IL	119 PEORIA (BUS-IL) -139 SPRINGFIELD (IL)	1445	27241	151730
IL-IL	76 KEWANEE (IL) -107 NAPERVILLE (IL)	1522	66879	322767
IL-IL	16 CARBONDALE (IL) -74 KANKAKEE (IL)	1550	97773	390486
IL-IL	17 CARLINVILLE (IL) -107 NAPERVILLE (IL)	1561	89618	396552
IL-IL	21 CHAMPAIGN-URBANA (IL) -74 KANKAKEE (IL)	1616	29728	116354
IL-IL	71 JOLIET (IL) -119 PEORIA (BUS-IL)	1618	37867	211913
IL-IL	62 HOMEWOOD (IL) -126 PRINCETON (IL)	1707	49803	217851
IL-IL	21 CHAMPAIGN-URBANA (IL) -97 MARION(BUS-IL)	1765	83757	345921
IL-IL	62 HOMEWOOD (IL) -97 MARION(BUS-IL)	1796	132648	538736
IL-IL	21 CHAMPAIGN-URBANA (IL) -128 RANTOUL (IL)	1880	6544	26313
IL-IL	107 NAPERVILLE (IL) -139 SPRINGFIELD (IL)	2051	98989	440890
IL-IL	54 GLENVIEW (IL) -153 UPPER ALTON (IL)	2059	127706	566276
IL-IL	62 HOMEWOOD (IL) -98 MATTOON (IL)	2131	81613	317540
IL-IL	21 CHAMPAIGN-URBANA (IL) -107 NAPERVILLE (IL)	2169	82834	338364
IL-IL	51 GALESBURG (IL) -127 QUINCY (IL)	2173	43544	208623
IL-IL	100 MENDOTA (IL) -107 NAPERVILLE (IL)	2285	26485	123417
IL-IL	13 BTN-NORMAL (IL) -86 LINCOLN (IL)	2419	19336	77411
IL-IL	107 NAPERVILLE (IL) -120 PLANO (IL)	2464	11678	56670

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IL-IL	22 CHICAGO (IL) -69 JACKSONVILLE(BUS-IL)	2938	125883	652209
IL-IL	107 NAPERVILLE (IL) -153 UPPER ALTON (IL)	2956	174482	848305
IL-IL	74 KANKAKEE (IL) -107 NAPERVILLE (IL)	3482	74358	292465
IL-IL	22 CHICAGO (IL) -120 PLANO (IL)	3869	39750	194246
IL-IL	86 LINCOLN (IL) -139 SPRINGFIELD (IL)	4198	30200	121731
IL-IL	22 CHICAGO (IL) -41 DWIGHT (IL)	4222	79696	312417
IL-IL	107 NAPERVILLE (IL) -126 PRINCETON (IL)	4379	70729	332779
IL-IL	22 CHICAGO (IL) -38 DU QUOIN (IL)	4384	321934	1258314
IL-IL	22 CHICAGO (IL) -29 DANVILLE(BUS-IL)	4465	165636	727772
IL-IL	22 CHICAGO (IL) -32 DECATUR(BUS-IL)	4788	183225	828342
IL-IL	71 JOLIET (IL) -107 NAPERVILLE (IL)	5340	87695	357789
IL-IL	62 HOMEWOOD (IL) -119 PEORIA (BUS-IL)	5459	224596	1043196
IL-IL	51 GALESBURG (IL) -107 NAPERVILLE (IL)	5587	285144	1357653
IL-IL	20 CENTRALIA (IL) -22 CHICAGO (IL)	5973	393711	1505112
IL-IL	16 CARBONDALE (IL) -21 CHAMPAIGN-URBANA (IL)	6578	300622	1184036
IL-IL	13 BTN-NORMAL (IL) -153 UPPER ALTON (IL)	6590	201595	876512
IL-IL	107 NAPERVILLE (IL) -127 QUINCY (IL)	6855	493422	2323981
IL-IL	22 CHICAGO (IL) -128 RANTOUL (IL)	6903	211291	779997
IL-IL	21 CHAMPAIGN-URBANA (IL) -62 HOMEWOOD (IL)	7425	209690	772154
IL-IL	22 CHICAGO (IL) -122 PONTIAC (IL)	7515	162299	698904
IL-IL	13 BTN-NORMAL (IL) -126 PRINCETON (IL)	7952	508313	1828942
IL-IL	22 CHICAGO (IL) -76 KEWANEE (IL)	8327	417973	1990909
IL-IL	16 CARBONDALE (IL) -62 HOMEWOOD (IL)	8354	600679	2372553
IL-IL	17 CARLINVILLE (IL) -22 CHICAGO (IL)	8677	433181	1952419
IL-IL	71 JOLIET (IL) -153 UPPER ALTON (IL)	8885	438252	1954671
IL-IL	90 MACOMB (IL) -107 NAPERVILLE (IL)	10294	615554	2913110
IL-IL	13 BTN-NORMAL (IL) -139 SPRINGFIELD (IL)	10517	169040	641559
IL-IL	22 CHICAGO (IL) -44 EFFINGHAM (IL)	11211	580530	2230900
IL-IL	62 HOMEWOOD (IL) -107 NAPERVILLE (IL)	11728	156723	599721
IL-IL	22 CHICAGO (IL) -54 GLENVIEW (IL)	11750	55319	199745
IL-IL	13 BTN-NORMAL (IL) -71 JOLIET (IL)	12107	244954	1053330
IL-IL	22 CHICAGO (IL) -97 MARION(BUS-IL)	12997	1060025	4197946
IL-IL	71 JOLIET (IL) -139 SPRINGFIELD (IL)	13206	449211	1954507
IL-IL	22 CHICAGO (IL) -86 LINCOLN (IL)	13533	495200	2124613
IL-IL	139 SPRINGFIELD (IL) -153 UPPER ALTON (IL)	13871	252066	998716
IL-IL	22 CHICAGO (IL) -98 MATTOON (IL)	15014	677986	2582322
IL-IL	22 CHICAGO (IL) -74 KANKAKEE (IL)	15075	214493	829134
IL-IL	22 CHICAGO (IL) -119 PEORIA (BUS-IL)	15710	537848	2654921
IL-IL	22 CHICAGO (IL) -100 MENDOTA (IL)	18659	337141	1534318
IL-IL	22 CHICAGO (IL) -126 PRINCETON (IL)	24133	535658	2490139
IL-IL	22 CHICAGO (IL) -71 JOLIET (IL)	25724	236979	977497
IL-IL	22 CHICAGO (IL) -127 QUINCY (IL)	33689	2641042	12307429
IL-IL	22 CHICAGO (IL) -51 GALESBURG (IL)	37391	2158653	10125567
IL-IL	22 CHICAGO (IL) -90 MACOMB (IL)	42373	2777756	13077142
IL-IL	22 CHICAGO (IL) -62 HOMEWOOD (IL)	50219	319521	1155046
IL-IL	16 CARBONDALE (IL) -22 CHICAGO (IL)	52103	4154968	15995516
IL-IL	22 CHICAGO (IL) -153 UPPER ALTON (IL)	66117	4040730	17058156
IL-IL	22 CHICAGO (IL) -107 NAPERVILLE (IL)	89587	528928	2451890
IL-IL	21 CHAMPAIGN-URBANA (IL) -22 CHICAGO (IL)	95811	3295267	12168006
IL-IL	13 BTN-NORMAL (IL) -22 CHICAGO (IL)	149296	4690879	18661937
IL-IL	22 CHICAGO (IL) -139 SPRINGFIELD (IL)	158404	7278710	29463088
IL-IN	10 BLOOMINGTON(BUS-IN) -21 CHAMPAIGN-URBANA (IL)	1	48	216
IL-IN	65 INDIANAPOLIS (IN) -118 PADUCAH(BUS-IL)	1	137	612
IL-IN	10 BLOOMINGTON(BUS-IN) -128 RANTOUL (IL)	1	107	489
IL-IN	94 MARCELINE -126 PRINCETON (IL)	1	86	433
IL-IN	65 INDIANAPOLIS (IN) -97 MARION(BUS-IL)	2	195	825
IL-IN	59 HMI-WTG-DET (IN) -118 PADUCAH(BUS-IL)	2	178	809
IL-IN	33 DEFIANCE (IN) -118 PADUCAH(BUS-IL)	4	473	2068
IL-IN	33 DEFIANCE (IN) -98 MATTOON (IL)	4	345	1388
IL-IN	16 CARBONDALE (IL) -94 MARCELINE	5	765	3520
IL-IN	29 DANVILLE(BUS-IL) -52 GARY INTERNATIONAL AIRPORT	5	271	1428
IL-IN	94 MARCELINE -97 MARION(BUS-IL)	6	905	4218
IL-IN	59 HMI-WTG-DET (IN) -97 MARION(BUS-IL)	6	473	1971

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IL-IN	10 BLOOMINGTON(BUS-IN) -90 MACOMB (IL)	6	700	3442
IL-IN	66 INDIANAPOLIS AIRPORT (IN) -86 LINCOLN (IL)	8	604	2662
IL-IN	52 GARY INTERNATIONAL AIRPORT -126 PRINCETON (IL)	8	200	962
IL-IN	26 COLUMBUS(BUS-IN) -127 QUINCY (IL)	8	953	4656
IL-IN	10 BLOOMINGTON(BUS-IN) -126 PRINCETON (IL)	8	580	2821
IL-IN	69 JACKSONVILLE(BUS-IL) -94 MARCELINE	8	1005	5222
IL-IN	33 DEFIANCE (IN) -122 PONTIAC (IL)	8	562	2332
IL-IN	10 BLOOMINGTON(BUS-IN) -127 QUINCY (IL)	8	1041	5129
IL-IN	101 MICHIGAN CITY (IN) -118 PADUCAH(BUS-IL)	8	779	3588
IL-IN	10 BLOOMINGTON(BUS-IN) -51 GALESBURG (IL)	8	897	4406
IL-IN	10 BLOOMINGTON(BUS-IN) -122 PONTIAC (IL)	8	617	2934
IL-IN	52 GARY INTERNATIONAL AIRPORT -69 JACKSONVILLE(BUS-IL)	10	438	2327
IL-IN	21 CHAMPAIGN-URBANA (IL) -94 MARCELINE	11	1220	5846
IL-IN	97 MARION(BUS-IL) -158 WATERLOO (BUS-IN)	11	1302	5575
IL-IN	118 PADUCAH(BUS-IL) -156 WARSAW (IN)	11	1249	5567
IL-IN	97 MARION(BUS-IL) -156 WARSAW (IN)	12	1276	5302
IL-IN	100 MENDOTA (IL) -149 TERRE HAUTE(BUS-IN)	13	895	4098
IL-IN	38 DU QUOIN (IL) -156 WARSAW (IN)	13	1290	5236
IL-IN	33 DEFIANCE (IN) -97 MARION(BUS-IL)	14	1777	7316
IL-IN	10 BLOOMINGTON(BUS-IN) -139 SPRINGFIELD (IL)	15	1402	6635
IL-IN	118 PADUCAH(BUS-IL) -121 PLYMOUTH (IN)	15	1550	6965
IL-IN	26 COLUMBUS(BUS-IN) -126 PRINCETON (IL)	16	1174	5610
IL-IN	10 BLOOMINGTON(BUS-IN) -13 BTN-NORMAL (IL)	16	1305	6153
IL-IN	29 DANVILLE(BUS-IL) -94 MARCELINE	17	2006	9935
IL-IN	29 DANVILLE(BUS-IL) -53 GARY INTERNATIONAL AIRPORT (IN)	18	901	4742
IL-IN	120 PLANO (IL) -149 TERRE HAUTE(BUS-IN)	18	1012	4964
IL-IN	41 DWIGHT (IL) -149 TERRE HAUTE(BUS-IN)	18	1139	5381
IL-IN	38 DU QUOIN (IL) -158 WATERLOO (BUS-IN)	18	1982	8339
IL-IN	32 DECATUR(BUS-IL) -158 WATERLOO (BUS-IN)	18	1368	6305
IL-IN	16 CARBONDALE (IL) -156 WARSAW (IN)	19	1916	7780
IL-IN	16 CARBONDALE (IL) -33 DEFIANCE (IN)	19	2354	9507
IL-IN	17 CARLINVILLE (IL) -33 DEFIANCE (IN)	20	1867	8230
IL-IN	29 DANVILLE(BUS-IL) -158 WATERLOO (BUS-IN)	20	1749	8627
IL-IN	118 PADUCAH(BUS-IL) -158 WATERLOO (BUS-IN)	21	2532	11520
IL-IN	76 KEWANEE (IL) -149 TERRE HAUTE(BUS-IN)	21	1976	9796
IL-IN	59 HMI-WTG-DET (IN) -90 MACOMB (IL)	21	1394	6839
IL-IN	51 GALESBURG (IL) -158 WATERLOO (BUS-IN)	21	1976	9390
IL-IN	97 MARION(BUS-IL) -121 PLYMOUTH (IN)	21	2081	8677
IL-IN	65 INDIANAPOLIS (IN) -69 JACKSONVILLE(BUS-IL)	22	1932	9260
IL-IN	33 DEFIANCE (IN) -126 PRINCETON (IL)	22	1531	6535
IL-IN	59 HMI-WTG-DET (IN) -69 JACKSONVILLE(BUS-IL)	24	1158	5625
IL-IN	32 DECATUR(BUS-IL) -94 MARCELINE	24	2851	14242
IL-IN	59 HMI-WTG-DET (IN) -76 KEWANEE (IL)	25	1310	6383
IL-IN	86 LINCOLN (IL) -158 WATERLOO (BUS-IN)	25	1840	8337
IL-IN	33 DEFIANCE (IN) -86 LINCOLN (IL)	25	2055	8743
IL-IN	90 MACOMB (IL) -149 TERRE HAUTE(BUS-IN)	26	2806	13938
IL-IN	20 CENTRALIA (IL) -158 WATERLOO (BUS-IN)	26	2640	11136
IL-IN	16 CARBONDALE (IL) -59 HMI-WTG-DET (IN)	26	2099	8506
IL-IN	33 DEFIANCE (IN) -51 GALESBURG (IL)	27	2768	12493
IL-IN	86 LINCOLN (IL) -149 TERRE HAUTE(BUS-IN)	27	2351	10440
IL-IN	17 CARLINVILLE (IL) -158 WATERLOO (BUS-IN)	27	2344	10922
IL-IN	21 CHAMPAIGN-URBANA (IL) -158 WATERLOO (BUS-IN)	27	1958	8328
IL-IN	122 PONTIAC (IL) -158 WATERLOO (BUS-IN)	28	1680	7513
IL-IN	44 EFFINGHAM (IL) -158 WATERLOO (BUS-IN)	29	2571	10886
IL-IN	97 MARION(BUS-IL) -101 MICHIGAN CITY (IN)	31	2771	11465
IL-IN	13 BTN-NORMAL (IL) -59 HMI-WTG-DET (IN)	31	1015	4434
IL-IN	54 GLENVIEW (IL) -149 TERRE HAUTE(BUS-IN)	32	1790	8049
IL-IN	13 BTN-NORMAL (IL) -26 COLUMBUS(BUS-IN)	33	2654	12317
IL-IN	59 HMI-WTG-DET (IN) -126 PRINCETON (IL)	34	872	4100
IL-IN	53 GARY INTERNATIONAL AIRPORT (IN) -126 PRINCETON (IL)	37	973	4680
IL-IN	33 DEFIANCE (IN) -69 JACKSONVILLE(BUS-IL)	40	3647	16497
IL-IN	16 CARBONDALE (IL) -158 WATERLOO (BUS-IN)	40	4649	19530
IL-IN	16 CARBONDALE (IL) -121 PLYMOUTH (IN)	41	3946	16063

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IL-IN	51 GALESBURG (IL) -101 MICHIGAN CITY (IN)	41	2725	13402
IL-IN	69 JACKSONVILLE(BUS-IL) -158 WATERLOO (BUS-IN)	42	3528	16623
IL-IN	86 LINCOLN (IL) -156 WARSAW (IN)	42	2551	11128
IL-IN	59 HMI-WTG-DET (IN) -100 MENDOTA (IL)	42	896	4143
IL-IN	69 JACKSONVILLE(BUS-IL) -80 LAFAYETTE (IN)	42	3002	14783
IL-IN	51 GALESBURG (IL) -66 INDIANAPOLIS AIRPORT (IN)	43	4369	20275
IL-IN	38 DU QUOIN (IL) -149 TERRE HAUTE(BUS-IN)	45	1532	7742
IL-IN	69 JACKSONVILLE(BUS-IL) -101 MICHIGAN CITY (IN)	46	2446	12543
IL-IN	17 CARLINVILLE (IL) -156 WARSAW (IN)	46	3369	15302
IL-IN	52 GARY INTERNATIONAL AIRPORT -86 LINCOLN (IL)	46	1813	8355
IL-IN	122 PONTIAC (IL) -149 TERRE HAUTE(BUS-IN)	46	3274	15053
IL-IN	53 GARY INTERNATIONAL AIRPORT (IN) -69 JACKSONVILLE(BUS-IL)	48	2194	11655
IL-IN	13 BTN-NORMAL (IL) -156 WARSAW (IN)	48	2634	11202
IL-IN	26 COLUMBUS(BUS-IN) -51 GALESBURG (IL)	48	5128	24911
IL-IN	17 CARLINVILLE (IL) -149 TERRE HAUTE(BUS-IN)	49	4793	22373
IL-IN	127 QUINCY (IL) -149 TERRE HAUTE(BUS-IN)	50	6409	29705
IL-IN	51 GALESBURG (IL) -149 TERRE HAUTE(BUS-IN)	51	5539	25808
IL-IN	10 BLOOMINGTON(BUS-IN) -17 CARLINVILLE (IL)	51	5110	24750
IL-IN	59 HMI-WTG-DET (IN) -86 LINCOLN (IL)	52	1985	8986
IL-IN	17 CARLINVILLE (IL) -26 COLUMBUS(BUS-IN)	52	5146	24622
IL-IN	13 BTN-NORMAL (IL) -110 NEW CASTLE(BUS-IN)	52	4435	19777
IL-IN	52 GARY INTERNATIONAL AIRPORT -122 PONTIAC (IL)	52	1348	6086
IL-IN	86 LINCOLN (IL) -121 PLYMOUTH (IN)	53	2893	12777
IL-IN	59 HMI-WTG-DET (IN) -127 QUINCY (IL)	55	4280	21057
IL-IN	51 GALESBURG (IL) -59 HMI-WTG-DET (IN)	55	3236	15810
IL-IN	126 PRINCETON (IL) -149 TERRE HAUTE(BUS-IN)	56	3801	18726
IL-IN	53 GARY INTERNATIONAL AIRPORT (IN) -97 MARION(BUS-IL)	56	4633	19525
IL-IN	149 TERRE HAUTE(BUS-IN) -153 UPPER ALTON (IL)	57	5979	27683
IL-IN	13 BTN-NORMAL (IL) -121 PLYMOUTH (IN)	58	2832	12174
IL-IN	32 DECATUR(BUS-IL) -52 GARY INTERNATIONAL AIRPORT	60	2486	11811
IL-IN	29 DANVILLE(BUS-IL) -101 MICHIGAN CITY (IN)	60	2901	13038
IL-IN	51 GALESBURG (IL) -156 WARSAW (IN)	60	4947	23062
IL-IN	29 DANVILLE(BUS-IL) -59 HMI-WTG-DET (IN)	62	2500	11032
IL-IN	121 PLYMOUTH (IN) -122 PONTIAC (IL)	64	2667	11455
IL-IN	62 HOMEWOOD (IL) -158 WATERLOO (BUS-IN)	65	2993	12685
IL-IN	101 MICHIGAN CITY (IN) -126 PRINCETON (IL)	67	2285	10660
IL-IN	80 LAFAYETTE (IN) -126 PRINCETON (IL)	68	3523	15935
IL-IN	66 INDIANAPOLIS AIRPORT (IN) -119 PEORIA (BUS-IL)	68	5260	24978
IL-IN	32 DECATUR(BUS-IL) -101 MICHIGAN CITY (IN)	69	3372	15613
IL-IN	26 COLUMBUS(BUS-IN) -122 PONTIAC (IL)	70	5075	23722
IL-IN	32 DECATUR(BUS-IL) -33 DEFIANCE (IN)	70	6033	25630
IL-IN	32 DECATUR(BUS-IL) -59 HMI-WTG-DET (IN)	72	3011	13622
IL-IN	17 CARLINVILLE (IL) -121 PLYMOUTH (IN)	72	4857	22357
IL-IN	20 CENTRALIA (IL) -156 WARSAW (IN)	73	6480	26300
IL-IN	41 DWIGHT (IL) -121 PLYMOUTH (IN)	75	2906	11946
IL-IN	51 GALESBURG (IL) -121 PLYMOUTH (IN)	76	5744	27142
IL-IN	41 DWIGHT (IL) -156 WARSAW (IN)	79	3541	14453
IL-IN	33 DEFIANCE (IN) -74 KANKAKEE (IL)	79	4948	19609
IL-IN	69 JACKSONVILLE(BUS-IL) -156 WARSAW (IN)	83	5925	27583
IL-IN	126 PRINCETON (IL) -156 WARSAW (IN)	83	4276	17888
IL-IN	33 DEFIANCE (IN) -139 SPRINGFIELD (IL)	85	7556	32195
IL-IN	26 COLUMBUS(BUS-IN) -139 SPRINGFIELD (IL)	87	8048	37561
IL-IN	20 CENTRALIA (IL) -149 TERRE HAUTE(BUS-IN)	88	2302	12173
IL-IN	17 CARLINVILLE (IL) -52 GARY INTERNATIONAL AIRPORT	88	4527	21754
IL-IN	21 CHAMPAIGN-URBANA (IL) -59 HMI-WTG-DET (IN)	88	3156	12550
IL-IN	16 CARBONDALE (IL) -149 TERRE HAUTE(BUS-IN)	89	3561	17259
IL-IN	13 BTN-NORMAL (IL) -33 DEFIANCE (IN)	90	6888	28693
IL-IN	52 GARY INTERNATIONAL AIRPORT -119 PEORIA (BUS-IL)	90	3233	17330
IL-IN	65 INDIANAPOLIS (IN) -126 PRINCETON (IL)	91	6284	27991
IL-IN	29 DANVILLE(BUS-IL) -33 DEFIANCE (IN)	91	8820	40073
IL-IN	66 INDIANAPOLIS AIRPORT (IN) -139 SPRINGFIELD (IL)	93	8083	35598
IL-IN	10 BLOOMINGTON(BUS-IN) -120 PLANO (IL)	94	6006	29006
IL-IN	80 LAFAYETTE (IN) -118 PADUCAH(BUS-IL)	97	10907	49186

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IL-IN	98 MATTOON (IL) -156 WARSAW (IN)	99	6893	27858
IL-IN	10 BLOOMINGTON(BUS-IN) -100 MENDOTA (IL)	99	6970	33774
IL-IN	13 BTN-NORMAL (IL) -52 GARY INTERNATIONAL AIRPORT	100	3988	14834
IL-IN	121 PLYMOUTH (IN) -126 PRINCETON (IL)	101	4487	19253
IL-IN	32 DECATUR(BUS-IL) -156 WARSAW (IN)	105	6638	29630
IL-IN	26 COLUMBUS(BUS-IN) -120 PLANO (IL)	107	6719	31822
IL-IN	122 PONTIAC (IL) -156 WARSAW (IN)	109	5206	22091
IL-IN	21 CHAMPAIGN-URBANA (IL) -33 DEFIANCE (IN)	110	8778	35099
IL-IN	69 JACKSONVILLE(BUS-IL) -121 PLYMOUTH (IN)	112	7249	34438
IL-IN	10 BLOOMINGTON(BUS-IN) -153 UPPER ALTON (IL)	115	12286	59045
IL-IN	41 DWIGHT (IL) -53 GARY INTERNATIONAL AIRPORT (IN)	118	2706	11443
IL-IN	29 DANVILLE(BUS-IL) -156 WARSAW (IN)	119	8739	42502
IL-IN	33 DEFIANCE (IN) -119 PEORIA (BUS-IL)	121	10020	43859
IL-IN	119 PEORIA (BUS-IL) -158 WATERLOO (BUS-IN)	127	9502	43898
IL-IN	107 NAPERVILLE (IL) -149 TERRE HAUTE(BUS-IN)	127	7093	33060
IL-IN	52 GARY INTERNATIONAL AIRPORT -139 SPRINGFIELD (IL)	131	6442	27347
IL-IN	139 SPRINGFIELD (IL) -149 TERRE HAUTE(BUS-IN)	131	12339	54575
IL-IN	33 DEFIANCE (IN) -153 UPPER ALTON (IL)	132	13492	59373
IL-IN	53 GARY INTERNATIONAL AIRPORT (IN) -86 LINCOLN (IL)	132	5153	23744
IL-IN	13 BTN-NORMAL (IL) -105 MUNCIE(BUS-IN)	133	12393	52269
IL-IN	13 BTN-NORMAL (IL) -158 WATERLOO (BUS-IN)	137	9318	41514
IL-IN	153 UPPER ALTON (IL) -158 WATERLOO (BUS-IN)	139	13109	60702
IL-IN	33 DEFIANCE (IN) -54 GLENVIEW (IL)	140	7481	29442
IL-IN	13 BTN-NORMAL (IL) -66 INDIANAPOLIS AIRPORT (IN)	141	10819	45549
IL-IN	44 EFFINGHAM (IL) -156 WARSAW (IN)	143	10915	44216
IL-IN	126 PRINCETON (IL) -158 WATERLOO (BUS-IN)	154	10735	43549
IL-IN	29 DANVILLE(BUS-IL) -80 LAFAYETTE (IN)	158	4124	25894
IL-IN	17 CARLINVILLE (IL) -66 INDIANAPOLIS AIRPORT (IN)	159	14811	67313
IL-IN	33 DEFIANCE (IN) -71 JOLIET (IL)	161	9297	37166
IL-IN	59 HMI-WTG-DET (IN) -139 SPRINGFIELD (IL)	166	7435	33464
IL-IN	32 DECATUR(BUS-IL) -121 PLYMOUTH (IN)	168	9732	43424
IL-IN	62 HOMEWOOD (IL) -101 MICHIGAN CITY (IN)	176	1253	6504
IL-IN	16 CARBONDALE (IL) -50 FT. WAYNE(IN)	176	19877	80460
IL-IN	119 PEORIA (BUS-IL) -156 WARSAW (IN)	177	10258	49376
IL-IN	29 DANVILLE(BUS-IL) -121 PLYMOUTH (IN)	178	11959	59250
IL-IN	59 HMI-WTG-DET (IN) -153 UPPER ALTON (IL)	179	10436	48951
IL-IN	44 EFFINGHAM (IL) -121 PLYMOUTH (IN)	180	12550	51007
IL-IN	153 UPPER ALTON (IL) -156 WARSAW (IN)	184	14948	67571
IL-IN	41 DWIGHT (IL) -80 LAFAYETTE (IN)	184	9099	37538
IL-IN	101 MICHIGAN CITY (IN) -119 PEORIA (BUS-IL)	185	8165	41152
IL-IN	26 COLUMBUS(BUS-IN) -153 UPPER ALTON (IL)	188	19922	94640
IL-IN	54 GLENVIEW (IL) -156 WARSAW (IN)	192	6182	24320
IL-IN	32 DECATUR(BUS-IL) -53 GARY INTERNATIONAL AIRPORT (IN)	193	7972	37871
IL-IN	110 NEW CASTLE(BUS-IN) -153 UPPER ALTON (IL)	195	20839	99729
IL-IN	80 LAFAYETTE (IN) -97 MARION(BUS-IL)	196	21031	88654
IL-IN	10 BLOOMINGTON(BUS-IN) -54 GLENVIEW (IL)	197	11435	53989
IL-IN	74 KANKAKEE (IL) -149 TERRE HAUTE(BUS-IN)	197	6916	34754
IL-IN	74 KANKAKEE (IL) -156 WARSAW (IN)	199	8246	32784
IL-IN	50 FT. WAYNE(IN) -86 LINCOLN (IL)	202	14359	61758
IL-IN	26 COLUMBUS(BUS-IN) -54 GLENVIEW (IL)	205	11656	53812
IL-IN	54 GLENVIEW (IL) -101 MICHIGAN CITY (IN)	208	3416	14569
IL-IN	53 GARY INTERNATIONAL AIRPORT (IN) -122 PONTIAC (IL)	210	5407	24404
IL-IN	94 MARCELINE -107 NAPERVILLE (IL)	212	16801	84246
IL-IN	65 INDIANAPOLIS (IN) -86 LINCOLN (IL)	215	17583	77565
IL-IN	139 SPRINGFIELD (IL) -158 WATERLOO (BUS-IN)	217	17472	78880
IL-IN	71 JOLIET (IL) -149 TERRE HAUTE(BUS-IN)	217	12823	58339
IL-IN	59 HMI-WTG-DET (IN) -119 PEORIA (BUS-IL)	218	7939	40389
IL-IN	80 LAFAYETTE (IN) -86 LINCOLN (IL)	219	14115	62890
IL-IN	17 CARLINVILLE (IL) -50 FT. WAYNE(IN)	220	18381	82139
IL-IN	17 CARLINVILLE (IL) -53 GARY INTERNATIONAL AIRPORT (IN)	223	11484	55184
IL-IN	74 KANKAKEE (IL) -158 WATERLOO (BUS-IN)	223	12097	51951
IL-IN	51 GALESBURG (IL) -80 LAFAYETTE (IN)	224	19113	90228
IL-IN	54 GLENVIEW (IL) -121 PLYMOUTH (IN)	231	5966	23517

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IL-IN	52 GARY INTERNATIONAL AIRPORT -62 HOMEWOOD (IL)	236	2568	9200
IL-IN	139 SPRINGFIELD (IL) -156 WARSAW (IN)	236	16017	69846
IL-IN	44 EFFINGHAM (IL) -149 TERRE HAUTE(BUS-IN)	248	3142	21360
IL-IN	52 GARY INTERNATIONAL AIRPORT -153 UPPER ALTON (IL)	261	15456	73284
IL-IN	41 DWIGHT (IL) -158 WATERLOO (BUS-IN)	266	15394	67076
IL-IN	50 FT. WAYNE(IN) -98 MATTOON (IL)	276	21982	88511
IL-IN	13 BTN-NORMAL (IL) -53 GARY INTERNATIONAL AIRPORT (IN)	276	10159	40872
IL-IN	50 FT. WAYNE(IN) -51 GALESBURG (IL)	277	25433	116524
IL-IN	119 PEORIA (BUS-IL) -121 PLYMOUTH (IN)	286	14950	72625
IL-IN	50 FT. WAYNE(IN) -122 PONTIAC (IL)	292	16846	70549
IL-IN	74 KANKAKEE (IL) -121 PLYMOUTH (IN)	292	10258	40913
IL-IN	13 BTN-NORMAL (IL) -149 TERRE HAUTE(BUS-IN)	297	23992	105756
IL-IN	80 LAFAYETTE (IN) -122 PONTIAC (IL)	301	15351	67054
IL-IN	121 PLYMOUTH (IN) -153 UPPER ALTON (IL)	323	24226	110788
IL-IN	71 JOLIET (IL) -156 WARSAW (IN)	325	11920	48057
IL-IN	41 DWIGHT (IL) -66 INDIANAPOLIS AIRPORT (IN)	331	21288	89907
IL-IN	17 CARLINVILLE (IL) -80 LAFAYETTE (IN)	332	27546	117905
IL-IN	22 CHICAGO (IL) -105 MUNCIE(BUS-IN)	349	19707	93222
IL-IN	121 PLYMOUTH (IN) -139 SPRINGFIELD (IL)	351	21558	95034
IL-IN	53 GARY INTERNATIONAL AIRPORT (IN) -119 PEORIA (BUS-IL)	352	12958	67649
IL-IN	54 GLENVIEW (IL) -158 WATERLOO (BUS-IN)	355	15998	69281
IL-IN	21 CHAMPAIGN-URBANA (IL) -149 TERRE HAUTE(BUS-IN)	357	6177	37101
IL-IN	107 NAPERVILLE (IL) -110 NEW CASTLE(BUS-IN)	368	21721	103793
IL-IN	62 HOMEWOOD (IL) -66 INDIANAPOLIS AIRPORT (IN)	368	19280	78811
IL-IN	26 COLUMBUS(BUS-IN) -74 KANKAKEE (IL)	373	24718	112404
IL-IN	21 CHAMPAIGN-URBANA (IL) -50 FT. WAYNE(IN)	383	26375	105658
IL-IN	54 GLENVIEW (IL) -66 INDIANAPOLIS AIRPORT (IN)	390	20101	83754
IL-IN	65 INDIANAPOLIS (IN) -122 PONTIAC (IL)	390	26673	115697
IL-IN	128 RANTOUL (IL) -149 TERRE HAUTE(BUS-IN)	392	8178	46269
IL-IN	21 CHAMPAIGN-URBANA (IL) -156 WARSAW (IN)	394	23217	93335
IL-IN	53 GARY INTERNATIONAL AIRPORT (IN) -139 SPRINGFIELD (IL)	401	19212	83731
IL-IN	10 BLOOMINGTON(BUS-IN) -74 KANKAKEE (IL)	413	27806	128987
IL-IN	38 DU QUOIN (IL) -50 FT. WAYNE(IN)	442	50780	192642
IL-IN	107 NAPERVILLE (IL) -158 WATERLOO (BUS-IN)	506	26635	104749
IL-IN	71 JOLIET (IL) -121 PLYMOUTH (IN)	516	15634	63449
IL-IN	66 INDIANAPOLIS AIRPORT (IN) -153 UPPER ALTON (IL)	532	55378	242448
IL-IN	66 INDIANAPOLIS AIRPORT (IN) -107 NAPERVILLE (IL)	555	29410	126038
IL-IN	10 BLOOMINGTON(BUS-IN) -71 JOLIET (IL)	564	35226	166363
IL-IN	32 DECATUR(BUS-IL) -80 LAFAYETTE (IN)	568	38499	172003
IL-IN	51 GALESBURG (IL) -65 INDIANAPOLIS (IN)	571	58558	271735
IL-IN	21 CHAMPAIGN-URBANA (IL) -121 PLYMOUTH (IN)	575	30193	121801
IL-IN	22 CHICAGO (IL) -94 MARCELINE	577	50694	246588
IL-IN	62 HOMEWOOD (IL) -149 TERRE HAUTE(BUS-IN)	578	25216	120214
IL-IN	26 COLUMBUS(BUS-IN) -71 JOLIET (IL)	638	39173	181200
IL-IN	52 GARY INTERNATIONAL AIRPORT -107 NAPERVILLE (IL)	650	8662	33814
IL-IN	54 GLENVIEW (IL) -80 LAFAYETTE (IN)	665	24620	97791
IL-IN	32 DECATUR(BUS-IL) -65 INDIANAPOLIS (IN)	666	56641	251112
IL-IN	33 DEFIANCE (IN) -107 NAPERVILLE (IL)	694	41467	154110
IL-IN	71 JOLIET (IL) -80 LAFAYETTE (IN)	714	28492	119912
IL-IN	13 BTN-NORMAL (IL) -50 FT. WAYNE(IN)	718	46803	196686
IL-IN	53 GARY INTERNATIONAL AIRPORT (IN) -153 UPPER ALTON (IL)	719	42628	202126
IL-IN	107 NAPERVILLE (IL) -156 WARSAW (IN)	735	26610	102207
IL-IN	101 MICHIGAN CITY (IN) -107 NAPERVILLE (IL)	745	14322	61066
IL-IN	53 GARY INTERNATIONAL AIRPORT (IN) -71 JOLIET (IL)	753	10975	45961
IL-IN	50 FT. WAYNE(IN) -153 UPPER ALTON (IL)	778	71100	316780
IL-IN	26 COLUMBUS(BUS-IN) -107 NAPERVILLE (IL)	780	45498	214483
IL-IN	62 HOMEWOOD (IL) -80 LAFAYETTE (IN)	802	30030	117116
IL-IN	10 BLOOMINGTON(BUS-IN) -107 NAPERVILLE (IL)	826	52716	236361
IL-IN	65 INDIANAPOLIS (IN) -119 PEORIA (BUS-IL)	840	69214	313146
IL-IN	20 CENTRALIA (IL) -50 FT. WAYNE(IN)	853	90327	342142
IL-IN	71 JOLIET (IL) -158 WATERLOO (BUS-IN)	866	42818	186997
IL-IN	80 LAFAYETTE (IN) -119 PEORIA (BUS-IL)	866	54143	259076
IL-IN	50 FT. WAYNE(IN) -76 KEWANEE (IL)	908	80369	354038

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IL-IN	53 GARY INTERNATIONAL AIRPORT (IN) -62 HOMEWOOD (IL)	916	9971	35720
IL-IN	50 FT. WAYNE(IN) -139 SPRINGFIELD (IL)	1007	78346	337268
IL-IN	107 NAPERVILLE (IL) -121 PLYMOUTH (IN)	1148	33765	130919
IL-IN	53 GARY INTERNATIONAL AIRPORT (IN) -107 NAPERVILLE (IL)	1257	16476	65389
IL-IN	80 LAFAYETTE (IN) -139 SPRINGFIELD (IL)	1277	93171	403562
IL-IN	50 FT. WAYNE(IN) -100 MENDOTA (IL)	1326	78584	307545
IL-IN	50 FT. WAYNE(IN) -90 MACOMB (IL)	1338	138987	616616
IL-IN	26 COLUMBUS(BUS-IN) -62 HOMEWOOD (IL)	1351	79008	360764
IL-IN	17 CARLINVILLE (IL) -65 INDIANAPOLIS (IN)	1434	140186	615224
IL-IN	22 CHICAGO (IL) -149 TERRE HAUTE(BUS-IN)	1452	73445	335499
IL-IN	65 INDIANAPOLIS (IN) -139 SPRINGFIELD (IL)	1766	160362	688866
IL-IN	50 FT. WAYNE(IN) -120 PLANO (IL)	1799	91723	361663
IL-IN	80 LAFAYETTE (IN) -153 UPPER ALTON (IL)	1806	157924	700669
IL-IN	44 EFFINGHAM (IL) -50 FT. WAYNE(IN)	1853	164247	644736
IL-IN	50 FT. WAYNE(IN) -127 QUINCY (IL)	1899	219152	981934
IL-IN	10 BLOOMINGTON(BUS-IN) -62 HOMEWOOD (IL)	2059	122604	576251
IL-IN	22 CHICAGO (IL) -110 NEW CASTLE(BUS-IN)	2088	118213	528377
IL-IN	80 LAFAYETTE (IN) -107 NAPERVILLE (IL)	2152	85612	342124
IL-IN	62 HOMEWOOD (IL) -65 INDIANAPOLIS (IN)	2368	130500	520938
IL-IN	13 BTN-NORMAL (IL) -65 INDIANAPOLIS (IN)	2594	206355	853357
IL-IN	22 CHICAGO (IL) -26 COLUMBUS(BUS-IN)	2607	149937	641373
IL-IN	41 DWIGHT (IL) -50 FT. WAYNE(IN)	2779	160577	619628
IL-IN	41 DWIGHT (IL) -65 INDIANAPOLIS (IN)	2993	203733	831937
IL-IN	13 BTN-NORMAL (IL) -80 LAFAYETTE (IN)	3327	226562	848364
IL-IN	50 FT. WAYNE(IN) -126 PRINCETON (IL)	3442	237393	874162
IL-IN	50 FT. WAYNE(IN) -128 RANTOUL (IL)	3631	250562	951450
IL-IN	10 BLOOMINGTON(BUS-IN) -22 CHICAGO (IL)	3654	224243	939135
IL-IN	50 FT. WAYNE(IN) -54 GLENVIEW (IL)	4698	225444	779830
IL-IN	65 INDIANAPOLIS (IN) -71 JOLIET (IL)	4796	275003	1160672
IL-IN	54 GLENVIEW (IL) -65 INDIANAPOLIS (IN)	5194	304052	1147880
IL-IN	50 FT. WAYNE(IN) -74 KANKAKEE (IL)	5278	291922	1076685
IL-IN	22 CHICAGO (IL) -52 GARY INTERNATIONAL AIRPORT	5510	37023	126727
IL-IN	50 FT. WAYNE(IN) -71 JOLIET (IL)	5726	267120	1070704
IL-IN	22 CHICAGO (IL) -33 DEFIANCE (IN)	6296	319028	1215128
IL-IN	65 INDIANAPOLIS (IN) -153 UPPER ALTON (IL)	7562	825523	3493559
IL-IN	22 CHICAGO (IL) -66 INDIANAPOLIS AIRPORT (IN)	8240	427316	1631447
IL-IN	65 INDIANAPOLIS (IN) -107 NAPERVILLE (IL)	8275	492600	1928085
IL-IN	22 CHICAGO (IL) -101 MICHIGAN CITY (IN)	10108	131228	535737
IL-IN	22 CHICAGO (IL) -121 PLYMOUTH (IN)	10776	245166	915980
IL-IN	22 CHICAGO (IL) -156 WARSAW (IN)	11426	336945	1256882
IL-IN	50 FT. WAYNE(IN) -107 NAPERVILLE (IL)	13794	661063	2455334
IL-IN	22 CHICAGO (IL) -53 GARY INTERNATIONAL AIRPORT (IN)	19702	134287	453156
IL-IN	50 FT. WAYNE(IN) -62 HOMEWOOD (IL)	29875	1425667	5110106
IL-IN	22 CHICAGO (IL) -80 LAFAYETTE (IN)	38170	1272843	4962088
IL-IN	22 CHICAGO (IL) -158 WATERLOO (BUS-IN)	46660	2009503	8305442
IL-IN	22 CHICAGO (IL) -65 INDIANAPOLIS (IN)	148073	8184540	30206815
IL-IN	22 CHICAGO (IL) -50 FT. WAYNE(IN)	269950	11322693	40222506
IL-KS	54 GLENVIEW (IL) -82 LAWRENCE(BUS-KS)	11	1268	6215
IL-KS	54 GLENVIEW (IL) -152 TOPEKA(BUS-KS)	11	1232	6513
IL-KS	82 LAWRENCE(BUS-KS) -100 MENDOTA (IL)	19	1773	9129
IL-KS	41 DWIGHT (IL) -82 LAWRENCE(BUS-KS)	21	2212	11088
IL-KS	76 KEWANEE (IL) -82 LAWRENCE(BUS-KS)	22	1358	7103
IL-KS	100 MENDOTA (IL) -152 TOPEKA(BUS-KS)	22	2194	11458
IL-KS	76 KEWANEE (IL) -152 TOPEKA(BUS-KS)	26	1740	9311
IL-KS	41 DWIGHT (IL) -152 TOPEKA(BUS-KS)	27	2887	14844
IL-KS	82 LAWRENCE(BUS-KS) -120 PLANO (IL)	29	2889	14936
IL-KS	82 LAWRENCE(BUS-KS) -126 PRINCETON (IL)	30	2717	14112
IL-KS	82 LAWRENCE(BUS-KS) -86 LINCOLN (IL)	32	2911	14473
IL-KS	120 PLANO (IL) -152 TOPEKA(BUS-KS)	35	3612	18998
IL-KS	126 PRINCETON (IL) -152 TOPEKA(BUS-KS)	37	3383	17920
IL-KS	82 LAWRENCE(BUS-KS) -90 MACOMB (IL)	37	2389	12433
IL-KS	86 LINCOLN (IL) -152 TOPEKA(BUS-KS)	40	3766	19045
IL-KS	90 MACOMB (IL) -152 TOPEKA(BUS-KS)	41	2820	15089

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IL-KS	82 LAWRENCE(BUS-KS) -122 PONTIAC (IL)	51	5161	26005
IL-KS	17 CARLINVILLE (IL) -82 LAWRENCE(BUS-KS)	52	3994	19801
IL-KS	74 KANKAKEE (IL) -82 LAWRENCE(BUS-KS)	54	6653	33881
IL-KS	21 CHAMPAIGN-URBANA (IL) -82 LAWRENCE(BUS-KS)	55	7733	38451
IL-KS	122 PONTIAC (IL) -152 TOPEKA(BUS-KS)	59	6099	31548
IL-KS	17 CARLINVILLE (IL) -152 TOPEKA(BUS-KS)	60	4784	24333
IL-KS	82 LAWRENCE(BUS-KS) -127 QUINCY (IL)	63	4801	24768
IL-KS	74 KANKAKEE (IL) -152 TOPEKA(BUS-KS)	67	8396	43677
IL-KS	82 LAWRENCE(BUS-KS) -128 RANTOUL (IL)	68	9349	46677
IL-KS	82 LAWRENCE(BUS-KS) -153 UPPER ALTON (IL)	69	4789	23736
IL-KS	127 QUINCY (IL) -152 TOPEKA(BUS-KS)	73	5822	30656
IL-KS	152 TOPEKA(BUS-KS) -153 UPPER ALTON (IL)	87	6362	32199
IL-KS	82 LAWRENCE(BUS-KS) -107 NAPERVILLE (IL)	175	18529	94399
IL-KS	13 BTN-NORMAL (IL) -82 LAWRENCE(BUS-KS)	178	17687	85312
IL-KS	13 BTN-NORMAL (IL) -152 TOPEKA(BUS-KS)	179	17545	90452
IL-KS	82 LAWRENCE(BUS-KS) -139 SPRINGFIELD (IL)	186	16451	77752
IL-KS	107 NAPERVILLE (IL) -152 TOPEKA(BUS-KS)	213	23358	120863
IL-KS	62 HOMEWOOD (IL) -82 LAWRENCE(BUS-KS)	221	26370	130675
IL-KS	139 SPRINGFIELD (IL) -152 TOPEKA(BUS-KS)	224	20657	99536
IL-KS	62 HOMEWOOD (IL) -152 TOPEKA(BUS-KS)	233	27312	144051
IL-KS	71 JOLIET (IL) -82 LAWRENCE(BUS-KS)	256	28762	144652
IL-KS	71 JOLIET (IL) -152 TOPEKA(BUS-KS)	297	34155	175893
IL-KS	22 CHICAGO (IL) -82 LAWRENCE(BUS-KS)	575	64939	324926
IL-KS	22 CHICAGO (IL) -152 TOPEKA(BUS-KS)	701	82383	415340
IL-KY	88 LOUISVILLE(BUS-KY) -98 MATTOON (IL)	1	103	497
IL-KY	88 LOUISVILLE(BUS-KY) -128 RANTOUL (IL)	1	117	573
IL-KY	21 CHAMPAIGN-URBANA (IL) -85 LEXINGTON(BUS-KY)	3	379	1736
IL-KY	85 LEXINGTON(BUS-KY) -128 RANTOUL (IL)	5	559	2567
IL-KY	76 KEWANEE (IL) -85 LEXINGTON(BUS-KY)	39	5082	24733
IL-KY	85 LEXINGTON(BUS-KY) -86 LINCOLN (IL)	44	5098	24229
IL-KY	85 LEXINGTON(BUS-KY) -122 PONTIAC (IL)	45	4603	21850
IL-KY	51 GALESBURG (IL) -85 LEXINGTON(BUS-KY)	50	6863	33441
IL-KY	85 LEXINGTON(BUS-KY) -126 PRINCETON (IL)	58	5942	28654
IL-KY	86 LINCOLN (IL) -88 LOUISVILLE(BUS-KY)	60	5554	28293
IL-KY	88 LOUISVILLE(BUS-KY) -90 MACOMB (IL)	66	7944	41053
IL-KY	76 KEWANEE (IL) -88 LOUISVILLE(BUS-KY)	84	8983	46598
IL-KY	51 GALESBURG (IL) -88 LOUISVILLE(BUS-KY)	115	12967	67121
IL-KY	88 LOUISVILLE(BUS-KY) -122 PONTIAC (IL)	120	9463	48690
IL-KY	88 LOUISVILLE(BUS-KY) -126 PRINCETON (IL)	123	9874	51716
IL-KY	85 LEXINGTON(BUS-KY) -139 SPRINGFIELD (IL)	136	16649	78750
IL-KY	88 LOUISVILLE(BUS-KY) -127 QUINCY (IL)	231	30532	157386
IL-KY	85 LEXINGTON(BUS-KY) -100 MENDOTA (IL)	250	24775	119191
IL-KY	13 BTN-NORMAL (IL) -85 LEXINGTON(BUS-KY)	277	30440	143619
IL-KY	85 LEXINGTON(BUS-KY) -120 PLANO (IL)	294	27296	130940
IL-KY	88 LOUISVILLE(BUS-KY) -139 SPRINGFIELD (IL)	337	37145	168319
IL-KY	13 BTN-NORMAL (IL) -88 LOUISVILLE(BUS-KY)	397	38309	174338
IL-KY	54 GLENVIEW (IL) -85 LEXINGTON(BUS-KY)	658	57094	269648
IL-KY	41 DWIGHT (IL) -88 LOUISVILLE(BUS-KY)	846	64590	328269
IL-KY	74 KANKAKEE (IL) -85 LEXINGTON(BUS-KY)	930	89328	416714
IL-KY	71 JOLIET (IL) -85 LEXINGTON(BUS-KY)	942	92030	406062
IL-KY	17 CARLINVILLE (IL) -88 LOUISVILLE(BUS-KY)	954	100221	514412
IL-KY	88 LOUISVILLE(BUS-KY) -100 MENDOTA (IL)	1064	80500	422342
IL-KY	88 LOUISVILLE(BUS-KY) -120 PLANO (IL)	1215	84467	444870
IL-KY	88 LOUISVILLE(BUS-KY) -153 UPPER ALTON (IL)	2182	245807	1247954
IL-KY	85 LEXINGTON(BUS-KY) -107 NAPERVILLE (IL)	2669	245365	1126364
IL-KY	54 GLENVIEW (IL) -88 LOUISVILLE(BUS-KY)	2803	186308	927938
IL-KY	62 HOMEWOOD (IL) -85 LEXINGTON(BUS-KY)	3347	295780	1392027
IL-KY	74 KANKAKEE (IL) -88 LOUISVILLE(BUS-KY)	3797	276267	1401028
IL-KY	71 JOLIET (IL) -88 LOUISVILLE(BUS-KY)	4240	297509	1492523
IL-KY	22 CHICAGO (IL) -85 LEXINGTON(BUS-KY)	6592	580761	2590646
IL-KY	88 LOUISVILLE(BUS-KY) -107 NAPERVILLE (IL)	11171	749739	3831667
IL-KY	22 CHICAGO (IL) -88 LOUISVILLE(BUS-KY)	23431	1506125	7357271
IL-KY	62 HOMEWOOD (IL) -88 LOUISVILLE(BUS-KY)	33952	2672740	11441117

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States	Station Pair	Riders	Revenue	Passenger Miles
IL-MI	8 BANGOR (MI) -118 PADUCAH(BUS-IL)	2	192	814
IL-MI	38 DU QUOIN (IL) -112 NILES (MI)	2	176	744
IL-MI	2 ALBION (MI) -118 PADUCAH(BUS-IL)	2	242	1196
IL-MI	17 CARLINVILLE (IL) -112 NILES (MI)	3	169	821
IL-MI	98 MATTOON (IL) -124 PORT HURON (MI)	3	288	1336
IL-MI	40 DURAND (MI) -97 MARION(BUS-IL)	3	363	1659
IL-MI	81 LAPEER (MI) -97 MARION(BUS-IL)	3	399	1842
IL-MI	118 PADUCAH(BUS-IL) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	3	348	1500
IL-MI	97 MARION(BUS-IL) -112 NILES (MI)	3	329	1422
IL-MI	20 CENTRALIA (IL) -112 NILES (MI)	4	328	1395
IL-MI	37 DOWAGIAC (MI) -118 PADUCAH(BUS-IL)	4	426	2016
IL-MI	62 HOMEWOOD (IL) -112 NILES (MI)	4	62	325
IL-MI	2 ALBION (MI) -97 MARION(BUS-IL)	4	477	2229
IL-MI	86 LINCOLN (IL) -112 NILES (MI)	5	244	1150
IL-MI	8 BANGOR (MI) -97 MARION(BUS-IL)	6	680	2687
IL-MI	16 CARBONDALE (IL) -89 LUDINGTON(BUS-MI)	6	742	3673
IL-MI	16 CARBONDALE (IL) -40 DURAND (MI)	7	820	3689
IL-MI	2 ALBION (MI) -16 CARBONDALE (IL)	7	757	3475
IL-MI	2 ALBION (MI) -20 CENTRALIA (IL)	7	666	3110
IL-MI	20 CENTRALIA (IL) -124 PORT HURON (MI)	7	937	4274
IL-MI	20 CENTRALIA (IL) -81 LAPEER (MI)	8	879	4045
IL-MI	16 CARBONDALE (IL) -63 HOWELL(BUS-MI)	8	925	4538
IL-MI	112 NILES (MI) -118 PADUCAH(BUS-IL)	8	810	3764
IL-MI	61 HOLLAND (MI) -118 PADUCAH(BUS-IL)	9	1114	5301
IL-MI	38 DU QUOIN (IL) -73 KALAMAZOO (MI)	10	1015	4463
IL-MI	9 BATTLE CREEK (MI) -38 DU QUOIN (IL)	11	1028	4727
IL-MI	68 JACKSON (MI) -118 PADUCAH(BUS-IL)	11	1255	6293
IL-MI	9 BATTLE CREEK (MI) -118 PADUCAH(BUS-IL)	11	1221	6031
IL-MI	68 JACKSON (MI) -97 MARION(BUS-IL)	11	1258	5979
IL-MI	2 ALBION (MI) -76 KEWANEE (IL)	12	948	5037
IL-MI	38 DU QUOIN (IL) -89 LUDINGTON(BUS-MI)	12	1383	6900
IL-MI	29 DANVILLE(BUS-IL) -112 NILES (MI)	13	708	3340
IL-MI	20 CENTRALIA (IL) -40 DURAND (MI)	13	1438	6549
IL-MI	73 KALAMAZOO (MI) -118 PADUCAH(BUS-IL)	13	1458	6944
IL-MI	97 MARION(BUS-IL) -124 PORT HURON (MI)	14	2093	8859
IL-MI	2 ALBION (MI) -38 DU QUOIN (IL)	14	1428	6594
IL-MI	8 BANGOR (MI) -69 JACKSONVILLE(BUS-IL)	14	1053	4742
IL-MI	32 DECATUR(BUS-IL) -112 NILES (MI)	14	771	3715
IL-MI	37 DOWAGIAC (MI) -97 MARION(BUS-IL)	14	1380	6101
IL-MI	46 FLINT (MI) -97 MARION(BUS-IL)	15	1983	8575
IL-MI	42 EAST LANSING (MI) -86 LINCOLN (IL)	15	1117	5635
IL-MI	42 EAST LANSING (MI) -118 PADUCAH(BUS-IL)	16	1943	9442
IL-MI	2 ALBION (MI) -69 JACKSONVILLE(BUS-IL)	16	1175	6575
IL-MI	55 GRAND RAPIDS (MI) -118 PADUCAH(BUS-IL)	16	1903	9219
IL-MI	40 DURAND (MI) -69 JACKSONVILLE(BUS-IL)	16	1415	7506
IL-MI	89 LUDINGTON(BUS-MI) -98 MATTOON (IL)	16	1421	7494
IL-MI	44 EFFINGHAM (IL) -112 NILES (MI)	16	1107	4742
IL-MI	20 CENTRALIA (IL) -31 DEARBORN (MI)	17	1896	8788
IL-MI	38 DU QUOIN (IL) -42 EAST LANSING (MI)	17	1851	8414
IL-MI	97 MARION(BUS-IL) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	17	1807	7006
IL-MI	2 ALBION (MI) -86 LINCOLN (IL)	17	1136	5920
IL-MI	41 DWIGHT (IL) -112 NILES (MI)	17	631	2851
IL-MI	8 BANGOR (MI) -51 GALESBURG (IL)	18	1564	6838
IL-MI	112 NILES (MI) -122 PONTIAC (IL)	18	693	3247
IL-MI	16 CARBONDALE (IL) -81 LAPEER (MI)	18	2367	10763
IL-MI	20 CENTRALIA (IL) -55 GRAND RAPIDS (MI)	19	1812	8264
IL-MI	16 CARBONDALE (IL) -112 NILES (MI)	19	1838	7434
IL-MI	16 CARBONDALE (IL) -133 ROYAL OAK (MI)	19	2368	11360
IL-MI	38 DU QUOIN (IL) -106 MUSKEGON(BUS-MI)	19	2096	9903
IL-MI	42 EAST LANSING (MI) -76 KEWANEE (IL)	20	1740	8994
IL-MI	2 ALBION (MI) -44 EFFINGHAM (IL)	21	1681	7997
IL-MI	8 BANGOR (MI) -62 HOMEWOOD (IL)	21	630	2115
IL-MI	32 DECATUR(BUS-IL) -81 LAPEER (MI)	22	1928	9741

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States	Station Pair	Riders	Revenue	Passenger Miles
IL-MI	8 BANGOR (MI) -29 DANVILLE(BUS-IL)	22	1580	6093
IL-MI	44 EFFINGHAM (IL) -124 PORT HURON (MI)	22	2517	11611
IL-MI	8 BANGOR (MI) -32 DECATUR(BUS-IL)	23	1653	6576
IL-MI	51 GALESBURG (IL) -112 NILES (MI)	23	1699	8406
IL-MI	29 DANVILLE(BUS-IL) -81 LAPEER (MI)	23	2041	10194
IL-MI	2 ALBION (MI) -98 MATTOON (IL)	23	1734	8340
IL-MI	9 BATTLE CREEK (MI) -97 MARION(BUS-IL)	24	2543	11444
IL-MI	16 CARBONDALE (IL) -55 GRAND RAPIDS (MI)	24	2718	11806
IL-MI	124 PORT HURON (MI) -128 RANTOUL (IL)	24	2189	10322
IL-MI	73 KALAMAZOO (MI) -97 MARION(BUS-IL)	25	2647	11361
IL-MI	2 ALBION (MI) -32 DECATUR(BUS-IL)	25	1670	8813
IL-MI	42 EAST LANSING (MI) -90 MACOMB (IL)	25	2509	12918
IL-MI	16 CARBONDALE (IL) -124 PORT HURON (MI)	25	3651	15571
IL-MI	20 CENTRALIA (IL) -89 LUDINGTON(BUS-MI)	25	2657	13454
IL-MI	2 ALBION (MI) -29 DANVILLE(BUS-IL)	25	1703	8863
IL-MI	42 EAST LANSING (MI) -122 PONTIAC (IL)	26	1555	7937
IL-MI	16 CARBONDALE (IL) -106 MUSKEGON(BUS-MI)	26	3021	14191
IL-MI	40 DURAND (MI) -126 PRINCETON (IL)	27	1842	9407
IL-MI	29 DANVILLE(BUS-IL) -124 PORT HURON (MI)	28	3092	13748
IL-MI	2 ALBION (MI) -122 PONTIAC (IL)	30	1561	8301
IL-MI	74 KANKAKEE (IL) -112 NILES (MI)	30	983	4356
IL-MI	37 DOWAGIAC (MI) -69 JACKSONVILLE(BUS-IL)	31	1842	9913
IL-MI	37 DOWAGIAC (MI) -126 PRINCETON (IL)	31	1254	6385
IL-MI	20 CENTRALIA (IL) -35 DETROIT (MI)	31	3386	16513
IL-MI	97 MARION(BUS-IL) -123 PONTIAC (MI)	31	4443	19690
IL-MI	2 ALBION (MI) -127 QUINCY (IL)	32	3327	17441
IL-MI	8 BANGOR (MI) -126 PRINCETON (IL)	32	1824	6997
IL-MI	68 JACKSON (MI) -86 LINCOLN (IL)	32	2161	11497
IL-MI	90 MACOMB (IL) -106 MUSKEGON(BUS-MI)	32	3399	17478
IL-MI	97 MARION(BUS-IL) -133 ROYAL OAK (MI)	32	4565	19966
IL-MI	32 DECATUR(BUS-IL) -124 PORT HURON (MI)	33	3611	16019
IL-MI	42 EAST LANSING (MI) -127 QUINCY (IL)	33	3659	18786
IL-MI	61 HOLLAND (MI) -97 MARION(BUS-IL)	34	4128	18242
IL-MI	112 NILES (MI) -119 PEORIA (BUS-IL)	34	1669	8793
IL-MI	16 CARBONDALE (IL) -123 PONTIAC (MI)	34	4687	20856
IL-MI	16 CARBONDALE (IL) -68 JACKSON (MI)	35	4015	17841
IL-MI	112 NILES (MI) -126 PRINCETON (IL)	35	1486	6868
IL-MI	29 DANVILLE(BUS-IL) -40 DURAND (MI)	36	2878	14273
IL-MI	4 ANCHORVILLE(BUS-MI) -16 CARBONDALE (IL)	36	4881	22206
IL-MI	38 DU QUOIN (IL) -55 GRAND RAPIDS (MI)	36	4058	17058
IL-MI	13 BTN-NORMAL (IL) -112 NILES (MI)	36	1736	7808
IL-MI	69 JACKSONVILLE(BUS-IL) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	36	2535	11306
IL-MI	86 LINCOLN (IL) -89 LUDINGTON(BUS-MI)	37	2879	16289
IL-MI	54 GLENVIEW (IL) -89 LUDINGTON(BUS-MI)	37	1902	11189
IL-MI	38 DU QUOIN (IL) -123 PONTIAC (MI)	37	4564	22040
IL-MI	42 EAST LANSING (MI) -97 MARION(BUS-IL)	38	4841	20345
IL-MI	20 CENTRALIA (IL) -106 MUSKEGON(BUS-MI)	39	3927	18772
IL-MI	42 EAST LANSING (MI) -51 GALESBURG (IL)	39	3680	18976
IL-MI	20 CENTRALIA (IL) -68 JACKSON (MI)	40	3839	18273
IL-MI	4 ANCHORVILLE(BUS-MI) -97 MARION(BUS-IL)	40	5679	25903
IL-MI	38 DU QUOIN (IL) -46 FLINT (MI)	41	4840	22188
IL-MI	41 DWIGHT (IL) -42 EAST LANSING (MI)	41	2324	11659
IL-MI	112 NILES (MI) -153 UPPER ALTON (IL)	42	3043	14583
IL-MI	76 KEWANEE (IL) -106 MUSKEGON(BUS-MI)	42	3959	19951
IL-MI	55 GRAND RAPIDS (MI) -98 MATTOON (IL)	42	3532	15448
IL-MI	2 ALBION (MI) -90 MACOMB (IL)	42	4478	21094
IL-MI	44 EFFINGHAM (IL) -81 LAPEER (MI)	43	4336	20239
IL-MI	4 ANCHORVILLE(BUS-MI) -38 DU QUOIN (IL)	43	5235	26028
IL-MI	69 JACKSONVILLE(BUS-IL) -124 PORT HURON (MI)	43	4520	23446
IL-MI	20 CENTRALIA (IL) -123 PONTIAC (MI)	43	4942	24145
IL-MI	32 DECATUR(BUS-IL) -40 DURAND (MI)	44	3714	18140
IL-MI	73 KALAMAZOO (MI) -76 KEWANEE (IL)	44	3314	16833
IL-MI	9 BATTLE CREEK (MI) -20 CENTRALIA (IL)	45	3971	18461

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IL-MI	69 JACKSONVILLE(BUS-IL) -81 LAPEER (MI)	45	4459	22223
IL-MI	38 DU QUOIN (IL) -68 JACKSON (MI)	45	4766	22416
IL-MI	29 DANVILLE(BUS-IL) -37 DOWAGIAC (MI)	46	2627	12352
IL-MI	89 LUDINGTON(BUS-MI) -122 PONTIAC (IL)	47	3049	17789
IL-MI	5 ANN ARBOR (MI) -38 DU QUOIN (IL)	47	5548	24857
IL-MI	42 EAST LANSING (MI) -100 MENDOTA (IL)	48	2689	14087
IL-MI	17 CARLINVILLE (IL) -42 EAST LANSING (MI)	48	4105	20941
IL-MI	98 MATTOON (IL) -106 MUSKEGON(BUS-MI)	50	4229	20124
IL-MI	68 JACKSON (MI) -76 KEWANEE (IL)	50	4136	22337
IL-MI	89 LUDINGTON(BUS-MI) -90 MACOMB (IL)	50	5402	30200
IL-MI	31 DEARBORN (MI) -38 DU QUOIN (IL)	51	5888	28328
IL-MI	16 CARBONDALE (IL) -46 FLINT (MI)	51	6390	28580
IL-MI	2 ALBION (MI) -17 CARLINVILLE (IL)	51	3971	20823
IL-MI	86 LINCOLN (IL) -123 PONTIAC (MI)	51	4434	23808
IL-MI	9 BATTLE CREEK (MI) -16 CARBONDALE (IL)	52	5397	24226
IL-MI	86 LINCOLN (IL) -133 ROYAL OAK (MI)	52	4368	23509
IL-MI	5 ANN ARBOR (MI) -97 MARION(BUS-IL)	53	6514	29937
IL-MI	31 DEARBORN (MI) -97 MARION(BUS-IL)	53	6985	31558
IL-MI	55 GRAND RAPIDS (MI) -86 LINCOLN (IL)	54	4056	18830
IL-MI	86 LINCOLN (IL) -106 MUSKEGON(BUS-MI)	55	4186	21243
IL-MI	4 ANCHORVILLE(BUS-MI) -122 PONTIAC (IL)	55	3963	22705
IL-MI	32 DECATUR(BUS-IL) -37 DOWAGIAC (MI)	56	3263	15390
IL-MI	76 KEWANEE (IL) -89 LUDINGTON(BUS-MI)	56	5248	29791
IL-MI	35 DETROIT (MI) -38 DU QUOIN (IL)	57	6745	32499
IL-MI	9 BATTLE CREEK (MI) -98 MATTOON (IL)	57	4086	19026
IL-MI	29 DANVILLE(BUS-IL) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	57	3601	14457
IL-MI	71 JOLIET (IL) -112 NILES (MI)	58	1609	7381
IL-MI	68 JACKSON (MI) -122 PONTIAC (IL)	58	3177	17311
IL-MI	35 DETROIT (MI) -97 MARION(BUS-IL)	59	7893	35668
IL-MI	51 GALESBURG (IL) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	60	4813	21530
IL-MI	21 CHAMPAIGN-URBANA (IL) -112 NILES (MI)	60	3124	12986
IL-MI	76 KEWANEE (IL) -133 ROYAL OAK (MI)	60	5888	32037
IL-MI	2 ALBION (MI) -126 PRINCETON (IL)	60	3213	17518
IL-MI	17 CARLINVILLE (IL) -73 KALAMAZOO (MI)	61	4449	22231
IL-MI	9 BATTLE CREEK (MI) -86 LINCOLN (IL)	62	3976	19753
IL-MI	106 MUSKEGON(BUS-MI) -127 QUINCY (IL)	62	7251	37293
IL-MI	9 BATTLE CREEK (MI) -76 KEWANEE (IL)	62	4907	25041
IL-MI	42 EAST LANSING (MI) -120 PLANO (IL)	63	3108	16369
IL-MI	8 BANGOR (MI) -119 PEORIA (BUS-IL)	65	4395	18528
IL-MI	2 ALBION (MI) -51 GALESBURG (IL)	67	6375	30486
IL-MI	55 GRAND RAPIDS (MI) -76 KEWANEE (IL)	67	6142	28984
IL-MI	32 DECATUR(BUS-IL) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	67	4287	17681
IL-MI	73 KALAMAZOO (MI) -86 LINCOLN (IL)	69	4436	20322
IL-MI	89 LUDINGTON(BUS-MI) -127 QUINCY (IL)	69	8174	45251
IL-MI	55 GRAND RAPIDS (MI) -90 MACOMB (IL)	69	7296	34834
IL-MI	55 GRAND RAPIDS (MI) -97 MARION(BUS-IL)	70	7823	35831
IL-MI	44 EFFINGHAM (IL) -89 LUDINGTON(BUS-MI)	70	6531	33930
IL-MI	73 KALAMAZOO (MI) -98 MATTOON (IL)	71	4876	22019
IL-MI	2 ALBION (MI) -119 PEORIA (BUS-IL)	72	4469	25347
IL-MI	20 CENTRALIA (IL) -73 KALAMAZOO (MI)	72	6865	28019
IL-MI	2 ALBION (MI) -21 CHAMPAIGN-URBANA (IL)	72	4556	22419
IL-MI	4 ANCHORVILLE(BUS-MI) -69 JACKSONVILLE(BUS-IL)	73	6753	39567
IL-MI	16 CARBONDALE (IL) -35 DETROIT (MI)	74	9582	43824
IL-MI	61 HOLLAND (MI) -69 JACKSONVILLE(BUS-IL)	75	6524	33082
IL-MI	5 ANN ARBOR (MI) -20 CENTRALIA (IL)	75	8526	37411
IL-MI	17 CARLINVILLE (IL) -106 MUSKEGON(BUS-MI)	76	6697	34545
IL-MI	4 ANCHORVILLE(BUS-MI) -86 LINCOLN (IL)	76	7065	35905
IL-MI	40 DURAND (MI) -62 HOMEWOOD (IL)	77	3206	17177
IL-MI	16 CARBONDALE (IL) -73 KALAMAZOO (MI)	78	8157	34962
IL-MI	4 ANCHORVILLE(BUS-MI) -44 EFFINGHAM (IL)	78	7856	40541
IL-MI	112 NILES (MI) -139 SPRINGFIELD (IL)	79	4831	21864
IL-MI	68 JACKSON (MI) -90 MACOMB (IL)	80	7712	41222
IL-MI	126 PRINCETON (IL) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	81	3963	15741

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IL-MI	4 ANCHORVILLE(BUS-MI) -98 MATTOON (IL)	81	7631	39917
IL-MI	42 EAST LANSING (MI) -128 RANTOUL (IL)	82	5906	26335
IL-MI	16 CARBONDALE (IL) -31 DEARBORN (MI)	82	10515	47568
IL-MI	44 EFFINGHAM (IL) -55 GRAND RAPIDS (MI)	83	7272	32328
IL-MI	126 PRINCETON (IL) -133 ROYAL OAK (MI)	85	6094	34086
IL-MI	4 ANCHORVILLE(BUS-MI) -76 KEWANEE (IL)	86	9630	48001
IL-MI	2 ALBION (MI) -62 HOMEWOOD (IL)	86	2370	14595
IL-MI	55 GRAND RAPIDS (MI) -100 MENDOTA (IL)	89	4687	24506
IL-MI	41 DWIGHT (IL) -55 GRAND RAPIDS (MI)	89	4749	23715
IL-MI	73 KALAMAZOO (MI) -122 PONTIAC (IL)	89	4190	20713
IL-MI	2 ALBION (MI) -13 BTN-NORMAL (IL)	91	5437	28229
IL-MI	9 BATTLE CREEK (MI) -122 PONTIAC (IL)	91	4342	23230
IL-MI	32 DECATUR(BUS-IL) -46 FLINT (MI)	92	7943	39397
IL-MI	9 BATTLE CREEK (MI) -17 CARLINVILLE (IL)	92	6755	35528
IL-MI	71 JOLIET (IL) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	92	3267	11699
IL-MI	32 DECATUR(BUS-IL) -73 KALAMAZOO (MI)	93	6012	29168
IL-MI	100 MENDOTA (IL) -106 MUSKEGON(BUS-MI)	94	5782	29494
IL-MI	29 DANVILLE(BUS-IL) -73 KALAMAZOO (MI)	94	5975	28294
IL-MI	8 BANGOR (MI) -54 GLENVIEW (IL)	95	3713	12639
IL-MI	69 JACKSONVILLE(BUS-IL) -112 NILES (MI)	95	5790	29748
IL-MI	17 CARLINVILLE (IL) -89 LUDINGTON(BUS-MI)	95	8707	48973
IL-MI	44 EFFINGHAM (IL) -68 JACKSON (MI)	97	8108	39413
IL-MI	5 ANN ARBOR (MI) -16 CARBONDALE (IL)	98	11754	53983
IL-MI	29 DANVILLE(BUS-IL) -123 PONTIAC (MI)	98	8569	45954
IL-MI	29 DANVILLE(BUS-IL) -133 ROYAL OAK (MI)	99	8414	45223
IL-MI	29 DANVILLE(BUS-IL) -46 FLINT (MI)	99	8580	41585
IL-MI	4 ANCHORVILLE(BUS-MI) -90 MACOMB (IL)	99	12217	62403
IL-MI	13 BTN-NORMAL (IL) -42 EAST LANSING (MI)	99	7150	33112
IL-MI	2 ALBION (MI) -41 DWIGHT (IL)	100	4933	25797
IL-MI	9 BATTLE CREEK (MI) -29 DANVILLE(BUS-IL)	100	6357	32441
IL-MI	29 DANVILLE(BUS-IL) -68 JACKSON (MI)	101	7330	37335
IL-MI	106 MUSKEGON(BUS-MI) -122 PONTIAC (IL)	102	6228	33160
IL-MI	68 JACKSON (MI) -127 QUINCY (IL)	102	11049	58679
IL-MI	90 MACOMB (IL) -133 ROYAL OAK (MI)	103	11558	62278
IL-MI	51 GALESBURG (IL) -89 LUDINGTON(BUS-MI)	104	10683	58112
IL-MI	21 CHAMPAIGN-URBANA (IL) -63 HOWELL(BUS-MI)	104	8460	42002
IL-MI	32 DECATUR(BUS-IL) -68 JACKSON (MI)	105	7781	39968
IL-MI	9 BATTLE CREEK (MI) -69 JACKSONVILLE(BUS-IL)	106	7420	40532
IL-MI	5 ANN ARBOR (MI) -86 LINCOLN (IL)	107	8457	42750
IL-MI	16 CARBONDALE (IL) -42 EAST LANSING (MI)	107	12703	55126
IL-MI	31 DEARBORN (MI) -86 LINCOLN (IL)	107	9410	46068
IL-MI	62 HOMEWOOD (IL) -81 LAPEER (MI)	107	5303	27734
IL-MI	106 MUSKEGON(BUS-MI) -126 PRINCETON (IL)	107	6899	36187
IL-MI	9 BATTLE CREEK (MI) -32 DECATUR(BUS-IL)	108	6892	35943
IL-MI	55 GRAND RAPIDS (MI) -122 PONTIAC (IL)	108	6498	30796
IL-MI	42 EAST LANSING (MI) -139 SPRINGFIELD (IL)	109	9384	42891
IL-MI	5 ANN ARBOR (MI) -29 DANVILLE(BUS-IL)	109	8756	44288
IL-MI	4 ANCHORVILLE(BUS-MI) -17 CARLINVILLE (IL)	109	10635	59136
IL-MI	89 LUDINGTON(BUS-MI) -126 PRINCETON (IL)	111	7345	43606
IL-MI	5 ANN ARBOR (MI) -98 MATTOON (IL)	111	9784	46342
IL-MI	17 CARLINVILLE (IL) -55 GRAND RAPIDS (MI)	113	10066	47243
IL-MI	76 KEWANEE (IL) -123 PONTIAC (MI)	113	13109	62036
IL-MI	2 ALBION (MI) -139 SPRINGFIELD (IL)	115	9156	42812
IL-MI	54 GLENVIEW (IL) -112 NILES (MI)	116	2722	12405
IL-MI	21 CHAMPAIGN-URBANA (IL) -40 DURAND (MI)	116	9516	42569
IL-MI	29 DANVILLE(BUS-IL) -61 HOLLAND (MI)	119	9630	45071
IL-MI	32 DECATUR(BUS-IL) -133 ROYAL OAK (MI)	120	10341	56160
IL-MI	44 EFFINGHAM (IL) -106 MUSKEGON(BUS-MI)	121	10966	52288
IL-MI	4 ANCHORVILLE(BUS-MI) -126 PRINCETON (IL)	122	10251	51532
IL-MI	62 HOMEWOOD (IL) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	122	2659	8923
IL-MI	55 GRAND RAPIDS (MI) -69 JACKSONVILLE(BUS-IL)	122	9895	50703
IL-MI	31 DEARBORN (MI) -98 MATTOON (IL)	123	11148	54772
IL-MI	68 JACKSON (MI) -69 JACKSONVILLE(BUS-IL)	123	9843	52668

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IL-MI	46 FLINT (MI) -90 MACOMB (IL)	123	14258	70026
IL-MI	32 DECATUR(BUS-IL) -123 PONTIAC (MI)	124	10971	59435
IL-MI	20 CENTRALIA (IL) -42 EAST LANSING (MI)	125	12912	57397
IL-MI	46 FLINT (MI) -69 JACKSONVILLE(BUS-IL)	125	11629	59948
IL-MI	73 KALAMAZOO (MI) -127 QUINCY (IL)	126	13195	63776
IL-MI	5 ANN ARBOR (MI) -32 DECATUR(BUS-IL)	126	10301	52711
IL-MI	51 GALESBURG (IL) -106 MUSKEGON(BUS-MI)	128	12180	64266
IL-MI	55 GRAND RAPIDS (MI) -153 UPPER ALTON (IL)	129	11577	58151
IL-MI	5 ANN ARBOR (MI) -122 PONTIAC (IL)	130	8506	43722
IL-MI	61 HOLLAND (MI) -62 HOMEWOOD (IL)	130	5309	17667
IL-MI	35 DETROIT (MI) -86 LINCOLN (IL)	130	11518	57378
IL-MI	40 DURAND (MI) -119 PEORIA (BUS-IL)	131	10540	53502
IL-MI	73 KALAMAZOO (MI) -90 MACOMB (IL)	131	12035	59215
IL-MI	32 DECATUR(BUS-IL) -61 HOLLAND (MI)	132	10790	51657
IL-MI	46 FLINT (MI) -76 KEWANEE (IL)	133	13270	66338
IL-MI	89 LUDINGTON(BUS-MI) -100 MENDOTA (IL)	134	8784	49644
IL-MI	31 DEARBORN (MI) -122 PONTIAC (IL)	134	10132	49193
IL-MI	35 DETROIT (MI) -122 PONTIAC (IL)	135	9198	50596
IL-MI	42 EAST LANSING (MI) -153 UPPER ALTON (IL)	136	12604	63474
IL-MI	5 ANN ARBOR (MI) -69 JACKSONVILLE(BUS-IL)	138	11925	64190
IL-MI	17 CARLINVILLE (IL) -133 ROYAL OAK (MI)	138	13282	71551
IL-MI	69 JACKSONVILLE(BUS-IL) -123 PONTIAC (MI)	138	12905	73048
IL-MI	69 JACKSONVILLE(BUS-IL) -133 ROYAL OAK (MI)	139	12616	71653
IL-MI	17 CARLINVILLE (IL) -123 PONTIAC (MI)	139	13716	73738
IL-MI	21 CHAMPAIGN-URBANA (IL) -89 LUDINGTON(BUS-MI)	139	11317	57836
IL-MI	89 LUDINGTON(BUS-MI) -139 SPRINGFIELD (IL)	142	12379	67284
IL-MI	69 JACKSONVILLE(BUS-IL) -73 KALAMAZOO (MI)	143	10170	51484
IL-MI	42 EAST LANSING (MI) -69 JACKSONVILLE(BUS-IL)	143	12147	61752
IL-MI	46 FLINT (MI) -86 LINCOLN (IL)	143	12095	59332
IL-MI	41 DWIGHT (IL) -106 MUSKEGON(BUS-MI)	144	8206	43955
IL-MI	44 EFFINGHAM (IL) -123 PONTIAC (MI)	144	14575	72659
IL-MI	9 BATTLE CREEK (MI) -44 EFFINGHAM (IL)	144	10928	51820
IL-MI	31 DEARBORN (MI) -44 EFFINGHAM (IL)	144	14914	68271
IL-MI	89 LUDINGTON(BUS-MI) -128 RANTOUL (IL)	145	11119	58068
IL-MI	127 QUINCY (IL) -133 ROYAL OAK (MI)	145	17956	96144
IL-MI	31 DEARBORN (MI) -32 DECATUR(BUS-IL)	146	12974	65075
IL-MI	20 CENTRALIA (IL) -46 FLINT (MI)	146	16102	74450
IL-MI	123 PONTIAC (MI) -127 QUINCY (IL)	147	18576	99315
IL-MI	37 DOWAGIAC (MI) -119 PEORIA (BUS-IL)	148	7875	40180
IL-MI	21 CHAMPAIGN-URBANA (IL) -124 PORT HURON (MI)	149	15416	66559
IL-MI	35 DETROIT (MI) -98 MATTOON (IL)	149	13764	67886
IL-MI	17 CARLINVILLE (IL) -68 JACKSON (MI)	155	12541	66903
IL-MI	2 ALBION (MI) -100 MENDOTA (IL)	157	7650	41964
IL-MI	29 DANVILLE(BUS-IL) -31 DEARBORN (MI)	157	13324	68799
IL-MI	4 ANCHORVILLE(BUS-MI) -29 DANVILLE(BUS-IL)	158	14642	76032
IL-MI	106 MUSKEGON(BUS-MI) -120 PLANO (IL)	160	8269	45378
IL-MI	61 HOLLAND (MI) -126 PRINCETON (IL)	160	10794	51607
IL-MI	37 DOWAGIAC (MI) -54 GLENVIEW (IL)	162	3960	19475
IL-MI	2 ALBION (MI) -120 PLANO (IL)	164	7018	38974
IL-MI	42 EAST LANSING (MI) -98 MATTOON (IL)	166	13466	63258
IL-MI	89 LUDINGTON(BUS-MI) -120 PLANO (IL)	166	9269	56590
IL-MI	68 JACKSON (MI) -126 PRINCETON (IL)	168	9353	52152
IL-MI	5 ANN ARBOR (MI) -76 KEWANEE (IL)	170	16718	82411
IL-MI	5 ANN ARBOR (MI) -44 EFFINGHAM (IL)	170	15894	75287
IL-MI	90 MACOMB (IL) -123 PONTIAC (MI)	171	22207	105669
IL-MI	31 DEARBORN (MI) -76 KEWANEE (IL)	171	17420	88075
IL-MI	106 MUSKEGON(BUS-MI) -128 RANTOUL (IL)	172	12122	59416
IL-MI	13 BTN-NORMAL (IL) -106 MUSKEGON(BUS-MI)	176	12989	62869
IL-MI	54 GLENVIEW (IL) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	179	6183	18928
IL-MI	4 ANCHORVILLE(BUS-MI) -127 QUINCY (IL)	179	23543	122967
IL-MI	5 ANN ARBOR (MI) -17 CARLINVILLE (IL)	180	16690	84347
IL-MI	73 KALAMAZOO (MI) -128 RANTOUL (IL)	181	9870	45495
IL-MI	4 ANCHORVILLE(BUS-MI) -51 GALESBURG (IL)	182	20399	107212

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States	Station Pair	Riders	Revenue	Passenger Miles
IL-MI	5 ANN ARBOR (MI) -128 RANTOUL (IL)	183	12550	65431
IL-MI	2 ALBION (MI) -74 KANKAKEE (IL)	184	8457	44174
IL-MI	2 ALBION (MI) -153 UPPER ALTON (IL)	187	16019	82661
IL-MI	4 ANCHORVILLE(BUS-MI) -32 DECATUR(BUS-IL)	188	17496	92425
IL-MI	89 LUDINGTON(BUS-MI) -153 UPPER ALTON (IL)	190	18829	103985
IL-MI	35 DETROIT (MI) -76 KEWANEE (IL)	193	20061	100920
IL-MI	44 EFFINGHAM (IL) -73 KALAMAZOO (MI)	193	14961	65129
IL-MI	13 BTN-NORMAL (IL) -89 LUDINGTON(BUS-MI)	193	14995	79674
IL-MI	21 CHAMPAIGN-URBANA (IL) -81 LAPEER (MI)	195	17990	78417
IL-MI	46 FLINT (MI) -98 MATTOON (IL)	198	18265	84772
IL-MI	41 DWIGHT (IL) -73 KALAMAZOO (MI)	199	8794	42407
IL-MI	35 DETROIT (MI) -69 JACKSONVILLE(BUS-IL)	200	17726	100837
IL-MI	119 PEORIA (BUS-IL) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	201	11790	51881
IL-MI	32 DECATUR(BUS-IL) -35 DETROIT (MI)	204	18109	92897
IL-MI	106 MUSKEGON(BUS-MI) -153 UPPER ALTON (IL)	204	19708	100015
IL-MI	51 GALESBURG (IL) -133 ROYAL OAK (MI)	205	21389	115803
IL-MI	51 GALESBURG (IL) -61 HOLLAND (MI)	205	19998	100224
IL-MI	42 EAST LANSING (MI) -126 PRINCETON (IL)	207	12435	65003
IL-MI	21 CHAMPAIGN-URBANA (IL) -106 MUSKEGON(BUS-MI)	207	15286	74366
IL-MI	74 KANKAKEE (IL) -124 PORT HURON (MI)	208	16148	77892
IL-MI	55 GRAND RAPIDS (MI) -127 QUINCY (IL)	211	24228	117952
IL-MI	9 BATTLE CREEK (MI) -120 PLANO (IL)	212	8037	45205
IL-MI	29 DANVILLE(BUS-IL) -35 DETROIT (MI)	214	18340	95423
IL-MI	9 BATTLE CREEK (MI) -90 MACOMB (IL)	214	20158	101435
IL-MI	17 CARLINVILLE (IL) -46 FLINT (MI)	224	21212	108028
IL-MI	81 LAPEER (MI) -119 PEORIA (BUS-IL)	225	20499	99913
IL-MI	9 BATTLE CREEK (MI) -126 PRINCETON (IL)	232	11468	61750
IL-MI	74 KANKAKEE (IL) -81 LAPEER (MI)	233	15526	76726
IL-MI	31 DEARBORN (MI) -128 RANTOUL (IL)	234	17437	90706
IL-MI	40 DURAND (MI) -54 GLENVIEW (IL)	236	12032	60500
IL-MI	106 MUSKEGON(BUS-MI) -139 SPRINGFIELD (IL)	237	19858	99111
IL-MI	41 DWIGHT (IL) -89 LUDINGTON(BUS-MI)	246	15355	88879
IL-MI	35 DETROIT (MI) -44 EFFINGHAM (IL)	246	25120	118803
IL-MI	119 PEORIA (BUS-IL) -124 PORT HURON (MI)	247	25194	120928
IL-MI	31 DEARBORN (MI) -69 JACKSONVILLE(BUS-IL)	250	23017	123766
IL-MI	55 GRAND RAPIDS (MI) -128 RANTOUL (IL)	252	17795	76846
IL-MI	4 ANCHORVILLE(BUS-MI) -21 CHAMPAIGN-URBANA (IL)	254	21044	113027
IL-MI	46 FLINT (MI) -122 PONTIAC (IL)	256	18390	89668
IL-MI	9 BATTLE CREEK (MI) -127 QUINCY (IL)	258	26971	136432
IL-MI	17 CARLINVILLE (IL) -35 DETROIT (MI)	262	24684	133025
IL-MI	4 ANCHORVILLE(BUS-MI) -62 HOMEWOOD (IL)	265	13194	80031
IL-MI	55 GRAND RAPIDS (MI) -139 SPRINGFIELD (IL)	269	21927	101835
IL-MI	17 CARLINVILLE (IL) -31 DEARBORN (MI)	270	26124	134801
IL-MI	73 KALAMAZOO (MI) -120 PLANO (IL)	275	10269	52556
IL-MI	68 JACKSON (MI) -139 SPRINGFIELD (IL)	280	20968	109719
IL-MI	51 GALESBURG (IL) -68 JACKSON (MI)	282	27210	134925
IL-MI	73 KALAMAZOO (MI) -119 PEORIA (BUS-IL)	283	17072	87040
IL-MI	29 DANVILLE(BUS-IL) -42 EAST LANSING (MI)	283	21787	105286
IL-MI	62 HOMEWOOD (IL) -123 PONTIAC (MI)	286	14077	83069
IL-MI	123 PONTIAC (MI) -126 PRINCETON (IL)	290	23843	119108
IL-MI	32 DECATUR(BUS-IL) -42 EAST LANSING (MI)	290	22888	110728
IL-MI	21 CHAMPAIGN-URBANA (IL) -55 GRAND RAPIDS (MI)	294	21633	93717
IL-MI	13 BTN-NORMAL (IL) -73 KALAMAZOO (MI)	298	18060	78608
IL-MI	8 BANGOR (MI) -107 NAPERVILLE (IL)	303	13297	43894
IL-MI	9 BATTLE CREEK (MI) -41 DWIGHT (IL)	305	13651	71738
IL-MI	51 GALESBURG (IL) -123 PONTIAC (MI)	306	35735	177023
IL-MI	62 HOMEWOOD (IL) -68 JACKSON (MI)	310	9435	58828
IL-MI	29 DANVILLE(BUS-IL) -55 GRAND RAPIDS (MI)	313	23168	111092
IL-MI	73 KALAMAZOO (MI) -126 PRINCETON (IL)	319	16458	77842
IL-MI	31 DEARBORN (MI) -62 HOMEWOOD (IL)	326	14222	84130
IL-MI	32 DECATUR(BUS-IL) -55 GRAND RAPIDS (MI)	329	24699	119929
IL-MI	55 GRAND RAPIDS (MI) -120 PLANO (IL)	331	16766	80689
IL-MI	4 ANCHORVILLE(BUS-MI) -139 SPRINGFIELD (IL)	333	34134	167879

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States	Station Pair	Riders	Revenue	Passenger Miles
IL-MI	73 KALAMAZOO (MI) -100 MENDOTA (IL)	340	17070	75443
IL-MI	107 NAPERVILLE (IL) -112 NILES (MI)	340	9008	40513
IL-MI	9 BATTLE CREEK (MI) -51 GALESBURG (IL)	345	29185	149250
IL-MI	123 PONTIAC (MI) -139 SPRINGFIELD (IL)	347	32270	170908
IL-MI	54 GLENVIEW (IL) -106 MUSKEGON(BUS-MI)	353	16689	87879
IL-MI	13 BTN-NORMAL (IL) -55 GRAND RAPIDS (MI)	363	25229	114988
IL-MI	68 JACKSON (MI) -119 PEORIA (BUS-IL)	367	26222	137490
IL-MI	51 GALESBURG (IL) -73 KALAMAZOO (MI)	367	30676	150963
IL-MI	21 CHAMPAIGN-URBANA (IL) -68 JACKSON (MI)	371	26857	123418
IL-MI	9 BATTLE CREEK (MI) -100 MENDOTA (IL)	372	18995	90700
IL-MI	9 BATTLE CREEK (MI) -119 PEORIA (BUS-IL)	376	23253	124237
IL-MI	31 DEARBORN (MI) -90 MACOMB (IL)	377	43342	220987
IL-MI	46 FLINT (MI) -127 QUINCY (IL)	379	46159	236596
IL-MI	4 ANCHORVILLE(BUS-MI) -41 DWIGHT (IL)	386	26619	151266
IL-MI	35 DETROIT (MI) -90 MACOMB (IL)	391	46197	232923
IL-MI	74 KANKAKEE (IL) -106 MUSKEGON(BUS-MI)	397	22072	113874
IL-MI	4 ANCHORVILLE(BUS-MI) -120 PLANO (IL)	401	24903	148301
IL-MI	41 DWIGHT (IL) -123 PONTIAC (MI)	410	28714	155646
IL-MI	21 CHAMPAIGN-URBANA (IL) -123 PONTIAC (MI)	411	34549	178147
IL-MI	42 EAST LANSING (MI) -44 EFFINGHAM (IL)	417	37330	170127
IL-MI	61 HOLLAND (MI) -119 PEORIA (BUS-IL)	418	32379	161344
IL-MI	5 ANN ARBOR (MI) -119 PEORIA (BUS-IL)	428	33328	176612
IL-MI	21 CHAMPAIGN-URBANA (IL) -133 ROYAL OAK (MI)	428	34886	180107
IL-MI	31 DEARBORN (MI) -127 QUINCY (IL)	430	54654	276180
IL-MI	35 DETROIT (MI) -127 QUINCY (IL)	432	55204	281546
IL-MI	41 DWIGHT (IL) -68 JACKSON (MI)	433	22568	121240
IL-MI	2 ALBION (MI) -71 JOLIET (IL)	445	18319	99260
IL-MI	31 DEARBORN (MI) -51 GALESBURG (IL)	450	48577	245435
IL-MI	46 FLINT (MI) -51 GALESBURG (IL)	450	47865	238011
IL-MI	46 FLINT (MI) -126 PRINCETON (IL)	451	32769	163392
IL-MI	119 PEORIA (BUS-IL) -133 ROYAL OAK (MI)	453	40034	209690
IL-MI	55 GRAND RAPIDS (MI) -126 PRINCETON (IL)	457	26824	135815
IL-MI	119 PEORIA (BUS-IL) -123 PONTIAC (MI)	458	41280	217427
IL-MI	2 ALBION (MI) -54 GLENVIEW (IL)	476	17467	96072
IL-MI	31 DEARBORN (MI) -119 PEORIA (BUS-IL)	480	41407	212450
IL-MI	5 ANN ARBOR (MI) -127 QUINCY (IL)	480	57443	293503
IL-MI	44 EFFINGHAM (IL) -46 FLINT (MI)	482	47902	220016
IL-MI	5 ANN ARBOR (MI) -41 DWIGHT (IL)	489	30581	155571
IL-MI	40 DURAND (MI) -107 NAPERVILLE (IL)	489	27778	131120
IL-MI	5 ANN ARBOR (MI) -90 MACOMB (IL)	498	53960	277133
IL-MI	31 DEARBORN (MI) -126 PRINCETON (IL)	499	37366	189297
IL-MI	4 ANCHORVILLE(BUS-MI) -13 BTN-NORMAL (IL)	510	42882	225969
IL-MI	9 BATTLE CREEK (MI) -21 CHAMPAIGN-URBANA (IL)	517	32315	148822
IL-MI	42 EAST LANSING (MI) -71 JOLIET (IL)	519	27619	128263
IL-MI	55 GRAND RAPIDS (MI) -74 KANKAKEE (IL)	522	28741	129045
IL-MI	37 DOWAGIAC (MI) -107 NAPERVILLE (IL)	528	15009	69678
IL-MI	4 ANCHORVILLE(BUS-MI) -119 PEORIA (BUS-IL)	534	47945	259951
IL-MI	74 KANKAKEE (IL) -89 LUDINGTON(BUS-MI)	537	33287	184309
IL-MI	35 DETROIT (MI) -62 HOMEWOOD (IL)	538	24034	143672
IL-MI	13 BTN-NORMAL (IL) -133 ROYAL OAK (MI)	540	42048	226308
IL-MI	68 JACKSON (MI) -100 MENDOTA (IL)	546	28072	157693
IL-MI	100 MENDOTA (IL) -133 ROYAL OAK (MI)	546	36591	205887
IL-MI	35 DETROIT (MI) -51 GALESBURG (IL)	549	59090	304528
IL-MI	5 ANN ARBOR (MI) -126 PRINCETON (IL)	554	37513	193372
IL-MI	41 DWIGHT (IL) -46 FLINT (MI)	557	36719	184224
IL-MI	5 ANN ARBOR (MI) -51 GALESBURG (IL)	558	55769	288059
IL-MI	120 PLANO (IL) -123 PONTIAC (MI)	563	35596	201469
IL-MI	9 BATTLE CREEK (MI) -13 BTN-NORMAL (IL)	566	34964	161968
IL-MI	21 CHAMPAIGN-URBANA (IL) -73 KALAMAZOO (MI)	567	34327	150913
IL-MI	5 ANN ARBOR (MI) -21 CHAMPAIGN-URBANA (IL)	577	44633	213931
IL-MI	46 FLINT (MI) -128 RANTOUL (IL)	580	45617	214587
IL-MI	4 ANCHORVILLE(BUS-MI) -100 MENDOTA (IL)	582	42819	233353
IL-MI	51 GALESBURG (IL) -55 GRAND RAPIDS (MI)	583	53576	270687

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IL-MI	35 DETROIT (MI) -126 PRINCETON (IL)	586	45881	227532
IL-MI	73 KALAMAZOO (MI) -74 KANKAKEE (IL)	591	23987	114644
IL-MI	13 BTN-NORMAL (IL) -68 JACKSON (MI)	594	42908	196628
IL-MI	9 BATTLE CREEK (MI) -62 HOMEWOOD (IL)	603	19579	109158
IL-MI	31 DEARBORN (MI) -41 DWIGHT (IL)	618	39469	214966
IL-MI	35 DETROIT (MI) -41 DWIGHT (IL)	625	40970	222977
IL-MI	9 BATTLE CREEK (MI) -139 SPRINGFIELD (IL)	626	44705	217118
IL-MI	9 BATTLE CREEK (MI) -74 KANKAKEE (IL)	632	26017	136598
IL-MI	4 ANCHORVILLE(BUS-MI) -153 UPPER ALTON (IL)	633	70373	364630
IL-MI	35 DETROIT (MI) -119 PEORIA (BUS-IL)	641	55028	289867
IL-MI	21 CHAMPAIGN-URBANA (IL) -31 DEARBORN (MI)	647	54899	259353
IL-MI	133 ROYAL OAK (MI) -139 SPRINGFIELD (IL)	648	64663	311064
IL-MI	73 KALAMAZOO (MI) -153 UPPER ALTON (IL)	650	56529	258100
IL-MI	73 KALAMAZOO (MI) -139 SPRINGFIELD (IL)	652	47050	211922
IL-MI	46 FLINT (MI) -119 PEORIA (BUS-IL)	679	57714	289149
IL-MI	13 BTN-NORMAL (IL) -46 FLINT (MI)	693	58698	264853
IL-MI	54 GLENVIEW (IL) -81 LAPEER (MI)	714	41077	208402
IL-MI	68 JACKSON (MI) -153 UPPER ALTON (IL)	724	66078	335744
IL-MI	4 ANCHORVILLE(BUS-MI) -74 KANKAKEE (IL)	744	48669	277569
IL-MI	133 ROYAL OAK (MI) -153 UPPER ALTON (IL)	745	77509	411399
IL-MI	9 BATTLE CREEK (MI) -153 UPPER ALTON (IL)	760	63664	318363
IL-MI	31 DEARBORN (MI) -139 SPRINGFIELD (IL)	768	75023	353433
IL-MI	5 ANN ARBOR (MI) -120 PLANO (IL)	774	43623	229074
IL-MI	107 NAPERVILLE (IL) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	799	27841	94307
IL-MI	46 FLINT (MI) -100 MENDOTA (IL)	818	59789	278026
IL-MI	13 BTN-NORMAL (IL) -123 PONTIAC (MI)	823	71536	354759
IL-MI	62 HOMEWOOD (IL) -73 KALAMAZOO (MI)	843	26636	132852
IL-MI	71 JOLIET (IL) -73 KALAMAZOO (MI)	853	30526	150936
IL-MI	21 CHAMPAIGN-URBANA (IL) -35 DETROIT (MI)	866	73582	355141
IL-MI	100 MENDOTA (IL) -123 PONTIAC (MI)	870	67678	338455
IL-MI	46 FLINT (MI) -120 PLANO (IL)	881	53293	272085
IL-MI	71 JOLIET (IL) -106 MUSKEGON(BUS-MI)	883	45412	238443
IL-MI	46 FLINT (MI) -153 UPPER ALTON (IL)	910	93104	468718
IL-MI	55 GRAND RAPIDS (MI) -119 PEORIA (BUS-IL)	918	65945	331536
IL-MI	5 ANN ARBOR (MI) -139 SPRINGFIELD (IL)	931	80831	400532
IL-MI	31 DEARBORN (MI) -120 PLANO (IL)	939	53565	306119
IL-MI	46 FLINT (MI) -139 SPRINGFIELD (IL)	948	88499	419927
IL-MI	123 PONTIAC (MI) -153 UPPER ALTON (IL)	963	106812	543284
IL-MI	5 ANN ARBOR (MI) -13 BTN-NORMAL (IL)	975	73315	359903
IL-MI	62 HOMEWOOD (IL) -124 PORT HURON (MI)	1032	71752	352485
IL-MI	5 ANN ARBOR (MI) -100 MENDOTA (IL)	1041	66856	340248
IL-MI	54 GLENVIEW (IL) -124 PORT HURON (MI)	1041	78546	350694
IL-MI	54 GLENVIEW (IL) -61 HOLLAND (MI)	1041	55192	243641
IL-MI	35 DETROIT (MI) -139 SPRINGFIELD (IL)	1053	101879	494088
IL-MI	71 JOLIET (IL) -89 LUDINGTON(BUS-MI)	1068	61397	348181
IL-MI	81 LAPEER (MI) -107 NAPERVILLE (IL)	1091	64306	331773
IL-MI	106 MUSKEGON(BUS-MI) -107 NAPERVILLE (IL)	1109	53952	289433
IL-MI	5 ANN ARBOR (MI) -153 UPPER ALTON (IL)	1148	114404	576337
IL-MI	13 BTN-NORMAL (IL) -31 DEARBORN (MI)	1163	94889	464009
IL-MI	31 DEARBORN (MI) -74 KANKAKEE (IL)	1170	70566	384920
IL-MI	2 ALBION (MI) -107 NAPERVILLE (IL)	1197	51068	256186
IL-MI	107 NAPERVILLE (IL) -124 PORT HURON (MI)	1217	85037	424658
IL-MI	21 CHAMPAIGN-URBANA (IL) -46 FLINT (MI)	1224	104406	469983
IL-MI	31 DEARBORN (MI) -153 UPPER ALTON (IL)	1234	130048	656349
IL-MI	42 EAST LANSING (MI) -119 PEORIA (BUS-IL)	1237	92885	467681
IL-MI	31 DEARBORN (MI) -100 MENDOTA (IL)	1245	86202	444630
IL-MI	13 BTN-NORMAL (IL) -35 DETROIT (MI)	1252	103072	510643
IL-MI	35 DETROIT (MI) -120 PLANO (IL)	1285	79745	430627
IL-MI	68 JACKSON (MI) -71 JOLIET (IL)	1293	56580	315587
IL-MI	89 LUDINGTON(BUS-MI) -107 NAPERVILLE (IL)	1310	71196	415261
IL-MI	62 HOMEWOOD (IL) -133 ROYAL OAK (MI)	1316	63789	365848
IL-MI	35 DETROIT (MI) -100 MENDOTA (IL)	1334	95949	488353
IL-MI	9 BATTLE CREEK (MI) -71 JOLIET (IL)	1375	49990	273697

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States	Station Pair	Riders	Revenue	Passenger Miles
IL-MI	4 ANCHORVILLE(BUS-MI) -71 JOLIET (IL)	1381	83691	491580
IL-MI	5 ANN ARBOR (MI) -74 KANKAKEE (IL)	1400	83105	418491
IL-MI	55 GRAND RAPIDS (MI) -71 JOLIET (IL)	1415	68810	325374
IL-MI	9 BATTLE CREEK (MI) -54 GLENVIEW (IL)	1436	49165	255622
IL-MI	21 CHAMPAIGN-URBANA (IL) -42 EAST LANSING (MI)	1465	111273	492121
IL-MI	54 GLENVIEW (IL) -73 KALAMAZOO (MI)	1606	57289	250543
IL-MI	35 DETROIT (MI) -153 UPPER ALTON (IL)	1619	172083	875745
IL-MI	54 GLENVIEW (IL) -68 JACKSON (MI)	1636	72550	364803
IL-MI	62 HOMEWOOD (IL) -106 MUSKEGON(BUS-MI)	1692	78199	411249
IL-MI	46 FLINT (MI) -74 KANKAKEE (IL)	1863	118603	581392
IL-MI	4 ANCHORVILLE(BUS-MI) -54 GLENVIEW (IL)	1868	113338	625832
IL-MI	62 HOMEWOOD (IL) -89 LUDINGTON(BUS-MI)	1921	103512	588157
IL-MI	61 HOLLAND (MI) -107 NAPERVILLE (IL)	1975	107106	485853
IL-MI	22 CHICAGO (IL) -63 HOWELL(BUS-MI)	1982	96079	545146
IL-MI	8 BANGOR (MI) -22 CHICAGO (IL)	2053	73840	238153
IL-MI	35 DETROIT (MI) -74 KANKAKEE (IL)	2185	145465	738381
IL-MI	71 JOLIET (IL) -123 PONTIAC (MI)	2293	141574	788947
IL-MI	5 ANN ARBOR (MI) -71 JOLIET (IL)	2444	133216	689292
IL-MI	5 ANN ARBOR (MI) -62 HOMEWOOD (IL)	2457	110691	641627
IL-MI	42 EAST LANSING (MI) -74 KANKAKEE (IL)	2658	152290	701595
IL-MI	73 KALAMAZOO (MI) -107 NAPERVILLE (IL)	2771	97229	465598
IL-MI	54 GLENVIEW (IL) -55 GRAND RAPIDS (MI)	2980	138786	622804
IL-MI	5 ANN ARBOR (MI) -54 GLENVIEW (IL)	3070	157072	801364
IL-MI	54 GLENVIEW (IL) -133 ROYAL OAK (MI)	3100	189091	964047
IL-MI	31 DEARBORN (MI) -71 JOLIET (IL)	3252	194966	1014736
IL-MI	54 GLENVIEW (IL) -123 PONTIAC (MI)	3293	208354	1063493
IL-MI	107 NAPERVILLE (IL) -133 ROYAL OAK (MI)	3436	193218	1109698
IL-MI	55 GRAND RAPIDS (MI) -62 HOMEWOOD (IL)	3696	149693	745636
IL-MI	4 ANCHORVILLE(BUS-MI) -107 NAPERVILLE (IL)	3708	213409	1286829
IL-MI	31 DEARBORN (MI) -54 GLENVIEW (IL)	3945	224309	1148001
IL-MI	68 JACKSON (MI) -107 NAPERVILLE (IL)	3995	180901	938730
IL-MI	35 DETROIT (MI) -71 JOLIET (IL)	4030	245784	1293522
IL-MI	9 BATTLE CREEK (MI) -107 NAPERVILLE (IL)	4160	152976	790431
IL-MI	46 FLINT (MI) -71 JOLIET (IL)	4581	292205	1351417
IL-MI	35 DETROIT (MI) -54 GLENVIEW (IL)	4665	271150	1399376
IL-MI	46 FLINT (MI) -54 GLENVIEW (IL)	4877	287095	1336323
IL-MI	22 CHICAGO (IL) -106 MUSKEGON(BUS-MI)	5180	223882	1201838
IL-MI	42 EAST LANSING (MI) -54 GLENVIEW (IL)	5255	260411	1187668
IL-MI	42 EAST LANSING (MI) -62 HOMEWOOD (IL)	5321	229415	1174139
IL-MI	22 CHICAGO (IL) -89 LUDINGTON(BUS-MI)	5497	275735	1583061
IL-MI	107 NAPERVILLE (IL) -123 PONTIAC (MI)	6050	354934	2026711
IL-MI	5 ANN ARBOR (MI) -107 NAPERVILLE (IL)	6101	306326	1665556
IL-MI	55 GRAND RAPIDS (MI) -107 NAPERVILLE (IL)	6952	326941	1536300
IL-MI	22 CHICAGO (IL) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	7184	199278	639350
IL-MI	2 ALBION (MI) -22 CHICAGO (IL)	7523	276127	1391788
IL-MI	22 CHICAGO (IL) -40 DURAND (MI)	7534	377605	1800610
IL-MI	22 CHICAGO (IL) -37 DOWAGIAC (MI)	7647	174070	787605
IL-MI	42 EAST LANSING (MI) -107 NAPERVILLE (IL)	8154	411639	1940650
IL-MI	31 DEARBORN (MI) -107 NAPERVILLE (IL)	8285	434613	2510282
IL-MI	35 DETROIT (MI) -107 NAPERVILLE (IL)	8480	459296	2645857
IL-MI	46 FLINT (MI) -62 HOMEWOOD (IL)	10024	588736	2739492
IL-MI	46 FLINT (MI) -107 NAPERVILLE (IL)	10877	633675	3110934
IL-MI	22 CHICAGO (IL) -112 NILES (MI)	14497	290140	1304748
IL-MI	22 CHICAGO (IL) -81 LAPEER (MI)	16298	966615	4481882
IL-MI	22 CHICAGO (IL) -124 PORT HURON (MI)	24308	1684891	7778512
IL-MI	4 ANCHORVILLE(BUS-MI) -22 CHICAGO (IL)	36982	2099604	11760147
IL-MI	22 CHICAGO (IL) -61 HOLLAND (MI)	46551	2137450	10101549
IL-MI	22 CHICAGO (IL) -68 JACKSON (MI)	48698	1833053	10031823
IL-MI	22 CHICAGO (IL) -123 PONTIAC (MI)	50750	3018526	15529557
IL-MI	22 CHICAGO (IL) -133 ROYAL OAK (MI)	71426	4069349	20999179
IL-MI	22 CHICAGO (IL) -46 FLINT (MI)	72009	3915925	18506292
IL-MI	9 BATTLE CREEK (MI) -22 CHICAGO (IL)	96958	2907827	15610295
IL-MI	22 CHICAGO (IL) -55 GRAND RAPIDS (MI)	105594	4228258	20274052

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IL-MI	22 CHICAGO (IL) -42 EAST LANSING (MI)	105768	4673325	22105519
IL-MI	22 CHICAGO (IL) -35 DETROIT (MI)	130314	7062200	36878810
IL-MI	22 CHICAGO (IL) -31 DEARBORN (MI)	147935	7731730	40534245
IL-MI	22 CHICAGO (IL) -73 KALAMAZOO (MI)	156646	4653919	21773795
IL-MI	5 ANN ARBOR (MI) -22 CHICAGO (IL)	185699	8427704	45310604
IL-MN	36 DETROIT LAKES (MN) -76 KEWANEE (IL)	2	443	1949
IL-MN	36 DETROIT LAKES (MN) -100 MENDOTA (IL)	3	465	1992
IL-MN	76 KEWANEE (IL) -145 STAPLES (BUS-MN)	3	583	2577
IL-MN	36 DETROIT LAKES (MN) -86 LINCOLN (IL)	3	603	2590
IL-MN	36 DETROIT LAKES (MN) -127 QUINCY (IL)	3	749	3348
IL-MN	36 DETROIT LAKES (MN) -62 HOMEWOOD (IL)	3	524	2180
IL-MN	36 DETROIT LAKES (MN) -90 MACOMB (IL)	4	880	3909
IL-MN	36 DETROIT LAKES (MN) -126 PRINCETON (IL)	4	715	3077
IL-MN	16 CARBONDALE (IL) -129 RED WING (MN)	4	728	2990
IL-MN	127 QUINCY (IL) -145 STAPLES (BUS-MN)	4	885	3975
IL-MN	36 DETROIT LAKES (MN) -51 GALESBURG (IL)	5	935	4131
IL-MN	97 MARION(BUS-IL) -163 WINONA (MN)	5	732	3045
IL-MN	126 PRINCETON (IL) -145 STAPLES (BUS-MN)	5	722	3109
IL-MN	16 CARBONDALE (IL) -163 WINONA (MN)	5	732	3002
IL-MN	86 LINCOLN (IL) -145 STAPLES (BUS-MN)	6	933	4011
IL-MN	76 KEWANEE (IL) -93 MANKATO(BUS-MN)	6	798	4048
IL-MN	90 MACOMB (IL) -145 STAPLES (BUS-MN)	6	1185	5287
IL-MN	51 GALESBURG (IL) -145 STAPLES (BUS-MN)	6	1176	5218
IL-MN	21 CHAMPAIGN-URBANA (IL) -36 DETROIT LAKES (MN)	7	1187	4961
IL-MN	100 MENDOTA (IL) -145 STAPLES (BUS-MN)	7	1046	4484
IL-MN	36 DETROIT LAKES (MN) -122 PONTIAC (IL)	7	1202	5111
IL-MN	36 DETROIT LAKES (MN) -139 SPRINGFIELD (IL)	7	1357	5827
IL-MN	16 CARBONDALE (IL) -141 ST. CLOUD (BUS-MN)	8	1506	6263
IL-MN	41 DWIGHT (IL) -93 MANKATO(BUS-MN)	8	846	4205
IL-MN	76 KEWANEE (IL) -141 ST. CLOUD (BUS-MN)	10	1587	7040
IL-MN	93 MANKATO(BUS-MN) -100 MENDOTA (IL)	10	1025	5211
IL-MN	122 PONTIAC (IL) -145 STAPLES (BUS-MN)	11	1700	7234
IL-MN	86 LINCOLN (IL) -93 MANKATO(BUS-MN)	11	1351	6745
IL-MN	21 CHAMPAIGN-URBANA (IL) -145 STAPLES (BUS-MN)	13	2073	8656
IL-MN	51 GALESBURG (IL) -93 MANKATO(BUS-MN)	14	2009	10188
IL-MN	36 DETROIT LAKES (MN) -153 UPPER ALTON (IL)	15	2942	12833
IL-MN	93 MANKATO(BUS-MN) -120 PLANO (IL)	15	1496	7614
IL-MN	20 CENTRALIA (IL) -163 WINONA (MN)	16	2225	9129
IL-MN	93 MANKATO(BUS-MN) -122 PONTIAC (IL)	16	1794	8998
IL-MN	76 KEWANEE (IL) -163 WINONA (MN)	17	2131	9470
IL-MN	86 LINCOLN (IL) -141 ST. CLOUD (BUS-MN)	17	2630	11328
IL-MN	127 QUINCY (IL) -141 ST. CLOUD (BUS-MN)	17	3337	15055
IL-MN	17 CARLINVILLE (IL) -163 WINONA (MN)	18	2283	10017
IL-MN	145 STAPLES (BUS-MN) -153 UPPER ALTON (IL)	19	3588	15694
IL-MN	93 MANKATO(BUS-MN) -126 PRINCETON (IL)	19	2140	10879
IL-MN	139 SPRINGFIELD (IL) -145 STAPLES (BUS-MN)	20	3429	14746
IL-MN	62 HOMEWOOD (IL) -145 STAPLES (BUS-MN)	21	2866	11909
IL-MN	44 EFFINGHAM (IL) -163 WINONA (MN)	21	2702	11086
IL-MN	51 GALESBURG (IL) -141 ST. CLOUD (BUS-MN)	23	3932	17519
IL-MN	32 DECATUR(BUS-IL) -163 WINONA (MN)	23	2668	11558
IL-MN	90 MACOMB (IL) -130 ROCHESTER(BUS-MN)	24	3376	16171
IL-MN	29 DANVILLE(BUS-IL) -163 WINONA (MN)	24	2725	11669
IL-MN	90 MACOMB (IL) -141 ST. CLOUD (BUS-MN)	25	4572	20485
IL-MN	122 PONTIAC (IL) -141 ST. CLOUD (BUS-MN)	27	3686	15703
IL-MN	128 RANTOUL (IL) -163 WINONA (MN)	28	3041	12443
IL-MN	126 PRINCETON (IL) -141 ST. CLOUD (BUS-MN)	29	4110	17749
IL-MN	120 PLANO (IL) -163 WINONA (MN)	30	2736	11497
IL-MN	98 MATTOON (IL) -130 ROCHESTER(BUS-MN)	30	3711	16461
IL-MN	126 PRINCETON (IL) -163 WINONA (MN)	32	3244	13913
IL-MN	13 BTN-NORMAL (IL) -36 DETROIT LAKES (MN)	32	5709	24292
IL-MN	69 JACKSONVILLE(BUS-IL) -163 WINONA (MN)	33	3997	18234
IL-MN	76 KEWANEE (IL) -130 ROCHESTER(BUS-MN)	35	4505	21464
IL-MN	13 BTN-NORMAL (IL) -145 STAPLES (BUS-MN)	36	5817	24773

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IL-MN	86 LINCOLN (IL) -163 WINONA (MN)	36	4146	17726
IL-MN	74 KANKAKEE (IL) -93 MANKATO(BUS-MN)	42	4418	21295
IL-MN	21 CHAMPAIGN-URBANA (IL) -93 MANKATO(BUS-MN)	42	5040	24372
IL-MN	13 BTN-NORMAL (IL) -93 MANKATO(BUS-MN)	43	5043	25070
IL-MN	90 MACOMB (IL) -129 RED WING (MN)	43	6859	30694
IL-MN	127 QUINCY (IL) -163 WINONA (MN)	44	6767	30712
IL-MN	86 LINCOLN (IL) -130 ROCHESTER(BUS-MN)	44	5041	23372
IL-MN	62 HOMEWOOD (IL) -141 ST. CLOUD (BUS-MN)	48	5954	24696
IL-MN	100 MENDOTA (IL) -163 WINONA (MN)	48	4734	20135
IL-MN	93 MANKATO(BUS-MN) -128 RANTOUL (IL)	48	5671	27532
IL-MN	41 DWIGHT (IL) -163 WINONA (MN)	49	4808	19870
IL-MN	17 CARLINVILLE (IL) -130 ROCHESTER(BUS-MN)	50	6370	30022
IL-MN	76 KEWANEE (IL) -129 RED WING (MN)	50	7222	31927
IL-MN	127 QUINCY (IL) -129 RED WING (MN)	51	8624	38895
IL-MN	86 LINCOLN (IL) -129 RED WING (MN)	52	6739	28762
IL-MN	21 CHAMPAIGN-URBANA (IL) -141 ST. CLOUD (BUS-MN)	53	8007	33397
IL-MN	97 MARION(BUS-IL) -103 MPLS/ST.PAUL (MN)	54	9672	40682
IL-MN	51 GALESBURG (IL) -163 WINONA (MN)	54	7349	32848
IL-MN	69 JACKSONVILLE(BUS-IL) -129 RED WING (MN)	55	7439	33651
IL-MN	90 MACOMB (IL) -163 WINONA (MN)	55	7936	35728
IL-MN	122 PONTIAC (IL) -163 WINONA (MN)	56	5700	23983
IL-MN	119 PEORIA (BUS-IL) -141 ST. CLOUD (BUS-MN)	59	8735	39140
IL-MN	119 PEORIA (BUS-IL) -163 WINONA (MN)	59	6610	29797
IL-MN	74 KANKAKEE (IL) -163 WINONA (MN)	61	5786	23656
IL-MN	139 SPRINGFIELD (IL) -141 ST. CLOUD (BUS-MN)	64	10183	43869
IL-MN	141 ST. CLOUD (BUS-MN) -153 UPPER ALTON (IL)	71	12167	53384
IL-MN	29 DANVILLE(BUS-IL) -129 RED WING (MN)	72	9345	39939
IL-MN	16 CARBONDALE (IL) -103 MPLS/ST.PAUL (MN)	73	13007	54018
IL-MN	120 PLANO (IL) -141 ST. CLOUD (BUS-MN)	74	9605	40913
IL-MN	100 MENDOTA (IL) -141 ST. CLOUD (BUS-MN)	75	10134	43515
IL-MN	21 CHAMPAIGN-URBANA (IL) -163 WINONA (MN)	79	8927	36547
IL-MN	126 PRINCETON (IL) -129 RED WING (MN)	82	9538	40807
IL-MN	51 GALESBURG (IL) -129 RED WING (MN)	85	12692	56408
IL-MN	51 GALESBURG (IL) -130 ROCHESTER(BUS-MN)	85	11483	54830
IL-MN	44 EFFINGHAM (IL) -130 ROCHESTER(BUS-MN)	88	11467	50703
IL-MN	41 DWIGHT (IL) -141 ST. CLOUD (BUS-MN)	89	12103	50914
IL-MN	126 PRINCETON (IL) -130 ROCHESTER(BUS-MN)	91	9935	43814
IL-MN	71 JOLIET (IL) -93 MANKATO(BUS-MN)	96	9831	47410
IL-MN	122 PONTIAC (IL) -130 ROCHESTER(BUS-MN)	99	10987	46553
IL-MN	122 PONTIAC (IL) -129 RED WING (MN)	106	12349	51967
IL-MN	153 UPPER ALTON (IL) -163 WINONA (MN)	109	14747	64648
IL-MN	32 DECATUR(BUS-IL) -129 RED WING (MN)	111	14664	63328
IL-MN	20 CENTRALIA (IL) -103 MPLS/ST.PAUL (MN)	123	20314	84500
IL-MN	93 MANKATO(BUS-MN) -107 NAPERVILLE (IL)	131	13177	63175
IL-MN	128 RANTOUL (IL) -130 ROCHESTER(BUS-MN)	146	16907	71403
IL-MN	129 RED WING (MN) -139 SPRINGFIELD (IL)	166	22554	96352
IL-MN	139 SPRINGFIELD (IL) -163 WINONA (MN)	167	20306	86897
IL-MN	13 BTN-NORMAL (IL) -163 WINONA (MN)	170	18506	78001
IL-MN	13 BTN-NORMAL (IL) -141 ST. CLOUD (BUS-MN)	173	25215	107483
IL-MN	119 PEORIA (BUS-IL) -129 RED WING (MN)	176	22135	99013
IL-MN	130 ROCHESTER(BUS-MN) -139 SPRINGFIELD (IL)	177	21491	99290
IL-MN	41 DWIGHT (IL) -130 ROCHESTER(BUS-MN)	177	17544	79868
IL-MN	71 JOLIET (IL) -163 WINONA (MN)	188	16903	69592
IL-MN	21 CHAMPAIGN-URBANA (IL) -130 ROCHESTER(BUS-MN)	190	22770	95805
IL-MN	62 HOMEWOOD (IL) -93 MANKATO(BUS-MN)	191	19152	91144
IL-MN	54 GLENVIEW (IL) -141 ST. CLOUD (BUS-MN)	211	25471	101635
IL-MN	100 MENDOTA (IL) -130 ROCHESTER(BUS-MN)	214	23315	98177
IL-MN	129 RED WING (MN) -153 UPPER ALTON (IL)	236	35301	154160
IL-MN	120 PLANO (IL) -130 ROCHESTER(BUS-MN)	237	22682	101615
IL-MN	76 KEWANEE (IL) -103 MPLS/ST.PAUL (MN)	266	40286	179526
IL-MN	86 LINCOLN (IL) -103 MPLS/ST.PAUL (MN)	270	37014	159750
IL-MN	107 NAPERVILLE (IL) -163 WINONA (MN)	282	24544	102064
IL-MN	21 CHAMPAIGN-URBANA (IL) -129 RED WING (MN)	298	37811	155316

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IL-MN	71 JOLIET (IL) -141 ST. CLOUD (BUS-MN)	341	43480	182638
IL-MN	17 CARLINVILLE (IL) -103 MPLS/ST.PAUL (MN)	375	56125	247421
IL-MN	54 GLENVIEW (IL) -130 ROCHESTER(BUS-MN)	377	29532	135267
IL-MN	44 EFFINGHAM (IL) -103 MPLS/ST.PAUL (MN)	386	58823	244959
IL-MN	100 MENDOTA (IL) -129 RED WING (MN)	426	47891	203420
IL-MN	90 MACOMB (IL) -103 MPLS/ST.PAUL (MN)	457	75757	341242
IL-MN	39 DULUTH(BUS-MN) -107 NAPERVILLE (IL)	493	61132	302439
IL-MN	103 MPLS/ST.PAUL (MN) -122 PONTIAC (IL)	497	61586	262647
IL-MN	103 MPLS/ST.PAUL (MN) -127 QUINCY (IL)	526	93046	422102
IL-MN	29 DANVILLE(BUS-IL) -103 MPLS/ST.PAUL (MN)	536	74220	320698
IL-MN	74 KANKAKEE (IL) -130 ROCHESTER(BUS-MN)	558	57297	240575
IL-MN	32 DECATUR(BUS-IL) -103 MPLS/ST.PAUL (MN)	582	81161	354083
IL-MN	13 BTN-NORMAL (IL) -130 ROCHESTER(BUS-MN)	603	71259	302253
IL-MN	13 BTN-NORMAL (IL) -129 RED WING (MN)	617	76159	320976
IL-MN	54 GLENVIEW (IL) -129 RED WING (MN)	667	65043	252301
IL-MN	51 GALESBURG (IL) -103 MPLS/ST.PAUL (MN)	707	111663	499935
IL-MN	103 MPLS/ST.PAUL (MN) -126 PRINCETON (IL)	785	97873	423816
IL-MN	103 MPLS/ST.PAUL (MN) -128 RANTOUL (IL)	786	103417	430819
IL-MN	39 DULUTH(BUS-MN) -62 HOMEWOOD (IL)	844	104715	512671
IL-MN	62 HOMEWOOD (IL) -130 ROCHESTER(BUS-MN)	1117	101365	444605
IL-MN	22 CHICAGO (IL) -36 DETROIT LAKES (MN)	1162	182602	726104
IL-MN	71 JOLIET (IL) -130 ROCHESTER(BUS-MN)	1182	117315	489492
IL-MN	22 CHICAGO (IL) -93 MANKATO(BUS-MN)	1210	113802	545852
IL-MN	103 MPLS/ST.PAUL (MN) -120 PLANO (IL)	1356	154798	660148
IL-MN	103 MPLS/ST.PAUL (MN) -119 PEORIA (BUS-IL)	1411	188979	852277
IL-MN	22 CHICAGO (IL) -145 STAPLES (BUS-MN)	1450	206616	816603
IL-MN	54 GLENVIEW (IL) -163 WINONA (MN)	1618	127172	511343
IL-MN	103 MPLS/ST.PAUL (MN) -139 SPRINGFIELD (IL)	1705	245293	1059003
IL-MN	100 MENDOTA (IL) -103 MPLS/ST.PAUL (MN)	1747	210247	904746
IL-MN	107 NAPERVILLE (IL) -130 ROCHESTER(BUS-MN)	1809	162469	732840
IL-MN	41 DWIGHT (IL) -103 MPLS/ST.PAUL (MN)	2022	244722	1029052
IL-MN	103 MPLS/ST.PAUL (MN) -153 UPPER ALTON (IL)	2214	348442	1534408
IL-MN	21 CHAMPAIGN-URBANA (IL) -103 MPLS/ST.PAUL (MN)	2268	306009	1274683
IL-MN	103 MPLS/ST.PAUL (MN) -107 NAPERVILLE (IL)	3274	358907	1519299
IL-MN	22 CHICAGO (IL) -39 DULUTH(BUS-MN)	4019	471774	2337488
IL-MN	71 JOLIET (IL) -103 MPLS/ST.PAUL (MN)	5858	660027	2770775
IL-MN	22 CHICAGO (IL) -130 ROCHESTER(BUS-MN)	5959	504481	2220937
IL-MN	22 CHICAGO (IL) -141 ST. CLOUD (BUS-MN)	7006	882840	3480233
IL-MN	13 BTN-NORMAL (IL) -103 MPLS/ST.PAUL (MN)	7718	1012826	4322323
IL-MN	22 CHICAGO (IL) -129 RED WING (MN)	7890	796943	3097584
IL-MN	54 GLENVIEW (IL) -103 MPLS/ST.PAUL (MN)	9648	1038032	4032978
IL-MN	22 CHICAGO (IL) -163 WINONA (MN)	18442	1547299	6098774
IL-MN	22 CHICAGO (IL) -103 MPLS/ST.PAUL (MN)	219746	25220039	95290678
IL-MO	84 LEES SUMMIT (MO) -126 PRINCETON (IL)	1	171	828
IL-MO	54 GLENVIEW (IL) -79 LA PLATA (MO)	2	153	763
IL-MO	62 HOMEWOOD (IL) -79 LA PLATA (MO)	2	166	817
IL-MO	17 CARLINVILLE (IL) -135 SEDALIA (MO)	2	124	555
IL-MO	79 LA PLATA (MO) -97 MARION(BUS-IL)	4	541	2514
IL-MO	86 LINCOLN (IL) -135 SEDALIA (MO)	4	239	1115
IL-MO	64 INDEPENDENCE (MO) -98 MATTOON (IL)	5	711	3303
IL-MO	38 DU QUOIN (IL) -79 LA PLATA (MO)	5	686	3156
IL-MO	20 CENTRALIA (IL) -79 LA PLATA (MO)	5	700	3243
IL-MO	17 CARLINVILLE (IL) -58 HERMANN (MO)	5	169	741
IL-MO	29 DANVILLE(BUS-IL) -79 LA PLATA (MO)	5	606	2999
IL-MO	32 DECATUR(BUS-IL) -79 LA PLATA (MO)	5	611	3053
IL-MO	44 EFFINGHAM (IL) -79 LA PLATA (MO)	6	701	3287
IL-MO	79 LA PLATA (MO) -98 MATTOON (IL)	6	672	3171
IL-MO	74 KANKAKEE (IL) -79 LA PLATA (MO)	6	546	2674
IL-MO	58 HERMANN (MO) -119 PEORIA (BUS-IL)	6	331	1723
IL-MO	64 INDEPENDENCE (MO) -97 MARION(BUS-IL)	6	1193	5482
IL-MO	32 DECATUR(BUS-IL) -58 HERMANN (MO)	7	277	1452
IL-MO	64 INDEPENDENCE (MO) -126 PRINCETON (IL)	7	956	4655
IL-MO	95 MARCELINE (MO) -107 NAPERVILLE (IL)	7	597	2844

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IL-MO	58 HERMANN (MO) -86 LINCOLN (IL)	8	350	1639
IL-MO	32 DECATUR(BUS-IL) -135 SEDALIA (MO)	9	623	2860
IL-MO	70 JEFFERSON (MO) -76 KEWANEE (IL)	9	1205	5820
IL-MO	16 CARBONDALE (IL) -79 LA PLATA (MO)	11	1611	7386
IL-MO	64 INDEPENDENCE (MO) -122 PONTIAC (IL)	11	1036	5040
IL-MO	16 CARBONDALE (IL) -84 LEES SUMMIT (MO)	12	2233	10100
IL-MO	41 DWIGHT (IL) -135 SEDALIA (MO)	14	1295	5755
IL-MO	21 CHAMPAIGN-URBANA (IL) -79 LA PLATA (MO)	15	1647	7865
IL-MO	84 LEES SUMMIT (MO) -122 PONTIAC (IL)	16	1457	7017
IL-MO	79 LA PLATA (MO) -126 PRINCETON (IL)	20	1174	5798
IL-MO	86 LINCOLN (IL) -157 WASHINGTON (MO)	21	812	3745
IL-MO	64 INDEPENDENCE (MO) -86 LINCOLN (IL)	21	1825	8409
IL-MO	58 HERMANN (MO) -153 UPPER ALTON (IL)	23	580	2463
IL-MO	29 DANVILLE(BUS-IL) -58 HERMANN (MO)	24	2673	12603
IL-MO	25 COLUMBIA(BUS-MO) -86 LINCOLN (IL)	26	1450	7193
IL-MO	119 PEORIA (BUS-IL) -135 SEDALIA (MO)	28	2387	11007
IL-MO	58 HERMANN (MO) -139 SPRINGFIELD (IL)	32	1389	5714
IL-MO	86 LINCOLN (IL) -155 WARRENSBURG (MO)	32	2361	11087
IL-MO	122 PONTIAC (IL) -157 WASHINGTON (MO)	32	1678	7816
IL-MO	29 DANVILLE(BUS-IL) -64 INDEPENDENCE (MO)	33	4862	23395
IL-MO	32 DECATUR(BUS-IL) -155 WARRENSBURG (MO)	33	2401	11503
IL-MO	122 PONTIAC (IL) -135 SEDALIA (MO)	33	2756	12424
IL-MO	72 JOPLIN(BUS-MO) -86 LINCOLN (IL)	37	2346	15640
IL-MO	32 DECATUR(BUS-IL) -157 WASHINGTON (MO)	37	1311	6891
IL-MO	100 MENDOTA (IL) -142 ST. JOSEPH(BUS-MO)	37	3923	18711
IL-MO	69 JACKSONVILLE(BUS-IL) -84 LEES SUMMIT (MO)	38	3020	14670
IL-MO	25 COLUMBIA(BUS-MO) -122 PONTIAC (IL)	39	2746	13507
IL-MO	32 DECATUR(BUS-IL) -64 INDEPENDENCE (MO)	39	3386	15984
IL-MO	21 CHAMPAIGN-URBANA (IL) -84 LEES SUMMIT (MO)	41	5958	27686
IL-MO	69 JACKSONVILLE(BUS-IL) -135 SEDALIA (MO)	42	2773	13451
IL-MO	41 DWIGHT (IL) -72 JOPLIN(BUS-MO)	42	3283	21218
IL-MO	13 BTN-NORMAL (IL) -58 HERMANN (MO)	42	2276	9981
IL-MO	17 CARLINVILLE (IL) -25 COLUMBIA(BUS-MO)	42	1882	8945
IL-MO	54 GLENVIEW (IL) -70 JEFFERSON (MO)	45	4373	18889
IL-MO	135 SEDALIA (MO) -139 SPRINGFIELD (IL)	45	3089	12796
IL-MO	70 JEFFERSON (MO) -100 MENDOTA (IL)	46	4737	22570
IL-MO	119 PEORIA (BUS-IL) -157 WASHINGTON (MO)	46	2373	11757
IL-MO	70 JEFFERSON (MO) -128 RANTOUL (IL)	49	5537	25253
IL-MO	70 JEFFERSON (MO) -86 LINCOLN (IL)	50	2735	12489
IL-MO	75 KANSAS CITY (MO) -97 MARION(BUS-IL)	51	9259	43542
IL-MO	72 JOPLIN(BUS-MO) -122 PONTIAC (IL)	51	3772	24835
IL-MO	69 JACKSONVILLE(BUS-IL) -155 WARRENSBURG (MO)	53	3669	18408
IL-MO	70 JEFFERSON (MO) -120 PLANO (IL)	56	5396	25621
IL-MO	21 CHAMPAIGN-URBANA (IL) -70 JEFFERSON (MO)	56	6591	29983
IL-MO	16 CARBONDALE (IL) -75 KANSAS CITY (MO)	59	10538	49047
IL-MO	86 LINCOLN (IL) -140 SPRINGFIELD(BUS-MO)	59	3324	20590
IL-MO	76 KEWANEE (IL) -142 ST. JOSEPH(BUS-MO)	59	4173	20583
IL-MO	17 CARLINVILLE (IL) -64 INDEPENDENCE (MO)	60	4154	19847
IL-MO	75 KANSAS CITY (MO) -107 NAPERVILLE (IL)	61	6120	30809
IL-MO	120 PLANO (IL) -142 ST. JOSEPH(BUS-MO)	62	6959	33301
IL-MO	11 BRANSON(BUS-MO) -41 DWIGHT (IL)	64	4839	30529
IL-MO	119 PEORIA (BUS-IL) -155 WARRENSBURG (MO)	67	5806	27908
IL-MO	126 PRINCETON (IL) -142 ST. JOSEPH(BUS-MO)	68	6814	32988
IL-MO	17 CARLINVILLE (IL) -72 JOPLIN(BUS-MO)	70	3475	24761
IL-MO	97 MARION(BUS-IL) -144 ST. LOUIS (MO)	71	10145	42728
IL-MO	84 LEES SUMMIT (MO) -86 LINCOLN (IL)	71	6041	27394
IL-MO	11 BRANSON(BUS-MO) -86 LINCOLN (IL)	72	4315	28154
IL-MO	70 JEFFERSON (MO) -74 KANKAKEE (IL)	73	7337	33919
IL-MO	29 DANVILLE(BUS-IL) -70 JEFFERSON (MO)	76	9202	43396
IL-MO	58 HERMANN (MO) -69 JACKSONVILLE(BUS-IL)	82	3376	17366
IL-MO	122 PONTIAC (IL) -140 SPRINGFIELD(BUS-MO)	83	5874	34376
IL-MO	90 MACOMB (IL) -142 ST. JOSEPH(BUS-MO)	85	6167	30299
IL-MO	29 DANVILLE(BUS-IL) -157 WASHINGTON (MO)	85	9350	42467

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States	Station Pair	Riders	Revenue	Passenger Miles
IL-MO	86 LINCOLN (IL) -142 ST. JOSEPH(BUS-MO)	85	8532	39666
IL-MO	17 CARLINVILLE (IL) -84 LEES SUMMIT (MO)	88	5894	27763
IL-MO	11 BRANSON(BUS-MO) -62 HOMEWOOD (IL)	90	8586	50624
IL-MO	25 COLUMBIA(BUS-MO) -41 DWIGHT (IL)	90	7199	32869
IL-MO	64 INDEPENDENCE (MO) -69 JACKSONVILLE(BUS-IL)	91	7356	36669
IL-MO	70 JEFFERSON (MO) -122 PONTIAC (IL)	93	6441	29260
IL-MO	25 COLUMBIA(BUS-MO) -76 KEWANEE (IL)	96	3931	27759
IL-MO	41 DWIGHT (IL) -142 ST. JOSEPH(BUS-MO)	96	10888	52361
IL-MO	17 CARLINVILLE (IL) -70 JEFFERSON (MO)	96	4014	17549
IL-MO	69 JACKSONVILLE(BUS-IL) -70 JEFFERSON (MO)	97	4997	24969
IL-MO	13 BTN-NORMAL (IL) -64 INDEPENDENCE (MO)	98	9117	41876
IL-MO	69 JACKSONVILLE(BUS-IL) -157 WASHINGTON (MO)	103	3714	18936
IL-MO	70 JEFFERSON (MO) -126 PRINCETON (IL)	103	11059	52829
IL-MO	13 BTN-NORMAL (IL) -157 WASHINGTON (MO)	104	5091	21654
IL-MO	84 LEES SUMMIT (MO) -119 PEORIA (BUS-IL)	104	9753	47909
IL-MO	32 DECATUR(BUS-IL) -84 LEES SUMMIT (MO)	105	8382	41074
IL-MO	41 DWIGHT (IL) -58 HERMANN (MO)	105	6968	30405
IL-MO	64 INDEPENDENCE (MO) -119 PEORIA (BUS-IL)	105	10347	49786
IL-MO	75 KANSAS CITY (MO) -98 MATTOON (IL)	106	15552	74309
IL-MO	17 CARLINVILLE (IL) -140 SPRINGFIELD(BUS-MO)	109	4694	30824
IL-MO	25 COLUMBIA(BUS-MO) -126 PRINCETON (IL)	109	7444	46592
IL-MO	11 BRANSON(BUS-MO) -122 PONTIAC (IL)	110	8023	50098
IL-MO	11 BRANSON(BUS-MO) -17 CARLINVILLE (IL)	112	5249	36412
IL-MO	75 KANSAS CITY (MO) -122 PONTIAC (IL)	113	11685	53419
IL-MO	41 DWIGHT (IL) -84 LEES SUMMIT (MO)	114	11445	53351
IL-MO	135 SEDALIA (MO) -153 UPPER ALTON (IL)	114	5709	24340
IL-MO	139 SPRINGFIELD (IL) -157 WASHINGTON (MO)	116	4279	17228
IL-MO	77 KIRKWOOD (MO) -122 PONTIAC (IL)	118	5299	23909
IL-MO	20 CENTRALIA (IL) -144 ST. LOUIS (MO)	119	15616	63759
IL-MO	17 CARLINVILLE (IL) -155 WARRENSBURG (MO)	120	7603	32954
IL-MO	32 DECATUR(BUS-IL) -70 JEFFERSON (MO)	122	6608	31636
IL-MO	122 PONTIAC (IL) -142 ST. JOSEPH(BUS-MO)	124	14078	65610
IL-MO	22 CHICAGO (IL) -95 MARCELINE (MO)	126	11233	53836
IL-MO	75 KANSAS CITY (MO) -126 PRINCETON (IL)	135	11521	57715
IL-MO	16 CARBONDALE (IL) -144 ST. LOUIS (MO)	136	18909	80245
IL-MO	72 JOPLIN(BUS-MO) -153 UPPER ALTON (IL)	139	5971	44599
IL-MO	41 DWIGHT (IL) -140 SPRINGFIELD(BUS-MO)	147	11612	63559
IL-MO	77 KIRKWOOD (MO) -86 LINCOLN (IL)	151	4656	20793
IL-MO	69 JACKSONVILLE(BUS-IL) -79 LA PLATA (MO)	151	17845	92838
IL-MO	127 QUINCY (IL) -142 ST. JOSEPH(BUS-MO)	157	13324	64403
IL-MO	72 JOPLIN(BUS-MO) -139 SPRINGFIELD (IL)	162	9885	63953
IL-MO	17 CARLINVILLE (IL) -142 ST. JOSEPH(BUS-MO)	164	13849	64851
IL-MO	13 BTN-NORMAL (IL) -72 JOPLIN(BUS-MO)	167	12207	76108
IL-MO	25 COLUMBIA(BUS-MO) -100 MENDOTA (IL)	168	12135	75101
IL-MO	139 SPRINGFIELD (IL) -155 WARRENSBURG (MO)	169	12045	52927
IL-MO	25 COLUMBIA(BUS-MO) -54 GLENVIEW (IL)	170	17402	93103
IL-MO	69 JACKSONVILLE(BUS-IL) -77 KIRKWOOD (MO)	175	4718	25405
IL-MO	64 INDEPENDENCE (MO) -139 SPRINGFIELD (IL)	182	15372	66969
IL-MO	70 JEFFERSON (MO) -119 PEORIA (BUS-IL)	192	13075	62738
IL-MO	153 UPPER ALTON (IL) -157 WASHINGTON (MO)	200	3762	15223
IL-MO	128 RANTOUL (IL) -142 ST. JOSEPH(BUS-MO)	205	32204	143418
IL-MO	54 GLENVIEW (IL) -64 INDEPENDENCE (MO)	213	25329	121671
IL-MO	13 BTN-NORMAL (IL) -135 SEDALIA (MO)	217	17389	74979
IL-MO	11 BRANSON(BUS-MO) -153 UPPER ALTON (IL)	219	8792	63779
IL-MO	25 COLUMBIA(BUS-MO) -128 RANTOUL (IL)	228	26296	125476
IL-MO	21 CHAMPAIGN-URBANA (IL) -75 KANSAS CITY (MO)	238	32481	156805
IL-MO	29 DANVILLE(BUS-IL) -77 KIRKWOOD (MO)	245	24279	112049
IL-MO	13 BTN-NORMAL (IL) -155 WARRENSBURG (MO)	255	21332	95629
IL-MO	71 JOLIET (IL) -72 JOPLIN(BUS-MO)	262	22297	141995
IL-MO	13 BTN-NORMAL (IL) -25 COLUMBIA(BUS-MO)	275	20291	85952
IL-MO	25 COLUMBIA(BUS-MO) -120 PLANO (IL)	277	21795	132877
IL-MO	139 SPRINGFIELD (IL) -140 SPRINGFIELD(BUS-MO)	282	15567	90438
IL-MO	75 KANSAS CITY (MO) -86 LINCOLN (IL)	284	25518	115759

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IL-MO	29 DANVILLE(BUS-IL) -75 KANSAS CITY (MO)	284	39689	197051
IL-MO	44 EFFINGHAM (IL) -144 ST. LOUIS (MO)	292	31957	140304
IL-MO	41 DWIGHT (IL) -75 KANSAS CITY (MO)	302	31445	148446
IL-MO	25 COLUMBIA(BUS-MO) -139 SPRINGFIELD (IL)	305	16385	76949
IL-MO	71 JOLIET (IL) -135 SEDALIA (MO)	318	30600	137632
IL-MO	140 SPRINGFIELD(BUS-MO) -153 UPPER ALTON (IL)	318	11742	79223
IL-MO	64 INDEPENDENCE (MO) -71 JOLIET (IL)	321	35192	165749
IL-MO	54 GLENVIEW (IL) -75 KANSAS CITY (MO)	322	35256	176238
IL-MO	17 CARLINVILLE (IL) -77 KIRKWOOD (MO)	326	5607	22844
IL-MO	58 HERMANN (MO) -71 JOLIET (IL)	335	24468	108756
IL-MO	21 CHAMPAIGN-URBANA (IL) -25 COLUMBIA(BUS-MO)	339	40271	191454
IL-MO	41 DWIGHT (IL) -70 JEFFERSON (MO)	346	27101	115226
IL-MO	74 KANKAKEE (IL) -142 ST. JOSEPH(BUS-MO)	349	45946	223833
IL-MO	11 BRANSON(BUS-MO) -139 SPRINGFIELD (IL)	350	20009	126914
IL-MO	32 DECATUR(BUS-IL) -77 KIRKWOOD (MO)	374	10394	55050
IL-MO	107 NAPERVILLE (IL) -142 ST. JOSEPH(BUS-MO)	383	44800	213632
IL-MO	11 BRANSON(BUS-MO) -13 BTN-NORMAL (IL)	405	28316	171758
IL-MO	74 KANKAKEE (IL) -140 SPRINGFIELD(BUS-MO)	411	41185	230903
IL-MO	84 LEES SUMMIT (MO) -139 SPRINGFIELD (IL)	418	34556	148368
IL-MO	62 HOMEWOOD (IL) -70 JEFFERSON (MO)	424	41959	182239
IL-MO	69 JACKSONVILLE(BUS-IL) -75 KANSAS CITY (MO)	437	45630	222450
IL-MO	139 SPRINGFIELD (IL) -142 ST. JOSEPH(BUS-MO)	448	43542	195054
IL-MO	25 COLUMBIA(BUS-MO) -71 JOLIET (IL)	449	39094	179635
IL-MO	64 INDEPENDENCE (MO) -153 UPPER ALTON (IL)	453	29895	133950
IL-MO	17 CARLINVILLE (IL) -75 KANSAS CITY (MO)	456	34552	154942
IL-MO	70 JEFFERSON (MO) -139 SPRINGFIELD (IL)	462	24390	102046
IL-MO	25 COLUMBIA(BUS-MO) -74 KANKAKEE (IL)	466	50308	229941
IL-MO	13 BTN-NORMAL (IL) -142 ST. JOSEPH(BUS-MO)	472	51100	233949
IL-MO	71 JOLIET (IL) -155 WARRENSBURG (MO)	474	47399	218941
IL-MO	13 BTN-NORMAL (IL) -140 SPRINGFIELD(BUS-MO)	479	32751	183008
IL-MO	77 KIRKWOOD (MO) -119 PEORIA (BUS-IL)	491	20915	104987
IL-MO	153 UPPER ALTON (IL) -155 WARRENSBURG (MO)	514	28472	124472
IL-MO	71 JOLIET (IL) -140 SPRINGFIELD(BUS-MO)	523	40826	245317
IL-MO	11 BRANSON(BUS-MO) -71 JOLIET (IL)	528	43369	269899
IL-MO	25 COLUMBIA(BUS-MO) -153 UPPER ALTON (IL)	536	19595	96446
IL-MO	142 ST. JOSEPH(BUS-MO) -153 UPPER ALTON (IL)	543	40175	197003
IL-MO	79 LA PLATA (MO) -107 NAPERVILLE (IL)	545	40042	198223
IL-MO	29 DANVILLE(BUS-IL) -144 ST. LOUIS (MO)	619	59639	275584
IL-MO	71 JOLIET (IL) -157 WASHINGTON (MO)	645	44552	190941
IL-MO	70 JEFFERSON (MO) -107 NAPERVILLE (IL)	648	63074	282343
IL-MO	70 JEFFERSON (MO) -153 UPPER ALTON (IL)	651	22648	96970
IL-MO	13 BTN-NORMAL (IL) -84 LEES SUMMIT (MO)	670	62352	278824
IL-MO	25 COLUMBIA(BUS-MO) -51 GALESBURG (IL)	683	23811	176941
IL-MO	74 KANKAKEE (IL) -75 KANSAS CITY (MO)	756	89847	442992
IL-MO	32 DECATUR(BUS-IL) -75 KANSAS CITY (MO)	762	90479	416535
IL-MO	71 JOLIET (IL) -142 ST. JOSEPH(BUS-MO)	764	94554	445505
IL-MO	13 BTN-NORMAL (IL) -70 JEFFERSON (MO)	766	50640	216066
IL-MO	71 JOLIET (IL) -84 LEES SUMMIT (MO)	789	86599	396971
IL-MO	62 HOMEWOOD (IL) -142 ST. JOSEPH(BUS-MO)	835	105689	508794
IL-MO	120 PLANO (IL) -140 SPRINGFIELD(BUS-MO)	882	85566	493255
IL-MO	17 CARLINVILLE (IL) -144 ST. LOUIS (MO)	899	12505	51244
IL-MO	122 PONTIAC (IL) -144 ST. LOUIS (MO)	904	37235	170946
IL-MO	86 LINCOLN (IL) -144 ST. LOUIS (MO)	935	25879	116879
IL-MO	107 NAPERVILLE (IL) -157 WASHINGTON (MO)	948	73171	344018
IL-MO	41 DWIGHT (IL) -77 KIRKWOOD (MO)	1048	55474	231657
IL-MO	128 RANTOUL (IL) -144 ST. LOUIS (MO)	1071	95069	422909
IL-MO	13 BTN-NORMAL (IL) -75 KANSAS CITY (MO)	1286	128181	565977
IL-MO	84 LEES SUMMIT (MO) -107 NAPERVILLE (IL)	1289	187257	734630
IL-MO	25 COLUMBIA(BUS-MO) -62 HOMEWOOD (IL)	1304	135863	599300
IL-MO	22 CHICAGO (IL) -142 ST. JOSEPH(BUS-MO)	1348	165614	787454
IL-MO	62 HOMEWOOD (IL) -140 SPRINGFIELD(BUS-MO)	1422	131335	753304
IL-MO	22 CHICAGO (IL) -25 COLUMBIA(BUS-MO)	1486	147369	786995
IL-MO	32 DECATUR(BUS-IL) -144 ST. LOUIS (MO)	1499	37261	200883

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States	Station Pair	Riders	Revenue	Passenger Miles
IL-MO	84 LEES SUMMIT (MO) -153 UPPER ALTON (IL)	1505	97924	425971
IL-MO	13 BTN-NORMAL (IL) -77 KIRKWOOD (MO)	1713	69905	291288
IL-MO	77 KIRKWOOD (MO) -139 SPRINGFIELD (IL)	1867	51227	203546
IL-MO	64 INDEPENDENCE (MO) -107 NAPERVILLE (IL)	1873	269821	1092147
IL-MO	70 JEFFERSON (MO) -71 JOLIET (IL)	1938	168139	715239
IL-MO	75 KANSAS CITY (MO) -139 SPRINGFIELD (IL)	1994	177105	755703
IL-MO	69 JACKSONVILLE(BUS-IL) -144 ST. LOUIS (MO)	1995	47024	263392
IL-MO	71 JOLIET (IL) -75 KANSAS CITY (MO)	2013	229530	1061041
IL-MO	22 CHICAGO (IL) -155 WARRENSBURG (MO)	2247	252659	1123343
IL-MO	22 CHICAGO (IL) -135 SEDALIA (MO)	2331	259731	1097826
IL-MO	22 CHICAGO (IL) -58 HERMANN (MO)	2343	196086	850368
IL-MO	25 COLUMBIA(BUS-MO) -107 NAPERVILLE (IL)	2443	230921	1226244
IL-MO	77 KIRKWOOD (MO) -153 UPPER ALTON (IL)	2487	22501	92008
IL-MO	22 CHICAGO (IL) -64 INDEPENDENCE (MO)	2554	314690	1414956
IL-MO	144 ST. LOUIS (MO) -153 UPPER ALTON (IL)	2736	17223	65664
IL-MO	119 PEORIA (BUS-IL) -144 ST. LOUIS (MO)	2766	109440	556030
IL-MO	11 BRANSON(BUS-MO) -22 CHICAGO (IL)	2924	265515	1605225
IL-MO	41 DWIGHT (IL) -144 ST. LOUIS (MO)	2944	146377	612382
IL-MO	21 CHAMPAIGN-URBANA (IL) -144 ST. LOUIS (MO)	2966	275915	1212995
IL-MO	22 CHICAGO (IL) -79 LA PLATA (MO)	3156	257095	1240434
IL-MO	22 CHICAGO (IL) -140 SPRINGFIELD(BUS-MO)	3166	274674	1605313
IL-MO	62 HOMEWOOD (IL) -144 ST. LOUIS (MO)	3483	225065	1062391
IL-MO	77 KIRKWOOD (MO) -107 NAPERVILLE (IL)	3821	259067	1238038
IL-MO	75 KANSAS CITY (MO) -153 UPPER ALTON (IL)	4068	282042	1248879
IL-MO	22 CHICAGO (IL) -157 WASHINGTON (MO)	4155	327728	1387736
IL-MO	74 KANKAKEE (IL) -144 ST. LOUIS (MO)	4304	324685	1450485
IL-MO	54 GLENVIEW (IL) -144 ST. LOUIS (MO)	5232	371031	1564365
IL-MO	107 NAPERVILLE (IL) -140 SPRINGFIELD(BUS-MO)	5707	527259	3059038
IL-MO	71 JOLIET (IL) -77 KIRKWOOD (MO)	5810	344142	1493064
IL-MO	22 CHICAGO (IL) -84 LEES SUMMIT (MO)	6398	794906	3461283
IL-MO	22 CHICAGO (IL) -75 KANSAS CITY (MO)	7487	870294	3975648
IL-MO	107 NAPERVILLE (IL) -144 ST. LOUIS (MO)	10459	675886	3252813
IL-MO	13 BTN-NORMAL (IL) -144 ST. LOUIS (MO)	12760	483103	2003242
IL-MO	22 CHICAGO (IL) -70 JEFFERSON (MO)	19556	1912641	7959090
IL-MO	71 JOLIET (IL) -144 ST. LOUIS (MO)	25744	1458189	6281462
IL-MO	139 SPRINGFIELD (IL) -144 ST. LOUIS (MO)	25790	625786	2475843
IL-MO	22 CHICAGO (IL) -77 KIRKWOOD (MO)	31879	2271877	9404301
IL-MO	22 CHICAGO (IL) -144 ST. LOUIS (MO)	246909	17019451	69628240
IL-NE	62 HOMEWOOD (IL) -99 MCCOOK (NE)	2	311	1408
IL-NE	60 HOLDREGE (NE) -119 PEORIA (BUS-IL)	3	318	1692
IL-NE	21 CHAMPAIGN-URBANA (IL) -99 MCCOOK (NE)	7	1290	5804
IL-NE	21 CHAMPAIGN-URBANA (IL) -57 HASTINGS (NE)	7	1149	5072
IL-NE	57 HASTINGS (NE) -119 PEORIA (BUS-IL)	8	768	4104
IL-NE	16 CARBONDALE (IL) -87 LINCOLN (NE)	12	2285	9795
IL-NE	97 MARION(BUS-IL) -114 OMAHA (NE)	12	2297	9863
IL-NE	60 HOLDREGE (NE) -126 PRINCETON (IL)	14	1842	8173
IL-NE	16 CARBONDALE (IL) -114 OMAHA (NE)	15	2758	11706
IL-NE	108 NEBRASKA CITY (BUS-NE) -153 UPPER ALTON (IL)	26	2305	11787
IL-NE	99 MCCOOK (NE) -126 PRINCETON (IL)	29	4325	19185
IL-NE	57 HASTINGS (NE) -126 PRINCETON (IL)	36	4341	18791
IL-NE	76 KEWANEE (IL) -108 NEBRASKA CITY (BUS-NE)	36	2995	15693
IL-NE	108 NEBRASKA CITY (BUS-NE) -128 RANTOUL (IL)	42	6887	26931
IL-NE	86 LINCOLN (IL) -108 NEBRASKA CITY (BUS-NE)	43	4876	23772
IL-NE	87 LINCOLN (NE) -119 PEORIA (BUS-IL)	46	3878	20046
IL-NE	100 MENDOTA (IL) -108 NEBRASKA CITY (BUS-NE)	47	5263	20768
IL-NE	60 HOLDREGE (NE) -107 NAPERVILLE (IL)	47	7218	30871
IL-NE	74 KANKAKEE (IL) -108 NEBRASKA CITY (BUS-NE)	51	7845	29692
IL-NE	90 MACOMB (IL) -108 NEBRASKA CITY (BUS-NE)	54	4610	24022
IL-NE	108 NEBRASKA CITY (BUS-NE) -126 PRINCETON (IL)	57	6293	24306
IL-NE	44 EFFINGHAM (IL) -114 OMAHA (NE)	59	9360	39971
IL-NE	62 HOMEWOOD (IL) -87 LINCOLN (NE)	61	7738	33652
IL-NE	32 DECATUR(BUS-IL) -114 OMAHA (NE)	63	9210	41163
IL-NE	87 LINCOLN (NE) -126 PRINCETON (IL)	71	7269	30384

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IL-NE	21 CHAMPAIGN-URBANA (IL) -87 LINCOLN (NE)	80	12175	52809
IL-NE	51 GALESBURG (IL) -60 HOLDREGE (NE)	85	9272	46194
IL-NE	17 CARLINVILLE (IL) -108 NEBRASKA CITY (BUS-NE)	88	8746	42796
IL-NE	29 DANVILLE(BUS-IL) -114 OMAHA (NE)	88	12751	56489
IL-NE	108 NEBRASKA CITY (BUS-NE) -127 QUINCY (IL)	92	8995	45907
IL-NE	51 GALESBURG (IL) -57 HASTINGS (NE)	92	9040	45178
IL-NE	51 GALESBURG (IL) -99 MCCOOK (NE)	96	11854	59428
IL-NE	57 HASTINGS (NE) -107 NAPERVILLE (IL)	109	15346	65634
IL-NE	99 MCCOOK (NE) -107 NAPERVILLE (IL)	125	20690	91449
IL-NE	87 LINCOLN (NE) -107 NAPERVILLE (IL)	287	34524	144567
IL-NE	21 CHAMPAIGN-URBANA (IL) -114 OMAHA (NE)	296	41819	179166
IL-NE	114 OMAHA (NE) -126 PRINCETON (IL)	298	28378	111026
IL-NE	22 CHICAGO (IL) -60 HOLDREGE (NE)	431	68316	294136
IL-NE	51 GALESBURG (IL) -87 LINCOLN (NE)	484	37969	190357
IL-NE	54 GLENVIEW (IL) -114 OMAHA (NE)	608	69631	300927
IL-NE	22 CHICAGO (IL) -99 MCCOOK (NE)	802	138766	610224
IL-NE	22 CHICAGO (IL) -57 HASTINGS (NE)	969	142531	609809
IL-NE	22 CHICAGO (IL) -87 LINCOLN (NE)	3274	421230	1741590
IL-NE	107 NAPERVILLE (IL) -114 OMAHA (NE)	3381	382176	1518197
IL-NE	22 CHICAGO (IL) -114 OMAHA (NE)	24771	2945882	11840631
IL-OH	97 MARION(BUS-IL) -134 SANDUSKY (OH)	7	1027	4262
IL-OH	86 LINCOLN (IL) -154 WARREN(BUS-OH)	8	1044	4681
IL-OH	1 AKRON(BUS-OH) -16 CARBONDALE (IL)	11	1889	7955
IL-OH	45 ELYRIA (OH) -97 MARION(BUS-IL)	12	1905	7880
IL-OH	126 PRINCETON (IL) -134 SANDUSKY (OH)	12	1149	4917
IL-OH	122 PONTIAC (IL) -154 WARREN(BUS-OH)	14	1586	7056
IL-OH	1 AKRON(BUS-OH) -90 MACOMB (IL)	15	2249	10332
IL-OH	17 CARLINVILLE (IL) -154 WARREN(BUS-OH)	15	2105	9618
IL-OH	76 KEWANEE (IL) -165 YOUNGSTOWN(BUS-OH)	16	2269	10594
IL-OH	1 AKRON(BUS-OH) -76 KEWANEE (IL)	18	2559	11647
IL-OH	86 LINCOLN (IL) -134 SANDUSKY (OH)	20	2145	9156
IL-OH	15 CANTON(BUS-OH) -76 KEWANEE (IL)	22	3054	14180
IL-OH	16 CARBONDALE (IL) -45 ELYRIA (OH)	22	3420	13934
IL-OH	86 LINCOLN (IL) -165 YOUNGSTOWN(BUS-OH)	24	3018	13710
IL-OH	16 CARBONDALE (IL) -134 SANDUSKY (OH)	24	3533	14429
IL-OH	69 JACKSONVILLE(BUS-IL) -134 SANDUSKY (OH)	25	2876	13161
IL-OH	15 CANTON(BUS-OH) -86 LINCOLN (IL)	25	3235	14598
IL-OH	97 MARION(BUS-IL) -150 TOLEDO (OH)	26	3568	14627
IL-OH	30 DAYTON(BUS-OH) -90 MACOMB (IL)	29	3508	18358
IL-OH	1 AKRON(BUS-OH) -86 LINCOLN (IL)	29	3651	16094
IL-OH	45 ELYRIA (OH) -86 LINCOLN (IL)	30	3444	14604
IL-OH	41 DWIGHT (IL) -154 WARREN(BUS-OH)	31	3391	14883
IL-OH	45 ELYRIA (OH) -69 JACKSONVILLE(BUS-IL)	31	3789	17158
IL-OH	17 CARLINVILLE (IL) -134 SANDUSKY (OH)	35	4101	18002
IL-OH	51 GALESBURG (IL) -134 SANDUSKY (OH)	35	4401	19702
IL-OH	15 CANTON(BUS-OH) -98 MATTOON (IL)	36	4887	21198
IL-OH	122 PONTIAC (IL) -134 SANDUSKY (OH)	36	3362	14095
IL-OH	119 PEORIA (BUS-IL) -154 WARREN(BUS-OH)	39	4814	22629
IL-OH	24 CLEVELAND (OH) -97 MARION(BUS-IL)	39	6458	26676
IL-OH	1 AKRON(BUS-OH) -51 GALESBURG (IL)	40	5763	26337
IL-OH	126 PRINCETON (IL) -165 YOUNGSTOWN(BUS-OH)	40	4629	21213
IL-OH	139 SPRINGFIELD (IL) -154 WARREN(BUS-OH)	41	5442	24371
IL-OH	98 MATTOON (IL) -165 YOUNGSTOWN(BUS-OH)	42	5680	24805
IL-OH	45 ELYRIA (OH) -51 GALESBURG (IL)	44	5902	26206
IL-OH	13 BTN-NORMAL (IL) -154 WARREN(BUS-OH)	44	5354	23779
IL-OH	51 GALESBURG (IL) -165 YOUNGSTOWN(BUS-OH)	46	6885	32239
IL-OH	122 PONTIAC (IL) -165 YOUNGSTOWN(BUS-OH)	47	5414	24439
IL-OH	45 ELYRIA (OH) -122 PONTIAC (IL)	49	4962	20683
IL-OH	38 DU QUOIN (IL) -150 TOLEDO (OH)	52	6928	27906
IL-OH	15 CANTON(BUS-OH) -126 PRINCETON (IL)	53	6099	27747
IL-OH	17 CARLINVILLE (IL) -45 ELYRIA (OH)	54	6936	30218
IL-OH	15 CANTON(BUS-OH) -51 GALESBURG (IL)	60	8812	41038
IL-OH	24 CLEVELAND (OH) -38 DU QUOIN (IL)	61	9670	39376

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States	Station Pair	Riders	Revenue	Passenger Miles
IL-OH	15 CANTON(BUS-OH) -122 PONTIAC (IL)	62	7547	31705
IL-OH	15 CANTON(BUS-OH) -100 MENDOTA (IL)	63	6968	31552
IL-OH	45 ELYRIA (OH) -98 MATTOON (IL)	64	7839	31885
IL-OH	30 DAYTON(BUS-OH) -76 KEWANEE (IL)	64	6920	36400
IL-OH	1 AKRON(BUS-OH) -13 BTN-NORMAL (IL)	65	7773	33886
IL-OH	1 AKRON(BUS-OH) -126 PRINCETON (IL)	66	7997	32754
IL-OH	153 UPPER ALTON (IL) -154 WARREN(BUS-OH)	67	9762	44477
IL-OH	32 DECATUR(BUS-IL) -134 SANDUSKY (OH)	68	7350	31819
IL-OH	16 CARBONDALE (IL) -24 CLEVELAND (OH)	68	11126	45300
IL-OH	1 AKRON(BUS-OH) -122 PONTIAC (IL)	69	8137	33620
IL-OH	1 AKRON(BUS-OH) -98 MATTOON (IL)	74	9817	41599
IL-OH	126 PRINCETON (IL) -150 TOLEDO (OH)	77	6457	27210
IL-OH	24 CLEVELAND (OH) -69 JACKSONVILLE(BUS-IL)	78	9968	44881
IL-OH	13 BTN-NORMAL (IL) -134 SANDUSKY (OH)	83	8329	34997
IL-OH	20 CENTRALIA (IL) -150 TOLEDO (OH)	85	10591	42629
IL-OH	86 LINCOLN (IL) -150 TOLEDO (OH)	85	8228	34625
IL-OH	29 DANVILLE(BUS-IL) -134 SANDUSKY (OH)	87	10638	47259
IL-OH	13 BTN-NORMAL (IL) -15 CANTON(BUS-OH)	88	10649	47594
IL-OH	16 CARBONDALE (IL) -150 TOLEDO (OH)	90	12426	50068
IL-OH	29 DANVILLE(BUS-IL) -45 ELYRIA (OH)	91	11588	52638
IL-OH	128 RANTOUL (IL) -165 YOUNGSTOWN(BUS-OH)	94	11444	50255
IL-OH	23 CINCINNATI (OH) -69 JACKSONVILLE(BUS-IL)	95	10923	50997
IL-OH	24 CLEVELAND (OH) -86 LINCOLN (IL)	99	12000	50737
IL-OH	13 BTN-NORMAL (IL) -165 YOUNGSTOWN(BUS-OH)	101	12269	55233
IL-OH	20 CENTRALIA (IL) -24 CLEVELAND (OH)	103	15286	62237
IL-OH	15 CANTON(BUS-OH) -120 PLANO (IL)	104	10840	48769
IL-OH	32 DECATUR(BUS-IL) -45 ELYRIA (OH)	105	12263	52707
IL-OH	23 CINCINNATI (OH) -51 GALESBURG (IL)	105	13590	61987
IL-OH	13 BTN-NORMAL (IL) -45 ELYRIA (OH)	106	11585	48407
IL-OH	30 DAYTON(BUS-OH) -86 LINCOLN (IL)	108	10199	52830
IL-OH	69 JACKSONVILLE(BUS-IL) -150 TOLEDO (OH)	109	11523	51063
IL-OH	30 DAYTON(BUS-OH) -127 QUINCY (IL)	112	14934	77871
IL-OH	30 DAYTON(BUS-OH) -126 PRINCETON (IL)	112	9154	48829
IL-OH	100 MENDOTA (IL) -165 YOUNGSTOWN(BUS-OH)	118	13055	59575
IL-OH	1 AKRON(BUS-OH) -139 SPRINGFIELD (IL)	119	15606	68748
IL-OH	120 PLANO (IL) -165 YOUNGSTOWN(BUS-OH)	119	12498	56701
IL-OH	119 PEORIA (BUS-IL) -134 SANDUSKY (OH)	121	12961	56197
IL-OH	139 SPRINGFIELD (IL) -165 YOUNGSTOWN(BUS-OH)	122	16446	74550
IL-OH	21 CHAMPAIGN-URBANA (IL) -134 SANDUSKY (OH)	126	13040	53086
IL-OH	1 AKRON(BUS-OH) -44 EFFINGHAM (IL)	127	17719	75012
IL-OH	15 CANTON(BUS-OH) -128 RANTOUL (IL)	128	15494	67532
IL-OH	21 CHAMPAIGN-URBANA (IL) -165 YOUNGSTOWN(BUS-OH)	130	16346	71680
IL-OH	41 DWIGHT (IL) -165 YOUNGSTOWN(BUS-OH)	130	14546	64808
IL-OH	1 AKRON(BUS-OH) -120 PLANO (IL)	131	13375	58471
IL-OH	1 AKRON(BUS-OH) -41 DWIGHT (IL)	134	14544	62518
IL-OH	17 CARLINVILLE (IL) -150 TOLEDO (OH)	143	15580	67742
IL-OH	15 CANTON(BUS-OH) -139 SPRINGFIELD (IL)	148	19728	88852
IL-OH	24 CLEVELAND (OH) -122 PONTIAC (IL)	148	15951	66330
IL-OH	45 ELYRIA (OH) -139 SPRINGFIELD (IL)	153	18542	78740
IL-OH	30 DAYTON(BUS-OH) -51 GALESBURG (IL)	155	17797	93356
IL-OH	1 AKRON(BUS-OH) -100 MENDOTA (IL)	155	17902	73871
IL-OH	51 GALESBURG (IL) -150 TOLEDO (OH)	157	18387	81735
IL-OH	15 CANTON(BUS-OH) -21 CHAMPAIGN-URBANA (IL)	157	19608	85355
IL-OH	30 DAYTON(BUS-OH) -122 PONTIAC (IL)	158	12783	67038
IL-OH	122 PONTIAC (IL) -150 TOLEDO (OH)	159	13152	54114
IL-OH	15 CANTON(BUS-OH) -41 DWIGHT (IL)	161	17856	78913
IL-OH	17 CARLINVILLE (IL) -24 CLEVELAND (OH)	164	21867	94901
IL-OH	134 SANDUSKY (OH) -153 UPPER ALTON (IL)	164	20662	90601
IL-OH	24 CLEVELAND (OH) -126 PRINCETON (IL)	165	17977	76126
IL-OH	24 CLEVELAND (OH) -29 DANVILLE(BUS-IL)	168	22402	101187
IL-OH	1 AKRON(BUS-OH) -128 RANTOUL (IL)	186	23125	93869
IL-OH	45 ELYRIA (OH) -119 PEORIA (BUS-IL)	186	21490	92911
IL-OH	1 AKRON(BUS-OH) -21 CHAMPAIGN-URBANA (IL)	187	22914	97256

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IL-OH	17 CARLINVILLE (IL) -30 DAYTON(BUS-OH)	192	20473	106627
IL-OH	134 SANDUSKY (OH) -139 SPRINGFIELD (IL)	193	21775	93035
IL-OH	23 CINCINNATI (OH) -86 LINCOLN (IL)	198	21431	93720
IL-OH	24 CLEVELAND (OH) -51 GALESBURG (IL)	200	28381	125460
IL-OH	21 CHAMPAIGN-URBANA (IL) -45 ELYRIA (OH)	213	23992	97382
IL-OH	29 DANVILLE(BUS-IL) -150 TOLEDO (OH)	213	23169	105773
IL-OH	32 DECATUR(BUS-IL) -150 TOLEDO (OH)	214	21741	89950
IL-OH	128 RANTOUL (IL) -150 TOLEDO (OH)	221	19998	79669
IL-OH	24 CLEVELAND (OH) -32 DECATUR(BUS-IL)	228	28139	120510
IL-OH	24 CLEVELAND (OH) -98 MATTOON (IL)	234	30296	123129
IL-OH	24 CLEVELAND (OH) -128 RANTOUL (IL)	243	28082	113815
IL-OH	71 JOLIET (IL) -154 WARREN(BUS-OH)	243	24813	109069
IL-OH	44 EFFINGHAM (IL) -150 TOLEDO (OH)	262	29195	117237
IL-OH	41 DWIGHT (IL) -150 TOLEDO (OH)	265	21215	85266
IL-OH	15 CANTON(BUS-OH) -54 GLENVIEW (IL)	269	27563	116650
IL-OH	24 CLEVELAND (OH) -44 EFFINGHAM (IL)	272	37022	150622
IL-OH	45 ELYRIA (OH) -153 UPPER ALTON (IL)	282	38031	165597
IL-OH	23 CINCINNATI (OH) -122 PONTIAC (IL)	295	27987	120749
IL-OH	23 CINCINNATI (OH) -29 DANVILLE(BUS-IL)	312	10998	63327
IL-OH	13 BTN-NORMAL (IL) -24 CLEVELAND (OH)	337	38771	161620
IL-OH	13 BTN-NORMAL (IL) -30 DAYTON(BUS-OH)	337	32155	153446
IL-OH	54 GLENVIEW (IL) -165 YOUNGSTOWN(BUS-OH)	344	36073	151398
IL-OH	45 ELYRIA (OH) -54 GLENVIEW (IL)	377	32423	130953
IL-OH	71 JOLIET (IL) -134 SANDUSKY (OH)	397	32361	132362
IL-OH	30 DAYTON(BUS-OH) -100 MENDOTA (IL)	400	30911	165314
IL-OH	24 CLEVELAND (OH) -119 PEORIA (BUS-IL)	413	48672	216404
IL-OH	1 AKRON(BUS-OH) -54 GLENVIEW (IL)	430	43279	176180
IL-OH	119 PEORIA (BUS-IL) -150 TOLEDO (OH)	442	42965	184308
IL-OH	24 CLEVELAND (OH) -41 DWIGHT (IL)	474	49796	203503
IL-OH	30 DAYTON(BUS-OH) -139 SPRINGFIELD (IL)	515	56466	265499
IL-OH	13 BTN-NORMAL (IL) -150 TOLEDO (OH)	521	47058	194404
IL-OH	30 DAYTON(BUS-OH) -120 PLANO (IL)	568	40332	216857
IL-OH	30 DAYTON(BUS-OH) -153 UPPER ALTON (IL)	582	66464	342154
IL-OH	17 CARLINVILLE (IL) -23 CINCINNATI (OH)	600	72559	325180
IL-OH	21 CHAMPAIGN-URBANA (IL) -24 CLEVELAND (OH)	619	73570	298381
IL-OH	74 KANKAKEE (IL) -165 YOUNGSTOWN(BUS-OH)	620	69543	296271
IL-OH	24 CLEVELAND (OH) -139 SPRINGFIELD (IL)	642	82076	347536
IL-OH	107 NAPERVILLE (IL) -134 SANDUSKY (OH)	646	50650	209445
IL-OH	71 JOLIET (IL) -165 YOUNGSTOWN(BUS-OH)	705	76086	325232
IL-OH	1 AKRON(BUS-OH) -74 KANKAKEE (IL)	751	81871	336359
IL-OH	45 ELYRIA (OH) -71 JOLIET (IL)	752	67964	276839
IL-OH	139 SPRINGFIELD (IL) -150 TOLEDO (OH)	755	79041	327523
IL-OH	21 CHAMPAIGN-URBANA (IL) -150 TOLEDO (OH)	800	75170	299926
IL-OH	23 CINCINNATI (OH) -32 DECATUR(BUS-IL)	813	93581	398388
IL-OH	15 CANTON(BUS-OH) -74 KANKAKEE (IL)	820	91317	386007
IL-OH	23 CINCINNATI (OH) -41 DWIGHT (IL)	833	76874	325761
IL-OH	45 ELYRIA (OH) -107 NAPERVILLE (IL)	897	78279	321967
IL-OH	1 AKRON(BUS-OH) -71 JOLIET (IL)	898	92524	386978
IL-OH	15 CANTON(BUS-OH) -71 JOLIET (IL)	914	98050	414756
IL-OH	150 TOLEDO (OH) -153 UPPER ALTON (IL)	937	109103	474119
IL-OH	24 CLEVELAND (OH) -153 UPPER ALTON (IL)	1002	141521	613974
IL-OH	15 CANTON(BUS-OH) -107 NAPERVILLE (IL)	1052	108644	467977
IL-OH	30 DAYTON(BUS-OH) -54 GLENVIEW (IL)	1122	78072	389314
IL-OH	23 CINCINNATI (OH) -119 PEORIA (BUS-IL)	1169	123286	568267
IL-OH	74 KANKAKEE (IL) -150 TOLEDO (OH)	1173	89796	355496
IL-OH	107 NAPERVILLE (IL) -165 YOUNGSTOWN(BUS-OH)	1386	147180	626603
IL-OH	1 AKRON(BUS-OH) -107 NAPERVILLE (IL)	1533	157051	646869
IL-OH	62 HOMEWOOD (IL) -165 YOUNGSTOWN(BUS-OH)	1544	163092	688707
IL-OH	23 CINCINNATI (OH) -139 SPRINGFIELD (IL)	1566	188368	787606
IL-OH	54 GLENVIEW (IL) -150 TOLEDO (OH)	1566	105436	415092
IL-OH	24 CLEVELAND (OH) -54 GLENVIEW (IL)	1763	162495	655841
IL-OH	24 CLEVELAND (OH) -74 KANKAKEE (IL)	1767	179151	724430
IL-OH	30 DAYTON(BUS-OH) -74 KANKAKEE (IL)	1899	141109	731021

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States	Station Pair	Riders	Revenue	Passenger Miles
IL-OH	1 AKRON(BUS-OH) -62 HOMEWOOD (IL)	1956	202296	813794
IL-OH	15 CANTON(BUS-OH) -62 HOMEWOOD (IL)	2168	233122	951915
IL-OH	71 JOLIET (IL) -150 TOLEDO (OH)	2189	157026	625985
IL-OH	24 CLEVELAND (OH) -71 JOLIET (IL)	2293	221550	901343
IL-OH	15 CANTON(BUS-OH) -22 CHICAGO (IL)	2373	238028	987261
IL-OH	22 CHICAGO (IL) -165 YOUNGSTOWN(BUS-OH)	2597	263782	1098521
IL-OH	22 CHICAGO (IL) -154 WARREN(BUS-OH)	2989	288294	1225692
IL-OH	24 CLEVELAND (OH) -107 NAPERVILLE (IL)	3062	286393	1175729
IL-OH	107 NAPERVILLE (IL) -150 TOLEDO (OH)	3274	246987	906859
IL-OH	13 BTN-NORMAL (IL) -23 CINCINNATI (OH)	3285	373369	1452090
IL-OH	1 AKRON(BUS-OH) -22 CHICAGO (IL)	3486	338068	1369985
IL-OH	30 DAYTON(BUS-OH) -71 JOLIET (IL)	3492	252064	1285013
IL-OH	23 CINCINNATI (OH) -54 GLENVIEW (IL)	3929	312190	1312154
IL-OH	23 CINCINNATI (OH) -153 UPPER ALTON (IL)	5283	732404	3037849
IL-OH	30 DAYTON(BUS-OH) -107 NAPERVILLE (IL)	5757	415242	2066832
IL-OH	22 CHICAGO (IL) -134 SANDUSKY (OH)	7179	556507	2117936
IL-OH	22 CHICAGO (IL) -45 ELYRIA (OH)	7763	669259	2561873
IL-OH	30 DAYTON(BUS-OH) -62 HOMEWOOD (IL)	8348	599767	2941239
IL-OH	23 CINCINNATI (OH) -107 NAPERVILLE (IL)	11205	910332	3876992
IL-OH	22 CHICAGO (IL) -30 DAYTON(BUS-OH)	12932	849915	4267647
IL-OH	22 CHICAGO (IL) -150 TOLEDO (OH)	43887	2956314	10883963
IL-OH	22 CHICAGO (IL) -24 CLEVELAND (OH)	76402	7401712	27122774
IL-OH	22 CHICAGO (IL) -23 CINCINNATI (OH)	158856	13487883	50357272
IL-WI	118 PADUCAH(BUS-IL) -159 WATERTOWN (WI)	2	285	1247
IL-WI	16 CARBONDALE (IL) -147 STURGEON BAY(BUS-WI)	2	337	1319
IL-WI	118 PADUCAH(BUS-IL) -164 WISCONSIN DELLS (WI)	2	341	1467
IL-WI	76 KEWANEE (IL) -147 STURGEON BAY(BUS-WI)	3	279	1189
IL-WI	113 OCONOMOWOC (WI) -118 PADUCAH(BUS-IL)	3	287	1253
IL-WI	90 MACOMB (IL) -147 STURGEON BAY(BUS-WI)	3	335	1457
IL-WI	127 QUINCY (IL) -147 STURGEON BAY(BUS-WI)	3	397	1749
IL-WI	41 DWIGHT (IL) -96 MARINETTE(BUS-WI)	3	262	1068
IL-WI	38 DU QUOIN (IL) -147 STURGEON BAY(BUS-WI)	3	418	1632
IL-WI	20 CENTRALIA (IL) -96 MARINETTE(BUS-WI)	3	414	1682
IL-WI	41 DWIGHT (IL) -147 STURGEON BAY(BUS-WI)	3	263	1001
IL-WI	20 CENTRALIA (IL) -147 STURGEON BAY(BUS-WI)	3	419	1631
IL-WI	97 MARION(BUS-IL) -159 WATERTOWN (WI)	3	380	1549
IL-WI	98 MATTOON (IL) -147 STURGEON BAY(BUS-WI)	3	358	1379
IL-WI	86 LINCOLN (IL) -147 STURGEON BAY(BUS-WI)	3	335	1354
IL-WI	44 EFFINGHAM (IL) -147 STURGEON BAY(BUS-WI)	4	395	1528
IL-WI	16 CARBONDALE (IL) -151 TOMAH (WI)	4	534	2136
IL-WI	147 STURGEON BAY(BUS-WI) -153 UPPER ALTON (IL)	4	481	2022
IL-WI	16 CARBONDALE (IL) -96 MARINETTE(BUS-WI)	5	644	2615
IL-WI	76 KEWANEE (IL) -96 MARINETTE(BUS-WI)	5	531	2361
IL-WI	118 PADUCAH(BUS-IL) -125 PORTAGE (WI)	5	647	2755
IL-WI	98 MATTOON (IL) -159 WATERTOWN (WI)	5	399	1574
IL-WI	96 MARINETTE(BUS-WI) -127 QUINCY (IL)	5	749	3409
IL-WI	96 MARINETTE(BUS-WI) -100 MENDOTA (IL)	6	457	1928
IL-WI	16 CARBONDALE (IL) -159 WATERTOWN (WI)	6	617	2460
IL-WI	38 DU QUOIN (IL) -96 MARINETTE(BUS-WI)	6	799	3245
IL-WI	100 MENDOTA (IL) -147 STURGEON BAY(BUS-WI)	6	475	1878
IL-WI	120 PLANO (IL) -147 STURGEON BAY(BUS-WI)	6	443	1712
IL-WI	97 MARION(BUS-IL) -151 TOMAH (WI)	6	888	3612
IL-WI	47 FOND DU LAC (WI) -118 PADUCAH(BUS-IL)	6	774	3303
IL-WI	118 PADUCAH(BUS-IL) -162 WEST BEND (WI)	6	725	3142
IL-WI	96 MARINETTE(BUS-WI) -98 MATTOON (IL)	6	690	2795
IL-WI	86 LINCOLN (IL) -96 MARINETTE(BUS-WI)	6	639	2713
IL-WI	78 LA CROSSE (WI) -97 MARION(BUS-IL)	6	987	4062
IL-WI	122 PONTIAC (IL) -147 STURGEON BAY(BUS-WI)	7	546	2136
IL-WI	97 MARION(BUS-IL) -164 WISCONSIN DELLS (WI)	7	891	3621
IL-WI	16 CARBONDALE (IL) -78 LA CROSSE (WI)	7	1016	4119
IL-WI	16 CARBONDALE (IL) -125 PORTAGE (WI)	7	913	3592
IL-WI	90 MACOMB (IL) -96 MARINETTE(BUS-WI)	7	939	4232
IL-WI	96 MARINETTE(BUS-WI) -153 UPPER ALTON (IL)	8	907	3970

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States	Station Pair	Riders	Revenue	Passenger Miles
IL-WI	17 CARLINVILLE (IL) -147 STURGEON BAY(BUS-WI)	8	827	3469
IL-WI	51 GALESBURG (IL) -147 STURGEON BAY(BUS-WI)	8	913	3928
IL-WI	12 BROOKFIELD (WI) -118 PADUCAH(BUS-IL)	8	902	3953
IL-WI	126 PRINCETON (IL) -147 STURGEON BAY(BUS-WI)	9	758	3044
IL-WI	96 MARINETTE(BUS-WI) -122 PONTIAC (IL)	9	792	3301
IL-WI	86 LINCOLN (IL) -159 WATERTOWN (WI)	9	634	2675
IL-WI	76 KEWANEE (IL) -164 WISCONSIN DELLS (WI)	9	979	4293
IL-WI	76 KEWANEE (IL) -159 WATERTOWN (WI)	9	774	3475
IL-WI	6 APPLETON (WI) -118 PADUCAH(BUS-IL)	10	1283	5384
IL-WI	44 EFFINGHAM (IL) -96 MARINETTE(BUS-WI)	10	1132	4592
IL-WI	76 KEWANEE (IL) -151 TOMAH (WI)	10	1146	4998
IL-WI	21 CHAMPAIGN-URBANA (IL) -159 WATERTOWN (WI)	10	679	2653
IL-WI	17 CARLINVILLE (IL) -96 MARINETTE(BUS-WI)	10	1160	5080
IL-WI	76 KEWANEE (IL) -125 PORTAGE (WI)	10	1070	4624
IL-WI	91 MADISON DANE AIRPORT -118 PADUCAH(BUS-IL)	11	1353	5823
IL-WI	98 MATTOON (IL) -113 OCONOMOWOC (WI)	11	795	3123
IL-WI	96 MARINETTE(BUS-WI) -120 PLANO (IL)	11	863	3582
IL-WI	97 MARION(BUS-IL) -113 OCONOMOWOC (WI)	12	1260	5129
IL-WI	51 GALESBURG (IL) -96 MARINETTE(BUS-WI)	12	1435	6417
IL-WI	116 OSHKOSH (WI) -118 PADUCAH(BUS-IL)	12	1580	6684
IL-WI	97 MARION(BUS-IL) -125 PORTAGE (WI)	12	1621	6497
IL-WI	90 MACOMB (IL) -113 OCONOMOWOC (WI)	12	1164	5331
IL-WI	74 KANKAKEE (IL) -147 STURGEON BAY(BUS-WI)	13	993	3716
IL-WI	16 CARBONDALE (IL) -164 WISCONSIN DELLS (WI)	13	1725	6878
IL-WI	21 CHAMPAIGN-URBANA (IL) -147 STURGEON BAY(BUS-WI)	14	1284	4893
IL-WI	96 MARINETTE(BUS-WI) -126 PRINCETON (IL)	14	1206	5139
IL-WI	69 JACKSONVILLE(BUS-IL) -159 WATERTOWN (WI)	14	1046	4899
IL-WI	86 LINCOLN (IL) -164 WISCONSIN DELLS (WI)	14	1307	5435
IL-WI	13 BTN-NORMAL (IL) -147 STURGEON BAY(BUS-WI)	15	1313	5179
IL-WI	38 DU QUOIN (IL) -136 SHEBOYGAN(BUS-WI)	15	1427	6160
IL-WI	17 CARLINVILLE (IL) -164 WISCONSIN DELLS (WI)	15	1519	6554
IL-WI	118 PADUCAH(BUS-IL) -148 STURTEVANT (WI)	15	1498	6804
IL-WI	76 KEWANEE (IL) -113 OCONOMOWOC (WI)	16	1379	5719
IL-WI	90 MACOMB (IL) -92 MANITOWOC(BUS-WI)	16	1519	7801
IL-WI	69 JACKSONVILLE(BUS-IL) -113 OCONOMOWOC (WI)	17	1225	5764
IL-WI	122 PONTIAC (IL) -159 WATERTOWN (WI)	17	946	3856
IL-WI	38 DU QUOIN (IL) -146 STEVENS POINT(BUS-WI)	17	2223	9202
IL-WI	51 GALESBURG (IL) -159 WATERTOWN (WI)	18	1573	7118
IL-WI	17 CARLINVILLE (IL) -151 TOMAH (WI)	18	2095	8999
IL-WI	120 PLANO (IL) -159 WATERTOWN (WI)	19	849	3427
IL-WI	16 CARBONDALE (IL) -160 WAUSAU(BUS-WI)	19	2580	11059
IL-WI	38 DU QUOIN (IL) -162 WEST BEND (WI)	19	1951	7685
IL-WI	29 DANVILLE(BUS-IL) -159 WATERTOWN (WI)	19	1456	5664
IL-WI	69 JACKSONVILLE(BUS-IL) -164 WISCONSIN DELLS (WI)	19	1898	8591
IL-WI	20 CENTRALIA (IL) -113 OCONOMOWOC (WI)	20	1840	7303
IL-WI	139 SPRINGFIELD (IL) -147 STURGEON BAY(BUS-WI)	21	2372	8796
IL-WI	38 DU QUOIN (IL) -92 MANITOWOC(BUS-WI)	21	2131	9557
IL-WI	76 KEWANEE (IL) -92 MANITOWOC(BUS-WI)	22	1703	8782
IL-WI	128 RANTOUL (IL) -147 STURGEON BAY(BUS-WI)	22	2143	7558
IL-WI	38 DU QUOIN (IL) -160 WAUSAU(BUS-WI)	22	2900	12459
IL-WI	90 MACOMB (IL) -125 PORTAGE (WI)	22	2594	11435
IL-WI	21 CHAMPAIGN-URBANA (IL) -96 MARINETTE(BUS-WI)	22	2171	8767
IL-WI	127 QUINCY (IL) -151 TOMAH (WI)	22	3150	14106
IL-WI	29 DANVILLE(BUS-IL) -113 OCONOMOWOC (WI)	22	1608	6290
IL-WI	13 BTN-NORMAL (IL) -96 MARINETTE(BUS-WI)	23	2179	9103
IL-WI	126 PRINCETON (IL) -159 WATERTOWN (WI)	24	1337	5651
IL-WI	76 KEWANEE (IL) -78 LA CROSSE (WI)	24	2998	13195
IL-WI	113 OCONOMOWOC (WI) -127 QUINCY (IL)	24	2532	11713
IL-WI	90 MACOMB (IL) -151 TOMAH (WI)	24	3156	13991
IL-WI	126 PRINCETON (IL) -164 WISCONSIN DELLS (WI)	25	1964	8165
IL-WI	13 BTN-NORMAL (IL) -159 WATERTOWN (WI)	25	1574	6463
IL-WI	86 LINCOLN (IL) -125 PORTAGE (WI)	26	2265	9244
IL-WI	100 MENDOTA (IL) -159 WATERTOWN (WI)	26	1337	5557

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IL-WI	51 GALESBURG (IL) -113 OCONOMOWOC (WI)	26	2407	10191
IL-WI	69 JACKSONVILLE(BUS-IL) -151 TOMAH (WI)	26	2862	12839
IL-WI	120 PLANO (IL) -151 TOMAH (WI)	27	2076	8377
IL-WI	86 LINCOLN (IL) -151 TOMAH (WI)	27	2692	11191
IL-WI	41 DWIGHT (IL) -159 WATERTOWN (WI)	27	1398	5493
IL-WI	47 FOND DU LAC (WI) -90 MACOMB (IL)	27	2790	12375
IL-WI	90 MACOMB (IL) -146 STEVENS POINT(BUS-WI)	27	3519	14934
IL-WI	98 MATTOON (IL) -146 STEVENS POINT(BUS-WI)	27	2906	11260
IL-WI	74 KANKAKEE (IL) -96 MARINETTE(BUS-WI)	27	2182	8773
IL-WI	96 MARINETTE(BUS-WI) -139 SPRINGFIELD (IL)	28	2933	12480
IL-WI	76 KEWANEE (IL) -162 WEST BEND (WI)	28	2472	10105
IL-WI	76 KEWANEE (IL) -146 STEVENS POINT(BUS-WI)	28	3213	13688
IL-WI	98 MATTOON (IL) -160 WAUSAU(BUS-WI)	28	3124	12746
IL-WI	41 DWIGHT (IL) -151 TOMAH (WI)	29	2433	9658
IL-WI	90 MACOMB (IL) -159 WATERTOWN (WI)	29	2773	12667
IL-WI	16 CARBONDALE (IL) -146 STEVENS POINT(BUS-WI)	30	3925	16238
IL-WI	20 CENTRALIA (IL) -146 STEVENS POINT(BUS-WI)	30	3705	14645
IL-WI	6 APPLETON (WI) -90 MACOMB (IL)	30	3405	14762
IL-WI	20 CENTRALIA (IL) -160 WAUSAU(BUS-WI)	30	3680	15863
IL-WI	32 DECATUR(BUS-IL) -159 WATERTOWN (WI)	30	2274	9269
IL-WI	127 QUINCY (IL) -159 WATERTOWN (WI)	31	3363	15516
IL-WI	100 MENDOTA (IL) -125 PORTAGE (WI)	31	2225	8912
IL-WI	32 DECATUR(BUS-IL) -78 LA CROSSE (WI)	32	3591	15365
IL-WI	78 LA CROSSE (WI) -98 MATTOON (IL)	32	3797	15340
IL-WI	51 GALESBURG (IL) -164 WISCONSIN DELLS (WI)	33	3651	16128
IL-WI	100 MENDOTA (IL) -164 WISCONSIN DELLS (WI)	33	2421	9934
IL-WI	127 QUINCY (IL) -164 WISCONSIN DELLS (WI)	33	4295	19360
IL-WI	92 MANITOWOC(BUS-WI) -127 QUINCY (IL)	33	3426	17550
IL-WI	51 GALESBURG (IL) -125 PORTAGE (WI)	33	3606	15724
IL-WI	96 MARINETTE(BUS-WI) -128 RANTOUL (IL)	33	3300	12686
IL-WI	16 CARBONDALE (IL) -92 MANITOWOC(BUS-WI)	34	3657	15909
IL-WI	71 JOLIET (IL) -147 STURGEON BAY(BUS-WI)	34	2558	9106
IL-WI	86 LINCOLN (IL) -113 OCONOMOWOC (WI)	34	2484	9314
IL-WI	41 DWIGHT (IL) -164 WISCONSIN DELLS (WI)	34	2545	10042
IL-WI	76 KEWANEE (IL) -136 SHEBOYGAN(BUS-WI)	34	2755	12940
IL-WI	29 DANVILLE(BUS-IL) -78 LA CROSSE (WI)	34	3820	16142
IL-WI	120 PLANO (IL) -164 WISCONSIN DELLS (WI)	34	2322	9333
IL-WI	17 CARLINVILLE (IL) -125 PORTAGE (WI)	35	3478	14778
IL-WI	76 KEWANEE (IL) -160 WAUSAU(BUS-WI)	35	4011	17892
IL-WI	125 PORTAGE (WI) -127 QUINCY (IL)	35	4467	19925
IL-WI	90 MACOMB (IL) -164 WISCONSIN DELLS (WI)	35	4179	18637
IL-WI	90 MACOMB (IL) -160 WAUSAU(BUS-WI)	35	4646	20682
IL-WI	102 MILWAUKEE (WI) -118 PADUCAH(BUS-IL)	35	3721	16414
IL-WI	127 QUINCY (IL) -146 STEVENS POINT(BUS-WI)	36	4971	21862
IL-WI	90 MACOMB (IL) -91 MADISON DANE AIRPORT	36	3877	17339
IL-WI	17 CARLINVILLE (IL) -159 WATERTOWN (WI)	36	2925	12880
IL-WI	69 JACKSONVILLE(BUS-IL) -125 PORTAGE (WI)	36	3440	15351
IL-WI	32 DECATUR(BUS-IL) -151 TOMAH (WI)	36	3753	15851
IL-WI	6 APPLETON (WI) -97 MARION(BUS-IL)	38	4850	19093
IL-WI	32 DECATUR(BUS-IL) -113 OCONOMOWOC (WI)	38	2681	11012
IL-WI	29 DANVILLE(BUS-IL) -164 WISCONSIN DELLS (WI)	38	3643	14662
IL-WI	20 CENTRALIA (IL) -92 MANITOWOC(BUS-WI)	38	3541	16010
IL-WI	69 JACKSONVILLE(BUS-IL) -78 LA CROSSE (WI)	39	4550	20568
IL-WI	122 PONTIAC (IL) -164 WISCONSIN DELLS (WI)	39	3001	12154
IL-WI	44 EFFINGHAM (IL) -113 OCONOMOWOC (WI)	39	3147	12417
IL-WI	127 QUINCY (IL) -160 WAUSAU(BUS-WI)	41	5456	26156
IL-WI	113 OCONOMOWOC (WI) -126 PRINCETON (IL)	42	2407	9431
IL-WI	78 LA CROSSE (WI) -86 LINCOLN (IL)	43	4693	19796
IL-WI	90 MACOMB (IL) -116 OSHKOSH (WI)	43	4691	20567
IL-WI	32 DECATUR(BUS-IL) -164 WISCONSIN DELLS (WI)	43	4120	16936
IL-WI	122 PONTIAC (IL) -125 PORTAGE (WI)	43	3225	12754
IL-WI	122 PONTIAC (IL) -151 TOMAH (WI)	43	3819	15510
IL-WI	69 JACKSONVILLE(BUS-IL) -162 WEST BEND (WI)	43	3437	14786

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IL-WI	47 FOND DU LAC (WI) -97 MARION(BUS-IL)	44	5542	20627
IL-WI	6 APPLETON (WI) -76 KEWANEE (IL)	45	4493	19045
IL-WI	125 PORTAGE (WI) -126 PRINCETON (IL)	46	3500	14235
IL-WI	126 PRINCETON (IL) -151 TOMAH (WI)	47	4130	17162
IL-WI	97 MARION(BUS-IL) -162 WEST BEND (WI)	47	5394	20800
IL-WI	100 MENDOTA (IL) -151 TOMAH (WI)	48	4050	16637
IL-WI	20 CENTRALIA (IL) -78 LA CROSSE (WI)	48	6669	27018
IL-WI	51 GALESBURG (IL) -151 TOMAH (WI)	49	5925	26029
IL-WI	21 CHAMPAIGN-URBANA (IL) -164 WISCONSIN DELLS (WI)	49	4288	16831
IL-WI	90 MACOMB (IL) -136 SHEBOYGAN(BUS-WI)	50	4740	22395
IL-WI	38 DU QUOIN (IL) -148 STURTEVANT (WI)	50	4276	17512
IL-WI	47 FOND DU LAC (WI) -76 KEWANEE (IL)	52	4847	20042
IL-WI	113 OCONOMOWOC (WI) -122 PONTIAC (IL)	53	2908	11076
IL-WI	16 CARBONDALE (IL) -162 WEST BEND (WI)	53	5968	22432
IL-WI	126 PRINCETON (IL) -162 WEST BEND (WI)	54	3117	11930
IL-WI	100 MENDOTA (IL) -113 OCONOMOWOC (WI)	54	2914	10720
IL-WI	97 MARION(BUS-IL) -148 STURTEVANT (WI)	54	5186	20717
IL-WI	16 CARBONDALE (IL) -136 SHEBOYGAN(BUS-WI)	54	5904	23865
IL-WI	17 CARLINVILLE (IL) -78 LA CROSSE (WI)	54	6604	28671
IL-WI	20 CENTRALIA (IL) -162 WEST BEND (WI)	55	5618	20208
IL-WI	17 CARLINVILLE (IL) -146 STEVENS POINT(BUS-WI)	55	5896	25626
IL-WI	44 EFFINGHAM (IL) -78 LA CROSSE (WI)	55	6853	27726
IL-WI	71 JOLIET (IL) -96 MARINETTE(BUS-WI)	55	4264	16726
IL-WI	97 MARION(BUS-IL) -116 OSHKOSH (WI)	55	6986	26875
IL-WI	86 LINCOLN (IL) -146 STEVENS POINT(BUS-WI)	55	5402	22098
IL-WI	32 DECATUR(BUS-IL) -125 PORTAGE (WI)	56	5128	20967
IL-WI	12 BROOKFIELD (WI) -38 DU QUOIN (IL)	56	6014	21723
IL-WI	92 MANITOWOC(BUS-WI) -98 MATTOON (IL)	56	4287	18939
IL-WI	119 PEORIA (BUS-IL) -159 WATERTOWN (WI)	57	3986	17177
IL-WI	127 QUINCY (IL) -136 SHEBOYGAN(BUS-WI)	58	6342	29079
IL-WI	56 GREEN BAY (WI) -97 MARION(BUS-IL)	58	7987	31139
IL-WI	139 SPRINGFIELD (IL) -159 WATERTOWN (WI)	59	4424	18707
IL-WI	91 MADISON DANE AIRPORT -97 MARION(BUS-IL)	59	7690	29076
IL-WI	29 DANVILLE(BUS-IL) -151 TOMAH (WI)	59	6198	25268
IL-WI	76 KEWANEE (IL) -116 OSHKOSH (WI)	59	5606	24049
IL-WI	17 CARLINVILLE (IL) -113 OCONOMOWOC (WI)	59	4599	20281
IL-WI	86 LINCOLN (IL) -160 WAUSAU(BUS-WI)	60	5996	26104
IL-WI	47 FOND DU LAC (WI) -69 JACKSONVILLE(BUS-IL)	60	5232	22325
IL-WI	107 NAPERVILLE (IL) -147 STURGEON BAY(BUS-WI)	61	4410	15879
IL-WI	78 LA CROSSE (WI) -127 QUINCY (IL)	62	9219	41535
IL-WI	17 CARLINVILLE (IL) -160 WAUSAU(BUS-WI)	62	6835	31053
IL-WI	20 CENTRALIA (IL) -136 SHEBOYGAN(BUS-WI)	62	5925	24151
IL-WI	113 OCONOMOWOC (WI) -119 PEORIA (BUS-IL)	63	4184	17983
IL-WI	78 LA CROSSE (WI) -90 MACOMB (IL)	63	8706	38870
IL-WI	153 UPPER ALTON (IL) -160 WAUSAU(BUS-WI)	63	7217	33601
IL-WI	78 LA CROSSE (WI) -126 PRINCETON (IL)	63	6164	26040
IL-WI	62 HOMEWOOD (IL) -147 STURGEON BAY(BUS-WI)	63	4552	15996
IL-WI	98 MATTOON (IL) -136 SHEBOYGAN(BUS-WI)	64	4674	19726
IL-WI	98 MATTOON (IL) -162 WEST BEND (WI)	64	5045	18686
IL-WI	113 OCONOMOWOC (WI) -120 PLANO (IL)	65	3018	10957
IL-WI	56 GREEN BAY (WI) -76 KEWANEE (IL)	65	7111	29633
IL-WI	51 GALESBURG (IL) -160 WAUSAU(BUS-WI)	67	8149	36954
IL-WI	76 KEWANEE (IL) -148 STURTEVANT (WI)	69	4642	20941
IL-WI	126 PRINCETON (IL) -146 STEVENS POINT(BUS-WI)	70	5904	24162
IL-WI	78 LA CROSSE (WI) -100 MENDOTA (IL)	70	6536	27351
IL-WI	76 KEWANEE (IL) -91 MADISON DANE AIRPORT	71	6597	28953
IL-WI	78 LA CROSSE (WI) -122 PONTIAC (IL)	71	6820	28232
IL-WI	86 LINCOLN (IL) -92 MANITOWOC(BUS-WI)	72	4769	23001
IL-WI	29 DANVILLE(BUS-IL) -125 PORTAGE (WI)	72	6547	26283
IL-WI	90 MACOMB (IL) -162 WEST BEND (WI)	72	7182	31072
IL-WI	92 MANITOWOC(BUS-WI) -126 PRINCETON (IL)	74	3931	19844
IL-WI	119 PEORIA (BUS-IL) -125 PORTAGE (WI)	75	6315	27657
IL-WI	78 LA CROSSE (WI) -119 PEORIA (BUS-IL)	75	7971	35546

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IL-WI	13 BTN-NORMAL (IL) -164 WISCONSIN DELLS (WI)	75	6335	25807
IL-WI	51 GALESBURG (IL) -146 STEVENS POINT(BUS-WI)	76	8875	38856
IL-WI	78 LA CROSSE (WI) -128 RANTOUL (IL)	80	8528	33646
IL-WI	119 PEORIA (BUS-IL) -151 TOMAH (WI)	81	7947	35104
IL-WI	120 PLANO (IL) -136 SHEBOYGAN(BUS-WI)	82	3423	15307
IL-WI	21 CHAMPAIGN-URBANA (IL) -113 OCONOMOWOC (WI)	82	5483	19973
IL-WI	13 BTN-NORMAL (IL) -125 PORTAGE (WI)	82	6736	26861
IL-WI	6 APPLETON (WI) -69 JACKSONVILLE(BUS-IL)	83	8323	33735
IL-WI	12 BROOKFIELD (WI) -76 KEWANEE (IL)	84	6812	28482
IL-WI	17 CARLINVILLE (IL) -92 MANITOWOC(BUS-WI)	85	6867	33139
IL-WI	100 MENDOTA (IL) -146 STEVENS POINT(BUS-WI)	86	7158	27940
IL-WI	119 PEORIA (BUS-IL) -164 WISCONSIN DELLS (WI)	86	7807	33412
IL-WI	100 MENDOTA (IL) -136 SHEBOYGAN(BUS-WI)	87	4253	18870
IL-WI	47 FOND DU LAC (WI) -86 LINCOLN (IL)	87	6522	26505
IL-WI	126 PRINCETON (IL) -136 SHEBOYGAN(BUS-WI)	87	4556	20978
IL-WI	51 GALESBURG (IL) -78 LA CROSSE (WI)	88	11472	50811
IL-WI	17 CARLINVILLE (IL) -136 SHEBOYGAN(BUS-WI)	88	7079	31805
IL-WI	113 OCONOMOWOC (WI) -128 RANTOUL (IL)	89	5623	20391
IL-WI	126 PRINCETON (IL) -160 WAUSAU(BUS-WI)	89	7768	33901
IL-WI	113 OCONOMOWOC (WI) -139 SPRINGFIELD (IL)	89	6380	26971
IL-WI	122 PONTIAC (IL) -160 WAUSAU(BUS-WI)	90	7767	33254
IL-WI	51 GALESBURG (IL) -92 MANITOWOC(BUS-WI)	91	7967	39648
IL-WI	41 DWIGHT (IL) -113 OCONOMOWOC (WI)	92	5040	17551
IL-WI	13 BTN-NORMAL (IL) -113 OCONOMOWOC (WI)	94	5985	22826
IL-WI	98 MATTOON (IL) -148 STURTEVANT (WI)	95	5431	22210
IL-WI	96 MARINETTE(BUS-WI) -107 NAPERVILLE (IL)	96	7363	28371
IL-WI	12 BROOKFIELD (WI) -20 CENTRALIA (IL)	97	9250	34043
IL-WI	47 FOND DU LAC (WI) -98 MATTOON (IL)	98	8159	31222
IL-WI	86 LINCOLN (IL) -136 SHEBOYGAN(BUS-WI)	98	6333	28594
IL-WI	29 DANVILLE(BUS-IL) -162 WEST BEND (WI)	98	7018	27522
IL-WI	20 CENTRALIA (IL) -148 STURTEVANT (WI)	98	7856	30663
IL-WI	51 GALESBURG (IL) -136 SHEBOYGAN(BUS-WI)	98	8370	39993
IL-WI	139 SPRINGFIELD (IL) -164 WISCONSIN DELLS (WI)	100	9749	40679
IL-WI	153 UPPER ALTON (IL) -159 WATERTOWN (WI)	102	8996	39542
IL-WI	78 LA CROSSE (WI) -120 PLANO (IL)	102	8836	36451
IL-WI	100 MENDOTA (IL) -160 WAUSAU(BUS-WI)	102	8599	36559
IL-WI	12 BROOKFIELD (WI) -69 JACKSONVILLE(BUS-IL)	102	7484	32879
IL-WI	71 JOLIET (IL) -159 WATERTOWN (WI)	103	4510	17400
IL-WI	56 GREEN BAY (WI) -69 JACKSONVILLE(BUS-IL)	103	10988	44929
IL-WI	122 PONTIAC (IL) -136 SHEBOYGAN(BUS-WI)	104	5112	23689
IL-WI	92 MANITOWOC(BUS-WI) -100 MENDOTA (IL)	105	5606	25810
IL-WI	44 EFFINGHAM (IL) -160 WAUSAU(BUS-WI)	105	11993	50091
IL-WI	69 JACKSONVILLE(BUS-IL) -91 MADISON DANE AIRPORT	106	9886	41359
IL-WI	100 MENDOTA (IL) -116 OSHKOSH (WI)	108	7186	26694
IL-WI	6 APPLETON (WI) -98 MATTOON (IL)	108	10168	38372
IL-WI	86 LINCOLN (IL) -162 WEST BEND (WI)	110	8098	30171
IL-WI	128 RANTOUL (IL) -136 SHEBOYGAN(BUS-WI)	110	6437	27220
IL-WI	6 APPLETON (WI) -86 LINCOLN (IL)	110	9419	37456
IL-WI	153 UPPER ALTON (IL) -164 WISCONSIN DELLS (WI)	111	12299	53047
IL-WI	69 JACKSONVILLE(BUS-IL) -116 OSHKOSH (WI)	113	10304	43777
IL-WI	122 PONTIAC (IL) -146 STEVENS POINT(BUS-WI)	115	9510	38373
IL-WI	62 HOMEWOOD (IL) -96 MARINETTE(BUS-WI)	115	8714	33098
IL-WI	71 JOLIET (IL) -151 TOMAH (WI)	116	8872	34897
IL-WI	17 CARLINVILLE (IL) -47 FOND DU LAC (WI)	117	10245	43622
IL-WI	91 MADISON DANE AIRPORT -98 MATTOON (IL)	118	10285	40097
IL-WI	47 FOND DU LAC (WI) -100 MENDOTA (IL)	121	7819	28044
IL-WI	125 PORTAGE (WI) -139 SPRINGFIELD (IL)	124	11710	48017
IL-WI	44 EFFINGHAM (IL) -146 STEVENS POINT(BUS-WI)	124	13935	54727
IL-WI	56 GREEN BAY (WI) -86 LINCOLN (IL)	125	11802	46244
IL-WI	41 DWIGHT (IL) -78 LA CROSSE (WI)	126	11836	48035
IL-WI	86 LINCOLN (IL) -116 OSHKOSH (WI)	126	10134	40731
IL-WI	12 BROOKFIELD (WI) -97 MARION(BUS-IL)	127	13808	53444
IL-WI	98 MATTOON (IL) -116 OSHKOSH (WI)	127	11275	42843

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IL-WI	86 LINCOLN (IL) -91 MADISON DANE AIRPORT	128	10121	41823
IL-WI	51 GALESBURG (IL) -162 WEST BEND (WI)	129	11993	50284
IL-WI	127 QUINCY (IL) -162 WEST BEND (WI)	129	14508	62678
IL-WI	122 PONTIAC (IL) -162 WEST BEND (WI)	130	7279	27402
IL-WI	47 FOND DU LAC (WI) -51 GALESBURG (IL)	131	12563	55079
IL-WI	44 EFFINGHAM (IL) -136 SHEBOYGAN(BUS-WI)	133	10457	44303
IL-WI	38 DU QUOIN (IL) -102 MILWAUKEE (WI)	133	13048	49410
IL-WI	44 EFFINGHAM (IL) -92 MANITOWOC(BUS-WI)	133	10750	48449
IL-WI	32 DECATUR(BUS-IL) -162 WEST BEND (WI)	138	10127	40286
IL-WI	120 PLANO (IL) -160 WAUSAU(BUS-WI)	138	10311	45411
IL-WI	92 MANITOWOC(BUS-WI) -122 PONTIAC (IL)	139	7230	35834
IL-WI	17 CARLINVILLE (IL) -116 OSHKOSH (WI)	139	12924	54394
IL-WI	56 GREEN BAY (WI) -98 MATTOON (IL)	141	14522	54279
IL-WI	21 CHAMPAIGN-URBANA (IL) -151 TOMAH (WI)	141	13996	55266
IL-WI	92 MANITOWOC(BUS-WI) -120 PLANO (IL)	142	6320	30712
IL-WI	6 APPLETON (WI) -126 PRINCETON (IL)	143	10719	41222
IL-WI	12 BROOKFIELD (WI) -29 DANVILLE(BUS-IL)	143	9336	37514
IL-WI	47 FOND DU LAC (WI) -126 PRINCETON (IL)	144	9530	36487
IL-WI	120 PLANO (IL) -146 STEVENS POINT(BUS-WI)	145	10423	42660
IL-WI	41 DWIGHT (IL) -136 SHEBOYGAN(BUS-WI)	146	7011	30433
IL-WI	41 DWIGHT (IL) -116 OSHKOSH (WI)	147	9851	35073
IL-WI	6 APPLETON (WI) -51 GALESBURG (IL)	147	15609	66849
IL-WI	29 DANVILLE(BUS-IL) -47 FOND DU LAC (WI)	150	11807	46784
IL-WI	113 OCONOMOWOC (WI) -153 UPPER ALTON (IL)	151	12876	56670
IL-WI	100 MENDOTA (IL) -162 WEST BEND (WI)	151	8622	30399
IL-WI	13 BTN-NORMAL (IL) -151 TOMAH (WI)	156	14907	60832
IL-WI	44 EFFINGHAM (IL) -162 WEST BEND (WI)	158	13651	49947
IL-WI	21 CHAMPAIGN-URBANA (IL) -78 LA CROSSE (WI)	158	17250	68305
IL-WI	17 CARLINVILLE (IL) -162 WEST BEND (WI)	160	13429	54790
IL-WI	128 RANTOUL (IL) -146 STEVENS POINT(BUS-WI)	163	14837	57740
IL-WI	91 MADISON DANE AIRPORT -126 PRINCETON (IL)	164	11148	44807
IL-WI	107 NAPERVILLE (IL) -159 WATERTOWN (WI)	168	7506	26918
IL-WI	107 NAPERVILLE (IL) -164 WISCONSIN DELLS (WI)	168	11474	41740
IL-WI	6 APPLETON (WI) -29 DANVILLE(BUS-IL)	169	15153	58619
IL-WI	56 GREEN BAY (WI) -126 PRINCETON (IL)	171	13993	54288
IL-WI	56 GREEN BAY (WI) -100 MENDOTA (IL)	171	13275	50615
IL-WI	41 DWIGHT (IL) -47 FOND DU LAC (WI)	173	11037	38511
IL-WI	139 SPRINGFIELD (IL) -151 TOMAH (WI)	176	19038	79370
IL-WI	47 FOND DU LAC (WI) -120 PLANO (IL)	178	9860	35626
IL-WI	151 TOMAH (WI) -153 UPPER ALTON (IL)	179	21693	93220
IL-WI	32 DECATUR(BUS-IL) -47 FOND DU LAC (WI)	179	14444	57533
IL-WI	51 GALESBURG (IL) -116 OSHKOSH (WI)	182	18315	79356
IL-WI	12 BROOKFIELD (WI) -126 PRINCETON (IL)	182	9454	37170
IL-WI	16 CARBONDALE (IL) -148 STURTEVANT (WI)	183	17084	67377
IL-WI	120 PLANO (IL) -162 WEST BEND (WI)	183	8401	31133
IL-WI	51 GALESBURG (IL) -91 MADISON DANE AIRPORT	184	18328	81121
IL-WI	17 CARLINVILLE (IL) -91 MADISON DANE AIRPORT	187	17139	73849
IL-WI	116 OSHKOSH (WI) -120 PLANO (IL)	188	11000	40773
IL-WI	116 OSHKOSH (WI) -126 PRINCETON (IL)	189	13152	51000
IL-WI	47 FOND DU LAC (WI) -122 PONTIAC (IL)	192	12202	46368
IL-WI	51 GALESBURG (IL) -56 GREEN BAY (WI)	193	22177	93390
IL-WI	90 MACOMB (IL) -148 STURTEVANT (WI)	193	15459	72123
IL-WI	128 RANTOUL (IL) -160 WAUSAU(BUS-WI)	193	18197	75237
IL-WI	12 BROOKFIELD (WI) -32 DECATUR(BUS-IL)	196	13158	53267
IL-WI	128 RANTOUL (IL) -162 WEST BEND (WI)	199	12956	45951
IL-WI	127 QUINCY (IL) -148 STURTEVANT (WI)	200	18646	85764
IL-WI	54 GLENVIEW (IL) -162 WEST BEND (WI)	202	6151	20382
IL-WI	6 APPLETON (WI) -32 DECATUR(BUS-IL)	205	18925	73115
IL-WI	41 DWIGHT (IL) -162 WEST BEND (WI)	210	11786	40411
IL-WI	12 BROOKFIELD (WI) -16 CARBONDALE (IL)	212	22515	85943
IL-WI	21 CHAMPAIGN-URBANA (IL) -160 WAUSAU(BUS-WI)	212	21223	85352
IL-WI	6 APPLETON (WI) -122 PONTIAC (IL)	212	15735	58503
IL-WI	71 JOLIET (IL) -136 SHEBOYGAN(BUS-WI)	212	9210	36762

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IL-WI	69 JACKSONVILLE(BUS-IL) -148 STURTEVANT (WI)	215	12562	60976
IL-WI	41 DWIGHT (IL) -92 MANITOWOC(BUS-WI)	218	11884	51991
IL-WI	91 MADISON DANE AIRPORT -100 MENDOTA (IL)	219	15160	55117
IL-WI	12 BROOKFIELD (WI) -120 PLANO (IL)	219	9139	33050
IL-WI	13 BTN-NORMAL (IL) -146 STEVENS POINT(BUS-WI)	219	20219	80405
IL-WI	146 STEVENS POINT(BUS-WI) -153 UPPER ALTON (IL)	220	26430	109778
IL-WI	29 DANVILLE(BUS-IL) -91 MADISON DANE AIRPORT	220	18333	73145
IL-WI	71 JOLIET (IL) -164 WISCONSIN DELLS (WI)	222	14628	57048
IL-WI	86 LINCOLN (IL) -148 STURTEVANT (WI)	225	11433	48949
IL-WI	29 DANVILLE(BUS-IL) -116 OSHKOSH (WI)	225	18748	73790
IL-WI	12 BROOKFIELD (WI) -98 MATTOON (IL)	227	16407	61432
IL-WI	44 EFFINGHAM (IL) -47 FOND DU LAC (WI)	231	20818	80150
IL-WI	32 DECATUR(BUS-IL) -91 MADISON DANE AIRPORT	231	19529	79062
IL-WI	29 DANVILLE(BUS-IL) -148 STURTEVANT (WI)	232	11760	51949
IL-WI	107 NAPERVILLE (IL) -151 TOMAH (WI)	232	18712	68003
IL-WI	92 MANITOWOC(BUS-WI) -153 UPPER ALTON (IL)	237	20990	100005
IL-WI	92 MANITOWOC(BUS-WI) -128 RANTOUL (IL)	238	14701	65915
IL-WI	12 BROOKFIELD (WI) -100 MENDOTA (IL)	240	11819	43589
IL-WI	98 MATTOON (IL) -102 MILWAUKEE (WI)	240	15927	61743
IL-WI	41 DWIGHT (IL) -146 STEVENS POINT(BUS-WI)	244	19696	77097
IL-WI	13 BTN-NORMAL (IL) -160 WAUSAU(BUS-WI)	245	23271	98117
IL-WI	51 GALESBURG (IL) -148 STURTEVANT (WI)	245	17451	81647
IL-WI	74 KANKAKEE (IL) -113 OCONOMOWOC (WI)	246	12249	42303
IL-WI	12 BROOKFIELD (WI) -122 PONTIAC (IL)	246	12082	47302
IL-WI	13 BTN-NORMAL (IL) -92 MANITOWOC(BUS-WI)	248	14954	71604
IL-WI	78 LA CROSSE (WI) -153 UPPER ALTON (IL)	250	32494	141026
IL-WI	56 GREEN BAY (WI) -122 PONTIAC (IL)	250	20290	76588
IL-WI	74 KANKAKEE (IL) -78 LA CROSSE (WI)	251	22605	90619
IL-WI	29 DANVILLE(BUS-IL) -56 GREEN BAY (WI)	254	25345	95418
IL-WI	100 MENDOTA (IL) -148 STURTEVANT (WI)	254	8939	36594
IL-WI	12 BROOKFIELD (WI) -44 EFFINGHAM (IL)	256	21160	76345
IL-WI	44 EFFINGHAM (IL) -148 STURTEVANT (WI)	258	16609	67014
IL-WI	12 BROOKFIELD (WI) -17 CARLINVILLE (IL)	259	20592	83958
IL-WI	12 BROOKFIELD (WI) -86 LINCOLN (IL)	260	16617	66507
IL-WI	54 GLENVIEW (IL) -92 MANITOWOC(BUS-WI)	263	7062	38633
IL-WI	6 APPLETON (WI) -44 EFFINGHAM (IL)	265	26693	101385
IL-WI	32 DECATUR(BUS-IL) -56 GREEN BAY (WI)	266	26852	102610
IL-WI	13 BTN-NORMAL (IL) -136 SHEBOYGAN(BUS-WI)	267	15241	69449
IL-WI	120 PLANO (IL) -148 STURTEVANT (WI)	269	7171	30361
IL-WI	32 DECATUR(BUS-IL) -116 OSHKOSH (WI)	269	22934	90901
IL-WI	41 DWIGHT (IL) -160 WAUSAU(BUS-WI)	271	22523	94691
IL-WI	21 CHAMPAIGN-URBANA (IL) -136 SHEBOYGAN(BUS-WI)	274	16723	71856
IL-WI	91 MADISON DANE AIRPORT -122 PONTIAC (IL)	275	18614	72110
IL-WI	119 PEORIA (BUS-IL) -162 WEST BEND (WI)	276	18638	79295
IL-WI	116 OSHKOSH (WI) -122 PONTIAC (IL)	277	19025	71588
IL-WI	128 RANTOUL (IL) -148 STURTEVANT (WI)	280	12239	48692
IL-WI	12 BROOKFIELD (WI) -51 GALESBURG (IL)	280	23966	103828
IL-WI	32 DECATUR(BUS-IL) -148 STURTEVANT (WI)	287	14947	67074
IL-WI	139 SPRINGFIELD (IL) -160 WAUSAU(BUS-WI)	290	32392	133832
IL-WI	78 LA CROSSE (WI) -139 SPRINGFIELD (IL)	291	33882	143184
IL-WI	126 PRINCETON (IL) -148 STURTEVANT (WI)	292	11127	48408
IL-WI	21 CHAMPAIGN-URBANA (IL) -146 STEVENS POINT(BUS-WI)	292	27849	107711
IL-WI	107 NAPERVILLE (IL) -125 PORTAGE (WI)	297	19068	68656
IL-WI	17 CARLINVILLE (IL) -148 STURTEVANT (WI)	302	20052	86328
IL-WI	76 KEWANEE (IL) -102 MILWAUKEE (WI)	303	22062	98842
IL-WI	12 BROOKFIELD (WI) -128 RANTOUL (IL)	307	18268	65101
IL-WI	44 EFFINGHAM (IL) -116 OSHKOSH (WI)	310	29552	113002
IL-WI	97 MARION(BUS-IL) -102 MILWAUKEE (WI)	316	32433	128905
IL-WI	74 KANKAKEE (IL) -136 SHEBOYGAN(BUS-WI)	317	14420	60147
IL-WI	21 CHAMPAIGN-URBANA (IL) -92 MANITOWOC(BUS-WI)	317	20509	92217
IL-WI	41 DWIGHT (IL) -148 STURTEVANT (WI)	320	11258	43139
IL-WI	54 GLENVIEW (IL) -136 SHEBOYGAN(BUS-WI)	329	7979	38774
IL-WI	71 JOLIET (IL) -113 OCONOMOWOC (WI)	331	14240	51328

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IL-WI	122 PONTIAC (IL) -148 STURTEVANT (WI)	335	12060	51614
IL-WI	12 BROOKFIELD (WI) -127 QUINCY (IL)	335	35955	156521
IL-WI	12 BROOKFIELD (WI) -90 MACOMB (IL)	335	31416	137862
IL-WI	13 BTN-NORMAL (IL) -78 LA CROSSE (WI)	336	35931	144779
IL-WI	92 MANITOWOC(BUS-WI) -139 SPRINGFIELD (IL)	336	24827	117664
IL-WI	6 APPLETON (WI) -13 BTN-NORMAL (IL)	349	27768	107512
IL-WI	29 DANVILLE(BUS-IL) -102 MILWAUKEE (WI)	356	20498	88201
IL-WI	62 HOMEWOOD (IL) -78 LA CROSSE (WI)	358	34144	117683
IL-WI	13 BTN-NORMAL (IL) -162 WEST BEND (WI)	360	22892	87443
IL-WI	20 CENTRALIA (IL) -102 MILWAUKEE (WI)	360	31775	121365
IL-WI	139 SPRINGFIELD (IL) -146 STEVENS POINT(BUS-WI)	361	38718	154561
IL-WI	91 MADISON DANE AIRPORT -120 PLANO (IL)	363	21878	80279
IL-WI	71 JOLIET (IL) -125 PORTAGE (WI)	370	23480	88809
IL-WI	56 GREEN BAY (WI) -120 PLANO (IL)	371	28060	98420
IL-WI	44 EFFINGHAM (IL) -91 MADISON DANE AIRPORT	373	35037	137210
IL-WI	136 SHEBOYGAN(BUS-WI) -153 UPPER ALTON (IL)	376	32292	147610
IL-WI	69 JACKSONVILLE(BUS-IL) -102 MILWAUKEE (WI)	383	25169	117697
IL-WI	54 GLENVIEW (IL) -125 PORTAGE (WI)	406	20944	75041
IL-WI	13 BTN-NORMAL (IL) -47 FOND DU LAC (WI)	407	30109	111105
IL-WI	47 FOND DU LAC (WI) -119 PEORIA (BUS-IL)	413	30766	131039
IL-WI	6 APPLETON (WI) -128 RANTOUL (IL)	414	33073	122562
IL-WI	54 GLENVIEW (IL) -151 TOMAH (WI)	420	27454	103861
IL-WI	12 BROOKFIELD (WI) -41 DWIGHT (IL)	426	21169	73757
IL-WI	22 CHICAGO (IL) -147 STURGEON BAY(BUS-WI)	435	28678	98856
IL-WI	54 GLENVIEW (IL) -160 WAUSAU(BUS-WI)	440	27198	114087
IL-WI	6 APPLETON (WI) -119 PEORIA (BUS-IL)	455	38938	160094
IL-WI	47 FOND DU LAC (WI) -128 RANTOUL (IL)	456	33210	119014
IL-WI	6 APPLETON (WI) -100 MENDOTA (IL)	458	36210	121905
IL-WI	32 DECATUR(BUS-IL) -102 MILWAUKEE (WI)	460	27718	118765
IL-WI	102 MILWAUKEE (WI) -120 PLANO (IL)	467	16127	64039
IL-WI	43 EAU CLAIRE (BUS-WI) -62 HOMEWOOD (IL)	472	38517	169493
IL-WI	136 SHEBOYGAN(BUS-WI) -139 SPRINGFIELD (IL)	478	33994	153343
IL-WI	13 BTN-NORMAL (IL) -56 GREEN BAY (WI)	484	42788	163450
IL-WI	107 NAPERVILLE (IL) -113 OCONOMOWOC (WI)	514	21336	75038
IL-WI	6 APPLETON (WI) -120 PLANO (IL)	524	34798	123152
IL-WI	74 KANKAKEE (IL) -92 MANITOWOC(BUS-WI)	535	26166	117246
IL-WI	12 BROOKFIELD (WI) -119 PEORIA (BUS-IL)	536	33138	143727
IL-WI	21 CHAMPAIGN-URBANA (IL) -162 WEST BEND (WI)	537	36267	131669
IL-WI	91 MADISON DANE AIRPORT -119 PEORIA (BUS-IL)	563	44968	190209
IL-WI	6 APPLETON (WI) -21 CHAMPAIGN-URBANA (IL)	564	46992	174992
IL-WI	116 OSHKOSH (WI) -119 PEORIA (BUS-IL)	565	44883	188875
IL-WI	13 BTN-NORMAL (IL) -91 MADISON DANE AIRPORT	577	44179	169635
IL-WI	41 DWIGHT (IL) -91 MADISON DANE AIRPORT	595	43096	144504
IL-WI	102 MILWAUKEE (WI) -128 RANTOUL (IL)	604	31450	119522
IL-WI	56 GREEN BAY (WI) -128 RANTOUL (IL)	604	53642	196916
IL-WI	74 KANKAKEE (IL) -160 WAUSAU(BUS-WI)	605	47689	200116
IL-WI	13 BTN-NORMAL (IL) -116 OSHKOSH (WI)	616	48731	178765
IL-WI	56 GREEN BAY (WI) -119 PEORIA (BUS-IL)	626	60300	239287
IL-WI	43 EAU CLAIRE (BUS-WI) -54 GLENVIEW (IL)	631	45635	205623
IL-WI	21 CHAMPAIGN-URBANA (IL) -47 FOND DU LAC (WI)	632	47704	173744
IL-WI	119 PEORIA (BUS-IL) -148 STURTEVANT (WI)	634	29645	145789
IL-WI	47 FOND DU LAC (WI) -139 SPRINGFIELD (IL)	642	52496	214548
IL-WI	102 MILWAUKEE (WI) -122 PONTIAC (IL)	643	26871	114369
IL-WI	41 DWIGHT (IL) -56 GREEN BAY (WI)	668	58222	191759
IL-WI	6 APPLETON (WI) -139 SPRINGFIELD (IL)	679	62567	250487
IL-WI	6 APPLETON (WI) -41 DWIGHT (IL)	681	52155	174912
IL-WI	71 JOLIET (IL) -78 LA CROSSE (WI)	682	60448	234656
IL-WI	71 JOLIET (IL) -92 MANITOWOC(BUS-WI)	691	28612	139567
IL-WI	21 CHAMPAIGN-URBANA (IL) -148 STURTEVANT (WI)	695	32911	130677
IL-WI	74 KANKAKEE (IL) -146 STEVENS POINT(BUS-WI)	713	58718	211619
IL-WI	74 KANKAKEE (IL) -148 STURTEVANT (WI)	723	21572	83863
IL-WI	47 FOND DU LAC (WI) -74 KANKAKEE (IL)	733	43655	148801
IL-WI	139 SPRINGFIELD (IL) -162 WEST BEND (WI)	738	56679	224484

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IL-WI	116 OSHKOSH (WI) -128 RANTOUL (IL)	740	58745	205761
IL-WI	74 KANKAKEE (IL) -162 WEST BEND (WI)	744	38280	128625
IL-WI	91 MADISON DANE AIRPORT -128 RANTOUL (IL)	748	58893	210988
IL-WI	78 LA CROSSE (WI) -107 NAPERVILLE (IL)	751	62296	251469
IL-WI	102 MILWAUKEE (WI) -126 PRINCETON (IL)	771	34558	146553
IL-WI	22 CHICAGO (IL) -96 MARINETTE(BUS-WI)	774	53793	202832
IL-WI	100 MENDOTA (IL) -102 MILWAUKEE (WI)	777	32157	130479
IL-WI	17 CARLINVILLE (IL) -102 MILWAUKEE (WI)	778	55412	241256
IL-WI	21 CHAMPAIGN-URBANA (IL) -116 OSHKOSH (WI)	782	60866	228250
IL-WI	62 HOMEWOOD (IL) -113 OCONOMOWOC (WI)	797	32063	110808
IL-WI	21 CHAMPAIGN-URBANA (IL) -56 GREEN BAY (WI)	812	74829	276010
IL-WI	71 JOLIET (IL) -162 WEST BEND (WI)	812	36484	126720
IL-WI	54 GLENVIEW (IL) -159 WATERTOWN (WI)	813	25557	92687
IL-WI	107 NAPERVILLE (IL) -136 SHEBOYGAN(BUS-WI)	821	30536	134723
IL-WI	102 MILWAUKEE (WI) -127 QUINCY (IL)	863	86775	390966
IL-WI	12 BROOKFIELD (WI) -74 KANKAKEE (IL)	865	39867	133249
IL-WI	86 LINCOLN (IL) -102 MILWAUKEE (WI)	866	49157	209600
IL-WI	74 KANKAKEE (IL) -116 OSHKOSH (WI)	867	54122	190845
IL-WI	116 OSHKOSH (WI) -139 SPRINGFIELD (IL)	871	75582	305680
IL-WI	153 UPPER ALTON (IL) -162 WEST BEND (WI)	891	81256	335061
IL-WI	44 EFFINGHAM (IL) -102 MILWAUKEE (WI)	892	65374	253274
IL-WI	41 DWIGHT (IL) -102 MILWAUKEE (WI)	900	36751	143081
IL-WI	107 NAPERVILLE (IL) -116 OSHKOSH (WI)	942	52623	182813
IL-WI	92 MANITOWOC(BUS-WI) -107 NAPERVILLE (IL)	949	38554	183185
IL-WI	91 MADISON DANE AIRPORT -139 SPRINGFIELD (IL)	953	81534	338272
IL-WI	13 BTN-NORMAL (IL) -148 STURTEVANT (WI)	961	42062	178685
IL-WI	107 NAPERVILLE (IL) -146 STEVENS POINT(BUS-WI)	1014	72588	274679
IL-WI	47 FOND DU LAC (WI) -71 JOLIET (IL)	1037	55594	192807
IL-WI	12 BROOKFIELD (WI) -21 CHAMPAIGN-URBANA (IL)	1056	65024	238737
IL-WI	21 CHAMPAIGN-URBANA (IL) -91 MADISON DANE AIRPORT	1078	87924	319160
IL-WI	54 GLENVIEW (IL) -164 WISCONSIN DELLS (WI)	1095	59667	221220
IL-WI	47 FOND DU LAC (WI) -107 NAPERVILLE (IL)	1096	57939	193989
IL-WI	107 NAPERVILLE (IL) -160 WAUSAU(BUS-WI)	1121	81727	341907
IL-WI	107 NAPERVILLE (IL) -162 WEST BEND (WI)	1149	49109	168880
IL-WI	71 JOLIET (IL) -146 STEVENS POINT(BUS-WI)	1182	86431	331043
IL-WI	71 JOLIET (IL) -116 OSHKOSH (WI)	1212	71442	246059
IL-WI	148 STURTEVANT (WI) -153 UPPER ALTON (IL)	1240	90722	395567
IL-WI	54 GLENVIEW (IL) -116 OSHKOSH (WI)	1249	55479	184788
IL-WI	62 HOMEWOOD (IL) -148 STURTEVANT (WI)	1289	26547	104670
IL-WI	102 MILWAUKEE (WI) -119 PEORIA (BUS-IL)	1294	69993	328668
IL-WI	51 GALESBURG (IL) -102 MILWAUKEE (WI)	1326	104315	473381
IL-WI	16 CARBONDALE (IL) -102 MILWAUKEE (WI)	1326	131639	519940
IL-WI	71 JOLIET (IL) -148 STURTEVANT (WI)	1412	34824	139823
IL-WI	12 BROOKFIELD (WI) -71 JOLIET (IL)	1427	55357	195514
IL-WI	12 BROOKFIELD (WI) -13 BTN-NORMAL (IL)	1468	84219	328759
IL-WI	56 GREEN BAY (WI) -74 KANKAKEE (IL)	1495	116216	400700
IL-WI	62 HOMEWOOD (IL) -136 SHEBOYGAN(BUS-WI)	1503	53164	234669
IL-WI	71 JOLIET (IL) -160 WAUSAU(BUS-WI)	1507	114244	473316
IL-WI	54 GLENVIEW (IL) -148 STURTEVANT (WI)	1528	17778	67225
IL-WI	62 HOMEWOOD (IL) -92 MANITOWOC(BUS-WI)	1619	61806	300360
IL-WI	54 GLENVIEW (IL) -78 LA CROSSE (WI)	1653	123447	477831
IL-WI	107 NAPERVILLE (IL) -148 STURTEVANT (WI)	1663	36888	149639
IL-WI	12 BROOKFIELD (WI) -153 UPPER ALTON (IL)	1762	155561	629184
IL-WI	54 GLENVIEW (IL) -56 GREEN BAY (WI)	1818	114328	356419
IL-WI	90 MACOMB (IL) -102 MILWAUKEE (WI)	1840	159385	730512
IL-WI	139 SPRINGFIELD (IL) -148 STURTEVANT (WI)	1854	106270	457871
IL-WI	12 BROOKFIELD (WI) -107 NAPERVILLE (IL)	1926	74094	246575
IL-WI	74 KANKAKEE (IL) -102 MILWAUKEE (WI)	1935	71890	270964
IL-WI	6 APPLETON (WI) -74 KANKAKEE (IL)	2042	150987	485896
IL-WI	56 GREEN BAY (WI) -71 JOLIET (IL)	2219	169713	557003
IL-WI	54 GLENVIEW (IL) -91 MADISON DANE AIRPORT	2256	103757	342922
IL-WI	74 KANKAKEE (IL) -91 MADISON DANE AIRPORT	2279	150975	510498
IL-WI	47 FOND DU LAC (WI) -62 HOMEWOOD (IL)	2427	125748	409181

MWRRI
State of Illinois
Station to Station Origin-Destination Data

States	Station Pair	Riders	Revenue	Passenger Miles
IL-WI	62 HOMEWOOD (IL) -146 STEVENS POINT(BUS-WI)	2467	175776	651223
IL-WI	12 BROOKFIELD (WI) -139 SPRINGFIELD (IL)	2520	181798	718259
IL-WI	12 BROOKFIELD (WI) -54 GLENVIEW (IL)	2574	63687	211055
IL-WI	62 HOMEWOOD (IL) -116 OSHKOSH (WI)	2577	143361	477030
IL-WI	56 GREEN BAY (WI) -107 NAPERVILLE (IL)	2617	198147	633412
IL-WI	62 HOMEWOOD (IL) -162 WEST BEND (WI)	2778	112796	385970
IL-WI	43 EAU CLAIRE (BUS-WI) -107 NAPERVILLE (IL)	2827	243188	1051492
IL-WI	62 HOMEWOOD (IL) -160 WAUSAU(BUS-WI)	2880	214212	860081
IL-WI	6 APPLETON (WI) -71 JOLIET (IL)	2905	199850	642111
IL-WI	91 MADISON DANE AIRPORT -107 NAPERVILLE (IL)	3243	192616	642106
IL-WI	6 APPLETON (WI) -107 NAPERVILLE (IL)	3324	219307	704588
IL-WI	21 CHAMPAIGN-URBANA (IL) -102 MILWAUKEE (WI)	3932	213757	833501
IL-WI	71 JOLIET (IL) -102 MILWAUKEE (WI)	4079	130723	501726
IL-WI	102 MILWAUKEE (WI) -153 UPPER ALTON (IL)	4368	348959	1498098
IL-WI	71 JOLIET (IL) -91 MADISON DANE AIRPORT	4434	277431	917758
IL-WI	12 BROOKFIELD (WI) -62 HOMEWOOD (IL)	5087	184434	610119
IL-WI	6 APPLETON (WI) -62 HOMEWOOD (IL)	5375	358617	1101461
IL-WI	102 MILWAUKEE (WI) -107 NAPERVILLE (IL)	5499	172223	626875
IL-WI	56 GREEN BAY (WI) -62 HOMEWOOD (IL)	5852	429586	1373406
IL-WI	102 MILWAUKEE (WI) -139 SPRINGFIELD (IL)	6010	388751	1628736
IL-WI	13 BTN-NORMAL (IL) -102 MILWAUKEE (WI)	6206	310769	1303361
IL-WI	22 CHICAGO (IL) -125 PORTAGE (WI)	7362	425245	1476811
IL-WI	22 CHICAGO (IL) -92 MANITOWOC(BUS-WI)	7732	249861	1248507
IL-WI	22 CHICAGO (IL) -151 TOMAH (WI)	8317	595707	2182520
IL-WI	22 CHICAGO (IL) -113 OCONOMOWOC (WI)	8727	293317	986613
IL-WI	22 CHICAGO (IL) -136 SHEBOYGAN(BUS-WI)	8817	272010	1187087
IL-WI	22 CHICAGO (IL) -146 STEVENS POINT(BUS-WI)	8944	570533	2137671
IL-WI	62 HOMEWOOD (IL) -102 MILWAUKEE (WI)	9829	302689	1052268
IL-WI	22 CHICAGO (IL) -160 WAUSAU(BUS-WI)	10018	677261	2737101
IL-WI	22 CHICAGO (IL) -43 EAU CLAIRE (BUS-WI)	10226	803082	3452857
IL-WI	62 HOMEWOOD (IL) -91 MADISON DANE AIRPORT	11659	692883	2227147
IL-WI	22 CHICAGO (IL) -159 WATERTOWN (WI)	11668	428583	1512845
IL-WI	22 CHICAGO (IL) -164 WISCONSIN DELLS (WI)	13054	785754	2839884
IL-WI	22 CHICAGO (IL) -47 FOND DU LAC (WI)	21364	967263	3113635
IL-WI	22 CHICAGO (IL) -78 LA CROSSE (WI)	22865	1859362	6956127
IL-WI	22 CHICAGO (IL) -116 OSHKOSH (WI)	27126	1344615	4373099
IL-WI	22 CHICAGO (IL) -162 WEST BEND (WI)	31243	1150032	3669655
IL-WI	6 APPLETON (WI) -22 CHICAGO (IL)	33122	1941353	5952854
IL-WI	22 CHICAGO (IL) -56 GREEN BAY (WI)	33564	2260922	7037514
IL-WI	54 GLENVIEW (IL) -102 MILWAUKEE (WI)	35190	665629	2392930
IL-WI	22 CHICAGO (IL) -148 STURTEVANT (WI)	67172	1106799	4062866
IL-WI	22 CHICAGO (IL) -91 MADISON DANE AIRPORT	73623	3693099	12205863
IL-WI	12 BROOKFIELD (WI) -22 CHICAGO (IL)	165504	5197448	16255817
IL-WI	22 CHICAGO (IL) -102 MILWAUKEE (WI)	690462	16419078	57991130

MWRRI
Station-to-Station Data Tables
Data for 2020

Indiana

June 2004

Prepared by:
Transportation Economics & Management Systems, Inc.

MWRRI
State of Indiana
Station to Station Origin-Destination Data

States	Station Pair	Riders	Revenue	Passenger Miles
IN-IA	49 FT. DODGE(BUS-IA) -94 MARCELINE	3	332	1678
IN-IA	33 DEFIANCE (IN) -48 FORT MADISON (IA)	3	349	1591
IN-IA	49 FT. DODGE(BUS-IA) -59 HMI-WTG-DET (IN)	4	394	1955
IN-IA	28 CRESTON (IA) -101 MICHIGAN CITY (IN)	5	528	2657
IN-IA	115 OSCEOLA (IA) -149 TERRE HAUTE(BUS-IN)	5	743	3742
IN-IA	59 HMI-WTG-DET (IN) -161 WEBSTER CITY(BUS-IA)	6	530	2574
IN-IA	94 MARCELINE -161 WEBSTER CITY(BUS-IA)	6	828	4121
IN-IA	33 DEFIANCE (IN) -117 OTTUMWA (IA)	8	1010	4716
IN-IA	49 FT. DODGE(BUS-IA) -156 WARSAW (IN)	9	1032	4941
IN-IA	158 WATERLOO (BUS-IN) -161 WEBSTER CITY(BUS-IA)	10	1213	5783
IN-IA	49 FT. DODGE(BUS-IA) -101 MICHIGAN CITY (IN)	10	996	4959
IN-IA	49 FT. DODGE(BUS-IA) -158 WATERLOO (BUS-IN)	11	1352	6547
IN-IA	33 DEFIANCE (IN) -104 MT. PLEASANT (IA)	11	1221	5661
IN-IA	48 FORT MADISON (IA) -156 WARSAW (IN)	11	1008	4735
IN-IA	14 BURLINGTON (IA) -33 DEFIANCE (IN)	12	1350	6149
IN-IA	49 FT. DODGE(BUS-IA) -121 PLYMOUTH (IN)	12	1328	6431
IN-IA	49 FT. DODGE(BUS-IA) -80 LAFAYETTE (IN)	14	1646	7947
IN-IA	131 ROCK ISLAND (IA) -149 TERRE HAUTE(BUS-IN)	15	1227	5881
IN-IA	33 DEFIANCE (IN) -67 IOWA CITY (IA)	15	1469	6231
IN-IA	80 LAFAYETTE (IN) -161 WEBSTER CITY(BUS-IA)	17	1969	9346
IN-IA	156 WARSAW (IN) -161 WEBSTER CITY(BUS-IA)	17	1917	9020
IN-IA	104 MT. PLEASANT (IA) -121 PLYMOUTH (IN)	17	1488	7230
IN-IA	53 GARY INTERNATIONAL AIRPORT (IN) -161 WEBSTER CITY(BUS-IA)	17	1592	7786
IN-IA	10 BLOOMINGTON(BUS-IN) -14 BURLINGTON (IA)	18	2132	10493
IN-IA	33 DEFIANCE (IN) -115 OSCEOLA (IA)	19	2605	12268
IN-IA	101 MICHIGAN CITY (IN) -161 WEBSTER CITY(BUS-IA)	20	1910	9329
IN-IA	104 MT. PLEASANT (IA) -156 WARSAW (IN)	20	1889	9054
IN-IA	115 OSCEOLA (IA) -156 WARSAW (IN)	21	2514	12181
IN-IA	117 OTTUMWA (IA) -156 WARSAW (IN)	22	2269	10926
IN-IA	101 MICHIGAN CITY (IN) -115 OSCEOLA (IA)	22	2280	11484
IN-IA	121 PLYMOUTH (IN) -161 WEBSTER CITY(BUS-IA)	22	2389	11354
IN-IA	117 OTTUMWA (IA) -121 PLYMOUTH (IN)	23	2245	10945
IN-IA	111 NEWTON (IA) -149 TERRE HAUTE(BUS-IN)	24	2845	13127
IN-IA	48 FORT MADISON (IA) -158 WATERLOO (BUS-IN)	24	2522	12044
IN-IA	101 MICHIGAN CITY (IN) -117 OTTUMWA (IA)	25	2212	11142
IN-IA	14 BURLINGTON (IA) -156 WARSAW (IN)	26	2314	10870
IN-IA	48 FORT MADISON (IA) -149 TERRE HAUTE(BUS-IN)	26	2860	14201
IN-IA	3 AMES(BUS-IA) -52 GARY INTERNATIONAL AIRPORT	30	2601	11965
IN-IA	101 MICHIGAN CITY (IN) -104 MT. PLEASANT (IA)	30	2377	11971
IN-IA	14 BURLINGTON (IA) -121 PLYMOUTH (IN)	30	2557	12166
IN-IA	26 COLUMBUS(BUS-IN) -111 NEWTON (IA)	31	3737	16966
IN-IA	14 BURLINGTON (IA) -158 WATERLOO (BUS-IN)	31	3183	15199
IN-IA	14 BURLINGTON (IA) -101 MICHIGAN CITY (IN)	32	2360	11637
IN-IA	59 HMI-WTG-DET (IN) -117 OTTUMWA (IA)	35	2797	14049
IN-IA	10 BLOOMINGTON(BUS-IN) -117 OTTUMWA (IA)	36	4644	23185
IN-IA	52 GARY INTERNATIONAL AIRPORT -111 NEWTON (IA)	36	2715	11949
IN-IA	59 HMI-WTG-DET (IN) -111 NEWTON (IA)	37	2738	11931
IN-IA	3 AMES(BUS-IA) -94 MARCELINE	37	4710	21894
IN-IA	3 AMES(BUS-IA) -158 WATERLOO (BUS-IN)	42	5110	23276
IN-IA	10 BLOOMINGTON(BUS-IN) -111 NEWTON (IA)	45	5532	25392
IN-IA	115 OSCEOLA (IA) -158 WATERLOO (BUS-IN)	45	5972	29216
IN-IA	18 CEDAR FALLS (BUS-IA) -52 GARY INTERNATIONAL AIRPORT	46	2922	15439
IN-IA	3 AMES(BUS-IA) -59 HMI-WTG-DET (IN)	49	4459	19109
IN-IA	14 BURLINGTON (IA) -26 COLUMBUS(BUS-IN)	49	5612	27337
IN-IA	117 OTTUMWA (IA) -158 WATERLOO (BUS-IN)	51	5945	28967
IN-IA	67 IOWA CITY (IA) -149 TERRE HAUTE(BUS-IN)	54	5166	24321
IN-IA	104 MT. PLEASANT (IA) -158 WATERLOO (BUS-IN)	55	5857	28452
IN-IA	3 AMES(BUS-IA) -33 DEFIANCE (IN)	58	7499	32838
IN-IA	28 CRESTON (IA) -65 INDIANAPOLIS (IN)	60	8790	42308
IN-IA	18 CEDAR FALLS (BUS-IA) -59 HMI-WTG-DET (IN)	67	4163	21831
IN-IA	18 CEDAR FALLS (BUS-IA) -94 MARCELINE	69.31	36183	
IN-IA	80 LAFAYETTE (IN) -115 OSCEOLA (IA)	71	8747	42698
IN-IA	67 IOWA CITY (IA) -158 WATERLOO (BUS-IN)	76	6803	30404

MWRRI
State of Indiana
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States	Station Pair	Riders	Revenue	Passenger Miles
IN-IA	34 DES MOINES (IA) -158 WATERLOO (BUS-IN)	80	9504	41767
IN-IA	18 CEDAR FALLS (BUS-IA) -158 WATERLOO (BUS-IN)	82	8067	40207
IN-IA	34 DES MOINES (IA) -94 MARCELINE	85	10593	47567
IN-IA	34 DES MOINES (IA) -156 WARSAW (IN)	97	10296	44082
IN-IA	19 CEDAR RAPIDS(BUS-IA) -52 GARY INTERNATIONAL AIRPORT	100	5732	27300
IN-IA	104 MT. PLEASANT (IA) -149 TERRE HAUTE(BUS-IN)	104	11827	59571
IN-IA	3 AMES(BUS-IA) -101 MICHIGAN CITY (IN)	106	10508	45644
IN-IA	3 AMES(BUS-IA) -156 WARSAW (IN)	108	12226	52381
IN-IA	53 GARY INTERNATIONAL AIRPORT (IN) -111 NEWTON (IA)	113	8468	37275
IN-IA	101 MICHIGAN CITY (IN) -111 NEWTON (IA)	115	9348	41416
IN-IA	18 CEDAR FALLS (BUS-IA) -33 DEFIANCE (IN)	115	12640	58020
IN-IA	52 GARY INTERNATIONAL AIRPORT -131 ROCK ISLAND (IA)	115	4762	21819
IN-IA	66 INDIANAPOLIS AIRPORT (IN) -131 ROCK ISLAND (IA)	119	9811	43177
IN-IA	33 DEFIANCE (IN) -34 DES MOINES (IA)	124	15783	66676
IN-IA	19 CEDAR RAPIDS(BUS-IA) -66 INDIANAPOLIS AIRPORT (IN)	125	12309	55827
IN-IA	34 DES MOINES (IA) -52 GARY INTERNATIONAL AIRPORT	126	10572	46254
IN-IA	3 AMES(BUS-IA) -53 GARY INTERNATIONAL AIRPORT (IN)	127	11054	50854
IN-IA	50 FT. WAYNE(IN) -115 OSCEOLA (IA)	132	17061	81455
IN-IA	34 DES MOINES (IA) -101 MICHIGAN CITY (IN)	135	12471	53528
IN-IA	53 GARY INTERNATIONAL AIRPORT (IN) -67 IOWA CITY (IA)	138	7555	33897
IN-IA	117 OTTUMWA (IA) -149 TERRE HAUTE(BUS-IN)	142	17480	88044
IN-IA	111 NEWTON (IA) -121 PLYMOUTH (IN)	146	13316	57544
IN-IA	3 AMES(BUS-IA) -121 PLYMOUTH (IN)	149	15916	68776
IN-IA	34 DES MOINES (IA) -59 HMI-WTG-DET (IN)	153	13738	54952
IN-IA	18 CEDAR FALLS (BUS-IA) -53 GARY INTERNATIONAL AIRPORT (IN)	155	9796	51761
IN-IA	14 BURLINGTON (IA) -80 LAFAYETTE (IN)	156	14631	69492
IN-IA	14 BURLINGTON (IA) -65 INDIANAPOLIS (IN)	162	17759	82877
IN-IA	14 BURLINGTON (IA) -149 TERRE HAUTE(BUS-IN)	171	20528	93463
IN-IA	18 CEDAR FALLS (BUS-IA) -80 LAFAYETTE (IN)	182	16127	80300
IN-IA	34 DES MOINES (IA) -121 PLYMOUTH (IN)	183	18971	78403
IN-IA	67 IOWA CITY (IA) -94 MARCELINE	188	17250	82321
IN-IA	18 CEDAR FALLS (BUS-IA) -156 WARSAW (IN)	188	17070	79123
IN-IA	18 CEDAR FALLS (BUS-IA) -101 MICHIGAN CITY (IN)	188	13789	68463
IN-IA	3 AMES(BUS-IA) -80 LAFAYETTE (IN)	194	22379	98461
IN-IA	19 CEDAR RAPIDS(BUS-IA) -59 HMI-WTG-DET (IN)	219	13307	58307
IN-IA	59 HMI-WTG-DET (IN) -131 ROCK ISLAND (IA)	237	10173	43054
IN-IA	18 CEDAR FALLS (BUS-IA) -121 PLYMOUTH (IN)	246	20792	97595
IN-IA	19 CEDAR RAPIDS(BUS-IA) -94 MARCELINE	274	26673	127764
IN-IA	67 IOWA CITY (IA) -80 LAFAYETTE (IN)	274	21902	96414
IN-IA	19 CEDAR RAPIDS(BUS-IA) -158 WATERLOO (BUS-IN)	282	28192	120622
IN-IA	131 ROCK ISLAND (IA) -158 WATERLOO (BUS-IN)	284	22672	97556
IN-IA	18 CEDAR FALLS (BUS-IA) -65 INDIANAPOLIS (IN)	294	31113	151180
IN-IA	67 IOWA CITY (IA) -121 PLYMOUTH (IN)	314	22060	96268
IN-IA	67 IOWA CITY (IA) -156 WARSAW (IN)	326	25047	108346
IN-IA	14 BURLINGTON (IA) -50 FT. WAYNE(IN)	327	31684	145913
IN-IA	19 CEDAR RAPIDS(BUS-IA) -33 DEFIANCE (IN)	334	35099	148131
IN-IA	3 AMES(BUS-IA) -65 INDIANAPOLIS (IN)	335	43479	194745
IN-IA	67 IOWA CITY (IA) -101 MICHIGAN CITY (IN)	396	26356	108872
IN-IA	94 MARCELINE -131 ROCK ISLAND (IA)	426	34415	163071
IN-IA	19 CEDAR RAPIDS(BUS-IA) -53 GARY INTERNATIONAL AIRPORT (IN)	486	29976	132813
IN-IA	33 DEFIANCE (IN) -131 ROCK ISLAND (IA)	512	45138	183636
IN-IA	19 CEDAR RAPIDS(BUS-IA) -156 WARSAW (IN)	569	48290	204851
IN-IA	34 DES MOINES (IA) -53 GARY INTERNATIONAL AIRPORT (IN)	569	51653	208331
IN-IA	19 CEDAR RAPIDS(BUS-IA) -101 MICHIGAN CITY (IN)	571	38799	173002
IN-IA	28 CRESTON (IA) -50 FT. WAYNE(IN)	590	80417	384962
IN-IA	19 CEDAR RAPIDS(BUS-IA) -80 LAFAYETTE (IN)	629	53403	238865
IN-IA	53 GARY INTERNATIONAL AIRPORT (IN) -131 ROCK ISLAND (IA)	657	28932	124198
IN-IA	34 DES MOINES (IA) -80 LAFAYETTE (IN)	687	74859	324823
IN-IA	19 CEDAR RAPIDS(BUS-IA) -121 PLYMOUTH (IN)	794	62514	265960
IN-IA	101 MICHIGAN CITY (IN) -131 ROCK ISLAND (IA)	818	41226	179191
IN-IA	131 ROCK ISLAND (IA) -156 WARSAW (IN)	830	55940	229114
IN-IA	80 LAFAYETTE (IN) -131 ROCK ISLAND (IA)	865	58573	256187
IN-IA	19 CEDAR RAPIDS(BUS-IA) -65 INDIANAPOLIS (IN)	1134	123381	514834

MWRRI
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IN-IA	121 PLYMOUTH (IN) -131 ROCK ISLAND (IA)	1151	70280	288972
IN-IA	34 DES MOINES (IA) -65 INDIANAPOLIS (IN)	1269	160415	694045
IN-IA	65 INDIANAPOLIS (IN) -131 ROCK ISLAND (IA)	1511	136450	558895
IN-IA	50 FT. WAYNE(IN) -117 OTTUMWA (IA)	1526	183133	822380
IN-IA	50 FT. WAYNE(IN) -104 MT. PLEASANT (IA)	1753	197448	862364
IN-IA	50 FT. WAYNE(IN) -111 NEWTON (IA)	1838	205651	840011
IN-IA	50 FT. WAYNE(IN) -131 ROCK ISLAND (IA)	1893	147154	596297
IN-IA	48 FORT MADISON (IA) -50 FT. WAYNE(IN)	2783	304056	1291314
IN-IA	50 FT. WAYNE(IN) -67 IOWA CITY (IA)	4556	421200	1690413
IN-IL	10 BLOOMINGTON(BUS-IN) -21 CHAMPAIGN-URBANA (IL)	1	48	216
IN-IL	65 INDIANAPOLIS (IN) -118 PADUCAH(BUS-IL)	1	137	612
IN-IL	10 BLOOMINGTON(BUS-IN) -128 RANTOUL (IL)	1	107	489
IN-IL	94 MARCELINE -126 PRINCETON (IL)	1	86	433
IN-IL	65 INDIANAPOLIS (IN) -97 MARION(BUS-IL)	2	195	825
IN-IL	59 HMI-WTG-DET (IN) -118 PADUCAH(BUS-IL)	2	178	809
IN-IL	33 DEFIANCE (IN) -118 PADUCAH(BUS-IL)	4	473	2068
IN-IL	33 DEFIANCE (IN) -98 MATTOON (IL)	4	345	1388
IN-IL	16 CARBONDALE (IL) -94 MARCELINE	5	765	3520
IN-IL	29 DANVILLE(BUS-IL) -52 GARY INTERNATIONAL AIRPORT	5	271	1428
IN-IL	94 MARCELINE -97 MARION(BUS-IL)	6	905	4218
IN-IL	59 HMI-WTG-DET (IN) -97 MARION(BUS-IL)	6	473	1971
IN-IL	10 BLOOMINGTON(BUS-IN) -90 MACOMB (IL)	6	700	3442
IN-IL	66 INDIANAPOLIS AIRPORT (IN) -86 LINCOLN (IL)	8	604	2662
IN-IL	52 GARY INTERNATIONAL AIRPORT -126 PRINCETON (IL)	8	200	962
IN-IL	26 COLUMBUS(BUS-IN) -127 QUINCY (IL)	8	953	4656
IN-IL	10 BLOOMINGTON(BUS-IN) -126 PRINCETON (IL)	8	580	2821
IN-IL	69 JACKSONVILLE(BUS-IL) -94 MARCELINE	8	1005	5222
IN-IL	33 DEFIANCE (IN) -122 PONTIAC (IL)	8	562	2332
IN-IL	10 BLOOMINGTON(BUS-IN) -127 QUINCY (IL)	8	1041	5129
IN-IL	101 MICHIGAN CITY (IN) -118 PADUCAH(BUS-IL)	8	779	3588
IN-IL	10 BLOOMINGTON(BUS-IN) -51 GALESBURG (IL)	8	897	4406
IN-IL	10 BLOOMINGTON(BUS-IN) -122 PONTIAC (IL)	8	617	2934
IN-IL	52 GARY INTERNATIONAL AIRPORT -69 JACKSONVILLE(BUS-IL)	10	438	2327
IN-IL	21 CHAMPAIGN-URBANA (IL) -94 MARCELINE	11	1220	5846
IN-IL	97 MARION(BUS-IL) -158 WATERLOO (BUS-IN)	11	1302	5575
IN-IL	118 PADUCAH(BUS-IL) -156 WARSAW (IN)	11	1249	5567
IN-IL	97 MARION(BUS-IL) -156 WARSAW (IN)	12	1276	5302
IN-IL	100 MENDOTA (IL) -149 TERRE HAUTE(BUS-IN)	13	895	4098
IN-IL	38 DU QUOIN (IL) -156 WARSAW (IN)	13	1290	5236
IN-IL	33 DEFIANCE (IN) -97 MARION(BUS-IL)	14	1777	7316
IN-IL	10 BLOOMINGTON(BUS-IN) -139 SPRINGFIELD (IL)	15	1402	6635
IN-IL	118 PADUCAH(BUS-IL) -121 PLYMOUTH (IN)	15	1550	6965
IN-IL	26 COLUMBUS(BUS-IN) -126 PRINCETON (IL)	16	1174	5610
IN-IL	10 BLOOMINGTON(BUS-IN) -13 BTN-NORMAL (IL)	16	1305	6153
IN-IL	29 DANVILLE(BUS-IL) -94 MARCELINE	17	2006	9935
IN-IL	29 DANVILLE(BUS-IL) -53 GARY INTERNATIONAL AIRPORT (IN)	18	901	4742
IN-IL	120 PLANO (IL) -149 TERRE HAUTE(BUS-IN)	18	1012	4964
IN-IL	41 DWIGHT (IL) -149 TERRE HAUTE(BUS-IN)	18	1139	5381
IN-IL	38 DU QUOIN (IL) -158 WATERLOO (BUS-IN)	18	1982	8339
IN-IL	32 DECATUR(BUS-IL) -158 WATERLOO (BUS-IN)	18	1368	6305
IN-IL	16 CARBONDALE (IL) -156 WARSAW (IN)	19	1916	7780
IN-IL	16 CARBONDALE (IL) -33 DEFIANCE (IN)	19	2354	9507
IN-IL	17 CARLINVILLE (IL) -33 DEFIANCE (IN)	20	1867	8230
IN-IL	29 DANVILLE(BUS-IL) -158 WATERLOO (BUS-IN)	20	1749	8627
IN-IL	118 PADUCAH(BUS-IL) -158 WATERLOO (BUS-IN)	21	2532	11520
IN-IL	76 KEWANEE (IL) -149 TERRE HAUTE(BUS-IN)	21	1976	9796
IN-IL	59 HMI-WTG-DET (IN) -90 MACOMB (IL)	21	1394	6839
IN-IL	51 GALESBURG (IL) -158 WATERLOO (BUS-IN)	21	1976	9390
IN-IL	97 MARION(BUS-IL) -121 PLYMOUTH (IN)	21	2081	8677
IN-IL	65 INDIANAPOLIS (IN) -69 JACKSONVILLE(BUS-IL)	22	1932	9260
IN-IL	33 DEFIANCE (IN) -126 PRINCETON (IL)	22	1531	6535
IN-IL	59 HMI-WTG-DET (IN) -69 JACKSONVILLE(BUS-IL)	24	1158	5625
IN-IL	32 DECATUR(BUS-IL) -94 MARCELINE	24	2851	14242

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States	Station Pair	Riders	Revenue	Passenger Miles
IN-IL	59 HMI-WTG-DET (IN) -76 KEWANEE (IL)	25	1310	6383
IN-IL	86 LINCOLN (IL) -158 WATERLOO (BUS-IN)	25	1840	8337
IN-IL	33 DEFIANCE (IN) -86 LINCOLN (IL)	25	2055	8743
IN-IL	90 MACOMB (IL) -149 TERRE HAUTE(BUS-IN)	26	2806	13938
IN-IL	20 CENTRALIA (IL) -158 WATERLOO (BUS-IN)	26	2640	11136
IN-IL	16 CARBONDALE (IL) -59 HMI-WTG-DET (IN)	26	2099	8506
IN-IL	33 DEFIANCE (IN) -51 GALESBURG (IL)	27	2768	12493
IN-IL	86 LINCOLN (IL) -149 TERRE HAUTE(BUS-IN)	27	2351	10440
IN-IL	17 CARLINVILLE (IL) -158 WATERLOO (BUS-IN)	27	2344	10922
IN-IL	21 CHAMPAIGN-URBANA (IL) -158 WATERLOO (BUS-IN)	27	1958	8328
IN-IL	122 PONTIAC (IL) -158 WATERLOO (BUS-IN)	28	1680	7513
IN-IL	44 EFFINGHAM (IL) -158 WATERLOO (BUS-IN)	29	2571	10886
IN-IL	97 MARION(BUS-IL) -101 MICHIGAN CITY (IN)	31	2771	11465
IN-IL	13 BTN-NORMAL (IL) -59 HMI-WTG-DET (IN)	31	1015	4434
IN-IL	54 GLENVIEW (IL) -149 TERRE HAUTE(BUS-IN)	32	1790	8049
IN-IL	13 BTN-NORMAL (IL) -26 COLUMBUS(BUS-IN)	33	2654	12317
IN-IL	59 HMI-WTG-DET (IN) -126 PRINCETON (IL)	34	872	4100
IN-IL	53 GARY INTERNATIONAL AIRPORT (IN) -126 PRINCETON (IL)	37	973	4680
IN-IL	33 DEFIANCE (IN) -69 JACKSONVILLE(BUS-IL)	40	3647	16497
IN-IL	16 CARBONDALE (IL) -158 WATERLOO (BUS-IN)	40	4649	19530
IN-IL	16 CARBONDALE (IL) -121 PLYMOUTH (IN)	41	3946	16063
IN-IL	51 GALESBURG (IL) -101 MICHIGAN CITY (IN)	41	2725	13402
IN-IL	69 JACKSONVILLE(BUS-IL) -158 WATERLOO (BUS-IN)	42	3528	16623
IN-IL	86 LINCOLN (IL) -156 WARSAW (IN)	42	2551	11128
IN-IL	59 HMI-WTG-DET (IN) -100 MENDOTA (IL)	42	896	4143
IN-IL	69 JACKSONVILLE(BUS-IL) -80 LAFAYETTE (IN)	42	3002	14783
IN-IL	51 GALESBURG (IL) -66 INDIANAPOLIS AIRPORT (IN)	43	4369	20275
IN-IL	38 DU QUOIN (IL) -149 TERRE HAUTE(BUS-IN)	45	1532	7742
IN-IL	69 JACKSONVILLE(BUS-IL) -101 MICHIGAN CITY (IN)	46	2446	12543
IN-IL	17 CARLINVILLE (IL) -156 WARSAW (IN)	46	3369	15302
IN-IL	52 GARY INTERNATIONAL AIRPORT -86 LINCOLN (IL)	46	1813	8355
IN-IL	122 PONTIAC (IL) -149 TERRE HAUTE(BUS-IN)	46	3274	15053
IN-IL	53 GARY INTERNATIONAL AIRPORT (IN) -69 JACKSONVILLE(BUS-IL)	48	2194	11655
IN-IL	13 BTN-NORMAL (IL) -156 WARSAW (IN)	48	2634	11202
IN-IL	26 COLUMBUS(BUS-IN) -51 GALESBURG (IL)	48	5128	24911
IN-IL	17 CARLINVILLE (IL) -149 TERRE HAUTE(BUS-IN)	49	4793	22373
IN-IL	127 QUINCY (IL) -149 TERRE HAUTE(BUS-IN)	50	6409	29705
IN-IL	51 GALESBURG (IL) -149 TERRE HAUTE(BUS-IN)	51	5539	25808
IN-IL	10 BLOOMINGTON(BUS-IN) -17 CARLINVILLE (IL)	51	5110	24750
IN-IL	59 HMI-WTG-DET (IN) -86 LINCOLN (IL)	52	1985	8986
IN-IL	17 CARLINVILLE (IL) -26 COLUMBUS(BUS-IN)	52	5146	24622
IN-IL	13 BTN-NORMAL (IL) -110 NEW CASTLE(BUS-IN)	52	4435	19777
IN-IL	52 GARY INTERNATIONAL AIRPORT -122 PONTIAC (IL)	52	1348	6086
IN-IL	86 LINCOLN (IL) -121 PLYMOUTH (IN)	53	2893	12777
IN-IL	59 HMI-WTG-DET (IN) -127 QUINCY (IL)	55	4280	21057
IN-IL	51 GALESBURG (IL) -59 HMI-WTG-DET (IN)	55	3236	15810
IN-IL	126 PRINCETON (IL) -149 TERRE HAUTE(BUS-IN)	56	3801	18726
IN-IL	53 GARY INTERNATIONAL AIRPORT (IN) -97 MARION(BUS-IL)	56	4633	19525
IN-IL	149 TERRE HAUTE(BUS-IN) -153 UPPER ALTON (IL)	57	5979	27683
IN-IL	13 BTN-NORMAL (IL) -121 PLYMOUTH (IN)	58	2832	12174
IN-IL	32 DECATUR(BUS-IL) -52 GARY INTERNATIONAL AIRPORT	60	2486	11811
IN-IL	29 DANVILLE(BUS-IL) -101 MICHIGAN CITY (IN)	60	2901	13038
IN-IL	51 GALESBURG (IL) -156 WARSAW (IN)	60	4947	23062
IN-IL	29 DANVILLE(BUS-IL) -59 HMI-WTG-DET (IN)	62	2500	11032
IN-IL	121 PLYMOUTH (IN) -122 PONTIAC (IL)	64	2667	11455
IN-IL	62 HOMEWOOD (IL) -158 WATERLOO (BUS-IN)	65	2993	12685
IN-IL	101 MICHIGAN CITY (IN) -126 PRINCETON (IL)	67	2285	10660
IN-IL	80 LAFAYETTE (IN) -126 PRINCETON (IL)	68	3523	15935
IN-IL	66 INDIANAPOLIS AIRPORT (IN) -119 PEORIA (BUS-IL)	68	5260	24978
IN-IL	32 DECATUR(BUS-IL) -101 MICHIGAN CITY (IN)	69	3372	15613
IN-IL	26 COLUMBUS(BUS-IN) -122 PONTIAC (IL)	70	5075	23722
IN-IL	32 DECATUR(BUS-IL) -33 DEFIANCE (IN)	70	6033	25630
IN-IL	32 DECATUR(BUS-IL) -59 HMI-WTG-DET (IN)	72	3011	13622

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IN-IL	17 CARLINVILLE (IL) -121 PLYMOUTH (IN)	72	4857	22357
IN-IL	20 CENTRALIA (IL) -156 WARSAW (IN)	73	6480	26300
IN-IL	41 DWIGHT (IL) -121 PLYMOUTH (IN)	75	2906	11946
IN-IL	51 GALESBURG (IL) -121 PLYMOUTH (IN)	76	5744	27142
IN-IL	41 DWIGHT (IL) -156 WARSAW (IN)	79	3541	14453
IN-IL	33 DEFIANCE (IN) -74 KANKAKEE (IL)	79	4948	19609
IN-IL	69 JACKSONVILLE(BUS-IL) -156 WARSAW (IN)	83	5925	27583
IN-IL	126 PRINCETON (IL) -156 WARSAW (IN)	83	4276	17888
IN-IL	33 DEFIANCE (IN) -139 SPRINGFIELD (IL)	85	7556	32195
IN-IL	26 COLUMBUS(BUS-IN) -139 SPRINGFIELD (IL)	87	8048	37561
IN-IL	20 CENTRALIA (IL) -149 TERRE HAUTE(BUS-IN)	88	2302	12173
IN-IL	17 CARLINVILLE (IL) -52 GARY INTERNATIONAL AIRPORT	88	4527	21754
IN-IL	21 CHAMPAIGN-URBANA (IL) -59 HMI-WTG-DET (IN)	88	3156	12550
IN-IL	16 CARBONDALE (IL) -149 TERRE HAUTE(BUS-IN)	89	3561	17259
IN-IL	13 BTN-NORMAL (IL) -33 DEFIANCE (IN)	90	6888	28693
IN-IL	52 GARY INTERNATIONAL AIRPORT -119 PEORIA (BUS-IL)	90	3233	17330
IN-IL	65 INDIANAPOLIS (IN) -126 PRINCETON (IL)	91	6284	27991
IN-IL	29 DANVILLE(BUS-IL) -33 DEFIANCE (IN)	91	8820	40073
IN-IL	66 INDIANAPOLIS AIRPORT (IN) -139 SPRINGFIELD (IL)	93	8083	35598
IN-IL	10 BLOOMINGTON(BUS-IN) -120 PLANO (IL)	94	6006	29006
IN-IL	80 LAFAYETTE (IN) -118 PADUCAH(BUS-IL)	97	10907	49186
IN-IL	98 MATTOON (IL) -156 WARSAW (IN)	99	6893	27858
IN-IL	10 BLOOMINGTON(BUS-IN) -100 MENDOTA (IL)	99	6970	33774
IN-IL	13 BTN-NORMAL (IL) -52 GARY INTERNATIONAL AIRPORT	100	3988	14834
IN-IL	121 PLYMOUTH (IN) -126 PRINCETON (IL)	101	4487	19253
IN-IL	32 DECATUR(BUS-IL) -156 WARSAW (IN)	105	6638	29630
IN-IL	26 COLUMBUS(BUS-IN) -120 PLANO (IL)	107	6719	31822
IN-IL	122 PONTIAC (IL) -156 WARSAW (IN)	109	5206	22091
IN-IL	21 CHAMPAIGN-URBANA (IL) -33 DEFIANCE (IN)	110	8778	35099
IN-IL	69 JACKSONVILLE(BUS-IL) -121 PLYMOUTH (IN)	112	7249	34438
IN-IL	10 BLOOMINGTON(BUS-IN) -153 UPPER ALTON (IL)	115	12286	59045
IN-IL	41 DWIGHT (IL) -53 GARY INTERNATIONAL AIRPORT (IN)	118	2706	11443
IN-IL	29 DANVILLE(BUS-IL) -156 WARSAW (IN)	119	8739	42502
IN-IL	33 DEFIANCE (IN) -119 PEORIA (BUS-IL)	121	10020	43859
IN-IL	119 PEORIA (BUS-IL) -158 WATERLOO (BUS-IN)	127	9502	43898
IN-IL	107 NAPERVILLE (IL) -149 TERRE HAUTE(BUS-IN)	127	7093	33060
IN-IL	52 GARY INTERNATIONAL AIRPORT -139 SPRINGFIELD (IL)	131	6442	27347
IN-IL	139 SPRINGFIELD (IL) -149 TERRE HAUTE(BUS-IN)	131	12339	54575
IN-IL	33 DEFIANCE (IN) -153 UPPER ALTON (IL)	132	13492	59373
IN-IL	53 GARY INTERNATIONAL AIRPORT (IN) -86 LINCOLN (IL)	132	5153	23744
IN-IL	13 BTN-NORMAL (IL) -105 MUNCIE(BUS-IN)	133	12393	52269
IN-IL	13 BTN-NORMAL (IL) -158 WATERLOO (BUS-IN)	137	9318	41514
IN-IL	153 UPPER ALTON (IL) -158 WATERLOO (BUS-IN)	139	13109	60702
IN-IL	33 DEFIANCE (IN) -54 GLENVIEW (IL)	140	7481	29442
IN-IL	13 BTN-NORMAL (IL) -66 INDIANAPOLIS AIRPORT (IN)	141	10819	45549
IN-IL	44 EFFINGHAM (IL) -156 WARSAW (IN)	143	10915	44216
IN-IL	126 PRINCETON (IL) -158 WATERLOO (BUS-IN)	154	10735	43549
IN-IL	29 DANVILLE(BUS-IL) -80 LAFAYETTE (IN)	158	4124	25894
IN-IL	17 CARLINVILLE (IL) -66 INDIANAPOLIS AIRPORT (IN)	159	14811	67313
IN-IL	33 DEFIANCE (IN) -71 JOLIET (IL)	161	9297	37166
IN-IL	59 HMI-WTG-DET (IN) -139 SPRINGFIELD (IL)	166	7435	33464
IN-IL	32 DECATUR(BUS-IL) -121 PLYMOUTH (IN)	168	9732	43424
IN-IL	62 HOMEWOOD (IL) -101 MICHIGAN CITY (IN)	176	1253	6504
IN-IL	16 CARBONDALE (IL) -50 FT. WAYNE(IN)	176	19877	80460
IN-IL	119 PEORIA (BUS-IL) -156 WARSAW (IN)	177	10258	49376
IN-IL	29 DANVILLE(BUS-IL) -121 PLYMOUTH (IN)	178	11959	59250
IN-IL	59 HMI-WTG-DET (IN) -153 UPPER ALTON (IL)	179	10436	48951
IN-IL	44 EFFINGHAM (IL) -121 PLYMOUTH (IN)	180	12550	51007
IN-IL	153 UPPER ALTON (IL) -156 WARSAW (IN)	184	14948	67571
IN-IL	41 DWIGHT (IL) -80 LAFAYETTE (IN)	184	9099	37538
IN-IL	101 MICHIGAN CITY (IN) -119 PEORIA (BUS-IL)	185	8165	41152
IN-IL	26 COLUMBUS(BUS-IN) -153 UPPER ALTON (IL)	188	19922	94640
IN-IL	54 GLENVIEW (IL) -156 WARSAW (IN)	192	6182	24320

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IN-IL	32 DECATUR(BUS-IL) -53 GARY INTERNATIONAL AIRPORT (IN)	193	7972	37871
IN-IL	110 NEW CASTLE(BUS-IN) -153 UPPER ALTON (IL)	195	20839	99729
IN-IL	80 LAFAYETTE (IN) -97 MARION(BUS-IL)	196	21031	88654
IN-IL	10 BLOOMINGTON(BUS-IN) -54 GLENVIEW (IL)	197	11435	53989
IN-IL	74 KANKAKEE (IL) -149 TERRE HAUTE(BUS-IN)	197	6916	34754
IN-IL	74 KANKAKEE (IL) -156 WARSAW (IN)	199	8246	32784
IN-IL	50 FT. WAYNE(IN) -86 LINCOLN (IL)	202	14359	61758
IN-IL	26 COLUMBUS(BUS-IN) -54 GLENVIEW (IL)	205	11656	53812
IN-IL	54 GLENVIEW (IL) -101 MICHIGAN CITY (IN)	208	3416	14569
IN-IL	53 GARY INTERNATIONAL AIRPORT (IN) -122 PONTIAC (IL)	210	5407	24404
IN-IL	94 MARCELINE -107 NAPERVILLE (IL)	212	16801	84246
IN-IL	65 INDIANAPOLIS (IN) -86 LINCOLN (IL)	215	17583	77565
IN-IL	139 SPRINGFIELD (IL) -158 WATERLOO (BUS-IN)	217	17472	78880
IN-IL	71 JOLIET (IL) -149 TERRE HAUTE(BUS-IN)	217	12823	58339
IN-IL	59 HMI-WTG-DET (IN) -119 PEORIA (BUS-IL)	218	7939	40389
IN-IL	80 LAFAYETTE (IN) -86 LINCOLN (IL)	219	14115	62890
IN-IL	17 CARLINVILLE (IL) -50 FT. WAYNE(IN)	220	18381	82139
IN-IL	17 CARLINVILLE (IL) -53 GARY INTERNATIONAL AIRPORT (IN)	223	11484	55184
IN-IL	74 KANKAKEE (IL) -158 WATERLOO (BUS-IN)	223	12097	51951
IN-IL	51 GALESBURG (IL) -80 LAFAYETTE (IN)	224	19113	90228
IN-IL	54 GLENVIEW (IL) -121 PLYMOUTH (IN)	231	5966	23517
IN-IL	52 GARY INTERNATIONAL AIRPORT -62 HOMEWOOD (IL)	236	2568	9200
IN-IL	139 SPRINGFIELD (IL) -156 WARSAW (IN)	236	16017	69846
IN-IL	44 EFFINGHAM (IL) -149 TERRE HAUTE(BUS-IN)	248	3142	21360
IN-IL	52 GARY INTERNATIONAL AIRPORT -153 UPPER ALTON (IL)	261	15456	73284
IN-IL	41 DWIGHT (IL) -158 WATERLOO (BUS-IN)	266	15394	67076
IN-IL	50 FT. WAYNE(IN) -98 MATTOON (IL)	276	21982	88511
IN-IL	13 BTN-NORMAL (IL) -53 GARY INTERNATIONAL AIRPORT (IN)	276	10159	40872
IN-IL	50 FT. WAYNE(IN) -51 GALESBURG (IL)	277	25433	116524
IN-IL	119 PEORIA (BUS-IL) -121 PLYMOUTH (IN)	286	14950	72625
IN-IL	50 FT. WAYNE(IN) -122 PONTIAC (IL)	292	16846	70549
IN-IL	74 KANKAKEE (IL) -121 PLYMOUTH (IN)	292	10258	40913
IN-IL	13 BTN-NORMAL (IL) -149 TERRE HAUTE(BUS-IN)	297	23992	105756
IN-IL	80 LAFAYETTE (IN) -122 PONTIAC (IL)	301	15351	67054
IN-IL	121 PLYMOUTH (IN) -153 UPPER ALTON (IL)	323	24226	110788
IN-IL	71 JOLIET (IL) -156 WARSAW (IN)	325	11920	48057
IN-IL	41 DWIGHT (IL) -66 INDIANAPOLIS AIRPORT (IN)	331	21288	89907
IN-IL	17 CARLINVILLE (IL) -80 LAFAYETTE (IN)	332	27546	117905
IN-IL	22 CHICAGO (IL) -105 MUNCIE(BUS-IN)	349	19707	93222
IN-IL	121 PLYMOUTH (IN) -139 SPRINGFIELD (IL)	351	21558	95034
IN-IL	53 GARY INTERNATIONAL AIRPORT (IN) -119 PEORIA (BUS-IL)	352	12958	67649
IN-IL	54 GLENVIEW (IL) -158 WATERLOO (BUS-IN)	355	15998	69281
IN-IL	21 CHAMPAIGN-URBANA (IL) -149 TERRE HAUTE(BUS-IN)	357	6177	37101
IN-IL	107 NAPERVILLE (IL) -110 NEW CASTLE(BUS-IN)	368	21721	103793
IN-IL	62 HOMEWOOD (IL) -66 INDIANAPOLIS AIRPORT (IN)	368	19280	78811
IN-IL	26 COLUMBUS(BUS-IN) -74 KANKAKEE (IL)	373	24718	112404
IN-IL	21 CHAMPAIGN-URBANA (IL) -50 FT. WAYNE(IN)	383	26375	105658
IN-IL	54 GLENVIEW (IL) -66 INDIANAPOLIS AIRPORT (IN)	390	20101	83754
IN-IL	65 INDIANAPOLIS (IN) -122 PONTIAC (IL)	390	26673	115697
IN-IL	128 RANTOUL (IL) -149 TERRE HAUTE(BUS-IN)	392	8178	46269
IN-IL	21 CHAMPAIGN-URBANA (IL) -156 WARSAW (IN)	394	23217	93335
IN-IL	53 GARY INTERNATIONAL AIRPORT (IN) -139 SPRINGFIELD (IL)	401	19212	83731
IN-IL	10 BLOOMINGTON(BUS-IN) -74 KANKAKEE (IL)	413	27806	128987
IN-IL	38 DU QUOIN (IL) -50 FT. WAYNE(IN)	442	50780	192642
IN-IL	107 NAPERVILLE (IL) -158 WATERLOO (BUS-IN)	506	26635	104749
IN-IL	71 JOLIET (IL) -121 PLYMOUTH (IN)	516	15634	63449
IN-IL	66 INDIANAPOLIS AIRPORT (IN) -153 UPPER ALTON (IL)	532	55378	242448
IN-IL	66 INDIANAPOLIS AIRPORT (IN) -107 NAPERVILLE (IL)	555	29410	126038
IN-IL	10 BLOOMINGTON(BUS-IN) -71 JOLIET (IL)	564	35226	166363
IN-IL	32 DECATUR(BUS-IL) -80 LAFAYETTE (IN)	568	38499	172003
IN-IL	51 GALESBURG (IL) -65 INDIANAPOLIS (IN)	571	58558	271735
IN-IL	21 CHAMPAIGN-URBANA (IL) -121 PLYMOUTH (IN)	575	30193	121801
IN-IL	22 CHICAGO (IL) -94 MARCELINE	577	50694	246588

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IN-IL	62 HOMEWOOD (IL) -149 TERRE HAUTE(BUS-IN)	578	25216	120214
IN-IL	26 COLUMBUS(BUS-IN) -71 JOLIET (IL)	638	39173	181200
IN-IL	52 GARY INTERNATIONAL AIRPORT -107 NAPERVILLE (IL)	650	8662	33814
IN-IL	54 GLENVIEW (IL) -80 LAFAYETTE (IN)	665	24620	97791
IN-IL	32 DECATUR(BUS-IL) -65 INDIANAPOLIS (IN)	666	56641	251112
IN-IL	33 DEFIANCE (IN) -107 NAPERVILLE (IL)	694	41467	154110
IN-IL	71 JOLIET (IL) -80 LAFAYETTE (IN)	714	28492	119912
IN-IL	13 BTN-NORMAL (IL) -50 FT. WAYNE(IN)	718	46803	196686
IN-IL	53 GARY INTERNATIONAL AIRPORT (IN) -153 UPPER ALTON (IL)	719	42628	202126
IN-IL	107 NAPERVILLE (IL) -156 WARSAW (IN)	735	26610	102207
IN-IL	101 MICHIGAN CITY (IN) -107 NAPERVILLE (IL)	745	14322	61066
IN-IL	53 GARY INTERNATIONAL AIRPORT (IN) -71 JOLIET (IL)	753	10975	45961
IN-IL	50 FT. WAYNE(IN) -153 UPPER ALTON (IL)	778	71100	316780
IN-IL	26 COLUMBUS(BUS-IN) -107 NAPERVILLE (IL)	780	45498	214483
IN-IL	62 HOMEWOOD (IL) -80 LAFAYETTE (IN)	802	30030	117116
IN-IL	10 BLOOMINGTON(BUS-IN) -107 NAPERVILLE (IL)	826	52716	236361
IN-IL	65 INDIANAPOLIS (IN) -119 PEORIA (BUS-IL)	840	69214	313146
IN-IL	20 CENTRALIA (IL) -50 FT. WAYNE(IN)	853	90327	342142
IN-IL	71 JOLIET (IL) -158 WATERLOO (BUS-IN)	866	42818	186997
IN-IL	80 LAFAYETTE (IN) -119 PEORIA (BUS-IL)	866	54143	259076
IN-IL	50 FT. WAYNE(IN) -76 KEWANEE (IL)	908	80369	354038
IN-IL	53 GARY INTERNATIONAL AIRPORT (IN) -62 HOMEWOOD (IL)	916	9971	35720
IN-IL	50 FT. WAYNE(IN) -139 SPRINGFIELD (IL)	1007	78346	337268
IN-IL	107 NAPERVILLE (IL) -121 PLYMOUTH (IN)	1148	33765	130919
IN-IL	53 GARY INTERNATIONAL AIRPORT (IN) -107 NAPERVILLE (IL)	1257	16476	65389
IN-IL	80 LAFAYETTE (IN) -139 SPRINGFIELD (IL)	1277	93171	403562
IN-IL	50 FT. WAYNE(IN) -100 MENDOTA (IL)	1326	78584	307545
IN-IL	50 FT. WAYNE(IN) -90 MACOMB (IL)	1338	138987	616616
IN-IL	26 COLUMBUS(BUS-IN) -62 HOMEWOOD (IL)	1351	79008	360764
IN-IL	17 CARLINVILLE (IL) -65 INDIANAPOLIS (IN)	1434	140186	615224
IN-IL	22 CHICAGO (IL) -149 TERRE HAUTE(BUS-IN)	1452	73445	335499
IN-IL	65 INDIANAPOLIS (IN) -139 SPRINGFIELD (IL)	1766	160362	688866
IN-IL	50 FT. WAYNE(IN) -120 PLANO (IL)	1799	91723	361663
IN-IL	80 LAFAYETTE (IN) -153 UPPER ALTON (IL)	1806	157924	700669
IN-IL	44 EFFINGHAM (IL) -50 FT. WAYNE(IN)	1853	164247	644736
IN-IL	50 FT. WAYNE(IN) -127 QUINCY (IL)	1899	219152	981934
IN-IL	10 BLOOMINGTON(BUS-IN) -62 HOMEWOOD (IL)	2059	122604	576251
IN-IL	22 CHICAGO (IL) -110 NEW CASTLE(BUS-IN)	2088	118213	528377
IN-IL	80 LAFAYETTE (IN) -107 NAPERVILLE (IL)	2152	85612	342124
IN-IL	62 HOMEWOOD (IL) -65 INDIANAPOLIS (IN)	2368	130500	520938
IN-IL	13 BTN-NORMAL (IL) -65 INDIANAPOLIS (IN)	2594	206355	853357
IN-IL	22 CHICAGO (IL) -26 COLUMBUS(BUS-IN)	2607	149937	641373
IN-IL	41 DWIGHT (IL) -50 FT. WAYNE(IN)	2779	160577	619628
IN-IL	41 DWIGHT (IL) -65 INDIANAPOLIS (IN)	2993	203733	831937
IN-IL	13 BTN-NORMAL (IL) -80 LAFAYETTE (IN)	3327	226562	848364
IN-IL	50 FT. WAYNE(IN) -126 PRINCETON (IL)	3442	237393	874162
IN-IL	50 FT. WAYNE(IN) -128 RANTOUL (IL)	3631	250562	951450
IN-IL	10 BLOOMINGTON(BUS-IN) -22 CHICAGO (IL)	3654	224243	939135
IN-IL	50 FT. WAYNE(IN) -54 GLENVIEW (IL)	4698	225444	779830
IN-IL	65 INDIANAPOLIS (IN) -71 JOLIET (IL)	4796	275003	1160672
IN-IL	54 GLENVIEW (IL) -65 INDIANAPOLIS (IN)	5194	304052	1147880
IN-IL	50 FT. WAYNE(IN) -74 KANKAKEE (IL)	5278	291922	1076685
IN-IL	22 CHICAGO (IL) -52 GARY INTERNATIONAL AIRPORT	5510	37023	126727
IN-IL	50 FT. WAYNE(IN) -71 JOLIET (IL)	5726	267120	1070704
IN-IL	22 CHICAGO (IL) -33 DEFIANCE (IN)	6296	319028	1215128
IN-IL	65 INDIANAPOLIS (IN) -153 UPPER ALTON (IL)	7562	825523	3493559
IN-IL	22 CHICAGO (IL) -66 INDIANAPOLIS AIRPORT (IN)	8240	427316	1631447
IN-IL	65 INDIANAPOLIS (IN) -107 NAPERVILLE (IL)	8275	492600	1928085
IN-IL	22 CHICAGO (IL) -101 MICHIGAN CITY (IN)	10108	131228	535737
IN-IL	22 CHICAGO (IL) -121 PLYMOUTH (IN)	10776	245166	915980
IN-IL	22 CHICAGO (IL) -156 WARSAW (IN)	11426	336945	1256882
IN-IL	50 FT. WAYNE(IN) -107 NAPERVILLE (IL)	13794	661063	2455334
IN-IL	22 CHICAGO (IL) -53 GARY INTERNATIONAL AIRPORT (IN)	19702	134287	453156

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IN-IL	50 FT. WAYNE(IN) -62 HOMEWOOD (IL)	29875	1425667	5110106
IN-IL	22 CHICAGO (IL) -80 LAFAYETTE (IN)	38170	1272843	4962088
IN-IL	22 CHICAGO (IL) -158 WATERLOO (BUS-IN)	46660	2009503	8305442
IN-IL	22 CHICAGO (IL) -65 INDIANAPOLIS (IN)	148073	8184540	30206815
IN-IL	22 CHICAGO (IL) -50 FT. WAYNE(IN)	269950	11322693	40222506
IN-IN	65 INDIANAPOLIS (IN) -149 TERRE HAUTE(BUS-IN)	2	151	682
IN-IN	10 BLOOMINGTON(BUS-IN) -52 GARY INTERNATIONAL AIRPORT	2	86	420
IN-IN	26 COLUMBUS(BUS-IN) -101 MICHIGAN CITY (IN)	4	274	1262
IN-IN	33 DEFIANCE (IN) -59 HMI-WTG-DET (IN)	5	292	1129
IN-IN	59 HMI-WTG-DET (IN) -121 PLYMOUTH (IN)	7	186	704
IN-IN	10 BLOOMINGTON(BUS-IN) -53 GARY INTERNATIONAL AIRPORT (IN)	8	372	1815
IN-IN	10 BLOOMINGTON(BUS-IN) -101 MICHIGAN CITY (IN)	8	555	2610
IN-IN	94 MARCELINE -149 TERRE HAUTE(BUS-IN)	9	1168	5815
IN-IN	26 COLUMBUS(BUS-IN) -52 GARY INTERNATIONAL AIRPORT	9	420	2001
IN-IN	10 BLOOMINGTON(BUS-IN) -156 WARSAW (IN)	10	692	3169
IN-IN	10 BLOOMINGTON(BUS-IN) -121 PLYMOUTH (IN)	16	996	4635
IN-IN	59 HMI-WTG-DET (IN) -149 TERRE HAUTE(BUS-IN)	16	911	4047
IN-IN	26 COLUMBUS(BUS-IN) -53 GARY INTERNATIONAL AIRPORT (IN)	18	856	4077
IN-IN	33 DEFIANCE (IN) -149 TERRE HAUTE(BUS-IN)	28	2670	11722
IN-IN	33 DEFIANCE (IN) -156 WARSAW (IN)	43	920	3565
IN-IN	101 MICHIGAN CITY (IN) -149 TERRE HAUTE(BUS-IN)	45	2771	12735
IN-IN	149 TERRE HAUTE(BUS-IN) -156 WARSAW (IN)	48	3785	16327
IN-IN	10 BLOOMINGTON(BUS-IN) -80 LAFAYETTE (IN)	59	1362	7447
IN-IN	121 PLYMOUTH (IN) -149 TERRE HAUTE(BUS-IN)	70	5087	22121
IN-IN	52 GARY INTERNATIONAL AIRPORT -80 LAFAYETTE (IN)	78	2009	8377
IN-IN	33 DEFIANCE (IN) -121 PLYMOUTH (IN)	88	2452	9501
IN-IN	52 GARY INTERNATIONAL AIRPORT -149 TERRE HAUTE(BUS-IN)	116	6169	29374
IN-IN	59 HMI-WTG-DET (IN) -66 INDIANAPOLIS AIRPORT (IN)	124	6477	26475
IN-IN	66 INDIANAPOLIS AIRPORT (IN) -80 LAFAYETTE (IN)	131	2109	8900
IN-IN	26 COLUMBUS(BUS-IN) -80 LAFAYETTE (IN)	166	3606	19244
IN-IN	149 TERRE HAUTE(BUS-IN) -158 WATERLOO (BUS-IN)	205	21248	83783
IN-IN	26 COLUMBUS(BUS-IN) -66 INDIANAPOLIS AIRPORT (IN)	224	1242	10748
IN-IN	52 GARY INTERNATIONAL AIRPORT -59 HMI-WTG-DET (IN)	225	2449	8773
IN-IN	53 GARY INTERNATIONAL AIRPORT (IN) -149 TERRE HAUTE(BUS-IN)	231	12345	58783
IN-IN	26 COLUMBUS(BUS-IN) -156 WARSAW (IN)	256	17625	79213
IN-IN	10 BLOOMINGTON(BUS-IN) -66 INDIANAPOLIS AIRPORT (IN)	269	1800	15894
IN-IN	26 COLUMBUS(BUS-IN) -121 PLYMOUTH (IN)	295	18482	84178
IN-IN	33 DEFIANCE (IN) -158 WATERLOO (BUS-IN)	313	4366	22863
IN-IN	53 GARY INTERNATIONAL AIRPORT (IN) -80 LAFAYETTE (IN)	316	8103	33812
IN-IN	50 FT. WAYNE(IN) -52 GARY INTERNATIONAL AIRPORT	473	15188	59643
IN-IN	53 GARY INTERNATIONAL AIRPORT (IN) -59 HMI-WTG-DET (IN)	603	6565	23519
IN-IN	50 FT. WAYNE(IN) -94 MARCELINE	607	74477	349729
IN-IN	59 HMI-WTG-DET (IN) -80 LAFAYETTE (IN)	985	35689	143786
IN-IN	121 PLYMOUTH (IN) -156 WARSAW (IN)	1563	10249	39085
IN-IN	50 FT. WAYNE(IN) -65 INDIANAPOLIS (IN)	1602	121984	491703
IN-IN	156 WARSAW (IN) -158 WATERLOO (BUS-IN)	1680	25171	114229
IN-IN	59 HMI-WTG-DET (IN) -65 INDIANAPOLIS (IN)	2224	121282	489187
IN-IN	65 INDIANAPOLIS (IN) -80 LAFAYETTE (IN)	2876	51286	212843
IN-IN	80 LAFAYETTE (IN) -149 TERRE HAUTE(BUS-IN)	3142	247253	1134264
IN-IN	59 HMI-WTG-DET (IN) -158 WATERLOO (BUS-IN)	4188	218487	812442
IN-IN	121 PLYMOUTH (IN) -158 WATERLOO (BUS-IN)	7094	157150	659701
IN-IN	33 DEFIANCE (IN) -50 FT. WAYNE(IN)	7595	100071	334178
IN-IN	50 FT. WAYNE(IN) -80 LAFAYETTE (IN)	7664	535917	1785801
IN-IN	50 FT. WAYNE(IN) -156 WARSAW (IN)	8479	104706	330693
IN-IN	50 FT. WAYNE(IN) -59 HMI-WTG-DET (IN)	10060	515261	1659914
IN-IN	50 FT. WAYNE(IN) -53 GARY INTERNATIONAL AIRPORT (IN)	25349	813360	3193980
IN-IN	50 FT. WAYNE(IN) -101 MICHIGAN CITY (IN)	31059	1808066	6273886
IN-IN	50 FT. WAYNE(IN) -121 PLYMOUTH (IN)	45919	936176	2938814
IN-KS	59 HMI-WTG-DET (IN) -82 LAWRENCE(BUS-KS)	6	686	3519
IN-KS	52 GARY INTERNATIONAL AIRPORT -82 LAWRENCE(BUS-KS)	7	776	3997
IN-KS	52 GARY INTERNATIONAL AIRPORT -152 TOPEKA(BUS-KS)	7	805	4241
IN-KS	59 HMI-WTG-DET (IN) -152 TOPEKA(BUS-KS)	8	937	4914
IN-KS	80 LAFAYETTE (IN) -82 LAWRENCE(BUS-KS)	26	3658	18232

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IN-KS	53 GARY INTERNATIONAL AIRPORT (IN) -82 LAWRENCE(BUS-KS)	27	3091	15925
IN-KS	53 GARY INTERNATIONAL AIRPORT (IN) -152 TOPEKA(BUS-KS)	27	3218	16949
IN-KS	82 LAWRENCE(BUS-KS) -156 WARSAW (IN)	29	4007	19851
IN-KS	152 TOPEKA(BUS-KS) -156 WARSAW (IN)	33	4639	23449
IN-KS	82 LAWRENCE(BUS-KS) -121 PLYMOUTH (IN)	39	5112	25591
IN-KS	82 LAWRENCE(BUS-KS) -101 MICHIGAN CITY (IN)	43	5154	26453
IN-KS	121 PLYMOUTH (IN) -152 TOPEKA(BUS-KS)	45	6008	30705
IN-KS	101 MICHIGAN CITY (IN) -152 TOPEKA(BUS-KS)	46	5687	29813
IN-KY	52 GARY INTERNATIONAL AIRPORT -88 LOUISVILLE(BUS-KY)	4	231	1256
IN-KY	52 GARY INTERNATIONAL AIRPORT -85 LEXINGTON(BUS-KY)	7	545	2630
IN-KY	53 GARY INTERNATIONAL AIRPORT (IN) -88 LOUISVILLE(BUS-KY)	20	1110	5727
IN-KY	53 GARY INTERNATIONAL AIRPORT (IN) -85 LEXINGTON(BUS-KY)	24	1835	8855
IN-KY	66 INDIANAPOLIS AIRPORT (IN) -85 LEXINGTON(BUS-KY)	43	1510	8360
IN-KY	80 LAFAYETTE (IN) -88 LOUISVILLE(BUS-KY)	97	2876	17931
IN-KY	33 DEFIANCE (IN) -85 LEXINGTON(BUS-KY)	111	13303	59916
IN-KY	80 LAFAYETTE (IN) -85 LEXINGTON(BUS-KY)	126	7151	33136
IN-KY	59 HMI-WTG-DET (IN) -88 LOUISVILLE(BUS-KY)	202	12986	66661
IN-KY	88 LOUISVILLE(BUS-KY) -158 WATERLOO (BUS-IN)	203	17950	90670
IN-KY	85 LEXINGTON(BUS-KY) -101 MICHIGAN CITY (IN)	268	25394	119610
IN-KY	59 HMI-WTG-DET (IN) -85 LEXINGTON(BUS-KY)	286	25012	116834
IN-KY	33 DEFIANCE (IN) -88 LOUISVILLE(BUS-KY)	354	34240	163362
IN-KY	88 LOUISVILLE(BUS-KY) -101 MICHIGAN CITY (IN)	366	29672	134263
IN-KY	66 INDIANAPOLIS AIRPORT (IN) -88 LOUISVILLE(BUS-KY)	478	6012	55437
IN-KY	85 LEXINGTON(BUS-KY) -156 WARSAW (IN)	689	68073	314813
IN-KY	65 INDIANAPOLIS (IN) -85 LEXINGTON(BUS-KY)	1008	40723	190486
IN-KY	88 LOUISVILLE(BUS-KY) -156 WARSAW (IN)	1054	91050	398482
IN-KY	85 LEXINGTON(BUS-KY) -121 PLYMOUTH (IN)	1388	128268	599587
IN-KY	88 LOUISVILLE(BUS-KY) -121 PLYMOUTH (IN)	2111	167282	745269
IN-MI	2 ALBION (MI) -33 DEFIANCE (IN)	2	171	793
IN-MI	94 MARCELINE -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	3	310	1435
IN-MI	61 HOLLAND (MI) -94 MARCELINE	4	469	2355
IN-MI	9 BATTLE CREEK (MI) -94 MARCELINE	4	426	2229
IN-MI	68 JACKSON (MI) -94 MARCELINE	5	571	3018
IN-MI	31 DEARBORN (MI) -94 MARCELINE	5	628	3347
IN-MI	73 KALAMAZOO (MI) -94 MARCELINE	5	555	2810
IN-MI	5 ANN ARBOR (MI) -94 MARCELINE	5	637	3405
IN-MI	35 DETROIT (MI) -94 MARCELINE	5	681	3630
IN-MI	4 ANCHORVILLE(BUS-MI) -94 MARCELINE	6	807	4398
IN-MI	89 LUDINGTON(BUS-MI) -94 MARCELINE	8	990	5440
IN-MI	8 BANGOR (MI) -149 TERRE HAUTE(BUS-IN)	8	682	2875
IN-MI	40 DURAND (MI) -149 TERRE HAUTE(BUS-IN)	9	825	4120
IN-MI	8 BANGOR (MI) -101 MICHIGAN CITY (IN)	9	138	463
IN-MI	4 ANCHORVILLE(BUS-MI) -33 DEFIANCE (IN)	10	1000	5057
IN-MI	10 BLOOMINGTON(BUS-IN) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	10	827	3551
IN-MI	2 ALBION (MI) -149 TERRE HAUTE(BUS-IN)	10	827	4302
IN-MI	2 ALBION (MI) -156 WARSAW (IN)	11	690	3365
IN-MI	33 DEFIANCE (IN) -68 JACKSON (MI)	13	1062	5036
IN-MI	10 BLOOMINGTON(BUS-IN) -37 DOWAGIAC (MI)	13	955	4653
IN-MI	8 BANGOR (MI) -10 BLOOMINGTON(BUS-IN)	13	1189	5007
IN-MI	10 BLOOMINGTON(BUS-IN) -112 NILES (MI)	14	912	4426
IN-MI	42 EAST LANSING (MI) -59 HMI-WTG-DET (IN)	14	508	2677
IN-MI	42 EAST LANSING (MI) -94 MARCELINE	15	1851	9489
IN-MI	33 DEFIANCE (IN) -73 KALAMAZOO (MI)	16	1206	5254
IN-MI	9 BATTLE CREEK (MI) -10 BLOOMINGTON(BUS-IN)	17	1357	6965
IN-MI	2 ALBION (MI) -121 PLYMOUTH (IN)	17	925	4618
IN-MI	31 DEARBORN (MI) -33 DEFIANCE (IN)	18	1706	8309
IN-MI	33 DEFIANCE (IN) -42 EAST LANSING (MI)	18	1598	7263
IN-MI	94 MARCELINE -106 MUSKEGON(BUS-MI)	20	2470	13046
IN-MI	2 ALBION (MI) -158 WATERLOO (BUS-IN)	20	1452	7199
IN-MI	26 COLUMBUS(BUS-IN) -37 DOWAGIAC (MI)	21	1500	7189
IN-MI	33 DEFIANCE (IN) -123 PONTIAC (MI)	21	2114	10328
IN-MI	81 LAPEER (MI) -149 TERRE HAUTE(BUS-IN)	22	2196	11028
IN-MI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -149 TERRE HAUTE(BUS-IN)	23	1724	7256

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IN-MI	5 ANN ARBOR (MI) -33 DEFIANCE (IN)	23	2091	10153
IN-MI	33 DEFIANCE (IN) -35 DETROIT (MI)	24	2302	11224
IN-MI	37 DOWAGIAC (MI) -149 TERRE HAUTE(BUS-IN)	25	1791	8480
IN-MI	68 JACKSON (MI) -156 WARSAW (IN)	28	1761	8822
IN-MI	106 MUSKEGON(BUS-MI) -158 WATERLOO (BUS-IN)	28	2466	11648
IN-MI	124 PORT HURON (MI) -149 TERRE HAUTE(BUS-IN)	30	3296	16256
IN-MI	42 EAST LANSING (MI) -52 GARY INTERNATIONAL AIRPORT	30	1344	6898
IN-MI	33 DEFIANCE (IN) -112 NILES (MI)	32	967	4283
IN-MI	61 HOLLAND (MI) -101 MICHIGAN CITY (IN)	34	886	2917
IN-MI	33 DEFIANCE (IN) -89 LUDINGTON(BUS-MI)	35	3276	16663
IN-MI	42 EAST LANSING (MI) -156 WARSAW (IN)	35	2452	11144
IN-MI	26 COLUMBUS(BUS-IN) -112 NILES (MI)	35	2296	10933
IN-MI	33 DEFIANCE (IN) -106 MUSKEGON(BUS-MI)	38	3488	16321
IN-MI	33 DEFIANCE (IN) -55 GRAND RAPIDS (MI)	39	3410	14835
IN-MI	10 BLOOMINGTON(BUS-IN) -73 KALAMAZOO (MI)	39	3131	15334
IN-MI	5 ANN ARBOR (MI) -156 WARSAW (IN)	39	2721	13978
IN-MI	55 GRAND RAPIDS (MI) -94 MARCELINE	40	5142	24535
IN-MI	42 EAST LANSING (MI) -158 WATERLOO (BUS-IN)	41	3297	15928
IN-MI	52 GARY INTERNATIONAL AIRPORT -55 GRAND RAPIDS (MI)	41	1732	8854
IN-MI	10 BLOOMINGTON(BUS-IN) -61 HOLLAND (MI)	42	4062	19767
IN-MI	42 EAST LANSING (MI) -121 PLYMOUTH (IN)	46	2883	13413
IN-MI	123 PONTIAC (MI) -158 WATERLOO (BUS-IN)	46	4324	22312
IN-MI	112 NILES (MI) -149 TERRE HAUTE(BUS-IN)	47	3203	14939
IN-MI	73 KALAMAZOO (MI) -156 WARSAW (IN)	48	2662	12029
IN-MI	9 BATTLE CREEK (MI) -33 DEFIANCE (IN)	53	1871	8932
IN-MI	4 ANCHORVILLE(BUS-MI) -149 TERRE HAUTE(BUS-IN)	55	5485	30298
IN-MI	61 HOLLAND (MI) -149 TERRE HAUTE(BUS-IN)	55	5228	24755
IN-MI	26 COLUMBUS(BUS-IN) -124 PORT HURON (MI)	57	6668	32270
IN-MI	4 ANCHORVILLE(BUS-MI) -158 WATERLOO (BUS-IN)	59	5438	29108
IN-MI	133 ROYAL OAK (MI) -158 WATERLOO (BUS-IN)	60	5497	28397
IN-MI	9 BATTLE CREEK (MI) -149 TERRE HAUTE(BUS-IN)	62	4805	24400
IN-MI	106 MUSKEGON(BUS-MI) -156 WARSAW (IN)	63	4401	21404
IN-MI	89 LUDINGTON(BUS-MI) -156 WARSAW (IN)	63	4838	25112
IN-MI	55 GRAND RAPIDS (MI) -158 WATERLOO (BUS-IN)	65	5188	24148
IN-MI	4 ANCHORVILLE(BUS-MI) -156 WARSAW (IN)	66	5245	28086
IN-MI	68 JACKSON (MI) -149 TERRE HAUTE(BUS-IN)	67	5860	29280
IN-MI	46 FLINT (MI) -149 TERRE HAUTE(BUS-IN)	67	6728	32755
IN-MI	66 INDIANAPOLIS AIRPORT (IN) -106 MUSKEGON(BUS-MI)	68	5982	29436
IN-MI	42 EAST LANSING (MI) -53 GARY INTERNATIONAL AIRPORT (IN)	69	3109	15957
IN-MI	52 GARY INTERNATIONAL AIRPORT -106 MUSKEGON(BUS-MI)	69	3182	17670
IN-MI	26 COLUMBUS(BUS-IN) -81 LAPEER (MI)	74	7791	38298
IN-MI	73 KALAMAZOO (MI) -149 TERRE HAUTE(BUS-IN)	75	5853	27719
IN-MI	42 EAST LANSING (MI) -101 MICHIGAN CITY (IN)	76	2108	11781
IN-MI	59 HMI-WTG-DET (IN) -89 LUDINGTON(BUS-MI)	77	3281	20883
IN-MI	26 COLUMBUS(BUS-IN) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	79	6247	26337
IN-MI	9 BATTLE CREEK (MI) -156 WARSAW (IN)	80	2687	13328
IN-MI	10 BLOOMINGTON(BUS-IN) -124 PORT HURON (MI)	81	9586	46866
IN-MI	10 BLOOMINGTON(BUS-IN) -81 LAPEER (MI)	82	8797	43718
IN-MI	5 ANN ARBOR (MI) -121 PLYMOUTH (IN)	83	5167	27196
IN-MI	5 ANN ARBOR (MI) -149 TERRE HAUTE(BUS-IN)	83	7790	39631
IN-MI	52 GARY INTERNATIONAL AIRPORT -89 LUDINGTON(BUS-MI)	83	4285	25957
IN-MI	31 DEARBORN (MI) -156 WARSAW (IN)	86	6402	32851
IN-MI	73 KALAMAZOO (MI) -121 PLYMOUTH (IN)	86	4182	19234
IN-MI	89 LUDINGTON(BUS-MI) -121 PLYMOUTH (IN)	86	6012	32088
IN-MI	55 GRAND RAPIDS (MI) -156 WARSAW (IN)	87	5994	26199
IN-MI	33 DEFIANCE (IN) -46 FLINT (MI)	89	8747	39903
IN-MI	42 EAST LANSING (MI) -80 LAFAYETTE (IN)	90	6323	30380
IN-MI	68 JACKSON (MI) -158 WATERLOO (BUS-IN)	90	6840	34649
IN-MI	133 ROYAL OAK (MI) -149 TERRE HAUTE(BUS-IN)	92	9050	48447
IN-MI	106 MUSKEGON(BUS-MI) -121 PLYMOUTH (IN)	93	5865	29444
IN-MI	42 EAST LANSING (MI) -149 TERRE HAUTE(BUS-IN)	93	8541	40984
IN-MI	123 PONTIAC (MI) -149 TERRE HAUTE(BUS-IN)	95	9587	51223
IN-MI	101 MICHIGAN CITY (IN) -123 PONTIAC (MI)	99	4035	24966

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IN-MI	89 LUDINGTON(BUS-MI) -158 WATERLOO (BUS-IN)	99	8576	46347
IN-MI	68 JACKSON (MI) -101 MICHIGAN CITY (IN)	100	2300	15369
IN-MI	26 COLUMBUS(BUS-IN) -61 HOLLAND (MI)	101	9702	46629
IN-MI	9 BATTLE CREEK (MI) -26 COLUMBUS(BUS-IN)	102	8218	41630
IN-MI	55 GRAND RAPIDS (MI) -149 TERRE HAUTE(BUS-IN)	110	9799	46430
IN-MI	4 ANCHORVILLE(BUS-MI) -121 PLYMOUTH (IN)	116	8517	46686
IN-MI	9 BATTLE CREEK (MI) -121 PLYMOUTH (IN)	120	4077	20201
IN-MI	10 BLOOMINGTON(BUS-IN) -68 JACKSON (MI)	123	10917	56912
IN-MI	31 DEARBORN (MI) -149 TERRE HAUTE(BUS-IN)	124	11653	62407
IN-MI	46 FLINT (MI) -158 WATERLOO (BUS-IN)	125	11637	54539
IN-MI	2 ALBION (MI) -50 FT. WAYNE(IN)	132	9300	44115
IN-MI	35 DETROIT (MI) -149 TERRE HAUTE(BUS-IN)	134	12865	68884
IN-MI	55 GRAND RAPIDS (MI) -121 PLYMOUTH (IN)	134	8193	37126
IN-MI	42 EAST LANSING (MI) -65 INDIANAPOLIS (IN)	135	11852	55639
IN-MI	4 ANCHORVILLE(BUS-MI) -101 MICHIGAN CITY (IN)	138	5789	36560
IN-MI	31 DEARBORN (MI) -121 PLYMOUTH (IN)	141	9683	50795
IN-MI	35 DETROIT (MI) -156 WARSAW (IN)	143	10975	56357
IN-MI	121 PLYMOUTH (IN) -133 ROYAL OAK (MI)	146	10549	55364
IN-MI	9 BATTLE CREEK (MI) -66 INDIANAPOLIS AIRPORT (IN)	151	11286	54037
IN-MI	53 GARY INTERNATIONAL AIRPORT (IN) -89 LUDINGTON(BUS-MI)	153	7857	47597
IN-MI	26 COLUMBUS(BUS-IN) -73 KALAMAZOO (MI)	153	12238	59042
IN-MI	26 COLUMBUS(BUS-IN) -68 JACKSON (MI)	154	13504	69562
IN-MI	10 BLOOMINGTON(BUS-IN) -55 GRAND RAPIDS (MI)	154	15591	69249
IN-MI	4 ANCHORVILLE(BUS-MI) -10 BLOOMINGTON(BUS-IN)	154	16320	88799
IN-MI	10 BLOOMINGTON(BUS-IN) -46 FLINT (MI)	159	16352	81865
IN-MI	5 ANN ARBOR (MI) -158 WATERLOO (BUS-IN)	161	13179	68105
IN-MI	5 ANN ARBOR (MI) -10 BLOOMINGTON(BUS-IN)	175	16583	87761
IN-MI	26 COLUMBUS(BUS-IN) -55 GRAND RAPIDS (MI)	178	15835	78024
IN-MI	80 LAFAYETTE (IN) -89 LUDINGTON(BUS-MI)	181	13855	75514
IN-MI	59 HMI-WTG-DET (IN) -123 PONTIAC (MI)	189	9077	54828
IN-MI	4 ANCHORVILLE(BUS-MI) -26 COLUMBUS(BUS-IN)	192	20128	108520
IN-MI	10 BLOOMINGTON(BUS-IN) -123 PONTIAC (MI)	196	20912	110243
IN-MI	9 BATTLE CREEK (MI) -59 HMI-WTG-DET (IN)	199	4583	28897
IN-MI	2 ALBION (MI) -80 LAFAYETTE (IN)	203	12895	63787
IN-MI	26 COLUMBUS(BUS-IN) -46 FLINT (MI)	203	20660	102282
IN-MI	53 GARY INTERNATIONAL AIRPORT (IN) -55 GRAND RAPIDS (MI)	204	9010	43814
IN-MI	31 DEARBORN (MI) -158 WATERLOO (BUS-IN)	205	17932	92542
IN-MI	53 GARY INTERNATIONAL AIRPORT (IN) -73 KALAMAZOO (MI)	206	6804	33435
IN-MI	9 BATTLE CREEK (MI) -158 WATERLOO (BUS-IN)	209	14286	70796
IN-MI	73 KALAMAZOO (MI) -158 WATERLOO (BUS-IN)	209	14212	66387
IN-MI	46 FLINT (MI) -52 GARY INTERNATIONAL AIRPORT	210	11483	58705
IN-MI	59 HMI-WTG-DET (IN) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	218	4851	15941
IN-MI	10 BLOOMINGTON(BUS-IN) -133 ROYAL OAK (MI)	219	22839	120574
IN-MI	9 BATTLE CREEK (MI) -101 MICHIGAN CITY (IN)	230	3605	24853
IN-MI	73 KALAMAZOO (MI) -101 MICHIGAN CITY (IN)	230	3525	19803
IN-MI	53 GARY INTERNATIONAL AIRPORT (IN) -106 MUSKEGON(BUS-MI)	233	10696	59386
IN-MI	101 MICHIGAN CITY (IN) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	235	1561	5162
IN-MI	5 ANN ARBOR (MI) -52 GARY INTERNATIONAL AIRPORT	243	11360	64852
IN-MI	59 HMI-WTG-DET (IN) -106 MUSKEGON(BUS-MI)	246	8737	53062
IN-MI	46 FLINT (MI) -66 INDIANAPOLIS AIRPORT (IN)	246	23698	112045
IN-MI	59 HMI-WTG-DET (IN) -73 KALAMAZOO (MI)	251	5721	30869
IN-MI	35 DETROIT (MI) -121 PLYMOUTH (IN)	252	17675	92745
IN-MI	26 COLUMBUS(BUS-IN) -42 EAST LANSING (MI)	253	23323	115300
IN-MI	5 ANN ARBOR (MI) -26 COLUMBUS(BUS-IN)	259	24235	126870
IN-MI	50 FT. WAYNE(IN) -73 KALAMAZOO (MI)	260	16893	74785
IN-MI	55 GRAND RAPIDS (MI) -80 LAFAYETTE (IN)	260	17856	83688
IN-MI	101 MICHIGAN CITY (IN) -133 ROYAL OAK (MI)	261	10912	62803
IN-MI	46 FLINT (MI) -156 WARSAW (IN)	265	21200	97120
IN-MI	35 DETROIT (MI) -158 WATERLOO (BUS-IN)	265	23655	122136
IN-MI	4 ANCHORVILLE(BUS-MI) -66 INDIANAPOLIS AIRPORT (IN)	271	26936	140048
IN-MI	26 COLUMBUS(BUS-IN) -123 PONTIAC (MI)	273	28850	150623
IN-MI	26 COLUMBUS(BUS-IN) -133 ROYAL OAK (MI)	275	28393	148419
IN-MI	10 BLOOMINGTON(BUS-IN) -42 EAST LANSING (MI)	275	25624	128254

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IN-MI	4 ANCHORVILLE(BUS-MI) -59 HMI-WTG-DET (IN)	278	14002	84032
IN-MI	9 BATTLE CREEK (MI) -53 GARY INTERNATIONAL AIRPORT (IN)	280	9372	51448
IN-MI	59 HMI-WTG-DET (IN) -68 JACKSON (MI)	290	8711	55118
IN-MI	8 BANGOR (MI) -59 HMI-WTG-DET (IN)	298	9078	29811
IN-MI	10 BLOOMINGTON(BUS-IN) -31 DEARBORN (MI)	310	31134	164356
IN-MI	53 GARY INTERNATIONAL AIRPORT (IN) -68 JACKSON (MI)	314	12843	71879
IN-MI	101 MICHIGAN CITY (IN) -106 MUSKEGON(BUS-MI)	316	9169	56642
IN-MI	26 COLUMBUS(BUS-IN) -31 DEARBORN (MI)	337	33503	175052
IN-MI	112 NILES (MI) -156 WARSAW (IN)	346	3172	16956
IN-MI	65 INDIANAPOLIS (IN) -89 LUDINGTON(BUS-MI)	348	32744	171186
IN-MI	89 LUDINGTON(BUS-MI) -101 MICHIGAN CITY (IN)	348	12173	81862
IN-MI	10 BLOOMINGTON(BUS-IN) -35 DETROIT (MI)	351	35885	189441
IN-MI	31 DEARBORN (MI) -66 INDIANAPOLIS AIRPORT (IN)	368	34645	173675
IN-MI	101 MICHIGAN CITY (IN) -112 NILES (MI)	369	2650	13638
IN-MI	46 FLINT (MI) -121 PLYMOUTH (IN)	380	27978	130113
IN-MI	46 FLINT (MI) -59 HMI-WTG-DET (IN)	387	17559	93186
IN-MI	5 ANN ARBOR (MI) -66 INDIANAPOLIS AIRPORT (IN)	393	34685	173750
IN-MI	35 DETROIT (MI) -101 MICHIGAN CITY (IN)	414	15989	95175
IN-MI	4 ANCHORVILLE(BUS-MI) -80 LAFAYETTE (IN)	416	34604	186482
IN-MI	55 GRAND RAPIDS (MI) -65 INDIANAPOLIS (IN)	450	40104	178368
IN-MI	26 COLUMBUS(BUS-IN) -35 DETROIT (MI)	458	46357	242268
IN-MI	35 DETROIT (MI) -66 INDIANAPOLIS AIRPORT (IN)	472	45267	227145
IN-MI	35 DETROIT (MI) -59 HMI-WTG-DET (IN)	479	21509	127833
IN-MI	4 ANCHORVILLE(BUS-MI) -50 FT. WAYNE(IN)	486	43675	226967
IN-MI	5 ANN ARBOR (MI) -50 FT. WAYNE(IN)	511	40330	200995
IN-MI	80 LAFAYETTE (IN) -106 MUSKEGON(BUS-MI)	524	37964	189864
IN-MI	59 HMI-WTG-DET (IN) -112 NILES (MI)	556	8063	41131
IN-MI	31 DEARBORN (MI) -53 GARY INTERNATIONAL AIRPORT (IN)	582	30654	172784
IN-MI	5 ANN ARBOR (MI) -101 MICHIGAN CITY (IN)	584	17671	111636
IN-MI	46 FLINT (MI) -101 MICHIGAN CITY (IN)	598	22876	121898
IN-MI	50 FT. WAYNE(IN) -112 NILES (MI)	611	11400	53750
IN-MI	2 ALBION (MI) -65 INDIANAPOLIS (IN)	618	50094	240286
IN-MI	65 INDIANAPOLIS (IN) -106 MUSKEGON(BUS-MI)	630	58432	274460
IN-MI	31 DEARBORN (MI) -101 MICHIGAN CITY (IN)	634	23197	140058
IN-MI	50 FT. WAYNE(IN) -133 ROYAL OAK (MI)	638	56469	282478
IN-MI	31 DEARBORN (MI) -59 HMI-WTG-DET (IN)	662	28776	170833
IN-MI	5 ANN ARBOR (MI) -59 HMI-WTG-DET (IN)	676	25294	154152
IN-MI	68 JACKSON (MI) -80 LAFAYETTE (IN)	682	45172	229036
IN-MI	50 FT. WAYNE(IN) -123 PONTIAC (MI)	683	62101	310551
IN-MI	35 DETROIT (MI) -53 GARY INTERNATIONAL AIRPORT (IN)	686	37316	209932
IN-MI	40 DURAND (MI) -50 FT. WAYNE(IN)	687	59890	266619
IN-MI	5 ANN ARBOR (MI) -53 GARY INTERNATIONAL AIRPORT (IN)	691	32338	184615
IN-MI	31 DEARBORN (MI) -80 LAFAYETTE (IN)	706	55117	285319
IN-MI	73 KALAMAZOO (MI) -80 LAFAYETTE (IN)	718	41901	193269
IN-MI	50 FT. WAYNE(IN) -68 JACKSON (MI)	724	57275	257133
IN-MI	55 GRAND RAPIDS (MI) -101 MICHIGAN CITY (IN)	755	19781	104990
IN-MI	46 FLINT (MI) -53 GARY INTERNATIONAL AIRPORT (IN)	756	41403	211659
IN-MI	9 BATTLE CREEK (MI) -50 FT. WAYNE(IN)	795	52161	246481
IN-MI	59 HMI-WTG-DET (IN) -61 HOLLAND (MI)	868	36042	118038
IN-MI	55 GRAND RAPIDS (MI) -59 HMI-WTG-DET (IN)	891	28654	156885
IN-MI	31 DEARBORN (MI) -50 FT. WAYNE(IN)	905	76756	382976
IN-MI	35 DETROIT (MI) -80 LAFAYETTE (IN)	960	76544	396426
IN-MI	9 BATTLE CREEK (MI) -80 LAFAYETTE (IN)	982	57980	282787
IN-MI	50 FT. WAYNE(IN) -81 LAPEER (MI)	1004	97328	425517
IN-MI	50 FT. WAYNE(IN) -124 PORT HURON (MI)	1029	105171	482613
IN-MI	59 HMI-WTG-DET (IN) -133 ROYAL OAK (MI)	1117	54700	310554
IN-MI	8 BANGOR (MI) -50 FT. WAYNE(IN)	1130	102188	299443
IN-MI	35 DETROIT (MI) -50 FT. WAYNE(IN)	1222	105651	527775
IN-MI	5 ANN ARBOR (MI) -80 LAFAYETTE (IN)	1373	99048	513637
IN-MI	46 FLINT (MI) -80 LAFAYETTE (IN)	1718	139725	664894
IN-MI	65 INDIANAPOLIS (IN) -73 KALAMAZOO (MI)	1871	141682	641632
IN-MI	4 ANCHORVILLE(BUS-MI) -65 INDIANAPOLIS (IN)	2080	209103	1085543
IN-MI	50 FT. WAYNE(IN) -55 GRAND RAPIDS (MI)	2543	200330	867055

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IN-MI	42 EAST LANSING (MI) -50 FT. WAYNE(IN)	2686	222015	961760
IN-MI	112 NILES (MI) -158 WATERLOO (BUS-IN)	3061	74336	358109
IN-MI	9 BATTLE CREEK (MI) -65 INDIANAPOLIS (IN)	3067	234607	1105985
IN-MI	46 FLINT (MI) -50 FT. WAYNE(IN)	3182	294078	1291989
IN-MI	50 FT. WAYNE(IN) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	3506	263754	834474
IN-MI	46 FLINT (MI) -65 INDIANAPOLIS (IN)	3678	365831	1695654
IN-MI	50 FT. WAYNE(IN) -61 HOLLAND (MI)	3884	330924	1421370
IN-MI	31 DEARBORN (MI) -65 INDIANAPOLIS (IN)	4538	433207	2169146
IN-MI	5 ANN ARBOR (MI) -65 INDIANAPOLIS (IN)	4546	407043	2036570
IN-MI	35 DETROIT (MI) -65 INDIANAPOLIS (IN)	5712	555031	2781900
IN-MI	37 DOWAGIAC (MI) -50 FT. WAYNE(IN)	8793	611201	2215784
IN-MN	94 MARCELINE -163 WINONA (MN)	2	334	1528
IN-MN	52 GARY INTERNATIONAL AIRPORT -93 MANKATO(BUS-MN)	4	365	1830
IN-MN	94 MARCELINE -103 MPLS/ST.PAUL (MN)	8	1460	6669
IN-MN	33 DEFIANCE (IN) -129 RED WING (MN)	9	1354	5482
IN-MN	33 DEFIANCE (IN) -141 ST. CLOUD (BUS-MN)	11	1816	7471
IN-MN	53 GARY INTERNATIONAL AIRPORT (IN) -93 MANKATO(BUS-MN)	12	1100	5517
IN-MN	80 LAFAYETTE (IN) -93 MANKATO(BUS-MN)	13	1567	7599
IN-MN	59 HMI-WTG-DET (IN) -93 MANKATO(BUS-MN)	13	1356	6275
IN-MN	145 STAPLES (BUS-MN) -156 WARSAW (IN)	14	2221	9207
IN-MN	149 TERRE HAUTE(BUS-IN) -163 WINONA (MN)	21	2652	11605
IN-MN	10 BLOOMINGTON(BUS-IN) -163 WINONA (MN)	21	2867	12512
IN-MN	145 STAPLES (BUS-MN) -158 WATERLOO (BUS-IN)	21	3753	15884
IN-MN	158 WATERLOO (BUS-IN) -163 WINONA (MN)	28	3372	14103
IN-MN	26 COLUMBUS(BUS-IN) -163 WINONA (MN)	28	3725	16080
IN-MN	52 GARY INTERNATIONAL AIRPORT -130 ROCHESTER(BUS-MN)	29	2556	11634
IN-MN	33 DEFIANCE (IN) -163 WINONA (MN)	32	4118	16599
IN-MN	93 MANKATO(BUS-MN) -156 WARSAW (IN)	39	4545	21866
IN-MN	93 MANKATO(BUS-MN) -101 MICHIGAN CITY (IN)	44	4648	22486
IN-MN	129 RED WING (MN) -156 WARSAW (IN)	46	5742	23359
IN-MN	93 MANKATO(BUS-MN) -121 PLYMOUTH (IN)	51	5623	27347
IN-MN	59 HMI-WTG-DET (IN) -163 WINONA (MN)	51	4420	17846
IN-MN	141 ST. CLOUD (BUS-MN) -156 WARSAW (IN)	56	8198	33928
IN-MN	121 PLYMOUTH (IN) -163 WINONA (MN)	57	5916	24002
IN-MN	156 WARSAW (IN) -163 WINONA (MN)	63	6902	27941
IN-MN	93 MANKATO(BUS-MN) -158 WATERLOO (BUS-IN)	68	8853	43049
IN-MN	141 ST. CLOUD (BUS-MN) -158 WATERLOO (BUS-IN)	79	12556	53161
IN-MN	33 DEFIANCE (IN) -130 ROCHESTER(BUS-MN)	102	13358	58079
IN-MN	53 GARY INTERNATIONAL AIRPORT (IN) -130 ROCHESTER(BUS-MN)	104	9077	41320
IN-MN	121 PLYMOUTH (IN) -141 ST. CLOUD (BUS-MN)	133	18708	77620
IN-MN	59 HMI-WTG-DET (IN) -130 ROCHESTER(BUS-MN)	148	13939	58131
IN-MN	80 LAFAYETTE (IN) -130 ROCHESTER(BUS-MN)	160	18379	80763
IN-MN	130 ROCHESTER(BUS-MN) -158 WATERLOO (BUS-IN)	172	21074	95278
IN-MN	65 INDIANAPOLIS (IN) -141 ST. CLOUD (BUS-MN)	219	36755	154000
IN-MN	130 ROCHESTER(BUS-MN) -156 WARSAW (IN)	231	27650	112261
IN-MN	101 MICHIGAN CITY (IN) -130 ROCHESTER(BUS-MN)	239	24292	102514
IN-MN	65 INDIANAPOLIS (IN) -130 ROCHESTER(BUS-MN)	273	35603	158335
IN-MN	121 PLYMOUTH (IN) -130 ROCHESTER(BUS-MN)	381	43091	175845
IN-MN	50 FT. WAYNE(IN) -163 WINONA (MN)	521	62204	251175
IN-MN	33 DEFIANCE (IN) -103 MPLS/ST.PAUL (MN)	810	124054	508977
IN-MN	59 HMI-WTG-DET (IN) -103 MPLS/ST.PAUL (MN)	1284	139908	578920
IN-MN	103 MPLS/ST.PAUL (MN) -156 WARSAW (IN)	1373	181252	748426
IN-MN	103 MPLS/ST.PAUL (MN) -158 WATERLOO (BUS-IN)	1911	276525	1171161
IN-MN	103 MPLS/ST.PAUL (MN) -121 PLYMOUTH (IN)	2281	286405	1185893
IN-MN	50 FT. WAYNE(IN) -129 RED WING (MN)	2325	311708	1264590
IN-MN	50 FT. WAYNE(IN) -103 MPLS/ST.PAUL (MN)	4491	637449	2622912
IN-MO	79 LA PLATA (MO) -121 PLYMOUTH (IN)	2	203	976
IN-MO	79 LA PLATA (MO) -156 WARSAW (IN)	2	216	1026
IN-MO	33 DEFIANCE (IN) -79 LA PLATA (MO)	4	499	2302
IN-MO	10 BLOOMINGTON(BUS-IN) -79 LA PLATA (MO)	5	720	3554
IN-MO	59 HMI-WTG-DET (IN) -70 JEFFERSON (MO)	5	502	2320
IN-MO	135 SEDALIA (MO) -156 WARSAW (IN)	11	1450	6554
IN-MO	79 LA PLATA (MO) -158 WATERLOO (BUS-IN)	14	1632	7848

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IN-MO	121 PLYMOUTH (IN) -135 SEDALIA (MO)	15	1790	8145
IN-MO	80 LAFAYETTE (IN) -135 SEDALIA (MO)	15	1934	8823
IN-MO	58 HERMANN (MO) -80 LAFAYETTE (IN)	22	2384	10843
IN-MO	70 JEFFERSON (MO) -101 MICHIGAN CITY (IN)	22	2344	10334
IN-MO	58 HERMANN (MO) -149 TERRE HAUTE(BUS-IN)	26	3231	15401
IN-MO	135 SEDALIA (MO) -158 WATERLOO (BUS-IN)	27	3799	17446
IN-MO	25 COLUMBIA(BUS-MO) -158 WATERLOO (BUS-IN)	27	3509	19201
IN-MO	79 LA PLATA (MO) -149 TERRE HAUTE(BUS-IN)	27	3398	16903
IN-MO	59 HMI-WTG-DET (IN) -142 ST. JOSEPH(BUS-MO)	30	3590	17889
IN-MO	157 WASHINGTON (MO) -158 WATERLOO (BUS-IN)	31	3457	15754
IN-MO	155 WARRENSBURG (MO) -158 WATERLOO (BUS-IN)	35	5103	23891
IN-MO	53 GARY INTERNATIONAL AIRPORT (IN) -135 SEDALIA (MO)	36	3781	17552
IN-MO	11 BRANSON(BUS-MO) -59 HMI-WTG-DET (IN)	36	3421	20170
IN-MO	149 TERRE HAUTE(BUS-IN) -157 WASHINGTON (MO)	39	4666	22144
IN-MO	156 WARSAW (IN) -157 WASHINGTON (MO)	40	4026	17949
IN-MO	25 COLUMBIA(BUS-MO) -52 GARY INTERNATIONAL AIRPORT	42	3932	23011
IN-MO	10 BLOOMINGTON(BUS-IN) -157 WASHINGTON (MO)	46	5737	27051
IN-MO	70 JEFFERSON (MO) -158 WATERLOO (BUS-IN)	47	5945	27339
IN-MO	25 COLUMBIA(BUS-MO) -156 WARSAW (IN)	50	5784	31745
IN-MO	84 LEES SUMMIT (MO) -158 WATERLOO (BUS-IN)	51	7805	36541
IN-MO	84 LEES SUMMIT (MO) -156 WARSAW (IN)	52	7307	33777
IN-MO	155 WARRENSBURG (MO) -156 WARSAW (IN)	54	7093	32764
IN-MO	66 INDIANAPOLIS AIRPORT (IN) -70 JEFFERSON (MO)	57	7688	34766
IN-MO	25 COLUMBIA(BUS-MO) -66 INDIANAPOLIS AIRPORT (IN)	60	8112	43445
IN-MO	70 JEFFERSON (MO) -121 PLYMOUTH (IN)	60	6448	29358
IN-MO	52 GARY INTERNATIONAL AIRPORT -142 ST. JOSEPH(BUS-MO)	60	7399	36765
IN-MO	26 COLUMBUS(BUS-IN) -157 WASHINGTON (MO)	62	7723	36045
IN-MO	64 INDEPENDENCE (MO) -158 WATERLOO (BUS-IN)	65	10146	47804
IN-MO	25 COLUMBIA(BUS-MO) -59 HMI-WTG-DET (IN)	66	6366	29855
IN-MO	80 LAFAYETTE (IN) -155 WARRENSBURG (MO)	69	9325	43429
IN-MO	25 COLUMBIA(BUS-MO) -101 MICHIGAN CITY (IN)	69	7171	34074
IN-MO	80 LAFAYETTE (IN) -157 WASHINGTON (MO)	69	7137	32218
IN-MO	75 KANSAS CITY (MO) -156 WARSAW (IN)	70	9316	44773
IN-MO	77 KIRKWOOD (MO) -149 TERRE HAUTE(BUS-IN)	70	7660	36749
IN-MO	65 INDIANAPOLIS (IN) -135 SEDALIA (MO)	70	10445	47257
IN-MO	80 LAFAYETTE (IN) -84 LEES SUMMIT (MO)	73	10475	48794
IN-MO	52 GARY INTERNATIONAL AIRPORT -70 JEFFERSON (MO)	73	6723	31317
IN-MO	80 LAFAYETTE (IN) -142 ST. JOSEPH(BUS-MO)	81	12645	58320
IN-MO	70 JEFFERSON (MO) -156 WARSAW (IN)	83	9546	43118
IN-MO	142 ST. JOSEPH(BUS-MO) -156 WARSAW (IN)	90	13523	63023
IN-MO	59 HMI-WTG-DET (IN) -75 KANSAS CITY (MO)	92	10176	50429
IN-MO	101 MICHIGAN CITY (IN) -140 SPRINGFIELD(BUS-MO)	110	10829	61318
IN-MO	64 INDEPENDENCE (MO) -80 LAFAYETTE (IN)	116	16961	79560
IN-MO	53 GARY INTERNATIONAL AIRPORT (IN) -142 ST. JOSEPH(BUS-MO)	117	14424	71608
IN-MO	53 GARY INTERNATIONAL AIRPORT (IN) -155 WARRENSBURG (MO)	120	13171	62670
IN-MO	53 GARY INTERNATIONAL AIRPORT (IN) -157 WASHINGTON (MO)	124	9569	44113
IN-MO	101 MICHIGAN CITY (IN) -142 ST. JOSEPH(BUS-MO)	125	16796	79776
IN-MO	25 COLUMBIA(BUS-MO) -53 GARY INTERNATIONAL AIRPORT (IN)	136	12892	75450
IN-MO	25 COLUMBIA(BUS-MO) -121 PLYMOUTH (IN)	138	15243	85053
IN-MO	50 FT. WAYNE(IN) -135 SEDALIA (MO)	139	19182	85867
IN-MO	77 KIRKWOOD (MO) -158 WATERLOO (BUS-IN)	143	14712	67612
IN-MO	121 PLYMOUTH (IN) -142 ST. JOSEPH(BUS-MO)	145	20611	97588
IN-MO	64 INDEPENDENCE (MO) -66 INDIANAPOLIS AIRPORT (IN)	146	23675	109944
IN-MO	26 COLUMBUS(BUS-IN) -77 KIRKWOOD (MO)	149	17097	80526
IN-MO	75 KANSAS CITY (MO) -121 PLYMOUTH (IN)	150	19071	92525
IN-MO	77 KIRKWOOD (MO) -156 WARSAW (IN)	168	15139	67996
IN-MO	10 BLOOMINGTON(BUS-IN) -77 KIRKWOOD (MO)	188	21770	103661
IN-MO	77 KIRKWOOD (MO) -121 PLYMOUTH (IN)	239	19996	90703
IN-MO	53 GARY INTERNATIONAL AIRPORT (IN) -70 JEFFERSON (MO)	246	22746	105950
IN-MO	75 KANSAS CITY (MO) -158 WATERLOO (BUS-IN)	253	36945	179262
IN-MO	25 COLUMBIA(BUS-MO) -80 LAFAYETTE (IN)	259	32008	171066
IN-MO	50 FT. WAYNE(IN) -79 LA PLATA (MO)	262	30400	142146
IN-MO	52 GARY INTERNATIONAL AIRPORT -77 KIRKWOOD (MO)	302	20576	96179

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IN-MO	75 KANSAS CITY (MO) -80 LAFAYETTE (IN)	313	44954	207052
IN-MO	70 JEFFERSON (MO) -80 LAFAYETTE (IN)	328	38964	176143
IN-MO	50 FT. WAYNE(IN) -64 INDEPENDENCE (MO)	333	50838	234273
IN-MO	58 HERMANN (MO) -65 INDIANAPOLIS (IN)	335	42139	189938
IN-MO	65 INDIANAPOLIS (IN) -157 WASHINGTON (MO)	369	44369	198569
IN-MO	10 BLOOMINGTON(BUS-IN) -144 ST. LOUIS (MO)	397	44753	213939
IN-MO	53 GARY INTERNATIONAL AIRPORT (IN) -75 KANSAS CITY (MO)	417	46338	230801
IN-MO	65 INDIANAPOLIS (IN) -155 WARRENSBURG (MO)	442	67507	311259
IN-MO	65 INDIANAPOLIS (IN) -84 LEES SUMMIT (MO)	447	72215	333210
IN-MO	33 DEFIANCE (IN) -144 ST. LOUIS (MO)	472	51057	224405
IN-MO	50 FT. WAYNE(IN) -70 JEFFERSON (MO)	498	61907	276685
IN-MO	144 ST. LOUIS (MO) -149 TERRE HAUTE(BUS-IN)	532	56602	272756
IN-MO	144 ST. LOUIS (MO) -158 WATERLOO (BUS-IN)	534	53274	245685
IN-MO	25 COLUMBIA(BUS-MO) -65 INDIANAPOLIS (IN)	555	80944	407909
IN-MO	50 FT. WAYNE(IN) -58 HERMANN (MO)	573	65979	293471
IN-MO	144 ST. LOUIS (MO) -156 WARSAW (IN)	649	56475	254473
IN-MO	66 INDIANAPOLIS AIRPORT (IN) -144 ST. LOUIS (MO)	653	69414	313386
IN-MO	77 KIRKWOOD (MO) -80 LAFAYETTE (IN)	667	63523	283431
IN-MO	59 HMI-WTG-DET (IN) -144 ST. LOUIS (MO)	668	42742	199007
IN-MO	26 COLUMBUS(BUS-IN) -144 ST. LOUIS (MO)	675	80055	356472
IN-MO	53 GARY INTERNATIONAL AIRPORT (IN) -77 KIRKWOOD (MO)	815	55450	259191
IN-MO	52 GARY INTERNATIONAL AIRPORT -144 ST. LOUIS (MO)	857	59269	261464
IN-MO	65 INDIANAPOLIS (IN) -70 JEFFERSON (MO)	871	117652	532140
IN-MO	50 FT. WAYNE(IN) -157 WASHINGTON (MO)	925	101301	446725
IN-MO	65 INDIANAPOLIS (IN) -75 KANSAS CITY (MO)	945	145554	694693
IN-MO	121 PLYMOUTH (IN) -144 ST. LOUIS (MO)	1055	85058	387322
IN-MO	50 FT. WAYNE(IN) -75 KANSAS CITY (MO)	1368	196027	930116
IN-MO	65 INDIANAPOLIS (IN) -77 KIRKWOOD (MO)	1523	168761	760018
IN-MO	50 FT. WAYNE(IN) -77 KIRKWOOD (MO)	1524	162435	676639
IN-MO	64 INDEPENDENCE (MO) -65 INDIANAPOLIS (IN)	1542	272845	1168908
IN-MO	80 LAFAYETTE (IN) -144 ST. LOUIS (MO)	2539	230405	1045948
IN-MO	53 GARY INTERNATIONAL AIRPORT (IN) -144 ST. LOUIS (MO)	2684	189298	818537
IN-MO	50 FT. WAYNE(IN) -144 ST. LOUIS (MO)	2792	278740	1203413
IN-MO	65 INDIANAPOLIS (IN) -144 ST. LOUIS (MO)	10950	1254301	5321710
IN-NE	57 HASTINGS (NE) -101 MICHIGAN CITY (IN)	2	344	1540
IN-NE	57 HASTINGS (NE) -156 WARSAW (IN)	2	419	1840
IN-NE	99 MCCOOK (NE) -156 WARSAW (IN)	3	498	2228
IN-NE	80 LAFAYETTE (IN) -99 MCCOOK (NE)	4	703	3169
IN-NE	99 MCCOOK (NE) -101 MICHIGAN CITY (IN)	4	721	3285
IN-NE	57 HASTINGS (NE) -80 LAFAYETTE (IN)	7	1114	4932
IN-NE	108 NEBRASKA CITY (BUS-NE) -121 PLYMOUTH (IN)	7	1141	4463
IN-NE	57 HASTINGS (NE) -65 INDIANAPOLIS (IN)	8	1539	6785
IN-NE	65 INDIANAPOLIS (IN) -99 MCCOOK (NE)	11	2410	10814
IN-NE	59 HMI-WTG-DET (IN) -108 NEBRASKA CITY (BUS-NE)	15	2110	8343
IN-NE	33 DEFIANCE (IN) -87 LINCOLN (NE)	25	4307	18358
IN-NE	101 MICHIGAN CITY (IN) -114 OMAHA (NE)	28	3431	14883
IN-NE	52 GARY INTERNATIONAL AIRPORT -108 NEBRASKA CITY (BUS-NE)	31	4397	17132
IN-NE	80 LAFAYETTE (IN) -87 LINCOLN (NE)	36	5481	23836
IN-NE	87 LINCOLN (NE) -158 WATERLOO (BUS-IN)	57	9245	40579
IN-NE	33 DEFIANCE (IN) -114 OMAHA (NE)	62	9909	41725
IN-NE	87 LINCOLN (NE) -156 WARSAW (IN)	66	9770	42094
IN-NE	87 LINCOLN (NE) -101 MICHIGAN CITY (IN)	68	9003	39558
IN-NE	101 MICHIGAN CITY (IN) -108 NEBRASKA CITY (BUS-NE)	70	10325	40581
IN-NE	87 LINCOLN (NE) -121 PLYMOUTH (IN)	85	12121	52442
IN-NE	114 OMAHA (NE) -121 PLYMOUTH (IN)	98	12893	55040
IN-NE	114 OMAHA (NE) -158 WATERLOO (BUS-IN)	119	18018	78263
IN-NE	59 HMI-WTG-DET (IN) -114 OMAHA (NE)	120	13800	59134
IN-NE	114 OMAHA (NE) -156 WARSAW (IN)	148	20526	87279
IN-NE	50 FT. WAYNE(IN) -87 LINCOLN (NE)	356	56532	242208
IN-NE	50 FT. WAYNE(IN) -114 OMAHA (NE)	417	61777	261322
IN-NE	65 INDIANAPOLIS (IN) -87 LINCOLN (NE)	446	75582	327935
IN-OH	94 MARCELINE -150 TOLEDO (OH)	2	334	1526
IN-OH	24 CLEVELAND (OH) -94 MARCELINE	2	401	1818

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States	Station Pair	Riders	Revenue	Passenger Miles
IN-OH	23 CINCINNATI (OH) -149 TERRE HAUTE(BUS-IN)	4	517	2310
IN-OH	30 DAYTON(BUS-OH) -52 GARY INTERNATIONAL AIRPORT	6	335	1870
IN-OH	30 DAYTON(BUS-OH) -158 WATERLOO (BUS-IN)	10	889	4570
IN-OH	59 HMI-WTG-DET (IN) -134 SANDUSKY (OH)	12	912	3648
IN-OH	33 DEFIANCE (IN) -134 SANDUSKY (OH)	12	280	1209
IN-OH	45 ELYRIA (OH) -59 HMI-WTG-DET (IN)	14	1247	4979
IN-OH	101 MICHIGAN CITY (IN) -165 YOUNGSTOWN(BUS-OH)	19	2063	8930
IN-OH	30 DAYTON(BUS-OH) -80 LAFAYETTE (IN)	19	576	3890
IN-OH	1 AKRON(BUS-OH) -101 MICHIGAN CITY (IN)	21	2202	9217
IN-OH	15 CANTON(BUS-OH) -101 MICHIGAN CITY (IN)	21	2329	9979
IN-OH	45 ELYRIA (OH) -149 TERRE HAUTE(BUS-IN)	23	2918	12678
IN-OH	101 MICHIGAN CITY (IN) -150 TOLEDO (OH)	25	1908	7389
IN-OH	30 DAYTON(BUS-OH) -53 GARY INTERNATIONAL AIRPORT (IN)	25	1391	7770
IN-OH	134 SANDUSKY (OH) -149 TERRE HAUTE(BUS-IN)	26	3149	13783
IN-OH	121 PLYMOUTH (IN) -154 WARREN(BUS-OH)	28	2013	9031
IN-OH	154 WARREN(BUS-OH) -156 WARSAW (IN)	29	1912	8655
IN-OH	59 HMI-WTG-DET (IN) -150 TOLEDO (OH)	35	2349	9111
IN-OH	30 DAYTON(BUS-OH) -66 INDIANAPOLIS AIRPORT (IN)	39	545	5156
IN-OH	23 CINCINNATI (OH) -52 GARY INTERNATIONAL AIRPORT	48	3344	14181
IN-OH	1 AKRON(BUS-OH) -158 WATERLOO (BUS-IN)	50	2818	13635
IN-OH	24 CLEVELAND (OH) -149 TERRE HAUTE(BUS-IN)	56	7525	32572
IN-OH	30 DAYTON(BUS-OH) -33 DEFIANCE (IN)	73	7125	34617
IN-OH	149 TERRE HAUTE(BUS-IN) -150 TOLEDO (OH)	84	9687	40300
IN-OH	1 AKRON(BUS-OH) -33 DEFIANCE (IN)	104	4679	20897
IN-OH	1 AKRON(BUS-OH) -156 WARSAW (IN)	111	7297	31334
IN-OH	30 DAYTON(BUS-OH) -101 MICHIGAN CITY (IN)	112	8171	42888
IN-OH	154 WARREN(BUS-OH) -158 WATERLOO (BUS-IN)	113	7001	32737
IN-OH	33 DEFIANCE (IN) -45 ELYRIA (OH)	127	4148	17453
IN-OH	15 CANTON(BUS-OH) -33 DEFIANCE (IN)	129	6046	28862
IN-OH	30 DAYTON(BUS-OH) -59 HMI-WTG-DET (IN)	130	8575	45059
IN-OH	23 CINCINNATI (OH) -53 GARY INTERNATIONAL AIRPORT (IN)	134	9256	39251
IN-OH	134 SANDUSKY (OH) -156 WARSAW (IN)	135	6203	24949
IN-OH	33 DEFIANCE (IN) -165 YOUNGSTOWN(BUS-OH)	135	6467	31127
IN-OH	134 SANDUSKY (OH) -158 WATERLOO (BUS-IN)	153	5750	26783
IN-OH	1 AKRON(BUS-OH) -121 PLYMOUTH (IN)	160	11671	49146
IN-OH	45 ELYRIA (OH) -156 WARSAW (IN)	183	10184	40298
IN-OH	158 WATERLOO (BUS-IN) -165 YOUNGSTOWN(BUS-OH)	185	12058	56129
IN-OH	45 ELYRIA (OH) -158 WATERLOO (BUS-IN)	192	8913	40253
IN-OH	10 BLOOMINGTON(BUS-IN) -150 TOLEDO (OH)	202	21189	92560
IN-OH	156 WARSAW (IN) -165 YOUNGSTOWN(BUS-OH)	204	14333	63749
IN-OH	15 CANTON(BUS-OH) -158 WATERLOO (BUS-IN)	219	13770	64829
IN-OH	23 CINCINNATI (OH) -66 INDIANAPOLIS AIRPORT (IN)	246	6845	29231
IN-OH	15 CANTON(BUS-OH) -156 WARSAW (IN)	246	17209	75248
IN-OH	26 COLUMBUS(BUS-IN) -45 ELYRIA (OH)	256	31337	135461
IN-OH	121 PLYMOUTH (IN) -165 YOUNGSTOWN(BUS-OH)	259	19917	87652
IN-OH	53 GARY INTERNATIONAL AIRPORT (IN) -165 YOUNGSTOWN(BUS-OH)	266	23537	106247
IN-OH	24 CLEVELAND (OH) -59 HMI-WTG-DET (IN)	283	26250	104811
IN-OH	45 ELYRIA (OH) -121 PLYMOUTH (IN)	313	19320	76576
IN-OH	15 CANTON(BUS-OH) -121 PLYMOUTH (IN)	313	24069	103529
IN-OH	15 CANTON(BUS-OH) -53 GARY INTERNATIONAL AIRPORT (IN)	313	27543	123101
IN-OH	24 CLEVELAND (OH) -33 DEFIANCE (IN)	352	14254	57016
IN-OH	33 DEFIANCE (IN) -150 TOLEDO (OH)	370	5212	20343
IN-OH	1 AKRON(BUS-OH) -53 GARY INTERNATIONAL AIRPORT (IN)	371	31767	137141
IN-OH	26 COLUMBUS(BUS-IN) -150 TOLEDO (OH)	379	39395	169690
IN-OH	121 PLYMOUTH (IN) -134 SANDUSKY (OH)	384	20043	80667
IN-OH	10 BLOOMINGTON(BUS-IN) -45 ELYRIA (OH)	390	48187	210788
IN-OH	150 TOLEDO (OH) -156 WARSAW (IN)	500	18073	68965
IN-OH	50 FT. WAYNE(IN) -134 SANDUSKY (OH)	521	18116	76089
IN-OH	80 LAFAYETTE (IN) -165 YOUNGSTOWN(BUS-OH)	541	61668	274344
IN-OH	121 PLYMOUTH (IN) -150 TOLEDO (OH)	565	23997	92024
IN-OH	24 CLEVELAND (OH) -26 COLUMBUS(BUS-IN)	582	75053	323244
IN-OH	50 FT. WAYNE(IN) -154 WARREN(BUS-OH)	623	36539	162667
IN-OH	10 BLOOMINGTON(BUS-IN) -23 CINCINNATI (OH)	645	23041	107000

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IN-OH	23 CINCINNATI (OH) -26 COLUMBUS(BUS-IN)	649	20978	100540
IN-OH	30 DAYTON(BUS-OH) -156 WARSAW (IN)	770	59363	303357
IN-OH	15 CANTON(BUS-OH) -80 LAFAYETTE (IN)	856	97004	428145
IN-OH	30 DAYTON(BUS-OH) -121 PLYMOUTH (IN)	923	65262	340627
IN-OH	10 BLOOMINGTON(BUS-IN) -24 CLEVELAND (OH)	927	120398	524476
IN-OH	1 AKRON(BUS-OH) -80 LAFAYETTE (IN)	979	108770	467174
IN-OH	24 CLEVELAND (OH) -156 WARSAW (IN)	1077	68167	263860
IN-OH	27 COLUMBUS(BUS-OH) -105 MUNCIE(BUS-IN)	1146	115566	638510
IN-OH	23 CINCINNATI (OH) -59 HMI-WTG-DET (IN)	1236	104058	411651
IN-OH	23 CINCINNATI (OH) -80 LAFAYETTE (IN)	1325	59846	247796
IN-OH	24 CLEVELAND (OH) -158 WATERLOO (BUS-IN)	1461	80667	343379
IN-OH	24 CLEVELAND (OH) -121 PLYMOUTH (IN)	1663	116369	449077
IN-OH	15 CANTON(BUS-OH) -65 INDIANAPOLIS (IN)	1694	221390	972260
IN-OH	23 CINCINNATI (OH) -50 FT. WAYNE(IN)	2011	203986	844776
IN-OH	150 TOLEDO (OH) -158 WATERLOO (BUS-IN)	2015	67185	257897
IN-OH	45 ELYRIA (OH) -50 FT. WAYNE(IN)	2420	110503	438001
IN-OH	1 AKRON(BUS-OH) -65 INDIANAPOLIS (IN)	2719	349301	1498051
IN-OH	24 CLEVELAND (OH) -50 FT. WAYNE(IN)	9348	507918	1925623
IN-OH	23 CINCINNATI (OH) -65 INDIANAPOLIS (IN)	12615	362861	1425500
IN-OH	50 FT. WAYNE(IN) -150 TOLEDO (OH)	33700	944641	3336269
IN-WI	94 MARCELINE -147 STURGEON BAY(BUS-WI)	2	311	1385
IN-WI	78 LA CROSSE (WI) -94 MARCELINE	2	384	1746
IN-WI	94 MARCELINE -136 SHEBOYGAN(BUS-WI)	3	321	1600
IN-WI	94 MARCELINE -162 WEST BEND (WI)	3	405	1873
IN-WI	94 MARCELINE -148 STURTEVANT (WI)	4	388	1895
IN-WI	94 MARCELINE -96 MARINETTE(BUS-WI)	4	592	2714
IN-WI	65 INDIANAPOLIS (IN) -147 STURGEON BAY(BUS-WI)	4	471	1835
IN-WI	53 GARY INTERNATIONAL AIRPORT (IN) -147 STURGEON BAY(BUS-WI)	4	292	1076
IN-WI	12 BROOKFIELD (WI) -94 MARCELINE	6	634	2978
IN-WI	156 WARSAW (IN) -159 WATERTOWN (WI)	6	408	1557
IN-WI	52 GARY INTERNATIONAL AIRPORT -113 OCONOMOWOC (WI)	8	297	1105
IN-WI	10 BLOOMINGTON(BUS-IN) -113 OCONOMOWOC (WI)	8	678	2962
IN-WI	33 DEFIANCE (IN) -147 STURGEON BAY(BUS-WI)	8	943	3570
IN-WI	92 MANITOWOC(BUS-WI) -94 MARCELINE	10	1134	5799
IN-WI	80 LAFAYETTE (IN) -96 MARINETTE(BUS-WI)	10	995	4037
IN-WI	10 BLOOMINGTON(BUS-IN) -151 TOMAH (WI)	10	1276	5455
IN-WI	10 BLOOMINGTON(BUS-IN) -47 FOND DU LAC (WI)	11	1058	4482
IN-WI	80 LAFAYETTE (IN) -147 STURGEON BAY(BUS-WI)	11	1046	4007
IN-WI	121 PLYMOUTH (IN) -159 WATERTOWN (WI)	11	640	2436
IN-WI	65 INDIANAPOLIS (IN) -96 MARINETTE(BUS-WI)	12	1364	5574
IN-WI	53 GARY INTERNATIONAL AIRPORT (IN) -96 MARINETTE(BUS-WI)	12	860	3442
IN-WI	94 MARCELINE -160 WAUSAU(BUS-WI)	12	1745	8400
IN-WI	33 DEFIANCE (IN) -151 TOMAH (WI)	12	1417	5526
IN-WI	94 MARCELINE -146 STEVENS POINT(BUS-WI)	12	1728	8100
IN-WI	10 BLOOMINGTON(BUS-IN) -162 WEST BEND (WI)	13	1094	4725
IN-WI	33 DEFIANCE (IN) -96 MARINETTE(BUS-WI)	13	1518	6035
IN-WI	10 BLOOMINGTON(BUS-IN) -125 PORTAGE (WI)	14	1467	6206
IN-WI	10 BLOOMINGTON(BUS-IN) -116 OSHKOSH (WI)	14	1401	5874
IN-WI	149 TERRE HAUTE(BUS-IN) -164 WISCONSIN DELLS (WI)	14	1488	6397
IN-WI	33 DEFIANCE (IN) -164 WISCONSIN DELLS (WI)	14	1525	5912
IN-WI	149 TERRE HAUTE(BUS-IN) -159 WATERTOWN (WI)	15	1283	5255
IN-WI	101 MICHIGAN CITY (IN) -147 STURGEON BAY(BUS-WI)	15	1120	4235
IN-WI	147 STURGEON BAY(BUS-WI) -156 WARSAW (IN)	15	1519	5248
IN-WI	147 STURGEON BAY(BUS-WI) -158 WATERLOO (BUS-IN)	17	1728	6811
IN-WI	52 GARY INTERNATIONAL AIRPORT -78 LA CROSSE (WI)	17	1373	5480
IN-WI	52 GARY INTERNATIONAL AIRPORT -146 STEVENS POINT(BUS-WI)	17	1088	4515
IN-WI	113 OCONOMOWOC (WI) -149 TERRE HAUTE(BUS-IN)	17	1456	6027
IN-WI	52 GARY INTERNATIONAL AIRPORT -162 WEST BEND (WI)	18	681	2468
IN-WI	53 GARY INTERNATIONAL AIRPORT (IN) -113 OCONOMOWOC (WI)	18	663	2463
IN-WI	110 NEW CASTLE(BUS-IN) -162 WEST BEND (WI)	19	1673	7184
IN-WI	10 BLOOMINGTON(BUS-IN) -12 BROOKFIELD (WI)	19	1577	6918
IN-WI	94 MARCELINE -102 MILWAUKEE (WI)	20	2066	9992
IN-WI	33 DEFIANCE (IN) -159 WATERTOWN (WI)	20	1700	6543

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States	Station Pair	Riders	Revenue	Passenger Miles
IN-WI	121 PLYMOUTH (IN) -147 STURGEON BAY(BUS-WI)	21	1899	6677
IN-WI	149 TERRE HAUTE(BUS-IN) -151 TOMAH (WI)	22	2692	11044
IN-WI	10 BLOOMINGTON(BUS-IN) -148 STURTEVANT (WI)	24	1647	7593
IN-WI	33 DEFIANCE (IN) -125 PORTAGE (WI)	24	2536	9647
IN-WI	96 MARINETTE(BUS-WI) -101 MICHIGAN CITY (IN)	25	1936	7865
IN-WI	151 TOMAH (WI) -158 WATERLOO (BUS-IN)	25	2773	11262
IN-WI	52 GARY INTERNATIONAL AIRPORT -160 WAUSAU(BUS-WI)	26	1716	7641
IN-WI	53 GARY INTERNATIONAL AIRPORT (IN) -78 LA CROSSE (WI)	27	2233	8914
IN-WI	125 PORTAGE (WI) -149 TERRE HAUTE(BUS-IN)	28	2944	12055
IN-WI	96 MARINETTE(BUS-WI) -121 PLYMOUTH (IN)	28	2566	9784
IN-WI	96 MARINETTE(BUS-WI) -156 WARSAW (IN)	28	2755	10500
IN-WI	78 LA CROSSE (WI) -149 TERRE HAUTE(BUS-IN)	29	3631	15722
IN-WI	96 MARINETTE(BUS-WI) -158 WATERLOO (BUS-IN)	31	3333	13813
IN-WI	121 PLYMOUTH (IN) -164 WISCONSIN DELLS (WI)	31	2456	9475
IN-WI	149 TERRE HAUTE(BUS-IN) -162 WEST BEND (WI)	34	2995	11907
IN-WI	78 LA CROSSE (WI) -80 LAFAYETTE (IN)	35	3740	15130
IN-WI	47 FOND DU LAC (WI) -149 TERRE HAUTE(BUS-IN)	35	3230	13230
IN-WI	80 LAFAYETTE (IN) -113 OCONOMOWOC (WI)	37	2539	9134
IN-WI	52 GARY INTERNATIONAL AIRPORT -92 MANITOWOC(BUS-WI)	37	1363	6949
IN-WI	59 HMI-WTG-DET (IN) -159 WATERTOWN (WI)	38	1541	5644
IN-WI	65 INDIANAPOLIS (IN) -159 WATERTOWN (WI)	39	3305	13219
IN-WI	52 GARY INTERNATIONAL AIRPORT -136 SHEBOYGAN(BUS-WI)	40	1362	6352
IN-WI	12 BROOKFIELD (WI) -26 COLUMBUS(BUS-IN)	41	3296	14203
IN-WI	47 FOND DU LAC (WI) -66 INDIANAPOLIS AIRPORT (IN)	41	3685	14295
IN-WI	26 COLUMBUS(BUS-IN) -47 FOND DU LAC (WI)	42	3993	16637
IN-WI	151 TOMAH (WI) -156 WARSAW (IN)	42	4074	15857
IN-WI	156 WARSAW (IN) -164 WISCONSIN DELLS (WI)	43	3695	14266
IN-WI	12 BROOKFIELD (WI) -52 GARY INTERNATIONAL AIRPORT	44	1797	5361
IN-WI	125 PORTAGE (WI) -158 WATERLOO (BUS-IN)	44	4247	16896
IN-WI	66 INDIANAPOLIS AIRPORT (IN) -162 WEST BEND (WI)	48	4106	15110
IN-WI	12 BROOKFIELD (WI) -110 NEW CASTLE(BUS-IN)	48	4284	16930
IN-WI	78 LA CROSSE (WI) -101 MICHIGAN CITY (IN)	50	4396	17792
IN-WI	59 HMI-WTG-DET (IN) -125 PORTAGE (WI)	50	2968	10824
IN-WI	12 BROOKFIELD (WI) -149 TERRE HAUTE(BUS-IN)	50	3979	16507
IN-WI	10 BLOOMINGTON(BUS-IN) -78 LA CROSSE (WI)	50	6536	28236
IN-WI	47 FOND DU LAC (WI) -52 GARY INTERNATIONAL AIRPORT	51	2443	8752
IN-WI	10 BLOOMINGTON(BUS-IN) -91 MADISON DANE AIRPORT	53	5222	22366
IN-WI	59 HMI-WTG-DET (IN) -164 WISCONSIN DELLS (WI)	53	3299	12462
IN-WI	52 GARY INTERNATIONAL AIRPORT -148 STURTEVANT (WI)	53	1119	4461
IN-WI	26 COLUMBUS(BUS-IN) -148 STURTEVANT (WI)	53	3618	16358
IN-WI	33 DEFIANCE (IN) -113 OCONOMOWOC (WI)	54	4376	16769
IN-WI	6 APPLETON (WI) -149 TERRE HAUTE(BUS-IN)	54	5846	22499
IN-WI	158 WATERLOO (BUS-IN) -159 WATERTOWN (WI)	57	4310	17555
IN-WI	101 MICHIGAN CITY (IN) -136 SHEBOYGAN(BUS-WI)	58	2324	10878
IN-WI	121 PLYMOUTH (IN) -151 TOMAH (WI)	59	5248	20423
IN-WI	66 INDIANAPOLIS AIRPORT (IN) -116 OSHKOSH (WI)	61	5720	22027
IN-WI	91 MADISON DANE AIRPORT -149 TERRE HAUTE(BUS-IN)	61	6142	24447
IN-WI	26 COLUMBUS(BUS-IN) -78 LA CROSSE (WI)	63	8081	34512
IN-WI	113 OCONOMOWOC (WI) -156 WARSAW (IN)	64	4072	14529
IN-WI	52 GARY INTERNATIONAL AIRPORT -116 OSHKOSH (WI)	67	3543	12615
IN-WI	158 WATERLOO (BUS-IN) -164 WISCONSIN DELLS (WI)	68	6653	26964
IN-WI	26 COLUMBUS(BUS-IN) -116 OSHKOSH (WI)	69	6896	28452
IN-WI	10 BLOOMINGTON(BUS-IN) -102 MILWAUKEE (WI)	70	5778	23902
IN-WI	43 EAU CLAIRE (BUS-WI) -80 LAFAYETTE (IN)	71	7883	33665
IN-WI	101 MICHIGAN CITY (IN) -113 OCONOMOWOC (WI)	72	3346	12294
IN-WI	65 INDIANAPOLIS (IN) -113 OCONOMOWOC (WI)	73	5878	23453
IN-WI	59 HMI-WTG-DET (IN) -151 TOMAH (WI)	76	5563	21309
IN-WI	12 BROOKFIELD (WI) -66 INDIANAPOLIS AIRPORT (IN)	77	6238	22792
IN-WI	113 OCONOMOWOC (WI) -121 PLYMOUTH (IN)	77	4288	15537
IN-WI	53 GARY INTERNATIONAL AIRPORT (IN) -146 STEVENS POINT(BUS-WI)	78	4987	20687
IN-WI	6 APPLETON (WI) -52 GARY INTERNATIONAL AIRPORT	79	4573	16194
IN-WI	116 OSHKOSH (WI) -149 TERRE HAUTE(BUS-IN)	79	7868	31279
IN-WI	53 GARY INTERNATIONAL AIRPORT (IN) -160 WAUSAU(BUS-WI)	80	5345	23795

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States	Station Pair	Riders	Revenue	Passenger Miles
IN-WI	33 DEFIANCE (IN) -78 LA CROSSE (WI)	81	10121	40193
IN-WI	121 PLYMOUTH (IN) -125 PORTAGE (WI)	83	6308	23705
IN-WI	102 MILWAUKEE (WI) -110 NEW CASTLE(BUS-IN)	85	6334	28717
IN-WI	6 APPLETON (WI) -10 BLOOMINGTON(BUS-IN)	89	9469	39280
IN-WI	33 DEFIANCE (IN) -136 SHEBOYGAN(BUS-WI)	91	7329	29708
IN-WI	52 GARY INTERNATIONAL AIRPORT -56 GREEN BAY (WI)	91	6138	21587
IN-WI	56 GREEN BAY (WI) -149 TERRE HAUTE(BUS-IN)	92	10534	40863
IN-WI	59 HMI-WTG-DET (IN) -160 WAUSAU(BUS-WI)	92	6426	26944
IN-WI	148 STURTEVANT (WI) -149 TERRE HAUTE(BUS-IN)	94	6136	27450
IN-WI	53 GARY INTERNATIONAL AIRPORT (IN) -136 SHEBOYGAN(BUS-WI)	95	3230	15064
IN-WI	33 DEFIANCE (IN) -92 MANITOWOC(BUS-WI)	96	7911	34121
IN-WI	101 MICHIGAN CITY (IN) -162 WEST BEND (WI)	98	4584	16826
IN-WI	102 MILWAUKEE (WI) -105 MUNCIE(BUS-IN)	100	7564	35079
IN-WI	136 SHEBOYGAN(BUS-WI) -156 WARSAW (IN)	104	5852	25590
IN-WI	33 DEFIANCE (IN) -146 STEVENS POINT(BUS-WI)	105	11788	45574
IN-WI	59 HMI-WTG-DET (IN) -78 LA CROSSE (WI)	105	8552	33756
IN-WI	26 COLUMBUS(BUS-IN) -91 MADISON DANE AIRPORT	106	10429	43983
IN-WI	59 HMI-WTG-DET (IN) -136 SHEBOYGAN(BUS-WI)	106	3622	16078
IN-WI	10 BLOOMINGTON(BUS-IN) -56 GREEN BAY (WI)	107	12280	50189
IN-WI	78 LA CROSSE (WI) -158 WATERLOO (BUS-IN)	108	12699	52388
IN-WI	53 GARY INTERNATIONAL AIRPORT (IN) -162 WEST BEND (WI)	110	4539	15458
IN-WI	113 OCONOMOWOC (WI) -158 WATERLOO (BUS-IN)	110	8870	32437
IN-WI	33 DEFIANCE (IN) -160 WAUSAU(BUS-WI)	112	12906	52424
IN-WI	92 MANITOWOC(BUS-WI) -158 WATERLOO (BUS-IN)	112	8678	38389
IN-WI	59 HMI-WTG-DET (IN) -92 MANITOWOC(BUS-WI)	114	4334	20518
IN-WI	33 DEFIANCE (IN) -162 WEST BEND (WI)	117	9570	36240
IN-WI	12 BROOKFIELD (WI) -101 MICHIGAN CITY (IN)	117	4731	17784
IN-WI	6 APPLETON (WI) -26 COLUMBUS(BUS-IN)	119	12477	50974
IN-WI	78 LA CROSSE (WI) -156 WARSAW (IN)	123	13285	50962
IN-WI	47 FOND DU LAC (WI) -158 WATERLOO (BUS-IN)	125	10352	40847
IN-WI	26 COLUMBUS(BUS-IN) -102 MILWAUKEE (WI)	131	10314	43451
IN-WI	101 MICHIGAN CITY (IN) -148 STURTEVANT (WI)	131	3594	14977
IN-WI	26 COLUMBUS(BUS-IN) -56 GREEN BAY (WI)	133	15116	60898
IN-WI	33 DEFIANCE (IN) -148 STURTEVANT (WI)	134	8592	33941
IN-WI	53 GARY INTERNATIONAL AIRPORT (IN) -92 MANITOWOC(BUS-WI)	134	4932	25137
IN-WI	136 SHEBOYGAN(BUS-WI) -158 WATERLOO (BUS-IN)	136	10256	42568
IN-WI	121 PLYMOUTH (IN) -136 SHEBOYGAN(BUS-WI)	137	6844	30030
IN-WI	59 HMI-WTG-DET (IN) -146 STEVENS POINT(BUS-WI)	143	9643	37020
IN-WI	6 APPLETON (WI) -66 INDIANAPOLIS AIRPORT (IN)	145	14474	55347
IN-WI	101 MICHIGAN CITY (IN) -146 STEVENS POINT(BUS-WI)	146	10784	42982
IN-WI	65 INDIANAPOLIS (IN) -78 LA CROSSE (WI)	146	18245	74322
IN-WI	12 BROOKFIELD (WI) -33 DEFIANCE (IN)	146	11143	42556
IN-WI	33 DEFIANCE (IN) -47 FOND DU LAC (WI)	146	13303	49879
IN-WI	92 MANITOWOC(BUS-WI) -101 MICHIGAN CITY (IN)	149	6970	32316
IN-WI	116 OSHKOSH (WI) -158 WATERLOO (BUS-IN)	150	13123	51334
IN-WI	66 INDIANAPOLIS AIRPORT (IN) -91 MADISON DANE AIRPORT	150	13967	55097
IN-WI	80 LAFAYETTE (IN) -160 WAUSAU(BUS-WI)	161	15625	65447
IN-WI	146 STEVENS POINT(BUS-WI) -158 WATERLOO (BUS-IN)	168	17380	70594
IN-WI	91 MADISON DANE AIRPORT -158 WATERLOO (BUS-IN)	169	14629	58712
IN-WI	78 LA CROSSE (WI) -121 PLYMOUTH (IN)	175	17992	68266
IN-WI	101 MICHIGAN CITY (IN) -160 WAUSAU(BUS-WI)	176	13574	57925
IN-WI	102 MILWAUKEE (WI) -149 TERRE HAUTE(BUS-IN)	183	13432	57936
IN-WI	47 FOND DU LAC (WI) -53 GARY INTERNATIONAL AIRPORT (IN)	184	9097	31516
IN-WI	158 WATERLOO (BUS-IN) -160 WAUSAU(BUS-WI)	185	19638	83801
IN-WI	33 DEFIANCE (IN) -116 OSHKOSH (WI)	186	17844	66534
IN-WI	52 GARY INTERNATIONAL AIRPORT -102 MILWAUKEE (WI)	190	5733	20520
IN-WI	59 HMI-WTG-DET (IN) -162 WEST BEND (WI)	192	7605	25736
IN-WI	47 FOND DU LAC (WI) -101 MICHIGAN CITY (IN)	199	11262	39906
IN-WI	52 GARY INTERNATIONAL AIRPORT -91 MADISON DANE AIRPORT	208	12384	39844
IN-WI	12 BROOKFIELD (WI) -53 GARY INTERNATIONAL AIRPORT (IN)	208	7802	25400
IN-WI	158 WATERLOO (BUS-IN) -162 WEST BEND (WI)	209	16747	61873
IN-WI	33 DEFIANCE (IN) -91 MADISON DANE AIRPORT	211	20037	76520
IN-WI	156 WARSAW (IN) -162 WEST BEND (WI)	212	13237	48388

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States	Station Pair	Riders	Revenue	Passenger Miles
IN-WI	156 WARSAW (IN) -160 WAUSAU(BUS-WI)	216	20556	83247
IN-WI	56 GREEN BAY (WI) -158 WATERLOO (BUS-IN)	218	22262	85342
IN-WI	92 MANITOWOC(BUS-WI) -156 WARSAW (IN)	236	14345	64750
IN-WI	6 APPLETON (WI) -33 DEFIANCE (IN)	237	24013	89049
IN-WI	121 PLYMOUTH (IN) -162 WEST BEND (WI)	242	13535	49083
IN-WI	80 LAFAYETTE (IN) -146 STEVENS POINT(BUS-WI)	244	22804	90596
IN-WI	146 STEVENS POINT(BUS-WI) -156 WARSAW (IN)	261	23997	91838
IN-WI	80 LAFAYETTE (IN) -136 SHEBOYGAN(BUS-WI)	264	16160	69903
IN-WI	66 INDIANAPOLIS AIRPORT (IN) -102 MILWAUKEE (WI)	265	20040	74873
IN-WI	12 BROOKFIELD (WI) -121 PLYMOUTH (IN)	278	13623	51175
IN-WI	148 STURTEVANT (WI) -156 WARSAW (IN)	278	12033	47610
IN-WI	53 GARY INTERNATIONAL AIRPORT (IN) -116 OSHKOSH (WI)	280	15172	52592
IN-WI	80 LAFAYETTE (IN) -92 MANITOWOC(BUS-WI)	299	18870	87982
IN-WI	53 GARY INTERNATIONAL AIRPORT (IN) -148 STURTEVANT (WI)	299	6311	25153
IN-WI	59 HMI-WTG-DET (IN) -148 STURTEVANT (WI)	301	6318	23188
IN-WI	12 BROOKFIELD (WI) -158 WATERLOO (BUS-IN)	304	20707	84187
IN-WI	101 MICHIGAN CITY (IN) -102 MILWAUKEE (WI)	307	10628	42425
IN-WI	59 HMI-WTG-DET (IN) -116 OSHKOSH (WI)	311	16862	56271
IN-WI	33 DEFIANCE (IN) -102 MILWAUKEE (WI)	325	22855	90434
IN-WI	12 BROOKFIELD (WI) -156 WARSAW (IN)	339	18768	70827
IN-WI	50 FT. WAYNE(IN) -159 WATERTOWN (WI)	343	25044	95975
IN-WI	6 APPLETON (WI) -158 WATERLOO (BUS-IN)	343	31947	123920
IN-WI	92 MANITOWOC(BUS-WI) -121 PLYMOUTH (IN)	349	18865	86967
IN-WI	121 PLYMOUTH (IN) -160 WAUSAU(BUS-WI)	351	31492	126573
IN-WI	56 GREEN BAY (WI) -59 HMI-WTG-DET (IN)	354	24486	81070
IN-WI	148 STURTEVANT (WI) -158 WATERLOO (BUS-IN)	363	20322	86779
IN-WI	6 APPLETON (WI) -53 GARY INTERNATIONAL AIRPORT (IN)	368	24013	75888
IN-WI	121 PLYMOUTH (IN) -148 STURTEVANT (WI)	377	13866	54983
IN-WI	80 LAFAYETTE (IN) -162 WEST BEND (WI)	380	25839	94150
IN-WI	47 FOND DU LAC (WI) -156 WARSAW (IN)	381	27363	98200
IN-WI	65 INDIANAPOLIS (IN) -136 SHEBOYGAN(BUS-WI)	387	31367	131052
IN-WI	121 PLYMOUTH (IN) -146 STEVENS POINT(BUS-WI)	394	33945	128716
IN-WI	12 BROOKFIELD (WI) -59 HMI-WTG-DET (IN)	402	13737	46276
IN-WI	101 MICHIGAN CITY (IN) -116 OSHKOSH (WI)	408	25788	88840
IN-WI	50 FT. WAYNE(IN) -78 LA CROSSE (WI)	423	48405	192328
IN-WI	47 FOND DU LAC (WI) -80 LAFAYETTE (IN)	424	31463	117855
IN-WI	91 MADISON DANE AIRPORT -101 MICHIGAN CITY (IN)	427	27176	94780
IN-WI	53 GARY INTERNATIONAL AIRPORT (IN) -56 GREEN BAY (WI)	433	31338	102165
IN-WI	65 INDIANAPOLIS (IN) -160 WAUSAU(BUS-WI)	434	51012	208078
IN-WI	56 GREEN BAY (WI) -101 MICHIGAN CITY (IN)	474	36633	126174
IN-WI	59 HMI-WTG-DET (IN) -91 MADISON DANE AIRPORT	483	26198	89333
IN-WI	6 APPLETON (WI) -101 MICHIGAN CITY (IN)	486	34117	114602
IN-WI	47 FOND DU LAC (WI) -121 PLYMOUTH (IN)	511	33159	119017
IN-WI	50 FT. WAYNE(IN) -151 TOMAH (WI)	526	55788	217296
IN-WI	65 INDIANAPOLIS (IN) -92 MANITOWOC(BUS-WI)	533	43422	196184
IN-WI	50 FT. WAYNE(IN) -125 PORTAGE (WI)	534	49531	187524
IN-WI	47 FOND DU LAC (WI) -65 INDIANAPOLIS (IN)	565	51145	198929
IN-WI	80 LAFAYETTE (IN) -148 STURTEVANT (WI)	571	26764	108976
IN-WI	12 BROOKFIELD (WI) -80 LAFAYETTE (IN)	577	36282	132193
IN-WI	6 APPLETON (WI) -80 LAFAYETTE (IN)	603	50392	188838
IN-WI	80 LAFAYETTE (IN) -116 OSHKOSH (WI)	632	50316	186462
IN-WI	53 GARY INTERNATIONAL AIRPORT (IN) -91 MADISON DANE AIRPORT	634	36951	121638
IN-WI	53 GARY INTERNATIONAL AIRPORT (IN) -102 MILWAUKEE (WI)	642	18866	69295
IN-WI	56 GREEN BAY (WI) -156 WARSAW (IN)	662	59125	213984
IN-WI	6 APPLETON (WI) -156 WARSAW (IN)	671	58372	196515
IN-WI	116 OSHKOSH (WI) -156 WARSAW (IN)	717	56879	197140
IN-WI	56 GREEN BAY (WI) -80 LAFAYETTE (IN)	729	67356	249883
IN-WI	65 INDIANAPOLIS (IN) -146 STEVENS POINT(BUS-WI)	733	85101	327070
IN-WI	50 FT. WAYNE(IN) -164 WISCONSIN DELLS (WI)	734	72448	270141
IN-WI	91 MADISON DANE AIRPORT -156 WARSAW (IN)	742	58772	207121
IN-WI	102 MILWAUKEE (WI) -121 PLYMOUTH (IN)	769	32903	130754
IN-WI	65 INDIANAPOLIS (IN) -148 STURTEVANT (WI)	771	51051	204266
IN-WI	80 LAFAYETTE (IN) -91 MADISON DANE AIRPORT	851	69264	254472

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IN-WI	56 GREEN BAY (WI) -121 PLYMOUTH (IN)	977	80943	291160
IN-WI	102 MILWAUKEE (WI) -156 WARSAW (IN)	985	48426	192007
IN-WI	65 INDIANAPOLIS (IN) -162 WEST BEND (WI)	1023	88621	329435
IN-WI	65 INDIANAPOLIS (IN) -116 OSHKOSH (WI)	1040	99339	383577
IN-WI	116 OSHKOSH (WI) -121 PLYMOUTH (IN)	1052	77452	263074
IN-WI	91 MADISON DANE AIRPORT -121 PLYMOUTH (IN)	1092	80124	277264
IN-WI	6 APPLETON (WI) -121 PLYMOUTH (IN)	1103	90436	295530
IN-WI	80 LAFAYETTE (IN) -102 MILWAUKEE (WI)	1268	70662	272581
IN-WI	6 APPLETON (WI) -65 INDIANAPOLIS (IN)	1410	142354	545755
IN-WI	59 HMI-WTG-DET (IN) -102 MILWAUKEE (WI)	1569	42409	158491
IN-WI	50 FT. WAYNE(IN) -113 OCONOMOWOC (WI)	1732	128917	460716
IN-WI	102 MILWAUKEE (WI) -158 WATERLOO (BUS-IN)	1888	116915	496501
IN-WI	12 BROOKFIELD (WI) -65 INDIANAPOLIS (IN)	1939	161683	587488
IN-WI	65 INDIANAPOLIS (IN) -91 MADISON DANE AIRPORT	2048	193202	763865
IN-WI	50 FT. WAYNE(IN) -148 STURTEVANT (WI)	2087	110944	438241
IN-WI	50 FT. WAYNE(IN) -162 WEST BEND (WI)	2569	200636	685837
IN-WI	12 BROOKFIELD (WI) -50 FT. WAYNE(IN)	3791	247643	940155
IN-WI	47 FOND DU LAC (WI) -50 FT. WAYNE(IN)	3891	332132	1155610
IN-WI	65 INDIANAPOLIS (IN) -102 MILWAUKEE (WI)	4174	320332	1206427
IN-WI	50 FT. WAYNE(IN) -91 MADISON DANE AIRPORT	5311	478918	1688826
IN-WI	6 APPLETON (WI) -50 FT. WAYNE(IN)	5347	530036	1775255
IN-WI	50 FT. WAYNE(IN) -116 OSHKOSH (WI)	5618	502598	1764084
IN-WI	50 FT. WAYNE(IN) -56 GREEN BAY (WI)	6096	643016	2206643
IN-WI	50 FT. WAYNE(IN) -102 MILWAUKEE (WI)	9509	562234	2225199
KS-IA	111 NEWTON (IA) -152 TOPEKA(BUS-KS)	41	5714	28425
KS-IA	82 LAWRENCE(BUS-KS) -131 ROCK ISLAND (IA)	42	4356	22212
KS-IA	131 ROCK ISLAND (IA) -152 TOPEKA(BUS-KS)	52	5637	28461
KS-IA	82 LAWRENCE(BUS-KS) -111 NEWTON (IA)	63	8584	41823
KS-IA	67 IOWA CITY (IA) -82 LAWRENCE(BUS-KS)	78	9526	45055
KS-IA	67 IOWA CITY (IA) -152 TOPEKA(BUS-KS)	92	11324	55692
KS-IL	54 GLENVIEW (IL) -82 LAWRENCE(BUS-KS)	11	1268	6215
KS-IL	54 GLENVIEW (IL) -152 TOPEKA(BUS-KS)	11	1232	6513
KS-IL	82 LAWRENCE(BUS-KS) -100 MENDOTA (IL)	19	1773	9129
KS-IL	41 DWIGHT (IL) -82 LAWRENCE(BUS-KS)	21	2212	11088
KS-IL	76 KEWANEE (IL) -82 LAWRENCE(BUS-KS)	22	1358	7103
KS-IL	100 MENDOTA (IL) -152 TOPEKA(BUS-KS)	22	2194	11458
KS-IL	76 KEWANEE (IL) -152 TOPEKA(BUS-KS)	26	1740	9311
KS-IL	41 DWIGHT (IL) -152 TOPEKA(BUS-KS)	27	2887	14844
KS-IL	82 LAWRENCE(BUS-KS) -120 PLANO (IL)	29	2889	14936
KS-IL	82 LAWRENCE(BUS-KS) -126 PRINCETON (IL)	30	2717	14112
KS-IL	82 LAWRENCE(BUS-KS) -86 LINCOLN (IL)	32	2911	14473
KS-IL	120 PLANO (IL) -152 TOPEKA(BUS-KS)	35	3612	18998
KS-IL	126 PRINCETON (IL) -152 TOPEKA(BUS-KS)	37	3383	17920
KS-IL	82 LAWRENCE(BUS-KS) -90 MACOMB (IL)	37	2389	12433
KS-IL	86 LINCOLN (IL) -152 TOPEKA(BUS-KS)	40	3766	19045
KS-IL	90 MACOMB (IL) -152 TOPEKA(BUS-KS)	41	2820	15089
KS-IL	82 LAWRENCE(BUS-KS) -122 PONTIAC (IL)	51	5161	26005
KS-IL	17 CARLINVILLE (IL) -82 LAWRENCE(BUS-KS)	52	3994	19801
KS-IL	74 KANKAKEE (IL) -82 LAWRENCE(BUS-KS)	54	6653	33881
KS-IL	21 CHAMPAIGN-URBANA (IL) -82 LAWRENCE(BUS-KS)	55	7733	38451
KS-IL	122 PONTIAC (IL) -152 TOPEKA(BUS-KS)	59	6099	31548
KS-IL	17 CARLINVILLE (IL) -152 TOPEKA(BUS-KS)	60	4784	24333
KS-IL	82 LAWRENCE(BUS-KS) -127 QUINCY (IL)	63	4801	24768
KS-IL	74 KANKAKEE (IL) -152 TOPEKA(BUS-KS)	67	8396	43677
KS-IL	82 LAWRENCE(BUS-KS) -128 RANTOUL (IL)	68	9349	46677
KS-IL	82 LAWRENCE(BUS-KS) -153 UPPER ALTON (IL)	69	4789	23736
KS-IL	127 QUINCY (IL) -152 TOPEKA(BUS-KS)	73	5822	30656
KS-IL	152 TOPEKA(BUS-KS) -153 UPPER ALTON (IL)	87	6362	32199
KS-IL	82 LAWRENCE(BUS-KS) -107 NAPERVILLE (IL)	175	18529	94399
KS-IL	13 BTN-NORMAL (IL) -82 LAWRENCE(BUS-KS)	178	17687	85312
KS-IL	13 BTN-NORMAL (IL) -152 TOPEKA(BUS-KS)	179	17545	90452
KS-IL	82 LAWRENCE(BUS-KS) -139 SPRINGFIELD (IL)	186	16451	77752
KS-IL	107 NAPERVILLE (IL) -152 TOPEKA(BUS-KS)	213	23358	120863

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KS-IL	62 HOMEWOOD (IL) -82 LAWRENCE(BUS-KS)	221	26370	130675
KS-IL	139 SPRINGFIELD (IL) -152 TOPEKA(BUS-KS)	224	20657	99536
KS-IL	62 HOMEWOOD (IL) -152 TOPEKA(BUS-KS)	233	27312	144051
KS-IL	71 JOLIET (IL) -82 LAWRENCE(BUS-KS)	256	28762	144652
KS-IL	71 JOLIET (IL) -152 TOPEKA(BUS-KS)	297	34155	175893
KS-IL	22 CHICAGO (IL) -82 LAWRENCE(BUS-KS)	575	64939	324926
KS-IL	22 CHICAGO (IL) -152 TOPEKA(BUS-KS)	701	82383	415340
KS-IN	59 HMI-WTG-DET (IN) -82 LAWRENCE(BUS-KS)	6	686	3519
KS-IN	52 GARY INTERNATIONAL AIRPORT -82 LAWRENCE(BUS-KS)	7	776	3997
KS-IN	52 GARY INTERNATIONAL AIRPORT -152 TOPEKA(BUS-KS)	7	805	4241
KS-IN	59 HMI-WTG-DET (IN) -152 TOPEKA(BUS-KS)	8	937	4914
KS-IN	80 LAFAYETTE (IN) -82 LAWRENCE(BUS-KS)	26	3658	18232
KS-IN	53 GARY INTERNATIONAL AIRPORT (IN) -82 LAWRENCE(BUS-KS)	27	3091	15925
KS-IN	53 GARY INTERNATIONAL AIRPORT (IN) -152 TOPEKA(BUS-KS)	27	3218	16949
KS-IN	82 LAWRENCE(BUS-KS) -156 WARSAW (IN)	29	4007	19851
KS-IN	152 TOPEKA(BUS-KS) -156 WARSAW (IN)	33	4639	23449
KS-IN	82 LAWRENCE(BUS-KS) -121 PLYMOUTH (IN)	39	5112	25591
KS-IN	82 LAWRENCE(BUS-KS) -101 MICHIGAN CITY (IN)	43	5154	26453
KS-IN	121 PLYMOUTH (IN) -152 TOPEKA(BUS-KS)	45	6008	30705
KS-IN	101 MICHIGAN CITY (IN) -152 TOPEKA(BUS-KS)	46	5687	29813
KS-MI	8 BANGOR (MI) -82 LAWRENCE(BUS-KS)	10	1382	6579
KS-MI	82 LAWRENCE(BUS-KS) -112 NILES (MI)	18	2274	11683
KS-MI	82 LAWRENCE(BUS-KS) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	23	3182	15417
KS-MI	112 NILES (MI) -152 TOPEKA(BUS-KS)	24	3110	16302
KS-MI	37 DOWAGIAC (MI) -82 LAWRENCE(BUS-KS)	25	3202	16657
KS-MI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -152 TOPEKA(BUS-KS)	26	3590	17766
KS-MI	37 DOWAGIAC (MI) -152 TOPEKA(BUS-KS)	31	4103	21765
KS-MI	73 KALAMAZOO (MI) -82 LAWRENCE(BUS-KS)	54	7295	37941
KS-MO	58 HERMANN (MO) -82 LAWRENCE(BUS-KS)	182	8477	43753
KS-MO	82 LAWRENCE(BUS-KS) -84 LEES SUMMIT (MO)	187	1889	11586
KS-MO	58 HERMANN (MO) -152 TOPEKA(BUS-KS)	195	9630	52043
KS-MO	84 LEES SUMMIT (MO) -152 TOPEKA(BUS-KS)	205	2641	18214
KS-MO	82 LAWRENCE(BUS-KS) -157 WASHINGTON (MO)	224	11739	60313
KS-MO	82 LAWRENCE(BUS-KS) -135 SEDALIA (MO)	233	5817	30693
KS-MO	135 SEDALIA (MO) -152 TOPEKA(BUS-KS)	233	6575	37032
KS-MO	152 TOPEKA(BUS-KS) -157 WASHINGTON (MO)	257	14296	76115
KS-MO	82 LAWRENCE(BUS-KS) -155 WARRENSBURG (MO)	298	5679	30731
KS-MO	152 TOPEKA(BUS-KS) -155 WARRENSBURG (MO)	317	6938	41164
KS-MO	77 KIRKWOOD (MO) -82 LAWRENCE(BUS-KS)	324	19924	99717
KS-MO	77 KIRKWOOD (MO) -152 TOPEKA(BUS-KS)	393	25640	131809
KS-MO	70 JEFFERSON (MO) -82 LAWRENCE(BUS-KS)	413	15526	80980
KS-MO	70 JEFFERSON (MO) -152 TOPEKA(BUS-KS)	481	19669	107336
KS-MO	64 INDEPENDENCE (MO) -82 LAWRENCE(BUS-KS)	644	4321	31563
KS-MO	64 INDEPENDENCE (MO) -152 TOPEKA(BUS-KS)	653	6240	49632
KS-MO	82 LAWRENCE(BUS-KS) -144 ST. LOUIS (MO)	1156	75323	370986
KS-MO	144 ST. LOUIS (MO) -152 TOPEKA(BUS-KS)	1347	92983	468707
KS-WI	152 TOPEKA(BUS-KS) -162 WEST BEND (WI)	3	370	1825
KS-WI	82 LAWRENCE(BUS-KS) -113 OCONOMOWOC (WI)	6	831	4045
KS-WI	82 LAWRENCE(BUS-KS) -162 WEST BEND (WI)	8	1084	5244
KS-WI	12 BROOKFIELD (WI) -82 LAWRENCE(BUS-KS)	13	1797	8799
KS-WI	12 BROOKFIELD (WI) -152 TOPEKA(BUS-KS)	15	2141	10706
KS-WI	82 LAWRENCE(BUS-KS) -148 STURTEVANT (WI)	25	3079	15615
KS-WI	148 STURTEVANT (WI) -152 TOPEKA(BUS-KS)	28	3562	18450
KS-WI	82 LAWRENCE(BUS-KS) -102 MILWAUKEE (WI)	49	6398	32139
KS-WI	102 MILWAUKEE (WI) -152 TOPEKA(BUS-KS)	56	7397	37929
KY-IA	88 LOUISVILLE(BUS-KY) -104 MT. PLEASANT (IA)	108	13614	71126
KY-IA	14 BURLINGTON (IA) -88 LOUISVILLE(BUS-KY)	148	18037	93191
KY-IA	88 LOUISVILLE(BUS-KY) -117 OTTUMWA (IA)	152	20595	107331
KY-IA	48 FORT MADISON (IA) -88 LOUISVILLE(BUS-KY)	158	19201	99203
KY-IA	67 IOWA CITY (IA) -88 LOUISVILLE(BUS-KY)	780	84234	418004
KY-IL	88 LOUISVILLE(BUS-KY) -98 MATTOON (IL)	1	103	497
KY-IL	88 LOUISVILLE(BUS-KY) -128 RANTOUL (IL)	1	117	573
KY-IL	21 CHAMPAIGN-URBANA (IL) -85 LEXINGTON(BUS-KY)	3	379	1736

States	Station Pair	Riders	Revenue	Passenger Miles
KY-IL	85 LEXINGTON(BUS-KY) -128 RANTOUL (IL)	5	559	2567
KY-IL	76 KEWANEE (IL) -85 LEXINGTON(BUS-KY)	39	5082	24733
KY-IL	85 LEXINGTON(BUS-KY) -86 LINCOLN (IL)	44	5098	24229
KY-IL	85 LEXINGTON(BUS-KY) -122 PONTIAC (IL)	45	4603	21850
KY-IL	51 GALESBURG (IL) -85 LEXINGTON(BUS-KY)	50	6863	33441
KY-IL	85 LEXINGTON(BUS-KY) -126 PRINCETON (IL)	58	5942	28654
KY-IL	86 LINCOLN (IL) -88 LOUISVILLE(BUS-KY)	60	5554	28293
KY-IL	88 LOUISVILLE(BUS-KY) -90 MACOMB (IL)	66	7944	41053
KY-IL	76 KEWANEE (IL) -88 LOUISVILLE(BUS-KY)	84	8983	46598
KY-IL	51 GALESBURG (IL) -88 LOUISVILLE(BUS-KY)	115	12967	67121
KY-IL	88 LOUISVILLE(BUS-KY) -122 PONTIAC (IL)	120	9463	48690
KY-IL	88 LOUISVILLE(BUS-KY) -126 PRINCETON (IL)	123	9874	51716
KY-IL	85 LEXINGTON(BUS-KY) -139 SPRINGFIELD (IL)	136	16649	78750
KY-IL	88 LOUISVILLE(BUS-KY) -127 QUINCY (IL)	231	30532	157386
KY-IL	85 LEXINGTON(BUS-KY) -100 MENDOTA (IL)	250	24775	119191
KY-IL	13 BTN-NORMAL (IL) -85 LEXINGTON(BUS-KY)	277	30440	143619
KY-IL	85 LEXINGTON(BUS-KY) -120 PLANO (IL)	294	27296	130940
KY-IL	88 LOUISVILLE(BUS-KY) -139 SPRINGFIELD (IL)	337	37145	168319
KY-IL	13 BTN-NORMAL (IL) -88 LOUISVILLE(BUS-KY)	397	38309	174338
KY-IL	54 GLENVIEW (IL) -85 LEXINGTON(BUS-KY)	658	57094	269648
KY-IL	41 DWIGHT (IL) -88 LOUISVILLE(BUS-KY)	846	64590	328269
KY-IL	74 KANKAKEE (IL) -85 LEXINGTON(BUS-KY)	930	89328	416714
KY-IL	71 JOLIET (IL) -85 LEXINGTON(BUS-KY)	942	92030	406062
KY-IL	17 CARLINVILLE (IL) -88 LOUISVILLE(BUS-KY)	954	100221	514412
KY-IL	88 LOUISVILLE(BUS-KY) -100 MENDOTA (IL)	1064	80500	422342
KY-IL	88 LOUISVILLE(BUS-KY) -120 PLANO (IL)	1215	84467	444870
KY-IL	88 LOUISVILLE(BUS-KY) -153 UPPER ALTON (IL)	2182	245807	1247954
KY-IL	85 LEXINGTON(BUS-KY) -107 NAPERVILLE (IL)	2669	245365	1126364
KY-IL	54 GLENVIEW (IL) -88 LOUISVILLE(BUS-KY)	2803	186308	927938
KY-IL	62 HOMEWOOD (IL) -85 LEXINGTON(BUS-KY)	3347	295780	1392027
KY-IL	74 KANKAKEE (IL) -88 LOUISVILLE(BUS-KY)	3797	276267	1401028
KY-IL	71 JOLIET (IL) -88 LOUISVILLE(BUS-KY)	4240	297509	1492523
KY-IL	22 CHICAGO (IL) -85 LEXINGTON(BUS-KY)	6592	580761	2590646
KY-IL	88 LOUISVILLE(BUS-KY) -107 NAPERVILLE (IL)	11171	749739	3831667
KY-IL	22 CHICAGO (IL) -88 LOUISVILLE(BUS-KY)	23431	1506125	7357271
KY-IL	62 HOMEWOOD (IL) -88 LOUISVILLE(BUS-KY)	33952	2672740	11441117
KY-IN	52 GARY INTERNATIONAL AIRPORT -88 LOUISVILLE(BUS-KY)	4	231	1256
KY-IN	52 GARY INTERNATIONAL AIRPORT -85 LEXINGTON(BUS-KY)	7	545	2630
KY-IN	53 GARY INTERNATIONAL AIRPORT (IN) -88 LOUISVILLE(BUS-KY)	20	1110	5727
KY-IN	53 GARY INTERNATIONAL AIRPORT (IN) -85 LEXINGTON(BUS-KY)	24	1835	8855
KY-IN	66 INDIANAPOLIS AIRPORT (IN) -85 LEXINGTON(BUS-KY)	43	1510	8360
KY-IN	80 LAFAYETTE (IN) -88 LOUISVILLE(BUS-KY)	97	2876	17931
KY-IN	33 DEFIANCE (IN) -85 LEXINGTON(BUS-KY)	111	13303	59916
KY-IN	80 LAFAYETTE (IN) -85 LEXINGTON(BUS-KY)	126	7151	33136
KY-IN	59 HMI-WTG-DET (IN) -88 LOUISVILLE(BUS-KY)	202	12986	66661
KY-IN	88 LOUISVILLE(BUS-KY) -158 WATERLOO (BUS-IN)	203	17950	90670
KY-IN	85 LEXINGTON(BUS-KY) -101 MICHIGAN CITY (IN)	268	25394	119610
KY-IN	59 HMI-WTG-DET (IN) -85 LEXINGTON(BUS-KY)	286	25012	116834
KY-IN	33 DEFIANCE (IN) -88 LOUISVILLE(BUS-KY)	354	34240	163362
KY-IN	88 LOUISVILLE(BUS-KY) -101 MICHIGAN CITY (IN)	366	29672	134263
KY-IN	66 INDIANAPOLIS AIRPORT (IN) -88 LOUISVILLE(BUS-KY)	478	6012	55437
KY-IN	85 LEXINGTON(BUS-KY) -156 WARSAW (IN)	689	68073	314813
KY-IN	65 INDIANAPOLIS (IN) -85 LEXINGTON(BUS-KY)	1008	40723	190486
KY-IN	88 LOUISVILLE(BUS-KY) -156 WARSAW (IN)	1054	91050	398482
KY-IN	85 LEXINGTON(BUS-KY) -121 PLYMOUTH (IN)	1388	128268	599587
KY-IN	88 LOUISVILLE(BUS-KY) -121 PLYMOUTH (IN)	2111	167282	745269
KY-MI	85 LEXINGTON(BUS-KY) -112 NILES (MI)	18	1748	8413
KY-MI	88 LOUISVILLE(BUS-KY) -112 NILES (MI)	27	1896	10001
KY-MI	8 BANGOR (MI) -85 LEXINGTON(BUS-KY)	89	10393	45078
KY-MI	8 BANGOR (MI) -88 LOUISVILLE(BUS-KY)	91	8598	39299
KY-MI	85 LEXINGTON(BUS-KY) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	130	14177	62513
KY-MI	88 LOUISVILLE(BUS-KY) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	138	11849	55500
KY-MI	2 ALBION (MI) -85 LEXINGTON(BUS-KY)	175	20165	101352

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KY-MI	37 DOWAGIAC (MI) -85 LEXINGTON(BUS-KY)	184	18862	91119
KY-MI	9 BATTLE CREEK (MI) -85 LEXINGTON(BUS-KY)	189	20830	104724
KY-MI	40 DURAND (MI) -88 LOUISVILLE(BUS-KY)	205	21686	113224
KY-MI	2 ALBION (MI) -88 LOUISVILLE(BUS-KY)	333	30585	166382
KY-MI	81 LAPEER (MI) -88 LOUISVILLE(BUS-KY)	358	40316	210971
KY-MI	73 KALAMAZOO (MI) -85 LEXINGTON(BUS-KY)	395	43260	209902
KY-MI	37 DOWAGIAC (MI) -88 LOUISVILLE(BUS-KY)	491	38968	204644
KY-MI	61 HOLLAND (MI) -85 LEXINGTON(BUS-KY)	578	72949	352659
KY-MI	73 KALAMAZOO (MI) -88 LOUISVILLE(BUS-KY)	662	62942	300094
KY-MI	5 ANN ARBOR (MI) -88 LOUISVILLE(BUS-KY)	863	86402	481298
KY-MI	4 ANCHORVILLE(BUS-MI) -88 LOUISVILLE(BUS-KY)	886	98498	559905
KY-MI	9 BATTLE CREEK (MI) -88 LOUISVILLE(BUS-KY)	936	85772	444577
KY-MI	68 JACKSON (MI) -88 LOUISVILLE(BUS-KY)	1071	101020	556945
KY-MI	55 GRAND RAPIDS (MI) -85 LEXINGTON(BUS-KY)	1160	137726	678567
KY-MI	61 HOLLAND (MI) -88 LOUISVILLE(BUS-KY)	1328	147355	704913
KY-MI	31 DEARBORN (MI) -88 LOUISVILLE(BUS-KY)	1390	147449	817203
KY-MI	46 FLINT (MI) -88 LOUISVILLE(BUS-KY)	1391	150448	794147
KY-MI	35 DETROIT (MI) -88 LOUISVILLE(BUS-KY)	1579	170171	942458
KY-MI	42 EAST LANSING (MI) -88 LOUISVILLE(BUS-KY)	1769	174457	925274
KY-MI	55 GRAND RAPIDS (MI) -88 LOUISVILLE(BUS-KY)	2749	285046	1390772
KY-MO	79 LA PLATA (MO) -88 LOUISVILLE(BUS-KY)	11	1456	7503
KY-MO	88 LOUISVILLE(BUS-KY) -144 ST. LOUIS (MO)	9008	1065240	5368727
KY-OH	88 LOUISVILLE(BUS-KY) -134 SANDUSKY (OH)	667	80237	375661
KY-OH	88 LOUISVILLE(BUS-KY) -150 TOLEDO (OH)	2081	230074	1073614
KY-OH	23 CINCINNATI (OH) -88 LOUISVILLE(BUS-KY)	8714	395197	1943227
KY-WI	85 LEXINGTON(BUS-KY) -116 OSHKOSH (WI)	12	1503	6477
KY-WI	88 LOUISVILLE(BUS-KY) -116 OSHKOSH (WI)	54	6356	25782
KY-WI	88 LOUISVILLE(BUS-KY) -151 TOMAH (WI)	74	9440	42847
KY-WI	85 LEXINGTON(BUS-KY) -125 PORTAGE (WI)	75	10319	44720
KY-WI	88 LOUISVILLE(BUS-KY) -164 WISCONSIN DELLS (WI)	86	10029	45894
KY-WI	85 LEXINGTON(BUS-KY) -159 WATERTOWN (WI)	96	11243	50074
KY-WI	85 LEXINGTON(BUS-KY) -113 OCONOMOWOC (WI)	106	12136	54125
KY-WI	47 FOND DU LAC (WI) -85 LEXINGTON(BUS-KY)	140	17426	75782
KY-WI	88 LOUISVILLE(BUS-KY) -125 PORTAGE (WI)	150	17131	77522
KY-WI	78 LA CROSSE (WI) -88 LOUISVILLE(BUS-KY)	170	23061	105262
KY-WI	85 LEXINGTON(BUS-KY) -91 MADISON DANE AIRPORT	249	31972	140111
KY-WI	88 LOUISVILLE(BUS-KY) -159 WATERTOWN (WI)	297	28011	132071
KY-WI	12 BROOKFIELD (WI) -85 LEXINGTON(BUS-KY)	313	34379	153888
KY-WI	85 LEXINGTON(BUS-KY) -162 WEST BEND (WI)	324	37467	165649
KY-WI	88 LOUISVILLE(BUS-KY) -113 OCONOMOWOC (WI)	333	30302	143394
KY-WI	85 LEXINGTON(BUS-KY) -148 STURTEVANT (WI)	353	34550	160463
KY-WI	47 FOND DU LAC (WI) -88 LOUISVILLE(BUS-KY)	466	47126	215288
KY-WI	6 APPLETON (WI) -85 LEXINGTON(BUS-KY)	481	64800	276791
KY-WI	56 GREEN BAY (WI) -88 LOUISVILLE(BUS-KY)	787	94888	414967
KY-WI	88 LOUISVILLE(BUS-KY) -91 MADISON DANE AIRPORT	830	95932	401006
KY-WI	6 APPLETON (WI) -88 LOUISVILLE(BUS-KY)	967	107921	480721
KY-WI	85 LEXINGTON(BUS-KY) -102 MILWAUKEE (WI)	1002	114657	478797
KY-WI	88 LOUISVILLE(BUS-KY) -162 WEST BEND (WI)	1111	102568	480016
KY-WI	88 LOUISVILLE(BUS-KY) -148 STURTEVANT (WI)	1545	127802	579486
KY-WI	12 BROOKFIELD (WI) -88 LOUISVILLE(BUS-KY)	1638	159048	676513
KY-WI	88 LOUISVILLE(BUS-KY) -102 MILWAUKEE (WI)	3462	313790	1381302
MI-IA	49 FT. DODGE(BUS-IA) -112 NILES (MI)	3	350	1748
MI-IA	28 CRESTON (IA) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	3	418	1978
MI-IA	8 BANGOR (MI) -28 CRESTON (IA)	4	522	2430
MI-IA	8 BANGOR (MI) -49 FT. DODGE(BUS-IA)	5	593	2711
MI-IA	8 BANGOR (MI) -48 FORT MADISON (IA)	7	634	2810
MI-IA	49 FT. DODGE(BUS-IA) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	7	771	3592
MI-IA	2 ALBION (MI) -14 BURLINGTON (IA)	7	629	3329
MI-IA	37 DOWAGIAC (MI) -49 FT. DODGE(BUS-IA)	8	870	4413
MI-IA	8 BANGOR (MI) -161 WEBSTER CITY(BUS-IA)	9	1138	5107
MI-IA	112 NILES (MI) -161 WEBSTER CITY(BUS-IA)	10	1013	4971
MI-IA	14 BURLINGTON (IA) -37 DOWAGIAC (MI)	10	849	4296
MI-IA	8 BANGOR (MI) -117 OTTUMWA (IA)	11	1250	5720

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MI-IA	8 BANGOR (MI) -14 BURLINGTON (IA)	13	1216	5371
MI-IA	2 ALBION (MI) -48 FORT MADISON (IA)	13	1235	6506
MI-IA	28 CRESTON (IA) -123 PONTIAC (MI)	13	1969	10529
MI-IA	8 BANGOR (MI) -104 MT. PLEASANT (IA)	14	1443	6540
MI-IA	48 FORT MADISON (IA) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	14	1279	5789
MI-IA	8 BANGOR (MI) -115 OSCEOLA (IA)	15	1853	8585
MI-IA	4 ANCHORVILLE(BUS-MI) -28 CRESTON (IA)	15	2220	12136
MI-IA	28 CRESTON (IA) -68 JACKSON (MI)	15	1974	10502
MI-IA	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -161 WEBSTER CITY(BUS-IA)	15	1672	7641
MI-IA	37 DOWAGIAC (MI) -115 OSCEOLA (IA)	18	2058	10544
MI-IA	37 DOWAGIAC (MI) -161 WEBSTER CITY(BUS-IA)	19	1963	9793
MI-IA	9 BATTLE CREEK (MI) -28 CRESTON (IA)	20	2568	13543
MI-IA	106 MUSKEGON(BUS-MI) -115 OSCEOLA (IA)	21	2744	14622
MI-IA	49 FT. DODGE(BUS-IA) -73 KALAMAZOO (MI)	22	2535	12878
MI-IA	115 OSCEOLA (IA) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	22	2657	12537
MI-IA	49 FT. DODGE(BUS-IA) -61 HOLLAND (MI)	23	3008	15142
MI-IA	28 CRESTON (IA) -73 KALAMAZOO (MI)	23	2883	14766
MI-IA	89 LUDINGTON(BUS-MI) -111 NEWTON (IA)	24	2739	14222
MI-IA	28 CRESTON (IA) -61 HOLLAND (MI)	26	3659	18567
MI-IA	5 ANN ARBOR (MI) -28 CRESTON (IA)	28	3911	20997
MI-IA	117 OTTUMWA (IA) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	29	2978	13905
MI-IA	14 BURLINGTON (IA) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	30	2678	12115
MI-IA	104 MT. PLEASANT (IA) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	34	3141	14551
MI-IA	48 FORT MADISON (IA) -61 HOLLAND (MI)	35	3679	18447
MI-IA	73 KALAMAZOO (MI) -161 WEBSTER CITY(BUS-IA)	35	3951	19752
MI-IA	48 FORT MADISON (IA) -73 KALAMAZOO (MI)	35	3144	15937
MI-IA	61 HOLLAND (MI) -161 WEBSTER CITY(BUS-IA)	36	4666	23156
MI-IA	9 BATTLE CREEK (MI) -48 FORT MADISON (IA)	38	3413	18029
MI-IA	9 BATTLE CREEK (MI) -161 WEBSTER CITY(BUS-IA)	39	4406	22773
MI-IA	3 AMES(BUS-IA) -8 BANGOR (MI)	39	4663	19158
MI-IA	28 CRESTON (IA) -31 DEARBORN (MI)	39	5649	30258
MI-IA	28 CRESTON (IA) -35 DETROIT (MI)	39	5747	30778
MI-IA	4 ANCHORVILLE(BUS-MI) -14 BURLINGTON (IA)	40	4200	23411
MI-IA	42 EAST LANSING (MI) -111 NEWTON (IA)	40	4327	20585
MI-IA	42 EAST LANSING (MI) -48 FORT MADISON (IA)	43	4398	22636
MI-IA	2 ALBION (MI) -3 AMES(BUS-IA)	45	5161	25548
MI-IA	48 FORT MADISON (IA) -68 JACKSON (MI)	48	4656	24874
MI-IA	68 JACKSON (MI) -115 OSCEOLA (IA)	48	6108	32576
MI-IA	3 AMES(BUS-IA) -112 NILES (MI)	51	5390	23932
MI-IA	9 BATTLE CREEK (MI) -115 OSCEOLA (IA)	52	6157	32554
MI-IA	48 FORT MADISON (IA) -123 PONTIAC (MI)	52	6007	32298
MI-IA	48 FORT MADISON (IA) -133 ROYAL OAK (MI)	53	6042	32543
MI-IA	28 CRESTON (IA) -55 GRAND RAPIDS (MI)	55	7341	37950
MI-IA	111 NEWTON (IA) -112 NILES (MI)	56	4937	22191
MI-IA	5 ANN ARBOR (MI) -48 FORT MADISON (IA)	58	5993	32410
MI-IA	73 KALAMAZOO (MI) -115 OSCEOLA (IA)	58	6934	35548
MI-IA	67 IOWA CITY (IA) -112 NILES (MI)	59	4026	18486
MI-IA	61 HOLLAND (MI) -115 OSCEOLA (IA)	59	8040	40811
MI-IA	61 HOLLAND (MI) -117 OTTUMWA (IA)	59	7100	36078
MI-IA	4 ANCHORVILLE(BUS-MI) -104 MT. PLEASANT (IA)	61	7236	40398
MI-IA	4 ANCHORVILLE(BUS-MI) -48 FORT MADISON (IA)	66	7549	41777
MI-IA	8 BANGOR (MI) -18 CEDAR FALLS (BUS-IA)	67	6198	28719
MI-IA	106 MUSKEGON(BUS-MI) -111 NEWTON (IA)	68	7473	36889
MI-IA	68 JACKSON (MI) -117 OTTUMWA (IA)	69	7684	41308
MI-IA	106 MUSKEGON(BUS-MI) -131 ROCK ISLAND (IA)	69	5240	27646
MI-IA	61 HOLLAND (MI) -104 MT. PLEASANT (IA)	70	7704	39174
MI-IA	48 FORT MADISON (IA) -106 MUSKEGON(BUS-MI)	71	7251	38685
MI-IA	73 KALAMAZOO (MI) -104 MT. PLEASANT (IA)	71	6668	34344
MI-IA	4 ANCHORVILLE(BUS-MI) -117 OTTUMWA (IA)	72	9165	50804
MI-IA	34 DES MOINES (IA) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	73	7587	31347
MI-IA	68 JACKSON (MI) -104 MT. PLEASANT (IA)	73	7387	39943
MI-IA	8 BANGOR (MI) -34 DES MOINES (IA)	74	8302	33842
MI-IA	14 BURLINGTON (IA) -73 KALAMAZOO (MI)	75	6565	33279

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MI-IA	18 CEDAR FALLS (BUS-IA) -40 DURAND (MI)	75	7752	41000
MI-IA	73 KALAMAZOO (MI) -117 OTTUMWA (IA)	76	7809	40137
MI-IA	4 ANCHORVILLE(BUS-MI) -115 OSCEOLA (IA)	76	10985	60276
MI-IA	3 AMES(BUS-IA) -37 DOWAGIAC (MI)	78	8247	37427
MI-IA	14 BURLINGTON (IA) -61 HOLLAND (MI)	79	8210	41161
MI-IA	111 NEWTON (IA) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	80	7678	31719
MI-IA	117 OTTUMWA (IA) -123 PONTIAC (MI)	81	10408	56219
MI-IA	9 BATTLE CREEK (MI) -117 OTTUMWA (IA)	82	8525	45402
MI-IA	2 ALBION (MI) -18 CEDAR FALLS (BUS-IA)	84	7502	41436
MI-IA	9 BATTLE CREEK (MI) -104 MT. PLEASANT (IA)	85	8023	42954
MI-IA	5 ANN ARBOR (MI) -115 OSCEOLA (IA)	92	12227	65840
MI-IA	31 DEARBORN (MI) -48 FORT MADISON (IA)	97	10600	57124
MI-IA	42 EAST LANSING (MI) -104 MT. PLEASANT (IA)	98	10420	54356
MI-IA	48 FORT MADISON (IA) -89 LUDINGTON(BUS-MI)	99	10729	59937
MI-IA	18 CEDAR FALLS (BUS-IA) -112 NILES (MI)	100	8213	39997
MI-IA	104 MT. PLEASANT (IA) -123 PONTIAC (MI)	101	12117	65797
MI-IA	3 AMES(BUS-IA) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	102	11482	47431
MI-IA	31 DEARBORN (MI) -115 OSCEOLA (IA)	104	14364	77148
MI-IA	14 BURLINGTON (IA) -42 EAST LANSING (MI)	105	10707	55107
MI-IA	35 DETROIT (MI) -48 FORT MADISON (IA)	106	11767	63393
MI-IA	5 ANN ARBOR (MI) -104 MT. PLEASANT (IA)	108	11644	63650
MI-IA	9 BATTLE CREEK (MI) -14 BURLINGTON (IA)	110	9681	51184
MI-IA	14 BURLINGTON (IA) -68 JACKSON (MI)	110	10528	56309
MI-IA	5 ANN ARBOR (MI) -117 OTTUMWA (IA)	111	12969	70447
MI-IA	42 EAST LANSING (MI) -117 OTTUMWA (IA)	117	13503	70237
MI-IA	31 DEARBORN (MI) -104 MT. PLEASANT (IA)	117	13300	72426
MI-IA	67 IOWA CITY (IA) -106 MUSKEGON(BUS-MI)	119	10559	53987
MI-IA	89 LUDINGTON(BUS-MI) -131 ROCK ISLAND (IA)	122	9845	55283
MI-IA	31 DEARBORN (MI) -117 OTTUMWA (IA)	123	15046	81461
MI-IA	34 DES MOINES (IA) -37 DOWAGIAC (MI)	129	12671	57714
MI-IA	35 DETROIT (MI) -115 OSCEOLA (IA)	131	18324	98404
MI-IA	18 CEDAR FALLS (BUS-IA) -37 DOWAGIAC (MI)	133	10293	54999
MI-IA	89 LUDINGTON(BUS-MI) -117 OTTUMWA (IA)	135	16340	91339
MI-IA	48 FORT MADISON (IA) -55 GRAND RAPIDS (MI)	136	13378	68744
MI-IA	42 EAST LANSING (MI) -67 IOWA CITY (IA)	138	12186	59631
MI-IA	34 DES MOINES (IA) -112 NILES (MI)	138	14465	59930
MI-IA	2 ALBION (MI) -34 DES MOINES (IA)	140	15423	73863
MI-IA	67 IOWA CITY (IA) -89 LUDINGTON(BUS-MI)	147	13826	74845
MI-IA	55 GRAND RAPIDS (MI) -115 OSCEOLA (IA)	147	18783	97229
MI-IA	35 DETROIT (MI) -104 MT. PLEASANT (IA)	148	16964	92338
MI-IA	35 DETROIT (MI) -117 OTTUMWA (IA)	149	18540	100351
MI-IA	37 DOWAGIAC (MI) -67 IOWA CITY (IA)	150	10317	48685
MI-IA	55 GRAND RAPIDS (MI) -111 NEWTON (IA)	150	16885	75026
MI-IA	18 CEDAR FALLS (BUS-IA) -81 LAPEER (MI)	151	16684	88371
MI-IA	104 MT. PLEASANT (IA) -106 MUSKEGON(BUS-MI)	156	17294	89932
MI-IA	3 AMES(BUS-IA) -68 JACKSON (MI)	163	18874	94761
MI-IA	3 AMES(BUS-IA) -61 HOLLAND (MI)	171	21265	101283
MI-IA	18 CEDAR FALLS (BUS-IA) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	176	15679	70476
MI-IA	89 LUDINGTON(BUS-MI) -104 MT. PLEASANT (IA)	183	20516	115634
MI-IA	5 ANN ARBOR (MI) -14 BURLINGTON (IA)	187	19169	101163
MI-IA	3 AMES(BUS-IA) -9 BATTLE CREEK (MI)	188	20406	100974
MI-IA	8 BANGOR (MI) -131 ROCK ISLAND (IA)	190	13774	53534
MI-IA	46 FLINT (MI) -48 FORT MADISON (IA)	191	21238	109077
MI-IA	14 BURLINGTON (IA) -89 LUDINGTON(BUS-MI)	193	20755	115970
MI-IA	67 IOWA CITY (IA) -68 JACKSON (MI)	193	16198	82742
MI-IA	34 DES MOINES (IA) -68 JACKSON (MI)	196	22136	107703
MI-IA	3 AMES(BUS-IA) -73 KALAMAZOO (MI)	197	21264	101433
MI-IA	106 MUSKEGON(BUS-MI) -117 OTTUMWA (IA)	197	23352	122440
MI-IA	14 BURLINGTON (IA) -31 DEARBORN (MI)	205	22363	116679
MI-IA	8 BANGOR (MI) -19 CEDAR RAPIDS(BUS-IA)	222	20356	81325
MI-IA	14 BURLINGTON (IA) -35 DETROIT (MI)	233	25263	136328
MI-IA	14 BURLINGTON (IA) -106 MUSKEGON(BUS-MI)	234	24773	127649
MI-IA	34 DES MOINES (IA) -73 KALAMAZOO (MI)	234	24594	113021

States	Station Pair	Riders	Revenue	Passenger Miles
MI-IA	67 IOWA CITY (IA) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	255	19258	79321
MI-IA	19 CEDAR RAPIDS(BUS-IA) -112 NILES (MI)	271	20357	92271
MI-IA	19 CEDAR RAPIDS(BUS-IA) -40 DURAND (MI)	272	28301	133235
MI-IA	2 ALBION (MI) -19 CEDAR RAPIDS(BUS-IA)	293	26706	127446
MI-IA	18 CEDAR FALLS (BUS-IA) -68 JACKSON (MI)	303	28025	156819
MI-IA	4 ANCHORVILLE(BUS-MI) -18 CEDAR FALLS (BUS-IA)	306	33485	192776
MI-IA	18 CEDAR FALLS (BUS-IA) -46 FLINT (MI)	319	33842	180916
MI-IA	40 DURAND (MI) -131 ROCK ISLAND (IA)	325	28130	131469
MI-IA	3 AMES(BUS-IA) -55 GRAND RAPIDS (MI)	335	39320	190789
MI-IA	5 ANN ARBOR (MI) -18 CEDAR FALLS (BUS-IA)	343	33738	190586
MI-IA	34 DES MOINES (IA) -61 HOLLAND (MI)	346	41997	193683
MI-IA	9 BATTLE CREEK (MI) -18 CEDAR FALLS (BUS-IA)	352	31207	166075
MI-IA	46 FLINT (MI) -104 MT. PLEASANT (IA)	356	41034	213373
MI-IA	55 GRAND RAPIDS (MI) -104 MT. PLEASANT (IA)	356	37898	190625
MI-IA	3 AMES(BUS-IA) -42 EAST LANSING (MI)	365	43993	214096
MI-IA	46 FLINT (MI) -117 OTTUMWA (IA)	366	45661	236874
MI-IA	2 ALBION (MI) -131 ROCK ISLAND (IA)	371	27358	130256
MI-IA	19 CEDAR RAPIDS(BUS-IA) -81 LAPEER (MI)	378	39605	198528
MI-IA	18 CEDAR FALLS (BUS-IA) -61 HOLLAND (MI)	383	40427	202130
MI-IA	55 GRAND RAPIDS (MI) -117 OTTUMWA (IA)	391	45055	227623
MI-IA	18 CEDAR FALLS (BUS-IA) -73 KALAMAZOO (MI)	395	36196	177865
MI-IA	112 NILES (MI) -131 ROCK ISLAND (IA)	418	23961	107010
MI-IA	5 ANN ARBOR (MI) -34 DES MOINES (IA)	422	50093	247745
MI-IA	14 BURLINGTON (IA) -55 GRAND RAPIDS (MI)	433	44006	218351
MI-IA	9 BATTLE CREEK (MI) -67 IOWA CITY (IA)	443	33855	169744
MI-IA	19 CEDAR RAPIDS(BUS-IA) -37 DOWAGIAC (MI)	443	34035	156497
MI-IA	14 BURLINGTON (IA) -46 FLINT (MI)	465	51429	264162
MI-IA	9 BATTLE CREEK (MI) -34 DES MOINES (IA)	489	51565	246487
MI-IA	18 CEDAR FALLS (BUS-IA) -42 EAST LANSING (MI)	493	47677	256425
MI-IA	34 DES MOINES (IA) -133 ROYAL OAK (MI)	494	63482	314958
MI-IA	34 DES MOINES (IA) -123 PONTIAC (MI)	520	68013	337414
MI-IA	19 CEDAR RAPIDS(BUS-IA) -124 PORT HURON (MI)	520	60210	296638
MI-IA	19 CEDAR RAPIDS(BUS-IA) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	528	44005	178891
MI-IA	31 DEARBORN (MI) -34 DES MOINES (IA)	533	66358	328564
MI-IA	5 ANN ARBOR (MI) -67 IOWA CITY (IA)	545	48819	253787
MI-IA	37 DOWAGIAC (MI) -131 ROCK ISLAND (IA)	581	33957	156193
MI-IA	18 CEDAR FALLS (BUS-IA) -31 DEARBORN (MI)	588	61300	344255
MI-IA	81 LAPEER (MI) -131 ROCK ISLAND (IA)	603	58086	265834
MI-IA	18 CEDAR FALLS (BUS-IA) -55 GRAND RAPIDS (MI)	630	64444	317007
MI-IA	18 CEDAR FALLS (BUS-IA) -35 DETROIT (MI)	640	67759	380172
MI-IA	131 ROCK ISLAND (IA) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	640	41706	163284
MI-IA	61 HOLLAND (MI) -67 IOWA CITY (IA)	657	60714	288528
MI-IA	34 DES MOINES (IA) -55 GRAND RAPIDS (MI)	673	76675	359895
MI-IA	67 IOWA CITY (IA) -123 PONTIAC (MI)	694	70637	366471
MI-IA	46 FLINT (MI) -67 IOWA CITY (IA)	717	70015	343469
MI-IA	34 DES MOINES (IA) -35 DETROIT (MI)	725	91541	453676
MI-IA	124 PORT HURON (MI) -131 ROCK ISLAND (IA)	770	82151	374035
MI-IA	67 IOWA CITY (IA) -73 KALAMAZOO (MI)	794	60214	286621
MI-IA	31 DEARBORN (MI) -67 IOWA CITY (IA)	807	77075	400042
MI-IA	4 ANCHORVILLE(BUS-MI) -131 ROCK ISLAND (IA)	822	77961	397699
MI-IA	4 ANCHORVILLE(BUS-MI) -19 CEDAR RAPIDS(BUS-IA)	831	85875	471926
MI-IA	19 CEDAR RAPIDS(BUS-IA) -46 FLINT (MI)	835	83758	423174
MI-IA	35 DETROIT (MI) -67 IOWA CITY (IA)	1003	97531	506386
MI-IA	19 CEDAR RAPIDS(BUS-IA) -61 HOLLAND (MI)	1014	102073	473335
MI-IA	9 BATTLE CREEK (MI) -19 CEDAR RAPIDS(BUS-IA)	1035	88191	425414
MI-IA	19 CEDAR RAPIDS(BUS-IA) -68 JACKSON (MI)	1068	99814	487216
MI-IA	19 CEDAR RAPIDS(BUS-IA) -73 KALAMAZOO (MI)	1168	100679	454290
MI-IA	5 ANN ARBOR (MI) -19 CEDAR RAPIDS(BUS-IA)	1222	119082	603878
MI-IA	55 GRAND RAPIDS (MI) -67 IOWA CITY (IA)	1235	104911	511388
MI-IA	19 CEDAR RAPIDS(BUS-IA) -133 ROYAL OAK (MI)	1272	129810	691981
MI-IA	19 CEDAR RAPIDS(BUS-IA) -123 PONTIAC (MI)	1301	135891	723169
MI-IA	68 JACKSON (MI) -131 ROCK ISLAND (IA)	1377	104724	512385
MI-IA	9 BATTLE CREEK (MI) -131 ROCK ISLAND (IA)	1414	94433	462253

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MI-IA	5 ANN ARBOR (MI) -131 ROCK ISLAND (IA)	1443	120836	591564
MI-IA	73 KALAMAZOO (MI) -131 ROCK ISLAND (IA)	1533	101047	467651
MI-IA	19 CEDAR RAPIDS(BUS-IA) -55 GRAND RAPIDS (MI)	1575	150951	696184
MI-IA	61 HOLLAND (MI) -131 ROCK ISLAND (IA)	1690	140742	647152
MI-IA	131 ROCK ISLAND (IA) -133 ROYAL OAK (MI)	1719	160231	790767
MI-IA	19 CEDAR RAPIDS(BUS-IA) -31 DEARBORN (MI)	1732	170182	907460
MI-IA	123 PONTIAC (MI) -131 ROCK ISLAND (IA)	1740	165448	821087
MI-IA	46 FLINT (MI) -131 ROCK ISLAND (IA)	1750	155331	740330
MI-IA	19 CEDAR RAPIDS(BUS-IA) -35 DETROIT (MI)	1830	182945	975388
MI-IA	19 CEDAR RAPIDS(BUS-IA) -42 EAST LANSING (MI)	1983	196326	910192
MI-IA	31 DEARBORN (MI) -131 ROCK ISLAND (IA)	2320	208310	1020638
MI-IA	35 DETROIT (MI) -131 ROCK ISLAND (IA)	2422	219854	1087510
MI-IA	55 GRAND RAPIDS (MI) -131 ROCK ISLAND (IA)	2694	209328	964480
MI-IA	42 EAST LANSING (MI) -131 ROCK ISLAND (IA)	2945	239744	1104299
MI-IL	8 BANGOR (MI) -118 PADUCAH(BUS-IL)	2	192	814
MI-IL	38 DU QUOIN (IL) -112 NILES (MI)	2	176	744
MI-IL	2 ALBION (MI) -118 PADUCAH(BUS-IL)	2	242	1196
MI-IL	17 CARLINVILLE (IL) -112 NILES (MI)	3	169	821
MI-IL	98 MATTOON (IL) -124 PORT HURON (MI)	3	288	1336
MI-IL	40 DURAND (MI) -97 MARION(BUS-IL)	3	363	1659
MI-IL	81 LAPEER (MI) -97 MARION(BUS-IL)	3	399	1842
MI-IL	118 PADUCAH(BUS-IL) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	3	348	1500
MI-IL	97 MARION(BUS-IL) -112 NILES (MI)	3	329	1422
MI-IL	20 CENTRALIA (IL) -112 NILES (MI)	4	328	1395
MI-IL	37 DOWAGIAC (MI) -118 PADUCAH(BUS-IL)	4	426	2016
MI-IL	62 HOMEWOOD (IL) -112 NILES (MI)	4	62	325
MI-IL	2 ALBION (MI) -97 MARION(BUS-IL)	4	477	2229
MI-IL	86 LINCOLN (IL) -112 NILES (MI)	5	244	1150
MI-IL	8 BANGOR (MI) -97 MARION(BUS-IL)	6	680	2687
MI-IL	16 CARBONDALE (IL) -89 LUDINGTON(BUS-MI)	6	742	3673
MI-IL	16 CARBONDALE (IL) -40 DURAND (MI)	7	820	3689
MI-IL	2 ALBION (MI) -16 CARBONDALE (IL)	7	757	3475
MI-IL	2 ALBION (MI) -20 CENTRALIA (IL)	7	666	3110
MI-IL	20 CENTRALIA (IL) -124 PORT HURON (MI)	7	937	4274
MI-IL	20 CENTRALIA (IL) -81 LAPEER (MI)	8	879	4045
MI-IL	16 CARBONDALE (IL) -63 HOWELL(BUS-MI)	8	925	4538
MI-IL	112 NILES (MI) -118 PADUCAH(BUS-IL)	8	810	3764
MI-IL	61 HOLLAND (MI) -118 PADUCAH(BUS-IL)	9	1114	5301
MI-IL	38 DU QUOIN (IL) -73 KALAMAZOO (MI)	10	1015	4463
MI-IL	9 BATTLE CREEK (MI) -38 DU QUOIN (IL)	11	1028	4727
MI-IL	68 JACKSON (MI) -118 PADUCAH(BUS-IL)	11	1255	6293
MI-IL	9 BATTLE CREEK (MI) -118 PADUCAH(BUS-IL)	11	1221	6031
MI-IL	68 JACKSON (MI) -97 MARION(BUS-IL)	11	1258	5979
MI-IL	2 ALBION (MI) -76 KEWANEE (IL)	12	948	5037
MI-IL	38 DU QUOIN (IL) -89 LUDINGTON(BUS-MI)	12	1383	6900
MI-IL	29 DANVILLE(BUS-IL) -112 NILES (MI)	13	708	3340
MI-IL	20 CENTRALIA (IL) -40 DURAND (MI)	13	1438	6549
MI-IL	73 KALAMAZOO (MI) -118 PADUCAH(BUS-IL)	13	1458	6944
MI-IL	97 MARION(BUS-IL) -124 PORT HURON (MI)	14	2093	8859
MI-IL	2 ALBION (MI) -38 DU QUOIN (IL)	14	1428	6594
MI-IL	8 BANGOR (MI) -69 JACKSONVILLE(BUS-IL)	14	1053	4742
MI-IL	32 DECATUR(BUS-IL) -112 NILES (MI)	14	771	3715
MI-IL	37 DOWAGIAC (MI) -97 MARION(BUS-IL)	14	1380	6101
MI-IL	46 FLINT (MI) -97 MARION(BUS-IL)	15	1983	8575
MI-IL	42 EAST LANSING (MI) -86 LINCOLN (IL)	15	1117	5635
MI-IL	42 EAST LANSING (MI) -118 PADUCAH(BUS-IL)	16	1943	9442
MI-IL	2 ALBION (MI) -69 JACKSONVILLE(BUS-IL)	16	1175	6575
MI-IL	55 GRAND RAPIDS (MI) -118 PADUCAH(BUS-IL)	16	1903	9219
MI-IL	40 DURAND (MI) -69 JACKSONVILLE(BUS-IL)	16	1415	7506
MI-IL	89 LUDINGTON(BUS-MI) -98 MATTOON (IL)	16	1421	7494
MI-IL	44 EFFINGHAM (IL) -112 NILES (MI)	16	1107	4742
MI-IL	20 CENTRALIA (IL) -31 DEARBORN (MI)	17	1896	8788
MI-IL	38 DU QUOIN (IL) -42 EAST LANSING (MI)	17	1851	8414

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States	Station Pair	Riders	Revenue	Passenger Miles
MI-IL	97 MARION(BUS-IL) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	17	1807	7006
MI-IL	2 ALBION (MI) -86 LINCOLN (IL)	17	1136	5920
MI-IL	41 DWIGHT (IL) -112 NILES (MI)	17	631	2851
MI-IL	8 BANGOR (MI) -51 GALESBURG (IL)	18	1564	6838
MI-IL	112 NILES (MI) -122 PONTIAC (IL)	18	693	3247
MI-IL	16 CARBONDALE (IL) -81 LAPEER (MI)	18	2367	10763
MI-IL	20 CENTRALIA (IL) -55 GRAND RAPIDS (MI)	19	1812	8264
MI-IL	16 CARBONDALE (IL) -112 NILES (MI)	19	1838	7434
MI-IL	16 CARBONDALE (IL) -133 ROYAL OAK (MI)	19	2368	11360
MI-IL	38 DU QUOIN (IL) -106 MUSKEGON(BUS-MI)	19	2096	9903
MI-IL	42 EAST LANSING (MI) -76 KEWANEE (IL)	20	1740	8994
MI-IL	2 ALBION (MI) -44 EFFINGHAM (IL)	21	1681	7997
MI-IL	8 BANGOR (MI) -62 HOMEWOOD (IL)	21	630	2115
MI-IL	32 DECATUR(BUS-IL) -81 LAPEER (MI)	22	1928	9741
MI-IL	8 BANGOR (MI) -29 DANVILLE(BUS-IL)	22	1580	6093
MI-IL	44 EFFINGHAM (IL) -124 PORT HURON (MI)	22	2517	11611
MI-IL	8 BANGOR (MI) -32 DECATUR(BUS-IL)	23	1653	6576
MI-IL	51 GALESBURG (IL) -112 NILES (MI)	23	1699	8406
MI-IL	29 DANVILLE(BUS-IL) -81 LAPEER (MI)	23	2041	10194
MI-IL	2 ALBION (MI) -98 MATTOON (IL)	23	1734	8340
MI-IL	9 BATTLE CREEK (MI) -97 MARION(BUS-IL)	24	2543	11444
MI-IL	16 CARBONDALE (IL) -55 GRAND RAPIDS (MI)	24	2718	11806
MI-IL	124 PORT HURON (MI) -128 RANTOUL (IL)	24	2189	10322
MI-IL	73 KALAMAZOO (MI) -97 MARION(BUS-IL)	25	2647	11361
MI-IL	2 ALBION (MI) -32 DECATUR(BUS-IL)	25	1670	8813
MI-IL	42 EAST LANSING (MI) -90 MACOMB (IL)	25	2509	12918
MI-IL	16 CARBONDALE (IL) -124 PORT HURON (MI)	25	3651	15571
MI-IL	20 CENTRALIA (IL) -89 LUDINGTON(BUS-MI)	25	2657	13454
MI-IL	2 ALBION (MI) -29 DANVILLE(BUS-IL)	25	1703	8863
MI-IL	42 EAST LANSING (MI) -122 PONTIAC (IL)	26	1555	7937
MI-IL	16 CARBONDALE (IL) -106 MUSKEGON(BUS-MI)	26	3021	14191
MI-IL	40 DURAND (MI) -126 PRINCETON (IL)	27	1842	9407
MI-IL	29 DANVILLE(BUS-IL) -124 PORT HURON (MI)	28	3092	13748
MI-IL	2 ALBION (MI) -122 PONTIAC (IL)	30	1561	8301
MI-IL	74 KANKAKEE (IL) -112 NILES (MI)	30	983	4356
MI-IL	37 DOWAGIAC (MI) -69 JACKSONVILLE(BUS-IL)	31	1842	9913
MI-IL	37 DOWAGIAC (MI) -126 PRINCETON (IL)	31	1254	6385
MI-IL	20 CENTRALIA (IL) -35 DETROIT (MI)	31	3386	16513
MI-IL	97 MARION(BUS-IL) -123 PONTIAC (MI)	31	4443	19690
MI-IL	2 ALBION (MI) -127 QUINCY (IL)	32	3327	17441
MI-IL	8 BANGOR (MI) -126 PRINCETON (IL)	32	1824	6997
MI-IL	68 JACKSON (MI) -86 LINCOLN (IL)	32	2161	11497
MI-IL	90 MACOMB (IL) -106 MUSKEGON(BUS-MI)	32	3399	17478
MI-IL	97 MARION(BUS-IL) -133 ROYAL OAK (MI)	32	4565	19966
MI-IL	32 DECATUR(BUS-IL) -124 PORT HURON (MI)	33	3611	16019
MI-IL	42 EAST LANSING (MI) -127 QUINCY (IL)	33	3659	18786
MI-IL	61 HOLLAND (MI) -97 MARION(BUS-IL)	34	4128	18242
MI-IL	112 NILES (MI) -119 PEORIA (BUS-IL)	34	1669	8793
MI-IL	16 CARBONDALE (IL) -123 PONTIAC (MI)	34	4687	20856
MI-IL	16 CARBONDALE (IL) -68 JACKSON (MI)	35	4015	17841
MI-IL	112 NILES (MI) -126 PRINCETON (IL)	35	1486	6868
MI-IL	29 DANVILLE(BUS-IL) -40 DURAND (MI)	36	2878	14273
MI-IL	4 ANCHORVILLE(BUS-MI) -16 CARBONDALE (IL)	36	4881	22206
MI-IL	38 DU QUOIN (IL) -55 GRAND RAPIDS (MI)	36	4058	17058
MI-IL	13 BTN-NORMAL (IL) -112 NILES (MI)	36	1736	7808
MI-IL	69 JACKSONVILLE(BUS-IL) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	36	2535	11306
MI-IL	86 LINCOLN (IL) -89 LUDINGTON(BUS-MI)	37	2879	16289
MI-IL	54 GLENVIEW (IL) -89 LUDINGTON(BUS-MI)	37	1902	11189
MI-IL	38 DU QUOIN (IL) -123 PONTIAC (MI)	37	4564	22040
MI-IL	42 EAST LANSING (MI) -97 MARION(BUS-IL)	38	4841	20345
MI-IL	20 CENTRALIA (IL) -106 MUSKEGON(BUS-MI)	39	3927	18772
MI-IL	42 EAST LANSING (MI) -51 GALESBURG (IL)	39	3680	18976
MI-IL	20 CENTRALIA (IL) -68 JACKSON (MI)	40	3839	18273

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MI-IL	4 ANCHORVILLE(BUS-MI) -97 MARION(BUS-IL)	40	5679	25903
MI-IL	38 DU QUOIN (IL) -46 FLINT (MI)	41	4840	22188
MI-IL	41 DWIGHT (IL) -42 EAST LANSING (MI)	41	2324	11659
MI-IL	112 NILES (MI) -153 UPPER ALTON (IL)	42	3043	14583
MI-IL	76 KEWANEE (IL) -106 MUSKEGON(BUS-MI)	42	3959	19951
MI-IL	55 GRAND RAPIDS (MI) -98 MATTOON (IL)	42	3532	15448
MI-IL	2 ALBION (MI) -90 MACOMB (IL)	42	4478	21094
MI-IL	44 EFFINGHAM (IL) -81 LAPEER (MI)	43	4336	20239
MI-IL	4 ANCHORVILLE(BUS-MI) -38 DU QUOIN (IL)	43	5235	26028
MI-IL	69 JACKSONVILLE(BUS-IL) -124 PORT HURON (MI)	43	4520	23446
MI-IL	20 CENTRALIA (IL) -123 PONTIAC (MI)	43	4942	24145
MI-IL	32 DECATUR(BUS-IL) -40 DURAND (MI)	44	3714	18140
MI-IL	73 KALAMAZOO (MI) -76 KEWANEE (IL)	44	3314	16833
MI-IL	9 BATTLE CREEK (MI) -20 CENTRALIA (IL)	45	3971	18461
MI-IL	69 JACKSONVILLE(BUS-IL) -81 LAPEER (MI)	45	4459	22223
MI-IL	38 DU QUOIN (IL) -68 JACKSON (MI)	45	4766	22416
MI-IL	29 DANVILLE(BUS-IL) -37 DOWAGIAC (MI)	46	2627	12352
MI-IL	89 LUDINGTON(BUS-MI) -122 PONTIAC (IL)	47	3049	17789
MI-IL	5 ANN ARBOR (MI) -38 DU QUOIN (IL)	47	5548	24857
MI-IL	42 EAST LANSING (MI) -100 MENDOTA (IL)	48	2689	14087
MI-IL	17 CARLINVILLE (IL) -42 EAST LANSING (MI)	48	4105	20941
MI-IL	98 MATTOON (IL) -106 MUSKEGON(BUS-MI)	50	4229	20124
MI-IL	68 JACKSON (MI) -76 KEWANEE (IL)	50	4136	22337
MI-IL	89 LUDINGTON(BUS-MI) -90 MACOMB (IL)	50	5402	30200
MI-IL	31 DEARBORN (MI) -38 DU QUOIN (IL)	51	5888	28328
MI-IL	16 CARBONDALE (IL) -46 FLINT (MI)	51	6390	28580
MI-IL	2 ALBION (MI) -17 CARLINVILLE (IL)	51	3971	20823
MI-IL	86 LINCOLN (IL) -123 PONTIAC (MI)	51	4434	23808
MI-IL	9 BATTLE CREEK (MI) -16 CARBONDALE (IL)	52	5397	24226
MI-IL	86 LINCOLN (IL) -133 ROYAL OAK (MI)	52	4368	23509
MI-IL	5 ANN ARBOR (MI) -97 MARION(BUS-IL)	53	6514	29937
MI-IL	31 DEARBORN (MI) -97 MARION(BUS-IL)	53	6985	31558
MI-IL	55 GRAND RAPIDS (MI) -86 LINCOLN (IL)	54	4056	18830
MI-IL	86 LINCOLN (IL) -106 MUSKEGON(BUS-MI)	55	4186	21243
MI-IL	4 ANCHORVILLE(BUS-MI) -122 PONTIAC (IL)	55	3963	22705
MI-IL	32 DECATUR(BUS-IL) -37 DOWAGIAC (MI)	56	3263	15390
MI-IL	76 KEWANEE (IL) -89 LUDINGTON(BUS-MI)	56	5248	29791
MI-IL	35 DETROIT (MI) -38 DU QUOIN (IL)	57	6745	32499
MI-IL	9 BATTLE CREEK (MI) -98 MATTOON (IL)	57	4086	19026
MI-IL	29 DANVILLE(BUS-IL) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	57	3601	14457
MI-IL	71 JOLIET (IL) -112 NILES (MI)	58	1609	7381
MI-IL	68 JACKSON (MI) -122 PONTIAC (IL)	58	3177	17311
MI-IL	35 DETROIT (MI) -97 MARION(BUS-IL)	59	7893	35668
MI-IL	51 GALESBURG (IL) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	60	4813	21530
MI-IL	21 CHAMPAIGN-URBANA (IL) -112 NILES (MI)	60	3124	12986
MI-IL	76 KEWANEE (IL) -133 ROYAL OAK (MI)	60	5888	32037
MI-IL	2 ALBION (MI) -126 PRINCETON (IL)	60	3213	17518
MI-IL	17 CARLINVILLE (IL) -73 KALAMAZOO (MI)	61	4449	22231
MI-IL	9 BATTLE CREEK (MI) -86 LINCOLN (IL)	62	3976	19753
MI-IL	106 MUSKEGON(BUS-MI) -127 QUINCY (IL)	62	7251	37293
MI-IL	9 BATTLE CREEK (MI) -76 KEWANEE (IL)	62	4907	25041
MI-IL	42 EAST LANSING (MI) -120 PLANO (IL)	63	3108	16369
MI-IL	8 BANGOR (MI) -119 PEORIA (BUS-IL)	65	4395	18528
MI-IL	2 ALBION (MI) -51 GALESBURG (IL)	67	6375	30486
MI-IL	55 GRAND RAPIDS (MI) -76 KEWANEE (IL)	67	6142	28984
MI-IL	32 DECATUR(BUS-IL) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	67	4287	17681
MI-IL	73 KALAMAZOO (MI) -86 LINCOLN (IL)	69	4436	20322
MI-IL	89 LUDINGTON(BUS-MI) -127 QUINCY (IL)	69	8174	45251
MI-IL	55 GRAND RAPIDS (MI) -90 MACOMB (IL)	69	7296	34834
MI-IL	55 GRAND RAPIDS (MI) -97 MARION(BUS-IL)	70	7823	35831
MI-IL	44 EFFINGHAM (IL) -89 LUDINGTON(BUS-MI)	70	6531	33930
MI-IL	73 KALAMAZOO (MI) -98 MATTOON (IL)	71	4876	22019
MI-IL	2 ALBION (MI) -119 PEORIA (BUS-IL)	72	4469	25347

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States	Station Pair	Riders	Revenue	Passenger Miles
MI-IL	20 CENTRALIA (IL) -73 KALAMAZOO (MI)	72	6865	28019
MI-IL	2 ALBION (MI) -21 CHAMPAIGN-URBANA (IL)	72	4556	22419
MI-IL	4 ANCHORVILLE(BUS-MI) -69 JACKSONVILLE(BUS-IL)	73	6753	39567
MI-IL	16 CARBONDALE (IL) -35 DETROIT (MI)	74	9582	43824
MI-IL	61 HOLLAND (MI) -69 JACKSONVILLE(BUS-IL)	75	6524	33082
MI-IL	5 ANN ARBOR (MI) -20 CENTRALIA (IL)	75	8526	37411
MI-IL	17 CARLINVILLE (IL) -106 MUSKEGON(BUS-MI)	76	6697	34545
MI-IL	4 ANCHORVILLE(BUS-MI) -86 LINCOLN (IL)	76	7065	35905
MI-IL	40 DURAND (MI) -62 HOMEWOOD (IL)	77	3206	17177
MI-IL	16 CARBONDALE (IL) -73 KALAMAZOO (MI)	78	8157	34962
MI-IL	4 ANCHORVILLE(BUS-MI) -44 EFFINGHAM (IL)	78	7856	40541
MI-IL	112 NILES (MI) -139 SPRINGFIELD (IL)	79	4831	21864
MI-IL	68 JACKSON (MI) -90 MACOMB (IL)	80	7712	41222
MI-IL	126 PRINCETON (IL) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	81	3963	15741
MI-IL	4 ANCHORVILLE(BUS-MI) -98 MATTOON (IL)	81	7631	39917
MI-IL	42 EAST LANSING (MI) -128 RANTOUL (IL)	82	5906	26335
MI-IL	16 CARBONDALE (IL) -31 DEARBORN (MI)	82	10515	47568
MI-IL	44 EFFINGHAM (IL) -55 GRAND RAPIDS (MI)	83	7272	32328
MI-IL	126 PRINCETON (IL) -133 ROYAL OAK (MI)	85	6094	34086
MI-IL	4 ANCHORVILLE(BUS-MI) -76 KEWANEE (IL)	86	9630	48001
MI-IL	2 ALBION (MI) -62 HOMEWOOD (IL)	86	2370	14595
MI-IL	55 GRAND RAPIDS (MI) -100 MENDOTA (IL)	89	4687	24506
MI-IL	41 DWIGHT (IL) -55 GRAND RAPIDS (MI)	89	4749	23715
MI-IL	73 KALAMAZOO (MI) -122 PONTIAC (IL)	89	4190	20713
MI-IL	2 ALBION (MI) -13 BTN-NORMAL (IL)	91	5437	28229
MI-IL	9 BATTLE CREEK (MI) -122 PONTIAC (IL)	91	4342	23230
MI-IL	32 DECATUR(BUS-IL) -46 FLINT (MI)	92	7943	39397
MI-IL	9 BATTLE CREEK (MI) -17 CARLINVILLE (IL)	92	6755	35528
MI-IL	71 JOLIET (IL) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	92	3267	11699
MI-IL	32 DECATUR(BUS-IL) -73 KALAMAZOO (MI)	93	6012	29168
MI-IL	100 MENDOTA (IL) -106 MUSKEGON(BUS-MI)	94	5782	29494
MI-IL	29 DANVILLE(BUS-IL) -73 KALAMAZOO (MI)	94	5975	28294
MI-IL	8 BANGOR (MI) -54 GLENVIEW (IL)	95	3713	12639
MI-IL	69 JACKSONVILLE(BUS-IL) -112 NILES (MI)	95	5790	29748
MI-IL	17 CARLINVILLE (IL) -89 LUDINGTON(BUS-MI)	95	8707	48973
MI-IL	44 EFFINGHAM (IL) -68 JACKSON (MI)	97	8108	39413
MI-IL	5 ANN ARBOR (MI) -16 CARBONDALE (IL)	98	11754	53983
MI-IL	29 DANVILLE(BUS-IL) -123 PONTIAC (MI)	98	8569	45954
MI-IL	29 DANVILLE(BUS-IL) -133 ROYAL OAK (MI)	99	8414	45223
MI-IL	29 DANVILLE(BUS-IL) -46 FLINT (MI)	99	8580	41585
MI-IL	4 ANCHORVILLE(BUS-MI) -90 MACOMB (IL)	99	12217	62403
MI-IL	13 BTN-NORMAL (IL) -42 EAST LANSING (MI)	99	7150	33112
MI-IL	2 ALBION (MI) -41 DWIGHT (IL)	100	4933	25797
MI-IL	9 BATTLE CREEK (MI) -29 DANVILLE(BUS-IL)	100	6357	32441
MI-IL	29 DANVILLE(BUS-IL) -68 JACKSON (MI)	101	7330	37335
MI-IL	106 MUSKEGON(BUS-MI) -122 PONTIAC (IL)	102	6228	33160
MI-IL	68 JACKSON (MI) -127 QUINCY (IL)	102	11049	58679
MI-IL	90 MACOMB (IL) -133 ROYAL OAK (MI)	103	11558	62278
MI-IL	51 GALESBURG (IL) -89 LUDINGTON(BUS-MI)	104	10683	58112
MI-IL	21 CHAMPAIGN-URBANA (IL) -63 HOWELL(BUS-MI)	104	8460	42002
MI-IL	32 DECATUR(BUS-IL) -68 JACKSON (MI)	105	7781	39968
MI-IL	9 BATTLE CREEK (MI) -69 JACKSONVILLE(BUS-IL)	106	7420	40532
MI-IL	5 ANN ARBOR (MI) -86 LINCOLN (IL)	107	8457	42750
MI-IL	16 CARBONDALE (IL) -42 EAST LANSING (MI)	107	12703	55126
MI-IL	31 DEARBORN (MI) -86 LINCOLN (IL)	107	9410	46068
MI-IL	62 HOMEWOOD (IL) -81 LAPEER (MI)	107	5303	27734
MI-IL	106 MUSKEGON(BUS-MI) -126 PRINCETON (IL)	107	6899	36187
MI-IL	9 BATTLE CREEK (MI) -32 DECATUR(BUS-IL)	108	6892	35943
MI-IL	55 GRAND RAPIDS (MI) -122 PONTIAC (IL)	108	6498	30796
MI-IL	42 EAST LANSING (MI) -139 SPRINGFIELD (IL)	109	9384	42891
MI-IL	5 ANN ARBOR (MI) -29 DANVILLE(BUS-IL)	109	8756	44288
MI-IL	4 ANCHORVILLE(BUS-MI) -17 CARLINVILLE (IL)	109	10635	59136
MI-IL	89 LUDINGTON(BUS-MI) -126 PRINCETON (IL)	111	7345	43606

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States	Station Pair	Riders	Revenue	Passenger Miles
MI-IL	5 ANN ARBOR (MI) -98 MATTOON (IL)	111	9784	46342
MI-IL	17 CARLINVILLE (IL) -55 GRAND RAPIDS (MI)	113	10066	47243
MI-IL	76 KEWANEE (IL) -123 PONTIAC (MI)	113	13109	62036
MI-IL	2 ALBION (MI) -139 SPRINGFIELD (IL)	115	9156	42812
MI-IL	54 GLENVIEW (IL) -112 NILES (MI)	116	2722	12405
MI-IL	21 CHAMPAIGN-URBANA (IL) -40 DURAND (MI)	116	9516	42569
MI-IL	29 DANVILLE(BUS-IL) -61 HOLLAND (MI)	119	9630	45071
MI-IL	32 DECATUR(BUS-IL) -133 ROYAL OAK (MI)	120	10341	56160
MI-IL	44 EFFINGHAM (IL) -106 MUSKEGON(BUS-MI)	121	10966	52288
MI-IL	4 ANCHORVILLE(BUS-MI) -126 PRINCETON (IL)	122	10251	51532
MI-IL	62 HOMEWOOD (IL) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	122	2659	8923
MI-IL	55 GRAND RAPIDS (MI) -69 JACKSONVILLE(BUS-IL)	122	9895	50703
MI-IL	31 DEARBORN (MI) -98 MATTOON (IL)	123	11148	54772
MI-IL	68 JACKSON (MI) -69 JACKSONVILLE(BUS-IL)	123	9843	52668
MI-IL	46 FLINT (MI) -90 MACOMB (IL)	123	14258	70026
MI-IL	32 DECATUR(BUS-IL) -123 PONTIAC (MI)	124	10971	59435
MI-IL	20 CENTRALIA (IL) -42 EAST LANSING (MI)	125	12912	57397
MI-IL	46 FLINT (MI) -69 JACKSONVILLE(BUS-IL)	125	11629	59948
MI-IL	73 KALAMAZOO (MI) -127 QUINCY (IL)	126	13195	63776
MI-IL	5 ANN ARBOR (MI) -32 DECATUR(BUS-IL)	126	10301	52711
MI-IL	51 GALESBURG (IL) -106 MUSKEGON(BUS-MI)	128	12180	64266
MI-IL	55 GRAND RAPIDS (MI) -153 UPPER ALTON (IL)	129	11577	58151
MI-IL	5 ANN ARBOR (MI) -122 PONTIAC (IL)	130	8506	43722
MI-IL	61 HOLLAND (MI) -62 HOMEWOOD (IL)	130	5309	17667
MI-IL	35 DETROIT (MI) -86 LINCOLN (IL)	130	11518	57378
MI-IL	40 DURAND (MI) -119 PEORIA (BUS-IL)	131	10540	53502
MI-IL	73 KALAMAZOO (MI) -90 MACOMB (IL)	131	12035	59215
MI-IL	32 DECATUR(BUS-IL) -61 HOLLAND (MI)	132	10790	51657
MI-IL	46 FLINT (MI) -76 KEWANEE (IL)	133	13270	66338
MI-IL	89 LUDINGTON(BUS-MI) -100 MENDOTA (IL)	134	8784	49644
MI-IL	31 DEARBORN (MI) -122 PONTIAC (IL)	134	10132	49193
MI-IL	35 DETROIT (MI) -122 PONTIAC (IL)	135	9198	50596
MI-IL	42 EAST LANSING (MI) -153 UPPER ALTON (IL)	136	12604	63474
MI-IL	5 ANN ARBOR (MI) -69 JACKSONVILLE(BUS-IL)	138	11925	64190
MI-IL	17 CARLINVILLE (IL) -133 ROYAL OAK (MI)	138	13282	71551
MI-IL	69 JACKSONVILLE(BUS-IL) -123 PONTIAC (MI)	138	12905	73048
MI-IL	69 JACKSONVILLE(BUS-IL) -133 ROYAL OAK (MI)	139	12616	71653
MI-IL	17 CARLINVILLE (IL) -123 PONTIAC (MI)	139	13716	73738
MI-IL	21 CHAMPAIGN-URBANA (IL) -89 LUDINGTON(BUS-MI)	139	11317	57836
MI-IL	89 LUDINGTON(BUS-MI) -139 SPRINGFIELD (IL)	142	12379	67284
MI-IL	69 JACKSONVILLE(BUS-IL) -73 KALAMAZOO (MI)	143	10170	51484
MI-IL	42 EAST LANSING (MI) -69 JACKSONVILLE(BUS-IL)	143	12147	61752
MI-IL	46 FLINT (MI) -86 LINCOLN (IL)	143	12095	59332
MI-IL	41 DWIGHT (IL) -106 MUSKEGON(BUS-MI)	144	8206	43955
MI-IL	44 EFFINGHAM (IL) -123 PONTIAC (MI)	144	14575	72659
MI-IL	9 BATTLE CREEK (MI) -44 EFFINGHAM (IL)	144	10928	51820
MI-IL	31 DEARBORN (MI) -44 EFFINGHAM (IL)	144	14914	68271
MI-IL	89 LUDINGTON(BUS-MI) -128 RANTOUL (IL)	145	11119	58068
MI-IL	127 QUINCY (IL) -133 ROYAL OAK (MI)	145	17956	96144
MI-IL	31 DEARBORN (MI) -32 DECATUR(BUS-IL)	146	12974	65075
MI-IL	20 CENTRALIA (IL) -46 FLINT (MI)	146	16102	74450
MI-IL	123 PONTIAC (MI) -127 QUINCY (IL)	147	18576	99315
MI-IL	37 DOWAGIAC (MI) -119 PEORIA (BUS-IL)	148	7875	40180
MI-IL	21 CHAMPAIGN-URBANA (IL) -124 PORT HURON (MI)	149	15416	66559
MI-IL	35 DETROIT (MI) -98 MATTOON (IL)	149	13764	67886
MI-IL	17 CARLINVILLE (IL) -68 JACKSON (MI)	155	12541	66903
MI-IL	2 ALBION (MI) -100 MENDOTA (IL)	157	7650	41964
MI-IL	29 DANVILLE(BUS-IL) -31 DEARBORN (MI)	157	13324	68799
MI-IL	4 ANCHORVILLE(BUS-MI) -29 DANVILLE(BUS-IL)	158	14642	76032
MI-IL	106 MUSKEGON(BUS-MI) -120 PLANO (IL)	160	8269	45378
MI-IL	61 HOLLAND (MI) -126 PRINCETON (IL)	160	10794	51607
MI-IL	37 DOWAGIAC (MI) -54 GLENVIEW (IL)	162	3960	19475
MI-IL	2 ALBION (MI) -120 PLANO (IL)	164	7018	38974

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States	Station Pair	Riders	Revenue	Passenger Miles
MI-IL	42 EAST LANSING (MI) -98 MATTOON (IL)	166	13466	63258
MI-IL	89 LUDINGTON(BUS-MI) -120 PLANO (IL)	166	9269	56590
MI-IL	68 JACKSON (MI) -126 PRINCETON (IL)	168	9353	52152
MI-IL	5 ANN ARBOR (MI) -76 KEWANEE (IL)	170	16718	82411
MI-IL	5 ANN ARBOR (MI) -44 EFFINGHAM (IL)	170	15894	75287
MI-IL	90 MACOMB (IL) -123 PONTIAC (MI)	171	22207	105669
MI-IL	31 DEARBORN (MI) -76 KEWANEE (IL)	171	17420	88075
MI-IL	106 MUSKEGON(BUS-MI) -128 RANTOUL (IL)	172	12122	59416
MI-IL	13 BTN-NORMAL (IL) -106 MUSKEGON(BUS-MI)	176	12989	62869
MI-IL	54 GLENVIEW (IL) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	179	6183	18928
MI-IL	4 ANCHORVILLE(BUS-MI) -127 QUINCY (IL)	179	23543	122967
MI-IL	5 ANN ARBOR (MI) -17 CARLINVILLE (IL)	180	16690	84347
MI-IL	73 KALAMAZOO (MI) -128 RANTOUL (IL)	181	9870	45495
MI-IL	4 ANCHORVILLE(BUS-MI) -51 GALESBURG (IL)	182	20399	107212
MI-IL	5 ANN ARBOR (MI) -128 RANTOUL (IL)	183	12550	65431
MI-IL	2 ALBION (MI) -74 KANKAKEE (IL)	184	8457	44174
MI-IL	2 ALBION (MI) -153 UPPER ALTON (IL)	187	16019	82661
MI-IL	4 ANCHORVILLE(BUS-MI) -32 DECATUR(BUS-IL)	188	17496	92425
MI-IL	89 LUDINGTON(BUS-MI) -153 UPPER ALTON (IL)	190	18829	103985
MI-IL	35 DETROIT (MI) -76 KEWANEE (IL)	193	20061	100920
MI-IL	44 EFFINGHAM (IL) -73 KALAMAZOO (MI)	193	14961	65129
MI-IL	13 BTN-NORMAL (IL) -89 LUDINGTON(BUS-MI)	193	14995	79674
MI-IL	21 CHAMPAIGN-URBANA (IL) -81 LAPEER (MI)	195	17990	78417
MI-IL	46 FLINT (MI) -98 MATTOON (IL)	198	18265	84772
MI-IL	41 DWIGHT (IL) -73 KALAMAZOO (MI)	199	8794	42407
MI-IL	35 DETROIT (MI) -69 JACKSONVILLE(BUS-IL)	200	17726	100837
MI-IL	119 PEORIA (BUS-IL) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	201	11790	51881
MI-IL	32 DECATUR(BUS-IL) -35 DETROIT (MI)	204	18109	92897
MI-IL	106 MUSKEGON(BUS-MI) -153 UPPER ALTON (IL)	204	19708	100015
MI-IL	51 GALESBURG (IL) -133 ROYAL OAK (MI)	205	21389	115803
MI-IL	51 GALESBURG (IL) -61 HOLLAND (MI)	205	19998	100224
MI-IL	42 EAST LANSING (MI) -126 PRINCETON (IL)	207	12435	65003
MI-IL	21 CHAMPAIGN-URBANA (IL) -106 MUSKEGON(BUS-MI)	207	15286	74366
MI-IL	74 KANKAKEE (IL) -124 PORT HURON (MI)	208	16148	77892
MI-IL	55 GRAND RAPIDS (MI) -127 QUINCY (IL)	211	24228	117952
MI-IL	9 BATTLE CREEK (MI) -120 PLANO (IL)	212	8037	45205
MI-IL	29 DANVILLE(BUS-IL) -35 DETROIT (MI)	214	18340	95423
MI-IL	9 BATTLE CREEK (MI) -90 MACOMB (IL)	214	20158	101435
MI-IL	17 CARLINVILLE (IL) -46 FLINT (MI)	224	21212	108028
MI-IL	81 LAPEER (MI) -119 PEORIA (BUS-IL)	225	20499	99913
MI-IL	9 BATTLE CREEK (MI) -126 PRINCETON (IL)	232	11468	61750
MI-IL	74 KANKAKEE (IL) -81 LAPEER (MI)	233	15526	76726
MI-IL	31 DEARBORN (MI) -128 RANTOUL (IL)	234	17437	90706
MI-IL	40 DURAND (MI) -54 GLENVIEW (IL)	236	12032	60500
MI-IL	106 MUSKEGON(BUS-MI) -139 SPRINGFIELD (IL)	237	19858	99111
MI-IL	41 DWIGHT (IL) -89 LUDINGTON(BUS-MI)	246	15355	88879
MI-IL	35 DETROIT (MI) -44 EFFINGHAM (IL)	246	25120	118803
MI-IL	119 PEORIA (BUS-IL) -124 PORT HURON (MI)	247	25194	120928
MI-IL	31 DEARBORN (MI) -69 JACKSONVILLE(BUS-IL)	250	23017	123766
MI-IL	55 GRAND RAPIDS (MI) -128 RANTOUL (IL)	252	17795	76846
MI-IL	4 ANCHORVILLE(BUS-MI) -21 CHAMPAIGN-URBANA (IL)	254	21044	113027
MI-IL	46 FLINT (MI) -122 PONTIAC (IL)	256	18390	89668
MI-IL	9 BATTLE CREEK (MI) -127 QUINCY (IL)	258	26971	136432
MI-IL	17 CARLINVILLE (IL) -35 DETROIT (MI)	262	24684	133025
MI-IL	4 ANCHORVILLE(BUS-MI) -62 HOMEWOOD (IL)	265	13194	80031
MI-IL	55 GRAND RAPIDS (MI) -139 SPRINGFIELD (IL)	269	21927	101835
MI-IL	17 CARLINVILLE (IL) -31 DEARBORN (MI)	270	26124	134801
MI-IL	73 KALAMAZOO (MI) -120 PLANO (IL)	275	10269	52556
MI-IL	68 JACKSON (MI) -139 SPRINGFIELD (IL)	280	20968	109719
MI-IL	51 GALESBURG (IL) -68 JACKSON (MI)	282	27210	134925
MI-IL	73 KALAMAZOO (MI) -119 PEORIA (BUS-IL)	283	17072	87040
MI-IL	29 DANVILLE(BUS-IL) -42 EAST LANSING (MI)	283	21787	105286
MI-IL	62 HOMEWOOD (IL) -123 PONTIAC (MI)	286	14077	83069

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States	Station Pair	Riders	Revenue	Passenger Miles
MI-IL	123 PONTIAC (MI) -126 PRINCETON (IL)	290	23843	119108
MI-IL	32 DECATUR(BUS-IL) -42 EAST LANSING (MI)	290	22888	110728
MI-IL	21 CHAMPAIGN-URBANA (IL) -55 GRAND RAPIDS (MI)	294	21633	93717
MI-IL	13 BTN-NORMAL (IL) -73 KALAMAZOO (MI)	298	18060	78608
MI-IL	8 BANGOR (MI) -107 NAPERVILLE (IL)	303	13297	43894
MI-IL	9 BATTLE CREEK (MI) -41 DWIGHT (IL)	305	13651	71738
MI-IL	51 GALESBURG (IL) -123 PONTIAC (MI)	306	35735	177023
MI-IL	62 HOMEWOOD (IL) -68 JACKSON (MI)	310	9435	58828
MI-IL	29 DANVILLE(BUS-IL) -55 GRAND RAPIDS (MI)	313	23168	111092
MI-IL	73 KALAMAZOO (MI) -126 PRINCETON (IL)	319	16458	77842
MI-IL	31 DEARBORN (MI) -62 HOMEWOOD (IL)	326	14222	84130
MI-IL	32 DECATUR(BUS-IL) -55 GRAND RAPIDS (MI)	329	24699	119929
MI-IL	55 GRAND RAPIDS (MI) -120 PLANO (IL)	331	16766	80689
MI-IL	4 ANCHORVILLE(BUS-MI) -139 SPRINGFIELD (IL)	333	34134	167879
MI-IL	73 KALAMAZOO (MI) -100 MENDOTA (IL)	340	17070	75443
MI-IL	107 NAPERVILLE (IL) -112 NILES (MI)	340	9008	40513
MI-IL	9 BATTLE CREEK (MI) -51 GALESBURG (IL)	345	29185	149250
MI-IL	123 PONTIAC (MI) -139 SPRINGFIELD (IL)	347	32270	170908
MI-IL	54 GLENVIEW (IL) -106 MUSKEGON(BUS-MI)	353	16689	87879
MI-IL	13 BTN-NORMAL (IL) -55 GRAND RAPIDS (MI)	363	25229	114988
MI-IL	68 JACKSON (MI) -119 PEORIA (BUS-IL)	367	26222	137490
MI-IL	51 GALESBURG (IL) -73 KALAMAZOO (MI)	367	30676	150963
MI-IL	21 CHAMPAIGN-URBANA (IL) -68 JACKSON (MI)	371	26857	123418
MI-IL	9 BATTLE CREEK (MI) -100 MENDOTA (IL)	372	18995	90700
MI-IL	9 BATTLE CREEK (MI) -119 PEORIA (BUS-IL)	376	23253	124237
MI-IL	31 DEARBORN (MI) -90 MACOMB (IL)	377	43342	220987
MI-IL	46 FLINT (MI) -127 QUINCY (IL)	379	46159	236596
MI-IL	4 ANCHORVILLE(BUS-MI) -41 DWIGHT (IL)	386	26619	151266
MI-IL	35 DETROIT (MI) -90 MACOMB (IL)	391	46197	232923
MI-IL	74 KANKAKEE (IL) -106 MUSKEGON(BUS-MI)	397	22072	113874
MI-IL	4 ANCHORVILLE(BUS-MI) -120 PLANO (IL)	401	24903	148301
MI-IL	41 DWIGHT (IL) -123 PONTIAC (MI)	410	28714	155646
MI-IL	21 CHAMPAIGN-URBANA (IL) -123 PONTIAC (MI)	411	34549	178147
MI-IL	42 EAST LANSING (MI) -44 EFFINGHAM (IL)	417	37330	170127
MI-IL	61 HOLLAND (MI) -119 PEORIA (BUS-IL)	418	32379	161344
MI-IL	5 ANN ARBOR (MI) -119 PEORIA (BUS-IL)	428	33328	176612
MI-IL	21 CHAMPAIGN-URBANA (IL) -133 ROYAL OAK (MI)	428	34886	180107
MI-IL	31 DEARBORN (MI) -127 QUINCY (IL)	430	54654	276180
MI-IL	35 DETROIT (MI) -127 QUINCY (IL)	432	55204	281546
MI-IL	41 DWIGHT (IL) -68 JACKSON (MI)	433	22568	121240
MI-IL	2 ALBION (MI) -71 JOLIET (IL)	445	18319	99260
MI-IL	31 DEARBORN (MI) -51 GALESBURG (IL)	450	48577	245435
MI-IL	46 FLINT (MI) -51 GALESBURG (IL)	450	47865	238011
MI-IL	46 FLINT (MI) -126 PRINCETON (IL)	451	32769	163392
MI-IL	119 PEORIA (BUS-IL) -133 ROYAL OAK (MI)	453	40034	209690
MI-IL	55 GRAND RAPIDS (MI) -126 PRINCETON (IL)	457	26824	135815
MI-IL	119 PEORIA (BUS-IL) -123 PONTIAC (MI)	458	41280	217427
MI-IL	2 ALBION (MI) -54 GLENVIEW (IL)	476	17467	96072
MI-IL	31 DEARBORN (MI) -119 PEORIA (BUS-IL)	480	41407	212450
MI-IL	5 ANN ARBOR (MI) -127 QUINCY (IL)	480	57443	293503
MI-IL	44 EFFINGHAM (IL) -46 FLINT (MI)	482	47902	220016
MI-IL	5 ANN ARBOR (MI) -41 DWIGHT (IL)	489	30581	155571
MI-IL	40 DURAND (MI) -107 NAPERVILLE (IL)	489	27778	131120
MI-IL	5 ANN ARBOR (MI) -90 MACOMB (IL)	498	53960	277133
MI-IL	31 DEARBORN (MI) -126 PRINCETON (IL)	499	37366	189297
MI-IL	4 ANCHORVILLE(BUS-MI) -13 BTN-NORMAL (IL)	510	42882	225969
MI-IL	9 BATTLE CREEK (MI) -21 CHAMPAIGN-URBANA (IL)	517	32315	148822
MI-IL	42 EAST LANSING (MI) -71 JOLIET (IL)	519	27619	128263
MI-IL	55 GRAND RAPIDS (MI) -74 KANKAKEE (IL)	522	28741	129045
MI-IL	37 DOWAGIAC (MI) -107 NAPERVILLE (IL)	528	15009	69678
MI-IL	4 ANCHORVILLE(BUS-MI) -119 PEORIA (BUS-IL)	534	47945	259951
MI-IL	74 KANKAKEE (IL) -89 LUDINGTON(BUS-MI)	537	33287	184309
MI-IL	35 DETROIT (MI) -62 HOMEWOOD (IL)	538	24034	143672

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States	Station Pair	Riders	Revenue	Passenger Miles
MI-IL	13 BTN-NORMAL (IL) -133 ROYAL OAK (MI)	540	42048	226308
MI-IL	68 JACKSON (MI) -100 MENDOTA (IL)	546	28072	157693
MI-IL	100 MENDOTA (IL) -133 ROYAL OAK (MI)	546	36591	205887
MI-IL	35 DETROIT (MI) -51 GALESBURG (IL)	549	59090	304528
MI-IL	5 ANN ARBOR (MI) -126 PRINCETON (IL)	554	37513	193372
MI-IL	41 DWIGHT (IL) -46 FLINT (MI)	557	36719	184224
MI-IL	5 ANN ARBOR (MI) -51 GALESBURG (IL)	558	55769	288059
MI-IL	120 PLANO (IL) -123 PONTIAC (MI)	563	35596	201469
MI-IL	9 BATTLE CREEK (MI) -13 BTN-NORMAL (IL)	566	34964	161968
MI-IL	21 CHAMPAIGN-URBANA (IL) -73 KALAMAZOO (MI)	567	34327	150913
MI-IL	5 ANN ARBOR (MI) -21 CHAMPAIGN-URBANA (IL)	577	44633	213931
MI-IL	46 FLINT (MI) -128 RANTOUL (IL)	580	45617	214587
MI-IL	4 ANCHORVILLE(BUS-MI) -100 MENDOTA (IL)	582	42819	233353
MI-IL	51 GALESBURG (IL) -55 GRAND RAPIDS (MI)	583	53576	270687
MI-IL	35 DETROIT (MI) -126 PRINCETON (IL)	586	45881	227532
MI-IL	73 KALAMAZOO (MI) -74 KANKAKEE (IL)	591	23987	114644
MI-IL	13 BTN-NORMAL (IL) -68 JACKSON (MI)	594	42908	196628
MI-IL	9 BATTLE CREEK (MI) -62 HOMEWOOD (IL)	603	19579	109158
MI-IL	31 DEARBORN (MI) -41 DWIGHT (IL)	618	39469	214966
MI-IL	35 DETROIT (MI) -41 DWIGHT (IL)	625	40970	222977
MI-IL	9 BATTLE CREEK (MI) -139 SPRINGFIELD (IL)	626	44705	217118
MI-IL	9 BATTLE CREEK (MI) -74 KANKAKEE (IL)	632	26017	136598
MI-IL	4 ANCHORVILLE(BUS-MI) -153 UPPER ALTON (IL)	633	70373	364630
MI-IL	35 DETROIT (MI) -119 PEORIA (BUS-IL)	641	55028	289867
MI-IL	21 CHAMPAIGN-URBANA (IL) -31 DEARBORN (MI)	647	54899	259353
MI-IL	133 ROYAL OAK (MI) -139 SPRINGFIELD (IL)	648	64663	311064
MI-IL	73 KALAMAZOO (MI) -153 UPPER ALTON (IL)	650	56529	258100
MI-IL	73 KALAMAZOO (MI) -139 SPRINGFIELD (IL)	652	47050	211922
MI-IL	46 FLINT (MI) -119 PEORIA (BUS-IL)	679	57714	289149
MI-IL	13 BTN-NORMAL (IL) -46 FLINT (MI)	693	58698	264853
MI-IL	54 GLENVIEW (IL) -81 LAPEER (MI)	714	41077	208402
MI-IL	68 JACKSON (MI) -153 UPPER ALTON (IL)	724	66078	335744
MI-IL	4 ANCHORVILLE(BUS-MI) -74 KANKAKEE (IL)	744	48669	277569
MI-IL	133 ROYAL OAK (MI) -153 UPPER ALTON (IL)	745	77509	411399
MI-IL	9 BATTLE CREEK (MI) -153 UPPER ALTON (IL)	760	63664	318363
MI-IL	31 DEARBORN (MI) -139 SPRINGFIELD (IL)	768	75023	353433
MI-IL	5 ANN ARBOR (MI) -120 PLANO (IL)	774	43623	229074
MI-IL	107 NAPERVILLE (IL) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	799	27841	94307
MI-IL	46 FLINT (MI) -100 MENDOTA (IL)	818	59789	278026
MI-IL	13 BTN-NORMAL (IL) -123 PONTIAC (MI)	823	71536	354759
MI-IL	62 HOMEWOOD (IL) -73 KALAMAZOO (MI)	843	26636	132852
MI-IL	71 JOLIET (IL) -73 KALAMAZOO (MI)	853	30526	150936
MI-IL	21 CHAMPAIGN-URBANA (IL) -35 DETROIT (MI)	866	73582	355141
MI-IL	100 MENDOTA (IL) -123 PONTIAC (MI)	870	67678	338455
MI-IL	46 FLINT (MI) -120 PLANO (IL)	881	53293	272085
MI-IL	71 JOLIET (IL) -106 MUSKEGON(BUS-MI)	883	45412	238443
MI-IL	46 FLINT (MI) -153 UPPER ALTON (IL)	910	93104	468718
MI-IL	55 GRAND RAPIDS (MI) -119 PEORIA (BUS-IL)	918	65945	331536
MI-IL	5 ANN ARBOR (MI) -139 SPRINGFIELD (IL)	931	80831	400532
MI-IL	31 DEARBORN (MI) -120 PLANO (IL)	939	53565	306119
MI-IL	46 FLINT (MI) -139 SPRINGFIELD (IL)	948	88499	419927
MI-IL	123 PONTIAC (MI) -153 UPPER ALTON (IL)	963	106812	543284
MI-IL	5 ANN ARBOR (MI) -13 BTN-NORMAL (IL)	975	73315	359903
MI-IL	62 HOMEWOOD (IL) -124 PORT HURON (MI)	1032	71752	352485
MI-IL	5 ANN ARBOR (MI) -100 MENDOTA (IL)	1041	66856	340248
MI-IL	54 GLENVIEW (IL) -124 PORT HURON (MI)	1041	78546	350694
MI-IL	54 GLENVIEW (IL) -61 HOLLAND (MI)	1041	55192	243641
MI-IL	35 DETROIT (MI) -139 SPRINGFIELD (IL)	1053	101879	494088
MI-IL	71 JOLIET (IL) -89 LUDINGTON(BUS-MI)	1068	61397	348181
MI-IL	81 LAPEER (MI) -107 NAPERVILLE (IL)	1091	64306	331773
MI-IL	106 MUSKEGON(BUS-MI) -107 NAPERVILLE (IL)	1109	53952	289433
MI-IL	5 ANN ARBOR (MI) -153 UPPER ALTON (IL)	1148	114404	576337
MI-IL	13 BTN-NORMAL (IL) -31 DEARBORN (MI)	1163	94889	464009

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States	Station Pair	Riders	Revenue	Passenger Miles
MI-IL	31 DEARBORN (MI) -74 KANKAKEE (IL)	1170	70566	384920
MI-IL	2 ALBION (MI) -107 NAPERVILLE (IL)	1197	51068	256186
MI-IL	107 NAPERVILLE (IL) -124 PORT HURON (MI)	1217	85037	424658
MI-IL	21 CHAMPAIGN-URBANA (IL) -46 FLINT (MI)	1224	104406	469983
MI-IL	31 DEARBORN (MI) -153 UPPER ALTON (IL)	1234	130048	656349
MI-IL	42 EAST LANSING (MI) -119 PEORIA (BUS-IL)	1237	92885	467681
MI-IL	31 DEARBORN (MI) -100 MENDOTA (IL)	1245	86202	444630
MI-IL	13 BTN-NORMAL (IL) -35 DETROIT (MI)	1252	103072	510643
MI-IL	35 DETROIT (MI) -120 PLANO (IL)	1285	79745	430627
MI-IL	68 JACKSON (MI) -71 JOLIET (IL)	1293	56580	315587
MI-IL	89 LUDINGTON(BUS-MI) -107 NAPERVILLE (IL)	1310	71196	415261
MI-IL	62 HOMEWOOD (IL) -133 ROYAL OAK (MI)	1316	63789	365848
MI-IL	35 DETROIT (MI) -100 MENDOTA (IL)	1334	95949	488353
MI-IL	9 BATTLE CREEK (MI) -71 JOLIET (IL)	1375	49990	273697
MI-IL	4 ANCHORVILLE(BUS-MI) -71 JOLIET (IL)	1381	83691	491580
MI-IL	5 ANN ARBOR (MI) -74 KANKAKEE (IL)	1400	83105	418491
MI-IL	55 GRAND RAPIDS (MI) -71 JOLIET (IL)	1415	68810	325374
MI-IL	9 BATTLE CREEK (MI) -54 GLENVIEW (IL)	1436	49165	255622
MI-IL	21 CHAMPAIGN-URBANA (IL) -42 EAST LANSING (MI)	1465	111273	492121
MI-IL	54 GLENVIEW (IL) -73 KALAMAZOO (MI)	1606	57289	250543
MI-IL	35 DETROIT (MI) -153 UPPER ALTON (IL)	1619	172083	875745
MI-IL	54 GLENVIEW (IL) -68 JACKSON (MI)	1636	72550	364803
MI-IL	62 HOMEWOOD (IL) -106 MUSKEGON(BUS-MI)	1692	78199	411249
MI-IL	46 FLINT (MI) -74 KANKAKEE (IL)	1863	118603	581392
MI-IL	4 ANCHORVILLE(BUS-MI) -54 GLENVIEW (IL)	1868	113338	625832
MI-IL	62 HOMEWOOD (IL) -89 LUDINGTON(BUS-MI)	1921	103512	588157
MI-IL	61 HOLLAND (MI) -107 NAPERVILLE (IL)	1975	107106	485853
MI-IL	22 CHICAGO (IL) -63 HOWELL(BUS-MI)	1982	96079	545146
MI-IL	8 BANGOR (MI) -22 CHICAGO (IL)	2053	73840	238153
MI-IL	35 DETROIT (MI) -74 KANKAKEE (IL)	2185	145465	738381
MI-IL	71 JOLIET (IL) -123 PONTIAC (MI)	2293	141574	788947
MI-IL	5 ANN ARBOR (MI) -71 JOLIET (IL)	2444	133216	689292
MI-IL	5 ANN ARBOR (MI) -62 HOMEWOOD (IL)	2457	110691	641627
MI-IL	42 EAST LANSING (MI) -74 KANKAKEE (IL)	2658	152290	701595
MI-IL	73 KALAMAZOO (MI) -107 NAPERVILLE (IL)	2771	97229	465598
MI-IL	54 GLENVIEW (IL) -55 GRAND RAPIDS (MI)	2980	138786	622804
MI-IL	5 ANN ARBOR (MI) -54 GLENVIEW (IL)	3070	157072	801364
MI-IL	54 GLENVIEW (IL) -133 ROYAL OAK (MI)	3100	189091	964047
MI-IL	31 DEARBORN (MI) -71 JOLIET (IL)	3252	194966	1014736
MI-IL	54 GLENVIEW (IL) -123 PONTIAC (MI)	3293	208354	1063493
MI-IL	107 NAPERVILLE (IL) -133 ROYAL OAK (MI)	3436	193218	1109698
MI-IL	55 GRAND RAPIDS (MI) -62 HOMEWOOD (IL)	3696	149693	745636
MI-IL	4 ANCHORVILLE(BUS-MI) -107 NAPERVILLE (IL)	3708	213409	1286829
MI-IL	31 DEARBORN (MI) -54 GLENVIEW (IL)	3945	224309	1148001
MI-IL	68 JACKSON (MI) -107 NAPERVILLE (IL)	3995	180901	938730
MI-IL	35 DETROIT (MI) -71 JOLIET (IL)	4030	245784	1293522
MI-IL	9 BATTLE CREEK (MI) -107 NAPERVILLE (IL)	4160	152976	790431
MI-IL	46 FLINT (MI) -71 JOLIET (IL)	4581	292205	1351417
MI-IL	35 DETROIT (MI) -54 GLENVIEW (IL)	4665	271150	1399376
MI-IL	46 FLINT (MI) -54 GLENVIEW (IL)	4877	287095	1336323
MI-IL	22 CHICAGO (IL) -106 MUSKEGON(BUS-MI)	5180	223882	1201838
MI-IL	42 EAST LANSING (MI) -54 GLENVIEW (IL)	5255	260411	1187668
MI-IL	42 EAST LANSING (MI) -62 HOMEWOOD (IL)	5321	229415	1174139
MI-IL	22 CHICAGO (IL) -89 LUDINGTON(BUS-MI)	5497	275735	1583061
MI-IL	107 NAPERVILLE (IL) -123 PONTIAC (MI)	6050	354934	2026711
MI-IL	5 ANN ARBOR (MI) -107 NAPERVILLE (IL)	6101	306326	1665556
MI-IL	55 GRAND RAPIDS (MI) -107 NAPERVILLE (IL)	6952	326941	1536300
MI-IL	22 CHICAGO (IL) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	7184	199278	639350
MI-IL	2 ALBION (MI) -22 CHICAGO (IL)	7523	276127	1391788
MI-IL	22 CHICAGO (IL) -40 DURAND (MI)	7534	377605	1800610
MI-IL	22 CHICAGO (IL) -37 DOWAGIAC (MI)	7647	174070	787605
MI-IL	42 EAST LANSING (MI) -107 NAPERVILLE (IL)	8154	411639	1940650
MI-IL	31 DEARBORN (MI) -107 NAPERVILLE (IL)	8285	434613	2510282

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MI-IL	35 DETROIT (MI) -107 NAPERVILLE (IL)	8480	459296	2645857
MI-IL	46 FLINT (MI) -62 HOMEWOOD (IL)	10024	588736	2739492
MI-IL	46 FLINT (MI) -107 NAPERVILLE (IL)	10877	633675	3110934
MI-IL	22 CHICAGO (IL) -112 NILES (MI)	14497	290140	1304748
MI-IL	22 CHICAGO (IL) -81 LAPEER (MI)	16298	966615	4481882
MI-IL	22 CHICAGO (IL) -124 PORT HURON (MI)	24308	1684891	7778512
MI-IL	4 ANCHORVILLE(BUS-MI) -22 CHICAGO (IL)	36982	2099604	11760147
MI-IL	22 CHICAGO (IL) -61 HOLLAND (MI)	46551	2137450	10101549
MI-IL	22 CHICAGO (IL) -68 JACKSON (MI)	48698	1833053	10031823
MI-IL	22 CHICAGO (IL) -123 PONTIAC (MI)	50750	3018526	15529557
MI-IL	22 CHICAGO (IL) -133 ROYAL OAK (MI)	71426	4069349	20999179
MI-IL	22 CHICAGO (IL) -46 FLINT (MI)	72009	3915925	18506292
MI-IL	9 BATTLE CREEK (MI) -22 CHICAGO (IL)	96958	2907827	15610295
MI-IL	22 CHICAGO (IL) -55 GRAND RAPIDS (MI)	105594	4228258	20274052
MI-IL	22 CHICAGO (IL) -42 EAST LANSING (MI)	105768	4673325	22105519
MI-IL	22 CHICAGO (IL) -35 DETROIT (MI)	130314	7062200	36878810
MI-IL	22 CHICAGO (IL) -31 DEARBORN (MI)	147935	7731730	40534245
MI-IL	22 CHICAGO (IL) -73 KALAMAZOO (MI)	156646	4653919	21773795
MI-IL	5 ANN ARBOR (MI) -22 CHICAGO (IL)	185699	8427704	45310604
MI-IN	2 ALBION (MI) -33 DEFIANCE (IN)	2	171	793
MI-IN	94 MARCELINE -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	3	310	1435
MI-IN	61 HOLLAND (MI) -94 MARCELINE	4	469	2355
MI-IN	9 BATTLE CREEK (MI) -94 MARCELINE	4	426	2229
MI-IN	68 JACKSON (MI) -94 MARCELINE	5	571	3018
MI-IN	31 DEARBORN (MI) -94 MARCELINE	5	628	3347
MI-IN	73 KALAMAZOO (MI) -94 MARCELINE	5	555	2810
MI-IN	5 ANN ARBOR (MI) -94 MARCELINE	5	637	3405
MI-IN	35 DETROIT (MI) -94 MARCELINE	5	681	3630
MI-IN	4 ANCHORVILLE(BUS-MI) -94 MARCELINE	6	807	4398
MI-IN	89 LUDINGTON(BUS-MI) -94 MARCELINE	8	990	5440
MI-IN	8 BANGOR (MI) -149 TERRE HAUTE(BUS-IN)	8	682	2875
MI-IN	40 DURAND (MI) -149 TERRE HAUTE(BUS-IN)	9	825	4120
MI-IN	8 BANGOR (MI) -101 MICHIGAN CITY (IN)	9	138	463
MI-IN	4 ANCHORVILLE(BUS-MI) -33 DEFIANCE (IN)	10	1000	5057
MI-IN	10 BLOOMINGTON(BUS-IN) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	10	827	3551
MI-IN	2 ALBION (MI) -149 TERRE HAUTE(BUS-IN)	10	827	4302
MI-IN	2 ALBION (MI) -156 WARSAW (IN)	11	690	3365
MI-IN	33 DEFIANCE (IN) -68 JACKSON (MI)	13	1062	5036
MI-IN	10 BLOOMINGTON(BUS-IN) -37 DOWAGIAC (MI)	13	955	4653
MI-IN	8 BANGOR (MI) -10 BLOOMINGTON(BUS-IN)	13	1189	5007
MI-IN	10 BLOOMINGTON(BUS-IN) -112 NILES (MI)	14	912	4426
MI-IN	42 EAST LANSING (MI) -59 HMI-WTG-DET (IN)	14	508	2677
MI-IN	42 EAST LANSING (MI) -94 MARCELINE	15	1851	9489
MI-IN	33 DEFIANCE (IN) -73 KALAMAZOO (MI)	16	1206	5254
MI-IN	9 BATTLE CREEK (MI) -10 BLOOMINGTON(BUS-IN)	17	1357	6965
MI-IN	2 ALBION (MI) -121 PLYMOUTH (IN)	17	925	4618
MI-IN	31 DEARBORN (MI) -33 DEFIANCE (IN)	18	1706	8309
MI-IN	33 DEFIANCE (IN) -42 EAST LANSING (MI)	18	1598	7263
MI-IN	94 MARCELINE -106 MUSKEGON(BUS-MI)	20	2470	13046
MI-IN	2 ALBION (MI) -158 WATERLOO (BUS-IN)	20	1452	7199
MI-IN	26 COLUMBUS(BUS-IN) -37 DOWAGIAC (MI)	21	1500	7189
MI-IN	33 DEFIANCE (IN) -123 PONTIAC (MI)	21	2114	10328
MI-IN	81 LAPEER (MI) -149 TERRE HAUTE(BUS-IN)	22	2196	11028
MI-IN	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -149 TERRE HAUTE(BUS-IN)	23	1724	7256
MI-IN	5 ANN ARBOR (MI) -33 DEFIANCE (IN)	23	2091	10153
MI-IN	33 DEFIANCE (IN) -35 DETROIT (MI)	24	2302	11224
MI-IN	37 DOWAGIAC (MI) -149 TERRE HAUTE(BUS-IN)	25	1791	8480
MI-IN	68 JACKSON (MI) -156 WARSAW (IN)	28	1761	8822
MI-IN	106 MUSKEGON(BUS-MI) -158 WATERLOO (BUS-IN)	28	2466	11648
MI-IN	124 PORT HURON (MI) -149 TERRE HAUTE(BUS-IN)	30	3296	16256
MI-IN	42 EAST LANSING (MI) -52 GARY INTERNATIONAL AIRPORT	30	1344	6898
MI-IN	33 DEFIANCE (IN) -112 NILES (MI)	32	967	4283
MI-IN	61 HOLLAND (MI) -101 MICHIGAN CITY (IN)	34	886	2917

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MI-IN	33 DEFIANCE (IN) -89 LUDINGTON(BUS-MI)	35	3276	16663
MI-IN	42 EAST LANSING (MI) -156 WARSAW (IN)	35	2452	11144
MI-IN	26 COLUMBUS(BUS-IN) -112 NILES (MI)	35	2296	10933
MI-IN	33 DEFIANCE (IN) -106 MUSKEGON(BUS-MI)	38	3488	16321
MI-IN	33 DEFIANCE (IN) -55 GRAND RAPIDS (MI)	39	3410	14835
MI-IN	10 BLOOMINGTON(BUS-IN) -73 KALAMAZOO (MI)	39	3131	15334
MI-IN	5 ANN ARBOR (MI) -156 WARSAW (IN)	39	2721	13978
MI-IN	55 GRAND RAPIDS (MI) -94 MARCELINE	40	5142	24535
MI-IN	42 EAST LANSING (MI) -158 WATERLOO (BUS-IN)	41	3297	15928
MI-IN	52 GARY INTERNATIONAL AIRPORT -55 GRAND RAPIDS (MI)	41	1732	8854
MI-IN	10 BLOOMINGTON(BUS-IN) -61 HOLLAND (MI)	42	4062	19767
MI-IN	42 EAST LANSING (MI) -121 PLYMOUTH (IN)	46	2883	13413
MI-IN	123 PONTIAC (MI) -158 WATERLOO (BUS-IN)	46	4324	22312
MI-IN	112 NILES (MI) -149 TERRE HAUTE(BUS-IN)	47	3203	14939
MI-IN	73 KALAMAZOO (MI) -156 WARSAW (IN)	48	2662	12029
MI-IN	9 BATTLE CREEK (MI) -33 DEFIANCE (IN)	53	1871	8932
MI-IN	4 ANCHORVILLE(BUS-MI) -149 TERRE HAUTE(BUS-IN)	55	5485	30298
MI-IN	61 HOLLAND (MI) -149 TERRE HAUTE(BUS-IN)	55	5228	24755
MI-IN	26 COLUMBUS(BUS-IN) -124 PORT HURON (MI)	57	6668	32270
MI-IN	4 ANCHORVILLE(BUS-MI) -158 WATERLOO (BUS-IN)	59	5438	29108
MI-IN	133 ROYAL OAK (MI) -158 WATERLOO (BUS-IN)	60	5497	28397
MI-IN	9 BATTLE CREEK (MI) -149 TERRE HAUTE(BUS-IN)	62	4805	24400
MI-IN	106 MUSKEGON(BUS-MI) -156 WARSAW (IN)	63	4401	21404
MI-IN	89 LUDINGTON(BUS-MI) -156 WARSAW (IN)	63	4838	25112
MI-IN	55 GRAND RAPIDS (MI) -158 WATERLOO (BUS-IN)	65	5188	24148
MI-IN	4 ANCHORVILLE(BUS-MI) -156 WARSAW (IN)	66	5245	28086
MI-IN	68 JACKSON (MI) -149 TERRE HAUTE(BUS-IN)	67	5860	29280
MI-IN	46 FLINT (MI) -149 TERRE HAUTE(BUS-IN)	67	6728	32755
MI-IN	66 INDIANAPOLIS AIRPORT (IN) -106 MUSKEGON(BUS-MI)	68	5982	29436
MI-IN	42 EAST LANSING (MI) -53 GARY INTERNATIONAL AIRPORT (IN)	69	3109	15957
MI-IN	52 GARY INTERNATIONAL AIRPORT -106 MUSKEGON(BUS-MI)	69	3182	17670
MI-IN	26 COLUMBUS(BUS-IN) -81 LAPEER (MI)	74	7791	38298
MI-IN	73 KALAMAZOO (MI) -149 TERRE HAUTE(BUS-IN)	75	5853	27719
MI-IN	42 EAST LANSING (MI) -101 MICHIGAN CITY (IN)	76	2108	11781
MI-IN	59 HMI-WTG-DET (IN) -89 LUDINGTON(BUS-MI)	77	3281	20883
MI-IN	26 COLUMBUS(BUS-IN) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	79	6247	26337
MI-IN	9 BATTLE CREEK (MI) -156 WARSAW (IN)	80	2687	13328
MI-IN	10 BLOOMINGTON(BUS-IN) -124 PORT HURON (MI)	81	9586	46866
MI-IN	10 BLOOMINGTON(BUS-IN) -81 LAPEER (MI)	82	8797	43718
MI-IN	5 ANN ARBOR (MI) -121 PLYMOUTH (IN)	83	5167	27196
MI-IN	5 ANN ARBOR (MI) -149 TERRE HAUTE(BUS-IN)	83	7790	39631
MI-IN	52 GARY INTERNATIONAL AIRPORT -89 LUDINGTON(BUS-MI)	83	4285	25957
MI-IN	31 DEARBORN (MI) -156 WARSAW (IN)	86	6402	32851
MI-IN	73 KALAMAZOO (MI) -121 PLYMOUTH (IN)	86	4182	19234
MI-IN	89 LUDINGTON(BUS-MI) -121 PLYMOUTH (IN)	86	6012	32088
MI-IN	55 GRAND RAPIDS (MI) -156 WARSAW (IN)	87	5994	26199
MI-IN	33 DEFIANCE (IN) -46 FLINT (MI)	89	8747	39903
MI-IN	42 EAST LANSING (MI) -80 LAFAYETTE (IN)	90	6323	30380
MI-IN	68 JACKSON (MI) -158 WATERLOO (BUS-IN)	90	6840	34649
MI-IN	133 ROYAL OAK (MI) -149 TERRE HAUTE(BUS-IN)	92	9050	48447
MI-IN	106 MUSKEGON(BUS-MI) -121 PLYMOUTH (IN)	93	5865	29444
MI-IN	42 EAST LANSING (MI) -149 TERRE HAUTE(BUS-IN)	93	8541	40984
MI-IN	123 PONTIAC (MI) -149 TERRE HAUTE(BUS-IN)	95	9587	51223
MI-IN	101 MICHIGAN CITY (IN) -123 PONTIAC (MI)	99	4035	24966
MI-IN	89 LUDINGTON(BUS-MI) -158 WATERLOO (BUS-IN)	99	8576	46347
MI-IN	68 JACKSON (MI) -101 MICHIGAN CITY (IN)	100	2300	15369
MI-IN	26 COLUMBUS(BUS-IN) -61 HOLLAND (MI)	101	9702	46629
MI-IN	9 BATTLE CREEK (MI) -26 COLUMBUS(BUS-IN)	102	8218	41630
MI-IN	55 GRAND RAPIDS (MI) -149 TERRE HAUTE(BUS-IN)	110	9799	46430
MI-IN	4 ANCHORVILLE(BUS-MI) -121 PLYMOUTH (IN)	116	8517	46686
MI-IN	9 BATTLE CREEK (MI) -121 PLYMOUTH (IN)	120	4077	20201
MI-IN	10 BLOOMINGTON(BUS-IN) -68 JACKSON (MI)	123	10917	56912
MI-IN	31 DEARBORN (MI) -149 TERRE HAUTE(BUS-IN)	124	11653	62407

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States	Station Pair	Riders	Revenue	Passenger Miles
MI-IN	46 FLINT (MI) -158 WATERLOO (BUS-IN)	125	11637	54539
MI-IN	2 ALBION (MI) -50 FT. WAYNE(IN)	132	9300	44115
MI-IN	35 DETROIT (MI) -149 TERRE HAUTE(BUS-IN)	134	12865	68884
MI-IN	55 GRAND RAPIDS (MI) -121 PLYMOUTH (IN)	134	8193	37126
MI-IN	42 EAST LANSING (MI) -65 INDIANAPOLIS (IN)	135	11852	55639
MI-IN	4 ANCHORVILLE(BUS-MI) -101 MICHIGAN CITY (IN)	138	5789	36560
MI-IN	31 DEARBORN (MI) -121 PLYMOUTH (IN)	141	9683	50795
MI-IN	35 DETROIT (MI) -156 WARSAW (IN)	143	10975	56357
MI-IN	121 PLYMOUTH (IN) -133 ROYAL OAK (MI)	146	10549	55364
MI-IN	9 BATTLE CREEK (MI) -66 INDIANAPOLIS AIRPORT (IN)	151	11286	54037
MI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -89 LUDINGTON(BUS-MI)	153	7857	47597
MI-IN	26 COLUMBUS(BUS-IN) -73 KALAMAZOO (MI)	153	12238	59042
MI-IN	26 COLUMBUS(BUS-IN) -68 JACKSON (MI)	154	13504	69562
MI-IN	10 BLOOMINGTON(BUS-IN) -55 GRAND RAPIDS (MI)	154	15591	69249
MI-IN	4 ANCHORVILLE(BUS-MI) -10 BLOOMINGTON(BUS-IN)	154	16320	88799
MI-IN	10 BLOOMINGTON(BUS-IN) -46 FLINT (MI)	159	16352	81865
MI-IN	5 ANN ARBOR (MI) -158 WATERLOO (BUS-IN)	161	13179	68105
MI-IN	5 ANN ARBOR (MI) -10 BLOOMINGTON(BUS-IN)	175	16583	87761
MI-IN	26 COLUMBUS(BUS-IN) -55 GRAND RAPIDS (MI)	178	15835	78024
MI-IN	80 LAFAYETTE (IN) -89 LUDINGTON(BUS-MI)	181	13855	75514
MI-IN	59 HMI-WTG-DET (IN) -123 PONTIAC (MI)	189	9077	54828
MI-IN	4 ANCHORVILLE(BUS-MI) -26 COLUMBUS(BUS-IN)	192	20128	108520
MI-IN	10 BLOOMINGTON(BUS-IN) -123 PONTIAC (MI)	196	20912	110243
MI-IN	9 BATTLE CREEK (MI) -59 HMI-WTG-DET (IN)	199	4583	28897
MI-IN	2 ALBION (MI) -80 LAFAYETTE (IN)	203	12895	63787
MI-IN	26 COLUMBUS(BUS-IN) -46 FLINT (MI)	203	20660	102282
MI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -55 GRAND RAPIDS (MI)	204	9010	43814
MI-IN	31 DEARBORN (MI) -158 WATERLOO (BUS-IN)	205	17932	92542
MI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -73 KALAMAZOO (MI)	206	6804	33435
MI-IN	9 BATTLE CREEK (MI) -158 WATERLOO (BUS-IN)	209	14286	70796
MI-IN	73 KALAMAZOO (MI) -158 WATERLOO (BUS-IN)	209	14212	66387
MI-IN	46 FLINT (MI) -52 GARY INTERNATIONAL AIRPORT	210	11483	58705
MI-IN	59 HMI-WTG-DET (IN) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	218	4851	15941
MI-IN	10 BLOOMINGTON(BUS-IN) -133 ROYAL OAK (MI)	219	22839	120574
MI-IN	9 BATTLE CREEK (MI) -101 MICHIGAN CITY (IN)	230	3605	24853
MI-IN	73 KALAMAZOO (MI) -101 MICHIGAN CITY (IN)	230	3525	19803
MI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -106 MUSKEGON(BUS-MI)	233	10696	59386
MI-IN	101 MICHIGAN CITY (IN) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	235	1561	5162
MI-IN	5 ANN ARBOR (MI) -52 GARY INTERNATIONAL AIRPORT	243	11360	64852
MI-IN	59 HMI-WTG-DET (IN) -106 MUSKEGON(BUS-MI)	246	8737	53062
MI-IN	46 FLINT (MI) -66 INDIANAPOLIS AIRPORT (IN)	246	23698	112045
MI-IN	59 HMI-WTG-DET (IN) -73 KALAMAZOO (MI)	251	5721	30869
MI-IN	35 DETROIT (MI) -121 PLYMOUTH (IN)	252	17675	92745
MI-IN	26 COLUMBUS(BUS-IN) -42 EAST LANSING (MI)	253	23323	115300
MI-IN	5 ANN ARBOR (MI) -26 COLUMBUS(BUS-IN)	259	24235	126870
MI-IN	50 FT. WAYNE(IN) -73 KALAMAZOO (MI)	260	16893	74785
MI-IN	55 GRAND RAPIDS (MI) -80 LAFAYETTE (IN)	260	17856	83688
MI-IN	101 MICHIGAN CITY (IN) -133 ROYAL OAK (MI)	261	10912	62803
MI-IN	46 FLINT (MI) -156 WARSAW (IN)	265	21200	97120
MI-IN	35 DETROIT (MI) -158 WATERLOO (BUS-IN)	265	23655	122136
MI-IN	4 ANCHORVILLE(BUS-MI) -66 INDIANAPOLIS AIRPORT (IN)	271	26936	140048
MI-IN	26 COLUMBUS(BUS-IN) -123 PONTIAC (MI)	273	28850	150623
MI-IN	26 COLUMBUS(BUS-IN) -133 ROYAL OAK (MI)	275	28393	148419
MI-IN	10 BLOOMINGTON(BUS-IN) -42 EAST LANSING (MI)	275	25624	128254
MI-IN	4 ANCHORVILLE(BUS-MI) -59 HMI-WTG-DET (IN)	278	14002	84032
MI-IN	9 BATTLE CREEK (MI) -53 GARY INTERNATIONAL AIRPORT (IN)	280	9372	51448
MI-IN	59 HMI-WTG-DET (IN) -68 JACKSON (MI)	290	8711	55118
MI-IN	8 BANGOR (MI) -59 HMI-WTG-DET (IN)	298	9078	29811
MI-IN	10 BLOOMINGTON(BUS-IN) -31 DEARBORN (MI)	310	31134	164356
MI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -68 JACKSON (MI)	314	12843	71879
MI-IN	101 MICHIGAN CITY (IN) -106 MUSKEGON(BUS-MI)	316	9169	56642
MI-IN	26 COLUMBUS(BUS-IN) -31 DEARBORN (MI)	337	33503	175052
MI-IN	112 NILES (MI) -156 WARSAW (IN)	346	3172	16956

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States	Station Pair	Riders	Revenue	Passenger Miles
MI-IN	65 INDIANAPOLIS (IN) -89 LUDINGTON(BUS-MI)	348	32744	171186
MI-IN	89 LUDINGTON(BUS-MI) -101 MICHIGAN CITY (IN)	348	12173	81862
MI-IN	10 BLOOMINGTON(BUS-IN) -35 DETROIT (MI)	351	35885	189441
MI-IN	31 DEARBORN (MI) -66 INDIANAPOLIS AIRPORT (IN)	368	34645	173675
MI-IN	101 MICHIGAN CITY (IN) -112 NILES (MI)	369	2650	13638
MI-IN	46 FLINT (MI) -121 PLYMOUTH (IN)	380	27978	130113
MI-IN	46 FLINT (MI) -59 HMI-WTG-DET (IN)	387	17559	93186
MI-IN	5 ANN ARBOR (MI) -66 INDIANAPOLIS AIRPORT (IN)	393	34685	173750
MI-IN	35 DETROIT (MI) -101 MICHIGAN CITY (IN)	414	15989	95175
MI-IN	4 ANCHORVILLE(BUS-MI) -80 LAFAYETTE (IN)	416	34604	186482
MI-IN	55 GRAND RAPIDS (MI) -65 INDIANAPOLIS (IN)	450	40104	178368
MI-IN	26 COLUMBUS(BUS-IN) -35 DETROIT (MI)	458	46357	242268
MI-IN	35 DETROIT (MI) -66 INDIANAPOLIS AIRPORT (IN)	472	45267	227145
MI-IN	35 DETROIT (MI) -59 HMI-WTG-DET (IN)	479	21509	127833
MI-IN	4 ANCHORVILLE(BUS-MI) -50 FT. WAYNE(IN)	486	43675	226967
MI-IN	5 ANN ARBOR (MI) -50 FT. WAYNE(IN)	511	40330	200995
MI-IN	80 LAFAYETTE (IN) -106 MUSKEGON(BUS-MI)	524	37964	189864
MI-IN	59 HMI-WTG-DET (IN) -112 NILES (MI)	556	8063	41131
MI-IN	31 DEARBORN (MI) -53 GARY INTERNATIONAL AIRPORT (IN)	582	30654	172784
MI-IN	5 ANN ARBOR (MI) -101 MICHIGAN CITY (IN)	584	17671	111636
MI-IN	46 FLINT (MI) -101 MICHIGAN CITY (IN)	598	22876	121898
MI-IN	50 FT. WAYNE(IN) -112 NILES (MI)	611	11400	53750
MI-IN	2 ALBION (MI) -65 INDIANAPOLIS (IN)	618	50094	240286
MI-IN	65 INDIANAPOLIS (IN) -106 MUSKEGON(BUS-MI)	630	58432	274460
MI-IN	31 DEARBORN (MI) -101 MICHIGAN CITY (IN)	634	23197	140058
MI-IN	50 FT. WAYNE(IN) -133 ROYAL OAK (MI)	638	56469	282478
MI-IN	31 DEARBORN (MI) -59 HMI-WTG-DET (IN)	662	28776	170833
MI-IN	5 ANN ARBOR (MI) -59 HMI-WTG-DET (IN)	676	25294	154152
MI-IN	68 JACKSON (MI) -80 LAFAYETTE (IN)	682	45172	229036
MI-IN	50 FT. WAYNE(IN) -123 PONTIAC (MI)	683	62101	310551
MI-IN	35 DETROIT (MI) -53 GARY INTERNATIONAL AIRPORT (IN)	686	37316	209932
MI-IN	40 DURAND (MI) -50 FT. WAYNE(IN)	687	59890	266619
MI-IN	5 ANN ARBOR (MI) -53 GARY INTERNATIONAL AIRPORT (IN)	691	32338	184615
MI-IN	31 DEARBORN (MI) -80 LAFAYETTE (IN)	706	55117	285319
MI-IN	73 KALAMAZOO (MI) -80 LAFAYETTE (IN)	718	41901	193269
MI-IN	50 FT. WAYNE(IN) -68 JACKSON (MI)	724	57275	257133
MI-IN	55 GRAND RAPIDS (MI) -101 MICHIGAN CITY (IN)	755	19781	104990
MI-IN	46 FLINT (MI) -53 GARY INTERNATIONAL AIRPORT (IN)	756	41403	211659
MI-IN	9 BATTLE CREEK (MI) -50 FT. WAYNE(IN)	795	52161	246481
MI-IN	59 HMI-WTG-DET (IN) -61 HOLLAND (MI)	868	36042	118038
MI-IN	55 GRAND RAPIDS (MI) -59 HMI-WTG-DET (IN)	891	28654	156885
MI-IN	31 DEARBORN (MI) -50 FT. WAYNE(IN)	905	76756	382976
MI-IN	35 DETROIT (MI) -80 LAFAYETTE (IN)	960	76544	396426
MI-IN	9 BATTLE CREEK (MI) -80 LAFAYETTE (IN)	982	57980	282787
MI-IN	50 FT. WAYNE(IN) -81 LAPEER (MI)	1004	97328	425517
MI-IN	50 FT. WAYNE(IN) -124 PORT HURON (MI)	1029	105171	482613
MI-IN	59 HMI-WTG-DET (IN) -133 ROYAL OAK (MI)	1117	54700	310554
MI-IN	8 BANGOR (MI) -50 FT. WAYNE(IN)	1130	102188	299443
MI-IN	35 DETROIT (MI) -50 FT. WAYNE(IN)	1222	105651	527775
MI-IN	5 ANN ARBOR (MI) -80 LAFAYETTE (IN)	1373	99048	513637
MI-IN	46 FLINT (MI) -80 LAFAYETTE (IN)	1718	139725	664894
MI-IN	65 INDIANAPOLIS (IN) -73 KALAMAZOO (MI)	1871	141682	641632
MI-IN	4 ANCHORVILLE(BUS-MI) -65 INDIANAPOLIS (IN)	2080	209103	1085543
MI-IN	50 FT. WAYNE(IN) -55 GRAND RAPIDS (MI)	2543	200330	867055
MI-IN	42 EAST LANSING (MI) -50 FT. WAYNE(IN)	2686	222015	961760
MI-IN	112 NILES (MI) -158 WATERLOO (BUS-IN)	3061	74336	358109
MI-IN	9 BATTLE CREEK (MI) -65 INDIANAPOLIS (IN)	3067	234607	1105985
MI-IN	46 FLINT (MI) -50 FT. WAYNE(IN)	3182	294078	1291989
MI-IN	50 FT. WAYNE(IN) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	3506	263754	834474
MI-IN	46 FLINT (MI) -65 INDIANAPOLIS (IN)	3678	365831	1695654
MI-IN	50 FT. WAYNE(IN) -61 HOLLAND (MI)	3884	330924	1421370
MI-IN	31 DEARBORN (MI) -65 INDIANAPOLIS (IN)	4538	433207	2169146
MI-IN	5 ANN ARBOR (MI) -65 INDIANAPOLIS (IN)	4546	407043	2036570

States	Station Pair	Riders	Revenue	Passenger Miles
MI-IN	35 DETROIT (MI) -65 INDIANAPOLIS (IN)	5712	555031	2781900
MI-IN	37 DOWAGIAC (MI) -50 FT. WAYNE(IN)	8793	611201	2215784
MI-KS	8 BANGOR (MI) -82 LAWRENCE(BUS-KS)	10	1382	6579
MI-KS	82 LAWRENCE(BUS-KS) -112 NILES (MI)	18	2274	11683
MI-KS	82 LAWRENCE(BUS-KS) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	23	3182	15417
MI-KS	112 NILES (MI) -152 TOPEKA(BUS-KS)	24	3110	16302
MI-KS	37 DOWAGIAC (MI) -82 LAWRENCE(BUS-KS)	25	3202	16657
MI-KS	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -152 TOPEKA(BUS-KS)	26	3590	17766
MI-KS	37 DOWAGIAC (MI) -152 TOPEKA(BUS-KS)	31	4103	21765
MI-KS	73 KALAMAZOO (MI) -82 LAWRENCE(BUS-KS)	54	7295	37941
MI-KY	85 LEXINGTON(BUS-KY) -112 NILES (MI)	18	1748	8413
MI-KY	88 LOUISVILLE(BUS-KY) -112 NILES (MI)	27	1896	10001
MI-KY	8 BANGOR (MI) -85 LEXINGTON(BUS-KY)	89	10393	45078
MI-KY	8 BANGOR (MI) -88 LOUISVILLE(BUS-KY)	91	8598	39299
MI-KY	85 LEXINGTON(BUS-KY) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	130	14177	62513
MI-KY	88 LOUISVILLE(BUS-KY) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	138	11849	55500
MI-KY	2 ALBION (MI) -85 LEXINGTON(BUS-KY)	175	20165	101352
MI-KY	37 DOWAGIAC (MI) -85 LEXINGTON(BUS-KY)	184	18862	91119
MI-KY	9 BATTLE CREEK (MI) -85 LEXINGTON(BUS-KY)	189	20830	104724
MI-KY	40 DURAND (MI) -88 LOUISVILLE(BUS-KY)	205	21686	113224
MI-KY	2 ALBION (MI) -88 LOUISVILLE(BUS-KY)	333	30585	166382
MI-KY	81 LAPEER (MI) -88 LOUISVILLE(BUS-KY)	358	40316	210971
MI-KY	73 KALAMAZOO (MI) -85 LEXINGTON(BUS-KY)	395	43260	209902
MI-KY	37 DOWAGIAC (MI) -88 LOUISVILLE(BUS-KY)	491	38968	204644
MI-KY	61 HOLLAND (MI) -85 LEXINGTON(BUS-KY)	578	72949	352659
MI-KY	73 KALAMAZOO (MI) -88 LOUISVILLE(BUS-KY)	662	62942	300094
MI-KY	5 ANN ARBOR (MI) -88 LOUISVILLE(BUS-KY)	863	86402	481298
MI-KY	4 ANCHORVILLE(BUS-MI) -88 LOUISVILLE(BUS-KY)	886	98498	559905
MI-KY	9 BATTLE CREEK (MI) -88 LOUISVILLE(BUS-KY)	936	85772	444577
MI-KY	68 JACKSON (MI) -88 LOUISVILLE(BUS-KY)	1071	101020	556945
MI-KY	55 GRAND RAPIDS (MI) -85 LEXINGTON(BUS-KY)	1160	137726	678567
MI-KY	61 HOLLAND (MI) -88 LOUISVILLE(BUS-KY)	1328	147355	704913
MI-KY	31 DEARBORN (MI) -88 LOUISVILLE(BUS-KY)	1390	147449	817203
MI-KY	46 FLINT (MI) -88 LOUISVILLE(BUS-KY)	1391	150448	794147
MI-KY	35 DETROIT (MI) -88 LOUISVILLE(BUS-KY)	1579	170171	942458
MI-KY	42 EAST LANSING (MI) -88 LOUISVILLE(BUS-KY)	1769	174457	925274
MI-KY	55 GRAND RAPIDS (MI) -88 LOUISVILLE(BUS-KY)	2749	285046	1390772
MI-MI	63 HOWELL(BUS-MI) -112 NILES (MI)	23	631	4326
MI-MI	63 HOWELL(BUS-MI) -124 PORT HURON (MI)	47	2513	12756
MI-MI	8 BANGOR (MI) -42 EAST LANSING (MI)	49	2198	9002
MI-MI	63 HOWELL(BUS-MI) -81 LAPEER (MI)	63	2680	14328
MI-MI	2 ALBION (MI) -4 ANCHORVILLE(BUS-MI)	75	1637	10008
MI-MI	2 ALBION (MI) -42 EAST LANSING (MI)	77	1385	5558
MI-MI	42 EAST LANSING (MI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	79	4195	16758
MI-MI	37 DOWAGIAC (MI) -68 JACKSON (MI)	85	1273	8791
MI-MI	8 BANGOR (MI) -61 HOLLAND (MI)	86	934	3086
MI-MI	4 ANCHORVILLE(BUS-MI) -37 DOWAGIAC (MI)	91	2877	19464
MI-MI	9 BATTLE CREEK (MI) -63 HOWELL(BUS-MI)	93	1606	10597
MI-MI	8 BANGOR (MI) -89 LUDINGTON(BUS-MI)	93	2611	14611
MI-MI	2 ALBION (MI) -112 NILES (MI)	94	1409	8927
MI-MI	8 BANGOR (MI) -106 MUSKEGON(BUS-MI)	94	2132	9521
MI-MI	40 DURAND (MI) -112 NILES (MI)	97	2854	14442
MI-MI	4 ANCHORVILLE(BUS-MI) -31 DEARBORN (MI)	110	608	4822
MI-MI	2 ALBION (MI) -123 PONTIAC (MI)	147	3312	17786
MI-MI	40 DURAND (MI) -89 LUDINGTON(BUS-MI)	149	6236	37161
MI-MI	89 LUDINGTON(BUS-MI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	166	6063	30523
MI-MI	2 ALBION (MI) -31 DEARBORN (MI)	170	2778	15166
MI-MI	2 ALBION (MI) -133 ROYAL OAK (MI)	173	3495	18828
MI-MI	37 DOWAGIAC (MI) -123 PONTIAC (MI)	174	5726	35330
MI-MI	37 DOWAGIAC (MI) -46 FLINT (MI)	179	5318	27585
MI-MI	63 HOWELL(BUS-MI) -73 KALAMAZOO (MI)	183	4078	24918
MI-MI	31 DEARBORN (MI) -35 DETROIT (MI)	193	362	1736
MI-MI	37 DOWAGIAC (MI) -133 ROYAL OAK (MI)	194	5898	36968

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States	Station Pair	Riders	Revenue	Passenger Miles
MI-MI	31 DEARBORN (MI) -37 DOWAGIAC (MI)	195	5204	33342
MI-MI	106 MUSKEGON(BUS-MI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	202	6222	25869
MI-MI	8 BANGOR (MI) -55 GRAND RAPIDS (MI)	206	4005	12563
MI-MI	37 DOWAGIAC (MI) -42 EAST LANSING (MI)	207	3985	21889
MI-MI	81 LAPEER (MI) -112 NILES (MI)	210	7581	38913
MI-MI	89 LUDINGTON(BUS-MI) -124 PORT HURON (MI)	212	12580	69906
MI-MI	4 ANCHORVILLE(BUS-MI) -42 EAST LANSING (MI)	232	8949	47595
MI-MI	8 BANGOR (MI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	239	1954	6451
MI-MI	37 DOWAGIAC (MI) -73 KALAMAZOO (MI)	244	1733	8782
MI-MI	2 ALBION (MI) -106 MUSKEGON(BUS-MI)	256	6096	35587
MI-MI	61 HOLLAND (MI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	269	5109	16916
MI-MI	40 DURAND (MI) -55 GRAND RAPIDS (MI)	269	8751	41193
MI-MI	81 LAPEER (MI) -106 MUSKEGON(BUS-MI)	278	12570	63732
MI-MI	40 DURAND (MI) -106 MUSKEGON(BUS-MI)	283	10428	54529
MI-MI	9 BATTLE CREEK (MI) -37 DOWAGIAC (MI)	287	2157	16644
MI-MI	68 JACKSON (MI) -112 NILES (MI)	292	5164	33881
MI-MI	37 DOWAGIAC (MI) -89 LUDINGTON(BUS-MI)	294	7679	54446
MI-MI	2 ALBION (MI) -35 DETROIT (MI)	298	5331	29156
MI-MI	2 ALBION (MI) -5 ANN ARBOR (MI)	302	3056	17818
MI-MI	37 DOWAGIAC (MI) -106 MUSKEGON(BUS-MI)	307	6501	39662
MI-MI	106 MUSKEGON(BUS-MI) -112 NILES (MI)	313	7424	44396
MI-MI	106 MUSKEGON(BUS-MI) -124 PORT HURON (MI)	314	16929	85941
MI-MI	42 EAST LANSING (MI) -68 JACKSON (MI)	318	6581	29589
MI-MI	68 JACKSON (MI) -123 PONTIAC (MI)	319	6379	31929
MI-MI	35 DETROIT (MI) -37 DOWAGIAC (MI)	329	9347	59262
MI-MI	42 EAST LANSING (MI) -61 HOLLAND (MI)	340	11675	50249
MI-MI	46 FLINT (MI) -63 HOWELL(BUS-MI)	340	13279	71440
MI-MI	8 BANGOR (MI) -46 FLINT (MI)	351	19134	81477
MI-MI	89 LUDINGTON(BUS-MI) -112 NILES (MI)	358	10374	70960
MI-MI	40 DURAND (MI) -124 PORT HURON (MI)	374	7229	30274
MI-MI	2 ALBION (MI) -73 KALAMAZOO (MI)	396	3842	18206
MI-MI	9 BATTLE CREEK (MI) -40 DURAND (MI)	400	7649	31225
MI-MI	112 NILES (MI) -123 PONTIAC (MI)	411	14984	88848
MI-MI	55 GRAND RAPIDS (MI) -124 PORT HURON (MI)	413	20690	96620
MI-MI	55 GRAND RAPIDS (MI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	416	11413	36570
MI-MI	5 ANN ARBOR (MI) -42 EAST LANSING (MI)	447	12338	58618
MI-MI	42 EAST LANSING (MI) -63 HOWELL(BUS-MI)	448	12880	72510
MI-MI	2 ALBION (MI) -55 GRAND RAPIDS (MI)	461	9399	45613
MI-MI	37 DOWAGIAC (MI) -55 GRAND RAPIDS (MI)	471	8530	41898
MI-MI	2 ALBION (MI) -46 FLINT (MI)	475	13249	57039
MI-MI	55 GRAND RAPIDS (MI) -81 LAPEER (MI)	478	19889	90335
MI-MI	2 ALBION (MI) -89 LUDINGTON(BUS-MI)	481	14262	93860
MI-MI	81 LAPEER (MI) -89 LUDINGTON(BUS-MI)	482	23336	137348
MI-MI	2 ALBION (MI) -68 JACKSON (MI)	492	2046	10340
MI-MI	68 JACKSON (MI) -133 ROYAL OAK (MI)	503	8925	44239
MI-MI	40 DURAND (MI) -81 LAPEER (MI)	509	3611	18307
MI-MI	61 HOLLAND (MI) -89 LUDINGTON(BUS-MI)	512	8855	62005
MI-MI	4 ANCHORVILLE(BUS-MI) -112 NILES (MI)	514	18168	117300
MI-MI	5 ANN ARBOR (MI) -37 DOWAGIAC (MI)	515	12125	72633
MI-MI	40 DURAND (MI) -73 KALAMAZOO (MI)	523	12395	52299
MI-MI	42 EAST LANSING (MI) -123 PONTIAC (MI)	531	21690	102532
MI-MI	42 EAST LANSING (MI) -133 ROYAL OAK (MI)	539	20549	97493
MI-MI	9 BATTLE CREEK (MI) -81 LAPEER (MI)	552	14716	62978
MI-MI	55 GRAND RAPIDS (MI) -112 NILES (MI)	556	11630	56745
MI-MI	4 ANCHORVILLE(BUS-MI) -68 JACKSON (MI)	580	11194	64987
MI-MI	81 LAPEER (MI) -124 PORT HURON (MI)	644	7164	28989
MI-MI	4 ANCHORVILLE(BUS-MI) -55 GRAND RAPIDS (MI)	659	27256	152922
MI-MI	46 FLINT (MI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	705	43909	182496
MI-MI	46 FLINT (MI) -89 LUDINGTON(BUS-MI)	774	34833	206542
MI-MI	68 JACKSON (MI) -73 KALAMAZOO (MI)	794	9831	53183
MI-MI	2 ALBION (MI) -9 BATTLE CREEK (MI)	842	4168	20204
MI-MI	61 HOLLAND (MI) -106 MUSKEGON(BUS-MI)	855	9936	55568
MI-MI	112 NILES (MI) -124 PORT HURON (MI)	879	41514	202253

MWRRI
State of Indiana
Station to Station Origin-Destination Data

States	Station Pair	Riders	Revenue	Passenger Miles
MI-MI	73 KALAMAZOO (MI) -112 NILES (MI)	897	8660	43972
MI-MI	4 ANCHORVILLE(BUS-MI) -89 LUDINGTON(BUS-MI)	920	43263	301620
MI-MI	9 BATTLE CREEK (MI) -89 LUDINGTON(BUS-MI)	948	23125	162128
MI-MI	4 ANCHORVILLE(BUS-MI) -9 BATTLE CREEK (MI)	955	24753	149889
MI-MI	31 DEARBORN (MI) -42 EAST LANSING (MI)	993	32696	159881
MI-MI	35 DETROIT (MI) -42 EAST LANSING (MI)	1016	35257	172698
MI-MI	9 BATTLE CREEK (MI) -106 MUSKEGON(BUS-MI)	1024	18838	117763
MI-MI	5 ANN ARBOR (MI) -89 LUDINGTON(BUS-MI)	1024	37592	260166
MI-MI	68 JACKSON (MI) -106 MUSKEGON(BUS-MI)	1038	27910	166123
MI-MI	4 ANCHORVILLE(BUS-MI) -123 PONTIAC (MI)	1128	9602	65453
MI-MI	55 GRAND RAPIDS (MI) -68 JACKSON (MI)	1136	26253	136324
MI-MI	4 ANCHORVILLE(BUS-MI) -106 MUSKEGON(BUS-MI)	1146	51202	311795
MI-MI	55 GRAND RAPIDS (MI) -123 PONTIAC (MI)	1183	46015	260305
MI-MI	46 FLINT (MI) -106 MUSKEGON(BUS-MI)	1189	47510	250959
MI-MI	9 BATTLE CREEK (MI) -124 PORT HURON (MI)	1192	45703	189571
MI-MI	73 KALAMAZOO (MI) -106 MUSKEGON(BUS-MI)	1217	21526	113170
MI-MI	9 BATTLE CREEK (MI) -112 NILES (MI)	1245	12653	88392
MI-MI	89 LUDINGTON(BUS-MI) -133 ROYAL OAK (MI)	1254	57365	381257
MI-MI	4 ANCHORVILLE(BUS-MI) -46 FLINT (MI)	1329	64705	336113
MI-MI	112 NILES (MI) -133 ROYAL OAK (MI)	1331	46568	271602
MI-MI	42 EAST LANSING (MI) -112 NILES (MI)	1340	29785	159502
MI-MI	73 KALAMAZOO (MI) -89 LUDINGTON(BUS-MI)	1350	32965	201131
MI-MI	46 FLINT (MI) -112 NILES (MI)	1401	44643	233964
MI-MI	68 JACKSON (MI) -89 LUDINGTON(BUS-MI)	1411	45944	304787
MI-MI	89 LUDINGTON(BUS-MI) -123 PONTIAC (MI)	1429	68814	451440
MI-MI	5 ANN ARBOR (MI) -55 GRAND RAPIDS (MI)	1479	43754	233646
MI-MI	5 ANN ARBOR (MI) -106 MUSKEGON(BUS-MI)	1502	49218	297354
MI-MI	55 GRAND RAPIDS (MI) -133 ROYAL OAK (MI)	1525	60427	317287
MI-MI	73 KALAMAZOO (MI) -124 PORT HURON (MI)	1545	66649	279632
MI-MI	31 DEARBORN (MI) -89 LUDINGTON(BUS-MI)	1698	71247	482226
MI-MI	9 BATTLE CREEK (MI) -123 PONTIAC (MI)	1724	46240	249935
MI-MI	35 DETROIT (MI) -68 JACKSON (MI)	1736	26930	133673
MI-MI	73 KALAMAZOO (MI) -81 LAPEER (MI)	1810	57850	246131
MI-MI	42 EAST LANSING (MI) -81 LAPEER (MI)	1848	27466	121976
MI-MI	106 MUSKEGON(BUS-MI) -123 PONTIAC (MI)	1864	83459	484630
MI-MI	35 DETROIT (MI) -89 LUDINGTON(BUS-MI)	1872	81731	548486
MI-MI	4 ANCHORVILLE(BUS-MI) -133 ROYAL OAK (MI)	1878	10979	86399
MI-MI	106 MUSKEGON(BUS-MI) -133 ROYAL OAK (MI)	1913	81276	474339
MI-MI	31 DEARBORN (MI) -55 GRAND RAPIDS (MI)	1938	69902	364275
MI-MI	31 DEARBORN (MI) -106 MUSKEGON(BUS-MI)	2019	79950	460299
MI-MI	35 DETROIT (MI) -112 NILES (MI)	2037	64565	393140
MI-MI	46 FLINT (MI) -68 JACKSON (MI)	2071	63761	291971
MI-MI	73 KALAMAZOO (MI) -123 PONTIAC (MI)	2130	69103	355658
MI-MI	4 ANCHORVILLE(BUS-MI) -73 KALAMAZOO (MI)	2149	66180	384728
MI-MI	35 DETROIT (MI) -55 GRAND RAPIDS (MI)	2164	81286	426293
MI-MI	4 ANCHORVILLE(BUS-MI) -5 ANN ARBOR (MI)	2227	26376	164805
MI-MI	9 BATTLE CREEK (MI) -68 JACKSON (MI)	2299	17448	103433
MI-MI	42 EAST LANSING (MI) -89 LUDINGTON(BUS-MI)	2501	94135	547608
MI-MI	42 EAST LANSING (MI) -106 MUSKEGON(BUS-MI)	2515	75163	409990
MI-MI	35 DETROIT (MI) -106 MUSKEGON(BUS-MI)	2609	105417	618438
MI-MI	5 ANN ARBOR (MI) -123 PONTIAC (MI)	2880	36624	178587
MI-MI	9 BATTLE CREEK (MI) -133 ROYAL OAK (MI)	3047	76703	405300
MI-MI	5 ANN ARBOR (MI) -46 FLINT (MI)	3081	115223	551570
MI-MI	46 FLINT (MI) -81 LAPEER (MI)	3122	14891	56203
MI-MI	5 ANN ARBOR (MI) -68 JACKSON (MI)	3327	25344	126428
MI-MI	9 BATTLE CREEK (MI) -46 FLINT (MI)	3468	77107	332953
MI-MI	31 DEARBORN (MI) -68 JACKSON (MI)	3472	47861	236082
MI-MI	40 DURAND (MI) -42 EAST LANSING (MI)	3609	27097	108284
MI-MI	40 DURAND (MI) -46 FLINT (MI)	3643	8342	65571
MI-MI	31 DEARBORN (MI) -112 NILES (MI)	3841	116198	706756
MI-MI	42 EAST LANSING (MI) -124 PORT HURON (MI)	3870	100626	429589
MI-MI	46 FLINT (MI) -133 ROYAL OAK (MI)	4046	190808	926575
MI-MI	46 FLINT (MI) -123 PONTIAC (MI)	4129	203938	995054

States	Station Pair	Riders	Revenue	Passenger Miles
MI-MI	9 BATTLE CREEK (MI) -55 GRAND RAPIDS (MI)	4189	67855	314204
MI-MI	31 DEARBORN (MI) -123 PONTIAC (MI)	4236	27798	135550
MI-MI	31 DEARBORN (MI) -46 FLINT (MI)	4244	185504	886932
MI-MI	46 FLINT (MI) -61 HOLLAND (MI)	4254	185980	833862
MI-MI	5 ANN ARBOR (MI) -112 NILES (MI)	4483	107554	690378
MI-MI	46 FLINT (MI) -73 KALAMAZOO (MI)	4750	125095	560481
MI-MI	46 FLINT (MI) -124 PORT HURON (MI)	4865	81487	306503
MI-MI	35 DETROIT (MI) -46 FLINT (MI)	4947	221576	1078359
MI-MI	9 BATTLE CREEK (MI) -35 DETROIT (MI)	5112	114150	623678
MI-MI	9 BATTLE CREEK (MI) -31 DEARBORN (MI)	5319	109797	601063
MI-MI	42 EAST LANSING (MI) -55 GRAND RAPIDS (MI)	5457	153923	671256
MI-MI	73 KALAMAZOO (MI) -133 ROYAL OAK (MI)	5821	175192	902182
MI-MI	55 GRAND RAPIDS (MI) -73 KALAMAZOO (MI)	6190	96722	328070
MI-MI	5 ANN ARBOR (MI) -9 BATTLE CREEK (MI)	6438	89765	534378
MI-MI	5 ANN ARBOR (MI) -133 ROYAL OAK (MI)	7136	74249	356788
MI-MI	9 BATTLE CREEK (MI) -42 EAST LANSING (MI)	7140	86165	342720
MI-MI	46 FLINT (MI) -55 GRAND RAPIDS (MI)	7204	263143	1231934
MI-MI	31 DEARBORN (MI) -133 ROYAL OAK (MI)	7789	30958	155786
MI-MI	42 EAST LANSING (MI) -73 KALAMAZOO (MI)	8110	136472	567725
MI-MI	35 DETROIT (MI) -123 PONTIAC (MI)	8620	40104	198259
MI-MI	55 GRAND RAPIDS (MI) -61 HOLLAND (MI)	8638	66765	215960
MI-MI	123 PONTIAC (MI) -133 ROYAL OAK (MI)	11331	28227	135975
MI-MI	35 DETROIT (MI) -73 KALAMAZOO (MI)	11961	327791	1722383
MI-MI	42 EAST LANSING (MI) -46 FLINT (MI)	14465	146034	694331
MI-MI	31 DEARBORN (MI) -73 KALAMAZOO (MI)	14733	380334	1988889
MI-MI	5 ANN ARBOR (MI) -35 DETROIT (MI)	16264	130298	634307
MI-MI	5 ANN ARBOR (MI) -73 KALAMAZOO (MI)	17289	326975	1815295
MI-MI	5 ANN ARBOR (MI) -31 DEARBORN (MI)	18350	116538	550488
MI-MI	9 BATTLE CREEK (MI) -73 KALAMAZOO (MI)	18451	84067	405912
MI-MN	8 BANGOR (MI) -36 DETROIT LAKES (MN)	3	534	2152
MI-MN	8 BANGOR (MI) -145 STAPLES (BUS-MN)	5	766	3076
MI-MN	36 DETROIT LAKES (MN) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	7	1207	4904
MI-MN	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -145 STAPLES (BUS-MN)	10	1662	6727
MI-MN	8 BANGOR (MI) -93 MANKATO(BUS-MN)	13	1575	7239
MI-MN	112 NILES (MI) -163 WINONA (MN)	15	1466	6162
MI-MN	89 LUDINGTON(BUS-MI) -163 WINONA (MN)	15	1944	9515
MI-MN	8 BANGOR (MI) -141 ST. CLOUD (BUS-MN)	16	2471	9868
MI-MN	9 BATTLE CREEK (MI) -163 WINONA (MN)	22	2414	10933
MI-MN	93 MANKATO(BUS-MN) -112 NILES (MI)	23	2445	12266
MI-MN	8 BANGOR (MI) -163 WINONA (MN)	23	2623	10134
MI-MN	93 MANKATO(BUS-MN) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	27	3166	14825
MI-MN	36 DETROIT LAKES (MN) -61 HOLLAND (MI)	28	5348	23375
MI-MN	61 HOLLAND (MI) -145 STAPLES (BUS-MN)	30	5316	23299
MI-MN	37 DOWAGIAC (MI) -93 MANKATO(BUS-MN)	30	3332	16972
MI-MN	42 EAST LANSING (MI) -163 WINONA (MN)	37	4441	19936
MI-MN	141 ST. CLOUD (BUS-MN) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	43	6256	25208
MI-MN	112 NILES (MI) -130 ROCHESTER(BUS-MN)	52	5496	24007
MI-MN	8 BANGOR (MI) -130 ROCHESTER(BUS-MN)	57	6847	28072
MI-MN	9 BATTLE CREEK (MI) -93 MANKATO(BUS-MN)	59	6876	36180
MI-MN	55 GRAND RAPIDS (MI) -145 STAPLES (BUS-MN)	60	10162	44994
MI-MN	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -163 WINONA (MN)	63	6774	26426
MI-MN	8 BANGOR (MI) -129 RED WING (MN)	66	8683	33887
MI-MN	61 HOLLAND (MI) -93 MANKATO(BUS-MN)	66	8829	44589
MI-MN	73 KALAMAZOO (MI) -93 MANKATO(BUS-MN)	69	8069	41134
MI-MN	36 DETROIT LAKES (MN) -55 GRAND RAPIDS (MI)	70	12960	57170
MI-MN	106 MUSKEGON(BUS-MI) -163 WINONA (MN)	98	11892	55315
MI-MN	2 ALBION (MI) -130 ROCHESTER(BUS-MN)	99	11333	55656
MI-MN	103 MPLS/ST.PAUL (MN) -112 NILES (MI)	104	12827	54665
MI-MN	129 RED WING (MN) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	105	12953	51009
MI-MN	130 ROCHESTER(BUS-MN) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	114	13331	52912
MI-MN	61 HOLLAND (MI) -163 WINONA (MN)	144	18014	79228
MI-MN	61 HOLLAND (MI) -141 ST. CLOUD (BUS-MN)	151	24580	108123
MI-MN	106 MUSKEGON(BUS-MI) -129 RED WING (MN)	158	21567	99288

States	Station Pair	Riders	Revenue	Passenger Miles
MI-MN	40 DURAND (MI) -130 ROCHESTER(BUS-MN)	189	24322	116477
MI-MN	37 DOWAGIAC (MI) -130 ROCHESTER(BUS-MN)	196	21585	94073
MI-MN	61 HOLLAND (MI) -130 ROCHESTER(BUS-MN)	353	44260	209276
MI-MN	55 GRAND RAPIDS (MI) -141 ST. CLOUD (BUS-MN)	363	56237	250191
MI-MN	68 JACKSON (MI) -130 ROCHESTER(BUS-MN)	384	44897	223669
MI-MN	8 BANGOR (MI) -103 MPLS/ST.PAUL (MN)	423	58703	233062
MI-MN	9 BATTLE CREEK (MI) -130 ROCHESTER(BUS-MN)	428	46805	229694
MI-MN	61 HOLLAND (MI) -129 RED WING (MN)	452	63141	276464
MI-MN	73 KALAMAZOO (MI) -130 ROCHESTER(BUS-MN)	468	53798	241041
MI-MN	5 ANN ARBOR (MI) -130 ROCHESTER(BUS-MN)	521	63949	323189
MI-MN	55 GRAND RAPIDS (MI) -163 WINONA (MN)	575	69023	301943
MI-MN	55 GRAND RAPIDS (MI) -130 ROCHESTER(BUS-MN)	691	81504	392424
MI-MN	103 MPLS/ST.PAUL (MN) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	817	106801	428048
MI-MN	42 EAST LANSING (MI) -130 ROCHESTER(BUS-MN)	1003	121449	586607
MI-MN	9 BATTLE CREEK (MI) -103 MPLS/ST.PAUL (MN)	1145	150760	682650
MI-MN	55 GRAND RAPIDS (MI) -129 RED WING (MN)	1177	155690	690635
MI-MN	61 HOLLAND (MI) -103 MPLS/ST.PAUL (MN)	3204	473015	2089290
MI-MN	55 GRAND RAPIDS (MI) -103 MPLS/ST.PAUL (MN)	7945	1113577	4981283
MI-MO	79 LA PLATA (MO) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	2	254	1168
MI-MO	8 BANGOR (MI) -79 LA PLATA (MO)	2	279	1258
MI-MO	2 ALBION (MI) -79 LA PLATA (MO)	3	355	1858
MI-MO	61 HOLLAND (MI) -95 MARCELINE (MO)	4	450	2257
MI-MO	79 LA PLATA (MO) -133 ROYAL OAK (MI)	4	541	2892
MI-MO	79 LA PLATA (MO) -123 PONTIAC (MI)	4	551	2942
MI-MO	31 DEARBORN (MI) -95 MARCELINE (MO)	4	582	3102
MI-MO	4 ANCHORVILLE(BUS-MI) -79 LA PLATA (MO)	4	579	3168
MI-MO	5 ANN ARBOR (MI) -95 MARCELINE (MO)	5	589	3146
MI-MO	55 GRAND RAPIDS (MI) -95 MARCELINE (MO)	6	766	3921
MI-MO	68 JACKSON (MI) -79 LA PLATA (MO)	7	748	3967
MI-MO	8 BANGOR (MI) -70 JEFFERSON (MO)	8	961	4145
MI-MO	73 KALAMAZOO (MI) -79 LA PLATA (MO)	9	948	4799
MI-MO	64 INDEPENDENCE (MO) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	11	1547	7037
MI-MO	9 BATTLE CREEK (MI) -79 LA PLATA (MO)	13	1329	6970
MI-MO	37 DOWAGIAC (MI) -70 JEFFERSON (MO)	14	1540	7371
MI-MO	70 JEFFERSON (MO) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	18	2027	8881
MI-MO	61 HOLLAND (MI) -79 LA PLATA (MO)	21	2576	12925
MI-MO	42 EAST LANSING (MI) -79 LA PLATA (MO)	21	2506	12862
MI-MO	75 KANSAS CITY (MO) -112 NILES (MI)	22	2756	13738
MI-MO	79 LA PLATA (MO) -89 LUDINGTON(BUS-MI)	24	2963	16349
MI-MO	8 BANGOR (MI) -25 COLUMBIA(BUS-MO)	25	3052	13781
MI-MO	70 JEFFERSON (MO) -112 NILES (MI)	25	2681	12610
MI-MO	8 BANGOR (MI) -142 ST. JOSEPH(BUS-MO)	31	4870	21749
MI-MO	5 ANN ARBOR (MI) -79 LA PLATA (MO)	34	3986	21361
MI-MO	31 DEARBORN (MI) -79 LA PLATA (MO)	34	4286	22911
MI-MO	79 LA PLATA (MO) -106 MUSKEGON(BUS-MI)	35	4167	22068
MI-MO	35 DETROIT (MI) -79 LA PLATA (MO)	37	4636	24778
MI-MO	73 KALAMAZOO (MI) -84 LEES SUMMIT (MO)	37	5242	25478
MI-MO	58 HERMANN (MO) -106 MUSKEGON(BUS-MI)	39	4584	23271
MI-MO	42 EAST LANSING (MI) -157 WASHINGTON (MO)	39	4375	21421
MI-MO	70 JEFFERSON (MO) -73 KALAMAZOO (MI)	43	4843	23289
MI-MO	64 INDEPENDENCE (MO) -73 KALAMAZOO (MI)	46	6493	31754
MI-MO	61 HOLLAND (MI) -70 JEFFERSON (MO)	46	6025	28899
MI-MO	112 NILES (MI) -142 ST. JOSEPH(BUS-MO)	51	7275	34342
MI-MO	25 COLUMBIA(BUS-MO) -37 DOWAGIAC (MI)	51	5560	27840
MI-MO	77 KIRKWOOD (MO) -89 LUDINGTON(BUS-MI)	56	6030	32661
MI-MO	55 GRAND RAPIDS (MI) -58 HERMANN (MO)	58	7180	32366
MI-MO	25 COLUMBIA(BUS-MO) -112 NILES (MI)	60	6479	31936
MI-MO	64 INDEPENDENCE (MO) -68 JACKSON (MI)	61	9125	46341
MI-MO	5 ANN ARBOR (MI) -84 LEES SUMMIT (MO)	65	9938	50749
MI-MO	46 FLINT (MI) -79 LA PLATA (MO)	68	8599	44058
MI-MO	142 ST. JOSEPH(BUS-MO) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	69	10301	46803
MI-MO	25 COLUMBIA(BUS-MO) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	73	8397	38591
MI-MO	37 DOWAGIAC (MI) -142 ST. JOSEPH(BUS-MO)	74	10532	51068

States	Station Pair	Riders	Revenue	Passenger Miles
MI-MO	106 MUSKEGON(BUS-MI) -157 WASHINGTON (MO)	88	9873	50061
MI-MO	31 DEARBORN (MI) -84 LEES SUMMIT (MO)	93	14839	75754
MI-MO	64 INDEPENDENCE (MO) -123 PONTIAC (MI)	95	15979	81976
MI-MO	9 BATTLE CREEK (MI) -75 KANSAS CITY (MO)	96	12782	66502
MI-MO	75 KANSAS CITY (MO) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	100	13209	61981
MI-MO	55 GRAND RAPIDS (MI) -79 LA PLATA (MO)	106	12491	61748
MI-MO	55 GRAND RAPIDS (MI) -157 WASHINGTON (MO)	109	12762	57247
MI-MO	35 DETROIT (MI) -84 LEES SUMMIT (MO)	115	18547	94719
MI-MO	73 KALAMAZOO (MI) -75 KANSAS CITY (MO)	136	18033	91215
MI-MO	55 GRAND RAPIDS (MI) -84 LEES SUMMIT (MO)	143	21260	104581
MI-MO	25 COLUMBIA(BUS-MO) -61 HOLLAND (MI)	164	21608	107598
MI-MO	112 NILES (MI) -144 ST. LOUIS (MO)	181	14800	67442
MI-MO	9 BATTLE CREEK (MI) -25 COLUMBIA(BUS-MO)	189	21891	113483
MI-MO	61 HOLLAND (MI) -75 KANSAS CITY (MO)	221	32916	165248
MI-MO	25 COLUMBIA(BUS-MO) -73 KALAMAZOO (MI)	226	25973	130314
MI-MO	77 KIRKWOOD (MO) -106 MUSKEGON(BUS-MI)	234	23966	123555
MI-MO	89 LUDINGTON(BUS-MI) -144 ST. LOUIS (MO)	239	24979	136306
MI-MO	42 EAST LANSING (MI) -77 KIRKWOOD (MO)	262	26623	132193
MI-MO	31 DEARBORN (MI) -75 KANSAS CITY (MO)	325	49519	261940
MI-MO	55 GRAND RAPIDS (MI) -77 KIRKWOOD (MO)	336	34415	163729
MI-MO	5 ANN ARBOR (MI) -75 KANSAS CITY (MO)	415	60757	321940
MI-MO	46 FLINT (MI) -77 KIRKWOOD (MO)	501	55674	276700
MI-MO	75 KANSAS CITY (MO) -123 PONTIAC (MI)	647	102410	541173
MI-MO	2 ALBION (MI) -144 ST. LOUIS (MO)	680	62165	317481
MI-MO	35 DETROIT (MI) -75 KANSAS CITY (MO)	711	109413	578767
MI-MO	42 EAST LANSING (MI) -144 ST. LOUIS (MO)	713	70088	349998
MI-MO	55 GRAND RAPIDS (MI) -75 KANSAS CITY (MO)	876	123974	633221
MI-MO	106 MUSKEGON(BUS-MI) -144 ST. LOUIS (MO)	1059	110165	544535
MI-MO	55 GRAND RAPIDS (MI) -144 ST. LOUIS (MO)	1313	130705	622242
MI-MO	68 JACKSON (MI) -144 ST. LOUIS (MO)	2002	188221	976807
MI-MO	4 ANCHORVILLE(BUS-MI) -144 ST. LOUIS (MO)	2091	252549	1254449
MI-MO	73 KALAMAZOO (MI) -144 ST. LOUIS (MO)	2094	189768	881433
MI-MO	123 PONTIAC (MI) -144 ST. LOUIS (MO)	2237	250599	1315454
MI-MO	9 BATTLE CREEK (MI) -144 ST. LOUIS (MO)	2800	257500	1240465
MI-MO	46 FLINT (MI) -144 ST. LOUIS (MO)	3090	333321	1665251
MI-MO	133 ROYAL OAK (MI) -144 ST. LOUIS (MO)	3681	430192	2120213
MI-MO	5 ANN ARBOR (MI) -144 ST. LOUIS (MO)	3865	416894	2032864
MI-MO	31 DEARBORN (MI) -144 ST. LOUIS (MO)	4027	449440	2239246
MI-MO	35 DETROIT (MI) -144 ST. LOUIS (MO)	6191	712737	3497802
MI-NE	8 BANGOR (MI) -57 HASTINGS (NE)	2	358	1523
MI-NE	99 MCCOOK (NE) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	3	497	2188
MI-NE	8 BANGOR (MI) -99 MCCOOK (NE)	3	569	2481
MI-NE	57 HASTINGS (NE) -133 ROYAL OAK (MI)	4	857	4147
MI-NE	57 HASTINGS (NE) -123 PONTIAC (MI)	5	875	4233
MI-NE	99 MCCOOK (NE) -133 ROYAL OAK (MI)	5	1095	5322
MI-NE	60 HOLDREGE (NE) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	5	899	3905
MI-NE	99 MCCOOK (NE) -123 PONTIAC (MI)	5	1111	5400
MI-NE	4 ANCHORVILLE(BUS-MI) -99 MCCOOK (NE)	6	1224	6050
MI-NE	4 ANCHORVILLE(BUS-MI) -60 HOLDREGE (NE)	7	1330	6561
MI-NE	61 HOLLAND (MI) -99 MCCOOK (NE)	7	1424	6626
MI-NE	57 HASTINGS (NE) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	7	1137	4889
MI-NE	60 HOLDREGE (NE) -68 JACKSON (MI)	7	1371	6552
MI-NE	73 KALAMAZOO (MI) -99 MCCOOK (NE)	8	1463	6802
MI-NE	31 DEARBORN (MI) -99 MCCOOK (NE)	9	1892	9179
MI-NE	68 JACKSON (MI) -99 MCCOOK (NE)	9	1827	8768
MI-NE	35 DETROIT (MI) -99 MCCOOK (NE)	9	1978	9606
MI-NE	9 BATTLE CREEK (MI) -99 MCCOOK (NE)	10	1909	9066
MI-NE	60 HOLDREGE (NE) -61 HOLLAND (MI)	11	2083	9632
MI-NE	60 HOLDREGE (NE) -73 KALAMAZOO (MI)	12	2186	10091
MI-NE	5 ANN ARBOR (MI) -99 MCCOOK (NE)	12	2566	12436
MI-NE	9 BATTLE CREEK (MI) -60 HOLDREGE (NE)	13	2235	10558
MI-NE	31 DEARBORN (MI) -60 HOLDREGE (NE)	14	2690	13013
MI-NE	55 GRAND RAPIDS (MI) -99 MCCOOK (NE)	14	2881	13549

States	Station Pair	Riders	Revenue	Passenger Miles
MI-NE	8 BANGOR (MI) -108 NEBRASKA CITY (BUS-NE)	15	2556	9458
MI-NE	5 ANN ARBOR (MI) -60 HOLDREGE (NE)	15	2835	13695
MI-NE	57 HASTINGS (NE) -73 KALAMAZOO (MI)	15	2490	11428
MI-NE	57 HASTINGS (NE) -61 HOLLAND (MI)	15	2752	12659
MI-NE	55 GRAND RAPIDS (MI) -60 HOLDREGE (NE)	16	3061	14310
MI-NE	4 ANCHORVILLE(BUS-MI) -57 HASTINGS (NE)	17	3347	16496
MI-NE	57 HASTINGS (NE) -68 JACKSON (MI)	17	3060	14577
MI-NE	35 DETROIT (MI) -60 HOLDREGE (NE)	19	3858	18680
MI-NE	9 BATTLE CREEK (MI) -57 HASTINGS (NE)	20	3359	15805
MI-NE	31 DEARBORN (MI) -57 HASTINGS (NE)	21	3917	18906
MI-NE	5 ANN ARBOR (MI) -57 HASTINGS (NE)	22	3903	18811
MI-NE	55 GRAND RAPIDS (MI) -57 HASTINGS (NE)	25	4401	20479
MI-NE	37 DOWAGIAC (MI) -87 LINCOLN (NE)	28	3977	17897
MI-NE	112 NILES (MI) -114 OMAHA (NE)	29	3715	16298
MI-NE	8 BANGOR (MI) -87 LINCOLN (NE)	29	4541	18888
MI-NE	35 DETROIT (MI) -57 HASTINGS (NE)	30	5627	27185
MI-NE	108 NEBRASKA CITY (BUS-NE) -112 NILES (MI)	37	5884	22873
MI-NE	37 DOWAGIAC (MI) -108 NEBRASKA CITY (BUS-NE)	41	6499	26141
MI-NE	87 LINCOLN (NE) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	46	6811	28627
MI-NE	8 BANGOR (MI) -114 OMAHA (NE)	93	13434	55005
MI-NE	73 KALAMAZOO (MI) -87 LINCOLN (NE)	131	19358	87712
MI-NE	9 BATTLE CREEK (MI) -87 LINCOLN (NE)	139	20597	96030
MI-NE	61 HOLLAND (MI) -87 LINCOLN (NE)	155	25534	116169
MI-NE	68 JACKSON (MI) -87 LINCOLN (NE)	181	28299	133842
MI-NE	4 ANCHORVILLE(BUS-MI) -87 LINCOLN (NE)	182	31489	154803
MI-NE	114 OMAHA (NE) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	188	25743	106514
MI-NE	5 ANN ARBOR (MI) -87 LINCOLN (NE)	216	34944	167498
MI-NE	87 LINCOLN (NE) -133 ROYAL OAK (MI)	224	38452	185094
MI-NE	87 LINCOLN (NE) -123 PONTIAC (MI)	239	41610	200372
MI-NE	31 DEARBORN (MI) -87 LINCOLN (NE)	257	43063	206826
MI-NE	55 GRAND RAPIDS (MI) -87 LINCOLN (NE)	283	44525	205084
MI-NE	68 JACKSON (MI) -114 OMAHA (NE)	323	46926	220881
MI-NE	35 DETROIT (MI) -87 LINCOLN (NE)	351	59523	286174
MI-NE	61 HOLLAND (MI) -114 OMAHA (NE)	373	57465	259496
MI-NE	73 KALAMAZOO (MI) -114 OMAHA (NE)	509	69861	313788
MI-NE	4 ANCHORVILLE(BUS-MI) -114 OMAHA (NE)	750	121602	596843
MI-NE	9 BATTLE CREEK (MI) -114 OMAHA (NE)	1019	140508	651002
MI-NE	114 OMAHA (NE) -123 PONTIAC (MI)	1066	174100	835848
MI-NE	31 DEARBORN (MI) -114 OMAHA (NE)	1142	179336	858484
MI-NE	55 GRAND RAPIDS (MI) -114 OMAHA (NE)	1153	168819	772278
MI-NE	5 ANN ARBOR (MI) -114 OMAHA (NE)	1235	186765	892008
MI-NE	35 DETROIT (MI) -114 OMAHA (NE)	2072	329030	1576845
MI-OH	1 AKRON(BUS-OH) -8 BANGOR (MI)	1	99	398
MI-OH	8 BANGOR (MI) -165 YOUNGSTOWN(BUS-OH)	2	309	1288
MI-OH	45 ELYRIA (OH) -89 LUDINGTON(BUS-MI)	3	421	2046
MI-OH	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -165 YOUNGSTOWN(BUS-OH)	4	451	1903
MI-OH	4 ANCHORVILLE(BUS-MI) -134 SANDUSKY (OH)	6	788	3876
MI-OH	2 ALBION (MI) -150 TOLEDO (OH)	8	788	3573
MI-OH	2 ALBION (MI) -165 YOUNGSTOWN(BUS-OH)	9	1125	5386
MI-OH	2 ALBION (MI) -15 CANTON(BUS-OH)	11	1376	6552
MI-OH	42 EAST LANSING (MI) -45 ELYRIA (OH)	11	1333	5938
MI-OH	68 JACKSON (MI) -134 SANDUSKY (OH)	11	1222	5680
MI-OH	1 AKRON(BUS-OH) -2 ALBION (MI)	12	1490	6943
MI-OH	31 DEARBORN (MI) -134 SANDUSKY (OH)	12	1437	6839
MI-OH	89 LUDINGTON(BUS-MI) -134 SANDUSKY (OH)	13	1485	7324
MI-OH	15 CANTON(BUS-OH) -37 DOWAGIAC (MI)	14	1627	7413
MI-OH	37 DOWAGIAC (MI) -165 YOUNGSTOWN(BUS-OH)	14	1646	7555
MI-OH	1 AKRON(BUS-OH) -68 JACKSON (MI)	15	1882	8904
MI-OH	1 AKRON(BUS-OH) -37 DOWAGIAC (MI)	15	1683	7475
MI-OH	42 EAST LANSING (MI) -134 SANDUSKY (OH)	16	1761	7922
MI-OH	5 ANN ARBOR (MI) -134 SANDUSKY (OH)	16	1856	8805
MI-OH	35 DETROIT (MI) -134 SANDUSKY (OH)	17	2079	9909
MI-OH	112 NILES (MI) -154 WARREN(BUS-OH)	18	1358	6411

MWRRI
State of Indiana
Station to Station Origin-Destination Data

States	Station Pair	Riders	Revenue	Passenger Miles
MI-OH	23 CINCINNATI (OH) -89 LUDINGTON(BUS-MI)	21	2592	12998
MI-OH	31 DEARBORN (MI) -45 ELYRIA (OH)	23	3001	14108
MI-OH	24 CLEVELAND (OH) -42 EAST LANSING (MI)	25	3146	13946
MI-OH	133 ROYAL OAK (MI) -134 SANDUSKY (OH)	29	3556	16984
MI-OH	112 NILES (MI) -134 SANDUSKY (OH)	32	1691	7408
MI-OH	1 AKRON(BUS-OH) -112 NILES (MI)	34	2453	11266
MI-OH	73 KALAMAZOO (MI) -134 SANDUSKY (OH)	35	3455	15023
MI-OH	5 ANN ARBOR (MI) -45 ELYRIA (OH)	36	4405	20635
MI-OH	2 ALBION (MI) -24 CLEVELAND (OH)	37	4457	19997
MI-OH	73 KALAMAZOO (MI) -165 YOUNGSTOWN(BUS-OH)	39	4704	21745
MI-OH	106 MUSKEGON(BUS-MI) -134 SANDUSKY (OH)	39	4509	20533
MI-OH	123 PONTIAC (MI) -150 TOLEDO (OH)	41	4753	22683
MI-OH	61 HOLLAND (MI) -165 YOUNGSTOWN(BUS-OH)	45	6178	28629
MI-OH	1 AKRON(BUS-OH) -73 KALAMAZOO (MI)	45	5326	23876
MI-OH	4 ANCHORVILLE(BUS-MI) -45 ELYRIA (OH)	47	6218	30171
MI-OH	45 ELYRIA (OH) -68 JACKSON (MI)	47	5435	24966
MI-OH	55 GRAND RAPIDS (MI) -134 SANDUSKY (OH)	47	5361	23006
MI-OH	15 CANTON(BUS-OH) -73 KALAMAZOO (MI)	48	5797	26610
MI-OH	1 AKRON(BUS-OH) -5 ANN ARBOR (MI)	49	6510	31303
MI-OH	15 CANTON(BUS-OH) -61 HOLLAND (MI)	50	6883	31703
MI-OH	1 AKRON(BUS-OH) -61 HOLLAND (MI)	51	6903	31142
MI-OH	9 BATTLE CREEK (MI) -134 SANDUSKY (OH)	52	3569	16326
MI-OH	45 ELYRIA (OH) -106 MUSKEGON(BUS-MI)	52	6307	29124
MI-OH	35 DETROIT (MI) -45 ELYRIA (OH)	53	6906	32523
MI-OH	4 ANCHORVILLE(BUS-MI) -150 TOLEDO (OH)	57	6702	32391
MI-OH	1 AKRON(BUS-OH) -31 DEARBORN (MI)	57	7942	38277
MI-OH	45 ELYRIA (OH) -73 KALAMAZOO (MI)	59	6386	27541
MI-OH	9 BATTLE CREEK (MI) -154 WARREN(BUS-OH)	59	3441	17183
MI-OH	45 ELYRIA (OH) -123 PONTIAC (MI)	60	8147	38473
MI-OH	45 ELYRIA (OH) -55 GRAND RAPIDS (MI)	62	7483	32198
MI-OH	1 AKRON(BUS-OH) -123 PONTIAC (MI)	65	9468	45765
MI-OH	42 EAST LANSING (MI) -150 TOLEDO (OH)	68	6995	31223
MI-OH	46 FLINT (MI) -134 SANDUSKY (OH)	69	8413	38186
MI-OH	30 DAYTON(BUS-OH) -112 NILES (MI)	70	5091	27403
MI-OH	45 ELYRIA (OH) -112 NILES (MI)	70	4514	18856
MI-OH	1 AKRON(BUS-OH) -133 ROYAL OAK (MI)	71	10078	48698
MI-OH	30 DAYTON(BUS-OH) -37 DOWAGIAC (MI)	76	6131	32793
MI-OH	89 LUDINGTON(BUS-MI) -150 TOLEDO (OH)	78	8511	42038
MI-OH	8 BANGOR (MI) -30 DAYTON(BUS-OH)	88	8372	39046
MI-OH	31 DEARBORN (MI) -150 TOLEDO (OH)	88	9651	45853
MI-OH	112 NILES (MI) -165 YOUNGSTOWN(BUS-OH)	93	7370	33834
MI-OH	15 CANTON(BUS-OH) -112 NILES (MI)	95	7359	33570
MI-OH	1 AKRON(BUS-OH) -35 DETROIT (MI)	100	14058	67835
MI-OH	23 CINCINNATI (OH) -42 EAST LANSING (MI)	107	12233	56178
MI-OH	55 GRAND RAPIDS (MI) -150 TOLEDO (OH)	127	13189	55968
MI-OH	106 MUSKEGON(BUS-MI) -150 TOLEDO (OH)	131	13834	62702
MI-OH	55 GRAND RAPIDS (MI) -165 YOUNGSTOWN(BUS-OH)	139	18127	85314
MI-OH	68 JACKSON (MI) -150 TOLEDO (OH)	139	13890	63318
MI-OH	24 CLEVELAND (OH) -106 MUSKEGON(BUS-MI)	143	18286	83886
MI-OH	133 ROYAL OAK (MI) -150 TOLEDO (OH)	145	16815	78844
MI-OH	4 ANCHORVILLE(BUS-MI) -24 CLEVELAND (OH)	157	21920	105514
MI-OH	24 CLEVELAND (OH) -68 JACKSON (MI)	175	21520	98192
MI-OH	30 DAYTON(BUS-OH) -40 DURAND (MI)	177	18997	100578
MI-OH	15 CANTON(BUS-OH) -55 GRAND RAPIDS (MI)	180	23384	109369
MI-OH	9 BATTLE CREEK (MI) -45 ELYRIA (OH)	185	12128	54625
MI-OH	112 NILES (MI) -150 TOLEDO (OH)	190	8615	35454
MI-OH	2 ALBION (MI) -30 DAYTON(BUS-OH)	190	17748	97983
MI-OH	30 DAYTON(BUS-OH) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	191	16721	79985
MI-OH	9 BATTLE CREEK (MI) -15 CANTON(BUS-OH)	205	15723	73350
MI-OH	1 AKRON(BUS-OH) -42 EAST LANSING (MI)	207	27043	124359
MI-OH	24 CLEVELAND (OH) -55 GRAND RAPIDS (MI)	208	26556	113948
MI-OH	1 AKRON(BUS-OH) -55 GRAND RAPIDS (MI)	215	27419	125544
MI-OH	9 BATTLE CREEK (MI) -165 YOUNGSTOWN(BUS-OH)	217	16236	74839

States	Station Pair	Riders	Revenue	Passenger Miles
MI-OH	1 AKRON(BUS-OH) -9 BATTLE CREEK (MI)	229	16469	73401
MI-OH	35 DETROIT (MI) -150 TOLEDO (OH)	250	28366	132990
MI-OH	46 FLINT (MI) -150 TOLEDO (OH)	258	28870	130236
MI-OH	9 BATTLE CREEK (MI) -30 DAYTON(BUS-OH)	259	22889	127029
MI-OH	5 ANN ARBOR (MI) -24 CLEVELAND (OH)	265	34144	158787
MI-OH	24 CLEVELAND (OH) -123 PONTIAC (MI)	268	37792	177252
MI-OH	4 ANCHORVILLE(BUS-MI) -23 CINCINNATI (OH)	285	36265	181171
MI-OH	24 CLEVELAND (OH) -133 ROYAL OAK (MI)	304	42174	197617
MI-OH	24 CLEVELAND (OH) -31 DEARBORN (MI)	325	43832	204642
MI-OH	24 CLEVELAND (OH) -73 KALAMAZOO (MI)	341	39174	168275
MI-OH	2 ALBION (MI) -23 CINCINNATI (OH)	343	36971	172398
MI-OH	9 BATTLE CREEK (MI) -150 TOLEDO (OH)	347	22922	101098
MI-OH	30 DAYTON(BUS-OH) -73 KALAMAZOO (MI)	392	34477	183904
MI-OH	23 CINCINNATI (OH) -46 FLINT (MI)	429	53286	246461
MI-OH	30 DAYTON(BUS-OH) -61 HOLLAND (MI)	435	48043	237973
MI-OH	24 CLEVELAND (OH) -112 NILES (MI)	468	33573	137675
MI-OH	73 KALAMAZOO (MI) -150 TOLEDO (OH)	480	44421	185937
MI-OH	24 CLEVELAND (OH) -35 DETROIT (MI)	534	72866	340763
MI-OH	30 DAYTON(BUS-OH) -46 FLINT (MI)	538	59055	315923
MI-OH	5 ANN ARBOR (MI) -30 DAYTON(BUS-OH)	549	55825	314998
MI-OH	30 DAYTON(BUS-OH) -68 JACKSON (MI)	555	53210	297482
MI-OH	23 CINCINNATI (OH) -73 KALAMAZOO (MI)	582	59522	265325
MI-OH	30 DAYTON(BUS-OH) -55 GRAND RAPIDS (MI)	600	58230	313309
MI-OH	23 CINCINNATI (OH) -35 DETROIT (MI)	646	79958	387765
MI-OH	30 DAYTON(BUS-OH) -31 DEARBORN (MI)	666	71685	402214
MI-OH	23 CINCINNATI (OH) -106 MUSKEGON(BUS-MI)	821	94591	450565
MI-OH	9 BATTLE CREEK (MI) -24 CLEVELAND (OH)	837	66032	283142
MI-OH	5 ANN ARBOR (MI) -150 TOLEDO (OH)	895	96249	440326
MI-OH	30 DAYTON(BUS-OH) -35 DETROIT (MI)	947	103521	580329
MI-OH	23 CINCINNATI (OH) -55 GRAND RAPIDS (MI)	1107	132612	563302
MI-OH	30 DAYTON(BUS-OH) -42 EAST LANSING (MI)	1113	111521	600114
MI-OH	9 BATTLE CREEK (MI) -23 CINCINNATI (OH)	1532	157862	725623
MI-OH	23 CINCINNATI (OH) -31 DEARBORN (MI)	2069	252502	1222975
MI-OH	5 ANN ARBOR (MI) -23 CINCINNATI (OH)	2349	272724	1317829
MI-WI	8 BANGOR (MI) -147 STURGEON BAY(BUS-WI)	3	291	1033
MI-WI	2 ALBION (MI) -147 STURGEON BAY(BUS-WI)	4	371	1615
MI-WI	40 DURAND (MI) -147 STURGEON BAY(BUS-WI)	5	496	2126
MI-WI	8 BANGOR (MI) -96 MARINETTE(BUS-WI)	6	561	2120
MI-WI	112 NILES (MI) -147 STURGEON BAY(BUS-WI)	7	597	2333
MI-WI	37 DOWAGIAC (MI) -147 STURGEON BAY(BUS-WI)	8	631	2538
MI-WI	40 DURAND (MI) -96 MARINETTE(BUS-WI)	8	953	4258
MI-WI	8 BANGOR (MI) -159 WATERTOWN (WI)	8	593	2096
MI-WI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -147 STURGEON BAY(BUS-WI)	9	785	2798
MI-WI	81 LAPEER (MI) -147 STURGEON BAY(BUS-WI)	9	1052	4577
MI-WI	96 MARINETTE(BUS-WI) -112 NILES (MI)	10	878	3654
MI-WI	40 DURAND (MI) -78 LA CROSSE (WI)	10	1278	5654
MI-WI	2 ALBION (MI) -96 MARINETTE(BUS-WI)	11	1080	4927
MI-WI	81 LAPEER (MI) -96 MARINETTE(BUS-WI)	13	1534	6937
MI-WI	8 BANGOR (MI) -125 PORTAGE (WI)	13	1153	4095
MI-WI	124 PORT HURON (MI) -147 STURGEON BAY(BUS-WI)	14	1744	7552
MI-WI	2 ALBION (MI) -78 LA CROSSE (WI)	14	1497	6742
MI-WI	37 DOWAGIAC (MI) -96 MARINETTE(BUS-WI)	14	1243	5302
MI-WI	4 ANCHORVILLE(BUS-MI) -147 STURGEON BAY(BUS-WI)	16	1793	8569
MI-WI	68 JACKSON (MI) -147 STURGEON BAY(BUS-WI)	16	1560	6955
MI-WI	96 MARINETTE(BUS-WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	16	1516	5778
MI-WI	8 BANGOR (MI) -164 WISCONSIN DELLS (WI)	17	1595	5809
MI-WI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -159 WATERTOWN (WI)	18	1114	3961
MI-WI	43 EAU CLAIRE (BUS-WI) -112 NILES (MI)	20	2015	8654
MI-WI	9 BATTLE CREEK (MI) -147 STURGEON BAY(BUS-WI)	20	1848	7994
MI-WI	8 BANGOR (MI) -151 TOMAH (WI)	21	2118	7824
MI-WI	96 MARINETTE(BUS-WI) -124 PORT HURON (MI)	21	2805	12585
MI-WI	61 HOLLAND (MI) -147 STURGEON BAY(BUS-WI)	22	2480	9711
MI-WI	5 ANN ARBOR (MI) -147 STURGEON BAY(BUS-WI)	22	2289	10469

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States	Station Pair	Riders	Revenue	Passenger Miles
MI-WI	9 BATTLE CREEK (MI) -151 TOMAH (WI)	23	2226	9884
MI-WI	4 ANCHORVILLE(BUS-MI) -96 MARINETTE(BUS-WI)	24	2892	14279
MI-WI	42 EAST LANSING (MI) -159 WATERTOWN (WI)	25	1878	8575
MI-WI	68 JACKSON (MI) -96 MARINETTE(BUS-WI)	26	2669	12424
MI-WI	46 FLINT (MI) -147 STURGEON BAY(BUS-WI)	27	2985	13022
MI-WI	73 KALAMAZOO (MI) -147 STURGEON BAY(BUS-WI)	27	2630	9975
MI-WI	9 BATTLE CREEK (MI) -164 WISCONSIN DELLS (WI)	29	2441	10930
MI-WI	5 ANN ARBOR (MI) -96 MARINETTE(BUS-WI)	29	3114	14805
MI-WI	106 MUSKEGON(BUS-MI) -159 WATERTOWN (WI)	29	2326	10667
MI-WI	123 PONTIAC (MI) -147 STURGEON BAY(BUS-WI)	30	3423	15843
MI-WI	133 ROYAL OAK (MI) -147 STURGEON BAY(BUS-WI)	30	3357	15516
MI-WI	9 BATTLE CREEK (MI) -96 MARINETTE(BUS-WI)	31	2874	13054
MI-WI	8 BANGOR (MI) -113 OCONOMOWOC (WI)	32	2302	7351
MI-WI	112 NILES (MI) -162 WEST BEND (WI)	32	1791	6682
MI-WI	40 DURAND (MI) -113 OCONOMOWOC (WI)	34	2666	12100
MI-WI	42 EAST LANSING (MI) -151 TOMAH (WI)	35	3718	16373
MI-WI	42 EAST LANSING (MI) -164 WISCONSIN DELLS (WI)	35	3384	15002
MI-WI	78 LA CROSSE (WI) -112 NILES (MI)	36	3438	14214
MI-WI	106 MUSKEGON(BUS-MI) -113 OCONOMOWOC (WI)	37	2776	12856
MI-WI	8 BANGOR (MI) -78 LA CROSSE (WI)	37	4120	15610
MI-WI	46 FLINT (MI) -96 MARINETTE(BUS-WI)	38	4328	19638
MI-WI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -164 WISCONSIN DELLS (WI)	38	3203	11750
MI-WI	112 NILES (MI) -136 SHEBOYGAN(BUS-WI)	38	1807	8611
MI-WI	61 HOLLAND (MI) -96 MARINETTE(BUS-WI)	40	4538	19181
MI-WI	112 NILES (MI) -113 OCONOMOWOC (WI)	41	2187	8466
MI-WI	35 DETROIT (MI) -147 STURGEON BAY(BUS-WI)	41	4565	21045
MI-WI	96 MARINETTE(BUS-WI) -123 PONTIAC (MI)	42	4961	23767
MI-WI	96 MARINETTE(BUS-WI) -133 ROYAL OAK (MI)	42	4869	23311
MI-WI	55 GRAND RAPIDS (MI) -147 STURGEON BAY(BUS-WI)	43	4544	18141
MI-WI	42 EAST LANSING (MI) -147 STURGEON BAY(BUS-WI)	43	4721	19036
MI-WI	31 DEARBORN (MI) -147 STURGEON BAY(BUS-WI)	44	4803	22092
MI-WI	12 BROOKFIELD (WI) -112 NILES (MI)	45	2076	8423
MI-WI	73 KALAMAZOO (MI) -96 MARINETTE(BUS-WI)	45	4379	18097
MI-WI	78 LA CROSSE (WI) -89 LUDINGTON(BUS-MI)	45	5484	26693
MI-WI	113 OCONOMOWOC (WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	47	2994	9755
MI-WI	68 JACKSON (MI) -78 LA CROSSE (WI)	48	5354	24559
MI-WI	42 EAST LANSING (MI) -125 PORTAGE (WI)	55	5174	22600
MI-WI	37 DOWAGIAC (MI) -148 STURTEVANT (WI)	55	1949	9045
MI-WI	8 BANGOR (MI) -146 STEVENS POINT(BUS-WI)	55	5435	19839
MI-WI	89 LUDINGTON(BUS-MI) -159 WATERTOWN (WI)	57	4609	23966
MI-WI	31 DEARBORN (MI) -96 MARINETTE(BUS-WI)	58	6515	31085
MI-WI	37 DOWAGIAC (MI) -78 LA CROSSE (WI)	58	5653	23912
MI-WI	89 LUDINGTON(BUS-MI) -164 WISCONSIN DELLS (WI)	59	6028	29767
MI-WI	125 PORTAGE (WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	59	4846	17297
MI-WI	35 DETROIT (MI) -96 MARINETTE(BUS-WI)	60	6872	32838
MI-WI	8 BANGOR (MI) -136 SHEBOYGAN(BUS-WI)	60	4041	15144
MI-WI	8 BANGOR (MI) -162 WEST BEND (WI)	61	4438	14338
MI-WI	2 ALBION (MI) -160 WAUSAU(BUS-WI)	66	6674	30618
MI-WI	8 BANGOR (MI) -160 WAUSAU(BUS-WI)	67	6780	26310
MI-WI	42 EAST LANSING (MI) -96 MARINETTE(BUS-WI)	69	7596	32811
MI-WI	89 LUDINGTON(BUS-MI) -151 TOMAH (WI)	70	7938	38589
MI-WI	8 BANGOR (MI) -92 MANITOWOC(BUS-WI)	70	5152	19697
MI-WI	106 MUSKEGON(BUS-MI) -164 WISCONSIN DELLS (WI)	72	7295	32641
MI-WI	5 ANN ARBOR (MI) -78 LA CROSSE (WI)	73	8575	40152
MI-WI	37 DOWAGIAC (MI) -136 SHEBOYGAN(BUS-WI)	73	3822	17486
MI-WI	55 GRAND RAPIDS (MI) -96 MARINETTE(BUS-WI)	77	8429	35086
MI-WI	61 HOLLAND (MI) -164 WISCONSIN DELLS (WI)	77	7787	33668
MI-WI	81 LAPEER (MI) -146 STEVENS POINT(BUS-WI)	77	8599	39944
MI-WI	37 DOWAGIAC (MI) -113 OCONOMOWOC (WI)	77	4483	17036
MI-WI	112 NILES (MI) -146 STEVENS POINT(BUS-WI)	78	6369	25969
MI-WI	9 BATTLE CREEK (MI) -159 WATERTOWN (WI)	78	4921	22899
MI-WI	89 LUDINGTON(BUS-MI) -113 OCONOMOWOC (WI)	78	6425	31776
MI-WI	92 MANITOWOC(BUS-WI) -112 NILES (MI)	80	4111	20221

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States	Station Pair	Riders	Revenue	Passenger Miles
MI-WI	2 ALBION (MI) -146 STEVENS POINT(BUS-WI)	82	8039	35070
MI-WI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -151 TOMAH (WI)	86	8128	30251
MI-WI	61 HOLLAND (MI) -151 TOMAH (WI)	87	9668	41626
MI-WI	112 NILES (MI) -160 WAUSAU(BUS-WI)	87	7327	31826
MI-WI	2 ALBION (MI) -113 OCONOMOWOC (WI)	87	5611	26368
MI-WI	61 HOLLAND (MI) -125 PORTAGE (WI)	89	8721	37139
MI-WI	61 HOLLAND (MI) -159 WATERTOWN (WI)	90	7090	31334
MI-WI	124 PORT HURON (MI) -160 WAUSAU(BUS-WI)	91	11412	54178
MI-WI	8 BANGOR (MI) -12 BROOKFIELD (WI)	91	5826	19611
MI-WI	8 BANGOR (MI) -148 STURTEVANT (WI)	91	4676	16172
MI-WI	8 BANGOR (MI) -47 FOND DU LAC (WI)	92	7471	24251
MI-WI	81 LAPEER (MI) -160 WAUSAU(BUS-WI)	92	10583	50892
MI-WI	124 PORT HURON (MI) -146 STEVENS POINT(BUS-WI)	95	11598	53315
MI-WI	89 LUDINGTON(BUS-MI) -125 PORTAGE (WI)	99	9904	48419
MI-WI	78 LA CROSSE (WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	99	10239	39143
MI-WI	112 NILES (MI) -148 STURTEVANT (WI)	99	3418	14996
MI-WI	12 BROOKFIELD (WI) -37 DOWAGIAC (MI)	103	4896	20820
MI-WI	40 DURAND (MI) -160 WAUSAU(BUS-WI)	104	11198	53425
MI-WI	2 ALBION (MI) -92 MANITOWOC(BUS-WI)	106	6685	36870
MI-WI	8 BANGOR (MI) -116 OSHKOSH (WI)	106	8959	29766
MI-WI	40 DURAND (MI) -136 SHEBOYGAN(BUS-WI)	107	8377	39963
MI-WI	40 DURAND (MI) -92 MANITOWOC(BUS-WI)	109	8481	44124
MI-WI	106 MUSKEGON(BUS-MI) -151 TOMAH (WI)	113	12563	56128
MI-WI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -160 WAUSAU(BUS-WI)	114	10788	41492
MI-WI	2 ALBION (MI) -6 APPLETON (WI)	116	9874	42867
MI-WI	40 DURAND (MI) -146 STEVENS POINT(BUS-WI)	118	12744	56614
MI-WI	136 SHEBOYGAN(BUS-WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	119	6715	26592
MI-WI	2 ALBION (MI) -136 SHEBOYGAN(BUS-WI)	119	7225	38233
MI-WI	47 FOND DU LAC (WI) -89 LUDINGTON(BUS-MI)	120	11153	52396
MI-WI	89 LUDINGTON(BUS-MI) -162 WEST BEND (WI)	124	9701	50168
MI-WI	37 DOWAGIAC (MI) -162 WEST BEND (WI)	124	7267	27413
MI-WI	40 DURAND (MI) -47 FOND DU LAC (WI)	124	10986	48038
MI-WI	106 MUSKEGON(BUS-MI) -125 PORTAGE (WI)	130	12472	56300
MI-WI	106 MUSKEGON(BUS-MI) -162 WEST BEND (WI)	132	10187	46173
MI-WI	37 DOWAGIAC (MI) -92 MANITOWOC(BUS-WI)	133	7378	35396
MI-WI	6 APPLETON (WI) -8 BANGOR (MI)	138	12009	41218
MI-WI	37 DOWAGIAC (MI) -146 STEVENS POINT(BUS-WI)	139	11865	47791
MI-WI	56 GREEN BAY (WI) -89 LUDINGTON(BUS-MI)	144	15618	71911
MI-WI	89 LUDINGTON(BUS-MI) -116 OSHKOSH (WI)	150	14524	67740
MI-WI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -146 STEVENS POINT(BUS-WI)	150	13701	49551
MI-WI	37 DOWAGIAC (MI) -160 WAUSAU(BUS-WI)	150	12837	56887
MI-WI	92 MANITOWOC(BUS-WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	155	9509	39340
MI-WI	47 FOND DU LAC (WI) -106 MUSKEGON(BUS-MI)	156	13135	59412
MI-WI	8 BANGOR (MI) -56 GREEN BAY (WI)	156	15027	51477
MI-WI	37 DOWAGIAC (MI) -47 FOND DU LAC (WI)	157	10505	39357
MI-WI	61 HOLLAND (MI) -113 OCONOMOWOC (WI)	159	12990	53036
MI-WI	73 KALAMAZOO (MI) -78 LA CROSSE (WI)	164	19258	72779
MI-WI	2 ALBION (MI) -116 OSHKOSH (WI)	164	13000	57317
MI-WI	40 DURAND (MI) -162 WEST BEND (WI)	169	13658	60267
MI-WI	47 FOND DU LAC (WI) -112 NILES (MI)	174	11140	41435
MI-WI	12 BROOKFIELD (WI) -106 MUSKEGON(BUS-MI)	179	12723	59312
MI-WI	4 ANCHORVILLE(BUS-MI) -146 STEVENS POINT(BUS-WI)	179	19698	100355
MI-WI	78 LA CROSSE (WI) -106 MUSKEGON(BUS-MI)	183	22462	98270
MI-WI	2 ALBION (MI) -47 FOND DU LAC (WI)	184	13641	61121
MI-WI	6 APPLETON (WI) -89 LUDINGTON(BUS-MI)	186	18439	87592
MI-WI	42 EAST LANSING (MI) -78 LA CROSSE (WI)	188	21768	96726
MI-WI	73 KALAMAZOO (MI) -113 OCONOMOWOC (WI)	188	11915	48136
MI-WI	8 BANGOR (MI) -91 MADISON DANE AIRPORT	188	16671	53650
MI-WI	81 LAPEER (MI) -92 MANITOWOC(BUS-WI)	192	17323	84093
MI-WI	6 APPLETON (WI) -42 EAST LANSING (MI)	194	18170	75912
MI-WI	92 MANITOWOC(BUS-WI) -124 PORT HURON (MI)	197	19914	95526
MI-WI	12 BROOKFIELD (WI) -89 LUDINGTON(BUS-MI)	198	15543	76449
MI-WI	4 ANCHORVILLE(BUS-MI) -160 WAUSAU(BUS-WI)	201	22802	119643

States	Station Pair	Riders	Revenue	Passenger Miles
MI-WI	46 FLINT (MI) -160 WAUSAU(BUS-WI)	202	22261	107672
MI-WI	6 APPLETON (WI) -112 NILES (MI)	204	15508	55753
MI-WI	9 BATTLE CREEK (MI) -113 OCONOMOWOC (WI)	206	12895	57141
MI-WI	9 BATTLE CREEK (MI) -78 LA CROSSE (WI)	207	21580	96709
MI-WI	55 GRAND RAPIDS (MI) -159 WATERTOWN (WI)	211	15048	68170
MI-WI	68 JACKSON (MI) -113 OCONOMOWOC (WI)	214	14290	69040
MI-WI	89 LUDINGTON(BUS-MI) -91 MADISON DANE AIRPORT	222	22288	101638
MI-WI	56 GREEN BAY (WI) -112 NILES (MI)	232	18639	70200
MI-WI	102 MILWAUKEE (WI) -112 NILES (MI)	232	9384	40666
MI-WI	2 ALBION (MI) -162 WEST BEND (WI)	237	15542	71902
MI-WI	37 DOWAGIAC (MI) -116 OSHKOSH (WI)	251	17709	67368
MI-WI	112 NILES (MI) -116 OSHKOSH (WI)	256	17865	65181
MI-WI	6 APPLETON (WI) -106 MUSKEGON(BUS-MI)	263	25413	109223
MI-WI	55 GRAND RAPIDS (MI) -164 WISCONSIN DELLS (WI)	265	24767	108996
MI-WI	5 ANN ARBOR (MI) -160 WAUSAU(BUS-WI)	265	27121	137995
MI-WI	81 LAPEER (MI) -136 SHEBOYGAN(BUS-WI)	270	24157	110823
MI-WI	68 JACKSON (MI) -160 WAUSAU(BUS-WI)	273	27784	131663
MI-WI	47 FOND DU LAC (WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	273	19357	64795
MI-WI	42 EAST LANSING (MI) -56 GREEN BAY (WI)	274	29594	115789
MI-WI	91 MADISON DANE AIRPORT -112 NILES (MI)	280	19376	72526
MI-WI	43 EAU CLAIRE (BUS-WI) -61 HOLLAND (MI)	284	36027	158825
MI-WI	61 HOLLAND (MI) -136 SHEBOYGAN(BUS-WI)	291	21845	102598
MI-WI	63 HOWELL(BUS-MI) -148 STURTEVANT (WI)	293	19130	98500
MI-WI	89 LUDINGTON(BUS-MI) -148 STURTEVANT (WI)	296	19014	103195
MI-WI	40 DURAND (MI) -148 STURTEVANT (WI)	298	19274	89493
MI-WI	6 APPLETON (WI) -37 DOWAGIAC (MI)	302	24766	86440
MI-WI	2 ALBION (MI) -91 MADISON DANE AIRPORT	304	23728	107468
MI-WI	68 JACKSON (MI) -146 STEVENS POINT(BUS-WI)	313	31162	140440
MI-WI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -162 WEST BEND (WI)	314	19948	65083
MI-WI	61 HOLLAND (MI) -146 STEVENS POINT(BUS-WI)	324	34678	148719
MI-WI	81 LAPEER (MI) -162 WEST BEND (WI)	327	31027	128470
MI-WI	56 GREEN BAY (WI) -106 MUSKEGON(BUS-MI)	329	34269	146225
MI-WI	133 ROYAL OAK (MI) -160 WAUSAU(BUS-WI)	332	37167	189320
MI-WI	37 DOWAGIAC (MI) -102 MILWAUKEE (WI)	333	13737	62526
MI-WI	123 PONTIAC (MI) -160 WAUSAU(BUS-WI)	334	38217	194550
MI-WI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -148 STURTEVANT (WI)	337	14513	50506
MI-WI	46 FLINT (MI) -146 STEVENS POINT(BUS-WI)	337	38022	168364
MI-WI	46 FLINT (MI) -164 WISCONSIN DELLS (WI)	341	37093	162103
MI-WI	46 FLINT (MI) -159 WATERTOWN (WI)	344	31843	133631
MI-WI	5 ANN ARBOR (MI) -113 OCONOMOWOC (WI)	348	25309	125658
MI-WI	12 BROOKFIELD (WI) -40 DURAND (MI)	349	26406	117934
MI-WI	91 MADISON DANE AIRPORT -106 MUSKEGON(BUS-MI)	352	31769	141267
MI-WI	61 HOLLAND (MI) -160 WAUSAU(BUS-WI)	356	39579	175551
MI-WI	116 OSHKOSH (WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	360	27290	91424
MI-WI	56 GREEN BAY (WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	360	31702	108792
MI-WI	46 FLINT (MI) -151 TOMAH (WI)	362	42366	188688
MI-WI	8 BANGOR (MI) -102 MILWAUKEE (WI)	366	21253	73639
MI-WI	6 APPLETON (WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	369	31643	100287
MI-WI	123 PONTIAC (MI) -146 STEVENS POINT(BUS-WI)	373	41466	204639
MI-WI	106 MUSKEGON(BUS-MI) -116 OSHKOSH (WI)	374	33465	148342
MI-WI	9 BATTLE CREEK (MI) -43 EAU CLAIRE (BUS-WI)	378	41101	190647
MI-WI	37 DOWAGIAC (MI) -56 GREEN BAY (WI)	381	31024	120485
MI-WI	133 ROYAL OAK (MI) -146 STEVENS POINT(BUS-WI)	381	41419	204400
MI-WI	2 ALBION (MI) -148 STURTEVANT (WI)	387	18468	95311
MI-WI	55 GRAND RAPIDS (MI) -113 OCONOMOWOC (WI)	389	27351	120168
MI-WI	124 PORT HURON (MI) -136 SHEBOYGAN(BUS-WI)	389	38399	177192
MI-WI	5 ANN ARBOR (MI) -146 STEVENS POINT(BUS-WI)	391	41498	190216
MI-WI	47 FOND DU LAC (WI) -61 HOLLAND (MI)	394	33654	143673
MI-WI	106 MUSKEGON(BUS-MI) -148 STURTEVANT (WI)	400	22594	117213
MI-WI	61 HOLLAND (MI) -78 LA CROSSE (WI)	403	50007	210640
MI-WI	61 HOLLAND (MI) -92 MANITOWOC(BUS-WI)	405	32598	154385
MI-WI	4 ANCHORVILLE(BUS-MI) -92 MANITOWOC(BUS-WI)	416	36873	200361
MI-WI	9 BATTLE CREEK (MI) -160 WAUSAU(BUS-WI)	431	40933	188389

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States	Station Pair	Riders	Revenue	Passenger Miles
MI-WI	55 GRAND RAPIDS (MI) -125 PORTAGE (WI)	443	41647	174451
MI-WI	12 BROOKFIELD (WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	454	25692	85310
MI-WI	55 GRAND RAPIDS (MI) -151 TOMAH (WI)	475	50397	216519
MI-WI	31 DEARBORN (MI) -146 STEVENS POINT(BUS-WI)	483	50686	249481
MI-WI	2 ALBION (MI) -12 BROOKFIELD (WI)	485	33228	137724
MI-WI	89 LUDINGTON(BUS-MI) -102 MILWAUKEE (WI)	485	35213	180955
MI-WI	42 EAST LANSING (MI) -113 OCONOMOWOC (WI)	487	34619	158627
MI-WI	9 BATTLE CREEK (MI) -146 STEVENS POINT(BUS-WI)	487	45113	196357
MI-WI	31 DEARBORN (MI) -160 WAUSAU(BUS-WI)	490	52936	269284
MI-WI	35 DETROIT (MI) -160 WAUSAU(BUS-WI)	495	54415	276981
MI-WI	46 FLINT (MI) -136 SHEBOYGAN(BUS-WI)	499	39623	195726
MI-WI	124 PORT HURON (MI) -162 WEST BEND (WI)	502	52067	219858
MI-WI	6 APPLETON (WI) -68 JACKSON (MI)	502	43883	195421
MI-WI	46 FLINT (MI) -78 LA CROSSE (WI)	504	63288	284002
MI-WI	37 DOWAGIAC (MI) -91 MADISON DANE AIRPORT	511	37679	139001
MI-WI	61 HOLLAND (MI) -148 STURTEVANT (WI)	520	31624	144656
MI-WI	9 BATTLE CREEK (MI) -92 MANITOWOC(BUS-WI)	522	32122	169531
MI-WI	61 HOLLAND (MI) -162 WEST BEND (WI)	525	43588	175918
MI-WI	73 KALAMAZOO (MI) -160 WAUSAU(BUS-WI)	530	52063	220148
MI-WI	91 MADISON DANE AIRPORT -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	532	40681	137375
MI-WI	46 FLINT (MI) -125 PORTAGE (WI)	533	56883	244756
MI-WI	68 JACKSON (MI) -92 MANITOWOC(BUS-WI)	533	37987	197351
MI-WI	35 DETROIT (MI) -146 STEVENS POINT(BUS-WI)	542	57728	284485
MI-WI	102 MILWAUKEE (WI) -106 MUSKEGON(BUS-MI)	558	35931	176759
MI-WI	4 ANCHORVILLE(BUS-MI) -162 WEST BEND (WI)	577	50723	251529
MI-WI	4 ANCHORVILLE(BUS-MI) -136 SHEBOYGAN(BUS-WI)	595	51511	269391
MI-WI	73 KALAMAZOO (MI) -136 SHEBOYGAN(BUS-WI)	597	33863	163601
MI-WI	73 KALAMAZOO (MI) -146 STEVENS POINT(BUS-WI)	601	56329	229111
MI-WI	55 GRAND RAPIDS (MI) -136 SHEBOYGAN(BUS-WI)	626	42918	204781
MI-WI	5 ANN ARBOR (MI) -92 MANITOWOC(BUS-WI)	630	48864	257167
MI-WI	68 JACKSON (MI) -136 SHEBOYGAN(BUS-WI)	634	43915	216097
MI-WI	55 GRAND RAPIDS (MI) -160 WAUSAU(BUS-WI)	641	67754	299772
MI-WI	55 GRAND RAPIDS (MI) -146 STEVENS POINT(BUS-WI)	643	65747	278994
MI-WI	42 EAST LANSING (MI) -160 WAUSAU(BUS-WI)	645	67968	313009
MI-WI	61 HOLLAND (MI) -116 OSHKOSH (WI)	656	59377	250459
MI-WI	9 BATTLE CREEK (MI) -136 SHEBOYGAN(BUS-WI)	664	39872	196451
MI-WI	6 APPLETON (WI) -61 HOLLAND (MI)	679	65171	271710
MI-WI	123 PONTIAC (MI) -136 SHEBOYGAN(BUS-WI)	685	60003	301898
MI-WI	73 KALAMAZOO (MI) -92 MANITOWOC(BUS-WI)	685	42428	207493
MI-WI	46 FLINT (MI) -113 OCONOMOWOC (WI)	687	59008	256768
MI-WI	133 ROYAL OAK (MI) -136 SHEBOYGAN(BUS-WI)	692	58733	296765
MI-WI	46 FLINT (MI) -92 MANITOWOC(BUS-WI)	709	59676	298384
MI-WI	61 HOLLAND (MI) -91 MADISON DANE AIRPORT	735	65656	283676
MI-WI	47 FOND DU LAC (WI) -68 JACKSON (MI)	736	56633	260679
MI-WI	68 JACKSON (MI) -116 OSHKOSH (WI)	750	61466	278194
MI-WI	92 MANITOWOC(BUS-WI) -133 ROYAL OAK (MI)	753	66075	345069
MI-WI	42 EAST LANSING (MI) -146 STEVENS POINT(BUS-WI)	757	77972	341213
MI-WI	92 MANITOWOC(BUS-WI) -123 PONTIAC (MI)	759	68685	356578
MI-WI	55 GRAND RAPIDS (MI) -56 GREEN BAY (WI)	760	80330	307980
MI-WI	40 DURAND (MI) -102 MILWAUKEE (WI)	818	56853	265064
MI-WI	55 GRAND RAPIDS (MI) -92 MANITOWOC(BUS-WI)	827	58794	294534
MI-WI	123 PONTIAC (MI) -162 WEST BEND (WI)	828	78950	350904
MI-WI	5 ANN ARBOR (MI) -136 SHEBOYGAN(BUS-WI)	861	63991	326447
MI-WI	56 GREEN BAY (WI) -61 HOLLAND (MI)	862	90361	370500
MI-WI	9 BATTLE CREEK (MI) -47 FOND DU LAC (WI)	879	61119	271709
MI-WI	47 FOND DU LAC (WI) -55 GRAND RAPIDS (MI)	932	74089	316834
MI-WI	46 FLINT (MI) -116 OSHKOSH (WI)	948	92421	400037
MI-WI	133 ROYAL OAK (MI) -162 WEST BEND (WI)	955	86106	393404
MI-WI	63 HOWELL(BUS-MI) -102 MILWAUKEE (WI)	966	68110	347858
MI-WI	12 BROOKFIELD (WI) -81 LAPEER (MI)	970	85120	362719
MI-WI	31 DEARBORN (MI) -136 SHEBOYGAN(BUS-WI)	973	78737	397844
MI-WI	9 BATTLE CREEK (MI) -116 OSHKOSH (WI)	973	72560	317205
MI-WI	12 BROOKFIELD (WI) -61 HOLLAND (MI)	1030	76428	325570

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States	Station Pair	Riders	Revenue	Passenger Miles
MI-WI	6 APPLETON (WI) -9 BATTLE CREEK (MI)	1043	83370	358700
MI-WI	31 DEARBORN (MI) -92 MANITOWOC(BUS-WI)	1047	85459	458519
MI-WI	81 LAPEER (MI) -148 STURTEVANT (WI)	1051	81396	353176
MI-WI	102 MILWAUKEE (WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	1083	53380	188356
MI-WI	68 JACKSON (MI) -162 WEST BEND (WI)	1087	80555	352067
MI-WI	35 DETROIT (MI) -136 SHEBOYGAN(BUS-WI)	1099	90350	459430
MI-WI	55 GRAND RAPIDS (MI) -78 LA CROSSE (WI)	1104	126019	549784
MI-WI	2 ALBION (MI) -102 MILWAUKEE (WI)	1105	66510	298272
MI-WI	42 EAST LANSING (MI) -92 MANITOWOC(BUS-WI)	1126	83959	419873
MI-WI	47 FOND DU LAC (WI) -73 KALAMAZOO (MI)	1146	84044	328992
MI-WI	73 KALAMAZOO (MI) -116 OSHKOSH (WI)	1151	85177	349808
MI-WI	6 APPLETON (WI) -73 KALAMAZOO (MI)	1190	94475	383117
MI-WI	35 DETROIT (MI) -92 MANITOWOC(BUS-WI)	1208	100016	539772
MI-WI	68 JACKSON (MI) -91 MADISON DANE AIRPORT	1221	98565	457736
MI-WI	55 GRAND RAPIDS (MI) -162 WEST BEND (WI)	1254	91118	388792
MI-WI	9 BATTLE CREEK (MI) -162 WEST BEND (WI)	1269	81223	353959
MI-WI	73 KALAMAZOO (MI) -162 WEST BEND (WI)	1307	83279	335885
MI-WI	46 FLINT (MI) -47 FOND DU LAC (WI)	1371	137851	555147
MI-WI	124 PORT HURON (MI) -148 STURTEVANT (WI)	1414	120745	538873
MI-WI	46 FLINT (MI) -56 GREEN BAY (WI)	1417	156019	665795
MI-WI	6 APPLETON (WI) -46 FLINT (MI)	1419	149885	624517
MI-WI	42 EAST LANSING (MI) -136 SHEBOYGAN(BUS-WI)	1455	107273	500590
MI-WI	123 PONTIAC (MI) -148 STURTEVANT (WI)	1459	99535	535309
MI-WI	42 EAST LANSING (MI) -47 FOND DU LAC (WI)	1478	120030	527733
MI-WI	56 GREEN BAY (WI) -73 KALAMAZOO (MI)	1479	130617	520490
MI-WI	9 BATTLE CREEK (MI) -56 GREEN BAY (WI)	1502	133543	561920
MI-WI	31 DEARBORN (MI) -162 WEST BEND (WI)	1548	133961	606879
MI-WI	4 ANCHORVILLE(BUS-MI) -12 BROOKFIELD (WI)	1558	129014	649589
MI-WI	55 GRAND RAPIDS (MI) -116 OSHKOSH (WI)	1559	131696	556393
MI-WI	73 KALAMAZOO (MI) -148 STURTEVANT (WI)	1595	69283	319041
MI-WI	61 HOLLAND (MI) -102 MILWAUKEE (WI)	1652	111936	498957
MI-WI	35 DETROIT (MI) -162 WEST BEND (WI)	1659	145334	665249
MI-WI	42 EAST LANSING (MI) -116 OSHKOSH (WI)	1745	151389	652510
MI-WI	73 KALAMAZOO (MI) -91 MADISON DANE AIRPORT	1764	128434	543367
MI-WI	9 BATTLE CREEK (MI) -148 STURTEVANT (WI)	1798	79464	399122
MI-WI	9 BATTLE CREEK (MI) -91 MADISON DANE AIRPORT	1816	133207	599291
MI-WI	12 BROOKFIELD (WI) -124 PORT HURON (MI)	1838	179273	770099
MI-WI	6 APPLETON (WI) -55 GRAND RAPIDS (MI)	1872	170808	701850
MI-WI	5 ANN ARBOR (MI) -162 WEST BEND (WI)	1894	147785	685636
MI-WI	68 JACKSON (MI) -148 STURTEVANT (WI)	1896	107874	506248
MI-WI	55 GRAND RAPIDS (MI) -91 MADISON DANE AIRPORT	2062	175897	744205
MI-WI	4 ANCHORVILLE(BUS-MI) -148 STURTEVANT (WI)	2148	151293	813976
MI-WI	12 BROOKFIELD (WI) -68 JACKSON (MI)	2159	149638	658413
MI-WI	55 GRAND RAPIDS (MI) -148 STURTEVANT (WI)	2173	117959	549716
MI-WI	12 BROOKFIELD (WI) -55 GRAND RAPIDS (MI)	2181	149637	634568
MI-WI	133 ROYAL OAK (MI) -148 STURTEVANT (WI)	2396	170627	850507
MI-WI	46 FLINT (MI) -162 WEST BEND (WI)	2399	202866	899809
MI-WI	46 FLINT (MI) -91 MADISON DANE AIRPORT	2448	254793	1042843
MI-WI	12 BROOKFIELD (WI) -123 PONTIAC (MI)	2488	224831	1007606
MI-WI	42 EAST LANSING (MI) -162 WEST BEND (WI)	2542	196993	831112
MI-WI	81 LAPEER (MI) -102 MILWAUKEE (WI)	2753	225276	991228
MI-WI	12 BROOKFIELD (WI) -133 ROYAL OAK (MI)	2800	240216	1100414
MI-WI	42 EAST LANSING (MI) -91 MADISON DANE AIRPORT	2871	247300	1085133
MI-WI	5 ANN ARBOR (MI) -148 STURTEVANT (WI)	3089	184728	942284
MI-WI	9 BATTLE CREEK (MI) -12 BROOKFIELD (WI)	3295	190227	856736
MI-WI	31 DEARBORN (MI) -148 STURTEVANT (WI)	3521	232456	1179587
MI-WI	46 FLINT (MI) -148 STURTEVANT (WI)	3557	235898	1131175
MI-WI	12 BROOKFIELD (WI) -73 KALAMAZOO (MI)	3723	215382	885975
MI-WI	12 BROOKFIELD (WI) -46 FLINT (MI)	3757	302653	1337644
MI-WI	4 ANCHORVILLE(BUS-MI) -102 MILWAUKEE (WI)	3886	307207	1565915
MI-WI	35 DETROIT (MI) -148 STURTEVANT (WI)	3939	264462	1355184
MI-WI	102 MILWAUKEE (WI) -124 PORT HURON (MI)	4164	375978	1686255
MI-WI	68 JACKSON (MI) -102 MILWAUKEE (WI)	4256	263822	1238598

States	Station Pair	Riders	Revenue	Passenger Miles
MI-WI	5 ANN ARBOR (MI) -12 BROOKFIELD (WI)	4383	328618	1503287
MI-WI	42 EAST LANSING (MI) -148 STURTEVANT (WI)	4523	271079	1221100
MI-WI	102 MILWAUKEE (WI) -133 ROYAL OAK (MI)	4907	387807	1859655
MI-WI	102 MILWAUKEE (WI) -123 PONTIAC (MI)	5080	409207	1986409
MI-WI	12 BROOKFIELD (WI) -31 DEARBORN (MI)	5245	427924	1956265
MI-WI	12 BROOKFIELD (WI) -35 DETROIT (MI)	5257	435931	2008019
MI-WI	55 GRAND RAPIDS (MI) -102 MILWAUKEE (WI)	5405	335962	1497288
MI-WI	12 BROOKFIELD (WI) -42 EAST LANSING (MI)	5419	397265	1669080
MI-WI	73 KALAMAZOO (MI) -102 MILWAUKEE (WI)	8607	435233	1928044
MI-WI	9 BATTLE CREEK (MI) -102 MILWAUKEE (WI)	9232	465766	2270957
MI-WI	31 DEARBORN (MI) -102 MILWAUKEE (WI)	10034	746352	3602080
MI-WI	5 ANN ARBOR (MI) -102 MILWAUKEE (WI)	11369	761278	3740340
MI-WI	35 DETROIT (MI) -102 MILWAUKEE (WI)	11372	858328	4184818
MI-WI	46 FLINT (MI) -102 MILWAUKEE (WI)	11617	861817	3973007
MI-WI	42 EAST LANSING (MI) -102 MILWAUKEE (WI)	13356	882893	3926517
MN-IA	14 BURLINGTON (IA) -163 WINONA (MN)	5	637	2849
MN-IA	14 BURLINGTON (IA) -141 ST. CLOUD (BUS-MN)	5	933	4157
MN-IA	48 FORT MADISON (IA) -163 WINONA (MN)	7	947	4263
MN-IA	93 MANKATO(BUS-MN) -131 ROCK ISLAND (IA)	11	1428	7108
MN-IA	48 FORT MADISON (IA) -130 ROCHESTER(BUS-MN)	28	4083	19558
MN-IA	104 MT. PLEASANT (IA) -130 ROCHESTER(BUS-MN)	49	7252	35169
MN-IA	14 BURLINGTON (IA) -103 MPLS/ST.PAUL (MN)	51	8129	36397
MN-IA	130 ROCHESTER(BUS-MN) -131 ROCK ISLAND (IA)	54	6354	29395
MN-IA	67 IOWA CITY (IA) -130 ROCHESTER(BUS-MN)	61	7931	36337
MN-IA	14 BURLINGTON (IA) -130 ROCHESTER(BUS-MN)	81	11678	55937
MN-IA	19 CEDAR RAPIDS(BUS-IA) -163 WINONA (MN)	165	21984	96465
MN-IA	48 FORT MADISON (IA) -103 MPLS/ST.PAUL (MN)	167	27837	125432
MN-IA	131 ROCK ISLAND (IA) -163 WINONA (MN)	208	24958	103999
MN-IA	129 RED WING (MN) -131 ROCK ISLAND (IA)	317	41743	178063
MN-IA	103 MPLS/ST.PAUL (MN) -131 ROCK ISLAND (IA)	2440	340092	1466718
MN-IL	36 DETROIT LAKES (MN) -76 KEWANEE (IL)	2	443	1949
MN-IL	36 DETROIT LAKES (MN) -100 MENDOTA (IL)	3	465	1992
MN-IL	76 KEWANEE (IL) -145 STAPLES (BUS-MN)	3	583	2577
MN-IL	36 DETROIT LAKES (MN) -86 LINCOLN (IL)	3	603	2590
MN-IL	36 DETROIT LAKES (MN) -127 QUINCY (IL)	3	749	3348
MN-IL	36 DETROIT LAKES (MN) -62 HOMEWOOD (IL)	3	524	2180
MN-IL	36 DETROIT LAKES (MN) -90 MACOMB (IL)	4	880	3909
MN-IL	36 DETROIT LAKES (MN) -126 PRINCETON (IL)	4	715	3077
MN-IL	16 CARBONDALE (IL) -129 RED WING (MN)	4	728	2990
MN-IL	127 QUINCY (IL) -145 STAPLES (BUS-MN)	4	885	3975
MN-IL	36 DETROIT LAKES (MN) -51 GALESBURG (IL)	5	935	4131
MN-IL	97 MARION(BUS-IL) -163 WINONA (MN)	5	732	3045
MN-IL	126 PRINCETON (IL) -145 STAPLES (BUS-MN)	5	722	3109
MN-IL	16 CARBONDALE (IL) -163 WINONA (MN)	5	732	3002
MN-IL	86 LINCOLN (IL) -145 STAPLES (BUS-MN)	6	933	4011
MN-IL	76 KEWANEE (IL) -93 MANKATO(BUS-MN)	6	798	4048
MN-IL	90 MACOMB (IL) -145 STAPLES (BUS-MN)	6	1185	5287
MN-IL	51 GALESBURG (IL) -145 STAPLES (BUS-MN)	6	1176	5218
MN-IL	21 CHAMPAIGN-URBANA (IL) -36 DETROIT LAKES (MN)	7	1187	4961
MN-IL	100 MENDOTA (IL) -145 STAPLES (BUS-MN)	7	1046	4484
MN-IL	36 DETROIT LAKES (MN) -122 PONTIAC (IL)	7	1202	5111
MN-IL	36 DETROIT LAKES (MN) -139 SPRINGFIELD (IL)	7	1357	5827
MN-IL	16 CARBONDALE (IL) -141 ST. CLOUD (BUS-MN)	8	1506	6263
MN-IL	41 DWIGHT (IL) -93 MANKATO(BUS-MN)	8	846	4205
MN-IL	76 KEWANEE (IL) -141 ST. CLOUD (BUS-MN)	10	1587	7040
MN-IL	93 MANKATO(BUS-MN) -100 MENDOTA (IL)	10	1025	5211
MN-IL	122 PONTIAC (IL) -145 STAPLES (BUS-MN)	11	1700	7234
MN-IL	86 LINCOLN (IL) -93 MANKATO(BUS-MN)	11	1351	6745
MN-IL	21 CHAMPAIGN-URBANA (IL) -145 STAPLES (BUS-MN)	13	2073	8656
MN-IL	51 GALESBURG (IL) -93 MANKATO(BUS-MN)	14	2009	10188
MN-IL	36 DETROIT LAKES (MN) -153 UPPER ALTON (IL)	15	2942	12833
MN-IL	93 MANKATO(BUS-MN) -120 PLANO (IL)	15	1496	7614
MN-IL	20 CENTRALIA (IL) -163 WINONA (MN)	16	2225	9129

States	Station Pair	Riders	Revenue	Passenger Miles
MN-IL	93 MANKATO(BUS-MN) -122 PONTIAC (IL)	16	1794	8998
MN-IL	76 KEWANEE (IL) -163 WINONA (MN)	17	2131	9470
MN-IL	86 LINCOLN (IL) -141 ST. CLOUD (BUS-MN)	17	2630	11328
MN-IL	127 QUINCY (IL) -141 ST. CLOUD (BUS-MN)	17	3337	15055
MN-IL	17 CARLINVILLE (IL) -163 WINONA (MN)	18	2283	10017
MN-IL	145 STAPLES (BUS-MN) -153 UPPER ALTON (IL)	19	3588	15694
MN-IL	93 MANKATO(BUS-MN) -126 PRINCETON (IL)	19	2140	10879
MN-IL	139 SPRINGFIELD (IL) -145 STAPLES (BUS-MN)	20	3429	14746
MN-IL	62 HOMEWOOD (IL) -145 STAPLES (BUS-MN)	21	2866	11909
MN-IL	44 EFFINGHAM (IL) -163 WINONA (MN)	21	2702	11086
MN-IL	51 GALESBURG (IL) -141 ST. CLOUD (BUS-MN)	23	3932	17519
MN-IL	32 DECATUR(BUS-IL) -163 WINONA (MN)	23	2668	11558
MN-IL	90 MACOMB (IL) -130 ROCHESTER(BUS-MN)	24	3376	16171
MN-IL	29 DANVILLE(BUS-IL) -163 WINONA (MN)	24	2725	11669
MN-IL	90 MACOMB (IL) -141 ST. CLOUD (BUS-MN)	25	4572	20485
MN-IL	122 PONTIAC (IL) -141 ST. CLOUD (BUS-MN)	27	3686	15703
MN-IL	128 RANTOUL (IL) -163 WINONA (MN)	28	3041	12443
MN-IL	126 PRINCETON (IL) -141 ST. CLOUD (BUS-MN)	29	4110	17749
MN-IL	120 PLANO (IL) -163 WINONA (MN)	30	2736	11497
MN-IL	98 MATTOON (IL) -130 ROCHESTER(BUS-MN)	30	3711	16461
MN-IL	126 PRINCETON (IL) -163 WINONA (MN)	32	3244	13913
MN-IL	13 BTN-NORMAL (IL) -36 DETROIT LAKES (MN)	32	5709	24292
MN-IL	69 JACKSONVILLE(BUS-IL) -163 WINONA (MN)	33	3997	18234
MN-IL	76 KEWANEE (IL) -130 ROCHESTER(BUS-MN)	35	4505	21464
MN-IL	13 BTN-NORMAL (IL) -145 STAPLES (BUS-MN)	36	5817	24773
MN-IL	86 LINCOLN (IL) -163 WINONA (MN)	36	4146	17726
MN-IL	74 KANKAKEE (IL) -93 MANKATO(BUS-MN)	42	4418	21295
MN-IL	21 CHAMPAIGN-URBANA (IL) -93 MANKATO(BUS-MN)	42	5040	24372
MN-IL	13 BTN-NORMAL (IL) -93 MANKATO(BUS-MN)	43	5043	25070
MN-IL	90 MACOMB (IL) -129 RED WING (MN)	43	6859	30694
MN-IL	127 QUINCY (IL) -163 WINONA (MN)	44	6767	30712
MN-IL	86 LINCOLN (IL) -130 ROCHESTER(BUS-MN)	44	5041	23372
MN-IL	62 HOMEWOOD (IL) -141 ST. CLOUD (BUS-MN)	48	5954	24696
MN-IL	100 MENDOTA (IL) -163 WINONA (MN)	48	4734	20135
MN-IL	93 MANKATO(BUS-MN) -128 RANTOUL (IL)	48	5671	27532
MN-IL	41 DWIGHT (IL) -163 WINONA (MN)	49	4808	19870
MN-IL	17 CARLINVILLE (IL) -130 ROCHESTER(BUS-MN)	50	6370	30022
MN-IL	76 KEWANEE (IL) -129 RED WING (MN)	50	7222	31927
MN-IL	127 QUINCY (IL) -129 RED WING (MN)	51	8624	38895
MN-IL	86 LINCOLN (IL) -129 RED WING (MN)	52	6739	28762
MN-IL	21 CHAMPAIGN-URBANA (IL) -141 ST. CLOUD (BUS-MN)	53	8007	33397
MN-IL	97 MARION(BUS-IL) -103 MPLS/ST.PAUL (MN)	54	9672	40682
MN-IL	51 GALESBURG (IL) -163 WINONA (MN)	54	7349	32848
MN-IL	69 JACKSONVILLE(BUS-IL) -129 RED WING (MN)	55	7439	33651
MN-IL	90 MACOMB (IL) -163 WINONA (MN)	55	7936	35728
MN-IL	122 PONTIAC (IL) -163 WINONA (MN)	56	5700	23983
MN-IL	119 PEORIA (BUS-IL) -141 ST. CLOUD (BUS-MN)	59	8735	39140
MN-IL	119 PEORIA (BUS-IL) -163 WINONA (MN)	59	6610	29797
MN-IL	74 KANKAKEE (IL) -163 WINONA (MN)	61	5786	23656
MN-IL	139 SPRINGFIELD (IL) -141 ST. CLOUD (BUS-MN)	64	10183	43869
MN-IL	141 ST. CLOUD (BUS-MN) -153 UPPER ALTON (IL)	71	12167	53384
MN-IL	29 DANVILLE(BUS-IL) -129 RED WING (MN)	72	9345	39939
MN-IL	16 CARBONDALE (IL) -103 MPLS/ST.PAUL (MN)	73	13007	54018
MN-IL	120 PLANO (IL) -141 ST. CLOUD (BUS-MN)	74	9605	40913
MN-IL	100 MENDOTA (IL) -141 ST. CLOUD (BUS-MN)	75	10134	43515
MN-IL	21 CHAMPAIGN-URBANA (IL) -163 WINONA (MN)	79	8927	36547
MN-IL	126 PRINCETON (IL) -129 RED WING (MN)	82	9538	40807
MN-IL	51 GALESBURG (IL) -129 RED WING (MN)	85	12692	56408
MN-IL	51 GALESBURG (IL) -130 ROCHESTER(BUS-MN)	85	11483	54830
MN-IL	44 EFFINGHAM (IL) -130 ROCHESTER(BUS-MN)	88	11467	50703
MN-IL	41 DWIGHT (IL) -141 ST. CLOUD (BUS-MN)	89	12103	50914
MN-IL	126 PRINCETON (IL) -130 ROCHESTER(BUS-MN)	91	9935	43814
MN-IL	71 JOLIET (IL) -93 MANKATO(BUS-MN)	96	9831	47410

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States	Station Pair	Riders	Revenue	Passenger Miles
MN-IL	122 PONTIAC (IL) -130 ROCHESTER(BUS-MN)	99	10987	46553
MN-IL	122 PONTIAC (IL) -129 RED WING (MN)	106	12349	51967
MN-IL	153 UPPER ALTON (IL) -163 WINONA (MN)	109	14747	64648
MN-IL	32 DECATUR(BUS-IL) -129 RED WING (MN)	111	14664	63328
MN-IL	20 CENTRALIA (IL) -103 MPLS/ST.PAUL (MN)	123	20314	84500
MN-IL	93 MANKATO(BUS-MN) -107 NAPERVILLE (IL)	131	13177	63175
MN-IL	128 RANTOUL (IL) -130 ROCHESTER(BUS-MN)	146	16907	71403
MN-IL	129 RED WING (MN) -139 SPRINGFIELD (IL)	166	22554	96352
MN-IL	139 SPRINGFIELD (IL) -163 WINONA (MN)	167	20306	86897
MN-IL	13 BTN-NORMAL (IL) -163 WINONA (MN)	170	18506	78001
MN-IL	13 BTN-NORMAL (IL) -141 ST. CLOUD (BUS-MN)	173	25215	107483
MN-IL	119 PEORIA (BUS-IL) -129 RED WING (MN)	176	22135	99013
MN-IL	130 ROCHESTER(BUS-MN) -139 SPRINGFIELD (IL)	177	21491	99290
MN-IL	41 DWIGHT (IL) -130 ROCHESTER(BUS-MN)	177	17544	79868
MN-IL	71 JOLIET (IL) -163 WINONA (MN)	188	16903	69592
MN-IL	21 CHAMPAIGN-URBANA (IL) -130 ROCHESTER(BUS-MN)	190	22770	95805
MN-IL	62 HOMEWOOD (IL) -93 MANKATO(BUS-MN)	191	19152	91144
MN-IL	54 GLENVIEW (IL) -141 ST. CLOUD (BUS-MN)	211	25471	101635
MN-IL	100 MENDOTA (IL) -130 ROCHESTER(BUS-MN)	214	23315	98177
MN-IL	129 RED WING (MN) -153 UPPER ALTON (IL)	236	35301	154160
MN-IL	120 PLANO (IL) -130 ROCHESTER(BUS-MN)	237	22682	101615
MN-IL	76 KEWANEE (IL) -103 MPLS/ST.PAUL (MN)	266	40286	179526
MN-IL	86 LINCOLN (IL) -103 MPLS/ST.PAUL (MN)	270	37014	159750
MN-IL	107 NAPERVILLE (IL) -163 WINONA (MN)	282	24544	102064
MN-IL	21 CHAMPAIGN-URBANA (IL) -129 RED WING (MN)	298	37811	155316
MN-IL	71 JOLIET (IL) -141 ST. CLOUD (BUS-MN)	341	43480	182638
MN-IL	17 CARLINVILLE (IL) -103 MPLS/ST.PAUL (MN)	375	56125	247421
MN-IL	54 GLENVIEW (IL) -130 ROCHESTER(BUS-MN)	377	29532	135267
MN-IL	44 EFFINGHAM (IL) -103 MPLS/ST.PAUL (MN)	386	58823	244959
MN-IL	100 MENDOTA (IL) -129 RED WING (MN)	426	47891	203420
MN-IL	90 MACOMB (IL) -103 MPLS/ST.PAUL (MN)	457	75757	341242
MN-IL	39 DULUTH(BUS-MN) -107 NAPERVILLE (IL)	493	61132	302439
MN-IL	103 MPLS/ST.PAUL (MN) -122 PONTIAC (IL)	497	61586	262647
MN-IL	103 MPLS/ST.PAUL (MN) -127 QUINCY (IL)	526	93046	422102
MN-IL	29 DANVILLE(BUS-IL) -103 MPLS/ST.PAUL (MN)	536	74220	320698
MN-IL	74 KANKAKEE (IL) -130 ROCHESTER(BUS-MN)	558	57297	240575
MN-IL	32 DECATUR(BUS-IL) -103 MPLS/ST.PAUL (MN)	582	81161	354083
MN-IL	13 BTN-NORMAL (IL) -130 ROCHESTER(BUS-MN)	603	71259	302253
MN-IL	13 BTN-NORMAL (IL) -129 RED WING (MN)	617	76159	320976
MN-IL	54 GLENVIEW (IL) -129 RED WING (MN)	667	65043	252301
MN-IL	51 GALESBURG (IL) -103 MPLS/ST.PAUL (MN)	707	111663	499935
MN-IL	103 MPLS/ST.PAUL (MN) -126 PRINCETON (IL)	785	97873	423816
MN-IL	103 MPLS/ST.PAUL (MN) -128 RANTOUL (IL)	786	103417	430819
MN-IL	39 DULUTH(BUS-MN) -62 HOMEWOOD (IL)	844	104715	512671
MN-IL	62 HOMEWOOD (IL) -130 ROCHESTER(BUS-MN)	1117	101365	444605
MN-IL	22 CHICAGO (IL) -36 DETROIT LAKES (MN)	1162	182602	726104
MN-IL	71 JOLIET (IL) -130 ROCHESTER(BUS-MN)	1182	117315	489492
MN-IL	22 CHICAGO (IL) -93 MANKATO(BUS-MN)	1210	113802	545852
MN-IL	103 MPLS/ST.PAUL (MN) -120 PLANO (IL)	1356	154798	660148
MN-IL	103 MPLS/ST.PAUL (MN) -119 PEORIA (BUS-IL)	1411	188979	852277
MN-IL	22 CHICAGO (IL) -145 STAPLES (BUS-MN)	1450	206616	816603
MN-IL	54 GLENVIEW (IL) -163 WINONA (MN)	1618	127172	511343
MN-IL	103 MPLS/ST.PAUL (MN) -139 SPRINGFIELD (IL)	1705	245293	1059003
MN-IL	100 MENDOTA (IL) -103 MPLS/ST.PAUL (MN)	1747	210247	904746
MN-IL	107 NAPERVILLE (IL) -130 ROCHESTER(BUS-MN)	1809	162469	732840
MN-IL	41 DWIGHT (IL) -103 MPLS/ST.PAUL (MN)	2022	244722	1029052
MN-IL	103 MPLS/ST.PAUL (MN) -153 UPPER ALTON (IL)	2214	348442	1534408
MN-IL	21 CHAMPAIGN-URBANA (IL) -103 MPLS/ST.PAUL (MN)	2268	306009	1274683
MN-IL	103 MPLS/ST.PAUL (MN) -107 NAPERVILLE (IL)	3274	358907	1519299
MN-IL	22 CHICAGO (IL) -39 DULUTH(BUS-MN)	4019	471774	2337488
MN-IL	71 JOLIET (IL) -103 MPLS/ST.PAUL (MN)	5858	660027	2770775
MN-IL	22 CHICAGO (IL) -130 ROCHESTER(BUS-MN)	5959	504481	2220937
MN-IL	22 CHICAGO (IL) -141 ST. CLOUD (BUS-MN)	7006	882840	3480233

States	Station Pair	Riders	Revenue	Passenger Miles
MN-IL	13 BTN-NORMAL (IL) -103 MPLS/ST.PAUL (MN)	7718	1012826	4322323
MN-IL	22 CHICAGO (IL) -129 RED WING (MN)	7890	796943	3097584
MN-IL	54 GLENVIEW (IL) -103 MPLS/ST.PAUL (MN)	9648	1038032	4032978
MN-IL	22 CHICAGO (IL) -163 WINONA (MN)	18442	1547299	6098774
MN-IL	22 CHICAGO (IL) -103 MPLS/ST.PAUL (MN)	219746	25220039	95290678
MN-IN	94 MARCELINE -163 WINONA (MN)	2	334	1528
MN-IN	52 GARY INTERNATIONAL AIRPORT -93 MANKATO(BUS-MN)	4	365	1830
MN-IN	94 MARCELINE -103 MPLS/ST.PAUL (MN)	8	1460	6669
MN-IN	33 DEFIANCE (IN) -129 RED WING (MN)	9	1354	5482
MN-IN	33 DEFIANCE (IN) -141 ST. CLOUD (BUS-MN)	11	1816	7471
MN-IN	53 GARY INTERNATIONAL AIRPORT (IN) -93 MANKATO(BUS-MN)	12	1100	5517
MN-IN	80 LAFAYETTE (IN) -93 MANKATO(BUS-MN)	13	1567	7599
MN-IN	59 HMI-WTG-DET (IN) -93 MANKATO(BUS-MN)	13	1356	6275
MN-IN	145 STAPLES (BUS-MN) -156 WARSAW (IN)	14	2221	9207
MN-IN	149 TERRE HAUTE(BUS-IN) -163 WINONA (MN)	21	2652	11605
MN-IN	10 BLOOMINGTON(BUS-IN) -163 WINONA (MN)	21	2867	12512
MN-IN	145 STAPLES (BUS-MN) -158 WATERLOO (BUS-IN)	21	3753	15884
MN-IN	158 WATERLOO (BUS-IN) -163 WINONA (MN)	28	3372	14103
MN-IN	26 COLUMBUS(BUS-IN) -163 WINONA (MN)	28	3725	16080
MN-IN	52 GARY INTERNATIONAL AIRPORT -130 ROCHESTER(BUS-MN)	29	2556	11634
MN-IN	33 DEFIANCE (IN) -163 WINONA (MN)	32	4118	16599
MN-IN	93 MANKATO(BUS-MN) -156 WARSAW (IN)	39	4545	21866
MN-IN	93 MANKATO(BUS-MN) -101 MICHIGAN CITY (IN)	44	4648	22486
MN-IN	129 RED WING (MN) -156 WARSAW (IN)	46	5742	23359
MN-IN	93 MANKATO(BUS-MN) -121 PLYMOUTH (IN)	51	5623	27347
MN-IN	59 HMI-WTG-DET (IN) -163 WINONA (MN)	51	4420	17846
MN-IN	141 ST. CLOUD (BUS-MN) -156 WARSAW (IN)	56	8198	33928
MN-IN	121 PLYMOUTH (IN) -163 WINONA (MN)	57	5916	24002
MN-IN	156 WARSAW (IN) -163 WINONA (MN)	63	6902	27941
MN-IN	93 MANKATO(BUS-MN) -158 WATERLOO (BUS-IN)	68	8853	43049
MN-IN	141 ST. CLOUD (BUS-MN) -158 WATERLOO (BUS-IN)	79	12556	53161
MN-IN	33 DEFIANCE (IN) -130 ROCHESTER(BUS-MN)	102	13358	58079
MN-IN	53 GARY INTERNATIONAL AIRPORT (IN) -130 ROCHESTER(BUS-MN)	104	9077	41320
MN-IN	121 PLYMOUTH (IN) -141 ST. CLOUD (BUS-MN)	133	18708	77620
MN-IN	59 HMI-WTG-DET (IN) -130 ROCHESTER(BUS-MN)	148	13939	58131
MN-IN	80 LAFAYETTE (IN) -130 ROCHESTER(BUS-MN)	160	18379	80763
MN-IN	130 ROCHESTER(BUS-MN) -158 WATERLOO (BUS-IN)	172	21074	95278
MN-IN	65 INDIANAPOLIS (IN) -141 ST. CLOUD (BUS-MN)	219	36755	154000
MN-IN	130 ROCHESTER(BUS-MN) -156 WARSAW (IN)	231	27650	112261
MN-IN	101 MICHIGAN CITY (IN) -130 ROCHESTER(BUS-MN)	239	24292	102514
MN-IN	65 INDIANAPOLIS (IN) -130 ROCHESTER(BUS-MN)	273	35603	158335
MN-IN	121 PLYMOUTH (IN) -130 ROCHESTER(BUS-MN)	381	43091	175845
MN-IN	50 FT. WAYNE(IN) -163 WINONA (MN)	521	62204	251175
MN-IN	33 DEFIANCE (IN) -103 MPLS/ST.PAUL (MN)	810	124054	508977
MN-IN	59 HMI-WTG-DET (IN) -103 MPLS/ST.PAUL (MN)	1284	139908	578920
MN-IN	103 MPLS/ST.PAUL (MN) -156 WARSAW (IN)	1373	181252	748426
MN-IN	103 MPLS/ST.PAUL (MN) -158 WATERLOO (BUS-IN)	1911	276525	1171161
MN-IN	103 MPLS/ST.PAUL (MN) -121 PLYMOUTH (IN)	2281	286405	1185893
MN-IN	50 FT. WAYNE(IN) -129 RED WING (MN)	2325	311708	1264590
MN-IN	50 FT. WAYNE(IN) -103 MPLS/ST.PAUL (MN)	4491	637449	2622912
MN-MI	8 BANGOR (MI) -36 DETROIT LAKES (MN)	3	534	2152
MN-MI	8 BANGOR (MI) -145 STAPLES (BUS-MN)	5	766	3076
MN-MI	36 DETROIT LAKES (MN) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	7	1207	4904
MN-MI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -145 STAPLES (BUS-MN)	10	1662	6727
MN-MI	8 BANGOR (MI) -93 MANKATO(BUS-MN)	13	1575	7239
MN-MI	112 NILES (MI) -163 WINONA (MN)	15	1466	6162
MN-MI	89 LUDINGTON(BUS-MI) -163 WINONA (MN)	15	1944	9515
MN-MI	8 BANGOR (MI) -141 ST. CLOUD (BUS-MN)	16	2471	9868
MN-MI	9 BATTLE CREEK (MI) -163 WINONA (MN)	22	2414	10933
MN-MI	93 MANKATO(BUS-MN) -112 NILES (MI)	23	2445	12266
MN-MI	8 BANGOR (MI) -163 WINONA (MN)	23	2623	10134
MN-MI	93 MANKATO(BUS-MN) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	27	3166	14825
MN-MI	36 DETROIT LAKES (MN) -61 HOLLAND (MI)	28	5348	23375

States	Station Pair	Riders	Revenue	Passenger Miles
MN-MI	61 HOLLAND (MI) -145 STAPLES (BUS-MN)	30	5316	23299
MN-MI	37 DOWAGIAC (MI) -93 MANKATO(BUS-MN)	30	3332	16972
MN-MI	42 EAST LANSING (MI) -163 WINONA (MN)	37	4441	19936
MN-MI	141 ST. CLOUD (BUS-MN) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	43	6256	25208
MN-MI	112 NILES (MI) -130 ROCHESTER(BUS-MN)	52	5496	24007
MN-MI	8 BANGOR (MI) -130 ROCHESTER(BUS-MN)	57	6847	28072
MN-MI	9 BATTLE CREEK (MI) -93 MANKATO(BUS-MN)	59	6876	36180
MN-MI	55 GRAND RAPIDS (MI) -145 STAPLES (BUS-MN)	60	10162	44994
MN-MI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -163 WINONA (MN)	63	6774	26426
MN-MI	8 BANGOR (MI) -129 RED WING (MN)	66	8683	33887
MN-MI	61 HOLLAND (MI) -93 MANKATO(BUS-MN)	66	8829	44589
MN-MI	73 KALAMAZOO (MI) -93 MANKATO(BUS-MN)	69	8069	41134
MN-MI	36 DETROIT LAKES (MN) -55 GRAND RAPIDS (MI)	70	12960	57170
MN-MI	106 MUSKEGON(BUS-MI) -163 WINONA (MN)	98	11892	55315
MN-MI	2 ALBION (MI) -130 ROCHESTER(BUS-MN)	99	11333	55656
MN-MI	103 MPLS/ST.PAUL (MN) -112 NILES (MI)	104	12827	54665
MN-MI	129 RED WING (MN) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	105	12953	51009
MN-MI	130 ROCHESTER(BUS-MN) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	114	13331	52912
MN-MI	61 HOLLAND (MI) -163 WINONA (MN)	144	18014	79228
MN-MI	61 HOLLAND (MI) -141 ST. CLOUD (BUS-MN)	151	24580	108123
MN-MI	106 MUSKEGON(BUS-MI) -129 RED WING (MN)	158	21567	99288
MN-MI	40 DURAND (MI) -130 ROCHESTER(BUS-MN)	189	24322	116477
MN-MI	37 DOWAGIAC (MI) -130 ROCHESTER(BUS-MN)	196	21585	94073
MN-MI	61 HOLLAND (MI) -130 ROCHESTER(BUS-MN)	353	44260	209276
MN-MI	55 GRAND RAPIDS (MI) -141 ST. CLOUD (BUS-MN)	363	56237	250191
MN-MI	68 JACKSON (MI) -130 ROCHESTER(BUS-MN)	384	44897	223669
MN-MI	8 BANGOR (MI) -103 MPLS/ST.PAUL (MN)	423	58703	233062
MN-MI	9 BATTLE CREEK (MI) -130 ROCHESTER(BUS-MN)	428	46805	229694
MN-MI	61 HOLLAND (MI) -129 RED WING (MN)	452	63141	276464
MN-MI	73 KALAMAZOO (MI) -130 ROCHESTER(BUS-MN)	468	53798	241041
MN-MI	5 ANN ARBOR (MI) -130 ROCHESTER(BUS-MN)	521	63949	323189
MN-MI	55 GRAND RAPIDS (MI) -163 WINONA (MN)	575	69023	301943
MN-MI	55 GRAND RAPIDS (MI) -130 ROCHESTER(BUS-MN)	691	81504	392424
MN-MI	103 MPLS/ST.PAUL (MN) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	817	106801	428048
MN-MI	42 EAST LANSING (MI) -130 ROCHESTER(BUS-MN)	1003	121449	586607
MN-MI	9 BATTLE CREEK (MI) -103 MPLS/ST.PAUL (MN)	1145	150760	682650
MN-MI	55 GRAND RAPIDS (MI) -129 RED WING (MN)	1177	155690	690635
MN-MI	61 HOLLAND (MI) -103 MPLS/ST.PAUL (MN)	3204	473015	2089290
MN-MI	55 GRAND RAPIDS (MI) -103 MPLS/ST.PAUL (MN)	7945	1113577	4981283
MN-MN	36 DETROIT LAKES (MN) -130 ROCHESTER(BUS-MN)	8	660	3241
MN-MN	130 ROCHESTER(BUS-MN) -145 STAPLES (BUS-MN)	9	588	2979
MN-MN	93 MANKATO(BUS-MN) -141 ST. CLOUD (BUS-MN)	30	1744	10064
MN-MN	145 STAPLES (BUS-MN) -163 WINONA (MN)	33	1841	7636
MN-MN	129 RED WING (MN) -145 STAPLES (BUS-MN)	39	1558	6591
MN-MN	36 DETROIT LAKES (MN) -163 WINONA (MN)	40	2766	11716
MN-MN	36 DETROIT LAKES (MN) -129 RED WING (MN)	48	2621	11079
MN-MN	93 MANKATO(BUS-MN) -163 WINONA (MN)	90	1791	15756
MN-MN	93 MANKATO(BUS-MN) -129 RED WING (MN)	93	3248	22078
MN-MN	130 ROCHESTER(BUS-MN) -141 ST. CLOUD (BUS-MN)	112	5828	29323
MN-MN	129 RED WING (MN) -141 ST. CLOUD (BUS-MN)	126	3073	13015
MN-MN	39 DULUTH(BUS-MN) -163 WINONA (MN)	200	7829	50496
MN-MN	141 ST. CLOUD (BUS-MN) -163 WINONA (MN)	283	10878	46643
MN-MN	129 RED WING (MN) -130 ROCHESTER(BUS-MN)	387	10698	61607
MN-MN	130 ROCHESTER(BUS-MN) -163 WINONA (MN)	413	4923	40102
MN-MN	39 DULUTH(BUS-MN) -129 RED WING (MN)	504	12884	95850
MN-MN	129 RED WING (MN) -163 WINONA (MN)	794	12132	49236
MN-MN	93 MANKATO(BUS-MN) -103 MPLS/ST.PAUL (MN)	808	36043	224666
MN-MN	103 MPLS/ST.PAUL (MN) -130 ROCHESTER(BUS-MN)	3665	136251	729269
MN-MN	103 MPLS/ST.PAUL (MN) -163 WINONA (MN)	5233	125899	533812
MN-MN	103 MPLS/ST.PAUL (MN) -129 RED WING (MN)	12179	119542	487174
MN-MO	79 LA PLATA (MO) -129 RED WING (MN)	2	333	1508
MN-MO	79 LA PLATA (MO) -163 WINONA (MN)	2	319	1452
MN-MO	95 MARCELINE (MO) -103 MPLS/ST.PAUL (MN)	3	477	2181

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States	Station Pair	Riders	Revenue	Passenger Miles
MN-MO	79 LA PLATA (MO) -141 ST. CLOUD (BUS-MN)	4	820	3713
MN-MO	75 KANSAS CITY (MO) -145 STAPLES (BUS-MN)	7	1774	8095
MN-MO	64 INDEPENDENCE (MO) -163 WINONA (MN)	10	2015	9119
MN-MO	75 KANSAS CITY (MO) -129 RED WING (MN)	22	4449	20447
MN-MO	79 LA PLATA (MO) -103 MPLS/ST.PAUL (MN)	28	5103	23224
MN-MO	75 KANSAS CITY (MO) -141 ST. CLOUD (BUS-MN)	41	9102	41764
MN-MO	75 KANSAS CITY (MO) -163 WINONA (MN)	44	8263	38223
MN-MO	36 DETROIT LAKES (MN) -144 ST. LOUIS (MO)	47	9790	42690
MN-MO	144 ST. LOUIS (MO) -145 STAPLES (BUS-MN)	53	10263	44861
MN-MO	84 LEES SUMMIT (MO) -103 MPLS/ST.PAUL (MN)	85	18435	82991
MN-MO	64 INDEPENDENCE (MO) -103 MPLS/ST.PAUL (MN)	178	38952	176249
MN-MO	141 ST. CLOUD (BUS-MN) -144 ST. LOUIS (MO)	216	38406	168399
MN-MO	144 ST. LOUIS (MO) -163 WINONA (MN)	485	68060	298129
MN-MO	75 KANSAS CITY (MO) -103 MPLS/ST.PAUL (MN)	648	135594	625713
MN-MO	129 RED WING (MN) -144 ST. LOUIS (MO)	843	130696	570404
MN-MO	103 MPLS/ST.PAUL (MN) -144 ST. LOUIS (MO)	7343	1196596	5264841
MN-OH	36 DETROIT LAKES (MN) -150 TOLEDO (OH)	5	1159	4771
MN-OH	145 STAPLES (BUS-MN) -150 TOLEDO (OH)	18	3525	14487
MN-OH	24 CLEVELAND (OH) -145 STAPLES (BUS-MN)	22	4822	19921
MN-OH	24 CLEVELAND (OH) -36 DETROIT LAKES (MN)	22	5161	21349
MN-OH	1 AKRON(BUS-OH) -163 WINONA (MN)	35	6012	25233
MN-OH	45 ELYRIA (OH) -163 WINONA (MN)	35	5774	23475
MN-OH	141 ST. CLOUD (BUS-MN) -150 TOLEDO (OH)	47	8478	34760
MN-OH	134 SANDUSKY (OH) -163 WINONA (MN)	54	8398	34215
MN-OH	24 CLEVELAND (OH) -141 ST. CLOUD (BUS-MN)	84	17280	71275
MN-OH	23 CINCINNATI (OH) -141 ST. CLOUD (BUS-MN)	172	33291	139781
MN-OH	129 RED WING (MN) -150 TOLEDO (OH)	180	28690	115894
MN-OH	150 TOLEDO (OH) -163 WINONA (MN)	203	29291	117805
MN-OH	24 CLEVELAND (OH) -163 WINONA (MN)	225	38015	154471
MN-OH	130 ROCHESTER(BUS-MN) -150 TOLEDO (OH)	324	46910	202122
MN-OH	24 CLEVELAND (OH) -129 RED WING (MN)	340	62598	255103
MN-OH	1 AKRON(BUS-OH) -103 MPLS/ST.PAUL (MN)	689	134700	570352
MN-OH	103 MPLS/ST.PAUL (MN) -134 SANDUSKY (OH)	717	126717	523529
MN-OH	45 ELYRIA (OH) -103 MPLS/ST.PAUL (MN)	920	170697	703492
MN-OH	103 MPLS/ST.PAUL (MN) -150 TOLEDO (OH)	3719	621214	2540361
MN-OH	24 CLEVELAND (OH) -103 MPLS/ST.PAUL (MN)	3869	742312	3056267
MN-WI	36 DETROIT LAKES (MN) -136 SHEBOYGAN(BUS-WI)	5	653	3038
MN-WI	36 DETROIT LAKES (MN) -113 OCONOMOWOC (WI)	5	630	2711
MN-WI	92 MANITOWOC(BUS-WI) -145 STAPLES (BUS-MN)	8	876	4245
MN-WI	147 STURGEON BAY(BUS-WI) -163 WINONA (MN)	9	890	3724
MN-WI	136 SHEBOYGAN(BUS-WI) -145 STAPLES (BUS-MN)	10	1161	5466
MN-WI	96 MARINETTE(BUS-WI) -163 WINONA (MN)	12	1199	5271
MN-WI	36 DETROIT LAKES (MN) -162 WEST BEND (WI)	13	1675	7281
MN-WI	145 STAPLES (BUS-MN) -151 TOMAH (WI)	14	931	4108
MN-WI	36 DETROIT LAKES (MN) -91 MADISON DANE AIRPORT	15	1574	6895
MN-WI	145 STAPLES (BUS-MN) -162 WEST BEND (WI)	17	2035	8877
MN-WI	93 MANKATO(BUS-MN) -162 WEST BEND (WI)	25	1844	10009
MN-WI	36 DETROIT LAKES (MN) -164 WISCONSIN DELLS (WI)	28	2628	11263
MN-WI	93 MANKATO(BUS-MN) -159 WATERTOWN (WI)	31	1782	10149
MN-WI	36 DETROIT LAKES (MN) -151 TOMAH (WI)	32	2703	11524
MN-WI	93 MANKATO(BUS-MN) -113 OCONOMOWOC (WI)	36	2215	12311
MN-WI	36 DETROIT LAKES (MN) -159 WATERTOWN (WI)	39	4519	19176
MN-WI	47 FOND DU LAC (WI) -93 MANKATO(BUS-MN)	40	3267	17453
MN-WI	93 MANKATO(BUS-MN) -164 WISCONSIN DELLS (WI)	47	1577	11128
MN-WI	36 DETROIT LAKES (MN) -125 PORTAGE (WI)	47	4595	20007
MN-WI	12 BROOKFIELD (WI) -36 DETROIT LAKES (MN)	47	5981	24933
MN-WI	92 MANITOWOC(BUS-WI) -141 ST. CLOUD (BUS-MN)	49	5180	24342
MN-WI	12 BROOKFIELD (WI) -145 STAPLES (BUS-MN)	50	5655	23048
MN-WI	145 STAPLES (BUS-MN) -164 WISCONSIN DELLS (WI)	52	4144	18004
MN-WI	78 LA CROSSE (WI) -145 STAPLES (BUS-MN)	54	3375	13826
MN-WI	36 DETROIT LAKES (MN) -78 LA CROSSE (WI)	57	4372	18150
MN-WI	145 STAPLES (BUS-MN) -159 WATERTOWN (WI)	58	5934	24935
MN-WI	160 WAUSAU(BUS-WI) -163 WINONA (MN)	60	5560	26393

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States	Station Pair	Riders	Revenue	Passenger Miles
MN-WI	125 PORTAGE (WI) -145 STAPLES (BUS-MN)	64	5441	23279
MN-WI	146 STEVENS POINT(BUS-WI) -163 WINONA (MN)	74	6598	29956
MN-WI	136 SHEBOYGAN(BUS-WI) -141 ST. CLOUD (BUS-MN)	75	7747	34603
MN-WI	141 ST. CLOUD (BUS-MN) -151 TOMAH (WI)	76	3966	17717
MN-WI	12 BROOKFIELD (WI) -93 MANKATO(BUS-MN)	76	5018	27000
MN-WI	136 SHEBOYGAN(BUS-WI) -163 WINONA (MN)	78	4796	23171
MN-WI	93 MANKATO(BUS-MN) -151 TOMAH (WI)	81	1905	15437
MN-WI	113 OCONOMOWOC (WI) -141 ST. CLOUD (BUS-MN)	83	7290	31609
MN-WI	93 MANKATO(BUS-MN) -125 PORTAGE (WI)	93	3448	23488
MN-WI	162 WEST BEND (WI) -163 WINONA (MN)	93	6351	26242
MN-WI	130 ROCHESTER(BUS-MN) -159 WATERTOWN (WI)	95	4937	23194
MN-WI	92 MANITOWOC(BUS-WI) -163 WINONA (MN)	98	6200	32043
MN-WI	113 OCONOMOWOC (WI) -130 ROCHESTER(BUS-MN)	99	5405	25599
MN-WI	102 MILWAUKEE (WI) -145 STAPLES (BUS-MN)	120	14146	57336
MN-WI	91 MADISON DANE AIRPORT -93 MANKATO(BUS-MN)	126	5926	36175
MN-WI	141 ST. CLOUD (BUS-MN) -162 WEST BEND (WI)	128	14158	57117
MN-WI	141 ST. CLOUD (BUS-MN) -164 WISCONSIN DELLS (WI)	136	8856	37999
MN-WI	36 DETROIT LAKES (MN) -102 MILWAUKEE (WI)	136	17624	73693
MN-WI	93 MANKATO(BUS-MN) -148 STURTEVANT (WI)	139	10016	54606
MN-WI	92 MANITOWOC(BUS-WI) -129 RED WING (MN)	149	11908	57833
MN-WI	47 FOND DU LAC (WI) -130 ROCHESTER(BUS-MN)	150	11008	53082
MN-WI	113 OCONOMOWOC (WI) -163 WINONA (MN)	151	7948	32512
MN-WI	130 ROCHESTER(BUS-MN) -164 WISCONSIN DELLS (WI)	159	4158	25030
MN-WI	39 DULUTH(BUS-MN) -159 WATERTOWN (WI)	170	15969	77379
MN-WI	116 OSHKOSH (WI) -130 ROCHESTER(BUS-MN)	174	13689	64717
MN-WI	129 RED WING (MN) -136 SHEBOYGAN(BUS-WI)	176	13923	63243
MN-WI	39 DULUTH(BUS-MN) -113 OCONOMOWOC (WI)	180	16984	84433
MN-WI	78 LA CROSSE (WI) -141 ST. CLOUD (BUS-MN)	185	8493	35526
MN-WI	39 DULUTH(BUS-MN) -162 WEST BEND (WI)	196	21734	104712
MN-WI	129 RED WING (MN) -162 WEST BEND (WI)	202	17211	69227
MN-WI	56 GREEN BAY (WI) -130 ROCHESTER(BUS-MN)	218	20240	91398
MN-WI	39 DULUTH(BUS-MN) -164 WISCONSIN DELLS (WI)	232	15611	84965
MN-WI	151 TOMAH (WI) -163 WINONA (MN)	240	3591	16559
MN-WI	130 ROCHESTER(BUS-MN) -151 TOMAH (WI)	250	3996	28041
MN-WI	6 APPLETON (WI) -130 ROCHESTER(BUS-MN)	258	21614	100265
MN-WI	130 ROCHESTER(BUS-MN) -162 WEST BEND (WI)	259	18948	83900
MN-WI	125 PORTAGE (WI) -130 ROCHESTER(BUS-MN)	265	7865	46030
MN-WI	141 ST. CLOUD (BUS-MN) -159 WATERTOWN (WI)	271	24165	99357
MN-WI	129 RED WING (MN) -151 TOMAH (WI)	273	8068	35701
MN-WI	39 DULUTH(BUS-MN) -151 TOMAH (WI)	277	15927	88793
MN-WI	91 MADISON DANE AIRPORT -141 ST. CLOUD (BUS-MN)	282	20848	92720
MN-WI	113 OCONOMOWOC (WI) -129 RED WING (MN)	320	22882	88909
MN-WI	93 MANKATO(BUS-MN) -102 MILWAUKEE (WI)	321	22405	118691
MN-WI	125 PORTAGE (WI) -141 ST. CLOUD (BUS-MN)	321	21980	95093
MN-WI	39 DULUTH(BUS-MN) -78 LA CROSSE (WI)	334	15826	93089
MN-WI	39 DULUTH(BUS-MN) -125 PORTAGE (WI)	339	23693	129929
MN-WI	12 BROOKFIELD (WI) -141 ST. CLOUD (BUS-MN)	340	33931	135807
MN-WI	12 BROOKFIELD (WI) -130 ROCHESTER(BUS-MN)	350	21708	96872
MN-WI	125 PORTAGE (WI) -163 WINONA (MN)	357	10158	46771
MN-WI	159 WATERTOWN (WI) -163 WINONA (MN)	369	17866	74453
MN-WI	130 ROCHESTER(BUS-MN) -148 STURTEVANT (WI)	417	27603	131414
MN-WI	39 DULUTH(BUS-MN) -148 STURTEVANT (WI)	453	44924	237511
MN-WI	12 BROOKFIELD (WI) -163 WINONA (MN)	461	26374	107843
MN-WI	163 WINONA (MN) -164 WISCONSIN DELLS (WI)	464	11417	52867
MN-WI	91 MADISON DANE AIRPORT -130 ROCHESTER(BUS-MN)	503	20124	104088
MN-WI	12 BROOKFIELD (WI) -39 DULUTH(BUS-MN)	560	56891	272086
MN-WI	125 PORTAGE (WI) -129 RED WING (MN)	607	28165	117200
MN-WI	39 DULUTH(BUS-MN) -91 MADISON DANE AIRPORT	761	63939	316411
MN-WI	91 MADISON DANE AIRPORT -163 WINONA (MN)	787	29998	128997
MN-WI	129 RED WING (MN) -164 WISCONSIN DELLS (WI)	800	33378	140816
MN-WI	129 RED WING (MN) -159 WATERTOWN (WI)	848	55851	223942
MN-WI	78 LA CROSSE (WI) -129 RED WING (MN)	864	19857	76909
MN-WI	102 MILWAUKEE (WI) -141 ST. CLOUD (BUS-MN)	1029	103889	425055

States	Station Pair	Riders	Revenue	Passenger Miles
MN-WI	91 MADISON DANE AIRPORT -129 RED WING (MN)	1123	62012	253761
MN-WI	102 MILWAUKEE (WI) -130 ROCHESTER(BUS-MN)	1217	80214	354268
MN-WI	12 BROOKFIELD (WI) -129 RED WING (MN)	1241	96264	367214
MN-WI	102 MILWAUKEE (WI) -163 WINONA (MN)	1361	82460	337645
MN-WI	39 DULUTH(BUS-MN) -102 MILWAUKEE (WI)	1544	164061	772133
MN-WI	92 MANITOWOC(BUS-WI) -103 MPLS/ST.PAUL (MN)	1708	152353	732520
MN-WI	102 MILWAUKEE (WI) -129 RED WING (MN)	2266	181975	702434
MN-WI	103 MPLS/ST.PAUL (MN) -113 OCONOMOWOC (WI)	2636	192258	838190
MN-WI	103 MPLS/ST.PAUL (MN) -136 SHEBOYGAN(BUS-WI)	2771	249533	1108358
MN-WI	78 LA CROSSE (WI) -163 WINONA (MN)	3218	21070	86886
MN-WI	103 MPLS/ST.PAUL (MN) -151 TOMAH (WI)	3328	135145	569019
MN-WI	103 MPLS/ST.PAUL (MN) -125 PORTAGE (WI)	4462	242147	1039532
MN-WI	103 MPLS/ST.PAUL (MN) -162 WEST BEND (WI)	4551	435893	1742872
MN-WI	103 MPLS/ST.PAUL (MN) -164 WISCONSIN DELLS (WI)	5400	273774	1166428
MN-WI	103 MPLS/ST.PAUL (MN) -159 WATERTOWN (WI)	8161	617980	2481017
MN-WI	78 LA CROSSE (WI) -103 MPLS/ST.PAUL (MN)	10674	340051	1376891
MN-WI	91 MADISON DANE AIRPORT -103 MPLS/ST.PAUL (MN)	16687	1133025	4438862
MN-WI	12 BROOKFIELD (WI) -103 MPLS/ST.PAUL (MN)	17459	1516755	5866268
MN-WI	102 MILWAUKEE (WI) -103 MPLS/ST.PAUL (MN)	39648	3602565	13876669
MO-IA	84 LEES SUMMIT (MO) -131 ROCK ISLAND (IA)	4	546	2606
MO-IA	49 FT. DODGE(BUS-IA) -79 LA PLATA (MO)	4	486	2456
MO-IA	48 FORT MADISON (IA) -64 INDEPENDENCE (MO)	7	1172	5754
MO-IA	18 CEDAR FALLS (BUS-IA) -64 INDEPENDENCE (MO)	8	1370	6894
MO-IA	79 LA PLATA (MO) -161 WEBSTER CITY(BUS-IA)	9	1119	5569
MO-IA	48 FORT MADISON (IA) -70 JEFFERSON (MO)	45	6772	32830
MO-IA	19 CEDAR RAPIDS(BUS-IA) -64 INDEPENDENCE (MO)	49	8118	39124
MO-IA	48 FORT MADISON (IA) -140 SPRINGFIELD(BUS-MO)	55	8246	45425
MO-IA	3 AMES(BUS-IA) -79 LA PLATA (MO)	57	6863	31851
MO-IA	64 INDEPENDENCE (MO) -131 ROCK ISLAND (IA)	63	9420	45222
MO-IA	18 CEDAR FALLS (BUS-IA) -79 LA PLATA (MO)	113	10969	55614
MO-IA	25 COLUMBIA(BUS-MO) -48 FORT MADISON (IA)	113	4903	34126
MO-IA	111 NEWTON (IA) -142 ST. JOSEPH(BUS-MO)	115	6912	35797
MO-IA	131 ROCK ISLAND (IA) -142 ST. JOSEPH(BUS-MO)	117	11607	52967
MO-IA	58 HERMANN (MO) -131 ROCK ISLAND (IA)	133	14963	70339
MO-IA	79 LA PLATA (MO) -111 NEWTON (IA)	134	14144	65621
MO-IA	67 IOWA CITY (IA) -142 ST. JOSEPH(BUS-MO)	137	11597	54198
MO-IA	34 DES MOINES (IA) -79 LA PLATA (MO)	141	16730	74158
MO-IA	19 CEDAR RAPIDS(BUS-IA) -157 WASHINGTON (MO)	187	22955	108974
MO-IA	3 AMES(BUS-IA) -75 KANSAS CITY (MO)	218	31656	152409
MO-IA	70 JEFFERSON (MO) -131 ROCK ISLAND (IA)	263	32079	150880
MO-IA	131 ROCK ISLAND (IA) -157 WASHINGTON (MO)	327	39159	163621
MO-IA	67 IOWA CITY (IA) -79 LA PLATA (MO)	356	31559	144139
MO-IA	18 CEDAR FALLS (BUS-IA) -75 KANSAS CITY (MO)	446	54122	282110
MO-IA	19 CEDAR RAPIDS(BUS-IA) -79 LA PLATA (MO)	454	41271	196740
MO-IA	19 CEDAR RAPIDS(BUS-IA) -77 KIRKWOOD (MO)	470	53380	256073
MO-IA	34 DES MOINES (IA) -75 KANSAS CITY (MO)	477	67648	317018
MO-IA	18 CEDAR FALLS (BUS-IA) -144 ST. LOUIS (MO)	552	64167	327094
MO-IA	79 LA PLATA (MO) -131 ROCK ISLAND (IA)	713	52931	248928
MO-IA	77 KIRKWOOD (MO) -131 ROCK ISLAND (IA)	985	105249	454235
MO-IA	19 CEDAR RAPIDS(BUS-IA) -144 ST. LOUIS (MO)	1412	155924	751158
MO-IA	19 CEDAR RAPIDS(BUS-IA) -75 KANSAS CITY (MO)	1965	237607	1122087
MO-IA	75 KANSAS CITY (MO) -131 ROCK ISLAND (IA)	2401	244230	1169071
MO-IA	131 ROCK ISLAND (IA) -144 ST. LOUIS (MO)	2781	286510	1246036
MO-IL	84 LEES SUMMIT (MO) -126 PRINCETON (IL)	1	171	828
MO-IL	54 GLENVIEW (IL) -79 LA PLATA (MO)	2	153	763
MO-IL	62 HOMEWOOD (IL) -79 LA PLATA (MO)	2	166	817
MO-IL	17 CARLINVILLE (IL) -135 SEDALIA (MO)	2	124	555
MO-IL	79 LA PLATA (MO) -97 MARION(BUS-IL)	4	541	2514
MO-IL	86 LINCOLN (IL) -135 SEDALIA (MO)	4	239	1115
MO-IL	64 INDEPENDENCE (MO) -98 MATTOON (IL)	5	711	3303
MO-IL	38 DU QUOIN (IL) -79 LA PLATA (MO)	5	686	3156
MO-IL	20 CENTRALIA (IL) -79 LA PLATA (MO)	5	700	3243
MO-IL	17 CARLINVILLE (IL) -58 HERMANN (MO)	5	169	741

States	Station Pair	Riders	Revenue	Passenger Miles
MO-IL	29 DANVILLE(BUS-IL) -79 LA PLATA (MO)	5	606	2999
MO-IL	32 DECATUR(BUS-IL) -79 LA PLATA (MO)	5	611	3053
MO-IL	44 EFFINGHAM (IL) -79 LA PLATA (MO)	6	701	3287
MO-IL	79 LA PLATA (MO) -98 MATTOON (IL)	6	672	3171
MO-IL	74 KANKAKEE (IL) -79 LA PLATA (MO)	6	546	2674
MO-IL	58 HERMANN (MO) -119 PEORIA (BUS-IL)	6	331	1723
MO-IL	64 INDEPENDENCE (MO) -97 MARION(BUS-IL)	6	1193	5482
MO-IL	32 DECATUR(BUS-IL) -58 HERMANN (MO)	7	277	1452
MO-IL	64 INDEPENDENCE (MO) -126 PRINCETON (IL)	7	956	4655
MO-IL	95 MARCELINE (MO) -107 NAPERVILLE (IL)	7	597	2844
MO-IL	58 HERMANN (MO) -86 LINCOLN (IL)	8	350	1639
MO-IL	32 DECATUR(BUS-IL) -135 SEDALIA (MO)	9	623	2860
MO-IL	70 JEFFERSON (MO) -76 KEWANEE (IL)	9	1205	5820
MO-IL	16 CARBONDALE (IL) -79 LA PLATA (MO)	11	1611	7386
MO-IL	64 INDEPENDENCE (MO) -122 PONTIAC (IL)	11	1036	5040
MO-IL	16 CARBONDALE (IL) -84 LEES SUMMIT (MO)	12	2233	10100
MO-IL	41 DWIGHT (IL) -135 SEDALIA (MO)	14	1295	5755
MO-IL	21 CHAMPAIGN-URBANA (IL) -79 LA PLATA (MO)	15	1647	7865
MO-IL	84 LEES SUMMIT (MO) -122 PONTIAC (IL)	16	1457	7017
MO-IL	79 LA PLATA (MO) -126 PRINCETON (IL)	20	1174	5798
MO-IL	86 LINCOLN (IL) -157 WASHINGTON (MO)	21	812	3745
MO-IL	64 INDEPENDENCE (MO) -86 LINCOLN (IL)	21	1825	8409
MO-IL	58 HERMANN (MO) -153 UPPER ALTON (IL)	23	580	2463
MO-IL	29 DANVILLE(BUS-IL) -58 HERMANN (MO)	24	2673	12603
MO-IL	25 COLUMBIA(BUS-MO) -86 LINCOLN (IL)	26	1450	7193
MO-IL	119 PEORIA (BUS-IL) -135 SEDALIA (MO)	28	2387	11007
MO-IL	58 HERMANN (MO) -139 SPRINGFIELD (IL)	32	1389	5714
MO-IL	86 LINCOLN (IL) -155 WARRENSBURG (MO)	32	2361	11087
MO-IL	122 PONTIAC (IL) -157 WASHINGTON (MO)	32	1678	7816
MO-IL	29 DANVILLE(BUS-IL) -64 INDEPENDENCE (MO)	33	4862	23395
MO-IL	32 DECATUR(BUS-IL) -155 WARRENSBURG (MO)	33	2401	11503
MO-IL	122 PONTIAC (IL) -135 SEDALIA (MO)	33	2756	12424
MO-IL	72 JOPLIN(BUS-MO) -86 LINCOLN (IL)	37	2346	15640
MO-IL	32 DECATUR(BUS-IL) -157 WASHINGTON (MO)	37	1311	6891
MO-IL	100 MENDOTA (IL) -142 ST. JOSEPH(BUS-MO)	37	3923	18711
MO-IL	69 JACKSONVILLE(BUS-IL) -84 LEES SUMMIT (MO)	38	3020	14670
MO-IL	25 COLUMBIA(BUS-MO) -122 PONTIAC (IL)	39	2746	13507
MO-IL	32 DECATUR(BUS-IL) -64 INDEPENDENCE (MO)	39	3386	15984
MO-IL	21 CHAMPAIGN-URBANA (IL) -84 LEES SUMMIT (MO)	41	5958	27686
MO-IL	69 JACKSONVILLE(BUS-IL) -135 SEDALIA (MO)	42	2773	13451
MO-IL	41 DWIGHT (IL) -72 JOPLIN(BUS-MO)	42	3283	21218
MO-IL	13 BTN-NORMAL (IL) -58 HERMANN (MO)	42	2276	9981
MO-IL	17 CARLINVILLE (IL) -25 COLUMBIA(BUS-MO)	42	1882	8945
MO-IL	54 GLENVIEW (IL) -70 JEFFERSON (MO)	45	4373	18889
MO-IL	135 SEDALIA (MO) -139 SPRINGFIELD (IL)	45	3089	12796
MO-IL	70 JEFFERSON (MO) -100 MENDOTA (IL)	46	4737	22570
MO-IL	119 PEORIA (BUS-IL) -157 WASHINGTON (MO)	46	2373	11757
MO-IL	70 JEFFERSON (MO) -128 RANTOUL (IL)	49	5537	25253
MO-IL	70 JEFFERSON (MO) -86 LINCOLN (IL)	50	2735	12489
MO-IL	75 KANSAS CITY (MO) -97 MARION(BUS-IL)	51	9259	43542
MO-IL	72 JOPLIN(BUS-MO) -122 PONTIAC (IL)	51	3772	24835
MO-IL	69 JACKSONVILLE(BUS-IL) -155 WARRENSBURG (MO)	53	3669	18408
MO-IL	70 JEFFERSON (MO) -120 PLANO (IL)	56	5396	25621
MO-IL	21 CHAMPAIGN-URBANA (IL) -70 JEFFERSON (MO)	56	6591	29983
MO-IL	16 CARBONDALE (IL) -75 KANSAS CITY (MO)	59	10538	49047
MO-IL	86 LINCOLN (IL) -140 SPRINGFIELD(BUS-MO)	59	3324	20590
MO-IL	76 KEWANEE (IL) -142 ST. JOSEPH(BUS-MO)	59	4173	20583
MO-IL	17 CARLINVILLE (IL) -64 INDEPENDENCE (MO)	60	4154	19847
MO-IL	75 KANSAS CITY (MO) -107 NAPERVILLE (IL)	61	6120	30809
MO-IL	120 PLANO (IL) -142 ST. JOSEPH(BUS-MO)	62	6959	33301
MO-IL	11 BRANSON(BUS-MO) -41 DWIGHT (IL)	64	4839	30529
MO-IL	119 PEORIA (BUS-IL) -155 WARRENSBURG (MO)	67	5806	27908
MO-IL	126 PRINCETON (IL) -142 ST. JOSEPH(BUS-MO)	68	6814	32988

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States	Station Pair	Riders	Revenue	Passenger Miles
MO-IL	17 CARLINVILLE (IL) -72 JOPLIN(BUS-MO)	70	3475	24761
MO-IL	97 MARION(BUS-IL) -144 ST. LOUIS (MO)	71	10145	42728
MO-IL	84 LEES SUMMIT (MO) -86 LINCOLN (IL)	71	6041	27394
MO-IL	11 BRANSON(BUS-MO) -86 LINCOLN (IL)	72	4315	28154
MO-IL	70 JEFFERSON (MO) -74 KANKAKEE (IL)	73	7337	33919
MO-IL	29 DANVILLE(BUS-IL) -70 JEFFERSON (MO)	76	9202	43396
MO-IL	58 HERMANN (MO) -69 JACKSONVILLE(BUS-IL)	82	3376	17366
MO-IL	122 PONTIAC (IL) -140 SPRINGFIELD(BUS-MO)	83	5874	34376
MO-IL	90 MACOMB (IL) -142 ST. JOSEPH(BUS-MO)	85	6167	30299
MO-IL	29 DANVILLE(BUS-IL) -157 WASHINGTON (MO)	85	9350	42467
MO-IL	86 LINCOLN (IL) -142 ST. JOSEPH(BUS-MO)	85	8532	39666
MO-IL	17 CARLINVILLE (IL) -84 LEES SUMMIT (MO)	88	5894	27763
MO-IL	11 BRANSON(BUS-MO) -62 HOMEWOOD (IL)	90	8586	50624
MO-IL	25 COLUMBIA(BUS-MO) -41 DWIGHT (IL)	90	7199	32869
MO-IL	64 INDEPENDENCE (MO) -69 JACKSONVILLE(BUS-IL)	91	7356	36669
MO-IL	70 JEFFERSON (MO) -122 PONTIAC (IL)	93	6441	29260
MO-IL	25 COLUMBIA(BUS-MO) -76 KEWANEE (IL)	96	3931	27759
MO-IL	41 DWIGHT (IL) -142 ST. JOSEPH(BUS-MO)	96	10888	52361
MO-IL	17 CARLINVILLE (IL) -70 JEFFERSON (MO)	96	4014	17549
MO-IL	69 JACKSONVILLE(BUS-IL) -70 JEFFERSON (MO)	97	4997	24969
MO-IL	13 BTN-NORMAL (IL) -64 INDEPENDENCE (MO)	98	9117	41876
MO-IL	69 JACKSONVILLE(BUS-IL) -157 WASHINGTON (MO)	103	3714	18936
MO-IL	70 JEFFERSON (MO) -126 PRINCETON (IL)	103	11059	52829
MO-IL	13 BTN-NORMAL (IL) -157 WASHINGTON (MO)	104	5091	21654
MO-IL	84 LEES SUMMIT (MO) -119 PEORIA (BUS-IL)	104	9753	47909
MO-IL	32 DECATUR(BUS-IL) -84 LEES SUMMIT (MO)	105	8382	41074
MO-IL	41 DWIGHT (IL) -58 HERMANN (MO)	105	6968	30405
MO-IL	64 INDEPENDENCE (MO) -119 PEORIA (BUS-IL)	105	10347	49786
MO-IL	75 KANSAS CITY (MO) -98 MATTOON (IL)	106	15552	74309
MO-IL	17 CARLINVILLE (IL) -140 SPRINGFIELD(BUS-MO)	109	4694	30824
MO-IL	25 COLUMBIA(BUS-MO) -126 PRINCETON (IL)	109	7444	46592
MO-IL	11 BRANSON(BUS-MO) -122 PONTIAC (IL)	110	8023	50098
MO-IL	11 BRANSON(BUS-MO) -17 CARLINVILLE (IL)	112	5249	36412
MO-IL	75 KANSAS CITY (MO) -122 PONTIAC (IL)	113	11685	53419
MO-IL	41 DWIGHT (IL) -84 LEES SUMMIT (MO)	114	11445	53351
MO-IL	135 SEDALIA (MO) -153 UPPER ALTON (IL)	114	5709	24340
MO-IL	139 SPRINGFIELD (IL) -157 WASHINGTON (MO)	116	4279	17228
MO-IL	77 KIRKWOOD (MO) -122 PONTIAC (IL)	118	5299	23909
MO-IL	20 CENTRALIA (IL) -144 ST. LOUIS (MO)	119	15616	63759
MO-IL	17 CARLINVILLE (IL) -155 WARRENSBURG (MO)	120	7603	32954
MO-IL	32 DECATUR(BUS-IL) -70 JEFFERSON (MO)	122	6608	31636
MO-IL	122 PONTIAC (IL) -142 ST. JOSEPH(BUS-MO)	124	14078	65610
MO-IL	22 CHICAGO (IL) -95 MARCELINE (MO)	126	11233	53836
MO-IL	75 KANSAS CITY (MO) -126 PRINCETON (IL)	135	11521	57715
MO-IL	16 CARBONDALE (IL) -144 ST. LOUIS (MO)	136	18909	80245
MO-IL	72 JOPLIN(BUS-MO) -153 UPPER ALTON (IL)	139	5971	44599
MO-IL	41 DWIGHT (IL) -140 SPRINGFIELD(BUS-MO)	147	11612	63559
MO-IL	77 KIRKWOOD (MO) -86 LINCOLN (IL)	151	4656	20793
MO-IL	69 JACKSONVILLE(BUS-IL) -79 LA PLATA (MO)	151	17845	92838
MO-IL	127 QUINCY (IL) -142 ST. JOSEPH(BUS-MO)	157	13324	64403
MO-IL	72 JOPLIN(BUS-MO) -139 SPRINGFIELD (IL)	162	9885	63953
MO-IL	17 CARLINVILLE (IL) -142 ST. JOSEPH(BUS-MO)	164	13849	64851
MO-IL	13 BTN-NORMAL (IL) -72 JOPLIN(BUS-MO)	167	12207	76108
MO-IL	25 COLUMBIA(BUS-MO) -100 MENDOTA (IL)	168	12135	75101
MO-IL	139 SPRINGFIELD (IL) -155 WARRENSBURG (MO)	169	12045	52927
MO-IL	25 COLUMBIA(BUS-MO) -54 GLENVIEW (IL)	170	17402	93103
MO-IL	69 JACKSONVILLE(BUS-IL) -77 KIRKWOOD (MO)	175	4718	25405
MO-IL	64 INDEPENDENCE (MO) -139 SPRINGFIELD (IL)	182	15372	66969
MO-IL	70 JEFFERSON (MO) -119 PEORIA (BUS-IL)	192	13075	62738
MO-IL	153 UPPER ALTON (IL) -157 WASHINGTON (MO)	200	3762	15223
MO-IL	128 RANTOUL (IL) -142 ST. JOSEPH(BUS-MO)	205	32204	143418
MO-IL	54 GLENVIEW (IL) -64 INDEPENDENCE (MO)	213	25329	121671
MO-IL	13 BTN-NORMAL (IL) -135 SEDALIA (MO)	217	17389	74979

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States	Station Pair	Riders	Revenue	Passenger Miles
MO-IL	11 BRANSON(BUS-MO) -153 UPPER ALTON (IL)	219	8792	63779
MO-IL	25 COLUMBIA(BUS-MO) -128 RANTOUL (IL)	228	26296	125476
MO-IL	21 CHAMPAIGN-URBANA (IL) -75 KANSAS CITY (MO)	238	32481	156805
MO-IL	29 DANVILLE(BUS-IL) -77 KIRKWOOD (MO)	245	24279	112049
MO-IL	13 BTN-NORMAL (IL) -155 WARRENSBURG (MO)	255	21332	95629
MO-IL	71 JOLIET (IL) -72 JOPLIN(BUS-MO)	262	22297	141995
MO-IL	13 BTN-NORMAL (IL) -25 COLUMBIA(BUS-MO)	275	20291	85952
MO-IL	25 COLUMBIA(BUS-MO) -120 PLANO (IL)	277	21795	132877
MO-IL	139 SPRINGFIELD (IL) -140 SPRINGFIELD(BUS-MO)	282	15567	90438
MO-IL	75 KANSAS CITY (MO) -86 LINCOLN (IL)	284	25518	115759
MO-IL	29 DANVILLE(BUS-IL) -75 KANSAS CITY (MO)	284	39689	197051
MO-IL	44 EFFINGHAM (IL) -144 ST. LOUIS (MO)	292	31957	140304
MO-IL	41 DWIGHT (IL) -75 KANSAS CITY (MO)	302	31445	148446
MO-IL	25 COLUMBIA(BUS-MO) -139 SPRINGFIELD (IL)	305	16385	76949
MO-IL	71 JOLIET (IL) -135 SEDALIA (MO)	318	30600	137632
MO-IL	140 SPRINGFIELD(BUS-MO) -153 UPPER ALTON (IL)	318	11742	79223
MO-IL	64 INDEPENDENCE (MO) -71 JOLIET (IL)	321	35192	165749
MO-IL	54 GLENVIEW (IL) -75 KANSAS CITY (MO)	322	35256	176238
MO-IL	17 CARLINVILLE (IL) -77 KIRKWOOD (MO)	326	5607	22844
MO-IL	58 HERMANN (MO) -71 JOLIET (IL)	335	24468	108756
MO-IL	21 CHAMPAIGN-URBANA (IL) -25 COLUMBIA(BUS-MO)	339	40271	191454
MO-IL	41 DWIGHT (IL) -70 JEFFERSON (MO)	346	27101	115226
MO-IL	74 KANKAKEE (IL) -142 ST. JOSEPH(BUS-MO)	349	45946	223833
MO-IL	11 BRANSON(BUS-MO) -139 SPRINGFIELD (IL)	350	20009	126914
MO-IL	32 DECATUR(BUS-IL) -77 KIRKWOOD (MO)	374	10394	55050
MO-IL	107 NAPERVILLE (IL) -142 ST. JOSEPH(BUS-MO)	383	44800	213632
MO-IL	11 BRANSON(BUS-MO) -13 BTN-NORMAL (IL)	405	28316	171758
MO-IL	74 KANKAKEE (IL) -140 SPRINGFIELD(BUS-MO)	411	41185	230903
MO-IL	84 LEES SUMMIT (MO) -139 SPRINGFIELD (IL)	418	34556	148368
MO-IL	62 HOMEWOOD (IL) -70 JEFFERSON (MO)	424	41959	182239
MO-IL	69 JACKSONVILLE(BUS-IL) -75 KANSAS CITY (MO)	437	45630	222450
MO-IL	139 SPRINGFIELD (IL) -142 ST. JOSEPH(BUS-MO)	448	43542	195054
MO-IL	25 COLUMBIA(BUS-MO) -71 JOLIET (IL)	449	39094	179635
MO-IL	64 INDEPENDENCE (MO) -153 UPPER ALTON (IL)	453	29895	133950
MO-IL	17 CARLINVILLE (IL) -75 KANSAS CITY (MO)	456	34552	154942
MO-IL	70 JEFFERSON (MO) -139 SPRINGFIELD (IL)	462	24390	102046
MO-IL	25 COLUMBIA(BUS-MO) -74 KANKAKEE (IL)	466	50308	229941
MO-IL	13 BTN-NORMAL (IL) -142 ST. JOSEPH(BUS-MO)	472	51100	233949
MO-IL	71 JOLIET (IL) -155 WARRENSBURG (MO)	474	47399	218941
MO-IL	13 BTN-NORMAL (IL) -140 SPRINGFIELD(BUS-MO)	479	32751	183008
MO-IL	77 KIRKWOOD (MO) -119 PEORIA (BUS-IL)	491	20915	104987
MO-IL	153 UPPER ALTON (IL) -155 WARRENSBURG (MO)	514	28472	124472
MO-IL	71 JOLIET (IL) -140 SPRINGFIELD(BUS-MO)	523	40826	245317
MO-IL	11 BRANSON(BUS-MO) -71 JOLIET (IL)	528	43369	269899
MO-IL	25 COLUMBIA(BUS-MO) -153 UPPER ALTON (IL)	536	19595	96446
MO-IL	142 ST. JOSEPH(BUS-MO) -153 UPPER ALTON (IL)	543	40175	197003
MO-IL	79 LA PLATA (MO) -107 NAPERVILLE (IL)	545	40042	198223
MO-IL	29 DANVILLE(BUS-IL) -144 ST. LOUIS (MO)	619	59639	275584
MO-IL	71 JOLIET (IL) -157 WASHINGTON (MO)	645	44552	190941
MO-IL	70 JEFFERSON (MO) -107 NAPERVILLE (IL)	648	63074	282343
MO-IL	70 JEFFERSON (MO) -153 UPPER ALTON (IL)	651	22648	96970
MO-IL	13 BTN-NORMAL (IL) -84 LEES SUMMIT (MO)	670	62352	278824
MO-IL	25 COLUMBIA(BUS-MO) -51 GALESBURG (IL)	683	23811	176941
MO-IL	74 KANKAKEE (IL) -75 KANSAS CITY (MO)	756	89847	442992
MO-IL	32 DECATUR(BUS-IL) -75 KANSAS CITY (MO)	762	90479	416535
MO-IL	71 JOLIET (IL) -142 ST. JOSEPH(BUS-MO)	764	94554	445505
MO-IL	13 BTN-NORMAL (IL) -70 JEFFERSON (MO)	766	50640	216066
MO-IL	71 JOLIET (IL) -84 LEES SUMMIT (MO)	789	86599	396971
MO-IL	62 HOMEWOOD (IL) -142 ST. JOSEPH(BUS-MO)	835	105689	508794
MO-IL	120 PLANO (IL) -140 SPRINGFIELD(BUS-MO)	882	85566	493255
MO-IL	17 CARLINVILLE (IL) -144 ST. LOUIS (MO)	899	12505	51244
MO-IL	122 PONTIAC (IL) -144 ST. LOUIS (MO)	904	37235	170946
MO-IL	86 LINCOLN (IL) -144 ST. LOUIS (MO)	935	25879	116879

States	Station Pair	Riders	Revenue	Passenger Miles
MO-IL	107 NAPERVILLE (IL) -157 WASHINGTON (MO)	948	73171	344018
MO-IL	41 DWIGHT (IL) -77 KIRKWOOD (MO)	1048	55474	231657
MO-IL	128 RANTOUL (IL) -144 ST. LOUIS (MO)	1071	95069	422909
MO-IL	13 BTN-NORMAL (IL) -75 KANSAS CITY (MO)	1286	128181	565977
MO-IL	84 LEES SUMMIT (MO) -107 NAPERVILLE (IL)	1289	187257	734630
MO-IL	25 COLUMBIA(BUS-MO) -62 HOMEWOOD (IL)	1304	135863	599300
MO-IL	22 CHICAGO (IL) -142 ST. JOSEPH(BUS-MO)	1348	165614	787454
MO-IL	62 HOMEWOOD (IL) -140 SPRINGFIELD(BUS-MO)	1422	131335	753304
MO-IL	22 CHICAGO (IL) -25 COLUMBIA(BUS-MO)	1486	147369	786995
MO-IL	32 DECATUR(BUS-IL) -144 ST. LOUIS (MO)	1499	37261	200883
MO-IL	84 LEES SUMMIT (MO) -153 UPPER ALTON (IL)	1505	97924	425971
MO-IL	13 BTN-NORMAL (IL) -77 KIRKWOOD (MO)	1713	69905	291288
MO-IL	77 KIRKWOOD (MO) -139 SPRINGFIELD (IL)	1867	51227	203546
MO-IL	64 INDEPENDENCE (MO) -107 NAPERVILLE (IL)	1873	269821	1092147
MO-IL	70 JEFFERSON (MO) -71 JOLIET (IL)	1938	168139	715239
MO-IL	75 KANSAS CITY (MO) -139 SPRINGFIELD (IL)	1994	177105	755703
MO-IL	69 JACKSONVILLE(BUS-IL) -144 ST. LOUIS (MO)	1995	47024	263392
MO-IL	71 JOLIET (IL) -75 KANSAS CITY (MO)	2013	229530	1061041
MO-IL	22 CHICAGO (IL) -155 WARRENSBURG (MO)	2247	252659	1123343
MO-IL	22 CHICAGO (IL) -135 SEDALIA (MO)	2331	259731	1097826
MO-IL	22 CHICAGO (IL) -58 HERMANN (MO)	2343	196086	850368
MO-IL	25 COLUMBIA(BUS-MO) -107 NAPERVILLE (IL)	2443	230921	1226244
MO-IL	77 KIRKWOOD (MO) -153 UPPER ALTON (IL)	2487	22501	92008
MO-IL	22 CHICAGO (IL) -64 INDEPENDENCE (MO)	2554	314690	1414956
MO-IL	144 ST. LOUIS (MO) -153 UPPER ALTON (IL)	2736	17223	65664
MO-IL	119 PEORIA (BUS-IL) -144 ST. LOUIS (MO)	2766	109440	556030
MO-IL	11 BRANSON(BUS-MO) -22 CHICAGO (IL)	2924	265515	1605225
MO-IL	41 DWIGHT (IL) -144 ST. LOUIS (MO)	2944	146377	612382
MO-IL	21 CHAMPAIGN-URBANA (IL) -144 ST. LOUIS (MO)	2966	275915	1212995
MO-IL	22 CHICAGO (IL) -79 LA PLATA (MO)	3156	257095	1240434
MO-IL	22 CHICAGO (IL) -140 SPRINGFIELD(BUS-MO)	3166	274674	1605313
MO-IL	62 HOMEWOOD (IL) -144 ST. LOUIS (MO)	3483	225065	1062391
MO-IL	77 KIRKWOOD (MO) -107 NAPERVILLE (IL)	3821	259067	1238038
MO-IL	75 KANSAS CITY (MO) -153 UPPER ALTON (IL)	4068	282042	1248879
MO-IL	22 CHICAGO (IL) -157 WASHINGTON (MO)	4155	327728	1387736
MO-IL	74 KANKAKEE (IL) -144 ST. LOUIS (MO)	4304	324685	1450485
MO-IL	54 GLENVIEW (IL) -144 ST. LOUIS (MO)	5232	371031	1564365
MO-IL	107 NAPERVILLE (IL) -140 SPRINGFIELD(BUS-MO)	5707	527259	3059038
MO-IL	71 JOLIET (IL) -77 KIRKWOOD (MO)	5810	344142	1493064
MO-IL	22 CHICAGO (IL) -84 LEES SUMMIT (MO)	6398	794906	3461283
MO-IL	22 CHICAGO (IL) -75 KANSAS CITY (MO)	7487	870294	3975648
MO-IL	107 NAPERVILLE (IL) -144 ST. LOUIS (MO)	10459	675886	3252813
MO-IL	13 BTN-NORMAL (IL) -144 ST. LOUIS (MO)	12760	483103	2003242
MO-IL	22 CHICAGO (IL) -70 JEFFERSON (MO)	19556	1912641	7959090
MO-IL	71 JOLIET (IL) -144 ST. LOUIS (MO)	25744	1458189	6281462
MO-IL	139 SPRINGFIELD (IL) -144 ST. LOUIS (MO)	25790	625786	2475843
MO-IL	22 CHICAGO (IL) -77 KIRKWOOD (MO)	31879	2271877	9404301
MO-IL	22 CHICAGO (IL) -144 ST. LOUIS (MO)	246909	17019451	69628240
MO-IN	79 LA PLATA (MO) -121 PLYMOUTH (IN)	2	203	976
MO-IN	79 LA PLATA (MO) -156 WARSAW (IN)	2	216	1026
MO-IN	33 DEFIANCE (IN) -79 LA PLATA (MO)	4	499	2302
MO-IN	10 BLOOMINGTON(BUS-IN) -79 LA PLATA (MO)	5	720	3554
MO-IN	59 HMI-WTG-DET (IN) -70 JEFFERSON (MO)	5	502	2320
MO-IN	135 SEDALIA (MO) -156 WARSAW (IN)	11	1450	6554
MO-IN	79 LA PLATA (MO) -158 WATERLOO (BUS-IN)	14	1632	7848
MO-IN	121 PLYMOUTH (IN) -135 SEDALIA (MO)	15	1790	8145
MO-IN	80 LAFAYETTE (IN) -135 SEDALIA (MO)	15	1934	8823
MO-IN	58 HERMANN (MO) -80 LAFAYETTE (IN)	22	2384	10843
MO-IN	70 JEFFERSON (MO) -101 MICHIGAN CITY (IN)	22	2344	10334
MO-IN	58 HERMANN (MO) -149 TERRE HAUTE(BUS-IN)	26	3231	15401
MO-IN	135 SEDALIA (MO) -158 WATERLOO (BUS-IN)	27	3799	17446
MO-IN	25 COLUMBIA(BUS-MO) -158 WATERLOO (BUS-IN)	27	3509	19201
MO-IN	79 LA PLATA (MO) -149 TERRE HAUTE(BUS-IN)	27	3398	16903

MWRRI
State of Indiana
Station to Station Origin-Destination Data

States	Station Pair	Riders	Revenue	Passenger Miles
MO-IN	59 HMI-WTG-DET (IN) -142 ST. JOSEPH(BUS-MO)	30	3590	17889
MO-IN	157 WASHINGTON (MO) -158 WATERLOO (BUS-IN)	31	3457	15754
MO-IN	155 WARRENSBURG (MO) -158 WATERLOO (BUS-IN)	35	5103	23891
MO-IN	53 GARY INTERNATIONAL AIRPORT (IN) -135 SEDALIA (MO)	36	3781	17552
MO-IN	11 BRANSON(BUS-MO) -59 HMI-WTG-DET (IN)	36	3421	20170
MO-IN	149 TERRE HAUTE(BUS-IN) -157 WASHINGTON (MO)	39	4666	22144
MO-IN	156 WARSAW (IN) -157 WASHINGTON (MO)	40	4026	17949
MO-IN	25 COLUMBIA(BUS-MO) -52 GARY INTERNATIONAL AIRPORT	42	3932	23011
MO-IN	10 BLOOMINGTON(BUS-IN) -157 WASHINGTON (MO)	46	5737	27051
MO-IN	70 JEFFERSON (MO) -158 WATERLOO (BUS-IN)	47	5945	27339
MO-IN	25 COLUMBIA(BUS-MO) -156 WARSAW (IN)	50	5784	31745
MO-IN	84 LEES SUMMIT (MO) -158 WATERLOO (BUS-IN)	51	7805	36541
MO-IN	84 LEES SUMMIT (MO) -156 WARSAW (IN)	52	7307	33777
MO-IN	155 WARRENSBURG (MO) -156 WARSAW (IN)	54	7093	32764
MO-IN	66 INDIANAPOLIS AIRPORT (IN) -70 JEFFERSON (MO)	57	7688	34766
MO-IN	25 COLUMBIA(BUS-MO) -66 INDIANAPOLIS AIRPORT (IN)	60	8112	43445
MO-IN	70 JEFFERSON (MO) -121 PLYMOUTH (IN)	60	6448	29358
MO-IN	52 GARY INTERNATIONAL AIRPORT -142 ST. JOSEPH(BUS-MO)	60	7399	36765
MO-IN	26 COLUMBUS(BUS-IN) -157 WASHINGTON (MO)	62	7723	36045
MO-IN	64 INDEPENDENCE (MO) -158 WATERLOO (BUS-IN)	65	10146	47804
MO-IN	25 COLUMBIA(BUS-MO) -59 HMI-WTG-DET (IN)	66	6366	29855
MO-IN	80 LAFAYETTE (IN) -155 WARRENSBURG (MO)	69	9325	43429
MO-IN	25 COLUMBIA(BUS-MO) -101 MICHIGAN CITY (IN)	69	7171	34074
MO-IN	80 LAFAYETTE (IN) -157 WASHINGTON (MO)	69	7137	32218
MO-IN	75 KANSAS CITY (MO) -156 WARSAW (IN)	70	9316	44773
MO-IN	77 KIRKWOOD (MO) -149 TERRE HAUTE(BUS-IN)	70	7660	36749
MO-IN	65 INDIANAPOLIS (IN) -135 SEDALIA (MO)	70	10445	47257
MO-IN	80 LAFAYETTE (IN) -84 LEES SUMMIT (MO)	73	10475	48794
MO-IN	52 GARY INTERNATIONAL AIRPORT -70 JEFFERSON (MO)	73	6723	31317
MO-IN	80 LAFAYETTE (IN) -142 ST. JOSEPH(BUS-MO)	81	12645	58320
MO-IN	70 JEFFERSON (MO) -156 WARSAW (IN)	83	9546	43118
MO-IN	142 ST. JOSEPH(BUS-MO) -156 WARSAW (IN)	90	13523	63023
MO-IN	59 HMI-WTG-DET (IN) -75 KANSAS CITY (MO)	92	10176	50429
MO-IN	101 MICHIGAN CITY (IN) -140 SPRINGFIELD(BUS-MO)	110	10829	61318
MO-IN	64 INDEPENDENCE (MO) -80 LAFAYETTE (IN)	116	16961	79560
MO-IN	53 GARY INTERNATIONAL AIRPORT (IN) -142 ST. JOSEPH(BUS-MO)	117	14424	71608
MO-IN	53 GARY INTERNATIONAL AIRPORT (IN) -155 WARRENSBURG (MO)	120	13171	62670
MO-IN	53 GARY INTERNATIONAL AIRPORT (IN) -157 WASHINGTON (MO)	124	9569	44113
MO-IN	101 MICHIGAN CITY (IN) -142 ST. JOSEPH(BUS-MO)	125	16796	79776
MO-IN	25 COLUMBIA(BUS-MO) -53 GARY INTERNATIONAL AIRPORT (IN)	136	12892	75450
MO-IN	25 COLUMBIA(BUS-MO) -121 PLYMOUTH (IN)	138	15243	85053
MO-IN	50 FT. WAYNE(IN) -135 SEDALIA (MO)	139	19182	85867
MO-IN	77 KIRKWOOD (MO) -158 WATERLOO (BUS-IN)	143	14712	67612
MO-IN	121 PLYMOUTH (IN) -142 ST. JOSEPH(BUS-MO)	145	20611	97588
MO-IN	64 INDEPENDENCE (MO) -66 INDIANAPOLIS AIRPORT (IN)	146	23675	109944
MO-IN	26 COLUMBUS(BUS-IN) -77 KIRKWOOD (MO)	149	17097	80526
MO-IN	75 KANSAS CITY (MO) -121 PLYMOUTH (IN)	150	19071	92525
MO-IN	77 KIRKWOOD (MO) -156 WARSAW (IN)	168	15139	67996
MO-IN	10 BLOOMINGTON(BUS-IN) -77 KIRKWOOD (MO)	188	21770	103661
MO-IN	77 KIRKWOOD (MO) -121 PLYMOUTH (IN)	239	19996	90703
MO-IN	53 GARY INTERNATIONAL AIRPORT (IN) -70 JEFFERSON (MO)	246	22746	105950
MO-IN	75 KANSAS CITY (MO) -158 WATERLOO (BUS-IN)	253	36945	179262
MO-IN	25 COLUMBIA(BUS-MO) -80 LAFAYETTE (IN)	259	32008	171066
MO-IN	50 FT. WAYNE(IN) -79 LA PLATA (MO)	262	30400	142146
MO-IN	52 GARY INTERNATIONAL AIRPORT -77 KIRKWOOD (MO)	302	20576	96179
MO-IN	75 KANSAS CITY (MO) -80 LAFAYETTE (IN)	313	44954	207052
MO-IN	70 JEFFERSON (MO) -80 LAFAYETTE (IN)	328	38964	176143
MO-IN	50 FT. WAYNE(IN) -64 INDEPENDENCE (MO)	333	50838	234273
MO-IN	58 HERMANN (MO) -65 INDIANAPOLIS (IN)	335	42139	189938
MO-IN	65 INDIANAPOLIS (IN) -157 WASHINGTON (MO)	369	44369	198569
MO-IN	10 BLOOMINGTON(BUS-IN) -144 ST. LOUIS (MO)	397	44753	213939
MO-IN	53 GARY INTERNATIONAL AIRPORT (IN) -75 KANSAS CITY (MO)	417	46338	230801
MO-IN	65 INDIANAPOLIS (IN) -155 WARRENSBURG (MO)	442	67507	311259

States	Station Pair	Riders	Revenue	Passenger Miles
MO-IN	65 INDIANAPOLIS (IN) -84 LEES SUMMIT (MO)	447	72215	333210
MO-IN	33 DEFIANCE (IN) -144 ST. LOUIS (MO)	472	51057	224405
MO-IN	50 FT. WAYNE(IN) -70 JEFFERSON (MO)	498	61907	276685
MO-IN	144 ST. LOUIS (MO) -149 TERRE HAUTE(BUS-IN)	532	56602	272756
MO-IN	144 ST. LOUIS (MO) -158 WATERLOO (BUS-IN)	534	53274	245685
MO-IN	25 COLUMBIA(BUS-MO) -65 INDIANAPOLIS (IN)	555	80944	407909
MO-IN	50 FT. WAYNE(IN) -58 HERMANN (MO)	573	65979	293471
MO-IN	144 ST. LOUIS (MO) -156 WARSAW (IN)	649	56475	254473
MO-IN	66 INDIANAPOLIS AIRPORT (IN) -144 ST. LOUIS (MO)	653	69414	313386
MO-IN	77 KIRKWOOD (MO) -80 LAFAYETTE (IN)	667	63523	283431
MO-IN	59 HMI-WTG-DET (IN) -144 ST. LOUIS (MO)	668	42742	199007
MO-IN	26 COLUMBUS(BUS-IN) -144 ST. LOUIS (MO)	675	80055	356472
MO-IN	53 GARY INTERNATIONAL AIRPORT (IN) -77 KIRKWOOD (MO)	815	55450	259191
MO-IN	52 GARY INTERNATIONAL AIRPORT -144 ST. LOUIS (MO)	857	59269	261464
MO-IN	65 INDIANAPOLIS (IN) -70 JEFFERSON (MO)	871	117652	532140
MO-IN	50 FT. WAYNE(IN) -157 WASHINGTON (MO)	925	101301	446725
MO-IN	65 INDIANAPOLIS (IN) -75 KANSAS CITY (MO)	945	145554	694693
MO-IN	121 PLYMOUTH (IN) -144 ST. LOUIS (MO)	1055	85058	387322
MO-IN	50 FT. WAYNE(IN) -75 KANSAS CITY (MO)	1368	196027	930116
MO-IN	65 INDIANAPOLIS (IN) -77 KIRKWOOD (MO)	1523	168761	760018
MO-IN	50 FT. WAYNE(IN) -77 KIRKWOOD (MO)	1524	162435	676639
MO-IN	64 INDEPENDENCE (MO) -65 INDIANAPOLIS (IN)	1542	272845	1168908
MO-IN	80 LAFAYETTE (IN) -144 ST. LOUIS (MO)	2539	230405	1045948
MO-IN	53 GARY INTERNATIONAL AIRPORT (IN) -144 ST. LOUIS (MO)	2684	189298	818537
MO-IN	50 FT. WAYNE(IN) -144 ST. LOUIS (MO)	2792	278740	1203413
MO-IN	65 INDIANAPOLIS (IN) -144 ST. LOUIS (MO)	10950	1254301	5321710
MO-KS	58 HERMANN (MO) -82 LAWRENCE(BUS-KS)	182	8477	43753
MO-KS	82 LAWRENCE(BUS-KS) -84 LEES SUMMIT (MO)	187	1889	11586
MO-KS	58 HERMANN (MO) -152 TOPEKA(BUS-KS)	195	9630	52043
MO-KS	84 LEES SUMMIT (MO) -152 TOPEKA(BUS-KS)	205	2641	18214
MO-KS	82 LAWRENCE(BUS-KS) -157 WASHINGTON (MO)	224	11739	60313
MO-KS	82 LAWRENCE(BUS-KS) -135 SEDALIA (MO)	233	5817	30693
MO-KS	135 SEDALIA (MO) -152 TOPEKA(BUS-KS)	233	6575	37032
MO-KS	152 TOPEKA(BUS-KS) -157 WASHINGTON (MO)	257	14296	76115
MO-KS	82 LAWRENCE(BUS-KS) -155 WARRENSBURG (MO)	298	5679	30731
MO-KS	152 TOPEKA(BUS-KS) -155 WARRENSBURG (MO)	317	6938	41164
MO-KS	77 KIRKWOOD (MO) -82 LAWRENCE(BUS-KS)	324	19924	99717
MO-KS	77 KIRKWOOD (MO) -152 TOPEKA(BUS-KS)	393	25640	131809
MO-KS	70 JEFFERSON (MO) -82 LAWRENCE(BUS-KS)	413	15526	80980
MO-KS	70 JEFFERSON (MO) -152 TOPEKA(BUS-KS)	481	19669	107336
MO-KS	64 INDEPENDENCE (MO) -82 LAWRENCE(BUS-KS)	644	4321	31563
MO-KS	64 INDEPENDENCE (MO) -152 TOPEKA(BUS-KS)	653	6240	49632
MO-KS	82 LAWRENCE(BUS-KS) -144 ST. LOUIS (MO)	1156	75323	370986
MO-KS	144 ST. LOUIS (MO) -152 TOPEKA(BUS-KS)	1347	92983	468707
MO-KY	79 LA PLATA (MO) -88 LOUISVILLE(BUS-KY)	11	1456	7503
MO-KY	88 LOUISVILLE(BUS-KY) -144 ST. LOUIS (MO)	9008	1065240	5368727
MO-MI	79 LA PLATA (MO) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	2	254	1168
MO-MI	8 BANGOR (MI) -79 LA PLATA (MO)	2	279	1258
MO-MI	2 ALBION (MI) -79 LA PLATA (MO)	3	355	1858
MO-MI	61 HOLLAND (MI) -95 MARCELINE (MO)	4	450	2257
MO-MI	79 LA PLATA (MO) -133 ROYAL OAK (MI)	4	541	2892
MO-MI	79 LA PLATA (MO) -123 PONTIAC (MI)	4	551	2942
MO-MI	31 DEARBORN (MI) -95 MARCELINE (MO)	4	582	3102
MO-MI	4 ANCHORVILLE(BUS-MI) -79 LA PLATA (MO)	4	579	3168
MO-MI	5 ANN ARBOR (MI) -95 MARCELINE (MO)	5	589	3146
MO-MI	55 GRAND RAPIDS (MI) -95 MARCELINE (MO)	6	766	3921
MO-MI	68 JACKSON (MI) -79 LA PLATA (MO)	7	748	3967
MO-MI	8 BANGOR (MI) -70 JEFFERSON (MO)	8	961	4145
MO-MI	73 KALAMAZOO (MI) -79 LA PLATA (MO)	9	948	4799
MO-MI	64 INDEPENDENCE (MO) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	11	1547	7037
MO-MI	9 BATTLE CREEK (MI) -79 LA PLATA (MO)	13	1329	6970
MO-MI	37 DOWAGIAC (MI) -70 JEFFERSON (MO)	14	1540	7371
MO-MI	70 JEFFERSON (MO) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	18	2027	8881

States	Station Pair	Riders	Revenue	Passenger Miles
MO-MI	61 HOLLAND (MI) -79 LA PLATA (MO)	21	2576	12925
MO-MI	42 EAST LANSING (MI) -79 LA PLATA (MO)	21	2506	12862
MO-MI	75 KANSAS CITY (MO) -112 NILES (MI)	22	2756	13738
MO-MI	79 LA PLATA (MO) -89 LUDINGTON(BUS-MI)	24	2963	16349
MO-MI	8 BANGOR (MI) -25 COLUMBIA(BUS-MO)	25	3052	13781
MO-MI	70 JEFFERSON (MO) -112 NILES (MI)	25	2681	12610
MO-MI	8 BANGOR (MI) -142 ST. JOSEPH(BUS-MO)	31	4870	21749
MO-MI	5 ANN ARBOR (MI) -79 LA PLATA (MO)	34	3986	21361
MO-MI	31 DEARBORN (MI) -79 LA PLATA (MO)	34	4286	22911
MO-MI	79 LA PLATA (MO) -106 MUSKEGON(BUS-MI)	35	4167	22068
MO-MI	35 DETROIT (MI) -79 LA PLATA (MO)	37	4636	24778
MO-MI	73 KALAMAZOO (MI) -84 LEES SUMMIT (MO)	37	5242	25478
MO-MI	58 HERMANN (MO) -106 MUSKEGON(BUS-MI)	39	4584	23271
MO-MI	42 EAST LANSING (MI) -157 WASHINGTON (MO)	39	4375	21421
MO-MI	70 JEFFERSON (MO) -73 KALAMAZOO (MI)	43	4843	23289
MO-MI	64 INDEPENDENCE (MO) -73 KALAMAZOO (MI)	46	6493	31754
MO-MI	61 HOLLAND (MI) -70 JEFFERSON (MO)	46	6025	28899
MO-MI	112 NILES (MI) -142 ST. JOSEPH(BUS-MO)	51	7275	34342
MO-MI	25 COLUMBIA(BUS-MO) -37 DOWAGIAC (MI)	51	5560	27840
MO-MI	77 KIRKWOOD (MO) -89 LUDINGTON(BUS-MI)	56	6030	32661
MO-MI	55 GRAND RAPIDS (MI) -58 HERMANN (MO)	58	7180	32366
MO-MI	25 COLUMBIA(BUS-MO) -112 NILES (MI)	60	6479	31936
MO-MI	64 INDEPENDENCE (MO) -68 JACKSON (MI)	61	9125	46341
MO-MI	5 ANN ARBOR (MI) -84 LEES SUMMIT (MO)	65	9938	50749
MO-MI	46 FLINT (MI) -79 LA PLATA (MO)	68	8599	44058
MO-MI	142 ST. JOSEPH(BUS-MO) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	69	10301	46803
MO-MI	25 COLUMBIA(BUS-MO) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	73	8397	38591
MO-MI	37 DOWAGIAC (MI) -142 ST. JOSEPH(BUS-MO)	74	10532	51068
MO-MI	106 MUSKEGON(BUS-MI) -157 WASHINGTON (MO)	88	9873	50061
MO-MI	31 DEARBORN (MI) -84 LEES SUMMIT (MO)	93	14839	75754
MO-MI	64 INDEPENDENCE (MO) -123 PONTIAC (MI)	95	15979	81976
MO-MI	9 BATTLE CREEK (MI) -75 KANSAS CITY (MO)	96	12782	66502
MO-MI	75 KANSAS CITY (MO) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	100	13209	61981
MO-MI	55 GRAND RAPIDS (MI) -79 LA PLATA (MO)	106	12491	61748
MO-MI	55 GRAND RAPIDS (MI) -157 WASHINGTON (MO)	109	12762	57247
MO-MI	35 DETROIT (MI) -84 LEES SUMMIT (MO)	115	18547	94719
MO-MI	73 KALAMAZOO (MI) -75 KANSAS CITY (MO)	136	18033	91215
MO-MI	55 GRAND RAPIDS (MI) -84 LEES SUMMIT (MO)	143	21260	104581
MO-MI	25 COLUMBIA(BUS-MO) -61 HOLLAND (MI)	164	21608	107598
MO-MI	112 NILES (MI) -144 ST. LOUIS (MO)	181	14800	67442
MO-MI	9 BATTLE CREEK (MI) -25 COLUMBIA(BUS-MO)	189	21891	113483
MO-MI	61 HOLLAND (MI) -75 KANSAS CITY (MO)	221	32916	165248
MO-MI	25 COLUMBIA(BUS-MO) -73 KALAMAZOO (MI)	226	25973	130314
MO-MI	77 KIRKWOOD (MO) -106 MUSKEGON(BUS-MI)	234	23966	123555
MO-MI	89 LUDINGTON(BUS-MI) -144 ST. LOUIS (MO)	239	24979	136306
MO-MI	42 EAST LANSING (MI) -77 KIRKWOOD (MO)	262	26623	132193
MO-MI	31 DEARBORN (MI) -75 KANSAS CITY (MO)	325	49519	261940
MO-MI	55 GRAND RAPIDS (MI) -77 KIRKWOOD (MO)	336	34415	163729
MO-MI	5 ANN ARBOR (MI) -75 KANSAS CITY (MO)	415	60757	321940
MO-MI	46 FLINT (MI) -77 KIRKWOOD (MO)	501	55674	276700
MO-MI	75 KANSAS CITY (MO) -123 PONTIAC (MI)	647	102410	541173
MO-MI	2 ALBION (MI) -144 ST. LOUIS (MO)	680	62165	317481
MO-MI	35 DETROIT (MI) -75 KANSAS CITY (MO)	711	109413	578767
MO-MI	42 EAST LANSING (MI) -144 ST. LOUIS (MO)	713	70088	349998
MO-MI	55 GRAND RAPIDS (MI) -75 KANSAS CITY (MO)	876	123974	633221
MO-MI	106 MUSKEGON(BUS-MI) -144 ST. LOUIS (MO)	1059	110165	544535
MO-MI	55 GRAND RAPIDS (MI) -144 ST. LOUIS (MO)	1313	130705	622242
MO-MI	68 JACKSON (MI) -144 ST. LOUIS (MO)	2002	188221	976807
MO-MI	4 ANCHORVILLE(BUS-MI) -144 ST. LOUIS (MO)	2091	252549	1254449
MO-MI	73 KALAMAZOO (MI) -144 ST. LOUIS (MO)	2094	189768	881433
MO-MI	123 PONTIAC (MI) -144 ST. LOUIS (MO)	2237	250599	1315454
MO-MI	9 BATTLE CREEK (MI) -144 ST. LOUIS (MO)	2800	257500	1240465
MO-MI	46 FLINT (MI) -144 ST. LOUIS (MO)	3090	333321	1665251

States	Station Pair	Riders	Revenue	Passenger Miles
MO-MI	133 ROYAL OAK (MI) -144 ST. LOUIS (MO)	3681	430192	2120213
MO-MI	5 ANN ARBOR (MI) -144 ST. LOUIS (MO)	3865	416894	2032864
MO-MI	31 DEARBORN (MI) -144 ST. LOUIS (MO)	4027	449440	2239246
MO-MI	35 DETROIT (MI) -144 ST. LOUIS (MO)	6191	712737	3497802
MO-MN	79 LA PLATA (MO) -129 RED WING (MN)	2	333	1508
MO-MN	79 LA PLATA (MO) -163 WINONA (MN)	2	319	1452
MO-MN	95 MARCELINE (MO) -103 MPLS/ST.PAUL (MN)	3	477	2181
MO-MN	79 LA PLATA (MO) -141 ST. CLOUD (BUS-MN)	4	820	3713
MO-MN	75 KANSAS CITY (MO) -145 STAPLES (BUS-MN)	7	1774	8095
MO-MN	64 INDEPENDENCE (MO) -163 WINONA (MN)	10	2015	9119
MO-MN	75 KANSAS CITY (MO) -129 RED WING (MN)	22	4449	20447
MO-MN	79 LA PLATA (MO) -103 MPLS/ST.PAUL (MN)	28	5103	23224
MO-MN	75 KANSAS CITY (MO) -141 ST. CLOUD (BUS-MN)	41	9102	41764
MO-MN	75 KANSAS CITY (MO) -163 WINONA (MN)	44	8263	38223
MO-MN	36 DETROIT LAKES (MN) -144 ST. LOUIS (MO)	47	9790	42690
MO-MN	144 ST. LOUIS (MO) -145 STAPLES (BUS-MN)	53	10263	44861
MO-MN	84 LEES SUMMIT (MO) -103 MPLS/ST.PAUL (MN)	85	18435	82991
MO-MN	64 INDEPENDENCE (MO) -103 MPLS/ST.PAUL (MN)	178	38952	176249
MO-MN	141 ST. CLOUD (BUS-MN) -144 ST. LOUIS (MO)	216	38406	168399
MO-MN	144 ST. LOUIS (MO) -163 WINONA (MN)	485	68060	298129
MO-MN	75 KANSAS CITY (MO) -103 MPLS/ST.PAUL (MN)	648	135594	625713
MO-MN	129 RED WING (MN) -144 ST. LOUIS (MO)	843	130696	570404
MO-MN	103 MPLS/ST.PAUL (MN) -144 ST. LOUIS (MO)	7343	1196596	5264841
MO-MO	72 JOPLIN(BUS-MO) -84 LEES SUMMIT (MO)	99	6704	44846
MO-MO	72 JOPLIN(BUS-MO) -135 SEDALIA (MO)	115	6290	44070
MO-MO	72 JOPLIN(BUS-MO) -155 WARRENSBURG (MO)	130	7517	53443
MO-MO	25 COLUMBIA(BUS-MO) -58 HERMANN (MO)	137	1841	10302
MO-MO	84 LEES SUMMIT (MO) -140 SPRINGFIELD(BUS-MO)	154	9431	58708
MO-MO	58 HERMANN (MO) -72 JOPLIN(BUS-MO)	158	4801	43517
MO-MO	135 SEDALIA (MO) -140 SPRINGFIELD(BUS-MO)	177	8463	54976
MO-MO	64 INDEPENDENCE (MO) -72 JOPLIN(BUS-MO)	192	13418	89373
MO-MO	140 SPRINGFIELD(BUS-MO) -155 WARRENSBURG (MO)	193	9877	65509
MO-MO	11 BRANSON(BUS-MO) -84 LEES SUMMIT (MO)	209	13476	88226
MO-MO	58 HERMANN (MO) -142 ST. JOSEPH(BUS-MO)	214	11444	55195
MO-MO	25 COLUMBIA(BUS-MO) -155 WARRENSBURG (MO)	240	5256	29737
MO-MO	25 COLUMBIA(BUS-MO) -64 INDEPENDENCE (MO)	241	8286	42946
MO-MO	25 COLUMBIA(BUS-MO) -135 SEDALIA (MO)	243	4520	23045
MO-MO	11 BRANSON(BUS-MO) -135 SEDALIA (MO)	258	13272	90882
MO-MO	64 INDEPENDENCE (MO) -140 SPRINGFIELD(BUS-MO)	270	17021	105996
MO-MO	58 HERMANN (MO) -140 SPRINGFIELD(BUS-MO)	274	6406	55386
MO-MO	11 BRANSON(BUS-MO) -155 WARRENSBURG (MO)	291	15965	110763
MO-MO	25 COLUMBIA(BUS-MO) -157 WASHINGTON (MO)	316	6139	32887
MO-MO	11 BRANSON(BUS-MO) -58 HERMANN (MO)	336	9117	81973
MO-MO	135 SEDALIA (MO) -157 WASHINGTON (MO)	353	11273	48324
MO-MO	58 HERMANN (MO) -135 SEDALIA (MO)	355	9208	38313
MO-MO	58 HERMANN (MO) -64 INDEPENDENCE (MO)	369	15918	70385
MO-MO	72 JOPLIN(BUS-MO) -77 KIRKWOOD (MO)	382	13047	108808
MO-MO	70 JEFFERSON (MO) -72 JOPLIN(BUS-MO)	383	15702	122022
MO-MO	11 BRANSON(BUS-MO) -64 INDEPENDENCE (MO)	400	26657	173910
MO-MO	135 SEDALIA (MO) -142 ST. JOSEPH(BUS-MO)	469	13710	70385
MO-MO	84 LEES SUMMIT (MO) -142 ST. JOSEPH(BUS-MO)	553	7034	44266
MO-MO	142 ST. JOSEPH(BUS-MO) -157 WASHINGTON (MO)	633	37278	181772
MO-MO	70 JEFFERSON (MO) -140 SPRINGFIELD(BUS-MO)	660	22335	162259
MO-MO	11 BRANSON(BUS-MO) -77 KIRKWOOD (MO)	703	21444	178604
MO-MO	142 ST. JOSEPH(BUS-MO) -155 WARRENSBURG (MO)	733	16525	88664
MO-MO	77 KIRKWOOD (MO) -140 SPRINGFIELD(BUS-MO)	738	20122	156538
MO-MO	25 COLUMBIA(BUS-MO) -84 LEES SUMMIT (MO)	773	24767	127579
MO-MO	58 HERMANN (MO) -155 WARRENSBURG (MO)	794	23914	108822
MO-MO	11 BRANSON(BUS-MO) -70 JEFFERSON (MO)	804	30179	231602
MO-MO	64 INDEPENDENCE (MO) -75 KANSAS CITY (MO)	839	2515	9231
MO-MO	155 WARRENSBURG (MO) -157 WASHINGTON (MO)	973	34960	161555
MO-MO	72 JOPLIN(BUS-MO) -75 KANSAS CITY (MO)	1030	95380	585261
MO-MO	72 JOPLIN(BUS-MO) -144 ST. LOUIS (MO)	1076	40500	320771

States	Station Pair	Riders	Revenue	Passenger Miles
MO-MO	64 INDEPENDENCE (MO) -135 SEDALIA (MO)	1086	20752	90176
MO-MO	64 INDEPENDENCE (MO) -157 WASHINGTON (MO)	1107	53137	243542
MO-MO	70 JEFFERSON (MO) -155 WARRENSBURG (MO)	1234	25358	114770
MO-MO	77 KIRKWOOD (MO) -142 ST. JOSEPH(BUS-MO)	1240	83225	404104
MO-MO	84 LEES SUMMIT (MO) -155 WARRENSBURG (MO)	1268	13793	51997
MO-MO	58 HERMANN (MO) -157 WASHINGTON (MO)	1312	9707	38034
MO-MO	64 INDEPENDENCE (MO) -155 WARRENSBURG (MO)	1396	17908	75398
MO-MO	75 KANSAS CITY (MO) -140 SPRINGFIELD(BUS-MO)	1482	129203	750349
MO-MO	64 INDEPENDENCE (MO) -142 ST. JOSEPH(BUS-MO)	1510	13968	101189
MO-MO	70 JEFFERSON (MO) -142 ST. JOSEPH(BUS-MO)	1534	66329	328228
MO-MO	84 LEES SUMMIT (MO) -135 SEDALIA (MO)	1730	29553	121076
MO-MO	70 JEFFERSON (MO) -135 SEDALIA (MO)	1732	29039	110868
MO-MO	58 HERMANN (MO) -144 ST. LOUIS (MO)	2126	41068	172194
MO-MO	140 SPRINGFIELD(BUS-MO) -144 ST. LOUIS (MO)	2126	65500	478451
MO-MO	11 BRANSON(BUS-MO) -75 KANSAS CITY (MO)	2201	204752	1223695
MO-MO	11 BRANSON(BUS-MO) -144 ST. LOUIS (MO)	2226	75687	594413
MO-MO	84 LEES SUMMIT (MO) -157 WASHINGTON (MO)	2273	103594	470493
MO-MO	135 SEDALIA (MO) -144 ST. LOUIS (MO)	2274	102408	429857
MO-MO	58 HERMANN (MO) -75 KANSAS CITY (MO)	2539	115018	512799
MO-MO	25 COLUMBIA(BUS-MO) -77 KIRKWOOD (MO)	2542	73040	363548
MO-MO	64 INDEPENDENCE (MO) -70 JEFFERSON (MO)	2737	88763	402266
MO-MO	25 COLUMBIA(BUS-MO) -75 KANSAS CITY (MO)	2827	126214	661331
MO-MO	144 ST. LOUIS (MO) -157 WASHINGTON (MO)	2918	39355	151711
MO-MO	75 KANSAS CITY (MO) -155 WARRENSBURG (MO)	2923	46058	190002
MO-MO	135 SEDALIA (MO) -155 WARRENSBURG (MO)	2939	22660	85239
MO-MO	58 HERMANN (MO) -84 LEES SUMMIT (MO)	3040	119826	541126
MO-MO	25 COLUMBIA(BUS-MO) -144 ST. LOUIS (MO)	3175	101519	495289
MO-MO	77 KIRKWOOD (MO) -135 SEDALIA (MO)	3334	137636	586821
MO-MO	142 ST. JOSEPH(BUS-MO) -144 ST. LOUIS (MO)	3652	262597	1238022
MO-MO	58 HERMANN (MO) -70 JEFFERSON (MO)	3850	49312	169398
MO-MO	64 INDEPENDENCE (MO) -144 ST. LOUIS (MO)	3912	240724	1064192
MO-MO	70 JEFFERSON (MO) -157 WASHINGTON (MO)	4168	82191	304265
MO-MO	75 KANSAS CITY (MO) -135 SEDALIA (MO)	4344	96449	408324
MO-MO	64 INDEPENDENCE (MO) -77 KIRKWOOD (MO)	4679	267700	1211741
MO-MO	77 KIRKWOOD (MO) -155 WARRENSBURG (MO)	5491	247136	1125623
MO-MO	144 ST. LOUIS (MO) -155 WARRENSBURG (MO)	6744	329982	1470086
MO-MO	75 KANSAS CITY (MO) -157 WASHINGTON (MO)	8369	425051	1933187
MO-MO	70 JEFFERSON (MO) -84 LEES SUMMIT (MO)	9431	294423	1263755
MO-MO	58 HERMANN (MO) -77 KIRKWOOD (MO)	9771	155109	664461
MO-MO	77 KIRKWOOD (MO) -157 WASHINGTON (MO)	12504	126153	487675
MO-MO	84 LEES SUMMIT (MO) -144 ST. LOUIS (MO)	12700	763807	3289278
MO-MO	75 KANSAS CITY (MO) -84 LEES SUMMIT (MO)	14371	94084	344900
MO-MO	77 KIRKWOOD (MO) -84 LEES SUMMIT (MO)	21855	1219303	5376272
MO-MO	77 KIRKWOOD (MO) -144 ST. LOUIS (MO)	22044	75884	286567
MO-MO	70 JEFFERSON (MO) -77 KIRKWOOD (MO)	24026	641722	2690938
MO-MO	70 JEFFERSON (MO) -75 KANSAS CITY (MO)	27771	1137982	4420209
MO-MO	75 KANSAS CITY (MO) -77 KIRKWOOD (MO)	46879	2903977	12657332
MO-MO	75 KANSAS CITY (MO) -144 ST. LOUIS (MO)	53692	3519522	15194849
MO-MO	70 JEFFERSON (MO) -144 ST. LOUIS (MO)	62226	2205016	7778221
MO-NE	58 HERMANN (MO) -108 NEBRASKA CITY (BUS-NE)	103	6685	36007
MO-NE	108 NEBRASKA CITY (BUS-NE) -144 ST. LOUIS (MO)	130	10682	55613
MO-NE	77 KIRKWOOD (MO) -108 NEBRASKA CITY (BUS-NE)	188	15025	78022
MO-NE	108 NEBRASKA CITY (BUS-NE) -135 SEDALIA (MO)	296	12011	71037
MO-NE	70 JEFFERSON (MO) -108 NEBRASKA CITY (BUS-NE)	523	28338	159117
MO-NE	64 INDEPENDENCE (MO) -108 NEBRASKA CITY (BUS-NE)	998	19742	156691
MO-OH	79 LA PLATA (MO) -134 SANDUSKY (OH)	2	273	1247
MO-OH	79 LA PLATA (MO) -150 TOLEDO (OH)	2	277	1260
MO-OH	24 CLEVELAND (OH) -79 LA PLATA (MO)	2	360	1625
MO-OH	135 SEDALIA (MO) -154 WARREN(BUS-OH)	5	995	4526
MO-OH	135 SEDALIA (MO) -150 TOLEDO (OH)	11	1790	7866
MO-OH	154 WARREN(BUS-OH) -155 WARRENSBURG (MO)	18	3507	16176
MO-OH	154 WARREN(BUS-OH) -157 WASHINGTON (MO)	19	3170	14314
MO-OH	24 CLEVELAND (OH) -135 SEDALIA (MO)	26	4860	21303

MWRRI
State of Indiana
Station to Station Origin-Destination Data

States	Station Pair	Riders	Revenue	Passenger Miles
MO-OH	30 DAYTON(BUS-OH) -135 SEDALIA (MO)	27	4333	21505
MO-OH	70 JEFFERSON (MO) -154 WARREN(BUS-OH)	35	6348	28867
MO-OH	75 KANSAS CITY (MO) -134 SANDUSKY (OH)	39	6884	31934
MO-OH	23 CINCINNATI (OH) -135 SEDALIA (MO)	44	7804	34992
MO-OH	64 INDEPENDENCE (MO) -150 TOLEDO (OH)	53	9367	42288
MO-OH	1 AKRON(BUS-OH) -75 KANSAS CITY (MO)	57	11221	52646
MO-OH	25 COLUMBIA(BUS-MO) -150 TOLEDO (OH)	58	8869	45502
MO-OH	45 ELYRIA (OH) -75 KANSAS CITY (MO)	72	13430	61834
MO-OH	150 TOLEDO (OH) -155 WARRENSBURG (MO)	76	12725	56965
MO-OH	77 KIRKWOOD (MO) -154 WARREN(BUS-OH)	79	12312	55861
MO-OH	150 TOLEDO (OH) -157 WASHINGTON (MO)	86	11638	50315
MO-OH	24 CLEVELAND (OH) -25 COLUMBIA(BUS-MO)	89	15659	78519
MO-OH	30 DAYTON(BUS-OH) -70 JEFFERSON (MO)	98	14459	72357
MO-OH	70 JEFFERSON (MO) -150 TOLEDO (OH)	149	22303	97721
MO-OH	75 KANSAS CITY (MO) -150 TOLEDO (OH)	216	36402	168388
MO-OH	144 ST. LOUIS (MO) -154 WARREN(BUS-OH)	231	35171	159903
MO-OH	24 CLEVELAND (OH) -75 KANSAS CITY (MO)	246	47601	218226
MO-OH	24 CLEVELAND (OH) -70 JEFFERSON (MO)	258	45024	196780
MO-OH	23 CINCINNATI (OH) -155 WARRENSBURG (MO)	272	48783	222356
MO-OH	23 CINCINNATI (OH) -157 WASHINGTON (MO)	319	46791	207542
MO-OH	30 DAYTON(BUS-OH) -77 KIRKWOOD (MO)	342	42115	214023
MO-OH	77 KIRKWOOD (MO) -150 TOLEDO (OH)	347	43438	188382
MO-OH	23 CINCINNATI (OH) -25 COLUMBIA(BUS-MO)	401	69221	339657
MO-OH	30 DAYTON(BUS-OH) -75 KANSAS CITY (MO)	634	105362	545880
MO-OH	23 CINCINNATI (OH) -70 JEFFERSON (MO)	679	109818	491867
MO-OH	24 CLEVELAND (OH) -77 KIRKWOOD (MO)	685	102773	445160
MO-OH	1 AKRON(BUS-OH) -144 ST. LOUIS (MO)	697	104933	470448
MO-OH	134 SANDUSKY (OH) -144 ST. LOUIS (MO)	824	108516	475424
MO-OH	45 ELYRIA (OH) -144 ST. LOUIS (MO)	946	132976	578687
MO-OH	23 CINCINNATI (OH) -77 KIRKWOOD (MO)	1765	242475	1080331
MO-OH	30 DAYTON(BUS-OH) -144 ST. LOUIS (MO)	1920	245341	1174772
MO-OH	144 ST. LOUIS (MO) -150 TOLEDO (OH)	3709	457372	1965852
MO-OH	24 CLEVELAND (OH) -144 ST. LOUIS (MO)	4021	590579	2561159
MO-OH	23 CINCINNATI (OH) -144 ST. LOUIS (MO)	8219	1157811	4923210
MO-WI	95 MARCELINE (MO) -148 STURTEVANT (WI)	2	193	942
MO-WI	79 LA PLATA (MO) -159 WATERTOWN (WI)	2	229	1063
MO-WI	79 LA PLATA (MO) -151 TOMAH (WI)	2	299	1347
MO-WI	78 LA CROSSE (WI) -79 LA PLATA (MO)	2	347	1568
MO-WI	12 BROOKFIELD (WI) -95 MARCELINE (MO)	3	310	1454
MO-WI	79 LA PLATA (MO) -147 STURGEON BAY(BUS-WI)	3	407	1802
MO-WI	95 MARCELINE (MO) -102 MILWAUKEE (WI)	4	412	1990
MO-WI	79 LA PLATA (MO) -125 PORTAGE (WI)	4	523	2344
MO-WI	79 LA PLATA (MO) -164 WISCONSIN DELLS (WI)	4	550	2491
MO-WI	79 LA PLATA (MO) -136 SHEBOYGAN(BUS-WI)	5	491	2448
MO-WI	79 LA PLATA (MO) -162 WEST BEND (WI)	5	587	2703
MO-WI	79 LA PLATA (MO) -96 MARINETTE(BUS-WI)	5	767	3504
MO-WI	135 SEDALIA (MO) -162 WEST BEND (WI)	6	781	3443
MO-WI	70 JEFFERSON (MO) -125 PORTAGE (WI)	10	1376	5935
MO-WI	70 JEFFERSON (MO) -159 WATERTOWN (WI)	12	1507	6670
MO-WI	70 JEFFERSON (MO) -113 OCONOMOWOC (WI)	13	1527	6765
MO-WI	77 KIRKWOOD (MO) -147 STURGEON BAY(BUS-WI)	14	1691	7109
MO-WI	135 SEDALIA (MO) -136 SHEBOYGAN(BUS-WI)	14	1755	8274
MO-WI	79 LA PLATA (MO) -146 STEVENS POINT(BUS-WI)	18	2474	11556
MO-WI	79 LA PLATA (MO) -92 MANITOWOC(BUS-WI)	19	2138	10454
MO-WI	64 INDEPENDENCE (MO) -78 LA CROSSE (WI)	20	3762	16923
MO-WI	79 LA PLATA (MO) -148 STURTEVANT (WI)	20	1906	9286
MO-WI	77 KIRKWOOD (MO) -96 MARINETTE(BUS-WI)	21	2669	11650
MO-WI	79 LA PLATA (MO) -160 WAUSAU(BUS-WI)	22	3127	15021
MO-WI	58 HERMANN (MO) -162 WEST BEND (WI)	25	2783	12149
MO-WI	25 COLUMBIA(BUS-MO) -125 PORTAGE (WI)	27	3914	19987
MO-WI	25 COLUMBIA(BUS-MO) -159 WATERTOWN (WI)	28	3516	18785
MO-WI	12 BROOKFIELD (WI) -79 LA PLATA (MO)	31	3291	15373
MO-WI	75 KANSAS CITY (MO) -151 TOMAH (WI)	33	5796	26567

MWRRI
State of Indiana
Station to Station Origin-Destination Data

States	Station Pair	Riders	Revenue	Passenger Miles
MO-WI	12 BROOKFIELD (WI) -135 SEDALIA (MO)	34	4763	19544
MO-WI	58 HERMANN (MO) -92 MANITOWOC(BUS-WI)	36	3855	18818
MO-WI	25 COLUMBIA(BUS-MO) -113 OCONOMOWOC (WI)	36	4308	23148
MO-WI	142 ST. JOSEPH(BUS-MO) -162 WEST BEND (WI)	38	5576	26640
MO-WI	75 KANSAS CITY (MO) -164 WISCONSIN DELLS (WI)	38	6227	28731
MO-WI	135 SEDALIA (MO) -148 STURTEVANT (WI)	45	5389	23887
MO-WI	64 INDEPENDENCE (MO) -92 MANITOWOC(BUS-WI)	46	6706	33113
MO-WI	75 KANSAS CITY (MO) -159 WATERTOWN (WI)	47	6645	31318
MO-WI	155 WARRENSBURG (MO) -162 WEST BEND (WI)	49	6712	30259
MO-WI	75 KANSAS CITY (MO) -78 LA CROSSE (WI)	50	9168	42182
MO-WI	58 HERMANN (MO) -148 STURTEVANT (WI)	53	4856	22293
MO-WI	84 LEES SUMMIT (MO) -162 WEST BEND (WI)	56	8166	36893
MO-WI	58 HERMANN (MO) -136 SHEBOYGAN(BUS-WI)	57	5966	28253
MO-WI	64 INDEPENDENCE (MO) -136 SHEBOYGAN(BUS-WI)	57	8130	39277
MO-WI	136 SHEBOYGAN(BUS-WI) -155 WARRENSBURG (MO)	57	7584	36466
MO-WI	146 STEVENS POINT(BUS-WI) -157 WASHINGTON (MO)	59	7636	33942
MO-WI	75 KANSAS CITY (MO) -125 PORTAGE (WI)	61	9746	44618
MO-WI	157 WASHINGTON (MO) -162 WEST BEND (WI)	63	6550	28304
MO-WI	136 SHEBOYGAN(BUS-WI) -157 WASHINGTON (MO)	65	6473	30485
MO-WI	144 ST. LOUIS (MO) -147 STURGEON BAY(BUS-WI)	67	8204	34508
MO-WI	64 INDEPENDENCE (MO) -162 WEST BEND (WI)	69	10728	46296
MO-WI	92 MANITOWOC(BUS-WI) -157 WASHINGTON (MO)	76	7772	37799
MO-WI	96 MARINETTE(BUS-WI) -144 ST. LOUIS (MO)	83	10397	45457
MO-WI	12 BROOKFIELD (WI) -142 ST. JOSEPH(BUS-MO)	84	12202	57904
MO-WI	12 BROOKFIELD (WI) -58 HERMANN (MO)	87	9057	40032
MO-WI	79 LA PLATA (MO) -102 MILWAUKEE (WI)	96	9542	46011
MO-WI	70 JEFFERSON (MO) -92 MANITOWOC(BUS-WI)	98	11495	55971
MO-WI	142 ST. JOSEPH(BUS-MO) -148 STURTEVANT (WI)	100	13385	65098
MO-WI	25 COLUMBIA(BUS-MO) -162 WEST BEND (WI)	107	13039	69463
MO-WI	77 KIRKWOOD (MO) -160 WAUSAU(BUS-WI)	119	14719	68074
MO-WI	25 COLUMBIA(BUS-MO) -47 FOND DU LAC (WI)	119	15599	81069
MO-WI	102 MILWAUKEE (WI) -135 SEDALIA (MO)	125	15846	69276
MO-WI	12 BROOKFIELD (WI) -155 WARRENSBURG (MO)	134	18930	80407
MO-WI	77 KIRKWOOD (MO) -146 STEVENS POINT(BUS-WI)	137	16468	73588
MO-WI	70 JEFFERSON (MO) -136 SHEBOYGAN(BUS-WI)	143	17172	77315
MO-WI	25 COLUMBIA(BUS-MO) -148 STURTEVANT (WI)	169	18718	100220
MO-WI	148 STURTEVANT (WI) -155 WARRENSBURG (MO)	170	20225	95142
MO-WI	12 BROOKFIELD (WI) -25 COLUMBIA(BUS-MO)	170	21770	107106
MO-WI	70 JEFFERSON (MO) -162 WEST BEND (WI)	184	23287	96606
MO-WI	102 MILWAUKEE (WI) -142 ST. JOSEPH(BUS-MO)	186	26122	124829
MO-WI	12 BROOKFIELD (WI) -157 WASHINGTON (MO)	186	20169	80481
MO-WI	148 STURTEVANT (WI) -157 WASHINGTON (MO)	200	17380	79110
MO-WI	12 BROOKFIELD (WI) -64 INDEPENDENCE (MO)	213	31395	138865
MO-WI	58 HERMANN (MO) -102 MILWAUKEE (WI)	217	22696	97041
MO-WI	84 LEES SUMMIT (MO) -148 STURTEVANT (WI)	218	27846	130935
MO-WI	75 KANSAS CITY (MO) -136 SHEBOYGAN(BUS-WI)	243	33211	161700
MO-WI	75 KANSAS CITY (MO) -162 WEST BEND (WI)	248	35533	160823
MO-WI	75 KANSAS CITY (MO) -92 MANITOWOC(BUS-WI)	248	33799	172497
MO-WI	12 BROOKFIELD (WI) -84 LEES SUMMIT (MO)	263	39296	168532
MO-WI	102 MILWAUKEE (WI) -155 WARRENSBURG (MO)	279	36585	163023
MO-WI	25 COLUMBIA(BUS-MO) -102 MILWAUKEE (WI)	286	34442	176311
MO-WI	77 KIRKWOOD (MO) -92 MANITOWOC(BUS-WI)	301	29976	138364
MO-WI	64 INDEPENDENCE (MO) -148 STURTEVANT (WI)	303	40172	186353
MO-WI	144 ST. LOUIS (MO) -159 WATERTOWN (WI)	342	32211	141380
MO-WI	102 MILWAUKEE (WI) -157 WASHINGTON (MO)	373	37198	156432
MO-WI	144 ST. LOUIS (MO) -164 WISCONSIN DELLS (WI)	382	44328	191149
MO-WI	77 KIRKWOOD (MO) -162 WEST BEND (WI)	382	39721	157636
MO-WI	77 KIRKWOOD (MO) -136 SHEBOYGAN(BUS-WI)	412	39577	177015
MO-WI	70 JEFFERSON (MO) -148 STURTEVANT (WI)	447	48173	209027
MO-WI	75 KANSAS CITY (MO) -148 STURTEVANT (WI)	455	55729	269449
MO-WI	12 BROOKFIELD (WI) -75 KANSAS CITY (MO)	520	71785	327698
MO-WI	12 BROOKFIELD (WI) -70 JEFFERSON (MO)	527	65112	266870
MO-WI	125 PORTAGE (WI) -144 ST. LOUIS (MO)	534	60736	258452

MWRRI
State of Indiana
Station to Station Origin-Destination Data

States	Station Pair	Riders	Revenue	Passenger Miles
MO-WI	64 INDEPENDENCE (MO) -102 MILWAUKEE (WI)	588	83405	375974
MO-WI	144 ST. LOUIS (MO) -151 TOMAH (WI)	590	75020	322371
MO-WI	84 LEES SUMMIT (MO) -102 MILWAUKEE (WI)	696	95886	435662
MO-WI	144 ST. LOUIS (MO) -160 WAUSAU(BUS-WI)	746	89707	416163
MO-WI	78 LA CROSSE (WI) -144 ST. LOUIS (MO)	868	117638	510324
MO-WI	12 BROOKFIELD (WI) -77 KIRKWOOD (MO)	889	86450	350322
MO-WI	144 ST. LOUIS (MO) -146 STEVENS POINT(BUS-WI)	992	116064	519829
MO-WI	75 KANSAS CITY (MO) -102 MILWAUKEE (WI)	1062	137693	654315
MO-WI	77 KIRKWOOD (MO) -148 STURTEVANT (WI)	1070	88909	380869
MO-WI	70 JEFFERSON (MO) -102 MILWAUKEE (WI)	1202	139157	591527
MO-WI	92 MANITOWOC(BUS-WI) -144 ST. LOUIS (MO)	1345	128338	599924
MO-WI	136 SHEBOYGAN(BUS-WI) -144 ST. LOUIS (MO)	1401	130523	584061
MO-WI	144 ST. LOUIS (MO) -162 WEST BEND (WI)	1749	176343	699759
MO-WI	77 KIRKWOOD (MO) -102 MILWAUKEE (WI)	2532	228651	962196
MO-WI	144 ST. LOUIS (MO) -148 STURTEVANT (WI)	4454	355269	1527715
MO-WI	12 BROOKFIELD (WI) -144 ST. LOUIS (MO)	5534	529037	2108537
MO-WI	102 MILWAUKEE (WI) -144 ST. LOUIS (MO)	13781	1200229	5057753
NE-IA	99 MCCOOK (NE) -138 SIOUX CITY(BUS-IA)	3	196	1159
NE-IA	60 HOLDREGE (NE) -138 SIOUX CITY(BUS-IA)	3	153	946
NE-IA	34 DES MOINES (IA) -99 MCCOOK (NE)	4	382	1800
NE-IA	14 BURLINGTON (IA) -60 HOLDREGE (NE)	7	726	3659
NE-IA	57 HASTINGS (NE) -138 SIOUX CITY(BUS-IA)	7	307	1987
NE-IA	60 HOLDREGE (NE) -117 OTTUMWA (IA)	9	749	3773
NE-IA	57 HASTINGS (NE) -67 IOWA CITY (IA)	9	898	3795
NE-IA	28 CRESTON (IA) -60 HOLDREGE (NE)	10	629	3166
NE-IA	28 CRESTON (IA) -57 HASTINGS (NE)	12	600	3024
NE-IA	34 DES MOINES (IA) -60 HOLDREGE (NE)	13	1015	4522
NE-IA	60 HOLDREGE (NE) -115 OSCEOLA (IA)	15	1013	5102
NE-IA	14 BURLINGTON (IA) -99 MCCOOK (NE)	17	1949	9570
NE-IA	28 CRESTON (IA) -99 MCCOOK (NE)	18	1469	7219
NE-IA	57 HASTINGS (NE) -115 OSCEOLA (IA)	23	1349	6795
NE-IA	57 HASTINGS (NE) -131 ROCK ISLAND (IA)	24	2479	10944
NE-IA	34 DES MOINES (IA) -57 HASTINGS (NE)	25	1646	7085
NE-IA	87 LINCOLN (NE) -138 SIOUX CITY(BUS-IA)	29	681	4985
NE-IA	99 MCCOOK (NE) -117 OTTUMWA (IA)	31	3108	15434
NE-IA	60 HOLDREGE (NE) -104 MT. PLEASANT (IA)	36	3381	16818
NE-IA	57 HASTINGS (NE) -117 OTTUMWA (IA)	41	3047	15177
NE-IA	99 MCCOOK (NE) -104 MT. PLEASANT (IA)	45	5072	25066
NE-IA	14 BURLINGTON (IA) -57 HASTINGS (NE)	49	4428	21903
NE-IA	57 HASTINGS (NE) -104 MT. PLEASANT (IA)	52	4394	21755
NE-IA	99 MCCOOK (NE) -115 OSCEOLA (IA)	66	5701	28140
NE-IA	87 LINCOLN (NE) -115 OSCEOLA (IA)	68	2678	13191
NE-IA	67 IOWA CITY (IA) -87 LINCOLN (NE)	70	5332	21739
NE-IA	87 LINCOLN (NE) -117 OTTUMWA (IA)	89	4983	24398
NE-IA	87 LINCOLN (NE) -104 MT. PLEASANT (IA)	95	6261	30729
NE-IA	14 BURLINGTON (IA) -87 LINCOLN (NE)	102	7244	35656
NE-IA	87 LINCOLN (NE) -131 ROCK ISLAND (IA)	105	8955	38285
NE-IA	19 CEDAR RAPIDS(BUS-IA) -87 LINCOLN (NE)	108	8062	36355
NE-IA	34 DES MOINES (IA) -87 LINCOLN (NE)	170	7555	32131
NE-IA	28 CRESTON (IA) -87 LINCOLN (NE)	375	12378	60744
NE-IA	67 IOWA CITY (IA) -114 OMAHA (NE)	516	33952	132032
NE-IA	19 CEDAR RAPIDS(BUS-IA) -114 OMAHA (NE)	911	58507	258679
NE-IA	114 OMAHA (NE) -131 ROCK ISLAND (IA)	2090	165660	651989
NE-IA	34 DES MOINES (IA) -114 OMAHA (NE)	2645	89680	357052
NE-IL	62 HOMEWOOD (IL) -99 MCCOOK (NE)	2	311	1408
NE-IL	60 HOLDREGE (NE) -119 PEORIA (BUS-IL)	3	318	1692
NE-IL	21 CHAMPAIGN-URBANA (IL) -99 MCCOOK (NE)	7	1290	5804
NE-IL	21 CHAMPAIGN-URBANA (IL) -57 HASTINGS (NE)	7	1149	5072
NE-IL	57 HASTINGS (NE) -119 PEORIA (BUS-IL)	8	768	4104
NE-IL	16 CARBONDALE (IL) -87 LINCOLN (NE)	12	2285	9795
NE-IL	97 MARION(BUS-IL) -114 OMAHA (NE)	12	2297	9863
NE-IL	60 HOLDREGE (NE) -126 PRINCETON (IL)	14	1842	8173
NE-IL	16 CARBONDALE (IL) -114 OMAHA (NE)	15	2758	11706

States	Station Pair	Riders	Revenue	Passenger Miles
NE-IL	108 NEBRASKA CITY (BUS-NE) -153 UPPER ALTON (IL)	26	2305	11787
NE-IL	99 MCCOOK (NE) -126 PRINCETON (IL)	29	4325	19185
NE-IL	57 HASTINGS (NE) -126 PRINCETON (IL)	36	4341	18791
NE-IL	76 KEWANEE (IL) -108 NEBRASKA CITY (BUS-NE)	36	2995	15693
NE-IL	108 NEBRASKA CITY (BUS-NE) -128 RANTOUL (IL)	42	6887	26931
NE-IL	86 LINCOLN (IL) -108 NEBRASKA CITY (BUS-NE)	43	4876	23772
NE-IL	87 LINCOLN (NE) -119 PEORIA (BUS-IL)	46	3878	20046
NE-IL	100 MENDOTA (IL) -108 NEBRASKA CITY (BUS-NE)	47	5263	20768
NE-IL	60 HOLDREGE (NE) -107 NAPERVILLE (IL)	47	7218	30871
NE-IL	74 KANKAKEE (IL) -108 NEBRASKA CITY (BUS-NE)	51	7845	29692
NE-IL	90 MACOMB (IL) -108 NEBRASKA CITY (BUS-NE)	54	4610	24022
NE-IL	108 NEBRASKA CITY (BUS-NE) -126 PRINCETON (IL)	57	6293	24306
NE-IL	44 EFFINGHAM (IL) -114 OMAHA (NE)	59	9360	39971
NE-IL	62 HOMEWOOD (IL) -87 LINCOLN (NE)	61	7738	33652
NE-IL	32 DECATUR(BUS-IL) -114 OMAHA (NE)	63	9210	41163
NE-IL	87 LINCOLN (NE) -126 PRINCETON (IL)	71	7269	30384
NE-IL	21 CHAMPAIGN-URBANA (IL) -87 LINCOLN (NE)	80	12175	52809
NE-IL	51 GALESBURG (IL) -60 HOLDREGE (NE)	85	9272	46194
NE-IL	17 CARLINVILLE (IL) -108 NEBRASKA CITY (BUS-NE)	88	8746	42796
NE-IL	29 DANVILLE(BUS-IL) -114 OMAHA (NE)	88	12751	56489
NE-IL	108 NEBRASKA CITY (BUS-NE) -127 QUINCY (IL)	92	8995	45907
NE-IL	51 GALESBURG (IL) -57 HASTINGS (NE)	92	9040	45178
NE-IL	51 GALESBURG (IL) -99 MCCOOK (NE)	96	11854	59428
NE-IL	57 HASTINGS (NE) -107 NAPERVILLE (IL)	109	15346	65634
NE-IL	99 MCCOOK (NE) -107 NAPERVILLE (IL)	125	20690	91449
NE-IL	87 LINCOLN (NE) -107 NAPERVILLE (IL)	287	34524	144567
NE-IL	21 CHAMPAIGN-URBANA (IL) -114 OMAHA (NE)	296	41819	179166
NE-IL	114 OMAHA (NE) -126 PRINCETON (IL)	298	28378	111026
NE-IL	22 CHICAGO (IL) -60 HOLDREGE (NE)	431	68316	294136
NE-IL	51 GALESBURG (IL) -87 LINCOLN (NE)	484	37969	190357
NE-IL	54 GLENVIEW (IL) -114 OMAHA (NE)	608	69631	300927
NE-IL	22 CHICAGO (IL) -99 MCCOOK (NE)	802	138766	610224
NE-IL	22 CHICAGO (IL) -57 HASTINGS (NE)	969	142531	609809
NE-IL	22 CHICAGO (IL) -87 LINCOLN (NE)	3274	421230	1741590
NE-IL	107 NAPERVILLE (IL) -114 OMAHA (NE)	3381	382176	1518197
NE-IL	22 CHICAGO (IL) -114 OMAHA (NE)	24771	2945882	11840631
NE-IN	57 HASTINGS (NE) -101 MICHIGAN CITY (IN)	2	344	1540
NE-IN	57 HASTINGS (NE) -156 WARSAW (IN)	2	419	1840
NE-IN	99 MCCOOK (NE) -156 WARSAW (IN)	3	498	2228
NE-IN	80 LAFAYETTE (IN) -99 MCCOOK (NE)	4	703	3169
NE-IN	99 MCCOOK (NE) -101 MICHIGAN CITY (IN)	4	721	3285
NE-IN	57 HASTINGS (NE) -80 LAFAYETTE (IN)	7	1114	4932
NE-IN	108 NEBRASKA CITY (BUS-NE) -121 PLYMOUTH (IN)	7	1141	4463
NE-IN	57 HASTINGS (NE) -65 INDIANAPOLIS (IN)	8	1539	6785
NE-IN	65 INDIANAPOLIS (IN) -99 MCCOOK (NE)	11	2410	10814
NE-IN	59 HMI-WTG-DET (IN) -108 NEBRASKA CITY (BUS-NE)	15	2110	8343
NE-IN	33 DEFIANCE (IN) -87 LINCOLN (NE)	25	4307	18358
NE-IN	101 MICHIGAN CITY (IN) -114 OMAHA (NE)	28	3431	14883
NE-IN	52 GARY INTERNATIONAL AIRPORT -108 NEBRASKA CITY (BUS-NE)	31	4397	17132
NE-IN	80 LAFAYETTE (IN) -87 LINCOLN (NE)	36	5481	23836
NE-IN	87 LINCOLN (NE) -158 WATERLOO (BUS-IN)	57	9245	40579
NE-IN	33 DEFIANCE (IN) -114 OMAHA (NE)	62	9909	41725
NE-IN	87 LINCOLN (NE) -156 WARSAW (IN)	66	9770	42094
NE-IN	87 LINCOLN (NE) -101 MICHIGAN CITY (IN)	68	9003	39558
NE-IN	101 MICHIGAN CITY (IN) -108 NEBRASKA CITY (BUS-NE)	70	10325	40581
NE-IN	87 LINCOLN (NE) -121 PLYMOUTH (IN)	85	12121	52442
NE-IN	114 OMAHA (NE) -121 PLYMOUTH (IN)	98	12893	55040
NE-IN	114 OMAHA (NE) -158 WATERLOO (BUS-IN)	119	18018	78263
NE-IN	59 HMI-WTG-DET (IN) -114 OMAHA (NE)	120	13800	59134
NE-IN	114 OMAHA (NE) -156 WARSAW (IN)	148	20526	87279
NE-IN	50 FT. WAYNE(IN) -87 LINCOLN (NE)	356	56532	242208
NE-IN	50 FT. WAYNE(IN) -114 OMAHA (NE)	417	61777	261322
NE-IN	65 INDIANAPOLIS (IN) -87 LINCOLN (NE)	446	75582	327935

States	Station Pair	Riders	Revenue	Passenger Miles
NE-MI	8 BANGOR (MI) -57 HASTINGS (NE)	2	358	1523
NE-MI	99 MCCOOK (NE) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	3	497	2188
NE-MI	8 BANGOR (MI) -99 MCCOOK (NE)	3	569	2481
NE-MI	57 HASTINGS (NE) -133 ROYAL OAK (MI)	4	857	4147
NE-MI	57 HASTINGS (NE) -123 PONTIAC (MI)	5	875	4233
NE-MI	99 MCCOOK (NE) -133 ROYAL OAK (MI)	5	1095	5322
NE-MI	60 HOLDREGE (NE) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	5	899	3905
NE-MI	99 MCCOOK (NE) -123 PONTIAC (MI)	5	1111	5400
NE-MI	4 ANCHORVILLE(BUS-MI) -99 MCCOOK (NE)	6	1224	6050
NE-MI	4 ANCHORVILLE(BUS-MI) -60 HOLDREGE (NE)	7	1330	6561
NE-MI	61 HOLLAND (MI) -99 MCCOOK (NE)	7	1424	6626
NE-MI	57 HASTINGS (NE) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	7	1137	4889
NE-MI	60 HOLDREGE (NE) -68 JACKSON (MI)	7	1371	6552
NE-MI	73 KALAMAZOO (MI) -99 MCCOOK (NE)	8	1463	6802
NE-MI	31 DEARBORN (MI) -99 MCCOOK (NE)	9	1892	9179
NE-MI	68 JACKSON (MI) -99 MCCOOK (NE)	9	1827	8768
NE-MI	35 DETROIT (MI) -99 MCCOOK (NE)	9	1978	9606
NE-MI	9 BATTLE CREEK (MI) -99 MCCOOK (NE)	10	1909	9066
NE-MI	60 HOLDREGE (NE) -61 HOLLAND (MI)	11	2083	9632
NE-MI	60 HOLDREGE (NE) -73 KALAMAZOO (MI)	12	2186	10091
NE-MI	5 ANN ARBOR (MI) -99 MCCOOK (NE)	12	2566	12436
NE-MI	9 BATTLE CREEK (MI) -60 HOLDREGE (NE)	13	2235	10558
NE-MI	31 DEARBORN (MI) -60 HOLDREGE (NE)	14	2690	13013
NE-MI	55 GRAND RAPIDS (MI) -99 MCCOOK (NE)	14	2881	13549
NE-MI	8 BANGOR (MI) -108 NEBRASKA CITY (BUS-NE)	15	2556	9458
NE-MI	5 ANN ARBOR (MI) -60 HOLDREGE (NE)	15	2835	13695
NE-MI	57 HASTINGS (NE) -73 KALAMAZOO (MI)	15	2490	11428
NE-MI	57 HASTINGS (NE) -61 HOLLAND (MI)	15	2752	12659
NE-MI	55 GRAND RAPIDS (MI) -60 HOLDREGE (NE)	16	3061	14310
NE-MI	4 ANCHORVILLE(BUS-MI) -57 HASTINGS (NE)	17	3347	16496
NE-MI	57 HASTINGS (NE) -68 JACKSON (MI)	17	3060	14577
NE-MI	35 DETROIT (MI) -60 HOLDREGE (NE)	19	3858	18680
NE-MI	9 BATTLE CREEK (MI) -57 HASTINGS (NE)	20	3359	15805
NE-MI	31 DEARBORN (MI) -57 HASTINGS (NE)	21	3917	18906
NE-MI	5 ANN ARBOR (MI) -57 HASTINGS (NE)	22	3903	18811
NE-MI	55 GRAND RAPIDS (MI) -57 HASTINGS (NE)	25	4401	20479
NE-MI	37 DOWAGIAC (MI) -87 LINCOLN (NE)	28	3977	17897
NE-MI	112 NILES (MI) -114 OMAHA (NE)	29	3715	16298
NE-MI	8 BANGOR (MI) -87 LINCOLN (NE)	29	4541	18888
NE-MI	35 DETROIT (MI) -57 HASTINGS (NE)	30	5627	27185
NE-MI	108 NEBRASKA CITY (BUS-NE) -112 NILES (MI)	37	5884	22873
NE-MI	37 DOWAGIAC (MI) -108 NEBRASKA CITY (BUS-NE)	41	6499	26141
NE-MI	87 LINCOLN (NE) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	46	6811	28627
NE-MI	8 BANGOR (MI) -114 OMAHA (NE)	93	13434	55005
NE-MI	73 KALAMAZOO (MI) -87 LINCOLN (NE)	131	19358	87712
NE-MI	9 BATTLE CREEK (MI) -87 LINCOLN (NE)	139	20597	96030
NE-MI	61 HOLLAND (MI) -87 LINCOLN (NE)	155	25534	116169
NE-MI	68 JACKSON (MI) -87 LINCOLN (NE)	181	28299	133842
NE-MI	4 ANCHORVILLE(BUS-MI) -87 LINCOLN (NE)	182	31489	154803
NE-MI	114 OMAHA (NE) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	188	25743	106514
NE-MI	5 ANN ARBOR (MI) -87 LINCOLN (NE)	216	34944	167498
NE-MI	87 LINCOLN (NE) -133 ROYAL OAK (MI)	224	38452	185094
NE-MI	87 LINCOLN (NE) -123 PONTIAC (MI)	239	41610	200372
NE-MI	31 DEARBORN (MI) -87 LINCOLN (NE)	257	43063	206826
NE-MI	55 GRAND RAPIDS (MI) -87 LINCOLN (NE)	283	44525	205084
NE-MI	68 JACKSON (MI) -114 OMAHA (NE)	323	46926	220881
NE-MI	35 DETROIT (MI) -87 LINCOLN (NE)	351	59523	286174
NE-MI	61 HOLLAND (MI) -114 OMAHA (NE)	373	57465	259496
NE-MI	73 KALAMAZOO (MI) -114 OMAHA (NE)	509	69861	313788
NE-MI	4 ANCHORVILLE(BUS-MI) -114 OMAHA (NE)	750	121602	596843
NE-MI	9 BATTLE CREEK (MI) -114 OMAHA (NE)	1019	140508	651002
NE-MI	114 OMAHA (NE) -123 PONTIAC (MI)	1066	174100	835848
NE-MI	31 DEARBORN (MI) -114 OMAHA (NE)	1142	179336	858484

States	Station Pair	Riders	Revenue	Passenger Miles
NE-MI	55 GRAND RAPIDS (MI) -114 OMAHA (NE)	1153	168819	772278
NE-MI	5 ANN ARBOR (MI) -114 OMAHA (NE)	1235	186765	892008
NE-MI	35 DETROIT (MI) -114 OMAHA (NE)	2072	329030	1576845
NE-MO	58 HERMANN (MO) -108 NEBRASKA CITY (BUS-NE)	103	6685	36007
NE-MO	108 NEBRASKA CITY (BUS-NE) -144 ST. LOUIS (MO)	130	10682	55613
NE-MO	77 KIRKWOOD (MO) -108 NEBRASKA CITY (BUS-NE)	188	15025	78022
NE-MO	108 NEBRASKA CITY (BUS-NE) -135 SEDALIA (MO)	296	12011	71037
NE-MO	70 JEFFERSON (MO) -108 NEBRASKA CITY (BUS-NE)	523	28338	159117
NE-MO	64 INDEPENDENCE (MO) -108 NEBRASKA CITY (BUS-NE)	998	19742	156691
NE-NE	57 HASTINGS (NE) -60 HOLDREGE (NE)	7	72	363
NE-NE	57 HASTINGS (NE) -99 MCCOOK (NE)	10	251	1263
NE-NE	60 HOLDREGE (NE) -87 LINCOLN (NE)	48	1493	7268
NE-NE	60 HOLDREGE (NE) -114 OMAHA (NE)	55	2297	11239
NE-NE	57 HASTINGS (NE) -87 LINCOLN (NE)	114	2274	11101
NE-NE	57 HASTINGS (NE) -114 OMAHA (NE)	158	4908	23868
NE-NE	99 MCCOOK (NE) -114 OMAHA (NE)	305	17570	86294
NE-NE	87 LINCOLN (NE) -114 OMAHA (NE)	759	8384	40986
NE-NE	87 LINCOLN (NE) -99 MCCOOK (NE)	811	37882	185700
NE-OH	99 MCCOOK (NE) -150 TOLEDO (OH)	2	422	1856
NE-OH	24 CLEVELAND (OH) -99 MCCOOK (NE)	2	550	2413
NE-OH	57 HASTINGS (NE) -150 TOLEDO (OH)	2	449	1938
NE-OH	24 CLEVELAND (OH) -57 HASTINGS (NE)	2	529	2280
NE-OH	23 CINCINNATI (OH) -57 HASTINGS (NE)	10	2123	9322
NE-OH	23 CINCINNATI (OH) -99 MCCOOK (NE)	12	2868	12793
NE-OH	87 LINCOLN (NE) -134 SANDUSKY (OH)	22	4314	18419
NE-OH	87 LINCOLN (NE) -150 TOLEDO (OH)	23	4271	18101
NE-OH	114 OMAHA (NE) -134 SANDUSKY (OH)	54	9805	41421
NE-OH	45 ELYRIA (OH) -114 OMAHA (NE)	83	15908	66976
NE-OH	24 CLEVELAND (OH) -87 LINCOLN (NE)	88	18434	78275
NE-OH	1 AKRON(BUS-OH) -114 OMAHA (NE)	111	22502	97102
NE-OH	23 CINCINNATI (OH) -87 LINCOLN (NE)	266	52189	225842
NE-OH	114 OMAHA (NE) -150 TOLEDO (OH)	301	52160	218497
NE-OH	24 CLEVELAND (OH) -114 OMAHA (NE)	465	92211	387606
NE-WI	57 HASTINGS (NE) -136 SHEBOYGAN(BUS-WI)	3	428	1942
NE-WI	99 MCCOOK (NE) -162 WEST BEND (WI)	3	641	2826
NE-WI	99 MCCOOK (NE) -148 STURTEVANT (WI)	4	692	3131
NE-WI	60 HOLDREGE (NE) -148 STURTEVANT (WI)	4	731	3270
NE-WI	60 HOLDREGE (NE) -162 WEST BEND (WI)	5	892	3883
NE-WI	12 BROOKFIELD (WI) -99 MCCOOK (NE)	5	1045	4637
NE-WI	57 HASTINGS (NE) -162 WEST BEND (WI)	6	1058	4562
NE-WI	12 BROOKFIELD (WI) -57 HASTINGS (NE)	7	1130	4909
NE-WI	57 HASTINGS (NE) -148 STURTEVANT (WI)	7	1109	4920
NE-WI	12 BROOKFIELD (WI) -60 HOLDREGE (NE)	7	1279	5610
NE-WI	99 MCCOOK (NE) -102 MILWAUKEE (WI)	11	2118	9550
NE-WI	108 NEBRASKA CITY (BUS-NE) -162 WEST BEND (WI)	13	2217	8418
NE-WI	60 HOLDREGE (NE) -102 MILWAUKEE (WI)	14	2435	10861
NE-WI	57 HASTINGS (NE) -102 MILWAUKEE (WI)	15	2441	10797
NE-WI	12 BROOKFIELD (WI) -108 NEBRASKA CITY (BUS-NE)	42	6911	26223
NE-WI	87 LINCOLN (NE) -162 WEST BEND (WI)	57	8720	36800
NE-WI	87 LINCOLN (NE) -136 SHEBOYGAN(BUS-WI)	59	8719	39031
NE-WI	12 BROOKFIELD (WI) -87 LINCOLN (NE)	101	15044	63983
NE-WI	87 LINCOLN (NE) -148 STURTEVANT (WI)	130	17653	76857
NE-WI	87 LINCOLN (NE) -102 MILWAUKEE (WI)	175	24941	108247
NE-WI	114 OMAHA (NE) -136 SHEBOYGAN(BUS-WI)	192	26513	117534
NE-WI	114 OMAHA (NE) -162 WEST BEND (WI)	377	54017	224654
NE-WI	114 OMAHA (NE) -148 STURTEVANT (WI)	764	95818	411597
NE-WI	12 BROOKFIELD (WI) -114 OMAHA (NE)	781	107485	450591
NE-WI	102 MILWAUKEE (WI) -114 OMAHA (NE)	1701	223623	957861
OH-IA	28 CRESTON (IA) -150 TOLEDO (OH)	6	906	4219
OH-IA	104 MT. PLEASANT (IA) -134 SANDUSKY (OH)	8	1048	4801
OH-IA	117 OTTUMWA (IA) -134 SANDUSKY (OH)	9	1280	5902
OH-IA	48 FORT MADISON (IA) -150 TOLEDO (OH)	11	1377	6177
OH-IA	24 CLEVELAND (OH) -28 CRESTON (IA)	11	2061	9500

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States	Station Pair	Riders	Revenue	Passenger Miles
OH-IA	3 AMES(BUS-IA) -150 TOLEDO (OH)	12	1710	7417
OH-IA	45 ELYRIA (OH) -104 MT. PLEASANT (IA)	13	1907	8663
OH-IA	14 BURLINGTON (IA) -134 SANDUSKY (OH)	14	1913	8631
OH-IA	45 ELYRIA (OH) -117 OTTUMWA (IA)	15	2305	10539
OH-IA	1 AKRON(BUS-OH) -48 FORT MADISON (IA)	19	2952	13567
OH-IA	115 OSCEOLA (IA) -150 TOLEDO (OH)	25	3935	18260
OH-IA	117 OTTUMWA (IA) -150 TOLEDO (OH)	27	3790	17415
OH-IA	131 ROCK ISLAND (IA) -165 YOUNGSTOWN(BUS-OH)	32	4181	18963
OH-IA	14 BURLINGTON (IA) -150 TOLEDO (OH)	35	4281	19167
OH-IA	104 MT. PLEASANT (IA) -150 TOLEDO (OH)	35	4507	20562
OH-IA	1 AKRON(BUS-OH) -131 ROCK ISLAND (IA)	35	4425	19483
OH-IA	24 CLEVELAND (OH) -48 FORT MADISON (IA)	38	5660	25220
OH-IA	15 CANTON(BUS-OH) -131 ROCK ISLAND (IA)	44	5694	25654
OH-IA	34 DES MOINES (IA) -134 SANDUSKY (OH)	51	7614	32276
OH-IA	131 ROCK ISLAND (IA) -154 WARREN(BUS-OH)	55	7090	31754
OH-IA	24 CLEVELAND (OH) -115 OSCEOLA (IA)	68	12154	55830
OH-IA	18 CEDAR FALLS (BUS-IA) -134 SANDUSKY (OH)	72	9377	43691
OH-IA	1 AKRON(BUS-OH) -14 BURLINGTON (IA)	77	11900	54694
OH-IA	24 CLEVELAND (OH) -104 MT. PLEASANT (IA)	78	12013	54311
OH-IA	24 CLEVELAND (OH) -117 OTTUMWA (IA)	92	14981	68171
OH-IA	14 BURLINGTON (IA) -24 CLEVELAND (OH)	92	13528	60137
OH-IA	30 DAYTON(BUS-OH) -104 MT. PLEASANT (IA)	96	12270	64865
OH-IA	67 IOWA CITY (IA) -150 TOLEDO (OH)	122	13660	57433
OH-IA	14 BURLINGTON (IA) -30 DAYTON(BUS-OH)	146	18023	94285
OH-IA	34 DES MOINES (IA) -150 TOLEDO (OH)	205	28829	120979
OH-IA	19 CEDAR RAPIDS(BUS-IA) -45 ELYRIA (OH)	231	30747	133993
OH-IA	14 BURLINGTON (IA) -23 CINCINNATI (OH)	234	31718	145358
OH-IA	18 CEDAR FALLS (BUS-IA) -150 TOLEDO (OH)	242	29117	135196
OH-IA	19 CEDAR RAPIDS(BUS-IA) -134 SANDUSKY (OH)	243	30231	132695
OH-IA	23 CINCINNATI (OH) -34 DES MOINES (IA)	277	42445	183111
OH-IA	24 CLEVELAND (OH) -34 DES MOINES (IA)	301	49870	210089
OH-IA	24 CLEVELAND (OH) -67 IOWA CITY (IA)	314	42858	180979
OH-IA	45 ELYRIA (OH) -131 ROCK ISLAND (IA)	337	41170	167252
OH-IA	131 ROCK ISLAND (IA) -134 SANDUSKY (OH)	359	41695	165523
OH-IA	19 CEDAR RAPIDS(BUS-IA) -24 CLEVELAND (OH)	588	81923	355683
OH-IA	19 CEDAR RAPIDS(BUS-IA) -23 CINCINNATI (OH)	904	114547	512837
OH-IA	19 CEDAR RAPIDS(BUS-IA) -150 TOLEDO (OH)	919	111722	457414
OH-IA	24 CLEVELAND (OH) -131 ROCK ISLAND (IA)	1063	141210	553871
OH-IA	131 ROCK ISLAND (IA) -150 TOLEDO (OH)	1426	152652	590302
OH-IA	23 CINCINNATI (OH) -131 ROCK ISLAND (IA)	3590	426391	1733876
OH-IL	97 MARION(BUS-IL) -134 SANDUSKY (OH)	7	1027	4262
OH-IL	86 LINCOLN (IL) -154 WARREN(BUS-OH)	8	1044	4681
OH-IL	1 AKRON(BUS-OH) -16 CARBONDALE (IL)	11	1889	7955
OH-IL	45 ELYRIA (OH) -97 MARION(BUS-IL)	12	1905	7880
OH-IL	126 PRINCETON (IL) -134 SANDUSKY (OH)	12	1149	4917
OH-IL	122 PONTIAC (IL) -154 WARREN(BUS-OH)	14	1586	7056
OH-IL	1 AKRON(BUS-OH) -90 MACOMB (IL)	15	2249	10332
OH-IL	17 CARLINVILLE (IL) -154 WARREN(BUS-OH)	15	2105	9618
OH-IL	76 KEWANEE (IL) -165 YOUNGSTOWN(BUS-OH)	16	2269	10594
OH-IL	1 AKRON(BUS-OH) -76 KEWANEE (IL)	18	2559	11647
OH-IL	86 LINCOLN (IL) -134 SANDUSKY (OH)	20	2145	9156
OH-IL	15 CANTON(BUS-OH) -76 KEWANEE (IL)	22	3054	14180
OH-IL	16 CARBONDALE (IL) -45 ELYRIA (OH)	22	3420	13934
OH-IL	86 LINCOLN (IL) -165 YOUNGSTOWN(BUS-OH)	24	3018	13710
OH-IL	16 CARBONDALE (IL) -134 SANDUSKY (OH)	24	3533	14429
OH-IL	69 JACKSONVILLE(BUS-IL) -134 SANDUSKY (OH)	25	2876	13161
OH-IL	15 CANTON(BUS-OH) -86 LINCOLN (IL)	25	3235	14598
OH-IL	97 MARION(BUS-IL) -150 TOLEDO (OH)	26	3568	14627
OH-IL	30 DAYTON(BUS-OH) -90 MACOMB (IL)	29	3508	18358
OH-IL	1 AKRON(BUS-OH) -86 LINCOLN (IL)	29	3651	16094
OH-IL	45 ELYRIA (OH) -86 LINCOLN (IL)	30	3444	14604
OH-IL	41 DWIGHT (IL) -154 WARREN(BUS-OH)	31	3391	14883
OH-IL	45 ELYRIA (OH) -69 JACKSONVILLE(BUS-IL)	31	3789	17158

States	Station Pair	Riders	Revenue	Passenger Miles
OH-IL	17 CARLINVILLE (IL) -134 SANDUSKY (OH)	35	4101	18002
OH-IL	51 GALESBURG (IL) -134 SANDUSKY (OH)	35	4401	19702
OH-IL	15 CANTON(BUS-OH) -98 MATTOON (IL)	36	4887	21198
OH-IL	122 PONTIAC (IL) -134 SANDUSKY (OH)	36	3362	14095
OH-IL	119 PEORIA (BUS-IL) -154 WARREN(BUS-OH)	39	4814	22629
OH-IL	24 CLEVELAND (OH) -97 MARION(BUS-IL)	39	6458	26676
OH-IL	1 AKRON(BUS-OH) -51 GALESBURG (IL)	40	5763	26337
OH-IL	126 PRINCETON (IL) -165 YOUNGSTOWN(BUS-OH)	40	4629	21213
OH-IL	139 SPRINGFIELD (IL) -154 WARREN(BUS-OH)	41	5442	24371
OH-IL	98 MATTOON (IL) -165 YOUNGSTOWN(BUS-OH)	42	5680	24805
OH-IL	45 ELYRIA (OH) -51 GALESBURG (IL)	44	5902	26206
OH-IL	13 BTN-NORMAL (IL) -154 WARREN(BUS-OH)	44	5354	23779
OH-IL	51 GALESBURG (IL) -165 YOUNGSTOWN(BUS-OH)	46	6885	32239
OH-IL	122 PONTIAC (IL) -165 YOUNGSTOWN(BUS-OH)	47	5414	24439
OH-IL	45 ELYRIA (OH) -122 PONTIAC (IL)	49	4962	20683
OH-IL	38 DU QUOIN (IL) -150 TOLEDO (OH)	52	6928	27906
OH-IL	15 CANTON(BUS-OH) -126 PRINCETON (IL)	53	6099	27747
OH-IL	17 CARLINVILLE (IL) -45 ELYRIA (OH)	54	6936	30218
OH-IL	15 CANTON(BUS-OH) -51 GALESBURG (IL)	60	8812	41038
OH-IL	24 CLEVELAND (OH) -38 DU QUOIN (IL)	61	9670	39376
OH-IL	15 CANTON(BUS-OH) -122 PONTIAC (IL)	62	7547	31705
OH-IL	15 CANTON(BUS-OH) -100 MENDOTA (IL)	63	6968	31552
OH-IL	45 ELYRIA (OH) -98 MATTOON (IL)	64	7839	31885
OH-IL	30 DAYTON(BUS-OH) -76 KEWANEE (IL)	64	6920	36400
OH-IL	1 AKRON(BUS-OH) -13 BTN-NORMAL (IL)	65	7773	33886
OH-IL	1 AKRON(BUS-OH) -126 PRINCETON (IL)	66	7997	32754
OH-IL	153 UPPER ALTON (IL) -154 WARREN(BUS-OH)	67	9762	44477
OH-IL	32 DECATUR(BUS-IL) -134 SANDUSKY (OH)	68	7350	31819
OH-IL	16 CARBONDALE (IL) -24 CLEVELAND (OH)	68	11126	45300
OH-IL	1 AKRON(BUS-OH) -122 PONTIAC (IL)	69	8137	33620
OH-IL	1 AKRON(BUS-OH) -98 MATTOON (IL)	74	9817	41599
OH-IL	126 PRINCETON (IL) -150 TOLEDO (OH)	77	6457	27210
OH-IL	24 CLEVELAND (OH) -69 JACKSONVILLE(BUS-IL)	78	9968	44881
OH-IL	13 BTN-NORMAL (IL) -134 SANDUSKY (OH)	83	8329	34997
OH-IL	20 CENTRALIA (IL) -150 TOLEDO (OH)	85	10591	42629
OH-IL	86 LINCOLN (IL) -150 TOLEDO (OH)	85	8228	34625
OH-IL	29 DANVILLE(BUS-IL) -134 SANDUSKY (OH)	87	10638	47259
OH-IL	13 BTN-NORMAL (IL) -15 CANTON(BUS-OH)	88	10649	47594
OH-IL	16 CARBONDALE (IL) -150 TOLEDO (OH)	90	12426	50068
OH-IL	29 DANVILLE(BUS-IL) -45 ELYRIA (OH)	91	11588	52638
OH-IL	128 RANTOUL (IL) -165 YOUNGSTOWN(BUS-OH)	94	11444	50255
OH-IL	23 CINCINNATI (OH) -69 JACKSONVILLE(BUS-IL)	95	10923	50997
OH-IL	24 CLEVELAND (OH) -86 LINCOLN (IL)	99	12000	50737
OH-IL	13 BTN-NORMAL (IL) -165 YOUNGSTOWN(BUS-OH)	101	12269	55233
OH-IL	20 CENTRALIA (IL) -24 CLEVELAND (OH)	103	15286	62237
OH-IL	15 CANTON(BUS-OH) -120 PLANO (IL)	104	10840	48769
OH-IL	32 DECATUR(BUS-IL) -45 ELYRIA (OH)	105	12263	52707
OH-IL	23 CINCINNATI (OH) -51 GALESBURG (IL)	105	13590	61987
OH-IL	13 BTN-NORMAL (IL) -45 ELYRIA (OH)	106	11585	48407
OH-IL	30 DAYTON(BUS-OH) -86 LINCOLN (IL)	108	10199	52830
OH-IL	69 JACKSONVILLE(BUS-IL) -150 TOLEDO (OH)	109	11523	51063
OH-IL	30 DAYTON(BUS-OH) -127 QUINCY (IL)	112	14934	77871
OH-IL	30 DAYTON(BUS-OH) -126 PRINCETON (IL)	112	9154	48829
OH-IL	100 MENDOTA (IL) -165 YOUNGSTOWN(BUS-OH)	118	13055	59575
OH-IL	1 AKRON(BUS-OH) -139 SPRINGFIELD (IL)	119	15606	68748
OH-IL	120 PLANO (IL) -165 YOUNGSTOWN(BUS-OH)	119	12498	56701
OH-IL	119 PEORIA (BUS-IL) -134 SANDUSKY (OH)	121	12961	56197
OH-IL	139 SPRINGFIELD (IL) -165 YOUNGSTOWN(BUS-OH)	122	16446	74550
OH-IL	21 CHAMPAIGN-URBANA (IL) -134 SANDUSKY (OH)	126	13040	53086
OH-IL	1 AKRON(BUS-OH) -44 EFFINGHAM (IL)	127	17719	75012
OH-IL	15 CANTON(BUS-OH) -128 RANTOUL (IL)	128	15494	67532
OH-IL	21 CHAMPAIGN-URBANA (IL) -165 YOUNGSTOWN(BUS-OH)	130	16346	71680
OH-IL	41 DWIGHT (IL) -165 YOUNGSTOWN(BUS-OH)	130	14546	64808

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States	Station Pair	Riders	Revenue	Passenger Miles
OH-IL	1 AKRON(BUS-OH) -120 PLANO (IL)	131	13375	58471
OH-IL	1 AKRON(BUS-OH) -41 DWIGHT (IL)	134	14544	62518
OH-IL	17 CARLINVILLE (IL) -150 TOLEDO (OH)	143	15580	67742
OH-IL	15 CANTON(BUS-OH) -139 SPRINGFIELD (IL)	148	19728	88852
OH-IL	24 CLEVELAND (OH) -122 PONTIAC (IL)	148	15951	66330
OH-IL	45 ELYRIA (OH) -139 SPRINGFIELD (IL)	153	18542	78740
OH-IL	30 DAYTON(BUS-OH) -51 GALESBURG (IL)	155	17797	93356
OH-IL	1 AKRON(BUS-OH) -100 MENDOTA (IL)	155	17902	73871
OH-IL	51 GALESBURG (IL) -150 TOLEDO (OH)	157	18387	81735
OH-IL	15 CANTON(BUS-OH) -21 CHAMPAIGN-URBANA (IL)	157	19608	85355
OH-IL	30 DAYTON(BUS-OH) -122 PONTIAC (IL)	158	12783	67038
OH-IL	122 PONTIAC (IL) -150 TOLEDO (OH)	159	13152	54114
OH-IL	15 CANTON(BUS-OH) -41 DWIGHT (IL)	161	17856	78913
OH-IL	17 CARLINVILLE (IL) -24 CLEVELAND (OH)	164	21867	94901
OH-IL	134 SANDUSKY (OH) -153 UPPER ALTON (IL)	164	20662	90601
OH-IL	24 CLEVELAND (OH) -126 PRINCETON (IL)	165	17977	76126
OH-IL	24 CLEVELAND (OH) -29 DANVILLE(BUS-IL)	168	22402	101187
OH-IL	1 AKRON(BUS-OH) -128 RANTOUL (IL)	186	23125	93869
OH-IL	45 ELYRIA (OH) -119 PEORIA (BUS-IL)	186	21490	92911
OH-IL	1 AKRON(BUS-OH) -21 CHAMPAIGN-URBANA (IL)	187	22914	97256
OH-IL	17 CARLINVILLE (IL) -30 DAYTON(BUS-OH)	192	20473	106627
OH-IL	134 SANDUSKY (OH) -139 SPRINGFIELD (IL)	193	21775	93035
OH-IL	23 CINCINNATI (OH) -86 LINCOLN (IL)	198	21431	93720
OH-IL	24 CLEVELAND (OH) -51 GALESBURG (IL)	200	28381	125460
OH-IL	21 CHAMPAIGN-URBANA (IL) -45 ELYRIA (OH)	213	23992	97382
OH-IL	29 DANVILLE(BUS-IL) -150 TOLEDO (OH)	213	23169	105773
OH-IL	32 DECATUR(BUS-IL) -150 TOLEDO (OH)	214	21741	89950
OH-IL	128 RANTOUL (IL) -150 TOLEDO (OH)	221	19998	79669
OH-IL	24 CLEVELAND (OH) -32 DECATUR(BUS-IL)	228	28139	120510
OH-IL	24 CLEVELAND (OH) -98 MATTOON (IL)	234	30296	123129
OH-IL	24 CLEVELAND (OH) -128 RANTOUL (IL)	243	28082	113815
OH-IL	71 JOLIET (IL) -154 WARREN(BUS-OH)	243	24813	109069
OH-IL	44 EFFINGHAM (IL) -150 TOLEDO (OH)	262	29195	117237
OH-IL	41 DWIGHT (IL) -150 TOLEDO (OH)	265	21215	85266
OH-IL	15 CANTON(BUS-OH) -54 GLENVIEW (IL)	269	27563	116650
OH-IL	24 CLEVELAND (OH) -44 EFFINGHAM (IL)	272	37022	150622
OH-IL	45 ELYRIA (OH) -153 UPPER ALTON (IL)	282	38031	165597
OH-IL	23 CINCINNATI (OH) -122 PONTIAC (IL)	295	27987	120749
OH-IL	23 CINCINNATI (OH) -29 DANVILLE(BUS-IL)	312	10998	63327
OH-IL	13 BTN-NORMAL (IL) -24 CLEVELAND (OH)	337	38771	161620
OH-IL	13 BTN-NORMAL (IL) -30 DAYTON(BUS-OH)	337	32155	153446
OH-IL	54 GLENVIEW (IL) -165 YOUNGSTOWN(BUS-OH)	344	36073	151398
OH-IL	45 ELYRIA (OH) -54 GLENVIEW (IL)	377	32423	130953
OH-IL	71 JOLIET (IL) -134 SANDUSKY (OH)	397	32361	132362
OH-IL	30 DAYTON(BUS-OH) -100 MENDOTA (IL)	400	30911	165314
OH-IL	24 CLEVELAND (OH) -119 PEORIA (BUS-IL)	413	48672	216404
OH-IL	1 AKRON(BUS-OH) -54 GLENVIEW (IL)	430	43279	176180
OH-IL	119 PEORIA (BUS-IL) -150 TOLEDO (OH)	442	42965	184308
OH-IL	24 CLEVELAND (OH) -41 DWIGHT (IL)	474	49796	203503
OH-IL	30 DAYTON(BUS-OH) -139 SPRINGFIELD (IL)	515	56466	265499
OH-IL	13 BTN-NORMAL (IL) -150 TOLEDO (OH)	521	47058	194404
OH-IL	30 DAYTON(BUS-OH) -120 PLANO (IL)	568	40332	216857
OH-IL	30 DAYTON(BUS-OH) -153 UPPER ALTON (IL)	582	66464	342154
OH-IL	17 CARLINVILLE (IL) -23 CINCINNATI (OH)	600	72559	325180
OH-IL	21 CHAMPAIGN-URBANA (IL) -24 CLEVELAND (OH)	619	73570	298381
OH-IL	74 KANKAKEE (IL) -165 YOUNGSTOWN(BUS-OH)	620	69543	296271
OH-IL	24 CLEVELAND (OH) -139 SPRINGFIELD (IL)	642	82076	347536
OH-IL	107 NAPERVILLE (IL) -134 SANDUSKY (OH)	646	50650	209445
OH-IL	71 JOLIET (IL) -165 YOUNGSTOWN(BUS-OH)	705	76086	325232
OH-IL	1 AKRON(BUS-OH) -74 KANKAKEE (IL)	751	81871	336359
OH-IL	45 ELYRIA (OH) -71 JOLIET (IL)	752	67964	276839
OH-IL	139 SPRINGFIELD (IL) -150 TOLEDO (OH)	755	79041	327523
OH-IL	21 CHAMPAIGN-URBANA (IL) -150 TOLEDO (OH)	800	75170	299926

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States	Station Pair	Riders	Revenue	Passenger Miles
OH-IL	23 CINCINNATI (OH) -32 DECATUR(BUS-IL)	813	93581	398388
OH-IL	15 CANTON(BUS-OH) -74 KANKAKEE (IL)	820	91317	386007
OH-IL	23 CINCINNATI (OH) -41 DWIGHT (IL)	833	76874	325761
OH-IL	45 ELYRIA (OH) -107 NAPERVILLE (IL)	897	78279	321967
OH-IL	1 AKRON(BUS-OH) -71 JOLIET (IL)	898	92524	386978
OH-IL	15 CANTON(BUS-OH) -71 JOLIET (IL)	914	98050	414756
OH-IL	150 TOLEDO (OH) -153 UPPER ALTON (IL)	937	109103	474119
OH-IL	24 CLEVELAND (OH) -153 UPPER ALTON (IL)	1002	141521	613974
OH-IL	15 CANTON(BUS-OH) -107 NAPERVILLE (IL)	1052	108644	467977
OH-IL	30 DAYTON(BUS-OH) -54 GLENVIEW (IL)	1122	78072	389314
OH-IL	23 CINCINNATI (OH) -119 PEORIA (BUS-IL)	1169	123286	568267
OH-IL	74 KANKAKEE (IL) -150 TOLEDO (OH)	1173	89796	355496
OH-IL	107 NAPERVILLE (IL) -165 YOUNGSTOWN(BUS-OH)	1386	147180	626603
OH-IL	1 AKRON(BUS-OH) -107 NAPERVILLE (IL)	1533	157051	646869
OH-IL	62 HOMEWOOD (IL) -165 YOUNGSTOWN(BUS-OH)	1544	163092	688707
OH-IL	23 CINCINNATI (OH) -139 SPRINGFIELD (IL)	1566	188368	787606
OH-IL	54 GLENVIEW (IL) -150 TOLEDO (OH)	1566	105436	415092
OH-IL	24 CLEVELAND (OH) -54 GLENVIEW (IL)	1763	162495	655841
OH-IL	24 CLEVELAND (OH) -74 KANKAKEE (IL)	1767	179151	724430
OH-IL	30 DAYTON(BUS-OH) -74 KANKAKEE (IL)	1899	141109	731021
OH-IL	1 AKRON(BUS-OH) -62 HOMEWOOD (IL)	1956	202296	813794
OH-IL	15 CANTON(BUS-OH) -62 HOMEWOOD (IL)	2168	233122	951915
OH-IL	71 JOLIET (IL) -150 TOLEDO (OH)	2189	157026	625985
OH-IL	24 CLEVELAND (OH) -71 JOLIET (IL)	2293	221550	901343
OH-IL	15 CANTON(BUS-OH) -22 CHICAGO (IL)	2373	238028	987261
OH-IL	22 CHICAGO (IL) -165 YOUNGSTOWN(BUS-OH)	2597	263782	1098521
OH-IL	22 CHICAGO (IL) -154 WARREN(BUS-OH)	2989	288294	1225692
OH-IL	24 CLEVELAND (OH) -107 NAPERVILLE (IL)	3062	286393	1175729
OH-IL	107 NAPERVILLE (IL) -150 TOLEDO (OH)	3274	246987	906859
OH-IL	13 BTN-NORMAL (IL) -23 CINCINNATI (OH)	3285	373369	1452090
OH-IL	1 AKRON(BUS-OH) -22 CHICAGO (IL)	3486	338068	1369985
OH-IL	30 DAYTON(BUS-OH) -71 JOLIET (IL)	3492	252064	1285013
OH-IL	23 CINCINNATI (OH) -54 GLENVIEW (IL)	3929	312190	1312154
OH-IL	23 CINCINNATI (OH) -153 UPPER ALTON (IL)	5283	732404	3037849
OH-IL	30 DAYTON(BUS-OH) -107 NAPERVILLE (IL)	5757	415242	2066832
OH-IL	22 CHICAGO (IL) -134 SANDUSKY (OH)	7179	556507	2117936
OH-IL	22 CHICAGO (IL) -45 ELYRIA (OH)	7763	669259	2561873
OH-IL	30 DAYTON(BUS-OH) -62 HOMEWOOD (IL)	8348	599767	2941239
OH-IL	23 CINCINNATI (OH) -107 NAPERVILLE (IL)	11205	910332	3876992
OH-IL	22 CHICAGO (IL) -30 DAYTON(BUS-OH)	12932	849915	4267647
OH-IL	22 CHICAGO (IL) -150 TOLEDO (OH)	43887	2956314	10883963
OH-IL	22 CHICAGO (IL) -24 CLEVELAND (OH)	76402	7401712	27122774
OH-IL	22 CHICAGO (IL) -23 CINCINNATI (OH)	158856	13487883	50357272
OH-IN	94 MARCELINE -150 TOLEDO (OH)	2	334	1526
OH-IN	24 CLEVELAND (OH) -94 MARCELINE	2	401	1818
OH-IN	23 CINCINNATI (OH) -149 TERRE HAUTE(BUS-IN)	4	517	2310
OH-IN	30 DAYTON(BUS-OH) -52 GARY INTERNATIONAL AIRPORT	6	335	1870
OH-IN	30 DAYTON(BUS-OH) -158 WATERLOO (BUS-IN)	10	889	4570
OH-IN	59 HMI-WTG-DET (IN) -134 SANDUSKY (OH)	12	912	3648
OH-IN	33 DEFIANCE (IN) -134 SANDUSKY (OH)	12	280	1209
OH-IN	45 ELYRIA (OH) -59 HMI-WTG-DET (IN)	14	1247	4979
OH-IN	101 MICHIGAN CITY (IN) -165 YOUNGSTOWN(BUS-OH)	19	2063	8930
OH-IN	30 DAYTON(BUS-OH) -80 LAFAYETTE (IN)	19	576	3890
OH-IN	1 AKRON(BUS-OH) -101 MICHIGAN CITY (IN)	21	2202	9217
OH-IN	15 CANTON(BUS-OH) -101 MICHIGAN CITY (IN)	21	2329	9979
OH-IN	45 ELYRIA (OH) -149 TERRE HAUTE(BUS-IN)	23	2918	12678
OH-IN	101 MICHIGAN CITY (IN) -150 TOLEDO (OH)	25	1908	7389
OH-IN	30 DAYTON(BUS-OH) -53 GARY INTERNATIONAL AIRPORT (IN)	25	1391	7770
OH-IN	134 SANDUSKY (OH) -149 TERRE HAUTE(BUS-IN)	26	3149	13783
OH-IN	121 PLYMOUTH (IN) -154 WARREN(BUS-OH)	28	2013	9031
OH-IN	154 WARREN(BUS-OH) -156 WARSAW (IN)	29	1912	8655
OH-IN	59 HMI-WTG-DET (IN) -150 TOLEDO (OH)	35	2349	9111
OH-IN	30 DAYTON(BUS-OH) -66 INDIANAPOLIS AIRPORT (IN)	39	545	5156

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OH-IN	23 CINCINNATI (OH) -52 GARY INTERNATIONAL AIRPORT	48	3344	14181
OH-IN	1 AKRON(BUS-OH) -158 WATERLOO (BUS-IN)	50	2818	13635
OH-IN	24 CLEVELAND (OH) -149 TERRE HAUTE(BUS-IN)	56	7525	32572
OH-IN	30 DAYTON(BUS-OH) -33 DEFIANCE (IN)	73	7125	34617
OH-IN	149 TERRE HAUTE(BUS-IN) -150 TOLEDO (OH)	84	9687	40300
OH-IN	1 AKRON(BUS-OH) -33 DEFIANCE (IN)	104	4679	20897
OH-IN	1 AKRON(BUS-OH) -156 WARSAW (IN)	111	7297	31334
OH-IN	30 DAYTON(BUS-OH) -101 MICHIGAN CITY (IN)	112	8171	42888
OH-IN	154 WARREN(BUS-OH) -158 WATERLOO (BUS-IN)	113	7001	32737
OH-IN	33 DEFIANCE (IN) -45 ELYRIA (OH)	127	4148	17453
OH-IN	15 CANTON(BUS-OH) -33 DEFIANCE (IN)	129	6046	28862
OH-IN	30 DAYTON(BUS-OH) -59 HMI-WTG-DET (IN)	130	8575	45059
OH-IN	23 CINCINNATI (OH) -53 GARY INTERNATIONAL AIRPORT (IN)	134	9256	39251
OH-IN	134 SANDUSKY (OH) -156 WARSAW (IN)	135	6203	24949
OH-IN	33 DEFIANCE (IN) -165 YOUNGSTOWN(BUS-OH)	135	6467	31127
OH-IN	134 SANDUSKY (OH) -158 WATERLOO (BUS-IN)	153	5750	26783
OH-IN	1 AKRON(BUS-OH) -121 PLYMOUTH (IN)	160	11671	49146
OH-IN	45 ELYRIA (OH) -156 WARSAW (IN)	183	10184	40298
OH-IN	158 WATERLOO (BUS-IN) -165 YOUNGSTOWN(BUS-OH)	185	12058	56129
OH-IN	45 ELYRIA (OH) -158 WATERLOO (BUS-IN)	192	8913	40253
OH-IN	10 BLOOMINGTON(BUS-IN) -150 TOLEDO (OH)	202	21189	92560
OH-IN	156 WARSAW (IN) -165 YOUNGSTOWN(BUS-OH)	204	14333	63749
OH-IN	15 CANTON(BUS-OH) -158 WATERLOO (BUS-IN)	219	13770	64829
OH-IN	23 CINCINNATI (OH) -66 INDIANAPOLIS AIRPORT (IN)	246	6845	29231
OH-IN	15 CANTON(BUS-OH) -156 WARSAW (IN)	246	17209	75248
OH-IN	26 COLUMBUS(BUS-IN) -45 ELYRIA (OH)	256	31337	135461
OH-IN	121 PLYMOUTH (IN) -165 YOUNGSTOWN(BUS-OH)	259	19917	87652
OH-IN	53 GARY INTERNATIONAL AIRPORT (IN) -165 YOUNGSTOWN(BUS-OH)	266	23537	106247
OH-IN	24 CLEVELAND (OH) -59 HMI-WTG-DET (IN)	283	26250	104811
OH-IN	45 ELYRIA (OH) -121 PLYMOUTH (IN)	313	19320	76576
OH-IN	15 CANTON(BUS-OH) -121 PLYMOUTH (IN)	313	24069	103529
OH-IN	15 CANTON(BUS-OH) -53 GARY INTERNATIONAL AIRPORT (IN)	313	27543	123101
OH-IN	24 CLEVELAND (OH) -33 DEFIANCE (IN)	352	14254	57016
OH-IN	33 DEFIANCE (IN) -150 TOLEDO (OH)	370	5212	20343
OH-IN	1 AKRON(BUS-OH) -53 GARY INTERNATIONAL AIRPORT (IN)	371	31767	137141
OH-IN	26 COLUMBUS(BUS-IN) -150 TOLEDO (OH)	379	39395	169690
OH-IN	121 PLYMOUTH (IN) -134 SANDUSKY (OH)	384	20043	80667
OH-IN	10 BLOOMINGTON(BUS-IN) -45 ELYRIA (OH)	390	48187	210788
OH-IN	150 TOLEDO (OH) -156 WARSAW (IN)	500	18073	68965
OH-IN	50 FT. WAYNE(IN) -134 SANDUSKY (OH)	521	18116	76089
OH-IN	80 LAFAYETTE (IN) -165 YOUNGSTOWN(BUS-OH)	541	61668	274344
OH-IN	121 PLYMOUTH (IN) -150 TOLEDO (OH)	565	23997	92024
OH-IN	24 CLEVELAND (OH) -26 COLUMBUS(BUS-IN)	582	75053	323244
OH-IN	50 FT. WAYNE(IN) -154 WARREN(BUS-OH)	623	36539	162667
OH-IN	10 BLOOMINGTON(BUS-IN) -23 CINCINNATI (OH)	645	23041	107000
OH-IN	23 CINCINNATI (OH) -26 COLUMBUS(BUS-IN)	649	20978	100540
OH-IN	30 DAYTON(BUS-OH) -156 WARSAW (IN)	770	59363	303357
OH-IN	15 CANTON(BUS-OH) -80 LAFAYETTE (IN)	856	97004	428145
OH-IN	30 DAYTON(BUS-OH) -121 PLYMOUTH (IN)	923	65262	340627
OH-IN	10 BLOOMINGTON(BUS-IN) -24 CLEVELAND (OH)	927	120398	524476
OH-IN	1 AKRON(BUS-OH) -80 LAFAYETTE (IN)	979	108770	467174
OH-IN	24 CLEVELAND (OH) -156 WARSAW (IN)	1077	68167	263860
OH-IN	27 COLUMBUS(BUS-OH) -105 MUNCIE(BUS-IN)	1146	115566	638510
OH-IN	23 CINCINNATI (OH) -59 HMI-WTG-DET (IN)	1236	104058	411651
OH-IN	23 CINCINNATI (OH) -80 LAFAYETTE (IN)	1325	59846	247796
OH-IN	24 CLEVELAND (OH) -158 WATERLOO (BUS-IN)	1461	80667	343379
OH-IN	24 CLEVELAND (OH) -121 PLYMOUTH (IN)	1663	116369	449077
OH-IN	15 CANTON(BUS-OH) -65 INDIANAPOLIS (IN)	1694	221390	972260
OH-IN	23 CINCINNATI (OH) -50 FT. WAYNE(IN)	2011	203986	844776
OH-IN	150 TOLEDO (OH) -158 WATERLOO (BUS-IN)	2015	67185	257897
OH-IN	45 ELYRIA (OH) -50 FT. WAYNE(IN)	2420	110503	438001
OH-IN	1 AKRON(BUS-OH) -65 INDIANAPOLIS (IN)	2719	349301	1498051
OH-IN	24 CLEVELAND (OH) -50 FT. WAYNE(IN)	9348	507918	1925623

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States	Station Pair	Riders	Revenue	Passenger Miles
OH-IN	23 CINCINNATI (OH) -65 INDIANAPOLIS (IN)	12615	362861	1425500
OH-IN	50 FT. WAYNE(IN) -150 TOLEDO (OH)	33700	944641	3336269
OH-KY	88 LOUISVILLE(BUS-KY) -134 SANDUSKY (OH)	667	80237	375661
OH-KY	88 LOUISVILLE(BUS-KY) -150 TOLEDO (OH)	2081	230074	1073614
OH-KY	23 CINCINNATI (OH) -88 LOUISVILLE(BUS-KY)	8714	395197	1943227
OH-MI	1 AKRON(BUS-OH) -8 BANGOR (MI)	1	99	398
OH-MI	8 BANGOR (MI) -165 YOUNGSTOWN(BUS-OH)	2	309	1288
OH-MI	45 ELYRIA (OH) -89 LUDINGTON(BUS-MI)	3	421	2046
OH-MI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -165 YOUNGSTOWN(BUS-OH)	4	451	1903
OH-MI	4 ANCHORVILLE(BUS-MI) -134 SANDUSKY (OH)	6	788	3876
OH-MI	2 ALBION (MI) -150 TOLEDO (OH)	8	788	3573
OH-MI	2 ALBION (MI) -165 YOUNGSTOWN(BUS-OH)	9	1125	5386
OH-MI	2 ALBION (MI) -15 CANTON(BUS-OH)	11	1376	6552
OH-MI	42 EAST LANSING (MI) -45 ELYRIA (OH)	11	1333	5938
OH-MI	68 JACKSON (MI) -134 SANDUSKY (OH)	11	1222	5680
OH-MI	1 AKRON(BUS-OH) -2 ALBION (MI)	12	1490	6943
OH-MI	31 DEARBORN (MI) -134 SANDUSKY (OH)	12	1437	6839
OH-MI	89 LUDINGTON(BUS-MI) -134 SANDUSKY (OH)	13	1485	7324
OH-MI	15 CANTON(BUS-OH) -37 DOWAGIAC (MI)	14	1627	7413
OH-MI	37 DOWAGIAC (MI) -165 YOUNGSTOWN(BUS-OH)	14	1646	7555
OH-MI	1 AKRON(BUS-OH) -68 JACKSON (MI)	15	1882	8904
OH-MI	1 AKRON(BUS-OH) -37 DOWAGIAC (MI)	15	1683	7475
OH-MI	42 EAST LANSING (MI) -134 SANDUSKY (OH)	16	1761	7922
OH-MI	5 ANN ARBOR (MI) -134 SANDUSKY (OH)	16	1856	8805
OH-MI	35 DETROIT (MI) -134 SANDUSKY (OH)	17	2079	9909
OH-MI	112 NILES (MI) -154 WARREN(BUS-OH)	18	1358	6411
OH-MI	23 CINCINNATI (OH) -89 LUDINGTON(BUS-MI)	21	2592	12998
OH-MI	31 DEARBORN (MI) -45 ELYRIA (OH)	23	3001	14108
OH-MI	24 CLEVELAND (OH) -42 EAST LANSING (MI)	25	3146	13946
OH-MI	133 ROYAL OAK (MI) -134 SANDUSKY (OH)	29	3556	16984
OH-MI	112 NILES (MI) -134 SANDUSKY (OH)	32	1691	7408
OH-MI	1 AKRON(BUS-OH) -112 NILES (MI)	34	2453	11266
OH-MI	73 KALAMAZOO (MI) -134 SANDUSKY (OH)	35	3455	15023
OH-MI	5 ANN ARBOR (MI) -45 ELYRIA (OH)	36	4405	20635
OH-MI	2 ALBION (MI) -24 CLEVELAND (OH)	37	4457	19997
OH-MI	73 KALAMAZOO (MI) -165 YOUNGSTOWN(BUS-OH)	39	4704	21745
OH-MI	106 MUSKEGON(BUS-MI) -134 SANDUSKY (OH)	39	4509	20533
OH-MI	123 PONTIAC (MI) -150 TOLEDO (OH)	41	4753	22683
OH-MI	61 HOLLAND (MI) -165 YOUNGSTOWN(BUS-OH)	45	6178	28629
OH-MI	1 AKRON(BUS-OH) -73 KALAMAZOO (MI)	45	5326	23876
OH-MI	4 ANCHORVILLE(BUS-MI) -45 ELYRIA (OH)	47	6218	30171
OH-MI	45 ELYRIA (OH) -68 JACKSON (MI)	47	5435	24966
OH-MI	55 GRAND RAPIDS (MI) -134 SANDUSKY (OH)	47	5361	23006
OH-MI	15 CANTON(BUS-OH) -73 KALAMAZOO (MI)	48	5797	26610
OH-MI	1 AKRON(BUS-OH) -5 ANN ARBOR (MI)	49	6510	31303
OH-MI	15 CANTON(BUS-OH) -61 HOLLAND (MI)	50	6883	31703
OH-MI	1 AKRON(BUS-OH) -61 HOLLAND (MI)	51	6903	31142
OH-MI	9 BATTLE CREEK (MI) -134 SANDUSKY (OH)	52	3569	16326
OH-MI	45 ELYRIA (OH) -106 MUSKEGON(BUS-MI)	52	6307	29124
OH-MI	35 DETROIT (MI) -45 ELYRIA (OH)	53	6906	32523
OH-MI	4 ANCHORVILLE(BUS-MI) -150 TOLEDO (OH)	57	6702	32391
OH-MI	1 AKRON(BUS-OH) -31 DEARBORN (MI)	57	7942	38277
OH-MI	45 ELYRIA (OH) -73 KALAMAZOO (MI)	59	6386	27541
OH-MI	9 BATTLE CREEK (MI) -154 WARREN(BUS-OH)	59	3441	17183
OH-MI	45 ELYRIA (OH) -123 PONTIAC (MI)	60	8147	38473
OH-MI	45 ELYRIA (OH) -55 GRAND RAPIDS (MI)	62	7483	32198
OH-MI	1 AKRON(BUS-OH) -123 PONTIAC (MI)	65	9468	45765
OH-MI	42 EAST LANSING (MI) -150 TOLEDO (OH)	68	6995	31223
OH-MI	46 FLINT (MI) -134 SANDUSKY (OH)	69	8413	38186
OH-MI	30 DAYTON(BUS-OH) -112 NILES (MI)	70	5091	27403
OH-MI	45 ELYRIA (OH) -112 NILES (MI)	70	4514	18856
OH-MI	1 AKRON(BUS-OH) -133 ROYAL OAK (MI)	71	10078	48698
OH-MI	30 DAYTON(BUS-OH) -37 DOWAGIAC (MI)	76	6131	32793

States	Station Pair	Riders	Revenue	Passenger Miles
OH-MI	89 LUDINGTON(BUS-MI) -150 TOLEDO (OH)	78	8511	42038
OH-MI	8 BANGOR (MI) -30 DAYTON(BUS-OH)	88	8372	39046
OH-MI	31 DEARBORN (MI) -150 TOLEDO (OH)	88	9651	45853
OH-MI	112 NILES (MI) -165 YOUNGSTOWN(BUS-OH)	93	7370	33834
OH-MI	15 CANTON(BUS-OH) -112 NILES (MI)	95	7359	33570
OH-MI	1 AKRON(BUS-OH) -35 DETROIT (MI)	100	14058	67835
OH-MI	23 CINCINNATI (OH) -42 EAST LANSING (MI)	107	12233	56178
OH-MI	55 GRAND RAPIDS (MI) -150 TOLEDO (OH)	127	13189	55968
OH-MI	106 MUSKEGON(BUS-MI) -150 TOLEDO (OH)	131	13834	62702
OH-MI	55 GRAND RAPIDS (MI) -165 YOUNGSTOWN(BUS-OH)	139	18127	85314
OH-MI	68 JACKSON (MI) -150 TOLEDO (OH)	139	13890	63318
OH-MI	24 CLEVELAND (OH) -106 MUSKEGON(BUS-MI)	143	18286	83886
OH-MI	133 ROYAL OAK (MI) -150 TOLEDO (OH)	145	16815	78844
OH-MI	4 ANCHORVILLE(BUS-MI) -24 CLEVELAND (OH)	157	21920	105514
OH-MI	24 CLEVELAND (OH) -68 JACKSON (MI)	175	21520	98192
OH-MI	30 DAYTON(BUS-OH) -40 DURAND (MI)	177	18997	100578
OH-MI	15 CANTON(BUS-OH) -55 GRAND RAPIDS (MI)	180	23384	109369
OH-MI	9 BATTLE CREEK (MI) -45 ELYRIA (OH)	185	12128	54625
OH-MI	112 NILES (MI) -150 TOLEDO (OH)	190	8615	35454
OH-MI	2 ALBION (MI) -30 DAYTON(BUS-OH)	190	17748	97983
OH-MI	30 DAYTON(BUS-OH) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	191	16721	79985
OH-MI	9 BATTLE CREEK (MI) -15 CANTON(BUS-OH)	205	15723	73350
OH-MI	1 AKRON(BUS-OH) -42 EAST LANSING (MI)	207	27043	124359
OH-MI	24 CLEVELAND (OH) -55 GRAND RAPIDS (MI)	208	26556	113948
OH-MI	1 AKRON(BUS-OH) -55 GRAND RAPIDS (MI)	215	27419	125544
OH-MI	9 BATTLE CREEK (MI) -165 YOUNGSTOWN(BUS-OH)	217	16236	74839
OH-MI	1 AKRON(BUS-OH) -9 BATTLE CREEK (MI)	229	16469	73401
OH-MI	35 DETROIT (MI) -150 TOLEDO (OH)	250	28366	132990
OH-MI	46 FLINT (MI) -150 TOLEDO (OH)	258	28870	130236
OH-MI	9 BATTLE CREEK (MI) -30 DAYTON(BUS-OH)	259	22889	127029
OH-MI	5 ANN ARBOR (MI) -24 CLEVELAND (OH)	265	34144	158787
OH-MI	24 CLEVELAND (OH) -123 PONTIAC (MI)	268	37792	177252
OH-MI	4 ANCHORVILLE(BUS-MI) -23 CINCINNATI (OH)	285	36265	181171
OH-MI	24 CLEVELAND (OH) -133 ROYAL OAK (MI)	304	42174	197617
OH-MI	24 CLEVELAND (OH) -31 DEARBORN (MI)	325	43832	204642
OH-MI	24 CLEVELAND (OH) -73 KALAMAZOO (MI)	341	39174	168275
OH-MI	2 ALBION (MI) -23 CINCINNATI (OH)	343	36971	172398
OH-MI	9 BATTLE CREEK (MI) -150 TOLEDO (OH)	347	22922	101098
OH-MI	30 DAYTON(BUS-OH) -73 KALAMAZOO (MI)	392	34477	183904
OH-MI	23 CINCINNATI (OH) -46 FLINT (MI)	429	53286	246461
OH-MI	30 DAYTON(BUS-OH) -61 HOLLAND (MI)	435	48043	237973
OH-MI	24 CLEVELAND (OH) -112 NILES (MI)	468	33573	137675
OH-MI	73 KALAMAZOO (MI) -150 TOLEDO (OH)	480	44421	185937
OH-MI	24 CLEVELAND (OH) -35 DETROIT (MI)	534	72866	340763
OH-MI	30 DAYTON(BUS-OH) -46 FLINT (MI)	538	59055	315923
OH-MI	5 ANN ARBOR (MI) -30 DAYTON(BUS-OH)	549	55825	314998
OH-MI	30 DAYTON(BUS-OH) -68 JACKSON (MI)	555	53210	297482
OH-MI	23 CINCINNATI (OH) -73 KALAMAZOO (MI)	582	59522	265325
OH-MI	30 DAYTON(BUS-OH) -55 GRAND RAPIDS (MI)	600	58230	313309
OH-MI	23 CINCINNATI (OH) -35 DETROIT (MI)	646	79958	387765
OH-MI	30 DAYTON(BUS-OH) -31 DEARBORN (MI)	666	71685	402214
OH-MI	23 CINCINNATI (OH) -106 MUSKEGON(BUS-MI)	821	94591	450565
OH-MI	9 BATTLE CREEK (MI) -24 CLEVELAND (OH)	837	66032	283142
OH-MI	5 ANN ARBOR (MI) -150 TOLEDO (OH)	895	96249	440326
OH-MI	30 DAYTON(BUS-OH) -35 DETROIT (MI)	947	103521	580329
OH-MI	23 CINCINNATI (OH) -55 GRAND RAPIDS (MI)	1107	132612	563302
OH-MI	30 DAYTON(BUS-OH) -42 EAST LANSING (MI)	1113	111521	600114
OH-MI	9 BATTLE CREEK (MI) -23 CINCINNATI (OH)	1532	157862	725623
OH-MI	23 CINCINNATI (OH) -31 DEARBORN (MI)	2069	252502	1222975
OH-MI	5 ANN ARBOR (MI) -23 CINCINNATI (OH)	2349	272724	1317829
OH-MN	36 DETROIT LAKES (MN) -150 TOLEDO (OH)	5	1159	4771
OH-MN	145 STAPLES (BUS-MN) -150 TOLEDO (OH)	18	3525	14487
OH-MN	24 CLEVELAND (OH) -145 STAPLES (BUS-MN)	22	4822	19921

States	Station Pair	Riders	Revenue	Passenger Miles
OH-MN	24 CLEVELAND (OH) -36 DETROIT LAKES (MN)	22	5161	21349
OH-MN	1 AKRON(BUS-OH) -163 WINONA (MN)	35	6012	25233
OH-MN	45 ELYRIA (OH) -163 WINONA (MN)	35	5774	23475
OH-MN	141 ST. CLOUD (BUS-MN) -150 TOLEDO (OH)	47	8478	34760
OH-MN	134 SANDUSKY (OH) -163 WINONA (MN)	54	8398	34215
OH-MN	24 CLEVELAND (OH) -141 ST. CLOUD (BUS-MN)	84	17280	71275
OH-MN	23 CINCINNATI (OH) -141 ST. CLOUD (BUS-MN)	172	33291	139781
OH-MN	129 RED WING (MN) -150 TOLEDO (OH)	180	28690	115894
OH-MN	150 TOLEDO (OH) -163 WINONA (MN)	203	29291	117805
OH-MN	24 CLEVELAND (OH) -163 WINONA (MN)	225	38015	154471
OH-MN	130 ROCHESTER(BUS-MN) -150 TOLEDO (OH)	324	46910	202122
OH-MN	24 CLEVELAND (OH) -129 RED WING (MN)	340	62598	255103
OH-MN	1 AKRON(BUS-OH) -103 MPLS/ST.PAUL (MN)	689	134700	570352
OH-MN	103 MPLS/ST.PAUL (MN) -134 SANDUSKY (OH)	717	126717	523529
OH-MN	45 ELYRIA (OH) -103 MPLS/ST.PAUL (MN)	920	170697	703492
OH-MN	103 MPLS/ST.PAUL (MN) -150 TOLEDO (OH)	3719	621214	2540361
OH-MN	24 CLEVELAND (OH) -103 MPLS/ST.PAUL (MN)	3869	742312	3056267
OH-MO	79 LA PLATA (MO) -134 SANDUSKY (OH)	2	273	1247
OH-MO	79 LA PLATA (MO) -150 TOLEDO (OH)	2	277	1260
OH-MO	24 CLEVELAND (OH) -79 LA PLATA (MO)	2	360	1625
OH-MO	135 SEDALIA (MO) -154 WARREN(BUS-OH)	5	995	4526
OH-MO	135 SEDALIA (MO) -150 TOLEDO (OH)	11	1790	7866
OH-MO	154 WARREN(BUS-OH) -155 WARRENSBURG (MO)	18	3507	16176
OH-MO	154 WARREN(BUS-OH) -157 WASHINGTON (MO)	19	3170	14314
OH-MO	24 CLEVELAND (OH) -135 SEDALIA (MO)	26	4860	21303
OH-MO	30 DAYTON(BUS-OH) -135 SEDALIA (MO)	27	4333	21505
OH-MO	70 JEFFERSON (MO) -154 WARREN(BUS-OH)	35	6348	28867
OH-MO	75 KANSAS CITY (MO) -134 SANDUSKY (OH)	39	6884	31934
OH-MO	23 CINCINNATI (OH) -135 SEDALIA (MO)	44	7804	34992
OH-MO	64 INDEPENDENCE (MO) -150 TOLEDO (OH)	53	9367	42288
OH-MO	1 AKRON(BUS-OH) -75 KANSAS CITY (MO)	57	11221	52646
OH-MO	25 COLUMBIA(BUS-MO) -150 TOLEDO (OH)	58	8869	45502
OH-MO	45 ELYRIA (OH) -75 KANSAS CITY (MO)	72	13430	61834
OH-MO	150 TOLEDO (OH) -155 WARRENSBURG (MO)	76	12725	56965
OH-MO	77 KIRKWOOD (MO) -154 WARREN(BUS-OH)	79	12312	55861
OH-MO	150 TOLEDO (OH) -157 WASHINGTON (MO)	86	11638	50315
OH-MO	24 CLEVELAND (OH) -25 COLUMBIA(BUS-MO)	89	15659	78519
OH-MO	30 DAYTON(BUS-OH) -70 JEFFERSON (MO)	98	14459	72357
OH-MO	70 JEFFERSON (MO) -150 TOLEDO (OH)	149	22303	97721
OH-MO	75 KANSAS CITY (MO) -150 TOLEDO (OH)	216	36402	168388
OH-MO	144 ST. LOUIS (MO) -154 WARREN(BUS-OH)	231	35171	159903
OH-MO	24 CLEVELAND (OH) -75 KANSAS CITY (MO)	246	47601	218226
OH-MO	24 CLEVELAND (OH) -70 JEFFERSON (MO)	258	45024	196780
OH-MO	23 CINCINNATI (OH) -155 WARRENSBURG (MO)	272	48783	222356
OH-MO	23 CINCINNATI (OH) -157 WASHINGTON (MO)	319	46791	207542
OH-MO	30 DAYTON(BUS-OH) -77 KIRKWOOD (MO)	342	42115	214023
OH-MO	77 KIRKWOOD (MO) -150 TOLEDO (OH)	347	43438	188382
OH-MO	23 CINCINNATI (OH) -25 COLUMBIA(BUS-MO)	401	69221	339657
OH-MO	30 DAYTON(BUS-OH) -75 KANSAS CITY (MO)	634	105362	545880
OH-MO	23 CINCINNATI (OH) -70 JEFFERSON (MO)	679	109818	491867
OH-MO	24 CLEVELAND (OH) -77 KIRKWOOD (MO)	685	102773	445160
OH-MO	1 AKRON(BUS-OH) -144 ST. LOUIS (MO)	697	104933	470448
OH-MO	134 SANDUSKY (OH) -144 ST. LOUIS (MO)	824	108516	475424
OH-MO	45 ELYRIA (OH) -144 ST. LOUIS (MO)	946	132976	578687
OH-MO	23 CINCINNATI (OH) -77 KIRKWOOD (MO)	1765	242475	1080331
OH-MO	30 DAYTON(BUS-OH) -144 ST. LOUIS (MO)	1920	245341	1174772
OH-MO	144 ST. LOUIS (MO) -150 TOLEDO (OH)	3709	457372	1965852
OH-MO	24 CLEVELAND (OH) -144 ST. LOUIS (MO)	4021	590579	2561159
OH-MO	23 CINCINNATI (OH) -144 ST. LOUIS (MO)	8219	1157811	4923210
OH-NE	99 MCCOOK (NE) -150 TOLEDO (OH)	2	422	1856
OH-NE	24 CLEVELAND (OH) -99 MCCOOK (NE)	2	550	2413
OH-NE	57 HASTINGS (NE) -150 TOLEDO (OH)	2	449	1938
OH-NE	24 CLEVELAND (OH) -57 HASTINGS (NE)	2	529	2280

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OH-NE	23 CINCINNATI (OH) -57 HASTINGS (NE)	10	2123	9322
OH-NE	23 CINCINNATI (OH) -99 MCCOOK (NE)	12	2868	12793
OH-NE	87 LINCOLN (NE) -134 SANDUSKY (OH)	22	4314	18419
OH-NE	87 LINCOLN (NE) -150 TOLEDO (OH)	23	4271	18101
OH-NE	114 OMAHA (NE) -134 SANDUSKY (OH)	54	9805	41421
OH-NE	45 ELYRIA (OH) -114 OMAHA (NE)	83	15908	66976
OH-NE	24 CLEVELAND (OH) -87 LINCOLN (NE)	88	18434	78275
OH-NE	1 AKRON(BUS-OH) -114 OMAHA (NE)	111	22502	97102
OH-NE	23 CINCINNATI (OH) -87 LINCOLN (NE)	266	52189	225842
OH-NE	114 OMAHA (NE) -150 TOLEDO (OH)	301	52160	218497
OH-NE	24 CLEVELAND (OH) -114 OMAHA (NE)	465	92211	387606
OH-OH	134 SANDUSKY (OH) -165 YOUNGSTOWN(BUS-OH)	275	6184	35181
OH-OH	1 AKRON(BUS-OH) -134 SANDUSKY (OH)	312	6014	30615
OH-OH	15 CANTON(BUS-OH) -134 SANDUSKY (OH)	356	7906	43121
OH-OH	150 TOLEDO (OH) -154 WARREN(BUS-OH)	553	18579	89519
OH-OH	1 AKRON(BUS-OH) -45 ELYRIA (OH)	609	6133	38343
OH-OH	45 ELYRIA (OH) -165 YOUNGSTOWN(BUS-OH)	842	11227	78320
OH-OH	15 CANTON(BUS-OH) -45 ELYRIA (OH)	1184	15115	101782
OH-OH	150 TOLEDO (OH) -165 YOUNGSTOWN(BUS-OH)	1381	49894	241642
OH-OH	45 ELYRIA (OH) -134 SANDUSKY (OH)	1415	12640	49539
OH-OH	1 AKRON(BUS-OH) -150 TOLEDO (OH)	1687	55266	244620
OH-OH	15 CANTON(BUS-OH) -150 TOLEDO (OH)	1930	67775	324317
OH-OH	45 ELYRIA (OH) -150 TOLEDO (OH)	2085	44430	170935
OH-OH	134 SANDUSKY (OH) -150 TOLEDO (OH)	2259	27317	106155
OH-OH	27 COLUMBUS(BUS-OH) -134 SANDUSKY (OH)	2274	127760	757268
OH-OH	24 CLEVELAND (OH) -134 SANDUSKY (OH)	3054	48167	183235
OH-OH	30 DAYTON(BUS-OH) -150 TOLEDO (OH)	3185	357112	1694280
OH-OH	24 CLEVELAND (OH) -27 COLUMBUS(BUS-OH)	5803	419135	2280628
OH-OH	24 CLEVELAND (OH) -45 ELYRIA (OH)	7161	46192	179017
OH-OH	27 COLUMBUS(BUS-OH) -45 ELYRIA (OH)	9293	626865	3419686
OH-OH	24 CLEVELAND (OH) -150 TOLEDO (OH)	26507	776885	2836205
OH-WI	45 ELYRIA (OH) -147 STURGEON BAY(BUS-WI)	3	410	1590
OH-WI	45 ELYRIA (OH) -96 MARINETTE(BUS-WI)	5	782	3150
OH-WI	23 CINCINNATI (OH) -147 STURGEON BAY(BUS-WI)	6	828	3285
OH-WI	96 MARINETTE(BUS-WI) -134 SANDUSKY (OH)	8	1044	4211
OH-WI	134 SANDUSKY (OH) -147 STURGEON BAY(BUS-WI)	8	1081	4189
OH-WI	96 MARINETTE(BUS-WI) -150 TOLEDO (OH)	18	2388	9486
OH-WI	147 STURGEON BAY(BUS-WI) -150 TOLEDO (OH)	20	2498	9496
OH-WI	23 CINCINNATI (OH) -160 WAUSAU(BUS-WI)	21	2801	12168
OH-WI	134 SANDUSKY (OH) -159 WATERTOWN (WI)	30	3279	12955
OH-WI	134 SANDUSKY (OH) -151 TOMAH (WI)	31	4396	17452
OH-WI	45 ELYRIA (OH) -160 WAUSAU(BUS-WI)	32	4575	19396
OH-WI	134 SANDUSKY (OH) -164 WISCONSIN DELLS (WI)	32	4216	16681
OH-WI	45 ELYRIA (OH) -151 TOMAH (WI)	34	5033	19967
OH-WI	15 CANTON(BUS-OH) -164 WISCONSIN DELLS (WI)	35	5287	22232
OH-WI	125 PORTAGE (WI) -134 SANDUSKY (OH)	35	4469	17425
OH-WI	1 AKRON(BUS-OH) -159 WATERTOWN (WI)	36	4504	18630
OH-WI	45 ELYRIA (OH) -125 PORTAGE (WI)	37	5062	19744
OH-WI	159 WATERTOWN (WI) -165 YOUNGSTOWN(BUS-OH)	38	4868	20811
OH-WI	15 CANTON(BUS-OH) -159 WATERTOWN (WI)	39	5043	21399
OH-WI	134 SANDUSKY (OH) -160 WAUSAU(BUS-WI)	40	5391	22971
OH-WI	116 OSHKOSH (WI) -150 TOLEDO (OH)	42	4633	17399
OH-WI	113 OCONOMOWOC (WI) -165 YOUNGSTOWN(BUS-OH)	43	5416	23158
OH-WI	1 AKRON(BUS-OH) -113 OCONOMOWOC (WI)	44	5381	22242
OH-WI	154 WARREN(BUS-OH) -162 WEST BEND (WI)	47	5899	24670
OH-WI	15 CANTON(BUS-OH) -113 OCONOMOWOC (WI)	47	5894	25012
OH-WI	1 AKRON(BUS-OH) -164 WISCONSIN DELLS (WI)	49	7283	29961
OH-WI	134 SANDUSKY (OH) -146 STEVENS POINT(BUS-WI)	53	6948	28540
OH-WI	15 CANTON(BUS-OH) -125 PORTAGE (WI)	57	8467	35224
OH-WI	91 MADISON DANE AIRPORT -150 TOLEDO (OH)	59	6417	24605
OH-WI	148 STURTEVANT (WI) -154 WARREN(BUS-OH)	60	6480	28150
OH-WI	6 APPLETON (WI) -150 TOLEDO (OH)	61	7010	26192
OH-WI	125 PORTAGE (WI) -165 YOUNGSTOWN(BUS-OH)	61	9090	38068

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States	Station Pair	Riders	Revenue	Passenger Miles
OH-WI	78 LA CROSSE (WI) -134 SANDUSKY (OH)	65	9686	38996
OH-WI	125 PORTAGE (WI) -150 TOLEDO (OH)	67	7875	30082
OH-WI	45 ELYRIA (OH) -78 LA CROSSE (WI)	72	11371	45712
OH-WI	1 AKRON(BUS-OH) -125 PORTAGE (WI)	72	10568	42969
OH-WI	45 ELYRIA (OH) -146 STEVENS POINT(BUS-WI)	77	10716	43889
OH-WI	1 AKRON(BUS-OH) -78 LA CROSSE (WI)	78	13131	54591
OH-WI	150 TOLEDO (OH) -151 TOMAH (WI)	85	11117	43410
OH-WI	30 DAYTON(BUS-OH) -164 WISCONSIN DELLS (WI)	96	11308	52599
OH-WI	134 SANDUSKY (OH) -136 SHEBOYGAN(BUS-WI)	97	9760	41665
OH-WI	134 SANDUSKY (OH) -162 WEST BEND (WI)	97	10254	40046
OH-WI	30 DAYTON(BUS-OH) -151 TOMAH (WI)	97	12543	57799
OH-WI	116 OSHKOSH (WI) -165 YOUNGSTOWN(BUS-OH)	106	14920	62042
OH-WI	92 MANITOWOC(BUS-WI) -134 SANDUSKY (OH)	107	11756	48993
OH-WI	113 OCONOMOWOC (WI) -150 TOLEDO (OH)	110	10438	40168
OH-WI	150 TOLEDO (OH) -159 WATERTOWN (WI)	114	11155	43074
OH-WI	47 FOND DU LAC (WI) -165 YOUNGSTOWN(BUS-OH)	136	18480	77397
OH-WI	150 TOLEDO (OH) -164 WISCONSIN DELLS (WI)	136	16395	63676
OH-WI	12 BROOKFIELD (WI) -154 WARREN(BUS-OH)	140	16929	71457
OH-WI	24 CLEVELAND (OH) -159 WATERTOWN (WI)	148	18203	71919
OH-WI	24 CLEVELAND (OH) -125 PORTAGE (WI)	153	21807	85147
OH-WI	24 CLEVELAND (OH) -151 TOMAH (WI)	154	24069	95516
OH-WI	24 CLEVELAND (OH) -164 WISCONSIN DELLS (WI)	154	22394	88587
OH-WI	45 ELYRIA (OH) -136 SHEBOYGAN(BUS-WI)	154	16927	71778
OH-WI	45 ELYRIA (OH) -92 MANITOWOC(BUS-WI)	158	18849	78161
OH-WI	30 DAYTON(BUS-OH) -116 OSHKOSH (WI)	162	17437	80104
OH-WI	45 ELYRIA (OH) -162 WEST BEND (WI)	163	18743	73219
OH-WI	15 CANTON(BUS-OH) -47 FOND DU LAC (WI)	166	22562	93799
OH-WI	1 AKRON(BUS-OH) -116 OSHKOSH (WI)	167	23114	93126
OH-WI	15 CANTON(BUS-OH) -116 OSHKOSH (WI)	169	23774	98155
OH-WI	162 WEST BEND (WI) -165 YOUNGSTOWN(BUS-OH)	172	22776	93107
OH-WI	12 BROOKFIELD (WI) -134 SANDUSKY (OH)	180	18034	70993
OH-WI	15 CANTON(BUS-OH) -162 WEST BEND (WI)	183	23228	97791
OH-WI	1 AKRON(BUS-OH) -47 FOND DU LAC (WI)	185	24751	100352
OH-WI	91 MADISON DANE AIRPORT -165 YOUNGSTOWN(BUS-OH)	186	26063	110064
OH-WI	30 DAYTON(BUS-OH) -125 PORTAGE (WI)	193	22356	102899
OH-WI	150 TOLEDO (OH) -160 WAUSAU(BUS-WI)	216	26820	113025
OH-WI	12 BROOKFIELD (WI) -165 YOUNGSTOWN(BUS-OH)	231	30219	120667
OH-WI	1 AKRON(BUS-OH) -162 WEST BEND (WI)	235	30449	119880
OH-WI	24 CLEVELAND (OH) -146 STEVENS POINT(BUS-WI)	236	34506	141180
OH-WI	15 CANTON(BUS-OH) -91 MADISON DANE AIRPORT	239	33275	139537
OH-WI	1 AKRON(BUS-OH) -148 STURTEVANT (WI)	243	26425	110339
OH-WI	148 STURTEVANT (WI) -165 YOUNGSTOWN(BUS-OH)	252	28998	121751
OH-WI	30 DAYTON(BUS-OH) -159 WATERTOWN (WI)	252	24171	116151
OH-WI	1 AKRON(BUS-OH) -91 MADISON DANE AIRPORT	270	37113	151939
OH-WI	30 DAYTON(BUS-OH) -113 OCONOMOWOC (WI)	279	25852	124749
OH-WI	15 CANTON(BUS-OH) -148 STURTEVANT (WI)	289	33857	137649
OH-WI	102 MILWAUKEE (WI) -154 WARREN(BUS-OH)	316	36168	156510
OH-WI	12 BROOKFIELD (WI) -15 CANTON(BUS-OH)	322	43451	165957
OH-WI	23 CINCINNATI (OH) -146 STEVENS POINT(BUS-WI)	329	43795	183781
OH-WI	1 AKRON(BUS-OH) -12 BROOKFIELD (WI)	335	43302	164626
OH-WI	6 APPLETON (WI) -15 CANTON(BUS-OH)	336	49163	201558
OH-WI	134 SANDUSKY (OH) -148 STURTEVANT (WI)	337	29622	119938
OH-WI	12 BROOKFIELD (WI) -45 ELYRIA (OH)	346	37673	148251
OH-WI	1 AKRON(BUS-OH) -6 APPLETON (WI)	347	49868	199639
OH-WI	45 ELYRIA (OH) -148 STURTEVANT (WI)	368	35635	143859
OH-WI	23 CINCINNATI (OH) -159 WATERTOWN (WI)	378	41673	169248
OH-WI	78 LA CROSSE (WI) -150 TOLEDO (OH)	384	53675	213005
OH-WI	24 CLEVELAND (OH) -78 LA CROSSE (WI)	396	65075	261551
OH-WI	24 CLEVELAND (OH) -92 MANITOWOC(BUS-WI)	396	46995	205446
OH-WI	146 STEVENS POINT(BUS-WI) -150 TOLEDO (OH)	422	55308	206903
OH-WI	92 MANITOWOC(BUS-WI) -150 TOLEDO (OH)	471	46443	193855
OH-WI	24 CLEVELAND (OH) -136 SHEBOYGAN(BUS-WI)	479	55513	234672
OH-WI	102 MILWAUKEE (WI) -165 YOUNGSTOWN(BUS-OH)	479	58727	243306

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States	Station Pair	Riders	Revenue	Passenger Miles
OH-WI	102 MILWAUKEE (WI) -134 SANDUSKY (OH)	482	45241	183114
OH-WI	1 AKRON(BUS-OH) -102 MILWAUKEE (WI)	483	54495	231043
OH-WI	30 DAYTON(BUS-OH) -47 FOND DU LAC (WI)	518	53158	247453
OH-WI	136 SHEBOYGAN(BUS-WI) -150 TOLEDO (OH)	524	50426	200663
OH-WI	24 CLEVELAND (OH) -162 WEST BEND (WI)	593	71776	280722
OH-WI	15 CANTON(BUS-OH) -102 MILWAUKEE (WI)	615	76742	307959
OH-WI	150 TOLEDO (OH) -162 WEST BEND (WI)	652	62687	238790
OH-WI	30 DAYTON(BUS-OH) -56 GREEN BAY (WI)	688	83923	373343
OH-WI	148 STURTEVANT (WI) -150 TOLEDO (OH)	716	55996	221117
OH-WI	30 DAYTON(BUS-OH) -91 MADISON DANE AIRPORT	754	80359	376424
OH-WI	30 DAYTON(BUS-OH) -162 WEST BEND (WI)	869	81564	389300
OH-WI	45 ELYRIA (OH) -102 MILWAUKEE (WI)	900	92516	373427
OH-WI	47 FOND DU LAC (WI) -150 TOLEDO (OH)	920	96485	364224
OH-WI	6 APPLETON (WI) -30 DAYTON(BUS-OH)	984	111347	504918
OH-WI	12 BROOKFIELD (WI) -150 TOLEDO (OH)	1203	108799	417560
OH-WI	24 CLEVELAND (OH) -148 STURTEVANT (WI)	1327	136840	552089
OH-WI	12 BROOKFIELD (WI) -30 DAYTON(BUS-OH)	1483	148293	636318
OH-WI	12 BROOKFIELD (WI) -24 CLEVELAND (OH)	1487	171409	675101
OH-WI	30 DAYTON(BUS-OH) -148 STURTEVANT (WI)	1525	127150	596090
OH-WI	23 CINCINNATI (OH) -136 SHEBOYGAN(BUS-WI)	1860	205662	840898
OH-WI	23 CINCINNATI (OH) -162 WEST BEND (WI)	2385	284223	1037325
OH-WI	23 CINCINNATI (OH) -92 MANITOWOC(BUS-WI)	2438	283485	1172808
OH-WI	23 CINCINNATI (OH) -148 STURTEVANT (WI)	2759	249405	1042795
OH-WI	30 DAYTON(BUS-OH) -102 MILWAUKEE (WI)	3205	294611	1330222
OH-WI	102 MILWAUKEE (WI) -150 TOLEDO (OH)	3340	281238	1112083
OH-WI	12 BROOKFIELD (WI) -23 CINCINNATI (OH)	6155	707900	2560567
OH-WI	24 CLEVELAND (OH) -102 MILWAUKEE (WI)	6513	710370	2865693
OH-WI	23 CINCINNATI (OH) -102 MILWAUKEE (WI)	14887	1577612	5984507
WI-IA	14 BURLINGTON (IA) -151 TOMAH (WI)	2	285	1251
WI-IA	125 PORTAGE (WI) -161 WEBSTER CITY(BUS-IA)	3	392	1749
WI-IA	14 BURLINGTON (IA) -164 WISCONSIN DELLS (WI)	3	354	1563
WI-IA	28 CRESTON (IA) -136 SHEBOYGAN(BUS-WI)	3	418	2111
WI-IA	48 FORT MADISON (IA) -159 WATERTOWN (WI)	3	338	1547
WI-IA	159 WATERTOWN (WI) -161 WEBSTER CITY(BUS-IA)	4	458	2107
WI-IA	49 FT. DODGE(BUS-IA) -159 WATERTOWN (WI)	4	476	2228
WI-IA	113 OCONOMOWOC (WI) -161 WEBSTER CITY(BUS-IA)	4	467	2154
WI-IA	48 FORT MADISON (IA) -164 WISCONSIN DELLS (WI)	4	480	2141
WI-IA	49 FT. DODGE(BUS-IA) -113 OCONOMOWOC (WI)	4	485	2279
WI-IA	14 BURLINGTON (IA) -159 WATERTOWN (WI)	4	383	1733
WI-IA	28 CRESTON (IA) -162 WEST BEND (WI)	5	606	2866
WI-IA	48 FORT MADISON (IA) -151 TOMAH (WI)	5	625	2772
WI-IA	12 BROOKFIELD (WI) -28 CRESTON (IA)	5	647	3102
WI-IA	47 FOND DU LAC (WI) -49 FT. DODGE(BUS-IA)	5	690	3155
WI-IA	115 OSCEOLA (IA) -162 WEST BEND (WI)	7	887	4182
WI-IA	12 BROOKFIELD (WI) -49 FT. DODGE(BUS-IA)	8	899	4241
WI-IA	28 CRESTON (IA) -148 STURTEVANT (WI)	8	921	4580
WI-IA	111 NEWTON (IA) -147 STURGEON BAY(BUS-WI)	8	1102	4491
WI-IA	48 FORT MADISON (IA) -125 PORTAGE (WI)	9	1038	4577
WI-IA	96 MARINETTE(BUS-WI) -111 NEWTON (IA)	10	1401	5925
WI-IA	28 CRESTON (IA) -92 MANITOWOC(BUS-WI)	11	1358	7020
WI-IA	92 MANITOWOC(BUS-WI) -115 OSCEOLA (IA)	12	1503	7777
WI-IA	104 MT. PLEASANT (IA) -147 STURGEON BAY(BUS-WI)	12	1602	7104
WI-IA	49 FT. DODGE(BUS-IA) -148 STURTEVANT (WI)	12	1277	6270
WI-IA	115 OSCEOLA (IA) -136 SHEBOYGAN(BUS-WI)	12	1494	7550
WI-IA	48 FORT MADISON (IA) -96 MARINETTE(BUS-WI)	13	1621	7311
WI-IA	78 LA CROSSE (WI) -104 MT. PLEASANT (IA)	13	1875	8508
WI-IA	161 WEBSTER CITY(BUS-IA) -162 WEST BEND (WI)	13	1579	7222
WI-IA	48 FORT MADISON (IA) -147 STURGEON BAY(BUS-WI)	13	1672	7279
WI-IA	47 FOND DU LAC (WI) -161 WEBSTER CITY(BUS-IA)	13	1713	7692
WI-IA	12 BROOKFIELD (WI) -161 WEBSTER CITY(BUS-IA)	15	1654	7665
WI-IA	116 OSHKOSH (WI) -161 WEBSTER CITY(BUS-IA)	15	2015	8962
WI-IA	117 OTTUMWA (IA) -162 WEST BEND (WI)	19	2046	9547
WI-IA	48 FORT MADISON (IA) -162 WEST BEND (WI)	19	1817	8239

MWRRI
State of Indiana
Station to Station Origin-Destination Data

States	Station Pair	Riders	Revenue	Passenger Miles
WI-IA	14 BURLINGTON (IA) -56 GREEN BAY (WI)	20	2271	9565
WI-IA	3 AMES(BUS-IA) -113 OCONOMOWOC (WI)	20	2313	10122
WI-IA	148 STURTEVANT (WI) -161 WEBSTER CITY(BUS-IA)	21	2098	10102
WI-IA	91 MADISON DANE AIRPORT -161 WEBSTER CITY(BUS-IA)	21	2746	12411
WI-IA	3 AMES(BUS-IA) -159 WATERTOWN (WI)	21	2484	10861
WI-IA	48 FORT MADISON (IA) -78 LA CROSSE (WI)	22	3090	13803
WI-IA	96 MARINETTE(BUS-WI) -104 MT. PLEASANT (IA)	23	3024	13863
WI-IA	96 MARINETTE(BUS-WI) -117 OTTUMWA (IA)	23	3266	15071
WI-IA	49 FT. DODGE(BUS-IA) -102 MILWAUKEE (WI)	23	2548	12383
WI-IA	48 FORT MADISON (IA) -113 OCONOMOWOC (WI)	24	2260	10355
WI-IA	3 AMES(BUS-IA) -164 WISCONSIN DELLS (WI)	24	3376	14552
WI-IA	117 OTTUMWA (IA) -147 STURGEON BAY(BUS-WI)	25	3426	15328
WI-IA	14 BURLINGTON (IA) -147 STURGEON BAY(BUS-WI)	26	3210	13970
WI-IA	28 CRESTON (IA) -102 MILWAUKEE (WI)	28	3381	16648
WI-IA	48 FORT MADISON (IA) -148 STURTEVANT (WI)	30	2304	11150
WI-IA	111 NEWTON (IA) -160 WAUSAU(BUS-WI)	30	3882	17354
WI-IA	111 NEWTON (IA) -162 WEST BEND (WI)	30	3045	12673
WI-IA	104 MT. PLEASANT (IA) -136 SHEBOYGAN(BUS-WI)	31	2953	14940
WI-IA	104 MT. PLEASANT (IA) -113 OCONOMOWOC (WI)	31	3093	14473
WI-IA	48 FORT MADISON (IA) -146 STEVENS POINT(BUS-WI)	34	4112	19011
WI-IA	14 BURLINGTON (IA) -78 LA CROSSE (WI)	35	4854	21668
WI-IA	115 OSCEOLA (IA) -148 STURTEVANT (WI)	35	3754	18645
WI-IA	14 BURLINGTON (IA) -96 MARINETTE(BUS-WI)	35	4537	20462
WI-IA	18 CEDAR FALLS (BUS-IA) -159 WATERTOWN (WI)	35	3278	15670
WI-IA	48 FORT MADISON (IA) -92 MANITOWOC(BUS-WI)	36	3353	17216
WI-IA	111 NEWTON (IA) -146 STEVENS POINT(BUS-WI)	36	4628	19990
WI-IA	18 CEDAR FALLS (BUS-IA) -113 OCONOMOWOC (WI)	36	3251	15607
WI-IA	14 BURLINGTON (IA) -136 SHEBOYGAN(BUS-WI)	37	3317	16492
WI-IA	12 BROOKFIELD (WI) -117 OTTUMWA (IA)	38	3940	18674
WI-IA	18 CEDAR FALLS (BUS-IA) -164 WISCONSIN DELLS (WI)	39	4457	20621
WI-IA	48 FORT MADISON (IA) -136 SHEBOYGAN(BUS-WI)	39	3533	17572
WI-IA	48 FORT MADISON (IA) -160 WAUSAU(BUS-WI)	43	5292	25272
WI-IA	117 OTTUMWA (IA) -136 SHEBOYGAN(BUS-WI)	43	4445	22474
WI-IA	104 MT. PLEASANT (IA) -162 WEST BEND (WI)	43	4327	20041
WI-IA	102 MILWAUKEE (WI) -161 WEBSTER CITY(BUS-IA)	44	4672	22292
WI-IA	12 BROOKFIELD (WI) -48 FORT MADISON (IA)	46	4132	19043
WI-IA	12 BROOKFIELD (WI) -115 OSCEOLA (IA)	48	5722	27342
WI-IA	3 AMES(BUS-IA) -125 PORTAGE (WI)	49	6611	28179
WI-IA	131 ROCK ISLAND (IA) -146 STEVENS POINT(BUS-WI)	49	4604	20115
WI-IA	67 IOWA CITY (IA) -146 STEVENS POINT(BUS-WI)	51	5465	23755
WI-IA	12 BROOKFIELD (WI) -104 MT. PLEASANT (IA)	51	4829	22744
WI-IA	92 MANITOWOC(BUS-WI) -111 NEWTON (IA)	52	5541	24415
WI-IA	117 OTTUMWA (IA) -148 STURTEVANT (WI)	52	4743	23498
WI-IA	111 NEWTON (IA) -136 SHEBOYGAN(BUS-WI)	57	5845	25277
WI-IA	47 FOND DU LAC (WI) -48 FORT MADISON (IA)	57	5963	26462
WI-IA	18 CEDAR FALLS (BUS-IA) -151 TOMAH (WI)	57	7210	33056
WI-IA	92 MANITOWOC(BUS-WI) -131 ROCK ISLAND (IA)	59	3926	19572
WI-IA	104 MT. PLEASANT (IA) -148 STURTEVANT (WI)	61	4983	24641
WI-IA	3 AMES(BUS-IA) -162 WEST BEND (WI)	62	7036	30519
WI-IA	131 ROCK ISLAND (IA) -136 SHEBOYGAN(BUS-WI)	63	3963	18816
WI-IA	104 MT. PLEASANT (IA) -146 STEVENS POINT(BUS-WI)	63	7889	37070
WI-IA	18 CEDAR FALLS (BUS-IA) -78 LA CROSSE (WI)	65	8716	40160
WI-IA	131 ROCK ISLAND (IA) -160 WAUSAU(BUS-WI)	66	6366	29106
WI-IA	14 BURLINGTON (IA) -113 OCONOMOWOC (WI)	68	6368	29180
WI-IA	104 MT. PLEASANT (IA) -160 WAUSAU(BUS-WI)	68	8689	42093
WI-IA	18 CEDAR FALLS (BUS-IA) -125 PORTAGE (WI)	71	7957	36414
WI-IA	92 MANITOWOC(BUS-WI) -104 MT. PLEASANT (IA)	72	6971	36321
WI-IA	14 BURLINGTON (IA) -148 STURTEVANT (WI)	75	5707	27598
WI-IA	117 OTTUMWA (IA) -146 STEVENS POINT(BUS-WI)	77	10245	48383
WI-IA	48 FORT MADISON (IA) -91 MADISON DANE AIRPORT	79	8596	38460
WI-IA	48 FORT MADISON (IA) -116 OSHKOSH (WI)	82	8999	39483
WI-IA	67 IOWA CITY (IA) -78 LA CROSSE (WI)	83	10392	43789
WI-IA	34 DES MOINES (IA) -159 WATERTOWN (WI)	85	9598	40296

MWRRI
State of Indiana
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States	Station Pair	Riders	Revenue	Passenger Miles
WI-IA	18 CEDAR FALLS (BUS-IA) -162 WEST BEND (WI)	85	7686	36480
WI-IA	6 APPLETON (WI) -48 FORT MADISON (IA)	85	9773	42402
WI-IA	47 FOND DU LAC (WI) -67 IOWA CITY (IA)	86	7788	31804
WI-IA	12 BROOKFIELD (WI) -111 NEWTON (IA)	86	8326	35043
WI-IA	12 BROOKFIELD (WI) -14 BURLINGTON (IA)	89	7916	34737
WI-IA	67 IOWA CITY (IA) -125 PORTAGE (WI)	91	9428	38625
WI-IA	48 FORT MADISON (IA) -102 MILWAUKEE (WI)	91	7633	36506
WI-IA	92 MANITOWOC(BUS-WI) -117 OTTUMWA (IA)	91	9743	50617
WI-IA	102 MILWAUKEE (WI) -115 OSCEOLA (IA)	92	10328	50786
WI-IA	34 DES MOINES (IA) -113 OCONOMOWOC (WI)	92	10101	42394
WI-IA	3 AMES(BUS-IA) -47 FOND DU LAC (WI)	93	11435	48833
WI-IA	6 APPLETON (WI) -18 CEDAR FALLS (BUS-IA)	93	10248	46170
WI-IA	102 MILWAUKEE (WI) -117 OTTUMWA (IA)	94	9155	44838
WI-IA	14 BURLINGTON (IA) -162 WEST BEND (WI)	95	9011	40104
WI-IA	67 IOWA CITY (IA) -92 MANITOWOC(BUS-WI)	96	7651	37119
WI-IA	102 MILWAUKEE (WI) -104 MT. PLEASANT (IA)	97	8539	41694
WI-IA	117 OTTUMWA (IA) -160 WAUSAU(BUS-WI)	107	14635	71088
WI-IA	3 AMES(BUS-IA) -12 BROOKFIELD (WI)	108	12252	51427
WI-IA	47 FOND DU LAC (WI) -104 MT. PLEASANT (IA)	109	11792	53438
WI-IA	19 CEDAR RAPIDS(BUS-IA) -159 WATERTOWN (WI)	116	10767	44219
WI-IA	67 IOWA CITY (IA) -136 SHEBOYGAN(BUS-WI)	119	9153	42574
WI-IA	3 AMES(BUS-IA) -116 OSHKOSH (WI)	120	15298	64777
WI-IA	14 BURLINGTON (IA) -146 STEVENS POINT(BUS-WI)	120	14913	66317
WI-IA	18 CEDAR FALLS (BUS-IA) -47 FOND DU LAC (WI)	120	12796	54901
WI-IA	3 AMES(BUS-IA) -91 MADISON DANE AIRPORT	125	15881	68395
WI-IA	67 IOWA CITY (IA) -160 WAUSAU(BUS-WI)	130	14252	64499
WI-IA	3 AMES(BUS-IA) -6 APPLETON (WI)	131	17417	73128
WI-IA	19 CEDAR RAPIDS(BUS-IA) -164 WISCONSIN DELLS (WI)	134	15105	62704
WI-IA	19 CEDAR RAPIDS(BUS-IA) -113 OCONOMOWOC (WI)	134	12029	49282
WI-IA	14 BURLINGTON (IA) -92 MANITOWOC(BUS-WI)	136	13096	64786
WI-IA	18 CEDAR FALLS (BUS-IA) -91 MADISON DANE AIRPORT	137	14797	65909
WI-IA	111 NEWTON (IA) -148 STURTEVANT (WI)	139	11720	51157
WI-IA	34 DES MOINES (IA) -125 PORTAGE (WI)	142	18806	77328
WI-IA	18 CEDAR FALLS (BUS-IA) -56 GREEN BAY (WI)	144	17039	75295
WI-IA	131 ROCK ISLAND (IA) -159 WATERTOWN (WI)	150	11282	44644
WI-IA	131 ROCK ISLAND (IA) -164 WISCONSIN DELLS (WI)	155	14795	59742
WI-IA	12 BROOKFIELD (WI) -18 CEDAR FALLS (BUS-IA)	159	14642	65297
WI-IA	14 BURLINGTON (IA) -160 WAUSAU(BUS-WI)	161	20394	94745
WI-IA	14 BURLINGTON (IA) -47 FOND DU LAC (WI)	167	17448	77430
WI-IA	18 CEDAR FALLS (BUS-IA) -116 OSHKOSH (WI)	170	18458	80842
WI-IA	3 AMES(BUS-IA) -148 STURTEVANT (WI)	171	16985	74953
WI-IA	14 BURLINGTON (IA) -102 MILWAUKEE (WI)	172	14104	64968
WI-IA	19 CEDAR RAPIDS(BUS-IA) -151 TOMAH (WI)	176	21746	90649
WI-IA	113 OCONOMOWOC (WI) -131 ROCK ISLAND (IA)	179	12733	50671
WI-IA	6 APPLETON (WI) -14 BURLINGTON (IA)	185	21190	91942
WI-IA	67 IOWA CITY (IA) -91 MADISON DANE AIRPORT	220	20771	85996
WI-IA	19 CEDAR RAPIDS(BUS-IA) -78 LA CROSSE (WI)	224	28696	124642
WI-IA	67 IOWA CITY (IA) -116 OSHKOSH (WI)	231	22057	89229
WI-IA	14 BURLINGTON (IA) -91 MADISON DANE AIRPORT	235	25323	113248
WI-IA	102 MILWAUKEE (WI) -111 NEWTON (IA)	244	22039	95704
WI-IA	19 CEDAR RAPIDS(BUS-IA) -125 PORTAGE (WI)	244	27046	110495
WI-IA	18 CEDAR FALLS (BUS-IA) -148 STURTEVANT (WI)	254	18981	94595
WI-IA	131 ROCK ISLAND (IA) -151 TOMAH (WI)	266	28124	114274
WI-IA	14 BURLINGTON (IA) -116 OSHKOSH (WI)	271	29573	129725
WI-IA	19 CEDAR RAPIDS(BUS-IA) -162 WEST BEND (WI)	273	25123	100476
WI-IA	34 DES MOINES (IA) -47 FOND DU LAC (WI)	285	34047	139721
WI-IA	3 AMES(BUS-IA) -102 MILWAUKEE (WI)	309	32879	142722
WI-IA	34 DES MOINES (IA) -116 OSHKOSH (WI)	355	44278	180363
WI-IA	34 DES MOINES (IA) -148 STURTEVANT (WI)	356	33756	144018
WI-IA	34 DES MOINES (IA) -162 WEST BEND (WI)	363	41598	167153
WI-IA	125 PORTAGE (WI) -131 ROCK ISLAND (IA)	366	33950	134562
WI-IA	78 LA CROSSE (WI) -131 ROCK ISLAND (IA)	367	42907	173456
WI-IA	19 CEDAR RAPIDS(BUS-IA) -47 FOND DU LAC (WI)	375	36769	149414

States	Station Pair	Riders	Revenue	Passenger Miles
WI-IA	6 APPLETON (WI) -34 DES MOINES (IA)	382	49662	200798
WI-IA	67 IOWA CITY (IA) -148 STURTEVANT (WI)	404	27031	114460
WI-IA	131 ROCK ISLAND (IA) -162 WEST BEND (WI)	456	33229	129451
WI-IA	12 BROOKFIELD (WI) -19 CEDAR RAPIDS(BUS-IA)	459	39387	160353
WI-IA	34 DES MOINES (IA) -91 MADISON DANE AIRPORT	465	57414	238045
WI-IA	18 CEDAR FALLS (BUS-IA) -102 MILWAUKEE (WI)	477	40501	188735
WI-IA	12 BROOKFIELD (WI) -34 DES MOINES (IA)	511	58017	225891
WI-IA	19 CEDAR RAPIDS(BUS-IA) -91 MADISON DANE AIRPORT	524	54046	219461
WI-IA	19 CEDAR RAPIDS(BUS-IA) -116 OSHKOSH (WI)	533	54425	221024
WI-IA	6 APPLETON (WI) -19 CEDAR RAPIDS(BUS-IA)	577	65910	250040
WI-IA	47 FOND DU LAC (WI) -131 ROCK ISLAND (IA)	591	47469	185574
WI-IA	19 CEDAR RAPIDS(BUS-IA) -56 GREEN BAY (WI)	606	72717	280764
WI-IA	34 DES MOINES (IA) -102 MILWAUKEE (WI)	655	64776	280160
WI-IA	12 BROOKFIELD (WI) -131 ROCK ISLAND (IA)	748	50224	198092
WI-IA	91 MADISON DANE AIRPORT -131 ROCK ISLAND (IA)	798	66674	267371
WI-IA	19 CEDAR RAPIDS(BUS-IA) -148 STURTEVANT (WI)	800	56142	248948
WI-IA	6 APPLETON (WI) -131 ROCK ISLAND (IA)	803	76361	280370
WI-IA	116 OSHKOSH (WI) -131 ROCK ISLAND (IA)	938	79528	310631
WI-IA	56 GREEN BAY (WI) -131 ROCK ISLAND (IA)	1018	102573	385941
WI-IA	67 IOWA CITY (IA) -102 MILWAUKEE (WI)	1153	80590	353903
WI-IA	131 ROCK ISLAND (IA) -148 STURTEVANT (WI)	1235	65025	280326
WI-IA	19 CEDAR RAPIDS(BUS-IA) -102 MILWAUKEE (WI)	1498	117074	501777
WI-IA	102 MILWAUKEE (WI) -131 ROCK ISLAND (IA)	2512	150131	630592
WI-IL	118 PADUCAH(BUS-IL) -159 WATERTOWN (WI)	2	285	1247
WI-IL	16 CARBONDALE (IL) -147 STURGEON BAY(BUS-WI)	2	337	1319
WI-IL	118 PADUCAH(BUS-IL) -164 WISCONSIN DELLS (WI)	2	341	1467
WI-IL	76 KEWANEE (IL) -147 STURGEON BAY(BUS-WI)	3	279	1189
WI-IL	113 OCONOMOWOC (WI) -118 PADUCAH(BUS-IL)	3	287	1253
WI-IL	90 MACOMB (IL) -147 STURGEON BAY(BUS-WI)	3	335	1457
WI-IL	127 QUINCY (IL) -147 STURGEON BAY(BUS-WI)	3	397	1749
WI-IL	41 DWIGHT (IL) -96 MARINETTE(BUS-WI)	3	262	1068
WI-IL	38 DU QUOIN (IL) -147 STURGEON BAY(BUS-WI)	3	418	1632
WI-IL	20 CENTRALIA (IL) -96 MARINETTE(BUS-WI)	3	414	1682
WI-IL	41 DWIGHT (IL) -147 STURGEON BAY(BUS-WI)	3	263	1001
WI-IL	20 CENTRALIA (IL) -147 STURGEON BAY(BUS-WI)	3	419	1631
WI-IL	97 MARION(BUS-IL) -159 WATERTOWN (WI)	3	380	1549
WI-IL	98 MATTOON (IL) -147 STURGEON BAY(BUS-WI)	3	358	1379
WI-IL	86 LINCOLN (IL) -147 STURGEON BAY(BUS-WI)	3	335	1354
WI-IL	44 EFFINGHAM (IL) -147 STURGEON BAY(BUS-WI)	4	395	1528
WI-IL	16 CARBONDALE (IL) -151 TOMAH (WI)	4	534	2136
WI-IL	147 STURGEON BAY(BUS-WI) -153 UPPER ALTON (IL)	4	481	2022
WI-IL	16 CARBONDALE (IL) -96 MARINETTE(BUS-WI)	5	644	2615
WI-IL	76 KEWANEE (IL) -96 MARINETTE(BUS-WI)	5	531	2361
WI-IL	118 PADUCAH(BUS-IL) -125 PORTAGE (WI)	5	647	2755
WI-IL	98 MATTOON (IL) -159 WATERTOWN (WI)	5	399	1574
WI-IL	96 MARINETTE(BUS-WI) -127 QUINCY (IL)	5	749	3409
WI-IL	96 MARINETTE(BUS-WI) -100 MENDOTA (IL)	6	457	1928
WI-IL	16 CARBONDALE (IL) -159 WATERTOWN (WI)	6	617	2460
WI-IL	38 DU QUOIN (IL) -96 MARINETTE(BUS-WI)	6	799	3245
WI-IL	100 MENDOTA (IL) -147 STURGEON BAY(BUS-WI)	6	475	1878
WI-IL	120 PLANO (IL) -147 STURGEON BAY(BUS-WI)	6	443	1712
WI-IL	97 MARION(BUS-IL) -151 TOMAH (WI)	6	888	3612
WI-IL	47 FOND DU LAC (WI) -118 PADUCAH(BUS-IL)	6	774	3303
WI-IL	118 PADUCAH(BUS-IL) -162 WEST BEND (WI)	6	725	3142
WI-IL	96 MARINETTE(BUS-WI) -98 MATTOON (IL)	6	690	2795
WI-IL	86 LINCOLN (IL) -96 MARINETTE(BUS-WI)	6	639	2713
WI-IL	78 LA CROSSE (WI) -97 MARION(BUS-IL)	6	987	4062
WI-IL	122 PONTIAC (IL) -147 STURGEON BAY(BUS-WI)	7	546	2136
WI-IL	97 MARION(BUS-IL) -164 WISCONSIN DELLS (WI)	7	891	3621
WI-IL	16 CARBONDALE (IL) -78 LA CROSSE (WI)	7	1016	4119
WI-IL	16 CARBONDALE (IL) -125 PORTAGE (WI)	7	913	3592
WI-IL	90 MACOMB (IL) -96 MARINETTE(BUS-WI)	7	939	4232
WI-IL	96 MARINETTE(BUS-WI) -153 UPPER ALTON (IL)	8	907	3970

States	Station Pair	Riders	Revenue	Passenger Miles
WI-IL	17 CARLINVILLE (IL) -147 STURGEON BAY(BUS-WI)	8	827	3469
WI-IL	51 GALESBURG (IL) -147 STURGEON BAY(BUS-WI)	8	913	3928
WI-IL	12 BROOKFIELD (WI) -118 PADUCAH(BUS-IL)	8	902	3953
WI-IL	126 PRINCETON (IL) -147 STURGEON BAY(BUS-WI)	9	758	3044
WI-IL	96 MARINETTE(BUS-WI) -122 PONTIAC (IL)	9	792	3301
WI-IL	86 LINCOLN (IL) -159 WATERTOWN (WI)	9	634	2675
WI-IL	76 KEWANEE (IL) -164 WISCONSIN DELLS (WI)	9	979	4293
WI-IL	76 KEWANEE (IL) -159 WATERTOWN (WI)	9	774	3475
WI-IL	6 APPLETON (WI) -118 PADUCAH(BUS-IL)	10	1283	5384
WI-IL	44 EFFINGHAM (IL) -96 MARINETTE(BUS-WI)	10	1132	4592
WI-IL	76 KEWANEE (IL) -151 TOMAH (WI)	10	1146	4998
WI-IL	21 CHAMPAIGN-URBANA (IL) -159 WATERTOWN (WI)	10	679	2653
WI-IL	17 CARLINVILLE (IL) -96 MARINETTE(BUS-WI)	10	1160	5080
WI-IL	76 KEWANEE (IL) -125 PORTAGE (WI)	10	1070	4624
WI-IL	91 MADISON DANE AIRPORT -118 PADUCAH(BUS-IL)	11	1353	5823
WI-IL	98 MATTOON (IL) -113 OCONOMOWOC (WI)	11	795	3123
WI-IL	96 MARINETTE(BUS-WI) -120 PLANO (IL)	11	863	3582
WI-IL	97 MARION(BUS-IL) -113 OCONOMOWOC (WI)	12	1260	5129
WI-IL	51 GALESBURG (IL) -96 MARINETTE(BUS-WI)	12	1435	6417
WI-IL	116 OSHKOSH (WI) -118 PADUCAH(BUS-IL)	12	1580	6684
WI-IL	97 MARION(BUS-IL) -125 PORTAGE (WI)	12	1621	6497
WI-IL	90 MACOMB (IL) -113 OCONOMOWOC (WI)	12	1164	5331
WI-IL	74 KANKAKEE (IL) -147 STURGEON BAY(BUS-WI)	13	993	3716
WI-IL	16 CARBONDALE (IL) -164 WISCONSIN DELLS (WI)	13	1725	6878
WI-IL	21 CHAMPAIGN-URBANA (IL) -147 STURGEON BAY(BUS-WI)	14	1284	4893
WI-IL	96 MARINETTE(BUS-WI) -126 PRINCETON (IL)	14	1206	5139
WI-IL	69 JACKSONVILLE(BUS-IL) -159 WATERTOWN (WI)	14	1046	4899
WI-IL	86 LINCOLN (IL) -164 WISCONSIN DELLS (WI)	14	1307	5435
WI-IL	13 BTN-NORMAL (IL) -147 STURGEON BAY(BUS-WI)	15	1313	5179
WI-IL	38 DU QUOIN (IL) -136 SHEBOYGAN(BUS-WI)	15	1427	6160
WI-IL	17 CARLINVILLE (IL) -164 WISCONSIN DELLS (WI)	15	1519	6554
WI-IL	118 PADUCAH(BUS-IL) -148 STURTEVANT (WI)	15	1498	6804
WI-IL	76 KEWANEE (IL) -113 OCONOMOWOC (WI)	16	1379	5719
WI-IL	90 MACOMB (IL) -92 MANITOWOC(BUS-WI)	16	1519	7801
WI-IL	69 JACKSONVILLE(BUS-IL) -113 OCONOMOWOC (WI)	17	1225	5764
WI-IL	122 PONTIAC (IL) -159 WATERTOWN (WI)	17	946	3856
WI-IL	38 DU QUOIN (IL) -146 STEVENS POINT(BUS-WI)	17	2223	9202
WI-IL	51 GALESBURG (IL) -159 WATERTOWN (WI)	18	1573	7118
WI-IL	17 CARLINVILLE (IL) -151 TOMAH (WI)	18	2095	8999
WI-IL	120 PLANO (IL) -159 WATERTOWN (WI)	19	849	3427
WI-IL	16 CARBONDALE (IL) -160 WAUSAU(BUS-WI)	19	2580	11059
WI-IL	38 DU QUOIN (IL) -162 WEST BEND (WI)	19	1951	7685
WI-IL	29 DANVILLE(BUS-IL) -159 WATERTOWN (WI)	19	1456	5664
WI-IL	69 JACKSONVILLE(BUS-IL) -164 WISCONSIN DELLS (WI)	19	1898	8591
WI-IL	20 CENTRALIA (IL) -113 OCONOMOWOC (WI)	20	1840	7303
WI-IL	139 SPRINGFIELD (IL) -147 STURGEON BAY(BUS-WI)	21	2372	8796
WI-IL	38 DU QUOIN (IL) -92 MANITOWOC(BUS-WI)	21	2131	9557
WI-IL	76 KEWANEE (IL) -92 MANITOWOC(BUS-WI)	22	1703	8782
WI-IL	128 RANTOUL (IL) -147 STURGEON BAY(BUS-WI)	22	2143	7558
WI-IL	38 DU QUOIN (IL) -160 WAUSAU(BUS-WI)	22	2900	12459
WI-IL	90 MACOMB (IL) -125 PORTAGE (WI)	22	2594	11435
WI-IL	21 CHAMPAIGN-URBANA (IL) -96 MARINETTE(BUS-WI)	22	2171	8767
WI-IL	127 QUINCY (IL) -151 TOMAH (WI)	22	3150	14106
WI-IL	29 DANVILLE(BUS-IL) -113 OCONOMOWOC (WI)	22	1608	6290
WI-IL	13 BTN-NORMAL (IL) -96 MARINETTE(BUS-WI)	23	2179	9103
WI-IL	126 PRINCETON (IL) -159 WATERTOWN (WI)	24	1337	5651
WI-IL	76 KEWANEE (IL) -78 LA CROSSE (WI)	24	2998	13195
WI-IL	113 OCONOMOWOC (WI) -127 QUINCY (IL)	24	2532	11713
WI-IL	90 MACOMB (IL) -151 TOMAH (WI)	24	3156	13991
WI-IL	126 PRINCETON (IL) -164 WISCONSIN DELLS (WI)	25	1964	8165
WI-IL	13 BTN-NORMAL (IL) -159 WATERTOWN (WI)	25	1574	6463
WI-IL	86 LINCOLN (IL) -125 PORTAGE (WI)	26	2265	9244
WI-IL	100 MENDOTA (IL) -159 WATERTOWN (WI)	26	1337	5557

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WI-IL	51 GALESBURG (IL) -113 OCONOMOWOC (WI)	26	2407	10191
WI-IL	69 JACKSONVILLE(BUS-IL) -151 TOMAH (WI)	26	2862	12839
WI-IL	120 PLANO (IL) -151 TOMAH (WI)	27	2076	8377
WI-IL	86 LINCOLN (IL) -151 TOMAH (WI)	27	2692	11191
WI-IL	41 DWIGHT (IL) -159 WATERTOWN (WI)	27	1398	5493
WI-IL	47 FOND DU LAC (WI) -90 MACOMB (IL)	27	2790	12375
WI-IL	90 MACOMB (IL) -146 STEVENS POINT(BUS-WI)	27	3519	14934
WI-IL	98 MATTOON (IL) -146 STEVENS POINT(BUS-WI)	27	2906	11260
WI-IL	74 KANKAKEE (IL) -96 MARINETTE(BUS-WI)	27	2182	8773
WI-IL	96 MARINETTE(BUS-WI) -139 SPRINGFIELD (IL)	28	2933	12480
WI-IL	76 KEWANEE (IL) -162 WEST BEND (WI)	28	2472	10105
WI-IL	76 KEWANEE (IL) -146 STEVENS POINT(BUS-WI)	28	3213	13688
WI-IL	98 MATTOON (IL) -160 WAUSAU(BUS-WI)	28	3124	12746
WI-IL	41 DWIGHT (IL) -151 TOMAH (WI)	29	2433	9658
WI-IL	90 MACOMB (IL) -159 WATERTOWN (WI)	29	2773	12667
WI-IL	16 CARBONDALE (IL) -146 STEVENS POINT(BUS-WI)	30	3925	16238
WI-IL	20 CENTRALIA (IL) -146 STEVENS POINT(BUS-WI)	30	3705	14645
WI-IL	6 APPLETON (WI) -90 MACOMB (IL)	30	3405	14762
WI-IL	20 CENTRALIA (IL) -160 WAUSAU(BUS-WI)	30	3680	15863
WI-IL	32 DECATUR(BUS-IL) -159 WATERTOWN (WI)	30	2274	9269
WI-IL	127 QUINCY (IL) -159 WATERTOWN (WI)	31	3363	15516
WI-IL	100 MENDOTA (IL) -125 PORTAGE (WI)	31	2225	8912
WI-IL	32 DECATUR(BUS-IL) -78 LA CROSSE (WI)	32	3591	15365
WI-IL	78 LA CROSSE (WI) -98 MATTOON (IL)	32	3797	15340
WI-IL	51 GALESBURG (IL) -164 WISCONSIN DELLS (WI)	33	3651	16128
WI-IL	100 MENDOTA (IL) -164 WISCONSIN DELLS (WI)	33	2421	9934
WI-IL	127 QUINCY (IL) -164 WISCONSIN DELLS (WI)	33	4295	19360
WI-IL	92 MANITOWOC(BUS-WI) -127 QUINCY (IL)	33	3426	17550
WI-IL	51 GALESBURG (IL) -125 PORTAGE (WI)	33	3606	15724
WI-IL	96 MARINETTE(BUS-WI) -128 RANTOUL (IL)	33	3300	12686
WI-IL	16 CARBONDALE (IL) -92 MANITOWOC(BUS-WI)	34	3657	15909
WI-IL	71 JOLIET (IL) -147 STURGEON BAY(BUS-WI)	34	2558	9106
WI-IL	86 LINCOLN (IL) -113 OCONOMOWOC (WI)	34	2484	9314
WI-IL	41 DWIGHT (IL) -164 WISCONSIN DELLS (WI)	34	2545	10042
WI-IL	76 KEWANEE (IL) -136 SHEBOYGAN(BUS-WI)	34	2755	12940
WI-IL	29 DANVILLE(BUS-IL) -78 LA CROSSE (WI)	34	3820	16142
WI-IL	120 PLANO (IL) -164 WISCONSIN DELLS (WI)	34	2322	9333
WI-IL	17 CARLINVILLE (IL) -125 PORTAGE (WI)	35	3478	14778
WI-IL	76 KEWANEE (IL) -160 WAUSAU(BUS-WI)	35	4011	17892
WI-IL	125 PORTAGE (WI) -127 QUINCY (IL)	35	4467	19925
WI-IL	90 MACOMB (IL) -164 WISCONSIN DELLS (WI)	35	4179	18637
WI-IL	90 MACOMB (IL) -160 WAUSAU(BUS-WI)	35	4646	20682
WI-IL	102 MILWAUKEE (WI) -118 PADUCAH(BUS-IL)	35	3721	16414
WI-IL	127 QUINCY (IL) -146 STEVENS POINT(BUS-WI)	36	4971	21862
WI-IL	90 MACOMB (IL) -91 MADISON DANE AIRPORT	36	3877	17339
WI-IL	17 CARLINVILLE (IL) -159 WATERTOWN (WI)	36	2925	12880
WI-IL	69 JACKSONVILLE(BUS-IL) -125 PORTAGE (WI)	36	3440	15351
WI-IL	32 DECATUR(BUS-IL) -151 TOMAH (WI)	36	3753	15851
WI-IL	6 APPLETON (WI) -97 MARION(BUS-IL)	38	4850	19093
WI-IL	32 DECATUR(BUS-IL) -113 OCONOMOWOC (WI)	38	2681	11012
WI-IL	29 DANVILLE(BUS-IL) -164 WISCONSIN DELLS (WI)	38	3643	14662
WI-IL	20 CENTRALIA (IL) -92 MANITOWOC(BUS-WI)	38	3541	16010
WI-IL	69 JACKSONVILLE(BUS-IL) -78 LA CROSSE (WI)	39	4550	20568
WI-IL	122 PONTIAC (IL) -164 WISCONSIN DELLS (WI)	39	3001	12154
WI-IL	44 EFFINGHAM (IL) -113 OCONOMOWOC (WI)	39	3147	12417
WI-IL	127 QUINCY (IL) -160 WAUSAU(BUS-WI)	41	5456	26156
WI-IL	113 OCONOMOWOC (WI) -126 PRINCETON (IL)	42	2407	9431
WI-IL	78 LA CROSSE (WI) -86 LINCOLN (IL)	43	4693	19796
WI-IL	90 MACOMB (IL) -116 OSHKOSH (WI)	43	4691	20567
WI-IL	32 DECATUR(BUS-IL) -164 WISCONSIN DELLS (WI)	43	4120	16936
WI-IL	122 PONTIAC (IL) -125 PORTAGE (WI)	43	3225	12754
WI-IL	122 PONTIAC (IL) -151 TOMAH (WI)	43	3819	15510
WI-IL	69 JACKSONVILLE(BUS-IL) -162 WEST BEND (WI)	43	3437	14786

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WI-IL	47 FOND DU LAC (WI) -97 MARION(BUS-IL)	44	5542	20627
WI-IL	6 APPLETON (WI) -76 KEWANEE (IL)	45	4493	19045
WI-IL	125 PORTAGE (WI) -126 PRINCETON (IL)	46	3500	14235
WI-IL	126 PRINCETON (IL) -151 TOMAH (WI)	47	4130	17162
WI-IL	97 MARION(BUS-IL) -162 WEST BEND (WI)	47	5394	20800
WI-IL	100 MENDOTA (IL) -151 TOMAH (WI)	48	4050	16637
WI-IL	20 CENTRALIA (IL) -78 LA CROSSE (WI)	48	6669	27018
WI-IL	51 GALESBURG (IL) -151 TOMAH (WI)	49	5925	26029
WI-IL	21 CHAMPAIGN-URBANA (IL) -164 WISCONSIN DELLS (WI)	49	4288	16831
WI-IL	90 MACOMB (IL) -136 SHEBOYGAN(BUS-WI)	50	4740	22395
WI-IL	38 DU QUOIN (IL) -148 STURTEVANT (WI)	50	4276	17512
WI-IL	47 FOND DU LAC (WI) -76 KEWANEE (IL)	52	4847	20042
WI-IL	113 OCONOMOWOC (WI) -122 PONTIAC (IL)	53	2908	11076
WI-IL	16 CARBONDALE (IL) -162 WEST BEND (WI)	53	5968	22432
WI-IL	126 PRINCETON (IL) -162 WEST BEND (WI)	54	3117	11930
WI-IL	100 MENDOTA (IL) -113 OCONOMOWOC (WI)	54	2914	10720
WI-IL	97 MARION(BUS-IL) -148 STURTEVANT (WI)	54	5186	20717
WI-IL	16 CARBONDALE (IL) -136 SHEBOYGAN(BUS-WI)	54	5904	23865
WI-IL	17 CARLINVILLE (IL) -78 LA CROSSE (WI)	54	6604	28671
WI-IL	20 CENTRALIA (IL) -162 WEST BEND (WI)	55	5618	20208
WI-IL	17 CARLINVILLE (IL) -146 STEVENS POINT(BUS-WI)	55	5896	25626
WI-IL	44 EFFINGHAM (IL) -78 LA CROSSE (WI)	55	6853	27726
WI-IL	71 JOLIET (IL) -96 MARINETTE(BUS-WI)	55	4264	16726
WI-IL	97 MARION(BUS-IL) -116 OSHKOSH (WI)	55	6986	26875
WI-IL	86 LINCOLN (IL) -146 STEVENS POINT(BUS-WI)	55	5402	22098
WI-IL	32 DECATUR(BUS-IL) -125 PORTAGE (WI)	56	5128	20967
WI-IL	12 BROOKFIELD (WI) -38 DU QUOIN (IL)	56	6014	21723
WI-IL	92 MANITOWOC(BUS-WI) -98 MATTOON (IL)	56	4287	18939
WI-IL	119 PEORIA (BUS-IL) -159 WATERTOWN (WI)	57	3986	17177
WI-IL	127 QUINCY (IL) -136 SHEBOYGAN(BUS-WI)	58	6342	29079
WI-IL	56 GREEN BAY (WI) -97 MARION(BUS-IL)	58	7987	31139
WI-IL	139 SPRINGFIELD (IL) -159 WATERTOWN (WI)	59	4424	18707
WI-IL	91 MADISON DANE AIRPORT -97 MARION(BUS-IL)	59	7690	29076
WI-IL	29 DANVILLE(BUS-IL) -151 TOMAH (WI)	59	6198	25268
WI-IL	76 KEWANEE (IL) -116 OSHKOSH (WI)	59	5606	24049
WI-IL	17 CARLINVILLE (IL) -113 OCONOMOWOC (WI)	59	4599	20281
WI-IL	86 LINCOLN (IL) -160 WAUSAU(BUS-WI)	60	5996	26104
WI-IL	47 FOND DU LAC (WI) -69 JACKSONVILLE(BUS-IL)	60	5232	22325
WI-IL	107 NAPERVILLE (IL) -147 STURGEON BAY(BUS-WI)	61	4410	15879
WI-IL	78 LA CROSSE (WI) -127 QUINCY (IL)	62	9219	41535
WI-IL	17 CARLINVILLE (IL) -160 WAUSAU(BUS-WI)	62	6835	31053
WI-IL	20 CENTRALIA (IL) -136 SHEBOYGAN(BUS-WI)	62	5925	24151
WI-IL	113 OCONOMOWOC (WI) -119 PEORIA (BUS-IL)	63	4184	17983
WI-IL	78 LA CROSSE (WI) -90 MACOMB (IL)	63	8706	38870
WI-IL	153 UPPER ALTON (IL) -160 WAUSAU(BUS-WI)	63	7217	33601
WI-IL	78 LA CROSSE (WI) -126 PRINCETON (IL)	63	6164	26040
WI-IL	62 HOMEWOOD (IL) -147 STURGEON BAY(BUS-WI)	63	4552	15996
WI-IL	98 MATTOON (IL) -136 SHEBOYGAN(BUS-WI)	64	4674	19726
WI-IL	98 MATTOON (IL) -162 WEST BEND (WI)	64	5045	18686
WI-IL	113 OCONOMOWOC (WI) -120 PLANO (IL)	65	3018	10957
WI-IL	56 GREEN BAY (WI) -76 KEWANEE (IL)	65	7111	29633
WI-IL	51 GALESBURG (IL) -160 WAUSAU(BUS-WI)	67	8149	36954
WI-IL	76 KEWANEE (IL) -148 STURTEVANT (WI)	69	4642	20941
WI-IL	126 PRINCETON (IL) -146 STEVENS POINT(BUS-WI)	70	5904	24162
WI-IL	78 LA CROSSE (WI) -100 MENDOTA (IL)	70	6536	27351
WI-IL	76 KEWANEE (IL) -91 MADISON DANE AIRPORT	71	6597	28953
WI-IL	78 LA CROSSE (WI) -122 PONTIAC (IL)	71	6820	28232
WI-IL	86 LINCOLN (IL) -92 MANITOWOC(BUS-WI)	72	4769	23001
WI-IL	29 DANVILLE(BUS-IL) -125 PORTAGE (WI)	72	6547	26283
WI-IL	90 MACOMB (IL) -162 WEST BEND (WI)	72	7182	31072
WI-IL	92 MANITOWOC(BUS-WI) -126 PRINCETON (IL)	74	3931	19844
WI-IL	119 PEORIA (BUS-IL) -125 PORTAGE (WI)	75	6315	27657
WI-IL	78 LA CROSSE (WI) -119 PEORIA (BUS-IL)	75	7971	35546

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WI-IL	13 BTN-NORMAL (IL) -164 WISCONSIN DELLS (WI)	75	6335	25807
WI-IL	51 GALESBURG (IL) -146 STEVENS POINT(BUS-WI)	76	8875	38856
WI-IL	78 LA CROSSE (WI) -128 RANTOUL (IL)	80	8528	33646
WI-IL	119 PEORIA (BUS-IL) -151 TOMAH (WI)	81	7947	35104
WI-IL	120 PLANO (IL) -136 SHEBOYGAN(BUS-WI)	82	3423	15307
WI-IL	21 CHAMPAIGN-URBANA (IL) -113 OCONOMOWOC (WI)	82	5483	19973
WI-IL	13 BTN-NORMAL (IL) -125 PORTAGE (WI)	82	6736	26861
WI-IL	6 APPLETON (WI) -69 JACKSONVILLE(BUS-IL)	83	8323	33735
WI-IL	12 BROOKFIELD (WI) -76 KEWANEE (IL)	84	6812	28482
WI-IL	17 CARLINVILLE (IL) -92 MANITOWOC(BUS-WI)	85	6867	33139
WI-IL	100 MENDOTA (IL) -146 STEVENS POINT(BUS-WI)	86	7158	27940
WI-IL	119 PEORIA (BUS-IL) -164 WISCONSIN DELLS (WI)	86	7807	33412
WI-IL	100 MENDOTA (IL) -136 SHEBOYGAN(BUS-WI)	87	4253	18870
WI-IL	47 FOND DU LAC (WI) -86 LINCOLN (IL)	87	6522	26505
WI-IL	126 PRINCETON (IL) -136 SHEBOYGAN(BUS-WI)	87	4556	20978
WI-IL	51 GALESBURG (IL) -78 LA CROSSE (WI)	88	11472	50811
WI-IL	17 CARLINVILLE (IL) -136 SHEBOYGAN(BUS-WI)	88	7079	31805
WI-IL	113 OCONOMOWOC (WI) -128 RANTOUL (IL)	89	5623	20391
WI-IL	126 PRINCETON (IL) -160 WAUSAU(BUS-WI)	89	7768	33901
WI-IL	113 OCONOMOWOC (WI) -139 SPRINGFIELD (IL)	89	6380	26971
WI-IL	122 PONTIAC (IL) -160 WAUSAU(BUS-WI)	90	7767	33254
WI-IL	51 GALESBURG (IL) -92 MANITOWOC(BUS-WI)	91	7967	39648
WI-IL	41 DWIGHT (IL) -113 OCONOMOWOC (WI)	92	5040	17551
WI-IL	13 BTN-NORMAL (IL) -113 OCONOMOWOC (WI)	94	5985	22826
WI-IL	98 MATTOON (IL) -148 STURTEVANT (WI)	95	5431	22210
WI-IL	96 MARINETTE(BUS-WI) -107 NAPERVILLE (IL)	96	7363	28371
WI-IL	12 BROOKFIELD (WI) -20 CENTRALIA (IL)	97	9250	34043
WI-IL	47 FOND DU LAC (WI) -98 MATTOON (IL)	98	8159	31222
WI-IL	86 LINCOLN (IL) -136 SHEBOYGAN(BUS-WI)	98	6333	28594
WI-IL	29 DANVILLE(BUS-IL) -162 WEST BEND (WI)	98	7018	27522
WI-IL	20 CENTRALIA (IL) -148 STURTEVANT (WI)	98	7856	30663
WI-IL	51 GALESBURG (IL) -136 SHEBOYGAN(BUS-WI)	98	8370	39993
WI-IL	139 SPRINGFIELD (IL) -164 WISCONSIN DELLS (WI)	100	9749	40679
WI-IL	153 UPPER ALTON (IL) -159 WATERTOWN (WI)	102	8996	39542
WI-IL	78 LA CROSSE (WI) -120 PLANO (IL)	102	8836	36451
WI-IL	100 MENDOTA (IL) -160 WAUSAU(BUS-WI)	102	8599	36559
WI-IL	12 BROOKFIELD (WI) -69 JACKSONVILLE(BUS-IL)	102	7484	32879
WI-IL	71 JOLIET (IL) -159 WATERTOWN (WI)	103	4510	17400
WI-IL	56 GREEN BAY (WI) -69 JACKSONVILLE(BUS-IL)	103	10988	44929
WI-IL	122 PONTIAC (IL) -136 SHEBOYGAN(BUS-WI)	104	5112	23689
WI-IL	92 MANITOWOC(BUS-WI) -100 MENDOTA (IL)	105	5606	25810
WI-IL	44 EFFINGHAM (IL) -160 WAUSAU(BUS-WI)	105	11993	50091
WI-IL	69 JACKSONVILLE(BUS-IL) -91 MADISON DANE AIRPORT	106	9886	41359
WI-IL	100 MENDOTA (IL) -116 OSHKOSH (WI)	108	7186	26694
WI-IL	6 APPLETON (WI) -98 MATTOON (IL)	108	10168	38372
WI-IL	86 LINCOLN (IL) -162 WEST BEND (WI)	110	8098	30171
WI-IL	128 RANTOUL (IL) -136 SHEBOYGAN(BUS-WI)	110	6437	27220
WI-IL	6 APPLETON (WI) -86 LINCOLN (IL)	110	9419	37456
WI-IL	153 UPPER ALTON (IL) -164 WISCONSIN DELLS (WI)	111	12299	53047
WI-IL	69 JACKSONVILLE(BUS-IL) -116 OSHKOSH (WI)	113	10304	43777
WI-IL	122 PONTIAC (IL) -146 STEVENS POINT(BUS-WI)	115	9510	38373
WI-IL	62 HOMEWOOD (IL) -96 MARINETTE(BUS-WI)	115	8714	33098
WI-IL	71 JOLIET (IL) -151 TOMAH (WI)	116	8872	34897
WI-IL	17 CARLINVILLE (IL) -47 FOND DU LAC (WI)	117	10245	43622
WI-IL	91 MADISON DANE AIRPORT -98 MATTOON (IL)	118	10285	40097
WI-IL	47 FOND DU LAC (WI) -100 MENDOTA (IL)	121	7819	28044
WI-IL	125 PORTAGE (WI) -139 SPRINGFIELD (IL)	124	11710	48017
WI-IL	44 EFFINGHAM (IL) -146 STEVENS POINT(BUS-WI)	124	13935	54727
WI-IL	56 GREEN BAY (WI) -86 LINCOLN (IL)	125	11802	46244
WI-IL	41 DWIGHT (IL) -78 LA CROSSE (WI)	126	11836	48035
WI-IL	86 LINCOLN (IL) -116 OSHKOSH (WI)	126	10134	40731
WI-IL	12 BROOKFIELD (WI) -97 MARION(BUS-IL)	127	13808	53444
WI-IL	98 MATTOON (IL) -116 OSHKOSH (WI)	127	11275	42843

States	Station Pair	Riders	Revenue	Passenger Miles
WI-IL	86 LINCOLN (IL) -91 MADISON DANE AIRPORT	128	10121	41823
WI-IL	51 GALESBURG (IL) -162 WEST BEND (WI)	129	11993	50284
WI-IL	127 QUINCY (IL) -162 WEST BEND (WI)	129	14508	62678
WI-IL	122 PONTIAC (IL) -162 WEST BEND (WI)	130	7279	27402
WI-IL	47 FOND DU LAC (WI) -51 GALESBURG (IL)	131	12563	55079
WI-IL	44 EFFINGHAM (IL) -136 SHEBOYGAN(BUS-WI)	133	10457	44303
WI-IL	38 DU QUOIN (IL) -102 MILWAUKEE (WI)	133	13048	49410
WI-IL	44 EFFINGHAM (IL) -92 MANITOWOC(BUS-WI)	133	10750	48449
WI-IL	32 DECATUR(BUS-IL) -162 WEST BEND (WI)	138	10127	40286
WI-IL	120 PLANO (IL) -160 WAUSAU(BUS-WI)	138	10311	45411
WI-IL	92 MANITOWOC(BUS-WI) -122 PONTIAC (IL)	139	7230	35834
WI-IL	17 CARLINVILLE (IL) -116 OSHKOSH (WI)	139	12924	54394
WI-IL	56 GREEN BAY (WI) -98 MATTOON (IL)	141	14522	54279
WI-IL	21 CHAMPAIGN-URBANA (IL) -151 TOMAH (WI)	141	13996	55266
WI-IL	92 MANITOWOC(BUS-WI) -120 PLANO (IL)	142	6320	30712
WI-IL	6 APPLETON (WI) -126 PRINCETON (IL)	143	10719	41222
WI-IL	12 BROOKFIELD (WI) -29 DANVILLE(BUS-IL)	143	9336	37514
WI-IL	47 FOND DU LAC (WI) -126 PRINCETON (IL)	144	9530	36487
WI-IL	120 PLANO (IL) -146 STEVENS POINT(BUS-WI)	145	10423	42660
WI-IL	41 DWIGHT (IL) -136 SHEBOYGAN(BUS-WI)	146	7011	30433
WI-IL	41 DWIGHT (IL) -116 OSHKOSH (WI)	147	9851	35073
WI-IL	6 APPLETON (WI) -51 GALESBURG (IL)	147	15609	66849
WI-IL	29 DANVILLE(BUS-IL) -47 FOND DU LAC (WI)	150	11807	46784
WI-IL	113 OCONOMOWOC (WI) -153 UPPER ALTON (IL)	151	12876	56670
WI-IL	100 MENDOTA (IL) -162 WEST BEND (WI)	151	8622	30399
WI-IL	13 BTN-NORMAL (IL) -151 TOMAH (WI)	156	14907	60832
WI-IL	44 EFFINGHAM (IL) -162 WEST BEND (WI)	158	13651	49947
WI-IL	21 CHAMPAIGN-URBANA (IL) -78 LA CROSSE (WI)	158	17250	68305
WI-IL	17 CARLINVILLE (IL) -162 WEST BEND (WI)	160	13429	54790
WI-IL	128 RANTOUL (IL) -146 STEVENS POINT(BUS-WI)	163	14837	57740
WI-IL	91 MADISON DANE AIRPORT -126 PRINCETON (IL)	164	11148	44807
WI-IL	107 NAPERVILLE (IL) -159 WATERTOWN (WI)	168	7506	26918
WI-IL	107 NAPERVILLE (IL) -164 WISCONSIN DELLS (WI)	168	11474	41740
WI-IL	6 APPLETON (WI) -29 DANVILLE(BUS-IL)	169	15153	58619
WI-IL	56 GREEN BAY (WI) -126 PRINCETON (IL)	171	13993	54288
WI-IL	56 GREEN BAY (WI) -100 MENDOTA (IL)	171	13275	50615
WI-IL	41 DWIGHT (IL) -47 FOND DU LAC (WI)	173	11037	38511
WI-IL	139 SPRINGFIELD (IL) -151 TOMAH (WI)	176	19038	79370
WI-IL	47 FOND DU LAC (WI) -120 PLANO (IL)	178	9860	35626
WI-IL	151 TOMAH (WI) -153 UPPER ALTON (IL)	179	21693	93220
WI-IL	32 DECATUR(BUS-IL) -47 FOND DU LAC (WI)	179	14444	57533
WI-IL	51 GALESBURG (IL) -116 OSHKOSH (WI)	182	18315	79356
WI-IL	12 BROOKFIELD (WI) -126 PRINCETON (IL)	182	9454	37170
WI-IL	16 CARBONDALE (IL) -148 STURTEVANT (WI)	183	17084	67377
WI-IL	120 PLANO (IL) -162 WEST BEND (WI)	183	8401	31133
WI-IL	51 GALESBURG (IL) -91 MADISON DANE AIRPORT	184	18328	81121
WI-IL	17 CARLINVILLE (IL) -91 MADISON DANE AIRPORT	187	17139	73849
WI-IL	116 OSHKOSH (WI) -120 PLANO (IL)	188	11000	40773
WI-IL	116 OSHKOSH (WI) -126 PRINCETON (IL)	189	13152	51000
WI-IL	47 FOND DU LAC (WI) -122 PONTIAC (IL)	192	12202	46368
WI-IL	51 GALESBURG (IL) -56 GREEN BAY (WI)	193	22177	93390
WI-IL	90 MACOMB (IL) -148 STURTEVANT (WI)	193	15459	72123
WI-IL	128 RANTOUL (IL) -160 WAUSAU(BUS-WI)	193	18197	75237
WI-IL	12 BROOKFIELD (WI) -32 DECATUR(BUS-IL)	196	13158	53267
WI-IL	128 RANTOUL (IL) -162 WEST BEND (WI)	199	12956	45951
WI-IL	127 QUINCY (IL) -148 STURTEVANT (WI)	200	18646	85764
WI-IL	54 GLENVIEW (IL) -162 WEST BEND (WI)	202	6151	20382
WI-IL	6 APPLETON (WI) -32 DECATUR(BUS-IL)	205	18925	73115
WI-IL	41 DWIGHT (IL) -162 WEST BEND (WI)	210	11786	40411
WI-IL	12 BROOKFIELD (WI) -16 CARBONDALE (IL)	212	22515	85943
WI-IL	21 CHAMPAIGN-URBANA (IL) -160 WAUSAU(BUS-WI)	212	21223	85352
WI-IL	6 APPLETON (WI) -122 PONTIAC (IL)	212	15735	58503
WI-IL	71 JOLIET (IL) -136 SHEBOYGAN(BUS-WI)	212	9210	36762

States	Station Pair	Riders	Revenue	Passenger Miles
WI-IL	69 JACKSONVILLE(BUS-IL) -148 STURTEVANT (WI)	215	12562	60976
WI-IL	41 DWIGHT (IL) -92 MANITOWOC(BUS-WI)	218	11884	51991
WI-IL	91 MADISON DANE AIRPORT -100 MENDOTA (IL)	219	15160	55117
WI-IL	12 BROOKFIELD (WI) -120 PLANO (IL)	219	9139	33050
WI-IL	13 BTN-NORMAL (IL) -146 STEVENS POINT(BUS-WI)	219	20219	80405
WI-IL	146 STEVENS POINT(BUS-WI) -153 UPPER ALTON (IL)	220	26430	109778
WI-IL	29 DANVILLE(BUS-IL) -91 MADISON DANE AIRPORT	220	18333	73145
WI-IL	71 JOLIET (IL) -164 WISCONSIN DELLS (WI)	222	14628	57048
WI-IL	86 LINCOLN (IL) -148 STURTEVANT (WI)	225	11433	48949
WI-IL	29 DANVILLE(BUS-IL) -116 OSHKOSH (WI)	225	18748	73790
WI-IL	12 BROOKFIELD (WI) -98 MATTOON (IL)	227	16407	61432
WI-IL	44 EFFINGHAM (IL) -47 FOND DU LAC (WI)	231	20818	80150
WI-IL	32 DECATUR(BUS-IL) -91 MADISON DANE AIRPORT	231	19529	79062
WI-IL	29 DANVILLE(BUS-IL) -148 STURTEVANT (WI)	232	11760	51949
WI-IL	107 NAPERVILLE (IL) -151 TOMAH (WI)	232	18712	68003
WI-IL	92 MANITOWOC(BUS-WI) -153 UPPER ALTON (IL)	237	20990	100005
WI-IL	92 MANITOWOC(BUS-WI) -128 RANTOUL (IL)	238	14701	65915
WI-IL	12 BROOKFIELD (WI) -100 MENDOTA (IL)	240	11819	43589
WI-IL	98 MATTOON (IL) -102 MILWAUKEE (WI)	240	15927	61743
WI-IL	41 DWIGHT (IL) -146 STEVENS POINT(BUS-WI)	244	19696	77097
WI-IL	13 BTN-NORMAL (IL) -160 WAUSAU(BUS-WI)	245	23271	98117
WI-IL	51 GALESBURG (IL) -148 STURTEVANT (WI)	245	17451	81647
WI-IL	74 KANKAKEE (IL) -113 OCONOMOWOC (WI)	246	12249	42303
WI-IL	12 BROOKFIELD (WI) -122 PONTIAC (IL)	246	12082	47302
WI-IL	13 BTN-NORMAL (IL) -92 MANITOWOC(BUS-WI)	248	14954	71604
WI-IL	78 LA CROSSE (WI) -153 UPPER ALTON (IL)	250	32494	141026
WI-IL	56 GREEN BAY (WI) -122 PONTIAC (IL)	250	20290	76588
WI-IL	74 KANKAKEE (IL) -78 LA CROSSE (WI)	251	22605	90619
WI-IL	29 DANVILLE(BUS-IL) -56 GREEN BAY (WI)	254	25345	95418
WI-IL	100 MENDOTA (IL) -148 STURTEVANT (WI)	254	8939	36594
WI-IL	12 BROOKFIELD (WI) -44 EFFINGHAM (IL)	256	21160	76345
WI-IL	44 EFFINGHAM (IL) -148 STURTEVANT (WI)	258	16609	67014
WI-IL	12 BROOKFIELD (WI) -17 CARLINVILLE (IL)	259	20592	83958
WI-IL	12 BROOKFIELD (WI) -86 LINCOLN (IL)	260	16617	66507
WI-IL	54 GLENVIEW (IL) -92 MANITOWOC(BUS-WI)	263	7062	38633
WI-IL	6 APPLETON (WI) -44 EFFINGHAM (IL)	265	26693	101385
WI-IL	32 DECATUR(BUS-IL) -56 GREEN BAY (WI)	266	26852	102610
WI-IL	13 BTN-NORMAL (IL) -136 SHEBOYGAN(BUS-WI)	267	15241	69449
WI-IL	120 PLANO (IL) -148 STURTEVANT (WI)	269	7171	30361
WI-IL	32 DECATUR(BUS-IL) -116 OSHKOSH (WI)	269	22934	90901
WI-IL	41 DWIGHT (IL) -160 WAUSAU(BUS-WI)	271	22523	94691
WI-IL	21 CHAMPAIGN-URBANA (IL) -136 SHEBOYGAN(BUS-WI)	274	16723	71856
WI-IL	91 MADISON DANE AIRPORT -122 PONTIAC (IL)	275	18614	72110
WI-IL	119 PEORIA (BUS-IL) -162 WEST BEND (WI)	276	18638	79295
WI-IL	116 OSHKOSH (WI) -122 PONTIAC (IL)	277	19025	71588
WI-IL	128 RANTOUL (IL) -148 STURTEVANT (WI)	280	12239	48692
WI-IL	12 BROOKFIELD (WI) -51 GALESBURG (IL)	280	23966	103828
WI-IL	32 DECATUR(BUS-IL) -148 STURTEVANT (WI)	287	14947	67074
WI-IL	139 SPRINGFIELD (IL) -160 WAUSAU(BUS-WI)	290	32392	133832
WI-IL	78 LA CROSSE (WI) -139 SPRINGFIELD (IL)	291	33882	143184
WI-IL	126 PRINCETON (IL) -148 STURTEVANT (WI)	292	11127	48408
WI-IL	21 CHAMPAIGN-URBANA (IL) -146 STEVENS POINT(BUS-WI)	292	27849	107711
WI-IL	107 NAPERVILLE (IL) -125 PORTAGE (WI)	297	19068	68656
WI-IL	17 CARLINVILLE (IL) -148 STURTEVANT (WI)	302	20052	86328
WI-IL	76 KEWANEE (IL) -102 MILWAUKEE (WI)	303	22062	98842
WI-IL	12 BROOKFIELD (WI) -128 RANTOUL (IL)	307	18268	65101
WI-IL	44 EFFINGHAM (IL) -116 OSHKOSH (WI)	310	29552	113002
WI-IL	97 MARION(BUS-IL) -102 MILWAUKEE (WI)	316	32433	128905
WI-IL	74 KANKAKEE (IL) -136 SHEBOYGAN(BUS-WI)	317	14420	60147
WI-IL	21 CHAMPAIGN-URBANA (IL) -92 MANITOWOC(BUS-WI)	317	20509	92217
WI-IL	41 DWIGHT (IL) -148 STURTEVANT (WI)	320	11258	43139
WI-IL	54 GLENVIEW (IL) -136 SHEBOYGAN(BUS-WI)	329	7979	38774
WI-IL	71 JOLIET (IL) -113 OCONOMOWOC (WI)	331	14240	51328

States	Station Pair	Riders	Revenue	Passenger Miles
WI-IL	122 PONTIAC (IL) -148 STURTEVANT (WI)	335	12060	51614
WI-IL	12 BROOKFIELD (WI) -127 QUINCY (IL)	335	35955	156521
WI-IL	12 BROOKFIELD (WI) -90 MACOMB (IL)	335	31416	137862
WI-IL	13 BTN-NORMAL (IL) -78 LA CROSSE (WI)	336	35931	144779
WI-IL	92 MANITOWOC(BUS-WI) -139 SPRINGFIELD (IL)	336	24827	117664
WI-IL	6 APPLETON (WI) -13 BTN-NORMAL (IL)	349	27768	107512
WI-IL	29 DANVILLE(BUS-IL) -102 MILWAUKEE (WI)	356	20498	88201
WI-IL	62 HOMEWOOD (IL) -78 LA CROSSE (WI)	358	34144	117683
WI-IL	13 BTN-NORMAL (IL) -162 WEST BEND (WI)	360	22892	87443
WI-IL	20 CENTRALIA (IL) -102 MILWAUKEE (WI)	360	31775	121365
WI-IL	139 SPRINGFIELD (IL) -146 STEVENS POINT(BUS-WI)	361	38718	154561
WI-IL	91 MADISON DANE AIRPORT -120 PLANO (IL)	363	21878	80279
WI-IL	71 JOLIET (IL) -125 PORTAGE (WI)	370	23480	88809
WI-IL	56 GREEN BAY (WI) -120 PLANO (IL)	371	28060	98420
WI-IL	44 EFFINGHAM (IL) -91 MADISON DANE AIRPORT	373	35037	137210
WI-IL	136 SHEBOYGAN(BUS-WI) -153 UPPER ALTON (IL)	376	32292	147610
WI-IL	69 JACKSONVILLE(BUS-IL) -102 MILWAUKEE (WI)	383	25169	117697
WI-IL	54 GLENVIEW (IL) -125 PORTAGE (WI)	406	20944	75041
WI-IL	13 BTN-NORMAL (IL) -47 FOND DU LAC (WI)	407	30109	111105
WI-IL	47 FOND DU LAC (WI) -119 PEORIA (BUS-IL)	413	30766	131039
WI-IL	6 APPLETON (WI) -128 RANTOUL (IL)	414	33073	122562
WI-IL	54 GLENVIEW (IL) -151 TOMAH (WI)	420	27454	103861
WI-IL	12 BROOKFIELD (WI) -41 DWIGHT (IL)	426	21169	73757
WI-IL	22 CHICAGO (IL) -147 STURGEON BAY(BUS-WI)	435	28678	98856
WI-IL	54 GLENVIEW (IL) -160 WAUSAU(BUS-WI)	440	27198	114087
WI-IL	6 APPLETON (WI) -119 PEORIA (BUS-IL)	455	38938	160094
WI-IL	47 FOND DU LAC (WI) -128 RANTOUL (IL)	456	33210	119014
WI-IL	6 APPLETON (WI) -100 MENDOTA (IL)	458	36210	121905
WI-IL	32 DECATUR(BUS-IL) -102 MILWAUKEE (WI)	460	27718	118765
WI-IL	102 MILWAUKEE (WI) -120 PLANO (IL)	467	16127	64039
WI-IL	43 EAU CLAIRE (BUS-WI) -62 HOMEWOOD (IL)	472	38517	169493
WI-IL	136 SHEBOYGAN(BUS-WI) -139 SPRINGFIELD (IL)	478	33994	153343
WI-IL	13 BTN-NORMAL (IL) -56 GREEN BAY (WI)	484	42788	163450
WI-IL	107 NAPERVILLE (IL) -113 OCONOMOWOC (WI)	514	21336	75038
WI-IL	6 APPLETON (WI) -120 PLANO (IL)	524	34798	123152
WI-IL	74 KANKAKEE (IL) -92 MANITOWOC(BUS-WI)	535	26166	117246
WI-IL	12 BROOKFIELD (WI) -119 PEORIA (BUS-IL)	536	33138	143727
WI-IL	21 CHAMPAIGN-URBANA (IL) -162 WEST BEND (WI)	537	36267	131669
WI-IL	91 MADISON DANE AIRPORT -119 PEORIA (BUS-IL)	563	44968	190209
WI-IL	6 APPLETON (WI) -21 CHAMPAIGN-URBANA (IL)	564	46992	174992
WI-IL	116 OSHKOSH (WI) -119 PEORIA (BUS-IL)	565	44883	188875
WI-IL	13 BTN-NORMAL (IL) -91 MADISON DANE AIRPORT	577	44179	169635
WI-IL	41 DWIGHT (IL) -91 MADISON DANE AIRPORT	595	43096	144504
WI-IL	102 MILWAUKEE (WI) -128 RANTOUL (IL)	604	31450	119522
WI-IL	56 GREEN BAY (WI) -128 RANTOUL (IL)	604	53642	196916
WI-IL	74 KANKAKEE (IL) -160 WAUSAU(BUS-WI)	605	47689	200116
WI-IL	13 BTN-NORMAL (IL) -116 OSHKOSH (WI)	616	48731	178765
WI-IL	56 GREEN BAY (WI) -119 PEORIA (BUS-IL)	626	60300	239287
WI-IL	43 EAU CLAIRE (BUS-WI) -54 GLENVIEW (IL)	631	45635	205623
WI-IL	21 CHAMPAIGN-URBANA (IL) -47 FOND DU LAC (WI)	632	47704	173744
WI-IL	119 PEORIA (BUS-IL) -148 STURTEVANT (WI)	634	29645	145789
WI-IL	47 FOND DU LAC (WI) -139 SPRINGFIELD (IL)	642	52496	214548
WI-IL	102 MILWAUKEE (WI) -122 PONTIAC (IL)	643	26871	114369
WI-IL	41 DWIGHT (IL) -56 GREEN BAY (WI)	668	58222	191759
WI-IL	6 APPLETON (WI) -139 SPRINGFIELD (IL)	679	62567	250487
WI-IL	6 APPLETON (WI) -41 DWIGHT (IL)	681	52155	174912
WI-IL	71 JOLIET (IL) -78 LA CROSSE (WI)	682	60448	234656
WI-IL	71 JOLIET (IL) -92 MANITOWOC(BUS-WI)	691	28612	139567
WI-IL	21 CHAMPAIGN-URBANA (IL) -148 STURTEVANT (WI)	695	32911	130677
WI-IL	74 KANKAKEE (IL) -146 STEVENS POINT(BUS-WI)	713	58718	211619
WI-IL	74 KANKAKEE (IL) -148 STURTEVANT (WI)	723	21572	83863
WI-IL	47 FOND DU LAC (WI) -74 KANKAKEE (IL)	733	43655	148801
WI-IL	139 SPRINGFIELD (IL) -162 WEST BEND (WI)	738	56679	224484

States	Station Pair	Riders	Revenue	Passenger Miles
WI-IL	116 OSHKOSH (WI) -128 RANTOUL (IL)	740	58745	205761
WI-IL	74 KANKAKEE (IL) -162 WEST BEND (WI)	744	38280	128625
WI-IL	91 MADISON DANE AIRPORT -128 RANTOUL (IL)	748	58893	210988
WI-IL	78 LA CROSSE (WI) -107 NAPERVILLE (IL)	751	62296	251469
WI-IL	102 MILWAUKEE (WI) -126 PRINCETON (IL)	771	34558	146553
WI-IL	22 CHICAGO (IL) -96 MARINETTE(BUS-WI)	774	53793	202832
WI-IL	100 MENDOTA (IL) -102 MILWAUKEE (WI)	777	32157	130479
WI-IL	17 CARLINVILLE (IL) -102 MILWAUKEE (WI)	778	55412	241256
WI-IL	21 CHAMPAIGN-URBANA (IL) -116 OSHKOSH (WI)	782	60866	228250
WI-IL	62 HOMEWOOD (IL) -113 OCONOMOWOC (WI)	797	32063	110808
WI-IL	21 CHAMPAIGN-URBANA (IL) -56 GREEN BAY (WI)	812	74829	276010
WI-IL	71 JOLIET (IL) -162 WEST BEND (WI)	812	36484	126720
WI-IL	54 GLENVIEW (IL) -159 WATERTOWN (WI)	813	25557	92687
WI-IL	107 NAPERVILLE (IL) -136 SHEBOYGAN(BUS-WI)	821	30536	134723
WI-IL	102 MILWAUKEE (WI) -127 QUINCY (IL)	863	86775	390966
WI-IL	12 BROOKFIELD (WI) -74 KANKAKEE (IL)	865	39867	133249
WI-IL	86 LINCOLN (IL) -102 MILWAUKEE (WI)	866	49157	209600
WI-IL	74 KANKAKEE (IL) -116 OSHKOSH (WI)	867	54122	190845
WI-IL	116 OSHKOSH (WI) -139 SPRINGFIELD (IL)	871	75582	305680
WI-IL	153 UPPER ALTON (IL) -162 WEST BEND (WI)	891	81256	335061
WI-IL	44 EFFINGHAM (IL) -102 MILWAUKEE (WI)	892	65374	253274
WI-IL	41 DWIGHT (IL) -102 MILWAUKEE (WI)	900	36751	143081
WI-IL	107 NAPERVILLE (IL) -116 OSHKOSH (WI)	942	52623	182813
WI-IL	92 MANITOWOC(BUS-WI) -107 NAPERVILLE (IL)	949	38554	183185
WI-IL	91 MADISON DANE AIRPORT -139 SPRINGFIELD (IL)	953	81534	338272
WI-IL	13 BTN-NORMAL (IL) -148 STURTEVANT (WI)	961	42062	178685
WI-IL	107 NAPERVILLE (IL) -146 STEVENS POINT(BUS-WI)	1014	72588	274679
WI-IL	47 FOND DU LAC (WI) -71 JOLIET (IL)	1037	55594	192807
WI-IL	12 BROOKFIELD (WI) -21 CHAMPAIGN-URBANA (IL)	1056	65024	238737
WI-IL	21 CHAMPAIGN-URBANA (IL) -91 MADISON DANE AIRPORT	1078	87924	319160
WI-IL	54 GLENVIEW (IL) -164 WISCONSIN DELLS (WI)	1095	59667	221220
WI-IL	47 FOND DU LAC (WI) -107 NAPERVILLE (IL)	1096	57939	193989
WI-IL	107 NAPERVILLE (IL) -160 WAUSAU(BUS-WI)	1121	81727	341907
WI-IL	107 NAPERVILLE (IL) -162 WEST BEND (WI)	1149	49109	168880
WI-IL	71 JOLIET (IL) -146 STEVENS POINT(BUS-WI)	1182	86431	331043
WI-IL	71 JOLIET (IL) -116 OSHKOSH (WI)	1212	71442	246059
WI-IL	148 STURTEVANT (WI) -153 UPPER ALTON (IL)	1240	90722	395567
WI-IL	54 GLENVIEW (IL) -116 OSHKOSH (WI)	1249	55479	184788
WI-IL	62 HOMEWOOD (IL) -148 STURTEVANT (WI)	1289	26547	104670
WI-IL	102 MILWAUKEE (WI) -119 PEORIA (BUS-IL)	1294	69993	328668
WI-IL	51 GALESBURG (IL) -102 MILWAUKEE (WI)	1326	104315	473381
WI-IL	16 CARBONDALE (IL) -102 MILWAUKEE (WI)	1326	131639	519940
WI-IL	71 JOLIET (IL) -148 STURTEVANT (WI)	1412	34824	139823
WI-IL	12 BROOKFIELD (WI) -71 JOLIET (IL)	1427	55357	195514
WI-IL	12 BROOKFIELD (WI) -13 BTN-NORMAL (IL)	1468	84219	328759
WI-IL	56 GREEN BAY (WI) -74 KANKAKEE (IL)	1495	116216	400700
WI-IL	62 HOMEWOOD (IL) -136 SHEBOYGAN(BUS-WI)	1503	53164	234669
WI-IL	71 JOLIET (IL) -160 WAUSAU(BUS-WI)	1507	114244	473316
WI-IL	54 GLENVIEW (IL) -148 STURTEVANT (WI)	1528	17778	67225
WI-IL	62 HOMEWOOD (IL) -92 MANITOWOC(BUS-WI)	1619	61806	300360
WI-IL	54 GLENVIEW (IL) -78 LA CROSSE (WI)	1653	123447	477831
WI-IL	107 NAPERVILLE (IL) -148 STURTEVANT (WI)	1663	36888	149639
WI-IL	12 BROOKFIELD (WI) -153 UPPER ALTON (IL)	1762	155561	629184
WI-IL	54 GLENVIEW (IL) -56 GREEN BAY (WI)	1818	114328	356419
WI-IL	90 MACOMB (IL) -102 MILWAUKEE (WI)	1840	159385	730512
WI-IL	139 SPRINGFIELD (IL) -148 STURTEVANT (WI)	1854	106270	457871
WI-IL	12 BROOKFIELD (WI) -107 NAPERVILLE (IL)	1926	74094	246575
WI-IL	74 KANKAKEE (IL) -102 MILWAUKEE (WI)	1935	71890	270964
WI-IL	6 APPLETON (WI) -74 KANKAKEE (IL)	2042	150987	485896
WI-IL	56 GREEN BAY (WI) -71 JOLIET (IL)	2219	169713	557003
WI-IL	54 GLENVIEW (IL) -91 MADISON DANE AIRPORT	2256	103757	342922
WI-IL	74 KANKAKEE (IL) -91 MADISON DANE AIRPORT	2279	150975	510498
WI-IL	47 FOND DU LAC (WI) -62 HOMEWOOD (IL)	2427	125748	409181

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WI-IL	62 HOMEWOOD (IL) -146 STEVENS POINT(BUS-WI)	2467	175776	651223
WI-IL	12 BROOKFIELD (WI) -139 SPRINGFIELD (IL)	2520	181798	718259
WI-IL	12 BROOKFIELD (WI) -54 GLENVIEW (IL)	2574	63687	211055
WI-IL	62 HOMEWOOD (IL) -116 OSHKOSH (WI)	2577	143361	477030
WI-IL	56 GREEN BAY (WI) -107 NAPERVILLE (IL)	2617	198147	633412
WI-IL	62 HOMEWOOD (IL) -162 WEST BEND (WI)	2778	112796	385970
WI-IL	43 EAU CLAIRE (BUS-WI) -107 NAPERVILLE (IL)	2827	243188	1051492
WI-IL	62 HOMEWOOD (IL) -160 WAUSAU(BUS-WI)	2880	214212	860081
WI-IL	6 APPLETON (WI) -71 JOLIET (IL)	2905	199850	642111
WI-IL	91 MADISON DANE AIRPORT -107 NAPERVILLE (IL)	3243	192616	642106
WI-IL	6 APPLETON (WI) -107 NAPERVILLE (IL)	3324	219307	704588
WI-IL	21 CHAMPAIGN-URBANA (IL) -102 MILWAUKEE (WI)	3932	213757	833501
WI-IL	71 JOLIET (IL) -102 MILWAUKEE (WI)	4079	130723	501726
WI-IL	102 MILWAUKEE (WI) -153 UPPER ALTON (IL)	4368	348959	1498098
WI-IL	71 JOLIET (IL) -91 MADISON DANE AIRPORT	4434	277431	917758
WI-IL	12 BROOKFIELD (WI) -62 HOMEWOOD (IL)	5087	184434	610119
WI-IL	6 APPLETON (WI) -62 HOMEWOOD (IL)	5375	358617	1101461
WI-IL	102 MILWAUKEE (WI) -107 NAPERVILLE (IL)	5499	172223	626875
WI-IL	56 GREEN BAY (WI) -62 HOMEWOOD (IL)	5852	429586	1373406
WI-IL	102 MILWAUKEE (WI) -139 SPRINGFIELD (IL)	6010	388751	1628736
WI-IL	13 BTN-NORMAL (IL) -102 MILWAUKEE (WI)	6206	310769	1303361
WI-IL	22 CHICAGO (IL) -125 PORTAGE (WI)	7362	425245	1476811
WI-IL	22 CHICAGO (IL) -92 MANITOWOC(BUS-WI)	7732	249861	1248507
WI-IL	22 CHICAGO (IL) -151 TOMAH (WI)	8317	595707	2182520
WI-IL	22 CHICAGO (IL) -113 OCONOMOWOC (WI)	8727	293317	986613
WI-IL	22 CHICAGO (IL) -136 SHEBOYGAN(BUS-WI)	8817	272010	1187087
WI-IL	22 CHICAGO (IL) -146 STEVENS POINT(BUS-WI)	8944	570533	2137671
WI-IL	62 HOMEWOOD (IL) -102 MILWAUKEE (WI)	9829	302689	1052268
WI-IL	22 CHICAGO (IL) -160 WAUSAU(BUS-WI)	10018	677261	2737101
WI-IL	22 CHICAGO (IL) -43 EAU CLAIRE (BUS-WI)	10226	803082	3452857
WI-IL	62 HOMEWOOD (IL) -91 MADISON DANE AIRPORT	11659	692883	2227147
WI-IL	22 CHICAGO (IL) -159 WATERTOWN (WI)	11668	428583	1512845
WI-IL	22 CHICAGO (IL) -164 WISCONSIN DELLS (WI)	13054	785754	2839884
WI-IL	22 CHICAGO (IL) -47 FOND DU LAC (WI)	21364	967263	3113635
WI-IL	22 CHICAGO (IL) -78 LA CROSSE (WI)	22865	1859362	6956127
WI-IL	22 CHICAGO (IL) -116 OSHKOSH (WI)	27126	1344615	4373099
WI-IL	22 CHICAGO (IL) -162 WEST BEND (WI)	31243	1150032	3669655
WI-IL	6 APPLETON (WI) -22 CHICAGO (IL)	33122	1941353	5952854
WI-IL	22 CHICAGO (IL) -56 GREEN BAY (WI)	33564	2260922	7037514
WI-IL	54 GLENVIEW (IL) -102 MILWAUKEE (WI)	35190	665629	2392930
WI-IL	22 CHICAGO (IL) -148 STURTEVANT (WI)	67172	1106799	4062866
WI-IL	22 CHICAGO (IL) -91 MADISON DANE AIRPORT	73623	3693099	12205863
WI-IL	12 BROOKFIELD (WI) -22 CHICAGO (IL)	165504	5197448	16255817
WI-IL	22 CHICAGO (IL) -102 MILWAUKEE (WI)	690462	16419078	57991130
WI-IN	94 MARCELINE -147 STURGEON BAY(BUS-WI)	2	311	1385
WI-IN	78 LA CROSSE (WI) -94 MARCELINE	2	384	1746
WI-IN	94 MARCELINE -136 SHEBOYGAN(BUS-WI)	3	321	1600
WI-IN	94 MARCELINE -162 WEST BEND (WI)	3	405	1873
WI-IN	94 MARCELINE -148 STURTEVANT (WI)	4	388	1895
WI-IN	94 MARCELINE -96 MARINETTE(BUS-WI)	4	592	2714
WI-IN	65 INDIANAPOLIS (IN) -147 STURGEON BAY(BUS-WI)	4	471	1835
WI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -147 STURGEON BAY(BUS-WI)	4	292	1076
WI-IN	12 BROOKFIELD (WI) -94 MARCELINE	6	634	2978
WI-IN	156 WARSAW (IN) -159 WATERTOWN (WI)	6	408	1557
WI-IN	52 GARY INTERNATIONAL AIRPORT -113 OCONOMOWOC (WI)	8	297	1105
WI-IN	10 BLOOMINGTON(BUS-IN) -113 OCONOMOWOC (WI)	8	678	2962
WI-IN	33 DEFIANCE (IN) -147 STURGEON BAY(BUS-WI)	8	943	3570
WI-IN	92 MANITOWOC(BUS-WI) -94 MARCELINE	10	1134	5799
WI-IN	80 LAFAYETTE (IN) -96 MARINETTE(BUS-WI)	10	995	4037
WI-IN	10 BLOOMINGTON(BUS-IN) -151 TOMAH (WI)	10	1276	5455
WI-IN	10 BLOOMINGTON(BUS-IN) -47 FOND DU LAC (WI)	11	1058	4482
WI-IN	80 LAFAYETTE (IN) -147 STURGEON BAY(BUS-WI)	11	1046	4007
WI-IN	121 PLYMOUTH (IN) -159 WATERTOWN (WI)	11	640	2436

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WI-IN	65 INDIANAPOLIS (IN) -96 MARINETTE(BUS-WI)	12	1364	5574
WI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -96 MARINETTE(BUS-WI)	12	860	3442
WI-IN	94 MARCELINE -160 WAUSAU(BUS-WI)	12	1745	8400
WI-IN	33 DEFIANCE (IN) -151 TOMAH (WI)	12	1417	5526
WI-IN	94 MARCELINE -146 STEVENS POINT(BUS-WI)	12	1728	8100
WI-IN	10 BLOOMINGTON(BUS-IN) -162 WEST BEND (WI)	13	1094	4725
WI-IN	33 DEFIANCE (IN) -96 MARINETTE(BUS-WI)	13	1518	6035
WI-IN	10 BLOOMINGTON(BUS-IN) -125 PORTAGE (WI)	14	1467	6206
WI-IN	10 BLOOMINGTON(BUS-IN) -116 OSHKOSH (WI)	14	1401	5874
WI-IN	149 TERRE HAUTE(BUS-IN) -164 WISCONSIN DELLS (WI)	14	1488	6397
WI-IN	33 DEFIANCE (IN) -164 WISCONSIN DELLS (WI)	14	1525	5912
WI-IN	149 TERRE HAUTE(BUS-IN) -159 WATERTOWN (WI)	15	1283	5255
WI-IN	101 MICHIGAN CITY (IN) -147 STURGEON BAY(BUS-WI)	15	1120	4235
WI-IN	147 STURGEON BAY(BUS-WI) -156 WARSAW (IN)	15	1519	5248
WI-IN	147 STURGEON BAY(BUS-WI) -158 WATERLOO (BUS-IN)	17	1728	6811
WI-IN	52 GARY INTERNATIONAL AIRPORT -78 LA CROSSE (WI)	17	1373	5480
WI-IN	52 GARY INTERNATIONAL AIRPORT -146 STEVENS POINT(BUS-WI)	17	1088	4515
WI-IN	113 OCONOMOWOC (WI) -149 TERRE HAUTE(BUS-IN)	17	1456	6027
WI-IN	52 GARY INTERNATIONAL AIRPORT -162 WEST BEND (WI)	18	681	2468
WI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -113 OCONOMOWOC (WI)	18	663	2463
WI-IN	110 NEW CASTLE(BUS-IN) -162 WEST BEND (WI)	19	1673	7184
WI-IN	10 BLOOMINGTON(BUS-IN) -12 BROOKFIELD (WI)	19	1577	6918
WI-IN	94 MARCELINE -102 MILWAUKEE (WI)	20	2066	9992
WI-IN	33 DEFIANCE (IN) -159 WATERTOWN (WI)	20	1700	6543
WI-IN	121 PLYMOUTH (IN) -147 STURGEON BAY(BUS-WI)	21	1899	6677
WI-IN	149 TERRE HAUTE(BUS-IN) -151 TOMAH (WI)	22	2692	11044
WI-IN	10 BLOOMINGTON(BUS-IN) -148 STURTEVANT (WI)	24	1647	7593
WI-IN	33 DEFIANCE (IN) -125 PORTAGE (WI)	24	2536	9647
WI-IN	96 MARINETTE(BUS-WI) -101 MICHIGAN CITY (IN)	25	1936	7865
WI-IN	151 TOMAH (WI) -158 WATERLOO (BUS-IN)	25	2773	11262
WI-IN	52 GARY INTERNATIONAL AIRPORT -160 WAUSAU(BUS-WI)	26	1716	7641
WI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -78 LA CROSSE (WI)	27	2233	8914
WI-IN	125 PORTAGE (WI) -149 TERRE HAUTE(BUS-IN)	28	2944	12055
WI-IN	96 MARINETTE(BUS-WI) -121 PLYMOUTH (IN)	28	2566	9784
WI-IN	96 MARINETTE(BUS-WI) -156 WARSAW (IN)	28	2755	10500
WI-IN	78 LA CROSSE (WI) -149 TERRE HAUTE(BUS-IN)	29	3631	15722
WI-IN	96 MARINETTE(BUS-WI) -158 WATERLOO (BUS-IN)	31	3333	13813
WI-IN	121 PLYMOUTH (IN) -164 WISCONSIN DELLS (WI)	31	2456	9475
WI-IN	149 TERRE HAUTE(BUS-IN) -162 WEST BEND (WI)	34	2995	11907
WI-IN	78 LA CROSSE (WI) -80 LAFAYETTE (IN)	35	3740	15130
WI-IN	47 FOND DU LAC (WI) -149 TERRE HAUTE(BUS-IN)	35	3230	13230
WI-IN	80 LAFAYETTE (IN) -113 OCONOMOWOC (WI)	37	2539	9134
WI-IN	52 GARY INTERNATIONAL AIRPORT -92 MANITOWOC(BUS-WI)	37	1363	6949
WI-IN	59 HMI-WTG-DET (IN) -159 WATERTOWN (WI)	38	1541	5644
WI-IN	65 INDIANAPOLIS (IN) -159 WATERTOWN (WI)	39	3305	13219
WI-IN	52 GARY INTERNATIONAL AIRPORT -136 SHEBOYGAN(BUS-WI)	40	1362	6352
WI-IN	12 BROOKFIELD (WI) -26 COLUMBUS(BUS-IN)	41	3296	14203
WI-IN	47 FOND DU LAC (WI) -66 INDIANAPOLIS AIRPORT (IN)	41	3685	14295
WI-IN	26 COLUMBUS(BUS-IN) -47 FOND DU LAC (WI)	42	3993	16637
WI-IN	151 TOMAH (WI) -156 WARSAW (IN)	42	4074	15857
WI-IN	156 WARSAW (IN) -164 WISCONSIN DELLS (WI)	43	3695	14266
WI-IN	12 BROOKFIELD (WI) -52 GARY INTERNATIONAL AIRPORT	44	1797	5361
WI-IN	125 PORTAGE (WI) -158 WATERLOO (BUS-IN)	44	4247	16896
WI-IN	66 INDIANAPOLIS AIRPORT (IN) -162 WEST BEND (WI)	48	4106	15110
WI-IN	12 BROOKFIELD (WI) -110 NEW CASTLE(BUS-IN)	48	4284	16930
WI-IN	78 LA CROSSE (WI) -101 MICHIGAN CITY (IN)	50	4396	17792
WI-IN	59 HMI-WTG-DET (IN) -125 PORTAGE (WI)	50	2968	10824
WI-IN	12 BROOKFIELD (WI) -149 TERRE HAUTE(BUS-IN)	50	3979	16507
WI-IN	10 BLOOMINGTON(BUS-IN) -78 LA CROSSE (WI)	50	6536	28236
WI-IN	47 FOND DU LAC (WI) -52 GARY INTERNATIONAL AIRPORT	51	2443	8752
WI-IN	10 BLOOMINGTON(BUS-IN) -91 MADISON DANE AIRPORT	53	5222	22366
WI-IN	59 HMI-WTG-DET (IN) -164 WISCONSIN DELLS (WI)	53	3299	12462
WI-IN	52 GARY INTERNATIONAL AIRPORT -148 STURTEVANT (WI)	53	1119	4461

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WI-IN	26 COLUMBUS(BUS-IN) -148 STURTEVANT (WI)	53	3618	16358
WI-IN	33 DEFIANCE (IN) -113 OCONOMOWOC (WI)	54	4376	16769
WI-IN	6 APPLETON (WI) -149 TERRE HAUTE(BUS-IN)	54	5846	22499
WI-IN	158 WATERLOO (BUS-IN) -159 WATERTOWN (WI)	57	4310	17555
WI-IN	101 MICHIGAN CITY (IN) -136 SHEBOYGAN(BUS-WI)	58	2324	10878
WI-IN	121 PLYMOUTH (IN) -151 TOMAH (WI)	59	5248	20423
WI-IN	66 INDIANAPOLIS AIRPORT (IN) -116 OSHKOSH (WI)	61	5720	22027
WI-IN	91 MADISON DANE AIRPORT -149 TERRE HAUTE(BUS-IN)	61	6142	24447
WI-IN	26 COLUMBUS(BUS-IN) -78 LA CROSSE (WI)	63	8081	34512
WI-IN	113 OCONOMOWOC (WI) -156 WARSAW (IN)	64	4072	14529
WI-IN	52 GARY INTERNATIONAL AIRPORT -116 OSHKOSH (WI)	67	3543	12615
WI-IN	158 WATERLOO (BUS-IN) -164 WISCONSIN DELLS (WI)	68	6653	26964
WI-IN	26 COLUMBUS(BUS-IN) -116 OSHKOSH (WI)	69	6896	28452
WI-IN	10 BLOOMINGTON(BUS-IN) -102 MILWAUKEE (WI)	70	5778	23902
WI-IN	43 EAU CLAIRE (BUS-WI) -80 LAFAYETTE (IN)	71	7883	33665
WI-IN	101 MICHIGAN CITY (IN) -113 OCONOMOWOC (WI)	72	3346	12294
WI-IN	65 INDIANAPOLIS (IN) -113 OCONOMOWOC (WI)	73	5878	23453
WI-IN	59 HMI-WTG-DET (IN) -151 TOMAH (WI)	76	5563	21309
WI-IN	12 BROOKFIELD (WI) -66 INDIANAPOLIS AIRPORT (IN)	77	6238	22792
WI-IN	113 OCONOMOWOC (WI) -121 PLYMOUTH (IN)	77	4288	15537
WI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -146 STEVENS POINT(BUS-WI)	78	4987	20687
WI-IN	6 APPLETON (WI) -52 GARY INTERNATIONAL AIRPORT	79	4573	16194
WI-IN	116 OSHKOSH (WI) -149 TERRE HAUTE(BUS-IN)	79	7868	31279
WI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -160 WAUSAU(BUS-WI)	80	5345	23795
WI-IN	33 DEFIANCE (IN) -78 LA CROSSE (WI)	81	10121	40193
WI-IN	121 PLYMOUTH (IN) -125 PORTAGE (WI)	83	6308	23705
WI-IN	102 MILWAUKEE (WI) -110 NEW CASTLE(BUS-IN)	85	6334	28717
WI-IN	6 APPLETON (WI) -10 BLOOMINGTON(BUS-IN)	89	9469	39280
WI-IN	33 DEFIANCE (IN) -136 SHEBOYGAN(BUS-WI)	91	7329	29708
WI-IN	52 GARY INTERNATIONAL AIRPORT -56 GREEN BAY (WI)	91	6138	21587
WI-IN	56 GREEN BAY (WI) -149 TERRE HAUTE(BUS-IN)	92	10534	40863
WI-IN	59 HMI-WTG-DET (IN) -160 WAUSAU(BUS-WI)	92	6426	26944
WI-IN	148 STURTEVANT (WI) -149 TERRE HAUTE(BUS-IN)	94	6136	27450
WI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -136 SHEBOYGAN(BUS-WI)	95	3230	15064
WI-IN	33 DEFIANCE (IN) -92 MANITOWOC(BUS-WI)	96	7911	34121
WI-IN	101 MICHIGAN CITY (IN) -162 WEST BEND (WI)	98	4584	16826
WI-IN	102 MILWAUKEE (WI) -105 MUNCIE(BUS-IN)	100	7564	35079
WI-IN	136 SHEBOYGAN(BUS-WI) -156 WARSAW (IN)	104	5852	25590
WI-IN	33 DEFIANCE (IN) -146 STEVENS POINT(BUS-WI)	105	11788	45574
WI-IN	59 HMI-WTG-DET (IN) -78 LA CROSSE (WI)	105	8552	33756
WI-IN	26 COLUMBUS(BUS-IN) -91 MADISON DANE AIRPORT	106	10429	43983
WI-IN	59 HMI-WTG-DET (IN) -136 SHEBOYGAN(BUS-WI)	106	3622	16078
WI-IN	10 BLOOMINGTON(BUS-IN) -56 GREEN BAY (WI)	107	12280	50189
WI-IN	78 LA CROSSE (WI) -158 WATERLOO (BUS-IN)	108	12699	52388
WI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -162 WEST BEND (WI)	110	4539	15458
WI-IN	113 OCONOMOWOC (WI) -158 WATERLOO (BUS-IN)	110	8870	32437
WI-IN	33 DEFIANCE (IN) -160 WAUSAU(BUS-WI)	112	12906	52424
WI-IN	92 MANITOWOC(BUS-WI) -158 WATERLOO (BUS-IN)	112	8678	38389
WI-IN	59 HMI-WTG-DET (IN) -92 MANITOWOC(BUS-WI)	114	4334	20518
WI-IN	33 DEFIANCE (IN) -162 WEST BEND (WI)	117	9570	36240
WI-IN	12 BROOKFIELD (WI) -101 MICHIGAN CITY (IN)	117	4731	17784
WI-IN	6 APPLETON (WI) -26 COLUMBUS(BUS-IN)	119	12477	50974
WI-IN	78 LA CROSSE (WI) -156 WARSAW (IN)	123	13285	50962
WI-IN	47 FOND DU LAC (WI) -158 WATERLOO (BUS-IN)	125	10352	40847
WI-IN	26 COLUMBUS(BUS-IN) -102 MILWAUKEE (WI)	131	10314	43451
WI-IN	101 MICHIGAN CITY (IN) -148 STURTEVANT (WI)	131	3594	14977
WI-IN	26 COLUMBUS(BUS-IN) -56 GREEN BAY (WI)	133	15116	60898
WI-IN	33 DEFIANCE (IN) -148 STURTEVANT (WI)	134	8592	33941
WI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -92 MANITOWOC(BUS-WI)	134	4932	25137
WI-IN	136 SHEBOYGAN(BUS-WI) -158 WATERLOO (BUS-IN)	136	10256	42568
WI-IN	121 PLYMOUTH (IN) -136 SHEBOYGAN(BUS-WI)	137	6844	30030
WI-IN	59 HMI-WTG-DET (IN) -146 STEVENS POINT(BUS-WI)	143	9643	37020
WI-IN	6 APPLETON (WI) -66 INDIANAPOLIS AIRPORT (IN)	145	14474	55347

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WI-IN	101 MICHIGAN CITY (IN) -146 STEVENS POINT(BUS-WI)	146	10784	42982
WI-IN	65 INDIANAPOLIS (IN) -78 LA CROSSE (WI)	146	18245	74322
WI-IN	12 BROOKFIELD (WI) -33 DEFIANCE (IN)	146	11143	42556
WI-IN	33 DEFIANCE (IN) -47 FOND DU LAC (WI)	146	13303	49879
WI-IN	92 MANITOWOC(BUS-WI) -101 MICHIGAN CITY (IN)	149	6970	32316
WI-IN	116 OSHKOSH (WI) -158 WATERLOO (BUS-IN)	150	13123	51334
WI-IN	66 INDIANAPOLIS AIRPORT (IN) -91 MADISON DANE AIRPORT	150	13967	55097
WI-IN	80 LAFAYETTE (IN) -160 WAUSAU(BUS-WI)	161	15625	65447
WI-IN	146 STEVENS POINT(BUS-WI) -158 WATERLOO (BUS-IN)	168	17380	70594
WI-IN	91 MADISON DANE AIRPORT -158 WATERLOO (BUS-IN)	169	14629	58712
WI-IN	78 LA CROSSE (WI) -121 PLYMOUTH (IN)	175	17992	68266
WI-IN	101 MICHIGAN CITY (IN) -160 WAUSAU(BUS-WI)	176	13574	57925
WI-IN	102 MILWAUKEE (WI) -149 TERRE HAUTE(BUS-IN)	183	13432	57936
WI-IN	47 FOND DU LAC (WI) -53 GARY INTERNATIONAL AIRPORT (IN)	184	9097	31516
WI-IN	158 WATERLOO (BUS-IN) -160 WAUSAU(BUS-WI)	185	19638	83801
WI-IN	33 DEFIANCE (IN) -116 OSHKOSH (WI)	186	17844	66534
WI-IN	52 GARY INTERNATIONAL AIRPORT -102 MILWAUKEE (WI)	190	5733	20520
WI-IN	59 HMI-WTG-DET (IN) -162 WEST BEND (WI)	192	7605	25736
WI-IN	47 FOND DU LAC (WI) -101 MICHIGAN CITY (IN)	199	11262	39906
WI-IN	52 GARY INTERNATIONAL AIRPORT -91 MADISON DANE AIRPORT	208	12384	39844
WI-IN	12 BROOKFIELD (WI) -53 GARY INTERNATIONAL AIRPORT (IN)	208	7802	25400
WI-IN	158 WATERLOO (BUS-IN) -162 WEST BEND (WI)	209	16747	61873
WI-IN	33 DEFIANCE (IN) -91 MADISON DANE AIRPORT	211	20037	76520
WI-IN	156 WARSAW (IN) -162 WEST BEND (WI)	212	13237	48388
WI-IN	156 WARSAW (IN) -160 WAUSAU(BUS-WI)	216	20556	83247
WI-IN	56 GREEN BAY (WI) -158 WATERLOO (BUS-IN)	218	22262	85342
WI-IN	92 MANITOWOC(BUS-WI) -156 WARSAW (IN)	236	14345	64750
WI-IN	6 APPLETON (WI) -33 DEFIANCE (IN)	237	24013	89049
WI-IN	121 PLYMOUTH (IN) -162 WEST BEND (WI)	242	13535	49083
WI-IN	80 LAFAYETTE (IN) -146 STEVENS POINT(BUS-WI)	244	22804	90596
WI-IN	146 STEVENS POINT(BUS-WI) -156 WARSAW (IN)	261	23997	91838
WI-IN	80 LAFAYETTE (IN) -136 SHEBOYGAN(BUS-WI)	264	16160	69903
WI-IN	66 INDIANAPOLIS AIRPORT (IN) -102 MILWAUKEE (WI)	265	20040	74873
WI-IN	12 BROOKFIELD (WI) -121 PLYMOUTH (IN)	278	13623	51175
WI-IN	148 STURTEVANT (WI) -156 WARSAW (IN)	278	12033	47610
WI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -116 OSHKOSH (WI)	280	15172	52592
WI-IN	80 LAFAYETTE (IN) -92 MANITOWOC(BUS-WI)	299	18870	87982
WI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -148 STURTEVANT (WI)	299	6311	25153
WI-IN	59 HMI-WTG-DET (IN) -148 STURTEVANT (WI)	301	6318	23188
WI-IN	12 BROOKFIELD (WI) -158 WATERLOO (BUS-IN)	304	20707	84187
WI-IN	101 MICHIGAN CITY (IN) -102 MILWAUKEE (WI)	307	10628	42425
WI-IN	59 HMI-WTG-DET (IN) -116 OSHKOSH (WI)	311	16862	56271
WI-IN	33 DEFIANCE (IN) -102 MILWAUKEE (WI)	325	22855	90434
WI-IN	12 BROOKFIELD (WI) -156 WARSAW (IN)	339	18768	70827
WI-IN	50 FT. WAYNE(IN) -159 WATERTOWN (WI)	343	25044	95975
WI-IN	6 APPLETON (WI) -158 WATERLOO (BUS-IN)	343	31947	123920
WI-IN	92 MANITOWOC(BUS-WI) -121 PLYMOUTH (IN)	349	18865	86967
WI-IN	121 PLYMOUTH (IN) -160 WAUSAU(BUS-WI)	351	31492	126573
WI-IN	56 GREEN BAY (WI) -59 HMI-WTG-DET (IN)	354	24486	81070
WI-IN	148 STURTEVANT (WI) -158 WATERLOO (BUS-IN)	363	20322	86779
WI-IN	6 APPLETON (WI) -53 GARY INTERNATIONAL AIRPORT (IN)	368	24013	75888
WI-IN	121 PLYMOUTH (IN) -148 STURTEVANT (WI)	377	13866	54983
WI-IN	80 LAFAYETTE (IN) -162 WEST BEND (WI)	380	25839	94150
WI-IN	47 FOND DU LAC (WI) -156 WARSAW (IN)	381	27363	98200
WI-IN	65 INDIANAPOLIS (IN) -136 SHEBOYGAN(BUS-WI)	387	31367	131052
WI-IN	121 PLYMOUTH (IN) -146 STEVENS POINT(BUS-WI)	394	33945	128716
WI-IN	12 BROOKFIELD (WI) -59 HMI-WTG-DET (IN)	402	13737	46276
WI-IN	101 MICHIGAN CITY (IN) -116 OSHKOSH (WI)	408	25788	88840
WI-IN	50 FT. WAYNE(IN) -78 LA CROSSE (WI)	423	48405	192328
WI-IN	47 FOND DU LAC (WI) -80 LAFAYETTE (IN)	424	31463	117855
WI-IN	91 MADISON DANE AIRPORT -101 MICHIGAN CITY (IN)	427	27176	94780
WI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -56 GREEN BAY (WI)	433	31338	102165
WI-IN	65 INDIANAPOLIS (IN) -160 WAUSAU(BUS-WI)	434	51012	208078

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WI-IN	56 GREEN BAY (WI) -101 MICHIGAN CITY (IN)	474	36633	126174
WI-IN	59 HMI-WTG-DET (IN) -91 MADISON DANE AIRPORT	483	26198	89333
WI-IN	6 APPLETON (WI) -101 MICHIGAN CITY (IN)	486	34117	114602
WI-IN	47 FOND DU LAC (WI) -121 PLYMOUTH (IN)	511	33159	119017
WI-IN	50 FT. WAYNE(IN) -151 TOMAH (WI)	526	55788	217296
WI-IN	65 INDIANAPOLIS (IN) -92 MANITOWOC(BUS-WI)	533	43422	196184
WI-IN	50 FT. WAYNE(IN) -125 PORTAGE (WI)	534	49531	187524
WI-IN	47 FOND DU LAC (WI) -65 INDIANAPOLIS (IN)	565	51145	198929
WI-IN	80 LAFAYETTE (IN) -148 STURTEVANT (WI)	571	26764	108976
WI-IN	12 BROOKFIELD (WI) -80 LAFAYETTE (IN)	577	36282	132193
WI-IN	6 APPLETON (WI) -80 LAFAYETTE (IN)	603	50392	188838
WI-IN	80 LAFAYETTE (IN) -116 OSHKOSH (WI)	632	50316	186462
WI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -91 MADISON DANE AIRPORT	634	36951	121638
WI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -102 MILWAUKEE (WI)	642	18866	69295
WI-IN	56 GREEN BAY (WI) -156 WARSAW (IN)	662	59125	213984
WI-IN	6 APPLETON (WI) -156 WARSAW (IN)	671	58372	196515
WI-IN	116 OSHKOSH (WI) -156 WARSAW (IN)	717	56879	197140
WI-IN	56 GREEN BAY (WI) -80 LAFAYETTE (IN)	729	67356	249883
WI-IN	65 INDIANAPOLIS (IN) -146 STEVENS POINT(BUS-WI)	733	85101	327070
WI-IN	50 FT. WAYNE(IN) -164 WISCONSIN DELLS (WI)	734	72448	270141
WI-IN	91 MADISON DANE AIRPORT -156 WARSAW (IN)	742	58772	207121
WI-IN	102 MILWAUKEE (WI) -121 PLYMOUTH (IN)	769	32903	130754
WI-IN	65 INDIANAPOLIS (IN) -148 STURTEVANT (WI)	771	51051	204266
WI-IN	80 LAFAYETTE (IN) -91 MADISON DANE AIRPORT	851	69264	254472
WI-IN	56 GREEN BAY (WI) -121 PLYMOUTH (IN)	977	80943	291160
WI-IN	102 MILWAUKEE (WI) -156 WARSAW (IN)	985	48426	192007
WI-IN	65 INDIANAPOLIS (IN) -162 WEST BEND (WI)	1023	88621	329435
WI-IN	65 INDIANAPOLIS (IN) -116 OSHKOSH (WI)	1040	99339	383577
WI-IN	116 OSHKOSH (WI) -121 PLYMOUTH (IN)	1052	77452	263074
WI-IN	91 MADISON DANE AIRPORT -121 PLYMOUTH (IN)	1092	80124	277264
WI-IN	6 APPLETON (WI) -121 PLYMOUTH (IN)	1103	90436	295530
WI-IN	80 LAFAYETTE (IN) -102 MILWAUKEE (WI)	1268	70662	272581
WI-IN	6 APPLETON (WI) -65 INDIANAPOLIS (IN)	1410	142354	545755
WI-IN	59 HMI-WTG-DET (IN) -102 MILWAUKEE (WI)	1569	42409	158491
WI-IN	50 FT. WAYNE(IN) -113 OCONOMOWOC (WI)	1732	128917	460716
WI-IN	102 MILWAUKEE (WI) -158 WATERLOO (BUS-IN)	1888	116915	496501
WI-IN	12 BROOKFIELD (WI) -65 INDIANAPOLIS (IN)	1939	161683	587488
WI-IN	65 INDIANAPOLIS (IN) -91 MADISON DANE AIRPORT	2048	193202	763865
WI-IN	50 FT. WAYNE(IN) -148 STURTEVANT (WI)	2087	110944	438241
WI-IN	50 FT. WAYNE(IN) -162 WEST BEND (WI)	2569	200636	685837
WI-IN	12 BROOKFIELD (WI) -50 FT. WAYNE(IN)	3791	247643	940155
WI-IN	47 FOND DU LAC (WI) -50 FT. WAYNE(IN)	3891	332132	1155610
WI-IN	65 INDIANAPOLIS (IN) -102 MILWAUKEE (WI)	4174	320332	1206427
WI-IN	50 FT. WAYNE(IN) -91 MADISON DANE AIRPORT	5311	478918	1688826
WI-IN	6 APPLETON (WI) -50 FT. WAYNE(IN)	5347	530036	1775255
WI-IN	50 FT. WAYNE(IN) -116 OSHKOSH (WI)	5618	502598	1764084
WI-IN	50 FT. WAYNE(IN) -56 GREEN BAY (WI)	6096	643016	2206643
WI-IN	50 FT. WAYNE(IN) -102 MILWAUKEE (WI)	9509	562234	2225199
WI-KS	152 TOPEKA(BUS-KS) -162 WEST BEND (WI)	3	370	1825
WI-KS	82 LAWRENCE(BUS-KS) -113 OCONOMOWOC (WI)	6	831	4045
WI-KS	82 LAWRENCE(BUS-KS) -162 WEST BEND (WI)	8	1084	5244
WI-KS	12 BROOKFIELD (WI) -82 LAWRENCE(BUS-KS)	13	1797	8799
WI-KS	12 BROOKFIELD (WI) -152 TOPEKA(BUS-KS)	15	2141	10706
WI-KS	82 LAWRENCE(BUS-KS) -148 STURTEVANT (WI)	25	3079	15615
WI-KS	148 STURTEVANT (WI) -152 TOPEKA(BUS-KS)	28	3562	18450
WI-KS	82 LAWRENCE(BUS-KS) -102 MILWAUKEE (WI)	49	6398	32139
WI-KS	102 MILWAUKEE (WI) -152 TOPEKA(BUS-KS)	56	7397	37929
WI-KY	85 LEXINGTON(BUS-KY) -116 OSHKOSH (WI)	12	1503	6477
WI-KY	88 LOUISVILLE(BUS-KY) -116 OSHKOSH (WI)	54	6356	25782
WI-KY	88 LOUISVILLE(BUS-KY) -151 TOMAH (WI)	74	9440	42847
WI-KY	85 LEXINGTON(BUS-KY) -125 PORTAGE (WI)	75	10319	44720
WI-KY	88 LOUISVILLE(BUS-KY) -164 WISCONSIN DELLS (WI)	86	10029	45894
WI-KY	85 LEXINGTON(BUS-KY) -159 WATERTOWN (WI)	96	11243	50074

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WI-KY	85 LEXINGTON(BUS-KY) -113 OCONOMOWOC (WI)	106	12136	54125
WI-KY	47 FOND DU LAC (WI) -85 LEXINGTON(BUS-KY)	140	17426	75782
WI-KY	88 LOUISVILLE(BUS-KY) -125 PORTAGE (WI)	150	17131	77522
WI-KY	78 LA CROSSE (WI) -88 LOUISVILLE(BUS-KY)	170	23061	105262
WI-KY	85 LEXINGTON(BUS-KY) -91 MADISON DANE AIRPORT	249	31972	140111
WI-KY	88 LOUISVILLE(BUS-KY) -159 WATERTOWN (WI)	297	28011	132071
WI-KY	12 BROOKFIELD (WI) -85 LEXINGTON(BUS-KY)	313	34379	153888
WI-KY	85 LEXINGTON(BUS-KY) -162 WEST BEND (WI)	324	37467	165649
WI-KY	88 LOUISVILLE(BUS-KY) -113 OCONOMOWOC (WI)	333	30302	143394
WI-KY	85 LEXINGTON(BUS-KY) -148 STURTEVANT (WI)	353	34550	160463
WI-KY	47 FOND DU LAC (WI) -88 LOUISVILLE(BUS-KY)	466	47126	215288
WI-KY	6 APPLETON (WI) -85 LEXINGTON(BUS-KY)	481	64800	276791
WI-KY	56 GREEN BAY (WI) -88 LOUISVILLE(BUS-KY)	787	94888	414967
WI-KY	88 LOUISVILLE(BUS-KY) -91 MADISON DANE AIRPORT	830	95932	401006
WI-KY	6 APPLETON (WI) -88 LOUISVILLE(BUS-KY)	967	107921	480721
WI-KY	85 LEXINGTON(BUS-KY) -102 MILWAUKEE (WI)	1002	114657	478797
WI-KY	88 LOUISVILLE(BUS-KY) -162 WEST BEND (WI)	1111	102568	480016
WI-KY	88 LOUISVILLE(BUS-KY) -148 STURTEVANT (WI)	1545	127802	579486
WI-KY	12 BROOKFIELD (WI) -88 LOUISVILLE(BUS-KY)	1638	159048	676513
WI-KY	88 LOUISVILLE(BUS-KY) -102 MILWAUKEE (WI)	3462	313790	1381302
WI-MI	8 BANGOR (MI) -147 STURGEON BAY(BUS-WI)	3	291	1033
WI-MI	2 ALBION (MI) -147 STURGEON BAY(BUS-WI)	4	371	1615
WI-MI	40 DURAND (MI) -147 STURGEON BAY(BUS-WI)	5	496	2126
WI-MI	8 BANGOR (MI) -96 MARINETTE(BUS-WI)	6	561	2120
WI-MI	112 NILES (MI) -147 STURGEON BAY(BUS-WI)	7	597	2333
WI-MI	37 DOWAGIAC (MI) -147 STURGEON BAY(BUS-WI)	8	631	2538
WI-MI	40 DURAND (MI) -96 MARINETTE(BUS-WI)	8	953	4258
WI-MI	8 BANGOR (MI) -159 WATERTOWN (WI)	8	593	2096
WI-MI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -147 STURGEON BAY(BUS-WI)	9	785	2798
WI-MI	81 LAPEER (MI) -147 STURGEON BAY(BUS-WI)	9	1052	4577
WI-MI	96 MARINETTE(BUS-WI) -112 NILES (MI)	10	878	3654
WI-MI	40 DURAND (MI) -78 LA CROSSE (WI)	10	1278	5654
WI-MI	2 ALBION (MI) -96 MARINETTE(BUS-WI)	11	1080	4927
WI-MI	81 LAPEER (MI) -96 MARINETTE(BUS-WI)	13	1534	6937
WI-MI	8 BANGOR (MI) -125 PORTAGE (WI)	13	1153	4095
WI-MI	124 PORT HURON (MI) -147 STURGEON BAY(BUS-WI)	14	1744	7552
WI-MI	2 ALBION (MI) -78 LA CROSSE (WI)	14	1497	6742
WI-MI	37 DOWAGIAC (MI) -96 MARINETTE(BUS-WI)	14	1243	5302
WI-MI	4 ANCHORVILLE(BUS-MI) -147 STURGEON BAY(BUS-WI)	16	1793	8569
WI-MI	68 JACKSON (MI) -147 STURGEON BAY(BUS-WI)	16	1560	6955
WI-MI	96 MARINETTE(BUS-WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	16	1516	5778
WI-MI	8 BANGOR (MI) -164 WISCONSIN DELLS (WI)	17	1595	5809
WI-MI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -159 WATERTOWN (WI)	18	1114	3961
WI-MI	43 EAU CLAIRE (BUS-WI) -112 NILES (MI)	20	2015	8654
WI-MI	9 BATTLE CREEK (MI) -147 STURGEON BAY(BUS-WI)	20	1848	7994
WI-MI	8 BANGOR (MI) -151 TOMAH (WI)	21	2118	7824
WI-MI	96 MARINETTE(BUS-WI) -124 PORT HURON (MI)	21	2805	12585
WI-MI	61 HOLLAND (MI) -147 STURGEON BAY(BUS-WI)	22	2480	9711
WI-MI	5 ANN ARBOR (MI) -147 STURGEON BAY(BUS-WI)	22	2289	10469
WI-MI	9 BATTLE CREEK (MI) -151 TOMAH (WI)	23	2226	9884
WI-MI	4 ANCHORVILLE(BUS-MI) -96 MARINETTE(BUS-WI)	24	2892	14279
WI-MI	42 EAST LANSING (MI) -159 WATERTOWN (WI)	25	1878	8575
WI-MI	68 JACKSON (MI) -96 MARINETTE(BUS-WI)	26	2669	12424
WI-MI	46 FLINT (MI) -147 STURGEON BAY(BUS-WI)	27	2985	13022
WI-MI	73 KALAMAZOO (MI) -147 STURGEON BAY(BUS-WI)	27	2630	9975
WI-MI	9 BATTLE CREEK (MI) -164 WISCONSIN DELLS (WI)	29	2441	10930
WI-MI	5 ANN ARBOR (MI) -96 MARINETTE(BUS-WI)	29	3114	14805
WI-MI	106 MUSKEGON(BUS-MI) -159 WATERTOWN (WI)	29	2326	10667
WI-MI	123 PONTIAC (MI) -147 STURGEON BAY(BUS-WI)	30	3423	15843
WI-MI	133 ROYAL OAK (MI) -147 STURGEON BAY(BUS-WI)	30	3357	15516
WI-MI	9 BATTLE CREEK (MI) -96 MARINETTE(BUS-WI)	31	2874	13054
WI-MI	8 BANGOR (MI) -113 OCONOMOWOC (WI)	32	2302	7351
WI-MI	112 NILES (MI) -162 WEST BEND (WI)	32	1791	6682

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WI-MI	40 DURAND (MI) -113 OCONOMOWOC (WI)	34	2666	12100
WI-MI	42 EAST LANSING (MI) -151 TOMAH (WI)	35	3718	16373
WI-MI	42 EAST LANSING (MI) -164 WISCONSIN DELLS (WI)	35	3384	15002
WI-MI	78 LA CROSSE (WI) -112 NILES (MI)	36	3438	14214
WI-MI	106 MUSKEGON(BUS-MI) -113 OCONOMOWOC (WI)	37	2776	12856
WI-MI	8 BANGOR (MI) -78 LA CROSSE (WI)	37	4120	15610
WI-MI	46 FLINT (MI) -96 MARINETTE(BUS-WI)	38	4328	19638
WI-MI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -164 WISCONSIN DELLS (WI)	38	3203	11750
WI-MI	112 NILES (MI) -136 SHEBOYGAN(BUS-WI)	38	1807	8611
WI-MI	61 HOLLAND (MI) -96 MARINETTE(BUS-WI)	40	4538	19181
WI-MI	112 NILES (MI) -113 OCONOMOWOC (WI)	41	2187	8466
WI-MI	35 DETROIT (MI) -147 STURGEON BAY(BUS-WI)	41	4565	21045
WI-MI	96 MARINETTE(BUS-WI) -123 PONTIAC (MI)	42	4961	23767
WI-MI	96 MARINETTE(BUS-WI) -133 ROYAL OAK (MI)	42	4869	23311
WI-MI	55 GRAND RAPIDS (MI) -147 STURGEON BAY(BUS-WI)	43	4544	18141
WI-MI	42 EAST LANSING (MI) -147 STURGEON BAY(BUS-WI)	43	4721	19036
WI-MI	31 DEARBORN (MI) -147 STURGEON BAY(BUS-WI)	44	4803	22092
WI-MI	12 BROOKFIELD (WI) -112 NILES (MI)	45	2076	8423
WI-MI	73 KALAMAZOO (MI) -96 MARINETTE(BUS-WI)	45	4379	18097
WI-MI	78 LA CROSSE (WI) -89 LUDINGTON(BUS-MI)	45	5484	26693
WI-MI	113 OCONOMOWOC (WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	47	2994	9755
WI-MI	68 JACKSON (MI) -78 LA CROSSE (WI)	48	5354	24559
WI-MI	42 EAST LANSING (MI) -125 PORTAGE (WI)	55	5174	22600
WI-MI	37 DOWAGIAC (MI) -148 STURTEVANT (WI)	55	1949	9045
WI-MI	8 BANGOR (MI) -146 STEVENS POINT(BUS-WI)	55	5435	19839
WI-MI	89 LUDINGTON(BUS-MI) -159 WATERTOWN (WI)	57	4609	23966
WI-MI	31 DEARBORN (MI) -96 MARINETTE(BUS-WI)	58	6515	31085
WI-MI	37 DOWAGIAC (MI) -78 LA CROSSE (WI)	58	5653	23912
WI-MI	89 LUDINGTON(BUS-MI) -164 WISCONSIN DELLS (WI)	59	6028	29767
WI-MI	125 PORTAGE (WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	59	4846	17297
WI-MI	35 DETROIT (MI) -96 MARINETTE(BUS-WI)	60	6872	32838
WI-MI	8 BANGOR (MI) -136 SHEBOYGAN(BUS-WI)	60	4041	15144
WI-MI	8 BANGOR (MI) -162 WEST BEND (WI)	61	4438	14338
WI-MI	2 ALBION (MI) -160 WAUSAU(BUS-WI)	66	6674	30618
WI-MI	8 BANGOR (MI) -160 WAUSAU(BUS-WI)	67	6780	26310
WI-MI	42 EAST LANSING (MI) -96 MARINETTE(BUS-WI)	69	7596	32811
WI-MI	89 LUDINGTON(BUS-MI) -151 TOMAH (WI)	70	7938	38589
WI-MI	8 BANGOR (MI) -92 MANITOWOC(BUS-WI)	70	5152	19697
WI-MI	106 MUSKEGON(BUS-MI) -164 WISCONSIN DELLS (WI)	72	7295	32641
WI-MI	5 ANN ARBOR (MI) -78 LA CROSSE (WI)	73	8575	40152
WI-MI	37 DOWAGIAC (MI) -136 SHEBOYGAN(BUS-WI)	73	3822	17486
WI-MI	55 GRAND RAPIDS (MI) -96 MARINETTE(BUS-WI)	77	8429	35086
WI-MI	61 HOLLAND (MI) -164 WISCONSIN DELLS (WI)	77	7787	33668
WI-MI	81 LAPEER (MI) -146 STEVENS POINT(BUS-WI)	77	8599	39944
WI-MI	37 DOWAGIAC (MI) -113 OCONOMOWOC (WI)	77	4483	17036
WI-MI	112 NILES (MI) -146 STEVENS POINT(BUS-WI)	78	6369	25969
WI-MI	9 BATTLE CREEK (MI) -159 WATERTOWN (WI)	78	4921	22899
WI-MI	89 LUDINGTON(BUS-MI) -113 OCONOMOWOC (WI)	78	6425	31776
WI-MI	92 MANITOWOC(BUS-WI) -112 NILES (MI)	80	4111	20221
WI-MI	2 ALBION (MI) -146 STEVENS POINT(BUS-WI)	82	8039	35070
WI-MI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -151 TOMAH (WI)	86	8128	30251
WI-MI	61 HOLLAND (MI) -151 TOMAH (WI)	87	9668	41626
WI-MI	112 NILES (MI) -160 WAUSAU(BUS-WI)	87	7327	31826
WI-MI	2 ALBION (MI) -113 OCONOMOWOC (WI)	87	5611	26368
WI-MI	61 HOLLAND (MI) -125 PORTAGE (WI)	89	8721	37139
WI-MI	61 HOLLAND (MI) -159 WATERTOWN (WI)	90	7090	31334
WI-MI	124 PORT HURON (MI) -160 WAUSAU(BUS-WI)	91	11412	54178
WI-MI	8 BANGOR (MI) -12 BROOKFIELD (WI)	91	5826	19611
WI-MI	8 BANGOR (MI) -148 STURTEVANT (WI)	91	4676	16172
WI-MI	8 BANGOR (MI) -47 FOND DU LAC (WI)	92	7471	24251
WI-MI	81 LAPEER (MI) -160 WAUSAU(BUS-WI)	92	10583	50892
WI-MI	124 PORT HURON (MI) -146 STEVENS POINT(BUS-WI)	95	11598	53315
WI-MI	89 LUDINGTON(BUS-MI) -125 PORTAGE (WI)	99	9904	48419

States	Station Pair	Riders	Revenue	Passenger Miles
WI-MI	78 LA CROSSE (WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	99	10239	39143
WI-MI	112 NILES (MI) -148 STURTEVANT (WI)	99	3418	14996
WI-MI	12 BROOKFIELD (WI) -37 DOWAGIAC (MI)	103	4896	20820
WI-MI	40 DURAND (MI) -160 WAUSAU(BUS-WI)	104	11198	53425
WI-MI	2 ALBION (MI) -92 MANITOWOC(BUS-WI)	106	6685	36870
WI-MI	8 BANGOR (MI) -116 OSHKOSH (WI)	106	8959	29766
WI-MI	40 DURAND (MI) -136 SHEBOYGAN(BUS-WI)	107	8377	39963
WI-MI	40 DURAND (MI) -92 MANITOWOC(BUS-WI)	109	8481	44124
WI-MI	106 MUSKEGON(BUS-MI) -151 TOMAH (WI)	113	12563	56128
WI-MI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -160 WAUSAU(BUS-WI)	114	10788	41492
WI-MI	2 ALBION (MI) -6 APPLETON (WI)	116	9874	42867
WI-MI	40 DURAND (MI) -146 STEVENS POINT(BUS-WI)	118	12744	56614
WI-MI	136 SHEBOYGAN(BUS-WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	119	6715	26592
WI-MI	2 ALBION (MI) -136 SHEBOYGAN(BUS-WI)	119	7225	38233
WI-MI	47 FOND DU LAC (WI) -89 LUDINGTON(BUS-MI)	120	11153	52396
WI-MI	89 LUDINGTON(BUS-MI) -162 WEST BEND (WI)	124	9701	50168
WI-MI	37 DOWAGIAC (MI) -162 WEST BEND (WI)	124	7267	27413
WI-MI	40 DURAND (MI) -47 FOND DU LAC (WI)	124	10986	48038
WI-MI	106 MUSKEGON(BUS-MI) -125 PORTAGE (WI)	130	12472	56300
WI-MI	106 MUSKEGON(BUS-MI) -162 WEST BEND (WI)	132	10187	46173
WI-MI	37 DOWAGIAC (MI) -92 MANITOWOC(BUS-WI)	133	7378	35396
WI-MI	6 APPLETON (WI) -8 BANGOR (MI)	138	12009	41218
WI-MI	37 DOWAGIAC (MI) -146 STEVENS POINT(BUS-WI)	139	11865	47791
WI-MI	56 GREEN BAY (WI) -89 LUDINGTON(BUS-MI)	144	15618	71911
WI-MI	89 LUDINGTON(BUS-MI) -116 OSHKOSH (WI)	150	14524	67740
WI-MI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -146 STEVENS POINT(BUS-WI)	150	13701	49551
WI-MI	37 DOWAGIAC (MI) -160 WAUSAU(BUS-WI)	150	12837	56887
WI-MI	92 MANITOWOC(BUS-WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	155	9509	39340
WI-MI	47 FOND DU LAC (WI) -106 MUSKEGON(BUS-MI)	156	13135	59412
WI-MI	8 BANGOR (MI) -56 GREEN BAY (WI)	156	15027	51477
WI-MI	37 DOWAGIAC (MI) -47 FOND DU LAC (WI)	157	10505	39357
WI-MI	61 HOLLAND (MI) -113 OCONOMOWOC (WI)	159	12990	53036
WI-MI	73 KALAMAZOO (MI) -78 LA CROSSE (WI)	164	19258	72779
WI-MI	2 ALBION (MI) -116 OSHKOSH (WI)	164	13000	57317
WI-MI	40 DURAND (MI) -162 WEST BEND (WI)	169	13658	60267
WI-MI	47 FOND DU LAC (WI) -112 NILES (MI)	174	11140	41435
WI-MI	12 BROOKFIELD (WI) -106 MUSKEGON(BUS-MI)	179	12723	59312
WI-MI	4 ANCHORVILLE(BUS-MI) -146 STEVENS POINT(BUS-WI)	179	19698	100355
WI-MI	78 LA CROSSE (WI) -106 MUSKEGON(BUS-MI)	183	22462	98270
WI-MI	2 ALBION (MI) -47 FOND DU LAC (WI)	184	13641	61121
WI-MI	6 APPLETON (WI) -89 LUDINGTON(BUS-MI)	186	18439	87592
WI-MI	42 EAST LANSING (MI) -78 LA CROSSE (WI)	188	21768	96726
WI-MI	73 KALAMAZOO (MI) -113 OCONOMOWOC (WI)	188	11915	48136
WI-MI	8 BANGOR (MI) -91 MADISON DANE AIRPORT	188	16671	53650
WI-MI	81 LAPEER (MI) -92 MANITOWOC(BUS-WI)	192	17323	84093
WI-MI	6 APPLETON (WI) -42 EAST LANSING (MI)	194	18170	75912
WI-MI	92 MANITOWOC(BUS-WI) -124 PORT HURON (MI)	197	19914	95526
WI-MI	12 BROOKFIELD (WI) -89 LUDINGTON(BUS-MI)	198	15543	76449
WI-MI	4 ANCHORVILLE(BUS-MI) -160 WAUSAU(BUS-WI)	201	22802	119643
WI-MI	46 FLINT (MI) -160 WAUSAU(BUS-WI)	202	22261	107672
WI-MI	6 APPLETON (WI) -112 NILES (MI)	204	15508	55753
WI-MI	9 BATTLE CREEK (MI) -113 OCONOMOWOC (WI)	206	12895	57141
WI-MI	9 BATTLE CREEK (MI) -78 LA CROSSE (WI)	207	21580	96709
WI-MI	55 GRAND RAPIDS (MI) -159 WATERTOWN (WI)	211	15048	68170
WI-MI	68 JACKSON (MI) -113 OCONOMOWOC (WI)	214	14290	69040
WI-MI	89 LUDINGTON(BUS-MI) -91 MADISON DANE AIRPORT	222	22288	101638
WI-MI	56 GREEN BAY (WI) -112 NILES (MI)	232	18639	70200
WI-MI	102 MILWAUKEE (WI) -112 NILES (MI)	232	9384	40666
WI-MI	2 ALBION (MI) -162 WEST BEND (WI)	237	15542	71902
WI-MI	37 DOWAGIAC (MI) -116 OSHKOSH (WI)	251	17709	67368
WI-MI	112 NILES (MI) -116 OSHKOSH (WI)	256	17865	65181
WI-MI	6 APPLETON (WI) -106 MUSKEGON(BUS-MI)	263	25413	109223
WI-MI	55 GRAND RAPIDS (MI) -164 WISCONSIN DELLS (WI)	265	24767	108996

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States	Station Pair	Riders	Revenue	Passenger Miles
WI-MI	5 ANN ARBOR (MI) -160 WAUSAU(BUS-WI)	265	27121	137995
WI-MI	81 LAPEER (MI) -136 SHEBOYGAN(BUS-WI)	270	24157	110823
WI-MI	68 JACKSON (MI) -160 WAUSAU(BUS-WI)	273	27784	131663
WI-MI	47 FOND DU LAC (WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	273	19357	64795
WI-MI	42 EAST LANSING (MI) -56 GREEN BAY (WI)	274	29594	115789
WI-MI	91 MADISON DANE AIRPORT -112 NILES (MI)	280	19376	72526
WI-MI	43 EAU CLAIRE (BUS-WI) -61 HOLLAND (MI)	284	36027	158825
WI-MI	61 HOLLAND (MI) -136 SHEBOYGAN(BUS-WI)	291	21845	102598
WI-MI	63 HOWELL(BUS-MI) -148 STURTEVANT (WI)	293	19130	98500
WI-MI	89 LUDINGTON(BUS-MI) -148 STURTEVANT (WI)	296	19014	103195
WI-MI	40 DURAND (MI) -148 STURTEVANT (WI)	298	19274	89493
WI-MI	6 APPLETON (WI) -37 DOWAGIAC (MI)	302	24766	86440
WI-MI	2 ALBION (MI) -91 MADISON DANE AIRPORT	304	23728	107468
WI-MI	68 JACKSON (MI) -146 STEVENS POINT(BUS-WI)	313	31162	140440
WI-MI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -162 WEST BEND (WI)	314	19948	65083
WI-MI	61 HOLLAND (MI) -146 STEVENS POINT(BUS-WI)	324	34678	148719
WI-MI	81 LAPEER (MI) -162 WEST BEND (WI)	327	31027	128470
WI-MI	56 GREEN BAY (WI) -106 MUSKEGON(BUS-MI)	329	34269	146225
WI-MI	133 ROYAL OAK (MI) -160 WAUSAU(BUS-WI)	332	37167	189320
WI-MI	37 DOWAGIAC (MI) -102 MILWAUKEE (WI)	333	13737	62526
WI-MI	123 PONTIAC (MI) -160 WAUSAU(BUS-WI)	334	38217	194550
WI-MI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -148 STURTEVANT (WI)	337	14513	50506
WI-MI	46 FLINT (MI) -146 STEVENS POINT(BUS-WI)	337	38022	168364
WI-MI	46 FLINT (MI) -164 WISCONSIN DELLS (WI)	341	37093	162103
WI-MI	46 FLINT (MI) -159 WATERTOWN (WI)	344	31843	133631
WI-MI	5 ANN ARBOR (MI) -113 OCONOMOWOC (WI)	348	25309	125658
WI-MI	12 BROOKFIELD (WI) -40 DURAND (MI)	349	26406	117934
WI-MI	91 MADISON DANE AIRPORT -106 MUSKEGON(BUS-MI)	352	31769	141267
WI-MI	61 HOLLAND (MI) -160 WAUSAU(BUS-WI)	356	39579	175551
WI-MI	116 OSHKOSH (WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	360	27290	91424
WI-MI	56 GREEN BAY (WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	360	31702	108792
WI-MI	46 FLINT (MI) -151 TOMAH (WI)	362	42366	188688
WI-MI	8 BANGOR (MI) -102 MILWAUKEE (WI)	366	21253	73639
WI-MI	6 APPLETON (WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	369	31643	100287
WI-MI	123 PONTIAC (MI) -146 STEVENS POINT(BUS-WI)	373	41466	204639
WI-MI	106 MUSKEGON(BUS-MI) -116 OSHKOSH (WI)	374	33465	148342
WI-MI	9 BATTLE CREEK (MI) -43 EAU CLAIRE (BUS-WI)	378	41101	190647
WI-MI	37 DOWAGIAC (MI) -56 GREEN BAY (WI)	381	31024	120485
WI-MI	133 ROYAL OAK (MI) -146 STEVENS POINT(BUS-WI)	381	41419	204400
WI-MI	2 ALBION (MI) -148 STURTEVANT (WI)	387	18468	95311
WI-MI	55 GRAND RAPIDS (MI) -113 OCONOMOWOC (WI)	389	27351	120168
WI-MI	124 PORT HURON (MI) -136 SHEBOYGAN(BUS-WI)	389	38399	177192
WI-MI	5 ANN ARBOR (MI) -146 STEVENS POINT(BUS-WI)	391	41498	190216
WI-MI	47 FOND DU LAC (WI) -61 HOLLAND (MI)	394	33654	143673
WI-MI	106 MUSKEGON(BUS-MI) -148 STURTEVANT (WI)	400	22594	117213
WI-MI	61 HOLLAND (MI) -78 LA CROSSE (WI)	403	50007	210640
WI-MI	61 HOLLAND (MI) -92 MANITOWOC(BUS-WI)	405	32598	154385
WI-MI	4 ANCHORVILLE(BUS-MI) -92 MANITOWOC(BUS-WI)	416	36873	200361
WI-MI	9 BATTLE CREEK (MI) -160 WAUSAU(BUS-WI)	431	40933	188389
WI-MI	55 GRAND RAPIDS (MI) -125 PORTAGE (WI)	443	41647	174451
WI-MI	12 BROOKFIELD (WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	454	25692	85310
WI-MI	55 GRAND RAPIDS (MI) -151 TOMAH (WI)	475	50397	216519
WI-MI	31 DEARBORN (MI) -146 STEVENS POINT(BUS-WI)	483	50686	249481
WI-MI	2 ALBION (MI) -12 BROOKFIELD (WI)	485	33228	137724
WI-MI	89 LUDINGTON(BUS-MI) -102 MILWAUKEE (WI)	485	35213	180955
WI-MI	42 EAST LANSING (MI) -113 OCONOMOWOC (WI)	487	34619	158627
WI-MI	9 BATTLE CREEK (MI) -146 STEVENS POINT(BUS-WI)	487	45113	196357
WI-MI	31 DEARBORN (MI) -160 WAUSAU(BUS-WI)	490	52936	269284
WI-MI	35 DETROIT (MI) -160 WAUSAU(BUS-WI)	495	54415	276981
WI-MI	46 FLINT (MI) -136 SHEBOYGAN(BUS-WI)	499	39623	195726
WI-MI	124 PORT HURON (MI) -162 WEST BEND (WI)	502	52067	219858
WI-MI	6 APPLETON (WI) -68 JACKSON (MI)	502	43883	195421
WI-MI	46 FLINT (MI) -78 LA CROSSE (WI)	504	63288	284002

States	Station Pair	Riders	Revenue	Passenger Miles
WI-MI	37 DOWAGIAC (MI) -91 MADISON DANE AIRPORT	511	37679	139001
WI-MI	61 HOLLAND (MI) -148 STURTEVANT (WI)	520	31624	144656
WI-MI	9 BATTLE CREEK (MI) -92 MANITOWOC(BUS-WI)	522	32122	169531
WI-MI	61 HOLLAND (MI) -162 WEST BEND (WI)	525	43588	175918
WI-MI	73 KALAMAZOO (MI) -160 WAUSAU(BUS-WI)	530	52063	220148
WI-MI	91 MADISON DANE AIRPORT -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	532	40681	137375
WI-MI	46 FLINT (MI) -125 PORTAGE (WI)	533	56883	244756
WI-MI	68 JACKSON (MI) -92 MANITOWOC(BUS-WI)	533	37987	197351
WI-MI	35 DETROIT (MI) -146 STEVENS POINT(BUS-WI)	542	57728	284485
WI-MI	102 MILWAUKEE (WI) -106 MUSKEGON(BUS-MI)	558	35931	176759
WI-MI	4 ANCHORVILLE(BUS-MI) -162 WEST BEND (WI)	577	50723	251529
WI-MI	4 ANCHORVILLE(BUS-MI) -136 SHEBOYGAN(BUS-WI)	595	51511	269391
WI-MI	73 KALAMAZOO (MI) -136 SHEBOYGAN(BUS-WI)	597	33863	163601
WI-MI	73 KALAMAZOO (MI) -146 STEVENS POINT(BUS-WI)	601	56329	229111
WI-MI	55 GRAND RAPIDS (MI) -136 SHEBOYGAN(BUS-WI)	626	42918	204781
WI-MI	5 ANN ARBOR (MI) -92 MANITOWOC(BUS-WI)	630	48864	257167
WI-MI	68 JACKSON (MI) -136 SHEBOYGAN(BUS-WI)	634	43915	216097
WI-MI	55 GRAND RAPIDS (MI) -160 WAUSAU(BUS-WI)	641	67754	299772
WI-MI	55 GRAND RAPIDS (MI) -146 STEVENS POINT(BUS-WI)	643	65747	278994
WI-MI	42 EAST LANSING (MI) -160 WAUSAU(BUS-WI)	645	67968	313009
WI-MI	61 HOLLAND (MI) -116 OSHKOSH (WI)	656	59377	250459
WI-MI	9 BATTLE CREEK (MI) -136 SHEBOYGAN(BUS-WI)	664	39872	196451
WI-MI	6 APPLETON (WI) -61 HOLLAND (MI)	679	65171	271710
WI-MI	123 PONTIAC (MI) -136 SHEBOYGAN(BUS-WI)	685	60003	301898
WI-MI	73 KALAMAZOO (MI) -92 MANITOWOC(BUS-WI)	685	42428	207493
WI-MI	46 FLINT (MI) -113 OCONOMOWOC (WI)	687	59008	256768
WI-MI	133 ROYAL OAK (MI) -136 SHEBOYGAN(BUS-WI)	692	58733	296765
WI-MI	46 FLINT (MI) -92 MANITOWOC(BUS-WI)	709	59676	298384
WI-MI	61 HOLLAND (MI) -91 MADISON DANE AIRPORT	735	65656	283676
WI-MI	47 FOND DU LAC (WI) -68 JACKSON (MI)	736	56633	260679
WI-MI	68 JACKSON (MI) -116 OSHKOSH (WI)	750	61466	278194
WI-MI	92 MANITOWOC(BUS-WI) -133 ROYAL OAK (MI)	753	66075	345069
WI-MI	42 EAST LANSING (MI) -146 STEVENS POINT(BUS-WI)	757	77972	341213
WI-MI	92 MANITOWOC(BUS-WI) -123 PONTIAC (MI)	759	68685	356578
WI-MI	55 GRAND RAPIDS (MI) -56 GREEN BAY (WI)	760	80330	307980
WI-MI	40 DURAND (MI) -102 MILWAUKEE (WI)	818	56853	265064
WI-MI	55 GRAND RAPIDS (MI) -92 MANITOWOC(BUS-WI)	827	58794	294534
WI-MI	123 PONTIAC (MI) -162 WEST BEND (WI)	828	78950	350904
WI-MI	5 ANN ARBOR (MI) -136 SHEBOYGAN(BUS-WI)	861	63991	326447
WI-MI	56 GREEN BAY (WI) -61 HOLLAND (MI)	862	90361	370500
WI-MI	9 BATTLE CREEK (MI) -47 FOND DU LAC (WI)	879	61119	271709
WI-MI	47 FOND DU LAC (WI) -55 GRAND RAPIDS (MI)	932	74089	316834
WI-MI	46 FLINT (MI) -116 OSHKOSH (WI)	948	92421	400037
WI-MI	133 ROYAL OAK (MI) -162 WEST BEND (WI)	955	86106	393404
WI-MI	63 HOWELL(BUS-MI) -102 MILWAUKEE (WI)	966	68110	347858
WI-MI	12 BROOKFIELD (WI) -81 LAPEER (MI)	970	85120	362719
WI-MI	31 DEARBORN (MI) -136 SHEBOYGAN(BUS-WI)	973	78737	397844
WI-MI	9 BATTLE CREEK (MI) -116 OSHKOSH (WI)	973	72560	317205
WI-MI	12 BROOKFIELD (WI) -61 HOLLAND (MI)	1030	76428	325570
WI-MI	6 APPLETON (WI) -9 BATTLE CREEK (MI)	1043	83370	358700
WI-MI	31 DEARBORN (MI) -92 MANITOWOC(BUS-WI)	1047	85459	458519
WI-MI	81 LAPEER (MI) -148 STURTEVANT (WI)	1051	81396	353176
WI-MI	102 MILWAUKEE (WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	1083	53380	188356
WI-MI	68 JACKSON (MI) -162 WEST BEND (WI)	1087	80555	352067
WI-MI	35 DETROIT (MI) -136 SHEBOYGAN(BUS-WI)	1099	90350	459430
WI-MI	55 GRAND RAPIDS (MI) -78 LA CROSSE (WI)	1104	126019	549784
WI-MI	2 ALBION (MI) -102 MILWAUKEE (WI)	1105	66510	298272
WI-MI	42 EAST LANSING (MI) -92 MANITOWOC(BUS-WI)	1126	83959	419873
WI-MI	47 FOND DU LAC (WI) -73 KALAMAZOO (MI)	1146	84044	328992
WI-MI	73 KALAMAZOO (MI) -116 OSHKOSH (WI)	1151	85177	349808
WI-MI	6 APPLETON (WI) -73 KALAMAZOO (MI)	1190	94475	383117
WI-MI	35 DETROIT (MI) -92 MANITOWOC(BUS-WI)	1208	100016	539772
WI-MI	68 JACKSON (MI) -91 MADISON DANE AIRPORT	1221	98565	457736

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States	Station Pair	Riders	Revenue	Passenger Miles
WI-MI	55 GRAND RAPIDS (MI) -162 WEST BEND (WI)	1254	91118	388792
WI-MI	9 BATTLE CREEK (MI) -162 WEST BEND (WI)	1269	81223	353959
WI-MI	73 KALAMAZOO (MI) -162 WEST BEND (WI)	1307	83279	335885
WI-MI	46 FLINT (MI) -47 FOND DU LAC (WI)	1371	137851	555147
WI-MI	124 PORT HURON (MI) -148 STURTEVANT (WI)	1414	120745	538873
WI-MI	46 FLINT (MI) -56 GREEN BAY (WI)	1417	156019	665795
WI-MI	6 APPLETON (WI) -46 FLINT (MI)	1419	149885	624517
WI-MI	42 EAST LANSING (MI) -136 SHEBOYGAN(BUS-WI)	1455	107273	500590
WI-MI	123 PONTIAC (MI) -148 STURTEVANT (WI)	1459	99535	535309
WI-MI	42 EAST LANSING (MI) -47 FOND DU LAC (WI)	1478	120030	527733
WI-MI	56 GREEN BAY (WI) -73 KALAMAZOO (MI)	1479	130617	520490
WI-MI	9 BATTLE CREEK (MI) -56 GREEN BAY (WI)	1502	133543	561920
WI-MI	31 DEARBORN (MI) -162 WEST BEND (WI)	1548	133961	606879
WI-MI	4 ANCHORVILLE(BUS-MI) -12 BROOKFIELD (WI)	1558	129014	649589
WI-MI	55 GRAND RAPIDS (MI) -116 OSHKOSH (WI)	1559	131696	556393
WI-MI	73 KALAMAZOO (MI) -148 STURTEVANT (WI)	1595	69283	319041
WI-MI	61 HOLLAND (MI) -102 MILWAUKEE (WI)	1652	111936	498957
WI-MI	35 DETROIT (MI) -162 WEST BEND (WI)	1659	145334	665249
WI-MI	42 EAST LANSING (MI) -116 OSHKOSH (WI)	1745	151389	652510
WI-MI	73 KALAMAZOO (MI) -91 MADISON DANE AIRPORT	1764	128434	543367
WI-MI	9 BATTLE CREEK (MI) -148 STURTEVANT (WI)	1798	79464	399122
WI-MI	9 BATTLE CREEK (MI) -91 MADISON DANE AIRPORT	1816	133207	599291
WI-MI	12 BROOKFIELD (WI) -124 PORT HURON (MI)	1838	179273	770099
WI-MI	6 APPLETON (WI) -55 GRAND RAPIDS (MI)	1872	170808	701850
WI-MI	5 ANN ARBOR (MI) -162 WEST BEND (WI)	1894	147785	685636
WI-MI	68 JACKSON (MI) -148 STURTEVANT (WI)	1896	107874	506248
WI-MI	55 GRAND RAPIDS (MI) -91 MADISON DANE AIRPORT	2062	175897	744205
WI-MI	4 ANCHORVILLE(BUS-MI) -148 STURTEVANT (WI)	2148	151293	813976
WI-MI	12 BROOKFIELD (WI) -68 JACKSON (MI)	2159	149638	658413
WI-MI	55 GRAND RAPIDS (MI) -148 STURTEVANT (WI)	2173	117959	549716
WI-MI	12 BROOKFIELD (WI) -55 GRAND RAPIDS (MI)	2181	149637	634568
WI-MI	133 ROYAL OAK (MI) -148 STURTEVANT (WI)	2396	170627	850507
WI-MI	46 FLINT (MI) -162 WEST BEND (WI)	2399	202866	899809
WI-MI	46 FLINT (MI) -91 MADISON DANE AIRPORT	2448	254793	1042843
WI-MI	12 BROOKFIELD (WI) -123 PONTIAC (MI)	2488	224831	1007606
WI-MI	42 EAST LANSING (MI) -162 WEST BEND (WI)	2542	196993	831112
WI-MI	81 LAPEER (MI) -102 MILWAUKEE (WI)	2753	225276	991228
WI-MI	12 BROOKFIELD (WI) -133 ROYAL OAK (MI)	2800	240216	1100414
WI-MI	42 EAST LANSING (MI) -91 MADISON DANE AIRPORT	2871	247300	1085133
WI-MI	5 ANN ARBOR (MI) -148 STURTEVANT (WI)	3089	184728	942284
WI-MI	9 BATTLE CREEK (MI) -12 BROOKFIELD (WI)	3295	190227	856736
WI-MI	31 DEARBORN (MI) -148 STURTEVANT (WI)	3521	232456	1179587
WI-MI	46 FLINT (MI) -148 STURTEVANT (WI)	3557	235898	1131175
WI-MI	12 BROOKFIELD (WI) -73 KALAMAZOO (MI)	3723	215382	885975
WI-MI	12 BROOKFIELD (WI) -46 FLINT (MI)	3757	302653	1337644
WI-MI	4 ANCHORVILLE(BUS-MI) -102 MILWAUKEE (WI)	3886	307207	1565915
WI-MI	35 DETROIT (MI) -148 STURTEVANT (WI)	3939	264462	1355184
WI-MI	102 MILWAUKEE (WI) -124 PORT HURON (MI)	4164	375978	1686255
WI-MI	68 JACKSON (MI) -102 MILWAUKEE (WI)	4256	263822	1238598
WI-MI	5 ANN ARBOR (MI) -12 BROOKFIELD (WI)	4383	328618	1503287
WI-MI	42 EAST LANSING (MI) -148 STURTEVANT (WI)	4523	271079	1221100
WI-MI	102 MILWAUKEE (WI) -133 ROYAL OAK (MI)	4907	387807	1859655
WI-MI	102 MILWAUKEE (WI) -123 PONTIAC (MI)	5080	409207	1986409
WI-MI	12 BROOKFIELD (WI) -31 DEARBORN (MI)	5245	427924	1956265
WI-MI	12 BROOKFIELD (WI) -35 DETROIT (MI)	5257	435931	2008019
WI-MI	55 GRAND RAPIDS (MI) -102 MILWAUKEE (WI)	5405	335962	1497288
WI-MI	12 BROOKFIELD (WI) -42 EAST LANSING (MI)	5419	397265	1669080
WI-MI	73 KALAMAZOO (MI) -102 MILWAUKEE (WI)	8607	435233	1928044
WI-MI	9 BATTLE CREEK (MI) -102 MILWAUKEE (WI)	9232	465766	2270957
WI-MI	31 DEARBORN (MI) -102 MILWAUKEE (WI)	10034	746352	3602080
WI-MI	5 ANN ARBOR (MI) -102 MILWAUKEE (WI)	11369	761278	3740340
WI-MI	35 DETROIT (MI) -102 MILWAUKEE (WI)	11372	858328	4184818
WI-MI	46 FLINT (MI) -102 MILWAUKEE (WI)	11617	861817	3973007

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WI-MI	42 EAST LANSING (MI) -102 MILWAUKEE (WI)	13356	882893	3926517
WI-MN	36 DETROIT LAKES (MN) -136 SHEBOYGAN(BUS-WI)	5	653	3038
WI-MN	36 DETROIT LAKES (MN) -113 OCONOMOWOC (WI)	5	630	2711
WI-MN	92 MANITOWOC(BUS-WI) -145 STAPLES (BUS-MN)	8	876	4245
WI-MN	147 STURGEON BAY(BUS-WI) -163 WINONA (MN)	9	890	3724
WI-MN	136 SHEBOYGAN(BUS-WI) -145 STAPLES (BUS-MN)	10	1161	5466
WI-MN	96 MARINETTE(BUS-WI) -163 WINONA (MN)	12	1199	5271
WI-MN	36 DETROIT LAKES (MN) -162 WEST BEND (WI)	13	1675	7281
WI-MN	145 STAPLES (BUS-MN) -151 TOMAH (WI)	14	931	4108
WI-MN	36 DETROIT LAKES (MN) -91 MADISON DANE AIRPORT	15	1574	6895
WI-MN	145 STAPLES (BUS-MN) -162 WEST BEND (WI)	17	2035	8877
WI-MN	93 MANKATO(BUS-MN) -162 WEST BEND (WI)	25	1844	10009
WI-MN	36 DETROIT LAKES (MN) -164 WISCONSIN DELLS (WI)	28	2628	11263
WI-MN	93 MANKATO(BUS-MN) -159 WATERTOWN (WI)	31	1782	10149
WI-MN	36 DETROIT LAKES (MN) -151 TOMAH (WI)	32	2703	11524
WI-MN	93 MANKATO(BUS-MN) -113 OCONOMOWOC (WI)	36	2215	12311
WI-MN	36 DETROIT LAKES (MN) -159 WATERTOWN (WI)	39	4519	19176
WI-MN	47 FOND DU LAC (WI) -93 MANKATO(BUS-MN)	40	3267	17453
WI-MN	93 MANKATO(BUS-MN) -164 WISCONSIN DELLS (WI)	47	1577	11128
WI-MN	36 DETROIT LAKES (MN) -125 PORTAGE (WI)	47	4595	20007
WI-MN	12 BROOKFIELD (WI) -36 DETROIT LAKES (MN)	47	5981	24933
WI-MN	92 MANITOWOC(BUS-WI) -141 ST. CLOUD (BUS-MN)	49	5180	24342
WI-MN	12 BROOKFIELD (WI) -145 STAPLES (BUS-MN)	50	5655	23048
WI-MN	145 STAPLES (BUS-MN) -164 WISCONSIN DELLS (WI)	52	4144	18004
WI-MN	78 LA CROSSE (WI) -145 STAPLES (BUS-MN)	54	3375	13826
WI-MN	36 DETROIT LAKES (MN) -78 LA CROSSE (WI)	57	4372	18150
WI-MN	145 STAPLES (BUS-MN) -159 WATERTOWN (WI)	58	5934	24935
WI-MN	160 WAUSAU(BUS-WI) -163 WINONA (MN)	60	5560	26393
WI-MN	125 PORTAGE (WI) -145 STAPLES (BUS-MN)	64	5441	23279
WI-MN	146 STEVENS POINT(BUS-WI) -163 WINONA (MN)	74	6598	29956
WI-MN	136 SHEBOYGAN(BUS-WI) -141 ST. CLOUD (BUS-MN)	75	7747	34603
WI-MN	141 ST. CLOUD (BUS-MN) -151 TOMAH (WI)	76	3966	17717
WI-MN	12 BROOKFIELD (WI) -93 MANKATO(BUS-MN)	76	5018	27000
WI-MN	136 SHEBOYGAN(BUS-WI) -163 WINONA (MN)	78	4796	23171
WI-MN	93 MANKATO(BUS-MN) -151 TOMAH (WI)	81	1905	15437
WI-MN	113 OCONOMOWOC (WI) -141 ST. CLOUD (BUS-MN)	83	7290	31609
WI-MN	93 MANKATO(BUS-MN) -125 PORTAGE (WI)	93	3448	23488
WI-MN	162 WEST BEND (WI) -163 WINONA (MN)	93	6351	26242
WI-MN	130 ROCHESTER(BUS-MN) -159 WATERTOWN (WI)	95	4937	23194
WI-MN	92 MANITOWOC(BUS-WI) -163 WINONA (MN)	98	6200	32043
WI-MN	113 OCONOMOWOC (WI) -130 ROCHESTER(BUS-MN)	99	5405	25599
WI-MN	102 MILWAUKEE (WI) -145 STAPLES (BUS-MN)	120	14146	57336
WI-MN	91 MADISON DANE AIRPORT -93 MANKATO(BUS-MN)	126	5926	36175
WI-MN	141 ST. CLOUD (BUS-MN) -162 WEST BEND (WI)	128	14158	57117
WI-MN	141 ST. CLOUD (BUS-MN) -164 WISCONSIN DELLS (WI)	136	8856	37999
WI-MN	36 DETROIT LAKES (MN) -102 MILWAUKEE (WI)	136	17624	73693
WI-MN	93 MANKATO(BUS-MN) -148 STURTEVANT (WI)	139	10016	54606
WI-MN	92 MANITOWOC(BUS-WI) -129 RED WING (MN)	149	11908	57833
WI-MN	47 FOND DU LAC (WI) -130 ROCHESTER(BUS-MN)	150	11008	53082
WI-MN	113 OCONOMOWOC (WI) -163 WINONA (MN)	151	7948	32512
WI-MN	130 ROCHESTER(BUS-MN) -164 WISCONSIN DELLS (WI)	159	4158	25030
WI-MN	39 DULUTH(BUS-MN) -159 WATERTOWN (WI)	170	15969	77379
WI-MN	116 OSHKOSH (WI) -130 ROCHESTER(BUS-MN)	174	13689	64717
WI-MN	129 RED WING (MN) -136 SHEBOYGAN(BUS-WI)	176	13923	63243
WI-MN	39 DULUTH(BUS-MN) -113 OCONOMOWOC (WI)	180	16984	84433
WI-MN	78 LA CROSSE (WI) -141 ST. CLOUD (BUS-MN)	185	8493	35526
WI-MN	39 DULUTH(BUS-MN) -162 WEST BEND (WI)	196	21734	104712
WI-MN	129 RED WING (MN) -162 WEST BEND (WI)	202	17211	69227
WI-MN	56 GREEN BAY (WI) -130 ROCHESTER(BUS-MN)	218	20240	91398
WI-MN	39 DULUTH(BUS-MN) -164 WISCONSIN DELLS (WI)	232	15611	84965
WI-MN	151 TOMAH (WI) -163 WINONA (MN)	240	3591	16559
WI-MN	130 ROCHESTER(BUS-MN) -151 TOMAH (WI)	250	3996	28041
WI-MN	6 APPLETON (WI) -130 ROCHESTER(BUS-MN)	258	21614	100265

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WI-MN	130 ROCHESTER(BUS-MN) -162 WEST BEND (WI)	259	18948	83900
WI-MN	125 PORTAGE (WI) -130 ROCHESTER(BUS-MN)	265	7865	46030
WI-MN	141 ST. CLOUD (BUS-MN) -159 WATERTOWN (WI)	271	24165	99357
WI-MN	129 RED WING (MN) -151 TOMAH (WI)	273	8068	35701
WI-MN	39 DULUTH(BUS-MN) -151 TOMAH (WI)	277	15927	88793
WI-MN	91 MADISON DANE AIRPORT -141 ST. CLOUD (BUS-MN)	282	20848	92720
WI-MN	113 OCONOMOWOC (WI) -129 RED WING (MN)	320	22882	88909
WI-MN	93 MANKATO(BUS-MN) -102 MILWAUKEE (WI)	321	22405	118691
WI-MN	125 PORTAGE (WI) -141 ST. CLOUD (BUS-MN)	321	21980	95093
WI-MN	39 DULUTH(BUS-MN) -78 LA CROSSE (WI)	334	15826	93089
WI-MN	39 DULUTH(BUS-MN) -125 PORTAGE (WI)	339	23693	129929
WI-MN	12 BROOKFIELD (WI) -141 ST. CLOUD (BUS-MN)	340	33931	135807
WI-MN	12 BROOKFIELD (WI) -130 ROCHESTER(BUS-MN)	350	21708	96872
WI-MN	125 PORTAGE (WI) -163 WINONA (MN)	357	10158	46771
WI-MN	159 WATERTOWN (WI) -163 WINONA (MN)	369	17866	74453
WI-MN	130 ROCHESTER(BUS-MN) -148 STURTEVANT (WI)	417	27603	131414
WI-MN	39 DULUTH(BUS-MN) -148 STURTEVANT (WI)	453	44924	237511
WI-MN	12 BROOKFIELD (WI) -163 WINONA (MN)	461	26374	107843
WI-MN	163 WINONA (MN) -164 WISCONSIN DELLS (WI)	464	11417	52867
WI-MN	91 MADISON DANE AIRPORT -130 ROCHESTER(BUS-MN)	503	20124	104088
WI-MN	12 BROOKFIELD (WI) -39 DULUTH(BUS-MN)	560	56891	272086
WI-MN	125 PORTAGE (WI) -129 RED WING (MN)	607	28165	117200
WI-MN	39 DULUTH(BUS-MN) -91 MADISON DANE AIRPORT	761	63939	316411
WI-MN	91 MADISON DANE AIRPORT -163 WINONA (MN)	787	29998	128997
WI-MN	129 RED WING (MN) -164 WISCONSIN DELLS (WI)	800	33378	140816
WI-MN	129 RED WING (MN) -159 WATERTOWN (WI)	848	55851	223942
WI-MN	78 LA CROSSE (WI) -129 RED WING (MN)	864	19857	76909
WI-MN	102 MILWAUKEE (WI) -141 ST. CLOUD (BUS-MN)	1029	103889	425055
WI-MN	91 MADISON DANE AIRPORT -129 RED WING (MN)	1123	62012	253761
WI-MN	102 MILWAUKEE (WI) -130 ROCHESTER(BUS-MN)	1217	80214	354268
WI-MN	12 BROOKFIELD (WI) -129 RED WING (MN)	1241	96264	367214
WI-MN	102 MILWAUKEE (WI) -163 WINONA (MN)	1361	82460	337645
WI-MN	39 DULUTH(BUS-MN) -102 MILWAUKEE (WI)	1544	164061	772133
WI-MN	92 MANITOWOC(BUS-WI) -103 MPLS/ST.PAUL (MN)	1708	152353	732520
WI-MN	102 MILWAUKEE (WI) -129 RED WING (MN)	2266	181975	702434
WI-MN	103 MPLS/ST.PAUL (MN) -113 OCONOMOWOC (WI)	2636	192258	838190
WI-MN	103 MPLS/ST.PAUL (MN) -136 SHEBOYGAN(BUS-WI)	2771	249533	1108358
WI-MN	78 LA CROSSE (WI) -163 WINONA (MN)	3218	21070	86886
WI-MN	103 MPLS/ST.PAUL (MN) -151 TOMAH (WI)	3328	135145	569019
WI-MN	103 MPLS/ST.PAUL (MN) -125 PORTAGE (WI)	4462	242147	1039532
WI-MN	103 MPLS/ST.PAUL (MN) -162 WEST BEND (WI)	4551	435893	1742872
WI-MN	103 MPLS/ST.PAUL (MN) -164 WISCONSIN DELLS (WI)	5400	273774	1166428
WI-MN	103 MPLS/ST.PAUL (MN) -159 WATERTOWN (WI)	8161	617980	2481017
WI-MN	78 LA CROSSE (WI) -103 MPLS/ST.PAUL (MN)	10674	340051	1376891
WI-MN	91 MADISON DANE AIRPORT -103 MPLS/ST.PAUL (MN)	16687	1133025	4438862
WI-MN	12 BROOKFIELD (WI) -103 MPLS/ST.PAUL (MN)	17459	1516755	5866268
WI-MN	102 MILWAUKEE (WI) -103 MPLS/ST.PAUL (MN)	39648	3602565	13876669
WI-MO	95 MARCELINE (MO) -148 STURTEVANT (WI)	2	193	942
WI-MO	79 LA PLATA (MO) -159 WATERTOWN (WI)	2	229	1063
WI-MO	79 LA PLATA (MO) -151 TOMAH (WI)	2	299	1347
WI-MO	78 LA CROSSE (WI) -79 LA PLATA (MO)	2	347	1568
WI-MO	12 BROOKFIELD (WI) -95 MARCELINE (MO)	3	310	1454
WI-MO	79 LA PLATA (MO) -147 STURGEON BAY(BUS-WI)	3	407	1802
WI-MO	95 MARCELINE (MO) -102 MILWAUKEE (WI)	4	412	1990
WI-MO	79 LA PLATA (MO) -125 PORTAGE (WI)	4	523	2344
WI-MO	79 LA PLATA (MO) -164 WISCONSIN DELLS (WI)	4	550	2491
WI-MO	79 LA PLATA (MO) -136 SHEBOYGAN(BUS-WI)	5	491	2448
WI-MO	79 LA PLATA (MO) -162 WEST BEND (WI)	5	587	2703
WI-MO	79 LA PLATA (MO) -96 MARINETTE(BUS-WI)	5	767	3504
WI-MO	135 SEDALIA (MO) -162 WEST BEND (WI)	6	781	3443
WI-MO	70 JEFFERSON (MO) -125 PORTAGE (WI)	10	1376	5935
WI-MO	70 JEFFERSON (MO) -159 WATERTOWN (WI)	12	1507	6670
WI-MO	70 JEFFERSON (MO) -113 OCONOMOWOC (WI)	13	1527	6765

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WI-MO	77 KIRKWOOD (MO) -147 STURGEON BAY(BUS-WI)	14	1691	7109
WI-MO	135 SEDALIA (MO) -136 SHEBOYGAN(BUS-WI)	14	1755	8274
WI-MO	79 LA PLATA (MO) -146 STEVENS POINT(BUS-WI)	18	2474	11556
WI-MO	79 LA PLATA (MO) -92 MANITOWOC(BUS-WI)	19	2138	10454
WI-MO	64 INDEPENDENCE (MO) -78 LA CROSSE (WI)	20	3762	16923
WI-MO	79 LA PLATA (MO) -148 STURTEVANT (WI)	20	1906	9286
WI-MO	77 KIRKWOOD (MO) -96 MARINETTE(BUS-WI)	21	2669	11650
WI-MO	79 LA PLATA (MO) -160 WAUSAU(BUS-WI)	22	3127	15021
WI-MO	58 HERMANN (MO) -162 WEST BEND (WI)	25	2783	12149
WI-MO	25 COLUMBIA(BUS-MO) -125 PORTAGE (WI)	27	3914	19987
WI-MO	25 COLUMBIA(BUS-MO) -159 WATERTOWN (WI)	28	3516	18785
WI-MO	12 BROOKFIELD (WI) -79 LA PLATA (MO)	31	3291	15373
WI-MO	75 KANSAS CITY (MO) -151 TOMAH (WI)	33	5796	26567
WI-MO	12 BROOKFIELD (WI) -135 SEDALIA (MO)	34	4763	19544
WI-MO	58 HERMANN (MO) -92 MANITOWOC(BUS-WI)	36	3855	18818
WI-MO	25 COLUMBIA(BUS-MO) -113 OCONOMOWOC (WI)	36	4308	23148
WI-MO	142 ST. JOSEPH(BUS-MO) -162 WEST BEND (WI)	38	5576	26640
WI-MO	75 KANSAS CITY (MO) -164 WISCONSIN DELLS (WI)	38	6227	28731
WI-MO	135 SEDALIA (MO) -148 STURTEVANT (WI)	45	5389	23887
WI-MO	64 INDEPENDENCE (MO) -92 MANITOWOC(BUS-WI)	46	6706	33113
WI-MO	75 KANSAS CITY (MO) -159 WATERTOWN (WI)	47	6645	31318
WI-MO	155 WARRENSBURG (MO) -162 WEST BEND (WI)	49	6712	30259
WI-MO	75 KANSAS CITY (MO) -78 LA CROSSE (WI)	50	9168	42182
WI-MO	58 HERMANN (MO) -148 STURTEVANT (WI)	53	4856	22293
WI-MO	84 LEES SUMMIT (MO) -162 WEST BEND (WI)	56	8166	36893
WI-MO	58 HERMANN (MO) -136 SHEBOYGAN(BUS-WI)	57	5966	28253
WI-MO	64 INDEPENDENCE (MO) -136 SHEBOYGAN(BUS-WI)	57	8130	39277
WI-MO	136 SHEBOYGAN(BUS-WI) -155 WARRENSBURG (MO)	57	7584	36466
WI-MO	146 STEVENS POINT(BUS-WI) -157 WASHINGTON (MO)	59	7636	33942
WI-MO	75 KANSAS CITY (MO) -125 PORTAGE (WI)	61	9746	44618
WI-MO	157 WASHINGTON (MO) -162 WEST BEND (WI)	63	6550	28304
WI-MO	136 SHEBOYGAN(BUS-WI) -157 WASHINGTON (MO)	65	6473	30485
WI-MO	144 ST. LOUIS (MO) -147 STURGEON BAY(BUS-WI)	67	8204	34508
WI-MO	64 INDEPENDENCE (MO) -162 WEST BEND (WI)	69	10728	46296
WI-MO	92 MANITOWOC(BUS-WI) -157 WASHINGTON (MO)	76	7772	37799
WI-MO	96 MARINETTE(BUS-WI) -144 ST. LOUIS (MO)	83	10397	45457
WI-MO	12 BROOKFIELD (WI) -142 ST. JOSEPH(BUS-MO)	84	12202	57904
WI-MO	12 BROOKFIELD (WI) -58 HERMANN (MO)	87	9057	40032
WI-MO	79 LA PLATA (MO) -102 MILWAUKEE (WI)	96	9542	46011
WI-MO	70 JEFFERSON (MO) -92 MANITOWOC(BUS-WI)	98	11495	55971
WI-MO	142 ST. JOSEPH(BUS-MO) -148 STURTEVANT (WI)	100	13385	65098
WI-MO	25 COLUMBIA(BUS-MO) -162 WEST BEND (WI)	107	13039	69463
WI-MO	77 KIRKWOOD (MO) -160 WAUSAU(BUS-WI)	119	14719	68074
WI-MO	25 COLUMBIA(BUS-MO) -47 FOND DU LAC (WI)	119	15599	81069
WI-MO	102 MILWAUKEE (WI) -135 SEDALIA (MO)	125	15846	69276
WI-MO	12 BROOKFIELD (WI) -155 WARRENSBURG (MO)	134	18930	80407
WI-MO	77 KIRKWOOD (MO) -146 STEVENS POINT(BUS-WI)	137	16468	73588
WI-MO	70 JEFFERSON (MO) -136 SHEBOYGAN(BUS-WI)	143	17172	77315
WI-MO	25 COLUMBIA(BUS-MO) -148 STURTEVANT (WI)	169	18718	100220
WI-MO	148 STURTEVANT (WI) -155 WARRENSBURG (MO)	170	20225	95142
WI-MO	12 BROOKFIELD (WI) -25 COLUMBIA(BUS-MO)	170	21770	107106
WI-MO	70 JEFFERSON (MO) -162 WEST BEND (WI)	184	23287	96606
WI-MO	102 MILWAUKEE (WI) -142 ST. JOSEPH(BUS-MO)	186	26122	124829
WI-MO	12 BROOKFIELD (WI) -157 WASHINGTON (MO)	186	20169	80481
WI-MO	148 STURTEVANT (WI) -157 WASHINGTON (MO)	200	17380	79110
WI-MO	12 BROOKFIELD (WI) -64 INDEPENDENCE (MO)	213	31395	138865
WI-MO	58 HERMANN (MO) -102 MILWAUKEE (WI)	217	22696	97041
WI-MO	84 LEES SUMMIT (MO) -148 STURTEVANT (WI)	218	27846	130935
WI-MO	75 KANSAS CITY (MO) -136 SHEBOYGAN(BUS-WI)	243	33211	161700
WI-MO	75 KANSAS CITY (MO) -162 WEST BEND (WI)	248	35533	160823
WI-MO	75 KANSAS CITY (MO) -92 MANITOWOC(BUS-WI)	248	33799	172497
WI-MO	12 BROOKFIELD (WI) -84 LEES SUMMIT (MO)	263	39296	168532
WI-MO	102 MILWAUKEE (WI) -155 WARRENSBURG (MO)	279	36585	163023

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WI-MO	25 COLUMBIA(BUS-MO) -102 MILWAUKEE (WI)	286	34442	176311
WI-MO	77 KIRKWOOD (MO) -92 MANITOWOC(BUS-WI)	301	29976	138364
WI-MO	64 INDEPENDENCE (MO) -148 STURTEVANT (WI)	303	40172	186353
WI-MO	144 ST. LOUIS (MO) -159 WATERTOWN (WI)	342	32211	141380
WI-MO	102 MILWAUKEE (WI) -157 WASHINGTON (MO)	373	37198	156432
WI-MO	144 ST. LOUIS (MO) -164 WISCONSIN DELLS (WI)	382	44328	191149
WI-MO	77 KIRKWOOD (MO) -162 WEST BEND (WI)	382	39721	157636
WI-MO	77 KIRKWOOD (MO) -136 SHEBOYGAN(BUS-WI)	412	39577	177015
WI-MO	70 JEFFERSON (MO) -148 STURTEVANT (WI)	447	48173	209027
WI-MO	75 KANSAS CITY (MO) -148 STURTEVANT (WI)	455	55729	269449
WI-MO	12 BROOKFIELD (WI) -75 KANSAS CITY (MO)	520	71785	327698
WI-MO	12 BROOKFIELD (WI) -70 JEFFERSON (MO)	527	65112	266870
WI-MO	125 PORTAGE (WI) -144 ST. LOUIS (MO)	534	60736	258452
WI-MO	64 INDEPENDENCE (MO) -102 MILWAUKEE (WI)	588	83405	375974
WI-MO	144 ST. LOUIS (MO) -151 TOMAH (WI)	590	75020	322371
WI-MO	84 LEES SUMMIT (MO) -102 MILWAUKEE (WI)	696	95886	435662
WI-MO	144 ST. LOUIS (MO) -160 WAUSAU(BUS-WI)	746	89707	416163
WI-MO	78 LA CROSSE (WI) -144 ST. LOUIS (MO)	868	117638	510324
WI-MO	12 BROOKFIELD (WI) -77 KIRKWOOD (MO)	889	86450	350322
WI-MO	144 ST. LOUIS (MO) -146 STEVENS POINT(BUS-WI)	992	116064	519829
WI-MO	75 KANSAS CITY (MO) -102 MILWAUKEE (WI)	1062	137693	654315
WI-MO	77 KIRKWOOD (MO) -148 STURTEVANT (WI)	1070	88909	380869
WI-MO	70 JEFFERSON (MO) -102 MILWAUKEE (WI)	1202	139157	591527
WI-MO	92 MANITOWOC(BUS-WI) -144 ST. LOUIS (MO)	1345	128338	599924
WI-MO	136 SHEBOYGAN(BUS-WI) -144 ST. LOUIS (MO)	1401	130523	584061
WI-MO	144 ST. LOUIS (MO) -162 WEST BEND (WI)	1749	176343	699759
WI-MO	77 KIRKWOOD (MO) -102 MILWAUKEE (WI)	2532	228651	962196
WI-MO	144 ST. LOUIS (MO) -148 STURTEVANT (WI)	4454	355269	1527715
WI-MO	12 BROOKFIELD (WI) -144 ST. LOUIS (MO)	5534	529037	2108537
WI-MO	102 MILWAUKEE (WI) -144 ST. LOUIS (MO)	13781	1200229	5057753
WI-NE	57 HASTINGS (NE) -136 SHEBOYGAN(BUS-WI)	3	428	1942
WI-NE	99 MCCOOK (NE) -162 WEST BEND (WI)	3	641	2826
WI-NE	99 MCCOOK (NE) -148 STURTEVANT (WI)	4	692	3131
WI-NE	60 HOLDREGE (NE) -148 STURTEVANT (WI)	4	731	3270
WI-NE	60 HOLDREGE (NE) -162 WEST BEND (WI)	5	892	3883
WI-NE	12 BROOKFIELD (WI) -99 MCCOOK (NE)	5	1045	4637
WI-NE	57 HASTINGS (NE) -162 WEST BEND (WI)	6	1058	4562
WI-NE	12 BROOKFIELD (WI) -57 HASTINGS (NE)	7	1130	4909
WI-NE	57 HASTINGS (NE) -148 STURTEVANT (WI)	7	1109	4920
WI-NE	12 BROOKFIELD (WI) -60 HOLDREGE (NE)	7	1279	5610
WI-NE	99 MCCOOK (NE) -102 MILWAUKEE (WI)	11	2118	9550
WI-NE	108 NEBRASKA CITY (BUS-NE) -162 WEST BEND (WI)	13	2217	8418
WI-NE	60 HOLDREGE (NE) -102 MILWAUKEE (WI)	14	2435	10861
WI-NE	57 HASTINGS (NE) -102 MILWAUKEE (WI)	15	2441	10797
WI-NE	12 BROOKFIELD (WI) -108 NEBRASKA CITY (BUS-NE)	42	6911	26223
WI-NE	87 LINCOLN (NE) -162 WEST BEND (WI)	57	8720	36800
WI-NE	87 LINCOLN (NE) -136 SHEBOYGAN(BUS-WI)	59	8719	39031
WI-NE	12 BROOKFIELD (WI) -87 LINCOLN (NE)	101	15044	63983
WI-NE	87 LINCOLN (NE) -148 STURTEVANT (WI)	130	17653	76857
WI-NE	87 LINCOLN (NE) -102 MILWAUKEE (WI)	175	24941	108247
WI-NE	114 OMAHA (NE) -136 SHEBOYGAN(BUS-WI)	192	26513	117534
WI-NE	114 OMAHA (NE) -162 WEST BEND (WI)	377	54017	224654
WI-NE	114 OMAHA (NE) -148 STURTEVANT (WI)	764	95818	411597
WI-NE	12 BROOKFIELD (WI) -114 OMAHA (NE)	781	107485	450591
WI-NE	102 MILWAUKEE (WI) -114 OMAHA (NE)	1701	223623	957861
WI-OH	45 ELYRIA (OH) -147 STURGEON BAY(BUS-WI)	3	410	1590
WI-OH	45 ELYRIA (OH) -96 MARINETTE(BUS-WI)	5	782	3150
WI-OH	23 CINCINNATI (OH) -147 STURGEON BAY(BUS-WI)	6	828	3285
WI-OH	96 MARINETTE(BUS-WI) -134 SANDUSKY (OH)	8	1044	4211
WI-OH	134 SANDUSKY (OH) -147 STURGEON BAY(BUS-WI)	8	1081	4189
WI-OH	96 MARINETTE(BUS-WI) -150 TOLEDO (OH)	18	2388	9486
WI-OH	147 STURGEON BAY(BUS-WI) -150 TOLEDO (OH)	20	2498	9496
WI-OH	23 CINCINNATI (OH) -160 WAUSAU(BUS-WI)	21	2801	12168

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WI-OH	134 SANDUSKY (OH) -159 WATERTOWN (WI)	30	3279	12955
WI-OH	134 SANDUSKY (OH) -151 TOMAH (WI)	31	4396	17452
WI-OH	45 ELYRIA (OH) -160 WAUSAU(BUS-WI)	32	4575	19396
WI-OH	134 SANDUSKY (OH) -164 WISCONSIN DELLS (WI)	32	4216	16681
WI-OH	45 ELYRIA (OH) -151 TOMAH (WI)	34	5033	19967
WI-OH	15 CANTON(BUS-OH) -164 WISCONSIN DELLS (WI)	35	5287	22232
WI-OH	125 PORTAGE (WI) -134 SANDUSKY (OH)	35	4469	17425
WI-OH	1 AKRON(BUS-OH) -159 WATERTOWN (WI)	36	4504	18630
WI-OH	45 ELYRIA (OH) -125 PORTAGE (WI)	37	5062	19744
WI-OH	159 WATERTOWN (WI) -165 YOUNGSTOWN(BUS-OH)	38	4868	20811
WI-OH	15 CANTON(BUS-OH) -159 WATERTOWN (WI)	39	5043	21399
WI-OH	134 SANDUSKY (OH) -160 WAUSAU(BUS-WI)	40	5391	22971
WI-OH	116 OSHKOSH (WI) -150 TOLEDO (OH)	42	4633	17399
WI-OH	113 OCONOMOWOC (WI) -165 YOUNGSTOWN(BUS-OH)	43	5416	23158
WI-OH	1 AKRON(BUS-OH) -113 OCONOMOWOC (WI)	44	5381	22242
WI-OH	154 WARREN(BUS-OH) -162 WEST BEND (WI)	47	5899	24670
WI-OH	15 CANTON(BUS-OH) -113 OCONOMOWOC (WI)	47	5894	25012
WI-OH	1 AKRON(BUS-OH) -164 WISCONSIN DELLS (WI)	49	7283	29961
WI-OH	134 SANDUSKY (OH) -146 STEVENS POINT(BUS-WI)	53	6948	28540
WI-OH	15 CANTON(BUS-OH) -125 PORTAGE (WI)	57	8467	35224
WI-OH	91 MADISON DANE AIRPORT -150 TOLEDO (OH)	59	6417	24605
WI-OH	148 STURTEVANT (WI) -154 WARREN(BUS-OH)	60	6480	28150
WI-OH	6 APPLETON (WI) -150 TOLEDO (OH)	61	7010	26192
WI-OH	125 PORTAGE (WI) -165 YOUNGSTOWN(BUS-OH)	61	9090	38068
WI-OH	78 LA CROSSE (WI) -134 SANDUSKY (OH)	65	9686	38996
WI-OH	125 PORTAGE (WI) -150 TOLEDO (OH)	67	7875	30082
WI-OH	45 ELYRIA (OH) -78 LA CROSSE (WI)	72	11371	45712
WI-OH	1 AKRON(BUS-OH) -125 PORTAGE (WI)	72	10568	42969
WI-OH	45 ELYRIA (OH) -146 STEVENS POINT(BUS-WI)	77	10716	43889
WI-OH	1 AKRON(BUS-OH) -78 LA CROSSE (WI)	78	13131	54591
WI-OH	150 TOLEDO (OH) -151 TOMAH (WI)	85	11117	43410
WI-OH	30 DAYTON(BUS-OH) -164 WISCONSIN DELLS (WI)	96	11308	52599
WI-OH	134 SANDUSKY (OH) -136 SHEBOYGAN(BUS-WI)	97	9760	41665
WI-OH	134 SANDUSKY (OH) -162 WEST BEND (WI)	97	10254	40046
WI-OH	30 DAYTON(BUS-OH) -151 TOMAH (WI)	97	12543	57799
WI-OH	116 OSHKOSH (WI) -165 YOUNGSTOWN(BUS-OH)	106	14920	62042
WI-OH	92 MANITOWOC(BUS-WI) -134 SANDUSKY (OH)	107	11756	48993
WI-OH	113 OCONOMOWOC (WI) -150 TOLEDO (OH)	110	10438	40168
WI-OH	150 TOLEDO (OH) -159 WATERTOWN (WI)	114	11155	43074
WI-OH	47 FOND DU LAC (WI) -165 YOUNGSTOWN(BUS-OH)	136	18480	77397
WI-OH	150 TOLEDO (OH) -164 WISCONSIN DELLS (WI)	136	16395	63676
WI-OH	12 BROOKFIELD (WI) -154 WARREN(BUS-OH)	140	16929	71457
WI-OH	24 CLEVELAND (OH) -159 WATERTOWN (WI)	148	18203	71919
WI-OH	24 CLEVELAND (OH) -125 PORTAGE (WI)	153	21807	85147
WI-OH	24 CLEVELAND (OH) -151 TOMAH (WI)	154	24069	95516
WI-OH	24 CLEVELAND (OH) -164 WISCONSIN DELLS (WI)	154	22394	88587
WI-OH	45 ELYRIA (OH) -136 SHEBOYGAN(BUS-WI)	154	16927	71778
WI-OH	45 ELYRIA (OH) -92 MANITOWOC(BUS-WI)	158	18849	78161
WI-OH	30 DAYTON(BUS-OH) -116 OSHKOSH (WI)	162	17437	80104
WI-OH	45 ELYRIA (OH) -162 WEST BEND (WI)	163	18743	73219
WI-OH	15 CANTON(BUS-OH) -47 FOND DU LAC (WI)	166	22562	93799
WI-OH	1 AKRON(BUS-OH) -116 OSHKOSH (WI)	167	23114	93126
WI-OH	15 CANTON(BUS-OH) -116 OSHKOSH (WI)	169	23774	98155
WI-OH	162 WEST BEND (WI) -165 YOUNGSTOWN(BUS-OH)	172	22776	93107
WI-OH	12 BROOKFIELD (WI) -134 SANDUSKY (OH)	180	18034	70993
WI-OH	15 CANTON(BUS-OH) -162 WEST BEND (WI)	183	23228	97791
WI-OH	1 AKRON(BUS-OH) -47 FOND DU LAC (WI)	185	24751	100352
WI-OH	91 MADISON DANE AIRPORT -165 YOUNGSTOWN(BUS-OH)	186	26063	110064
WI-OH	30 DAYTON(BUS-OH) -125 PORTAGE (WI)	193	22356	102899
WI-OH	150 TOLEDO (OH) -160 WAUSAU(BUS-WI)	216	26820	113025
WI-OH	12 BROOKFIELD (WI) -165 YOUNGSTOWN(BUS-OH)	231	30219	120667
WI-OH	1 AKRON(BUS-OH) -162 WEST BEND (WI)	235	30449	119880
WI-OH	24 CLEVELAND (OH) -146 STEVENS POINT(BUS-WI)	236	34506	141180

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WI-OH	15 CANTON(BUS-OH) -91 MADISON DANE AIRPORT	239	33275	139537
WI-OH	1 AKRON(BUS-OH) -148 STURTEVANT (WI)	243	26425	110339
WI-OH	148 STURTEVANT (WI) -165 YOUNGSTOWN(BUS-OH)	252	28998	121751
WI-OH	30 DAYTON(BUS-OH) -159 WATERTOWN (WI)	252	24171	116151
WI-OH	1 AKRON(BUS-OH) -91 MADISON DANE AIRPORT	270	37113	151939
WI-OH	30 DAYTON(BUS-OH) -113 OCONOMOWOC (WI)	279	25852	124749
WI-OH	15 CANTON(BUS-OH) -148 STURTEVANT (WI)	289	33857	137649
WI-OH	102 MILWAUKEE (WI) -154 WARREN(BUS-OH)	316	36168	156510
WI-OH	12 BROOKFIELD (WI) -15 CANTON(BUS-OH)	322	43451	165957
WI-OH	23 CINCINNATI (OH) -146 STEVENS POINT(BUS-WI)	329	43795	183781
WI-OH	1 AKRON(BUS-OH) -12 BROOKFIELD (WI)	335	43302	164626
WI-OH	6 APPLETON (WI) -15 CANTON(BUS-OH)	336	49163	201558
WI-OH	134 SANDUSKY (OH) -148 STURTEVANT (WI)	337	29622	119938
WI-OH	12 BROOKFIELD (WI) -45 ELYRIA (OH)	346	37673	148251
WI-OH	1 AKRON(BUS-OH) -6 APPLETON (WI)	347	49868	199639
WI-OH	45 ELYRIA (OH) -148 STURTEVANT (WI)	368	35635	143859
WI-OH	23 CINCINNATI (OH) -159 WATERTOWN (WI)	378	41673	169248
WI-OH	78 LA CROSSE (WI) -150 TOLEDO (OH)	384	53675	213005
WI-OH	24 CLEVELAND (OH) -78 LA CROSSE (WI)	396	65075	261551
WI-OH	24 CLEVELAND (OH) -92 MANITOWOC(BUS-WI)	396	46995	205446
WI-OH	146 STEVENS POINT(BUS-WI) -150 TOLEDO (OH)	422	55308	206903
WI-OH	92 MANITOWOC(BUS-WI) -150 TOLEDO (OH)	471	46443	193855
WI-OH	24 CLEVELAND (OH) -136 SHEBOYGAN(BUS-WI)	479	55513	234672
WI-OH	102 MILWAUKEE (WI) -165 YOUNGSTOWN(BUS-OH)	479	58727	243306
WI-OH	102 MILWAUKEE (WI) -134 SANDUSKY (OH)	482	45241	183114
WI-OH	1 AKRON(BUS-OH) -102 MILWAUKEE (WI)	483	54495	231043
WI-OH	30 DAYTON(BUS-OH) -47 FOND DU LAC (WI)	518	53158	247453
WI-OH	136 SHEBOYGAN(BUS-WI) -150 TOLEDO (OH)	524	50426	200663
WI-OH	24 CLEVELAND (OH) -162 WEST BEND (WI)	593	71776	280722
WI-OH	15 CANTON(BUS-OH) -102 MILWAUKEE (WI)	615	76742	307959
WI-OH	150 TOLEDO (OH) -162 WEST BEND (WI)	652	62687	238790
WI-OH	30 DAYTON(BUS-OH) -56 GREEN BAY (WI)	688	83923	373343
WI-OH	148 STURTEVANT (WI) -150 TOLEDO (OH)	716	55996	221117
WI-OH	30 DAYTON(BUS-OH) -91 MADISON DANE AIRPORT	754	80359	376424
WI-OH	30 DAYTON(BUS-OH) -162 WEST BEND (WI)	869	81564	389300
WI-OH	45 ELYRIA (OH) -102 MILWAUKEE (WI)	900	92516	373427
WI-OH	47 FOND DU LAC (WI) -150 TOLEDO (OH)	920	96485	364224
WI-OH	6 APPLETON (WI) -30 DAYTON(BUS-OH)	984	111347	504918
WI-OH	12 BROOKFIELD (WI) -150 TOLEDO (OH)	1203	108799	417560
WI-OH	24 CLEVELAND (OH) -148 STURTEVANT (WI)	1327	136840	552089
WI-OH	12 BROOKFIELD (WI) -30 DAYTON(BUS-OH)	1483	148293	636318
WI-OH	12 BROOKFIELD (WI) -24 CLEVELAND (OH)	1487	171409	675101
WI-OH	30 DAYTON(BUS-OH) -148 STURTEVANT (WI)	1525	127150	596090
WI-OH	23 CINCINNATI (OH) -136 SHEBOYGAN(BUS-WI)	1860	205662	840898
WI-OH	23 CINCINNATI (OH) -162 WEST BEND (WI)	2385	284223	1037325
WI-OH	23 CINCINNATI (OH) -92 MANITOWOC(BUS-WI)	2438	283485	1172808
WI-OH	23 CINCINNATI (OH) -148 STURTEVANT (WI)	2759	249405	1042795
WI-OH	30 DAYTON(BUS-OH) -102 MILWAUKEE (WI)	3205	294611	1330222
WI-OH	102 MILWAUKEE (WI) -150 TOLEDO (OH)	3340	281238	1112083
WI-OH	12 BROOKFIELD (WI) -23 CINCINNATI (OH)	6155	707900	2560567
WI-OH	24 CLEVELAND (OH) -102 MILWAUKEE (WI)	6513	710370	2865693
WI-OH	23 CINCINNATI (OH) -102 MILWAUKEE (WI)	14887	1577612	5984507
WI-WI	147 STURGEON BAY(BUS-WI) -164 WISCONSIN DELLS (WI)	6	402	1609
WI-WI	147 STURGEON BAY(BUS-WI) -159 WATERTOWN (WI)	6	285	1144
WI-WI	113 OCONOMOWOC (WI) -147 STURGEON BAY(BUS-WI)	8	344	1373
WI-WI	96 MARINETTE(BUS-WI) -151 TOMAH (WI)	9	748	3196
WI-WI	96 MARINETTE(BUS-WI) -159 WATERTOWN (WI)	9	477	2111
WI-WI	147 STURGEON BAY(BUS-WI) -151 TOMAH (WI)	10	772	3106
WI-WI	96 MARINETTE(BUS-WI) -113 OCONOMOWOC (WI)	11	516	2292
WI-WI	96 MARINETTE(BUS-WI) -164 WISCONSIN DELLS (WI)	12	906	3892
WI-WI	125 PORTAGE (WI) -147 STURGEON BAY(BUS-WI)	13	863	3360
WI-WI	147 STURGEON BAY(BUS-WI) -162 WEST BEND (WI)	13	419	1506
WI-WI	78 LA CROSSE (WI) -147 STURGEON BAY(BUS-WI)	14	1277	5248

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WI-WI	96 MARINETTE(BUS-WI) -162 WEST BEND (WI)	16	565	2412
WI-WI	78 LA CROSSE (WI) -96 MARINETTE(BUS-WI)	19	1761	7638
WI-WI	12 BROOKFIELD (WI) -147 STURGEON BAY(BUS-WI)	19	797	3053
WI-WI	96 MARINETTE(BUS-WI) -125 PORTAGE (WI)	20	1439	6051
WI-WI	91 MADISON DANE AIRPORT -147 STURGEON BAY(BUS-WI)	25	1566	5809
WI-WI	47 FOND DU LAC (WI) -147 STURGEON BAY(BUS-WI)	28	609	2333
WI-WI	12 BROOKFIELD (WI) -96 MARINETTE(BUS-WI)	34	1537	6598
WI-WI	147 STURGEON BAY(BUS-WI) -148 STURTEVANT (WI)	38	1700	6501
WI-WI	47 FOND DU LAC (WI) -96 MARINETTE(BUS-WI)	40	1004	4671
WI-WI	91 MADISON DANE AIRPORT -96 MARINETTE(BUS-WI)	40	2586	10697
WI-WI	146 STEVENS POINT(BUS-WI) -159 WATERTOWN (WI)	45	2006	9051
WI-WI	113 OCONOMOWOC (WI) -146 STEVENS POINT(BUS-WI)	50	2075	9481
WI-WI	159 WATERTOWN (WI) -160 WAUSAU(BUS-WI)	50	2392	11937
WI-WI	146 STEVENS POINT(BUS-WI) -164 WISCONSIN DELLS (WI)	53	3601	15412
WI-WI	6 APPLETON (WI) -147 STURGEON BAY(BUS-WI)	54	600	2586
WI-WI	92 MANITOWOC(BUS-WI) -159 WATERTOWN (WI)	56	927	7054
WI-WI	116 OSHKOSH (WI) -147 STURGEON BAY(BUS-WI)	57	954	3776
WI-WI	43 EAU CLAIRE (BUS-WI) -92 MANITOWOC(BUS-WI)	60	3375	20265
WI-WI	151 TOMAH (WI) -160 WAUSAU(BUS-WI)	63	4991	23330
WI-WI	113 OCONOMOWOC (WI) -160 WAUSAU(BUS-WI)	67	2978	14864
WI-WI	47 FOND DU LAC (WI) -78 LA CROSSE (WI)	67	4953	19043
WI-WI	136 SHEBOYGAN(BUS-WI) -151 TOMAH (WI)	67	3180	15374
WI-WI	159 WATERTOWN (WI) -162 WEST BEND (WI)	71	1342	5614
WI-WI	96 MARINETTE(BUS-WI) -148 STURTEVANT (WI)	72	3463	14669
WI-WI	92 MANITOWOC(BUS-WI) -113 OCONOMOWOC (WI)	72	937	7985
WI-WI	160 WAUSAU(BUS-WI) -164 WISCONSIN DELLS (WI)	75	5277	24322
WI-WI	6 APPLETON (WI) -96 MARINETTE(BUS-WI)	75	1103	6264
WI-WI	92 MANITOWOC(BUS-WI) -164 WISCONSIN DELLS (WI)	79	3044	16746
WI-WI	125 PORTAGE (WI) -136 SHEBOYGAN(BUS-WI)	82	2704	13771
WI-WI	136 SHEBOYGAN(BUS-WI) -159 WATERTOWN (WI)	85	1140	8166
WI-WI	146 STEVENS POINT(BUS-WI) -162 WEST BEND (WI)	87	2263	10726
WI-WI	162 WEST BEND (WI) -164 WISCONSIN DELLS (WI)	87	3587	14539
WI-WI	78 LA CROSSE (WI) -148 STURTEVANT (WI)	89	5403	21690
WI-WI	146 STEVENS POINT(BUS-WI) -151 TOMAH (WI)	91	7123	30528
WI-WI	160 WAUSAU(BUS-WI) -162 WEST BEND (WI)	93	2752	14761
WI-WI	136 SHEBOYGAN(BUS-WI) -164 WISCONSIN DELLS (WI)	94	3419	17368
WI-WI	96 MARINETTE(BUS-WI) -116 OSHKOSH (WI)	95	1899	9588
WI-WI	151 TOMAH (WI) -159 WATERTOWN (WI)	96	3293	12751
WI-WI	56 GREEN BAY (WI) -78 LA CROSSE (WI)	97	8887	33981
WI-WI	12 BROOKFIELD (WI) -159 WATERTOWN (WI)	99	879	3183
WI-WI	92 MANITOWOC(BUS-WI) -151 TOMAH (WI)	100	4984	25921
WI-WI	113 OCONOMOWOC (WI) -136 SHEBOYGAN(BUS-WI)	107	1068	8785
WI-WI	78 LA CROSSE (WI) -160 WAUSAU(BUS-WI)	111	9755	45863
WI-WI	151 TOMAH (WI) -162 WEST BEND (WI)	115	5958	24360
WI-WI	125 PORTAGE (WI) -164 WISCONSIN DELLS (WI)	115	467	1961
WI-WI	125 PORTAGE (WI) -146 STEVENS POINT(BUS-WI)	117	7531	32008
WI-WI	43 EAU CLAIRE (BUS-WI) -136 SHEBOYGAN(BUS-WI)	117	6194	36034
WI-WI	78 LA CROSSE (WI) -146 STEVENS POINT(BUS-WI)	117	9893	44337
WI-WI	47 FOND DU LAC (WI) -164 WISCONSIN DELLS (WI)	122	5933	23937
WI-WI	6 APPLETON (WI) -164 WISCONSIN DELLS (WI)	137	8098	31694
WI-WI	56 GREEN BAY (WI) -125 PORTAGE (WI)	138	9083	33839
WI-WI	47 FOND DU LAC (WI) -159 WATERTOWN (WI)	140	3731	15206
WI-WI	125 PORTAGE (WI) -162 WEST BEND (WI)	143	5507	21383
WI-WI	125 PORTAGE (WI) -160 WAUSAU(BUS-WI)	144	9652	44387
WI-WI	92 MANITOWOC(BUS-WI) -162 WEST BEND (WI)	152	2186	17033
WI-WI	6 APPLETON (WI) -159 WATERTOWN (WI)	161	5992	23201
WI-WI	56 GREEN BAY (WI) -159 WATERTOWN (WI)	162	7462	28154
WI-WI	92 MANITOWOC(BUS-WI) -125 PORTAGE (WI)	171	6156	33506
WI-WI	78 LA CROSSE (WI) -92 MANITOWOC(BUS-WI)	174	10264	52178
WI-WI	113 OCONOMOWOC (WI) -151 TOMAH (WI)	183	7041	26831
WI-WI	78 LA CROSSE (WI) -136 SHEBOYGAN(BUS-WI)	186	10648	50444
WI-WI	47 FOND DU LAC (WI) -113 OCONOMOWOC (WI)	193	4760	18330
WI-WI	43 EAU CLAIRE (BUS-WI) -159 WATERTOWN (WI)	194	8334	41026

MWRRI
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Station to Station Origin-Destination Data

States	Station Pair	Riders	Revenue	Passenger Miles
WI-WI	125 PORTAGE (WI) -159 WATERTOWN (WI)	194	4042	13783
WI-WI	47 FOND DU LAC (WI) -151 TOMAH (WI)	194	11597	46999
WI-WI	47 FOND DU LAC (WI) -92 MANITOWOC(BUS-WI)	195	4523	27730
WI-WI	102 MILWAUKEE (WI) -147 STURGEON BAY(BUS-WI)	197	8333	28828
WI-WI	136 SHEBOYGAN(BUS-WI) -148 STURTEVANT (WI)	208	1878	15364
WI-WI	12 BROOKFIELD (WI) -162 WEST BEND (WI)	209	2305	9812
WI-WI	116 OSHKOSH (WI) -159 WATERTOWN (WI)	212	6735	26679
WI-WI	12 BROOKFIELD (WI) -125 PORTAGE (WI)	220	6399	22652
WI-WI	6 APPLETON (WI) -113 OCONOMOWOC (WI)	222	7515	28830
WI-WI	6 APPLETON (WI) -78 LA CROSSE (WI)	224	20358	71345
WI-WI	56 GREEN BAY (WI) -113 OCONOMOWOC (WI)	224	9578	35791
WI-WI	113 OCONOMOWOC (WI) -164 WISCONSIN DELLS (WI)	226	6225	23100
WI-WI	12 BROOKFIELD (WI) -164 WISCONSIN DELLS (WI)	227	7249	27273
WI-WI	125 PORTAGE (WI) -151 TOMAH (WI)	230	3428	14242
WI-WI	6 APPLETON (WI) -43 EAU CLAIRE (BUS-WI)	230	18247	81852
WI-WI	113 OCONOMOWOC (WI) -159 WATERTOWN (WI)	235	1001	3290
WI-WI	96 MARINETTE(BUS-WI) -102 MILWAUKEE (WI)	237	10793	42902
WI-WI	43 EAU CLAIRE (BUS-WI) -47 FOND DU LAC (WI)	239	16241	76601
WI-WI	116 OSHKOSH (WI) -164 WISCONSIN DELLS (WI)	239	12875	51121
WI-WI	136 SHEBOYGAN(BUS-WI) -162 WEST BEND (WI)	242	2727	20064
WI-WI	43 EAU CLAIRE (BUS-WI) -116 OSHKOSH (WI)	242	17499	81795
WI-WI	12 BROOKFIELD (WI) -146 STEVENS POINT(BUS-WI)	253	9576	43239
WI-WI	113 OCONOMOWOC (WI) -116 OSHKOSH (WI)	255	7277	28592
WI-WI	12 BROOKFIELD (WI) -160 WAUSAU(BUS-WI)	275	11257	56368
WI-WI	47 FOND DU LAC (WI) -136 SHEBOYGAN(BUS-WI)	276	5588	31197
WI-WI	43 EAU CLAIRE (BUS-WI) -162 WEST BEND (WI)	279	17427	81092
WI-WI	148 STURTEVANT (WI) -162 WEST BEND (WI)	286	4104	16276
WI-WI	12 BROOKFIELD (WI) -151 TOMAH (WI)	286	12298	47151
WI-WI	78 LA CROSSE (WI) -162 WEST BEND (WI)	289	18547	73335
WI-WI	159 WATERTOWN (WI) -164 WISCONSIN DELLS (WI)	291	6819	25573
WI-WI	151 TOMAH (WI) -164 WISCONSIN DELLS (WI)	292	3217	13138
WI-WI	43 EAU CLAIRE (BUS-WI) -56 GREEN BAY (WI)	297	26087	114778
WI-WI	6 APPLETON (WI) -92 MANITOWOC(BUS-WI)	310	10496	54873
WI-WI	6 APPLETON (WI) -125 PORTAGE (WI)	332	18890	71459
WI-WI	47 FOND DU LAC (WI) -125 PORTAGE (WI)	346	16068	62345
WI-WI	78 LA CROSSE (WI) -113 OCONOMOWOC (WI)	359	17371	67815
WI-WI	91 MADISON DANE AIRPORT -160 WAUSAU(BUS-WI)	363	21945	99776
WI-WI	92 MANITOWOC(BUS-WI) -116 OSHKOSH (WI)	406	11489	64536
WI-WI	47 FOND DU LAC (WI) -160 WAUSAU(BUS-WI)	409	8289	52292
WI-WI	113 OCONOMOWOC (WI) -125 PORTAGE (WI)	409	10065	34764
WI-WI	91 MADISON DANE AIRPORT -92 MANITOWOC(BUS-WI)	433	11828	70576
WI-WI	6 APPLETON (WI) -136 SHEBOYGAN(BUS-WI)	437	13899	64668
WI-WI	91 MADISON DANE AIRPORT -146 STEVENS POINT(BUS-WI)	478	27872	115226
WI-WI	102 MILWAUKEE (WI) -125 PORTAGE (WI)	482	15708	56401
WI-WI	116 OSHKOSH (WI) -125 PORTAGE (WI)	503	25888	99118
WI-WI	56 GREEN BAY (WI) -92 MANITOWOC(BUS-WI)	511	21926	105847
WI-WI	78 LA CROSSE (WI) -116 OSHKOSH (WI)	524	45182	157782
WI-WI	116 OSHKOSH (WI) -136 SHEBOYGAN(BUS-WI)	530	13556	68891
WI-WI	113 OCONOMOWOC (WI) -162 WEST BEND (WI)	534	8283	34713
WI-WI	78 LA CROSSE (WI) -125 PORTAGE (WI)	556	13225	57856
WI-WI	92 MANITOWOC(BUS-WI) -148 STURTEVANT (WI)	558	6603	57425
WI-WI	148 STURTEVANT (WI) -160 WAUSAU(BUS-WI)	561	24495	120568
WI-WI	56 GREEN BAY (WI) -136 SHEBOYGAN(BUS-WI)	569	22977	101261
WI-WI	43 EAU CLAIRE (BUS-WI) -113 OCONOMOWOC (WI)	573	26815	129460
WI-WI	47 FOND DU LAC (WI) -146 STEVENS POINT(BUS-WI)	586	9875	55070
WI-WI	47 FOND DU LAC (WI) -162 WEST BEND (WI)	615	5645	18452
WI-WI	12 BROOKFIELD (WI) -92 MANITOWOC(BUS-WI)	617	5204	57422
WI-WI	146 STEVENS POINT(BUS-WI) -148 STURTEVANT (WI)	628	25313	113689
WI-WI	91 MADISON DANE AIRPORT -136 SHEBOYGAN(BUS-WI)	658	16154	88108
WI-WI	78 LA CROSSE (WI) -164 WISCONSIN DELLS (WI)	696	13881	60570
WI-WI	56 GREEN BAY (WI) -160 WAUSAU(BUS-WI)	733	13794	90112
WI-WI	102 MILWAUKEE (WI) -164 WISCONSIN DELLS (WI)	743	26293	99620
WI-WI	102 MILWAUKEE (WI) -151 TOMAH (WI)	874	40220	156433

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States	Station Pair	Riders	Revenue	Passenger Miles
WI-WI	102 MILWAUKEE (WI) -159 WATERTOWN (WI)	876	10842	40312
WI-WI	91 MADISON DANE AIRPORT -159 WATERTOWN (WI)	894	10873	33961
WI-WI	78 LA CROSSE (WI) -159 WATERTOWN (WI)	930	40561	162725
WI-WI	56 GREEN BAY (WI) -162 WEST BEND (WI)	933	27382	88680
WI-WI	102 MILWAUKEE (WI) -162 WEST BEND (WI)	956	10070	31542
WI-WI	116 OSHKOSH (WI) -160 WAUSAU(BUS-WI)	1033	15536	114666
WI-WI	12 BROOKFIELD (WI) -136 SHEBOYGAN(BUS-WI)	1063	5836	68008
WI-WI	56 GREEN BAY (WI) -146 STEVENS POINT(BUS-WI)	1138	17504	101238
WI-WI	12 BROOKFIELD (WI) -78 LA CROSSE (WI)	1185	63528	245197
WI-WI	6 APPLETON (WI) -162 WEST BEND (WI)	1246	26175	81005
WI-WI	47 FOND DU LAC (WI) -148 STURTEVANT (WI)	1256	29341	109240
WI-WI	43 EAU CLAIRE (BUS-WI) -148 STURTEVANT (WI)	1296	74754	365421
WI-WI	91 MADISON DANE AIRPORT -151 TOMAH (WI)	1297	31350	123247
WI-WI	116 OSHKOSH (WI) -146 STEVENS POINT(BUS-WI)	1375	16031	105861
WI-WI	6 APPLETON (WI) -91 MADISON DANE AIRPORT	1428	68252	259970
WI-WI	116 OSHKOSH (WI) -162 WEST BEND (WI)	1485	21608	69786
WI-WI	78 LA CROSSE (WI) -151 TOMAH (WI)	1503	15373	63136
WI-WI	43 EAU CLAIRE (BUS-WI) -125 PORTAGE (WI)	1524	35485	214846
WI-WI	91 MADISON DANE AIRPORT -164 WISCONSIN DELLS (WI)	1551	20134	77538
WI-WI	12 BROOKFIELD (WI) -56 GREEN BAY (WI)	1661	63751	235870
WI-WI	47 FOND DU LAC (WI) -91 MADISON DANE AIRPORT	1736	64816	255194
WI-WI	12 BROOKFIELD (WI) -43 EAU CLAIRE (BUS-WI)	1765	90519	430610
WI-WI	56 GREEN BAY (WI) -91 MADISON DANE AIRPORT	1911	108377	405134
WI-WI	113 OCONOMOWOC (WI) -148 STURTEVANT (WI)	2134	27855	119497
WI-WI	12 BROOKFIELD (WI) -47 FOND DU LAC (WI)	2154	43856	165846
WI-WI	91 MADISON DANE AIRPORT -116 OSHKOSH (WI)	2272	96328	372584
WI-WI	6 APPLETON (WI) -12 BROOKFIELD (WI)	2391	78517	267759
WI-WI	12 BROOKFIELD (WI) -113 OCONOMOWOC (WI)	2455	13731	44182
WI-WI	102 MILWAUKEE (WI) -160 WAUSAU(BUS-WI)	2564	104189	489676
WI-WI	12 BROOKFIELD (WI) -116 OSHKOSH (WI)	2607	68091	245042
WI-WI	6 APPLETON (WI) -148 STURTEVANT (WI)	2794	98011	340813
WI-WI	102 MILWAUKEE (WI) -146 STEVENS POINT(BUS-WI)	2805	105174	440315
WI-WI	91 MADISON DANE AIRPORT -113 OCONOMOWOC (WI)	2867	44973	149080
WI-WI	78 LA CROSSE (WI) -91 MADISON DANE AIRPORT	2994	101466	410174
WI-WI	56 GREEN BAY (WI) -148 STURTEVANT (WI)	3204	140775	487064
WI-WI	116 OSHKOSH (WI) -148 STURTEVANT (WI)	3477	100048	361571
WI-WI	91 MADISON DANE AIRPORT -125 PORTAGE (WI)	3752	38501	123803
WI-WI	12 BROOKFIELD (WI) -148 STURTEVANT (WI)	3897	32790	148082
WI-WI	43 EAU CLAIRE (BUS-WI) -102 MILWAUKEE (WI)	3923	212721	1012235
WI-WI	47 FOND DU LAC (WI) -56 GREEN BAY (WI)	4416	89877	287011
WI-WI	91 MADISON DANE AIRPORT -162 WEST BEND (WI)	4915	149142	575073
WI-WI	43 EAU CLAIRE (BUS-WI) -164 WISCONSIN DELLS (WI)	4938	94494	612278
WI-WI	91 MADISON DANE AIRPORT -148 STURTEVANT (WI)	5574	155031	601997
WI-WI	6 APPLETON (WI) -47 FOND DU LAC (WI)	6702	74165	234558
WI-WI	78 LA CROSSE (WI) -102 MILWAUKEE (WI)	7977	449309	1762986
WI-WI	102 MILWAUKEE (WI) -148 STURTEVANT (WI)	9937	61933	238481
WI-WI	43 EAU CLAIRE (BUS-WI) -91 MADISON DANE AIRPORT	10371	329284	1804476
WI-WI	56 GREEN BAY (WI) -116 OSHKOSH (WI)	10668	161900	512048
WI-WI	47 FOND DU LAC (WI) -102 MILWAUKEE (WI)	10875	215940	685136
WI-WI	102 MILWAUKEE (WI) -113 OCONOMOWOC (WI)	12447	115317	398313
WI-WI	6 APPLETON (WI) -56 GREEN BAY (WI)	14941	141833	448223
WI-WI	56 GREEN BAY (WI) -102 MILWAUKEE (WI)	15348	584054	1964486
WI-WI	6 APPLETON (WI) -116 OSHKOSH (WI)	15409	88035	277362
WI-WI	47 FOND DU LAC (WI) -116 OSHKOSH (WI)	15594	83127	265095
WI-WI	6 APPLETON (WI) -102 MILWAUKEE (WI)	16759	532966	1642358
WI-WI	12 BROOKFIELD (WI) -91 MADISON DANE AIRPORT	19687	408527	1378070
WI-WI	102 MILWAUKEE (WI) -116 OSHKOSH (WI)	22876	588867	1830089
WI-WI	91 MADISON DANE AIRPORT -102 MILWAUKEE (WI)	87949	2128471	7387738

MWRRI
Station-to-Station Data Tables
Data for 2020

Iowa

June 2004

Prepared by:
Transportation Economics & Management Systems, Inc.

MWRRI
State of Iowa
Station to Station Origin-Destination Data

States	Station Pair	Riders	Revenue	Passenger Miles
IA-IA	14 BURLINGTON (IA) -161 WEBSTER CITY(BUS-IA)	1	132	654
IA-IA	3 AMES(BUS-IA) -48 FORT MADISON (IA)	5	546	2579
IA-IA	3 AMES(BUS-IA) -14 BURLINGTON (IA)	5	504	2366
IA-IA	7 ATLANTIC (IA) -161 WEBSTER CITY(BUS-IA)	6	172	940
IA-IA	18 CEDAR FALLS (BUS-IA) -48 FORT MADISON (IA)	7	539	2863
IA-IA	49 FT. DODGE(BUS-IA) -131 ROCK ISLAND (IA)	8	411	2184
IA-IA	34 DES MOINES (IA) -48 FORT MADISON (IA)	13	1333	5873
IA-IA	48 FORT MADISON (IA) -111 NEWTON (IA)	14	1234	5639
IA-IA	14 BURLINGTON (IA) -18 CEDAR FALLS (BUS-IA)	14	976	5214
IA-IA	49 FT. DODGE(BUS-IA) -111 NEWTON (IA)	14	268	1930
IA-IA	131 ROCK ISLAND (IA) -161 WEBSTER CITY(BUS-IA)	16	792	4075
IA-IA	49 FT. DODGE(BUS-IA) -67 IOWA CITY (IA)	16	622	3549
IA-IA	104 MT. PLEASANT (IA) -161 WEBSTER CITY(BUS-IA)	20	2239	11281
IA-IA	7 ATLANTIC (IA) -18 CEDAR FALLS (BUS-IA)	25	1501	7235
IA-IA	3 AMES(BUS-IA) -7 ATLANTIC (IA)	29	714	3379
IA-IA	131 ROCK ISLAND (IA) -138 SIOUX CITY(BUS-IA)	31	2706	13449
IA-IA	67 IOWA CITY (IA) -161 WEBSTER CITY(BUS-IA)	43	1599	8777
IA-IA	19 CEDAR RAPIDS(BUS-IA) -48 FORT MADISON (IA)	43	3283	15361
IA-IA	48 FORT MADISON (IA) -131 ROCK ISLAND (IA)	50	2917	13456
IA-IA	14 BURLINGTON (IA) -19 CEDAR RAPIDS(BUS-IA)	58	3805	17953
IA-IA	14 BURLINGTON (IA) -34 DES MOINES (IA)	68	6496	28150
IA-IA	18 CEDAR FALLS (BUS-IA) -28 CRESTON (IA)	77	7238	34729
IA-IA	3 AMES(BUS-IA) -131 ROCK ISLAND (IA)	107	5168	22543
IA-IA	28 CRESTON (IA) -34 DES MOINES (IA)	119	6676	28811
IA-IA	111 NEWTON (IA) -161 WEBSTER CITY(BUS-IA)	122	2036	14260
IA-IA	3 AMES(BUS-IA) -104 MT. PLEASANT (IA)	127	13947	65003
IA-IA	7 ATLANTIC (IA) -131 ROCK ISLAND (IA)	129	8889	33298
IA-IA	7 ATLANTIC (IA) -111 NEWTON (IA)	136	4227	15898
IA-IA	7 ATLANTIC (IA) -19 CEDAR RAPIDS(BUS-IA)	147	8246	33996
IA-IA	34 DES MOINES (IA) -104 MT. PLEASANT (IA)	161	17580	76564
IA-IA	14 BURLINGTON (IA) -131 ROCK ISLAND (IA)	171	8325	39008
IA-IA	28 CRESTON (IA) -131 ROCK ISLAND (IA)	258	24485	118473
IA-IA	19 CEDAR RAPIDS(BUS-IA) -131 ROCK ISLAND (IA)	266	4528	22318
IA-IA	19 CEDAR RAPIDS(BUS-IA) -28 CRESTON (IA)	287	25430	112477
IA-IA	104 MT. PLEASANT (IA) -111 NEWTON (IA)	316	29831	139424
IA-IA	3 AMES(BUS-IA) -67 IOWA CITY (IA)	339	11493	52524
IA-IA	34 DES MOINES (IA) -117 OTTUMWA (IA)	373	30192	132716
IA-IA	34 DES MOINES (IA) -131 ROCK ISLAND (IA)	548	25200	96981
IA-IA	14 BURLINGTON (IA) -111 NEWTON (IA)	676	60884	278111
IA-IA	34 DES MOINES (IA) -111 NEWTON (IA)	700	5922	24504
IA-IA	67 IOWA CITY (IA) -111 NEWTON (IA)	829	17878	71283
IA-IA	67 IOWA CITY (IA) -131 ROCK ISLAND (IA)	905	13099	50666
IA-IA	3 AMES(BUS-IA) -111 NEWTON (IA)	1039	12627	71673
IA-IA	111 NEWTON (IA) -131 ROCK ISLAND (IA)	1040	36627	147616
IA-IA	19 CEDAR RAPIDS(BUS-IA) -111 NEWTON (IA)	1186	28725	135169
IA-IA	34 DES MOINES (IA) -67 IOWA CITY (IA)	2203	68717	266612
IA-IL	49 FT. DODGE(BUS-IA) -76 KEWANEE (IL)	3	243	1229
IA-IL	49 FT. DODGE(BUS-IA) -90 MACOMB (IL)	3	283	1429
IA-IL	49 FT. DODGE(BUS-IA) -127 QUINCY (IL)	4	509	2569
IA-IL	14 BURLINGTON (IA) -20 CENTRALIA (IL)	5	617	2809
IA-IL	49 FT. DODGE(BUS-IA) -126 PRINCETON (IL)	6	418	2118
IA-IL	76 KEWANEE (IL) -161 WEBSTER CITY(BUS-IA)	6	596	2957
IA-IL	49 FT. DODGE(BUS-IA) -51 GALESBURG (IL)	7	659	3331
IA-IL	98 MATTOON (IL) -161 WEBSTER CITY(BUS-IA)	7	852	3991
IA-IL	90 MACOMB (IL) -161 WEBSTER CITY(BUS-IA)	8	835	4147
IA-IL	97 MARION(BUS-IL) -117 OTTUMWA (IA)	8	1201	5633
IA-IL	49 FT. DODGE(BUS-IA) -100 MENDOTA (IL)	8	583	2955
IA-IL	127 QUINCY (IL) -161 WEBSTER CITY(BUS-IA)	9	1001	4974
IA-IL	76 KEWANEE (IL) -138 SIOUX CITY(BUS-IA)	10	861	4797
IA-IL	49 FT. DODGE(BUS-IA) -120 PLANO (IL)	10	789	3996
IA-IL	21 CHAMPAIGN-URBANA (IL) -28 CRESTON (IA)	11	1458	7108
IA-IL	49 FT. DODGE(BUS-IA) -128 RANTOUL (IL)	12	1334	6446
IA-IL	48 FORT MADISON (IA) -97 MARION(BUS-IL)	12	1608	7397

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States	Station Pair	Riders	Revenue	Passenger Miles
IA-IL	16 CARBONDALE (IL) -48 FORT MADISON (IA)	12	1641	7442
IA-IL	122 PONTIAC (IL) -161 WEBSTER CITY(BUS-IA)	13	1330	6528
IA-IL	100 MENDOTA (IL) -138 SIOUX CITY(BUS-IA)	13	1347	6552
IA-IL	14 BURLINGTON (IA) -16 CARBONDALE (IL)	14	1892	8562
IA-IL	28 CRESTON (IA) -29 DANVILLE(BUS-IL)	15	1956	9820
IA-IL	16 CARBONDALE (IL) -104 MT. PLEASANT (IA)	15	2126	9786
IA-IL	48 FORT MADISON (IA) -62 HOMEWOOD (IL)	15	1039	5096
IA-IL	90 MACOMB (IL) -138 SIOUX CITY(BUS-IA)	16	1367	7699
IA-IL	14 BURLINGTON (IA) -120 PLANO (IL)	16	696	3505
IA-IL	16 CARBONDALE (IL) -117 OTTUMWA (IA)	16	2441	11303
IA-IL	48 FORT MADISON (IA) -98 MATTOON (IL)	16	1701	7948
IA-IL	21 CHAMPAIGN-URBANA (IL) -49 FT. DODGE(BUS-IA)	17	1975	9511
IA-IL	51 GALESBURG (IL) -161 WEBSTER CITY(BUS-IA)	17	1706	8276
IA-IL	126 PRINCETON (IL) -161 WEBSTER CITY(BUS-IA)	19	1216	5988
IA-IL	69 JACKSONVILLE(BUS-IL) -111 NEWTON (IA)	19	2057	9947
IA-IL	7 ATLANTIC (IA) -119 PEORIA (BUS-IL)	19	2321	10021
IA-IL	120 PLANO (IL) -138 SIOUX CITY(BUS-IA)	19	2131	10382
IA-IL	126 PRINCETON (IL) -138 SIOUX CITY(BUS-IA)	19	2013	9453
IA-IL	100 MENDOTA (IL) -161 WEBSTER CITY(BUS-IA)	20	1510	6751
IA-IL	16 CARBONDALE (IL) -34 DES MOINES (IA)	20	3035	12938
IA-IL	120 PLANO (IL) -161 WEBSTER CITY(BUS-IA)	21	1548	7647
IA-IL	28 CRESTON (IA) -32 DECATUR(BUS-IL)	21	2820	14267
IA-IL	14 BURLINGTON (IA) -100 MENDOTA (IL)	21	827	4035
IA-IL	97 MARION(BUS-IL) -131 ROCK ISLAND (IA)	22	2439	10686
IA-IL	128 RANTOUL (IL) -161 WEBSTER CITY(BUS-IA)	23	2619	12436
IA-IL	97 MARION(BUS-IL) -104 MT. PLEASANT (IA)	23	3310	15446
IA-IL	115 OSCEOLA (IA) -126 PRINCETON (IL)	23	1659	8487
IA-IL	29 DANVILLE(BUS-IL) -115 OSCEOLA (IA)	23	2932	14718
IA-IL	14 BURLINGTON (IA) -118 PADUCAH(BUS-IL)	24	3518	16940
IA-IL	21 CHAMPAIGN-URBANA (IL) -161 WEBSTER CITY(BUS-IA)	25	2968	14046
IA-IL	16 CARBONDALE (IL) -115 OSCEOLA (IA)	26	4275	19965
IA-IL	14 BURLINGTON (IA) -74 KANKAKEE (IL)	26	1748	8478
IA-IL	127 QUINCY (IL) -138 SIOUX CITY(BUS-IA)	27	2631	15088
IA-IL	28 CRESTON (IA) -126 PRINCETON (IL)	27	2124	10906
IA-IL	7 ATLANTIC (IA) -126 PRINCETON (IL)	28	2311	8998
IA-IL	32 DECATUR(BUS-IL) -115 OSCEOLA (IA)	28	3615	18289
IA-IL	7 ATLANTIC (IA) -51 GALESBURG (IL)	32	3722	15420
IA-IL	49 FT. DODGE(BUS-IA) -54 GLENVIEW (IL)	33	3015	15119
IA-IL	18 CEDAR FALLS (BUS-IA) -38 DU QUOIN (IL)	33	4236	19928
IA-IL	14 BURLINGTON (IA) -76 KEWANEE (IL)	36	230	1125
IA-IL	54 GLENVIEW (IL) -161 WEBSTER CITY(BUS-IA)	39	3469	17041
IA-IL	18 CEDAR FALLS (BUS-IA) -98 MATTOON (IL)	39	3862	18822
IA-IL	14 BURLINGTON (IA) -98 MATTOON (IL)	40	4075	19018
IA-IL	3 AMES(BUS-IA) -76 KEWANEE (IL)	41	3611	16526
IA-IL	48 FORT MADISON (IA) -54 GLENVIEW (IL)	41	2756	13712
IA-IL	3 AMES(BUS-IA) -98 MATTOON (IL)	42	5145	22993
IA-IL	54 GLENVIEW (IL) -115 OSCEOLA (IA)	43	4108	20846
IA-IL	67 IOWA CITY (IA) -97 MARION(BUS-IL)	44	5499	23980
IA-IL	54 GLENVIEW (IL) -104 MT. PLEASANT (IA)	45	3182	16190
IA-IL	7 ATLANTIC (IA) -120 PLANO (IL)	49	4559	18298
IA-IL	13 BTN-NORMAL (IL) -161 WEBSTER CITY(BUS-IA)	50	5651	27517
IA-IL	21 CHAMPAIGN-URBANA (IL) -48 FORT MADISON (IA)	50	4715	22309
IA-IL	14 BURLINGTON (IA) -90 MACOMB (IL)	51	410	2028
IA-IL	3 AMES(BUS-IA) -17 CARLINVILLE (IL)	51	6486	30792
IA-IL	18 CEDAR FALLS (BUS-IA) -20 CENTRALIA (IL)	51	6078	28868
IA-IL	3 AMES(BUS-IA) -90 MACOMB (IL)	52	5376	24687
IA-IL	18 CEDAR FALLS (BUS-IA) -86 LINCOLN (IL)	52	4710	24346
IA-IL	54 GLENVIEW (IL) -117 OTTUMWA (IA)	53	4216	21429
IA-IL	17 CARLINVILLE (IL) -18 CEDAR FALLS (BUS-IA)	53	5428	28223
IA-IL	117 OTTUMWA (IA) -126 PRINCETON (IL)	55	3037	15603
IA-IL	29 DANVILLE(BUS-IL) -111 NEWTON (IA)	59	6369	27627
IA-IL	14 BURLINGTON (IA) -69 JACKSONVILLE(BUS-IL)	60	6161	32206
IA-IL	29 DANVILLE(BUS-IL) -48 FORT MADISON (IA)	61	5902	29117

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IA-IL	29 DANVILLE(BUS-IL) -131 ROCK ISLAND (IA)	61	4272	20137
IA-IL	107 NAPERVILLE (IL) -138 SIOUX CITY(BUS-IA)	61	7101	34633
IA-IL	3 AMES(BUS-IA) -86 LINCOLN (IL)	63	7176	33536
IA-IL	3 AMES(BUS-IA) -127 QUINCY (IL)	64	7422	34101
IA-IL	49 FT. DODGE(BUS-IA) -74 KANKAKEE (IL)	65	6561	32368
IA-IL	111 NEWTON (IA) -122 PONTIAC (IL)	65	5823	26191
IA-IL	32 DECATUR(BUS-IL) -48 FORT MADISON (IA)	65	6395	31891
IA-IL	14 BURLINGTON (IA) -97 MARION(BUS-IL)	66	9126	41959
IA-IL	69 JACKSONVILLE(BUS-IL) -115 OSCEOLA (IA)	66	8713	45693
IA-IL	104 MT. PLEASANT (IA) -126 PRINCETON (IL)	67	3059	15827
IA-IL	21 CHAMPAIGN-URBANA (IL) -115 OSCEOLA (IA)	68	8310	40455
IA-IL	67 IOWA CITY (IA) -69 JACKSONVILLE(BUS-IL)	76	6801	33930
IA-IL	32 DECATUR(BUS-IL) -131 ROCK ISLAND (IA)	77	5428	26003
IA-IL	32 DECATUR(BUS-IL) -117 OTTUMWA (IA)	81	8975	45437
IA-IL	18 CEDAR FALLS (BUS-IA) -41 DWIGHT (IL)	81	6010	31093
IA-IL	18 CEDAR FALLS (BUS-IA) -76 KEWANEE (IL)	82	5318	27957
IA-IL	32 DECATUR(BUS-IL) -111 NEWTON (IA)	83	9034	39911
IA-IL	14 BURLINGTON (IA) -126 PRINCETON (IL)	89	3632	18232
IA-IL	3 AMES(BUS-IA) -100 MENDOTA (IL)	93	6398	27232
IA-IL	18 CEDAR FALLS (BUS-IA) -90 MACOMB (IL)	94	7445	38716
IA-IL	21 CHAMPAIGN-URBANA (IL) -117 OTTUMWA (IA)	94	10025	48546
IA-IL	49 FT. DODGE(BUS-IA) -107 NAPERVILLE (IL)	94	8236	39102
IA-IL	3 AMES(BUS-IA) -44 EFFINGHAM (IL)	95	12234	54481
IA-IL	13 BTN-NORMAL (IL) -49 FT. DODGE(BUS-IA)	95	10889	53924
IA-IL	74 KANKAKEE (IL) -161 WEBSTER CITY(BUS-IA)	96	9519	46059
IA-IL	19 CEDAR RAPIDS(BUS-IA) -38 DU QUOIN (IL)	100	12131	53743
IA-IL	29 DANVILLE(BUS-IL) -67 IOWA CITY (IA)	103	8567	39660
IA-IL	3 AMES(BUS-IA) -41 DWIGHT (IL)	103	10153	46654
IA-IL	21 CHAMPAIGN-URBANA (IL) -104 MT. PLEASANT (IA)	104	10109	48767
IA-IL	3 AMES(BUS-IA) -51 GALESBURG (IL)	104	10015	45710
IA-IL	18 CEDAR FALLS (BUS-IA) -54 GLENVIEW (IL)	104	6845	34161
IA-IL	18 CEDAR FALLS (BUS-IA) -127 QUINCY (IL)	107	9703	50120
IA-IL	48 FORT MADISON (IA) -74 KANKAKEE (IL)	108	8181	39849
IA-IL	34 DES MOINES (IA) -98 MATTOON (IL)	113	13563	58425
IA-IL	38 DU QUOIN (IL) -131 ROCK ISLAND (IA)	114	12026	51810
IA-IL	18 CEDAR FALLS (BUS-IA) -122 PONTIAC (IL)	116	8952	46859
IA-IL	3 AMES(BUS-IA) -120 PLANO (IL)	118	8653	38411
IA-IL	32 DECATUR(BUS-IL) -67 IOWA CITY (IA)	118	9963	46776
IA-IL	29 DANVILLE(BUS-IL) -104 MT. PLEASANT (IA)	119	11983	60091
IA-IL	14 BURLINGTON (IA) -21 CHAMPAIGN-URBANA (IL)	119	11368	51871
IA-IL	34 DES MOINES (IA) -76 KEWANEE (IL)	125	10910	46564
IA-IL	18 CEDAR FALLS (BUS-IA) -44 EFFINGHAM (IL)	125	13252	63993
IA-IL	14 BURLINGTON (IA) -127 QUINCY (IL)	129	2581	12379
IA-IL	67 IOWA CITY (IA) -122 PONTIAC (IL)	130	8901	40889
IA-IL	18 CEDAR FALLS (BUS-IA) -100 MENDOTA (IL)	130	5602	29685
IA-IL	3 AMES(BUS-IA) -126 PRINCETON (IL)	131	8108	35654
IA-IL	18 CEDAR FALLS (BUS-IA) -153 UPPER ALTON (IL)	133	14777	75928
IA-IL	19 CEDAR RAPIDS(BUS-IA) -20 CENTRALIA (IL)	135	15251	67975
IA-IL	34 DES MOINES (IA) -86 LINCOLN (IL)	136	15052	67813
IA-IL	76 KEWANEE (IL) -111 NEWTON (IA)	137	10606	46457
IA-IL	54 GLENVIEW (IL) -111 NEWTON (IA)	140	10274	45370
IA-IL	19 CEDAR RAPIDS(BUS-IA) -98 MATTOON (IL)	141	13610	59307
IA-IL	29 DANVILLE(BUS-IL) -117 OTTUMWA (IA)	141	15517	77842
IA-IL	32 DECATUR(BUS-IL) -104 MT. PLEASANT (IA)	141	14349	72681
IA-IL	90 MACOMB (IL) -111 NEWTON (IA)	143	12807	58515
IA-IL	16 CARBONDALE (IL) -19 CEDAR RAPIDS(BUS-IA)	146	18438	81416
IA-IL	3 AMES(BUS-IA) -122 PONTIAC (IL)	147	14843	69135
IA-IL	19 CEDAR RAPIDS(BUS-IA) -86 LINCOLN (IL)	158	13372	64300
IA-IL	3 AMES(BUS-IA) -128 RANTOUL (IL)	158	17638	77567
IA-IL	107 NAPERVILLE (IL) -161 WEBSTER CITY(BUS-IA)	160	13776	63271
IA-IL	111 NEWTON (IA) -127 QUINCY (IL)	160	16187	74754
IA-IL	34 DES MOINES (IA) -90 MACOMB (IL)	163	16693	72444
IA-IL	71 JOLIET (IL) -161 WEBSTER CITY(BUS-IA)	166	15656	76778

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IA-IL	28 CRESTON (IA) -107 NAPERVILLE (IL)	166	15364	78639
IA-IL	34 DES MOINES (IA) -126 PRINCETON (IL)	168	9780	39937
IA-IL	111 NEWTON (IA) -119 PEORIA (BUS-IL)	174	15419	72183
IA-IL	17 CARLINVILLE (IL) -19 CEDAR RAPIDS(BUS-IA)	175	17030	83232
IA-IL	18 CEDAR FALLS (BUS-IA) -120 PLANO (IL)	176	8460	45606
IA-IL	3 AMES(BUS-IA) -21 CHAMPAIGN-URBANA (IL)	177	19773	88965
IA-IL	3 AMES(BUS-IA) -54 GLENVIEW (IL)	178	16148	70309
IA-IL	16 CARBONDALE (IL) -131 ROCK ISLAND (IA)	185	20983	87348
IA-IL	41 DWIGHT (IL) -111 NEWTON (IA)	189	16333	72212
IA-IL	13 BTN-NORMAL (IL) -18 CEDAR FALLS (BUS-IA)	193	16296	83993
IA-IL	18 CEDAR FALLS (BUS-IA) -128 RANTOUL (IL)	193	16890	81839
IA-IL	20 CENTRALIA (IL) -131 ROCK ISLAND (IA)	193	18652	80743
IA-IL	18 CEDAR FALLS (BUS-IA) -51 GALESBURG (IL)	195	14036	72753
IA-IL	34 DES MOINES (IA) -127 QUINCY (IL)	205	23644	102734
IA-IL	34 DES MOINES (IA) -51 GALESBURG (IL)	206	19371	83393
IA-IL	18 CEDAR FALLS (BUS-IA) -126 PRINCETON (IL)	211	7983	43552
IA-IL	3 AMES(BUS-IA) -13 BTN-NORMAL (IL)	214	23191	107478
IA-IL	18 CEDAR FALLS (BUS-IA) -21 CHAMPAIGN-URBANA (IL)	215	19707	94037
IA-IL	13 BTN-NORMAL (IL) -67 IOWA CITY (IA)	219	16617	75881
IA-IL	14 BURLINGTON (IA) -29 DANVILLE(BUS-IL)	220	22276	104696
IA-IL	18 CEDAR FALLS (BUS-IA) -139 SPRINGFIELD (IL)	224	23314	111195
IA-IL	100 MENDOTA (IL) -111 NEWTON (IA)	233	12963	52386
IA-IL	48 FORT MADISON (IA) -107 NAPERVILLE (IL)	246	14193	70245
IA-IL	14 BURLINGTON (IA) -32 DECATUR(BUS-IL)	251	25503	122164
IA-IL	98 MATTOON (IL) -131 ROCK ISLAND (IA)	251	21019	84866
IA-IL	3 AMES(BUS-IA) -139 SPRINGFIELD (IL)	253	30538	142160
IA-IL	21 CHAMPAIGN-URBANA (IL) -34 DES MOINES (IA)	255	27775	120060
IA-IL	119 PEORIA (BUS-IL) -131 ROCK ISLAND (IA)	269	14846	73545
IA-IL	67 IOWA CITY (IA) -128 RANTOUL (IL)	277	21126	92740
IA-IL	69 JACKSONVILLE(BUS-IL) -104 MT. PLEASANT (IA)	281	30009	158851
IA-IL	49 FT. DODGE(BUS-IA) -71 JOLIET (IL)	300	28855	144350
IA-IL	111 NEWTON (IA) -120 PLANO (IL)	309	18845	79122
IA-IL	17 CARLINVILLE (IL) -131 ROCK ISLAND (IA)	309	25102	120990
IA-IL	51 GALESBURG (IL) -111 NEWTON (IA)	316	26528	117066
IA-IL	111 NEWTON (IA) -126 PRINCETON (IL)	318	15862	64623
IA-IL	13 BTN-NORMAL (IL) -131 ROCK ISLAND (IA)	324	20650	94186
IA-IL	86 LINCOLN (IL) -131 ROCK ISLAND (IA)	327	22451	105753
IA-IL	34 DES MOINES (IA) -122 PONTIAC (IL)	333	32898	145044
IA-IL	48 FORT MADISON (IA) -69 JACKSONVILLE(BUS-IL)	340	34903	182461
IA-IL	18 CEDAR FALLS (BUS-IA) -74 KANKAKEE (IL)	349	25904	127827
IA-IL	19 CEDAR RAPIDS(BUS-IA) -122 PONTIAC (IL)	350	24967	120145
IA-IL	62 HOMEWOOD (IL) -161 WEBSTER CITY(BUS-IA)	356	35361	159269
IA-IL	74 KANKAKEE (IL) -111 NEWTON (IA)	358	29630	129867
IA-IL	19 CEDAR RAPIDS(BUS-IA) -76 KEWANEE (IL)	360	21546	101029
IA-IL	67 IOWA CITY (IA) -127 QUINCY (IL)	369	31096	140112
IA-IL	34 DES MOINES (IA) -128 RANTOUL (IL)	373	39318	170171
IA-IL	19 CEDAR RAPIDS(BUS-IA) -44 EFFINGHAM (IL)	374	38257	168039
IA-IL	22 CHICAGO (IL) -138 SIOUX CITY(BUS-IA)	380	45962	224670
IA-IL	3 AMES(BUS-IA) -74 KANKAKEE (IL)	387	38291	167146
IA-IL	19 CEDAR RAPIDS(BUS-IA) -153 UPPER ALTON (IL)	391	40964	198487
IA-IL	22 CHICAGO (IL) -49 FT. DODGE(BUS-IA)	392	37122	172619
IA-IL	41 DWIGHT (IL) -131 ROCK ISLAND (IA)	403	21137	96716
IA-IL	19 CEDAR RAPIDS(BUS-IA) -90 MACOMB (IL)	412	30502	145047
IA-IL	13 BTN-NORMAL (IL) -34 DES MOINES (IA)	423	44388	197779
IA-IL	67 IOWA CITY (IA) -119 PEORIA (BUS-IL)	428	29540	140820
IA-IL	67 IOWA CITY (IA) -90 MACOMB (IL)	436	31399	141330
IA-IL	69 JACKSONVILLE(BUS-IL) -117 OTTUMWA (IA)	470	54594	287862
IA-IL	21 CHAMPAIGN-URBANA (IL) -67 IOWA CITY (IA)	475	37863	165837
IA-IL	122 PONTIAC (IL) -131 ROCK ISLAND (IA)	484	26709	125291
IA-IL	19 CEDAR RAPIDS(BUS-IA) -127 QUINCY (IL)	490	42329	200079
IA-IL	34 DES MOINES (IA) -120 PLANO (IL)	530	38841	154146
IA-IL	34 DES MOINES (IA) -139 SPRINGFIELD (IL)	532	62645	281668
IA-IL	22 CHICAGO (IL) -161 WEBSTER CITY(BUS-IA)	535	49150	225860

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IA-IL	34 DES MOINES (IA) -100 MENDOTA (IL)	541	38420	140708
IA-IL	49 FT. DODGE(BUS-IA) -62 HOMEWOOD (IL)	562	57317	261700
IA-IL	107 NAPERVILLE (IL) -115 OSCEOLA (IA)	571	49755	251685
IA-IL	13 BTN-NORMAL (IL) -19 CEDAR RAPIDS(BUS-IA)	586	49596	219814
IA-IL	131 ROCK ISLAND (IA) -153 UPPER ALTON (IL)	596	52871	252517
IA-IL	19 CEDAR RAPIDS(BUS-IA) -128 RANTOUL (IL)	606	49946	219875
IA-IL	76 KEWANEE (IL) -131 ROCK ISLAND (IA)	608	26017	119851
IA-IL	18 CEDAR FALLS (BUS-IA) -71 JOLIET (IL)	621	44044	216750
IA-IL	19 CEDAR RAPIDS(BUS-IA) -21 CHAMPAIGN-URBANA (IL)	623	53216	235040
IA-IL	19 CEDAR RAPIDS(BUS-IA) -41 DWIGHT (IL)	663	45457	214952
IA-IL	19 CEDAR RAPIDS(BUS-IA) -54 GLENVIEW (IL)	685	41875	182889
IA-IL	19 CEDAR RAPIDS(BUS-IA) -139 SPRINGFIELD (IL)	693	66381	302073
IA-IL	67 IOWA CITY (IA) -107 NAPERVILLE (IL)	708	35081	136693
IA-IL	19 CEDAR RAPIDS(BUS-IA) -100 MENDOTA (IL)	709	26578	118479
IA-IL	34 DES MOINES (IA) -41 DWIGHT (IL)	752	71370	313739
IA-IL	18 CEDAR FALLS (BUS-IA) -107 NAPERVILLE (IL)	763	42045	215130
IA-IL	3 AMES(BUS-IA) -107 NAPERVILLE (IL)	765	61400	266304
IA-IL	22 CHICAGO (IL) -28 CRESTON (IA)	776	77407	390531
IA-IL	44 EFFINGHAM (IL) -131 ROCK ISLAND (IA)	792	70293	289233
IA-IL	19 CEDAR RAPIDS(BUS-IA) -51 GALESBURG (IL)	797	52834	248691
IA-IL	34 DES MOINES (IA) -54 GLENVIEW (IL)	861	79488	309841
IA-IL	19 CEDAR RAPIDS(BUS-IA) -126 PRINCETON (IL)	896	28519	129958
IA-IL	19 CEDAR RAPIDS(BUS-IA) -120 PLANO (IL)	917	39035	181500
IA-IL	71 JOLIET (IL) -111 NEWTON (IA)	931	72642	322115
IA-IL	54 GLENVIEW (IL) -131 ROCK ISLAND (IA)	940	41216	172109
IA-IL	127 QUINCY (IL) -131 ROCK ISLAND (IA)	945	66016	306033
IA-IL	51 GALESBURG (IL) -67 IOWA CITY (IA)	950	60848	269756
IA-IL	90 MACOMB (IL) -131 ROCK ISLAND (IA)	952	55106	255231
IA-IL	104 MT. PLEASANT (IA) -107 NAPERVILLE (IL)	958	59092	300927
IA-IL	3 AMES(BUS-IA) -71 JOLIET (IL)	1005	93570	416985
IA-IL	21 CHAMPAIGN-URBANA (IL) -131 ROCK ISLAND (IA)	1042	72010	305442
IA-IL	67 IOWA CITY (IA) -120 PLANO (IL)	1077	44408	183022
IA-IL	18 CEDAR FALLS (BUS-IA) -62 HOMEWOOD (IL)	1130	78365	376047
IA-IL	128 RANTOUL (IL) -131 ROCK ISLAND (IA)	1192	83366	332527
IA-IL	3 AMES(BUS-IA) -62 HOMEWOOD (IL)	1237	113682	493647
IA-IL	14 BURLINGTON (IA) -107 NAPERVILLE (IL)	1263	71779	348494
IA-IL	107 NAPERVILLE (IL) -117 OTTUMWA (IA)	1294	92059	466959
IA-IL	100 MENDOTA (IL) -131 ROCK ISLAND (IA)	1294	26559	107433
IA-IL	62 HOMEWOOD (IL) -111 NEWTON (IA)	1436	107569	474491
IA-IL	107 NAPERVILLE (IL) -111 NEWTON (IA)	1512	100388	421956
IA-IL	67 IOWA CITY (IA) -126 PRINCETON (IL)	1523	44573	178137
IA-IL	67 IOWA CITY (IA) -74 KANKAKEE (IL)	1550	115327	429242
IA-IL	34 DES MOINES (IA) -74 KANKAKEE (IL)	1882	183424	748865
IA-IL	131 ROCK ISLAND (IA) -139 SPRINGFIELD (IL)	2011	168962	707844
IA-IL	120 PLANO (IL) -131 ROCK ISLAND (IA)	2190	57434	249606
IA-IL	19 CEDAR RAPIDS(BUS-IA) -74 KANKAKEE (IL)	2458	178132	749568
IA-IL	22 CHICAGO (IL) -48 FORT MADISON (IA)	2498	163740	786720
IA-IL	3 AMES(BUS-IA) -22 CHICAGO (IL)	2657	227106	993936
IA-IL	51 GALESBURG (IL) -131 ROCK ISLAND (IA)	3356	166306	765162
IA-IL	74 KANKAKEE (IL) -131 ROCK ISLAND (IA)	3539	195950	782174
IA-IL	18 CEDAR FALLS (BUS-IA) -22 CHICAGO (IL)	3567	216417	1097584
IA-IL	67 IOWA CITY (IA) -71 JOLIET (IL)	4026	260601	1046847
IA-IL	34 DES MOINES (IA) -71 JOLIET (IL)	4029	380087	1535007
IA-IL	19 CEDAR RAPIDS(BUS-IA) -107 NAPERVILLE (IL)	4114	204577	909238
IA-IL	19 CEDAR RAPIDS(BUS-IA) -71 JOLIET (IL)	4302	290231	1238931
IA-IL	126 PRINCETON (IL) -131 ROCK ISLAND (IA)	4459	68364	271997
IA-IL	14 BURLINGTON (IA) -22 CHICAGO (IL)	4507	271474	1306623
IA-IL	34 DES MOINES (IA) -107 NAPERVILLE (IL)	4668	384869	1465801
IA-IL	22 CHICAGO (IL) -111 NEWTON (IA)	4754	329898	1444175
IA-IL	34 DES MOINES (IA) -62 HOMEWOOD (IL)	4978	462728	1819319
IA-IL	22 CHICAGO (IL) -115 OSCEOLA (IA)	5137	487536	2414231
IA-IL	22 CHICAGO (IL) -117 OTTUMWA (IA)	5896	462378	2299461
IA-IL	22 CHICAGO (IL) -104 MT. PLEASANT (IA)	6132	422778	2103256

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IA-IL	19 CEDAR RAPIDS(BUS-IA) -62 HOMEWOOD (IL)	7324	480452	1994787
IA-IL	71 JOLIET (IL) -131 ROCK ISLAND (IA)	7410	362767	1511558
IA-IL	62 HOMEWOOD (IL) -67 IOWA CITY (IA)	8185	504947	2005364
IA-IL	107 NAPERVILLE (IL) -131 ROCK ISLAND (IA)	13306	438453	1822905
IA-IL	62 HOMEWOOD (IL) -131 ROCK ISLAND (IA)	14326	677222	2701675
IA-IL	22 CHICAGO (IL) -34 DES MOINES (IA)	14542	1284331	4953102
IA-IL	19 CEDAR RAPIDS(BUS-IA) -22 CHICAGO (IL)	17840	988708	4403336
IA-IL	22 CHICAGO (IL) -67 IOWA CITY (IA)	18730	1005432	4088004
IA-IL	22 CHICAGO (IL) -131 ROCK ISLAND (IA)	50169	1926721	8204221
IA-IN	49 FT. DODGE(BUS-IA) -94 MARCELINE	3	332	1678
IA-IN	33 DEFIANCE (IN) -48 FORT MADISON (IA)	3	349	1591
IA-IN	49 FT. DODGE(BUS-IA) -59 HMI-WTG-DET (IN)	4	394	1955
IA-IN	28 CRESTON (IA) -101 MICHIGAN CITY (IN)	5	528	2657
IA-IN	115 OSCEOLA (IA) -149 TERRE HAUTE(BUS-IN)	5	743	3742
IA-IN	59 HMI-WTG-DET (IN) -161 WEBSTER CITY(BUS-IA)	6	530	2574
IA-IN	94 MARCELINE -161 WEBSTER CITY(BUS-IA)	6	828	4121
IA-IN	33 DEFIANCE (IN) -117 OTTUMWA (IA)	8	1010	4716
IA-IN	49 FT. DODGE(BUS-IA) -156 WARSAW (IN)	9	1032	4941
IA-IN	158 WATERLOO (BUS-IN) -161 WEBSTER CITY(BUS-IA)	10	1213	5783
IA-IN	49 FT. DODGE(BUS-IA) -101 MICHIGAN CITY (IN)	10	996	4959
IA-IN	49 FT. DODGE(BUS-IA) -158 WATERLOO (BUS-IN)	11	1352	6547
IA-IN	33 DEFIANCE (IN) -104 MT. PLEASANT (IA)	11	1221	5661
IA-IN	48 FORT MADISON (IA) -156 WARSAW (IN)	11	1008	4735
IA-IN	14 BURLINGTON (IA) -33 DEFIANCE (IN)	12	1350	6149
IA-IN	49 FT. DODGE(BUS-IA) -121 PLYMOUTH (IN)	12	1328	6431
IA-IN	49 FT. DODGE(BUS-IA) -80 LAFAYETTE (IN)	14	1646	7947
IA-IN	131 ROCK ISLAND (IA) -149 TERRE HAUTE(BUS-IN)	15	1227	5881
IA-IN	33 DEFIANCE (IN) -67 IOWA CITY (IA)	15	1469	6231
IA-IN	80 LAFAYETTE (IN) -161 WEBSTER CITY(BUS-IA)	17	1969	9346
IA-IN	156 WARSAW (IN) -161 WEBSTER CITY(BUS-IA)	17	1917	9020
IA-IN	104 MT. PLEASANT (IA) -121 PLYMOUTH (IN)	17	1488	7230
IA-IN	53 GARY INTERNATIONAL AIRPORT (IN) -161 WEBSTER CITY(BUS-IA)	17	1592	7786
IA-IN	10 BLOOMINGTON(BUS-IN) -14 BURLINGTON (IA)	18	2132	10493
IA-IN	33 DEFIANCE (IN) -115 OSCEOLA (IA)	19	2605	12268
IA-IN	101 MICHIGAN CITY (IN) -161 WEBSTER CITY(BUS-IA)	20	1910	9329
IA-IN	104 MT. PLEASANT (IA) -156 WARSAW (IN)	20	1889	9054
IA-IN	115 OSCEOLA (IA) -156 WARSAW (IN)	21	2514	12181
IA-IN	117 OTTUMWA (IA) -156 WARSAW (IN)	22	2269	10926
IA-IN	101 MICHIGAN CITY (IN) -115 OSCEOLA (IA)	22	2280	11484
IA-IN	121 PLYMOUTH (IN) -161 WEBSTER CITY(BUS-IA)	22	2389	11354
IA-IN	117 OTTUMWA (IA) -121 PLYMOUTH (IN)	23	2245	10945
IA-IN	111 NEWTON (IA) -149 TERRE HAUTE(BUS-IN)	24	2845	13127
IA-IN	48 FORT MADISON (IA) -158 WATERLOO (BUS-IN)	24	2522	12044
IA-IN	101 MICHIGAN CITY (IN) -117 OTTUMWA (IA)	25	2212	11142
IA-IN	14 BURLINGTON (IA) -156 WARSAW (IN)	26	2314	10870
IA-IN	48 FORT MADISON (IA) -149 TERRE HAUTE(BUS-IN)	26	2860	14201
IA-IN	3 AMES(BUS-IA) -52 GARY INTERNATIONAL AIRPORT	30	2601	11965
IA-IN	101 MICHIGAN CITY (IN) -104 MT. PLEASANT (IA)	30	2377	11971
IA-IN	14 BURLINGTON (IA) -121 PLYMOUTH (IN)	30	2557	12166
IA-IN	26 COLUMBUS(BUS-IN) -111 NEWTON (IA)	31	3737	16966
IA-IN	14 BURLINGTON (IA) -158 WATERLOO (BUS-IN)	31	3183	15199
IA-IN	14 BURLINGTON (IA) -101 MICHIGAN CITY (IN)	32	2360	11637
IA-IN	59 HMI-WTG-DET (IN) -117 OTTUMWA (IA)	35	2797	14049
IA-IN	10 BLOOMINGTON(BUS-IN) -117 OTTUMWA (IA)	36	4644	23185
IA-IN	52 GARY INTERNATIONAL AIRPORT -111 NEWTON (IA)	36	2715	11949
IA-IN	59 HMI-WTG-DET (IN) -111 NEWTON (IA)	37	2738	11931
IA-IN	3 AMES(BUS-IA) -94 MARCELINE	37	4710	21894
IA-IN	3 AMES(BUS-IA) -158 WATERLOO (BUS-IN)	42	5110	23276
IA-IN	10 BLOOMINGTON(BUS-IN) -111 NEWTON (IA)	45	5532	25392
IA-IN	115 OSCEOLA (IA) -158 WATERLOO (BUS-IN)	45	5972	29216
IA-IN	18 CEDAR FALLS (BUS-IA) -52 GARY INTERNATIONAL AIRPORT	46	2922	15439
IA-IN	3 AMES(BUS-IA) -59 HMI-WTG-DET (IN)	49	4459	19109
IA-IN	14 BURLINGTON (IA) -26 COLUMBUS(BUS-IN)	49	5612	27337

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IA-IN	117 OTTUMWA (IA) -158 WATERLOO (BUS-IN)	51	5945	28967
IA-IN	67 IOWA CITY (IA) -149 TERRE HAUTE(BUS-IN)	54	5166	24321
IA-IN	104 MT. PLEASANT (IA) -158 WATERLOO (BUS-IN)	55	5857	28452
IA-IN	3 AMES(BUS-IA) -33 DEFIANCE (IN)	58	7499	32838
IA-IN	28 CRESTON (IA) -65 INDIANAPOLIS (IN)	60	8790	42308
IA-IN	18 CEDAR FALLS (BUS-IA) -59 HMI-WTG-DET (IN)	67	4163	21831
IA-IN	18 CEDAR FALLS (BUS-IA) -94 MARCELINE	69	7081	36183
IA-IN	80 LAFAYETTE (IN) -115 OSCEOLA (IA)	71	8747	42698
IA-IN	67 IOWA CITY (IA) -158 WATERLOO (BUS-IN)	76	6803	30404
IA-IN	34 DES MOINES (IA) -158 WATERLOO (BUS-IN)	80	9504	41767
IA-IN	18 CEDAR FALLS (BUS-IA) -158 WATERLOO (BUS-IN)	82	8067	40207
IA-IN	34 DES MOINES (IA) -94 MARCELINE	85	10593	47567
IA-IN	34 DES MOINES (IA) -156 WARSAW (IN)	97	10296	44082
IA-IN	19 CEDAR RAPIDS(BUS-IA) -52 GARY INTERNATIONAL AIRPORT	100	5732	27300
IA-IN	104 MT. PLEASANT (IA) -149 TERRE HAUTE(BUS-IN)	104	11827	59571
IA-IN	3 AMES(BUS-IA) -101 MICHIGAN CITY (IN)	106	10508	45644
IA-IN	3 AMES(BUS-IA) -156 WARSAW (IN)	108	12226	52381
IA-IN	53 GARY INTERNATIONAL AIRPORT (IN) -111 NEWTON (IA)	113	8468	37275
IA-IN	101 MICHIGAN CITY (IN) -111 NEWTON (IA)	115	9348	41416
IA-IN	18 CEDAR FALLS (BUS-IA) -33 DEFIANCE (IN)	115	12640	58020
IA-IN	52 GARY INTERNATIONAL AIRPORT -131 ROCK ISLAND (IA)	115	4762	21819
IA-IN	66 INDIANAPOLIS AIRPORT (IN) -131 ROCK ISLAND (IA)	119	9811	43177
IA-IN	33 DEFIANCE (IN) -34 DES MOINES (IA)	124	15783	66676
IA-IN	19 CEDAR RAPIDS(BUS-IA) -66 INDIANAPOLIS AIRPORT (IN)	125	12309	55827
IA-IN	34 DES MOINES (IA) -52 GARY INTERNATIONAL AIRPORT	126	10572	46254
IA-IN	3 AMES(BUS-IA) -53 GARY INTERNATIONAL AIRPORT (IN)	127	11054	50854
IA-IN	50 FT. WAYNE(IN) -115 OSCEOLA (IA)	132	17061	81455
IA-IN	34 DES MOINES (IA) -101 MICHIGAN CITY (IN)	135	12471	53528
IA-IN	53 GARY INTERNATIONAL AIRPORT (IN) -67 IOWA CITY (IA)	138	7555	33897
IA-IN	117 OTTUMWA (IA) -149 TERRE HAUTE(BUS-IN)	142	17480	88044
IA-IN	111 NEWTON (IA) -121 PLYMOUTH (IN)	146	13316	57544
IA-IN	3 AMES(BUS-IA) -121 PLYMOUTH (IN)	149	15916	68776
IA-IN	34 DES MOINES (IA) -59 HMI-WTG-DET (IN)	153	13738	54952
IA-IN	18 CEDAR FALLS (BUS-IA) -53 GARY INTERNATIONAL AIRPORT (IN)	155	9796	51761
IA-IN	14 BURLINGTON (IA) -80 LAFAYETTE (IN)	156	14631	69492
IA-IN	14 BURLINGTON (IA) -65 INDIANAPOLIS (IN)	162	17759	82877
IA-IN	14 BURLINGTON (IA) -149 TERRE HAUTE(BUS-IN)	171	20528	93463
IA-IN	18 CEDAR FALLS (BUS-IA) -80 LAFAYETTE (IN)	182	16127	80300
IA-IN	34 DES MOINES (IA) -121 PLYMOUTH (IN)	183	18971	78403
IA-IN	67 IOWA CITY (IA) -94 MARCELINE	188	17250	82321
IA-IN	18 CEDAR FALLS (BUS-IA) -156 WARSAW (IN)	188	17070	79123
IA-IN	18 CEDAR FALLS (BUS-IA) -101 MICHIGAN CITY (IN)	188	13789	68463
IA-IN	3 AMES(BUS-IA) -80 LAFAYETTE (IN)	194	22379	98461
IA-IN	19 CEDAR RAPIDS(BUS-IA) -59 HMI-WTG-DET (IN)	219	13307	58307
IA-IN	59 HMI-WTG-DET (IN) -131 ROCK ISLAND (IA)	237	10173	43054
IA-IN	18 CEDAR FALLS (BUS-IA) -121 PLYMOUTH (IN)	246	20792	97595
IA-IN	19 CEDAR RAPIDS(BUS-IA) -94 MARCELINE	274	26673	127764
IA-IN	67 IOWA CITY (IA) -80 LAFAYETTE (IN)	274	21902	96414
IA-IN	19 CEDAR RAPIDS(BUS-IA) -158 WATERLOO (BUS-IN)	282	28192	120622
IA-IN	131 ROCK ISLAND (IA) -158 WATERLOO (BUS-IN)	284	22672	97556
IA-IN	18 CEDAR FALLS (BUS-IA) -65 INDIANAPOLIS (IN)	294	31113	151180
IA-IN	67 IOWA CITY (IA) -121 PLYMOUTH (IN)	314	22060	96268
IA-IN	67 IOWA CITY (IA) -156 WARSAW (IN)	326	25047	108346
IA-IN	14 BURLINGTON (IA) -50 FT. WAYNE(IN)	327	31684	145913
IA-IN	19 CEDAR RAPIDS(BUS-IA) -33 DEFIANCE (IN)	334	35099	148131
IA-IN	3 AMES(BUS-IA) -65 INDIANAPOLIS (IN)	335	43479	194745
IA-IN	67 IOWA CITY (IA) -101 MICHIGAN CITY (IN)	396	26356	108872
IA-IN	94 MARCELINE -131 ROCK ISLAND (IA)	426	34415	163071
IA-IN	19 CEDAR RAPIDS(BUS-IA) -53 GARY INTERNATIONAL AIRPORT (IN)	486	29976	132813
IA-IN	33 DEFIANCE (IN) -131 ROCK ISLAND (IA)	512	45138	183636
IA-IN	19 CEDAR RAPIDS(BUS-IA) -156 WARSAW (IN)	569	48290	204851
IA-IN	34 DES MOINES (IA) -53 GARY INTERNATIONAL AIRPORT (IN)	569	51653	208331
IA-IN	19 CEDAR RAPIDS(BUS-IA) -101 MICHIGAN CITY (IN)	571	38799	173002

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IA-IN	28 CRESTON (IA) -50 FT. WAYNE(IN)	590	80417	384962
IA-IN	19 CEDAR RAPIDS(BUS-IA) -80 LAFAYETTE (IN)	629	53403	238865
IA-IN	53 GARY INTERNATIONAL AIRPORT (IN) -131 ROCK ISLAND (IA)	657	28932	124198
IA-IN	34 DES MOINES (IA) -80 LAFAYETTE (IN)	687	74859	324823
IA-IN	19 CEDAR RAPIDS(BUS-IA) -121 PLYMOUTH (IN)	794	62514	265960
IA-IN	101 MICHIGAN CITY (IN) -131 ROCK ISLAND (IA)	818	41226	179191
IA-IN	131 ROCK ISLAND (IA) -156 WARSAW (IN)	830	55940	229114
IA-IN	80 LAFAYETTE (IN) -131 ROCK ISLAND (IA)	865	58573	256187
IA-IN	19 CEDAR RAPIDS(BUS-IA) -65 INDIANAPOLIS (IN)	1134	123381	514834
IA-IN	121 PLYMOUTH (IN) -131 ROCK ISLAND (IA)	1151	70280	288972
IA-IN	34 DES MOINES (IA) -65 INDIANAPOLIS (IN)	1269	160415	694045
IA-IN	65 INDIANAPOLIS (IN) -131 ROCK ISLAND (IA)	1511	136450	558895
IA-IN	50 FT. WAYNE(IN) -117 OTTUMWA (IA)	1526	183133	822380
IA-IN	50 FT. WAYNE(IN) -104 MT. PLEASANT (IA)	1753	197448	862364
IA-IN	50 FT. WAYNE(IN) -111 NEWTON (IA)	1838	205651	840011
IA-IN	50 FT. WAYNE(IN) -131 ROCK ISLAND (IA)	1893	147154	596297
IA-IN	48 FORT MADISON (IA) -50 FT. WAYNE(IN)	2783	304056	1291314
IA-IN	50 FT. WAYNE(IN) -67 IOWA CITY (IA)	4556	421200	1690413
IA-KS	111 NEWTON (IA) -152 TOPEKA(BUS-KS)	41	5714	28425
IA-KS	82 LAWRENCE(BUS-KS) -131 ROCK ISLAND (IA)	42	4356	22212
IA-KS	131 ROCK ISLAND (IA) -152 TOPEKA(BUS-KS)	52	5637	28461
IA-KS	82 LAWRENCE(BUS-KS) -111 NEWTON (IA)	63	8584	41823
IA-KS	67 IOWA CITY (IA) -82 LAWRENCE(BUS-KS)	78	9526	45055
IA-KS	67 IOWA CITY (IA) -152 TOPEKA(BUS-KS)	92	11324	55692
IA-KY	88 LOUISVILLE(BUS-KY) -104 MT. PLEASANT (IA)	108	13614	71126
IA-KY	14 BURLINGTON (IA) -88 LOUISVILLE(BUS-KY)	148	18037	93191
IA-KY	88 LOUISVILLE(BUS-KY) -117 OTTUMWA (IA)	152	20595	107331
IA-KY	48 FORT MADISON (IA) -88 LOUISVILLE(BUS-KY)	158	19201	99203
IA-KY	67 IOWA CITY (IA) -88 LOUISVILLE(BUS-KY)	780	84234	418004
IA-MI	49 FT. DODGE(BUS-IA) -112 NILES (MI)	3	350	1748
IA-MI	28 CRESTON (IA) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	3	418	1978
IA-MI	8 BANGOR (MI) -28 CRESTON (IA)	4	522	2430
IA-MI	8 BANGOR (MI) -49 FT. DODGE(BUS-IA)	5	593	2711
IA-MI	8 BANGOR (MI) -48 FORT MADISON (IA)	7	634	2810
IA-MI	49 FT. DODGE(BUS-IA) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	7	771	3592
IA-MI	2 ALBION (MI) -14 BURLINGTON (IA)	7	629	3329
IA-MI	37 DOWAGIAC (MI) -49 FT. DODGE(BUS-IA)	8	870	4413
IA-MI	8 BANGOR (MI) -161 WEBSTER CITY(BUS-IA)	9	1138	5107
IA-MI	112 NILES (MI) -161 WEBSTER CITY(BUS-IA)	10	1013	4971
IA-MI	14 BURLINGTON (IA) -37 DOWAGIAC (MI)	10	849	4296
IA-MI	8 BANGOR (MI) -117 OTTUMWA (IA)	11	1250	5720
IA-MI	8 BANGOR (MI) -14 BURLINGTON (IA)	13	1216	5371
IA-MI	2 ALBION (MI) -48 FORT MADISON (IA)	13	1235	6506
IA-MI	28 CRESTON (IA) -123 PONTIAC (MI)	13	1969	10529
IA-MI	8 BANGOR (MI) -104 MT. PLEASANT (IA)	14	1443	6540
IA-MI	48 FORT MADISON (IA) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	14	1279	5789
IA-MI	8 BANGOR (MI) -115 OSCEOLA (IA)	15	1853	8585
IA-MI	4 ANCHORVILLE(BUS-MI) -28 CRESTON (IA)	15	2220	12136
IA-MI	28 CRESTON (IA) -68 JACKSON (MI)	15	1974	10502
IA-MI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -161 WEBSTER CITY(BUS-IA)	15	1672	7641
IA-MI	37 DOWAGIAC (MI) -115 OSCEOLA (IA)	18	2058	10544
IA-MI	37 DOWAGIAC (MI) -161 WEBSTER CITY(BUS-IA)	19	1963	9793
IA-MI	9 BATTLE CREEK (MI) -28 CRESTON (IA)	20	2568	13543
IA-MI	106 MUSKEGON(BUS-MI) -115 OSCEOLA (IA)	21	2744	14622
IA-MI	49 FT. DODGE(BUS-IA) -73 KALAMAZOO (MI)	22	2535	12878
IA-MI	115 OSCEOLA (IA) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	22	2657	12537
IA-MI	49 FT. DODGE(BUS-IA) -61 HOLLAND (MI)	23	3008	15142
IA-MI	28 CRESTON (IA) -73 KALAMAZOO (MI)	23	2883	14766
IA-MI	89 LUDINGTON(BUS-MI) -111 NEWTON (IA)	24	2739	14222
IA-MI	28 CRESTON (IA) -61 HOLLAND (MI)	26	3659	18567
IA-MI	5 ANN ARBOR (MI) -28 CRESTON (IA)	28	3911	20997
IA-MI	117 OTTUMWA (IA) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	29	2978	13905
IA-MI	14 BURLINGTON (IA) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	30	2678	12115

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IA-MI	104 MT. PLEASANT (IA) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	34	3141	14551
IA-MI	48 FORT MADISON (IA) -61 HOLLAND (MI)	35	3679	18447
IA-MI	73 KALAMAZOO (MI) -161 WEBSTER CITY(BUS-IA)	35	3951	19752
IA-MI	48 FORT MADISON (IA) -73 KALAMAZOO (MI)	35	3144	15937
IA-MI	61 HOLLAND (MI) -161 WEBSTER CITY(BUS-IA)	36	4666	23156
IA-MI	9 BATTLE CREEK (MI) -48 FORT MADISON (IA)	38	3413	18029
IA-MI	9 BATTLE CREEK (MI) -161 WEBSTER CITY(BUS-IA)	39	4406	22773
IA-MI	3 AMES(BUS-IA) -8 BANGOR (MI)	39	4663	19158
IA-MI	28 CRESTON (IA) -31 DEARBORN (MI)	39	5649	30258
IA-MI	28 CRESTON (IA) -35 DETROIT (MI)	39	5747	30778
IA-MI	4 ANCHORVILLE(BUS-MI) -14 BURLINGTON (IA)	40	4200	23411
IA-MI	42 EAST LANSING (MI) -111 NEWTON (IA)	40	4327	20585
IA-MI	42 EAST LANSING (MI) -48 FORT MADISON (IA)	43	4398	22636
IA-MI	2 ALBION (MI) -3 AMES(BUS-IA)	45	5161	25548
IA-MI	48 FORT MADISON (IA) -68 JACKSON (MI)	48	4656	24874
IA-MI	68 JACKSON (MI) -115 OSCEOLA (IA)	48	6108	32576
IA-MI	3 AMES(BUS-IA) -112 NILES (MI)	51	5390	23932
IA-MI	9 BATTLE CREEK (MI) -115 OSCEOLA (IA)	52	6157	32554
IA-MI	48 FORT MADISON (IA) -123 PONTIAC (MI)	52	6007	32298
IA-MI	48 FORT MADISON (IA) -133 ROYAL OAK (MI)	53	6042	32543
IA-MI	28 CRESTON (IA) -55 GRAND RAPIDS (MI)	55	7341	37950
IA-MI	111 NEWTON (IA) -112 NILES (MI)	56	4937	22191
IA-MI	5 ANN ARBOR (MI) -48 FORT MADISON (IA)	58	5993	32410
IA-MI	73 KALAMAZOO (MI) -115 OSCEOLA (IA)	58	6934	35548
IA-MI	67 IOWA CITY (IA) -112 NILES (MI)	59	4026	18486
IA-MI	61 HOLLAND (MI) -115 OSCEOLA (IA)	59	8040	40811
IA-MI	61 HOLLAND (MI) -117 OTTUMWA (IA)	59	7100	36078
IA-MI	4 ANCHORVILLE(BUS-MI) -104 MT. PLEASANT (IA)	61	7236	40398
IA-MI	4 ANCHORVILLE(BUS-MI) -48 FORT MADISON (IA)	66	7549	41777
IA-MI	8 BANGOR (MI) -18 CEDAR FALLS (BUS-IA)	67	6198	28719
IA-MI	106 MUSKEGON(BUS-MI) -111 NEWTON (IA)	68	7473	36889
IA-MI	68 JACKSON (MI) -117 OTTUMWA (IA)	69	7684	41308
IA-MI	106 MUSKEGON(BUS-MI) -131 ROCK ISLAND (IA)	69	5240	27646
IA-MI	61 HOLLAND (MI) -104 MT. PLEASANT (IA)	70	7704	39174
IA-MI	48 FORT MADISON (IA) -106 MUSKEGON(BUS-MI)	71	7251	38685
IA-MI	73 KALAMAZOO (MI) -104 MT. PLEASANT (IA)	71	6668	34344
IA-MI	4 ANCHORVILLE(BUS-MI) -117 OTTUMWA (IA)	72	9165	50804
IA-MI	34 DES MOINES (IA) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	73	7587	31347
IA-MI	68 JACKSON (MI) -104 MT. PLEASANT (IA)	73	7387	39943
IA-MI	8 BANGOR (MI) -34 DES MOINES (IA)	74	8302	33842
IA-MI	14 BURLINGTON (IA) -73 KALAMAZOO (MI)	75	6565	33279
IA-MI	18 CEDAR FALLS (BUS-IA) -40 DURAND (MI)	75	7752	41000
IA-MI	73 KALAMAZOO (MI) -117 OTTUMWA (IA)	76	7809	40137
IA-MI	4 ANCHORVILLE(BUS-MI) -115 OSCEOLA (IA)	76	10985	60276
IA-MI	3 AMES(BUS-IA) -37 DOWAGIAC (MI)	78	8247	37427
IA-MI	14 BURLINGTON (IA) -61 HOLLAND (MI)	79	8210	41161
IA-MI	111 NEWTON (IA) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	80	7678	31719
IA-MI	117 OTTUMWA (IA) -123 PONTIAC (MI)	81	10408	56219
IA-MI	9 BATTLE CREEK (MI) -117 OTTUMWA (IA)	82	8525	45402
IA-MI	2 ALBION (MI) -18 CEDAR FALLS (BUS-IA)	84	7502	41436
IA-MI	9 BATTLE CREEK (MI) -104 MT. PLEASANT (IA)	85	8023	42954
IA-MI	5 ANN ARBOR (MI) -115 OSCEOLA (IA)	92	12227	65840
IA-MI	31 DEARBORN (MI) -48 FORT MADISON (IA)	97	10600	57124
IA-MI	42 EAST LANSING (MI) -104 MT. PLEASANT (IA)	98	10420	54356
IA-MI	48 FORT MADISON (IA) -89 LUDINGTON(BUS-MI)	99	10729	59937
IA-MI	18 CEDAR FALLS (BUS-IA) -112 NILES (MI)	100	8213	39997
IA-MI	104 MT. PLEASANT (IA) -123 PONTIAC (MI)	101	12117	65797
IA-MI	3 AMES(BUS-IA) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	102	11482	47431
IA-MI	31 DEARBORN (MI) -115 OSCEOLA (IA)	104	14364	77148
IA-MI	14 BURLINGTON (IA) -42 EAST LANSING (MI)	105	10707	55107
IA-MI	35 DETROIT (MI) -48 FORT MADISON (IA)	106	11767	63393
IA-MI	5 ANN ARBOR (MI) -104 MT. PLEASANT (IA)	108	11644	63650
IA-MI	9 BATTLE CREEK (MI) -14 BURLINGTON (IA)	110	9681	51184

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IA-MI	14 BURLINGTON (IA) -68 JACKSON (MI)	110	10528	56309
IA-MI	5 ANN ARBOR (MI) -117 OTTUMWA (IA)	111	12969	70447
IA-MI	42 EAST LANSING (MI) -117 OTTUMWA (IA)	117	13503	70237
IA-MI	31 DEARBORN (MI) -104 MT. PLEASANT (IA)	117	13300	72426
IA-MI	67 IOWA CITY (IA) -106 MUSKEGON(BUS-MI)	119	10559	53987
IA-MI	89 LUDINGTON(BUS-MI) -131 ROCK ISLAND (IA)	122	9845	55283
IA-MI	31 DEARBORN (MI) -117 OTTUMWA (IA)	123	15046	81461
IA-MI	34 DES MOINES (IA) -37 DOWAGIAC (MI)	129	12671	57714
IA-MI	35 DETROIT (MI) -115 OSCEOLA (IA)	131	18324	98404
IA-MI	18 CEDAR FALLS (BUS-IA) -37 DOWAGIAC (MI)	133	10293	54999
IA-MI	89 LUDINGTON(BUS-MI) -117 OTTUMWA (IA)	135	16340	91339
IA-MI	48 FORT MADISON (IA) -55 GRAND RAPIDS (MI)	136	13378	68744
IA-MI	42 EAST LANSING (MI) -67 IOWA CITY (IA)	138	12186	59631
IA-MI	34 DES MOINES (IA) -112 NILES (MI)	138	14465	59930
IA-MI	2 ALBION (MI) -34 DES MOINES (IA)	140	15423	73863
IA-MI	67 IOWA CITY (IA) -89 LUDINGTON(BUS-MI)	147	13826	74845
IA-MI	55 GRAND RAPIDS (MI) -115 OSCEOLA (IA)	147	18783	97229
IA-MI	35 DETROIT (MI) -104 MT. PLEASANT (IA)	148	16964	92338
IA-MI	35 DETROIT (MI) -117 OTTUMWA (IA)	149	18540	100351
IA-MI	37 DOWAGIAC (MI) -67 IOWA CITY (IA)	150	10317	48685
IA-MI	55 GRAND RAPIDS (MI) -111 NEWTON (IA)	150	16885	75026
IA-MI	18 CEDAR FALLS (BUS-IA) -81 LAPEER (MI)	151	16684	88371
IA-MI	104 MT. PLEASANT (IA) -106 MUSKEGON(BUS-MI)	156	17294	89932
IA-MI	3 AMES(BUS-IA) -68 JACKSON (MI)	163	18874	94761
IA-MI	3 AMES(BUS-IA) -61 HOLLAND (MI)	171	21265	101283
IA-MI	18 CEDAR FALLS (BUS-IA) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	176	15679	70476
IA-MI	89 LUDINGTON(BUS-MI) -104 MT. PLEASANT (IA)	183	20516	115634
IA-MI	5 ANN ARBOR (MI) -14 BURLINGTON (IA)	187	19169	101163
IA-MI	3 AMES(BUS-IA) -9 BATTLE CREEK (MI)	188	20406	100974
IA-MI	8 BANGOR (MI) -131 ROCK ISLAND (IA)	190	13774	53534
IA-MI	46 FLINT (MI) -48 FORT MADISON (IA)	191	21238	109077
IA-MI	14 BURLINGTON (IA) -89 LUDINGTON(BUS-MI)	193	20755	115970
IA-MI	67 IOWA CITY (IA) -68 JACKSON (MI)	193	16198	82742
IA-MI	34 DES MOINES (IA) -68 JACKSON (MI)	196	22136	107703
IA-MI	3 AMES(BUS-IA) -73 KALAMAZOO (MI)	197	21264	101433
IA-MI	106 MUSKEGON(BUS-MI) -117 OTTUMWA (IA)	197	23352	122440
IA-MI	14 BURLINGTON (IA) -31 DEARBORN (MI)	205	22363	116679
IA-MI	8 BANGOR (MI) -19 CEDAR RAPIDS(BUS-IA)	222	20356	81325
IA-MI	14 BURLINGTON (IA) -35 DETROIT (MI)	233	25263	136328
IA-MI	14 BURLINGTON (IA) -106 MUSKEGON(BUS-MI)	234	24773	127649
IA-MI	34 DES MOINES (IA) -73 KALAMAZOO (MI)	234	24594	113021
IA-MI	67 IOWA CITY (IA) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	255	19258	79321
IA-MI	19 CEDAR RAPIDS(BUS-IA) -112 NILES (MI)	271	20357	92271
IA-MI	19 CEDAR RAPIDS(BUS-IA) -40 DURAND (MI)	272	28301	133235
IA-MI	2 ALBION (MI) -19 CEDAR RAPIDS(BUS-IA)	293	26706	127446
IA-MI	18 CEDAR FALLS (BUS-IA) -68 JACKSON (MI)	303	28025	156819
IA-MI	4 ANCHORVILLE(BUS-MI) -18 CEDAR FALLS (BUS-IA)	306	33485	192776
IA-MI	18 CEDAR FALLS (BUS-IA) -46 FLINT (MI)	319	33842	180916
IA-MI	40 DURAND (MI) -131 ROCK ISLAND (IA)	325	28130	131469
IA-MI	3 AMES(BUS-IA) -55 GRAND RAPIDS (MI)	335	39320	190789
IA-MI	5 ANN ARBOR (MI) -18 CEDAR FALLS (BUS-IA)	343	33738	190586
IA-MI	34 DES MOINES (IA) -61 HOLLAND (MI)	346	41997	193683
IA-MI	9 BATTLE CREEK (MI) -18 CEDAR FALLS (BUS-IA)	352	31207	166075
IA-MI	46 FLINT (MI) -104 MT. PLEASANT (IA)	356	41034	213373
IA-MI	55 GRAND RAPIDS (MI) -104 MT. PLEASANT (IA)	356	37898	190625
IA-MI	3 AMES(BUS-IA) -42 EAST LANSING (MI)	365	43993	214096
IA-MI	46 FLINT (MI) -117 OTTUMWA (IA)	366	45661	236874
IA-MI	2 ALBION (MI) -131 ROCK ISLAND (IA)	371	27358	130256
IA-MI	19 CEDAR RAPIDS(BUS-IA) -81 LAPEER (MI)	378	39605	198528
IA-MI	18 CEDAR FALLS (BUS-IA) -61 HOLLAND (MI)	383	40427	202130
IA-MI	55 GRAND RAPIDS (MI) -117 OTTUMWA (IA)	391	45055	227623
IA-MI	18 CEDAR FALLS (BUS-IA) -73 KALAMAZOO (MI)	395	36196	177865
IA-MI	112 NILES (MI) -131 ROCK ISLAND (IA)	418	23961	107010

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IA-MI	5 ANN ARBOR (MI) -34 DES MOINES (IA)	422	50093	247745
IA-MI	14 BURLINGTON (IA) -55 GRAND RAPIDS (MI)	433	44006	218351
IA-MI	9 BATTLE CREEK (MI) -67 IOWA CITY (IA)	443	33855	169744
IA-MI	19 CEDAR RAPIDS(BUS-IA) -37 DOWAGIAC (MI)	443	34035	156497
IA-MI	14 BURLINGTON (IA) -46 FLINT (MI)	465	51429	264162
IA-MI	9 BATTLE CREEK (MI) -34 DES MOINES (IA)	489	51565	246487
IA-MI	18 CEDAR FALLS (BUS-IA) -42 EAST LANSING (MI)	493	47677	256425
IA-MI	34 DES MOINES (IA) -133 ROYAL OAK (MI)	494	63482	314958
IA-MI	34 DES MOINES (IA) -123 PONTIAC (MI)	520	68013	337414
IA-MI	19 CEDAR RAPIDS(BUS-IA) -124 PORT HURON (MI)	520	60210	296638
IA-MI	19 CEDAR RAPIDS(BUS-IA) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	528	44005	178891
IA-MI	31 DEARBORN (MI) -34 DES MOINES (IA)	533	66358	328564
IA-MI	5 ANN ARBOR (MI) -67 IOWA CITY (IA)	545	48819	253787
IA-MI	37 DOWAGIAC (MI) -131 ROCK ISLAND (IA)	581	33957	156193
IA-MI	18 CEDAR FALLS (BUS-IA) -31 DEARBORN (MI)	588	61300	344255
IA-MI	81 LAPEER (MI) -131 ROCK ISLAND (IA)	603	58086	265834
IA-MI	18 CEDAR FALLS (BUS-IA) -55 GRAND RAPIDS (MI)	630	64444	317007
IA-MI	18 CEDAR FALLS (BUS-IA) -35 DETROIT (MI)	640	67759	380172
IA-MI	131 ROCK ISLAND (IA) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	640	41706	163284
IA-MI	61 HOLLAND (MI) -67 IOWA CITY (IA)	657	60714	288528
IA-MI	34 DES MOINES (IA) -55 GRAND RAPIDS (MI)	673	76675	359895
IA-MI	67 IOWA CITY (IA) -123 PONTIAC (MI)	694	70637	366471
IA-MI	46 FLINT (MI) -67 IOWA CITY (IA)	717	70015	343469
IA-MI	34 DES MOINES (IA) -35 DETROIT (MI)	725	91541	453676
IA-MI	124 PORT HURON (MI) -131 ROCK ISLAND (IA)	770	82151	374035
IA-MI	67 IOWA CITY (IA) -73 KALAMAZOO (MI)	794	60214	286621
IA-MI	31 DEARBORN (MI) -67 IOWA CITY (IA)	807	77075	400042
IA-MI	4 ANCHORVILLE(BUS-MI) -131 ROCK ISLAND (IA)	822	77961	397699
IA-MI	4 ANCHORVILLE(BUS-MI) -19 CEDAR RAPIDS(BUS-IA)	831	85875	471926
IA-MI	19 CEDAR RAPIDS(BUS-IA) -46 FLINT (MI)	835	83758	423174
IA-MI	35 DETROIT (MI) -67 IOWA CITY (IA)	1003	97531	506386
IA-MI	19 CEDAR RAPIDS(BUS-IA) -61 HOLLAND (MI)	1014	102073	473335
IA-MI	9 BATTLE CREEK (MI) -19 CEDAR RAPIDS(BUS-IA)	1035	88191	425414
IA-MI	19 CEDAR RAPIDS(BUS-IA) -68 JACKSON (MI)	1068	99814	487216
IA-MI	19 CEDAR RAPIDS(BUS-IA) -73 KALAMAZOO (MI)	1168	100679	454290
IA-MI	5 ANN ARBOR (MI) -19 CEDAR RAPIDS(BUS-IA)	1222	119082	603878
IA-MI	55 GRAND RAPIDS (MI) -67 IOWA CITY (IA)	1235	104911	511388
IA-MI	19 CEDAR RAPIDS(BUS-IA) -133 ROYAL OAK (MI)	1272	129810	691981
IA-MI	19 CEDAR RAPIDS(BUS-IA) -123 PONTIAC (MI)	1301	135891	723169
IA-MI	68 JACKSON (MI) -131 ROCK ISLAND (IA)	1377	104724	512385
IA-MI	9 BATTLE CREEK (MI) -131 ROCK ISLAND (IA)	1414	94433	462253
IA-MI	5 ANN ARBOR (MI) -131 ROCK ISLAND (IA)	1443	120836	591564
IA-MI	73 KALAMAZOO (MI) -131 ROCK ISLAND (IA)	1533	101047	467651
IA-MI	19 CEDAR RAPIDS(BUS-IA) -55 GRAND RAPIDS (MI)	1575	150951	696184
IA-MI	61 HOLLAND (MI) -131 ROCK ISLAND (IA)	1690	140742	647152
IA-MI	131 ROCK ISLAND (IA) -133 ROYAL OAK (MI)	1719	160231	790767
IA-MI	19 CEDAR RAPIDS(BUS-IA) -31 DEARBORN (MI)	1732	170182	907460
IA-MI	123 PONTIAC (MI) -131 ROCK ISLAND (IA)	1740	165448	821087
IA-MI	46 FLINT (MI) -131 ROCK ISLAND (IA)	1750	155331	740330
IA-MI	19 CEDAR RAPIDS(BUS-IA) -35 DETROIT (MI)	1830	182945	975388
IA-MI	19 CEDAR RAPIDS(BUS-IA) -42 EAST LANSING (MI)	1983	196326	910192
IA-MI	31 DEARBORN (MI) -131 ROCK ISLAND (IA)	2320	208310	1020638
IA-MI	35 DETROIT (MI) -131 ROCK ISLAND (IA)	2422	219854	1087510
IA-MI	55 GRAND RAPIDS (MI) -131 ROCK ISLAND (IA)	2694	209328	964480
IA-MI	42 EAST LANSING (MI) -131 ROCK ISLAND (IA)	2945	239744	1104299
IA-MN	14 BURLINGTON (IA) -163 WINONA (MN)	5	637	2849
IA-MN	14 BURLINGTON (IA) -141 ST. CLOUD (BUS-MN)	5	933	4157
IA-MN	48 FORT MADISON (IA) -163 WINONA (MN)	7	947	4263
IA-MN	93 MANKATO(BUS-MN) -131 ROCK ISLAND (IA)	11	1428	7108
IA-MN	48 FORT MADISON (IA) -130 ROCHESTER(BUS-MN)	28	4083	19558
IA-MN	104 MT. PLEASANT (IA) -130 ROCHESTER(BUS-MN)	49	7252	35169
IA-MN	14 BURLINGTON (IA) -103 MPLS/ST.PAUL (MN)	51	8129	36397
IA-MN	130 ROCHESTER(BUS-MN) -131 ROCK ISLAND (IA)	54	6354	29395

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IA-MN	67 IOWA CITY (IA) -130 ROCHESTER(BUS-MN)	61	7931	36337
IA-MN	14 BURLINGTON (IA) -130 ROCHESTER(BUS-MN)	81	11678	55937
IA-MN	19 CEDAR RAPIDS(BUS-IA) -163 WINONA (MN)	165	21984	96465
IA-MN	48 FORT MADISON (IA) -103 MPLS/ST.PAUL (MN)	167	27837	125432
IA-MN	131 ROCK ISLAND (IA) -163 WINONA (MN)	208	24958	103999
IA-MN	129 RED WING (MN) -131 ROCK ISLAND (IA)	317	41743	178063
IA-MN	103 MPLS/ST.PAUL (MN) -131 ROCK ISLAND (IA)	2440	340092	1466718
IA-MO	84 LEES SUMMIT (MO) -131 ROCK ISLAND (IA)	4	546	2606
IA-MO	49 FT. DODGE(BUS-IA) -79 LA PLATA (MO)	4	486	2456
IA-MO	48 FORT MADISON (IA) -64 INDEPENDENCE (MO)	7	1172	5754
IA-MO	18 CEDAR FALLS (BUS-IA) -64 INDEPENDENCE (MO)	8	1370	6894
IA-MO	79 LA PLATA (MO) -161 WEBSTER CITY(BUS-IA)	9	1119	5569
IA-MO	48 FORT MADISON (IA) -70 JEFFERSON (MO)	45	6772	32830
IA-MO	19 CEDAR RAPIDS(BUS-IA) -64 INDEPENDENCE (MO)	49	8118	39124
IA-MO	48 FORT MADISON (IA) -140 SPRINGFIELD(BUS-MO)	55	8246	45425
IA-MO	3 AMES(BUS-IA) -79 LA PLATA (MO)	57	6863	31851
IA-MO	64 INDEPENDENCE (MO) -131 ROCK ISLAND (IA)	63	9420	45222
IA-MO	18 CEDAR FALLS (BUS-IA) -79 LA PLATA (MO)	113	10969	55614
IA-MO	25 COLUMBIA(BUS-MO) -48 FORT MADISON (IA)	113	4903	34126
IA-MO	111 NEWTON (IA) -142 ST. JOSEPH(BUS-MO)	115	6912	35797
IA-MO	131 ROCK ISLAND (IA) -142 ST. JOSEPH(BUS-MO)	117	11607	52967
IA-MO	58 HERMANN (MO) -131 ROCK ISLAND (IA)	133	14963	70339
IA-MO	79 LA PLATA (MO) -111 NEWTON (IA)	134	14144	65621
IA-MO	67 IOWA CITY (IA) -142 ST. JOSEPH(BUS-MO)	137	11597	54198
IA-MO	34 DES MOINES (IA) -79 LA PLATA (MO)	141	16730	74158
IA-MO	19 CEDAR RAPIDS(BUS-IA) -157 WASHINGTON (MO)	187	22955	108974
IA-MO	3 AMES(BUS-IA) -75 KANSAS CITY (MO)	218	31656	152409
IA-MO	70 JEFFERSON (MO) -131 ROCK ISLAND (IA)	263	32079	150880
IA-MO	131 ROCK ISLAND (IA) -157 WASHINGTON (MO)	327	39159	163621
IA-MO	67 IOWA CITY (IA) -79 LA PLATA (MO)	356	31559	144139
IA-MO	18 CEDAR FALLS (BUS-IA) -75 KANSAS CITY (MO)	446	54122	282110
IA-MO	19 CEDAR RAPIDS(BUS-IA) -79 LA PLATA (MO)	454	41271	196740
IA-MO	19 CEDAR RAPIDS(BUS-IA) -77 KIRKWOOD (MO)	470	53380	256073
IA-MO	34 DES MOINES (IA) -75 KANSAS CITY (MO)	477	67648	317018
IA-MO	18 CEDAR FALLS (BUS-IA) -144 ST. LOUIS (MO)	552	64167	327094
IA-MO	79 LA PLATA (MO) -131 ROCK ISLAND (IA)	713	52931	248928
IA-MO	77 KIRKWOOD (MO) -131 ROCK ISLAND (IA)	985	105249	454235
IA-MO	19 CEDAR RAPIDS(BUS-IA) -144 ST. LOUIS (MO)	1412	155924	751158
IA-MO	19 CEDAR RAPIDS(BUS-IA) -75 KANSAS CITY (MO)	1965	237607	1122087
IA-MO	75 KANSAS CITY (MO) -131 ROCK ISLAND (IA)	2401	244230	1169071
IA-MO	131 ROCK ISLAND (IA) -144 ST. LOUIS (MO)	2781	286510	1246036
IA-NE	99 MCCOOK (NE) -138 SIOUX CITY(BUS-IA)	3	196	1159
IA-NE	60 HOLDREGE (NE) -138 SIOUX CITY(BUS-IA)	3	153	946
IA-NE	34 DES MOINES (IA) -99 MCCOOK (NE)	4	382	1800
IA-NE	14 BURLINGTON (IA) -60 HOLDREGE (NE)	7	726	3659
IA-NE	57 HASTINGS (NE) -138 SIOUX CITY(BUS-IA)	7	307	1987
IA-NE	60 HOLDREGE (NE) -117 OTTUMWA (IA)	9	749	3773
IA-NE	57 HASTINGS (NE) -67 IOWA CITY (IA)	9	898	3795
IA-NE	28 CRESTON (IA) -60 HOLDREGE (NE)	10	629	3166
IA-NE	28 CRESTON (IA) -57 HASTINGS (NE)	12	600	3024
IA-NE	34 DES MOINES (IA) -60 HOLDREGE (NE)	13	1015	4522
IA-NE	60 HOLDREGE (NE) -115 OSCEOLA (IA)	15	1013	5102
IA-NE	14 BURLINGTON (IA) -99 MCCOOK (NE)	17	1949	9570
IA-NE	28 CRESTON (IA) -99 MCCOOK (NE)	18	1469	7219
IA-NE	57 HASTINGS (NE) -115 OSCEOLA (IA)	23	1349	6795
IA-NE	57 HASTINGS (NE) -131 ROCK ISLAND (IA)	24	2479	10944
IA-NE	34 DES MOINES (IA) -57 HASTINGS (NE)	25	1646	7085
IA-NE	87 LINCOLN (NE) -138 SIOUX CITY(BUS-IA)	29	681	4985
IA-NE	99 MCCOOK (NE) -117 OTTUMWA (IA)	31	3108	15434
IA-NE	60 HOLDREGE (NE) -104 MT. PLEASANT (IA)	36	3381	16818
IA-NE	57 HASTINGS (NE) -117 OTTUMWA (IA)	41	3047	15177
IA-NE	99 MCCOOK (NE) -104 MT. PLEASANT (IA)	45	5072	25066
IA-NE	14 BURLINGTON (IA) -57 HASTINGS (NE)	49	4428	21903

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IA-NE	57 HASTINGS (NE) -104 MT. PLEASANT (IA)	52	4394	21755
IA-NE	99 MCCOOK (NE) -115 OSCEOLA (IA)	66	5701	28140
IA-NE	87 LINCOLN (NE) -115 OSCEOLA (IA)	68	2678	13191
IA-NE	67 IOWA CITY (IA) -87 LINCOLN (NE)	70	5332	21739
IA-NE	87 LINCOLN (NE) -117 OTTUMWA (IA)	89	4983	24398
IA-NE	87 LINCOLN (NE) -104 MT. PLEASANT (IA)	95	6261	30729
IA-NE	14 BURLINGTON (IA) -87 LINCOLN (NE)	102	7244	35656
IA-NE	87 LINCOLN (NE) -131 ROCK ISLAND (IA)	105	8955	38285
IA-NE	19 CEDAR RAPIDS(BUS-IA) -87 LINCOLN (NE)	108	8062	36355
IA-NE	34 DES MOINES (IA) -87 LINCOLN (NE)	170	7555	32131
IA-NE	28 CRESTON (IA) -87 LINCOLN (NE)	375	12378	60744
IA-NE	67 IOWA CITY (IA) -114 OMAHA (NE)	516	33952	132032
IA-NE	19 CEDAR RAPIDS(BUS-IA) -114 OMAHA (NE)	911	58507	258679
IA-NE	114 OMAHA (NE) -131 ROCK ISLAND (IA)	2090	165660	651989
IA-NE	34 DES MOINES (IA) -114 OMAHA (NE)	2645	89680	357052
IA-OH	28 CRESTON (IA) -150 TOLEDO (OH)	6	906	4219
IA-OH	104 MT. PLEASANT (IA) -134 SANDUSKY (OH)	8	1048	4801
IA-OH	117 OTTUMWA (IA) -134 SANDUSKY (OH)	9	1280	5902
IA-OH	48 FORT MADISON (IA) -150 TOLEDO (OH)	11	1377	6177
IA-OH	24 CLEVELAND (OH) -28 CRESTON (IA)	11	2061	9500
IA-OH	3 AMES(BUS-IA) -150 TOLEDO (OH)	12	1710	7417
IA-OH	45 ELYRIA (OH) -104 MT. PLEASANT (IA)	13	1907	8663
IA-OH	14 BURLINGTON (IA) -134 SANDUSKY (OH)	14	1913	8631
IA-OH	45 ELYRIA (OH) -117 OTTUMWA (IA)	15	2305	10539
IA-OH	1 AKRON(BUS-OH) -48 FORT MADISON (IA)	19	2952	13567
IA-OH	115 OSCEOLA (IA) -150 TOLEDO (OH)	25	3935	18260
IA-OH	117 OTTUMWA (IA) -150 TOLEDO (OH)	27	3790	17415
IA-OH	131 ROCK ISLAND (IA) -165 YOUNGSTOWN(BUS-OH)	32	4181	18963
IA-OH	14 BURLINGTON (IA) -150 TOLEDO (OH)	35	4281	19167
IA-OH	104 MT. PLEASANT (IA) -150 TOLEDO (OH)	35	4507	20562
IA-OH	1 AKRON(BUS-OH) -131 ROCK ISLAND (IA)	35	4425	19483
IA-OH	24 CLEVELAND (OH) -48 FORT MADISON (IA)	38	5660	25220
IA-OH	15 CANTON(BUS-OH) -131 ROCK ISLAND (IA)	44	5694	25654
IA-OH	34 DES MOINES (IA) -134 SANDUSKY (OH)	51	7614	32276
IA-OH	131 ROCK ISLAND (IA) -154 WARREN(BUS-OH)	55	7090	31754
IA-OH	24 CLEVELAND (OH) -115 OSCEOLA (IA)	68	12154	55830
IA-OH	18 CEDAR FALLS (BUS-IA) -134 SANDUSKY (OH)	72	9377	43691
IA-OH	1 AKRON(BUS-OH) -14 BURLINGTON (IA)	77	11900	54694
IA-OH	24 CLEVELAND (OH) -104 MT. PLEASANT (IA)	78	12013	54311
IA-OH	24 CLEVELAND (OH) -117 OTTUMWA (IA)	92	14981	68171
IA-OH	14 BURLINGTON (IA) -24 CLEVELAND (OH)	92	13528	60137
IA-OH	30 DAYTON(BUS-OH) -104 MT. PLEASANT (IA)	96	12270	64865
IA-OH	67 IOWA CITY (IA) -150 TOLEDO (OH)	122	13660	57433
IA-OH	14 BURLINGTON (IA) -30 DAYTON(BUS-OH)	146	18023	94285
IA-OH	34 DES MOINES (IA) -150 TOLEDO (OH)	205	28829	120979
IA-OH	19 CEDAR RAPIDS(BUS-IA) -45 ELYRIA (OH)	231	30747	133993
IA-OH	14 BURLINGTON (IA) -23 CINCINNATI (OH)	234	31718	145358
IA-OH	18 CEDAR FALLS (BUS-IA) -150 TOLEDO (OH)	242	29117	135196
IA-OH	19 CEDAR RAPIDS(BUS-IA) -134 SANDUSKY (OH)	243	30231	132695
IA-OH	23 CINCINNATI (OH) -34 DES MOINES (IA)	277	42445	183111
IA-OH	24 CLEVELAND (OH) -34 DES MOINES (IA)	301	49870	210089
IA-OH	24 CLEVELAND (OH) -67 IOWA CITY (IA)	314	42858	180979
IA-OH	45 ELYRIA (OH) -131 ROCK ISLAND (IA)	337	41170	167252
IA-OH	131 ROCK ISLAND (IA) -134 SANDUSKY (OH)	359	41695	165523
IA-OH	19 CEDAR RAPIDS(BUS-IA) -24 CLEVELAND (OH)	588	81923	355683
IA-OH	19 CEDAR RAPIDS(BUS-IA) -23 CINCINNATI (OH)	904	114547	512837
IA-OH	19 CEDAR RAPIDS(BUS-IA) -150 TOLEDO (OH)	919	111722	457414
IA-OH	24 CLEVELAND (OH) -131 ROCK ISLAND (IA)	1063	141210	553871
IA-OH	131 ROCK ISLAND (IA) -150 TOLEDO (OH)	1426	152652	590302
IA-OH	23 CINCINNATI (OH) -131 ROCK ISLAND (IA)	3590	426391	1733876
IA-WI	14 BURLINGTON (IA) -151 TOMAH (WI)	2	285	1251
IA-WI	125 PORTAGE (WI) -161 WEBSTER CITY(BUS-IA)	3	392	1749
IA-WI	14 BURLINGTON (IA) -164 WISCONSIN DELLS (WI)	3	354	1563

MWRRI
State of Iowa
Station to Station Origin-Destination Data

States	Station Pair	Riders	Revenue	Passenger Miles
IA-WI	28 CRESTON (IA) -136 SHEBOYGAN(BUS-WI)	3	418	2111
IA-WI	48 FORT MADISON (IA) -159 WATERTOWN (WI)	3	338	1547
IA-WI	159 WATERTOWN (WI) -161 WEBSTER CITY(BUS-IA)	4	458	2107
IA-WI	49 FT. DODGE(BUS-IA) -159 WATERTOWN (WI)	4	476	2228
IA-WI	113 OCONOMOWOC (WI) -161 WEBSTER CITY(BUS-IA)	4	467	2154
IA-WI	48 FORT MADISON (IA) -164 WISCONSIN DELLS (WI)	4	480	2141
IA-WI	49 FT. DODGE(BUS-IA) -113 OCONOMOWOC (WI)	4	485	2279
IA-WI	14 BURLINGTON (IA) -159 WATERTOWN (WI)	4	383	1733
IA-WI	28 CRESTON (IA) -162 WEST BEND (WI)	5	606	2866
IA-WI	48 FORT MADISON (IA) -151 TOMAH (WI)	5	625	2772
IA-WI	12 BROOKFIELD (WI) -28 CRESTON (IA)	5	647	3102
IA-WI	47 FOND DU LAC (WI) -49 FT. DODGE(BUS-IA)	5	690	3155
IA-WI	115 OSCEOLA (IA) -162 WEST BEND (WI)	7	887	4182
IA-WI	12 BROOKFIELD (WI) -49 FT. DODGE(BUS-IA)	8	899	4241
IA-WI	28 CRESTON (IA) -148 STURTEVANT (WI)	8	921	4580
IA-WI	111 NEWTON (IA) -147 STURGEON BAY(BUS-WI)	8	1102	4491
IA-WI	48 FORT MADISON (IA) -125 PORTAGE (WI)	9	1038	4577
IA-WI	96 MARINETTE(BUS-WI) -111 NEWTON (IA)	10	1401	5925
IA-WI	28 CRESTON (IA) -92 MANITOWOC(BUS-WI)	11	1358	7020
IA-WI	92 MANITOWOC(BUS-WI) -115 OSCEOLA (IA)	12	1503	7777
IA-WI	104 MT. PLEASANT (IA) -147 STURGEON BAY(BUS-WI)	12	1602	7104
IA-WI	49 FT. DODGE(BUS-IA) -148 STURTEVANT (WI)	12	1277	6270
IA-WI	115 OSCEOLA (IA) -136 SHEBOYGAN(BUS-WI)	12	1494	7550
IA-WI	48 FORT MADISON (IA) -96 MARINETTE(BUS-WI)	13	1621	7311
IA-WI	78 LA CROSSE (WI) -104 MT. PLEASANT (IA)	13	1875	8508
IA-WI	161 WEBSTER CITY(BUS-IA) -162 WEST BEND (WI)	13	1579	7222
IA-WI	48 FORT MADISON (IA) -147 STURGEON BAY(BUS-WI)	13	1672	7279
IA-WI	47 FOND DU LAC (WI) -161 WEBSTER CITY(BUS-IA)	13	1713	7692
IA-WI	12 BROOKFIELD (WI) -161 WEBSTER CITY(BUS-IA)	15	1654	7665
IA-WI	116 OSHKOSH (WI) -161 WEBSTER CITY(BUS-IA)	15	2015	8962
IA-WI	117 OTTUMWA (IA) -162 WEST BEND (WI)	19	2046	9547
IA-WI	48 FORT MADISON (IA) -162 WEST BEND (WI)	19	1817	8239
IA-WI	14 BURLINGTON (IA) -56 GREEN BAY (WI)	20	2271	9565
IA-WI	3 AMES(BUS-IA) -113 OCONOMOWOC (WI)	20	2313	10122
IA-WI	148 STURTEVANT (WI) -161 WEBSTER CITY(BUS-IA)	21	2098	10102
IA-WI	91 MADISON DANE AIRPORT -161 WEBSTER CITY(BUS-IA)	21	2746	12411
IA-WI	3 AMES(BUS-IA) -159 WATERTOWN (WI)	21	2484	10861
IA-WI	48 FORT MADISON (IA) -78 LA CROSSE (WI)	22	3090	13803
IA-WI	96 MARINETTE(BUS-WI) -104 MT. PLEASANT (IA)	23	3024	13863
IA-WI	96 MARINETTE(BUS-WI) -117 OTTUMWA (IA)	23	3266	15071
IA-WI	49 FT. DODGE(BUS-IA) -102 MILWAUKEE (WI)	23	2548	12383
IA-WI	48 FORT MADISON (IA) -113 OCONOMOWOC (WI)	24	2260	10355
IA-WI	3 AMES(BUS-IA) -164 WISCONSIN DELLS (WI)	24	3376	14552
IA-WI	117 OTTUMWA (IA) -147 STURGEON BAY(BUS-WI)	25	3426	15328
IA-WI	14 BURLINGTON (IA) -147 STURGEON BAY(BUS-WI)	26	3210	13970
IA-WI	28 CRESTON (IA) -102 MILWAUKEE (WI)	28	3381	16648
IA-WI	48 FORT MADISON (IA) -148 STURTEVANT (WI)	30	2304	11150
IA-WI	111 NEWTON (IA) -160 WAUSAU(BUS-WI)	30	3882	17354
IA-WI	111 NEWTON (IA) -162 WEST BEND (WI)	30	3045	12673
IA-WI	104 MT. PLEASANT (IA) -136 SHEBOYGAN(BUS-WI)	31	2953	14940
IA-WI	104 MT. PLEASANT (IA) -113 OCONOMOWOC (WI)	31	3093	14473
IA-WI	48 FORT MADISON (IA) -146 STEVENS POINT(BUS-WI)	34	4112	19011
IA-WI	14 BURLINGTON (IA) -78 LA CROSSE (WI)	35	4854	21668
IA-WI	115 OSCEOLA (IA) -148 STURTEVANT (WI)	35	3754	18645
IA-WI	14 BURLINGTON (IA) -96 MARINETTE(BUS-WI)	35	4537	20462
IA-WI	18 CEDAR FALLS (BUS-IA) -159 WATERTOWN (WI)	35	3278	15670
IA-WI	48 FORT MADISON (IA) -92 MANITOWOC(BUS-WI)	36	3353	17216
IA-WI	111 NEWTON (IA) -146 STEVENS POINT(BUS-WI)	36	4628	19990
IA-WI	18 CEDAR FALLS (BUS-IA) -113 OCONOMOWOC (WI)	36	3251	15607
IA-WI	14 BURLINGTON (IA) -136 SHEBOYGAN(BUS-WI)	37	3317	16492
IA-WI	12 BROOKFIELD (WI) -117 OTTUMWA (IA)	38	3940	18674
IA-WI	18 CEDAR FALLS (BUS-IA) -164 WISCONSIN DELLS (WI)	39	4457	20621
IA-WI	48 FORT MADISON (IA) -136 SHEBOYGAN(BUS-WI)	39	3533	17572

MWRRI
State of Iowa
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States	Station Pair	Riders	Revenue	Passenger Miles
IA-WI	48 FORT MADISON (IA) -160 WAUSAU(BUS-WI)	43	5292	25272
IA-WI	117 OTTUMWA (IA) -136 SHEBOYGAN(BUS-WI)	43	4445	22474
IA-WI	104 MT. PLEASANT (IA) -162 WEST BEND (WI)	43	4327	20041
IA-WI	102 MILWAUKEE (WI) -161 WEBSTER CITY(BUS-IA)	44	4672	22292
IA-WI	12 BROOKFIELD (WI) -48 FORT MADISON (IA)	46	4132	19043
IA-WI	12 BROOKFIELD (WI) -115 OSCEOLA (IA)	48	5722	27342
IA-WI	3 AMES(BUS-IA) -125 PORTAGE (WI)	49	6611	28179
IA-WI	131 ROCK ISLAND (IA) -146 STEVENS POINT(BUS-WI)	49	4604	20115
IA-WI	67 IOWA CITY (IA) -146 STEVENS POINT(BUS-WI)	51	5465	23755
IA-WI	12 BROOKFIELD (WI) -104 MT. PLEASANT (IA)	51	4829	22744
IA-WI	92 MANITOWOC(BUS-WI) -111 NEWTON (IA)	52	5541	24415
IA-WI	117 OTTUMWA (IA) -148 STURTEVANT (WI)	52	4743	23498
IA-WI	111 NEWTON (IA) -136 SHEBOYGAN(BUS-WI)	57	5845	25277
IA-WI	47 FOND DU LAC (WI) -48 FORT MADISON (IA)	57	5963	26462
IA-WI	18 CEDAR FALLS (BUS-IA) -151 TOMAH (WI)	57	7210	33056
IA-WI	92 MANITOWOC(BUS-WI) -131 ROCK ISLAND (IA)	59	3926	19572
IA-WI	104 MT. PLEASANT (IA) -148 STURTEVANT (WI)	61	4983	24641
IA-WI	3 AMES(BUS-IA) -162 WEST BEND (WI)	62	7036	30519
IA-WI	131 ROCK ISLAND (IA) -136 SHEBOYGAN(BUS-WI)	63	3963	18816
IA-WI	104 MT. PLEASANT (IA) -146 STEVENS POINT(BUS-WI)	63	7889	37070
IA-WI	18 CEDAR FALLS (BUS-IA) -78 LA CROSSE (WI)	65	8716	40160
IA-WI	131 ROCK ISLAND (IA) -160 WAUSAU(BUS-WI)	66	6366	29106
IA-WI	14 BURLINGTON (IA) -113 OCONOMOWOC (WI)	68	6368	29180
IA-WI	104 MT. PLEASANT (IA) -160 WAUSAU(BUS-WI)	68	8689	42093
IA-WI	18 CEDAR FALLS (BUS-IA) -125 PORTAGE (WI)	71	7957	36414
IA-WI	92 MANITOWOC(BUS-WI) -104 MT. PLEASANT (IA)	72	6971	36321
IA-WI	14 BURLINGTON (IA) -148 STURTEVANT (WI)	75	5707	27598
IA-WI	117 OTTUMWA (IA) -146 STEVENS POINT(BUS-WI)	77	10245	48383
IA-WI	48 FORT MADISON (IA) -91 MADISON DANE AIRPORT	79	8596	38460
IA-WI	48 FORT MADISON (IA) -116 OSHKOSH (WI)	82	8999	39483
IA-WI	67 IOWA CITY (IA) -78 LA CROSSE (WI)	83	10392	43789
IA-WI	34 DES MOINES (IA) -159 WATERTOWN (WI)	85	9598	40296
IA-WI	18 CEDAR FALLS (BUS-IA) -162 WEST BEND (WI)	85	7686	36480
IA-WI	6 APPLETON (WI) -48 FORT MADISON (IA)	85	9773	42402
IA-WI	47 FOND DU LAC (WI) -67 IOWA CITY (IA)	86	7788	31804
IA-WI	12 BROOKFIELD (WI) -111 NEWTON (IA)	86	8326	35043
IA-WI	12 BROOKFIELD (WI) -14 BURLINGTON (IA)	89	7916	34737
IA-WI	67 IOWA CITY (IA) -125 PORTAGE (WI)	91	9428	38625
IA-WI	48 FORT MADISON (IA) -102 MILWAUKEE (WI)	91	7633	36506
IA-WI	92 MANITOWOC(BUS-WI) -117 OTTUMWA (IA)	91	9743	50617
IA-WI	102 MILWAUKEE (WI) -115 OSCEOLA (IA)	92	10328	50786
IA-WI	34 DES MOINES (IA) -113 OCONOMOWOC (WI)	92	10101	42394
IA-WI	3 AMES(BUS-IA) -47 FOND DU LAC (WI)	93	11435	48833
IA-WI	6 APPLETON (WI) -18 CEDAR FALLS (BUS-IA)	93	10248	46170
IA-WI	102 MILWAUKEE (WI) -117 OTTUMWA (IA)	94	9155	44838
IA-WI	14 BURLINGTON (IA) -162 WEST BEND (WI)	95	9011	40104
IA-WI	67 IOWA CITY (IA) -92 MANITOWOC(BUS-WI)	96	7651	37119
IA-WI	102 MILWAUKEE (WI) -104 MT. PLEASANT (IA)	97	8539	41694
IA-WI	117 OTTUMWA (IA) -160 WAUSAU(BUS-WI)	107	14635	71088
IA-WI	3 AMES(BUS-IA) -12 BROOKFIELD (WI)	108	12252	51427
IA-WI	47 FOND DU LAC (WI) -104 MT. PLEASANT (IA)	109	11792	53438
IA-WI	19 CEDAR RAPIDS(BUS-IA) -159 WATERTOWN (WI)	116	10767	44219
IA-WI	67 IOWA CITY (IA) -136 SHEBOYGAN(BUS-WI)	119	9153	42574
IA-WI	3 AMES(BUS-IA) -116 OSHKOSH (WI)	120	15298	64777
IA-WI	14 BURLINGTON (IA) -146 STEVENS POINT(BUS-WI)	120	14913	66317
IA-WI	18 CEDAR FALLS (BUS-IA) -47 FOND DU LAC (WI)	120	12796	54901
IA-WI	3 AMES(BUS-IA) -91 MADISON DANE AIRPORT	125	15881	68395
IA-WI	67 IOWA CITY (IA) -160 WAUSAU(BUS-WI)	130	14252	64499
IA-WI	3 AMES(BUS-IA) -6 APPLETON (WI)	131	17417	73128
IA-WI	19 CEDAR RAPIDS(BUS-IA) -164 WISCONSIN DELLS (WI)	134	15105	62704
IA-WI	19 CEDAR RAPIDS(BUS-IA) -113 OCONOMOWOC (WI)	134	12029	49282
IA-WI	14 BURLINGTON (IA) -92 MANITOWOC(BUS-WI)	136	13096	64786
IA-WI	18 CEDAR FALLS (BUS-IA) -91 MADISON DANE AIRPORT	137	14797	65909

MWRRI
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States	Station Pair	Riders	Revenue	Passenger Miles
IA-WI	111 NEWTON (IA) -148 STURTEVANT (WI)	139	11720	51157
IA-WI	34 DES MOINES (IA) -125 PORTAGE (WI)	142	18806	77328
IA-WI	18 CEDAR FALLS (BUS-IA) -56 GREEN BAY (WI)	144	17039	75295
IA-WI	131 ROCK ISLAND (IA) -159 WATERTOWN (WI)	150	11282	44644
IA-WI	131 ROCK ISLAND (IA) -164 WISCONSIN DELLS (WI)	155	14795	59742
IA-WI	12 BROOKFIELD (WI) -18 CEDAR FALLS (BUS-IA)	159	14642	65297
IA-WI	14 BURLINGTON (IA) -160 WAUSAU(BUS-WI)	161	20394	94745
IA-WI	14 BURLINGTON (IA) -47 FOND DU LAC (WI)	167	17448	77430
IA-WI	18 CEDAR FALLS (BUS-IA) -116 OSHKOSH (WI)	170	18458	80842
IA-WI	3 AMES(BUS-IA) -148 STURTEVANT (WI)	171	16985	74953
IA-WI	14 BURLINGTON (IA) -102 MILWAUKEE (WI)	172	14104	64968
IA-WI	19 CEDAR RAPIDS(BUS-IA) -151 TOMAH (WI)	176	21746	90649
IA-WI	113 OCONOMOWOC (WI) -131 ROCK ISLAND (IA)	179	12733	50671
IA-WI	6 APPLETON (WI) -14 BURLINGTON (IA)	185	21190	91942
IA-WI	67 IOWA CITY (IA) -91 MADISON DANE AIRPORT	220	20771	85996
IA-WI	19 CEDAR RAPIDS(BUS-IA) -78 LA CROSSE (WI)	224	28696	124642
IA-WI	67 IOWA CITY (IA) -116 OSHKOSH (WI)	231	22057	89229
IA-WI	14 BURLINGTON (IA) -91 MADISON DANE AIRPORT	235	25323	113248
IA-WI	102 MILWAUKEE (WI) -111 NEWTON (IA)	244	22039	95704
IA-WI	19 CEDAR RAPIDS(BUS-IA) -125 PORTAGE (WI)	244	27046	110495
IA-WI	18 CEDAR FALLS (BUS-IA) -148 STURTEVANT (WI)	254	18981	94595
IA-WI	131 ROCK ISLAND (IA) -151 TOMAH (WI)	266	28124	114274
IA-WI	14 BURLINGTON (IA) -116 OSHKOSH (WI)	271	29573	129725
IA-WI	19 CEDAR RAPIDS(BUS-IA) -162 WEST BEND (WI)	273	25123	100476
IA-WI	34 DES MOINES (IA) -47 FOND DU LAC (WI)	285	34047	139721
IA-WI	3 AMES(BUS-IA) -102 MILWAUKEE (WI)	309	32879	142722
IA-WI	34 DES MOINES (IA) -116 OSHKOSH (WI)	355	44278	180363
IA-WI	34 DES MOINES (IA) -148 STURTEVANT (WI)	356	33756	144018
IA-WI	34 DES MOINES (IA) -162 WEST BEND (WI)	363	41598	167153
IA-WI	125 PORTAGE (WI) -131 ROCK ISLAND (IA)	366	33950	134562
IA-WI	78 LA CROSSE (WI) -131 ROCK ISLAND (IA)	367	42907	173456
IA-WI	19 CEDAR RAPIDS(BUS-IA) -47 FOND DU LAC (WI)	375	36769	149414
IA-WI	6 APPLETON (WI) -34 DES MOINES (IA)	382	49662	200798
IA-WI	67 IOWA CITY (IA) -148 STURTEVANT (WI)	404	27031	114460
IA-WI	131 ROCK ISLAND (IA) -162 WEST BEND (WI)	456	33229	129451
IA-WI	12 BROOKFIELD (WI) -19 CEDAR RAPIDS(BUS-IA)	459	39387	160353
IA-WI	34 DES MOINES (IA) -91 MADISON DANE AIRPORT	465	57414	238045
IA-WI	18 CEDAR FALLS (BUS-IA) -102 MILWAUKEE (WI)	477	40501	188735
IA-WI	12 BROOKFIELD (WI) -34 DES MOINES (IA)	511	58017	225891
IA-WI	19 CEDAR RAPIDS(BUS-IA) -91 MADISON DANE AIRPORT	524	54046	219461
IA-WI	19 CEDAR RAPIDS(BUS-IA) -116 OSHKOSH (WI)	533	54425	221024
IA-WI	6 APPLETON (WI) -19 CEDAR RAPIDS(BUS-IA)	577	65910	250040
IA-WI	47 FOND DU LAC (WI) -131 ROCK ISLAND (IA)	591	47469	185574
IA-WI	19 CEDAR RAPIDS(BUS-IA) -56 GREEN BAY (WI)	606	72717	280764
IA-WI	34 DES MOINES (IA) -102 MILWAUKEE (WI)	655	64776	280160
IA-WI	12 BROOKFIELD (WI) -131 ROCK ISLAND (IA)	748	50224	198092
IA-WI	91 MADISON DANE AIRPORT -131 ROCK ISLAND (IA)	798	66674	267371
IA-WI	19 CEDAR RAPIDS(BUS-IA) -148 STURTEVANT (WI)	800	56142	248948
IA-WI	6 APPLETON (WI) -131 ROCK ISLAND (IA)	803	76361	280370
IA-WI	116 OSHKOSH (WI) -131 ROCK ISLAND (IA)	938	79528	310631
IA-WI	56 GREEN BAY (WI) -131 ROCK ISLAND (IA)	1018	102573	385941
IA-WI	67 IOWA CITY (IA) -102 MILWAUKEE (WI)	1153	80590	353903
IA-WI	131 ROCK ISLAND (IA) -148 STURTEVANT (WI)	1235	65025	280326
IA-WI	19 CEDAR RAPIDS(BUS-IA) -102 MILWAUKEE (WI)	1498	117074	501777
IA-WI	102 MILWAUKEE (WI) -131 ROCK ISLAND (IA)	2512	150131	630592

MWRRI
Station-to-Station Data Tables
Data for 2020

Kansas

June 2004

Prepared by:
Transportation Economics & Management Systems, Inc.

MWRRI
State of Kansas
Station to Station Origin-Destination Data

States	Station Pair	Riders	Revenue	Passenger Miles
KS-IA	111 NEWTON (IA) -152 TOPEKA(BUS-KS)	41	5714	28425
KS-IA	82 LAWRENCE(BUS-KS) -131 ROCK ISLAND (IA)	42	4356	22212
KS-IA	131 ROCK ISLAND (IA) -152 TOPEKA(BUS-KS)	52	5637	28461
KS-IA	82 LAWRENCE(BUS-KS) -111 NEWTON (IA)	63	8584	41823
KS-IA	67 IOWA CITY (IA) -82 LAWRENCE(BUS-KS)	78	9526	45055
KS-IA	67 IOWA CITY (IA) -152 TOPEKA(BUS-KS)	92	11324	55692
KS-IL	54 GLENVIEW (IL) -82 LAWRENCE(BUS-KS)	11	1268	6215
KS-IL	54 GLENVIEW (IL) -152 TOPEKA(BUS-KS)	11	1232	6513
KS-IL	82 LAWRENCE(BUS-KS) -100 MENDOTA (IL)	19	1773	9129
KS-IL	41 DWIGHT (IL) -82 LAWRENCE(BUS-KS)	21	2212	11088
KS-IL	76 KEWANEE (IL) -82 LAWRENCE(BUS-KS)	22	1358	7103
KS-IL	100 MENDOTA (IL) -152 TOPEKA(BUS-KS)	22	2194	11458
KS-IL	76 KEWANEE (IL) -152 TOPEKA(BUS-KS)	26	1740	9311
KS-IL	41 DWIGHT (IL) -152 TOPEKA(BUS-KS)	27	2887	14844
KS-IL	82 LAWRENCE(BUS-KS) -120 PLANO (IL)	29	2889	14936
KS-IL	82 LAWRENCE(BUS-KS) -126 PRINCETON (IL)	30	2717	14112
KS-IL	82 LAWRENCE(BUS-KS) -86 LINCOLN (IL)	32	2911	14473
KS-IL	120 PLANO (IL) -152 TOPEKA(BUS-KS)	35	3612	18998
KS-IL	126 PRINCETON (IL) -152 TOPEKA(BUS-KS)	37	3383	17920
KS-IL	82 LAWRENCE(BUS-KS) -90 MACOMB (IL)	37	2389	12433
KS-IL	86 LINCOLN (IL) -152 TOPEKA(BUS-KS)	40	3766	19045
KS-IL	90 MACOMB (IL) -152 TOPEKA(BUS-KS)	41	2820	15089
KS-IL	82 LAWRENCE(BUS-KS) -122 PONTIAC (IL)	51	5161	26005
KS-IL	17 CARLINVILLE (IL) -82 LAWRENCE(BUS-KS)	52	3994	19801
KS-IL	74 KANKAKEE (IL) -82 LAWRENCE(BUS-KS)	54	6653	33881
KS-IL	21 CHAMPAIGN-URBANA (IL) -82 LAWRENCE(BUS-KS)	55	7733	38451
KS-IL	122 PONTIAC (IL) -152 TOPEKA(BUS-KS)	59	6099	31548
KS-IL	17 CARLINVILLE (IL) -152 TOPEKA(BUS-KS)	60	4784	24333
KS-IL	82 LAWRENCE(BUS-KS) -127 QUINCY (IL)	63	4801	24768
KS-IL	74 KANKAKEE (IL) -152 TOPEKA(BUS-KS)	67	8396	43677
KS-IL	82 LAWRENCE(BUS-KS) -128 RANTOUL (IL)	68	9349	46677
KS-IL	82 LAWRENCE(BUS-KS) -153 UPPER ALTON (IL)	69	4789	23736
KS-IL	127 QUINCY (IL) -152 TOPEKA(BUS-KS)	73	5822	30656
KS-IL	152 TOPEKA(BUS-KS) -153 UPPER ALTON (IL)	87	6362	32199
KS-IL	82 LAWRENCE(BUS-KS) -107 NAPERVILLE (IL)	175	18529	94399
KS-IL	13 BTN-NORMAL (IL) -82 LAWRENCE(BUS-KS)	178	17687	85312
KS-IL	13 BTN-NORMAL (IL) -152 TOPEKA(BUS-KS)	179	17545	90452
KS-IL	82 LAWRENCE(BUS-KS) -139 SPRINGFIELD (IL)	186	16451	77752
KS-IL	107 NAPERVILLE (IL) -152 TOPEKA(BUS-KS)	213	23358	120863
KS-IL	62 HOMEWOOD (IL) -82 LAWRENCE(BUS-KS)	221	26370	130675
KS-IL	139 SPRINGFIELD (IL) -152 TOPEKA(BUS-KS)	224	20657	99536
KS-IL	62 HOMEWOOD (IL) -152 TOPEKA(BUS-KS)	233	27312	144051
KS-IL	71 JOLIET (IL) -82 LAWRENCE(BUS-KS)	256	28762	144652
KS-IL	71 JOLIET (IL) -152 TOPEKA(BUS-KS)	297	34155	175893
KS-IL	22 CHICAGO (IL) -82 LAWRENCE(BUS-KS)	575	64939	324926
KS-IL	22 CHICAGO (IL) -152 TOPEKA(BUS-KS)	701	82383	415340
KS-IN	59 HMI-WTG-DET (IN) -82 LAWRENCE(BUS-KS)	6	686	3519
KS-IN	52 GARY INTERNATIONAL AIRPORT -82 LAWRENCE(BUS-KS)	7	776	3997
KS-IN	52 GARY INTERNATIONAL AIRPORT -152 TOPEKA(BUS-KS)	7	805	4241
KS-IN	59 HMI-WTG-DET (IN) -152 TOPEKA(BUS-KS)	8	937	4914
KS-IN	80 LAFAYETTE (IN) -82 LAWRENCE(BUS-KS)	26	3658	18232
KS-IN	53 GARY INTERNATIONAL AIRPORT (IN) -82 LAWRENCE(BUS-KS)	27	3091	15925
KS-IN	53 GARY INTERNATIONAL AIRPORT (IN) -152 TOPEKA(BUS-KS)	27	3218	16949
KS-IN	82 LAWRENCE(BUS-KS) -156 WARSAW (IN)	29	4007	19851
KS-IN	152 TOPEKA(BUS-KS) -156 WARSAW (IN)	33	4639	23449
KS-IN	82 LAWRENCE(BUS-KS) -121 PLYMOUTH (IN)	39	5112	25591
KS-IN	82 LAWRENCE(BUS-KS) -101 MICHIGAN CITY (IN)	43	5154	26453
KS-IN	121 PLYMOUTH (IN) -152 TOPEKA(BUS-KS)	45	6008	30705
KS-IN	101 MICHIGAN CITY (IN) -152 TOPEKA(BUS-KS)	46	5687	29813
KS-MI	8 BANGOR (MI) -82 LAWRENCE(BUS-KS)	10	1382	6579
KS-MI	82 LAWRENCE(BUS-KS) -112 NILES (MI)	18	2274	11683
KS-MI	82 LAWRENCE(BUS-KS) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	23	3182	15417
KS-MI	112 NILES (MI) -152 TOPEKA(BUS-KS)	24	3110	16302

MWRRI
State of Kansas
Station to Station Origin-Destination Data

States	Station Pair	Riders	Revenue	Passenger Miles
KS-MI	37 DOWAGIAC (MI) -82 LAWRENCE(BUS-KS)	25	3202	16657
KS-MI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -152 TOPEKA(BUS-KS)	26	3590	17766
KS-MI	37 DOWAGIAC (MI) -152 TOPEKA(BUS-KS)	31	4103	21765
KS-MI	73 KALAMAZOO (MI) -82 LAWRENCE(BUS-KS)	54	7295	37941
KS-MO	58 HERMANN (MO) -82 LAWRENCE(BUS-KS)	182	8477	43753
KS-MO	82 LAWRENCE(BUS-KS) -84 LEES SUMMIT (MO)	187	1889	11586
KS-MO	58 HERMANN (MO) -152 TOPEKA(BUS-KS)	195	9630	52043
KS-MO	84 LEES SUMMIT (MO) -152 TOPEKA(BUS-KS)	205	2641	18214
KS-MO	82 LAWRENCE(BUS-KS) -157 WASHINGTON (MO)	224	11739	60313
KS-MO	82 LAWRENCE(BUS-KS) -135 SEDALIA (MO)	233	5817	30693
KS-MO	135 SEDALIA (MO) -152 TOPEKA(BUS-KS)	233	6575	37032
KS-MO	152 TOPEKA(BUS-KS) -157 WASHINGTON (MO)	257	14296	76115
KS-MO	82 LAWRENCE(BUS-KS) -155 WARRENSBURG (MO)	298	5679	30731
KS-MO	152 TOPEKA(BUS-KS) -155 WARRENSBURG (MO)	317	6938	41164
KS-MO	77 KIRKWOOD (MO) -82 LAWRENCE(BUS-KS)	324	19924	99717
KS-MO	77 KIRKWOOD (MO) -152 TOPEKA(BUS-KS)	393	25640	131809
KS-MO	70 JEFFERSON (MO) -82 LAWRENCE(BUS-KS)	413	15526	80980
KS-MO	70 JEFFERSON (MO) -152 TOPEKA(BUS-KS)	481	19669	107336
KS-MO	64 INDEPENDENCE (MO) -82 LAWRENCE(BUS-KS)	644	4321	31563
KS-MO	64 INDEPENDENCE (MO) -152 TOPEKA(BUS-KS)	653	6240	49632
KS-MO	82 LAWRENCE(BUS-KS) -144 ST. LOUIS (MO)	1156	75323	370986
KS-MO	144 ST. LOUIS (MO) -152 TOPEKA(BUS-KS)	1347	92983	468707
KS-WI	152 TOPEKA(BUS-KS) -162 WEST BEND (WI)	3	370	1825
KS-WI	82 LAWRENCE(BUS-KS) -113 OCONOMOWOC (WI)	6	831	4045
KS-WI	82 LAWRENCE(BUS-KS) -162 WEST BEND (WI)	8	1084	5244
KS-WI	12 BROOKFIELD (WI) -82 LAWRENCE(BUS-KS)	13	1797	8799
KS-WI	12 BROOKFIELD (WI) -152 TOPEKA(BUS-KS)	15	2141	10706
KS-WI	82 LAWRENCE(BUS-KS) -148 STURTEVANT (WI)	25	3079	15615
KS-WI	148 STURTEVANT (WI) -152 TOPEKA(BUS-KS)	28	3562	18450
KS-WI	82 LAWRENCE(BUS-KS) -102 MILWAUKEE (WI)	49	6398	32139
KS-WI	102 MILWAUKEE (WI) -152 TOPEKA(BUS-KS)	56	7397	37929

MWRRI
Station-to-Station Data Tables
Data for 2020

Kentucky

June 2004

Prepared by:
Transportation Economics & Management Systems, Inc.

MWRRI
State of Kentucky
Station to Station Origin-Destination Data

States	Station Pair	Riders	Revenue	Passenger Miles
KY-IA	88 LOUISVILLE(BUS-KY) -104 MT. PLEASANT (IA)	108	13614	71126
KY-IA	14 BURLINGTON (IA) -88 LOUISVILLE(BUS-KY)	148	18037	93191
KY-IA	88 LOUISVILLE(BUS-KY) -117 OTTUMWA (IA)	152	20595	107331
KY-IA	48 FORT MADISON (IA) -88 LOUISVILLE(BUS-KY)	158	19201	99203
KY-IA	67 IOWA CITY (IA) -88 LOUISVILLE(BUS-KY)	780	84234	418004
KY-IL	88 LOUISVILLE(BUS-KY) -98 MATTOON (IL)	1	103	497
KY-IL	88 LOUISVILLE(BUS-KY) -128 RANTOUL (IL)	1	117	573
KY-IL	21 CHAMPAIGN-URBANA (IL) -85 LEXINGTON(BUS-KY)	3	379	1736
KY-IL	85 LEXINGTON(BUS-KY) -128 RANTOUL (IL)	5	559	2567
KY-IL	76 KEWANEE (IL) -85 LEXINGTON(BUS-KY)	39	5082	24733
KY-IL	85 LEXINGTON(BUS-KY) -86 LINCOLN (IL)	44	5098	24229
KY-IL	85 LEXINGTON(BUS-KY) -122 PONTIAC (IL)	45	4603	21850
KY-IL	51 GALESBURG (IL) -85 LEXINGTON(BUS-KY)	50	6863	33441
KY-IL	85 LEXINGTON(BUS-KY) -126 PRINCETON (IL)	58	5942	28654
KY-IL	86 LINCOLN (IL) -88 LOUISVILLE(BUS-KY)	60	5554	28293
KY-IL	88 LOUISVILLE(BUS-KY) -90 MACOMB (IL)	66	7944	41053
KY-IL	76 KEWANEE (IL) -88 LOUISVILLE(BUS-KY)	84	8983	46598
KY-IL	51 GALESBURG (IL) -88 LOUISVILLE(BUS-KY)	115	12967	67121
KY-IL	88 LOUISVILLE(BUS-KY) -122 PONTIAC (IL)	120	9463	48690
KY-IL	88 LOUISVILLE(BUS-KY) -126 PRINCETON (IL)	123	9874	51716
KY-IL	85 LEXINGTON(BUS-KY) -139 SPRINGFIELD (IL)	136	16649	78750
KY-IL	88 LOUISVILLE(BUS-KY) -127 QUINCY (IL)	231	30532	157386
KY-IL	85 LEXINGTON(BUS-KY) -100 MENDOTA (IL)	250	24775	119191
KY-IL	13 BTN-NORMAL (IL) -85 LEXINGTON(BUS-KY)	277	30440	143619
KY-IL	85 LEXINGTON(BUS-KY) -120 PLANO (IL)	294	27296	130940
KY-IL	88 LOUISVILLE(BUS-KY) -139 SPRINGFIELD (IL)	337	37145	168319
KY-IL	13 BTN-NORMAL (IL) -88 LOUISVILLE(BUS-KY)	397	38309	174338
KY-IL	54 GLENVIEW (IL) -85 LEXINGTON(BUS-KY)	658	57094	269648
KY-IL	41 DWIGHT (IL) -88 LOUISVILLE(BUS-KY)	846	64590	328269
KY-IL	74 KANKAKEE (IL) -85 LEXINGTON(BUS-KY)	930	89328	416714
KY-IL	71 JOLIET (IL) -85 LEXINGTON(BUS-KY)	942	92030	406062
KY-IL	17 CARLINVILLE (IL) -88 LOUISVILLE(BUS-KY)	954	100221	514412
KY-IL	88 LOUISVILLE(BUS-KY) -100 MENDOTA (IL)	1064	80500	422342
KY-IL	88 LOUISVILLE(BUS-KY) -120 PLANO (IL)	1215	84467	444870
KY-IL	88 LOUISVILLE(BUS-KY) -153 UPPER ALTON (IL)	2182	245807	1247954
KY-IL	85 LEXINGTON(BUS-KY) -107 NAPERVILLE (IL)	2669	245365	1126364
KY-IL	54 GLENVIEW (IL) -88 LOUISVILLE(BUS-KY)	2803	186308	927938
KY-IL	62 HOMEWOOD (IL) -85 LEXINGTON(BUS-KY)	3347	295780	1392027
KY-IL	74 KANKAKEE (IL) -88 LOUISVILLE(BUS-KY)	3797	276267	1401028
KY-IL	71 JOLIET (IL) -88 LOUISVILLE(BUS-KY)	4240	297509	1492523
KY-IL	22 CHICAGO (IL) -85 LEXINGTON(BUS-KY)	6592	580761	2590646
KY-IL	88 LOUISVILLE(BUS-KY) -107 NAPERVILLE (IL)	11171	749739	3831667
KY-IL	22 CHICAGO (IL) -88 LOUISVILLE(BUS-KY)	23431	1506125	7357271
KY-IL	62 HOMEWOOD (IL) -88 LOUISVILLE(BUS-KY)	33952	2672740	11441117
KY-IN	52 GARY INTERNATIONAL AIRPORT -88 LOUISVILLE(BUS-KY)	4	231	1256
KY-IN	52 GARY INTERNATIONAL AIRPORT -85 LEXINGTON(BUS-KY)	7	545	2630
KY-IN	53 GARY INTERNATIONAL AIRPORT (IN) -88 LOUISVILLE(BUS-KY)	20	1110	5727
KY-IN	53 GARY INTERNATIONAL AIRPORT (IN) -85 LEXINGTON(BUS-KY)	24	1835	8855
KY-IN	66 INDIANAPOLIS AIRPORT (IN) -85 LEXINGTON(BUS-KY)	43	1510	8360
KY-IN	80 LAFAYETTE (IN) -88 LOUISVILLE(BUS-KY)	97	2876	17931
KY-IN	33 DEFIANCE (IN) -85 LEXINGTON(BUS-KY)	111	13303	59916
KY-IN	80 LAFAYETTE (IN) -85 LEXINGTON(BUS-KY)	126	7151	33136
KY-IN	59 HMI-WTG-DET (IN) -88 LOUISVILLE(BUS-KY)	202	12986	66661
KY-IN	88 LOUISVILLE(BUS-KY) -158 WATERLOO (BUS-IN)	203	17950	90670
KY-IN	85 LEXINGTON(BUS-KY) -101 MICHIGAN CITY (IN)	268	25394	119610
KY-IN	59 HMI-WTG-DET (IN) -85 LEXINGTON(BUS-KY)	286	25012	116834
KY-IN	33 DEFIANCE (IN) -88 LOUISVILLE(BUS-KY)	354	34240	163362
KY-IN	88 LOUISVILLE(BUS-KY) -101 MICHIGAN CITY (IN)	366	29672	134263
KY-IN	66 INDIANAPOLIS AIRPORT (IN) -88 LOUISVILLE(BUS-KY)	478	6012	55437
KY-IN	85 LEXINGTON(BUS-KY) -156 WARSAW (IN)	689	68073	314813
KY-IN	65 INDIANAPOLIS (IN) -85 LEXINGTON(BUS-KY)	1008	40723	190486
KY-IN	88 LOUISVILLE(BUS-KY) -156 WARSAW (IN)	1054	91050	398482
KY-IN	85 LEXINGTON(BUS-KY) -121 PLYMOUTH (IN)	1388	128268	599587

Prepared by: *Transportation Economics and Management Systems, Inc.*
June 2004

MWRRI
State of Kentucky
Station to Station Origin-Destination Data

States	Station Pair	Riders	Revenue	Passenger Miles
KY-IN	88 LOUISVILLE(BUS-KY) -121 PLYMOUTH (IN)	2111	167282	745269
KY-MI	85 LEXINGTON(BUS-KY) -112 NILES (MI)	18	1748	8413
KY-MI	88 LOUISVILLE(BUS-KY) -112 NILES (MI)	27	1896	10001
KY-MI	8 BANGOR (MI) -85 LEXINGTON(BUS-KY)	89	10393	45078
KY-MI	8 BANGOR (MI) -88 LOUISVILLE(BUS-KY)	91	8598	39299
KY-MI	85 LEXINGTON(BUS-KY) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	130	14177	62513
KY-MI	88 LOUISVILLE(BUS-KY) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	138	11849	55500
KY-MI	2 ALBION (MI) -85 LEXINGTON(BUS-KY)	175	20165	101352
KY-MI	37 DOWAGIAC (MI) -85 LEXINGTON(BUS-KY)	184	18862	91119
KY-MI	9 BATTLE CREEK (MI) -85 LEXINGTON(BUS-KY)	189	20830	104724
KY-MI	40 DURAND (MI) -88 LOUISVILLE(BUS-KY)	205	21686	113224
KY-MI	2 ALBION (MI) -88 LOUISVILLE(BUS-KY)	333	30585	166382
KY-MI	81 LAPEER (MI) -88 LOUISVILLE(BUS-KY)	358	40316	210971
KY-MI	73 KALAMAZOO (MI) -85 LEXINGTON(BUS-KY)	395	43260	209902
KY-MI	37 DOWAGIAC (MI) -88 LOUISVILLE(BUS-KY)	491	38968	204644
KY-MI	61 HOLLAND (MI) -85 LEXINGTON(BUS-KY)	578	72949	352659
KY-MI	73 KALAMAZOO (MI) -88 LOUISVILLE(BUS-KY)	662	62942	300094
KY-MI	5 ANN ARBOR (MI) -88 LOUISVILLE(BUS-KY)	863	86402	481298
KY-MI	4 ANCHORVILLE(BUS-MI) -88 LOUISVILLE(BUS-KY)	886	98498	559905
KY-MI	9 BATTLE CREEK (MI) -88 LOUISVILLE(BUS-KY)	936	85772	444577
KY-MI	68 JACKSON (MI) -88 LOUISVILLE(BUS-KY)	1071	101020	556945
KY-MI	55 GRAND RAPIDS (MI) -85 LEXINGTON(BUS-KY)	1160	137726	678567
KY-MI	61 HOLLAND (MI) -88 LOUISVILLE(BUS-KY)	1328	147355	704913
KY-MI	31 DEARBORN (MI) -88 LOUISVILLE(BUS-KY)	1390	147449	817203
KY-MI	46 FLINT (MI) -88 LOUISVILLE(BUS-KY)	1391	150448	794147
KY-MI	35 DETROIT (MI) -88 LOUISVILLE(BUS-KY)	1579	170171	942458
KY-MI	42 EAST LANSING (MI) -88 LOUISVILLE(BUS-KY)	1769	174457	925274
KY-MI	55 GRAND RAPIDS (MI) -88 LOUISVILLE(BUS-KY)	2749	285046	1390772
KY-MO	79 LA PLATA (MO) -88 LOUISVILLE(BUS-KY)	11	1456	7503
KY-MO	88 LOUISVILLE(BUS-KY) -144 ST. LOUIS (MO)	9008	1065240	5368727
KY-OH	88 LOUISVILLE(BUS-KY) -134 SANDUSKY (OH)	667	80237	375661
KY-OH	88 LOUISVILLE(BUS-KY) -150 TOLEDO (OH)	2081	230074	1073614
KY-OH	23 CINCINNATI (OH) -88 LOUISVILLE(BUS-KY)	8714	395197	1943227
KY-WI	85 LEXINGTON(BUS-KY) -116 OSHKOSH (WI)	12	1503	6477
KY-WI	88 LOUISVILLE(BUS-KY) -116 OSHKOSH (WI)	54	6356	25782
KY-WI	88 LOUISVILLE(BUS-KY) -151 TOMAH (WI)	74	9440	42847
KY-WI	85 LEXINGTON(BUS-KY) -125 PORTAGE (WI)	75	10319	44720
KY-WI	88 LOUISVILLE(BUS-KY) -164 WISCONSIN DELLS (WI)	86	10029	45894
KY-WI	85 LEXINGTON(BUS-KY) -159 WATERTOWN (WI)	96	11243	50074
KY-WI	85 LEXINGTON(BUS-KY) -113 OCONOMOWOC (WI)	106	12136	54125
KY-WI	47 FOND DU LAC (WI) -85 LEXINGTON(BUS-KY)	140	17426	75782
KY-WI	88 LOUISVILLE(BUS-KY) -125 PORTAGE (WI)	150	17131	77522
KY-WI	78 LA CROSSE (WI) -88 LOUISVILLE(BUS-KY)	170	23061	105262
KY-WI	85 LEXINGTON(BUS-KY) -91 MADISON DANE AIRPORT	249	31972	140111
KY-WI	88 LOUISVILLE(BUS-KY) -159 WATERTOWN (WI)	297	28011	132071
KY-WI	12 BROOKFIELD (WI) -85 LEXINGTON(BUS-KY)	313	34379	153888
KY-WI	85 LEXINGTON(BUS-KY) -162 WEST BEND (WI)	324	37467	165649
KY-WI	88 LOUISVILLE(BUS-KY) -113 OCONOMOWOC (WI)	333	30302	143394
KY-WI	85 LEXINGTON(BUS-KY) -148 STURTEVANT (WI)	353	34550	160463
KY-WI	47 FOND DU LAC (WI) -88 LOUISVILLE(BUS-KY)	466	47126	215288
KY-WI	6 APPLETON (WI) -85 LEXINGTON(BUS-KY)	481	64800	276791
KY-WI	56 GREEN BAY (WI) -88 LOUISVILLE(BUS-KY)	787	94888	414967
KY-WI	88 LOUISVILLE(BUS-KY) -91 MADISON DANE AIRPORT	830	95932	401006
KY-WI	6 APPLETON (WI) -88 LOUISVILLE(BUS-KY)	967	107921	480721
KY-WI	85 LEXINGTON(BUS-KY) -102 MILWAUKEE (WI)	1002	114657	478797
KY-WI	88 LOUISVILLE(BUS-KY) -162 WEST BEND (WI)	1111	102568	480016
KY-WI	88 LOUISVILLE(BUS-KY) -148 STURTEVANT (WI)	1545	127802	579486
KY-WI	12 BROOKFIELD (WI) -88 LOUISVILLE(BUS-KY)	1638	159048	676513
KY-WI	88 LOUISVILLE(BUS-KY) -102 MILWAUKEE (WI)	3462	313790	1381302

MWRRI
Station-to-Station Data Tables
Data for 2020

Michigan

June 2004

Prepared by:
Transportation Economics & Management Systems, Inc.

MWRRI
State of Michigan
Station to Station Origin-Destination Data

States	Station Pair	Riders	Revenue	Passenger Miles
MI-IA	49 FT. DODGE(BUS-IA) -112 NILES (MI)	3	350	1748
MI-IA	28 CRESTON (IA) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	3	418	1978
MI-IA	8 BANGOR (MI) -28 CRESTON (IA)	4	522	2430
MI-IA	8 BANGOR (MI) -49 FT. DODGE(BUS-IA)	5	593	2711
MI-IA	8 BANGOR (MI) -48 FORT MADISON (IA)	7	634	2810
MI-IA	49 FT. DODGE(BUS-IA) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	7	771	3592
MI-IA	2 ALBION (MI) -14 BURLINGTON (IA)	7	629	3329
MI-IA	37 DOWAGIAC (MI) -49 FT. DODGE(BUS-IA)	8	870	4413
MI-IA	8 BANGOR (MI) -161 WEBSTER CITY(BUS-IA)	9	1138	5107
MI-IA	112 NILES (MI) -161 WEBSTER CITY(BUS-IA)	10	1013	4971
MI-IA	14 BURLINGTON (IA) -37 DOWAGIAC (MI)	10	849	4296
MI-IA	8 BANGOR (MI) -117 OTTUMWA (IA)	11	1250	5720
MI-IA	8 BANGOR (MI) -14 BURLINGTON (IA)	13	1216	5371
MI-IA	2 ALBION (MI) -48 FORT MADISON (IA)	13	1235	6506
MI-IA	28 CRESTON (IA) -123 PONTIAC (MI)	13	1969	10529
MI-IA	8 BANGOR (MI) -104 MT. PLEASANT (IA)	14	1443	6540
MI-IA	48 FORT MADISON (IA) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	14	1279	5789
MI-IA	8 BANGOR (MI) -115 OSCEOLA (IA)	15	1853	8585
MI-IA	4 ANCHORVILLE(BUS-MI) -28 CRESTON (IA)	15	2220	12136
MI-IA	28 CRESTON (IA) -68 JACKSON (MI)	15	1974	10502
MI-IA	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -161 WEBSTER CITY(BUS-IA)	15	1672	7641
MI-IA	37 DOWAGIAC (MI) -115 OSCEOLA (IA)	18	2058	10544
MI-IA	37 DOWAGIAC (MI) -161 WEBSTER CITY(BUS-IA)	19	1963	9793
MI-IA	9 BATTLE CREEK (MI) -28 CRESTON (IA)	20	2568	13543
MI-IA	106 MUSKEGON(BUS-MI) -115 OSCEOLA (IA)	21	2744	14622
MI-IA	49 FT. DODGE(BUS-IA) -73 KALAMAZOO (MI)	22	2535	12878
MI-IA	115 OSCEOLA (IA) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	22	2657	12537
MI-IA	49 FT. DODGE(BUS-IA) -61 HOLLAND (MI)	23	3008	15142
MI-IA	28 CRESTON (IA) -73 KALAMAZOO (MI)	23	2883	14766
MI-IA	89 LUDINGTON(BUS-MI) -111 NEWTON (IA)	24	2739	14222
MI-IA	28 CRESTON (IA) -61 HOLLAND (MI)	26	3659	18567
MI-IA	5 ANN ARBOR (MI) -28 CRESTON (IA)	28	3911	20997
MI-IA	117 OTTUMWA (IA) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	29	2978	13905
MI-IA	14 BURLINGTON (IA) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	30	2678	12115
MI-IA	104 MT. PLEASANT (IA) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	34	3141	14551
MI-IA	48 FORT MADISON (IA) -61 HOLLAND (MI)	35	3679	18447
MI-IA	73 KALAMAZOO (MI) -161 WEBSTER CITY(BUS-IA)	35	3951	19752
MI-IA	48 FORT MADISON (IA) -73 KALAMAZOO (MI)	35	3144	15937
MI-IA	61 HOLLAND (MI) -161 WEBSTER CITY(BUS-IA)	36	4666	23156
MI-IA	9 BATTLE CREEK (MI) -48 FORT MADISON (IA)	38	3413	18029
MI-IA	9 BATTLE CREEK (MI) -161 WEBSTER CITY(BUS-IA)	39	4406	22773
MI-IA	3 AMES(BUS-IA) -8 BANGOR (MI)	39	4663	19158
MI-IA	28 CRESTON (IA) -31 DEARBORN (MI)	39	5649	30258
MI-IA	28 CRESTON (IA) -35 DETROIT (MI)	39	5747	30778
MI-IA	4 ANCHORVILLE(BUS-MI) -14 BURLINGTON (IA)	40	4200	23411
MI-IA	42 EAST LANSING (MI) -111 NEWTON (IA)	40	4327	20585
MI-IA	42 EAST LANSING (MI) -48 FORT MADISON (IA)	43	4398	22636
MI-IA	2 ALBION (MI) -3 AMES(BUS-IA)	45	5161	25548
MI-IA	48 FORT MADISON (IA) -68 JACKSON (MI)	48	4656	24874
MI-IA	68 JACKSON (MI) -115 OSCEOLA (IA)	48	6108	32576
MI-IA	3 AMES(BUS-IA) -112 NILES (MI)	51	5390	23932
MI-IA	9 BATTLE CREEK (MI) -115 OSCEOLA (IA)	52	6157	32554
MI-IA	48 FORT MADISON (IA) -123 PONTIAC (MI)	52	6007	32298
MI-IA	48 FORT MADISON (IA) -133 ROYAL OAK (MI)	53	6042	32543
MI-IA	28 CRESTON (IA) -55 GRAND RAPIDS (MI)	55	7341	37950
MI-IA	111 NEWTON (IA) -112 NILES (MI)	56	4937	22191
MI-IA	5 ANN ARBOR (MI) -48 FORT MADISON (IA)	58	5993	32410
MI-IA	73 KALAMAZOO (MI) -115 OSCEOLA (IA)	58	6934	35548
MI-IA	67 IOWA CITY (IA) -112 NILES (MI)	59	4026	18486
MI-IA	61 HOLLAND (MI) -115 OSCEOLA (IA)	59	8040	40811
MI-IA	61 HOLLAND (MI) -117 OTTUMWA (IA)	59	7100	36078
MI-IA	4 ANCHORVILLE(BUS-MI) -104 MT. PLEASANT (IA)	61	7236	40398
MI-IA	4 ANCHORVILLE(BUS-MI) -48 FORT MADISON (IA)	66	7549	41777

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States	Station Pair	Riders	Revenue	Passenger Miles
MI-IA	8 BANGOR (MI) -18 CEDAR FALLS (BUS-IA)	67	6198	28719
MI-IA	106 MUSKEGON(BUS-MI) -111 NEWTON (IA)	68	7473	36889
MI-IA	68 JACKSON (MI) -117 OTTUMWA (IA)	69	7684	41308
MI-IA	106 MUSKEGON(BUS-MI) -131 ROCK ISLAND (IA)	69	5240	27646
MI-IA	61 HOLLAND (MI) -104 MT. PLEASANT (IA)	70	7704	39174
MI-IA	48 FORT MADISON (IA) -106 MUSKEGON(BUS-MI)	71	7251	38685
MI-IA	73 KALAMAZOO (MI) -104 MT. PLEASANT (IA)	71	6668	34344
MI-IA	4 ANCHORVILLE(BUS-MI) -117 OTTUMWA (IA)	72	9165	50804
MI-IA	34 DES MOINES (IA) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	73	7587	31347
MI-IA	68 JACKSON (MI) -104 MT. PLEASANT (IA)	73	7387	39943
MI-IA	8 BANGOR (MI) -34 DES MOINES (IA)	74	8302	33842
MI-IA	14 BURLINGTON (IA) -73 KALAMAZOO (MI)	75	6565	33279
MI-IA	18 CEDAR FALLS (BUS-IA) -40 DURAND (MI)	75	7752	41000
MI-IA	73 KALAMAZOO (MI) -117 OTTUMWA (IA)	76	7809	40137
MI-IA	4 ANCHORVILLE(BUS-MI) -115 OSCEOLA (IA)	76	10985	60276
MI-IA	3 AMES(BUS-IA) -37 DOWAGIAC (MI)	78	8247	37427
MI-IA	14 BURLINGTON (IA) -61 HOLLAND (MI)	79	8210	41161
MI-IA	111 NEWTON (IA) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	80	7678	31719
MI-IA	117 OTTUMWA (IA) -123 PONTIAC (MI)	81	10408	56219
MI-IA	9 BATTLE CREEK (MI) -117 OTTUMWA (IA)	82	8525	45402
MI-IA	2 ALBION (MI) -18 CEDAR FALLS (BUS-IA)	84	7502	41436
MI-IA	9 BATTLE CREEK (MI) -104 MT. PLEASANT (IA)	85	8023	42954
MI-IA	5 ANN ARBOR (MI) -115 OSCEOLA (IA)	92	12227	65840
MI-IA	31 DEARBORN (MI) -48 FORT MADISON (IA)	97	10600	57124
MI-IA	42 EAST LANSING (MI) -104 MT. PLEASANT (IA)	98	10420	54356
MI-IA	48 FORT MADISON (IA) -89 LUDINGTON(BUS-MI)	99	10729	59937
MI-IA	18 CEDAR FALLS (BUS-IA) -112 NILES (MI)	100	8213	39997
MI-IA	104 MT. PLEASANT (IA) -123 PONTIAC (MI)	101	12117	65797
MI-IA	3 AMES(BUS-IA) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	102	11482	47431
MI-IA	31 DEARBORN (MI) -115 OSCEOLA (IA)	104	14364	77148
MI-IA	14 BURLINGTON (IA) -42 EAST LANSING (MI)	105	10707	55107
MI-IA	35 DETROIT (MI) -48 FORT MADISON (IA)	106	11767	63393
MI-IA	5 ANN ARBOR (MI) -104 MT. PLEASANT (IA)	108	11644	63650
MI-IA	9 BATTLE CREEK (MI) -14 BURLINGTON (IA)	110	9681	51184
MI-IA	14 BURLINGTON (IA) -68 JACKSON (MI)	110	10528	56309
MI-IA	5 ANN ARBOR (MI) -117 OTTUMWA (IA)	111	12969	70447
MI-IA	42 EAST LANSING (MI) -117 OTTUMWA (IA)	117	13503	70237
MI-IA	31 DEARBORN (MI) -104 MT. PLEASANT (IA)	117	13300	72426
MI-IA	67 IOWA CITY (IA) -106 MUSKEGON(BUS-MI)	119	10559	53987
MI-IA	89 LUDINGTON(BUS-MI) -131 ROCK ISLAND (IA)	122	9845	55283
MI-IA	31 DEARBORN (MI) -117 OTTUMWA (IA)	123	15046	81461
MI-IA	34 DES MOINES (IA) -37 DOWAGIAC (MI)	129	12671	57714
MI-IA	35 DETROIT (MI) -115 OSCEOLA (IA)	131	18324	98404
MI-IA	18 CEDAR FALLS (BUS-IA) -37 DOWAGIAC (MI)	133	10293	54999
MI-IA	89 LUDINGTON(BUS-MI) -117 OTTUMWA (IA)	135	16340	91339
MI-IA	48 FORT MADISON (IA) -55 GRAND RAPIDS (MI)	136	13378	68744
MI-IA	42 EAST LANSING (MI) -67 IOWA CITY (IA)	138	12186	59631
MI-IA	34 DES MOINES (IA) -112 NILES (MI)	138	14465	59930
MI-IA	2 ALBION (MI) -34 DES MOINES (IA)	140	15423	73863
MI-IA	67 IOWA CITY (IA) -89 LUDINGTON(BUS-MI)	147	13826	74845
MI-IA	55 GRAND RAPIDS (MI) -115 OSCEOLA (IA)	147	18783	97229
MI-IA	35 DETROIT (MI) -104 MT. PLEASANT (IA)	148	16964	92338
MI-IA	35 DETROIT (MI) -117 OTTUMWA (IA)	149	18540	100351
MI-IA	37 DOWAGIAC (MI) -67 IOWA CITY (IA)	150	10317	48685
MI-IA	55 GRAND RAPIDS (MI) -111 NEWTON (IA)	150	16885	75026
MI-IA	18 CEDAR FALLS (BUS-IA) -81 LAPEER (MI)	151	16684	88371
MI-IA	104 MT. PLEASANT (IA) -106 MUSKEGON(BUS-MI)	156	17294	89932
MI-IA	3 AMES(BUS-IA) -68 JACKSON (MI)	163	18874	94761
MI-IA	3 AMES(BUS-IA) -61 HOLLAND (MI)	171	21265	101283
MI-IA	18 CEDAR FALLS (BUS-IA) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	176	15679	70476
MI-IA	89 LUDINGTON(BUS-MI) -104 MT. PLEASANT (IA)	183	20516	115634
MI-IA	5 ANN ARBOR (MI) -14 BURLINGTON (IA)	187	19169	101163
MI-IA	3 AMES(BUS-IA) -9 BATTLE CREEK (MI)	188	20406	100974

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States	Station Pair	Riders	Revenue	Passenger Miles
MI-IA	8 BANGOR (MI) -131 ROCK ISLAND (IA)	190	13774	53534
MI-IA	46 FLINT (MI) -48 FORT MADISON (IA)	191	21238	109077
MI-IA	14 BURLINGTON (IA) -89 LUDINGTON(BUS-MI)	193	20755	115970
MI-IA	67 IOWA CITY (IA) -68 JACKSON (MI)	193	16198	82742
MI-IA	34 DES MOINES (IA) -68 JACKSON (MI)	196	22136	107703
MI-IA	3 AMES(BUS-IA) -73 KALAMAZOO (MI)	197	21264	101433
MI-IA	106 MUSKEGON(BUS-MI) -117 OTTUMWA (IA)	197	23352	122440
MI-IA	14 BURLINGTON (IA) -31 DEARBORN (MI)	205	22363	116679
MI-IA	8 BANGOR (MI) -19 CEDAR RAPIDS(BUS-IA)	222	20356	81325
MI-IA	14 BURLINGTON (IA) -35 DETROIT (MI)	233	25263	136328
MI-IA	14 BURLINGTON (IA) -106 MUSKEGON(BUS-MI)	234	24773	127649
MI-IA	34 DES MOINES (IA) -73 KALAMAZOO (MI)	234	24594	113021
MI-IA	67 IOWA CITY (IA) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	255	19258	79321
MI-IA	19 CEDAR RAPIDS(BUS-IA) -112 NILES (MI)	271	20357	92271
MI-IA	19 CEDAR RAPIDS(BUS-IA) -40 DURAND (MI)	272	28301	133235
MI-IA	2 ALBION (MI) -19 CEDAR RAPIDS(BUS-IA)	293	26706	127446
MI-IA	18 CEDAR FALLS (BUS-IA) -68 JACKSON (MI)	303	28025	156819
MI-IA	4 ANCHORVILLE(BUS-MI) -18 CEDAR FALLS (BUS-IA)	306	33485	192776
MI-IA	18 CEDAR FALLS (BUS-IA) -46 FLINT (MI)	319	33842	180916
MI-IA	40 DURAND (MI) -131 ROCK ISLAND (IA)	325	28130	131469
MI-IA	3 AMES(BUS-IA) -55 GRAND RAPIDS (MI)	335	39320	190789
MI-IA	5 ANN ARBOR (MI) -18 CEDAR FALLS (BUS-IA)	343	33738	190586
MI-IA	34 DES MOINES (IA) -61 HOLLAND (MI)	346	41997	193683
MI-IA	9 BATTLE CREEK (MI) -18 CEDAR FALLS (BUS-IA)	352	31207	166075
MI-IA	46 FLINT (MI) -104 MT. PLEASANT (IA)	356	41034	213373
MI-IA	55 GRAND RAPIDS (MI) -104 MT. PLEASANT (IA)	356	37898	190625
MI-IA	3 AMES(BUS-IA) -42 EAST LANSING (MI)	365	43993	214096
MI-IA	46 FLINT (MI) -117 OTTUMWA (IA)	366	45661	236874
MI-IA	2 ALBION (MI) -131 ROCK ISLAND (IA)	371	27358	130256
MI-IA	19 CEDAR RAPIDS(BUS-IA) -81 LAPEER (MI)	378	39605	198528
MI-IA	18 CEDAR FALLS (BUS-IA) -61 HOLLAND (MI)	383	40427	202130
MI-IA	55 GRAND RAPIDS (MI) -117 OTTUMWA (IA)	391	45055	227623
MI-IA	18 CEDAR FALLS (BUS-IA) -73 KALAMAZOO (MI)	395	36196	177865
MI-IA	112 NILES (MI) -131 ROCK ISLAND (IA)	418	23961	107010
MI-IA	5 ANN ARBOR (MI) -34 DES MOINES (IA)	422	50093	247745
MI-IA	14 BURLINGTON (IA) -55 GRAND RAPIDS (MI)	433	44006	218351
MI-IA	9 BATTLE CREEK (MI) -67 IOWA CITY (IA)	443	33855	169744
MI-IA	19 CEDAR RAPIDS(BUS-IA) -37 DOWAGIAC (MI)	443	34035	156497
MI-IA	14 BURLINGTON (IA) -46 FLINT (MI)	465	51429	264162
MI-IA	9 BATTLE CREEK (MI) -34 DES MOINES (IA)	489	51565	246487
MI-IA	18 CEDAR FALLS (BUS-IA) -42 EAST LANSING (MI)	493	47677	256425
MI-IA	34 DES MOINES (IA) -133 ROYAL OAK (MI)	494	63482	314958
MI-IA	34 DES MOINES (IA) -123 PONTIAC (MI)	520	68013	337414
MI-IA	19 CEDAR RAPIDS(BUS-IA) -124 PORT HURON (MI)	520	60210	296638
MI-IA	19 CEDAR RAPIDS(BUS-IA) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	528	44005	178891
MI-IA	31 DEARBORN (MI) -34 DES MOINES (IA)	533	66358	328564
MI-IA	5 ANN ARBOR (MI) -67 IOWA CITY (IA)	545	48819	253787
MI-IA	37 DOWAGIAC (MI) -131 ROCK ISLAND (IA)	581	33957	156193
MI-IA	18 CEDAR FALLS (BUS-IA) -31 DEARBORN (MI)	588	61300	344255
MI-IA	81 LAPEER (MI) -131 ROCK ISLAND (IA)	603	58086	265834
MI-IA	18 CEDAR FALLS (BUS-IA) -55 GRAND RAPIDS (MI)	630	64444	317007
MI-IA	18 CEDAR FALLS (BUS-IA) -35 DETROIT (MI)	640	67759	380172
MI-IA	131 ROCK ISLAND (IA) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	640	41706	163284
MI-IA	61 HOLLAND (MI) -67 IOWA CITY (IA)	657	60714	288528
MI-IA	34 DES MOINES (IA) -55 GRAND RAPIDS (MI)	673	76675	359895
MI-IA	67 IOWA CITY (IA) -123 PONTIAC (MI)	694	70637	366471
MI-IA	46 FLINT (MI) -67 IOWA CITY (IA)	717	70015	343469
MI-IA	34 DES MOINES (IA) -35 DETROIT (MI)	725	91541	453676
MI-IA	124 PORT HURON (MI) -131 ROCK ISLAND (IA)	770	82151	374035
MI-IA	67 IOWA CITY (IA) -73 KALAMAZOO (MI)	794	60214	286621
MI-IA	31 DEARBORN (MI) -67 IOWA CITY (IA)	807	77075	400042
MI-IA	4 ANCHORVILLE(BUS-MI) -131 ROCK ISLAND (IA)	822	77961	397699
MI-IA	4 ANCHORVILLE(BUS-MI) -19 CEDAR RAPIDS(BUS-IA)	831	85875	471926

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States	Station Pair	Riders	Revenue	Passenger Miles
MI-IA	19 CEDAR RAPIDS(BUS-IA) -46 FLINT (MI)	835	83758	423174
MI-IA	35 DETROIT (MI) -67 IOWA CITY (IA)	1003	97531	506386
MI-IA	19 CEDAR RAPIDS(BUS-IA) -61 HOLLAND (MI)	1014	102073	473335
MI-IA	9 BATTLE CREEK (MI) -19 CEDAR RAPIDS(BUS-IA)	1035	88191	425414
MI-IA	19 CEDAR RAPIDS(BUS-IA) -68 JACKSON (MI)	1068	99814	487216
MI-IA	19 CEDAR RAPIDS(BUS-IA) -73 KALAMAZOO (MI)	1168	100679	454290
MI-IA	5 ANN ARBOR (MI) -19 CEDAR RAPIDS(BUS-IA)	1222	119082	603878
MI-IA	55 GRAND RAPIDS (MI) -67 IOWA CITY (IA)	1235	104911	511388
MI-IA	19 CEDAR RAPIDS(BUS-IA) -133 ROYAL OAK (MI)	1272	129810	691981
MI-IA	19 CEDAR RAPIDS(BUS-IA) -123 PONTIAC (MI)	1301	135891	723169
MI-IA	68 JACKSON (MI) -131 ROCK ISLAND (IA)	1377	104724	512385
MI-IA	9 BATTLE CREEK (MI) -131 ROCK ISLAND (IA)	1414	94433	462253
MI-IA	5 ANN ARBOR (MI) -131 ROCK ISLAND (IA)	1443	120836	591564
MI-IA	73 KALAMAZOO (MI) -131 ROCK ISLAND (IA)	1533	101047	467651
MI-IA	19 CEDAR RAPIDS(BUS-IA) -55 GRAND RAPIDS (MI)	1575	150951	696184
MI-IA	61 HOLLAND (MI) -131 ROCK ISLAND (IA)	1690	140742	647152
MI-IA	131 ROCK ISLAND (IA) -133 ROYAL OAK (MI)	1719	160231	790767
MI-IA	19 CEDAR RAPIDS(BUS-IA) -31 DEARBORN (MI)	1732	170182	907460
MI-IA	123 PONTIAC (MI) -131 ROCK ISLAND (IA)	1740	165448	821087
MI-IA	46 FLINT (MI) -131 ROCK ISLAND (IA)	1750	155331	740330
MI-IA	19 CEDAR RAPIDS(BUS-IA) -35 DETROIT (MI)	1830	182945	975388
MI-IA	19 CEDAR RAPIDS(BUS-IA) -42 EAST LANSING (MI)	1983	196326	910192
MI-IA	31 DEARBORN (MI) -131 ROCK ISLAND (IA)	2320	208310	1020638
MI-IA	35 DETROIT (MI) -131 ROCK ISLAND (IA)	2422	219854	1087510
MI-IA	55 GRAND RAPIDS (MI) -131 ROCK ISLAND (IA)	2694	209328	964480
MI-IA	42 EAST LANSING (MI) -131 ROCK ISLAND (IA)	2945	239744	1104299
MI-IL	8 BANGOR (MI) -118 PADUCAH(BUS-IL)	2	192	814
MI-IL	38 DU QUOIN (IL) -112 NILES (MI)	2	176	744
MI-IL	2 ALBION (MI) -118 PADUCAH(BUS-IL)	2	242	1196
MI-IL	17 CARLINVILLE (IL) -112 NILES (MI)	3	169	821
MI-IL	98 MATTOON (IL) -124 PORT HURON (MI)	3	288	1336
MI-IL	40 DURAND (MI) -97 MARION(BUS-IL)	3	363	1659
MI-IL	81 LAPEER (MI) -97 MARION(BUS-IL)	3	399	1842
MI-IL	118 PADUCAH(BUS-IL) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	3	348	1500
MI-IL	97 MARION(BUS-IL) -112 NILES (MI)	3	329	1422
MI-IL	20 CENTRALIA (IL) -112 NILES (MI)	4	328	1395
MI-IL	37 DOWAGIAC (MI) -118 PADUCAH(BUS-IL)	4	426	2016
MI-IL	62 HOMEWOOD (IL) -112 NILES (MI)	4	62	325
MI-IL	2 ALBION (MI) -97 MARION(BUS-IL)	4	477	2229
MI-IL	86 LINCOLN (IL) -112 NILES (MI)	5	244	1150
MI-IL	8 BANGOR (MI) -97 MARION(BUS-IL)	6	680	2687
MI-IL	16 CARBONDALE (IL) -89 LUDINGTON(BUS-MI)	6	742	3673
MI-IL	16 CARBONDALE (IL) -40 DURAND (MI)	7	820	3689
MI-IL	2 ALBION (MI) -16 CARBONDALE (IL)	7	757	3475
MI-IL	2 ALBION (MI) -20 CENTRALIA (IL)	7	666	3110
MI-IL	20 CENTRALIA (IL) -124 PORT HURON (MI)	7	937	4274
MI-IL	20 CENTRALIA (IL) -81 LAPEER (MI)	8	879	4045
MI-IL	16 CARBONDALE (IL) -63 HOWELL(BUS-MI)	8	925	4538
MI-IL	112 NILES (MI) -118 PADUCAH(BUS-IL)	8	810	3764
MI-IL	61 HOLLAND (MI) -118 PADUCAH(BUS-IL)	9	1114	5301
MI-IL	38 DU QUOIN (IL) -73 KALAMAZOO (MI)	10	1015	4463
MI-IL	9 BATTLE CREEK (MI) -38 DU QUOIN (IL)	11	1028	4727
MI-IL	68 JACKSON (MI) -118 PADUCAH(BUS-IL)	11	1255	6293
MI-IL	9 BATTLE CREEK (MI) -118 PADUCAH(BUS-IL)	11	1221	6031
MI-IL	68 JACKSON (MI) -97 MARION(BUS-IL)	11	1258	5979
MI-IL	2 ALBION (MI) -76 KEWANEE (IL)	12	948	5037
MI-IL	38 DU QUOIN (IL) -89 LUDINGTON(BUS-MI)	12	1383	6900
MI-IL	29 DANVILLE(BUS-IL) -112 NILES (MI)	13	708	3340
MI-IL	20 CENTRALIA (IL) -40 DURAND (MI)	13	1438	6549
MI-IL	73 KALAMAZOO (MI) -118 PADUCAH(BUS-IL)	13	1458	6944
MI-IL	97 MARION(BUS-IL) -124 PORT HURON (MI)	14	2093	8859
MI-IL	2 ALBION (MI) -38 DU QUOIN (IL)	14	1428	6594
MI-IL	8 BANGOR (MI) -69 JACKSONVILLE(BUS-IL)	14	1053	4742

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States	Station Pair	Riders	Revenue	Passenger Miles
MI-IL	32 DECATUR(BUS-IL) -112 NILES (MI)	14	771	3715
MI-IL	37 DOWAGIAC (MI) -97 MARION(BUS-IL)	14	1380	6101
MI-IL	46 FLINT (MI) -97 MARION(BUS-IL)	15	1983	8575
MI-IL	42 EAST LANSING (MI) -86 LINCOLN (IL)	15	1117	5635
MI-IL	42 EAST LANSING (MI) -118 PADUCAH(BUS-IL)	16	1943	9442
MI-IL	2 ALBION (MI) -69 JACKSONVILLE(BUS-IL)	16	1175	6575
MI-IL	55 GRAND RAPIDS (MI) -118 PADUCAH(BUS-IL)	16	1903	9219
MI-IL	40 DURAND (MI) -69 JACKSONVILLE(BUS-IL)	16	1415	7506
MI-IL	89 LUDINGTON(BUS-MI) -98 MATTOON (IL)	16	1421	7494
MI-IL	44 EFFINGHAM (IL) -112 NILES (MI)	16	1107	4742
MI-IL	20 CENTRALIA (IL) -31 DEARBORN (MI)	17	1896	8788
MI-IL	38 DU QUOIN (IL) -42 EAST LANSING (MI)	17	1851	8414
MI-IL	97 MARION(BUS-IL) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	17	1807	7006
MI-IL	2 ALBION (MI) -86 LINCOLN (IL)	17	1136	5920
MI-IL	41 DWIGHT (IL) -112 NILES (MI)	17	631	2851
MI-IL	8 BANGOR (MI) -51 GALESBURG (IL)	18	1564	6838
MI-IL	112 NILES (MI) -122 PONTIAC (IL)	18	693	3247
MI-IL	16 CARBONDALE (IL) -81 LAPEER (MI)	18	2367	10763
MI-IL	20 CENTRALIA (IL) -55 GRAND RAPIDS (MI)	19	1812	8264
MI-IL	16 CARBONDALE (IL) -112 NILES (MI)	19	1838	7434
MI-IL	16 CARBONDALE (IL) -133 ROYAL OAK (MI)	19	2368	11360
MI-IL	38 DU QUOIN (IL) -106 MUSKEGON(BUS-MI)	19	2096	9903
MI-IL	42 EAST LANSING (MI) -76 KEWANEE (IL)	20	1740	8994
MI-IL	2 ALBION (MI) -44 EFFINGHAM (IL)	21	1681	7997
MI-IL	8 BANGOR (MI) -62 HOMEWOOD (IL)	21	630	2115
MI-IL	32 DECATUR(BUS-IL) -81 LAPEER (MI)	22	1928	9741
MI-IL	8 BANGOR (MI) -29 DANVILLE(BUS-IL)	22	1580	6093
MI-IL	44 EFFINGHAM (IL) -124 PORT HURON (MI)	22	2517	11611
MI-IL	8 BANGOR (MI) -32 DECATUR(BUS-IL)	23	1653	6576
MI-IL	51 GALESBURG (IL) -112 NILES (MI)	23	1699	8406
MI-IL	29 DANVILLE(BUS-IL) -81 LAPEER (MI)	23	2041	10194
MI-IL	2 ALBION (MI) -98 MATTOON (IL)	23	1734	8340
MI-IL	9 BATTLE CREEK (MI) -97 MARION(BUS-IL)	24	2543	11444
MI-IL	16 CARBONDALE (IL) -55 GRAND RAPIDS (MI)	24	2718	11806
MI-IL	124 PORT HURON (MI) -128 RANTOUL (IL)	24	2189	10322
MI-IL	73 KALAMAZOO (MI) -97 MARION(BUS-IL)	25	2647	11361
MI-IL	2 ALBION (MI) -32 DECATUR(BUS-IL)	25	1670	8813
MI-IL	42 EAST LANSING (MI) -90 MACOMB (IL)	25	2509	12918
MI-IL	16 CARBONDALE (IL) -124 PORT HURON (MI)	25	3651	15571
MI-IL	20 CENTRALIA (IL) -89 LUDINGTON(BUS-MI)	25	2657	13454
MI-IL	2 ALBION (MI) -29 DANVILLE(BUS-IL)	25	1703	8863
MI-IL	42 EAST LANSING (MI) -122 PONTIAC (IL)	26	1555	7937
MI-IL	16 CARBONDALE (IL) -106 MUSKEGON(BUS-MI)	26	3021	14191
MI-IL	40 DURAND (MI) -126 PRINCETON (IL)	27	1842	9407
MI-IL	29 DANVILLE(BUS-IL) -124 PORT HURON (MI)	28	3092	13748
MI-IL	2 ALBION (MI) -122 PONTIAC (IL)	30	1561	8301
MI-IL	74 KANKAKEE (IL) -112 NILES (MI)	30	983	4356
MI-IL	37 DOWAGIAC (MI) -69 JACKSONVILLE(BUS-IL)	31	1842	9913
MI-IL	37 DOWAGIAC (MI) -126 PRINCETON (IL)	31	1254	6385
MI-IL	20 CENTRALIA (IL) -35 DETROIT (MI)	31	3386	16513
MI-IL	97 MARION(BUS-IL) -123 PONTIAC (MI)	31	4443	19690
MI-IL	2 ALBION (MI) -127 QUINCY (IL)	32	3327	17441
MI-IL	8 BANGOR (MI) -126 PRINCETON (IL)	32	1824	6997
MI-IL	68 JACKSON (MI) -86 LINCOLN (IL)	32	2161	11497
MI-IL	90 MACOMB (IL) -106 MUSKEGON(BUS-MI)	32	3399	17478
MI-IL	97 MARION(BUS-IL) -133 ROYAL OAK (MI)	32	4565	19966
MI-IL	32 DECATUR(BUS-IL) -124 PORT HURON (MI)	33	3611	16019
MI-IL	42 EAST LANSING (MI) -127 QUINCY (IL)	33	3659	18786
MI-IL	61 HOLLAND (MI) -97 MARION(BUS-IL)	34	4128	18242
MI-IL	112 NILES (MI) -119 PEORIA (BUS-IL)	34	1669	8793
MI-IL	16 CARBONDALE (IL) -123 PONTIAC (MI)	34	4687	20856
MI-IL	16 CARBONDALE (IL) -68 JACKSON (MI)	35	4015	17841
MI-IL	112 NILES (MI) -126 PRINCETON (IL)	35	1486	6868

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States	Station Pair	Riders	Revenue	Passenger Miles
MI-IL	29 DANVILLE(BUS-IL) -40 DURAND (MI)	36	2878	14273
MI-IL	4 ANCHORVILLE(BUS-MI) -16 CARBONDALE (IL)	36	4881	22206
MI-IL	38 DU QUOIN (IL) -55 GRAND RAPIDS (MI)	36	4058	17058
MI-IL	13 BTN-NORMAL (IL) -112 NILES (MI)	36	1736	7808
MI-IL	69 JACKSONVILLE(BUS-IL) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	36	2535	11306
MI-IL	86 LINCOLN (IL) -89 LUDINGTON(BUS-MI)	37	2879	16289
MI-IL	54 GLENVIEW (IL) -89 LUDINGTON(BUS-MI)	37	1902	11189
MI-IL	38 DU QUOIN (IL) -123 PONTIAC (MI)	37	4564	22040
MI-IL	42 EAST LANSING (MI) -97 MARION(BUS-IL)	38	4841	20345
MI-IL	20 CENTRALIA (IL) -106 MUSKEGON(BUS-MI)	39	3927	18772
MI-IL	42 EAST LANSING (MI) -51 GALESBURG (IL)	39	3680	18976
MI-IL	20 CENTRALIA (IL) -68 JACKSON (MI)	40	3839	18273
MI-IL	4 ANCHORVILLE(BUS-MI) -97 MARION(BUS-IL)	40	5679	25903
MI-IL	38 DU QUOIN (IL) -46 FLINT (MI)	41	4840	22188
MI-IL	41 DWIGHT (IL) -42 EAST LANSING (MI)	41	2324	11659
MI-IL	112 NILES (MI) -153 UPPER ALTON (IL)	42	3043	14583
MI-IL	76 KEWANEE (IL) -106 MUSKEGON(BUS-MI)	42	3959	19951
MI-IL	55 GRAND RAPIDS (MI) -98 MATTOON (IL)	42	3532	15448
MI-IL	2 ALBION (MI) -90 MACOMB (IL)	42	4478	21094
MI-IL	44 EFFINGHAM (IL) -81 LAPEER (MI)	43	4336	20239
MI-IL	4 ANCHORVILLE(BUS-MI) -38 DU QUOIN (IL)	43	5235	26028
MI-IL	69 JACKSONVILLE(BUS-IL) -124 PORT HURON (MI)	43	4520	23446
MI-IL	20 CENTRALIA (IL) -123 PONTIAC (MI)	43	4942	24145
MI-IL	32 DECATUR(BUS-IL) -40 DURAND (MI)	44	3714	18140
MI-IL	73 KALAMAZOO (MI) -76 KEWANEE (IL)	44	3314	16833
MI-IL	9 BATTLE CREEK (MI) -20 CENTRALIA (IL)	45	3971	18461
MI-IL	69 JACKSONVILLE(BUS-IL) -81 LAPEER (MI)	45	4459	22223
MI-IL	38 DU QUOIN (IL) -68 JACKSON (MI)	45	4766	22416
MI-IL	29 DANVILLE(BUS-IL) -37 DOWAGIAC (MI)	46	2627	12352
MI-IL	89 LUDINGTON(BUS-MI) -122 PONTIAC (IL)	47	3049	17789
MI-IL	5 ANN ARBOR (MI) -38 DU QUOIN (IL)	47	5548	24857
MI-IL	42 EAST LANSING (MI) -100 MENDOTA (IL)	48	2689	14087
MI-IL	17 CARLINVILLE (IL) -42 EAST LANSING (MI)	48	4105	20941
MI-IL	98 MATTOON (IL) -106 MUSKEGON(BUS-MI)	50	4229	20124
MI-IL	68 JACKSON (MI) -76 KEWANEE (IL)	50	4136	22337
MI-IL	89 LUDINGTON(BUS-MI) -90 MACOMB (IL)	50	5402	30200
MI-IL	31 DEARBORN (MI) -38 DU QUOIN (IL)	51	5888	28328
MI-IL	16 CARBONDALE (IL) -46 FLINT (MI)	51	6390	28580
MI-IL	2 ALBION (MI) -17 CARLINVILLE (IL)	51	3971	20823
MI-IL	86 LINCOLN (IL) -123 PONTIAC (MI)	51	4434	23808
MI-IL	9 BATTLE CREEK (MI) -16 CARBONDALE (IL)	52	5397	24226
MI-IL	86 LINCOLN (IL) -133 ROYAL OAK (MI)	52	4368	23509
MI-IL	5 ANN ARBOR (MI) -97 MARION(BUS-IL)	53	6514	29937
MI-IL	31 DEARBORN (MI) -97 MARION(BUS-IL)	53	6985	31558
MI-IL	55 GRAND RAPIDS (MI) -86 LINCOLN (IL)	54	4056	18830
MI-IL	86 LINCOLN (IL) -106 MUSKEGON(BUS-MI)	55	4186	21243
MI-IL	4 ANCHORVILLE(BUS-MI) -122 PONTIAC (IL)	55	3963	22705
MI-IL	32 DECATUR(BUS-IL) -37 DOWAGIAC (MI)	56	3263	15390
MI-IL	76 KEWANEE (IL) -89 LUDINGTON(BUS-MI)	56	5248	29791
MI-IL	35 DETROIT (MI) -38 DU QUOIN (IL)	57	6745	32499
MI-IL	9 BATTLE CREEK (MI) -98 MATTOON (IL)	57	4086	19026
MI-IL	29 DANVILLE(BUS-IL) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	57	3601	14457
MI-IL	71 JOLIET (IL) -112 NILES (MI)	58	1609	7381
MI-IL	68 JACKSON (MI) -122 PONTIAC (IL)	58	3177	17311
MI-IL	35 DETROIT (MI) -97 MARION(BUS-IL)	59	7893	35668
MI-IL	51 GALESBURG (IL) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	60	4813	21530
MI-IL	21 CHAMPAIGN-URBANA (IL) -112 NILES (MI)	60	3124	12986
MI-IL	76 KEWANEE (IL) -133 ROYAL OAK (MI)	60	5888	32037
MI-IL	2 ALBION (MI) -126 PRINCETON (IL)	60	3213	17518
MI-IL	17 CARLINVILLE (IL) -73 KALAMAZOO (MI)	61	4449	22231
MI-IL	9 BATTLE CREEK (MI) -86 LINCOLN (IL)	62	3976	19753
MI-IL	106 MUSKEGON(BUS-MI) -127 QUINCY (IL)	62	7251	37293
MI-IL	9 BATTLE CREEK (MI) -76 KEWANEE (IL)	62	4907	25041

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MI-IL	42 EAST LANSING (MI) -120 PLANO (IL)	63	3108	16369
MI-IL	8 BANGOR (MI) -119 PEORIA (BUS-IL)	65	4395	18528
MI-IL	2 ALBION (MI) -51 GALESBURG (IL)	67	6375	30486
MI-IL	55 GRAND RAPIDS (MI) -76 KEWANEE (IL)	67	6142	28984
MI-IL	32 DECATUR(BUS-IL) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	67	4287	17681
MI-IL	73 KALAMAZOO (MI) -86 LINCOLN (IL)	69	4436	20322
MI-IL	89 LUDINGTON(BUS-MI) -127 QUINCY (IL)	69	8174	45251
MI-IL	55 GRAND RAPIDS (MI) -90 MACOMB (IL)	69	7296	34834
MI-IL	55 GRAND RAPIDS (MI) -97 MARION(BUS-IL)	70	7823	35831
MI-IL	44 EFFINGHAM (IL) -89 LUDINGTON(BUS-MI)	70	6531	33930
MI-IL	73 KALAMAZOO (MI) -98 MATTOON (IL)	71	4876	22019
MI-IL	2 ALBION (MI) -119 PEORIA (BUS-IL)	72	4469	25347
MI-IL	20 CENTRALIA (IL) -73 KALAMAZOO (MI)	72	6865	28019
MI-IL	2 ALBION (MI) -21 CHAMPAIGN-URBANA (IL)	72	4556	22419
MI-IL	4 ANCHORVILLE(BUS-MI) -69 JACKSONVILLE(BUS-IL)	73	6753	39567
MI-IL	16 CARBONDALE (IL) -35 DETROIT (MI)	74	9582	43824
MI-IL	61 HOLLAND (MI) -69 JACKSONVILLE(BUS-IL)	75	6524	33082
MI-IL	5 ANN ARBOR (MI) -20 CENTRALIA (IL)	75	8526	37411
MI-IL	17 CARLINVILLE (IL) -106 MUSKEGON(BUS-MI)	76	6697	34545
MI-IL	4 ANCHORVILLE(BUS-MI) -86 LINCOLN (IL)	76	7065	35905
MI-IL	40 DURAND (MI) -62 HOMEWOOD (IL)	77	3206	17177
MI-IL	16 CARBONDALE (IL) -73 KALAMAZOO (MI)	78	8157	34962
MI-IL	4 ANCHORVILLE(BUS-MI) -44 EFFINGHAM (IL)	78	7856	40541
MI-IL	112 NILES (MI) -139 SPRINGFIELD (IL)	79	4831	21864
MI-IL	68 JACKSON (MI) -90 MACOMB (IL)	80	7712	41222
MI-IL	126 PRINCETON (IL) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	81	3963	15741
MI-IL	4 ANCHORVILLE(BUS-MI) -98 MATTOON (IL)	81	7631	39917
MI-IL	42 EAST LANSING (MI) -128 RANTOUL (IL)	82	5906	26335
MI-IL	16 CARBONDALE (IL) -31 DEARBORN (MI)	82	10515	47568
MI-IL	44 EFFINGHAM (IL) -55 GRAND RAPIDS (MI)	83	7272	32328
MI-IL	126 PRINCETON (IL) -133 ROYAL OAK (MI)	85	6094	34086
MI-IL	4 ANCHORVILLE(BUS-MI) -76 KEWANEE (IL)	86	9630	48001
MI-IL	2 ALBION (MI) -62 HOMEWOOD (IL)	86	2370	14595
MI-IL	55 GRAND RAPIDS (MI) -100 MENDOTA (IL)	89	4687	24506
MI-IL	41 DWIGHT (IL) -55 GRAND RAPIDS (MI)	89	4749	23715
MI-IL	73 KALAMAZOO (MI) -122 PONTIAC (IL)	89	4190	20713
MI-IL	2 ALBION (MI) -13 BTN-NORMAL (IL)	91	5437	28229
MI-IL	9 BATTLE CREEK (MI) -122 PONTIAC (IL)	91	4342	23230
MI-IL	32 DECATUR(BUS-IL) -46 FLINT (MI)	92	7943	39397
MI-IL	9 BATTLE CREEK (MI) -17 CARLINVILLE (IL)	92	6755	35528
MI-IL	71 JOLIET (IL) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	92	3267	11699
MI-IL	32 DECATUR(BUS-IL) -73 KALAMAZOO (MI)	93	6012	29168
MI-IL	100 MENDOTA (IL) -106 MUSKEGON(BUS-MI)	94	5782	29494
MI-IL	29 DANVILLE(BUS-IL) -73 KALAMAZOO (MI)	94	5975	28294
MI-IL	8 BANGOR (MI) -54 GLENVIEW (IL)	95	3713	12639
MI-IL	69 JACKSONVILLE(BUS-IL) -112 NILES (MI)	95	5790	29748
MI-IL	17 CARLINVILLE (IL) -89 LUDINGTON(BUS-MI)	95	8707	48973
MI-IL	44 EFFINGHAM (IL) -68 JACKSON (MI)	97	8108	39413
MI-IL	5 ANN ARBOR (MI) -16 CARBONDALE (IL)	98	11754	53983
MI-IL	29 DANVILLE(BUS-IL) -123 PONTIAC (MI)	98	8569	45954
MI-IL	29 DANVILLE(BUS-IL) -133 ROYAL OAK (MI)	99	8414	45223
MI-IL	29 DANVILLE(BUS-IL) -46 FLINT (MI)	99	8580	41585
MI-IL	4 ANCHORVILLE(BUS-MI) -90 MACOMB (IL)	99	12217	62403
MI-IL	13 BTN-NORMAL (IL) -42 EAST LANSING (MI)	99	7150	33112
MI-IL	2 ALBION (MI) -41 DWIGHT (IL)	100	4933	25797
MI-IL	9 BATTLE CREEK (MI) -29 DANVILLE(BUS-IL)	100	6357	32441
MI-IL	29 DANVILLE(BUS-IL) -68 JACKSON (MI)	101	7330	37335
MI-IL	106 MUSKEGON(BUS-MI) -122 PONTIAC (IL)	102	6228	33160
MI-IL	68 JACKSON (MI) -127 QUINCY (IL)	102	11049	58679
MI-IL	90 MACOMB (IL) -133 ROYAL OAK (MI)	103	11558	62278
MI-IL	51 GALESBURG (IL) -89 LUDINGTON(BUS-MI)	104	10683	58112
MI-IL	21 CHAMPAIGN-URBANA (IL) -63 HOWELL(BUS-MI)	104	8460	42002
MI-IL	32 DECATUR(BUS-IL) -68 JACKSON (MI)	105	7781	39968

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MI-IL	9 BATTLE CREEK (MI) -69 JACKSONVILLE(BUS-IL)	106	7420	40532
MI-IL	5 ANN ARBOR (MI) -86 LINCOLN (IL)	107	8457	42750
MI-IL	16 CARBONDALE (IL) -42 EAST LANSING (MI)	107	12703	55126
MI-IL	31 DEARBORN (MI) -86 LINCOLN (IL)	107	9410	46068
MI-IL	62 HOMEWOOD (IL) -81 LAPEER (MI)	107	5303	27734
MI-IL	106 MUSKEGON(BUS-MI) -126 PRINCETON (IL)	107	6899	36187
MI-IL	9 BATTLE CREEK (MI) -32 DECATUR(BUS-IL)	108	6892	35943
MI-IL	55 GRAND RAPIDS (MI) -122 PONTIAC (IL)	108	6498	30796
MI-IL	42 EAST LANSING (MI) -139 SPRINGFIELD (IL)	109	9384	42891
MI-IL	5 ANN ARBOR (MI) -29 DANVILLE(BUS-IL)	109	8756	44288
MI-IL	4 ANCHORVILLE(BUS-MI) -17 CARLINVILLE (IL)	109	10635	59136
MI-IL	89 LUDINGTON(BUS-MI) -126 PRINCETON (IL)	111	7345	43606
MI-IL	5 ANN ARBOR (MI) -98 MATTOON (IL)	111	9784	46342
MI-IL	17 CARLINVILLE (IL) -55 GRAND RAPIDS (MI)	113	10066	47243
MI-IL	76 KEWANEE (IL) -123 PONTIAC (MI)	113	13109	62036
MI-IL	2 ALBION (MI) -139 SPRINGFIELD (IL)	115	9156	42812
MI-IL	54 GLENVIEW (IL) -112 NILES (MI)	116	2722	12405
MI-IL	21 CHAMPAIGN-URBANA (IL) -40 DURAND (MI)	116	9516	42569
MI-IL	29 DANVILLE(BUS-IL) -61 HOLLAND (MI)	119	9630	45071
MI-IL	32 DECATUR(BUS-IL) -133 ROYAL OAK (MI)	120	10341	56160
MI-IL	44 EFFINGHAM (IL) -106 MUSKEGON(BUS-MI)	121	10966	52288
MI-IL	4 ANCHORVILLE(BUS-MI) -126 PRINCETON (IL)	122	10251	51532
MI-IL	62 HOMEWOOD (IL) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	122	2659	8923
MI-IL	55 GRAND RAPIDS (MI) -69 JACKSONVILLE(BUS-IL)	122	9895	50703
MI-IL	31 DEARBORN (MI) -98 MATTOON (IL)	123	11148	54772
MI-IL	68 JACKSON (MI) -69 JACKSONVILLE(BUS-IL)	123	9843	52668
MI-IL	46 FLINT (MI) -90 MACOMB (IL)	123	14258	70026
MI-IL	32 DECATUR(BUS-IL) -123 PONTIAC (MI)	124	10971	59435
MI-IL	20 CENTRALIA (IL) -42 EAST LANSING (MI)	125	12912	57397
MI-IL	46 FLINT (MI) -69 JACKSONVILLE(BUS-IL)	125	11629	59948
MI-IL	73 KALAMAZOO (MI) -127 QUINCY (IL)	126	13195	63776
MI-IL	5 ANN ARBOR (MI) -32 DECATUR(BUS-IL)	126	10301	52711
MI-IL	51 GALESBURG (IL) -106 MUSKEGON(BUS-MI)	128	12180	64266
MI-IL	55 GRAND RAPIDS (MI) -153 UPPER ALTON (IL)	129	11577	58151
MI-IL	5 ANN ARBOR (MI) -122 PONTIAC (IL)	130	8506	43722
MI-IL	61 HOLLAND (MI) -62 HOMEWOOD (IL)	130	5309	17667
MI-IL	35 DETROIT (MI) -86 LINCOLN (IL)	130	11518	57378
MI-IL	40 DURAND (MI) -119 PEORIA (BUS-IL)	131	10540	53502
MI-IL	73 KALAMAZOO (MI) -90 MACOMB (IL)	131	12035	59215
MI-IL	32 DECATUR(BUS-IL) -61 HOLLAND (MI)	132	10790	51657
MI-IL	46 FLINT (MI) -76 KEWANEE (IL)	133	13270	66338
MI-IL	89 LUDINGTON(BUS-MI) -100 MENDOTA (IL)	134	8784	49644
MI-IL	31 DEARBORN (MI) -122 PONTIAC (IL)	134	10132	49193
MI-IL	35 DETROIT (MI) -122 PONTIAC (IL)	135	9198	50596
MI-IL	42 EAST LANSING (MI) -153 UPPER ALTON (IL)	136	12604	63474
MI-IL	5 ANN ARBOR (MI) -69 JACKSONVILLE(BUS-IL)	138	11925	64190
MI-IL	17 CARLINVILLE (IL) -133 ROYAL OAK (MI)	138	13282	71551
MI-IL	69 JACKSONVILLE(BUS-IL) -123 PONTIAC (MI)	138	12905	73048
MI-IL	69 JACKSONVILLE(BUS-IL) -133 ROYAL OAK (MI)	139	12616	71653
MI-IL	17 CARLINVILLE (IL) -123 PONTIAC (MI)	139	13716	73738
MI-IL	21 CHAMPAIGN-URBANA (IL) -89 LUDINGTON(BUS-MI)	139	11317	57836
MI-IL	89 LUDINGTON(BUS-MI) -139 SPRINGFIELD (IL)	142	12379	67284
MI-IL	69 JACKSONVILLE(BUS-IL) -73 KALAMAZOO (MI)	143	10170	51484
MI-IL	42 EAST LANSING (MI) -69 JACKSONVILLE(BUS-IL)	143	12147	61752
MI-IL	46 FLINT (MI) -86 LINCOLN (IL)	143	12095	59332
MI-IL	41 DWIGHT (IL) -106 MUSKEGON(BUS-MI)	144	8206	43955
MI-IL	44 EFFINGHAM (IL) -123 PONTIAC (MI)	144	14575	72659
MI-IL	9 BATTLE CREEK (MI) -44 EFFINGHAM (IL)	144	10928	51820
MI-IL	31 DEARBORN (MI) -44 EFFINGHAM (IL)	144	14914	68271
MI-IL	89 LUDINGTON(BUS-MI) -128 RANTOUL (IL)	145	11119	58068
MI-IL	127 QUINCY (IL) -133 ROYAL OAK (MI)	145	17956	96144
MI-IL	31 DEARBORN (MI) -32 DECATUR(BUS-IL)	146	12974	65075
MI-IL	20 CENTRALIA (IL) -46 FLINT (MI)	146	16102	74450

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MI-IL	123 PONTIAC (MI) -127 QUINCY (IL)	147	18576	99315
MI-IL	37 DOWAGIAC (MI) -119 PEORIA (BUS-IL)	148	7875	40180
MI-IL	21 CHAMPAIGN-URBANA (IL) -124 PORT HURON (MI)	149	15416	66559
MI-IL	35 DETROIT (MI) -98 MATTOON (IL)	149	13764	67886
MI-IL	17 CARLINVILLE (IL) -68 JACKSON (MI)	155	12541	66903
MI-IL	2 ALBION (MI) -100 MENDOTA (IL)	157	7650	41964
MI-IL	29 DANVILLE(BUS-IL) -31 DEARBORN (MI)	157	13324	68799
MI-IL	4 ANCHORVILLE(BUS-MI) -29 DANVILLE(BUS-IL)	158	14642	76032
MI-IL	106 MUSKEGON(BUS-MI) -120 PLANO (IL)	160	8269	45378
MI-IL	61 HOLLAND (MI) -126 PRINCETON (IL)	160	10794	51607
MI-IL	37 DOWAGIAC (MI) -54 GLENVIEW (IL)	162	3960	19475
MI-IL	2 ALBION (MI) -120 PLANO (IL)	164	7018	38974
MI-IL	42 EAST LANSING (MI) -98 MATTOON (IL)	166	13466	63258
MI-IL	89 LUDINGTON(BUS-MI) -120 PLANO (IL)	166	9269	56590
MI-IL	68 JACKSON (MI) -126 PRINCETON (IL)	168	9353	52152
MI-IL	5 ANN ARBOR (MI) -76 KEWANEE (IL)	170	16718	82411
MI-IL	5 ANN ARBOR (MI) -44 EFFINGHAM (IL)	170	15894	75287
MI-IL	90 MACOMB (IL) -123 PONTIAC (MI)	171	22207	105669
MI-IL	31 DEARBORN (MI) -76 KEWANEE (IL)	171	17420	88075
MI-IL	106 MUSKEGON(BUS-MI) -128 RANTOUL (IL)	172	12122	59416
MI-IL	13 BTN-NORMAL (IL) -106 MUSKEGON(BUS-MI)	176	12989	62869
MI-IL	54 GLENVIEW (IL) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	179	6183	18928
MI-IL	4 ANCHORVILLE(BUS-MI) -127 QUINCY (IL)	179	23543	122967
MI-IL	5 ANN ARBOR (MI) -17 CARLINVILLE (IL)	180	16690	84347
MI-IL	73 KALAMAZOO (MI) -128 RANTOUL (IL)	181	9870	45495
MI-IL	4 ANCHORVILLE(BUS-MI) -51 GALESBURG (IL)	182	20399	107212
MI-IL	5 ANN ARBOR (MI) -128 RANTOUL (IL)	183	12550	65431
MI-IL	2 ALBION (MI) -74 KANKAKEE (IL)	184	8457	44174
MI-IL	2 ALBION (MI) -153 UPPER ALTON (IL)	187	16019	82661
MI-IL	4 ANCHORVILLE(BUS-MI) -32 DECATUR(BUS-IL)	188	17496	92425
MI-IL	89 LUDINGTON(BUS-MI) -153 UPPER ALTON (IL)	190	18829	103985
MI-IL	35 DETROIT (MI) -76 KEWANEE (IL)	193	20061	100920
MI-IL	44 EFFINGHAM (IL) -73 KALAMAZOO (MI)	193	14961	65129
MI-IL	13 BTN-NORMAL (IL) -89 LUDINGTON(BUS-MI)	193	14995	79674
MI-IL	21 CHAMPAIGN-URBANA (IL) -81 LAPEER (MI)	195	17990	78417
MI-IL	46 FLINT (MI) -98 MATTOON (IL)	198	18265	84772
MI-IL	41 DWIGHT (IL) -73 KALAMAZOO (MI)	199	8794	42407
MI-IL	35 DETROIT (MI) -69 JACKSONVILLE(BUS-IL)	200	17726	100837
MI-IL	119 PEORIA (BUS-IL) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	201	11790	51881
MI-IL	32 DECATUR(BUS-IL) -35 DETROIT (MI)	204	18109	92897
MI-IL	106 MUSKEGON(BUS-MI) -153 UPPER ALTON (IL)	204	19708	100015
MI-IL	51 GALESBURG (IL) -133 ROYAL OAK (MI)	205	21389	115803
MI-IL	51 GALESBURG (IL) -61 HOLLAND (MI)	205	19998	100224
MI-IL	42 EAST LANSING (MI) -126 PRINCETON (IL)	207	12435	65003
MI-IL	21 CHAMPAIGN-URBANA (IL) -106 MUSKEGON(BUS-MI)	207	15286	74366
MI-IL	74 KANKAKEE (IL) -124 PORT HURON (MI)	208	16148	77892
MI-IL	55 GRAND RAPIDS (MI) -127 QUINCY (IL)	211	24228	117952
MI-IL	9 BATTLE CREEK (MI) -120 PLANO (IL)	212	8037	45205
MI-IL	29 DANVILLE(BUS-IL) -35 DETROIT (MI)	214	18340	95423
MI-IL	9 BATTLE CREEK (MI) -90 MACOMB (IL)	214	20158	101435
MI-IL	17 CARLINVILLE (IL) -46 FLINT (MI)	224	21212	108028
MI-IL	81 LAPEER (MI) -119 PEORIA (BUS-IL)	225	20499	99913
MI-IL	9 BATTLE CREEK (MI) -126 PRINCETON (IL)	232	11468	61750
MI-IL	74 KANKAKEE (IL) -81 LAPEER (MI)	233	15526	76726
MI-IL	31 DEARBORN (MI) -128 RANTOUL (IL)	234	17437	90706
MI-IL	40 DURAND (MI) -54 GLENVIEW (IL)	236	12032	60500
MI-IL	106 MUSKEGON(BUS-MI) -139 SPRINGFIELD (IL)	237	19858	99111
MI-IL	41 DWIGHT (IL) -89 LUDINGTON(BUS-MI)	246	15355	88879
MI-IL	35 DETROIT (MI) -44 EFFINGHAM (IL)	246	25120	118803
MI-IL	119 PEORIA (BUS-IL) -124 PORT HURON (MI)	247	25194	120928
MI-IL	31 DEARBORN (MI) -69 JACKSONVILLE(BUS-IL)	250	23017	123766
MI-IL	55 GRAND RAPIDS (MI) -128 RANTOUL (IL)	252	17795	76846
MI-IL	4 ANCHORVILLE(BUS-MI) -21 CHAMPAIGN-URBANA (IL)	254	21044	113027

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States	Station Pair	Riders	Revenue	Passenger Miles
MI-IL	46 FLINT (MI) -122 PONTIAC (IL)	256	18390	89668
MI-IL	9 BATTLE CREEK (MI) -127 QUINCY (IL)	258	26971	136432
MI-IL	17 CARLINVILLE (IL) -35 DETROIT (MI)	262	24684	133025
MI-IL	4 ANCHORVILLE(BUS-MI) -62 HOMEWOOD (IL)	265	13194	80031
MI-IL	55 GRAND RAPIDS (MI) -139 SPRINGFIELD (IL)	269	21927	101835
MI-IL	17 CARLINVILLE (IL) -31 DEARBORN (MI)	270	26124	134801
MI-IL	73 KALAMAZOO (MI) -120 PLANO (IL)	275	10269	52556
MI-IL	68 JACKSON (MI) -139 SPRINGFIELD (IL)	280	20968	109719
MI-IL	51 GALESBURG (IL) -68 JACKSON (MI)	282	27210	134925
MI-IL	73 KALAMAZOO (MI) -119 PEORIA (BUS-IL)	283	17072	87040
MI-IL	29 DANVILLE(BUS-IL) -42 EAST LANSING (MI)	283	21787	105286
MI-IL	62 HOMEWOOD (IL) -123 PONTIAC (MI)	286	14077	83069
MI-IL	123 PONTIAC (MI) -126 PRINCETON (IL)	290	23843	119108
MI-IL	32 DECATUR(BUS-IL) -42 EAST LANSING (MI)	290	22888	110728
MI-IL	21 CHAMPAIGN-URBANA (IL) -55 GRAND RAPIDS (MI)	294	21633	93717
MI-IL	13 BTN-NORMAL (IL) -73 KALAMAZOO (MI)	298	18060	78608
MI-IL	8 BANGOR (MI) -107 NAPERVILLE (IL)	303	13297	43894
MI-IL	9 BATTLE CREEK (MI) -41 DWIGHT (IL)	305	13651	71738
MI-IL	51 GALESBURG (IL) -123 PONTIAC (MI)	306	35735	177023
MI-IL	62 HOMEWOOD (IL) -68 JACKSON (MI)	310	9435	58828
MI-IL	29 DANVILLE(BUS-IL) -55 GRAND RAPIDS (MI)	313	23168	111092
MI-IL	73 KALAMAZOO (MI) -126 PRINCETON (IL)	319	16458	77842
MI-IL	31 DEARBORN (MI) -62 HOMEWOOD (IL)	326	14222	84130
MI-IL	32 DECATUR(BUS-IL) -55 GRAND RAPIDS (MI)	329	24699	119929
MI-IL	55 GRAND RAPIDS (MI) -120 PLANO (IL)	331	16766	80689
MI-IL	4 ANCHORVILLE(BUS-MI) -139 SPRINGFIELD (IL)	333	34134	167879
MI-IL	73 KALAMAZOO (MI) -100 MENDOTA (IL)	340	17070	75443
MI-IL	107 NAPERVILLE (IL) -112 NILES (MI)	340	9008	40513
MI-IL	9 BATTLE CREEK (MI) -51 GALESBURG (IL)	345	29185	149250
MI-IL	123 PONTIAC (MI) -139 SPRINGFIELD (IL)	347	32270	170908
MI-IL	54 GLENVIEW (IL) -106 MUSKEGON(BUS-MI)	353	16689	87879
MI-IL	13 BTN-NORMAL (IL) -55 GRAND RAPIDS (MI)	363	25229	114988
MI-IL	68 JACKSON (MI) -119 PEORIA (BUS-IL)	367	26222	137490
MI-IL	51 GALESBURG (IL) -73 KALAMAZOO (MI)	367	30676	150963
MI-IL	21 CHAMPAIGN-URBANA (IL) -68 JACKSON (MI)	371	26857	123418
MI-IL	9 BATTLE CREEK (MI) -100 MENDOTA (IL)	372	18995	90700
MI-IL	9 BATTLE CREEK (MI) -119 PEORIA (BUS-IL)	376	23253	124237
MI-IL	31 DEARBORN (MI) -90 MACOMB (IL)	377	43342	220987
MI-IL	46 FLINT (MI) -127 QUINCY (IL)	379	46159	236596
MI-IL	4 ANCHORVILLE(BUS-MI) -41 DWIGHT (IL)	386	26619	151266
MI-IL	35 DETROIT (MI) -90 MACOMB (IL)	391	46197	232923
MI-IL	74 KANKAKEE (IL) -106 MUSKEGON(BUS-MI)	397	22072	113874
MI-IL	4 ANCHORVILLE(BUS-MI) -120 PLANO (IL)	401	24903	148301
MI-IL	41 DWIGHT (IL) -123 PONTIAC (MI)	410	28714	155646
MI-IL	21 CHAMPAIGN-URBANA (IL) -123 PONTIAC (MI)	411	34549	178147
MI-IL	42 EAST LANSING (MI) -44 EFFINGHAM (IL)	417	37330	170127
MI-IL	61 HOLLAND (MI) -119 PEORIA (BUS-IL)	418	32379	161344
MI-IL	5 ANN ARBOR (MI) -119 PEORIA (BUS-IL)	428	33328	176612
MI-IL	21 CHAMPAIGN-URBANA (IL) -133 ROYAL OAK (MI)	428	34886	180107
MI-IL	31 DEARBORN (MI) -127 QUINCY (IL)	430	54654	276180
MI-IL	35 DETROIT (MI) -127 QUINCY (IL)	432	55204	281546
MI-IL	41 DWIGHT (IL) -68 JACKSON (MI)	433	22568	121240
MI-IL	2 ALBION (MI) -71 JOLIET (IL)	445	18319	99260
MI-IL	31 DEARBORN (MI) -51 GALESBURG (IL)	450	48577	245435
MI-IL	46 FLINT (MI) -51 GALESBURG (IL)	450	47865	238011
MI-IL	46 FLINT (MI) -126 PRINCETON (IL)	451	32769	163392
MI-IL	119 PEORIA (BUS-IL) -133 ROYAL OAK (MI)	453	40034	209690
MI-IL	55 GRAND RAPIDS (MI) -126 PRINCETON (IL)	457	26824	135815
MI-IL	119 PEORIA (BUS-IL) -123 PONTIAC (MI)	458	41280	217427
MI-IL	2 ALBION (MI) -54 GLENVIEW (IL)	476	17467	96072
MI-IL	31 DEARBORN (MI) -119 PEORIA (BUS-IL)	480	41407	212450
MI-IL	5 ANN ARBOR (MI) -127 QUINCY (IL)	480	57443	293503
MI-IL	44 EFFINGHAM (IL) -46 FLINT (MI)	482	47902	220016

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MI-IL	5 ANN ARBOR (MI) -41 DWIGHT (IL)	489	30581	155571
MI-IL	40 DURAND (MI) -107 NAPERVILLE (IL)	489	27778	131120
MI-IL	5 ANN ARBOR (MI) -90 MACOMB (IL)	498	53960	277133
MI-IL	31 DEARBORN (MI) -126 PRINCETON (IL)	499	37366	189297
MI-IL	4 ANCHORVILLE(BUS-MI) -13 BTN-NORMAL (IL)	510	42882	225969
MI-IL	9 BATTLE CREEK (MI) -21 CHAMPAIGN-URBANA (IL)	517	32315	148822
MI-IL	42 EAST LANSING (MI) -71 JOLIET (IL)	519	27619	128263
MI-IL	55 GRAND RAPIDS (MI) -74 KANKAKEE (IL)	522	28741	129045
MI-IL	37 DOWAGIAC (MI) -107 NAPERVILLE (IL)	528	15009	69678
MI-IL	4 ANCHORVILLE(BUS-MI) -119 PEORIA (BUS-IL)	534	47945	259951
MI-IL	74 KANKAKEE (IL) -89 LUDINGTON(BUS-MI)	537	33287	184309
MI-IL	35 DETROIT (MI) -62 HOMEWOOD (IL)	538	24034	143672
MI-IL	13 BTN-NORMAL (IL) -133 ROYAL OAK (MI)	540	42048	226308
MI-IL	68 JACKSON (MI) -100 MENDOTA (IL)	546	28072	157693
MI-IL	100 MENDOTA (IL) -133 ROYAL OAK (MI)	546	36591	205887
MI-IL	35 DETROIT (MI) -51 GALESBURG (IL)	549	59090	304528
MI-IL	5 ANN ARBOR (MI) -126 PRINCETON (IL)	554	37513	193372
MI-IL	41 DWIGHT (IL) -46 FLINT (MI)	557	36719	184224
MI-IL	5 ANN ARBOR (MI) -51 GALESBURG (IL)	558	55769	288059
MI-IL	120 PLANO (IL) -123 PONTIAC (MI)	563	35596	201469
MI-IL	9 BATTLE CREEK (MI) -13 BTN-NORMAL (IL)	566	34964	161968
MI-IL	21 CHAMPAIGN-URBANA (IL) -73 KALAMAZOO (MI)	567	34327	150913
MI-IL	5 ANN ARBOR (MI) -21 CHAMPAIGN-URBANA (IL)	577	44633	213931
MI-IL	46 FLINT (MI) -128 RANTOUL (IL)	580	45617	214587
MI-IL	4 ANCHORVILLE(BUS-MI) -100 MENDOTA (IL)	582	42819	233353
MI-IL	51 GALESBURG (IL) -55 GRAND RAPIDS (MI)	583	53576	270687
MI-IL	35 DETROIT (MI) -126 PRINCETON (IL)	586	45881	227532
MI-IL	73 KALAMAZOO (MI) -74 KANKAKEE (IL)	591	23987	114644
MI-IL	13 BTN-NORMAL (IL) -68 JACKSON (MI)	594	42908	196628
MI-IL	9 BATTLE CREEK (MI) -62 HOMEWOOD (IL)	603	19579	109158
MI-IL	31 DEARBORN (MI) -41 DWIGHT (IL)	618	39469	214966
MI-IL	35 DETROIT (MI) -41 DWIGHT (IL)	625	40970	222977
MI-IL	9 BATTLE CREEK (MI) -139 SPRINGFIELD (IL)	626	44705	217118
MI-IL	9 BATTLE CREEK (MI) -74 KANKAKEE (IL)	632	26017	136598
MI-IL	4 ANCHORVILLE(BUS-MI) -153 UPPER ALTON (IL)	633	70373	364630
MI-IL	35 DETROIT (MI) -119 PEORIA (BUS-IL)	641	55028	289867
MI-IL	21 CHAMPAIGN-URBANA (IL) -31 DEARBORN (MI)	647	54899	259353
MI-IL	133 ROYAL OAK (MI) -139 SPRINGFIELD (IL)	648	64663	311064
MI-IL	73 KALAMAZOO (MI) -153 UPPER ALTON (IL)	650	56529	258100
MI-IL	73 KALAMAZOO (MI) -139 SPRINGFIELD (IL)	652	47050	211922
MI-IL	46 FLINT (MI) -119 PEORIA (BUS-IL)	679	57714	289149
MI-IL	13 BTN-NORMAL (IL) -46 FLINT (MI)	693	58698	264853
MI-IL	54 GLENVIEW (IL) -81 LAPEER (MI)	714	41077	208402
MI-IL	68 JACKSON (MI) -153 UPPER ALTON (IL)	724	66078	335744
MI-IL	4 ANCHORVILLE(BUS-MI) -74 KANKAKEE (IL)	744	48669	277569
MI-IL	133 ROYAL OAK (MI) -153 UPPER ALTON (IL)	745	77509	411399
MI-IL	9 BATTLE CREEK (MI) -153 UPPER ALTON (IL)	760	63664	318363
MI-IL	31 DEARBORN (MI) -139 SPRINGFIELD (IL)	768	75023	353433
MI-IL	5 ANN ARBOR (MI) -120 PLANO (IL)	774	43623	229074
MI-IL	107 NAPERVILLE (IL) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	799	27841	94307
MI-IL	46 FLINT (MI) -100 MENDOTA (IL)	818	59789	278026
MI-IL	13 BTN-NORMAL (IL) -123 PONTIAC (MI)	823	71536	354759
MI-IL	62 HOMEWOOD (IL) -73 KALAMAZOO (MI)	843	26636	132852
MI-IL	71 JOLIET (IL) -73 KALAMAZOO (MI)	853	30526	150936
MI-IL	21 CHAMPAIGN-URBANA (IL) -35 DETROIT (MI)	866	73582	355141
MI-IL	100 MENDOTA (IL) -123 PONTIAC (MI)	870	67678	338455
MI-IL	46 FLINT (MI) -120 PLANO (IL)	881	53293	272085
MI-IL	71 JOLIET (IL) -106 MUSKEGON(BUS-MI)	883	45412	238443
MI-IL	46 FLINT (MI) -153 UPPER ALTON (IL)	910	93104	468718
MI-IL	55 GRAND RAPIDS (MI) -119 PEORIA (BUS-IL)	918	65945	331536
MI-IL	5 ANN ARBOR (MI) -139 SPRINGFIELD (IL)	931	80831	400532
MI-IL	31 DEARBORN (MI) -120 PLANO (IL)	939	53565	306119
MI-IL	46 FLINT (MI) -139 SPRINGFIELD (IL)	948	88499	419927

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States	Station Pair	Riders	Revenue	Passenger Miles
MI-IL	123 PONTIAC (MI) -153 UPPER ALTON (IL)	963	106812	543284
MI-IL	5 ANN ARBOR (MI) -13 BTN-NORMAL (IL)	975	73315	359903
MI-IL	62 HOMEWOOD (IL) -124 PORT HURON (MI)	1032	71752	352485
MI-IL	5 ANN ARBOR (MI) -100 MENDOTA (IL)	1041	66856	340248
MI-IL	54 GLENVIEW (IL) -124 PORT HURON (MI)	1041	78546	350694
MI-IL	54 GLENVIEW (IL) -61 HOLLAND (MI)	1041	55192	243641
MI-IL	35 DETROIT (MI) -139 SPRINGFIELD (IL)	1053	101879	494088
MI-IL	71 JOLIET (IL) -89 LUDINGTON(BUS-MI)	1068	61397	348181
MI-IL	81 LAPEER (MI) -107 NAPERVILLE (IL)	1091	64306	331773
MI-IL	106 MUSKEGON(BUS-MI) -107 NAPERVILLE (IL)	1109	53952	289433
MI-IL	5 ANN ARBOR (MI) -153 UPPER ALTON (IL)	1148	114404	576337
MI-IL	13 BTN-NORMAL (IL) -31 DEARBORN (MI)	1163	94889	464009
MI-IL	31 DEARBORN (MI) -74 KANKAKEE (IL)	1170	70566	384920
MI-IL	2 ALBION (MI) -107 NAPERVILLE (IL)	1197	51068	256186
MI-IL	107 NAPERVILLE (IL) -124 PORT HURON (MI)	1217	85037	424658
MI-IL	21 CHAMPAIGN-URBANA (IL) -46 FLINT (MI)	1224	104406	469983
MI-IL	31 DEARBORN (MI) -153 UPPER ALTON (IL)	1234	130048	656349
MI-IL	42 EAST LANSING (MI) -119 PEORIA (BUS-IL)	1237	92885	467681
MI-IL	31 DEARBORN (MI) -100 MENDOTA (IL)	1245	86202	444630
MI-IL	13 BTN-NORMAL (IL) -35 DETROIT (MI)	1252	103072	510643
MI-IL	35 DETROIT (MI) -120 PLANO (IL)	1285	79745	430627
MI-IL	68 JACKSON (MI) -71 JOLIET (IL)	1293	56580	315587
MI-IL	89 LUDINGTON(BUS-MI) -107 NAPERVILLE (IL)	1310	71196	415261
MI-IL	62 HOMEWOOD (IL) -133 ROYAL OAK (MI)	1316	63789	365848
MI-IL	35 DETROIT (MI) -100 MENDOTA (IL)	1334	95949	488353
MI-IL	9 BATTLE CREEK (MI) -71 JOLIET (IL)	1375	49990	273697
MI-IL	4 ANCHORVILLE(BUS-MI) -71 JOLIET (IL)	1381	83691	491580
MI-IL	5 ANN ARBOR (MI) -74 KANKAKEE (IL)	1400	83105	418491
MI-IL	55 GRAND RAPIDS (MI) -71 JOLIET (IL)	1415	68810	325374
MI-IL	9 BATTLE CREEK (MI) -54 GLENVIEW (IL)	1436	49165	255622
MI-IL	21 CHAMPAIGN-URBANA (IL) -42 EAST LANSING (MI)	1465	111273	492121
MI-IL	54 GLENVIEW (IL) -73 KALAMAZOO (MI)	1606	57289	250543
MI-IL	35 DETROIT (MI) -153 UPPER ALTON (IL)	1619	172083	875745
MI-IL	54 GLENVIEW (IL) -68 JACKSON (MI)	1636	72550	364803
MI-IL	62 HOMEWOOD (IL) -106 MUSKEGON(BUS-MI)	1692	78199	411249
MI-IL	46 FLINT (MI) -74 KANKAKEE (IL)	1863	118603	581392
MI-IL	4 ANCHORVILLE(BUS-MI) -54 GLENVIEW (IL)	1868	113338	625832
MI-IL	62 HOMEWOOD (IL) -89 LUDINGTON(BUS-MI)	1921	103512	588157
MI-IL	61 HOLLAND (MI) -107 NAPERVILLE (IL)	1975	107106	485853
MI-IL	22 CHICAGO (IL) -63 HOWELL(BUS-MI)	1982	96079	545146
MI-IL	8 BANGOR (MI) -22 CHICAGO (IL)	2053	73840	238153
MI-IL	35 DETROIT (MI) -74 KANKAKEE (IL)	2185	145465	738381
MI-IL	71 JOLIET (IL) -123 PONTIAC (MI)	2293	141574	788947
MI-IL	5 ANN ARBOR (MI) -71 JOLIET (IL)	2444	133216	689292
MI-IL	5 ANN ARBOR (MI) -62 HOMEWOOD (IL)	2457	110691	641627
MI-IL	42 EAST LANSING (MI) -74 KANKAKEE (IL)	2658	152290	701595
MI-IL	73 KALAMAZOO (MI) -107 NAPERVILLE (IL)	2771	97229	465598
MI-IL	54 GLENVIEW (IL) -55 GRAND RAPIDS (MI)	2980	138786	622804
MI-IL	5 ANN ARBOR (MI) -54 GLENVIEW (IL)	3070	157072	801364
MI-IL	54 GLENVIEW (IL) -133 ROYAL OAK (MI)	3100	189091	964047
MI-IL	31 DEARBORN (MI) -71 JOLIET (IL)	3252	194966	1014736
MI-IL	54 GLENVIEW (IL) -123 PONTIAC (MI)	3293	208354	1063493
MI-IL	107 NAPERVILLE (IL) -133 ROYAL OAK (MI)	3436	193218	1109698
MI-IL	55 GRAND RAPIDS (MI) -62 HOMEWOOD (IL)	3696	149693	745636
MI-IL	4 ANCHORVILLE(BUS-MI) -107 NAPERVILLE (IL)	3708	213409	1286829
MI-IL	31 DEARBORN (MI) -54 GLENVIEW (IL)	3945	224309	1148001
MI-IL	68 JACKSON (MI) -107 NAPERVILLE (IL)	3995	180901	938730
MI-IL	35 DETROIT (MI) -71 JOLIET (IL)	4030	245784	1293522
MI-IL	9 BATTLE CREEK (MI) -107 NAPERVILLE (IL)	4160	152976	790431
MI-IL	46 FLINT (MI) -71 JOLIET (IL)	4581	292205	1351417
MI-IL	35 DETROIT (MI) -54 GLENVIEW (IL)	4665	271150	1399376
MI-IL	46 FLINT (MI) -54 GLENVIEW (IL)	4877	287095	1336323
MI-IL	22 CHICAGO (IL) -106 MUSKEGON(BUS-MI)	5180	223882	1201838

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MI-IL	42 EAST LANSING (MI) -54 GLENVIEW (IL)	5255	260411	1187668
MI-IL	42 EAST LANSING (MI) -62 HOMEWOOD (IL)	5321	229415	1174139
MI-IL	22 CHICAGO (IL) -89 LUDINGTON(BUS-MI)	5497	275735	1583061
MI-IL	107 NAPERVILLE (IL) -123 PONTIAC (MI)	6050	354934	2026711
MI-IL	5 ANN ARBOR (MI) -107 NAPERVILLE (IL)	6101	306326	1665556
MI-IL	55 GRAND RAPIDS (MI) -107 NAPERVILLE (IL)	6952	326941	1536300
MI-IL	22 CHICAGO (IL) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	7184	199278	639350
MI-IL	2 ALBION (MI) -22 CHICAGO (IL)	7523	276127	1391788
MI-IL	22 CHICAGO (IL) -40 DURAND (MI)	7534	377605	1800610
MI-IL	22 CHICAGO (IL) -37 DOWAGIAC (MI)	7647	174070	787605
MI-IL	42 EAST LANSING (MI) -107 NAPERVILLE (IL)	8154	411639	1940650
MI-IL	31 DEARBORN (MI) -107 NAPERVILLE (IL)	8285	434613	2510282
MI-IL	35 DETROIT (MI) -107 NAPERVILLE (IL)	8480	459296	2645857
MI-IL	46 FLINT (MI) -62 HOMEWOOD (IL)	10024	588736	2739492
MI-IL	46 FLINT (MI) -107 NAPERVILLE (IL)	10877	633675	3110934
MI-IL	22 CHICAGO (IL) -112 NILES (MI)	14497	290140	1304748
MI-IL	22 CHICAGO (IL) -81 LAPEER (MI)	16298	966615	4481882
MI-IL	22 CHICAGO (IL) -124 PORT HURON (MI)	24308	1684891	7778512
MI-IL	4 ANCHORVILLE(BUS-MI) -22 CHICAGO (IL)	36982	2099604	11760147
MI-IL	22 CHICAGO (IL) -61 HOLLAND (MI)	46551	2137450	10101549
MI-IL	22 CHICAGO (IL) -68 JACKSON (MI)	48698	1833053	10031823
MI-IL	22 CHICAGO (IL) -123 PONTIAC (MI)	50750	3018526	15529557
MI-IL	22 CHICAGO (IL) -133 ROYAL OAK (MI)	71426	4069349	20999179
MI-IL	22 CHICAGO (IL) -46 FLINT (MI)	72009	3915925	18506292
MI-IL	9 BATTLE CREEK (MI) -22 CHICAGO (IL)	96958	2907827	15610295
MI-IL	22 CHICAGO (IL) -55 GRAND RAPIDS (MI)	105594	4228258	20274052
MI-IL	22 CHICAGO (IL) -42 EAST LANSING (MI)	105768	4673325	22105519
MI-IL	22 CHICAGO (IL) -35 DETROIT (MI)	130314	7062200	36878810
MI-IL	22 CHICAGO (IL) -31 DEARBORN (MI)	147935	7731730	40534245
MI-IL	22 CHICAGO (IL) -73 KALAMAZOO (MI)	156646	4653919	21773795
MI-IL	5 ANN ARBOR (MI) -22 CHICAGO (IL)	185699	8427704	45310604
MI-IN	2 ALBION (MI) -33 DEFIANCE (IN)	2	171	793
MI-IN	94 MARCELINE -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	3	310	1435
MI-IN	61 HOLLAND (MI) -94 MARCELINE	4	469	2355
MI-IN	9 BATTLE CREEK (MI) -94 MARCELINE	4	426	2229
MI-IN	68 JACKSON (MI) -94 MARCELINE	5	571	3018
MI-IN	31 DEARBORN (MI) -94 MARCELINE	5	628	3347
MI-IN	73 KALAMAZOO (MI) -94 MARCELINE	5	555	2810
MI-IN	5 ANN ARBOR (MI) -94 MARCELINE	5	637	3405
MI-IN	35 DETROIT (MI) -94 MARCELINE	5	681	3630
MI-IN	4 ANCHORVILLE(BUS-MI) -94 MARCELINE	6	807	4398
MI-IN	89 LUDINGTON(BUS-MI) -94 MARCELINE	8	990	5440
MI-IN	8 BANGOR (MI) -149 TERRE HAUTE(BUS-IN)	8	682	2875
MI-IN	40 DURAND (MI) -149 TERRE HAUTE(BUS-IN)	9	825	4120
MI-IN	8 BANGOR (MI) -101 MICHIGAN CITY (IN)	9	138	463
MI-IN	4 ANCHORVILLE(BUS-MI) -33 DEFIANCE (IN)	10	1000	5057
MI-IN	10 BLOOMINGTON(BUS-IN) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	10	827	3551
MI-IN	2 ALBION (MI) -149 TERRE HAUTE(BUS-IN)	10	827	4302
MI-IN	2 ALBION (MI) -156 WARSAW (IN)	11	690	3365
MI-IN	33 DEFIANCE (IN) -68 JACKSON (MI)	13	1062	5036
MI-IN	10 BLOOMINGTON(BUS-IN) -37 DOWAGIAC (MI)	13	955	4653
MI-IN	8 BANGOR (MI) -10 BLOOMINGTON(BUS-IN)	13	1189	5007
MI-IN	10 BLOOMINGTON(BUS-IN) -112 NILES (MI)	14	912	4426
MI-IN	42 EAST LANSING (MI) -59 HMI-WTG-DET (IN)	14	508	2677
MI-IN	42 EAST LANSING (MI) -94 MARCELINE	15	1851	9489
MI-IN	33 DEFIANCE (IN) -73 KALAMAZOO (MI)	16	1206	5254
MI-IN	9 BATTLE CREEK (MI) -10 BLOOMINGTON(BUS-IN)	17	1357	6965
MI-IN	2 ALBION (MI) -121 PLYMOUTH (IN)	17	925	4618
MI-IN	31 DEARBORN (MI) -33 DEFIANCE (IN)	18	1706	8309
MI-IN	33 DEFIANCE (IN) -42 EAST LANSING (MI)	18	1598	7263
MI-IN	94 MARCELINE -106 MUSKEGON(BUS-MI)	20	2470	13046
MI-IN	2 ALBION (MI) -158 WATERLOO (BUS-IN)	20	1452	7199
MI-IN	26 COLUMBUS(BUS-IN) -37 DOWAGIAC (MI)	21	1500	7189

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States	Station Pair	Riders	Revenue	Passenger Miles
MI-IN	33 DEFIANCE (IN) -123 PONTIAC (MI)	21	2114	10328
MI-IN	81 LAPEER (MI) -149 TERRE HAUTE(BUS-IN)	22	2196	11028
MI-IN	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -149 TERRE HAUTE(BUS-IN)	23	1724	7256
MI-IN	5 ANN ARBOR (MI) -33 DEFIANCE (IN)	23	2091	10153
MI-IN	33 DEFIANCE (IN) -35 DETROIT (MI)	24	2302	11224
MI-IN	37 DOWAGIAC (MI) -149 TERRE HAUTE(BUS-IN)	25	1791	8480
MI-IN	68 JACKSON (MI) -156 WARSAW (IN)	28	1761	8822
MI-IN	106 MUSKEGON(BUS-MI) -158 WATERLOO (BUS-IN)	28	2466	11648
MI-IN	124 PORT HURON (MI) -149 TERRE HAUTE(BUS-IN)	30	3296	16256
MI-IN	42 EAST LANSING (MI) -52 GARY INTERNATIONAL AIRPORT	30	1344	6898
MI-IN	33 DEFIANCE (IN) -112 NILES (MI)	32	967	4283
MI-IN	61 HOLLAND (MI) -101 MICHIGAN CITY (IN)	34	886	2917
MI-IN	33 DEFIANCE (IN) -89 LUDINGTON(BUS-MI)	35	3276	16663
MI-IN	42 EAST LANSING (MI) -156 WARSAW (IN)	35	2452	11144
MI-IN	26 COLUMBUS(BUS-IN) -112 NILES (MI)	35	2296	10933
MI-IN	33 DEFIANCE (IN) -106 MUSKEGON(BUS-MI)	38	3488	16321
MI-IN	33 DEFIANCE (IN) -55 GRAND RAPIDS (MI)	39	3410	14835
MI-IN	10 BLOOMINGTON(BUS-IN) -73 KALAMAZOO (MI)	39	3131	15334
MI-IN	5 ANN ARBOR (MI) -156 WARSAW (IN)	39	2721	13978
MI-IN	55 GRAND RAPIDS (MI) -94 MARCELINE	40	5142	24535
MI-IN	42 EAST LANSING (MI) -158 WATERLOO (BUS-IN)	41	3297	15928
MI-IN	52 GARY INTERNATIONAL AIRPORT -55 GRAND RAPIDS (MI)	41	1732	8854
MI-IN	10 BLOOMINGTON(BUS-IN) -61 HOLLAND (MI)	42	4062	19767
MI-IN	42 EAST LANSING (MI) -121 PLYMOUTH (IN)	46	2883	13413
MI-IN	123 PONTIAC (MI) -158 WATERLOO (BUS-IN)	46	4324	22312
MI-IN	112 NILES (MI) -149 TERRE HAUTE(BUS-IN)	47	3203	14939
MI-IN	73 KALAMAZOO (MI) -156 WARSAW (IN)	48	2662	12029
MI-IN	9 BATTLE CREEK (MI) -33 DEFIANCE (IN)	53	1871	8932
MI-IN	4 ANCHORVILLE(BUS-MI) -149 TERRE HAUTE(BUS-IN)	55	5485	30298
MI-IN	61 HOLLAND (MI) -149 TERRE HAUTE(BUS-IN)	55	5228	24755
MI-IN	26 COLUMBUS(BUS-IN) -124 PORT HURON (MI)	57	6668	32270
MI-IN	4 ANCHORVILLE(BUS-MI) -158 WATERLOO (BUS-IN)	59	5438	29108
MI-IN	133 ROYAL OAK (MI) -158 WATERLOO (BUS-IN)	60	5497	28397
MI-IN	9 BATTLE CREEK (MI) -149 TERRE HAUTE(BUS-IN)	62	4805	24400
MI-IN	106 MUSKEGON(BUS-MI) -156 WARSAW (IN)	63	4401	21404
MI-IN	89 LUDINGTON(BUS-MI) -156 WARSAW (IN)	63	4838	25112
MI-IN	55 GRAND RAPIDS (MI) -158 WATERLOO (BUS-IN)	65	5188	24148
MI-IN	4 ANCHORVILLE(BUS-MI) -156 WARSAW (IN)	66	5245	28086
MI-IN	68 JACKSON (MI) -149 TERRE HAUTE(BUS-IN)	67	5860	29280
MI-IN	46 FLINT (MI) -149 TERRE HAUTE(BUS-IN)	67	6728	32755
MI-IN	66 INDIANAPOLIS AIRPORT (IN) -106 MUSKEGON(BUS-MI)	68	5982	29436
MI-IN	42 EAST LANSING (MI) -53 GARY INTERNATIONAL AIRPORT (IN)	69	3109	15957
MI-IN	52 GARY INTERNATIONAL AIRPORT -106 MUSKEGON(BUS-MI)	69	3182	17670
MI-IN	26 COLUMBUS(BUS-IN) -81 LAPEER (MI)	74	7791	38298
MI-IN	73 KALAMAZOO (MI) -149 TERRE HAUTE(BUS-IN)	75	5853	27719
MI-IN	42 EAST LANSING (MI) -101 MICHIGAN CITY (IN)	76	2108	11781
MI-IN	59 HMI-WTG-DET (IN) -89 LUDINGTON(BUS-MI)	77	3281	20883
MI-IN	26 COLUMBUS(BUS-IN) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	79	6247	26337
MI-IN	9 BATTLE CREEK (MI) -156 WARSAW (IN)	80	2687	13328
MI-IN	10 BLOOMINGTON(BUS-IN) -124 PORT HURON (MI)	81	9586	46866
MI-IN	10 BLOOMINGTON(BUS-IN) -81 LAPEER (MI)	82	8797	43718
MI-IN	5 ANN ARBOR (MI) -121 PLYMOUTH (IN)	83	5167	27196
MI-IN	5 ANN ARBOR (MI) -149 TERRE HAUTE(BUS-IN)	83	7790	39631
MI-IN	52 GARY INTERNATIONAL AIRPORT -89 LUDINGTON(BUS-MI)	83	4285	25957
MI-IN	31 DEARBORN (MI) -156 WARSAW (IN)	86	6402	32851
MI-IN	73 KALAMAZOO (MI) -121 PLYMOUTH (IN)	86	4182	19234
MI-IN	89 LUDINGTON(BUS-MI) -121 PLYMOUTH (IN)	86	6012	32088
MI-IN	55 GRAND RAPIDS (MI) -156 WARSAW (IN)	87	5994	26199
MI-IN	33 DEFIANCE (IN) -46 FLINT (MI)	89	8747	39903
MI-IN	42 EAST LANSING (MI) -80 LAFAYETTE (IN)	90	6323	30380
MI-IN	68 JACKSON (MI) -158 WATERLOO (BUS-IN)	90	6840	34649
MI-IN	133 ROYAL OAK (MI) -149 TERRE HAUTE(BUS-IN)	92	9050	48447
MI-IN	106 MUSKEGON(BUS-MI) -121 PLYMOUTH (IN)	93	5865	29444

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MI-IN	42 EAST LANSING (MI) -149 TERRE HAUTE(BUS-IN)	93	8541	40984
MI-IN	123 PONTIAC (MI) -149 TERRE HAUTE(BUS-IN)	95	9587	51223
MI-IN	101 MICHIGAN CITY (IN) -123 PONTIAC (MI)	99	4035	24966
MI-IN	89 LUDINGTON(BUS-MI) -158 WATERLOO (BUS-IN)	99	8576	46347
MI-IN	68 JACKSON (MI) -101 MICHIGAN CITY (IN)	100	2300	15369
MI-IN	26 COLUMBUS(BUS-IN) -61 HOLLAND (MI)	101	9702	46629
MI-IN	9 BATTLE CREEK (MI) -26 COLUMBUS(BUS-IN)	102	8218	41630
MI-IN	55 GRAND RAPIDS (MI) -149 TERRE HAUTE(BUS-IN)	110	9799	46430
MI-IN	4 ANCHORVILLE(BUS-MI) -121 PLYMOUTH (IN)	116	8517	46686
MI-IN	9 BATTLE CREEK (MI) -121 PLYMOUTH (IN)	120	4077	20201
MI-IN	10 BLOOMINGTON(BUS-IN) -68 JACKSON (MI)	123	10917	56912
MI-IN	31 DEARBORN (MI) -149 TERRE HAUTE(BUS-IN)	124	11653	62407
MI-IN	46 FLINT (MI) -158 WATERLOO (BUS-IN)	125	11637	54539
MI-IN	2 ALBION (MI) -50 FT. WAYNE(IN)	132	9300	44115
MI-IN	35 DETROIT (MI) -149 TERRE HAUTE(BUS-IN)	134	12865	68884
MI-IN	55 GRAND RAPIDS (MI) -121 PLYMOUTH (IN)	134	8193	37126
MI-IN	42 EAST LANSING (MI) -65 INDIANAPOLIS (IN)	135	11852	55639
MI-IN	4 ANCHORVILLE(BUS-MI) -101 MICHIGAN CITY (IN)	138	5789	36560
MI-IN	31 DEARBORN (MI) -121 PLYMOUTH (IN)	141	9683	50795
MI-IN	35 DETROIT (MI) -156 WARSAW (IN)	143	10975	56357
MI-IN	121 PLYMOUTH (IN) -133 ROYAL OAK (MI)	146	10549	55364
MI-IN	9 BATTLE CREEK (MI) -66 INDIANAPOLIS AIRPORT (IN)	151	11286	54037
MI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -89 LUDINGTON(BUS-MI)	153	7857	47597
MI-IN	26 COLUMBUS(BUS-IN) -73 KALAMAZOO (MI)	153	12238	59042
MI-IN	26 COLUMBUS(BUS-IN) -68 JACKSON (MI)	154	13504	69562
MI-IN	10 BLOOMINGTON(BUS-IN) -55 GRAND RAPIDS (MI)	154	15591	69249
MI-IN	4 ANCHORVILLE(BUS-MI) -10 BLOOMINGTON(BUS-IN)	154	16320	88799
MI-IN	10 BLOOMINGTON(BUS-IN) -46 FLINT (MI)	159	16352	81865
MI-IN	5 ANN ARBOR (MI) -158 WATERLOO (BUS-IN)	161	13179	68105
MI-IN	5 ANN ARBOR (MI) -10 BLOOMINGTON(BUS-IN)	175	16583	87761
MI-IN	26 COLUMBUS(BUS-IN) -55 GRAND RAPIDS (MI)	178	15835	78024
MI-IN	80 LAFAYETTE (IN) -89 LUDINGTON(BUS-MI)	181	13855	75514
MI-IN	59 HMI-WTG-DET (IN) -123 PONTIAC (MI)	189	9077	54828
MI-IN	4 ANCHORVILLE(BUS-MI) -26 COLUMBUS(BUS-IN)	192	20128	108520
MI-IN	10 BLOOMINGTON(BUS-IN) -123 PONTIAC (MI)	196	20912	110243
MI-IN	9 BATTLE CREEK (MI) -59 HMI-WTG-DET (IN)	199	4583	28897
MI-IN	2 ALBION (MI) -80 LAFAYETTE (IN)	203	12895	63787
MI-IN	26 COLUMBUS(BUS-IN) -46 FLINT (MI)	203	20660	102282
MI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -55 GRAND RAPIDS (MI)	204	9010	43814
MI-IN	31 DEARBORN (MI) -158 WATERLOO (BUS-IN)	205	17932	92542
MI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -73 KALAMAZOO (MI)	206	6804	33435
MI-IN	9 BATTLE CREEK (MI) -158 WATERLOO (BUS-IN)	209	14286	70796
MI-IN	73 KALAMAZOO (MI) -158 WATERLOO (BUS-IN)	209	14212	66387
MI-IN	46 FLINT (MI) -52 GARY INTERNATIONAL AIRPORT	210	11483	58705
MI-IN	59 HMI-WTG-DET (IN) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	218	4851	15941
MI-IN	10 BLOOMINGTON(BUS-IN) -133 ROYAL OAK (MI)	219	22839	120574
MI-IN	9 BATTLE CREEK (MI) -101 MICHIGAN CITY (IN)	230	3605	24853
MI-IN	73 KALAMAZOO (MI) -101 MICHIGAN CITY (IN)	230	3525	19803
MI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -106 MUSKEGON(BUS-MI)	233	10696	59386
MI-IN	101 MICHIGAN CITY (IN) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	235	1561	5162
MI-IN	5 ANN ARBOR (MI) -52 GARY INTERNATIONAL AIRPORT	243	11360	64852
MI-IN	59 HMI-WTG-DET (IN) -106 MUSKEGON(BUS-MI)	246	8737	53062
MI-IN	46 FLINT (MI) -66 INDIANAPOLIS AIRPORT (IN)	246	23698	112045
MI-IN	59 HMI-WTG-DET (IN) -73 KALAMAZOO (MI)	251	5721	30869
MI-IN	35 DETROIT (MI) -121 PLYMOUTH (IN)	252	17675	92745
MI-IN	26 COLUMBUS(BUS-IN) -42 EAST LANSING (MI)	253	23323	115300
MI-IN	5 ANN ARBOR (MI) -26 COLUMBUS(BUS-IN)	259	24235	126870
MI-IN	50 FT. WAYNE(IN) -73 KALAMAZOO (MI)	260	16893	74785
MI-IN	55 GRAND RAPIDS (MI) -80 LAFAYETTE (IN)	260	17856	83688
MI-IN	101 MICHIGAN CITY (IN) -133 ROYAL OAK (MI)	261	10912	62803
MI-IN	46 FLINT (MI) -156 WARSAW (IN)	265	21200	97120
MI-IN	35 DETROIT (MI) -158 WATERLOO (BUS-IN)	265	23655	122136
MI-IN	4 ANCHORVILLE(BUS-MI) -66 INDIANAPOLIS AIRPORT (IN)	271	26936	140048

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States	Station Pair	Riders	Revenue	Passenger Miles
MI-IN	26 COLUMBUS(BUS-IN) -123 PONTIAC (MI)	273	28850	150623
MI-IN	26 COLUMBUS(BUS-IN) -133 ROYAL OAK (MI)	275	28393	148419
MI-IN	10 BLOOMINGTON(BUS-IN) -42 EAST LANSING (MI)	275	25624	128254
MI-IN	4 ANCHORVILLE(BUS-MI) -59 HMI-WTG-DET (IN)	278	14002	84032
MI-IN	9 BATTLE CREEK (MI) -53 GARY INTERNATIONAL AIRPORT (IN)	280	9372	51448
MI-IN	59 HMI-WTG-DET (IN) -68 JACKSON (MI)	290	8711	55118
MI-IN	8 BANGOR (MI) -59 HMI-WTG-DET (IN)	298	9078	29811
MI-IN	10 BLOOMINGTON(BUS-IN) -31 DEARBORN (MI)	310	31134	164356
MI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -68 JACKSON (MI)	314	12843	71879
MI-IN	101 MICHIGAN CITY (IN) -106 MUSKEGON(BUS-MI)	316	9169	56642
MI-IN	26 COLUMBUS(BUS-IN) -31 DEARBORN (MI)	337	33503	175052
MI-IN	112 NILES (MI) -156 WARSAW (IN)	346	3172	16956
MI-IN	65 INDIANAPOLIS (IN) -89 LUDINGTON(BUS-MI)	348	32744	171186
MI-IN	89 LUDINGTON(BUS-MI) -101 MICHIGAN CITY (IN)	348	12173	81862
MI-IN	10 BLOOMINGTON(BUS-IN) -35 DETROIT (MI)	351	35885	189441
MI-IN	31 DEARBORN (MI) -66 INDIANAPOLIS AIRPORT (IN)	368	34645	173675
MI-IN	101 MICHIGAN CITY (IN) -112 NILES (MI)	369	2650	13638
MI-IN	46 FLINT (MI) -121 PLYMOUTH (IN)	380	27978	130113
MI-IN	46 FLINT (MI) -59 HMI-WTG-DET (IN)	387	17559	93186
MI-IN	5 ANN ARBOR (MI) -66 INDIANAPOLIS AIRPORT (IN)	393	34685	173750
MI-IN	35 DETROIT (MI) -101 MICHIGAN CITY (IN)	414	15989	95175
MI-IN	4 ANCHORVILLE(BUS-MI) -80 LAFAYETTE (IN)	416	34604	186482
MI-IN	55 GRAND RAPIDS (MI) -65 INDIANAPOLIS (IN)	450	40104	178368
MI-IN	26 COLUMBUS(BUS-IN) -35 DETROIT (MI)	458	46357	242268
MI-IN	35 DETROIT (MI) -66 INDIANAPOLIS AIRPORT (IN)	472	45267	227145
MI-IN	35 DETROIT (MI) -59 HMI-WTG-DET (IN)	479	21509	127833
MI-IN	4 ANCHORVILLE(BUS-MI) -50 FT. WAYNE(IN)	486	43675	226967
MI-IN	5 ANN ARBOR (MI) -50 FT. WAYNE(IN)	511	40330	200995
MI-IN	80 LAFAYETTE (IN) -106 MUSKEGON(BUS-MI)	524	37964	189864
MI-IN	59 HMI-WTG-DET (IN) -112 NILES (MI)	556	8063	41131
MI-IN	31 DEARBORN (MI) -53 GARY INTERNATIONAL AIRPORT (IN)	582	30654	172784
MI-IN	5 ANN ARBOR (MI) -101 MICHIGAN CITY (IN)	584	17671	111636
MI-IN	46 FLINT (MI) -101 MICHIGAN CITY (IN)	598	22876	121898
MI-IN	50 FT. WAYNE(IN) -112 NILES (MI)	611	11400	53750
MI-IN	2 ALBION (MI) -65 INDIANAPOLIS (IN)	618	50094	240286
MI-IN	65 INDIANAPOLIS (IN) -106 MUSKEGON(BUS-MI)	630	58432	274460
MI-IN	31 DEARBORN (MI) -101 MICHIGAN CITY (IN)	634	23197	140058
MI-IN	50 FT. WAYNE(IN) -133 ROYAL OAK (MI)	638	56469	282478
MI-IN	31 DEARBORN (MI) -59 HMI-WTG-DET (IN)	662	28776	170833
MI-IN	5 ANN ARBOR (MI) -59 HMI-WTG-DET (IN)	676	25294	154152
MI-IN	68 JACKSON (MI) -80 LAFAYETTE (IN)	682	45172	229036
MI-IN	50 FT. WAYNE(IN) -123 PONTIAC (MI)	683	62101	310551
MI-IN	35 DETROIT (MI) -53 GARY INTERNATIONAL AIRPORT (IN)	686	37316	209932
MI-IN	40 DURAND (MI) -50 FT. WAYNE(IN)	687	59890	266619
MI-IN	5 ANN ARBOR (MI) -53 GARY INTERNATIONAL AIRPORT (IN)	691	32338	184615
MI-IN	31 DEARBORN (MI) -80 LAFAYETTE (IN)	706	55117	285319
MI-IN	73 KALAMAZOO (MI) -80 LAFAYETTE (IN)	718	41901	193269
MI-IN	50 FT. WAYNE(IN) -68 JACKSON (MI)	724	57275	257133
MI-IN	55 GRAND RAPIDS (MI) -101 MICHIGAN CITY (IN)	755	19781	104990
MI-IN	46 FLINT (MI) -53 GARY INTERNATIONAL AIRPORT (IN)	756	41403	211659
MI-IN	9 BATTLE CREEK (MI) -50 FT. WAYNE(IN)	795	52161	246481
MI-IN	59 HMI-WTG-DET (IN) -61 HOLLAND (MI)	868	36042	118038
MI-IN	55 GRAND RAPIDS (MI) -59 HMI-WTG-DET (IN)	891	28654	156885
MI-IN	31 DEARBORN (MI) -50 FT. WAYNE(IN)	905	76756	382976
MI-IN	35 DETROIT (MI) -80 LAFAYETTE (IN)	960	76544	396426
MI-IN	9 BATTLE CREEK (MI) -80 LAFAYETTE (IN)	982	57980	282787
MI-IN	50 FT. WAYNE(IN) -81 LAPEER (MI)	1004	97328	425517
MI-IN	50 FT. WAYNE(IN) -124 PORT HURON (MI)	1029	105171	482613
MI-IN	59 HMI-WTG-DET (IN) -133 ROYAL OAK (MI)	1117	54700	310554
MI-IN	8 BANGOR (MI) -50 FT. WAYNE(IN)	1130	102188	299443
MI-IN	35 DETROIT (MI) -50 FT. WAYNE(IN)	1222	105651	527775
MI-IN	5 ANN ARBOR (MI) -80 LAFAYETTE (IN)	1373	99048	513637
MI-IN	46 FLINT (MI) -80 LAFAYETTE (IN)	1718	139725	664894

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States	Station Pair	Riders	Revenue	Passenger Miles
MI-IN	65 INDIANAPOLIS (IN) -73 KALAMAZOO (MI)	1871	141682	641632
MI-IN	4 ANCHORVILLE(BUS-MI) -65 INDIANAPOLIS (IN)	2080	209103	1085543
MI-IN	50 FT. WAYNE(IN) -55 GRAND RAPIDS (MI)	2543	200330	867055
MI-IN	42 EAST LANSING (MI) -50 FT. WAYNE(IN)	2686	222015	961760
MI-IN	112 NILES (MI) -158 WATERLOO (BUS-IN)	3061	74336	358109
MI-IN	9 BATTLE CREEK (MI) -65 INDIANAPOLIS (IN)	3067	234607	1105985
MI-IN	46 FLINT (MI) -50 FT. WAYNE(IN)	3182	294078	1291989
MI-IN	50 FT. WAYNE(IN) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	3506	263754	834474
MI-IN	46 FLINT (MI) -65 INDIANAPOLIS (IN)	3678	365831	1695654
MI-IN	50 FT. WAYNE(IN) -61 HOLLAND (MI)	3884	330924	1421370
MI-IN	31 DEARBORN (MI) -65 INDIANAPOLIS (IN)	4538	433207	2169146
MI-IN	5 ANN ARBOR (MI) -65 INDIANAPOLIS (IN)	4546	407043	2036570
MI-IN	35 DETROIT (MI) -65 INDIANAPOLIS (IN)	5712	555031	2781900
MI-IN	37 DOWAGIAC (MI) -50 FT. WAYNE(IN)	8793	611201	2215784
MI-KS	8 BANGOR (MI) -82 LAWRENCE(BUS-KS)	10	1382	6579
MI-KS	82 LAWRENCE(BUS-KS) -112 NILES (MI)	18	2274	11683
MI-KS	82 LAWRENCE(BUS-KS) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	23	3182	15417
MI-KS	112 NILES (MI) -152 TOPEKA(BUS-KS)	24	3110	16302
MI-KS	37 DOWAGIAC (MI) -82 LAWRENCE(BUS-KS)	25	3202	16657
MI-KS	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -152 TOPEKA(BUS-KS)	26	3590	17766
MI-KS	37 DOWAGIAC (MI) -152 TOPEKA(BUS-KS)	31	4103	21765
MI-KS	73 KALAMAZOO (MI) -82 LAWRENCE(BUS-KS)	54	7295	37941
MI-KY	85 LEXINGTON(BUS-KY) -112 NILES (MI)	18	1748	8413
MI-KY	88 LOUISVILLE(BUS-KY) -112 NILES (MI)	27	1896	10001
MI-KY	8 BANGOR (MI) -85 LEXINGTON(BUS-KY)	89	10393	45078
MI-KY	8 BANGOR (MI) -88 LOUISVILLE(BUS-KY)	91	8598	39299
MI-KY	85 LEXINGTON(BUS-KY) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	130	14177	62513
MI-KY	88 LOUISVILLE(BUS-KY) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	138	11849	55500
MI-KY	2 ALBION (MI) -85 LEXINGTON(BUS-KY)	175	20165	101352
MI-KY	37 DOWAGIAC (MI) -85 LEXINGTON(BUS-KY)	184	18862	91119
MI-KY	9 BATTLE CREEK (MI) -85 LEXINGTON(BUS-KY)	189	20830	104724
MI-KY	40 DURAND (MI) -88 LOUISVILLE(BUS-KY)	205	21686	113224
MI-KY	2 ALBION (MI) -88 LOUISVILLE(BUS-KY)	333	30585	166382
MI-KY	81 LAPEER (MI) -88 LOUISVILLE(BUS-KY)	358	40316	210971
MI-KY	73 KALAMAZOO (MI) -85 LEXINGTON(BUS-KY)	395	43260	209902
MI-KY	37 DOWAGIAC (MI) -88 LOUISVILLE(BUS-KY)	491	38968	204644
MI-KY	61 HOLLAND (MI) -85 LEXINGTON(BUS-KY)	578	72949	352659
MI-KY	73 KALAMAZOO (MI) -88 LOUISVILLE(BUS-KY)	662	62942	300094
MI-KY	5 ANN ARBOR (MI) -88 LOUISVILLE(BUS-KY)	863	86402	481298
MI-KY	4 ANCHORVILLE(BUS-MI) -88 LOUISVILLE(BUS-KY)	886	98498	559905
MI-KY	9 BATTLE CREEK (MI) -88 LOUISVILLE(BUS-KY)	936	85772	444577
MI-KY	68 JACKSON (MI) -88 LOUISVILLE(BUS-KY)	1071	101020	556945
MI-KY	55 GRAND RAPIDS (MI) -85 LEXINGTON(BUS-KY)	1160	137726	678567
MI-KY	61 HOLLAND (MI) -88 LOUISVILLE(BUS-KY)	1328	147355	704913
MI-KY	31 DEARBORN (MI) -88 LOUISVILLE(BUS-KY)	1390	147449	817203
MI-KY	46 FLINT (MI) -88 LOUISVILLE(BUS-KY)	1391	150448	794147
MI-KY	35 DETROIT (MI) -88 LOUISVILLE(BUS-KY)	1579	170171	942458
MI-KY	42 EAST LANSING (MI) -88 LOUISVILLE(BUS-KY)	1769	174457	925274
MI-KY	55 GRAND RAPIDS (MI) -88 LOUISVILLE(BUS-KY)	2749	285046	1390772
MI-MI	63 HOWELL(BUS-MI) -112 NILES (MI)	23	631	4326
MI-MI	63 HOWELL(BUS-MI) -124 PORT HURON (MI)	47	2513	12756
MI-MI	8 BANGOR (MI) -42 EAST LANSING (MI)	49	2198	9002
MI-MI	63 HOWELL(BUS-MI) -81 LAPEER (MI)	63	2680	14328
MI-MI	2 ALBION (MI) -4 ANCHORVILLE(BUS-MI)	75	1637	10008
MI-MI	2 ALBION (MI) -42 EAST LANSING (MI)	77	1385	5558
MI-MI	42 EAST LANSING (MI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	79	4195	16758
MI-MI	37 DOWAGIAC (MI) -68 JACKSON (MI)	85	1273	8791
MI-MI	8 BANGOR (MI) -61 HOLLAND (MI)	86	934	3086
MI-MI	4 ANCHORVILLE(BUS-MI) -37 DOWAGIAC (MI)	91	2877	19464
MI-MI	9 BATTLE CREEK (MI) -63 HOWELL(BUS-MI)	93	1606	10597
MI-MI	8 BANGOR (MI) -89 LUDINGTON(BUS-MI)	93	2611	14611
MI-MI	2 ALBION (MI) -112 NILES (MI)	94	1409	8927
MI-MI	8 BANGOR (MI) -106 MUSKEGON(BUS-MI)	94	2132	9521

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States	Station Pair	Riders	Revenue	Passenger Miles
MI-MI	40 DURAND (MI) -112 NILES (MI)	97	2854	14442
MI-MI	4 ANCHORVILLE(BUS-MI) -31 DEARBORN (MI)	110	608	4822
MI-MI	2 ALBION (MI) -123 PONTIAC (MI)	147	3312	17786
MI-MI	40 DURAND (MI) -89 LUDINGTON(BUS-MI)	149	6236	37161
MI-MI	89 LUDINGTON(BUS-MI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	166	6063	30523
MI-MI	2 ALBION (MI) -31 DEARBORN (MI)	170	2778	15166
MI-MI	2 ALBION (MI) -133 ROYAL OAK (MI)	173	3495	18828
MI-MI	37 DOWAGIAC (MI) -123 PONTIAC (MI)	174	5726	35330
MI-MI	37 DOWAGIAC (MI) -46 FLINT (MI)	179	5318	27585
MI-MI	63 HOWELL(BUS-MI) -73 KALAMAZOO (MI)	183	4078	24918
MI-MI	31 DEARBORN (MI) -35 DETROIT (MI)	193	362	1736
MI-MI	37 DOWAGIAC (MI) -133 ROYAL OAK (MI)	194	5898	36968
MI-MI	31 DEARBORN (MI) -37 DOWAGIAC (MI)	195	5204	33342
MI-MI	106 MUSKEGON(BUS-MI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	202	6222	25869
MI-MI	8 BANGOR (MI) -55 GRAND RAPIDS (MI)	206	4005	12563
MI-MI	37 DOWAGIAC (MI) -42 EAST LANSING (MI)	207	3985	21889
MI-MI	81 LAPEER (MI) -112 NILES (MI)	210	7581	38913
MI-MI	89 LUDINGTON(BUS-MI) -124 PORT HURON (MI)	212	12580	69906
MI-MI	4 ANCHORVILLE(BUS-MI) -42 EAST LANSING (MI)	232	8949	47595
MI-MI	8 BANGOR (MI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	239	1954	6451
MI-MI	37 DOWAGIAC (MI) -73 KALAMAZOO (MI)	244	1733	8782
MI-MI	2 ALBION (MI) -106 MUSKEGON(BUS-MI)	256	6096	35587
MI-MI	61 HOLLAND (MI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	269	5109	16916
MI-MI	40 DURAND (MI) -55 GRAND RAPIDS (MI)	269	8751	41193
MI-MI	81 LAPEER (MI) -106 MUSKEGON(BUS-MI)	278	12570	63732
MI-MI	40 DURAND (MI) -106 MUSKEGON(BUS-MI)	283	10428	54529
MI-MI	9 BATTLE CREEK (MI) -37 DOWAGIAC (MI)	287	2157	16644
MI-MI	68 JACKSON (MI) -112 NILES (MI)	292	5164	33881
MI-MI	37 DOWAGIAC (MI) -89 LUDINGTON(BUS-MI)	294	7679	54446
MI-MI	2 ALBION (MI) -35 DETROIT (MI)	298	5331	29156
MI-MI	2 ALBION (MI) -5 ANN ARBOR (MI)	302	3056	17818
MI-MI	37 DOWAGIAC (MI) -106 MUSKEGON(BUS-MI)	307	6501	39662
MI-MI	106 MUSKEGON(BUS-MI) -112 NILES (MI)	313	7424	44396
MI-MI	106 MUSKEGON(BUS-MI) -124 PORT HURON (MI)	314	16929	85941
MI-MI	42 EAST LANSING (MI) -68 JACKSON (MI)	318	6581	29589
MI-MI	68 JACKSON (MI) -123 PONTIAC (MI)	319	6379	31929
MI-MI	35 DETROIT (MI) -37 DOWAGIAC (MI)	329	9347	59262
MI-MI	42 EAST LANSING (MI) -61 HOLLAND (MI)	340	11675	50249
MI-MI	46 FLINT (MI) -63 HOWELL(BUS-MI)	340	13279	71440
MI-MI	8 BANGOR (MI) -46 FLINT (MI)	351	19134	81477
MI-MI	89 LUDINGTON(BUS-MI) -112 NILES (MI)	358	10374	70960
MI-MI	40 DURAND (MI) -124 PORT HURON (MI)	374	7229	30274
MI-MI	2 ALBION (MI) -73 KALAMAZOO (MI)	396	3842	18206
MI-MI	9 BATTLE CREEK (MI) -40 DURAND (MI)	400	7649	31225
MI-MI	112 NILES (MI) -123 PONTIAC (MI)	411	14984	88848
MI-MI	55 GRAND RAPIDS (MI) -124 PORT HURON (MI)	413	20690	96620
MI-MI	55 GRAND RAPIDS (MI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	416	11413	36570
MI-MI	5 ANN ARBOR (MI) -42 EAST LANSING (MI)	447	12338	58618
MI-MI	42 EAST LANSING (MI) -63 HOWELL(BUS-MI)	448	12880	72510
MI-MI	2 ALBION (MI) -55 GRAND RAPIDS (MI)	461	9399	45613
MI-MI	37 DOWAGIAC (MI) -55 GRAND RAPIDS (MI)	471	8530	41898
MI-MI	2 ALBION (MI) -46 FLINT (MI)	475	13249	57039
MI-MI	55 GRAND RAPIDS (MI) -81 LAPEER (MI)	478	19889	90335
MI-MI	2 ALBION (MI) -89 LUDINGTON(BUS-MI)	481	14262	93860
MI-MI	81 LAPEER (MI) -89 LUDINGTON(BUS-MI)	482	23336	137348
MI-MI	2 ALBION (MI) -68 JACKSON (MI)	492	2046	10340
MI-MI	68 JACKSON (MI) -133 ROYAL OAK (MI)	503	8925	44239
MI-MI	40 DURAND (MI) -81 LAPEER (MI)	509	3611	18307
MI-MI	61 HOLLAND (MI) -89 LUDINGTON(BUS-MI)	512	8855	62005
MI-MI	4 ANCHORVILLE(BUS-MI) -112 NILES (MI)	514	18168	117300
MI-MI	5 ANN ARBOR (MI) -37 DOWAGIAC (MI)	515	12125	72633
MI-MI	40 DURAND (MI) -73 KALAMAZOO (MI)	523	12395	52299
MI-MI	42 EAST LANSING (MI) -123 PONTIAC (MI)	531	21690	102532

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States	Station Pair	Riders	Revenue	Passenger Miles
MI-MI	42 EAST LANSING (MI) -133 ROYAL OAK (MI)	539	20549	97493
MI-MI	9 BATTLE CREEK (MI) -81 LAPEER (MI)	552	14716	62978
MI-MI	55 GRAND RAPIDS (MI) -112 NILES (MI)	556	11630	56745
MI-MI	4 ANCHORVILLE(BUS-MI) -68 JACKSON (MI)	580	11194	64987
MI-MI	81 LAPEER (MI) -124 PORT HURON (MI)	644	7164	28989
MI-MI	4 ANCHORVILLE(BUS-MI) -55 GRAND RAPIDS (MI)	659	27256	152922
MI-MI	46 FLINT (MI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	705	43909	182496
MI-MI	46 FLINT (MI) -89 LUDINGTON(BUS-MI)	774	34833	206542
MI-MI	68 JACKSON (MI) -73 KALAMAZOO (MI)	794	9831	53183
MI-MI	2 ALBION (MI) -9 BATTLE CREEK (MI)	842	4168	20204
MI-MI	61 HOLLAND (MI) -106 MUSKEGON(BUS-MI)	855	9936	55568
MI-MI	112 NILES (MI) -124 PORT HURON (MI)	879	41514	202253
MI-MI	73 KALAMAZOO (MI) -112 NILES (MI)	897	8660	43972
MI-MI	4 ANCHORVILLE(BUS-MI) -89 LUDINGTON(BUS-MI)	920	43263	301620
MI-MI	9 BATTLE CREEK (MI) -89 LUDINGTON(BUS-MI)	948	23125	162128
MI-MI	4 ANCHORVILLE(BUS-MI) -9 BATTLE CREEK (MI)	955	24753	149889
MI-MI	31 DEARBORN (MI) -42 EAST LANSING (MI)	993	32696	159881
MI-MI	35 DETROIT (MI) -42 EAST LANSING (MI)	1016	35257	172698
MI-MI	9 BATTLE CREEK (MI) -106 MUSKEGON(BUS-MI)	1024	18838	117763
MI-MI	5 ANN ARBOR (MI) -89 LUDINGTON(BUS-MI)	1024	37592	260166
MI-MI	68 JACKSON (MI) -106 MUSKEGON(BUS-MI)	1038	27910	166123
MI-MI	4 ANCHORVILLE(BUS-MI) -123 PONTIAC (MI)	1128	9602	65453
MI-MI	55 GRAND RAPIDS (MI) -68 JACKSON (MI)	1136	26253	136324
MI-MI	4 ANCHORVILLE(BUS-MI) -106 MUSKEGON(BUS-MI)	1146	51202	311795
MI-MI	55 GRAND RAPIDS (MI) -123 PONTIAC (MI)	1183	46015	260305
MI-MI	46 FLINT (MI) -106 MUSKEGON(BUS-MI)	1189	47510	250959
MI-MI	9 BATTLE CREEK (MI) -124 PORT HURON (MI)	1192	45703	189571
MI-MI	73 KALAMAZOO (MI) -106 MUSKEGON(BUS-MI)	1217	21526	113170
MI-MI	9 BATTLE CREEK (MI) -112 NILES (MI)	1245	12653	88392
MI-MI	89 LUDINGTON(BUS-MI) -133 ROYAL OAK (MI)	1254	57365	381257
MI-MI	4 ANCHORVILLE(BUS-MI) -46 FLINT (MI)	1329	64705	336113
MI-MI	112 NILES (MI) -133 ROYAL OAK (MI)	1331	46568	271602
MI-MI	42 EAST LANSING (MI) -112 NILES (MI)	1340	29785	159502
MI-MI	73 KALAMAZOO (MI) -89 LUDINGTON(BUS-MI)	1350	32965	201131
MI-MI	46 FLINT (MI) -112 NILES (MI)	1401	44643	233964
MI-MI	68 JACKSON (MI) -89 LUDINGTON(BUS-MI)	1411	45944	304787
MI-MI	89 LUDINGTON(BUS-MI) -123 PONTIAC (MI)	1429	68814	451440
MI-MI	5 ANN ARBOR (MI) -55 GRAND RAPIDS (MI)	1479	43754	233646
MI-MI	5 ANN ARBOR (MI) -106 MUSKEGON(BUS-MI)	1502	49218	297354
MI-MI	55 GRAND RAPIDS (MI) -133 ROYAL OAK (MI)	1525	60427	317287
MI-MI	73 KALAMAZOO (MI) -124 PORT HURON (MI)	1545	66649	279632
MI-MI	31 DEARBORN (MI) -89 LUDINGTON(BUS-MI)	1698	71247	482226
MI-MI	9 BATTLE CREEK (MI) -123 PONTIAC (MI)	1724	46240	249935
MI-MI	35 DETROIT (MI) -68 JACKSON (MI)	1736	26930	133673
MI-MI	73 KALAMAZOO (MI) -81 LAPEER (MI)	1810	57850	246131
MI-MI	42 EAST LANSING (MI) -81 LAPEER (MI)	1848	27466	121976
MI-MI	106 MUSKEGON(BUS-MI) -123 PONTIAC (MI)	1864	83459	484630
MI-MI	35 DETROIT (MI) -89 LUDINGTON(BUS-MI)	1872	81731	548486
MI-MI	4 ANCHORVILLE(BUS-MI) -133 ROYAL OAK (MI)	1878	10979	86399
MI-MI	106 MUSKEGON(BUS-MI) -133 ROYAL OAK (MI)	1913	81276	474339
MI-MI	31 DEARBORN (MI) -55 GRAND RAPIDS (MI)	1938	69902	364275
MI-MI	31 DEARBORN (MI) -106 MUSKEGON(BUS-MI)	2019	79950	460299
MI-MI	35 DETROIT (MI) -112 NILES (MI)	2037	64565	393140
MI-MI	46 FLINT (MI) -68 JACKSON (MI)	2071	63761	291971
MI-MI	73 KALAMAZOO (MI) -123 PONTIAC (MI)	2130	69103	355658
MI-MI	4 ANCHORVILLE(BUS-MI) -73 KALAMAZOO (MI)	2149	66180	384728
MI-MI	35 DETROIT (MI) -55 GRAND RAPIDS (MI)	2164	81286	426293
MI-MI	4 ANCHORVILLE(BUS-MI) -5 ANN ARBOR (MI)	2227	26376	164805
MI-MI	9 BATTLE CREEK (MI) -68 JACKSON (MI)	2299	17448	103433
MI-MI	42 EAST LANSING (MI) -89 LUDINGTON(BUS-MI)	2501	94135	547608
MI-MI	42 EAST LANSING (MI) -106 MUSKEGON(BUS-MI)	2515	75163	409990
MI-MI	35 DETROIT (MI) -106 MUSKEGON(BUS-MI)	2609	105417	618438
MI-MI	5 ANN ARBOR (MI) -123 PONTIAC (MI)	2880	36624	178587

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MI-MI	9 BATTLE CREEK (MI) -133 ROYAL OAK (MI)	3047	76703	405300
MI-MI	5 ANN ARBOR (MI) -46 FLINT (MI)	3081	115223	551570
MI-MI	46 FLINT (MI) -81 LAPEER (MI)	3122	14891	56203
MI-MI	5 ANN ARBOR (MI) -68 JACKSON (MI)	3327	25344	126428
MI-MI	9 BATTLE CREEK (MI) -46 FLINT (MI)	3468	77107	332953
MI-MI	31 DEARBORN (MI) -68 JACKSON (MI)	3472	47861	236082
MI-MI	40 DURAND (MI) -42 EAST LANSING (MI)	3609	27097	108284
MI-MI	40 DURAND (MI) -46 FLINT (MI)	3643	8342	65571
MI-MI	31 DEARBORN (MI) -112 NILES (MI)	3841	116198	706756
MI-MI	42 EAST LANSING (MI) -124 PORT HURON (MI)	3870	100626	429589
MI-MI	46 FLINT (MI) -133 ROYAL OAK (MI)	4046	190808	926575
MI-MI	46 FLINT (MI) -123 PONTIAC (MI)	4129	203938	995054
MI-MI	9 BATTLE CREEK (MI) -55 GRAND RAPIDS (MI)	4189	67855	314204
MI-MI	31 DEARBORN (MI) -123 PONTIAC (MI)	4236	27798	135550
MI-MI	31 DEARBORN (MI) -46 FLINT (MI)	4244	185504	886932
MI-MI	46 FLINT (MI) -61 HOLLAND (MI)	4254	185980	833862
MI-MI	5 ANN ARBOR (MI) -112 NILES (MI)	4483	107554	690378
MI-MI	46 FLINT (MI) -73 KALAMAZOO (MI)	4750	125095	560481
MI-MI	46 FLINT (MI) -124 PORT HURON (MI)	4865	81487	306503
MI-MI	35 DETROIT (MI) -46 FLINT (MI)	4947	221576	1078359
MI-MI	9 BATTLE CREEK (MI) -35 DETROIT (MI)	5112	114150	623678
MI-MI	9 BATTLE CREEK (MI) -31 DEARBORN (MI)	5319	109797	601063
MI-MI	42 EAST LANSING (MI) -55 GRAND RAPIDS (MI)	5457	153923	671256
MI-MI	73 KALAMAZOO (MI) -133 ROYAL OAK (MI)	5821	175192	902182
MI-MI	55 GRAND RAPIDS (MI) -73 KALAMAZOO (MI)	6190	96722	328070
MI-MI	5 ANN ARBOR (MI) -9 BATTLE CREEK (MI)	6438	89765	534378
MI-MI	5 ANN ARBOR (MI) -133 ROYAL OAK (MI)	7136	74249	356788
MI-MI	9 BATTLE CREEK (MI) -42 EAST LANSING (MI)	7140	86165	342720
MI-MI	46 FLINT (MI) -55 GRAND RAPIDS (MI)	7204	263143	1231934
MI-MI	31 DEARBORN (MI) -133 ROYAL OAK (MI)	7789	30958	155786
MI-MI	42 EAST LANSING (MI) -73 KALAMAZOO (MI)	8110	136472	567725
MI-MI	35 DETROIT (MI) -123 PONTIAC (MI)	8620	40104	198259
MI-MI	55 GRAND RAPIDS (MI) -61 HOLLAND (MI)	8638	66765	215960
MI-MI	123 PONTIAC (MI) -133 ROYAL OAK (MI)	11331	28227	135975
MI-MI	35 DETROIT (MI) -73 KALAMAZOO (MI)	11961	327791	1722383
MI-MI	42 EAST LANSING (MI) -46 FLINT (MI)	14465	146034	694331
MI-MI	31 DEARBORN (MI) -73 KALAMAZOO (MI)	14733	380334	1988889
MI-MI	5 ANN ARBOR (MI) -35 DETROIT (MI)	16264	130298	634307
MI-MI	5 ANN ARBOR (MI) -73 KALAMAZOO (MI)	17289	326975	1815295
MI-MI	5 ANN ARBOR (MI) -31 DEARBORN (MI)	18350	116538	550488
MI-MI	9 BATTLE CREEK (MI) -73 KALAMAZOO (MI)	18451	84067	405912
MI-MN	8 BANGOR (MI) -36 DETROIT LAKES (MN)	3	534	2152
MI-MN	8 BANGOR (MI) -145 STAPLES (BUS-MN)	5	766	3076
MI-MN	36 DETROIT LAKES (MN) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	7	1207	4904
MI-MN	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -145 STAPLES (BUS-MN)	10	1662	6727
MI-MN	8 BANGOR (MI) -93 MANKATO(BUS-MN)	13	1575	7239
MI-MN	112 NILES (MI) -163 WINONA (MN)	15	1466	6162
MI-MN	89 LUDINGTON(BUS-MI) -163 WINONA (MN)	15	1944	9515
MI-MN	8 BANGOR (MI) -141 ST. CLOUD (BUS-MN)	16	2471	9868
MI-MN	9 BATTLE CREEK (MI) -163 WINONA (MN)	22	2414	10933
MI-MN	93 MANKATO(BUS-MN) -112 NILES (MI)	23	2445	12266
MI-MN	8 BANGOR (MI) -163 WINONA (MN)	23	2623	10134
MI-MN	93 MANKATO(BUS-MN) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	27	3166	14825
MI-MN	36 DETROIT LAKES (MN) -61 HOLLAND (MI)	28	5348	23375
MI-MN	61 HOLLAND (MI) -145 STAPLES (BUS-MN)	30	5316	23299
MI-MN	37 DOWAGIAC (MI) -93 MANKATO(BUS-MN)	30	3332	16972
MI-MN	42 EAST LANSING (MI) -163 WINONA (MN)	37	4441	19936
MI-MN	141 ST. CLOUD (BUS-MN) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	43	6256	25208
MI-MN	112 NILES (MI) -130 ROCHESTER(BUS-MN)	52	5496	24007
MI-MN	8 BANGOR (MI) -130 ROCHESTER(BUS-MN)	57	6847	28072
MI-MN	9 BATTLE CREEK (MI) -93 MANKATO(BUS-MN)	59	6876	36180
MI-MN	55 GRAND RAPIDS (MI) -145 STAPLES (BUS-MN)	60	10162	44994
MI-MN	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -163 WINONA (MN)	63	6774	26426

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MI-MN	8 BANGOR (MI) -129 RED WING (MN)	66	8683	33887
MI-MN	61 HOLLAND (MI) -93 MANKATO(BUS-MN)	66	8829	44589
MI-MN	73 KALAMAZOO (MI) -93 MANKATO(BUS-MN)	69	8069	41134
MI-MN	36 DETROIT LAKES (MN) -55 GRAND RAPIDS (MI)	70	12960	57170
MI-MN	106 MUSKEGON(BUS-MI) -163 WINONA (MN)	98	11892	55315
MI-MN	2 ALBION (MI) -130 ROCHESTER(BUS-MN)	99	11333	55656
MI-MN	103 MPLS/ST.PAUL (MN) -112 NILES (MI)	104	12827	54665
MI-MN	129 RED WING (MN) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	105	12953	51009
MI-MN	130 ROCHESTER(BUS-MN) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	114	13331	52912
MI-MN	61 HOLLAND (MI) -163 WINONA (MN)	144	18014	79228
MI-MN	61 HOLLAND (MI) -141 ST. CLOUD (BUS-MN)	151	24580	108123
MI-MN	106 MUSKEGON(BUS-MI) -129 RED WING (MN)	158	21567	99288
MI-MN	40 DURAND (MI) -130 ROCHESTER(BUS-MN)	189	24322	116477
MI-MN	37 DOWAGIAC (MI) -130 ROCHESTER(BUS-MN)	196	21585	94073
MI-MN	61 HOLLAND (MI) -130 ROCHESTER(BUS-MN)	353	44260	209276
MI-MN	55 GRAND RAPIDS (MI) -141 ST. CLOUD (BUS-MN)	363	56237	250191
MI-MN	68 JACKSON (MI) -130 ROCHESTER(BUS-MN)	384	44897	223669
MI-MN	8 BANGOR (MI) -103 MPLS/ST.PAUL (MN)	423	58703	233062
MI-MN	9 BATTLE CREEK (MI) -130 ROCHESTER(BUS-MN)	428	46805	229694
MI-MN	61 HOLLAND (MI) -129 RED WING (MN)	452	63141	276464
MI-MN	73 KALAMAZOO (MI) -130 ROCHESTER(BUS-MN)	468	53798	241041
MI-MN	5 ANN ARBOR (MI) -130 ROCHESTER(BUS-MN)	521	63949	323189
MI-MN	55 GRAND RAPIDS (MI) -163 WINONA (MN)	575	69023	301943
MI-MN	55 GRAND RAPIDS (MI) -130 ROCHESTER(BUS-MN)	691	81504	392424
MI-MN	103 MPLS/ST.PAUL (MN) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	817	106801	428048
MI-MN	42 EAST LANSING (MI) -130 ROCHESTER(BUS-MN)	1003	121449	586607
MI-MN	9 BATTLE CREEK (MI) -103 MPLS/ST.PAUL (MN)	1145	150760	682650
MI-MN	55 GRAND RAPIDS (MI) -129 RED WING (MN)	1177	155690	690635
MI-MN	61 HOLLAND (MI) -103 MPLS/ST.PAUL (MN)	3204	473015	2089290
MI-MN	55 GRAND RAPIDS (MI) -103 MPLS/ST.PAUL (MN)	7945	1113577	4981283
MI-MO	79 LA PLATA (MO) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	2	254	1168
MI-MO	8 BANGOR (MI) -79 LA PLATA (MO)	2	279	1258
MI-MO	2 ALBION (MI) -79 LA PLATA (MO)	3	355	1858
MI-MO	61 HOLLAND (MI) -95 MARCELINE (MO)	4	450	2257
MI-MO	79 LA PLATA (MO) -133 ROYAL OAK (MI)	4	541	2892
MI-MO	79 LA PLATA (MO) -123 PONTIAC (MI)	4	551	2942
MI-MO	31 DEARBORN (MI) -95 MARCELINE (MO)	4	582	3102
MI-MO	4 ANCHORVILLE(BUS-MI) -79 LA PLATA (MO)	4	579	3168
MI-MO	5 ANN ARBOR (MI) -95 MARCELINE (MO)	5	589	3146
MI-MO	55 GRAND RAPIDS (MI) -95 MARCELINE (MO)	6	766	3921
MI-MO	68 JACKSON (MI) -79 LA PLATA (MO)	7	748	3967
MI-MO	8 BANGOR (MI) -70 JEFFERSON (MO)	8	961	4145
MI-MO	73 KALAMAZOO (MI) -79 LA PLATA (MO)	9	948	4799
MI-MO	64 INDEPENDENCE (MO) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	11	1547	7037
MI-MO	9 BATTLE CREEK (MI) -79 LA PLATA (MO)	13	1329	6970
MI-MO	37 DOWAGIAC (MI) -70 JEFFERSON (MO)	14	1540	7371
MI-MO	70 JEFFERSON (MO) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	18	2027	8881
MI-MO	61 HOLLAND (MI) -79 LA PLATA (MO)	21	2576	12925
MI-MO	42 EAST LANSING (MI) -79 LA PLATA (MO)	21	2506	12862
MI-MO	75 KANSAS CITY (MO) -112 NILES (MI)	22	2756	13738
MI-MO	79 LA PLATA (MO) -89 LUDINGTON(BUS-MI)	24	2963	16349
MI-MO	8 BANGOR (MI) -25 COLUMBIA(BUS-MO)	25	3052	13781
MI-MO	70 JEFFERSON (MO) -112 NILES (MI)	25	2681	12610
MI-MO	8 BANGOR (MI) -142 ST. JOSEPH(BUS-MO)	31	4870	21749
MI-MO	5 ANN ARBOR (MI) -79 LA PLATA (MO)	34	3986	21361
MI-MO	31 DEARBORN (MI) -79 LA PLATA (MO)	34	4286	22911
MI-MO	79 LA PLATA (MO) -106 MUSKEGON(BUS-MI)	35	4167	22068
MI-MO	35 DETROIT (MI) -79 LA PLATA (MO)	37	4636	24778
MI-MO	73 KALAMAZOO (MI) -84 LEES SUMMIT (MO)	37	5242	25478
MI-MO	58 HERMANN (MO) -106 MUSKEGON(BUS-MI)	39	4584	23271
MI-MO	42 EAST LANSING (MI) -157 WASHINGTON (MO)	39	4375	21421
MI-MO	70 JEFFERSON (MO) -73 KALAMAZOO (MI)	43	4843	23289
MI-MO	64 INDEPENDENCE (MO) -73 KALAMAZOO (MI)	46	6493	31754

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States	Station Pair	Riders	Revenue	Passenger Miles
MI-MO	61 HOLLAND (MI) -70 JEFFERSON (MO)	46	6025	28899
MI-MO	112 NILES (MI) -142 ST. JOSEPH(BUS-MO)	51	7275	34342
MI-MO	25 COLUMBIA(BUS-MO) -37 DOWAGIAC (MI)	51	5560	27840
MI-MO	77 KIRKWOOD (MO) -89 LUDINGTON(BUS-MI)	56	6030	32661
MI-MO	55 GRAND RAPIDS (MI) -58 HERMANN (MO)	58	7180	32366
MI-MO	25 COLUMBIA(BUS-MO) -112 NILES (MI)	60	6479	31936
MI-MO	64 INDEPENDENCE (MO) -68 JACKSON (MI)	61	9125	46341
MI-MO	5 ANN ARBOR (MI) -84 LEES SUMMIT (MO)	65	9938	50749
MI-MO	46 FLINT (MI) -79 LA PLATA (MO)	68	8599	44058
MI-MO	142 ST. JOSEPH(BUS-MO) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	69	10301	46803
MI-MO	25 COLUMBIA(BUS-MO) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	73	8397	38591
MI-MO	37 DOWAGIAC (MI) -142 ST. JOSEPH(BUS-MO)	74	10532	51068
MI-MO	106 MUSKEGON(BUS-MI) -157 WASHINGTON (MO)	88	9873	50061
MI-MO	31 DEARBORN (MI) -84 LEES SUMMIT (MO)	93	14839	75754
MI-MO	64 INDEPENDENCE (MO) -123 PONTIAC (MI)	95	15979	81976
MI-MO	9 BATTLE CREEK (MI) -75 KANSAS CITY (MO)	96	12782	66502
MI-MO	75 KANSAS CITY (MO) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	100	13209	61981
MI-MO	55 GRAND RAPIDS (MI) -79 LA PLATA (MO)	106	12491	61748
MI-MO	55 GRAND RAPIDS (MI) -157 WASHINGTON (MO)	109	12762	57247
MI-MO	35 DETROIT (MI) -84 LEES SUMMIT (MO)	115	18547	94719
MI-MO	73 KALAMAZOO (MI) -75 KANSAS CITY (MO)	136	18033	91215
MI-MO	55 GRAND RAPIDS (MI) -84 LEES SUMMIT (MO)	143	21260	104581
MI-MO	25 COLUMBIA(BUS-MO) -61 HOLLAND (MI)	164	21608	107598
MI-MO	112 NILES (MI) -144 ST. LOUIS (MO)	181	14800	67442
MI-MO	9 BATTLE CREEK (MI) -25 COLUMBIA(BUS-MO)	189	21891	113483
MI-MO	61 HOLLAND (MI) -75 KANSAS CITY (MO)	221	32916	165248
MI-MO	25 COLUMBIA(BUS-MO) -73 KALAMAZOO (MI)	226	25973	130314
MI-MO	77 KIRKWOOD (MO) -106 MUSKEGON(BUS-MI)	234	23966	123555
MI-MO	89 LUDINGTON(BUS-MI) -144 ST. LOUIS (MO)	239	24979	136306
MI-MO	42 EAST LANSING (MI) -77 KIRKWOOD (MO)	262	26623	132193
MI-MO	31 DEARBORN (MI) -75 KANSAS CITY (MO)	325	49519	261940
MI-MO	55 GRAND RAPIDS (MI) -77 KIRKWOOD (MO)	336	34415	163729
MI-MO	5 ANN ARBOR (MI) -75 KANSAS CITY (MO)	415	60757	321940
MI-MO	46 FLINT (MI) -77 KIRKWOOD (MO)	501	55674	276700
MI-MO	75 KANSAS CITY (MO) -123 PONTIAC (MI)	647	102410	541173
MI-MO	2 ALBION (MI) -144 ST. LOUIS (MO)	680	62165	317481
MI-MO	35 DETROIT (MI) -75 KANSAS CITY (MO)	711	109413	578767
MI-MO	42 EAST LANSING (MI) -144 ST. LOUIS (MO)	713	70088	349998
MI-MO	55 GRAND RAPIDS (MI) -75 KANSAS CITY (MO)	876	123974	633221
MI-MO	106 MUSKEGON(BUS-MI) -144 ST. LOUIS (MO)	1059	110165	544535
MI-MO	55 GRAND RAPIDS (MI) -144 ST. LOUIS (MO)	1313	130705	622242
MI-MO	68 JACKSON (MI) -144 ST. LOUIS (MO)	2002	188221	976807
MI-MO	4 ANCHORVILLE(BUS-MI) -144 ST. LOUIS (MO)	2091	252549	1254449
MI-MO	73 KALAMAZOO (MI) -144 ST. LOUIS (MO)	2094	189768	881433
MI-MO	123 PONTIAC (MI) -144 ST. LOUIS (MO)	2237	250599	1315454
MI-MO	9 BATTLE CREEK (MI) -144 ST. LOUIS (MO)	2800	257500	1240465
MI-MO	46 FLINT (MI) -144 ST. LOUIS (MO)	3090	333321	1665251
MI-MO	133 ROYAL OAK (MI) -144 ST. LOUIS (MO)	3681	430192	2120213
MI-MO	5 ANN ARBOR (MI) -144 ST. LOUIS (MO)	3865	416894	2032864
MI-MO	31 DEARBORN (MI) -144 ST. LOUIS (MO)	4027	449440	2239246
MI-MO	35 DETROIT (MI) -144 ST. LOUIS (MO)	6191	712737	3497802
MI-NE	8 BANGOR (MI) -57 HASTINGS (NE)	2	358	1523
MI-NE	99 MCCOOK (NE) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	3	497	2188
MI-NE	8 BANGOR (MI) -99 MCCOOK (NE)	3	569	2481
MI-NE	57 HASTINGS (NE) -133 ROYAL OAK (MI)	4	857	4147
MI-NE	57 HASTINGS (NE) -123 PONTIAC (MI)	5	875	4233
MI-NE	99 MCCOOK (NE) -133 ROYAL OAK (MI)	5	1095	5322
MI-NE	60 HOLDREGE (NE) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	5	899	3905
MI-NE	99 MCCOOK (NE) -123 PONTIAC (MI)	5	1111	5400
MI-NE	4 ANCHORVILLE(BUS-MI) -99 MCCOOK (NE)	6	1224	6050
MI-NE	4 ANCHORVILLE(BUS-MI) -60 HOLDREGE (NE)	7	1330	6561
MI-NE	61 HOLLAND (MI) -99 MCCOOK (NE)	7	1424	6626
MI-NE	57 HASTINGS (NE) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	7	1137	4889

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States	Station Pair	Riders	Revenue	Passenger Miles
MI-NE	60 HOLDREGE (NE) -68 JACKSON (MI)	7	1371	6552
MI-NE	73 KALAMAZOO (MI) -99 MCCOOK (NE)	8	1463	6802
MI-NE	31 DEARBORN (MI) -99 MCCOOK (NE)	9	1892	9179
MI-NE	68 JACKSON (MI) -99 MCCOOK (NE)	9	1827	8768
MI-NE	35 DETROIT (MI) -99 MCCOOK (NE)	9	1978	9606
MI-NE	9 BATTLE CREEK (MI) -99 MCCOOK (NE)	10	1909	9066
MI-NE	60 HOLDREGE (NE) -61 HOLLAND (MI)	11	2083	9632
MI-NE	60 HOLDREGE (NE) -73 KALAMAZOO (MI)	12	2186	10091
MI-NE	5 ANN ARBOR (MI) -99 MCCOOK (NE)	12	2566	12436
MI-NE	9 BATTLE CREEK (MI) -60 HOLDREGE (NE)	13	2235	10558
MI-NE	31 DEARBORN (MI) -60 HOLDREGE (NE)	14	2690	13013
MI-NE	55 GRAND RAPIDS (MI) -99 MCCOOK (NE)	14	2881	13549
MI-NE	8 BANGOR (MI) -108 NEBRASKA CITY (BUS-NE)	15	2556	9458
MI-NE	5 ANN ARBOR (MI) -60 HOLDREGE (NE)	15	2835	13695
MI-NE	57 HASTINGS (NE) -73 KALAMAZOO (MI)	15	2490	11428
MI-NE	57 HASTINGS (NE) -61 HOLLAND (MI)	15	2752	12659
MI-NE	55 GRAND RAPIDS (MI) -60 HOLDREGE (NE)	16	3061	14310
MI-NE	4 ANCHORVILLE(BUS-MI) -57 HASTINGS (NE)	17	3347	16496
MI-NE	57 HASTINGS (NE) -68 JACKSON (MI)	17	3060	14577
MI-NE	35 DETROIT (MI) -60 HOLDREGE (NE)	19	3858	18680
MI-NE	9 BATTLE CREEK (MI) -57 HASTINGS (NE)	20	3359	15805
MI-NE	31 DEARBORN (MI) -57 HASTINGS (NE)	21	3917	18906
MI-NE	5 ANN ARBOR (MI) -57 HASTINGS (NE)	22	3903	18811
MI-NE	55 GRAND RAPIDS (MI) -57 HASTINGS (NE)	25	4401	20479
MI-NE	37 DOWAGIAC (MI) -87 LINCOLN (NE)	28	3977	17897
MI-NE	112 NILES (MI) -114 OMAHA (NE)	29	3715	16298
MI-NE	8 BANGOR (MI) -87 LINCOLN (NE)	29	4541	18888
MI-NE	35 DETROIT (MI) -57 HASTINGS (NE)	30	5627	27185
MI-NE	108 NEBRASKA CITY (BUS-NE) -112 NILES (MI)	37	5884	22873
MI-NE	37 DOWAGIAC (MI) -108 NEBRASKA CITY (BUS-NE)	41	6499	26141
MI-NE	87 LINCOLN (NE) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	46	6811	28627
MI-NE	8 BANGOR (MI) -114 OMAHA (NE)	93	13434	55005
MI-NE	73 KALAMAZOO (MI) -87 LINCOLN (NE)	131	19358	87712
MI-NE	9 BATTLE CREEK (MI) -87 LINCOLN (NE)	139	20597	96030
MI-NE	61 HOLLAND (MI) -87 LINCOLN (NE)	155	25534	116169
MI-NE	68 JACKSON (MI) -87 LINCOLN (NE)	181	28299	133842
MI-NE	4 ANCHORVILLE(BUS-MI) -87 LINCOLN (NE)	182	31489	154803
MI-NE	114 OMAHA (NE) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	188	25743	106514
MI-NE	5 ANN ARBOR (MI) -87 LINCOLN (NE)	216	34944	167498
MI-NE	87 LINCOLN (NE) -133 ROYAL OAK (MI)	224	38452	185094
MI-NE	87 LINCOLN (NE) -123 PONTIAC (MI)	239	41610	200372
MI-NE	31 DEARBORN (MI) -87 LINCOLN (NE)	257	43063	206826
MI-NE	55 GRAND RAPIDS (MI) -87 LINCOLN (NE)	283	44525	205084
MI-NE	68 JACKSON (MI) -114 OMAHA (NE)	323	46926	220881
MI-NE	35 DETROIT (MI) -87 LINCOLN (NE)	351	59523	286174
MI-NE	61 HOLLAND (MI) -114 OMAHA (NE)	373	57465	259496
MI-NE	73 KALAMAZOO (MI) -114 OMAHA (NE)	509	69861	313788
MI-NE	4 ANCHORVILLE(BUS-MI) -114 OMAHA (NE)	750	121602	596843
MI-NE	9 BATTLE CREEK (MI) -114 OMAHA (NE)	1019	140508	651002
MI-NE	114 OMAHA (NE) -123 PONTIAC (MI)	1066	174100	835848
MI-NE	31 DEARBORN (MI) -114 OMAHA (NE)	1142	179336	858484
MI-NE	55 GRAND RAPIDS (MI) -114 OMAHA (NE)	1153	168819	772278
MI-NE	5 ANN ARBOR (MI) -114 OMAHA (NE)	1235	186765	892008
MI-NE	35 DETROIT (MI) -114 OMAHA (NE)	2072	329030	1576845
MI-OH	1 AKRON(BUS-OH) -8 BANGOR (MI)	1	99	398
MI-OH	8 BANGOR (MI) -165 YOUNGSTOWN(BUS-OH)	2	309	1288
MI-OH	45 ELYRIA (OH) -89 LUDINGTON(BUS-MI)	3	421	2046
MI-OH	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -165 YOUNGSTOWN(BUS-OH)	4	451	1903
MI-OH	4 ANCHORVILLE(BUS-MI) -134 SANDUSKY (OH)	6	788	3876
MI-OH	2 ALBION (MI) -150 TOLEDO (OH)	8	788	3573
MI-OH	2 ALBION (MI) -165 YOUNGSTOWN(BUS-OH)	9	1125	5386
MI-OH	2 ALBION (MI) -15 CANTON(BUS-OH)	11	1376	6552
MI-OH	42 EAST LANSING (MI) -45 ELYRIA (OH)	11	1333	5938

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States	Station Pair	Riders	Revenue	Passenger Miles
MI-OH	68 JACKSON (MI) -134 SANDUSKY (OH)	11	1222	5680
MI-OH	1 AKRON(BUS-OH) -2 ALBION (MI)	12	1490	6943
MI-OH	31 DEARBORN (MI) -134 SANDUSKY (OH)	12	1437	6839
MI-OH	89 LUDINGTON(BUS-MI) -134 SANDUSKY (OH)	13	1485	7324
MI-OH	15 CANTON(BUS-OH) -37 DOWAGIAC (MI)	14	1627	7413
MI-OH	37 DOWAGIAC (MI) -165 YOUNGSTOWN(BUS-OH)	14	1646	7555
MI-OH	1 AKRON(BUS-OH) -68 JACKSON (MI)	15	1882	8904
MI-OH	1 AKRON(BUS-OH) -37 DOWAGIAC (MI)	15	1683	7475
MI-OH	42 EAST LANSING (MI) -134 SANDUSKY (OH)	16	1761	7922
MI-OH	5 ANN ARBOR (MI) -134 SANDUSKY (OH)	16	1856	8805
MI-OH	35 DETROIT (MI) -134 SANDUSKY (OH)	17	2079	9909
MI-OH	112 NILES (MI) -154 WARREN(BUS-OH)	18	1358	6411
MI-OH	23 CINCINNATI (OH) -89 LUDINGTON(BUS-MI)	21	2592	12998
MI-OH	31 DEARBORN (MI) -45 ELYRIA (OH)	23	3001	14108
MI-OH	24 CLEVELAND (OH) -42 EAST LANSING (MI)	25	3146	13946
MI-OH	133 ROYAL OAK (MI) -134 SANDUSKY (OH)	29	3556	16984
MI-OH	112 NILES (MI) -134 SANDUSKY (OH)	32	1691	7408
MI-OH	1 AKRON(BUS-OH) -112 NILES (MI)	34	2453	11266
MI-OH	73 KALAMAZOO (MI) -134 SANDUSKY (OH)	35	3455	15023
MI-OH	5 ANN ARBOR (MI) -45 ELYRIA (OH)	36	4405	20635
MI-OH	2 ALBION (MI) -24 CLEVELAND (OH)	37	4457	19997
MI-OH	73 KALAMAZOO (MI) -165 YOUNGSTOWN(BUS-OH)	39	4704	21745
MI-OH	106 MUSKEGON(BUS-MI) -134 SANDUSKY (OH)	39	4509	20533
MI-OH	123 PONTIAC (MI) -150 TOLEDO (OH)	41	4753	22683
MI-OH	61 HOLLAND (MI) -165 YOUNGSTOWN(BUS-OH)	45	6178	28629
MI-OH	1 AKRON(BUS-OH) -73 KALAMAZOO (MI)	45	5326	23876
MI-OH	4 ANCHORVILLE(BUS-MI) -45 ELYRIA (OH)	47	6218	30171
MI-OH	45 ELYRIA (OH) -68 JACKSON (MI)	47	5435	24966
MI-OH	55 GRAND RAPIDS (MI) -134 SANDUSKY (OH)	47	5361	23006
MI-OH	15 CANTON(BUS-OH) -73 KALAMAZOO (MI)	48	5797	26610
MI-OH	1 AKRON(BUS-OH) -5 ANN ARBOR (MI)	49	6510	31303
MI-OH	15 CANTON(BUS-OH) -61 HOLLAND (MI)	50	6883	31703
MI-OH	1 AKRON(BUS-OH) -61 HOLLAND (MI)	51	6903	31142
MI-OH	9 BATTLE CREEK (MI) -134 SANDUSKY (OH)	52	3569	16326
MI-OH	45 ELYRIA (OH) -106 MUSKEGON(BUS-MI)	52	6307	29124
MI-OH	35 DETROIT (MI) -45 ELYRIA (OH)	53	6906	32523
MI-OH	4 ANCHORVILLE(BUS-MI) -150 TOLEDO (OH)	57	6702	32391
MI-OH	1 AKRON(BUS-OH) -31 DEARBORN (MI)	57	7942	38277
MI-OH	45 ELYRIA (OH) -73 KALAMAZOO (MI)	59	6386	27541
MI-OH	9 BATTLE CREEK (MI) -154 WARREN(BUS-OH)	59	3441	17183
MI-OH	45 ELYRIA (OH) -123 PONTIAC (MI)	60	8147	38473
MI-OH	45 ELYRIA (OH) -55 GRAND RAPIDS (MI)	62	7483	32198
MI-OH	1 AKRON(BUS-OH) -123 PONTIAC (MI)	65	9468	45765
MI-OH	42 EAST LANSING (MI) -150 TOLEDO (OH)	68	6995	31223
MI-OH	46 FLINT (MI) -134 SANDUSKY (OH)	69	8413	38186
MI-OH	30 DAYTON(BUS-OH) -112 NILES (MI)	70	5091	27403
MI-OH	45 ELYRIA (OH) -112 NILES (MI)	70	4514	18856
MI-OH	1 AKRON(BUS-OH) -133 ROYAL OAK (MI)	71	10078	48698
MI-OH	30 DAYTON(BUS-OH) -37 DOWAGIAC (MI)	76	6131	32793
MI-OH	89 LUDINGTON(BUS-MI) -150 TOLEDO (OH)	78	8511	42038
MI-OH	8 BANGOR (MI) -30 DAYTON(BUS-OH)	88	8372	39046
MI-OH	31 DEARBORN (MI) -150 TOLEDO (OH)	88	9651	45853
MI-OH	112 NILES (MI) -165 YOUNGSTOWN(BUS-OH)	93	7370	33834
MI-OH	15 CANTON(BUS-OH) -112 NILES (MI)	95	7359	33570
MI-OH	1 AKRON(BUS-OH) -35 DETROIT (MI)	100	14058	67835
MI-OH	23 CINCINNATI (OH) -42 EAST LANSING (MI)	107	12233	56178
MI-OH	55 GRAND RAPIDS (MI) -150 TOLEDO (OH)	127	13189	55968
MI-OH	106 MUSKEGON(BUS-MI) -150 TOLEDO (OH)	131	13834	62702
MI-OH	55 GRAND RAPIDS (MI) -165 YOUNGSTOWN(BUS-OH)	139	18127	85314
MI-OH	68 JACKSON (MI) -150 TOLEDO (OH)	139	13890	63318
MI-OH	24 CLEVELAND (OH) -106 MUSKEGON(BUS-MI)	143	18286	83886
MI-OH	133 ROYAL OAK (MI) -150 TOLEDO (OH)	145	16815	78844
MI-OH	4 ANCHORVILLE(BUS-MI) -24 CLEVELAND (OH)	157	21920	105514

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States	Station Pair	Riders	Revenue	Passenger Miles
MI-OH	24 CLEVELAND (OH) -68 JACKSON (MI)	175	21520	98192
MI-OH	30 DAYTON(BUS-OH) -40 DURAND (MI)	177	18997	100578
MI-OH	15 CANTON(BUS-OH) -55 GRAND RAPIDS (MI)	180	23384	109369
MI-OH	9 BATTLE CREEK (MI) -45 ELYRIA (OH)	185	12128	54625
MI-OH	112 NILES (MI) -150 TOLEDO (OH)	190	8615	35454
MI-OH	2 ALBION (MI) -30 DAYTON(BUS-OH)	190	17748	97983
MI-OH	30 DAYTON(BUS-OH) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	191	16721	79985
MI-OH	9 BATTLE CREEK (MI) -15 CANTON(BUS-OH)	205	15723	73350
MI-OH	1 AKRON(BUS-OH) -42 EAST LANSING (MI)	207	27043	124359
MI-OH	24 CLEVELAND (OH) -55 GRAND RAPIDS (MI)	208	26556	113948
MI-OH	1 AKRON(BUS-OH) -55 GRAND RAPIDS (MI)	215	27419	125544
MI-OH	9 BATTLE CREEK (MI) -165 YOUNGSTOWN(BUS-OH)	217	16236	74839
MI-OH	1 AKRON(BUS-OH) -9 BATTLE CREEK (MI)	229	16469	73401
MI-OH	35 DETROIT (MI) -150 TOLEDO (OH)	250	28366	132990
MI-OH	46 FLINT (MI) -150 TOLEDO (OH)	258	28870	130236
MI-OH	9 BATTLE CREEK (MI) -30 DAYTON(BUS-OH)	259	22889	127029
MI-OH	5 ANN ARBOR (MI) -24 CLEVELAND (OH)	265	34144	158787
MI-OH	24 CLEVELAND (OH) -123 PONTIAC (MI)	268	37792	177252
MI-OH	4 ANCHORVILLE(BUS-MI) -23 CINCINNATI (OH)	285	36265	181171
MI-OH	24 CLEVELAND (OH) -133 ROYAL OAK (MI)	304	42174	197617
MI-OH	24 CLEVELAND (OH) -31 DEARBORN (MI)	325	43832	204642
MI-OH	24 CLEVELAND (OH) -73 KALAMAZOO (MI)	341	39174	168275
MI-OH	2 ALBION (MI) -23 CINCINNATI (OH)	343	36971	172398
MI-OH	9 BATTLE CREEK (MI) -150 TOLEDO (OH)	347	22922	101098
MI-OH	30 DAYTON(BUS-OH) -73 KALAMAZOO (MI)	392	34477	183904
MI-OH	23 CINCINNATI (OH) -46 FLINT (MI)	429	53286	246461
MI-OH	30 DAYTON(BUS-OH) -61 HOLLAND (MI)	435	48043	237973
MI-OH	24 CLEVELAND (OH) -112 NILES (MI)	468	33573	137675
MI-OH	73 KALAMAZOO (MI) -150 TOLEDO (OH)	480	44421	185937
MI-OH	24 CLEVELAND (OH) -35 DETROIT (MI)	534	72866	340763
MI-OH	30 DAYTON(BUS-OH) -46 FLINT (MI)	538	59055	315923
MI-OH	5 ANN ARBOR (MI) -30 DAYTON(BUS-OH)	549	55825	314998
MI-OH	30 DAYTON(BUS-OH) -68 JACKSON (MI)	555	53210	297482
MI-OH	23 CINCINNATI (OH) -73 KALAMAZOO (MI)	582	59522	265325
MI-OH	30 DAYTON(BUS-OH) -55 GRAND RAPIDS (MI)	600	58230	313309
MI-OH	23 CINCINNATI (OH) -35 DETROIT (MI)	646	79958	387765
MI-OH	30 DAYTON(BUS-OH) -31 DEARBORN (MI)	666	71685	402214
MI-OH	23 CINCINNATI (OH) -106 MUSKEGON(BUS-MI)	821	94591	450565
MI-OH	9 BATTLE CREEK (MI) -24 CLEVELAND (OH)	837	66032	283142
MI-OH	5 ANN ARBOR (MI) -150 TOLEDO (OH)	895	96249	440326
MI-OH	30 DAYTON(BUS-OH) -35 DETROIT (MI)	947	103521	580329
MI-OH	23 CINCINNATI (OH) -55 GRAND RAPIDS (MI)	1107	132612	563302
MI-OH	30 DAYTON(BUS-OH) -42 EAST LANSING (MI)	1113	111521	600114
MI-OH	9 BATTLE CREEK (MI) -23 CINCINNATI (OH)	1532	157862	725623
MI-OH	23 CINCINNATI (OH) -31 DEARBORN (MI)	2069	252502	1222975
MI-OH	5 ANN ARBOR (MI) -23 CINCINNATI (OH)	2349	272724	1317829
MI-WI	8 BANGOR (MI) -147 STURGEON BAY(BUS-WI)	3	291	1033
MI-WI	2 ALBION (MI) -147 STURGEON BAY(BUS-WI)	4	371	1615
MI-WI	40 DURAND (MI) -147 STURGEON BAY(BUS-WI)	5	496	2126
MI-WI	8 BANGOR (MI) -96 MARINETTE(BUS-WI)	6	561	2120
MI-WI	112 NILES (MI) -147 STURGEON BAY(BUS-WI)	7	597	2333
MI-WI	37 DOWAGIAC (MI) -147 STURGEON BAY(BUS-WI)	8	631	2538
MI-WI	40 DURAND (MI) -96 MARINETTE(BUS-WI)	8	953	4258
MI-WI	8 BANGOR (MI) -159 WATERTOWN (WI)	8	593	2096
MI-WI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -147 STURGEON BAY(BUS-WI)	9	785	2798
MI-WI	81 LAPEER (MI) -147 STURGEON BAY(BUS-WI)	9	1052	4577
MI-WI	96 MARINETTE(BUS-WI) -112 NILES (MI)	10	878	3654
MI-WI	40 DURAND (MI) -78 LA CROSSE (WI)	10	1278	5654
MI-WI	2 ALBION (MI) -96 MARINETTE(BUS-WI)	11	1080	4927
MI-WI	81 LAPEER (MI) -96 MARINETTE(BUS-WI)	13	1534	6937
MI-WI	8 BANGOR (MI) -125 PORTAGE (WI)	13	1153	4095
MI-WI	124 PORT HURON (MI) -147 STURGEON BAY(BUS-WI)	14	1744	7552
MI-WI	2 ALBION (MI) -78 LA CROSSE (WI)	14	1497	6742

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States	Station Pair	Riders	Revenue	Passenger Miles
MI-WI	37 DOWAGIAC (MI) -96 MARINETTE(BUS-WI)	14	1243	5302
MI-WI	4 ANCHORVILLE(BUS-MI) -147 STURGEON BAY(BUS-WI)	16	1793	8569
MI-WI	68 JACKSON (MI) -147 STURGEON BAY(BUS-WI)	16	1560	6955
MI-WI	96 MARINETTE(BUS-WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	16	1516	5778
MI-WI	8 BANGOR (MI) -164 WISCONSIN DELLS (WI)	17	1595	5809
MI-WI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -159 WATERTOWN (WI)	18	1114	3961
MI-WI	43 EAU CLAIRE (BUS-WI) -112 NILES (MI)	20	2015	8654
MI-WI	9 BATTLE CREEK (MI) -147 STURGEON BAY(BUS-WI)	20	1848	7994
MI-WI	8 BANGOR (MI) -151 TOMAH (WI)	21	2118	7824
MI-WI	96 MARINETTE(BUS-WI) -124 PORT HURON (MI)	21	2805	12585
MI-WI	61 HOLLAND (MI) -147 STURGEON BAY(BUS-WI)	22	2480	9711
MI-WI	5 ANN ARBOR (MI) -147 STURGEON BAY(BUS-WI)	22	2289	10469
MI-WI	9 BATTLE CREEK (MI) -151 TOMAH (WI)	23	2226	9884
MI-WI	4 ANCHORVILLE(BUS-MI) -96 MARINETTE(BUS-WI)	24	2892	14279
MI-WI	42 EAST LANSING (MI) -159 WATERTOWN (WI)	25	1878	8575
MI-WI	68 JACKSON (MI) -96 MARINETTE(BUS-WI)	26	2669	12424
MI-WI	46 FLINT (MI) -147 STURGEON BAY(BUS-WI)	27	2985	13022
MI-WI	73 KALAMAZOO (MI) -147 STURGEON BAY(BUS-WI)	27	2630	9975
MI-WI	9 BATTLE CREEK (MI) -164 WISCONSIN DELLS (WI)	29	2441	10930
MI-WI	5 ANN ARBOR (MI) -96 MARINETTE(BUS-WI)	29	3114	14805
MI-WI	106 MUSKEGON(BUS-MI) -159 WATERTOWN (WI)	29	2326	10667
MI-WI	123 PONTIAC (MI) -147 STURGEON BAY(BUS-WI)	30	3423	15843
MI-WI	133 ROYAL OAK (MI) -147 STURGEON BAY(BUS-WI)	30	3357	15516
MI-WI	9 BATTLE CREEK (MI) -96 MARINETTE(BUS-WI)	31	2874	13054
MI-WI	8 BANGOR (MI) -113 OCONOMOWOC (WI)	32	2302	7351
MI-WI	112 NILES (MI) -162 WEST BEND (WI)	32	1791	6682
MI-WI	40 DURAND (MI) -113 OCONOMOWOC (WI)	34	2666	12100
MI-WI	42 EAST LANSING (MI) -151 TOMAH (WI)	35	3718	16373
MI-WI	42 EAST LANSING (MI) -164 WISCONSIN DELLS (WI)	35	3384	15002
MI-WI	78 LA CROSSE (WI) -112 NILES (MI)	36	3438	14214
MI-WI	106 MUSKEGON(BUS-MI) -113 OCONOMOWOC (WI)	37	2776	12856
MI-WI	8 BANGOR (MI) -78 LA CROSSE (WI)	37	4120	15610
MI-WI	46 FLINT (MI) -96 MARINETTE(BUS-WI)	38	4328	19638
MI-WI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -164 WISCONSIN DELLS (WI)	38	3203	11750
MI-WI	112 NILES (MI) -136 SHEBOYGAN(BUS-WI)	38	1807	8611
MI-WI	61 HOLLAND (MI) -96 MARINETTE(BUS-WI)	40	4538	19181
MI-WI	112 NILES (MI) -113 OCONOMOWOC (WI)	41	2187	8466
MI-WI	35 DETROIT (MI) -147 STURGEON BAY(BUS-WI)	41	4565	21045
MI-WI	96 MARINETTE(BUS-WI) -123 PONTIAC (MI)	42	4961	23767
MI-WI	96 MARINETTE(BUS-WI) -133 ROYAL OAK (MI)	42	4869	23311
MI-WI	55 GRAND RAPIDS (MI) -147 STURGEON BAY(BUS-WI)	43	4544	18141
MI-WI	42 EAST LANSING (MI) -147 STURGEON BAY(BUS-WI)	43	4721	19036
MI-WI	31 DEARBORN (MI) -147 STURGEON BAY(BUS-WI)	44	4803	22092
MI-WI	12 BROOKFIELD (WI) -112 NILES (MI)	45	2076	8423
MI-WI	73 KALAMAZOO (MI) -96 MARINETTE(BUS-WI)	45	4379	18097
MI-WI	78 LA CROSSE (WI) -89 LUDINGTON(BUS-MI)	45	5484	26693
MI-WI	113 OCONOMOWOC (WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	47	2994	9755
MI-WI	68 JACKSON (MI) -78 LA CROSSE (WI)	48	5354	24559
MI-WI	42 EAST LANSING (MI) -125 PORTAGE (WI)	55	5174	22600
MI-WI	37 DOWAGIAC (MI) -148 STURTEVANT (WI)	55	1949	9045
MI-WI	8 BANGOR (MI) -146 STEVENS POINT(BUS-WI)	55	5435	19839
MI-WI	89 LUDINGTON(BUS-MI) -159 WATERTOWN (WI)	57	4609	23966
MI-WI	31 DEARBORN (MI) -96 MARINETTE(BUS-WI)	58	6515	31085
MI-WI	37 DOWAGIAC (MI) -78 LA CROSSE (WI)	58	5653	23912
MI-WI	89 LUDINGTON(BUS-MI) -164 WISCONSIN DELLS (WI)	59	6028	29767
MI-WI	125 PORTAGE (WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	59	4846	17297
MI-WI	35 DETROIT (MI) -96 MARINETTE(BUS-WI)	60	6872	32838
MI-WI	8 BANGOR (MI) -136 SHEBOYGAN(BUS-WI)	60	4041	15144
MI-WI	8 BANGOR (MI) -162 WEST BEND (WI)	61	4438	14338
MI-WI	2 ALBION (MI) -160 WAUSAU(BUS-WI)	66	6674	30618
MI-WI	8 BANGOR (MI) -160 WAUSAU(BUS-WI)	67	6780	26310
MI-WI	42 EAST LANSING (MI) -96 MARINETTE(BUS-WI)	69	7596	32811
MI-WI	89 LUDINGTON(BUS-MI) -151 TOMAH (WI)	70	7938	38589

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MI-WI	8 BANGOR (MI) -92 MANITOWOC(BUS-WI)	70	5152	19697
MI-WI	106 MUSKEGON(BUS-MI) -164 WISCONSIN DELLS (WI)	72	7295	32641
MI-WI	5 ANN ARBOR (MI) -78 LA CROSSE (WI)	73	8575	40152
MI-WI	37 DOWAGIAC (MI) -136 SHEBOYGAN(BUS-WI)	73	3822	17486
MI-WI	55 GRAND RAPIDS (MI) -96 MARINETTE(BUS-WI)	77	8429	35086
MI-WI	61 HOLLAND (MI) -164 WISCONSIN DELLS (WI)	77	7787	33668
MI-WI	81 LAPEER (MI) -146 STEVENS POINT(BUS-WI)	77	8599	39944
MI-WI	37 DOWAGIAC (MI) -113 OCONOMOWOC (WI)	77	4483	17036
MI-WI	112 NILES (MI) -146 STEVENS POINT(BUS-WI)	78	6369	25969
MI-WI	9 BATTLE CREEK (MI) -159 WATERTOWN (WI)	78	4921	22899
MI-WI	89 LUDINGTON(BUS-MI) -113 OCONOMOWOC (WI)	78	6425	31776
MI-WI	92 MANITOWOC(BUS-WI) -112 NILES (MI)	80	4111	20221
MI-WI	2 ALBION (MI) -146 STEVENS POINT(BUS-WI)	82	8039	35070
MI-WI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -151 TOMAH (WI)	86	8128	30251
MI-WI	61 HOLLAND (MI) -151 TOMAH (WI)	87	9668	41626
MI-WI	112 NILES (MI) -160 WAUSAU(BUS-WI)	87	7327	31826
MI-WI	2 ALBION (MI) -113 OCONOMOWOC (WI)	87	5611	26368
MI-WI	61 HOLLAND (MI) -125 PORTAGE (WI)	89	8721	37139
MI-WI	61 HOLLAND (MI) -159 WATERTOWN (WI)	90	7090	31334
MI-WI	124 PORT HURON (MI) -160 WAUSAU(BUS-WI)	91	11412	54178
MI-WI	8 BANGOR (MI) -12 BROOKFIELD (WI)	91	5826	19611
MI-WI	8 BANGOR (MI) -148 STURTEVANT (WI)	91	4676	16172
MI-WI	8 BANGOR (MI) -47 FOND DU LAC (WI)	92	7471	24251
MI-WI	81 LAPEER (MI) -160 WAUSAU(BUS-WI)	92	10583	50892
MI-WI	124 PORT HURON (MI) -146 STEVENS POINT(BUS-WI)	95	11598	53315
MI-WI	89 LUDINGTON(BUS-MI) -125 PORTAGE (WI)	99	9904	48419
MI-WI	78 LA CROSSE (WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	99	10239	39143
MI-WI	112 NILES (MI) -148 STURTEVANT (WI)	99	3418	14996
MI-WI	12 BROOKFIELD (WI) -37 DOWAGIAC (MI)	103	4896	20820
MI-WI	40 DURAND (MI) -160 WAUSAU(BUS-WI)	104	11198	53425
MI-WI	2 ALBION (MI) -92 MANITOWOC(BUS-WI)	106	6685	36870
MI-WI	8 BANGOR (MI) -116 OSHKOSH (WI)	106	8959	29766
MI-WI	40 DURAND (MI) -136 SHEBOYGAN(BUS-WI)	107	8377	39963
MI-WI	40 DURAND (MI) -92 MANITOWOC(BUS-WI)	109	8481	44124
MI-WI	106 MUSKEGON(BUS-MI) -151 TOMAH (WI)	113	12563	56128
MI-WI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -160 WAUSAU(BUS-WI)	114	10788	41492
MI-WI	2 ALBION (MI) -6 APPLETON (WI)	116	9874	42867
MI-WI	40 DURAND (MI) -146 STEVENS POINT(BUS-WI)	118	12744	56614
MI-WI	136 SHEBOYGAN(BUS-WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	119	6715	26592
MI-WI	2 ALBION (MI) -136 SHEBOYGAN(BUS-WI)	119	7225	38233
MI-WI	47 FOND DU LAC (WI) -89 LUDINGTON(BUS-MI)	120	11153	52396
MI-WI	89 LUDINGTON(BUS-MI) -162 WEST BEND (WI)	124	9701	50168
MI-WI	37 DOWAGIAC (MI) -162 WEST BEND (WI)	124	7267	27413
MI-WI	40 DURAND (MI) -47 FOND DU LAC (WI)	124	10986	48038
MI-WI	106 MUSKEGON(BUS-MI) -125 PORTAGE (WI)	130	12472	56300
MI-WI	106 MUSKEGON(BUS-MI) -162 WEST BEND (WI)	132	10187	46173
MI-WI	37 DOWAGIAC (MI) -92 MANITOWOC(BUS-WI)	133	7378	35396
MI-WI	6 APPLETON (WI) -8 BANGOR (MI)	138	12009	41218
MI-WI	37 DOWAGIAC (MI) -146 STEVENS POINT(BUS-WI)	139	11865	47791
MI-WI	56 GREEN BAY (WI) -89 LUDINGTON(BUS-MI)	144	15618	71911
MI-WI	89 LUDINGTON(BUS-MI) -116 OSHKOSH (WI)	150	14524	67740
MI-WI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -146 STEVENS POINT(BUS-WI)	150	13701	49551
MI-WI	37 DOWAGIAC (MI) -160 WAUSAU(BUS-WI)	150	12837	56887
MI-WI	92 MANITOWOC(BUS-WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	155	9509	39340
MI-WI	47 FOND DU LAC (WI) -106 MUSKEGON(BUS-MI)	156	13135	59412
MI-WI	8 BANGOR (MI) -56 GREEN BAY (WI)	156	15027	51477
MI-WI	37 DOWAGIAC (MI) -47 FOND DU LAC (WI)	157	10505	39357
MI-WI	61 HOLLAND (MI) -113 OCONOMOWOC (WI)	159	12990	53036
MI-WI	73 KALAMAZOO (MI) -78 LA CROSSE (WI)	164	19258	72779
MI-WI	2 ALBION (MI) -116 OSHKOSH (WI)	164	13000	57317
MI-WI	40 DURAND (MI) -162 WEST BEND (WI)	169	13658	60267
MI-WI	47 FOND DU LAC (WI) -112 NILES (MI)	174	11140	41435
MI-WI	12 BROOKFIELD (WI) -106 MUSKEGON(BUS-MI)	179	12723	59312

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States	Station Pair	Riders	Revenue	Passenger Miles
MI-WI	4 ANCHORVILLE(BUS-MI) -146 STEVENS POINT(BUS-WI)	179	19698	100355
MI-WI	78 LA CROSSE (WI) -106 MUSKEGON(BUS-MI)	183	22462	98270
MI-WI	2 ALBION (MI) -47 FOND DU LAC (WI)	184	13641	61121
MI-WI	6 APPLETON (WI) -89 LUDINGTON(BUS-MI)	186	18439	87592
MI-WI	42 EAST LANSING (MI) -78 LA CROSSE (WI)	188	21768	96726
MI-WI	73 KALAMAZOO (MI) -113 OCONOMOWOC (WI)	188	11915	48136
MI-WI	8 BANGOR (MI) -91 MADISON DANE AIRPORT	188	16671	53650
MI-WI	81 LAPEER (MI) -92 MANITOWOC(BUS-WI)	192	17323	84093
MI-WI	6 APPLETON (WI) -42 EAST LANSING (MI)	194	18170	75912
MI-WI	92 MANITOWOC(BUS-WI) -124 PORT HURON (MI)	197	19914	95526
MI-WI	12 BROOKFIELD (WI) -89 LUDINGTON(BUS-MI)	198	15543	76449
MI-WI	4 ANCHORVILLE(BUS-MI) -160 WAUSAU(BUS-WI)	201	22802	119643
MI-WI	46 FLINT (MI) -160 WAUSAU(BUS-WI)	202	22261	107672
MI-WI	6 APPLETON (WI) -112 NILES (MI)	204	15508	55753
MI-WI	9 BATTLE CREEK (MI) -113 OCONOMOWOC (WI)	206	12895	57141
MI-WI	9 BATTLE CREEK (MI) -78 LA CROSSE (WI)	207	21580	96709
MI-WI	55 GRAND RAPIDS (MI) -159 WATERTOWN (WI)	211	15048	68170
MI-WI	68 JACKSON (MI) -113 OCONOMOWOC (WI)	214	14290	69040
MI-WI	89 LUDINGTON(BUS-MI) -91 MADISON DANE AIRPORT	222	22288	101638
MI-WI	56 GREEN BAY (WI) -112 NILES (MI)	232	18639	70200
MI-WI	102 MILWAUKEE (WI) -112 NILES (MI)	232	9384	40666
MI-WI	2 ALBION (MI) -162 WEST BEND (WI)	237	15542	71902
MI-WI	37 DOWAGIAC (MI) -116 OSHKOSH (WI)	251	17709	67368
MI-WI	112 NILES (MI) -116 OSHKOSH (WI)	256	17865	65181
MI-WI	6 APPLETON (WI) -106 MUSKEGON(BUS-MI)	263	25413	109223
MI-WI	55 GRAND RAPIDS (MI) -164 WISCONSIN DELLS (WI)	265	24767	108996
MI-WI	5 ANN ARBOR (MI) -160 WAUSAU(BUS-WI)	265	27121	137995
MI-WI	81 LAPEER (MI) -136 SHEBOYGAN(BUS-WI)	270	24157	110823
MI-WI	68 JACKSON (MI) -160 WAUSAU(BUS-WI)	273	27784	131663
MI-WI	47 FOND DU LAC (WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	273	19357	64795
MI-WI	42 EAST LANSING (MI) -56 GREEN BAY (WI)	274	29594	115789
MI-WI	91 MADISON DANE AIRPORT -112 NILES (MI)	280	19376	72526
MI-WI	43 EAU CLAIRE (BUS-WI) -61 HOLLAND (MI)	284	36027	158825
MI-WI	61 HOLLAND (MI) -136 SHEBOYGAN(BUS-WI)	291	21845	102598
MI-WI	63 HOWELL(BUS-MI) -148 STURTEVANT (WI)	293	19130	98500
MI-WI	89 LUDINGTON(BUS-MI) -148 STURTEVANT (WI)	296	19014	103195
MI-WI	40 DURAND (MI) -148 STURTEVANT (WI)	298	19274	89493
MI-WI	6 APPLETON (WI) -37 DOWAGIAC (MI)	302	24766	86440
MI-WI	2 ALBION (MI) -91 MADISON DANE AIRPORT	304	23728	107468
MI-WI	68 JACKSON (MI) -146 STEVENS POINT(BUS-WI)	313	31162	140440
MI-WI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -162 WEST BEND (WI)	314	19948	65083
MI-WI	61 HOLLAND (MI) -146 STEVENS POINT(BUS-WI)	324	34678	148719
MI-WI	81 LAPEER (MI) -162 WEST BEND (WI)	327	31027	128470
MI-WI	56 GREEN BAY (WI) -106 MUSKEGON(BUS-MI)	329	34269	146225
MI-WI	133 ROYAL OAK (MI) -160 WAUSAU(BUS-WI)	332	37167	189320
MI-WI	37 DOWAGIAC (MI) -102 MILWAUKEE (WI)	333	13737	62526
MI-WI	123 PONTIAC (MI) -160 WAUSAU(BUS-WI)	334	38217	194550
MI-WI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -148 STURTEVANT (WI)	337	14513	50506
MI-WI	46 FLINT (MI) -146 STEVENS POINT(BUS-WI)	337	38022	168364
MI-WI	46 FLINT (MI) -164 WISCONSIN DELLS (WI)	341	37093	162103
MI-WI	46 FLINT (MI) -159 WATERTOWN (WI)	344	31843	133631
MI-WI	5 ANN ARBOR (MI) -113 OCONOMOWOC (WI)	348	25309	125658
MI-WI	12 BROOKFIELD (WI) -40 DURAND (MI)	349	26406	117934
MI-WI	91 MADISON DANE AIRPORT -106 MUSKEGON(BUS-MI)	352	31769	141267
MI-WI	61 HOLLAND (MI) -160 WAUSAU(BUS-WI)	356	39579	175551
MI-WI	116 OSHKOSH (WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	360	27290	91424
MI-WI	56 GREEN BAY (WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	360	31702	108792
MI-WI	46 FLINT (MI) -151 TOMAH (WI)	362	42366	188688
MI-WI	8 BANGOR (MI) -102 MILWAUKEE (WI)	366	21253	73639
MI-WI	6 APPLETON (WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	369	31643	100287
MI-WI	123 PONTIAC (MI) -146 STEVENS POINT(BUS-WI)	373	41466	204639
MI-WI	106 MUSKEGON(BUS-MI) -116 OSHKOSH (WI)	374	33465	148342
MI-WI	9 BATTLE CREEK (MI) -43 EAU CLAIRE (BUS-WI)	378	41101	190647

MWRRI
State of Michigan
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States	Station Pair	Riders	Revenue	Passenger Miles
MI-WI	37 DOWAGIAC (MI) -56 GREEN BAY (WI)	381	31024	120485
MI-WI	133 ROYAL OAK (MI) -146 STEVENS POINT(BUS-WI)	381	41419	204400
MI-WI	2 ALBION (MI) -148 STURTEVANT (WI)	387	18468	95311
MI-WI	55 GRAND RAPIDS (MI) -113 OCONOMOWOC (WI)	389	27351	120168
MI-WI	124 PORT HURON (MI) -136 SHEBOYGAN(BUS-WI)	389	38399	177192
MI-WI	5 ANN ARBOR (MI) -146 STEVENS POINT(BUS-WI)	391	41498	190216
MI-WI	47 FOND DU LAC (WI) -61 HOLLAND (MI)	394	33654	143673
MI-WI	106 MUSKEGON(BUS-MI) -148 STURTEVANT (WI)	400	22594	117213
MI-WI	61 HOLLAND (MI) -78 LA CROSSE (WI)	403	50007	210640
MI-WI	61 HOLLAND (MI) -92 MANITOWOC(BUS-WI)	405	32598	154385
MI-WI	4 ANCHORVILLE(BUS-MI) -92 MANITOWOC(BUS-WI)	416	36873	200361
MI-WI	9 BATTLE CREEK (MI) -160 WAUSAU(BUS-WI)	431	40933	188389
MI-WI	55 GRAND RAPIDS (MI) -125 PORTAGE (WI)	443	41647	174451
MI-WI	12 BROOKFIELD (WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	454	25692	85310
MI-WI	55 GRAND RAPIDS (MI) -151 TOMAH (WI)	475	50397	216519
MI-WI	31 DEARBORN (MI) -146 STEVENS POINT(BUS-WI)	483	50686	249481
MI-WI	2 ALBION (MI) -12 BROOKFIELD (WI)	485	33228	137724
MI-WI	89 LUDINGTON(BUS-MI) -102 MILWAUKEE (WI)	485	35213	180955
MI-WI	42 EAST LANSING (MI) -113 OCONOMOWOC (WI)	487	34619	158627
MI-WI	9 BATTLE CREEK (MI) -146 STEVENS POINT(BUS-WI)	487	45113	196357
MI-WI	31 DEARBORN (MI) -160 WAUSAU(BUS-WI)	490	52936	269284
MI-WI	35 DETROIT (MI) -160 WAUSAU(BUS-WI)	495	54415	276981
MI-WI	46 FLINT (MI) -136 SHEBOYGAN(BUS-WI)	499	39623	195726
MI-WI	124 PORT HURON (MI) -162 WEST BEND (WI)	502	52067	219858
MI-WI	6 APPLETON (WI) -68 JACKSON (MI)	502	43883	195421
MI-WI	46 FLINT (MI) -78 LA CROSSE (WI)	504	63288	284002
MI-WI	37 DOWAGIAC (MI) -91 MADISON DANE AIRPORT	511	37679	139001
MI-WI	61 HOLLAND (MI) -148 STURTEVANT (WI)	520	31624	144656
MI-WI	9 BATTLE CREEK (MI) -92 MANITOWOC(BUS-WI)	522	32122	169531
MI-WI	61 HOLLAND (MI) -162 WEST BEND (WI)	525	43588	175918
MI-WI	73 KALAMAZOO (MI) -160 WAUSAU(BUS-WI)	530	52063	220148
MI-WI	91 MADISON DANE AIRPORT -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	532	40681	137375
MI-WI	46 FLINT (MI) -125 PORTAGE (WI)	533	56883	244756
MI-WI	68 JACKSON (MI) -92 MANITOWOC(BUS-WI)	533	37987	197351
MI-WI	35 DETROIT (MI) -146 STEVENS POINT(BUS-WI)	542	57728	284485
MI-WI	102 MILWAUKEE (WI) -106 MUSKEGON(BUS-MI)	558	35931	176759
MI-WI	4 ANCHORVILLE(BUS-MI) -162 WEST BEND (WI)	577	50723	251529
MI-WI	4 ANCHORVILLE(BUS-MI) -136 SHEBOYGAN(BUS-WI)	595	51511	269391
MI-WI	73 KALAMAZOO (MI) -136 SHEBOYGAN(BUS-WI)	597	33863	163601
MI-WI	73 KALAMAZOO (MI) -146 STEVENS POINT(BUS-WI)	601	56329	229111
MI-WI	55 GRAND RAPIDS (MI) -136 SHEBOYGAN(BUS-WI)	626	42918	204781
MI-WI	5 ANN ARBOR (MI) -92 MANITOWOC(BUS-WI)	630	48864	257167
MI-WI	68 JACKSON (MI) -136 SHEBOYGAN(BUS-WI)	634	43915	216097
MI-WI	55 GRAND RAPIDS (MI) -160 WAUSAU(BUS-WI)	641	67754	299772
MI-WI	55 GRAND RAPIDS (MI) -146 STEVENS POINT(BUS-WI)	643	65747	278994
MI-WI	42 EAST LANSING (MI) -160 WAUSAU(BUS-WI)	645	67968	313009
MI-WI	61 HOLLAND (MI) -116 OSHKOSH (WI)	656	59377	250459
MI-WI	9 BATTLE CREEK (MI) -136 SHEBOYGAN(BUS-WI)	664	39872	196451
MI-WI	6 APPLETON (WI) -61 HOLLAND (MI)	679	65171	271710
MI-WI	123 PONTIAC (MI) -136 SHEBOYGAN(BUS-WI)	685	60003	301898
MI-WI	73 KALAMAZOO (MI) -92 MANITOWOC(BUS-WI)	685	42428	207493
MI-WI	46 FLINT (MI) -113 OCONOMOWOC (WI)	687	59008	256768
MI-WI	133 ROYAL OAK (MI) -136 SHEBOYGAN(BUS-WI)	692	58733	296765
MI-WI	46 FLINT (MI) -92 MANITOWOC(BUS-WI)	709	59676	298384
MI-WI	61 HOLLAND (MI) -91 MADISON DANE AIRPORT	735	65656	283676
MI-WI	47 FOND DU LAC (WI) -68 JACKSON (MI)	736	56633	260679
MI-WI	68 JACKSON (MI) -116 OSHKOSH (WI)	750	61466	278194
MI-WI	92 MANITOWOC(BUS-WI) -133 ROYAL OAK (MI)	753	66075	345069
MI-WI	42 EAST LANSING (MI) -146 STEVENS POINT(BUS-WI)	757	77972	341213
MI-WI	92 MANITOWOC(BUS-WI) -123 PONTIAC (MI)	759	68685	356578
MI-WI	55 GRAND RAPIDS (MI) -56 GREEN BAY (WI)	760	80330	307980
MI-WI	40 DURAND (MI) -102 MILWAUKEE (WI)	818	56853	265064
MI-WI	55 GRAND RAPIDS (MI) -92 MANITOWOC(BUS-WI)	827	58794	294534

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States	Station Pair	Riders	Revenue	Passenger Miles
MI-WI	123 PONTIAC (MI) -162 WEST BEND (WI)	828	78950	350904
MI-WI	5 ANN ARBOR (MI) -136 SHEBOYGAN(BUS-WI)	861	63991	326447
MI-WI	56 GREEN BAY (WI) -61 HOLLAND (MI)	862	90361	370500
MI-WI	9 BATTLE CREEK (MI) -47 FOND DU LAC (WI)	879	61119	271709
MI-WI	47 FOND DU LAC (WI) -55 GRAND RAPIDS (MI)	932	74089	316834
MI-WI	46 FLINT (MI) -116 OSHKOSH (WI)	948	92421	400037
MI-WI	133 ROYAL OAK (MI) -162 WEST BEND (WI)	955	86106	393404
MI-WI	63 HOWELL(BUS-MI) -102 MILWAUKEE (WI)	966	68110	347858
MI-WI	12 BROOKFIELD (WI) -81 LAPEER (MI)	970	85120	362719
MI-WI	31 DEARBORN (MI) -136 SHEBOYGAN(BUS-WI)	973	78737	397844
MI-WI	9 BATTLE CREEK (MI) -116 OSHKOSH (WI)	973	72560	317205
MI-WI	12 BROOKFIELD (WI) -61 HOLLAND (MI)	1030	76428	325570
MI-WI	6 APPLETON (WI) -9 BATTLE CREEK (MI)	1043	83370	358700
MI-WI	31 DEARBORN (MI) -92 MANITOWOC(BUS-WI)	1047	85459	458519
MI-WI	81 LAPEER (MI) -148 STURTEVANT (WI)	1051	81396	353176
MI-WI	102 MILWAUKEE (WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	1083	53380	188356
MI-WI	68 JACKSON (MI) -162 WEST BEND (WI)	1087	80555	352067
MI-WI	35 DETROIT (MI) -136 SHEBOYGAN(BUS-WI)	1099	90350	459430
MI-WI	55 GRAND RAPIDS (MI) -78 LA CROSSE (WI)	1104	126019	549784
MI-WI	2 ALBION (MI) -102 MILWAUKEE (WI)	1105	66510	298272
MI-WI	42 EAST LANSING (MI) -92 MANITOWOC(BUS-WI)	1126	83959	419873
MI-WI	47 FOND DU LAC (WI) -73 KALAMAZOO (MI)	1146	84044	328992
MI-WI	73 KALAMAZOO (MI) -116 OSHKOSH (WI)	1151	85177	349808
MI-WI	6 APPLETON (WI) -73 KALAMAZOO (MI)	1190	94475	383117
MI-WI	35 DETROIT (MI) -92 MANITOWOC(BUS-WI)	1208	100016	539772
MI-WI	68 JACKSON (MI) -91 MADISON DANE AIRPORT	1221	98565	457736
MI-WI	55 GRAND RAPIDS (MI) -162 WEST BEND (WI)	1254	91118	388792
MI-WI	9 BATTLE CREEK (MI) -162 WEST BEND (WI)	1269	81223	353959
MI-WI	73 KALAMAZOO (MI) -162 WEST BEND (WI)	1307	83279	335885
MI-WI	46 FLINT (MI) -47 FOND DU LAC (WI)	1371	137851	555147
MI-WI	124 PORT HURON (MI) -148 STURTEVANT (WI)	1414	120745	538873
MI-WI	46 FLINT (MI) -56 GREEN BAY (WI)	1417	156019	665795
MI-WI	6 APPLETON (WI) -46 FLINT (MI)	1419	149885	624517
MI-WI	42 EAST LANSING (MI) -136 SHEBOYGAN(BUS-WI)	1455	107273	500590
MI-WI	123 PONTIAC (MI) -148 STURTEVANT (WI)	1459	99535	535309
MI-WI	42 EAST LANSING (MI) -47 FOND DU LAC (WI)	1478	120030	527733
MI-WI	56 GREEN BAY (WI) -73 KALAMAZOO (MI)	1479	130617	520490
MI-WI	9 BATTLE CREEK (MI) -56 GREEN BAY (WI)	1502	133543	561920
MI-WI	31 DEARBORN (MI) -162 WEST BEND (WI)	1548	133961	606879
MI-WI	4 ANCHORVILLE(BUS-MI) -12 BROOKFIELD (WI)	1558	129014	649589
MI-WI	55 GRAND RAPIDS (MI) -116 OSHKOSH (WI)	1559	131696	556393
MI-WI	73 KALAMAZOO (MI) -148 STURTEVANT (WI)	1595	69283	319041
MI-WI	61 HOLLAND (MI) -102 MILWAUKEE (WI)	1652	111936	498957
MI-WI	35 DETROIT (MI) -162 WEST BEND (WI)	1659	145334	665249
MI-WI	42 EAST LANSING (MI) -116 OSHKOSH (WI)	1745	151389	652510
MI-WI	73 KALAMAZOO (MI) -91 MADISON DANE AIRPORT	1764	128434	543367
MI-WI	9 BATTLE CREEK (MI) -148 STURTEVANT (WI)	1798	79464	399122
MI-WI	9 BATTLE CREEK (MI) -91 MADISON DANE AIRPORT	1816	133207	599291
MI-WI	12 BROOKFIELD (WI) -124 PORT HURON (MI)	1838	179273	770099
MI-WI	6 APPLETON (WI) -55 GRAND RAPIDS (MI)	1872	170808	701850
MI-WI	5 ANN ARBOR (MI) -162 WEST BEND (WI)	1894	147785	685636
MI-WI	68 JACKSON (MI) -148 STURTEVANT (WI)	1896	107874	506248
MI-WI	55 GRAND RAPIDS (MI) -91 MADISON DANE AIRPORT	2062	175897	744205
MI-WI	4 ANCHORVILLE(BUS-MI) -148 STURTEVANT (WI)	2148	151293	813976
MI-WI	12 BROOKFIELD (WI) -68 JACKSON (MI)	2159	149638	658413
MI-WI	55 GRAND RAPIDS (MI) -148 STURTEVANT (WI)	2173	117959	549716
MI-WI	12 BROOKFIELD (WI) -55 GRAND RAPIDS (MI)	2181	149637	634568
MI-WI	133 ROYAL OAK (MI) -148 STURTEVANT (WI)	2396	170627	850507
MI-WI	46 FLINT (MI) -162 WEST BEND (WI)	2399	202866	899809
MI-WI	46 FLINT (MI) -91 MADISON DANE AIRPORT	2448	254793	1042843
MI-WI	12 BROOKFIELD (WI) -123 PONTIAC (MI)	2488	224831	1007606
MI-WI	42 EAST LANSING (MI) -162 WEST BEND (WI)	2542	196993	831112
MI-WI	81 LAPEER (MI) -102 MILWAUKEE (WI)	2753	225276	991228

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States	Station Pair	Riders	Revenue	Passenger Miles
MI-WI	12 BROOKFIELD (WI) -133 ROYAL OAK (MI)	2800	240216	1100414
MI-WI	42 EAST LANSING (MI) -91 MADISON DANE AIRPORT	2871	247300	1085133
MI-WI	5 ANN ARBOR (MI) -148 STURTEVANT (WI)	3089	184728	942284
MI-WI	9 BATTLE CREEK (MI) -12 BROOKFIELD (WI)	3295	190227	856736
MI-WI	31 DEARBORN (MI) -148 STURTEVANT (WI)	3521	232456	1179587
MI-WI	46 FLINT (MI) -148 STURTEVANT (WI)	3557	235898	1131175
MI-WI	12 BROOKFIELD (WI) -73 KALAMAZOO (MI)	3723	215382	885975
MI-WI	12 BROOKFIELD (WI) -46 FLINT (MI)	3757	302653	1337644
MI-WI	4 ANCHORVILLE(BUS-MI) -102 MILWAUKEE (WI)	3886	307207	1565915
MI-WI	35 DETROIT (MI) -148 STURTEVANT (WI)	3939	264462	1355184
MI-WI	102 MILWAUKEE (WI) -124 PORT HURON (MI)	4164	375978	1686255
MI-WI	68 JACKSON (MI) -102 MILWAUKEE (WI)	4256	263822	1238598
MI-WI	5 ANN ARBOR (MI) -12 BROOKFIELD (WI)	4383	328618	1503287
MI-WI	42 EAST LANSING (MI) -148 STURTEVANT (WI)	4523	271079	1221100
MI-WI	102 MILWAUKEE (WI) -133 ROYAL OAK (MI)	4907	387807	1859655
MI-WI	102 MILWAUKEE (WI) -123 PONTIAC (MI)	5080	409207	1986409
MI-WI	12 BROOKFIELD (WI) -31 DEARBORN (MI)	5245	427924	1956265
MI-WI	12 BROOKFIELD (WI) -35 DETROIT (MI)	5257	435931	2008019
MI-WI	55 GRAND RAPIDS (MI) -102 MILWAUKEE (WI)	5405	335962	1497288
MI-WI	12 BROOKFIELD (WI) -42 EAST LANSING (MI)	5419	397265	1669080
MI-WI	73 KALAMAZOO (MI) -102 MILWAUKEE (WI)	8607	435233	1928044
MI-WI	9 BATTLE CREEK (MI) -102 MILWAUKEE (WI)	9232	465766	2270957
MI-WI	31 DEARBORN (MI) -102 MILWAUKEE (WI)	10034	746352	3602080
MI-WI	5 ANN ARBOR (MI) -102 MILWAUKEE (WI)	11369	761278	3740340
MI-WI	35 DETROIT (MI) -102 MILWAUKEE (WI)	11372	858328	4184818
MI-WI	46 FLINT (MI) -102 MILWAUKEE (WI)	11617	861817	3973007
MI-WI	42 EAST LANSING (MI) -102 MILWAUKEE (WI)	13356	882893	3926517

MWRRI
Station-to Station Data Tables
Data for 2020

Minnesota

June 2004

Prepared by:
Transportation Economics & Management Systems, Inc.

MWRRI
State of Minnesota
Station to Station Origin-Destination Data

States	Station Pair	Riders	Revenue	Passenger Miles
MN-IA	14 BURLINGTON (IA) -163 WINONA (MN)	5	637	2849
MN-IA	14 BURLINGTON (IA) -141 ST. CLOUD (BUS-MN)	5	933	4157
MN-IA	48 FORT MADISON (IA) -163 WINONA (MN)	7	947	4263
MN-IA	93 MANKATO(BUS-MN) -131 ROCK ISLAND (IA)	11	1428	7108
MN-IA	48 FORT MADISON (IA) -130 ROCHESTER(BUS-MN)	28	4083	19558
MN-IA	104 MT. PLEASANT (IA) -130 ROCHESTER(BUS-MN)	49	7252	35169
MN-IA	14 BURLINGTON (IA) -103 MPLS/ST.PAUL (MN)	51	8129	36397
MN-IA	130 ROCHESTER(BUS-MN) -131 ROCK ISLAND (IA)	54	6354	29395
MN-IA	67 IOWA CITY (IA) -130 ROCHESTER(BUS-MN)	61	7931	36337
MN-IA	14 BURLINGTON (IA) -130 ROCHESTER(BUS-MN)	81	11678	55937
MN-IA	19 CEDAR RAPIDS(BUS-IA) -163 WINONA (MN)	165	21984	96465
MN-IA	48 FORT MADISON (IA) -103 MPLS/ST.PAUL (MN)	167	27837	125432
MN-IA	131 ROCK ISLAND (IA) -163 WINONA (MN)	208	24958	103999
MN-IA	129 RED WING (MN) -131 ROCK ISLAND (IA)	317	41743	178063
MN-IA	103 MPLS/ST.PAUL (MN) -131 ROCK ISLAND (IA)	2440	340092	1466718
MN-IL	36 DETROIT LAKES (MN) -76 KEWANEE (IL)	2	443	1949
MN-IL	36 DETROIT LAKES (MN) -100 MENDOTA (IL)	3	465	1992
MN-IL	76 KEWANEE (IL) -145 STAPLES (BUS-MN)	3	583	2577
MN-IL	36 DETROIT LAKES (MN) -86 LINCOLN (IL)	3	603	2590
MN-IL	36 DETROIT LAKES (MN) -127 QUINCY (IL)	3	749	3348
MN-IL	36 DETROIT LAKES (MN) -62 HOMEWOOD (IL)	3	524	2180
MN-IL	36 DETROIT LAKES (MN) -90 MACOMB (IL)	4	880	3909
MN-IL	36 DETROIT LAKES (MN) -126 PRINCETON (IL)	4	715	3077
MN-IL	16 CARBONDALE (IL) -129 RED WING (MN)	4	728	2990
MN-IL	127 QUINCY (IL) -145 STAPLES (BUS-MN)	4	885	3975
MN-IL	36 DETROIT LAKES (MN) -51 GALESBURG (IL)	5	935	4131
MN-IL	97 MARION(BUS-IL) -163 WINONA (MN)	5	732	3045
MN-IL	126 PRINCETON (IL) -145 STAPLES (BUS-MN)	5	722	3109
MN-IL	16 CARBONDALE (IL) -163 WINONA (MN)	5	732	3002
MN-IL	86 LINCOLN (IL) -145 STAPLES (BUS-MN)	6	933	4011
MN-IL	76 KEWANEE (IL) -93 MANKATO(BUS-MN)	6	798	4048
MN-IL	90 MACOMB (IL) -145 STAPLES (BUS-MN)	6	1185	5287
MN-IL	51 GALESBURG (IL) -145 STAPLES (BUS-MN)	6	1176	5218
MN-IL	21 CHAMPAIGN-URBANA (IL) -36 DETROIT LAKES (MN)	7	1187	4961
MN-IL	100 MENDOTA (IL) -145 STAPLES (BUS-MN)	7	1046	4484
MN-IL	36 DETROIT LAKES (MN) -122 PONTIAC (IL)	7	1202	5111
MN-IL	36 DETROIT LAKES (MN) -139 SPRINGFIELD (IL)	7	1357	5827
MN-IL	16 CARBONDALE (IL) -141 ST. CLOUD (BUS-MN)	8	1506	6263
MN-IL	41 DWIGHT (IL) -93 MANKATO(BUS-MN)	8	846	4205
MN-IL	76 KEWANEE (IL) -141 ST. CLOUD (BUS-MN)	10	1587	7040
MN-IL	93 MANKATO(BUS-MN) -100 MENDOTA (IL)	10	1025	5211
MN-IL	122 PONTIAC (IL) -145 STAPLES (BUS-MN)	11	1700	7234
MN-IL	86 LINCOLN (IL) -93 MANKATO(BUS-MN)	11	1351	6745
MN-IL	21 CHAMPAIGN-URBANA (IL) -145 STAPLES (BUS-MN)	13	2073	8656
MN-IL	51 GALESBURG (IL) -93 MANKATO(BUS-MN)	14	2009	10188
MN-IL	36 DETROIT LAKES (MN) -153 UPPER ALTON (IL)	15	2942	12833
MN-IL	93 MANKATO(BUS-MN) -120 PLANO (IL)	15	1496	7614
MN-IL	20 CENTRALIA (IL) -163 WINONA (MN)	16	2225	9129
MN-IL	93 MANKATO(BUS-MN) -122 PONTIAC (IL)	16	1794	8998
MN-IL	76 KEWANEE (IL) -163 WINONA (MN)	17	2131	9470
MN-IL	86 LINCOLN (IL) -141 ST. CLOUD (BUS-MN)	17	2630	11328
MN-IL	127 QUINCY (IL) -141 ST. CLOUD (BUS-MN)	17	3337	15055
MN-IL	17 CARLINVILLE (IL) -163 WINONA (MN)	18	2283	10017
MN-IL	145 STAPLES (BUS-MN) -153 UPPER ALTON (IL)	19	3588	15694
MN-IL	93 MANKATO(BUS-MN) -126 PRINCETON (IL)	19	2140	10879
MN-IL	139 SPRINGFIELD (IL) -145 STAPLES (BUS-MN)	20	3429	14746
MN-IL	62 HOMEWOOD (IL) -145 STAPLES (BUS-MN)	21	2866	11909
MN-IL	44 EFFINGHAM (IL) -163 WINONA (MN)	21	2702	11086
MN-IL	51 GALESBURG (IL) -141 ST. CLOUD (BUS-MN)	23	3932	17519
MN-IL	32 DECATUR(BUS-IL) -163 WINONA (MN)	23	2668	11558
MN-IL	90 MACOMB (IL) -130 ROCHESTER(BUS-MN)	24	3376	16171
MN-IL	29 DANVILLE(BUS-IL) -163 WINONA (MN)	24	2725	11669
MN-IL	90 MACOMB (IL) -141 ST. CLOUD (BUS-MN)	25	4572	20485

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States	Station Pair	Riders	Revenue	Passenger Miles
MN-IL	122 PONTIAC (IL) -141 ST. CLOUD (BUS-MN)	27	3686	15703
MN-IL	128 RANTOUL (IL) -163 WINONA (MN)	28	3041	12443
MN-IL	126 PRINCETON (IL) -141 ST. CLOUD (BUS-MN)	29	4110	17749
MN-IL	120 PLANO (IL) -163 WINONA (MN)	30	2736	11497
MN-IL	98 MATTOON (IL) -130 ROCHESTER(BUS-MN)	30	3711	16461
MN-IL	126 PRINCETON (IL) -163 WINONA (MN)	32	3244	13913
MN-IL	13 BTN-NORMAL (IL) -36 DETROIT LAKES (MN)	32	5709	24292
MN-IL	69 JACKSONVILLE(BUS-IL) -163 WINONA (MN)	33	3997	18234
MN-IL	76 KEWANEE (IL) -130 ROCHESTER(BUS-MN)	35	4505	21464
MN-IL	13 BTN-NORMAL (IL) -145 STAPLES (BUS-MN)	36	5817	24773
MN-IL	86 LINCOLN (IL) -163 WINONA (MN)	36	4146	17726
MN-IL	74 KANKAKEE (IL) -93 MANKATO(BUS-MN)	42	4418	21295
MN-IL	21 CHAMPAIGN-URBANA (IL) -93 MANKATO(BUS-MN)	42	5040	24372
MN-IL	13 BTN-NORMAL (IL) -93 MANKATO(BUS-MN)	43	5043	25070
MN-IL	90 MACOMB (IL) -129 RED WING (MN)	43	6859	30694
MN-IL	127 QUINCY (IL) -163 WINONA (MN)	44	6767	30712
MN-IL	86 LINCOLN (IL) -130 ROCHESTER(BUS-MN)	44	5041	23372
MN-IL	62 HOMEWOOD (IL) -141 ST. CLOUD (BUS-MN)	48	5954	24696
MN-IL	100 MENDOTA (IL) -163 WINONA (MN)	48	4734	20135
MN-IL	93 MANKATO(BUS-MN) -128 RANTOUL (IL)	48	5671	27532
MN-IL	41 DWIGHT (IL) -163 WINONA (MN)	49	4808	19870
MN-IL	17 CARLINVILLE (IL) -130 ROCHESTER(BUS-MN)	50	6370	30022
MN-IL	76 KEWANEE (IL) -129 RED WING (MN)	50	7222	31927
MN-IL	127 QUINCY (IL) -129 RED WING (MN)	51	8624	38895
MN-IL	86 LINCOLN (IL) -129 RED WING (MN)	52	6739	28762
MN-IL	21 CHAMPAIGN-URBANA (IL) -141 ST. CLOUD (BUS-MN)	53	8007	33397
MN-IL	97 MARION(BUS-IL) -103 MPLS/ST.PAUL (MN)	54	9672	40682
MN-IL	51 GALESBURG (IL) -163 WINONA (MN)	54	7349	32848
MN-IL	69 JACKSONVILLE(BUS-IL) -129 RED WING (MN)	55	7439	33651
MN-IL	90 MACOMB (IL) -163 WINONA (MN)	55	7936	35728
MN-IL	122 PONTIAC (IL) -163 WINONA (MN)	56	5700	23983
MN-IL	119 PEORIA (BUS-IL) -141 ST. CLOUD (BUS-MN)	59	8735	39140
MN-IL	119 PEORIA (BUS-IL) -163 WINONA (MN)	59	6610	29797
MN-IL	74 KANKAKEE (IL) -163 WINONA (MN)	61	5786	23656
MN-IL	139 SPRINGFIELD (IL) -141 ST. CLOUD (BUS-MN)	64	10183	43869
MN-IL	141 ST. CLOUD (BUS-MN) -153 UPPER ALTON (IL)	71	12167	53384
MN-IL	29 DANVILLE(BUS-IL) -129 RED WING (MN)	72	9345	39939
MN-IL	16 CARBONDALE (IL) -103 MPLS/ST.PAUL (MN)	73	13007	54018
MN-IL	120 PLANO (IL) -141 ST. CLOUD (BUS-MN)	74	9605	40913
MN-IL	100 MENDOTA (IL) -141 ST. CLOUD (BUS-MN)	75	10134	43515
MN-IL	21 CHAMPAIGN-URBANA (IL) -163 WINONA (MN)	79	8927	36547
MN-IL	126 PRINCETON (IL) -129 RED WING (MN)	82	9538	40807
MN-IL	51 GALESBURG (IL) -129 RED WING (MN)	85	12692	56408
MN-IL	51 GALESBURG (IL) -130 ROCHESTER(BUS-MN)	85	11483	54830
MN-IL	44 EFFINGHAM (IL) -130 ROCHESTER(BUS-MN)	88	11467	50703
MN-IL	41 DWIGHT (IL) -141 ST. CLOUD (BUS-MN)	89	12103	50914
MN-IL	126 PRINCETON (IL) -130 ROCHESTER(BUS-MN)	91	9935	43814
MN-IL	71 JOLIET (IL) -93 MANKATO(BUS-MN)	96	9831	47410
MN-IL	122 PONTIAC (IL) -130 ROCHESTER(BUS-MN)	99	10987	46553
MN-IL	122 PONTIAC (IL) -129 RED WING (MN)	106	12349	51967
MN-IL	153 UPPER ALTON (IL) -163 WINONA (MN)	109	14747	64648
MN-IL	32 DECATUR(BUS-IL) -129 RED WING (MN)	111	14664	63328
MN-IL	20 CENTRALIA (IL) -103 MPLS/ST.PAUL (MN)	123	20314	84500
MN-IL	93 MANKATO(BUS-MN) -107 NAPERVILLE (IL)	131	13177	63175
MN-IL	128 RANTOUL (IL) -130 ROCHESTER(BUS-MN)	146	16907	71403
MN-IL	129 RED WING (MN) -139 SPRINGFIELD (IL)	166	22554	96352
MN-IL	139 SPRINGFIELD (IL) -163 WINONA (MN)	167	20306	86897
MN-IL	13 BTN-NORMAL (IL) -163 WINONA (MN)	170	18506	78001
MN-IL	13 BTN-NORMAL (IL) -141 ST. CLOUD (BUS-MN)	173	25215	107483
MN-IL	119 PEORIA (BUS-IL) -129 RED WING (MN)	176	22135	99013
MN-IL	130 ROCHESTER(BUS-MN) -139 SPRINGFIELD (IL)	177	21491	99290
MN-IL	41 DWIGHT (IL) -130 ROCHESTER(BUS-MN)	177	17544	79868
MN-IL	71 JOLIET (IL) -163 WINONA (MN)	188	16903	69592

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MN-IL	21 CHAMPAIGN-URBANA (IL) -130 ROCHESTER(BUS-MN)	190	22770	95805
MN-IL	62 HOMEWOOD (IL) -93 MANKATO(BUS-MN)	191	19152	91144
MN-IL	54 GLENVIEW (IL) -141 ST. CLOUD (BUS-MN)	211	25471	101635
MN-IL	100 MENDOTA (IL) -130 ROCHESTER(BUS-MN)	214	23315	98177
MN-IL	129 RED WING (MN) -153 UPPER ALTON (IL)	236	35301	154160
MN-IL	120 PLANO (IL) -130 ROCHESTER(BUS-MN)	237	22682	101615
MN-IL	76 KEWANEE (IL) -103 MPLS/ST.PAUL (MN)	266	40286	179526
MN-IL	86 LINCOLN (IL) -103 MPLS/ST.PAUL (MN)	270	37014	159750
MN-IL	107 NAPERVILLE (IL) -163 WINONA (MN)	282	24544	102064
MN-IL	21 CHAMPAIGN-URBANA (IL) -129 RED WING (MN)	298	37811	155316
MN-IL	71 JOLIET (IL) -141 ST. CLOUD (BUS-MN)	341	43480	182638
MN-IL	17 CARLINVILLE (IL) -103 MPLS/ST.PAUL (MN)	375	56125	247421
MN-IL	54 GLENVIEW (IL) -130 ROCHESTER(BUS-MN)	377	29532	135267
MN-IL	44 EFFINGHAM (IL) -103 MPLS/ST.PAUL (MN)	386	58823	244959
MN-IL	100 MENDOTA (IL) -129 RED WING (MN)	426	47891	203420
MN-IL	90 MACOMB (IL) -103 MPLS/ST.PAUL (MN)	457	75757	341242
MN-IL	39 DULUTH(BUS-MN) -107 NAPERVILLE (IL)	493	61132	302439
MN-IL	103 MPLS/ST.PAUL (MN) -122 PONTIAC (IL)	497	61586	262647
MN-IL	103 MPLS/ST.PAUL (MN) -127 QUINCY (IL)	526	93046	422102
MN-IL	29 DANVILLE(BUS-IL) -103 MPLS/ST.PAUL (MN)	536	74220	320698
MN-IL	74 KANKAKEE (IL) -130 ROCHESTER(BUS-MN)	558	57297	240575
MN-IL	32 DECATUR(BUS-IL) -103 MPLS/ST.PAUL (MN)	582	81161	354083
MN-IL	13 BTN-NORMAL (IL) -130 ROCHESTER(BUS-MN)	603	71259	302253
MN-IL	13 BTN-NORMAL (IL) -129 RED WING (MN)	617	76159	320976
MN-IL	54 GLENVIEW (IL) -129 RED WING (MN)	667	65043	252301
MN-IL	51 GALESBURG (IL) -103 MPLS/ST.PAUL (MN)	707	111663	499935
MN-IL	103 MPLS/ST.PAUL (MN) -126 PRINCETON (IL)	785	97873	423816
MN-IL	103 MPLS/ST.PAUL (MN) -128 RANTOUL (IL)	786	103417	430819
MN-IL	39 DULUTH(BUS-MN) -62 HOMEWOOD (IL)	844	104715	512671
MN-IL	62 HOMEWOOD (IL) -130 ROCHESTER(BUS-MN)	1117	101365	444605
MN-IL	22 CHICAGO (IL) -36 DETROIT LAKES (MN)	1162	182602	726104
MN-IL	71 JOLIET (IL) -130 ROCHESTER(BUS-MN)	1182	117315	489492
MN-IL	22 CHICAGO (IL) -93 MANKATO(BUS-MN)	1210	113802	545852
MN-IL	103 MPLS/ST.PAUL (MN) -120 PLANO (IL)	1356	154798	660148
MN-IL	103 MPLS/ST.PAUL (MN) -119 PEORIA (BUS-IL)	1411	188979	852277
MN-IL	22 CHICAGO (IL) -145 STAPLES (BUS-MN)	1450	206616	816603
MN-IL	54 GLENVIEW (IL) -163 WINONA (MN)	1618	127172	511343
MN-IL	103 MPLS/ST.PAUL (MN) -139 SPRINGFIELD (IL)	1705	245293	1059003
MN-IL	100 MENDOTA (IL) -103 MPLS/ST.PAUL (MN)	1747	210247	904746
MN-IL	107 NAPERVILLE (IL) -130 ROCHESTER(BUS-MN)	1809	162469	732840
MN-IL	41 DWIGHT (IL) -103 MPLS/ST.PAUL (MN)	2022	244722	1029052
MN-IL	103 MPLS/ST.PAUL (MN) -153 UPPER ALTON (IL)	2214	348442	1534408
MN-IL	21 CHAMPAIGN-URBANA (IL) -103 MPLS/ST.PAUL (MN)	2268	306009	1274683
MN-IL	103 MPLS/ST.PAUL (MN) -107 NAPERVILLE (IL)	3274	358907	1519299
MN-IL	22 CHICAGO (IL) -39 DULUTH(BUS-MN)	4019	471774	2337488
MN-IL	71 JOLIET (IL) -103 MPLS/ST.PAUL (MN)	5858	660027	2770775
MN-IL	22 CHICAGO (IL) -130 ROCHESTER(BUS-MN)	5959	504481	2220937
MN-IL	22 CHICAGO (IL) -141 ST. CLOUD (BUS-MN)	7006	882840	3480233
MN-IL	13 BTN-NORMAL (IL) -103 MPLS/ST.PAUL (MN)	7718	1012826	4322323
MN-IL	22 CHICAGO (IL) -129 RED WING (MN)	7890	796943	3097584
MN-IL	54 GLENVIEW (IL) -103 MPLS/ST.PAUL (MN)	9648	1038032	4032978
MN-IL	22 CHICAGO (IL) -163 WINONA (MN)	18442	1547299	6098774
MN-IL	22 CHICAGO (IL) -103 MPLS/ST.PAUL (MN)	219746	25220039	95290678
MN-IN	94 MARCELINE -163 WINONA (MN)	2	334	1528
MN-IN	52 GARY INTERNATIONAL AIRPORT -93 MANKATO(BUS-MN)	4	365	1830
MN-IN	94 MARCELINE -103 MPLS/ST.PAUL (MN)	8	1460	6669
MN-IN	33 DEFIANCE (IN) -129 RED WING (MN)	9	1354	5482
MN-IN	33 DEFIANCE (IN) -141 ST. CLOUD (BUS-MN)	11	1816	7471
MN-IN	53 GARY INTERNATIONAL AIRPORT (IN) -93 MANKATO(BUS-MN)	12	1100	5517
MN-IN	80 LAFAYETTE (IN) -93 MANKATO(BUS-MN)	13	1567	7599
MN-IN	59 HMI-WTG-DET (IN) -93 MANKATO(BUS-MN)	13	1356	6275
MN-IN	145 STAPLES (BUS-MN) -156 WARSAW (IN)	14	2221	9207
MN-IN	149 TERRE HAUTE(BUS-IN) -163 WINONA (MN)	21	2652	11605

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MN-IN	10 BLOOMINGTON(BUS-IN) -163 WINONA (MN)	21	2867	12512
MN-IN	145 STAPLES (BUS-MN) -158 WATERLOO (BUS-IN)	21	3753	15884
MN-IN	158 WATERLOO (BUS-IN) -163 WINONA (MN)	28	3372	14103
MN-IN	26 COLUMBUS(BUS-IN) -163 WINONA (MN)	28	3725	16080
MN-IN	52 GARY INTERNATIONAL AIRPORT -130 ROCHESTER(BUS-MN)	29	2556	11634
MN-IN	33 DEFIANCE (IN) -163 WINONA (MN)	32	4118	16599
MN-IN	93 MANKATO(BUS-MN) -156 WARSAW (IN)	39	4545	21866
MN-IN	93 MANKATO(BUS-MN) -101 MICHIGAN CITY (IN)	44	4648	22486
MN-IN	129 RED WING (MN) -156 WARSAW (IN)	46	5742	23359
MN-IN	93 MANKATO(BUS-MN) -121 PLYMOUTH (IN)	51	5623	27347
MN-IN	59 HMI-WTG-DET (IN) -163 WINONA (MN)	51	4420	17846
MN-IN	141 ST. CLOUD (BUS-MN) -156 WARSAW (IN)	56	8198	33928
MN-IN	121 PLYMOUTH (IN) -163 WINONA (MN)	57	5916	24002
MN-IN	156 WARSAW (IN) -163 WINONA (MN)	63	6902	27941
MN-IN	93 MANKATO(BUS-MN) -158 WATERLOO (BUS-IN)	68	8853	43049
MN-IN	141 ST. CLOUD (BUS-MN) -158 WATERLOO (BUS-IN)	79	12556	53161
MN-IN	33 DEFIANCE (IN) -130 ROCHESTER(BUS-MN)	102	13358	58079
MN-IN	53 GARY INTERNATIONAL AIRPORT (IN) -130 ROCHESTER(BUS-MN)	104	9077	41320
MN-IN	121 PLYMOUTH (IN) -141 ST. CLOUD (BUS-MN)	133	18708	77620
MN-IN	59 HMI-WTG-DET (IN) -130 ROCHESTER(BUS-MN)	148	13939	58131
MN-IN	80 LAFAYETTE (IN) -130 ROCHESTER(BUS-MN)	160	18379	80763
MN-IN	130 ROCHESTER(BUS-MN) -158 WATERLOO (BUS-IN)	172	21074	95278
MN-IN	65 INDIANAPOLIS (IN) -141 ST. CLOUD (BUS-MN)	219	36755	154000
MN-IN	130 ROCHESTER(BUS-MN) -156 WARSAW (IN)	231	27650	112261
MN-IN	101 MICHIGAN CITY (IN) -130 ROCHESTER(BUS-MN)	239	24292	102514
MN-IN	65 INDIANAPOLIS (IN) -130 ROCHESTER(BUS-MN)	273	35603	158335
MN-IN	121 PLYMOUTH (IN) -130 ROCHESTER(BUS-MN)	381	43091	175845
MN-IN	50 FT. WAYNE(IN) -163 WINONA (MN)	521	62204	251175
MN-IN	33 DEFIANCE (IN) -103 MPLS/ST.PAUL (MN)	810	124054	508977
MN-IN	59 HMI-WTG-DET (IN) -103 MPLS/ST.PAUL (MN)	1284	139908	578920
MN-IN	103 MPLS/ST.PAUL (MN) -156 WARSAW (IN)	1373	181252	748426
MN-IN	103 MPLS/ST.PAUL (MN) -158 WATERLOO (BUS-IN)	1911	276525	1171161
MN-IN	103 MPLS/ST.PAUL (MN) -121 PLYMOUTH (IN)	2281	286405	1185893
MN-IN	50 FT. WAYNE(IN) -129 RED WING (MN)	2325	311708	1264590
MN-IN	50 FT. WAYNE(IN) -103 MPLS/ST.PAUL (MN)	4491	637449	2622912
MN-MI	8 BANGOR (MI) -36 DETROIT LAKES (MN)	3	534	2152
MN-MI	8 BANGOR (MI) -145 STAPLES (BUS-MN)	5	766	3076
MN-MI	36 DETROIT LAKES (MN) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	7	1207	4904
MN-MI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -145 STAPLES (BUS-MN)	10	1662	6727
MN-MI	8 BANGOR (MI) -93 MANKATO(BUS-MN)	13	1575	7239
MN-MI	112 NILES (MI) -163 WINONA (MN)	15	1466	6162
MN-MI	89 LUDINGTON(BUS-MI) -163 WINONA (MN)	15	1944	9515
MN-MI	8 BANGOR (MI) -141 ST. CLOUD (BUS-MN)	16	2471	9868
MN-MI	9 BATTLE CREEK (MI) -163 WINONA (MN)	22	2414	10933
MN-MI	93 MANKATO(BUS-MN) -112 NILES (MI)	23	2445	12266
MN-MI	8 BANGOR (MI) -163 WINONA (MN)	23	2623	10134
MN-MI	93 MANKATO(BUS-MN) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	27	3166	14825
MN-MI	36 DETROIT LAKES (MN) -61 HOLLAND (MI)	28	5348	23375
MN-MI	61 HOLLAND (MI) -145 STAPLES (BUS-MN)	30	5316	23299
MN-MI	37 DOWAGIAC (MI) -93 MANKATO(BUS-MN)	30	3332	16972
MN-MI	42 EAST LANSING (MI) -163 WINONA (MN)	37	4441	19936
MN-MI	141 ST. CLOUD (BUS-MN) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	43	6256	25208
MN-MI	112 NILES (MI) -130 ROCHESTER(BUS-MN)	52	5496	24007
MN-MI	8 BANGOR (MI) -130 ROCHESTER(BUS-MN)	57	6847	28072
MN-MI	9 BATTLE CREEK (MI) -93 MANKATO(BUS-MN)	59	6876	36180
MN-MI	55 GRAND RAPIDS (MI) -145 STAPLES (BUS-MN)	60	10162	44994
MN-MI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -163 WINONA (MN)	63	6774	26426
MN-MI	8 BANGOR (MI) -129 RED WING (MN)	66	8683	33887
MN-MI	61 HOLLAND (MI) -93 MANKATO(BUS-MN)	66	8829	44589
MN-MI	73 KALAMAZOO (MI) -93 MANKATO(BUS-MN)	69	8069	41134
MN-MI	36 DETROIT LAKES (MN) -55 GRAND RAPIDS (MI)	70	12960	57170
MN-MI	106 MUSKEGON(BUS-MI) -163 WINONA (MN)	98	11892	55315
MN-MI	2 ALBION (MI) -130 ROCHESTER(BUS-MN)	99	11333	55656

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MN-MI	103 MPLS/ST.PAUL (MN) -112 NILES (MI)	104	12827	54665
MN-MI	129 RED WING (MN) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	105	12953	51009
MN-MI	130 ROCHESTER(BUS-MN) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	114	13331	52912
MN-MI	61 HOLLAND (MI) -163 WINONA (MN)	144	18014	79228
MN-MI	61 HOLLAND (MI) -141 ST. CLOUD (BUS-MN)	151	24580	108123
MN-MI	106 MUSKEGON(BUS-MI) -129 RED WING (MN)	158	21567	99288
MN-MI	40 DURAND (MI) -130 ROCHESTER(BUS-MN)	189	24322	116477
MN-MI	37 DOWAGIAC (MI) -130 ROCHESTER(BUS-MN)	196	21585	94073
MN-MI	61 HOLLAND (MI) -130 ROCHESTER(BUS-MN)	353	44260	209276
MN-MI	55 GRAND RAPIDS (MI) -141 ST. CLOUD (BUS-MN)	363	56237	250191
MN-MI	68 JACKSON (MI) -130 ROCHESTER(BUS-MN)	384	44897	223669
MN-MI	8 BANGOR (MI) -103 MPLS/ST.PAUL (MN)	423	58703	233062
MN-MI	9 BATTLE CREEK (MI) -130 ROCHESTER(BUS-MN)	428	46805	229694
MN-MI	61 HOLLAND (MI) -129 RED WING (MN)	452	63141	276464
MN-MI	73 KALAMAZOO (MI) -130 ROCHESTER(BUS-MN)	468	53798	241041
MN-MI	5 ANN ARBOR (MI) -130 ROCHESTER(BUS-MN)	521	63949	323189
MN-MI	55 GRAND RAPIDS (MI) -163 WINONA (MN)	575	69023	301943
MN-MI	55 GRAND RAPIDS (MI) -130 ROCHESTER(BUS-MN)	691	81504	392424
MN-MI	103 MPLS/ST.PAUL (MN) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	817	106801	428048
MN-MI	42 EAST LANSING (MI) -130 ROCHESTER(BUS-MN)	1003	121449	586607
MN-MI	9 BATTLE CREEK (MI) -103 MPLS/ST.PAUL (MN)	1145	150760	682650
MN-MI	55 GRAND RAPIDS (MI) -129 RED WING (MN)	1177	155690	690635
MN-MI	61 HOLLAND (MI) -103 MPLS/ST.PAUL (MN)	3204	473015	2089290
MN-MI	55 GRAND RAPIDS (MI) -103 MPLS/ST.PAUL (MN)	7945	1113577	4981283
MN-MN	36 DETROIT LAKES (MN) -130 ROCHESTER(BUS-MN)	8	660	3241
MN-MN	130 ROCHESTER(BUS-MN) -145 STAPLES (BUS-MN)	9	588	2979
MN-MN	93 MANKATO(BUS-MN) -141 ST. CLOUD (BUS-MN)	30	1744	10064
MN-MN	145 STAPLES (BUS-MN) -163 WINONA (MN)	33	1841	7636
MN-MN	129 RED WING (MN) -145 STAPLES (BUS-MN)	39	1558	6591
MN-MN	36 DETROIT LAKES (MN) -163 WINONA (MN)	40	2766	11716
MN-MN	36 DETROIT LAKES (MN) -129 RED WING (MN)	48	2621	11079
MN-MN	93 MANKATO(BUS-MN) -163 WINONA (MN)	90	1791	15756
MN-MN	93 MANKATO(BUS-MN) -129 RED WING (MN)	93	3248	22078
MN-MN	130 ROCHESTER(BUS-MN) -141 ST. CLOUD (BUS-MN)	112	5828	29323
MN-MN	129 RED WING (MN) -141 ST. CLOUD (BUS-MN)	126	3073	13015
MN-MN	39 DULUTH(BUS-MN) -163 WINONA (MN)	200	7829	50496
MN-MN	141 ST. CLOUD (BUS-MN) -163 WINONA (MN)	283	10878	46643
MN-MN	129 RED WING (MN) -130 ROCHESTER(BUS-MN)	387	10698	61607
MN-MN	130 ROCHESTER(BUS-MN) -163 WINONA (MN)	413	4923	40102
MN-MN	39 DULUTH(BUS-MN) -129 RED WING (MN)	504	12884	95850
MN-MN	129 RED WING (MN) -163 WINONA (MN)	794	12132	49236
MN-MN	93 MANKATO(BUS-MN) -103 MPLS/ST.PAUL (MN)	808	36043	224666
MN-MN	103 MPLS/ST.PAUL (MN) -130 ROCHESTER(BUS-MN)	3665	136251	729269
MN-MN	103 MPLS/ST.PAUL (MN) -163 WINONA (MN)	5233	125899	533812
MN-MN	103 MPLS/ST.PAUL (MN) -129 RED WING (MN)	12179	119542	487174
MN-MO	79 LA PLATA (MO) -129 RED WING (MN)	2	333	1508
MN-MO	79 LA PLATA (MO) -163 WINONA (MN)	2	319	1452
MN-MO	95 MARCELINE (MO) -103 MPLS/ST.PAUL (MN)	3	477	2181
MN-MO	79 LA PLATA (MO) -141 ST. CLOUD (BUS-MN)	4	820	3713
MN-MO	75 KANSAS CITY (MO) -145 STAPLES (BUS-MN)	7	1774	8095
MN-MO	64 INDEPENDENCE (MO) -163 WINONA (MN)	10	2015	9119
MN-MO	75 KANSAS CITY (MO) -129 RED WING (MN)	22	4449	20447
MN-MO	79 LA PLATA (MO) -103 MPLS/ST.PAUL (MN)	28	5103	23224
MN-MO	75 KANSAS CITY (MO) -141 ST. CLOUD (BUS-MN)	41	9102	41764
MN-MO	75 KANSAS CITY (MO) -163 WINONA (MN)	44	8263	38223
MN-MO	36 DETROIT LAKES (MN) -144 ST. LOUIS (MO)	47	9790	42690
MN-MO	144 ST. LOUIS (MO) -145 STAPLES (BUS-MN)	53	10263	44861
MN-MO	84 LEES SUMMIT (MO) -103 MPLS/ST.PAUL (MN)	85	18435	82991
MN-MO	64 INDEPENDENCE (MO) -103 MPLS/ST.PAUL (MN)	178	38952	176249
MN-MO	141 ST. CLOUD (BUS-MN) -144 ST. LOUIS (MO)	216	38406	168399
MN-MO	144 ST. LOUIS (MO) -163 WINONA (MN)	485	68060	298129
MN-MO	75 KANSAS CITY (MO) -103 MPLS/ST.PAUL (MN)	648	135594	625713
MN-MO	129 RED WING (MN) -144 ST. LOUIS (MO)	843	130696	570404

MWRRI
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States	Station Pair	Riders	Revenue	Passenger Miles
MN-MO	103 MPLS/ST.PAUL (MN) -144 ST. LOUIS (MO)	7343	1196596	5264841
MN-OH	36 DETROIT LAKES (MN) -150 TOLEDO (OH)	5	1159	4771
MN-OH	145 STAPLES (BUS-MN) -150 TOLEDO (OH)	18	3525	14487
MN-OH	24 CLEVELAND (OH) -145 STAPLES (BUS-MN)	22	4822	19921
MN-OH	24 CLEVELAND (OH) -36 DETROIT LAKES (MN)	22	5161	21349
MN-OH	1 AKRON(BUS-OH) -163 WINONA (MN)	35	6012	25233
MN-OH	45 ELYRIA (OH) -163 WINONA (MN)	35	5774	23475
MN-OH	141 ST. CLOUD (BUS-MN) -150 TOLEDO (OH)	47	8478	34760
MN-OH	134 SANDUSKY (OH) -163 WINONA (MN)	54	8398	34215
MN-OH	24 CLEVELAND (OH) -141 ST. CLOUD (BUS-MN)	84	17280	71275
MN-OH	23 CINCINNATI (OH) -141 ST. CLOUD (BUS-MN)	172	33291	139781
MN-OH	129 RED WING (MN) -150 TOLEDO (OH)	180	28690	115894
MN-OH	150 TOLEDO (OH) -163 WINONA (MN)	203	29291	117805
MN-OH	24 CLEVELAND (OH) -163 WINONA (MN)	225	38015	154471
MN-OH	130 ROCHESTER(BUS-MN) -150 TOLEDO (OH)	324	46910	202122
MN-OH	24 CLEVELAND (OH) -129 RED WING (MN)	340	62598	255103
MN-OH	1 AKRON(BUS-OH) -103 MPLS/ST.PAUL (MN)	689	134700	570352
MN-OH	103 MPLS/ST.PAUL (MN) -134 SANDUSKY (OH)	717	126717	523529
MN-OH	45 ELYRIA (OH) -103 MPLS/ST.PAUL (MN)	920	170697	703492
MN-OH	103 MPLS/ST.PAUL (MN) -150 TOLEDO (OH)	3719	621214	2540361
MN-OH	24 CLEVELAND (OH) -103 MPLS/ST.PAUL (MN)	3869	742312	3056267
MN-WI	36 DETROIT LAKES (MN) -136 SHEBOYGAN(BUS-WI)	5	653	3038
MN-WI	36 DETROIT LAKES (MN) -113 OCONOMOWOC (WI)	5	630	2711
MN-WI	92 MANITOWOC(BUS-WI) -145 STAPLES (BUS-MN)	8	876	4245
MN-WI	147 STURGEON BAY(BUS-WI) -163 WINONA (MN)	9	890	3724
MN-WI	136 SHEBOYGAN(BUS-WI) -145 STAPLES (BUS-MN)	10	1161	5466
MN-WI	96 MARINETTE(BUS-WI) -163 WINONA (MN)	12	1199	5271
MN-WI	36 DETROIT LAKES (MN) -162 WEST BEND (WI)	13	1675	7281
MN-WI	145 STAPLES (BUS-MN) -151 TOMAH (WI)	14	931	4108
MN-WI	36 DETROIT LAKES (MN) -91 MADISON DANE AIRPORT	15	1574	6895
MN-WI	145 STAPLES (BUS-MN) -162 WEST BEND (WI)	17	2035	8877
MN-WI	93 MANKATO(BUS-MN) -162 WEST BEND (WI)	25	1844	10009
MN-WI	36 DETROIT LAKES (MN) -164 WISCONSIN DELLS (WI)	28	2628	11263
MN-WI	93 MANKATO(BUS-MN) -159 WATERTOWN (WI)	31	1782	10149
MN-WI	36 DETROIT LAKES (MN) -151 TOMAH (WI)	32	2703	11524
MN-WI	93 MANKATO(BUS-MN) -113 OCONOMOWOC (WI)	36	2215	12311
MN-WI	36 DETROIT LAKES (MN) -159 WATERTOWN (WI)	39	4519	19176
MN-WI	47 FOND DU LAC (WI) -93 MANKATO(BUS-MN)	40	3267	17453
MN-WI	93 MANKATO(BUS-MN) -164 WISCONSIN DELLS (WI)	47	1577	11128
MN-WI	36 DETROIT LAKES (MN) -125 PORTAGE (WI)	47	4595	20007
MN-WI	12 BROOKFIELD (WI) -36 DETROIT LAKES (MN)	47	5981	24933
MN-WI	92 MANITOWOC(BUS-WI) -141 ST. CLOUD (BUS-MN)	49	5180	24342
MN-WI	12 BROOKFIELD (WI) -145 STAPLES (BUS-MN)	50	5655	23048
MN-WI	145 STAPLES (BUS-MN) -164 WISCONSIN DELLS (WI)	52	4144	18004
MN-WI	78 LA CROSSE (WI) -145 STAPLES (BUS-MN)	54	3375	13826
MN-WI	36 DETROIT LAKES (MN) -78 LA CROSSE (WI)	57	4372	18150
MN-WI	145 STAPLES (BUS-MN) -159 WATERTOWN (WI)	58	5934	24935
MN-WI	160 WAUSAU(BUS-WI) -163 WINONA (MN)	60	5560	26393
MN-WI	125 PORTAGE (WI) -145 STAPLES (BUS-MN)	64	5441	23279
MN-WI	146 STEVENS POINT(BUS-WI) -163 WINONA (MN)	74	6598	29956
MN-WI	136 SHEBOYGAN(BUS-WI) -141 ST. CLOUD (BUS-MN)	75	7747	34603
MN-WI	141 ST. CLOUD (BUS-MN) -151 TOMAH (WI)	76	3966	17717
MN-WI	12 BROOKFIELD (WI) -93 MANKATO(BUS-MN)	76	5018	27000
MN-WI	136 SHEBOYGAN(BUS-WI) -163 WINONA (MN)	78	4796	23171
MN-WI	93 MANKATO(BUS-MN) -151 TOMAH (WI)	81	1905	15437
MN-WI	113 OCONOMOWOC (WI) -141 ST. CLOUD (BUS-MN)	83	7290	31609
MN-WI	93 MANKATO(BUS-MN) -125 PORTAGE (WI)	93	3448	23488
MN-WI	162 WEST BEND (WI) -163 WINONA (MN)	93	6351	26242
MN-WI	130 ROCHESTER(BUS-MN) -159 WATERTOWN (WI)	95	4937	23194
MN-WI	92 MANITOWOC(BUS-WI) -163 WINONA (MN)	98	6200	32043
MN-WI	113 OCONOMOWOC (WI) -130 ROCHESTER(BUS-MN)	99	5405	25599
MN-WI	102 MILWAUKEE (WI) -145 STAPLES (BUS-MN)	120	14146	57336
MN-WI	91 MADISON DANE AIRPORT -93 MANKATO(BUS-MN)	126	5926	36175

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States	Station Pair	Riders	Revenue	Passenger Miles
MN-WI	141 ST. CLOUD (BUS-MN) -162 WEST BEND (WI)	128	14158	57117
MN-WI	141 ST. CLOUD (BUS-MN) -164 WISCONSIN DELLS (WI)	136	8856	37999
MN-WI	36 DETROIT LAKES (MN) -102 MILWAUKEE (WI)	136	17624	73693
MN-WI	93 MANKATO(BUS-MN) -148 STURTEVANT (WI)	139	10016	54606
MN-WI	92 MANITOWOC(BUS-WI) -129 RED WING (MN)	149	11908	57833
MN-WI	47 FOND DU LAC (WI) -130 ROCHESTER(BUS-MN)	150	11008	53082
MN-WI	113 OCONOMOWOC (WI) -163 WINONA (MN)	151	7948	32512
MN-WI	130 ROCHESTER(BUS-MN) -164 WISCONSIN DELLS (WI)	159	4158	25030
MN-WI	39 DULUTH(BUS-MN) -159 WATERTOWN (WI)	170	15969	77379
MN-WI	116 OSHKOSH (WI) -130 ROCHESTER(BUS-MN)	174	13689	64717
MN-WI	129 RED WING (MN) -136 SHEBOYGAN(BUS-WI)	176	13923	63243
MN-WI	39 DULUTH(BUS-MN) -113 OCONOMOWOC (WI)	180	16984	84433
MN-WI	78 LA CROSSE (WI) -141 ST. CLOUD (BUS-MN)	185	8493	35526
MN-WI	39 DULUTH(BUS-MN) -162 WEST BEND (WI)	196	21734	104712
MN-WI	129 RED WING (MN) -162 WEST BEND (WI)	202	17211	69227
MN-WI	56 GREEN BAY (WI) -130 ROCHESTER(BUS-MN)	218	20240	91398
MN-WI	39 DULUTH(BUS-MN) -164 WISCONSIN DELLS (WI)	232	15611	84965
MN-WI	151 TOMAH (WI) -163 WINONA (MN)	240	3591	16559
MN-WI	130 ROCHESTER(BUS-MN) -151 TOMAH (WI)	250	3996	28041
MN-WI	6 APPLETON (WI) -130 ROCHESTER(BUS-MN)	258	21614	100265
MN-WI	130 ROCHESTER(BUS-MN) -162 WEST BEND (WI)	259	18948	83900
MN-WI	125 PORTAGE (WI) -130 ROCHESTER(BUS-MN)	265	7865	46030
MN-WI	141 ST. CLOUD (BUS-MN) -159 WATERTOWN (WI)	271	24165	99357
MN-WI	129 RED WING (MN) -151 TOMAH (WI)	273	8068	35701
MN-WI	39 DULUTH(BUS-MN) -151 TOMAH (WI)	277	15927	88793
MN-WI	91 MADISON DANE AIRPORT -141 ST. CLOUD (BUS-MN)	282	20848	92720
MN-WI	113 OCONOMOWOC (WI) -129 RED WING (MN)	320	22882	88909
MN-WI	93 MANKATO(BUS-MN) -102 MILWAUKEE (WI)	321	22405	118691
MN-WI	125 PORTAGE (WI) -141 ST. CLOUD (BUS-MN)	321	21980	95093
MN-WI	39 DULUTH(BUS-MN) -78 LA CROSSE (WI)	334	15826	93089
MN-WI	39 DULUTH(BUS-MN) -125 PORTAGE (WI)	339	23693	129929
MN-WI	12 BROOKFIELD (WI) -141 ST. CLOUD (BUS-MN)	340	33931	135807
MN-WI	12 BROOKFIELD (WI) -130 ROCHESTER(BUS-MN)	350	21708	96872
MN-WI	125 PORTAGE (WI) -163 WINONA (MN)	357	10158	46771
MN-WI	159 WATERTOWN (WI) -163 WINONA (MN)	369	17866	74453
MN-WI	130 ROCHESTER(BUS-MN) -148 STURTEVANT (WI)	417	27603	131414
MN-WI	39 DULUTH(BUS-MN) -148 STURTEVANT (WI)	453	44924	237511
MN-WI	12 BROOKFIELD (WI) -163 WINONA (MN)	461	26374	107843
MN-WI	163 WINONA (MN) -164 WISCONSIN DELLS (WI)	464	11417	52867
MN-WI	91 MADISON DANE AIRPORT -130 ROCHESTER(BUS-MN)	503	20124	104088
MN-WI	12 BROOKFIELD (WI) -39 DULUTH(BUS-MN)	560	56891	272086
MN-WI	125 PORTAGE (WI) -129 RED WING (MN)	607	28165	117200
MN-WI	39 DULUTH(BUS-MN) -91 MADISON DANE AIRPORT	761	63939	316411
MN-WI	91 MADISON DANE AIRPORT -163 WINONA (MN)	787	29998	128997
MN-WI	129 RED WING (MN) -164 WISCONSIN DELLS (WI)	800	33378	140816
MN-WI	129 RED WING (MN) -159 WATERTOWN (WI)	848	55851	223942
MN-WI	78 LA CROSSE (WI) -129 RED WING (MN)	864	19857	76909
MN-WI	102 MILWAUKEE (WI) -141 ST. CLOUD (BUS-MN)	1029	103889	425055
MN-WI	91 MADISON DANE AIRPORT -129 RED WING (MN)	1123	62012	253761
MN-WI	102 MILWAUKEE (WI) -130 ROCHESTER(BUS-MN)	1217	80214	354268
MN-WI	12 BROOKFIELD (WI) -129 RED WING (MN)	1241	96264	367214
MN-WI	102 MILWAUKEE (WI) -163 WINONA (MN)	1361	82460	337645
MN-WI	39 DULUTH(BUS-MN) -102 MILWAUKEE (WI)	1544	164061	772133
MN-WI	92 MANITOWOC(BUS-WI) -103 MPLS/ST.PAUL (MN)	1708	152353	732520
MN-WI	102 MILWAUKEE (WI) -129 RED WING (MN)	2266	181975	702434
MN-WI	103 MPLS/ST.PAUL (MN) -113 OCONOMOWOC (WI)	2636	192258	838190
MN-WI	103 MPLS/ST.PAUL (MN) -136 SHEBOYGAN(BUS-WI)	2771	249533	1108358
MN-WI	78 LA CROSSE (WI) -163 WINONA (MN)	3218	21070	86886
MN-WI	103 MPLS/ST.PAUL (MN) -151 TOMAH (WI)	3328	135145	569019
MN-WI	103 MPLS/ST.PAUL (MN) -125 PORTAGE (WI)	4462	242147	1039532
MN-WI	103 MPLS/ST.PAUL (MN) -162 WEST BEND (WI)	4551	435893	1742872
MN-WI	103 MPLS/ST.PAUL (MN) -164 WISCONSIN DELLS (WI)	5400	273774	1166428
MN-WI	103 MPLS/ST.PAUL (MN) -159 WATERTOWN (WI)	8161	617980	2481017

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States	Station Pair	Riders	Revenue	Passenger Miles
MN-WI	78 LA CROSSE (WI) -103 MPLS/ST.PAUL (MN)	10674	340051	1376891
MN-WI	91 MADISON DANE AIRPORT -103 MPLS/ST.PAUL (MN)	16687	1133025	4438862
MN-WI	12 BROOKFIELD (WI) -103 MPLS/ST.PAUL (MN)	17459	1516755	5866268
MN-WI	102 MILWAUKEE (WI) -103 MPLS/ST.PAUL (MN)	39648	3602565	13876669

MWRRI
Station-to-Station Data Tables
Data for 2020

Missouri

June 2004

Prepared by:
Transportation Economics & Management Systems, Inc.

MWRRI
State of Missouri
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States	Station Pair	Riders	Revenue	Passenger Miles
MO-IA	84 LEES SUMMIT (MO) -131 ROCK ISLAND (IA)	4	546	2606
MO-IA	49 FT. DODGE(BUS-IA) -79 LA PLATA (MO)	4	486	2456
MO-IA	48 FORT MADISON (IA) -64 INDEPENDENCE (MO)	7	1172	5754
MO-IA	18 CEDAR FALLS (BUS-IA) -64 INDEPENDENCE (MO)	8	1370	6894
MO-IA	79 LA PLATA (MO) -161 WEBSTER CITY(BUS-IA)	9	1119	5569
MO-IA	48 FORT MADISON (IA) -70 JEFFERSON (MO)	45	6772	32830
MO-IA	19 CEDAR RAPIDS(BUS-IA) -64 INDEPENDENCE (MO)	49	8118	39124
MO-IA	48 FORT MADISON (IA) -140 SPRINGFIELD(BUS-MO)	55	8246	45425
MO-IA	3 AMES(BUS-IA) -79 LA PLATA (MO)	57	6863	31851
MO-IA	64 INDEPENDENCE (MO) -131 ROCK ISLAND (IA)	63	9420	45222
MO-IA	18 CEDAR FALLS (BUS-IA) -79 LA PLATA (MO)	113	10969	55614
MO-IA	25 COLUMBIA(BUS-MO) -48 FORT MADISON (IA)	113	4903	34126
MO-IA	111 NEWTON (IA) -142 ST. JOSEPH(BUS-MO)	115	6912	35797
MO-IA	131 ROCK ISLAND (IA) -142 ST. JOSEPH(BUS-MO)	117	11607	52967
MO-IA	58 HERMANN (MO) -131 ROCK ISLAND (IA)	133	14963	70339
MO-IA	79 LA PLATA (MO) -111 NEWTON (IA)	134	14144	65621
MO-IA	67 IOWA CITY (IA) -142 ST. JOSEPH(BUS-MO)	137	11597	54198
MO-IA	34 DES MOINES (IA) -79 LA PLATA (MO)	141	16730	74158
MO-IA	19 CEDAR RAPIDS(BUS-IA) -157 WASHINGTON (MO)	187	22955	108974
MO-IA	3 AMES(BUS-IA) -75 KANSAS CITY (MO)	218	31656	152409
MO-IA	70 JEFFERSON (MO) -131 ROCK ISLAND (IA)	263	32079	150880
MO-IA	131 ROCK ISLAND (IA) -157 WASHINGTON (MO)	327	39159	163621
MO-IA	67 IOWA CITY (IA) -79 LA PLATA (MO)	356	31559	144139
MO-IA	18 CEDAR FALLS (BUS-IA) -75 KANSAS CITY (MO)	446	54122	282110
MO-IA	19 CEDAR RAPIDS(BUS-IA) -79 LA PLATA (MO)	454	41271	196740
MO-IA	19 CEDAR RAPIDS(BUS-IA) -77 KIRKWOOD (MO)	470	53380	256073
MO-IA	34 DES MOINES (IA) -75 KANSAS CITY (MO)	477	67648	317018
MO-IA	18 CEDAR FALLS (BUS-IA) -144 ST. LOUIS (MO)	552	64167	327094
MO-IA	79 LA PLATA (MO) -131 ROCK ISLAND (IA)	713	52931	248928
MO-IA	77 KIRKWOOD (MO) -131 ROCK ISLAND (IA)	985	105249	454235
MO-IA	19 CEDAR RAPIDS(BUS-IA) -144 ST. LOUIS (MO)	1412	155924	751158
MO-IA	19 CEDAR RAPIDS(BUS-IA) -75 KANSAS CITY (MO)	1965	237607	1122087
MO-IA	75 KANSAS CITY (MO) -131 ROCK ISLAND (IA)	2401	244230	1169071
MO-IA	131 ROCK ISLAND (IA) -144 ST. LOUIS (MO)	2781	286510	1246036
MO-IL	84 LEES SUMMIT (MO) -126 PRINCETON (IL)	1	171	828
MO-IL	54 GLENVIEW (IL) -79 LA PLATA (MO)	2	153	763
MO-IL	62 HOMEWOOD (IL) -79 LA PLATA (MO)	2	166	817
MO-IL	17 CARLINVILLE (IL) -135 SEDALIA (MO)	2	124	555
MO-IL	79 LA PLATA (MO) -97 MARION(BUS-IL)	4	541	2514
MO-IL	86 LINCOLN (IL) -135 SEDALIA (MO)	4	239	1115
MO-IL	64 INDEPENDENCE (MO) -98 MATTOON (IL)	5	711	3303
MO-IL	38 DU QUOIN (IL) -79 LA PLATA (MO)	5	686	3156
MO-IL	20 CENTRALIA (IL) -79 LA PLATA (MO)	5	700	3243
MO-IL	17 CARLINVILLE (IL) -58 HERMANN (MO)	5	169	741
MO-IL	29 DANVILLE(BUS-IL) -79 LA PLATA (MO)	5	606	2999
MO-IL	32 DECATUR(BUS-IL) -79 LA PLATA (MO)	5	611	3053
MO-IL	44 EFFINGHAM (IL) -79 LA PLATA (MO)	6	701	3287
MO-IL	79 LA PLATA (MO) -98 MATTOON (IL)	6	672	3171
MO-IL	74 KANKAKEE (IL) -79 LA PLATA (MO)	6	546	2674
MO-IL	58 HERMANN (MO) -119 PEORIA (BUS-IL)	6	331	1723
MO-IL	64 INDEPENDENCE (MO) -97 MARION(BUS-IL)	6	1193	5482
MO-IL	32 DECATUR(BUS-IL) -58 HERMANN (MO)	7	277	1452
MO-IL	64 INDEPENDENCE (MO) -126 PRINCETON (IL)	7	956	4655
MO-IL	95 MARCELINE (MO) -107 NAPERVILLE (IL)	7	597	2844
MO-IL	58 HERMANN (MO) -86 LINCOLN (IL)	8	350	1639
MO-IL	32 DECATUR(BUS-IL) -135 SEDALIA (MO)	9	623	2860
MO-IL	70 JEFFERSON (MO) -76 KEWANEE (IL)	9	1205	5820
MO-IL	16 CARBONDALE (IL) -79 LA PLATA (MO)	11	1611	7386
MO-IL	64 INDEPENDENCE (MO) -122 PONTIAC (IL)	11	1036	5040
MO-IL	16 CARBONDALE (IL) -84 LEES SUMMIT (MO)	12	2233	10100
MO-IL	41 DWIGHT (IL) -135 SEDALIA (MO)	14	1295	5755
MO-IL	21 CHAMPAIGN-URBANA (IL) -79 LA PLATA (MO)	15	1647	7865
MO-IL	84 LEES SUMMIT (MO) -122 PONTIAC (IL)	16	1457	7017

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States	Station Pair	Riders	Revenue	Passenger Miles
MO-IL	79 LA PLATA (MO) -126 PRINCETON (IL)	20	1174	5798
MO-IL	86 LINCOLN (IL) -157 WASHINGTON (MO)	21	812	3745
MO-IL	64 INDEPENDENCE (MO) -86 LINCOLN (IL)	21	1825	8409
MO-IL	58 HERMANN (MO) -153 UPPER ALTON (IL)	23	580	2463
MO-IL	29 DANVILLE(BUS-IL) -58 HERMANN (MO)	24	2673	12603
MO-IL	25 COLUMBIA(BUS-MO) -86 LINCOLN (IL)	26	1450	7193
MO-IL	119 PEORIA (BUS-IL) -135 SEDALIA (MO)	28	2387	11007
MO-IL	58 HERMANN (MO) -139 SPRINGFIELD (IL)	32	1389	5714
MO-IL	86 LINCOLN (IL) -155 WARRENSBURG (MO)	32	2361	11087
MO-IL	122 PONTIAC (IL) -157 WASHINGTON (MO)	32	1678	7816
MO-IL	29 DANVILLE(BUS-IL) -64 INDEPENDENCE (MO)	33	4862	23395
MO-IL	32 DECATUR(BUS-IL) -155 WARRENSBURG (MO)	33	2401	11503
MO-IL	122 PONTIAC (IL) -135 SEDALIA (MO)	33	2756	12424
MO-IL	72 JOPLIN(BUS-MO) -86 LINCOLN (IL)	37	2346	15640
MO-IL	32 DECATUR(BUS-IL) -157 WASHINGTON (MO)	37	1311	6891
MO-IL	100 MENDOTA (IL) -142 ST. JOSEPH(BUS-MO)	37	3923	18711
MO-IL	69 JACKSONVILLE(BUS-IL) -84 LEES SUMMIT (MO)	38	3020	14670
MO-IL	25 COLUMBIA(BUS-MO) -122 PONTIAC (IL)	39	2746	13507
MO-IL	32 DECATUR(BUS-IL) -64 INDEPENDENCE (MO)	39	3386	15984
MO-IL	21 CHAMPAIGN-URBANA (IL) -84 LEES SUMMIT (MO)	41	5958	27686
MO-IL	69 JACKSONVILLE(BUS-IL) -135 SEDALIA (MO)	42	2773	13451
MO-IL	41 DWIGHT (IL) -72 JOPLIN(BUS-MO)	42	3283	21218
MO-IL	13 BTN-NORMAL (IL) -58 HERMANN (MO)	42	2276	9981
MO-IL	17 CARLINVILLE (IL) -25 COLUMBIA(BUS-MO)	42	1882	8945
MO-IL	54 GLENVIEW (IL) -70 JEFFERSON (MO)	45	4373	18889
MO-IL	135 SEDALIA (MO) -139 SPRINGFIELD (IL)	45	3089	12796
MO-IL	70 JEFFERSON (MO) -100 MENDOTA (IL)	46	4737	22570
MO-IL	119 PEORIA (BUS-IL) -157 WASHINGTON (MO)	46	2373	11757
MO-IL	70 JEFFERSON (MO) -128 RANTOUL (IL)	49	5537	25253
MO-IL	70 JEFFERSON (MO) -86 LINCOLN (IL)	50	2735	12489
MO-IL	75 KANSAS CITY (MO) -97 MARION(BUS-IL)	51	9259	43542
MO-IL	72 JOPLIN(BUS-MO) -122 PONTIAC (IL)	51	3772	24835
MO-IL	69 JACKSONVILLE(BUS-IL) -155 WARRENSBURG (MO)	53	3669	18408
MO-IL	70 JEFFERSON (MO) -120 PLANO (IL)	56	5396	25621
MO-IL	21 CHAMPAIGN-URBANA (IL) -70 JEFFERSON (MO)	56	6591	29983
MO-IL	16 CARBONDALE (IL) -75 KANSAS CITY (MO)	59	10538	49047
MO-IL	86 LINCOLN (IL) -140 SPRINGFIELD(BUS-MO)	59	3324	20590
MO-IL	76 KEWANEE (IL) -142 ST. JOSEPH(BUS-MO)	59	4173	20583
MO-IL	17 CARLINVILLE (IL) -64 INDEPENDENCE (MO)	60	4154	19847
MO-IL	75 KANSAS CITY (MO) -107 NAPERVILLE (IL)	61	6120	30809
MO-IL	120 PLANO (IL) -142 ST. JOSEPH(BUS-MO)	62	6959	33301
MO-IL	11 BRANSON(BUS-MO) -41 DWIGHT (IL)	64	4839	30529
MO-IL	119 PEORIA (BUS-IL) -155 WARRENSBURG (MO)	67	5806	27908
MO-IL	126 PRINCETON (IL) -142 ST. JOSEPH(BUS-MO)	68	6814	32988
MO-IL	17 CARLINVILLE (IL) -72 JOPLIN(BUS-MO)	70	3475	24761
MO-IL	97 MARION(BUS-IL) -144 ST. LOUIS (MO)	71	10145	42728
MO-IL	84 LEES SUMMIT (MO) -86 LINCOLN (IL)	71	6041	27394
MO-IL	11 BRANSON(BUS-MO) -86 LINCOLN (IL)	72	4315	28154
MO-IL	70 JEFFERSON (MO) -74 KANKAKEE (IL)	73	7337	33919
MO-IL	29 DANVILLE(BUS-IL) -70 JEFFERSON (MO)	76	9202	43396
MO-IL	58 HERMANN (MO) -69 JACKSONVILLE(BUS-IL)	82	3376	17366
MO-IL	122 PONTIAC (IL) -140 SPRINGFIELD(BUS-MO)	83	5874	34376
MO-IL	90 MACOMB (IL) -142 ST. JOSEPH(BUS-MO)	85	6167	30299
MO-IL	29 DANVILLE(BUS-IL) -157 WASHINGTON (MO)	85	9350	42467
MO-IL	86 LINCOLN (IL) -142 ST. JOSEPH(BUS-MO)	85	8532	39666
MO-IL	17 CARLINVILLE (IL) -84 LEES SUMMIT (MO)	88	5894	27763
MO-IL	11 BRANSON(BUS-MO) -62 HOMEWOOD (IL)	90	8586	50624
MO-IL	25 COLUMBIA(BUS-MO) -41 DWIGHT (IL)	90	7199	32869
MO-IL	64 INDEPENDENCE (MO) -69 JACKSONVILLE(BUS-IL)	91	7356	36669
MO-IL	70 JEFFERSON (MO) -122 PONTIAC (IL)	93	6441	29260
MO-IL	25 COLUMBIA(BUS-MO) -76 KEWANEE (IL)	96	3931	27759
MO-IL	41 DWIGHT (IL) -142 ST. JOSEPH(BUS-MO)	96	10888	52361
MO-IL	17 CARLINVILLE (IL) -70 JEFFERSON (MO)	96	4014	17549

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MO-IL	69 JACKSONVILLE(BUS-IL) -70 JEFFERSON (MO)	97	4997	24969
MO-IL	13 BTN-NORMAL (IL) -64 INDEPENDENCE (MO)	98	9117	41876
MO-IL	69 JACKSONVILLE(BUS-IL) -157 WASHINGTON (MO)	103	3714	18936
MO-IL	70 JEFFERSON (MO) -126 PRINCETON (IL)	103	11059	52829
MO-IL	13 BTN-NORMAL (IL) -157 WASHINGTON (MO)	104	5091	21654
MO-IL	84 LEES SUMMIT (MO) -119 PEORIA (BUS-IL)	104	9753	47909
MO-IL	32 DECATUR(BUS-IL) -84 LEES SUMMIT (MO)	105	8382	41074
MO-IL	41 DWIGHT (IL) -58 HERMANN (MO)	105	6968	30405
MO-IL	64 INDEPENDENCE (MO) -119 PEORIA (BUS-IL)	105	10347	49786
MO-IL	75 KANSAS CITY (MO) -98 MATTOON (IL)	106	15552	74309
MO-IL	17 CARLINVILLE (IL) -140 SPRINGFIELD(BUS-MO)	109	4694	30824
MO-IL	25 COLUMBIA(BUS-MO) -126 PRINCETON (IL)	109	7444	46592
MO-IL	11 BRANSON(BUS-MO) -122 PONTIAC (IL)	110	8023	50098
MO-IL	11 BRANSON(BUS-MO) -17 CARLINVILLE (IL)	112	5249	36412
MO-IL	75 KANSAS CITY (MO) -122 PONTIAC (IL)	113	11685	53419
MO-IL	41 DWIGHT (IL) -84 LEES SUMMIT (MO)	114	11445	53351
MO-IL	135 SEDALIA (MO) -153 UPPER ALTON (IL)	114	5709	24340
MO-IL	139 SPRINGFIELD (IL) -157 WASHINGTON (MO)	116	4279	17228
MO-IL	77 KIRKWOOD (MO) -122 PONTIAC (IL)	118	5299	23909
MO-IL	20 CENTRALIA (IL) -144 ST. LOUIS (MO)	119	15616	63759
MO-IL	17 CARLINVILLE (IL) -155 WARRENSBURG (MO)	120	7603	32954
MO-IL	32 DECATUR(BUS-IL) -70 JEFFERSON (MO)	122	6608	31636
MO-IL	122 PONTIAC (IL) -142 ST. JOSEPH(BUS-MO)	124	14078	65610
MO-IL	22 CHICAGO (IL) -95 MARCELINE (MO)	126	11233	53836
MO-IL	75 KANSAS CITY (MO) -126 PRINCETON (IL)	135	11521	57715
MO-IL	16 CARBONDALE (IL) -144 ST. LOUIS (MO)	136	18909	80245
MO-IL	72 JOPLIN(BUS-MO) -153 UPPER ALTON (IL)	139	5971	44599
MO-IL	41 DWIGHT (IL) -140 SPRINGFIELD(BUS-MO)	147	11612	63559
MO-IL	77 KIRKWOOD (MO) -86 LINCOLN (IL)	151	4656	20793
MO-IL	69 JACKSONVILLE(BUS-IL) -79 LA PLATA (MO)	151	17845	92838
MO-IL	127 QUINCY (IL) -142 ST. JOSEPH(BUS-MO)	157	13324	64403
MO-IL	72 JOPLIN(BUS-MO) -139 SPRINGFIELD (IL)	162	9885	63953
MO-IL	17 CARLINVILLE (IL) -142 ST. JOSEPH(BUS-MO)	164	13849	64851
MO-IL	13 BTN-NORMAL (IL) -72 JOPLIN(BUS-MO)	167	12207	76108
MO-IL	25 COLUMBIA(BUS-MO) -100 MENDOTA (IL)	168	12135	75101
MO-IL	139 SPRINGFIELD (IL) -155 WARRENSBURG (MO)	169	12045	52927
MO-IL	25 COLUMBIA(BUS-MO) -54 GLENVIEW (IL)	170	17402	93103
MO-IL	69 JACKSONVILLE(BUS-IL) -77 KIRKWOOD (MO)	175	4718	25405
MO-IL	64 INDEPENDENCE (MO) -139 SPRINGFIELD (IL)	182	15372	66969
MO-IL	70 JEFFERSON (MO) -119 PEORIA (BUS-IL)	192	13075	62738
MO-IL	153 UPPER ALTON (IL) -157 WASHINGTON (MO)	200	3762	15223
MO-IL	128 RANTOUL (IL) -142 ST. JOSEPH(BUS-MO)	205	32204	143418
MO-IL	54 GLENVIEW (IL) -64 INDEPENDENCE (MO)	213	25329	121671
MO-IL	13 BTN-NORMAL (IL) -135 SEDALIA (MO)	217	17389	74979
MO-IL	11 BRANSON(BUS-MO) -153 UPPER ALTON (IL)	219	8792	63779
MO-IL	25 COLUMBIA(BUS-MO) -128 RANTOUL (IL)	228	26296	125476
MO-IL	21 CHAMPAIGN-URBANA (IL) -75 KANSAS CITY (MO)	238	32481	156805
MO-IL	29 DANVILLE(BUS-IL) -77 KIRKWOOD (MO)	245	24279	112049
MO-IL	13 BTN-NORMAL (IL) -155 WARRENSBURG (MO)	255	21332	95629
MO-IL	71 JOLIET (IL) -72 JOPLIN(BUS-MO)	262	22297	141995
MO-IL	13 BTN-NORMAL (IL) -25 COLUMBIA(BUS-MO)	275	20291	85952
MO-IL	25 COLUMBIA(BUS-MO) -120 PLANO (IL)	277	21795	132877
MO-IL	139 SPRINGFIELD (IL) -140 SPRINGFIELD(BUS-MO)	282	15567	90438
MO-IL	75 KANSAS CITY (MO) -86 LINCOLN (IL)	284	25518	115759
MO-IL	29 DANVILLE(BUS-IL) -75 KANSAS CITY (MO)	284	39689	197051
MO-IL	44 EFFINGHAM (IL) -144 ST. LOUIS (MO)	292	31957	140304
MO-IL	41 DWIGHT (IL) -75 KANSAS CITY (MO)	302	31445	148446
MO-IL	25 COLUMBIA(BUS-MO) -139 SPRINGFIELD (IL)	305	16385	76949
MO-IL	71 JOLIET (IL) -135 SEDALIA (MO)	318	30600	137632
MO-IL	140 SPRINGFIELD(BUS-MO) -153 UPPER ALTON (IL)	318	11742	79223
MO-IL	64 INDEPENDENCE (MO) -71 JOLIET (IL)	321	35192	165749
MO-IL	54 GLENVIEW (IL) -75 KANSAS CITY (MO)	322	35256	176238
MO-IL	17 CARLINVILLE (IL) -77 KIRKWOOD (MO)	326	5607	22844

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MO-IL	58 HERMANN (MO) -71 JOLIET (IL)	335	24468	108756
MO-IL	21 CHAMPAIGN-URBANA (IL) -25 COLUMBIA(BUS-MO)	339	40271	191454
MO-IL	41 DWIGHT (IL) -70 JEFFERSON (MO)	346	27101	115226
MO-IL	74 KANKAKEE (IL) -142 ST. JOSEPH(BUS-MO)	349	45946	223833
MO-IL	11 BRANSON(BUS-MO) -139 SPRINGFIELD (IL)	350	20009	126914
MO-IL	32 DECATUR(BUS-IL) -77 KIRKWOOD (MO)	374	10394	55050
MO-IL	107 NAPERVILLE (IL) -142 ST. JOSEPH(BUS-MO)	383	44800	213632
MO-IL	11 BRANSON(BUS-MO) -13 BTN-NORMAL (IL)	405	28316	171758
MO-IL	74 KANKAKEE (IL) -140 SPRINGFIELD(BUS-MO)	411	41185	230903
MO-IL	84 LEES SUMMIT (MO) -139 SPRINGFIELD (IL)	418	34556	148368
MO-IL	62 HOMEWOOD (IL) -70 JEFFERSON (MO)	424	41959	182239
MO-IL	69 JACKSONVILLE(BUS-IL) -75 KANSAS CITY (MO)	437	45630	222450
MO-IL	139 SPRINGFIELD (IL) -142 ST. JOSEPH(BUS-MO)	448	43542	195054
MO-IL	25 COLUMBIA(BUS-MO) -71 JOLIET (IL)	449	39094	179635
MO-IL	64 INDEPENDENCE (MO) -153 UPPER ALTON (IL)	453	29895	133950
MO-IL	17 CARLINVILLE (IL) -75 KANSAS CITY (MO)	456	34552	154942
MO-IL	70 JEFFERSON (MO) -139 SPRINGFIELD (IL)	462	24390	102046
MO-IL	25 COLUMBIA(BUS-MO) -74 KANKAKEE (IL)	466	50308	229941
MO-IL	13 BTN-NORMAL (IL) -142 ST. JOSEPH(BUS-MO)	472	51100	233949
MO-IL	71 JOLIET (IL) -155 WARRENSBURG (MO)	474	47399	218941
MO-IL	13 BTN-NORMAL (IL) -140 SPRINGFIELD(BUS-MO)	479	32751	183008
MO-IL	77 KIRKWOOD (MO) -119 PEORIA (BUS-IL)	491	20915	104987
MO-IL	153 UPPER ALTON (IL) -155 WARRENSBURG (MO)	514	28472	124472
MO-IL	71 JOLIET (IL) -140 SPRINGFIELD(BUS-MO)	523	40826	245317
MO-IL	11 BRANSON(BUS-MO) -71 JOLIET (IL)	528	43369	269899
MO-IL	25 COLUMBIA(BUS-MO) -153 UPPER ALTON (IL)	536	19595	96446
MO-IL	142 ST. JOSEPH(BUS-MO) -153 UPPER ALTON (IL)	543	40175	197003
MO-IL	79 LA PLATA (MO) -107 NAPERVILLE (IL)	545	40042	198223
MO-IL	29 DANVILLE(BUS-IL) -144 ST. LOUIS (MO)	619	59639	275584
MO-IL	71 JOLIET (IL) -157 WASHINGTON (MO)	645	44552	190941
MO-IL	70 JEFFERSON (MO) -107 NAPERVILLE (IL)	648	63074	282343
MO-IL	70 JEFFERSON (MO) -153 UPPER ALTON (IL)	651	22648	96970
MO-IL	13 BTN-NORMAL (IL) -84 LEES SUMMIT (MO)	670	62352	278824
MO-IL	25 COLUMBIA(BUS-MO) -51 GALESBURG (IL)	683	23811	176941
MO-IL	74 KANKAKEE (IL) -75 KANSAS CITY (MO)	756	89847	442992
MO-IL	32 DECATUR(BUS-IL) -75 KANSAS CITY (MO)	762	90479	416535
MO-IL	71 JOLIET (IL) -142 ST. JOSEPH(BUS-MO)	764	94554	445505
MO-IL	13 BTN-NORMAL (IL) -70 JEFFERSON (MO)	766	50640	216066
MO-IL	71 JOLIET (IL) -84 LEES SUMMIT (MO)	789	86599	396971
MO-IL	62 HOMEWOOD (IL) -142 ST. JOSEPH(BUS-MO)	835	105689	508794
MO-IL	120 PLANO (IL) -140 SPRINGFIELD(BUS-MO)	882	85566	493255
MO-IL	17 CARLINVILLE (IL) -144 ST. LOUIS (MO)	899	12505	51244
MO-IL	122 PONTIAC (IL) -144 ST. LOUIS (MO)	904	37235	170946
MO-IL	86 LINCOLN (IL) -144 ST. LOUIS (MO)	935	25879	116879
MO-IL	107 NAPERVILLE (IL) -157 WASHINGTON (MO)	948	73171	344018
MO-IL	41 DWIGHT (IL) -77 KIRKWOOD (MO)	1048	55474	231657
MO-IL	128 RANTOUL (IL) -144 ST. LOUIS (MO)	1071	95069	422909
MO-IL	13 BTN-NORMAL (IL) -75 KANSAS CITY (MO)	1286	128181	565977
MO-IL	84 LEES SUMMIT (MO) -107 NAPERVILLE (IL)	1289	187257	734630
MO-IL	25 COLUMBIA(BUS-MO) -62 HOMEWOOD (IL)	1304	135863	599300
MO-IL	22 CHICAGO (IL) -142 ST. JOSEPH(BUS-MO)	1348	165614	787454
MO-IL	62 HOMEWOOD (IL) -140 SPRINGFIELD(BUS-MO)	1422	131335	753304
MO-IL	22 CHICAGO (IL) -25 COLUMBIA(BUS-MO)	1486	147369	786995
MO-IL	32 DECATUR(BUS-IL) -144 ST. LOUIS (MO)	1499	37261	200883
MO-IL	84 LEES SUMMIT (MO) -153 UPPER ALTON (IL)	1505	97924	425971
MO-IL	13 BTN-NORMAL (IL) -77 KIRKWOOD (MO)	1713	69905	291288
MO-IL	77 KIRKWOOD (MO) -139 SPRINGFIELD (IL)	1867	51227	203546
MO-IL	64 INDEPENDENCE (MO) -107 NAPERVILLE (IL)	1873	269821	1092147
MO-IL	70 JEFFERSON (MO) -71 JOLIET (IL)	1938	168139	715239
MO-IL	75 KANSAS CITY (MO) -139 SPRINGFIELD (IL)	1994	177105	755703
MO-IL	69 JACKSONVILLE(BUS-IL) -144 ST. LOUIS (MO)	1995	47024	263392
MO-IL	71 JOLIET (IL) -75 KANSAS CITY (MO)	2013	229530	1061041
MO-IL	22 CHICAGO (IL) -155 WARRENSBURG (MO)	2247	252659	1123343

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States	Station Pair	Riders	Revenue	Passenger Miles
MO-IL	22 CHICAGO (IL) -135 SEDALIA (MO)	2331	259731	1097826
MO-IL	22 CHICAGO (IL) -58 HERMANN (MO)	2343	196086	850368
MO-IL	25 COLUMBIA(BUS-MO) -107 NAPERVILLE (IL)	2443	230921	1226244
MO-IL	77 KIRKWOOD (MO) -153 UPPER ALTON (IL)	2487	22501	92008
MO-IL	22 CHICAGO (IL) -64 INDEPENDENCE (MO)	2554	314690	1414956
MO-IL	144 ST. LOUIS (MO) -153 UPPER ALTON (IL)	2736	17223	65664
MO-IL	119 PEORIA (BUS-IL) -144 ST. LOUIS (MO)	2766	109440	556030
MO-IL	11 BRANSON(BUS-MO) -22 CHICAGO (IL)	2924	265515	1605225
MO-IL	41 DWIGHT (IL) -144 ST. LOUIS (MO)	2944	146377	612382
MO-IL	21 CHAMPAIGN-URBANA (IL) -144 ST. LOUIS (MO)	2966	275915	1212995
MO-IL	22 CHICAGO (IL) -79 LA PLATA (MO)	3156	257095	1240434
MO-IL	22 CHICAGO (IL) -140 SPRINGFIELD(BUS-MO)	3166	274674	1605313
MO-IL	62 HOMEWOOD (IL) -144 ST. LOUIS (MO)	3483	225065	1062391
MO-IL	77 KIRKWOOD (MO) -107 NAPERVILLE (IL)	3821	259067	1238038
MO-IL	75 KANSAS CITY (MO) -153 UPPER ALTON (IL)	4068	282042	1248879
MO-IL	22 CHICAGO (IL) -157 WASHINGTON (MO)	4155	327728	1387736
MO-IL	74 KANKAKEE (IL) -144 ST. LOUIS (MO)	4304	324685	1450485
MO-IL	54 GLENVIEW (IL) -144 ST. LOUIS (MO)	5232	371031	1564365
MO-IL	107 NAPERVILLE (IL) -140 SPRINGFIELD(BUS-MO)	5707	527259	3059038
MO-IL	71 JOLIET (IL) -77 KIRKWOOD (MO)	5810	344142	1493064
MO-IL	22 CHICAGO (IL) -84 LEES SUMMIT (MO)	6398	794906	3461283
MO-IL	22 CHICAGO (IL) -75 KANSAS CITY (MO)	7487	870294	3975648
MO-IL	107 NAPERVILLE (IL) -144 ST. LOUIS (MO)	10459	675886	3252813
MO-IL	13 BTN-NORMAL (IL) -144 ST. LOUIS (MO)	12760	483103	2003242
MO-IL	22 CHICAGO (IL) -70 JEFFERSON (MO)	19556	1912641	7959090
MO-IL	71 JOLIET (IL) -144 ST. LOUIS (MO)	25744	1458189	6281462
MO-IL	139 SPRINGFIELD (IL) -144 ST. LOUIS (MO)	25790	625786	2475843
MO-IL	22 CHICAGO (IL) -77 KIRKWOOD (MO)	31879	2271877	9404301
MO-IL	22 CHICAGO (IL) -144 ST. LOUIS (MO)	246909	17019451	69628240
MO-IN	79 LA PLATA (MO) -121 PLYMOUTH (IN)	2	203	976
MO-IN	79 LA PLATA (MO) -156 WARSAW (IN)	2	216	1026
MO-IN	33 DEFIANCE (IN) -79 LA PLATA (MO)	4	499	2302
MO-IN	10 BLOOMINGTON(BUS-IN) -79 LA PLATA (MO)	5	720	3554
MO-IN	59 HMI-WTG-DET (IN) -70 JEFFERSON (MO)	5	502	2320
MO-IN	135 SEDALIA (MO) -156 WARSAW (IN)	11	1450	6554
MO-IN	79 LA PLATA (MO) -158 WATERLOO (BUS-IN)	14	1632	7848
MO-IN	121 PLYMOUTH (IN) -135 SEDALIA (MO)	15	1790	8145
MO-IN	80 LAFAYETTE (IN) -135 SEDALIA (MO)	15	1934	8823
MO-IN	58 HERMANN (MO) -80 LAFAYETTE (IN)	22	2384	10843
MO-IN	70 JEFFERSON (MO) -101 MICHIGAN CITY (IN)	22	2344	10334
MO-IN	58 HERMANN (MO) -149 TERRE HAUTE(BUS-IN)	26	3231	15401
MO-IN	135 SEDALIA (MO) -158 WATERLOO (BUS-IN)	27	3799	17446
MO-IN	25 COLUMBIA(BUS-MO) -158 WATERLOO (BUS-IN)	27	3509	19201
MO-IN	79 LA PLATA (MO) -149 TERRE HAUTE(BUS-IN)	27	3398	16903
MO-IN	59 HMI-WTG-DET (IN) -142 ST. JOSEPH(BUS-MO)	30	3590	17889
MO-IN	157 WASHINGTON (MO) -158 WATERLOO (BUS-IN)	31	3457	15754
MO-IN	155 WARRENSBURG (MO) -158 WATERLOO (BUS-IN)	35	5103	23891
MO-IN	53 GARY INTERNATIONAL AIRPORT (IN) -135 SEDALIA (MO)	36	3781	17552
MO-IN	11 BRANSON(BUS-MO) -59 HMI-WTG-DET (IN)	36	3421	20170
MO-IN	149 TERRE HAUTE(BUS-IN) -157 WASHINGTON (MO)	39	4666	22144
MO-IN	156 WARSAW (IN) -157 WASHINGTON (MO)	40	4026	17949
MO-IN	25 COLUMBIA(BUS-MO) -52 GARY INTERNATIONAL AIRPORT	42	3932	23011
MO-IN	10 BLOOMINGTON(BUS-IN) -157 WASHINGTON (MO)	46	5737	27051
MO-IN	70 JEFFERSON (MO) -158 WATERLOO (BUS-IN)	47	5945	27339
MO-IN	25 COLUMBIA(BUS-MO) -156 WARSAW (IN)	50	5784	31745
MO-IN	84 LEES SUMMIT (MO) -158 WATERLOO (BUS-IN)	51	7805	36541
MO-IN	84 LEES SUMMIT (MO) -156 WARSAW (IN)	52	7307	33777
MO-IN	155 WARRENSBURG (MO) -156 WARSAW (IN)	54	7093	32764
MO-IN	66 INDIANAPOLIS AIRPORT (IN) -70 JEFFERSON (MO)	57	7688	34766
MO-IN	25 COLUMBIA(BUS-MO) -66 INDIANAPOLIS AIRPORT (IN)	60	8112	43445
MO-IN	70 JEFFERSON (MO) -121 PLYMOUTH (IN)	60	6448	29358
MO-IN	52 GARY INTERNATIONAL AIRPORT -142 ST. JOSEPH(BUS-MO)	60	7399	36765
MO-IN	26 COLUMBUS(BUS-IN) -157 WASHINGTON (MO)	62	7723	36045

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MO-IN	64 INDEPENDENCE (MO) -158 WATERLOO (BUS-IN)	65	10146	47804
MO-IN	25 COLUMBIA(BUS-MO) -59 HMI-WTG-DET (IN)	66	6366	29855
MO-IN	80 LAFAYETTE (IN) -155 WARRENSBURG (MO)	69	9325	43429
MO-IN	25 COLUMBIA(BUS-MO) -101 MICHIGAN CITY (IN)	69	7171	34074
MO-IN	80 LAFAYETTE (IN) -157 WASHINGTON (MO)	69	7137	32218
MO-IN	75 KANSAS CITY (MO) -156 WARSAW (IN)	70	9316	44773
MO-IN	77 KIRKWOOD (MO) -149 TERRE HAUTE(BUS-IN)	70	7660	36749
MO-IN	65 INDIANAPOLIS (IN) -135 SEDALIA (MO)	70	10445	47257
MO-IN	80 LAFAYETTE (IN) -84 LEES SUMMIT (MO)	73	10475	48794
MO-IN	52 GARY INTERNATIONAL AIRPORT -70 JEFFERSON (MO)	73	6723	31317
MO-IN	80 LAFAYETTE (IN) -142 ST. JOSEPH(BUS-MO)	81	12645	58320
MO-IN	70 JEFFERSON (MO) -156 WARSAW (IN)	83	9546	43118
MO-IN	142 ST. JOSEPH(BUS-MO) -156 WARSAW (IN)	90	13523	63023
MO-IN	59 HMI-WTG-DET (IN) -75 KANSAS CITY (MO)	92	10176	50429
MO-IN	101 MICHIGAN CITY (IN) -140 SPRINGFIELD(BUS-MO)	110	10829	61318
MO-IN	64 INDEPENDENCE (MO) -80 LAFAYETTE (IN)	116	16961	79560
MO-IN	53 GARY INTERNATIONAL AIRPORT (IN) -142 ST. JOSEPH(BUS-MO)	117	14424	71608
MO-IN	53 GARY INTERNATIONAL AIRPORT (IN) -155 WARRENSBURG (MO)	120	13171	62670
MO-IN	53 GARY INTERNATIONAL AIRPORT (IN) -157 WASHINGTON (MO)	124	9569	44113
MO-IN	101 MICHIGAN CITY (IN) -142 ST. JOSEPH(BUS-MO)	125	16796	79776
MO-IN	25 COLUMBIA(BUS-MO) -53 GARY INTERNATIONAL AIRPORT (IN)	136	12892	75450
MO-IN	25 COLUMBIA(BUS-MO) -121 PLYMOUTH (IN)	138	15243	85053
MO-IN	50 FT. WAYNE(IN) -135 SEDALIA (MO)	139	19182	85867
MO-IN	77 KIRKWOOD (MO) -158 WATERLOO (BUS-IN)	143	14712	67612
MO-IN	121 PLYMOUTH (IN) -142 ST. JOSEPH(BUS-MO)	145	20611	97588
MO-IN	64 INDEPENDENCE (MO) -66 INDIANAPOLIS AIRPORT (IN)	146	23675	109944
MO-IN	26 COLUMBUS(BUS-IN) -77 KIRKWOOD (MO)	149	17097	80526
MO-IN	75 KANSAS CITY (MO) -121 PLYMOUTH (IN)	150	19071	92525
MO-IN	77 KIRKWOOD (MO) -156 WARSAW (IN)	168	15139	67996
MO-IN	10 BLOOMINGTON(BUS-IN) -77 KIRKWOOD (MO)	188	21770	103661
MO-IN	77 KIRKWOOD (MO) -121 PLYMOUTH (IN)	239	19996	90703
MO-IN	53 GARY INTERNATIONAL AIRPORT (IN) -70 JEFFERSON (MO)	246	22746	105950
MO-IN	75 KANSAS CITY (MO) -158 WATERLOO (BUS-IN)	253	36945	179262
MO-IN	25 COLUMBIA(BUS-MO) -80 LAFAYETTE (IN)	259	32008	171066
MO-IN	50 FT. WAYNE(IN) -79 LA PLATA (MO)	262	30400	142146
MO-IN	52 GARY INTERNATIONAL AIRPORT -77 KIRKWOOD (MO)	302	20576	96179
MO-IN	75 KANSAS CITY (MO) -80 LAFAYETTE (IN)	313	44954	207052
MO-IN	70 JEFFERSON (MO) -80 LAFAYETTE (IN)	328	38964	176143
MO-IN	50 FT. WAYNE(IN) -64 INDEPENDENCE (MO)	333	50838	234273
MO-IN	58 HERMANN (MO) -65 INDIANAPOLIS (IN)	335	42139	189938
MO-IN	65 INDIANAPOLIS (IN) -157 WASHINGTON (MO)	369	44369	198569
MO-IN	10 BLOOMINGTON(BUS-IN) -144 ST. LOUIS (MO)	397	44753	213939
MO-IN	53 GARY INTERNATIONAL AIRPORT (IN) -75 KANSAS CITY (MO)	417	46338	230801
MO-IN	65 INDIANAPOLIS (IN) -155 WARRENSBURG (MO)	442	67507	311259
MO-IN	65 INDIANAPOLIS (IN) -84 LEES SUMMIT (MO)	447	72215	333210
MO-IN	33 DEFIANCE (IN) -144 ST. LOUIS (MO)	472	51057	224405
MO-IN	50 FT. WAYNE(IN) -70 JEFFERSON (MO)	498	61907	276685
MO-IN	144 ST. LOUIS (MO) -149 TERRE HAUTE(BUS-IN)	532	56602	272756
MO-IN	144 ST. LOUIS (MO) -158 WATERLOO (BUS-IN)	534	53274	245685
MO-IN	25 COLUMBIA(BUS-MO) -65 INDIANAPOLIS (IN)	555	80944	407909
MO-IN	50 FT. WAYNE(IN) -58 HERMANN (MO)	573	65979	293471
MO-IN	144 ST. LOUIS (MO) -156 WARSAW (IN)	649	56475	254473
MO-IN	66 INDIANAPOLIS AIRPORT (IN) -144 ST. LOUIS (MO)	653	69414	313386
MO-IN	77 KIRKWOOD (MO) -80 LAFAYETTE (IN)	667	63523	283431
MO-IN	59 HMI-WTG-DET (IN) -144 ST. LOUIS (MO)	668	42742	199007
MO-IN	26 COLUMBUS(BUS-IN) -144 ST. LOUIS (MO)	675	80055	356472
MO-IN	53 GARY INTERNATIONAL AIRPORT (IN) -77 KIRKWOOD (MO)	815	55450	259191
MO-IN	52 GARY INTERNATIONAL AIRPORT -144 ST. LOUIS (MO)	857	59269	261464
MO-IN	65 INDIANAPOLIS (IN) -70 JEFFERSON (MO)	871	117652	532140
MO-IN	50 FT. WAYNE(IN) -157 WASHINGTON (MO)	925	101301	446725
MO-IN	65 INDIANAPOLIS (IN) -75 KANSAS CITY (MO)	945	145554	694693
MO-IN	121 PLYMOUTH (IN) -144 ST. LOUIS (MO)	1055	85058	387322
MO-IN	50 FT. WAYNE(IN) -75 KANSAS CITY (MO)	1368	196027	930116

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States	Station Pair	Riders	Revenue	Passenger Miles
MO-IN	65 INDIANAPOLIS (IN) -77 KIRKWOOD (MO)	1523	168761	760018
MO-IN	50 FT. WAYNE(IN) -77 KIRKWOOD (MO)	1524	162435	676639
MO-IN	64 INDEPENDENCE (MO) -65 INDIANAPOLIS (IN)	1542	272845	1168908
MO-IN	80 LAFAYETTE (IN) -144 ST. LOUIS (MO)	2539	230405	1045948
MO-IN	53 GARY INTERNATIONAL AIRPORT (IN) -144 ST. LOUIS (MO)	2684	189298	818537
MO-IN	50 FT. WAYNE(IN) -144 ST. LOUIS (MO)	2792	278740	1203413
MO-IN	65 INDIANAPOLIS (IN) -144 ST. LOUIS (MO)	10950	1254301	5321710
MO-KS	58 HERMANN (MO) -82 LAWRENCE(BUS-KS)	182	8477	43753
MO-KS	82 LAWRENCE(BUS-KS) -84 LEES SUMMIT (MO)	187	1889	11586
MO-KS	58 HERMANN (MO) -152 TOPEKA(BUS-KS)	195	9630	52043
MO-KS	84 LEES SUMMIT (MO) -152 TOPEKA(BUS-KS)	205	2641	18214
MO-KS	82 LAWRENCE(BUS-KS) -157 WASHINGTON (MO)	224	11739	60313
MO-KS	82 LAWRENCE(BUS-KS) -135 SEDALIA (MO)	233	5817	30693
MO-KS	135 SEDALIA (MO) -152 TOPEKA(BUS-KS)	233	6575	37032
MO-KS	152 TOPEKA(BUS-KS) -157 WASHINGTON (MO)	257	14296	76115
MO-KS	82 LAWRENCE(BUS-KS) -155 WARRENSBURG (MO)	298	5679	30731
MO-KS	152 TOPEKA(BUS-KS) -155 WARRENSBURG (MO)	317	6938	41164
MO-KS	77 KIRKWOOD (MO) -82 LAWRENCE(BUS-KS)	324	19924	99717
MO-KS	77 KIRKWOOD (MO) -152 TOPEKA(BUS-KS)	393	25640	131809
MO-KS	70 JEFFERSON (MO) -82 LAWRENCE(BUS-KS)	413	15526	80980
MO-KS	70 JEFFERSON (MO) -152 TOPEKA(BUS-KS)	481	19669	107336
MO-KS	64 INDEPENDENCE (MO) -82 LAWRENCE(BUS-KS)	644	4321	31563
MO-KS	64 INDEPENDENCE (MO) -152 TOPEKA(BUS-KS)	653	6240	49632
MO-KS	82 LAWRENCE(BUS-KS) -144 ST. LOUIS (MO)	1156	75323	370986
MO-KS	144 ST. LOUIS (MO) -152 TOPEKA(BUS-KS)	1347	92983	468707
MO-KY	79 LA PLATA (MO) -88 LOUISVILLE(BUS-KY)	11	1456	7503
MO-KY	88 LOUISVILLE(BUS-KY) -144 ST. LOUIS (MO)	9008	1065240	5368727
MO-MI	79 LA PLATA (MO) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	2	254	1168
MO-MI	8 BANGOR (MI) -79 LA PLATA (MO)	2	279	1258
MO-MI	2 ALBION (MI) -79 LA PLATA (MO)	3	355	1858
MO-MI	61 HOLLAND (MI) -95 MARCELINE (MO)	4	450	2257
MO-MI	79 LA PLATA (MO) -133 ROYAL OAK (MI)	4	541	2892
MO-MI	79 LA PLATA (MO) -123 PONTIAC (MI)	4	551	2942
MO-MI	31 DEARBORN (MI) -95 MARCELINE (MO)	4	582	3102
MO-MI	4 ANCHORVILLE(BUS-MI) -79 LA PLATA (MO)	4	579	3168
MO-MI	5 ANN ARBOR (MI) -95 MARCELINE (MO)	5	589	3146
MO-MI	55 GRAND RAPIDS (MI) -95 MARCELINE (MO)	6	766	3921
MO-MI	68 JACKSON (MI) -79 LA PLATA (MO)	7	748	3967
MO-MI	8 BANGOR (MI) -70 JEFFERSON (MO)	8	961	4145
MO-MI	73 KALAMAZOO (MI) -79 LA PLATA (MO)	9	948	4799
MO-MI	64 INDEPENDENCE (MO) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	11	1547	7037
MO-MI	9 BATTLE CREEK (MI) -79 LA PLATA (MO)	13	1329	6970
MO-MI	37 DOWAGIAC (MI) -70 JEFFERSON (MO)	14	1540	7371
MO-MI	70 JEFFERSON (MO) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	18	2027	8881
MO-MI	61 HOLLAND (MI) -79 LA PLATA (MO)	21	2576	12925
MO-MI	42 EAST LANSING (MI) -79 LA PLATA (MO)	21	2506	12862
MO-MI	75 KANSAS CITY (MO) -112 NILES (MI)	22	2756	13738
MO-MI	79 LA PLATA (MO) -89 LUDINGTON(BUS-MI)	24	2963	16349
MO-MI	8 BANGOR (MI) -25 COLUMBIA(BUS-MO)	25	3052	13781
MO-MI	70 JEFFERSON (MO) -112 NILES (MI)	25	2681	12610
MO-MI	8 BANGOR (MI) -142 ST. JOSEPH(BUS-MO)	31	4870	21749
MO-MI	5 ANN ARBOR (MI) -79 LA PLATA (MO)	34	3986	21361
MO-MI	31 DEARBORN (MI) -79 LA PLATA (MO)	34	4286	22911
MO-MI	79 LA PLATA (MO) -106 MUSKEGON(BUS-MI)	35	4167	22068
MO-MI	35 DETROIT (MI) -79 LA PLATA (MO)	37	4636	24778
MO-MI	73 KALAMAZOO (MI) -84 LEES SUMMIT (MO)	37	5242	25478
MO-MI	58 HERMANN (MO) -106 MUSKEGON(BUS-MI)	39	4584	23271
MO-MI	42 EAST LANSING (MI) -157 WASHINGTON (MO)	39	4375	21421
MO-MI	70 JEFFERSON (MO) -73 KALAMAZOO (MI)	43	4843	23289
MO-MI	64 INDEPENDENCE (MO) -73 KALAMAZOO (MI)	46	6493	31754
MO-MI	61 HOLLAND (MI) -70 JEFFERSON (MO)	46	6025	28899
MO-MI	112 NILES (MI) -142 ST. JOSEPH(BUS-MO)	51	7275	34342
MO-MI	25 COLUMBIA(BUS-MO) -37 DOWAGIAC (MI)	51	5560	27840

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States	Station Pair	Riders	Revenue	Passenger Miles
MO-MI	77 KIRKWOOD (MO) -89 LUDINGTON(BUS-MI)	56	6030	32661
MO-MI	55 GRAND RAPIDS (MI) -58 HERMANN (MO)	58	7180	32366
MO-MI	25 COLUMBIA(BUS-MO) -112 NILES (MI)	60	6479	31936
MO-MI	64 INDEPENDENCE (MO) -68 JACKSON (MI)	61	9125	46341
MO-MI	5 ANN ARBOR (MI) -84 LEES SUMMIT (MO)	65	9938	50749
MO-MI	46 FLINT (MI) -79 LA PLATA (MO)	68	8599	44058
MO-MI	142 ST. JOSEPH(BUS-MO) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	69	10301	46803
MO-MI	25 COLUMBIA(BUS-MO) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	73	8397	38591
MO-MI	37 DOWAGIAC (MI) -142 ST. JOSEPH(BUS-MO)	74	10532	51068
MO-MI	106 MUSKEGON(BUS-MI) -157 WASHINGTON (MO)	88	9873	50061
MO-MI	31 DEARBORN (MI) -84 LEES SUMMIT (MO)	93	14839	75754
MO-MI	64 INDEPENDENCE (MO) -123 PONTIAC (MI)	95	15979	81976
MO-MI	9 BATTLE CREEK (MI) -75 KANSAS CITY (MO)	96	12782	66502
MO-MI	75 KANSAS CITY (MO) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	100	13209	61981
MO-MI	55 GRAND RAPIDS (MI) -79 LA PLATA (MO)	106	12491	61748
MO-MI	55 GRAND RAPIDS (MI) -157 WASHINGTON (MO)	109	12762	57247
MO-MI	35 DETROIT (MI) -84 LEES SUMMIT (MO)	115	18547	94719
MO-MI	73 KALAMAZOO (MI) -75 KANSAS CITY (MO)	136	18033	91215
MO-MI	55 GRAND RAPIDS (MI) -84 LEES SUMMIT (MO)	143	21260	104581
MO-MI	25 COLUMBIA(BUS-MO) -61 HOLLAND (MI)	164	21608	107598
MO-MI	112 NILES (MI) -144 ST. LOUIS (MO)	181	14800	67442
MO-MI	9 BATTLE CREEK (MI) -25 COLUMBIA(BUS-MO)	189	21891	113483
MO-MI	61 HOLLAND (MI) -75 KANSAS CITY (MO)	221	32916	165248
MO-MI	25 COLUMBIA(BUS-MO) -73 KALAMAZOO (MI)	226	25973	130314
MO-MI	77 KIRKWOOD (MO) -106 MUSKEGON(BUS-MI)	234	23966	123555
MO-MI	89 LUDINGTON(BUS-MI) -144 ST. LOUIS (MO)	239	24979	136306
MO-MI	42 EAST LANSING (MI) -77 KIRKWOOD (MO)	262	26623	132193
MO-MI	31 DEARBORN (MI) -75 KANSAS CITY (MO)	325	49519	261940
MO-MI	55 GRAND RAPIDS (MI) -77 KIRKWOOD (MO)	336	34415	163729
MO-MI	5 ANN ARBOR (MI) -75 KANSAS CITY (MO)	415	60757	321940
MO-MI	46 FLINT (MI) -77 KIRKWOOD (MO)	501	55674	276700
MO-MI	75 KANSAS CITY (MO) -123 PONTIAC (MI)	647	102410	541173
MO-MI	2 ALBION (MI) -144 ST. LOUIS (MO)	680	62165	317481
MO-MI	35 DETROIT (MI) -75 KANSAS CITY (MO)	711	109413	578767
MO-MI	42 EAST LANSING (MI) -144 ST. LOUIS (MO)	713	70088	349998
MO-MI	55 GRAND RAPIDS (MI) -75 KANSAS CITY (MO)	876	123974	633221
MO-MI	106 MUSKEGON(BUS-MI) -144 ST. LOUIS (MO)	1059	110165	544535
MO-MI	55 GRAND RAPIDS (MI) -144 ST. LOUIS (MO)	1313	130705	622242
MO-MI	68 JACKSON (MI) -144 ST. LOUIS (MO)	2002	188221	976807
MO-MI	4 ANCHORVILLE(BUS-MI) -144 ST. LOUIS (MO)	2091	252549	1254449
MO-MI	73 KALAMAZOO (MI) -144 ST. LOUIS (MO)	2094	189768	881433
MO-MI	123 PONTIAC (MI) -144 ST. LOUIS (MO)	2237	250599	1315454
MO-MI	9 BATTLE CREEK (MI) -144 ST. LOUIS (MO)	2800	257500	1240465
MO-MI	46 FLINT (MI) -144 ST. LOUIS (MO)	3090	333321	1665251
MO-MI	133 ROYAL OAK (MI) -144 ST. LOUIS (MO)	3681	430192	2120213
MO-MI	5 ANN ARBOR (MI) -144 ST. LOUIS (MO)	3865	416894	2032864
MO-MI	31 DEARBORN (MI) -144 ST. LOUIS (MO)	4027	449440	2239246
MO-MI	35 DETROIT (MI) -144 ST. LOUIS (MO)	6191	712737	3497802
MO-MN	79 LA PLATA (MO) -129 RED WING (MN)	2	333	1508
MO-MN	79 LA PLATA (MO) -163 WINONA (MN)	2	319	1452
MO-MN	95 MARCELINE (MO) -103 MPLS/ST.PAUL (MN)	3	477	2181
MO-MN	79 LA PLATA (MO) -141 ST. CLOUD (BUS-MN)	4	820	3713
MO-MN	75 KANSAS CITY (MO) -145 STAPLES (BUS-MN)	7	1774	8095
MO-MN	64 INDEPENDENCE (MO) -163 WINONA (MN)	10	2015	9119
MO-MN	75 KANSAS CITY (MO) -129 RED WING (MN)	22	4449	20447
MO-MN	79 LA PLATA (MO) -103 MPLS/ST.PAUL (MN)	28	5103	23224
MO-MN	75 KANSAS CITY (MO) -141 ST. CLOUD (BUS-MN)	41	9102	41764
MO-MN	75 KANSAS CITY (MO) -163 WINONA (MN)	44	8263	38223
MO-MN	36 DETROIT LAKES (MN) -144 ST. LOUIS (MO)	47	9790	42690
MO-MN	144 ST. LOUIS (MO) -145 STAPLES (BUS-MN)	53	10263	44861
MO-MN	84 LEES SUMMIT (MO) -103 MPLS/ST.PAUL (MN)	85	18435	82991
MO-MN	64 INDEPENDENCE (MO) -103 MPLS/ST.PAUL (MN)	178	38952	176249
MO-MN	141 ST. CLOUD (BUS-MN) -144 ST. LOUIS (MO)	216	38406	168399

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States	Station Pair	Riders	Revenue	Passenger Miles
MO-MN	144 ST. LOUIS (MO) -163 WINONA (MN)	485	68060	298129
MO-MN	75 KANSAS CITY (MO) -103 MPLS/ST.PAUL (MN)	648	135594	625713
MO-MN	129 RED WING (MN) -144 ST. LOUIS (MO)	843	130696	570404
MO-MN	103 MPLS/ST.PAUL (MN) -144 ST. LOUIS (MO)	7343	1196596	5264841
MO-MO	72 JOPLIN(BUS-MO) -84 LEES SUMMIT (MO)	99	6704	44846
MO-MO	72 JOPLIN(BUS-MO) -135 SEDALIA (MO)	115	6290	44070
MO-MO	72 JOPLIN(BUS-MO) -155 WARRENSBURG (MO)	130	7517	53443
MO-MO	25 COLUMBIA(BUS-MO) -58 HERMANN (MO)	137	1841	10302
MO-MO	84 LEES SUMMIT (MO) -140 SPRINGFIELD(BUS-MO)	154	9431	58708
MO-MO	58 HERMANN (MO) -72 JOPLIN(BUS-MO)	158	4801	43517
MO-MO	135 SEDALIA (MO) -140 SPRINGFIELD(BUS-MO)	177	8463	54976
MO-MO	64 INDEPENDENCE (MO) -72 JOPLIN(BUS-MO)	192	13418	89373
MO-MO	140 SPRINGFIELD(BUS-MO) -155 WARRENSBURG (MO)	193	9877	65509
MO-MO	11 BRANSON(BUS-MO) -84 LEES SUMMIT (MO)	209	13476	88226
MO-MO	58 HERMANN (MO) -142 ST. JOSEPH(BUS-MO)	214	11444	55195
MO-MO	25 COLUMBIA(BUS-MO) -155 WARRENSBURG (MO)	240	5256	29737
MO-MO	25 COLUMBIA(BUS-MO) -64 INDEPENDENCE (MO)	241	8286	42946
MO-MO	25 COLUMBIA(BUS-MO) -135 SEDALIA (MO)	243	4520	23045
MO-MO	11 BRANSON(BUS-MO) -135 SEDALIA (MO)	258	13272	90882
MO-MO	64 INDEPENDENCE (MO) -140 SPRINGFIELD(BUS-MO)	270	17021	105996
MO-MO	58 HERMANN (MO) -140 SPRINGFIELD(BUS-MO)	274	6406	55386
MO-MO	11 BRANSON(BUS-MO) -155 WARRENSBURG (MO)	291	15965	110763
MO-MO	25 COLUMBIA(BUS-MO) -157 WASHINGTON (MO)	316	6139	32887
MO-MO	11 BRANSON(BUS-MO) -58 HERMANN (MO)	336	9117	81973
MO-MO	135 SEDALIA (MO) -157 WASHINGTON (MO)	353	11273	48324
MO-MO	58 HERMANN (MO) -135 SEDALIA (MO)	355	9208	38313
MO-MO	58 HERMANN (MO) -64 INDEPENDENCE (MO)	369	15918	70385
MO-MO	72 JOPLIN(BUS-MO) -77 KIRKWOOD (MO)	382	13047	108808
MO-MO	70 JEFFERSON (MO) -72 JOPLIN(BUS-MO)	383	15702	122022
MO-MO	11 BRANSON(BUS-MO) -64 INDEPENDENCE (MO)	400	26657	173910
MO-MO	135 SEDALIA (MO) -142 ST. JOSEPH(BUS-MO)	469	13710	70385
MO-MO	84 LEES SUMMIT (MO) -142 ST. JOSEPH(BUS-MO)	553	7034	44266
MO-MO	142 ST. JOSEPH(BUS-MO) -157 WASHINGTON (MO)	633	37278	181772
MO-MO	70 JEFFERSON (MO) -140 SPRINGFIELD(BUS-MO)	660	22335	162259
MO-MO	11 BRANSON(BUS-MO) -77 KIRKWOOD (MO)	703	21444	178604
MO-MO	142 ST. JOSEPH(BUS-MO) -155 WARRENSBURG (MO)	733	16525	88664
MO-MO	77 KIRKWOOD (MO) -140 SPRINGFIELD(BUS-MO)	738	20122	156538
MO-MO	25 COLUMBIA(BUS-MO) -84 LEES SUMMIT (MO)	773	24767	127579
MO-MO	58 HERMANN (MO) -155 WARRENSBURG (MO)	794	23914	108822
MO-MO	11 BRANSON(BUS-MO) -70 JEFFERSON (MO)	804	30179	231602
MO-MO	64 INDEPENDENCE (MO) -75 KANSAS CITY (MO)	839	2515	9231
MO-MO	155 WARRENSBURG (MO) -157 WASHINGTON (MO)	973	34960	161555
MO-MO	72 JOPLIN(BUS-MO) -75 KANSAS CITY (MO)	1030	95380	585261
MO-MO	72 JOPLIN(BUS-MO) -144 ST. LOUIS (MO)	1076	40500	320771
MO-MO	64 INDEPENDENCE (MO) -135 SEDALIA (MO)	1086	20752	90176
MO-MO	64 INDEPENDENCE (MO) -157 WASHINGTON (MO)	1107	53137	243542
MO-MO	70 JEFFERSON (MO) -155 WARRENSBURG (MO)	1234	25358	114770
MO-MO	77 KIRKWOOD (MO) -142 ST. JOSEPH(BUS-MO)	1240	83225	404104
MO-MO	84 LEES SUMMIT (MO) -155 WARRENSBURG (MO)	1268	13793	51997
MO-MO	58 HERMANN (MO) -157 WASHINGTON (MO)	1312	9707	38034
MO-MO	64 INDEPENDENCE (MO) -155 WARRENSBURG (MO)	1396	17908	75398
MO-MO	75 KANSAS CITY (MO) -140 SPRINGFIELD(BUS-MO)	1482	129203	750349
MO-MO	64 INDEPENDENCE (MO) -142 ST. JOSEPH(BUS-MO)	1510	13968	101189
MO-MO	70 JEFFERSON (MO) -142 ST. JOSEPH(BUS-MO)	1534	66329	328228
MO-MO	84 LEES SUMMIT (MO) -135 SEDALIA (MO)	1730	29553	121076
MO-MO	70 JEFFERSON (MO) -135 SEDALIA (MO)	1732	29039	110868
MO-MO	58 HERMANN (MO) -144 ST. LOUIS (MO)	2126	41068	172194
MO-MO	140 SPRINGFIELD(BUS-MO) -144 ST. LOUIS (MO)	2126	65500	478451
MO-MO	11 BRANSON(BUS-MO) -75 KANSAS CITY (MO)	2201	204752	1223695
MO-MO	11 BRANSON(BUS-MO) -144 ST. LOUIS (MO)	2226	75687	594413
MO-MO	84 LEES SUMMIT (MO) -157 WASHINGTON (MO)	2273	103594	470493
MO-MO	135 SEDALIA (MO) -144 ST. LOUIS (MO)	2274	102408	429857
MO-MO	58 HERMANN (MO) -75 KANSAS CITY (MO)	2539	115018	512799

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States	Station Pair	Riders	Revenue	Passenger Miles
MO-MO	25 COLUMBIA(BUS-MO) -77 KIRKWOOD (MO)	2542	73040	363548
MO-MO	64 INDEPENDENCE (MO) -70 JEFFERSON (MO)	2737	88763	402266
MO-MO	25 COLUMBIA(BUS-MO) -75 KANSAS CITY (MO)	2827	126214	661331
MO-MO	144 ST. LOUIS (MO) -157 WASHINGTON (MO)	2918	39355	151711
MO-MO	75 KANSAS CITY (MO) -155 WARRENSBURG (MO)	2923	46058	190002
MO-MO	135 SEDALIA (MO) -155 WARRENSBURG (MO)	2939	22660	85239
MO-MO	58 HERMANN (MO) -84 LEES SUMMIT (MO)	3040	119826	541126
MO-MO	25 COLUMBIA(BUS-MO) -144 ST. LOUIS (MO)	3175	101519	495289
MO-MO	77 KIRKWOOD (MO) -135 SEDALIA (MO)	3334	137636	586821
MO-MO	142 ST. JOSEPH(BUS-MO) -144 ST. LOUIS (MO)	3652	262597	1238022
MO-MO	58 HERMANN (MO) -70 JEFFERSON (MO)	3850	49312	169398
MO-MO	64 INDEPENDENCE (MO) -144 ST. LOUIS (MO)	3912	240724	1064192
MO-MO	70 JEFFERSON (MO) -157 WASHINGTON (MO)	4168	82191	304265
MO-MO	75 KANSAS CITY (MO) -135 SEDALIA (MO)	4344	96449	408324
MO-MO	64 INDEPENDENCE (MO) -77 KIRKWOOD (MO)	4679	267700	1211741
MO-MO	77 KIRKWOOD (MO) -155 WARRENSBURG (MO)	5491	247136	1125623
MO-MO	144 ST. LOUIS (MO) -155 WARRENSBURG (MO)	6744	329982	1470086
MO-MO	75 KANSAS CITY (MO) -157 WASHINGTON (MO)	8369	425051	1933187
MO-MO	70 JEFFERSON (MO) -84 LEES SUMMIT (MO)	9431	294423	1263755
MO-MO	58 HERMANN (MO) -77 KIRKWOOD (MO)	9771	155109	664461
MO-MO	77 KIRKWOOD (MO) -157 WASHINGTON (MO)	12504	126153	487675
MO-MO	84 LEES SUMMIT (MO) -144 ST. LOUIS (MO)	12700	763807	3289278
MO-MO	75 KANSAS CITY (MO) -84 LEES SUMMIT (MO)	14371	94084	344900
MO-MO	77 KIRKWOOD (MO) -84 LEES SUMMIT (MO)	21855	1219303	5376272
MO-MO	77 KIRKWOOD (MO) -144 ST. LOUIS (MO)	22044	75884	286567
MO-MO	70 JEFFERSON (MO) -77 KIRKWOOD (MO)	24026	641722	2690938
MO-MO	70 JEFFERSON (MO) -75 KANSAS CITY (MO)	27771	1137982	4420209
MO-MO	75 KANSAS CITY (MO) -77 KIRKWOOD (MO)	46879	2903977	12657332
MO-MO	75 KANSAS CITY (MO) -144 ST. LOUIS (MO)	53692	3519522	15194849
MO-MO	70 JEFFERSON (MO) -144 ST. LOUIS (MO)	62226	2205016	7778221
MO-NE	58 HERMANN (MO) -108 NEBRASKA CITY (BUS-NE)	103	6685	36007
MO-NE	108 NEBRASKA CITY (BUS-NE) -144 ST. LOUIS (MO)	130	10682	55613
MO-NE	77 KIRKWOOD (MO) -108 NEBRASKA CITY (BUS-NE)	188	15025	78022
MO-NE	108 NEBRASKA CITY (BUS-NE) -135 SEDALIA (MO)	296	12011	71037
MO-NE	70 JEFFERSON (MO) -108 NEBRASKA CITY (BUS-NE)	523	28338	159117
MO-NE	64 INDEPENDENCE (MO) -108 NEBRASKA CITY (BUS-NE)	998	19742	156691
MO-OH	79 LA PLATA (MO) -134 SANDUSKY (OH)	2	273	1247
MO-OH	79 LA PLATA (MO) -150 TOLEDO (OH)	2	277	1260
MO-OH	24 CLEVELAND (OH) -79 LA PLATA (MO)	2	360	1625
MO-OH	135 SEDALIA (MO) -154 WARREN(BUS-OH)	5	995	4526
MO-OH	135 SEDALIA (MO) -150 TOLEDO (OH)	11	1790	7866
MO-OH	154 WARREN(BUS-OH) -155 WARRENSBURG (MO)	18	3507	16176
MO-OH	154 WARREN(BUS-OH) -157 WASHINGTON (MO)	19	3170	14314
MO-OH	24 CLEVELAND (OH) -135 SEDALIA (MO)	26	4860	21303
MO-OH	30 DAYTON(BUS-OH) -135 SEDALIA (MO)	27	4333	21505
MO-OH	70 JEFFERSON (MO) -154 WARREN(BUS-OH)	35	6348	28867
MO-OH	75 KANSAS CITY (MO) -134 SANDUSKY (OH)	39	6884	31934
MO-OH	23 CINCINNATI (OH) -135 SEDALIA (MO)	44	7804	34992
MO-OH	64 INDEPENDENCE (MO) -150 TOLEDO (OH)	53	9367	42288
MO-OH	1 AKRON(BUS-OH) -75 KANSAS CITY (MO)	57	11221	52646
MO-OH	25 COLUMBIA(BUS-MO) -150 TOLEDO (OH)	58	8869	45502
MO-OH	45 ELYRIA (OH) -75 KANSAS CITY (MO)	72	13430	61834
MO-OH	150 TOLEDO (OH) -155 WARRENSBURG (MO)	76	12725	56965
MO-OH	77 KIRKWOOD (MO) -154 WARREN(BUS-OH)	79	12312	55861
MO-OH	150 TOLEDO (OH) -157 WASHINGTON (MO)	86	11638	50315
MO-OH	24 CLEVELAND (OH) -25 COLUMBIA(BUS-MO)	89	15659	78519
MO-OH	30 DAYTON(BUS-OH) -70 JEFFERSON (MO)	98	14459	72357
MO-OH	70 JEFFERSON (MO) -150 TOLEDO (OH)	149	22303	97721
MO-OH	75 KANSAS CITY (MO) -150 TOLEDO (OH)	216	36402	168388
MO-OH	144 ST. LOUIS (MO) -154 WARREN(BUS-OH)	231	35171	159903
MO-OH	24 CLEVELAND (OH) -75 KANSAS CITY (MO)	246	47601	218226
MO-OH	24 CLEVELAND (OH) -70 JEFFERSON (MO)	258	45024	196780
MO-OH	23 CINCINNATI (OH) -155 WARRENSBURG (MO)	272	48783	222356

MWRRI
State of Missouri
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States	Station Pair	Riders	Revenue	Passenger Miles
MO-OH	23 CINCINNATI (OH) -157 WASHINGTON (MO)	319	46791	207542
MO-OH	30 DAYTON(BUS-OH) -77 KIRKWOOD (MO)	342	42115	214023
MO-OH	77 KIRKWOOD (MO) -150 TOLEDO (OH)	347	43438	188382
MO-OH	23 CINCINNATI (OH) -25 COLUMBIA(BUS-MO)	401	69221	339657
MO-OH	30 DAYTON(BUS-OH) -75 KANSAS CITY (MO)	634	105362	545880
MO-OH	23 CINCINNATI (OH) -70 JEFFERSON (MO)	679	109818	491867
MO-OH	24 CLEVELAND (OH) -77 KIRKWOOD (MO)	685	102773	445160
MO-OH	1 AKRON(BUS-OH) -144 ST. LOUIS (MO)	697	104933	470448
MO-OH	134 SANDUSKY (OH) -144 ST. LOUIS (MO)	824	108516	475424
MO-OH	45 ELYRIA (OH) -144 ST. LOUIS (MO)	946	132976	578687
MO-OH	23 CINCINNATI (OH) -77 KIRKWOOD (MO)	1765	242475	1080331
MO-OH	30 DAYTON(BUS-OH) -144 ST. LOUIS (MO)	1920	245341	1174772
MO-OH	144 ST. LOUIS (MO) -150 TOLEDO (OH)	3709	457372	1965852
MO-OH	24 CLEVELAND (OH) -144 ST. LOUIS (MO)	4021	590579	2561159
MO-OH	23 CINCINNATI (OH) -144 ST. LOUIS (MO)	8219	1157811	4923210
MO-WI	95 MARCELINE (MO) -148 STURTEVANT (WI)	2	193	942
MO-WI	79 LA PLATA (MO) -159 WATERTOWN (WI)	2	229	1063
MO-WI	79 LA PLATA (MO) -151 TOMAH (WI)	2	299	1347
MO-WI	78 LA CROSSE (WI) -79 LA PLATA (MO)	2	347	1568
MO-WI	12 BROOKFIELD (WI) -95 MARCELINE (MO)	3	310	1454
MO-WI	79 LA PLATA (MO) -147 STURGEON BAY(BUS-WI)	3	407	1802
MO-WI	95 MARCELINE (MO) -102 MILWAUKEE (WI)	4	412	1990
MO-WI	79 LA PLATA (MO) -125 PORTAGE (WI)	4	523	2344
MO-WI	79 LA PLATA (MO) -164 WISCONSIN DELLS (WI)	4	550	2491
MO-WI	79 LA PLATA (MO) -136 SHEBOYGAN(BUS-WI)	5	491	2448
MO-WI	79 LA PLATA (MO) -162 WEST BEND (WI)	5	587	2703
MO-WI	79 LA PLATA (MO) -96 MARINETTE(BUS-WI)	5	767	3504
MO-WI	135 SEDALIA (MO) -162 WEST BEND (WI)	6	781	3443
MO-WI	70 JEFFERSON (MO) -125 PORTAGE (WI)	10	1376	5935
MO-WI	70 JEFFERSON (MO) -159 WATERTOWN (WI)	12	1507	6670
MO-WI	70 JEFFERSON (MO) -113 OCONOMOWOC (WI)	13	1527	6765
MO-WI	77 KIRKWOOD (MO) -147 STURGEON BAY(BUS-WI)	14	1691	7109
MO-WI	135 SEDALIA (MO) -136 SHEBOYGAN(BUS-WI)	14	1755	8274
MO-WI	79 LA PLATA (MO) -146 STEVENS POINT(BUS-WI)	18	2474	11556
MO-WI	79 LA PLATA (MO) -92 MANITOWOC(BUS-WI)	19	2138	10454
MO-WI	64 INDEPENDENCE (MO) -78 LA CROSSE (WI)	20	3762	16923
MO-WI	79 LA PLATA (MO) -148 STURTEVANT (WI)	20	1906	9286
MO-WI	77 KIRKWOOD (MO) -96 MARINETTE(BUS-WI)	21	2669	11650
MO-WI	79 LA PLATA (MO) -160 WAUSAU(BUS-WI)	22	3127	15021
MO-WI	58 HERMANN (MO) -162 WEST BEND (WI)	25	2783	12149
MO-WI	25 COLUMBIA(BUS-MO) -125 PORTAGE (WI)	27	3914	19987
MO-WI	25 COLUMBIA(BUS-MO) -159 WATERTOWN (WI)	28	3516	18785
MO-WI	12 BROOKFIELD (WI) -79 LA PLATA (MO)	31	3291	15373
MO-WI	75 KANSAS CITY (MO) -151 TOMAH (WI)	33	5796	26567
MO-WI	12 BROOKFIELD (WI) -135 SEDALIA (MO)	34	4763	19544
MO-WI	58 HERMANN (MO) -92 MANITOWOC(BUS-WI)	36	3855	18818
MO-WI	25 COLUMBIA(BUS-MO) -113 OCONOMOWOC (WI)	36	4308	23148
MO-WI	142 ST. JOSEPH(BUS-MO) -162 WEST BEND (WI)	38	5576	26640
MO-WI	75 KANSAS CITY (MO) -164 WISCONSIN DELLS (WI)	38	6227	28731
MO-WI	135 SEDALIA (MO) -148 STURTEVANT (WI)	45	5389	23887
MO-WI	64 INDEPENDENCE (MO) -92 MANITOWOC(BUS-WI)	46	6706	33113
MO-WI	75 KANSAS CITY (MO) -159 WATERTOWN (WI)	47	6645	31318
MO-WI	155 WARRENSBURG (MO) -162 WEST BEND (WI)	49	6712	30259
MO-WI	75 KANSAS CITY (MO) -78 LA CROSSE (WI)	50	9168	42182
MO-WI	58 HERMANN (MO) -148 STURTEVANT (WI)	53	4856	22293
MO-WI	84 LEES SUMMIT (MO) -162 WEST BEND (WI)	56	8166	36893
MO-WI	58 HERMANN (MO) -136 SHEBOYGAN(BUS-WI)	57	5966	28253
MO-WI	64 INDEPENDENCE (MO) -136 SHEBOYGAN(BUS-WI)	57	8130	39277
MO-WI	136 SHEBOYGAN(BUS-WI) -155 WARRENSBURG (MO)	57	7584	36466
MO-WI	146 STEVENS POINT(BUS-WI) -157 WASHINGTON (MO)	59	7636	33942
MO-WI	75 KANSAS CITY (MO) -125 PORTAGE (WI)	61	9746	44618
MO-WI	157 WASHINGTON (MO) -162 WEST BEND (WI)	63	6550	28304
MO-WI	136 SHEBOYGAN(BUS-WI) -157 WASHINGTON (MO)	65	6473	30485

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States	Station Pair	Riders	Revenue	Passenger Miles
MO-WI	144 ST. LOUIS (MO) -147 STURGEON BAY(BUS-WI)	67	8204	34508
MO-WI	64 INDEPENDENCE (MO) -162 WEST BEND (WI)	69	10728	46296
MO-WI	92 MANITOWOC(BUS-WI) -157 WASHINGTON (MO)	76	7772	37799
MO-WI	96 MARINETTE(BUS-WI) -144 ST. LOUIS (MO)	83	10397	45457
MO-WI	12 BROOKFIELD (WI) -142 ST. JOSEPH(BUS-MO)	84	12202	57904
MO-WI	12 BROOKFIELD (WI) -58 HERMANN (MO)	87	9057	40032
MO-WI	79 LA PLATA (MO) -102 MILWAUKEE (WI)	96	9542	46011
MO-WI	70 JEFFERSON (MO) -92 MANITOWOC(BUS-WI)	98	11495	55971
MO-WI	142 ST. JOSEPH(BUS-MO) -148 STURTEVANT (WI)	100	13385	65098
MO-WI	25 COLUMBIA(BUS-MO) -162 WEST BEND (WI)	107	13039	69463
MO-WI	77 KIRKWOOD (MO) -160 WAUSAU(BUS-WI)	119	14719	68074
MO-WI	25 COLUMBIA(BUS-MO) -47 FOND DU LAC (WI)	119	15599	81069
MO-WI	102 MILWAUKEE (WI) -135 SEDALIA (MO)	125	15846	69276
MO-WI	12 BROOKFIELD (WI) -155 WARRENSBURG (MO)	134	18930	80407
MO-WI	77 KIRKWOOD (MO) -146 STEVENS POINT(BUS-WI)	137	16468	73588
MO-WI	70 JEFFERSON (MO) -136 SHEBOYGAN(BUS-WI)	143	17172	77315
MO-WI	25 COLUMBIA(BUS-MO) -148 STURTEVANT (WI)	169	18718	100220
MO-WI	148 STURTEVANT (WI) -155 WARRENSBURG (MO)	170	20225	95142
MO-WI	12 BROOKFIELD (WI) -25 COLUMBIA(BUS-MO)	170	21770	107106
MO-WI	70 JEFFERSON (MO) -162 WEST BEND (WI)	184	23287	96606
MO-WI	102 MILWAUKEE (WI) -142 ST. JOSEPH(BUS-MO)	186	26122	124829
MO-WI	12 BROOKFIELD (WI) -157 WASHINGTON (MO)	186	20169	80481
MO-WI	148 STURTEVANT (WI) -157 WASHINGTON (MO)	200	17380	79110
MO-WI	12 BROOKFIELD (WI) -64 INDEPENDENCE (MO)	213	31395	138865
MO-WI	58 HERMANN (MO) -102 MILWAUKEE (WI)	217	22696	97041
MO-WI	84 LEES SUMMIT (MO) -148 STURTEVANT (WI)	218	27846	130935
MO-WI	75 KANSAS CITY (MO) -136 SHEBOYGAN(BUS-WI)	243	33211	161700
MO-WI	75 KANSAS CITY (MO) -162 WEST BEND (WI)	248	35533	160823
MO-WI	75 KANSAS CITY (MO) -92 MANITOWOC(BUS-WI)	248	33799	172497
MO-WI	12 BROOKFIELD (WI) -84 LEES SUMMIT (MO)	263	39296	168532
MO-WI	102 MILWAUKEE (WI) -155 WARRENSBURG (MO)	279	36585	163023
MO-WI	25 COLUMBIA(BUS-MO) -102 MILWAUKEE (WI)	286	34442	176311
MO-WI	77 KIRKWOOD (MO) -92 MANITOWOC(BUS-WI)	301	29976	138364
MO-WI	64 INDEPENDENCE (MO) -148 STURTEVANT (WI)	303	40172	186353
MO-WI	144 ST. LOUIS (MO) -159 WATERTOWN (WI)	342	32211	141380
MO-WI	102 MILWAUKEE (WI) -157 WASHINGTON (MO)	373	37198	156432
MO-WI	144 ST. LOUIS (MO) -164 WISCONSIN DELLS (WI)	382	44328	191149
MO-WI	77 KIRKWOOD (MO) -162 WEST BEND (WI)	382	39721	157636
MO-WI	77 KIRKWOOD (MO) -136 SHEBOYGAN(BUS-WI)	412	39577	177015
MO-WI	70 JEFFERSON (MO) -148 STURTEVANT (WI)	447	48173	209027
MO-WI	75 KANSAS CITY (MO) -148 STURTEVANT (WI)	455	55729	269449
MO-WI	12 BROOKFIELD (WI) -75 KANSAS CITY (MO)	520	71785	327698
MO-WI	12 BROOKFIELD (WI) -70 JEFFERSON (MO)	527	65112	266870
MO-WI	125 PORTAGE (WI) -144 ST. LOUIS (MO)	534	60736	258452
MO-WI	64 INDEPENDENCE (MO) -102 MILWAUKEE (WI)	588	83405	375974
MO-WI	144 ST. LOUIS (MO) -151 TOMAH (WI)	590	75020	322371
MO-WI	84 LEES SUMMIT (MO) -102 MILWAUKEE (WI)	696	95886	435662
MO-WI	144 ST. LOUIS (MO) -160 WAUSAU(BUS-WI)	746	89707	416163
MO-WI	78 LA CROSSE (WI) -144 ST. LOUIS (MO)	868	117638	510324
MO-WI	12 BROOKFIELD (WI) -77 KIRKWOOD (MO)	889	86450	350322
MO-WI	144 ST. LOUIS (MO) -146 STEVENS POINT(BUS-WI)	992	116064	519829
MO-WI	75 KANSAS CITY (MO) -102 MILWAUKEE (WI)	1062	137693	654315
MO-WI	77 KIRKWOOD (MO) -148 STURTEVANT (WI)	1070	88909	380869
MO-WI	70 JEFFERSON (MO) -102 MILWAUKEE (WI)	1202	139157	591527
MO-WI	92 MANITOWOC(BUS-WI) -144 ST. LOUIS (MO)	1345	128338	599924
MO-WI	136 SHEBOYGAN(BUS-WI) -144 ST. LOUIS (MO)	1401	130523	584061
MO-WI	144 ST. LOUIS (MO) -162 WEST BEND (WI)	1749	176343	699759
MO-WI	77 KIRKWOOD (MO) -102 MILWAUKEE (WI)	2532	228651	962196
MO-WI	144 ST. LOUIS (MO) -148 STURTEVANT (WI)	4454	355269	1527715
MO-WI	12 BROOKFIELD (WI) -144 ST. LOUIS (MO)	5534	529037	2108537
MO-WI	102 MILWAUKEE (WI) -144 ST. LOUIS (MO)	13781	1200229	5057753

MWRRI
Station-to-Station Data Tables
Data for 2020

Nebraska

June 2004

Prepared by:
Transportation Economics & Management Systems, Inc.

MWRRI
State of Nebraska
Station to Station Origin-Destination Data

States	Station Pair	Riders	Revenue	Passenger Miles
NE-IA	99 MCCOOK (NE) -138 SIOUX CITY(BUS-IA)	3	196	1159
NE-IA	60 HOLDREGE (NE) -138 SIOUX CITY(BUS-IA)	3	153	946
NE-IA	34 DES MOINES (IA) -99 MCCOOK (NE)	4	382	1800
NE-IA	14 BURLINGTON (IA) -60 HOLDREGE (NE)	7	726	3659
NE-IA	57 HASTINGS (NE) -138 SIOUX CITY(BUS-IA)	7	307	1987
NE-IA	60 HOLDREGE (NE) -117 OTTUMWA (IA)	9	749	3773
NE-IA	57 HASTINGS (NE) -67 IOWA CITY (IA)	9	898	3795
NE-IA	28 CRESTON (IA) -60 HOLDREGE (NE)	10	629	3166
NE-IA	28 CRESTON (IA) -57 HASTINGS (NE)	12	600	3024
NE-IA	34 DES MOINES (IA) -60 HOLDREGE (NE)	13	1015	4522
NE-IA	60 HOLDREGE (NE) -115 OSCEOLA (IA)	15	1013	5102
NE-IA	14 BURLINGTON (IA) -99 MCCOOK (NE)	17	1949	9570
NE-IA	28 CRESTON (IA) -99 MCCOOK (NE)	18	1469	7219
NE-IA	57 HASTINGS (NE) -115 OSCEOLA (IA)	23	1349	6795
NE-IA	57 HASTINGS (NE) -131 ROCK ISLAND (IA)	24	2479	10944
NE-IA	34 DES MOINES (IA) -57 HASTINGS (NE)	25	1646	7085
NE-IA	87 LINCOLN (NE) -138 SIOUX CITY(BUS-IA)	29	681	4985
NE-IA	99 MCCOOK (NE) -117 OTTUMWA (IA)	31	3108	15434
NE-IA	60 HOLDREGE (NE) -104 MT. PLEASANT (IA)	36	3381	16818
NE-IA	57 HASTINGS (NE) -117 OTTUMWA (IA)	41	3047	15177
NE-IA	99 MCCOOK (NE) -104 MT. PLEASANT (IA)	45	5072	25066
NE-IA	14 BURLINGTON (IA) -57 HASTINGS (NE)	49	4428	21903
NE-IA	57 HASTINGS (NE) -104 MT. PLEASANT (IA)	52	4394	21755
NE-IA	99 MCCOOK (NE) -115 OSCEOLA (IA)	66	5701	28140
NE-IA	87 LINCOLN (NE) -115 OSCEOLA (IA)	68	2678	13191
NE-IA	67 IOWA CITY (IA) -87 LINCOLN (NE)	70	5332	21739
NE-IA	87 LINCOLN (NE) -117 OTTUMWA (IA)	89	4983	24398
NE-IA	87 LINCOLN (NE) -104 MT. PLEASANT (IA)	95	6261	30729
NE-IA	14 BURLINGTON (IA) -87 LINCOLN (NE)	102	7244	35656
NE-IA	87 LINCOLN (NE) -131 ROCK ISLAND (IA)	105	8955	38285
NE-IA	19 CEDAR RAPIDS(BUS-IA) -87 LINCOLN (NE)	108	8062	36355
NE-IA	34 DES MOINES (IA) -87 LINCOLN (NE)	170	7555	32131
NE-IA	28 CRESTON (IA) -87 LINCOLN (NE)	375	12378	60744
NE-IA	67 IOWA CITY (IA) -114 OMAHA (NE)	516	33952	132032
NE-IA	19 CEDAR RAPIDS(BUS-IA) -114 OMAHA (NE)	911	58507	258679
NE-IA	114 OMAHA (NE) -131 ROCK ISLAND (IA)	2090	165660	651989
NE-IA	34 DES MOINES (IA) -114 OMAHA (NE)	2645	89680	357052
NE-IL	62 HOMEWOOD (IL) -99 MCCOOK (NE)	2	311	1408
NE-IL	60 HOLDREGE (NE) -119 PEORIA (BUS-IL)	3	318	1692
NE-IL	21 CHAMPAIGN-URBANA (IL) -99 MCCOOK (NE)	7	1290	5804
NE-IL	21 CHAMPAIGN-URBANA (IL) -57 HASTINGS (NE)	7	1149	5072
NE-IL	57 HASTINGS (NE) -119 PEORIA (BUS-IL)	8	768	4104
NE-IL	16 CARBONDALE (IL) -87 LINCOLN (NE)	12	2285	9795
NE-IL	97 MARION(BUS-IL) -114 OMAHA (NE)	12	2297	9863
NE-IL	60 HOLDREGE (NE) -126 PRINCETON (IL)	14	1842	8173
NE-IL	16 CARBONDALE (IL) -114 OMAHA (NE)	15	2758	11706
NE-IL	108 NEBRASKA CITY (BUS-NE) -153 UPPER ALTON (IL)	26	2305	11787
NE-IL	99 MCCOOK (NE) -126 PRINCETON (IL)	29	4325	19185
NE-IL	57 HASTINGS (NE) -126 PRINCETON (IL)	36	4341	18791
NE-IL	76 KEWANEE (IL) -108 NEBRASKA CITY (BUS-NE)	36	2995	15693
NE-IL	108 NEBRASKA CITY (BUS-NE) -128 RANTOUL (IL)	42	6887	26931
NE-IL	86 LINCOLN (IL) -108 NEBRASKA CITY (BUS-NE)	43	4876	23772
NE-IL	87 LINCOLN (NE) -119 PEORIA (BUS-IL)	46	3878	20046
NE-IL	100 MENDOTA (IL) -108 NEBRASKA CITY (BUS-NE)	47	5263	20768
NE-IL	60 HOLDREGE (NE) -107 NAPERVILLE (IL)	47	7218	30871
NE-IL	74 KANKAKEE (IL) -108 NEBRASKA CITY (BUS-NE)	51	7845	29692
NE-IL	90 MACOMB (IL) -108 NEBRASKA CITY (BUS-NE)	54	4610	24022
NE-IL	108 NEBRASKA CITY (BUS-NE) -126 PRINCETON (IL)	57	6293	24306
NE-IL	44 EFFINGHAM (IL) -114 OMAHA (NE)	59	9360	39971
NE-IL	62 HOMEWOOD (IL) -87 LINCOLN (NE)	61	7738	33652
NE-IL	32 DECATUR(BUS-IL) -114 OMAHA (NE)	63	9210	41163
NE-IL	87 LINCOLN (NE) -126 PRINCETON (IL)	71	7269	30384
NE-IL	21 CHAMPAIGN-URBANA (IL) -87 LINCOLN (NE)	80	12175	52809

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States	Station Pair	Riders	Revenue	Passenger Miles
NE-IL	51 GALESBURG (IL) -60 HOLDREGE (NE)	85	9272	46194
NE-IL	17 CARLINVILLE (IL) -108 NEBRASKA CITY (BUS-NE)	88	8746	42796
NE-IL	29 DANVILLE(BUS-IL) -114 OMAHA (NE)	88	12751	56489
NE-IL	108 NEBRASKA CITY (BUS-NE) -127 QUINCY (IL)	92	8995	45907
NE-IL	51 GALESBURG (IL) -57 HASTINGS (NE)	92	9040	45178
NE-IL	51 GALESBURG (IL) -99 MCCOOK (NE)	96	11854	59428
NE-IL	57 HASTINGS (NE) -107 NAPERVILLE (IL)	109	15346	65634
NE-IL	99 MCCOOK (NE) -107 NAPERVILLE (IL)	125	20690	91449
NE-IL	87 LINCOLN (NE) -107 NAPERVILLE (IL)	287	34524	144567
NE-IL	21 CHAMPAIGN-URBANA (IL) -114 OMAHA (NE)	296	41819	179166
NE-IL	114 OMAHA (NE) -126 PRINCETON (IL)	298	28378	111026
NE-IL	22 CHICAGO (IL) -60 HOLDREGE (NE)	431	68316	294136
NE-IL	51 GALESBURG (IL) -87 LINCOLN (NE)	484	37969	190357
NE-IL	54 GLENVIEW (IL) -114 OMAHA (NE)	608	69631	300927
NE-IL	22 CHICAGO (IL) -99 MCCOOK (NE)	802	138766	610224
NE-IL	22 CHICAGO (IL) -57 HASTINGS (NE)	969	142531	609809
NE-IL	22 CHICAGO (IL) -87 LINCOLN (NE)	3274	421230	1741590
NE-IL	107 NAPERVILLE (IL) -114 OMAHA (NE)	3381	382176	1518197
NE-IL	22 CHICAGO (IL) -114 OMAHA (NE)	24771	2945882	11840631
NE-IN	57 HASTINGS (NE) -101 MICHIGAN CITY (IN)	2	344	1540
NE-IN	57 HASTINGS (NE) -156 WARSAW (IN)	2	419	1840
NE-IN	99 MCCOOK (NE) -156 WARSAW (IN)	3	498	2228
NE-IN	80 LAFAYETTE (IN) -99 MCCOOK (NE)	4	703	3169
NE-IN	99 MCCOOK (NE) -101 MICHIGAN CITY (IN)	4	721	3285
NE-IN	57 HASTINGS (NE) -80 LAFAYETTE (IN)	7	1114	4932
NE-IN	108 NEBRASKA CITY (BUS-NE) -121 PLYMOUTH (IN)	7	1141	4463
NE-IN	57 HASTINGS (NE) -65 INDIANAPOLIS (IN)	8	1539	6785
NE-IN	65 INDIANAPOLIS (IN) -99 MCCOOK (NE)	11	2410	10814
NE-IN	59 HMI-WTG-DET (IN) -108 NEBRASKA CITY (BUS-NE)	15	2110	8343
NE-IN	33 DEFIANCE (IN) -87 LINCOLN (NE)	25	4307	18358
NE-IN	101 MICHIGAN CITY (IN) -114 OMAHA (NE)	28	3431	14883
NE-IN	52 GARY INTERNATIONAL AIRPORT -108 NEBRASKA CITY (BUS-NE)	31	4397	17132
NE-IN	80 LAFAYETTE (IN) -87 LINCOLN (NE)	36	5481	23836
NE-IN	87 LINCOLN (NE) -158 WATERLOO (BUS-IN)	57	9245	40579
NE-IN	33 DEFIANCE (IN) -114 OMAHA (NE)	62	9909	41725
NE-IN	87 LINCOLN (NE) -156 WARSAW (IN)	66	9770	42094
NE-IN	87 LINCOLN (NE) -101 MICHIGAN CITY (IN)	68	9003	39558
NE-IN	101 MICHIGAN CITY (IN) -108 NEBRASKA CITY (BUS-NE)	70	10325	40581
NE-IN	87 LINCOLN (NE) -121 PLYMOUTH (IN)	85	12121	52442
NE-IN	114 OMAHA (NE) -121 PLYMOUTH (IN)	98	12893	55040
NE-IN	114 OMAHA (NE) -158 WATERLOO (BUS-IN)	119	18018	78263
NE-IN	59 HMI-WTG-DET (IN) -114 OMAHA (NE)	120	13800	59134
NE-IN	114 OMAHA (NE) -156 WARSAW (IN)	148	20526	87279
NE-IN	50 FT. WAYNE(IN) -87 LINCOLN (NE)	356	56532	242208
NE-IN	50 FT. WAYNE(IN) -114 OMAHA (NE)	417	61777	261322
NE-IN	65 INDIANAPOLIS (IN) -87 LINCOLN (NE)	446	75582	327935
NE-MI	8 BANGOR (MI) -57 HASTINGS (NE)	2	358	1523
NE-MI	99 MCCOOK (NE) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	3	497	2188
NE-MI	8 BANGOR (MI) -99 MCCOOK (NE)	3	569	2481
NE-MI	57 HASTINGS (NE) -133 ROYAL OAK (MI)	4	857	4147
NE-MI	57 HASTINGS (NE) -123 PONTIAC (MI)	5	875	4233
NE-MI	99 MCCOOK (NE) -133 ROYAL OAK (MI)	5	1095	5322
NE-MI	60 HOLDREGE (NE) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	5	899	3905
NE-MI	99 MCCOOK (NE) -123 PONTIAC (MI)	5	1111	5400
NE-MI	4 ANCHORVILLE(BUS-MI) -99 MCCOOK (NE)	6	1224	6050
NE-MI	4 ANCHORVILLE(BUS-MI) -60 HOLDREGE (NE)	7	1330	6561
NE-MI	61 HOLLAND (MI) -99 MCCOOK (NE)	7	1424	6626
NE-MI	57 HASTINGS (NE) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	7	1137	4889
NE-MI	60 HOLDREGE (NE) -68 JACKSON (MI)	7	1371	6552
NE-MI	73 KALAMAZOO (MI) -99 MCCOOK (NE)	8	1463	6802
NE-MI	31 DEARBORN (MI) -99 MCCOOK (NE)	9	1892	9179
NE-MI	68 JACKSON (MI) -99 MCCOOK (NE)	9	1827	8768
NE-MI	35 DETROIT (MI) -99 MCCOOK (NE)	9	1978	9606

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States	Station Pair	Riders	Revenue	Passenger Miles
NE-MI	9 BATTLE CREEK (MI) -99 MCCOOK (NE)	10	1909	9066
NE-MI	60 HOLDREGE (NE) -61 HOLLAND (MI)	11	2083	9632
NE-MI	60 HOLDREGE (NE) -73 KALAMAZOO (MI)	12	2186	10091
NE-MI	5 ANN ARBOR (MI) -99 MCCOOK (NE)	12	2566	12436
NE-MI	9 BATTLE CREEK (MI) -60 HOLDREGE (NE)	13	2235	10558
NE-MI	31 DEARBORN (MI) -60 HOLDREGE (NE)	14	2690	13013
NE-MI	55 GRAND RAPIDS (MI) -99 MCCOOK (NE)	14	2881	13549
NE-MI	8 BANGOR (MI) -108 NEBRASKA CITY (BUS-NE)	15	2556	9458
NE-MI	5 ANN ARBOR (MI) -60 HOLDREGE (NE)	15	2835	13695
NE-MI	57 HASTINGS (NE) -73 KALAMAZOO (MI)	15	2490	11428
NE-MI	57 HASTINGS (NE) -61 HOLLAND (MI)	15	2752	12659
NE-MI	55 GRAND RAPIDS (MI) -60 HOLDREGE (NE)	16	3061	14310
NE-MI	4 ANCHORVILLE(BUS-MI) -57 HASTINGS (NE)	17	3347	16496
NE-MI	57 HASTINGS (NE) -68 JACKSON (MI)	17	3060	14577
NE-MI	35 DETROIT (MI) -60 HOLDREGE (NE)	19	3858	18680
NE-MI	9 BATTLE CREEK (MI) -57 HASTINGS (NE)	20	3359	15805
NE-MI	31 DEARBORN (MI) -57 HASTINGS (NE)	21	3917	18906
NE-MI	5 ANN ARBOR (MI) -57 HASTINGS (NE)	22	3903	18811
NE-MI	55 GRAND RAPIDS (MI) -57 HASTINGS (NE)	25	4401	20479
NE-MI	37 DOWAGIAC (MI) -87 LINCOLN (NE)	28	3977	17897
NE-MI	112 NILES (MI) -114 OMAHA (NE)	29	3715	16298
NE-MI	8 BANGOR (MI) -87 LINCOLN (NE)	29	4541	18888
NE-MI	35 DETROIT (MI) -57 HASTINGS (NE)	30	5627	27185
NE-MI	108 NEBRASKA CITY (BUS-NE) -112 NILES (MI)	37	5884	22873
NE-MI	37 DOWAGIAC (MI) -108 NEBRASKA CITY (BUS-NE)	41	6499	26141
NE-MI	87 LINCOLN (NE) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	46	6811	28627
NE-MI	8 BANGOR (MI) -114 OMAHA (NE)	93	13434	55005
NE-MI	73 KALAMAZOO (MI) -87 LINCOLN (NE)	131	19358	87712
NE-MI	9 BATTLE CREEK (MI) -87 LINCOLN (NE)	139	20597	96030
NE-MI	61 HOLLAND (MI) -87 LINCOLN (NE)	155	25534	116169
NE-MI	68 JACKSON (MI) -87 LINCOLN (NE)	181	28299	133842
NE-MI	4 ANCHORVILLE(BUS-MI) -87 LINCOLN (NE)	182	31489	154803
NE-MI	114 OMAHA (NE) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	188	25743	106514
NE-MI	5 ANN ARBOR (MI) -87 LINCOLN (NE)	216	34944	167498
NE-MI	87 LINCOLN (NE) -133 ROYAL OAK (MI)	224	38452	185094
NE-MI	87 LINCOLN (NE) -123 PONTIAC (MI)	239	41610	200372
NE-MI	31 DEARBORN (MI) -87 LINCOLN (NE)	257	43063	206826
NE-MI	55 GRAND RAPIDS (MI) -87 LINCOLN (NE)	283	44525	205084
NE-MI	68 JACKSON (MI) -114 OMAHA (NE)	323	46926	220881
NE-MI	35 DETROIT (MI) -87 LINCOLN (NE)	351	59523	286174
NE-MI	61 HOLLAND (MI) -114 OMAHA (NE)	373	57465	259496
NE-MI	73 KALAMAZOO (MI) -114 OMAHA (NE)	509	69861	313788
NE-MI	4 ANCHORVILLE(BUS-MI) -114 OMAHA (NE)	750	121602	596843
NE-MI	9 BATTLE CREEK (MI) -114 OMAHA (NE)	1019	140508	651002
NE-MI	114 OMAHA (NE) -123 PONTIAC (MI)	1066	174100	835848
NE-MI	31 DEARBORN (MI) -114 OMAHA (NE)	1142	179336	858484
NE-MI	55 GRAND RAPIDS (MI) -114 OMAHA (NE)	1153	168819	772278
NE-MI	5 ANN ARBOR (MI) -114 OMAHA (NE)	1235	186765	892008
NE-MI	35 DETROIT (MI) -114 OMAHA (NE)	2072	329030	1576845
NE-MO	58 HERMANN (MO) -108 NEBRASKA CITY (BUS-NE)	103	6685	36007
NE-MO	108 NEBRASKA CITY (BUS-NE) -144 ST. LOUIS (MO)	130	10682	55613
NE-MO	77 KIRKWOOD (MO) -108 NEBRASKA CITY (BUS-NE)	188	15025	78022
NE-MO	108 NEBRASKA CITY (BUS-NE) -135 SEDALIA (MO)	296	12011	71037
NE-MO	70 JEFFERSON (MO) -108 NEBRASKA CITY (BUS-NE)	523	28338	159117
NE-MO	64 INDEPENDENCE (MO) -108 NEBRASKA CITY (BUS-NE)	998	19742	156691
NE-NE	57 HASTINGS (NE) -60 HOLDREGE (NE)	7	72	363
NE-NE	57 HASTINGS (NE) -99 MCCOOK (NE)	10	251	1263
NE-NE	60 HOLDREGE (NE) -87 LINCOLN (NE)	48	1493	7268
NE-NE	60 HOLDREGE (NE) -114 OMAHA (NE)	55	2297	11239
NE-NE	57 HASTINGS (NE) -87 LINCOLN (NE)	114	2274	11101
NE-NE	57 HASTINGS (NE) -114 OMAHA (NE)	158	4908	23868
NE-NE	99 MCCOOK (NE) -114 OMAHA (NE)	305	17570	86294
NE-NE	87 LINCOLN (NE) -114 OMAHA (NE)	759	8384	40986

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States	Station Pair	Riders	Revenue	Passenger Miles
NE-NE	87 LINCOLN (NE) -99 MCCOOK (NE)	811	37882	185700
NE-OH	99 MCCOOK (NE) -150 TOLEDO (OH)	2	422	1856
NE-OH	24 CLEVELAND (OH) -99 MCCOOK (NE)	2	550	2413
NE-OH	57 HASTINGS (NE) -150 TOLEDO (OH)	2	449	1938
NE-OH	24 CLEVELAND (OH) -57 HASTINGS (NE)	2	529	2280
NE-OH	23 CINCINNATI (OH) -57 HASTINGS (NE)	10	2123	9322
NE-OH	23 CINCINNATI (OH) -99 MCCOOK (NE)	12	2868	12793
NE-OH	87 LINCOLN (NE) -134 SANDUSKY (OH)	22	4314	18419
NE-OH	87 LINCOLN (NE) -150 TOLEDO (OH)	23	4271	18101
NE-OH	114 OMAHA (NE) -134 SANDUSKY (OH)	54	9805	41421
NE-OH	45 ELYRIA (OH) -114 OMAHA (NE)	83	15908	66976
NE-OH	24 CLEVELAND (OH) -87 LINCOLN (NE)	88	18434	78275
NE-OH	1 AKRON(BUS-OH) -114 OMAHA (NE)	111	22502	97102
NE-OH	23 CINCINNATI (OH) -87 LINCOLN (NE)	266	52189	225842
NE-OH	114 OMAHA (NE) -150 TOLEDO (OH)	301	52160	218497
NE-OH	24 CLEVELAND (OH) -114 OMAHA (NE)	465	92211	387606
NE-WI	57 HASTINGS (NE) -136 SHEBOYGAN(BUS-WI)	3	428	1942
NE-WI	99 MCCOOK (NE) -162 WEST BEND (WI)	3	641	2826
NE-WI	99 MCCOOK (NE) -148 STURTEVANT (WI)	4	692	3131
NE-WI	60 HOLDREGE (NE) -148 STURTEVANT (WI)	4	731	3270
NE-WI	60 HOLDREGE (NE) -162 WEST BEND (WI)	5	892	3883
NE-WI	12 BROOKFIELD (WI) -99 MCCOOK (NE)	5	1045	4637
NE-WI	57 HASTINGS (NE) -162 WEST BEND (WI)	6	1058	4562
NE-WI	12 BROOKFIELD (WI) -57 HASTINGS (NE)	7	1130	4909
NE-WI	57 HASTINGS (NE) -148 STURTEVANT (WI)	7	1109	4920
NE-WI	12 BROOKFIELD (WI) -60 HOLDREGE (NE)	7	1279	5610
NE-WI	99 MCCOOK (NE) -102 MILWAUKEE (WI)	11	2118	9550
NE-WI	108 NEBRASKA CITY (BUS-NE) -162 WEST BEND (WI)	13	2217	8418
NE-WI	60 HOLDREGE (NE) -102 MILWAUKEE (WI)	14	2435	10861
NE-WI	57 HASTINGS (NE) -102 MILWAUKEE (WI)	15	2441	10797
NE-WI	12 BROOKFIELD (WI) -108 NEBRASKA CITY (BUS-NE)	42	6911	26223
NE-WI	87 LINCOLN (NE) -162 WEST BEND (WI)	57	8720	36800
NE-WI	87 LINCOLN (NE) -136 SHEBOYGAN(BUS-WI)	59	8719	39031
NE-WI	12 BROOKFIELD (WI) -87 LINCOLN (NE)	101	15044	63983
NE-WI	87 LINCOLN (NE) -148 STURTEVANT (WI)	130	17653	76857
NE-WI	87 LINCOLN (NE) -102 MILWAUKEE (WI)	175	24941	108247
NE-WI	114 OMAHA (NE) -136 SHEBOYGAN(BUS-WI)	192	26513	117534
NE-WI	114 OMAHA (NE) -162 WEST BEND (WI)	377	54017	224654
NE-WI	114 OMAHA (NE) -148 STURTEVANT (WI)	764	95818	411597
NE-WI	12 BROOKFIELD (WI) -114 OMAHA (NE)	781	107485	450591
NE-WI	102 MILWAUKEE (WI) -114 OMAHA (NE)	1701	223623	957861

MWRRI
Station-to-Station Data Tables
Data for 2020

Ohio

June 2004

Prepared by:
Transportation Economics & Management Systems, Inc.

MWRRI
State of Ohio
Station to Station Origin-Destination Data

States	Station Pair	Riders	Revenue	Passenger Miles
OH-IA	28 CRESTON (IA) -150 TOLEDO (OH)	6	906	4219
OH-IA	104 MT. PLEASANT (IA) -134 SANDUSKY (OH)	8	1048	4801
OH-IA	117 OTTUMWA (IA) -134 SANDUSKY (OH)	9	1280	5902
OH-IA	48 FORT MADISON (IA) -150 TOLEDO (OH)	11	1377	6177
OH-IA	24 CLEVELAND (OH) -28 CRESTON (IA)	11	2061	9500
OH-IA	3 AMES(BUS-IA) -150 TOLEDO (OH)	12	1710	7417
OH-IA	45 ELYRIA (OH) -104 MT. PLEASANT (IA)	13	1907	8663
OH-IA	14 BURLINGTON (IA) -134 SANDUSKY (OH)	14	1913	8631
OH-IA	45 ELYRIA (OH) -117 OTTUMWA (IA)	15	2305	10539
OH-IA	1 AKRON(BUS-OH) -48 FORT MADISON (IA)	19	2952	13567
OH-IA	115 OSCEOLA (IA) -150 TOLEDO (OH)	25	3935	18260
OH-IA	117 OTTUMWA (IA) -150 TOLEDO (OH)	27	3790	17415
OH-IA	131 ROCK ISLAND (IA) -165 YOUNGSTOWN(BUS-OH)	32	4181	18963
OH-IA	14 BURLINGTON (IA) -150 TOLEDO (OH)	35	4281	19167
OH-IA	104 MT. PLEASANT (IA) -150 TOLEDO (OH)	35	4507	20562
OH-IA	1 AKRON(BUS-OH) -131 ROCK ISLAND (IA)	35	4425	19483
OH-IA	24 CLEVELAND (OH) -48 FORT MADISON (IA)	38	5660	25220
OH-IA	15 CANTON(BUS-OH) -131 ROCK ISLAND (IA)	44	5694	25654
OH-IA	34 DES MOINES (IA) -134 SANDUSKY (OH)	51	7614	32276
OH-IA	131 ROCK ISLAND (IA) -154 WARREN(BUS-OH)	55	7090	31754
OH-IA	24 CLEVELAND (OH) -115 OSCEOLA (IA)	68	12154	55830
OH-IA	18 CEDAR FALLS (BUS-IA) -134 SANDUSKY (OH)	72	9377	43691
OH-IA	1 AKRON(BUS-OH) -14 BURLINGTON (IA)	77	11900	54694
OH-IA	24 CLEVELAND (OH) -104 MT. PLEASANT (IA)	78	12013	54311
OH-IA	24 CLEVELAND (OH) -117 OTTUMWA (IA)	92	14981	68171
OH-IA	14 BURLINGTON (IA) -24 CLEVELAND (OH)	92	13528	60137
OH-IA	30 DAYTON(BUS-OH) -104 MT. PLEASANT (IA)	96	12270	64865
OH-IA	67 IOWA CITY (IA) -150 TOLEDO (OH)	122	13660	57433
OH-IA	14 BURLINGTON (IA) -30 DAYTON(BUS-OH)	146	18023	94285
OH-IA	34 DES MOINES (IA) -150 TOLEDO (OH)	205	28829	120979
OH-IA	19 CEDAR RAPIDS(BUS-IA) -45 ELYRIA (OH)	231	30747	133993
OH-IA	14 BURLINGTON (IA) -23 CINCINNATI (OH)	234	31718	145358
OH-IA	18 CEDAR FALLS (BUS-IA) -150 TOLEDO (OH)	242	29117	135196
OH-IA	19 CEDAR RAPIDS(BUS-IA) -134 SANDUSKY (OH)	243	30231	132695
OH-IA	23 CINCINNATI (OH) -34 DES MOINES (IA)	277	42445	183111
OH-IA	24 CLEVELAND (OH) -34 DES MOINES (IA)	301	49870	210089
OH-IA	24 CLEVELAND (OH) -67 IOWA CITY (IA)	314	42858	180979
OH-IA	45 ELYRIA (OH) -131 ROCK ISLAND (IA)	337	41170	167252
OH-IA	131 ROCK ISLAND (IA) -134 SANDUSKY (OH)	359	41695	165523
OH-IA	19 CEDAR RAPIDS(BUS-IA) -24 CLEVELAND (OH)	588	81923	355683
OH-IA	19 CEDAR RAPIDS(BUS-IA) -23 CINCINNATI (OH)	904	114547	512837
OH-IA	19 CEDAR RAPIDS(BUS-IA) -150 TOLEDO (OH)	919	111722	457414
OH-IA	24 CLEVELAND (OH) -131 ROCK ISLAND (IA)	1063	141210	553871
OH-IA	131 ROCK ISLAND (IA) -150 TOLEDO (OH)	1426	152652	590302
OH-IA	23 CINCINNATI (OH) -131 ROCK ISLAND (IA)	3590	426391	1733876
OH-IL	97 MARION(BUS-IL) -134 SANDUSKY (OH)	7	1027	4262
OH-IL	86 LINCOLN (IL) -154 WARREN(BUS-OH)	8	1044	4681
OH-IL	1 AKRON(BUS-OH) -16 CARBONDALE (IL)	11	1889	7955
OH-IL	45 ELYRIA (OH) -97 MARION(BUS-IL)	12	1905	7880
OH-IL	126 PRINCETON (IL) -134 SANDUSKY (OH)	12	1149	4917
OH-IL	122 PONTIAC (IL) -154 WARREN(BUS-OH)	14	1586	7056
OH-IL	1 AKRON(BUS-OH) -90 MACOMB (IL)	15	2249	10332
OH-IL	17 CARLINVILLE (IL) -154 WARREN(BUS-OH)	15	2105	9618
OH-IL	76 KEWANEE (IL) -165 YOUNGSTOWN(BUS-OH)	16	2269	10594
OH-IL	1 AKRON(BUS-OH) -76 KEWANEE (IL)	18	2559	11647
OH-IL	86 LINCOLN (IL) -134 SANDUSKY (OH)	20	2145	9156
OH-IL	15 CANTON(BUS-OH) -76 KEWANEE (IL)	22	3054	14180
OH-IL	16 CARBONDALE (IL) -45 ELYRIA (OH)	22	3420	13934
OH-IL	86 LINCOLN (IL) -165 YOUNGSTOWN(BUS-OH)	24	3018	13710
OH-IL	16 CARBONDALE (IL) -134 SANDUSKY (OH)	24	3533	14429
OH-IL	69 JACKSONVILLE(BUS-IL) -134 SANDUSKY (OH)	25	2876	13161
OH-IL	15 CANTON(BUS-OH) -86 LINCOLN (IL)	25	3235	14598
OH-IL	97 MARION(BUS-IL) -150 TOLEDO (OH)	26	3568	14627

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States	Station Pair	Riders	Revenue	Passenger Miles
OH-IL	30 DAYTON(BUS-OH) -90 MACOMB (IL)	29	3508	18358
OH-IL	1 AKRON(BUS-OH) -86 LINCOLN (IL)	29	3651	16094
OH-IL	45 ELYRIA (OH) -86 LINCOLN (IL)	30	3444	14604
OH-IL	41 DWIGHT (IL) -154 WARREN(BUS-OH)	31	3391	14883
OH-IL	45 ELYRIA (OH) -69 JACKSONVILLE(BUS-IL)	31	3789	17158
OH-IL	17 CARLINVILLE (IL) -134 SANDUSKY (OH)	35	4101	18002
OH-IL	51 GALESBURG (IL) -134 SANDUSKY (OH)	35	4401	19702
OH-IL	15 CANTON(BUS-OH) -98 MATTOON (IL)	36	4887	21198
OH-IL	122 PONTIAC (IL) -134 SANDUSKY (OH)	36	3362	14095
OH-IL	119 PEORIA (BUS-IL) -154 WARREN(BUS-OH)	39	4814	22629
OH-IL	24 CLEVELAND (OH) -97 MARION(BUS-IL)	39	6458	26676
OH-IL	1 AKRON(BUS-OH) -51 GALESBURG (IL)	40	5763	26337
OH-IL	126 PRINCETON (IL) -165 YOUNGSTOWN(BUS-OH)	40	4629	21213
OH-IL	139 SPRINGFIELD (IL) -154 WARREN(BUS-OH)	41	5442	24371
OH-IL	98 MATTOON (IL) -165 YOUNGSTOWN(BUS-OH)	42	5680	24805
OH-IL	45 ELYRIA (OH) -51 GALESBURG (IL)	44	5902	26206
OH-IL	13 BTN-NORMAL (IL) -154 WARREN(BUS-OH)	44	5354	23779
OH-IL	51 GALESBURG (IL) -165 YOUNGSTOWN(BUS-OH)	46	6885	32239
OH-IL	122 PONTIAC (IL) -165 YOUNGSTOWN(BUS-OH)	47	5414	24439
OH-IL	45 ELYRIA (OH) -122 PONTIAC (IL)	49	4962	20683
OH-IL	38 DU QUOIN (IL) -150 TOLEDO (OH)	52	6928	27906
OH-IL	15 CANTON(BUS-OH) -126 PRINCETON (IL)	53	6099	27747
OH-IL	17 CARLINVILLE (IL) -45 ELYRIA (OH)	54	6936	30218
OH-IL	15 CANTON(BUS-OH) -51 GALESBURG (IL)	60	8812	41038
OH-IL	24 CLEVELAND (OH) -38 DU QUOIN (IL)	61	9670	39376
OH-IL	15 CANTON(BUS-OH) -122 PONTIAC (IL)	62	7547	31705
OH-IL	15 CANTON(BUS-OH) -100 MENDOTA (IL)	63	6968	31552
OH-IL	45 ELYRIA (OH) -98 MATTOON (IL)	64	7839	31885
OH-IL	30 DAYTON(BUS-OH) -76 KEWANEE (IL)	64	6920	36400
OH-IL	1 AKRON(BUS-OH) -13 BTN-NORMAL (IL)	65	7773	33886
OH-IL	1 AKRON(BUS-OH) -126 PRINCETON (IL)	66	7997	32754
OH-IL	153 UPPER ALTON (IL) -154 WARREN(BUS-OH)	67	9762	44477
OH-IL	32 DECATUR(BUS-IL) -134 SANDUSKY (OH)	68	7350	31819
OH-IL	16 CARBONDALE (IL) -24 CLEVELAND (OH)	68	11126	45300
OH-IL	1 AKRON(BUS-OH) -122 PONTIAC (IL)	69	8137	33620
OH-IL	1 AKRON(BUS-OH) -98 MATTOON (IL)	74	9817	41599
OH-IL	126 PRINCETON (IL) -150 TOLEDO (OH)	77	6457	27210
OH-IL	24 CLEVELAND (OH) -69 JACKSONVILLE(BUS-IL)	78	9968	44881
OH-IL	13 BTN-NORMAL (IL) -134 SANDUSKY (OH)	83	8329	34997
OH-IL	20 CENTRALIA (IL) -150 TOLEDO (OH)	85	10591	42629
OH-IL	86 LINCOLN (IL) -150 TOLEDO (OH)	85	8228	34625
OH-IL	29 DANVILLE(BUS-IL) -134 SANDUSKY (OH)	87	10638	47259
OH-IL	13 BTN-NORMAL (IL) -15 CANTON(BUS-OH)	88	10649	47594
OH-IL	16 CARBONDALE (IL) -150 TOLEDO (OH)	90	12426	50068
OH-IL	29 DANVILLE(BUS-IL) -45 ELYRIA (OH)	91	11588	52638
OH-IL	128 RANTOUL (IL) -165 YOUNGSTOWN(BUS-OH)	94	11444	50255
OH-IL	23 CINCINNATI (OH) -69 JACKSONVILLE(BUS-IL)	95	10923	50997
OH-IL	24 CLEVELAND (OH) -86 LINCOLN (IL)	99	12000	50737
OH-IL	13 BTN-NORMAL (IL) -165 YOUNGSTOWN(BUS-OH)	101	12269	55233
OH-IL	20 CENTRALIA (IL) -24 CLEVELAND (OH)	103	15286	62237
OH-IL	15 CANTON(BUS-OH) -120 PLANO (IL)	104	10840	48769
OH-IL	32 DECATUR(BUS-IL) -45 ELYRIA (OH)	105	12263	52707
OH-IL	23 CINCINNATI (OH) -51 GALESBURG (IL)	105	13590	61987
OH-IL	13 BTN-NORMAL (IL) -45 ELYRIA (OH)	106	11585	48407
OH-IL	30 DAYTON(BUS-OH) -86 LINCOLN (IL)	108	10199	52830
OH-IL	69 JACKSONVILLE(BUS-IL) -150 TOLEDO (OH)	109	11523	51063
OH-IL	30 DAYTON(BUS-OH) -127 QUINCY (IL)	112	14934	77871
OH-IL	30 DAYTON(BUS-OH) -126 PRINCETON (IL)	112	9154	48829
OH-IL	100 MENDOTA (IL) -165 YOUNGSTOWN(BUS-OH)	118	13055	59575
OH-IL	1 AKRON(BUS-OH) -139 SPRINGFIELD (IL)	119	15606	68748
OH-IL	120 PLANO (IL) -165 YOUNGSTOWN(BUS-OH)	119	12498	56701
OH-IL	119 PEORIA (BUS-IL) -134 SANDUSKY (OH)	121	12961	56197
OH-IL	139 SPRINGFIELD (IL) -165 YOUNGSTOWN(BUS-OH)	122	16446	74550

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States	Station Pair	Riders	Revenue	Passenger Miles
OH-IL	21 CHAMPAIGN-URBANA (IL) -134 SANDUSKY (OH)	126	13040	53086
OH-IL	1 AKRON(BUS-OH) -44 EFFINGHAM (IL)	127	17719	75012
OH-IL	15 CANTON(BUS-OH) -128 RANTOUL (IL)	128	15494	67532
OH-IL	21 CHAMPAIGN-URBANA (IL) -165 YOUNGSTOWN(BUS-OH)	130	16346	71680
OH-IL	41 DWIGHT (IL) -165 YOUNGSTOWN(BUS-OH)	130	14546	64808
OH-IL	1 AKRON(BUS-OH) -120 PLANO (IL)	131	13375	58471
OH-IL	1 AKRON(BUS-OH) -41 DWIGHT (IL)	134	14544	62518
OH-IL	17 CARLINVILLE (IL) -150 TOLEDO (OH)	143	15580	67742
OH-IL	15 CANTON(BUS-OH) -139 SPRINGFIELD (IL)	148	19728	88852
OH-IL	24 CLEVELAND (OH) -122 PONTIAC (IL)	148	15951	66330
OH-IL	45 ELYRIA (OH) -139 SPRINGFIELD (IL)	153	18542	78740
OH-IL	30 DAYTON(BUS-OH) -51 GALESBURG (IL)	155	17797	93356
OH-IL	1 AKRON(BUS-OH) -100 MENDOTA (IL)	155	17902	73871
OH-IL	51 GALESBURG (IL) -150 TOLEDO (OH)	157	18387	81735
OH-IL	15 CANTON(BUS-OH) -21 CHAMPAIGN-URBANA (IL)	157	19608	85355
OH-IL	30 DAYTON(BUS-OH) -122 PONTIAC (IL)	158	12783	67038
OH-IL	122 PONTIAC (IL) -150 TOLEDO (OH)	159	13152	54114
OH-IL	15 CANTON(BUS-OH) -41 DWIGHT (IL)	161	17856	78913
OH-IL	17 CARLINVILLE (IL) -24 CLEVELAND (OH)	164	21867	94901
OH-IL	134 SANDUSKY (OH) -153 UPPER ALTON (IL)	164	20662	90601
OH-IL	24 CLEVELAND (OH) -126 PRINCETON (IL)	165	17977	76126
OH-IL	24 CLEVELAND (OH) -29 DANVILLE(BUS-IL)	168	22402	101187
OH-IL	1 AKRON(BUS-OH) -128 RANTOUL (IL)	186	23125	93869
OH-IL	45 ELYRIA (OH) -119 PEORIA (BUS-IL)	186	21490	92911
OH-IL	1 AKRON(BUS-OH) -21 CHAMPAIGN-URBANA (IL)	187	22914	97256
OH-IL	17 CARLINVILLE (IL) -30 DAYTON(BUS-OH)	192	20473	106627
OH-IL	134 SANDUSKY (OH) -139 SPRINGFIELD (IL)	193	21775	93035
OH-IL	23 CINCINNATI (OH) -86 LINCOLN (IL)	198	21431	93720
OH-IL	24 CLEVELAND (OH) -51 GALESBURG (IL)	200	28381	125460
OH-IL	21 CHAMPAIGN-URBANA (IL) -45 ELYRIA (OH)	213	23992	97382
OH-IL	29 DANVILLE(BUS-IL) -150 TOLEDO (OH)	213	23169	105773
OH-IL	32 DECATUR(BUS-IL) -150 TOLEDO (OH)	214	21741	89950
OH-IL	128 RANTOUL (IL) -150 TOLEDO (OH)	221	19998	79669
OH-IL	24 CLEVELAND (OH) -32 DECATUR(BUS-IL)	228	28139	120510
OH-IL	24 CLEVELAND (OH) -98 MATTOON (IL)	234	30296	123129
OH-IL	24 CLEVELAND (OH) -128 RANTOUL (IL)	243	28082	113815
OH-IL	71 JOLIET (IL) -154 WARREN(BUS-OH)	243	24813	109069
OH-IL	44 EFFINGHAM (IL) -150 TOLEDO (OH)	262	29195	117237
OH-IL	41 DWIGHT (IL) -150 TOLEDO (OH)	265	21215	85266
OH-IL	15 CANTON(BUS-OH) -54 GLENVIEW (IL)	269	27563	116650
OH-IL	24 CLEVELAND (OH) -44 EFFINGHAM (IL)	272	37022	150622
OH-IL	45 ELYRIA (OH) -153 UPPER ALTON (IL)	282	38031	165597
OH-IL	23 CINCINNATI (OH) -122 PONTIAC (IL)	295	27987	120749
OH-IL	23 CINCINNATI (OH) -29 DANVILLE(BUS-IL)	312	10998	63327
OH-IL	13 BTN-NORMAL (IL) -24 CLEVELAND (OH)	337	38771	161620
OH-IL	13 BTN-NORMAL (IL) -30 DAYTON(BUS-OH)	337	32155	153446
OH-IL	54 GLENVIEW (IL) -165 YOUNGSTOWN(BUS-OH)	344	36073	151398
OH-IL	45 ELYRIA (OH) -54 GLENVIEW (IL)	377	32423	130953
OH-IL	71 JOLIET (IL) -134 SANDUSKY (OH)	397	32361	132362
OH-IL	30 DAYTON(BUS-OH) -100 MENDOTA (IL)	400	30911	165314
OH-IL	24 CLEVELAND (OH) -119 PEORIA (BUS-IL)	413	48672	216404
OH-IL	1 AKRON(BUS-OH) -54 GLENVIEW (IL)	430	43279	176180
OH-IL	119 PEORIA (BUS-IL) -150 TOLEDO (OH)	442	42965	184308
OH-IL	24 CLEVELAND (OH) -41 DWIGHT (IL)	474	49796	203503
OH-IL	30 DAYTON(BUS-OH) -139 SPRINGFIELD (IL)	515	56466	265499
OH-IL	13 BTN-NORMAL (IL) -150 TOLEDO (OH)	521	47058	194404
OH-IL	30 DAYTON(BUS-OH) -120 PLANO (IL)	568	40332	216857
OH-IL	30 DAYTON(BUS-OH) -153 UPPER ALTON (IL)	582	66464	342154
OH-IL	17 CARLINVILLE (IL) -23 CINCINNATI (OH)	600	72559	325180
OH-IL	21 CHAMPAIGN-URBANA (IL) -24 CLEVELAND (OH)	619	73570	298381
OH-IL	74 KANKAKEE (IL) -165 YOUNGSTOWN(BUS-OH)	620	69543	296271
OH-IL	24 CLEVELAND (OH) -139 SPRINGFIELD (IL)	642	82076	347536
OH-IL	107 NAPERVILLE (IL) -134 SANDUSKY (OH)	646	50650	209445

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OH-IL	71 JOLIET (IL) -165 YOUNGSTOWN(BUS-OH)	705	76086	325232
OH-IL	1 AKRON(BUS-OH) -74 KANKAKEE (IL)	751	81871	336359
OH-IL	45 ELYRIA (OH) -71 JOLIET (IL)	752	67964	276839
OH-IL	139 SPRINGFIELD (IL) -150 TOLEDO (OH)	755	79041	327523
OH-IL	21 CHAMPAIGN-URBANA (IL) -150 TOLEDO (OH)	800	75170	299926
OH-IL	23 CINCINNATI (OH) -32 DECATUR(BUS-IL)	813	93581	398388
OH-IL	15 CANTON(BUS-OH) -74 KANKAKEE (IL)	820	91317	386007
OH-IL	23 CINCINNATI (OH) -41 DWIGHT (IL)	833	76874	325761
OH-IL	45 ELYRIA (OH) -107 NAPERVILLE (IL)	897	78279	321967
OH-IL	1 AKRON(BUS-OH) -71 JOLIET (IL)	898	92524	386978
OH-IL	15 CANTON(BUS-OH) -71 JOLIET (IL)	914	98050	414756
OH-IL	150 TOLEDO (OH) -153 UPPER ALTON (IL)	937	109103	474119
OH-IL	24 CLEVELAND (OH) -153 UPPER ALTON (IL)	1002	141521	613974
OH-IL	15 CANTON(BUS-OH) -107 NAPERVILLE (IL)	1052	108644	467977
OH-IL	30 DAYTON(BUS-OH) -54 GLENVIEW (IL)	1122	78072	389314
OH-IL	23 CINCINNATI (OH) -119 PEORIA (BUS-IL)	1169	123286	568267
OH-IL	74 KANKAKEE (IL) -150 TOLEDO (OH)	1173	89796	355496
OH-IL	107 NAPERVILLE (IL) -165 YOUNGSTOWN(BUS-OH)	1386	147180	626603
OH-IL	1 AKRON(BUS-OH) -107 NAPERVILLE (IL)	1533	157051	646869
OH-IL	62 HOMEWOOD (IL) -165 YOUNGSTOWN(BUS-OH)	1544	163092	688707
OH-IL	23 CINCINNATI (OH) -139 SPRINGFIELD (IL)	1566	188368	787606
OH-IL	54 GLENVIEW (IL) -150 TOLEDO (OH)	1566	105436	415092
OH-IL	24 CLEVELAND (OH) -54 GLENVIEW (IL)	1763	162495	655841
OH-IL	24 CLEVELAND (OH) -74 KANKAKEE (IL)	1767	179151	724430
OH-IL	30 DAYTON(BUS-OH) -74 KANKAKEE (IL)	1899	141109	731021
OH-IL	1 AKRON(BUS-OH) -62 HOMEWOOD (IL)	1956	202296	813794
OH-IL	15 CANTON(BUS-OH) -62 HOMEWOOD (IL)	2168	233122	951915
OH-IL	71 JOLIET (IL) -150 TOLEDO (OH)	2189	157026	625985
OH-IL	24 CLEVELAND (OH) -71 JOLIET (IL)	2293	221550	901343
OH-IL	15 CANTON(BUS-OH) -22 CHICAGO (IL)	2373	238028	987261
OH-IL	22 CHICAGO (IL) -165 YOUNGSTOWN(BUS-OH)	2597	263782	1098521
OH-IL	22 CHICAGO (IL) -154 WARREN(BUS-OH)	2989	288294	1225692
OH-IL	24 CLEVELAND (OH) -107 NAPERVILLE (IL)	3062	286393	1175729
OH-IL	107 NAPERVILLE (IL) -150 TOLEDO (OH)	3274	246987	906859
OH-IL	13 BTN-NORMAL (IL) -23 CINCINNATI (OH)	3285	373369	1452090
OH-IL	1 AKRON(BUS-OH) -22 CHICAGO (IL)	3486	338068	1369985
OH-IL	30 DAYTON(BUS-OH) -71 JOLIET (IL)	3492	252064	1285013
OH-IL	23 CINCINNATI (OH) -54 GLENVIEW (IL)	3929	312190	1312154
OH-IL	23 CINCINNATI (OH) -153 UPPER ALTON (IL)	5283	732404	3037849
OH-IL	30 DAYTON(BUS-OH) -107 NAPERVILLE (IL)	5757	415242	2066832
OH-IL	22 CHICAGO (IL) -134 SANDUSKY (OH)	7179	556507	2117936
OH-IL	22 CHICAGO (IL) -45 ELYRIA (OH)	7763	669259	2561873
OH-IL	30 DAYTON(BUS-OH) -62 HOMEWOOD (IL)	8348	599767	2941239
OH-IL	23 CINCINNATI (OH) -107 NAPERVILLE (IL)	11205	910332	3876992
OH-IL	22 CHICAGO (IL) -30 DAYTON(BUS-OH)	12932	849915	4267647
OH-IL	22 CHICAGO (IL) -150 TOLEDO (OH)	43887	2956314	10883963
OH-IL	22 CHICAGO (IL) -24 CLEVELAND (OH)	76402	7401712	27122774
OH-IL	22 CHICAGO (IL) -23 CINCINNATI (OH)	158856	13487883	50357272
OH-IN	94 MARCELINE -150 TOLEDO (OH)	2	334	1526
OH-IN	24 CLEVELAND (OH) -94 MARCELINE	2	401	1818
OH-IN	23 CINCINNATI (OH) -149 TERRE HAUTE(BUS-IN)	4	517	2310
OH-IN	30 DAYTON(BUS-OH) -52 GARY INTERNATIONAL AIRPORT	6	335	1870
OH-IN	30 DAYTON(BUS-OH) -158 WATERLOO (BUS-IN)	10	889	4570
OH-IN	59 HMI-WTG-DET (IN) -134 SANDUSKY (OH)	12	912	3648
OH-IN	33 DEFIANCE (IN) -134 SANDUSKY (OH)	12	280	1209
OH-IN	45 ELYRIA (OH) -59 HMI-WTG-DET (IN)	14	1247	4979
OH-IN	101 MICHIGAN CITY (IN) -165 YOUNGSTOWN(BUS-OH)	19	2063	8930
OH-IN	30 DAYTON(BUS-OH) -80 LAFAYETTE (IN)	19	576	3890
OH-IN	1 AKRON(BUS-OH) -101 MICHIGAN CITY (IN)	21	2202	9217
OH-IN	15 CANTON(BUS-OH) -101 MICHIGAN CITY (IN)	21	2329	9979
OH-IN	45 ELYRIA (OH) -149 TERRE HAUTE(BUS-IN)	23	2918	12678
OH-IN	101 MICHIGAN CITY (IN) -150 TOLEDO (OH)	25	1908	7389
OH-IN	30 DAYTON(BUS-OH) -53 GARY INTERNATIONAL AIRPORT (IN)	25	1391	7770

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OH-IN	134 SANDUSKY (OH) -149 TERRE HAUTE(BUS-IN)	26	3149	13783
OH-IN	121 PLYMOUTH (IN) -154 WARREN(BUS-OH)	28	2013	9031
OH-IN	154 WARREN(BUS-OH) -156 WARSAW (IN)	29	1912	8655
OH-IN	59 HMI-WTG-DET (IN) -150 TOLEDO (OH)	35	2349	9111
OH-IN	30 DAYTON(BUS-OH) -66 INDIANAPOLIS AIRPORT (IN)	39	545	5156
OH-IN	23 CINCINNATI (OH) -52 GARY INTERNATIONAL AIRPORT	48	3344	14181
OH-IN	1 AKRON(BUS-OH) -158 WATERLOO (BUS-IN)	50	2818	13635
OH-IN	24 CLEVELAND (OH) -149 TERRE HAUTE(BUS-IN)	56	7525	32572
OH-IN	30 DAYTON(BUS-OH) -33 DEFIANCE (IN)	73	7125	34617
OH-IN	149 TERRE HAUTE(BUS-IN) -150 TOLEDO (OH)	84	9687	40300
OH-IN	1 AKRON(BUS-OH) -33 DEFIANCE (IN)	104	4679	20897
OH-IN	1 AKRON(BUS-OH) -156 WARSAW (IN)	111	7297	31334
OH-IN	30 DAYTON(BUS-OH) -101 MICHIGAN CITY (IN)	112	8171	42888
OH-IN	154 WARREN(BUS-OH) -158 WATERLOO (BUS-IN)	113	7001	32737
OH-IN	33 DEFIANCE (IN) -45 ELYRIA (OH)	127	4148	17453
OH-IN	15 CANTON(BUS-OH) -33 DEFIANCE (IN)	129	6046	28862
OH-IN	30 DAYTON(BUS-OH) -59 HMI-WTG-DET (IN)	130	8575	45059
OH-IN	23 CINCINNATI (OH) -53 GARY INTERNATIONAL AIRPORT (IN)	134	9256	39251
OH-IN	134 SANDUSKY (OH) -156 WARSAW (IN)	135	6203	24949
OH-IN	33 DEFIANCE (IN) -165 YOUNGSTOWN(BUS-OH)	135	6467	31127
OH-IN	134 SANDUSKY (OH) -158 WATERLOO (BUS-IN)	153	5750	26783
OH-IN	1 AKRON(BUS-OH) -121 PLYMOUTH (IN)	160	11671	49146
OH-IN	45 ELYRIA (OH) -156 WARSAW (IN)	183	10184	40298
OH-IN	158 WATERLOO (BUS-IN) -165 YOUNGSTOWN(BUS-OH)	185	12058	56129
OH-IN	45 ELYRIA (OH) -158 WATERLOO (BUS-IN)	192	8913	40253
OH-IN	10 BLOOMINGTON(BUS-IN) -150 TOLEDO (OH)	202	21189	92560
OH-IN	156 WARSAW (IN) -165 YOUNGSTOWN(BUS-OH)	204	14333	63749
OH-IN	15 CANTON(BUS-OH) -158 WATERLOO (BUS-IN)	219	13770	64829
OH-IN	23 CINCINNATI (OH) -66 INDIANAPOLIS AIRPORT (IN)	246	6845	29231
OH-IN	15 CANTON(BUS-OH) -156 WARSAW (IN)	246	17209	75248
OH-IN	26 COLUMBUS(BUS-IN) -45 ELYRIA (OH)	256	31337	135461
OH-IN	121 PLYMOUTH (IN) -165 YOUNGSTOWN(BUS-OH)	259	19917	87652
OH-IN	53 GARY INTERNATIONAL AIRPORT (IN) -165 YOUNGSTOWN(BUS-OH)	266	23537	106247
OH-IN	24 CLEVELAND (OH) -59 HMI-WTG-DET (IN)	283	26250	104811
OH-IN	45 ELYRIA (OH) -121 PLYMOUTH (IN)	313	19320	76576
OH-IN	15 CANTON(BUS-OH) -121 PLYMOUTH (IN)	313	24069	103529
OH-IN	15 CANTON(BUS-OH) -53 GARY INTERNATIONAL AIRPORT (IN)	313	27543	123101
OH-IN	24 CLEVELAND (OH) -33 DEFIANCE (IN)	352	14254	57016
OH-IN	33 DEFIANCE (IN) -150 TOLEDO (OH)	370	5212	20343
OH-IN	1 AKRON(BUS-OH) -53 GARY INTERNATIONAL AIRPORT (IN)	371	31767	137141
OH-IN	26 COLUMBUS(BUS-IN) -150 TOLEDO (OH)	379	39395	169690
OH-IN	121 PLYMOUTH (IN) -134 SANDUSKY (OH)	384	20043	80667
OH-IN	10 BLOOMINGTON(BUS-IN) -45 ELYRIA (OH)	390	48187	210788
OH-IN	150 TOLEDO (OH) -156 WARSAW (IN)	500	18073	68965
OH-IN	50 FT. WAYNE(IN) -134 SANDUSKY (OH)	521	18116	76089
OH-IN	80 LAFAYETTE (IN) -165 YOUNGSTOWN(BUS-OH)	541	61668	274344
OH-IN	121 PLYMOUTH (IN) -150 TOLEDO (OH)	565	23997	92024
OH-IN	24 CLEVELAND (OH) -26 COLUMBUS(BUS-IN)	582	75053	323244
OH-IN	50 FT. WAYNE(IN) -154 WARREN(BUS-OH)	623	36539	162667
OH-IN	10 BLOOMINGTON(BUS-IN) -23 CINCINNATI (OH)	645	23041	107000
OH-IN	23 CINCINNATI (OH) -26 COLUMBUS(BUS-IN)	649	20978	100540
OH-IN	30 DAYTON(BUS-OH) -156 WARSAW (IN)	770	59363	303357
OH-IN	15 CANTON(BUS-OH) -80 LAFAYETTE (IN)	856	97004	428145
OH-IN	30 DAYTON(BUS-OH) -121 PLYMOUTH (IN)	923	65262	340627
OH-IN	10 BLOOMINGTON(BUS-IN) -24 CLEVELAND (OH)	927	120398	524476
OH-IN	1 AKRON(BUS-OH) -80 LAFAYETTE (IN)	979	108770	467174
OH-IN	24 CLEVELAND (OH) -156 WARSAW (IN)	1077	68167	263860
OH-IN	27 COLUMBUS(BUS-OH) -105 MUNCIE(BUS-IN)	1146	115566	638510
OH-IN	23 CINCINNATI (OH) -59 HMI-WTG-DET (IN)	1236	104058	411651
OH-IN	23 CINCINNATI (OH) -80 LAFAYETTE (IN)	1325	59846	247796
OH-IN	24 CLEVELAND (OH) -158 WATERLOO (BUS-IN)	1461	80667	343379
OH-IN	24 CLEVELAND (OH) -121 PLYMOUTH (IN)	1663	116369	449077
OH-IN	15 CANTON(BUS-OH) -65 INDIANAPOLIS (IN)	1694	221390	972260

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OH-IN	23 CINCINNATI (OH) -50 FT. WAYNE(IN)	2011	203986	844776
OH-IN	150 TOLEDO (OH) -158 WATERLOO (BUS-IN)	2015	67185	257897
OH-IN	45 ELYRIA (OH) -50 FT. WAYNE(IN)	2420	110503	438001
OH-IN	1 AKRON(BUS-OH) -65 INDIANAPOLIS (IN)	2719	349301	1498051
OH-IN	24 CLEVELAND (OH) -50 FT. WAYNE(IN)	9348	507918	1925623
OH-IN	23 CINCINNATI (OH) -65 INDIANAPOLIS (IN)	12615	362861	1425500
OH-IN	50 FT. WAYNE(IN) -150 TOLEDO (OH)	33700	944641	3336269
OH-KY	88 LOUISVILLE(BUS-KY) -134 SANDUSKY (OH)	667	80237	375661
OH-KY	88 LOUISVILLE(BUS-KY) -150 TOLEDO (OH)	2081	230074	1073614
OH-KY	23 CINCINNATI (OH) -88 LOUISVILLE(BUS-KY)	8714	395197	1943227
OH-MI	1 AKRON(BUS-OH) -8 BANGOR (MI)	1	99	398
OH-MI	8 BANGOR (MI) -165 YOUNGSTOWN(BUS-OH)	2	309	1288
OH-MI	45 ELYRIA (OH) -89 LUDINGTON(BUS-MI)	3	421	2046
OH-MI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -165 YOUNGSTOWN(BUS-OH)	4	451	1903
OH-MI	4 ANCHORVILLE(BUS-MI) -134 SANDUSKY (OH)	6	788	3876
OH-MI	2 ALBION (MI) -150 TOLEDO (OH)	8	788	3573
OH-MI	2 ALBION (MI) -165 YOUNGSTOWN(BUS-OH)	9	1125	5386
OH-MI	2 ALBION (MI) -15 CANTON(BUS-OH)	11	1376	6552
OH-MI	42 EAST LANSING (MI) -45 ELYRIA (OH)	11	1333	5938
OH-MI	68 JACKSON (MI) -134 SANDUSKY (OH)	11	1222	5680
OH-MI	1 AKRON(BUS-OH) -2 ALBION (MI)	12	1490	6943
OH-MI	31 DEARBORN (MI) -134 SANDUSKY (OH)	12	1437	6839
OH-MI	89 LUDINGTON(BUS-MI) -134 SANDUSKY (OH)	13	1485	7324
OH-MI	15 CANTON(BUS-OH) -37 DOWAGIAC (MI)	14	1627	7413
OH-MI	37 DOWAGIAC (MI) -165 YOUNGSTOWN(BUS-OH)	14	1646	7555
OH-MI	1 AKRON(BUS-OH) -68 JACKSON (MI)	15	1882	8904
OH-MI	1 AKRON(BUS-OH) -37 DOWAGIAC (MI)	15	1683	7475
OH-MI	42 EAST LANSING (MI) -134 SANDUSKY (OH)	16	1761	7922
OH-MI	5 ANN ARBOR (MI) -134 SANDUSKY (OH)	16	1856	8805
OH-MI	35 DETROIT (MI) -134 SANDUSKY (OH)	17	2079	9909
OH-MI	112 NILES (MI) -154 WARREN(BUS-OH)	18	1358	6411
OH-MI	23 CINCINNATI (OH) -89 LUDINGTON(BUS-MI)	21	2592	12998
OH-MI	31 DEARBORN (MI) -45 ELYRIA (OH)	23	3001	14108
OH-MI	24 CLEVELAND (OH) -42 EAST LANSING (MI)	25	3146	13946
OH-MI	133 ROYAL OAK (MI) -134 SANDUSKY (OH)	29	3556	16984
OH-MI	112 NILES (MI) -134 SANDUSKY (OH)	32	1691	7408
OH-MI	1 AKRON(BUS-OH) -112 NILES (MI)	34	2453	11266
OH-MI	73 KALAMAZOO (MI) -134 SANDUSKY (OH)	35	3455	15023
OH-MI	5 ANN ARBOR (MI) -45 ELYRIA (OH)	36	4405	20635
OH-MI	2 ALBION (MI) -24 CLEVELAND (OH)	37	4457	19997
OH-MI	73 KALAMAZOO (MI) -165 YOUNGSTOWN(BUS-OH)	39	4704	21745
OH-MI	106 MUSKEGON(BUS-MI) -134 SANDUSKY (OH)	39	4509	20533
OH-MI	123 PONTIAC (MI) -150 TOLEDO (OH)	41	4753	22683
OH-MI	61 HOLLAND (MI) -165 YOUNGSTOWN(BUS-OH)	45	6178	28629
OH-MI	1 AKRON(BUS-OH) -73 KALAMAZOO (MI)	45	5326	23876
OH-MI	4 ANCHORVILLE(BUS-MI) -45 ELYRIA (OH)	47	6218	30171
OH-MI	45 ELYRIA (OH) -68 JACKSON (MI)	47	5435	24966
OH-MI	55 GRAND RAPIDS (MI) -134 SANDUSKY (OH)	47	5361	23006
OH-MI	15 CANTON(BUS-OH) -73 KALAMAZOO (MI)	48	5797	26610
OH-MI	1 AKRON(BUS-OH) -5 ANN ARBOR (MI)	49	6510	31303
OH-MI	15 CANTON(BUS-OH) -61 HOLLAND (MI)	50	6883	31703
OH-MI	1 AKRON(BUS-OH) -61 HOLLAND (MI)	51	6903	31142
OH-MI	9 BATTLE CREEK (MI) -134 SANDUSKY (OH)	52	3569	16326
OH-MI	45 ELYRIA (OH) -106 MUSKEGON(BUS-MI)	52	6307	29124
OH-MI	35 DETROIT (MI) -45 ELYRIA (OH)	53	6906	32523
OH-MI	4 ANCHORVILLE(BUS-MI) -150 TOLEDO (OH)	57	6702	32391
OH-MI	1 AKRON(BUS-OH) -31 DEARBORN (MI)	57	7942	38277
OH-MI	45 ELYRIA (OH) -73 KALAMAZOO (MI)	59	6386	27541
OH-MI	9 BATTLE CREEK (MI) -154 WARREN(BUS-OH)	59	3441	17183
OH-MI	45 ELYRIA (OH) -123 PONTIAC (MI)	60	8147	38473
OH-MI	45 ELYRIA (OH) -55 GRAND RAPIDS (MI)	62	7483	32198
OH-MI	1 AKRON(BUS-OH) -123 PONTIAC (MI)	65	9468	45765
OH-MI	42 EAST LANSING (MI) -150 TOLEDO (OH)	68	6995	31223

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States	Station Pair	Riders	Revenue	Passenger Miles
OH-MI	46 FLINT (MI) -134 SANDUSKY (OH)	69	8413	38186
OH-MI	30 DAYTON(BUS-OH) -112 NILES (MI)	70	5091	27403
OH-MI	45 ELYRIA (OH) -112 NILES (MI)	70	4514	18856
OH-MI	1 AKRON(BUS-OH) -133 ROYAL OAK (MI)	71	10078	48698
OH-MI	30 DAYTON(BUS-OH) -37 DOWAGIAC (MI)	76	6131	32793
OH-MI	89 LUDINGTON(BUS-MI) -150 TOLEDO (OH)	78	8511	42038
OH-MI	8 BANGOR (MI) -30 DAYTON(BUS-OH)	88	8372	39046
OH-MI	31 DEARBORN (MI) -150 TOLEDO (OH)	88	9651	45853
OH-MI	112 NILES (MI) -165 YOUNGSTOWN(BUS-OH)	93	7370	33834
OH-MI	15 CANTON(BUS-OH) -112 NILES (MI)	95	7359	33570
OH-MI	1 AKRON(BUS-OH) -35 DETROIT (MI)	100	14058	67835
OH-MI	23 CINCINNATI (OH) -42 EAST LANSING (MI)	107	12233	56178
OH-MI	55 GRAND RAPIDS (MI) -150 TOLEDO (OH)	127	13189	55968
OH-MI	106 MUSKEGON(BUS-MI) -150 TOLEDO (OH)	131	13834	62702
OH-MI	55 GRAND RAPIDS (MI) -165 YOUNGSTOWN(BUS-OH)	139	18127	85314
OH-MI	68 JACKSON (MI) -150 TOLEDO (OH)	139	13890	63318
OH-MI	24 CLEVELAND (OH) -106 MUSKEGON(BUS-MI)	143	18286	83886
OH-MI	133 ROYAL OAK (MI) -150 TOLEDO (OH)	145	16815	78844
OH-MI	4 ANCHORVILLE(BUS-MI) -24 CLEVELAND (OH)	157	21920	105514
OH-MI	24 CLEVELAND (OH) -68 JACKSON (MI)	175	21520	98192
OH-MI	30 DAYTON(BUS-OH) -40 DURAND (MI)	177	18997	100578
OH-MI	15 CANTON(BUS-OH) -55 GRAND RAPIDS (MI)	180	23384	109369
OH-MI	9 BATTLE CREEK (MI) -45 ELYRIA (OH)	185	12128	54625
OH-MI	112 NILES (MI) -150 TOLEDO (OH)	190	8615	35454
OH-MI	2 ALBION (MI) -30 DAYTON(BUS-OH)	190	17748	97983
OH-MI	30 DAYTON(BUS-OH) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	191	16721	79985
OH-MI	9 BATTLE CREEK (MI) -15 CANTON(BUS-OH)	205	15723	73350
OH-MI	1 AKRON(BUS-OH) -42 EAST LANSING (MI)	207	27043	124359
OH-MI	24 CLEVELAND (OH) -55 GRAND RAPIDS (MI)	208	26556	113948
OH-MI	1 AKRON(BUS-OH) -55 GRAND RAPIDS (MI)	215	27419	125544
OH-MI	9 BATTLE CREEK (MI) -165 YOUNGSTOWN(BUS-OH)	217	16236	74839
OH-MI	1 AKRON(BUS-OH) -9 BATTLE CREEK (MI)	229	16469	73401
OH-MI	35 DETROIT (MI) -150 TOLEDO (OH)	250	28366	132990
OH-MI	46 FLINT (MI) -150 TOLEDO (OH)	258	28870	130236
OH-MI	9 BATTLE CREEK (MI) -30 DAYTON(BUS-OH)	259	22889	127029
OH-MI	5 ANN ARBOR (MI) -24 CLEVELAND (OH)	265	34144	158787
OH-MI	24 CLEVELAND (OH) -123 PONTIAC (MI)	268	37792	177252
OH-MI	4 ANCHORVILLE(BUS-MI) -23 CINCINNATI (OH)	285	36265	181171
OH-MI	24 CLEVELAND (OH) -133 ROYAL OAK (MI)	304	42174	197617
OH-MI	24 CLEVELAND (OH) -31 DEARBORN (MI)	325	43832	204642
OH-MI	24 CLEVELAND (OH) -73 KALAMAZOO (MI)	341	39174	168275
OH-MI	2 ALBION (MI) -23 CINCINNATI (OH)	343	36971	172398
OH-MI	9 BATTLE CREEK (MI) -150 TOLEDO (OH)	347	22922	101098
OH-MI	30 DAYTON(BUS-OH) -73 KALAMAZOO (MI)	392	34477	183904
OH-MI	23 CINCINNATI (OH) -46 FLINT (MI)	429	53286	246461
OH-MI	30 DAYTON(BUS-OH) -61 HOLLAND (MI)	435	48043	237973
OH-MI	24 CLEVELAND (OH) -112 NILES (MI)	468	33573	137675
OH-MI	73 KALAMAZOO (MI) -150 TOLEDO (OH)	480	44421	185937
OH-MI	24 CLEVELAND (OH) -35 DETROIT (MI)	534	72866	340763
OH-MI	30 DAYTON(BUS-OH) -46 FLINT (MI)	538	59055	315923
OH-MI	5 ANN ARBOR (MI) -30 DAYTON(BUS-OH)	549	55825	314998
OH-MI	30 DAYTON(BUS-OH) -68 JACKSON (MI)	555	53210	297482
OH-MI	23 CINCINNATI (OH) -73 KALAMAZOO (MI)	582	59522	265325
OH-MI	30 DAYTON(BUS-OH) -55 GRAND RAPIDS (MI)	600	58230	313309
OH-MI	23 CINCINNATI (OH) -35 DETROIT (MI)	646	79958	387765
OH-MI	30 DAYTON(BUS-OH) -31 DEARBORN (MI)	666	71685	402214
OH-MI	23 CINCINNATI (OH) -106 MUSKEGON(BUS-MI)	821	94591	450565
OH-MI	9 BATTLE CREEK (MI) -24 CLEVELAND (OH)	837	66032	283142
OH-MI	5 ANN ARBOR (MI) -150 TOLEDO (OH)	895	96249	440326
OH-MI	30 DAYTON(BUS-OH) -35 DETROIT (MI)	947	103521	580329
OH-MI	23 CINCINNATI (OH) -55 GRAND RAPIDS (MI)	1107	132612	563302
OH-MI	30 DAYTON(BUS-OH) -42 EAST LANSING (MI)	1113	111521	600114
OH-MI	9 BATTLE CREEK (MI) -23 CINCINNATI (OH)	1532	157862	725623

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OH-MI	23 CINCINNATI (OH) -31 DEARBORN (MI)	2069	252502	1222975
OH-MI	5 ANN ARBOR (MI) -23 CINCINNATI (OH)	2349	272724	1317829
OH-MN	36 DETROIT LAKES (MN) -150 TOLEDO (OH)	5	1159	4771
OH-MN	145 STAPLES (BUS-MN) -150 TOLEDO (OH)	18	3525	14487
OH-MN	24 CLEVELAND (OH) -145 STAPLES (BUS-MN)	22	4822	19921
OH-MN	24 CLEVELAND (OH) -36 DETROIT LAKES (MN)	22	5161	21349
OH-MN	1 AKRON(BUS-OH) -163 WINONA (MN)	35	6012	25233
OH-MN	45 ELYRIA (OH) -163 WINONA (MN)	35	5774	23475
OH-MN	141 ST. CLOUD (BUS-MN) -150 TOLEDO (OH)	47	8478	34760
OH-MN	134 SANDUSKY (OH) -163 WINONA (MN)	54	8398	34215
OH-MN	24 CLEVELAND (OH) -141 ST. CLOUD (BUS-MN)	84	17280	71275
OH-MN	23 CINCINNATI (OH) -141 ST. CLOUD (BUS-MN)	172	33291	139781
OH-MN	129 RED WING (MN) -150 TOLEDO (OH)	180	28690	115894
OH-MN	150 TOLEDO (OH) -163 WINONA (MN)	203	29291	117805
OH-MN	24 CLEVELAND (OH) -163 WINONA (MN)	225	38015	154471
OH-MN	130 ROCHESTER(BUS-MN) -150 TOLEDO (OH)	324	46910	202122
OH-MN	24 CLEVELAND (OH) -129 RED WING (MN)	340	62598	255103
OH-MN	1 AKRON(BUS-OH) -103 MPLS/ST.PAUL (MN)	689	134700	570352
OH-MN	103 MPLS/ST.PAUL (MN) -134 SANDUSKY (OH)	717	126717	523529
OH-MN	45 ELYRIA (OH) -103 MPLS/ST.PAUL (MN)	920	170697	703492
OH-MN	103 MPLS/ST.PAUL (MN) -150 TOLEDO (OH)	3719	621214	2540361
OH-MN	24 CLEVELAND (OH) -103 MPLS/ST.PAUL (MN)	3869	742312	3056267
OH-MO	79 LA PLATA (MO) -134 SANDUSKY (OH)	2	273	1247
OH-MO	79 LA PLATA (MO) -150 TOLEDO (OH)	2	277	1260
OH-MO	24 CLEVELAND (OH) -79 LA PLATA (MO)	2	360	1625
OH-MO	135 SEDALIA (MO) -154 WARREN(BUS-OH)	5	995	4526
OH-MO	135 SEDALIA (MO) -150 TOLEDO (OH)	11	1790	7866
OH-MO	154 WARREN(BUS-OH) -155 WARRENSBURG (MO)	18	3507	16176
OH-MO	154 WARREN(BUS-OH) -157 WASHINGTON (MO)	19	3170	14314
OH-MO	24 CLEVELAND (OH) -135 SEDALIA (MO)	26	4860	21303
OH-MO	30 DAYTON(BUS-OH) -135 SEDALIA (MO)	27	4333	21505
OH-MO	70 JEFFERSON (MO) -154 WARREN(BUS-OH)	35	6348	28867
OH-MO	75 KANSAS CITY (MO) -134 SANDUSKY (OH)	39	6884	31934
OH-MO	23 CINCINNATI (OH) -135 SEDALIA (MO)	44	7804	34992
OH-MO	64 INDEPENDENCE (MO) -150 TOLEDO (OH)	53	9367	42288
OH-MO	1 AKRON(BUS-OH) -75 KANSAS CITY (MO)	57	11221	52646
OH-MO	25 COLUMBIA(BUS-MO) -150 TOLEDO (OH)	58	8869	45502
OH-MO	45 ELYRIA (OH) -75 KANSAS CITY (MO)	72	13430	61834
OH-MO	150 TOLEDO (OH) -155 WARRENSBURG (MO)	76	12725	56965
OH-MO	77 KIRKWOOD (MO) -154 WARREN(BUS-OH)	79	12312	55861
OH-MO	150 TOLEDO (OH) -157 WASHINGTON (MO)	86	11638	50315
OH-MO	24 CLEVELAND (OH) -25 COLUMBIA(BUS-MO)	89	15659	78519
OH-MO	30 DAYTON(BUS-OH) -70 JEFFERSON (MO)	98	14459	72357
OH-MO	70 JEFFERSON (MO) -150 TOLEDO (OH)	149	22303	97721
OH-MO	75 KANSAS CITY (MO) -150 TOLEDO (OH)	216	36402	168388
OH-MO	144 ST. LOUIS (MO) -154 WARREN(BUS-OH)	231	35171	159903
OH-MO	24 CLEVELAND (OH) -75 KANSAS CITY (MO)	246	47601	218226
OH-MO	24 CLEVELAND (OH) -70 JEFFERSON (MO)	258	45024	196780
OH-MO	23 CINCINNATI (OH) -155 WARRENSBURG (MO)	272	48783	222356
OH-MO	23 CINCINNATI (OH) -157 WASHINGTON (MO)	319	46791	207542
OH-MO	30 DAYTON(BUS-OH) -77 KIRKWOOD (MO)	342	42115	214023
OH-MO	77 KIRKWOOD (MO) -150 TOLEDO (OH)	347	43438	188382
OH-MO	23 CINCINNATI (OH) -25 COLUMBIA(BUS-MO)	401	69221	339657
OH-MO	30 DAYTON(BUS-OH) -75 KANSAS CITY (MO)	634	105362	545880
OH-MO	23 CINCINNATI (OH) -70 JEFFERSON (MO)	679	109818	491867
OH-MO	24 CLEVELAND (OH) -77 KIRKWOOD (MO)	685	102773	445160
OH-MO	1 AKRON(BUS-OH) -144 ST. LOUIS (MO)	697	104933	470448
OH-MO	134 SANDUSKY (OH) -144 ST. LOUIS (MO)	824	108516	475424
OH-MO	45 ELYRIA (OH) -144 ST. LOUIS (MO)	946	132976	578687
OH-MO	23 CINCINNATI (OH) -77 KIRKWOOD (MO)	1765	242475	1080331
OH-MO	30 DAYTON(BUS-OH) -144 ST. LOUIS (MO)	1920	245341	1174772
OH-MO	144 ST. LOUIS (MO) -150 TOLEDO (OH)	3709	457372	1965852
OH-MO	24 CLEVELAND (OH) -144 ST. LOUIS (MO)	4021	590579	2561159

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OH-MO	23 CINCINNATI (OH) -144 ST. LOUIS (MO)	8219	1157811	4923210
OH-NE	99 MCCOOK (NE) -150 TOLEDO (OH)	2	422	1856
OH-NE	24 CLEVELAND (OH) -99 MCCOOK (NE)	2	550	2413
OH-NE	57 HASTINGS (NE) -150 TOLEDO (OH)	2	449	1938
OH-NE	24 CLEVELAND (OH) -57 HASTINGS (NE)	2	529	2280
OH-NE	23 CINCINNATI (OH) -57 HASTINGS (NE)	10	2123	9322
OH-NE	23 CINCINNATI (OH) -99 MCCOOK (NE)	12	2868	12793
OH-NE	87 LINCOLN (NE) -134 SANDUSKY (OH)	22	4314	18419
OH-NE	87 LINCOLN (NE) -150 TOLEDO (OH)	23	4271	18101
OH-NE	114 OMAHA (NE) -134 SANDUSKY (OH)	54	9805	41421
OH-NE	45 ELYRIA (OH) -114 OMAHA (NE)	83	15908	66976
OH-NE	24 CLEVELAND (OH) -87 LINCOLN (NE)	88	18434	78275
OH-NE	1 AKRON(BUS-OH) -114 OMAHA (NE)	111	22502	97102
OH-NE	23 CINCINNATI (OH) -87 LINCOLN (NE)	266	52189	225842
OH-NE	114 OMAHA (NE) -150 TOLEDO (OH)	301	52160	218497
OH-NE	24 CLEVELAND (OH) -114 OMAHA (NE)	465	92211	387606
OH-OH	134 SANDUSKY (OH) -165 YOUNGSTOWN(BUS-OH)	275	6184	35181
OH-OH	1 AKRON(BUS-OH) -134 SANDUSKY (OH)	312	6014	30615
OH-OH	15 CANTON(BUS-OH) -134 SANDUSKY (OH)	356	7906	43121
OH-OH	150 TOLEDO (OH) -154 WARREN(BUS-OH)	553	18579	89519
OH-OH	1 AKRON(BUS-OH) -45 ELYRIA (OH)	609	6133	38343
OH-OH	45 ELYRIA (OH) -165 YOUNGSTOWN(BUS-OH)	842	11227	78320
OH-OH	15 CANTON(BUS-OH) -45 ELYRIA (OH)	1184	15115	101782
OH-OH	150 TOLEDO (OH) -165 YOUNGSTOWN(BUS-OH)	1381	49894	241642
OH-OH	45 ELYRIA (OH) -134 SANDUSKY (OH)	1415	12640	49539
OH-OH	1 AKRON(BUS-OH) -150 TOLEDO (OH)	1687	55266	244620
OH-OH	15 CANTON(BUS-OH) -150 TOLEDO (OH)	1930	67775	324317
OH-OH	45 ELYRIA (OH) -150 TOLEDO (OH)	2085	44430	170935
OH-OH	134 SANDUSKY (OH) -150 TOLEDO (OH)	2259	27317	106155
OH-OH	27 COLUMBUS(BUS-OH) -134 SANDUSKY (OH)	2274	127760	757268
OH-OH	24 CLEVELAND (OH) -134 SANDUSKY (OH)	3054	48167	183235
OH-OH	30 DAYTON(BUS-OH) -150 TOLEDO (OH)	3185	357112	1694280
OH-OH	24 CLEVELAND (OH) -27 COLUMBUS(BUS-OH)	5803	419135	2280628
OH-OH	24 CLEVELAND (OH) -45 ELYRIA (OH)	7161	46192	179017
OH-OH	27 COLUMBUS(BUS-OH) -45 ELYRIA (OH)	9293	626865	3419686
OH-OH	24 CLEVELAND (OH) -150 TOLEDO (OH)	26507	776885	2836205
OH-WI	45 ELYRIA (OH) -147 STURGEON BAY(BUS-WI)	3	410	1590
OH-WI	45 ELYRIA (OH) -96 MARINETTE(BUS-WI)	5	782	3150
OH-WI	23 CINCINNATI (OH) -147 STURGEON BAY(BUS-WI)	6	828	3285
OH-WI	96 MARINETTE(BUS-WI) -134 SANDUSKY (OH)	8	1044	4211
OH-WI	134 SANDUSKY (OH) -147 STURGEON BAY(BUS-WI)	8	1081	4189
OH-WI	96 MARINETTE(BUS-WI) -150 TOLEDO (OH)	18	2388	9486
OH-WI	147 STURGEON BAY(BUS-WI) -150 TOLEDO (OH)	20	2498	9496
OH-WI	23 CINCINNATI (OH) -160 WAUSAU(BUS-WI)	21	2801	12168
OH-WI	134 SANDUSKY (OH) -159 WATERTOWN (WI)	30	3279	12955
OH-WI	134 SANDUSKY (OH) -151 TOMAH (WI)	31	4396	17452
OH-WI	45 ELYRIA (OH) -160 WAUSAU(BUS-WI)	32	4575	19396
OH-WI	134 SANDUSKY (OH) -164 WISCONSIN DELLS (WI)	32	4216	16681
OH-WI	45 ELYRIA (OH) -151 TOMAH (WI)	34	5033	19967
OH-WI	15 CANTON(BUS-OH) -164 WISCONSIN DELLS (WI)	35	5287	22232
OH-WI	125 PORTAGE (WI) -134 SANDUSKY (OH)	35	4469	17425
OH-WI	1 AKRON(BUS-OH) -159 WATERTOWN (WI)	36	4504	18630
OH-WI	45 ELYRIA (OH) -125 PORTAGE (WI)	37	5062	19744
OH-WI	159 WATERTOWN (WI) -165 YOUNGSTOWN(BUS-OH)	38	4868	20811
OH-WI	15 CANTON(BUS-OH) -159 WATERTOWN (WI)	39	5043	21399
OH-WI	134 SANDUSKY (OH) -160 WAUSAU(BUS-WI)	40	5391	22971
OH-WI	116 OSHKOSH (WI) -150 TOLEDO (OH)	42	4633	17399
OH-WI	113 OCONOMOWOC (WI) -165 YOUNGSTOWN(BUS-OH)	43	5416	23158
OH-WI	1 AKRON(BUS-OH) -113 OCONOMOWOC (WI)	44	5381	22242
OH-WI	154 WARREN(BUS-OH) -162 WEST BEND (WI)	47	5899	24670
OH-WI	15 CANTON(BUS-OH) -113 OCONOMOWOC (WI)	47	5894	25012
OH-WI	1 AKRON(BUS-OH) -164 WISCONSIN DELLS (WI)	49	7283	29961
OH-WI	134 SANDUSKY (OH) -146 STEVENS POINT(BUS-WI)	53	6948	28540

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OH-WI	15 CANTON(BUS-OH) -125 PORTAGE (WI)	57	8467	35224
OH-WI	91 MADISON DANE AIRPORT -150 TOLEDO (OH)	59	6417	24605
OH-WI	148 STURTEVANT (WI) -154 WARREN(BUS-OH)	60	6480	28150
OH-WI	6 APPLETON (WI) -150 TOLEDO (OH)	61	7010	26192
OH-WI	125 PORTAGE (WI) -165 YOUNGSTOWN(BUS-OH)	61	9090	38068
OH-WI	78 LA CROSSE (WI) -134 SANDUSKY (OH)	65	9686	38996
OH-WI	125 PORTAGE (WI) -150 TOLEDO (OH)	67	7875	30082
OH-WI	45 ELYRIA (OH) -78 LA CROSSE (WI)	72	11371	45712
OH-WI	1 AKRON(BUS-OH) -125 PORTAGE (WI)	72	10568	42969
OH-WI	45 ELYRIA (OH) -146 STEVENS POINT(BUS-WI)	77	10716	43889
OH-WI	1 AKRON(BUS-OH) -78 LA CROSSE (WI)	78	13131	54591
OH-WI	150 TOLEDO (OH) -151 TOMAH (WI)	85	11117	43410
OH-WI	30 DAYTON(BUS-OH) -164 WISCONSIN DELLS (WI)	96	11308	52599
OH-WI	134 SANDUSKY (OH) -136 SHEBOYGAN(BUS-WI)	97	9760	41665
OH-WI	134 SANDUSKY (OH) -162 WEST BEND (WI)	97	10254	40046
OH-WI	30 DAYTON(BUS-OH) -151 TOMAH (WI)	97	12543	57799
OH-WI	116 OSHKOSH (WI) -165 YOUNGSTOWN(BUS-OH)	106	14920	62042
OH-WI	92 MANITOWOC(BUS-WI) -134 SANDUSKY (OH)	107	11756	48993
OH-WI	113 OCONOMOWOC (WI) -150 TOLEDO (OH)	110	10438	40168
OH-WI	150 TOLEDO (OH) -159 WATERTOWN (WI)	114	11155	43074
OH-WI	47 FOND DU LAC (WI) -165 YOUNGSTOWN(BUS-OH)	136	18480	77397
OH-WI	150 TOLEDO (OH) -164 WISCONSIN DELLS (WI)	136	16395	63676
OH-WI	12 BROOKFIELD (WI) -154 WARREN(BUS-OH)	140	16929	71457
OH-WI	24 CLEVELAND (OH) -159 WATERTOWN (WI)	148	18203	71919
OH-WI	24 CLEVELAND (OH) -125 PORTAGE (WI)	153	21807	85147
OH-WI	24 CLEVELAND (OH) -151 TOMAH (WI)	154	24069	95516
OH-WI	24 CLEVELAND (OH) -164 WISCONSIN DELLS (WI)	154	22394	88587
OH-WI	45 ELYRIA (OH) -136 SHEBOYGAN(BUS-WI)	154	16927	71778
OH-WI	45 ELYRIA (OH) -92 MANITOWOC(BUS-WI)	158	18849	78161
OH-WI	30 DAYTON(BUS-OH) -116 OSHKOSH (WI)	162	17437	80104
OH-WI	45 ELYRIA (OH) -162 WEST BEND (WI)	163	18743	73219
OH-WI	15 CANTON(BUS-OH) -47 FOND DU LAC (WI)	166	22562	93799
OH-WI	1 AKRON(BUS-OH) -116 OSHKOSH (WI)	167	23114	93126
OH-WI	15 CANTON(BUS-OH) -116 OSHKOSH (WI)	169	23774	98155
OH-WI	162 WEST BEND (WI) -165 YOUNGSTOWN(BUS-OH)	172	22776	93107
OH-WI	12 BROOKFIELD (WI) -134 SANDUSKY (OH)	180	18034	70993
OH-WI	15 CANTON(BUS-OH) -162 WEST BEND (WI)	183	23228	97791
OH-WI	1 AKRON(BUS-OH) -47 FOND DU LAC (WI)	185	24751	100352
OH-WI	91 MADISON DANE AIRPORT -165 YOUNGSTOWN(BUS-OH)	186	26063	110064
OH-WI	30 DAYTON(BUS-OH) -125 PORTAGE (WI)	193	22356	102899
OH-WI	150 TOLEDO (OH) -160 WAUSAU(BUS-WI)	216	26820	113025
OH-WI	12 BROOKFIELD (WI) -165 YOUNGSTOWN(BUS-OH)	231	30219	120667
OH-WI	1 AKRON(BUS-OH) -162 WEST BEND (WI)	235	30449	119880
OH-WI	24 CLEVELAND (OH) -146 STEVENS POINT(BUS-WI)	236	34506	141180
OH-WI	15 CANTON(BUS-OH) -91 MADISON DANE AIRPORT	239	33275	139537
OH-WI	1 AKRON(BUS-OH) -148 STURTEVANT (WI)	243	26425	110339
OH-WI	148 STURTEVANT (WI) -165 YOUNGSTOWN(BUS-OH)	252	28998	121751
OH-WI	30 DAYTON(BUS-OH) -159 WATERTOWN (WI)	252	24171	116151
OH-WI	1 AKRON(BUS-OH) -91 MADISON DANE AIRPORT	270	37113	151939
OH-WI	30 DAYTON(BUS-OH) -113 OCONOMOWOC (WI)	279	25852	124749
OH-WI	15 CANTON(BUS-OH) -148 STURTEVANT (WI)	289	33857	137649
OH-WI	102 MILWAUKEE (WI) -154 WARREN(BUS-OH)	316	36168	156510
OH-WI	12 BROOKFIELD (WI) -15 CANTON(BUS-OH)	322	43451	165957
OH-WI	23 CINCINNATI (OH) -146 STEVENS POINT(BUS-WI)	329	43795	183781
OH-WI	1 AKRON(BUS-OH) -12 BROOKFIELD (WI)	335	43302	164626
OH-WI	6 APPLETON (WI) -15 CANTON(BUS-OH)	336	49163	201558
OH-WI	134 SANDUSKY (OH) -148 STURTEVANT (WI)	337	29622	119938
OH-WI	12 BROOKFIELD (WI) -45 ELYRIA (OH)	346	37673	148251
OH-WI	1 AKRON(BUS-OH) -6 APPLETON (WI)	347	49868	199639
OH-WI	45 ELYRIA (OH) -148 STURTEVANT (WI)	368	35635	143859
OH-WI	23 CINCINNATI (OH) -159 WATERTOWN (WI)	378	41673	169248
OH-WI	78 LA CROSSE (WI) -150 TOLEDO (OH)	384	53675	213005
OH-WI	24 CLEVELAND (OH) -78 LA CROSSE (WI)	396	65075	261551

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States	Station Pair	Riders	Revenue	Passenger Miles
OH-WI	24 CLEVELAND (OH) -92 MANITOWOC(BUS-WI)	396	46995	205446
OH-WI	146 STEVENS POINT(BUS-WI) -150 TOLEDO (OH)	422	55308	206903
OH-WI	92 MANITOWOC(BUS-WI) -150 TOLEDO (OH)	471	46443	193855
OH-WI	24 CLEVELAND (OH) -136 SHEBOYGAN(BUS-WI)	479	55513	234672
OH-WI	102 MILWAUKEE (WI) -165 YOUNGSTOWN(BUS-OH)	479	58727	243306
OH-WI	102 MILWAUKEE (WI) -134 SANDUSKY (OH)	482	45241	183114
OH-WI	1 AKRON(BUS-OH) -102 MILWAUKEE (WI)	483	54495	231043
OH-WI	30 DAYTON(BUS-OH) -47 FOND DU LAC (WI)	518	53158	247453
OH-WI	136 SHEBOYGAN(BUS-WI) -150 TOLEDO (OH)	524	50426	200663
OH-WI	24 CLEVELAND (OH) -162 WEST BEND (WI)	593	71776	280722
OH-WI	15 CANTON(BUS-OH) -102 MILWAUKEE (WI)	615	76742	307959
OH-WI	150 TOLEDO (OH) -162 WEST BEND (WI)	652	62687	238790
OH-WI	30 DAYTON(BUS-OH) -56 GREEN BAY (WI)	688	83923	373343
OH-WI	148 STURTEVANT (WI) -150 TOLEDO (OH)	716	55996	221117
OH-WI	30 DAYTON(BUS-OH) -91 MADISON DANE AIRPORT	754	80359	376424
OH-WI	30 DAYTON(BUS-OH) -162 WEST BEND (WI)	869	81564	389300
OH-WI	45 ELYRIA (OH) -102 MILWAUKEE (WI)	900	92516	373427
OH-WI	47 FOND DU LAC (WI) -150 TOLEDO (OH)	920	96485	364224
OH-WI	6 APPLETON (WI) -30 DAYTON(BUS-OH)	984	111347	504918
OH-WI	12 BROOKFIELD (WI) -150 TOLEDO (OH)	1203	108799	417560
OH-WI	24 CLEVELAND (OH) -148 STURTEVANT (WI)	1327	136840	552089
OH-WI	12 BROOKFIELD (WI) -30 DAYTON(BUS-OH)	1483	148293	636318
OH-WI	12 BROOKFIELD (WI) -24 CLEVELAND (OH)	1487	171409	675101
OH-WI	30 DAYTON(BUS-OH) -148 STURTEVANT (WI)	1525	127150	596090
OH-WI	23 CINCINNATI (OH) -136 SHEBOYGAN(BUS-WI)	1860	205662	840898
OH-WI	23 CINCINNATI (OH) -162 WEST BEND (WI)	2385	284223	1037325
OH-WI	23 CINCINNATI (OH) -92 MANITOWOC(BUS-WI)	2438	283485	1172808
OH-WI	23 CINCINNATI (OH) -148 STURTEVANT (WI)	2759	249405	1042795
OH-WI	30 DAYTON(BUS-OH) -102 MILWAUKEE (WI)	3205	294611	1330222
OH-WI	102 MILWAUKEE (WI) -150 TOLEDO (OH)	3340	281238	1112083
OH-WI	12 BROOKFIELD (WI) -23 CINCINNATI (OH)	6155	707900	2560567
OH-WI	24 CLEVELAND (OH) -102 MILWAUKEE (WI)	6513	710370	2865693
OH-WI	23 CINCINNATI (OH) -102 MILWAUKEE (WI)	14887	1577612	5984507
WI-IA	14 BURLINGTON (IA) -151 TOMAH (WI)	2	285	1251
WI-IA	125 PORTAGE (WI) -161 WEBSTER CITY(BUS-IA)	3	392	1749
WI-IA	14 BURLINGTON (IA) -164 WISCONSIN DELLS (WI)	3	354	1563
WI-IA	28 CRESTON (IA) -136 SHEBOYGAN(BUS-WI)	3	418	2111
WI-IA	48 FORT MADISON (IA) -159 WATERTOWN (WI)	3	338	1547
WI-IA	159 WATERTOWN (WI) -161 WEBSTER CITY(BUS-IA)	4	458	2107
WI-IA	49 FT. DODGE(BUS-IA) -159 WATERTOWN (WI)	4	476	2228
WI-IA	113 OCONOMOWOC (WI) -161 WEBSTER CITY(BUS-IA)	4	467	2154
WI-IA	48 FORT MADISON (IA) -164 WISCONSIN DELLS (WI)	4	480	2141
WI-IA	49 FT. DODGE(BUS-IA) -113 OCONOMOWOC (WI)	4	485	2279
WI-IA	14 BURLINGTON (IA) -159 WATERTOWN (WI)	4	383	1733
WI-IA	28 CRESTON (IA) -162 WEST BEND (WI)	5	606	2866
WI-IA	48 FORT MADISON (IA) -151 TOMAH (WI)	5	625	2772
WI-IA	12 BROOKFIELD (WI) -28 CRESTON (IA)	5	647	3102
WI-IA	47 FOND DU LAC (WI) -49 FT. DODGE(BUS-IA)	5	690	3155
WI-IA	115 OSCEOLA (IA) -162 WEST BEND (WI)	7	887	4182
WI-IA	12 BROOKFIELD (WI) -49 FT. DODGE(BUS-IA)	8	899	4241
WI-IA	28 CRESTON (IA) -148 STURTEVANT (WI)	8	921	4580
WI-IA	111 NEWTON (IA) -147 STURGEON BAY(BUS-WI)	8	1102	4491
WI-IA	48 FORT MADISON (IA) -125 PORTAGE (WI)	9	1038	4577
WI-IA	96 MARINETTE(BUS-WI) -111 NEWTON (IA)	10	1401	5925
WI-IA	28 CRESTON (IA) -92 MANITOWOC(BUS-WI)	11	1358	7020
WI-IA	92 MANITOWOC(BUS-WI) -115 OSCEOLA (IA)	12	1503	7777
WI-IA	104 MT. PLEASANT (IA) -147 STURGEON BAY(BUS-WI)	12	1602	7104
WI-IA	49 FT. DODGE(BUS-IA) -148 STURTEVANT (WI)	12	1277	6270
WI-IA	115 OSCEOLA (IA) -136 SHEBOYGAN(BUS-WI)	12	1494	7550
WI-IA	48 FORT MADISON (IA) -96 MARINETTE(BUS-WI)	13	1621	7311
WI-IA	78 LA CROSSE (WI) -104 MT. PLEASANT (IA)	13	1875	8508
WI-IA	161 WEBSTER CITY(BUS-IA) -162 WEST BEND (WI)	13	1579	7222
WI-IA	48 FORT MADISON (IA) -147 STURGEON BAY(BUS-WI)	13	1672	7279

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WI-IA	47 FOND DU LAC (WI) -161 WEBSTER CITY(BUS-IA)	13	1713	7692
WI-IA	12 BROOKFIELD (WI) -161 WEBSTER CITY(BUS-IA)	15	1654	7665
WI-IA	116 OSHKOSH (WI) -161 WEBSTER CITY(BUS-IA)	15	2015	8962
WI-IA	117 OTTUMWA (IA) -162 WEST BEND (WI)	19	2046	9547
WI-IA	48 FORT MADISON (IA) -162 WEST BEND (WI)	19	1817	8239
WI-IA	14 BURLINGTON (IA) -56 GREEN BAY (WI)	20	2271	9565
WI-IA	3 AMES(BUS-IA) -113 OCONOMOWOC (WI)	20	2313	10122
WI-IA	148 STURTEVANT (WI) -161 WEBSTER CITY(BUS-IA)	21	2098	10102
WI-IA	91 MADISON DANE AIRPORT -161 WEBSTER CITY(BUS-IA)	21	2746	12411
WI-IA	3 AMES(BUS-IA) -159 WATERTOWN (WI)	21	2484	10861
WI-IA	48 FORT MADISON (IA) -78 LA CROSSE (WI)	22	3090	13803
WI-IA	96 MARINETTE(BUS-WI) -104 MT. PLEASANT (IA)	23	3024	13863
WI-IA	96 MARINETTE(BUS-WI) -117 OTTUMWA (IA)	23	3266	15071
WI-IA	49 FT. DODGE(BUS-IA) -102 MILWAUKEE (WI)	23	2548	12383
WI-IA	48 FORT MADISON (IA) -113 OCONOMOWOC (WI)	24	2260	10355
WI-IA	3 AMES(BUS-IA) -164 WISCONSIN DELLS (WI)	24	3376	14552
WI-IA	117 OTTUMWA (IA) -147 STURGEON BAY(BUS-WI)	25	3426	15328
WI-IA	14 BURLINGTON (IA) -147 STURGEON BAY(BUS-WI)	26	3210	13970
WI-IA	28 CRESTON (IA) -102 MILWAUKEE (WI)	28	3381	16648
WI-IA	48 FORT MADISON (IA) -148 STURTEVANT (WI)	30	2304	11150
WI-IA	111 NEWTON (IA) -160 WAUSAU(BUS-WI)	30	3882	17354
WI-IA	111 NEWTON (IA) -162 WEST BEND (WI)	30	3045	12673
WI-IA	104 MT. PLEASANT (IA) -136 SHEBOYGAN(BUS-WI)	31	2953	14940
WI-IA	104 MT. PLEASANT (IA) -113 OCONOMOWOC (WI)	31	3093	14473
WI-IA	48 FORT MADISON (IA) -146 STEVENS POINT(BUS-WI)	34	4112	19011
WI-IA	14 BURLINGTON (IA) -78 LA CROSSE (WI)	35	4854	21668
WI-IA	115 OSCEOLA (IA) -148 STURTEVANT (WI)	35	3754	18645
WI-IA	14 BURLINGTON (IA) -96 MARINETTE(BUS-WI)	35	4537	20462
WI-IA	18 CEDAR FALLS (BUS-IA) -159 WATERTOWN (WI)	35	3278	15670
WI-IA	48 FORT MADISON (IA) -92 MANITOWOC(BUS-WI)	36	3353	17216
WI-IA	111 NEWTON (IA) -146 STEVENS POINT(BUS-WI)	36	4628	19990
WI-IA	18 CEDAR FALLS (BUS-IA) -113 OCONOMOWOC (WI)	36	3251	15607
WI-IA	14 BURLINGTON (IA) -136 SHEBOYGAN(BUS-WI)	37	3317	16492
WI-IA	12 BROOKFIELD (WI) -117 OTTUMWA (IA)	38	3940	18674
WI-IA	18 CEDAR FALLS (BUS-IA) -164 WISCONSIN DELLS (WI)	39	4457	20621
WI-IA	48 FORT MADISON (IA) -136 SHEBOYGAN(BUS-WI)	39	3533	17572
WI-IA	48 FORT MADISON (IA) -160 WAUSAU(BUS-WI)	43	5292	25272
WI-IA	117 OTTUMWA (IA) -136 SHEBOYGAN(BUS-WI)	43	4445	22474
WI-IA	104 MT. PLEASANT (IA) -162 WEST BEND (WI)	43	4327	20041
WI-IA	102 MILWAUKEE (WI) -161 WEBSTER CITY(BUS-IA)	44	4672	22292
WI-IA	12 BROOKFIELD (WI) -48 FORT MADISON (IA)	46	4132	19043
WI-IA	12 BROOKFIELD (WI) -115 OSCEOLA (IA)	48	5722	27342
WI-IA	3 AMES(BUS-IA) -125 PORTAGE (WI)	49	6611	28179
WI-IA	131 ROCK ISLAND (IA) -146 STEVENS POINT(BUS-WI)	49	4604	20115
WI-IA	67 IOWA CITY (IA) -146 STEVENS POINT(BUS-WI)	51	5465	23755
WI-IA	12 BROOKFIELD (WI) -104 MT. PLEASANT (IA)	51	4829	22744
WI-IA	92 MANITOWOC(BUS-WI) -111 NEWTON (IA)	52	5541	24415
WI-IA	117 OTTUMWA (IA) -148 STURTEVANT (WI)	52	4743	23498
WI-IA	111 NEWTON (IA) -136 SHEBOYGAN(BUS-WI)	57	5845	25277
WI-IA	47 FOND DU LAC (WI) -48 FORT MADISON (IA)	57	5963	26462
WI-IA	18 CEDAR FALLS (BUS-IA) -151 TOMAH (WI)	57	7210	33056
WI-IA	92 MANITOWOC(BUS-WI) -131 ROCK ISLAND (IA)	59	3926	19572
WI-IA	104 MT. PLEASANT (IA) -148 STURTEVANT (WI)	61	4983	24641
WI-IA	3 AMES(BUS-IA) -162 WEST BEND (WI)	62	7036	30519
WI-IA	131 ROCK ISLAND (IA) -136 SHEBOYGAN(BUS-WI)	63	3963	18816
WI-IA	104 MT. PLEASANT (IA) -146 STEVENS POINT(BUS-WI)	63	7889	37070
WI-IA	18 CEDAR FALLS (BUS-IA) -78 LA CROSSE (WI)	65	8716	40160
WI-IA	131 ROCK ISLAND (IA) -160 WAUSAU(BUS-WI)	66	6366	29106
WI-IA	14 BURLINGTON (IA) -113 OCONOMOWOC (WI)	68	6368	29180
WI-IA	104 MT. PLEASANT (IA) -160 WAUSAU(BUS-WI)	68	8689	42093
WI-IA	18 CEDAR FALLS (BUS-IA) -125 PORTAGE (WI)	71	7957	36414
WI-IA	92 MANITOWOC(BUS-WI) -104 MT. PLEASANT (IA)	72	6971	36321
WI-IA	14 BURLINGTON (IA) -148 STURTEVANT (WI)	75	5707	27598

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States	Station Pair	Riders	Revenue	Passenger Miles
WI-IA	117 OTTUMWA (IA) -146 STEVENS POINT(BUS-WI)	77	10245	48383
WI-IA	48 FORT MADISON (IA) -91 MADISON DANE AIRPORT	79	8596	38460
WI-IA	48 FORT MADISON (IA) -116 OSHKOSH (WI)	82	8999	39483
WI-IA	67 IOWA CITY (IA) -78 LA CROSSE (WI)	83	10392	43789
WI-IA	34 DES MOINES (IA) -159 WATERTOWN (WI)	85	9598	40296
WI-IA	18 CEDAR FALLS (BUS-IA) -162 WEST BEND (WI)	85	7686	36480
WI-IA	6 APPLETON (WI) -48 FORT MADISON (IA)	85	9773	42402
WI-IA	47 FOND DU LAC (WI) -67 IOWA CITY (IA)	86	7788	31804
WI-IA	12 BROOKFIELD (WI) -111 NEWTON (IA)	86	8326	35043
WI-IA	12 BROOKFIELD (WI) -14 BURLINGTON (IA)	89	7916	34737
WI-IA	67 IOWA CITY (IA) -125 PORTAGE (WI)	91	9428	38625
WI-IA	48 FORT MADISON (IA) -102 MILWAUKEE (WI)	91	7633	36506
WI-IA	92 MANITOWOC(BUS-WI) -117 OTTUMWA (IA)	91	9743	50617
WI-IA	102 MILWAUKEE (WI) -115 OSCEOLA (IA)	92	10328	50786
WI-IA	34 DES MOINES (IA) -113 OCONOMOWOC (WI)	92	10101	42394
WI-IA	3 AMES(BUS-IA) -47 FOND DU LAC (WI)	93	11435	48833
WI-IA	6 APPLETON (WI) -18 CEDAR FALLS (BUS-IA)	93	10248	46170
WI-IA	102 MILWAUKEE (WI) -117 OTTUMWA (IA)	94	9155	44838
WI-IA	14 BURLINGTON (IA) -162 WEST BEND (WI)	95	9011	40104
WI-IA	67 IOWA CITY (IA) -92 MANITOWOC(BUS-WI)	96	7651	37119
WI-IA	102 MILWAUKEE (WI) -104 MT. PLEASANT (IA)	97	8539	41694
WI-IA	117 OTTUMWA (IA) -160 WAUSAU(BUS-WI)	107	14635	71088
WI-IA	3 AMES(BUS-IA) -12 BROOKFIELD (WI)	108	12252	51427
WI-IA	47 FOND DU LAC (WI) -104 MT. PLEASANT (IA)	109	11792	53438
WI-IA	19 CEDAR RAPIDS(BUS-IA) -159 WATERTOWN (WI)	116	10767	44219
WI-IA	67 IOWA CITY (IA) -136 SHEBOYGAN(BUS-WI)	119	9153	42574
WI-IA	3 AMES(BUS-IA) -116 OSHKOSH (WI)	120	15298	64777
WI-IA	14 BURLINGTON (IA) -146 STEVENS POINT(BUS-WI)	120	14913	66317
WI-IA	18 CEDAR FALLS (BUS-IA) -47 FOND DU LAC (WI)	120	12796	54901
WI-IA	3 AMES(BUS-IA) -91 MADISON DANE AIRPORT	125	15881	68395
WI-IA	67 IOWA CITY (IA) -160 WAUSAU(BUS-WI)	130	14252	64499
WI-IA	3 AMES(BUS-IA) -6 APPLETON (WI)	131	17417	73128
WI-IA	19 CEDAR RAPIDS(BUS-IA) -164 WISCONSIN DELLS (WI)	134	15105	62704
WI-IA	19 CEDAR RAPIDS(BUS-IA) -113 OCONOMOWOC (WI)	134	12029	49282
WI-IA	14 BURLINGTON (IA) -92 MANITOWOC(BUS-WI)	136	13096	64786
WI-IA	18 CEDAR FALLS (BUS-IA) -91 MADISON DANE AIRPORT	137	14797	65909
WI-IA	111 NEWTON (IA) -148 STURTEVANT (WI)	139	11720	51157
WI-IA	34 DES MOINES (IA) -125 PORTAGE (WI)	142	18806	77328
WI-IA	18 CEDAR FALLS (BUS-IA) -56 GREEN BAY (WI)	144	17039	75295
WI-IA	131 ROCK ISLAND (IA) -159 WATERTOWN (WI)	150	11282	44644
WI-IA	131 ROCK ISLAND (IA) -164 WISCONSIN DELLS (WI)	155	14795	59742
WI-IA	12 BROOKFIELD (WI) -18 CEDAR FALLS (BUS-IA)	159	14642	65297
WI-IA	14 BURLINGTON (IA) -160 WAUSAU(BUS-WI)	161	20394	94745
WI-IA	14 BURLINGTON (IA) -47 FOND DU LAC (WI)	167	17448	77430
WI-IA	18 CEDAR FALLS (BUS-IA) -116 OSHKOSH (WI)	170	18458	80842
WI-IA	3 AMES(BUS-IA) -148 STURTEVANT (WI)	171	16985	74953
WI-IA	14 BURLINGTON (IA) -102 MILWAUKEE (WI)	172	14104	64968
WI-IA	19 CEDAR RAPIDS(BUS-IA) -151 TOMAH (WI)	176	21746	90649
WI-IA	113 OCONOMOWOC (WI) -131 ROCK ISLAND (IA)	179	12733	50671
WI-IA	6 APPLETON (WI) -14 BURLINGTON (IA)	185	21190	91942
WI-IA	67 IOWA CITY (IA) -91 MADISON DANE AIRPORT	220	20771	85996
WI-IA	19 CEDAR RAPIDS(BUS-IA) -78 LA CROSSE (WI)	224	28696	124642
WI-IA	67 IOWA CITY (IA) -116 OSHKOSH (WI)	231	22057	89229
WI-IA	14 BURLINGTON (IA) -91 MADISON DANE AIRPORT	235	25323	113248
WI-IA	102 MILWAUKEE (WI) -111 NEWTON (IA)	244	22039	95704
WI-IA	19 CEDAR RAPIDS(BUS-IA) -125 PORTAGE (WI)	244	27046	110495
WI-IA	18 CEDAR FALLS (BUS-IA) -148 STURTEVANT (WI)	254	18981	94595
WI-IA	131 ROCK ISLAND (IA) -151 TOMAH (WI)	266	28124	114274
WI-IA	14 BURLINGTON (IA) -116 OSHKOSH (WI)	271	29573	129725
WI-IA	19 CEDAR RAPIDS(BUS-IA) -162 WEST BEND (WI)	273	25123	100476
WI-IA	34 DES MOINES (IA) -47 FOND DU LAC (WI)	285	34047	139721
WI-IA	3 AMES(BUS-IA) -102 MILWAUKEE (WI)	309	32879	142722
WI-IA	34 DES MOINES (IA) -116 OSHKOSH (WI)	355	44278	180363

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States	Station Pair	Riders	Revenue	Passenger Miles
WI-IA	34 DES MOINES (IA) -148 STURTEVANT (WI)	356	33756	144018
WI-IA	34 DES MOINES (IA) -162 WEST BEND (WI)	363	41598	167153
WI-IA	125 PORTAGE (WI) -131 ROCK ISLAND (IA)	366	33950	134562
WI-IA	78 LA CROSSE (WI) -131 ROCK ISLAND (IA)	367	42907	173456
WI-IA	19 CEDAR RAPIDS(BUS-IA) -47 FOND DU LAC (WI)	375	36769	149414
WI-IA	6 APPLETON (WI) -34 DES MOINES (IA)	382	49662	200798
WI-IA	67 IOWA CITY (IA) -148 STURTEVANT (WI)	404	27031	114460
WI-IA	131 ROCK ISLAND (IA) -162 WEST BEND (WI)	456	33229	129451
WI-IA	12 BROOKFIELD (WI) -19 CEDAR RAPIDS(BUS-IA)	459	39387	160353
WI-IA	34 DES MOINES (IA) -91 MADISON DANE AIRPORT	465	57414	238045
WI-IA	18 CEDAR FALLS (BUS-IA) -102 MILWAUKEE (WI)	477	40501	188735
WI-IA	12 BROOKFIELD (WI) -34 DES MOINES (IA)	511	58017	225891
WI-IA	19 CEDAR RAPIDS(BUS-IA) -91 MADISON DANE AIRPORT	524	54046	219461
WI-IA	19 CEDAR RAPIDS(BUS-IA) -116 OSHKOSH (WI)	533	54425	221024
WI-IA	6 APPLETON (WI) -19 CEDAR RAPIDS(BUS-IA)	577	65910	250040
WI-IA	47 FOND DU LAC (WI) -131 ROCK ISLAND (IA)	591	47469	185574
WI-IA	19 CEDAR RAPIDS(BUS-IA) -56 GREEN BAY (WI)	606	72717	280764
WI-IA	34 DES MOINES (IA) -102 MILWAUKEE (WI)	655	64776	280160
WI-IA	12 BROOKFIELD (WI) -131 ROCK ISLAND (IA)	748	50224	198092
WI-IA	91 MADISON DANE AIRPORT -131 ROCK ISLAND (IA)	798	66674	267371
WI-IA	19 CEDAR RAPIDS(BUS-IA) -148 STURTEVANT (WI)	800	56142	248948
WI-IA	6 APPLETON (WI) -131 ROCK ISLAND (IA)	803	76361	280370
WI-IA	116 OSHKOSH (WI) -131 ROCK ISLAND (IA)	938	79528	310631
WI-IA	56 GREEN BAY (WI) -131 ROCK ISLAND (IA)	1018	102573	385941
WI-IA	67 IOWA CITY (IA) -102 MILWAUKEE (WI)	1153	80590	353903
WI-IA	131 ROCK ISLAND (IA) -148 STURTEVANT (WI)	1235	65025	280326
WI-IA	19 CEDAR RAPIDS(BUS-IA) -102 MILWAUKEE (WI)	1498	117074	501777
WI-IA	102 MILWAUKEE (WI) -131 ROCK ISLAND (IA)	2512	150131	630592
WI-IL	118 PADUCAH(BUS-IL) -159 WATERTOWN (WI)	2	285	1247
WI-IL	16 CARBONDALE (IL) -147 STURGEON BAY(BUS-WI)	2	337	1319
WI-IL	118 PADUCAH(BUS-IL) -164 WISCONSIN DELLS (WI)	2	341	1467
WI-IL	76 KEWANEE (IL) -147 STURGEON BAY(BUS-WI)	3	279	1189
WI-IL	113 OCONOMOWOC (WI) -118 PADUCAH(BUS-IL)	3	287	1253
WI-IL	90 MACOMB (IL) -147 STURGEON BAY(BUS-WI)	3	335	1457
WI-IL	127 QUINCY (IL) -147 STURGEON BAY(BUS-WI)	3	397	1749
WI-IL	41 DWIGHT (IL) -96 MARINETTE(BUS-WI)	3	262	1068
WI-IL	38 DU QUOIN (IL) -147 STURGEON BAY(BUS-WI)	3	418	1632
WI-IL	20 CENTRALIA (IL) -96 MARINETTE(BUS-WI)	3	414	1682
WI-IL	41 DWIGHT (IL) -147 STURGEON BAY(BUS-WI)	3	263	1001
WI-IL	20 CENTRALIA (IL) -147 STURGEON BAY(BUS-WI)	3	419	1631
WI-IL	97 MARION(BUS-IL) -159 WATERTOWN (WI)	3	380	1549
WI-IL	98 MATTOON (IL) -147 STURGEON BAY(BUS-WI)	3	358	1379
WI-IL	86 LINCOLN (IL) -147 STURGEON BAY(BUS-WI)	3	335	1354
WI-IL	44 EFFINGHAM (IL) -147 STURGEON BAY(BUS-WI)	4	395	1528
WI-IL	16 CARBONDALE (IL) -151 TOMAH (WI)	4	534	2136
WI-IL	147 STURGEON BAY(BUS-WI) -153 UPPER ALTON (IL)	4	481	2022
WI-IL	16 CARBONDALE (IL) -96 MARINETTE(BUS-WI)	5	644	2615
WI-IL	76 KEWANEE (IL) -96 MARINETTE(BUS-WI)	5	531	2361
WI-IL	118 PADUCAH(BUS-IL) -125 PORTAGE (WI)	5	647	2755
WI-IL	98 MATTOON (IL) -159 WATERTOWN (WI)	5	399	1574
WI-IL	96 MARINETTE(BUS-WI) -127 QUINCY (IL)	5	749	3409
WI-IL	96 MARINETTE(BUS-WI) -100 MENDOTA (IL)	6	457	1928
WI-IL	16 CARBONDALE (IL) -159 WATERTOWN (WI)	6	617	2460
WI-IL	38 DU QUOIN (IL) -96 MARINETTE(BUS-WI)	6	799	3245
WI-IL	100 MENDOTA (IL) -147 STURGEON BAY(BUS-WI)	6	475	1878
WI-IL	120 PLANO (IL) -147 STURGEON BAY(BUS-WI)	6	443	1712
WI-IL	97 MARION(BUS-IL) -151 TOMAH (WI)	6	888	3612
WI-IL	47 FOND DU LAC (WI) -118 PADUCAH(BUS-IL)	6	774	3303
WI-IL	118 PADUCAH(BUS-IL) -162 WEST BEND (WI)	6	725	3142
WI-IL	96 MARINETTE(BUS-WI) -98 MATTOON (IL)	6	690	2795
WI-IL	86 LINCOLN (IL) -96 MARINETTE(BUS-WI)	6	639	2713
WI-IL	78 LA CROSSE (WI) -97 MARION(BUS-IL)	6	987	4062
WI-IL	122 PONTIAC (IL) -147 STURGEON BAY(BUS-WI)	7	546	2136

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States	Station Pair	Riders	Revenue	Passenger Miles
WI-IL	97 MARION(BUS-IL) -164 WISCONSIN DELLS (WI)	7	891	3621
WI-IL	16 CARBONDALE (IL) -78 LA CROSSE (WI)	7	1016	4119
WI-IL	16 CARBONDALE (IL) -125 PORTAGE (WI)	7	913	3592
WI-IL	90 MACOMB (IL) -96 MARINETTE(BUS-WI)	7	939	4232
WI-IL	96 MARINETTE(BUS-WI) -153 UPPER ALTON (IL)	8	907	3970
WI-IL	17 CARLINVILLE (IL) -147 STURGEON BAY(BUS-WI)	8	827	3469
WI-IL	51 GALESBURG (IL) -147 STURGEON BAY(BUS-WI)	8	913	3928
WI-IL	12 BROOKFIELD (WI) -118 PADUCAH(BUS-IL)	8	902	3953
WI-IL	126 PRINCETON (IL) -147 STURGEON BAY(BUS-WI)	9	758	3044
WI-IL	96 MARINETTE(BUS-WI) -122 PONTIAC (IL)	9	792	3301
WI-IL	86 LINCOLN (IL) -159 WATERTOWN (WI)	9	634	2675
WI-IL	76 KEWANEE (IL) -164 WISCONSIN DELLS (WI)	9	979	4293
WI-IL	76 KEWANEE (IL) -159 WATERTOWN (WI)	9	774	3475
WI-IL	6 APPLETON (WI) -118 PADUCAH(BUS-IL)	10	1283	5384
WI-IL	44 EFFINGHAM (IL) -96 MARINETTE(BUS-WI)	10	1132	4592
WI-IL	76 KEWANEE (IL) -151 TOMAH (WI)	10	1146	4998
WI-IL	21 CHAMPAIGN-URBANA (IL) -159 WATERTOWN (WI)	10	679	2653
WI-IL	17 CARLINVILLE (IL) -96 MARINETTE(BUS-WI)	10	1160	5080
WI-IL	76 KEWANEE (IL) -125 PORTAGE (WI)	10	1070	4624
WI-IL	91 MADISON DANE AIRPORT -118 PADUCAH(BUS-IL)	11	1353	5823
WI-IL	98 MATTOON (IL) -113 OCONOMOWOC (WI)	11	795	3123
WI-IL	96 MARINETTE(BUS-WI) -120 PLANO (IL)	11	863	3582
WI-IL	97 MARION(BUS-IL) -113 OCONOMOWOC (WI)	12	1260	5129
WI-IL	51 GALESBURG (IL) -96 MARINETTE(BUS-WI)	12	1435	6417
WI-IL	116 OSHKOSH (WI) -118 PADUCAH(BUS-IL)	12	1580	6684
WI-IL	97 MARION(BUS-IL) -125 PORTAGE (WI)	12	1621	6497
WI-IL	90 MACOMB (IL) -113 OCONOMOWOC (WI)	12	1164	5331
WI-IL	74 KANKAKEE (IL) -147 STURGEON BAY(BUS-WI)	13	993	3716
WI-IL	16 CARBONDALE (IL) -164 WISCONSIN DELLS (WI)	13	1725	6878
WI-IL	21 CHAMPAIGN-URBANA (IL) -147 STURGEON BAY(BUS-WI)	14	1284	4893
WI-IL	96 MARINETTE(BUS-WI) -126 PRINCETON (IL)	14	1206	5139
WI-IL	69 JACKSONVILLE(BUS-IL) -159 WATERTOWN (WI)	14	1046	4899
WI-IL	86 LINCOLN (IL) -164 WISCONSIN DELLS (WI)	14	1307	5435
WI-IL	13 BTN-NORMAL (IL) -147 STURGEON BAY(BUS-WI)	15	1313	5179
WI-IL	38 DU QUOIN (IL) -136 SHEBOYGAN(BUS-WI)	15	1427	6160
WI-IL	17 CARLINVILLE (IL) -164 WISCONSIN DELLS (WI)	15	1519	6554
WI-IL	118 PADUCAH(BUS-IL) -148 STURTEVANT (WI)	15	1498	6804
WI-IL	76 KEWANEE (IL) -113 OCONOMOWOC (WI)	16	1379	5719
WI-IL	90 MACOMB (IL) -92 MANITOWOC(BUS-WI)	16	1519	7801
WI-IL	69 JACKSONVILLE(BUS-IL) -113 OCONOMOWOC (WI)	17	1225	5764
WI-IL	122 PONTIAC (IL) -159 WATERTOWN (WI)	17	946	3856
WI-IL	38 DU QUOIN (IL) -146 STEVENS POINT(BUS-WI)	17	2223	9202
WI-IL	51 GALESBURG (IL) -159 WATERTOWN (WI)	18	1573	7118
WI-IL	17 CARLINVILLE (IL) -151 TOMAH (WI)	18	2095	8999
WI-IL	120 PLANO (IL) -159 WATERTOWN (WI)	19	849	3427
WI-IL	16 CARBONDALE (IL) -160 WAUSAU(BUS-WI)	19	2580	11059
WI-IL	38 DU QUOIN (IL) -162 WEST BEND (WI)	19	1951	7685
WI-IL	29 DANVILLE(BUS-IL) -159 WATERTOWN (WI)	19	1456	5664
WI-IL	69 JACKSONVILLE(BUS-IL) -164 WISCONSIN DELLS (WI)	19	1898	8591
WI-IL	20 CENTRALIA (IL) -113 OCONOMOWOC (WI)	20	1840	7303
WI-IL	139 SPRINGFIELD (IL) -147 STURGEON BAY(BUS-WI)	21	2372	8796
WI-IL	38 DU QUOIN (IL) -92 MANITOWOC(BUS-WI)	21	2131	9557
WI-IL	76 KEWANEE (IL) -92 MANITOWOC(BUS-WI)	22	1703	8782
WI-IL	128 RANTOUL (IL) -147 STURGEON BAY(BUS-WI)	22	2143	7558
WI-IL	38 DU QUOIN (IL) -160 WAUSAU(BUS-WI)	22	2900	12459
WI-IL	90 MACOMB (IL) -125 PORTAGE (WI)	22	2594	11435
WI-IL	21 CHAMPAIGN-URBANA (IL) -96 MARINETTE(BUS-WI)	22	2171	8767
WI-IL	127 QUINCY (IL) -151 TOMAH (WI)	22	3150	14106
WI-IL	29 DANVILLE(BUS-IL) -113 OCONOMOWOC (WI)	22	1608	6290
WI-IL	13 BTN-NORMAL (IL) -96 MARINETTE(BUS-WI)	23	2179	9103
WI-IL	126 PRINCETON (IL) -159 WATERTOWN (WI)	24	1337	5651
WI-IL	76 KEWANEE (IL) -78 LA CROSSE (WI)	24	2998	13195
WI-IL	113 OCONOMOWOC (WI) -127 QUINCY (IL)	24	2532	11713

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States	Station Pair	Riders	Revenue	Passenger Miles
WI-IL	90 MACOMB (IL) -151 TOMAH (WI)	24	3156	13991
WI-IL	126 PRINCETON (IL) -164 WISCONSIN DELLS (WI)	25	1964	8165
WI-IL	13 BTN-NORMAL (IL) -159 WATERTOWN (WI)	25	1574	6463
WI-IL	86 LINCOLN (IL) -125 PORTAGE (WI)	26	2265	9244
WI-IL	100 MENDOTA (IL) -159 WATERTOWN (WI)	26	1337	5557
WI-IL	51 GALESBURG (IL) -113 OCONOMOWOC (WI)	26	2407	10191
WI-IL	69 JACKSONVILLE(BUS-IL) -151 TOMAH (WI)	26	2862	12839
WI-IL	120 PLANO (IL) -151 TOMAH (WI)	27	2076	8377
WI-IL	86 LINCOLN (IL) -151 TOMAH (WI)	27	2692	11191
WI-IL	41 DWIGHT (IL) -159 WATERTOWN (WI)	27	1398	5493
WI-IL	47 FOND DU LAC (WI) -90 MACOMB (IL)	27	2790	12375
WI-IL	90 MACOMB (IL) -146 STEVENS POINT(BUS-WI)	27	3519	14934
WI-IL	98 MATTOON (IL) -146 STEVENS POINT(BUS-WI)	27	2906	11260
WI-IL	74 KANKAKEE (IL) -96 MARINETTE(BUS-WI)	27	2182	8773
WI-IL	96 MARINETTE(BUS-WI) -139 SPRINGFIELD (IL)	28	2933	12480
WI-IL	76 KEWANEE (IL) -162 WEST BEND (WI)	28	2472	10105
WI-IL	76 KEWANEE (IL) -146 STEVENS POINT(BUS-WI)	28	3213	13688
WI-IL	98 MATTOON (IL) -160 WAUSAU(BUS-WI)	28	3124	12746
WI-IL	41 DWIGHT (IL) -151 TOMAH (WI)	29	2433	9658
WI-IL	90 MACOMB (IL) -159 WATERTOWN (WI)	29	2773	12667
WI-IL	16 CARBONDALE (IL) -146 STEVENS POINT(BUS-WI)	30	3925	16238
WI-IL	20 CENTRALIA (IL) -146 STEVENS POINT(BUS-WI)	30	3705	14645
WI-IL	6 APPLETON (WI) -90 MACOMB (IL)	30	3405	14762
WI-IL	20 CENTRALIA (IL) -160 WAUSAU(BUS-WI)	30	3680	15863
WI-IL	32 DECATUR(BUS-IL) -159 WATERTOWN (WI)	30	2274	9269
WI-IL	127 QUINCY (IL) -159 WATERTOWN (WI)	31	3363	15516
WI-IL	100 MENDOTA (IL) -125 PORTAGE (WI)	31	2225	8912
WI-IL	32 DECATUR(BUS-IL) -78 LA CROSSE (WI)	32	3591	15365
WI-IL	78 LA CROSSE (WI) -98 MATTOON (IL)	32	3797	15340
WI-IL	51 GALESBURG (IL) -164 WISCONSIN DELLS (WI)	33	3651	16128
WI-IL	100 MENDOTA (IL) -164 WISCONSIN DELLS (WI)	33	2421	9934
WI-IL	127 QUINCY (IL) -164 WISCONSIN DELLS (WI)	33	4295	19360
WI-IL	92 MANITOWOC(BUS-WI) -127 QUINCY (IL)	33	3426	17550
WI-IL	51 GALESBURG (IL) -125 PORTAGE (WI)	33	3606	15724
WI-IL	96 MARINETTE(BUS-WI) -128 RANTOUL (IL)	33	3300	12686
WI-IL	16 CARBONDALE (IL) -92 MANITOWOC(BUS-WI)	34	3657	15909
WI-IL	71 JOLIET (IL) -147 STURGEON BAY(BUS-WI)	34	2558	9106
WI-IL	86 LINCOLN (IL) -113 OCONOMOWOC (WI)	34	2484	9314
WI-IL	41 DWIGHT (IL) -164 WISCONSIN DELLS (WI)	34	2545	10042
WI-IL	76 KEWANEE (IL) -136 SHEBOYGAN(BUS-WI)	34	2755	12940
WI-IL	29 DANVILLE(BUS-IL) -78 LA CROSSE (WI)	34	3820	16142
WI-IL	120 PLANO (IL) -164 WISCONSIN DELLS (WI)	34	2322	9333
WI-IL	17 CARLINVILLE (IL) -125 PORTAGE (WI)	35	3478	14778
WI-IL	76 KEWANEE (IL) -160 WAUSAU(BUS-WI)	35	4011	17892
WI-IL	125 PORTAGE (WI) -127 QUINCY (IL)	35	4467	19925
WI-IL	90 MACOMB (IL) -164 WISCONSIN DELLS (WI)	35	4179	18637
WI-IL	90 MACOMB (IL) -160 WAUSAU(BUS-WI)	35	4646	20682
WI-IL	102 MILWAUKEE (WI) -118 PADUCAH(BUS-IL)	35	3721	16414
WI-IL	127 QUINCY (IL) -146 STEVENS POINT(BUS-WI)	36	4971	21862
WI-IL	90 MACOMB (IL) -91 MADISON DANE AIRPORT	36	3877	17339
WI-IL	17 CARLINVILLE (IL) -159 WATERTOWN (WI)	36	2925	12880
WI-IL	69 JACKSONVILLE(BUS-IL) -125 PORTAGE (WI)	36	3440	15351
WI-IL	32 DECATUR(BUS-IL) -151 TOMAH (WI)	36	3753	15851
WI-IL	6 APPLETON (WI) -97 MARION(BUS-IL)	38	4850	19093
WI-IL	32 DECATUR(BUS-IL) -113 OCONOMOWOC (WI)	38	2681	11012
WI-IL	29 DANVILLE(BUS-IL) -164 WISCONSIN DELLS (WI)	38	3643	14662
WI-IL	20 CENTRALIA (IL) -92 MANITOWOC(BUS-WI)	38	3541	16010
WI-IL	69 JACKSONVILLE(BUS-IL) -78 LA CROSSE (WI)	39	4550	20568
WI-IL	122 PONTIAC (IL) -164 WISCONSIN DELLS (WI)	39	3001	12154
WI-IL	44 EFFINGHAM (IL) -113 OCONOMOWOC (WI)	39	3147	12417
WI-IL	127 QUINCY (IL) -160 WAUSAU(BUS-WI)	41	5456	26156
WI-IL	113 OCONOMOWOC (WI) -126 PRINCETON (IL)	42	2407	9431
WI-IL	78 LA CROSSE (WI) -86 LINCOLN (IL)	43	4693	19796

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States	Station Pair	Riders	Revenue	Passenger Miles
WI-IL	90 MACOMB (IL) -116 OSHKOSH (WI)	43	4691	20567
WI-IL	32 DECATUR(BUS-IL) -164 WISCONSIN DELLS (WI)	43	4120	16936
WI-IL	122 PONTIAC (IL) -125 PORTAGE (WI)	43	3225	12754
WI-IL	122 PONTIAC (IL) -151 TOMAH (WI)	43	3819	15510
WI-IL	69 JACKSONVILLE(BUS-IL) -162 WEST BEND (WI)	43	3437	14786
WI-IL	47 FOND DU LAC (WI) -97 MARION(BUS-IL)	44	5542	20627
WI-IL	6 APPLETON (WI) -76 KEWANEE (IL)	45	4493	19045
WI-IL	125 PORTAGE (WI) -126 PRINCETON (IL)	46	3500	14235
WI-IL	126 PRINCETON (IL) -151 TOMAH (WI)	47	4130	17162
WI-IL	97 MARION(BUS-IL) -162 WEST BEND (WI)	47	5394	20800
WI-IL	100 MENDOTA (IL) -151 TOMAH (WI)	48	4050	16637
WI-IL	20 CENTRALIA (IL) -78 LA CROSSE (WI)	48	6669	27018
WI-IL	51 GALESBURG (IL) -151 TOMAH (WI)	49	5925	26029
WI-IL	21 CHAMPAIGN-URBANA (IL) -164 WISCONSIN DELLS (WI)	49	4288	16831
WI-IL	90 MACOMB (IL) -136 SHEBOYGAN(BUS-WI)	50	4740	22395
WI-IL	38 DU QUOIN (IL) -148 STURTEVANT (WI)	50	4276	17512
WI-IL	47 FOND DU LAC (WI) -76 KEWANEE (IL)	52	4847	20042
WI-IL	113 OCONOMOWOC (WI) -122 PONTIAC (IL)	53	2908	11076
WI-IL	16 CARBONDALE (IL) -162 WEST BEND (WI)	53	5968	22432
WI-IL	126 PRINCETON (IL) -162 WEST BEND (WI)	54	3117	11930
WI-IL	100 MENDOTA (IL) -113 OCONOMOWOC (WI)	54	2914	10720
WI-IL	97 MARION(BUS-IL) -148 STURTEVANT (WI)	54	5186	20717
WI-IL	16 CARBONDALE (IL) -136 SHEBOYGAN(BUS-WI)	54	5904	23865
WI-IL	17 CARLINVILLE (IL) -78 LA CROSSE (WI)	54	6604	28671
WI-IL	20 CENTRALIA (IL) -162 WEST BEND (WI)	55	5618	20208
WI-IL	17 CARLINVILLE (IL) -146 STEVENS POINT(BUS-WI)	55	5896	25626
WI-IL	44 EFFINGHAM (IL) -78 LA CROSSE (WI)	55	6853	27726
WI-IL	71 JOLIET (IL) -96 MARINETTE(BUS-WI)	55	4264	16726
WI-IL	97 MARION(BUS-IL) -116 OSHKOSH (WI)	55	6986	26875
WI-IL	86 LINCOLN (IL) -146 STEVENS POINT(BUS-WI)	55	5402	22098
WI-IL	32 DECATUR(BUS-IL) -125 PORTAGE (WI)	56	5128	20967
WI-IL	12 BROOKFIELD (WI) -38 DU QUOIN (IL)	56	6014	21723
WI-IL	92 MANITOWOC(BUS-WI) -98 MATTOON (IL)	56	4287	18939
WI-IL	119 PEORIA (BUS-IL) -159 WATERTOWN (WI)	57	3986	17177
WI-IL	127 QUINCY (IL) -136 SHEBOYGAN(BUS-WI)	58	6342	29079
WI-IL	56 GREEN BAY (WI) -97 MARION(BUS-IL)	58	7987	31139
WI-IL	139 SPRINGFIELD (IL) -159 WATERTOWN (WI)	59	4424	18707
WI-IL	91 MADISON DANE AIRPORT -97 MARION(BUS-IL)	59	7690	29076
WI-IL	29 DANVILLE(BUS-IL) -151 TOMAH (WI)	59	6198	25268
WI-IL	76 KEWANEE (IL) -116 OSHKOSH (WI)	59	5606	24049
WI-IL	17 CARLINVILLE (IL) -113 OCONOMOWOC (WI)	59	4599	20281
WI-IL	86 LINCOLN (IL) -160 WAUSAU(BUS-WI)	60	5996	26104
WI-IL	47 FOND DU LAC (WI) -69 JACKSONVILLE(BUS-IL)	60	5232	22325
WI-IL	107 NAPERVILLE (IL) -147 STURGEON BAY(BUS-WI)	61	4410	15879
WI-IL	78 LA CROSSE (WI) -127 QUINCY (IL)	62	9219	41535
WI-IL	17 CARLINVILLE (IL) -160 WAUSAU(BUS-WI)	62	6835	31053
WI-IL	20 CENTRALIA (IL) -136 SHEBOYGAN(BUS-WI)	62	5925	24151
WI-IL	113 OCONOMOWOC (WI) -119 PEORIA (BUS-IL)	63	4184	17983
WI-IL	78 LA CROSSE (WI) -90 MACOMB (IL)	63	8706	38870
WI-IL	153 UPPER ALTON (IL) -160 WAUSAU(BUS-WI)	63	7217	33601
WI-IL	78 LA CROSSE (WI) -126 PRINCETON (IL)	63	6164	26040
WI-IL	62 HOMEWOOD (IL) -147 STURGEON BAY(BUS-WI)	63	4552	15996
WI-IL	98 MATTOON (IL) -136 SHEBOYGAN(BUS-WI)	64	4674	19726
WI-IL	98 MATTOON (IL) -162 WEST BEND (WI)	64	5045	18686
WI-IL	113 OCONOMOWOC (WI) -120 PLANO (IL)	65	3018	10957
WI-IL	56 GREEN BAY (WI) -76 KEWANEE (IL)	65	7111	29633
WI-IL	51 GALESBURG (IL) -160 WAUSAU(BUS-WI)	67	8149	36954
WI-IL	76 KEWANEE (IL) -148 STURTEVANT (WI)	69	4642	20941
WI-IL	126 PRINCETON (IL) -146 STEVENS POINT(BUS-WI)	70	5904	24162
WI-IL	78 LA CROSSE (WI) -100 MENDOTA (IL)	70	6536	27351
WI-IL	76 KEWANEE (IL) -91 MADISON DANE AIRPORT	71	6597	28953
WI-IL	78 LA CROSSE (WI) -122 PONTIAC (IL)	71	6820	28232
WI-IL	86 LINCOLN (IL) -92 MANITOWOC(BUS-WI)	72	4769	23001

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WI-IL	29 DANVILLE(BUS-IL) -125 PORTAGE (WI)	72	6547	26283
WI-IL	90 MACOMB (IL) -162 WEST BEND (WI)	72	7182	31072
WI-IL	92 MANITOWOC(BUS-WI) -126 PRINCETON (IL)	74	3931	19844
WI-IL	119 PEORIA (BUS-IL) -125 PORTAGE (WI)	75	6315	27657
WI-IL	78 LA CROSSE (WI) -119 PEORIA (BUS-IL)	75	7971	35546
WI-IL	13 BTN-NORMAL (IL) -164 WISCONSIN DELLS (WI)	75	6335	25807
WI-IL	51 GALESBURG (IL) -146 STEVENS POINT(BUS-WI)	76	8875	38856
WI-IL	78 LA CROSSE (WI) -128 RANTOUL (IL)	80	8528	33646
WI-IL	119 PEORIA (BUS-IL) -151 TOMAH (WI)	81	7947	35104
WI-IL	120 PLANO (IL) -136 SHEBOYGAN(BUS-WI)	82	3423	15307
WI-IL	21 CHAMPAIGN-URBANA (IL) -113 OCONOMOWOC (WI)	82	5483	19973
WI-IL	13 BTN-NORMAL (IL) -125 PORTAGE (WI)	82	6736	26861
WI-IL	6 APPLETON (WI) -69 JACKSONVILLE(BUS-IL)	83	8323	33735
WI-IL	12 BROOKFIELD (WI) -76 KEWANEE (IL)	84	6812	28482
WI-IL	17 CARLINVILLE (IL) -92 MANITOWOC(BUS-WI)	85	6867	33139
WI-IL	100 MENDOTA (IL) -146 STEVENS POINT(BUS-WI)	86	7158	27940
WI-IL	119 PEORIA (BUS-IL) -164 WISCONSIN DELLS (WI)	86	7807	33412
WI-IL	100 MENDOTA (IL) -136 SHEBOYGAN(BUS-WI)	87	4253	18870
WI-IL	47 FOND DU LAC (WI) -86 LINCOLN (IL)	87	6522	26505
WI-IL	126 PRINCETON (IL) -136 SHEBOYGAN(BUS-WI)	87	4556	20978
WI-IL	51 GALESBURG (IL) -78 LA CROSSE (WI)	88	11472	50811
WI-IL	17 CARLINVILLE (IL) -136 SHEBOYGAN(BUS-WI)	88	7079	31805
WI-IL	113 OCONOMOWOC (WI) -128 RANTOUL (IL)	89	5623	20391
WI-IL	126 PRINCETON (IL) -160 WAUSAU(BUS-WI)	89	7768	33901
WI-IL	113 OCONOMOWOC (WI) -139 SPRINGFIELD (IL)	89	6380	26971
WI-IL	122 PONTIAC (IL) -160 WAUSAU(BUS-WI)	90	7767	33254
WI-IL	51 GALESBURG (IL) -92 MANITOWOC(BUS-WI)	91	7967	39648
WI-IL	41 DWIGHT (IL) -113 OCONOMOWOC (WI)	92	5040	17551
WI-IL	13 BTN-NORMAL (IL) -113 OCONOMOWOC (WI)	94	5985	22826
WI-IL	98 MATTOON (IL) -148 STURTEVANT (WI)	95	5431	22210
WI-IL	96 MARINETTE(BUS-WI) -107 NAPERVILLE (IL)	96	7363	28371
WI-IL	12 BROOKFIELD (WI) -20 CENTRALIA (IL)	97	9250	34043
WI-IL	47 FOND DU LAC (WI) -98 MATTOON (IL)	98	8159	31222
WI-IL	86 LINCOLN (IL) -136 SHEBOYGAN(BUS-WI)	98	6333	28594
WI-IL	29 DANVILLE(BUS-IL) -162 WEST BEND (WI)	98	7018	27522
WI-IL	20 CENTRALIA (IL) -148 STURTEVANT (WI)	98	7856	30663
WI-IL	51 GALESBURG (IL) -136 SHEBOYGAN(BUS-WI)	98	8370	39993
WI-IL	139 SPRINGFIELD (IL) -164 WISCONSIN DELLS (WI)	100	9749	40679
WI-IL	153 UPPER ALTON (IL) -159 WATERTOWN (WI)	102	8996	39542
WI-IL	78 LA CROSSE (WI) -120 PLANO (IL)	102	8836	36451
WI-IL	100 MENDOTA (IL) -160 WAUSAU(BUS-WI)	102	8599	36559
WI-IL	12 BROOKFIELD (WI) -69 JACKSONVILLE(BUS-IL)	102	7484	32879
WI-IL	71 JOLIET (IL) -159 WATERTOWN (WI)	103	4510	17400
WI-IL	56 GREEN BAY (WI) -69 JACKSONVILLE(BUS-IL)	103	10988	44929
WI-IL	122 PONTIAC (IL) -136 SHEBOYGAN(BUS-WI)	104	5112	23689
WI-IL	92 MANITOWOC(BUS-WI) -100 MENDOTA (IL)	105	5606	25810
WI-IL	44 EFFINGHAM (IL) -160 WAUSAU(BUS-WI)	105	11993	50091
WI-IL	69 JACKSONVILLE(BUS-IL) -91 MADISON DANE AIRPORT	106	9886	41359
WI-IL	100 MENDOTA (IL) -116 OSHKOSH (WI)	108	7186	26694
WI-IL	6 APPLETON (WI) -98 MATTOON (IL)	108	10168	38372
WI-IL	86 LINCOLN (IL) -162 WEST BEND (WI)	110	8098	30171
WI-IL	128 RANTOUL (IL) -136 SHEBOYGAN(BUS-WI)	110	6437	27220
WI-IL	6 APPLETON (WI) -86 LINCOLN (IL)	110	9419	37456
WI-IL	153 UPPER ALTON (IL) -164 WISCONSIN DELLS (WI)	111	12299	53047
WI-IL	69 JACKSONVILLE(BUS-IL) -116 OSHKOSH (WI)	113	10304	43777
WI-IL	122 PONTIAC (IL) -146 STEVENS POINT(BUS-WI)	115	9510	38373
WI-IL	62 HOMEWOOD (IL) -96 MARINETTE(BUS-WI)	115	8714	33098
WI-IL	71 JOLIET (IL) -151 TOMAH (WI)	116	8872	34897
WI-IL	17 CARLINVILLE (IL) -47 FOND DU LAC (WI)	117	10245	43622
WI-IL	91 MADISON DANE AIRPORT -98 MATTOON (IL)	118	10285	40097
WI-IL	47 FOND DU LAC (WI) -100 MENDOTA (IL)	121	7819	28044
WI-IL	125 PORTAGE (WI) -139 SPRINGFIELD (IL)	124	11710	48017
WI-IL	44 EFFINGHAM (IL) -146 STEVENS POINT(BUS-WI)	124	13935	54727

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WI-IL	56 GREEN BAY (WI) -86 LINCOLN (IL)	125	11802	46244
WI-IL	41 DWIGHT (IL) -78 LA CROSSE (WI)	126	11836	48035
WI-IL	86 LINCOLN (IL) -116 OSHKOSH (WI)	126	10134	40731
WI-IL	12 BROOKFIELD (WI) -97 MARION(BUS-IL)	127	13808	53444
WI-IL	98 MATTOON (IL) -116 OSHKOSH (WI)	127	11275	42843
WI-IL	86 LINCOLN (IL) -91 MADISON DANE AIRPORT	128	10121	41823
WI-IL	51 GALESBURG (IL) -162 WEST BEND (WI)	129	11993	50284
WI-IL	127 QUINCY (IL) -162 WEST BEND (WI)	129	14508	62678
WI-IL	122 PONTIAC (IL) -162 WEST BEND (WI)	130	7279	27402
WI-IL	47 FOND DU LAC (WI) -51 GALESBURG (IL)	131	12563	55079
WI-IL	44 EFFINGHAM (IL) -136 SHEBOYGAN(BUS-WI)	133	10457	44303
WI-IL	38 DU QUOIN (IL) -102 MILWAUKEE (WI)	133	13048	49410
WI-IL	44 EFFINGHAM (IL) -92 MANITOWOC(BUS-WI)	133	10750	48449
WI-IL	32 DECATUR(BUS-IL) -162 WEST BEND (WI)	138	10127	40286
WI-IL	120 PLANO (IL) -160 WAUSAU(BUS-WI)	138	10311	45411
WI-IL	92 MANITOWOC(BUS-WI) -122 PONTIAC (IL)	139	7230	35834
WI-IL	17 CARLINVILLE (IL) -116 OSHKOSH (WI)	139	12924	54394
WI-IL	56 GREEN BAY (WI) -98 MATTOON (IL)	141	14522	54279
WI-IL	21 CHAMPAIGN-URBANA (IL) -151 TOMAH (WI)	141	13996	55266
WI-IL	92 MANITOWOC(BUS-WI) -120 PLANO (IL)	142	6320	30712
WI-IL	6 APPLETON (WI) -126 PRINCETON (IL)	143	10719	41222
WI-IL	12 BROOKFIELD (WI) -29 DANVILLE(BUS-IL)	143	9336	37514
WI-IL	47 FOND DU LAC (WI) -126 PRINCETON (IL)	144	9530	36487
WI-IL	120 PLANO (IL) -146 STEVENS POINT(BUS-WI)	145	10423	42660
WI-IL	41 DWIGHT (IL) -136 SHEBOYGAN(BUS-WI)	146	7011	30433
WI-IL	41 DWIGHT (IL) -116 OSHKOSH (WI)	147	9851	35073
WI-IL	6 APPLETON (WI) -51 GALESBURG (IL)	147	15609	66849
WI-IL	29 DANVILLE(BUS-IL) -47 FOND DU LAC (WI)	150	11807	46784
WI-IL	113 OCONOMOWOC (WI) -153 UPPER ALTON (IL)	151	12876	56670
WI-IL	100 MENDOTA (IL) -162 WEST BEND (WI)	151	8622	30399
WI-IL	13 BTN-NORMAL (IL) -151 TOMAH (WI)	156	14907	60832
WI-IL	44 EFFINGHAM (IL) -162 WEST BEND (WI)	158	13651	49947
WI-IL	21 CHAMPAIGN-URBANA (IL) -78 LA CROSSE (WI)	158	17250	68305
WI-IL	17 CARLINVILLE (IL) -162 WEST BEND (WI)	160	13429	54790
WI-IL	128 RANTOUL (IL) -146 STEVENS POINT(BUS-WI)	163	14837	57740
WI-IL	91 MADISON DANE AIRPORT -126 PRINCETON (IL)	164	11148	44807
WI-IL	107 NAPERVILLE (IL) -159 WATERTOWN (WI)	168	7506	26918
WI-IL	107 NAPERVILLE (IL) -164 WISCONSIN DELLS (WI)	168	11474	41740
WI-IL	6 APPLETON (WI) -29 DANVILLE(BUS-IL)	169	15153	58619
WI-IL	56 GREEN BAY (WI) -126 PRINCETON (IL)	171	13993	54288
WI-IL	56 GREEN BAY (WI) -100 MENDOTA (IL)	171	13275	50615
WI-IL	41 DWIGHT (IL) -47 FOND DU LAC (WI)	173	11037	38511
WI-IL	139 SPRINGFIELD (IL) -151 TOMAH (WI)	176	19038	79370
WI-IL	47 FOND DU LAC (WI) -120 PLANO (IL)	178	9860	35626
WI-IL	151 TOMAH (WI) -153 UPPER ALTON (IL)	179	21693	93220
WI-IL	32 DECATUR(BUS-IL) -47 FOND DU LAC (WI)	179	14444	57533
WI-IL	51 GALESBURG (IL) -116 OSHKOSH (WI)	182	18315	79356
WI-IL	12 BROOKFIELD (WI) -126 PRINCETON (IL)	182	9454	37170
WI-IL	16 CARBONDALE (IL) -148 STURTEVANT (WI)	183	17084	67377
WI-IL	120 PLANO (IL) -162 WEST BEND (WI)	183	8401	31133
WI-IL	51 GALESBURG (IL) -91 MADISON DANE AIRPORT	184	18328	81121
WI-IL	17 CARLINVILLE (IL) -91 MADISON DANE AIRPORT	187	17139	73849
WI-IL	116 OSHKOSH (WI) -120 PLANO (IL)	188	11000	40773
WI-IL	116 OSHKOSH (WI) -126 PRINCETON (IL)	189	13152	51000
WI-IL	47 FOND DU LAC (WI) -122 PONTIAC (IL)	192	12202	46368
WI-IL	51 GALESBURG (IL) -56 GREEN BAY (WI)	193	22177	93390
WI-IL	90 MACOMB (IL) -148 STURTEVANT (WI)	193	15459	72123
WI-IL	128 RANTOUL (IL) -160 WAUSAU(BUS-WI)	193	18197	75237
WI-IL	12 BROOKFIELD (WI) -32 DECATUR(BUS-IL)	196	13158	53267
WI-IL	128 RANTOUL (IL) -162 WEST BEND (WI)	199	12956	45951
WI-IL	127 QUINCY (IL) -148 STURTEVANT (WI)	200	18646	85764
WI-IL	54 GLENVIEW (IL) -162 WEST BEND (WI)	202	6151	20382
WI-IL	6 APPLETON (WI) -32 DECATUR(BUS-IL)	205	18925	73115

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WI-IL	41 DWIGHT (IL) -162 WEST BEND (WI)	210	11786	40411
WI-IL	12 BROOKFIELD (WI) -16 CARBONDALE (IL)	212	22515	85943
WI-IL	21 CHAMPAIGN-URBANA (IL) -160 WAUSAU(BUS-WI)	212	21223	85352
WI-IL	6 APPLETON (WI) -122 PONTIAC (IL)	212	15735	58503
WI-IL	71 JOLIET (IL) -136 SHEBOYGAN(BUS-WI)	212	9210	36762
WI-IL	69 JACKSONVILLE(BUS-IL) -148 STURTEVANT (WI)	215	12562	60976
WI-IL	41 DWIGHT (IL) -92 MANITOWOC(BUS-WI)	218	11884	51991
WI-IL	91 MADISON DANE AIRPORT -100 MENDOTA (IL)	219	15160	55117
WI-IL	12 BROOKFIELD (WI) -120 PLANO (IL)	219	9139	33050
WI-IL	13 BTN-NORMAL (IL) -146 STEVENS POINT(BUS-WI)	219	20219	80405
WI-IL	146 STEVENS POINT(BUS-WI) -153 UPPER ALTON (IL)	220	26430	109778
WI-IL	29 DANVILLE(BUS-IL) -91 MADISON DANE AIRPORT	220	18333	73145
WI-IL	71 JOLIET (IL) -164 WISCONSIN DELLS (WI)	222	14628	57048
WI-IL	86 LINCOLN (IL) -148 STURTEVANT (WI)	225	11433	48949
WI-IL	29 DANVILLE(BUS-IL) -116 OSHKOSH (WI)	225	18748	73790
WI-IL	12 BROOKFIELD (WI) -98 MATTOON (IL)	227	16407	61432
WI-IL	44 EFFINGHAM (IL) -47 FOND DU LAC (WI)	231	20818	80150
WI-IL	32 DECATUR(BUS-IL) -91 MADISON DANE AIRPORT	231	19529	79062
WI-IL	29 DANVILLE(BUS-IL) -148 STURTEVANT (WI)	232	11760	51949
WI-IL	107 NAPERVILLE (IL) -151 TOMAH (WI)	232	18712	68003
WI-IL	92 MANITOWOC(BUS-WI) -153 UPPER ALTON (IL)	237	20990	100005
WI-IL	92 MANITOWOC(BUS-WI) -128 RANTOUL (IL)	238	14701	65915
WI-IL	12 BROOKFIELD (WI) -100 MENDOTA (IL)	240	11819	43589
WI-IL	98 MATTOON (IL) -102 MILWAUKEE (WI)	240	15927	61743
WI-IL	41 DWIGHT (IL) -146 STEVENS POINT(BUS-WI)	244	19696	77097
WI-IL	13 BTN-NORMAL (IL) -160 WAUSAU(BUS-WI)	245	23271	98117
WI-IL	51 GALESBURG (IL) -148 STURTEVANT (WI)	245	17451	81647
WI-IL	74 KANKAKEE (IL) -113 OCONOMOWOC (WI)	246	12249	42303
WI-IL	12 BROOKFIELD (WI) -122 PONTIAC (IL)	246	12082	47302
WI-IL	13 BTN-NORMAL (IL) -92 MANITOWOC(BUS-WI)	248	14954	71604
WI-IL	78 LA CROSSE (WI) -153 UPPER ALTON (IL)	250	32494	141026
WI-IL	56 GREEN BAY (WI) -122 PONTIAC (IL)	250	20290	76588
WI-IL	74 KANKAKEE (IL) -78 LA CROSSE (WI)	251	22605	90619
WI-IL	29 DANVILLE(BUS-IL) -56 GREEN BAY (WI)	254	25345	95418
WI-IL	100 MENDOTA (IL) -148 STURTEVANT (WI)	254	8939	36594
WI-IL	12 BROOKFIELD (WI) -44 EFFINGHAM (IL)	256	21160	76345
WI-IL	44 EFFINGHAM (IL) -148 STURTEVANT (WI)	258	16609	67014
WI-IL	12 BROOKFIELD (WI) -17 CARLINVILLE (IL)	259	20592	83958
WI-IL	12 BROOKFIELD (WI) -86 LINCOLN (IL)	260	16617	66507
WI-IL	54 GLENVIEW (IL) -92 MANITOWOC(BUS-WI)	263	7062	38633
WI-IL	6 APPLETON (WI) -44 EFFINGHAM (IL)	265	26693	101385
WI-IL	32 DECATUR(BUS-IL) -56 GREEN BAY (WI)	266	26852	102610
WI-IL	13 BTN-NORMAL (IL) -136 SHEBOYGAN(BUS-WI)	267	15241	69449
WI-IL	120 PLANO (IL) -148 STURTEVANT (WI)	269	7171	30361
WI-IL	32 DECATUR(BUS-IL) -116 OSHKOSH (WI)	269	22934	90901
WI-IL	41 DWIGHT (IL) -160 WAUSAU(BUS-WI)	271	22523	94691
WI-IL	21 CHAMPAIGN-URBANA (IL) -136 SHEBOYGAN(BUS-WI)	274	16723	71856
WI-IL	91 MADISON DANE AIRPORT -122 PONTIAC (IL)	275	18614	72110
WI-IL	119 PEORIA (BUS-IL) -162 WEST BEND (WI)	276	18638	79295
WI-IL	116 OSHKOSH (WI) -122 PONTIAC (IL)	277	19025	71588
WI-IL	128 RANTOUL (IL) -148 STURTEVANT (WI)	280	12239	48692
WI-IL	12 BROOKFIELD (WI) -51 GALESBURG (IL)	280	23966	103828
WI-IL	32 DECATUR(BUS-IL) -148 STURTEVANT (WI)	287	14947	67074
WI-IL	139 SPRINGFIELD (IL) -160 WAUSAU(BUS-WI)	290	32392	133832
WI-IL	78 LA CROSSE (WI) -139 SPRINGFIELD (IL)	291	33882	143184
WI-IL	126 PRINCETON (IL) -148 STURTEVANT (WI)	292	11127	48408
WI-IL	21 CHAMPAIGN-URBANA (IL) -146 STEVENS POINT(BUS-WI)	292	27849	107711
WI-IL	107 NAPERVILLE (IL) -125 PORTAGE (WI)	297	19068	68656
WI-IL	17 CARLINVILLE (IL) -148 STURTEVANT (WI)	302	20052	86328
WI-IL	76 KEWANEE (IL) -102 MILWAUKEE (WI)	303	22062	98842
WI-IL	12 BROOKFIELD (WI) -128 RANTOUL (IL)	307	18268	65101
WI-IL	44 EFFINGHAM (IL) -116 OSHKOSH (WI)	310	29552	113002
WI-IL	97 MARION(BUS-IL) -102 MILWAUKEE (WI)	316	32433	128905

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WI-IL	74 KANKAKEE (IL) -136 SHEBOYGAN(BUS-WI)	317	14420	60147
WI-IL	21 CHAMPAIGN-URBANA (IL) -92 MANITOWOC(BUS-WI)	317	20509	92217
WI-IL	41 DWIGHT (IL) -148 STURTEVANT (WI)	320	11258	43139
WI-IL	54 GLENVIEW (IL) -136 SHEBOYGAN(BUS-WI)	329	7979	38774
WI-IL	71 JOLIET (IL) -113 OCONOMOWOC (WI)	331	14240	51328
WI-IL	122 PONTIAC (IL) -148 STURTEVANT (WI)	335	12060	51614
WI-IL	12 BROOKFIELD (WI) -127 QUINCY (IL)	335	35955	156521
WI-IL	12 BROOKFIELD (WI) -90 MACOMB (IL)	335	31416	137862
WI-IL	13 BTN-NORMAL (IL) -78 LA CROSSE (WI)	336	35931	144779
WI-IL	92 MANITOWOC(BUS-WI) -139 SPRINGFIELD (IL)	336	24827	117664
WI-IL	6 APPLETON (WI) -13 BTN-NORMAL (IL)	349	27768	107512
WI-IL	29 DANVILLE(BUS-IL) -102 MILWAUKEE (WI)	356	20498	88201
WI-IL	62 HOMEWOOD (IL) -78 LA CROSSE (WI)	358	34144	117683
WI-IL	13 BTN-NORMAL (IL) -162 WEST BEND (WI)	360	22892	87443
WI-IL	20 CENTRALIA (IL) -102 MILWAUKEE (WI)	360	31775	121365
WI-IL	139 SPRINGFIELD (IL) -146 STEVENS POINT(BUS-WI)	361	38718	154561
WI-IL	91 MADISON DANE AIRPORT -120 PLANO (IL)	363	21878	80279
WI-IL	71 JOLIET (IL) -125 PORTAGE (WI)	370	23480	88809
WI-IL	56 GREEN BAY (WI) -120 PLANO (IL)	371	28060	98420
WI-IL	44 EFFINGHAM (IL) -91 MADISON DANE AIRPORT	373	35037	137210
WI-IL	136 SHEBOYGAN(BUS-WI) -153 UPPER ALTON (IL)	376	32292	147610
WI-IL	69 JACKSONVILLE(BUS-IL) -102 MILWAUKEE (WI)	383	25169	117697
WI-IL	54 GLENVIEW (IL) -125 PORTAGE (WI)	406	20944	75041
WI-IL	13 BTN-NORMAL (IL) -47 FOND DU LAC (WI)	407	30109	111105
WI-IL	47 FOND DU LAC (WI) -119 PEORIA (BUS-IL)	413	30766	131039
WI-IL	6 APPLETON (WI) -128 RANTOUL (IL)	414	33073	122562
WI-IL	54 GLENVIEW (IL) -151 TOMAH (WI)	420	27454	103861
WI-IL	12 BROOKFIELD (WI) -41 DWIGHT (IL)	426	21169	73757
WI-IL	22 CHICAGO (IL) -147 STURGEON BAY(BUS-WI)	435	28678	98856
WI-IL	54 GLENVIEW (IL) -160 WAUSAU(BUS-WI)	440	27198	114087
WI-IL	6 APPLETON (WI) -119 PEORIA (BUS-IL)	455	38938	160094
WI-IL	47 FOND DU LAC (WI) -128 RANTOUL (IL)	456	33210	119014
WI-IL	6 APPLETON (WI) -100 MENDOTA (IL)	458	36210	121905
WI-IL	32 DECATUR(BUS-IL) -102 MILWAUKEE (WI)	460	27718	118765
WI-IL	102 MILWAUKEE (WI) -120 PLANO (IL)	467	16127	64039
WI-IL	43 EAU CLAIRE (BUS-WI) -62 HOMEWOOD (IL)	472	38517	169493
WI-IL	136 SHEBOYGAN(BUS-WI) -139 SPRINGFIELD (IL)	478	33994	153343
WI-IL	13 BTN-NORMAL (IL) -56 GREEN BAY (WI)	484	42788	163450
WI-IL	107 NAPERVILLE (IL) -113 OCONOMOWOC (WI)	514	21336	75038
WI-IL	6 APPLETON (WI) -120 PLANO (IL)	524	34798	123152
WI-IL	74 KANKAKEE (IL) -92 MANITOWOC(BUS-WI)	535	26166	117246
WI-IL	12 BROOKFIELD (WI) -119 PEORIA (BUS-IL)	536	33138	143727
WI-IL	21 CHAMPAIGN-URBANA (IL) -162 WEST BEND (WI)	537	36267	131669
WI-IL	91 MADISON DANE AIRPORT -119 PEORIA (BUS-IL)	563	44968	190209
WI-IL	6 APPLETON (WI) -21 CHAMPAIGN-URBANA (IL)	564	46992	174992
WI-IL	116 OSHKOSH (WI) -119 PEORIA (BUS-IL)	565	44883	188875
WI-IL	13 BTN-NORMAL (IL) -91 MADISON DANE AIRPORT	577	44179	169635
WI-IL	41 DWIGHT (IL) -91 MADISON DANE AIRPORT	595	43096	144504
WI-IL	102 MILWAUKEE (WI) -128 RANTOUL (IL)	604	31450	119522
WI-IL	56 GREEN BAY (WI) -128 RANTOUL (IL)	604	53642	196916
WI-IL	74 KANKAKEE (IL) -160 WAUSAU(BUS-WI)	605	47689	200116
WI-IL	13 BTN-NORMAL (IL) -116 OSHKOSH (WI)	616	48731	178765
WI-IL	56 GREEN BAY (WI) -119 PEORIA (BUS-IL)	626	60300	239287
WI-IL	43 EAU CLAIRE (BUS-WI) -54 GLENVIEW (IL)	631	45635	205623
WI-IL	21 CHAMPAIGN-URBANA (IL) -47 FOND DU LAC (WI)	632	47704	173744
WI-IL	119 PEORIA (BUS-IL) -148 STURTEVANT (WI)	634	29645	145789
WI-IL	47 FOND DU LAC (WI) -139 SPRINGFIELD (IL)	642	52496	214548
WI-IL	102 MILWAUKEE (WI) -122 PONTIAC (IL)	643	26871	114369
WI-IL	41 DWIGHT (IL) -56 GREEN BAY (WI)	668	58222	191759
WI-IL	6 APPLETON (WI) -139 SPRINGFIELD (IL)	679	62567	250487
WI-IL	6 APPLETON (WI) -41 DWIGHT (IL)	681	52155	174912
WI-IL	71 JOLIET (IL) -78 LA CROSSE (WI)	682	60448	234656
WI-IL	71 JOLIET (IL) -92 MANITOWOC(BUS-WI)	691	28612	139567

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WI-IL	21 CHAMPAIGN-URBANA (IL) -148 STURTEVANT (WI)	695	32911	130677
WI-IL	74 KANKAKEE (IL) -146 STEVENS POINT(BUS-WI)	713	58718	211619
WI-IL	74 KANKAKEE (IL) -148 STURTEVANT (WI)	723	21572	83863
WI-IL	47 FOND DU LAC (WI) -74 KANKAKEE (IL)	733	43655	148801
WI-IL	139 SPRINGFIELD (IL) -162 WEST BEND (WI)	738	56679	224484
WI-IL	116 OSHKOSH (WI) -128 RANTOUL (IL)	740	58745	205761
WI-IL	74 KANKAKEE (IL) -162 WEST BEND (WI)	744	38280	128625
WI-IL	91 MADISON DANE AIRPORT -128 RANTOUL (IL)	748	58893	210988
WI-IL	78 LA CROSSE (WI) -107 NAPERVILLE (IL)	751	62296	251469
WI-IL	102 MILWAUKEE (WI) -126 PRINCETON (IL)	771	34558	146553
WI-IL	22 CHICAGO (IL) -96 MARINETTE(BUS-WI)	774	53793	202832
WI-IL	100 MENDOTA (IL) -102 MILWAUKEE (WI)	777	32157	130479
WI-IL	17 CARLINVILLE (IL) -102 MILWAUKEE (WI)	778	55412	241256
WI-IL	21 CHAMPAIGN-URBANA (IL) -116 OSHKOSH (WI)	782	60866	228250
WI-IL	62 HOMEWOOD (IL) -113 OCONOMOWOC (WI)	797	32063	110808
WI-IL	21 CHAMPAIGN-URBANA (IL) -56 GREEN BAY (WI)	812	74829	276010
WI-IL	71 JOLIET (IL) -162 WEST BEND (WI)	812	36484	126720
WI-IL	54 GLENVIEW (IL) -159 WATERTOWN (WI)	813	25557	92687
WI-IL	107 NAPERVILLE (IL) -136 SHEBOYGAN(BUS-WI)	821	30536	134723
WI-IL	102 MILWAUKEE (WI) -127 QUINCY (IL)	863	86775	390966
WI-IL	12 BROOKFIELD (WI) -74 KANKAKEE (IL)	865	39867	133249
WI-IL	86 LINCOLN (IL) -102 MILWAUKEE (WI)	866	49157	209600
WI-IL	74 KANKAKEE (IL) -116 OSHKOSH (WI)	867	54122	190845
WI-IL	116 OSHKOSH (WI) -139 SPRINGFIELD (IL)	871	75582	305680
WI-IL	153 UPPER ALTON (IL) -162 WEST BEND (WI)	891	81256	335061
WI-IL	44 EFFINGHAM (IL) -102 MILWAUKEE (WI)	892	65374	253274
WI-IL	41 DWIGHT (IL) -102 MILWAUKEE (WI)	900	36751	143081
WI-IL	107 NAPERVILLE (IL) -116 OSHKOSH (WI)	942	52623	182813
WI-IL	92 MANITOWOC(BUS-WI) -107 NAPERVILLE (IL)	949	38554	183185
WI-IL	91 MADISON DANE AIRPORT -139 SPRINGFIELD (IL)	953	81534	338272
WI-IL	13 BTN-NORMAL (IL) -148 STURTEVANT (WI)	961	42062	178685
WI-IL	107 NAPERVILLE (IL) -146 STEVENS POINT(BUS-WI)	1014	72588	274679
WI-IL	47 FOND DU LAC (WI) -71 JOLIET (IL)	1037	55594	192807
WI-IL	12 BROOKFIELD (WI) -21 CHAMPAIGN-URBANA (IL)	1056	65024	238737
WI-IL	21 CHAMPAIGN-URBANA (IL) -91 MADISON DANE AIRPORT	1078	87924	319160
WI-IL	54 GLENVIEW (IL) -164 WISCONSIN DELLS (WI)	1095	59667	221220
WI-IL	47 FOND DU LAC (WI) -107 NAPERVILLE (IL)	1096	57939	193989
WI-IL	107 NAPERVILLE (IL) -160 WAUSAU(BUS-WI)	1121	81727	341907
WI-IL	107 NAPERVILLE (IL) -162 WEST BEND (WI)	1149	49109	168880
WI-IL	71 JOLIET (IL) -146 STEVENS POINT(BUS-WI)	1182	86431	331043
WI-IL	71 JOLIET (IL) -116 OSHKOSH (WI)	1212	71442	246059
WI-IL	148 STURTEVANT (WI) -153 UPPER ALTON (IL)	1240	90722	395567
WI-IL	54 GLENVIEW (IL) -116 OSHKOSH (WI)	1249	55479	184788
WI-IL	62 HOMEWOOD (IL) -148 STURTEVANT (WI)	1289	26547	104670
WI-IL	102 MILWAUKEE (WI) -119 PEORIA (BUS-IL)	1294	69993	328668
WI-IL	51 GALESBURG (IL) -102 MILWAUKEE (WI)	1326	104315	473381
WI-IL	16 CARBONDALE (IL) -102 MILWAUKEE (WI)	1326	131639	519940
WI-IL	71 JOLIET (IL) -148 STURTEVANT (WI)	1412	34824	139823
WI-IL	12 BROOKFIELD (WI) -71 JOLIET (IL)	1427	55357	195514
WI-IL	12 BROOKFIELD (WI) -13 BTN-NORMAL (IL)	1468	84219	328759
WI-IL	56 GREEN BAY (WI) -74 KANKAKEE (IL)	1495	116216	400700
WI-IL	62 HOMEWOOD (IL) -136 SHEBOYGAN(BUS-WI)	1503	53164	234669
WI-IL	71 JOLIET (IL) -160 WAUSAU(BUS-WI)	1507	114244	473316
WI-IL	54 GLENVIEW (IL) -148 STURTEVANT (WI)	1528	17778	67225
WI-IL	62 HOMEWOOD (IL) -92 MANITOWOC(BUS-WI)	1619	61806	300360
WI-IL	54 GLENVIEW (IL) -78 LA CROSSE (WI)	1653	123447	477831
WI-IL	107 NAPERVILLE (IL) -148 STURTEVANT (WI)	1663	36888	149639
WI-IL	12 BROOKFIELD (WI) -153 UPPER ALTON (IL)	1762	155561	629184
WI-IL	54 GLENVIEW (IL) -56 GREEN BAY (WI)	1818	114328	356419
WI-IL	90 MACOMB (IL) -102 MILWAUKEE (WI)	1840	159385	730512
WI-IL	139 SPRINGFIELD (IL) -148 STURTEVANT (WI)	1854	106270	457871
WI-IL	12 BROOKFIELD (WI) -107 NAPERVILLE (IL)	1926	74094	246575
WI-IL	74 KANKAKEE (IL) -102 MILWAUKEE (WI)	1935	71890	270964

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WI-IL	6 APPLETON (WI) -74 KANKAKEE (IL)	2042	150987	485896
WI-IL	56 GREEN BAY (WI) -71 JOLIET (IL)	2219	169713	557003
WI-IL	54 GLENVIEW (IL) -91 MADISON DANE AIRPORT	2256	103757	342922
WI-IL	74 KANKAKEE (IL) -91 MADISON DANE AIRPORT	2279	150975	510498
WI-IL	47 FOND DU LAC (WI) -62 HOMEWOOD (IL)	2427	125748	409181
WI-IL	62 HOMEWOOD (IL) -146 STEVENS POINT(BUS-WI)	2467	175776	651223
WI-IL	12 BROOKFIELD (WI) -139 SPRINGFIELD (IL)	2520	181798	718259
WI-IL	12 BROOKFIELD (WI) -54 GLENVIEW (IL)	2574	63687	211055
WI-IL	62 HOMEWOOD (IL) -116 OSHKOSH (WI)	2577	143361	477030
WI-IL	56 GREEN BAY (WI) -107 NAPERVILLE (IL)	2617	198147	633412
WI-IL	62 HOMEWOOD (IL) -162 WEST BEND (WI)	2778	112796	385970
WI-IL	43 EAU CLAIRE (BUS-WI) -107 NAPERVILLE (IL)	2827	243188	1051492
WI-IL	62 HOMEWOOD (IL) -160 WAUSAU(BUS-WI)	2880	214212	860081
WI-IL	6 APPLETON (WI) -71 JOLIET (IL)	2905	199850	642111
WI-IL	91 MADISON DANE AIRPORT -107 NAPERVILLE (IL)	3243	192616	642106
WI-IL	6 APPLETON (WI) -107 NAPERVILLE (IL)	3324	219307	704588
WI-IL	21 CHAMPAIGN-URBANA (IL) -102 MILWAUKEE (WI)	3932	213757	833501
WI-IL	71 JOLIET (IL) -102 MILWAUKEE (WI)	4079	130723	501726
WI-IL	102 MILWAUKEE (WI) -153 UPPER ALTON (IL)	4368	348959	1498098
WI-IL	71 JOLIET (IL) -91 MADISON DANE AIRPORT	4434	277431	917758
WI-IL	12 BROOKFIELD (WI) -62 HOMEWOOD (IL)	5087	184434	610119
WI-IL	6 APPLETON (WI) -62 HOMEWOOD (IL)	5375	358617	1101461
WI-IL	102 MILWAUKEE (WI) -107 NAPERVILLE (IL)	5499	172223	626875
WI-IL	56 GREEN BAY (WI) -62 HOMEWOOD (IL)	5852	429586	1373406
WI-IL	102 MILWAUKEE (WI) -139 SPRINGFIELD (IL)	6010	388751	1628736
WI-IL	13 BTN-NORMAL (IL) -102 MILWAUKEE (WI)	6206	310769	1303361
WI-IL	22 CHICAGO (IL) -125 PORTAGE (WI)	7362	425245	1476811
WI-IL	22 CHICAGO (IL) -92 MANITOWOC(BUS-WI)	7732	249861	1248507
WI-IL	22 CHICAGO (IL) -151 TOMAH (WI)	8317	595707	2182520
WI-IL	22 CHICAGO (IL) -113 OCONOMOWOC (WI)	8727	293317	986613
WI-IL	22 CHICAGO (IL) -136 SHEBOYGAN(BUS-WI)	8817	272010	1187087
WI-IL	22 CHICAGO (IL) -146 STEVENS POINT(BUS-WI)	8944	570533	2137671
WI-IL	62 HOMEWOOD (IL) -102 MILWAUKEE (WI)	9829	302689	1052268
WI-IL	22 CHICAGO (IL) -160 WAUSAU(BUS-WI)	10018	677261	2737101
WI-IL	22 CHICAGO (IL) -43 EAU CLAIRE (BUS-WI)	10226	803082	3452857
WI-IL	62 HOMEWOOD (IL) -91 MADISON DANE AIRPORT	11659	692883	2227147
WI-IL	22 CHICAGO (IL) -159 WATERTOWN (WI)	11668	428583	1512845
WI-IL	22 CHICAGO (IL) -164 WISCONSIN DELLS (WI)	13054	785754	2839884
WI-IL	22 CHICAGO (IL) -47 FOND DU LAC (WI)	21364	967263	3113635
WI-IL	22 CHICAGO (IL) -78 LA CROSSE (WI)	22865	1859362	6956127
WI-IL	22 CHICAGO (IL) -116 OSHKOSH (WI)	27126	1344615	4373099
WI-IL	22 CHICAGO (IL) -162 WEST BEND (WI)	31243	1150032	3669655
WI-IL	6 APPLETON (WI) -22 CHICAGO (IL)	33122	1941353	5952854
WI-IL	22 CHICAGO (IL) -56 GREEN BAY (WI)	33564	2260922	7037514
WI-IL	54 GLENVIEW (IL) -102 MILWAUKEE (WI)	35190	665629	2392930
WI-IL	22 CHICAGO (IL) -148 STURTEVANT (WI)	67172	1106799	4062866
WI-IL	22 CHICAGO (IL) -91 MADISON DANE AIRPORT	73623	3693099	12205863
WI-IL	12 BROOKFIELD (WI) -22 CHICAGO (IL)	165504	5197448	16255817
WI-IL	22 CHICAGO (IL) -102 MILWAUKEE (WI)	690462	16419078	57991130
WI-IN	94 MARCELINE -147 STURGEON BAY(BUS-WI)	2	311	1385
WI-IN	78 LA CROSSE (WI) -94 MARCELINE	2	384	1746
WI-IN	94 MARCELINE -136 SHEBOYGAN(BUS-WI)	3	321	1600
WI-IN	94 MARCELINE -162 WEST BEND (WI)	3	405	1873
WI-IN	94 MARCELINE -148 STURTEVANT (WI)	4	388	1895
WI-IN	94 MARCELINE -96 MARINETTE(BUS-WI)	4	592	2714
WI-IN	65 INDIANAPOLIS (IN) -147 STURGEON BAY(BUS-WI)	4	471	1835
WI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -147 STURGEON BAY(BUS-WI)	4	292	1076
WI-IN	12 BROOKFIELD (WI) -94 MARCELINE	6	634	2978
WI-IN	156 WARSAW (IN) -159 WATERTOWN (WI)	6	408	1557
WI-IN	52 GARY INTERNATIONAL AIRPORT -113 OCONOMOWOC (WI)	8	297	1105
WI-IN	10 BLOOMINGTON(BUS-IN) -113 OCONOMOWOC (WI)	8	678	2962
WI-IN	33 DEFIANCE (IN) -147 STURGEON BAY(BUS-WI)	8	943	3570
WI-IN	92 MANITOWOC(BUS-WI) -94 MARCELINE	10	1134	5799

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WI-IN	80 LAFAYETTE (IN) -96 MARINETTE(BUS-WI)	10	995	4037
WI-IN	10 BLOOMINGTON(BUS-IN) -151 TOMAH (WI)	10	1276	5455
WI-IN	10 BLOOMINGTON(BUS-IN) -47 FOND DU LAC (WI)	11	1058	4482
WI-IN	80 LAFAYETTE (IN) -147 STURGEON BAY(BUS-WI)	11	1046	4007
WI-IN	121 PLYMOUTH (IN) -159 WATERTOWN (WI)	11	640	2436
WI-IN	65 INDIANAPOLIS (IN) -96 MARINETTE(BUS-WI)	12	1364	5574
WI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -96 MARINETTE(BUS-WI)	12	860	3442
WI-IN	94 MARCELINE -160 WAUSAU(BUS-WI)	12	1745	8400
WI-IN	33 DEFIANCE (IN) -151 TOMAH (WI)	12	1417	5526
WI-IN	94 MARCELINE -146 STEVENS POINT(BUS-WI)	12	1728	8100
WI-IN	10 BLOOMINGTON(BUS-IN) -162 WEST BEND (WI)	13	1094	4725
WI-IN	33 DEFIANCE (IN) -96 MARINETTE(BUS-WI)	13	1518	6035
WI-IN	10 BLOOMINGTON(BUS-IN) -125 PORTAGE (WI)	14	1467	6206
WI-IN	10 BLOOMINGTON(BUS-IN) -116 OSHKOSH (WI)	14	1401	5874
WI-IN	149 TERRE HAUTE(BUS-IN) -164 WISCONSIN DELLS (WI)	14	1488	6397
WI-IN	33 DEFIANCE (IN) -164 WISCONSIN DELLS (WI)	14	1525	5912
WI-IN	149 TERRE HAUTE(BUS-IN) -159 WATERTOWN (WI)	15	1283	5255
WI-IN	101 MICHIGAN CITY (IN) -147 STURGEON BAY(BUS-WI)	15	1120	4235
WI-IN	147 STURGEON BAY(BUS-WI) -156 WARSAW (IN)	15	1519	5248
WI-IN	147 STURGEON BAY(BUS-WI) -158 WATERLOO (BUS-IN)	17	1728	6811
WI-IN	52 GARY INTERNATIONAL AIRPORT -78 LA CROSSE (WI)	17	1373	5480
WI-IN	52 GARY INTERNATIONAL AIRPORT -146 STEVENS POINT(BUS-WI)	17	1088	4515
WI-IN	113 OCONOMOWOC (WI) -149 TERRE HAUTE(BUS-IN)	17	1456	6027
WI-IN	52 GARY INTERNATIONAL AIRPORT -162 WEST BEND (WI)	18	681	2468
WI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -113 OCONOMOWOC (WI)	18	663	2463
WI-IN	110 NEW CASTLE(BUS-IN) -162 WEST BEND (WI)	19	1673	7184
WI-IN	10 BLOOMINGTON(BUS-IN) -12 BROOKFIELD (WI)	19	1577	6918
WI-IN	94 MARCELINE -102 MILWAUKEE (WI)	20	2066	9992
WI-IN	33 DEFIANCE (IN) -159 WATERTOWN (WI)	20	1700	6543
WI-IN	121 PLYMOUTH (IN) -147 STURGEON BAY(BUS-WI)	21	1899	6677
WI-IN	149 TERRE HAUTE(BUS-IN) -151 TOMAH (WI)	22	2692	11044
WI-IN	10 BLOOMINGTON(BUS-IN) -148 STURTEVANT (WI)	24	1647	7593
WI-IN	33 DEFIANCE (IN) -125 PORTAGE (WI)	24	2536	9647
WI-IN	96 MARINETTE(BUS-WI) -101 MICHIGAN CITY (IN)	25	1936	7865
WI-IN	151 TOMAH (WI) -158 WATERLOO (BUS-IN)	25	2773	11262
WI-IN	52 GARY INTERNATIONAL AIRPORT -160 WAUSAU(BUS-WI)	26	1716	7641
WI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -78 LA CROSSE (WI)	27	2233	8914
WI-IN	125 PORTAGE (WI) -149 TERRE HAUTE(BUS-IN)	28	2944	12055
WI-IN	96 MARINETTE(BUS-WI) -121 PLYMOUTH (IN)	28	2566	9784
WI-IN	96 MARINETTE(BUS-WI) -156 WARSAW (IN)	28	2755	10500
WI-IN	78 LA CROSSE (WI) -149 TERRE HAUTE(BUS-IN)	29	3631	15722
WI-IN	96 MARINETTE(BUS-WI) -158 WATERLOO (BUS-IN)	31	3333	13813
WI-IN	121 PLYMOUTH (IN) -164 WISCONSIN DELLS (WI)	31	2456	9475
WI-IN	149 TERRE HAUTE(BUS-IN) -162 WEST BEND (WI)	34	2995	11907
WI-IN	78 LA CROSSE (WI) -80 LAFAYETTE (IN)	35	3740	15130
WI-IN	47 FOND DU LAC (WI) -149 TERRE HAUTE(BUS-IN)	35	3230	13230
WI-IN	80 LAFAYETTE (IN) -113 OCONOMOWOC (WI)	37	2539	9134
WI-IN	52 GARY INTERNATIONAL AIRPORT -92 MANITOWOC(BUS-WI)	37	1363	6949
WI-IN	59 HMI-WTG-DET (IN) -159 WATERTOWN (WI)	38	1541	5644
WI-IN	65 INDIANAPOLIS (IN) -159 WATERTOWN (WI)	39	3305	13219
WI-IN	52 GARY INTERNATIONAL AIRPORT -136 SHEBOYGAN(BUS-WI)	40	1362	6352
WI-IN	12 BROOKFIELD (WI) -26 COLUMBUS(BUS-IN)	41	3296	14203
WI-IN	47 FOND DU LAC (WI) -66 INDIANAPOLIS AIRPORT (IN)	41	3685	14295
WI-IN	26 COLUMBUS(BUS-IN) -47 FOND DU LAC (WI)	42	3993	16637
WI-IN	151 TOMAH (WI) -156 WARSAW (IN)	42	4074	15857
WI-IN	156 WARSAW (IN) -164 WISCONSIN DELLS (WI)	43	3695	14266
WI-IN	12 BROOKFIELD (WI) -52 GARY INTERNATIONAL AIRPORT	44	1797	5361
WI-IN	125 PORTAGE (WI) -158 WATERLOO (BUS-IN)	44	4247	16896
WI-IN	66 INDIANAPOLIS AIRPORT (IN) -162 WEST BEND (WI)	48	4106	15110
WI-IN	12 BROOKFIELD (WI) -110 NEW CASTLE(BUS-IN)	48	4284	16930
WI-IN	78 LA CROSSE (WI) -101 MICHIGAN CITY (IN)	50	4396	17792
WI-IN	59 HMI-WTG-DET (IN) -125 PORTAGE (WI)	50	2968	10824
WI-IN	12 BROOKFIELD (WI) -149 TERRE HAUTE(BUS-IN)	50	3979	16507

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States	Station Pair	Riders	Revenue	Passenger Miles
WI-IN	10 BLOOMINGTON(BUS-IN) -78 LA CROSSE (WI)	50	6536	28236
WI-IN	47 FOND DU LAC (WI) -52 GARY INTERNATIONAL AIRPORT	51	2443	8752
WI-IN	10 BLOOMINGTON(BUS-IN) -91 MADISON DANE AIRPORT	53	5222	22366
WI-IN	59 HMI-WTG-DET (IN) -164 WISCONSIN DELLS (WI)	53	3299	12462
WI-IN	52 GARY INTERNATIONAL AIRPORT -148 STURTEVANT (WI)	53	1119	4461
WI-IN	26 COLUMBUS(BUS-IN) -148 STURTEVANT (WI)	53	3618	16358
WI-IN	33 DEFIANCE (IN) -113 OCONOMOWOC (WI)	54	4376	16769
WI-IN	6 APPLETON (WI) -149 TERRE HAUTE(BUS-IN)	54	5846	22499
WI-IN	158 WATERLOO (BUS-IN) -159 WATERTOWN (WI)	57	4310	17555
WI-IN	101 MICHIGAN CITY (IN) -136 SHEBOYGAN(BUS-WI)	58	2324	10878
WI-IN	121 PLYMOUTH (IN) -151 TOMAH (WI)	59	5248	20423
WI-IN	66 INDIANAPOLIS AIRPORT (IN) -116 OSHKOSH (WI)	61	5720	22027
WI-IN	91 MADISON DANE AIRPORT -149 TERRE HAUTE(BUS-IN)	61	6142	24447
WI-IN	26 COLUMBUS(BUS-IN) -78 LA CROSSE (WI)	63	8081	34512
WI-IN	113 OCONOMOWOC (WI) -156 WARSAW (IN)	64	4072	14529
WI-IN	52 GARY INTERNATIONAL AIRPORT -116 OSHKOSH (WI)	67	3543	12615
WI-IN	158 WATERLOO (BUS-IN) -164 WISCONSIN DELLS (WI)	68	6653	26964
WI-IN	26 COLUMBUS(BUS-IN) -116 OSHKOSH (WI)	69	6896	28452
WI-IN	10 BLOOMINGTON(BUS-IN) -102 MILWAUKEE (WI)	70	5778	23902
WI-IN	43 EAU CLAIRE (BUS-WI) -80 LAFAYETTE (IN)	71	7883	33665
WI-IN	101 MICHIGAN CITY (IN) -113 OCONOMOWOC (WI)	72	3346	12294
WI-IN	65 INDIANAPOLIS (IN) -113 OCONOMOWOC (WI)	73	5878	23453
WI-IN	59 HMI-WTG-DET (IN) -151 TOMAH (WI)	76	5563	21309
WI-IN	12 BROOKFIELD (WI) -66 INDIANAPOLIS AIRPORT (IN)	77	6238	22792
WI-IN	113 OCONOMOWOC (WI) -121 PLYMOUTH (IN)	77	4288	15537
WI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -146 STEVENS POINT(BUS-WI)	78	4987	20687
WI-IN	6 APPLETON (WI) -52 GARY INTERNATIONAL AIRPORT	79	4573	16194
WI-IN	116 OSHKOSH (WI) -149 TERRE HAUTE(BUS-IN)	79	7868	31279
WI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -160 WAUSAU(BUS-WI)	80	5345	23795
WI-IN	33 DEFIANCE (IN) -78 LA CROSSE (WI)	81	10121	40193
WI-IN	121 PLYMOUTH (IN) -125 PORTAGE (WI)	83	6308	23705
WI-IN	102 MILWAUKEE (WI) -110 NEW CASTLE(BUS-IN)	85	6334	28717
WI-IN	6 APPLETON (WI) -10 BLOOMINGTON(BUS-IN)	89	9469	39280
WI-IN	33 DEFIANCE (IN) -136 SHEBOYGAN(BUS-WI)	91	7329	29708
WI-IN	52 GARY INTERNATIONAL AIRPORT -56 GREEN BAY (WI)	91	6138	21587
WI-IN	56 GREEN BAY (WI) -149 TERRE HAUTE(BUS-IN)	92	10534	40863
WI-IN	59 HMI-WTG-DET (IN) -160 WAUSAU(BUS-WI)	92	6426	26944
WI-IN	148 STURTEVANT (WI) -149 TERRE HAUTE(BUS-IN)	94	6136	27450
WI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -136 SHEBOYGAN(BUS-WI)	95	3230	15064
WI-IN	33 DEFIANCE (IN) -92 MANITOWOC(BUS-WI)	96	7911	34121
WI-IN	101 MICHIGAN CITY (IN) -162 WEST BEND (WI)	98	4584	16826
WI-IN	102 MILWAUKEE (WI) -105 MUNCIE(BUS-IN)	100	7564	35079
WI-IN	136 SHEBOYGAN(BUS-WI) -156 WARSAW (IN)	104	5852	25590
WI-IN	33 DEFIANCE (IN) -146 STEVENS POINT(BUS-WI)	105	11788	45574
WI-IN	59 HMI-WTG-DET (IN) -78 LA CROSSE (WI)	105	8552	33756
WI-IN	26 COLUMBUS(BUS-IN) -91 MADISON DANE AIRPORT	106	10429	43983
WI-IN	59 HMI-WTG-DET (IN) -136 SHEBOYGAN(BUS-WI)	106	3622	16078
WI-IN	10 BLOOMINGTON(BUS-IN) -56 GREEN BAY (WI)	107	12280	50189
WI-IN	78 LA CROSSE (WI) -158 WATERLOO (BUS-IN)	108	12699	52388
WI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -162 WEST BEND (WI)	110	4539	15458
WI-IN	113 OCONOMOWOC (WI) -158 WATERLOO (BUS-IN)	110	8870	32437
WI-IN	33 DEFIANCE (IN) -160 WAUSAU(BUS-WI)	112	12906	52424
WI-IN	92 MANITOWOC(BUS-WI) -158 WATERLOO (BUS-IN)	112	8678	38389
WI-IN	59 HMI-WTG-DET (IN) -92 MANITOWOC(BUS-WI)	114	4334	20518
WI-IN	33 DEFIANCE (IN) -162 WEST BEND (WI)	117	9570	36240
WI-IN	12 BROOKFIELD (WI) -101 MICHIGAN CITY (IN)	117	4731	17784
WI-IN	6 APPLETON (WI) -26 COLUMBUS(BUS-IN)	119	12477	50974
WI-IN	78 LA CROSSE (WI) -156 WARSAW (IN)	123	13285	50962
WI-IN	47 FOND DU LAC (WI) -158 WATERLOO (BUS-IN)	125	10352	40847
WI-IN	26 COLUMBUS(BUS-IN) -102 MILWAUKEE (WI)	131	10314	43451
WI-IN	101 MICHIGAN CITY (IN) -148 STURTEVANT (WI)	131	3594	14977
WI-IN	26 COLUMBUS(BUS-IN) -56 GREEN BAY (WI)	133	15116	60898
WI-IN	33 DEFIANCE (IN) -148 STURTEVANT (WI)	134	8592	33941

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WI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -92 MANITOWOC(BUS-WI)	134	4932	25137
WI-IN	136 SHEBOYGAN(BUS-WI) -158 WATERLOO (BUS-IN)	136	10256	42568
WI-IN	121 PLYMOUTH (IN) -136 SHEBOYGAN(BUS-WI)	137	6844	30030
WI-IN	59 HMI-WTG-DET (IN) -146 STEVENS POINT(BUS-WI)	143	9643	37020
WI-IN	6 APPLETON (WI) -66 INDIANAPOLIS AIRPORT (IN)	145	14474	55347
WI-IN	101 MICHIGAN CITY (IN) -146 STEVENS POINT(BUS-WI)	146	10784	42982
WI-IN	65 INDIANAPOLIS (IN) -78 LA CROSSE (WI)	146	18245	74322
WI-IN	12 BROOKFIELD (WI) -33 DEFIANCE (IN)	146	11143	42556
WI-IN	33 DEFIANCE (IN) -47 FOND DU LAC (WI)	146	13303	49879
WI-IN	92 MANITOWOC(BUS-WI) -101 MICHIGAN CITY (IN)	149	6970	32316
WI-IN	116 OSHKOSH (WI) -158 WATERLOO (BUS-IN)	150	13123	51334
WI-IN	66 INDIANAPOLIS AIRPORT (IN) -91 MADISON DANE AIRPORT	150	13967	55097
WI-IN	80 LAFAYETTE (IN) -160 WAUSAU(BUS-WI)	161	15625	65447
WI-IN	146 STEVENS POINT(BUS-WI) -158 WATERLOO (BUS-IN)	168	17380	70594
WI-IN	91 MADISON DANE AIRPORT -158 WATERLOO (BUS-IN)	169	14629	58712
WI-IN	78 LA CROSSE (WI) -121 PLYMOUTH (IN)	175	17992	68266
WI-IN	101 MICHIGAN CITY (IN) -160 WAUSAU(BUS-WI)	176	13574	57925
WI-IN	102 MILWAUKEE (WI) -149 TERRE HAUTE(BUS-IN)	183	13432	57936
WI-IN	47 FOND DU LAC (WI) -53 GARY INTERNATIONAL AIRPORT (IN)	184	9097	31516
WI-IN	158 WATERLOO (BUS-IN) -160 WAUSAU(BUS-WI)	185	19638	83801
WI-IN	33 DEFIANCE (IN) -116 OSHKOSH (WI)	186	17844	66534
WI-IN	52 GARY INTERNATIONAL AIRPORT -102 MILWAUKEE (WI)	190	5733	20520
WI-IN	59 HMI-WTG-DET (IN) -162 WEST BEND (WI)	192	7605	25736
WI-IN	47 FOND DU LAC (WI) -101 MICHIGAN CITY (IN)	199	11262	39906
WI-IN	52 GARY INTERNATIONAL AIRPORT -91 MADISON DANE AIRPORT	208	12384	39844
WI-IN	12 BROOKFIELD (WI) -53 GARY INTERNATIONAL AIRPORT (IN)	208	7802	25400
WI-IN	158 WATERLOO (BUS-IN) -162 WEST BEND (WI)	209	16747	61873
WI-IN	33 DEFIANCE (IN) -91 MADISON DANE AIRPORT	211	20037	76520
WI-IN	156 WARSAW (IN) -162 WEST BEND (WI)	212	13237	48388
WI-IN	156 WARSAW (IN) -160 WAUSAU(BUS-WI)	216	20556	83247
WI-IN	56 GREEN BAY (WI) -158 WATERLOO (BUS-IN)	218	22262	85342
WI-IN	92 MANITOWOC(BUS-WI) -156 WARSAW (IN)	236	14345	64750
WI-IN	6 APPLETON (WI) -33 DEFIANCE (IN)	237	24013	89049
WI-IN	121 PLYMOUTH (IN) -162 WEST BEND (WI)	242	13535	49083
WI-IN	80 LAFAYETTE (IN) -146 STEVENS POINT(BUS-WI)	244	22804	90596
WI-IN	146 STEVENS POINT(BUS-WI) -156 WARSAW (IN)	261	23997	91838
WI-IN	80 LAFAYETTE (IN) -136 SHEBOYGAN(BUS-WI)	264	16160	69903
WI-IN	66 INDIANAPOLIS AIRPORT (IN) -102 MILWAUKEE (WI)	265	20040	74873
WI-IN	12 BROOKFIELD (WI) -121 PLYMOUTH (IN)	278	13623	51175
WI-IN	148 STURTEVANT (WI) -156 WARSAW (IN)	278	12033	47610
WI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -116 OSHKOSH (WI)	280	15172	52592
WI-IN	80 LAFAYETTE (IN) -92 MANITOWOC(BUS-WI)	299	18870	87982
WI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -148 STURTEVANT (WI)	299	6311	25153
WI-IN	59 HMI-WTG-DET (IN) -148 STURTEVANT (WI)	301	6318	23188
WI-IN	12 BROOKFIELD (WI) -158 WATERLOO (BUS-IN)	304	20707	84187
WI-IN	101 MICHIGAN CITY (IN) -102 MILWAUKEE (WI)	307	10628	42425
WI-IN	59 HMI-WTG-DET (IN) -116 OSHKOSH (WI)	311	16862	56271
WI-IN	33 DEFIANCE (IN) -102 MILWAUKEE (WI)	325	22855	90434
WI-IN	12 BROOKFIELD (WI) -156 WARSAW (IN)	339	18768	70827
WI-IN	50 FT. WAYNE(IN) -159 WATERTOWN (WI)	343	25044	95975
WI-IN	6 APPLETON (WI) -158 WATERLOO (BUS-IN)	343	31947	123920
WI-IN	92 MANITOWOC(BUS-WI) -121 PLYMOUTH (IN)	349	18865	86967
WI-IN	121 PLYMOUTH (IN) -160 WAUSAU(BUS-WI)	351	31492	126573
WI-IN	56 GREEN BAY (WI) -59 HMI-WTG-DET (IN)	354	24486	81070
WI-IN	148 STURTEVANT (WI) -158 WATERLOO (BUS-IN)	363	20322	86779
WI-IN	6 APPLETON (WI) -53 GARY INTERNATIONAL AIRPORT (IN)	368	24013	75888
WI-IN	121 PLYMOUTH (IN) -148 STURTEVANT (WI)	377	13866	54983
WI-IN	80 LAFAYETTE (IN) -162 WEST BEND (WI)	380	25839	94150
WI-IN	47 FOND DU LAC (WI) -156 WARSAW (IN)	381	27363	98200
WI-IN	65 INDIANAPOLIS (IN) -136 SHEBOYGAN(BUS-WI)	387	31367	131052
WI-IN	121 PLYMOUTH (IN) -146 STEVENS POINT(BUS-WI)	394	33945	128716
WI-IN	12 BROOKFIELD (WI) -59 HMI-WTG-DET (IN)	402	13737	46276
WI-IN	101 MICHIGAN CITY (IN) -116 OSHKOSH (WI)	408	25788	88840

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WI-IN	50 FT. WAYNE(IN) -78 LA CROSSE (WI)	423	48405	192328
WI-IN	47 FOND DU LAC (WI) -80 LAFAYETTE (IN)	424	31463	117855
WI-IN	91 MADISON DANE AIRPORT -101 MICHIGAN CITY (IN)	427	27176	94780
WI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -56 GREEN BAY (WI)	433	31338	102165
WI-IN	65 INDIANAPOLIS (IN) -160 WAUSAU(BUS-WI)	434	51012	208078
WI-IN	56 GREEN BAY (WI) -101 MICHIGAN CITY (IN)	474	36633	126174
WI-IN	59 HMI-WTG-DET (IN) -91 MADISON DANE AIRPORT	483	26198	89333
WI-IN	6 APPLETON (WI) -101 MICHIGAN CITY (IN)	486	34117	114602
WI-IN	47 FOND DU LAC (WI) -121 PLYMOUTH (IN)	511	33159	119017
WI-IN	50 FT. WAYNE(IN) -151 TOMAH (WI)	526	55788	217296
WI-IN	65 INDIANAPOLIS (IN) -92 MANITOWOC(BUS-WI)	533	43422	196184
WI-IN	50 FT. WAYNE(IN) -125 PORTAGE (WI)	534	49531	187524
WI-IN	47 FOND DU LAC (WI) -65 INDIANAPOLIS (IN)	565	51145	198929
WI-IN	80 LAFAYETTE (IN) -148 STURTEVANT (WI)	571	26764	108976
WI-IN	12 BROOKFIELD (WI) -80 LAFAYETTE (IN)	577	36282	132193
WI-IN	6 APPLETON (WI) -80 LAFAYETTE (IN)	603	50392	188838
WI-IN	80 LAFAYETTE (IN) -116 OSHKOSH (WI)	632	50316	186462
WI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -91 MADISON DANE AIRPORT	634	36951	121638
WI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -102 MILWAUKEE (WI)	642	18866	69295
WI-IN	56 GREEN BAY (WI) -156 WARSAW (IN)	662	59125	213984
WI-IN	6 APPLETON (WI) -156 WARSAW (IN)	671	58372	196515
WI-IN	116 OSHKOSH (WI) -156 WARSAW (IN)	717	56879	197140
WI-IN	56 GREEN BAY (WI) -80 LAFAYETTE (IN)	729	67356	249883
WI-IN	65 INDIANAPOLIS (IN) -146 STEVENS POINT(BUS-WI)	733	85101	327070
WI-IN	50 FT. WAYNE(IN) -164 WISCONSIN DELLS (WI)	734	72448	270141
WI-IN	91 MADISON DANE AIRPORT -156 WARSAW (IN)	742	58772	207121
WI-IN	102 MILWAUKEE (WI) -121 PLYMOUTH (IN)	769	32903	130754
WI-IN	65 INDIANAPOLIS (IN) -148 STURTEVANT (WI)	771	51051	204266
WI-IN	80 LAFAYETTE (IN) -91 MADISON DANE AIRPORT	851	69264	254472
WI-IN	56 GREEN BAY (WI) -121 PLYMOUTH (IN)	977	80943	291160
WI-IN	102 MILWAUKEE (WI) -156 WARSAW (IN)	985	48426	192007
WI-IN	65 INDIANAPOLIS (IN) -162 WEST BEND (WI)	1023	88621	329435
WI-IN	65 INDIANAPOLIS (IN) -116 OSHKOSH (WI)	1040	99339	383577
WI-IN	116 OSHKOSH (WI) -121 PLYMOUTH (IN)	1052	77452	263074
WI-IN	91 MADISON DANE AIRPORT -121 PLYMOUTH (IN)	1092	80124	277264
WI-IN	6 APPLETON (WI) -121 PLYMOUTH (IN)	1103	90436	295530
WI-IN	80 LAFAYETTE (IN) -102 MILWAUKEE (WI)	1268	70662	272581
WI-IN	6 APPLETON (WI) -65 INDIANAPOLIS (IN)	1410	142354	545755
WI-IN	59 HMI-WTG-DET (IN) -102 MILWAUKEE (WI)	1569	42409	158491
WI-IN	50 FT. WAYNE(IN) -113 OCONOMOWOC (WI)	1732	128917	460716
WI-IN	102 MILWAUKEE (WI) -158 WATERLOO (BUS-IN)	1888	116915	496501
WI-IN	12 BROOKFIELD (WI) -65 INDIANAPOLIS (IN)	1939	161683	587488
WI-IN	65 INDIANAPOLIS (IN) -91 MADISON DANE AIRPORT	2048	193202	763865
WI-IN	50 FT. WAYNE(IN) -148 STURTEVANT (WI)	2087	110944	438241
WI-IN	50 FT. WAYNE(IN) -162 WEST BEND (WI)	2569	200636	685837
WI-IN	12 BROOKFIELD (WI) -50 FT. WAYNE(IN)	3791	247643	940155
WI-IN	47 FOND DU LAC (WI) -50 FT. WAYNE(IN)	3891	332132	1155610
WI-IN	65 INDIANAPOLIS (IN) -102 MILWAUKEE (WI)	4174	320332	1206427
WI-IN	50 FT. WAYNE(IN) -91 MADISON DANE AIRPORT	5311	478918	1688826
WI-IN	6 APPLETON (WI) -50 FT. WAYNE(IN)	5347	530036	1775255
WI-IN	50 FT. WAYNE(IN) -116 OSHKOSH (WI)	5618	502598	1764084
WI-IN	50 FT. WAYNE(IN) -56 GREEN BAY (WI)	6096	643016	2206643
WI-IN	50 FT. WAYNE(IN) -102 MILWAUKEE (WI)	9509	562234	2225199
WI-KS	152 TOPEKA(BUS-KS) -162 WEST BEND (WI)	3	370	1825
WI-KS	82 LAWRENCE(BUS-KS) -113 OCONOMOWOC (WI)	6	831	4045
WI-KS	82 LAWRENCE(BUS-KS) -162 WEST BEND (WI)	8	1084	5244
WI-KS	12 BROOKFIELD (WI) -82 LAWRENCE(BUS-KS)	13	1797	8799
WI-KS	12 BROOKFIELD (WI) -152 TOPEKA(BUS-KS)	15	2141	10706
WI-KS	82 LAWRENCE(BUS-KS) -148 STURTEVANT (WI)	25	3079	15615
WI-KS	148 STURTEVANT (WI) -152 TOPEKA(BUS-KS)	28	3562	18450
WI-KS	82 LAWRENCE(BUS-KS) -102 MILWAUKEE (WI)	49	6398	32139
WI-KS	102 MILWAUKEE (WI) -152 TOPEKA(BUS-KS)	56	7397	37929
WI-KY	85 LEXINGTON(BUS-KY) -116 OSHKOSH (WI)	12	1503	6477

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WI-KY	88 LOUISVILLE(BUS-KY) -116 OSHKOSH (WI)	54	6356	25782
WI-KY	88 LOUISVILLE(BUS-KY) -151 TOMAH (WI)	74	9440	42847
WI-KY	85 LEXINGTON(BUS-KY) -125 PORTAGE (WI)	75	10319	44720
WI-KY	88 LOUISVILLE(BUS-KY) -164 WISCONSIN DELLS (WI)	86	10029	45894
WI-KY	85 LEXINGTON(BUS-KY) -159 WATERTOWN (WI)	96	11243	50074
WI-KY	85 LEXINGTON(BUS-KY) -113 OCONOMOWOC (WI)	106	12136	54125
WI-KY	47 FOND DU LAC (WI) -85 LEXINGTON(BUS-KY)	140	17426	75782
WI-KY	88 LOUISVILLE(BUS-KY) -125 PORTAGE (WI)	150	17131	77522
WI-KY	78 LA CROSSE (WI) -88 LOUISVILLE(BUS-KY)	170	23061	105262
WI-KY	85 LEXINGTON(BUS-KY) -91 MADISON DANE AIRPORT	249	31972	140111
WI-KY	88 LOUISVILLE(BUS-KY) -159 WATERTOWN (WI)	297	28011	132071
WI-KY	12 BROOKFIELD (WI) -85 LEXINGTON(BUS-KY)	313	34379	153888
WI-KY	85 LEXINGTON(BUS-KY) -162 WEST BEND (WI)	324	37467	165649
WI-KY	88 LOUISVILLE(BUS-KY) -113 OCONOMOWOC (WI)	333	30302	143394
WI-KY	85 LEXINGTON(BUS-KY) -148 STURTEVANT (WI)	353	34550	160463
WI-KY	47 FOND DU LAC (WI) -88 LOUISVILLE(BUS-KY)	466	47126	215288
WI-KY	6 APPLETON (WI) -85 LEXINGTON(BUS-KY)	481	64800	276791
WI-KY	56 GREEN BAY (WI) -88 LOUISVILLE(BUS-KY)	787	94888	414967
WI-KY	88 LOUISVILLE(BUS-KY) -91 MADISON DANE AIRPORT	830	95932	401006
WI-KY	6 APPLETON (WI) -88 LOUISVILLE(BUS-KY)	967	107921	480721
WI-KY	85 LEXINGTON(BUS-KY) -102 MILWAUKEE (WI)	1002	114657	478797
WI-KY	88 LOUISVILLE(BUS-KY) -162 WEST BEND (WI)	1111	102568	480016
WI-KY	88 LOUISVILLE(BUS-KY) -148 STURTEVANT (WI)	1545	127802	579486
WI-KY	12 BROOKFIELD (WI) -88 LOUISVILLE(BUS-KY)	1638	159048	676513
WI-KY	88 LOUISVILLE(BUS-KY) -102 MILWAUKEE (WI)	3462	313790	1381302
WI-MI	8 BANGOR (MI) -147 STURGEON BAY(BUS-WI)	3	291	1033
WI-MI	2 ALBION (MI) -147 STURGEON BAY(BUS-WI)	4	371	1615
WI-MI	40 DURAND (MI) -147 STURGEON BAY(BUS-WI)	5	496	2126
WI-MI	8 BANGOR (MI) -96 MARINETTE(BUS-WI)	6	561	2120
WI-MI	112 NILES (MI) -147 STURGEON BAY(BUS-WI)	7	597	2333
WI-MI	37 DOWAGIAC (MI) -147 STURGEON BAY(BUS-WI)	8	631	2538
WI-MI	40 DURAND (MI) -96 MARINETTE(BUS-WI)	8	953	4258
WI-MI	8 BANGOR (MI) -159 WATERTOWN (WI)	8	593	2096
WI-MI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -147 STURGEON BAY(BUS-WI)	9	785	2798
WI-MI	81 LAPEER (MI) -147 STURGEON BAY(BUS-WI)	9	1052	4577
WI-MI	96 MARINETTE(BUS-WI) -112 NILES (MI)	10	878	3654
WI-MI	40 DURAND (MI) -78 LA CROSSE (WI)	10	1278	5654
WI-MI	2 ALBION (MI) -96 MARINETTE(BUS-WI)	11	1080	4927
WI-MI	81 LAPEER (MI) -96 MARINETTE(BUS-WI)	13	1534	6937
WI-MI	8 BANGOR (MI) -125 PORTAGE (WI)	13	1153	4095
WI-MI	124 PORT HURON (MI) -147 STURGEON BAY(BUS-WI)	14	1744	7552
WI-MI	2 ALBION (MI) -78 LA CROSSE (WI)	14	1497	6742
WI-MI	37 DOWAGIAC (MI) -96 MARINETTE(BUS-WI)	14	1243	5302
WI-MI	4 ANCHORVILLE(BUS-MI) -147 STURGEON BAY(BUS-WI)	16	1793	8569
WI-MI	68 JACKSON (MI) -147 STURGEON BAY(BUS-WI)	16	1560	6955
WI-MI	96 MARINETTE(BUS-WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	16	1516	5778
WI-MI	8 BANGOR (MI) -164 WISCONSIN DELLS (WI)	17	1595	5809
WI-MI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -159 WATERTOWN (WI)	18	1114	3961
WI-MI	43 EAU CLAIRE (BUS-WI) -112 NILES (MI)	20	2015	8654
WI-MI	9 BATTLE CREEK (MI) -147 STURGEON BAY(BUS-WI)	20	1848	7994
WI-MI	8 BANGOR (MI) -151 TOMAH (WI)	21	2118	7824
WI-MI	96 MARINETTE(BUS-WI) -124 PORT HURON (MI)	21	2805	12585
WI-MI	61 HOLLAND (MI) -147 STURGEON BAY(BUS-WI)	22	2480	9711
WI-MI	5 ANN ARBOR (MI) -147 STURGEON BAY(BUS-WI)	22	2289	10469
WI-MI	9 BATTLE CREEK (MI) -151 TOMAH (WI)	23	2226	9884
WI-MI	4 ANCHORVILLE(BUS-MI) -96 MARINETTE(BUS-WI)	24	2892	14279
WI-MI	42 EAST LANSING (MI) -159 WATERTOWN (WI)	25	1878	8575
WI-MI	68 JACKSON (MI) -96 MARINETTE(BUS-WI)	26	2669	12424
WI-MI	46 FLINT (MI) -147 STURGEON BAY(BUS-WI)	27	2985	13022
WI-MI	73 KALAMAZOO (MI) -147 STURGEON BAY(BUS-WI)	27	2630	9975
WI-MI	9 BATTLE CREEK (MI) -164 WISCONSIN DELLS (WI)	29	2441	10930
WI-MI	5 ANN ARBOR (MI) -96 MARINETTE(BUS-WI)	29	3114	14805
WI-MI	106 MUSKEGON(BUS-MI) -159 WATERTOWN (WI)	29	2326	10667

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States	Station Pair	Riders	Revenue	Passenger Miles
WI-MI	123 PONTIAC (MI) -147 STURGEON BAY(BUS-WI)	30	3423	15843
WI-MI	133 ROYAL OAK (MI) -147 STURGEON BAY(BUS-WI)	30	3357	15516
WI-MI	9 BATTLE CREEK (MI) -96 MARINETTE(BUS-WI)	31	2874	13054
WI-MI	8 BANGOR (MI) -113 OCONOMOWOC (WI)	32	2302	7351
WI-MI	112 NILES (MI) -162 WEST BEND (WI)	32	1791	6682
WI-MI	40 DURAND (MI) -113 OCONOMOWOC (WI)	34	2666	12100
WI-MI	42 EAST LANSING (MI) -151 TOMAH (WI)	35	3718	16373
WI-MI	42 EAST LANSING (MI) -164 WISCONSIN DELLS (WI)	35	3384	15002
WI-MI	78 LA CROSSE (WI) -112 NILES (MI)	36	3438	14214
WI-MI	106 MUSKEGON(BUS-MI) -113 OCONOMOWOC (WI)	37	2776	12856
WI-MI	8 BANGOR (MI) -78 LA CROSSE (WI)	37	4120	15610
WI-MI	46 FLINT (MI) -96 MARINETTE(BUS-WI)	38	4328	19638
WI-MI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -164 WISCONSIN DELLS (WI)	38	3203	11750
WI-MI	112 NILES (MI) -136 SHEBOYGAN(BUS-WI)	38	1807	8611
WI-MI	61 HOLLAND (MI) -96 MARINETTE(BUS-WI)	40	4538	19181
WI-MI	112 NILES (MI) -113 OCONOMOWOC (WI)	41	2187	8466
WI-MI	35 DETROIT (MI) -147 STURGEON BAY(BUS-WI)	41	4565	21045
WI-MI	96 MARINETTE(BUS-WI) -123 PONTIAC (MI)	42	4961	23767
WI-MI	96 MARINETTE(BUS-WI) -133 ROYAL OAK (MI)	42	4869	23311
WI-MI	55 GRAND RAPIDS (MI) -147 STURGEON BAY(BUS-WI)	43	4544	18141
WI-MI	42 EAST LANSING (MI) -147 STURGEON BAY(BUS-WI)	43	4721	19036
WI-MI	31 DEARBORN (MI) -147 STURGEON BAY(BUS-WI)	44	4803	22092
WI-MI	12 BROOKFIELD (WI) -112 NILES (MI)	45	2076	8423
WI-MI	73 KALAMAZOO (MI) -96 MARINETTE(BUS-WI)	45	4379	18097
WI-MI	78 LA CROSSE (WI) -89 LUDINGTON(BUS-MI)	45	5484	26693
WI-MI	113 OCONOMOWOC (WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	47	2994	9755
WI-MI	68 JACKSON (MI) -78 LA CROSSE (WI)	48	5354	24559
WI-MI	42 EAST LANSING (MI) -125 PORTAGE (WI)	55	5174	22600
WI-MI	37 DOWAGIAC (MI) -148 STURTEVANT (WI)	55	1949	9045
WI-MI	8 BANGOR (MI) -146 STEVENS POINT(BUS-WI)	55	5435	19839
WI-MI	89 LUDINGTON(BUS-MI) -159 WATERTOWN (WI)	57	4609	23966
WI-MI	31 DEARBORN (MI) -96 MARINETTE(BUS-WI)	58	6515	31085
WI-MI	37 DOWAGIAC (MI) -78 LA CROSSE (WI)	58	5653	23912
WI-MI	89 LUDINGTON(BUS-MI) -164 WISCONSIN DELLS (WI)	59	6028	29767
WI-MI	125 PORTAGE (WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	59	4846	17297
WI-MI	35 DETROIT (MI) -96 MARINETTE(BUS-WI)	60	6872	32838
WI-MI	8 BANGOR (MI) -136 SHEBOYGAN(BUS-WI)	60	4041	15144
WI-MI	8 BANGOR (MI) -162 WEST BEND (WI)	61	4438	14338
WI-MI	2 ALBION (MI) -160 WAUSAU(BUS-WI)	66	6674	30618
WI-MI	8 BANGOR (MI) -160 WAUSAU(BUS-WI)	67	6780	26310
WI-MI	42 EAST LANSING (MI) -96 MARINETTE(BUS-WI)	69	7596	32811
WI-MI	89 LUDINGTON(BUS-MI) -151 TOMAH (WI)	70	7938	38589
WI-MI	8 BANGOR (MI) -92 MANITOWOC(BUS-WI)	70	5152	19697
WI-MI	106 MUSKEGON(BUS-MI) -164 WISCONSIN DELLS (WI)	72	7295	32641
WI-MI	5 ANN ARBOR (MI) -78 LA CROSSE (WI)	73	8575	40152
WI-MI	37 DOWAGIAC (MI) -136 SHEBOYGAN(BUS-WI)	73	3822	17486
WI-MI	55 GRAND RAPIDS (MI) -96 MARINETTE(BUS-WI)	77	8429	35086
WI-MI	61 HOLLAND (MI) -164 WISCONSIN DELLS (WI)	77	7787	33668
WI-MI	81 LAPEER (MI) -146 STEVENS POINT(BUS-WI)	77	8599	39944
WI-MI	37 DOWAGIAC (MI) -113 OCONOMOWOC (WI)	77	4483	17036
WI-MI	112 NILES (MI) -146 STEVENS POINT(BUS-WI)	78	6369	25969
WI-MI	9 BATTLE CREEK (MI) -159 WATERTOWN (WI)	78	4921	22899
WI-MI	89 LUDINGTON(BUS-MI) -113 OCONOMOWOC (WI)	78	6425	31776
WI-MI	92 MANITOWOC(BUS-WI) -112 NILES (MI)	80	4111	20221
WI-MI	2 ALBION (MI) -146 STEVENS POINT(BUS-WI)	82	8039	35070
WI-MI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -151 TOMAH (WI)	86	8128	30251
WI-MI	61 HOLLAND (MI) -151 TOMAH (WI)	87	9668	41626
WI-MI	112 NILES (MI) -160 WAUSAU(BUS-WI)	87	7327	31826
WI-MI	2 ALBION (MI) -113 OCONOMOWOC (WI)	87	5611	26368
WI-MI	61 HOLLAND (MI) -125 PORTAGE (WI)	89	8721	37139
WI-MI	61 HOLLAND (MI) -159 WATERTOWN (WI)	90	7090	31334
WI-MI	124 PORT HURON (MI) -160 WAUSAU(BUS-WI)	91	11412	54178
WI-MI	8 BANGOR (MI) -12 BROOKFIELD (WI)	91	5826	19611

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States	Station Pair	Riders	Revenue	Passenger Miles
WI-MI	8 BANGOR (MI) -148 STURTEVANT (WI)	91	4676	16172
WI-MI	8 BANGOR (MI) -47 FOND DU LAC (WI)	92	7471	24251
WI-MI	81 LAPEER (MI) -160 WAUSAU(BUS-WI)	92	10583	50892
WI-MI	124 PORT HURON (MI) -146 STEVENS POINT(BUS-WI)	95	11598	53315
WI-MI	89 LUDINGTON(BUS-MI) -125 PORTAGE (WI)	99	9904	48419
WI-MI	78 LA CROSSE (WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	99	10239	39143
WI-MI	112 NILES (MI) -148 STURTEVANT (WI)	99	3418	14996
WI-MI	12 BROOKFIELD (WI) -37 DOWAGIAC (MI)	103	4896	20820
WI-MI	40 DURAND (MI) -160 WAUSAU(BUS-WI)	104	11198	53425
WI-MI	2 ALBION (MI) -92 MANITOWOC(BUS-WI)	106	6685	36870
WI-MI	8 BANGOR (MI) -116 OSHKOSH (WI)	106	8959	29766
WI-MI	40 DURAND (MI) -136 SHEBOYGAN(BUS-WI)	107	8377	39963
WI-MI	40 DURAND (MI) -92 MANITOWOC(BUS-WI)	109	8481	44124
WI-MI	106 MUSKEGON(BUS-MI) -151 TOMAH (WI)	113	12563	56128
WI-MI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -160 WAUSAU(BUS-WI)	114	10788	41492
WI-MI	2 ALBION (MI) -6 APPLETON (WI)	116	9874	42867
WI-MI	40 DURAND (MI) -146 STEVENS POINT(BUS-WI)	118	12744	56614
WI-MI	136 SHEBOYGAN(BUS-WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	119	6715	26592
WI-MI	2 ALBION (MI) -136 SHEBOYGAN(BUS-WI)	119	7225	38233
WI-MI	47 FOND DU LAC (WI) -89 LUDINGTON(BUS-MI)	120	11153	52396
WI-MI	89 LUDINGTON(BUS-MI) -162 WEST BEND (WI)	124	9701	50168
WI-MI	37 DOWAGIAC (MI) -162 WEST BEND (WI)	124	7267	27413
WI-MI	40 DURAND (MI) -47 FOND DU LAC (WI)	124	10986	48038
WI-MI	106 MUSKEGON(BUS-MI) -125 PORTAGE (WI)	130	12472	56300
WI-MI	106 MUSKEGON(BUS-MI) -162 WEST BEND (WI)	132	10187	46173
WI-MI	37 DOWAGIAC (MI) -92 MANITOWOC(BUS-WI)	133	7378	35396
WI-MI	6 APPLETON (WI) -8 BANGOR (MI)	138	12009	41218
WI-MI	37 DOWAGIAC (MI) -146 STEVENS POINT(BUS-WI)	139	11865	47791
WI-MI	56 GREEN BAY (WI) -89 LUDINGTON(BUS-MI)	144	15618	71911
WI-MI	89 LUDINGTON(BUS-MI) -116 OSHKOSH (WI)	150	14524	67740
WI-MI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -146 STEVENS POINT(BUS-WI)	150	13701	49551
WI-MI	37 DOWAGIAC (MI) -160 WAUSAU(BUS-WI)	150	12837	56887
WI-MI	92 MANITOWOC(BUS-WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	155	9509	39340
WI-MI	47 FOND DU LAC (WI) -106 MUSKEGON(BUS-MI)	156	13135	59412
WI-MI	8 BANGOR (MI) -56 GREEN BAY (WI)	156	15027	51477
WI-MI	37 DOWAGIAC (MI) -47 FOND DU LAC (WI)	157	10505	39357
WI-MI	61 HOLLAND (MI) -113 OCONOMOWOC (WI)	159	12990	53036
WI-MI	73 KALAMAZOO (MI) -78 LA CROSSE (WI)	164	19258	72779
WI-MI	2 ALBION (MI) -116 OSHKOSH (WI)	164	13000	57317
WI-MI	40 DURAND (MI) -162 WEST BEND (WI)	169	13658	60267
WI-MI	47 FOND DU LAC (WI) -112 NILES (MI)	174	11140	41435
WI-MI	12 BROOKFIELD (WI) -106 MUSKEGON(BUS-MI)	179	12723	59312
WI-MI	4 ANCHORVILLE(BUS-MI) -146 STEVENS POINT(BUS-WI)	179	19698	100355
WI-MI	78 LA CROSSE (WI) -106 MUSKEGON(BUS-MI)	183	22462	98270
WI-MI	2 ALBION (MI) -47 FOND DU LAC (WI)	184	13641	61121
WI-MI	6 APPLETON (WI) -89 LUDINGTON(BUS-MI)	186	18439	87592
WI-MI	42 EAST LANSING (MI) -78 LA CROSSE (WI)	188	21768	96726
WI-MI	73 KALAMAZOO (MI) -113 OCONOMOWOC (WI)	188	11915	48136
WI-MI	8 BANGOR (MI) -91 MADISON DANE AIRPORT	188	16671	53650
WI-MI	81 LAPEER (MI) -92 MANITOWOC(BUS-WI)	192	17323	84093
WI-MI	6 APPLETON (WI) -42 EAST LANSING (MI)	194	18170	75912
WI-MI	92 MANITOWOC(BUS-WI) -124 PORT HURON (MI)	197	19914	95526
WI-MI	12 BROOKFIELD (WI) -89 LUDINGTON(BUS-MI)	198	15543	76449
WI-MI	4 ANCHORVILLE(BUS-MI) -160 WAUSAU(BUS-WI)	201	22802	119643
WI-MI	46 FLINT (MI) -160 WAUSAU(BUS-WI)	202	22261	107672
WI-MI	6 APPLETON (WI) -112 NILES (MI)	204	15508	55753
WI-MI	9 BATTLE CREEK (MI) -113 OCONOMOWOC (WI)	206	12895	57141
WI-MI	9 BATTLE CREEK (MI) -78 LA CROSSE (WI)	207	21580	96709
WI-MI	55 GRAND RAPIDS (MI) -159 WATERTOWN (WI)	211	15048	68170
WI-MI	68 JACKSON (MI) -113 OCONOMOWOC (WI)	214	14290	69040
WI-MI	89 LUDINGTON(BUS-MI) -91 MADISON DANE AIRPORT	222	22288	101638
WI-MI	56 GREEN BAY (WI) -112 NILES (MI)	232	18639	70200
WI-MI	102 MILWAUKEE (WI) -112 NILES (MI)	232	9384	40666

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WI-MI	2 ALBION (MI) -162 WEST BEND (WI)	237	15542	71902
WI-MI	37 DOWAGIAC (MI) -116 OSHKOSH (WI)	251	17709	67368
WI-MI	112 NILES (MI) -116 OSHKOSH (WI)	256	17865	65181
WI-MI	6 APPLETON (WI) -106 MUSKEGON(BUS-MI)	263	25413	109223
WI-MI	55 GRAND RAPIDS (MI) -164 WISCONSIN DELLS (WI)	265	24767	108996
WI-MI	5 ANN ARBOR (MI) -160 WAUSAU(BUS-WI)	265	27121	137995
WI-MI	81 LAPEER (MI) -136 SHEBOYGAN(BUS-WI)	270	24157	110823
WI-MI	68 JACKSON (MI) -160 WAUSAU(BUS-WI)	273	27784	131663
WI-MI	47 FOND DU LAC (WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	273	19357	64795
WI-MI	42 EAST LANSING (MI) -56 GREEN BAY (WI)	274	29594	115789
WI-MI	91 MADISON DANE AIRPORT -112 NILES (MI)	280	19376	72526
WI-MI	43 EAU CLAIRE (BUS-WI) -61 HOLLAND (MI)	284	36027	158825
WI-MI	61 HOLLAND (MI) -136 SHEBOYGAN(BUS-WI)	291	21845	102598
WI-MI	63 HOWELL(BUS-MI) -148 STURTEVANT (WI)	293	19130	98500
WI-MI	89 LUDINGTON(BUS-MI) -148 STURTEVANT (WI)	296	19014	103195
WI-MI	40 DURAND (MI) -148 STURTEVANT (WI)	298	19274	89493
WI-MI	6 APPLETON (WI) -37 DOWAGIAC (MI)	302	24766	86440
WI-MI	2 ALBION (MI) -91 MADISON DANE AIRPORT	304	23728	107468
WI-MI	68 JACKSON (MI) -146 STEVENS POINT(BUS-WI)	313	31162	140440
WI-MI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -162 WEST BEND (WI)	314	19948	65083
WI-MI	61 HOLLAND (MI) -146 STEVENS POINT(BUS-WI)	324	34678	148719
WI-MI	81 LAPEER (MI) -162 WEST BEND (WI)	327	31027	128470
WI-MI	56 GREEN BAY (WI) -106 MUSKEGON(BUS-MI)	329	34269	146225
WI-MI	133 ROYAL OAK (MI) -160 WAUSAU(BUS-WI)	332	37167	189320
WI-MI	37 DOWAGIAC (MI) -102 MILWAUKEE (WI)	333	13737	62526
WI-MI	123 PONTIAC (MI) -160 WAUSAU(BUS-WI)	334	38217	194550
WI-MI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -148 STURTEVANT (WI)	337	14513	50506
WI-MI	46 FLINT (MI) -146 STEVENS POINT(BUS-WI)	337	38022	168364
WI-MI	46 FLINT (MI) -164 WISCONSIN DELLS (WI)	341	37093	162103
WI-MI	46 FLINT (MI) -159 WATERTOWN (WI)	344	31843	133631
WI-MI	5 ANN ARBOR (MI) -113 OCONOMOWOC (WI)	348	25309	125658
WI-MI	12 BROOKFIELD (WI) -40 DURAND (MI)	349	26406	117934
WI-MI	91 MADISON DANE AIRPORT -106 MUSKEGON(BUS-MI)	352	31769	141267
WI-MI	61 HOLLAND (MI) -160 WAUSAU(BUS-WI)	356	39579	175551
WI-MI	116 OSHKOSH (WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	360	27290	91424
WI-MI	56 GREEN BAY (WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	360	31702	108792
WI-MI	46 FLINT (MI) -151 TOMAH (WI)	362	42366	188688
WI-MI	8 BANGOR (MI) -102 MILWAUKEE (WI)	366	21253	73639
WI-MI	6 APPLETON (WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	369	31643	100287
WI-MI	123 PONTIAC (MI) -146 STEVENS POINT(BUS-WI)	373	41466	204639
WI-MI	106 MUSKEGON(BUS-MI) -116 OSHKOSH (WI)	374	33465	148342
WI-MI	9 BATTLE CREEK (MI) -43 EAU CLAIRE (BUS-WI)	378	41101	190647
WI-MI	37 DOWAGIAC (MI) -56 GREEN BAY (WI)	381	31024	120485
WI-MI	133 ROYAL OAK (MI) -146 STEVENS POINT(BUS-WI)	381	41419	204400
WI-MI	2 ALBION (MI) -148 STURTEVANT (WI)	387	18468	95311
WI-MI	55 GRAND RAPIDS (MI) -113 OCONOMOWOC (WI)	389	27351	120168
WI-MI	124 PORT HURON (MI) -136 SHEBOYGAN(BUS-WI)	389	38399	177192
WI-MI	5 ANN ARBOR (MI) -146 STEVENS POINT(BUS-WI)	391	41498	190216
WI-MI	47 FOND DU LAC (WI) -61 HOLLAND (MI)	394	33654	143673
WI-MI	106 MUSKEGON(BUS-MI) -148 STURTEVANT (WI)	400	22594	117213
WI-MI	61 HOLLAND (MI) -78 LA CROSSE (WI)	403	50007	210640
WI-MI	61 HOLLAND (MI) -92 MANITOWOC(BUS-WI)	405	32598	154385
WI-MI	4 ANCHORVILLE(BUS-MI) -92 MANITOWOC(BUS-WI)	416	36873	200361
WI-MI	9 BATTLE CREEK (MI) -160 WAUSAU(BUS-WI)	431	40933	188389
WI-MI	55 GRAND RAPIDS (MI) -125 PORTAGE (WI)	443	41647	174451
WI-MI	12 BROOKFIELD (WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	454	25692	85310
WI-MI	55 GRAND RAPIDS (MI) -151 TOMAH (WI)	475	50397	216519
WI-MI	31 DEARBORN (MI) -146 STEVENS POINT(BUS-WI)	483	50686	249481
WI-MI	2 ALBION (MI) -12 BROOKFIELD (WI)	485	33228	137724
WI-MI	89 LUDINGTON(BUS-MI) -102 MILWAUKEE (WI)	485	35213	180955
WI-MI	42 EAST LANSING (MI) -113 OCONOMOWOC (WI)	487	34619	158627
WI-MI	9 BATTLE CREEK (MI) -146 STEVENS POINT(BUS-WI)	487	45113	196357
WI-MI	31 DEARBORN (MI) -160 WAUSAU(BUS-WI)	490	52936	269284

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WI-MI	35 DETROIT (MI) -160 WAUSAU(BUS-WI)	495	54415	276981
WI-MI	46 FLINT (MI) -136 SHEBOYGAN(BUS-WI)	499	39623	195726
WI-MI	124 PORT HURON (MI) -162 WEST BEND (WI)	502	52067	219858
WI-MI	6 APPLETON (WI) -68 JACKSON (MI)	502	43883	195421
WI-MI	46 FLINT (MI) -78 LA CROSSE (WI)	504	63288	284002
WI-MI	37 DOWAGIAC (MI) -91 MADISON DANE AIRPORT	511	37679	139001
WI-MI	61 HOLLAND (MI) -148 STURTEVANT (WI)	520	31624	144656
WI-MI	9 BATTLE CREEK (MI) -92 MANITOWOC(BUS-WI)	522	32122	169531
WI-MI	61 HOLLAND (MI) -162 WEST BEND (WI)	525	43588	175918
WI-MI	73 KALAMAZOO (MI) -160 WAUSAU(BUS-WI)	530	52063	220148
WI-MI	91 MADISON DANE AIRPORT -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	532	40681	137375
WI-MI	46 FLINT (MI) -125 PORTAGE (WI)	533	56883	244756
WI-MI	68 JACKSON (MI) -92 MANITOWOC(BUS-WI)	533	37987	197351
WI-MI	35 DETROIT (MI) -146 STEVENS POINT(BUS-WI)	542	57728	284485
WI-MI	102 MILWAUKEE (WI) -106 MUSKEGON(BUS-MI)	558	35931	176759
WI-MI	4 ANCHORVILLE(BUS-MI) -162 WEST BEND (WI)	577	50723	251529
WI-MI	4 ANCHORVILLE(BUS-MI) -136 SHEBOYGAN(BUS-WI)	595	51511	269391
WI-MI	73 KALAMAZOO (MI) -136 SHEBOYGAN(BUS-WI)	597	33863	163601
WI-MI	73 KALAMAZOO (MI) -146 STEVENS POINT(BUS-WI)	601	56329	229111
WI-MI	55 GRAND RAPIDS (MI) -136 SHEBOYGAN(BUS-WI)	626	42918	204781
WI-MI	5 ANN ARBOR (MI) -92 MANITOWOC(BUS-WI)	630	48864	257167
WI-MI	68 JACKSON (MI) -136 SHEBOYGAN(BUS-WI)	634	43915	216097
WI-MI	55 GRAND RAPIDS (MI) -160 WAUSAU(BUS-WI)	641	67754	299772
WI-MI	55 GRAND RAPIDS (MI) -146 STEVENS POINT(BUS-WI)	643	65747	278994
WI-MI	42 EAST LANSING (MI) -160 WAUSAU(BUS-WI)	645	67968	313009
WI-MI	61 HOLLAND (MI) -116 OSHKOSH (WI)	656	59377	250459
WI-MI	9 BATTLE CREEK (MI) -136 SHEBOYGAN(BUS-WI)	664	39872	196451
WI-MI	6 APPLETON (WI) -61 HOLLAND (MI)	679	65171	271710
WI-MI	123 PONTIAC (MI) -136 SHEBOYGAN(BUS-WI)	685	60003	301898
WI-MI	73 KALAMAZOO (MI) -92 MANITOWOC(BUS-WI)	685	42428	207493
WI-MI	46 FLINT (MI) -113 OCONOMOWOC (WI)	687	59008	256768
WI-MI	133 ROYAL OAK (MI) -136 SHEBOYGAN(BUS-WI)	692	58733	296765
WI-MI	46 FLINT (MI) -92 MANITOWOC(BUS-WI)	709	59676	298384
WI-MI	61 HOLLAND (MI) -91 MADISON DANE AIRPORT	735	65656	283676
WI-MI	47 FOND DU LAC (WI) -68 JACKSON (MI)	736	56633	260679
WI-MI	68 JACKSON (MI) -116 OSHKOSH (WI)	750	61466	278194
WI-MI	92 MANITOWOC(BUS-WI) -133 ROYAL OAK (MI)	753	66075	345069
WI-MI	42 EAST LANSING (MI) -146 STEVENS POINT(BUS-WI)	757	77972	341213
WI-MI	92 MANITOWOC(BUS-WI) -123 PONTIAC (MI)	759	68685	356578
WI-MI	55 GRAND RAPIDS (MI) -56 GREEN BAY (WI)	760	80330	307980
WI-MI	40 DURAND (MI) -102 MILWAUKEE (WI)	818	56853	265064
WI-MI	55 GRAND RAPIDS (MI) -92 MANITOWOC(BUS-WI)	827	58794	294534
WI-MI	123 PONTIAC (MI) -162 WEST BEND (WI)	828	78950	350904
WI-MI	5 ANN ARBOR (MI) -136 SHEBOYGAN(BUS-WI)	861	63991	326447
WI-MI	56 GREEN BAY (WI) -61 HOLLAND (MI)	862	90361	370500
WI-MI	9 BATTLE CREEK (MI) -47 FOND DU LAC (WI)	879	61119	271709
WI-MI	47 FOND DU LAC (WI) -55 GRAND RAPIDS (MI)	932	74089	316834
WI-MI	46 FLINT (MI) -116 OSHKOSH (WI)	948	92421	400037
WI-MI	133 ROYAL OAK (MI) -162 WEST BEND (WI)	955	86106	393404
WI-MI	63 HOWELL(BUS-MI) -102 MILWAUKEE (WI)	966	68110	347858
WI-MI	12 BROOKFIELD (WI) -81 LAPEER (MI)	970	85120	362719
WI-MI	31 DEARBORN (MI) -136 SHEBOYGAN(BUS-WI)	973	78737	397844
WI-MI	9 BATTLE CREEK (MI) -116 OSHKOSH (WI)	973	72560	317205
WI-MI	12 BROOKFIELD (WI) -61 HOLLAND (MI)	1030	76428	325570
WI-MI	6 APPLETON (WI) -9 BATTLE CREEK (MI)	1043	83370	358700
WI-MI	31 DEARBORN (MI) -92 MANITOWOC(BUS-WI)	1047	85459	458519
WI-MI	81 LAPEER (MI) -148 STURTEVANT (WI)	1051	81396	353176
WI-MI	102 MILWAUKEE (WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	1083	53380	188356
WI-MI	68 JACKSON (MI) -162 WEST BEND (WI)	1087	80555	352067
WI-MI	35 DETROIT (MI) -136 SHEBOYGAN(BUS-WI)	1099	90350	459430
WI-MI	55 GRAND RAPIDS (MI) -78 LA CROSSE (WI)	1104	126019	549784
WI-MI	2 ALBION (MI) -102 MILWAUKEE (WI)	1105	66510	298272
WI-MI	42 EAST LANSING (MI) -92 MANITOWOC(BUS-WI)	1126	83959	419873

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WI-MI	47 FOND DU LAC (WI) -73 KALAMAZOO (MI)	1146	84044	328992
WI-MI	73 KALAMAZOO (MI) -116 OSHKOSH (WI)	1151	85177	349808
WI-MI	6 APPLETON (WI) -73 KALAMAZOO (MI)	1190	94475	383117
WI-MI	35 DETROIT (MI) -92 MANITOWOC(BUS-WI)	1208	100016	539772
WI-MI	68 JACKSON (MI) -91 MADISON DANE AIRPORT	1221	98565	457736
WI-MI	55 GRAND RAPIDS (MI) -162 WEST BEND (WI)	1254	91118	388792
WI-MI	9 BATTLE CREEK (MI) -162 WEST BEND (WI)	1269	81223	353959
WI-MI	73 KALAMAZOO (MI) -162 WEST BEND (WI)	1307	83279	335885
WI-MI	46 FLINT (MI) -47 FOND DU LAC (WI)	1371	137851	555147
WI-MI	124 PORT HURON (MI) -148 STURTEVANT (WI)	1414	120745	538873
WI-MI	46 FLINT (MI) -56 GREEN BAY (WI)	1417	156019	665795
WI-MI	6 APPLETON (WI) -46 FLINT (MI)	1419	149885	624517
WI-MI	42 EAST LANSING (MI) -136 SHEBOYGAN(BUS-WI)	1455	107273	500590
WI-MI	123 PONTIAC (MI) -148 STURTEVANT (WI)	1459	99535	535309
WI-MI	42 EAST LANSING (MI) -47 FOND DU LAC (WI)	1478	120030	527733
WI-MI	56 GREEN BAY (WI) -73 KALAMAZOO (MI)	1479	130617	520490
WI-MI	9 BATTLE CREEK (MI) -56 GREEN BAY (WI)	1502	133543	561920
WI-MI	31 DEARBORN (MI) -162 WEST BEND (WI)	1548	133961	606879
WI-MI	4 ANCHORVILLE(BUS-MI) -12 BROOKFIELD (WI)	1558	129014	649589
WI-MI	55 GRAND RAPIDS (MI) -116 OSHKOSH (WI)	1559	131696	556393
WI-MI	73 KALAMAZOO (MI) -148 STURTEVANT (WI)	1595	69283	319041
WI-MI	61 HOLLAND (MI) -102 MILWAUKEE (WI)	1652	111936	498957
WI-MI	35 DETROIT (MI) -162 WEST BEND (WI)	1659	145334	665249
WI-MI	42 EAST LANSING (MI) -116 OSHKOSH (WI)	1745	151389	652510
WI-MI	73 KALAMAZOO (MI) -91 MADISON DANE AIRPORT	1764	128434	543367
WI-MI	9 BATTLE CREEK (MI) -148 STURTEVANT (WI)	1798	79464	399122
WI-MI	9 BATTLE CREEK (MI) -91 MADISON DANE AIRPORT	1816	133207	599291
WI-MI	12 BROOKFIELD (WI) -124 PORT HURON (MI)	1838	179273	770099
WI-MI	6 APPLETON (WI) -55 GRAND RAPIDS (MI)	1872	170808	701850
WI-MI	5 ANN ARBOR (MI) -162 WEST BEND (WI)	1894	147785	685636
WI-MI	68 JACKSON (MI) -148 STURTEVANT (WI)	1896	107874	506248
WI-MI	55 GRAND RAPIDS (MI) -91 MADISON DANE AIRPORT	2062	175897	744205
WI-MI	4 ANCHORVILLE(BUS-MI) -148 STURTEVANT (WI)	2148	151293	813976
WI-MI	12 BROOKFIELD (WI) -68 JACKSON (MI)	2159	149638	658413
WI-MI	55 GRAND RAPIDS (MI) -148 STURTEVANT (WI)	2173	117959	549716
WI-MI	12 BROOKFIELD (WI) -55 GRAND RAPIDS (MI)	2181	149637	634568
WI-MI	133 ROYAL OAK (MI) -148 STURTEVANT (WI)	2396	170627	850507
WI-MI	46 FLINT (MI) -162 WEST BEND (WI)	2399	202866	899809
WI-MI	46 FLINT (MI) -91 MADISON DANE AIRPORT	2448	254793	1042843
WI-MI	12 BROOKFIELD (WI) -123 PONTIAC (MI)	2488	224831	1007606
WI-MI	42 EAST LANSING (MI) -162 WEST BEND (WI)	2542	196993	831112
WI-MI	81 LAPEER (MI) -102 MILWAUKEE (WI)	2753	225276	991228
WI-MI	12 BROOKFIELD (WI) -133 ROYAL OAK (MI)	2800	240216	1100414
WI-MI	42 EAST LANSING (MI) -91 MADISON DANE AIRPORT	2871	247300	1085133
WI-MI	5 ANN ARBOR (MI) -148 STURTEVANT (WI)	3089	184728	942284
WI-MI	9 BATTLE CREEK (MI) -12 BROOKFIELD (WI)	3295	190227	856736
WI-MI	31 DEARBORN (MI) -148 STURTEVANT (WI)	3521	232456	1179587
WI-MI	46 FLINT (MI) -148 STURTEVANT (WI)	3557	235898	1131175
WI-MI	12 BROOKFIELD (WI) -73 KALAMAZOO (MI)	3723	215382	885975
WI-MI	12 BROOKFIELD (WI) -46 FLINT (MI)	3757	302653	1337644
WI-MI	4 ANCHORVILLE(BUS-MI) -102 MILWAUKEE (WI)	3886	307207	1565915
WI-MI	35 DETROIT (MI) -148 STURTEVANT (WI)	3939	264462	1355184
WI-MI	102 MILWAUKEE (WI) -124 PORT HURON (MI)	4164	375978	1686255
WI-MI	68 JACKSON (MI) -102 MILWAUKEE (WI)	4256	263822	1238598
WI-MI	5 ANN ARBOR (MI) -12 BROOKFIELD (WI)	4383	328618	1503287
WI-MI	42 EAST LANSING (MI) -148 STURTEVANT (WI)	4523	271079	1221100
WI-MI	102 MILWAUKEE (WI) -133 ROYAL OAK (MI)	4907	387807	1859655
WI-MI	102 MILWAUKEE (WI) -123 PONTIAC (MI)	5080	409207	1986409
WI-MI	12 BROOKFIELD (WI) -31 DEARBORN (MI)	5245	427924	1956265
WI-MI	12 BROOKFIELD (WI) -35 DETROIT (MI)	5257	435931	2008019
WI-MI	55 GRAND RAPIDS (MI) -102 MILWAUKEE (WI)	5405	335962	1497288
WI-MI	12 BROOKFIELD (WI) -42 EAST LANSING (MI)	5419	397265	1669080
WI-MI	73 KALAMAZOO (MI) -102 MILWAUKEE (WI)	8607	435233	1928044

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WI-MI	9 BATTLE CREEK (MI) -102 MILWAUKEE (WI)	9232	465766	2270957
WI-MI	31 DEARBORN (MI) -102 MILWAUKEE (WI)	10034	746352	3602080
WI-MI	5 ANN ARBOR (MI) -102 MILWAUKEE (WI)	11369	761278	3740340
WI-MI	35 DETROIT (MI) -102 MILWAUKEE (WI)	11372	858328	4184818
WI-MI	46 FLINT (MI) -102 MILWAUKEE (WI)	11617	861817	3973007
WI-MI	42 EAST LANSING (MI) -102 MILWAUKEE (WI)	13356	882893	3926517
WI-MN	36 DETROIT LAKES (MN) -136 SHEBOYGAN(BUS-WI)	5	653	3038
WI-MN	36 DETROIT LAKES (MN) -113 OCONOMOWOC (WI)	5	630	2711
WI-MN	92 MANITOWOC(BUS-WI) -145 STAPLES (BUS-MN)	8	876	4245
WI-MN	147 STURGEON BAY(BUS-WI) -163 WINONA (MN)	9	890	3724
WI-MN	136 SHEBOYGAN(BUS-WI) -145 STAPLES (BUS-MN)	10	1161	5466
WI-MN	96 MARINETTE(BUS-WI) -163 WINONA (MN)	12	1199	5271
WI-MN	36 DETROIT LAKES (MN) -162 WEST BEND (WI)	13	1675	7281
WI-MN	145 STAPLES (BUS-MN) -151 TOMAH (WI)	14	931	4108
WI-MN	36 DETROIT LAKES (MN) -91 MADISON DANE AIRPORT	15	1574	6895
WI-MN	145 STAPLES (BUS-MN) -162 WEST BEND (WI)	17	2035	8877
WI-MN	93 MANKATO(BUS-MN) -162 WEST BEND (WI)	25	1844	10009
WI-MN	36 DETROIT LAKES (MN) -164 WISCONSIN DELLS (WI)	28	2628	11263
WI-MN	93 MANKATO(BUS-MN) -159 WATERTOWN (WI)	31	1782	10149
WI-MN	36 DETROIT LAKES (MN) -151 TOMAH (WI)	32	2703	11524
WI-MN	93 MANKATO(BUS-MN) -113 OCONOMOWOC (WI)	36	2215	12311
WI-MN	36 DETROIT LAKES (MN) -159 WATERTOWN (WI)	39	4519	19176
WI-MN	47 FOND DU LAC (WI) -93 MANKATO(BUS-MN)	40	3267	17453
WI-MN	93 MANKATO(BUS-MN) -164 WISCONSIN DELLS (WI)	47	1577	11128
WI-MN	36 DETROIT LAKES (MN) -125 PORTAGE (WI)	47	4595	20007
WI-MN	12 BROOKFIELD (WI) -36 DETROIT LAKES (MN)	47	5981	24933
WI-MN	92 MANITOWOC(BUS-WI) -141 ST. CLOUD (BUS-MN)	49	5180	24342
WI-MN	12 BROOKFIELD (WI) -145 STAPLES (BUS-MN)	50	5655	23048
WI-MN	145 STAPLES (BUS-MN) -164 WISCONSIN DELLS (WI)	52	4144	18004
WI-MN	78 LA CROSSE (WI) -145 STAPLES (BUS-MN)	54	3375	13826
WI-MN	36 DETROIT LAKES (MN) -78 LA CROSSE (WI)	57	4372	18150
WI-MN	145 STAPLES (BUS-MN) -159 WATERTOWN (WI)	58	5934	24935
WI-MN	160 WAUSAU(BUS-WI) -163 WINONA (MN)	60	5560	26393
WI-MN	125 PORTAGE (WI) -145 STAPLES (BUS-MN)	64	5441	23279
WI-MN	146 STEVENS POINT(BUS-WI) -163 WINONA (MN)	74	6598	29956
WI-MN	136 SHEBOYGAN(BUS-WI) -141 ST. CLOUD (BUS-MN)	75	7747	34603
WI-MN	141 ST. CLOUD (BUS-MN) -151 TOMAH (WI)	76	3966	17717
WI-MN	12 BROOKFIELD (WI) -93 MANKATO(BUS-MN)	76	5018	27000
WI-MN	136 SHEBOYGAN(BUS-WI) -163 WINONA (MN)	78	4796	23171
WI-MN	93 MANKATO(BUS-MN) -151 TOMAH (WI)	81	1905	15437
WI-MN	113 OCONOMOWOC (WI) -141 ST. CLOUD (BUS-MN)	83	7290	31609
WI-MN	93 MANKATO(BUS-MN) -125 PORTAGE (WI)	93	3448	23488
WI-MN	162 WEST BEND (WI) -163 WINONA (MN)	93	6351	26242
WI-MN	130 ROCHESTER(BUS-MN) -159 WATERTOWN (WI)	95	4937	23194
WI-MN	92 MANITOWOC(BUS-WI) -163 WINONA (MN)	98	6200	32043
WI-MN	113 OCONOMOWOC (WI) -130 ROCHESTER(BUS-MN)	99	5405	25599
WI-MN	102 MILWAUKEE (WI) -145 STAPLES (BUS-MN)	120	14146	57336
WI-MN	91 MADISON DANE AIRPORT -93 MANKATO(BUS-MN)	126	5926	36175
WI-MN	141 ST. CLOUD (BUS-MN) -162 WEST BEND (WI)	128	14158	57117
WI-MN	141 ST. CLOUD (BUS-MN) -164 WISCONSIN DELLS (WI)	136	8856	37999
WI-MN	36 DETROIT LAKES (MN) -102 MILWAUKEE (WI)	136	17624	73693
WI-MN	93 MANKATO(BUS-MN) -148 STURTEVANT (WI)	139	10016	54606
WI-MN	92 MANITOWOC(BUS-WI) -129 RED WING (MN)	149	11908	57833
WI-MN	47 FOND DU LAC (WI) -130 ROCHESTER(BUS-MN)	150	11008	53082
WI-MN	113 OCONOMOWOC (WI) -163 WINONA (MN)	151	7948	32512
WI-MN	130 ROCHESTER(BUS-MN) -164 WISCONSIN DELLS (WI)	159	4158	25030
WI-MN	39 DULUTH(BUS-MN) -159 WATERTOWN (WI)	170	15969	77379
WI-MN	116 OSHKOSH (WI) -130 ROCHESTER(BUS-MN)	174	13689	64717
WI-MN	129 RED WING (MN) -136 SHEBOYGAN(BUS-WI)	176	13923	63243
WI-MN	39 DULUTH(BUS-MN) -113 OCONOMOWOC (WI)	180	16984	84433
WI-MN	78 LA CROSSE (WI) -141 ST. CLOUD (BUS-MN)	185	8493	35526
WI-MN	39 DULUTH(BUS-MN) -162 WEST BEND (WI)	196	21734	104712
WI-MN	129 RED WING (MN) -162 WEST BEND (WI)	202	17211	69227

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WI-MN	56 GREEN BAY (WI) -130 ROCHESTER(BUS-MN)	218	20240	91398
WI-MN	39 DULUTH(BUS-MN) -164 WISCONSIN DELLS (WI)	232	15611	84965
WI-MN	151 TOMAH (WI) -163 WINONA (MN)	240	3591	16559
WI-MN	130 ROCHESTER(BUS-MN) -151 TOMAH (WI)	250	3996	28041
WI-MN	6 APPLETON (WI) -130 ROCHESTER(BUS-MN)	258	21614	100265
WI-MN	130 ROCHESTER(BUS-MN) -162 WEST BEND (WI)	259	18948	83900
WI-MN	125 PORTAGE (WI) -130 ROCHESTER(BUS-MN)	265	7865	46030
WI-MN	141 ST. CLOUD (BUS-MN) -159 WATERTOWN (WI)	271	24165	99357
WI-MN	129 RED WING (MN) -151 TOMAH (WI)	273	8068	35701
WI-MN	39 DULUTH(BUS-MN) -151 TOMAH (WI)	277	15927	88793
WI-MN	91 MADISON DANE AIRPORT -141 ST. CLOUD (BUS-MN)	282	20848	92720
WI-MN	113 OCONOMOWOC (WI) -129 RED WING (MN)	320	22882	88909
WI-MN	93 MANKATO(BUS-MN) -102 MILWAUKEE (WI)	321	22405	118691
WI-MN	125 PORTAGE (WI) -141 ST. CLOUD (BUS-MN)	321	21980	95093
WI-MN	39 DULUTH(BUS-MN) -78 LA CROSSE (WI)	334	15826	93089
WI-MN	39 DULUTH(BUS-MN) -125 PORTAGE (WI)	339	23693	129929
WI-MN	12 BROOKFIELD (WI) -141 ST. CLOUD (BUS-MN)	340	33931	135807
WI-MN	12 BROOKFIELD (WI) -130 ROCHESTER(BUS-MN)	350	21708	96872
WI-MN	125 PORTAGE (WI) -163 WINONA (MN)	357	10158	46771
WI-MN	159 WATERTOWN (WI) -163 WINONA (MN)	369	17866	74453
WI-MN	130 ROCHESTER(BUS-MN) -148 STURTEVANT (WI)	417	27603	131414
WI-MN	39 DULUTH(BUS-MN) -148 STURTEVANT (WI)	453	44924	237511
WI-MN	12 BROOKFIELD (WI) -163 WINONA (MN)	461	26374	107843
WI-MN	163 WINONA (MN) -164 WISCONSIN DELLS (WI)	464	11417	52867
WI-MN	91 MADISON DANE AIRPORT -130 ROCHESTER(BUS-MN)	503	20124	104088
WI-MN	12 BROOKFIELD (WI) -39 DULUTH(BUS-MN)	560	56891	272086
WI-MN	125 PORTAGE (WI) -129 RED WING (MN)	607	28165	117200
WI-MN	39 DULUTH(BUS-MN) -91 MADISON DANE AIRPORT	761	63939	316411
WI-MN	91 MADISON DANE AIRPORT -163 WINONA (MN)	787	29998	128997
WI-MN	129 RED WING (MN) -164 WISCONSIN DELLS (WI)	800	33378	140816
WI-MN	129 RED WING (MN) -159 WATERTOWN (WI)	848	55851	223942
WI-MN	78 LA CROSSE (WI) -129 RED WING (MN)	864	19857	76909
WI-MN	102 MILWAUKEE (WI) -141 ST. CLOUD (BUS-MN)	1029	103889	425055
WI-MN	91 MADISON DANE AIRPORT -129 RED WING (MN)	1123	62012	253761
WI-MN	102 MILWAUKEE (WI) -130 ROCHESTER(BUS-MN)	1217	80214	354268
WI-MN	12 BROOKFIELD (WI) -129 RED WING (MN)	1241	96264	367214
WI-MN	102 MILWAUKEE (WI) -163 WINONA (MN)	1361	82460	337645
WI-MN	39 DULUTH(BUS-MN) -102 MILWAUKEE (WI)	1544	164061	772133
WI-MN	92 MANITOWOC(BUS-WI) -103 MPLS/ST.PAUL (MN)	1708	152353	732520
WI-MN	102 MILWAUKEE (WI) -129 RED WING (MN)	2266	181975	702434
WI-MN	103 MPLS/ST.PAUL (MN) -113 OCONOMOWOC (WI)	2636	192258	838190
WI-MN	103 MPLS/ST.PAUL (MN) -136 SHEBOYGAN(BUS-WI)	2771	249533	1108358
WI-MN	78 LA CROSSE (WI) -163 WINONA (MN)	3218	21070	86886
WI-MN	103 MPLS/ST.PAUL (MN) -151 TOMAH (WI)	3328	135145	569019
WI-MN	103 MPLS/ST.PAUL (MN) -125 PORTAGE (WI)	4462	242147	1039532
WI-MN	103 MPLS/ST.PAUL (MN) -162 WEST BEND (WI)	4551	435893	1742872
WI-MN	103 MPLS/ST.PAUL (MN) -164 WISCONSIN DELLS (WI)	5400	273774	1166428
WI-MN	103 MPLS/ST.PAUL (MN) -159 WATERTOWN (WI)	8161	617980	2481017
WI-MN	78 LA CROSSE (WI) -103 MPLS/ST.PAUL (MN)	10674	340051	1376891
WI-MN	91 MADISON DANE AIRPORT -103 MPLS/ST.PAUL (MN)	16687	1133025	4438862
WI-MN	12 BROOKFIELD (WI) -103 MPLS/ST.PAUL (MN)	17459	1516755	5866268
WI-MN	102 MILWAUKEE (WI) -103 MPLS/ST.PAUL (MN)	39648	3602565	13876669
WI-MO	95 MARCELINE (MO) -148 STURTEVANT (WI)	2	193	942
WI-MO	79 LA PLATA (MO) -159 WATERTOWN (WI)	2	229	1063
WI-MO	79 LA PLATA (MO) -151 TOMAH (WI)	2	299	1347
WI-MO	78 LA CROSSE (WI) -79 LA PLATA (MO)	2	347	1568
WI-MO	12 BROOKFIELD (WI) -95 MARCELINE (MO)	3	310	1454
WI-MO	79 LA PLATA (MO) -147 STURGEON BAY(BUS-WI)	3	407	1802
WI-MO	95 MARCELINE (MO) -102 MILWAUKEE (WI)	4	412	1990
WI-MO	79 LA PLATA (MO) -125 PORTAGE (WI)	4	523	2344
WI-MO	79 LA PLATA (MO) -164 WISCONSIN DELLS (WI)	4	550	2491
WI-MO	79 LA PLATA (MO) -136 SHEBOYGAN(BUS-WI)	5	491	2448
WI-MO	79 LA PLATA (MO) -162 WEST BEND (WI)	5	587	2703

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States	Station Pair	Riders	Revenue	Passenger Miles
WI-MO	79 LA PLATA (MO) -96 MARINETTE(BUS-WI)	5	767	3504
WI-MO	135 SEDALIA (MO) -162 WEST BEND (WI)	6	781	3443
WI-MO	70 JEFFERSON (MO) -125 PORTAGE (WI)	10	1376	5935
WI-MO	70 JEFFERSON (MO) -159 WATERTOWN (WI)	12	1507	6670
WI-MO	70 JEFFERSON (MO) -113 OCONOMOWOC (WI)	13	1527	6765
WI-MO	77 KIRKWOOD (MO) -147 STURGEON BAY(BUS-WI)	14	1691	7109
WI-MO	135 SEDALIA (MO) -136 SHEBOYGAN(BUS-WI)	14	1755	8274
WI-MO	79 LA PLATA (MO) -146 STEVENS POINT(BUS-WI)	18	2474	11556
WI-MO	79 LA PLATA (MO) -92 MANITOWOC(BUS-WI)	19	2138	10454
WI-MO	64 INDEPENDENCE (MO) -78 LA CROSSE (WI)	20	3762	16923
WI-MO	79 LA PLATA (MO) -148 STURTEVANT (WI)	20	1906	9286
WI-MO	77 KIRKWOOD (MO) -96 MARINETTE(BUS-WI)	21	2669	11650
WI-MO	79 LA PLATA (MO) -160 WAUSAU(BUS-WI)	22	3127	15021
WI-MO	58 HERMANN (MO) -162 WEST BEND (WI)	25	2783	12149
WI-MO	25 COLUMBIA(BUS-MO) -125 PORTAGE (WI)	27	3914	19987
WI-MO	25 COLUMBIA(BUS-MO) -159 WATERTOWN (WI)	28	3516	18785
WI-MO	12 BROOKFIELD (WI) -79 LA PLATA (MO)	31	3291	15373
WI-MO	75 KANSAS CITY (MO) -151 TOMAH (WI)	33	5796	26567
WI-MO	12 BROOKFIELD (WI) -135 SEDALIA (MO)	34	4763	19544
WI-MO	58 HERMANN (MO) -92 MANITOWOC(BUS-WI)	36	3855	18818
WI-MO	25 COLUMBIA(BUS-MO) -113 OCONOMOWOC (WI)	36	4308	23148
WI-MO	142 ST. JOSEPH(BUS-MO) -162 WEST BEND (WI)	38	5576	26640
WI-MO	75 KANSAS CITY (MO) -164 WISCONSIN DELLS (WI)	38	6227	28731
WI-MO	135 SEDALIA (MO) -148 STURTEVANT (WI)	45	5389	23887
WI-MO	64 INDEPENDENCE (MO) -92 MANITOWOC(BUS-WI)	46	6706	33113
WI-MO	75 KANSAS CITY (MO) -159 WATERTOWN (WI)	47	6645	31318
WI-MO	155 WARRENSBURG (MO) -162 WEST BEND (WI)	49	6712	30259
WI-MO	75 KANSAS CITY (MO) -78 LA CROSSE (WI)	50	9168	42182
WI-MO	58 HERMANN (MO) -148 STURTEVANT (WI)	53	4856	22293
WI-MO	84 LEES SUMMIT (MO) -162 WEST BEND (WI)	56	8166	36893
WI-MO	58 HERMANN (MO) -136 SHEBOYGAN(BUS-WI)	57	5966	28253
WI-MO	64 INDEPENDENCE (MO) -136 SHEBOYGAN(BUS-WI)	57	8130	39277
WI-MO	136 SHEBOYGAN(BUS-WI) -155 WARRENSBURG (MO)	57	7584	36466
WI-MO	146 STEVENS POINT(BUS-WI) -157 WASHINGTON (MO)	59	7636	33942
WI-MO	75 KANSAS CITY (MO) -125 PORTAGE (WI)	61	9746	44618
WI-MO	157 WASHINGTON (MO) -162 WEST BEND (WI)	63	6550	28304
WI-MO	136 SHEBOYGAN(BUS-WI) -157 WASHINGTON (MO)	65	6473	30485
WI-MO	144 ST. LOUIS (MO) -147 STURGEON BAY(BUS-WI)	67	8204	34508
WI-MO	64 INDEPENDENCE (MO) -162 WEST BEND (WI)	69	10728	46296
WI-MO	92 MANITOWOC(BUS-WI) -157 WASHINGTON (MO)	76	7772	37799
WI-MO	96 MARINETTE(BUS-WI) -144 ST. LOUIS (MO)	83	10397	45457
WI-MO	12 BROOKFIELD (WI) -142 ST. JOSEPH(BUS-MO)	84	12202	57904
WI-MO	12 BROOKFIELD (WI) -58 HERMANN (MO)	87	9057	40032
WI-MO	79 LA PLATA (MO) -102 MILWAUKEE (WI)	96	9542	46011
WI-MO	70 JEFFERSON (MO) -92 MANITOWOC(BUS-WI)	98	11495	55971
WI-MO	142 ST. JOSEPH(BUS-MO) -148 STURTEVANT (WI)	100	13385	65098
WI-MO	25 COLUMBIA(BUS-MO) -162 WEST BEND (WI)	107	13039	69463
WI-MO	77 KIRKWOOD (MO) -160 WAUSAU(BUS-WI)	119	14719	68074
WI-MO	25 COLUMBIA(BUS-MO) -47 FOND DU LAC (WI)	119	15599	81069
WI-MO	102 MILWAUKEE (WI) -135 SEDALIA (MO)	125	15846	69276
WI-MO	12 BROOKFIELD (WI) -155 WARRENSBURG (MO)	134	18930	80407
WI-MO	77 KIRKWOOD (MO) -146 STEVENS POINT(BUS-WI)	137	16468	73588
WI-MO	70 JEFFERSON (MO) -136 SHEBOYGAN(BUS-WI)	143	17172	77315
WI-MO	25 COLUMBIA(BUS-MO) -148 STURTEVANT (WI)	169	18718	100220
WI-MO	148 STURTEVANT (WI) -155 WARRENSBURG (MO)	170	20225	95142
WI-MO	12 BROOKFIELD (WI) -25 COLUMBIA(BUS-MO)	170	21770	107106
WI-MO	70 JEFFERSON (MO) -162 WEST BEND (WI)	184	23287	96606
WI-MO	102 MILWAUKEE (WI) -142 ST. JOSEPH(BUS-MO)	186	26122	124829
WI-MO	12 BROOKFIELD (WI) -157 WASHINGTON (MO)	186	20169	80481
WI-MO	148 STURTEVANT (WI) -157 WASHINGTON (MO)	200	17380	79110
WI-MO	12 BROOKFIELD (WI) -64 INDEPENDENCE (MO)	213	31395	138865
WI-MO	58 HERMANN (MO) -102 MILWAUKEE (WI)	217	22696	97041
WI-MO	84 LEES SUMMIT (MO) -148 STURTEVANT (WI)	218	27846	130935

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States	Station Pair	Riders	Revenue	Passenger Miles
WI-MO	75 KANSAS CITY (MO) -136 SHEBOYGAN(BUS-WI)	243	33211	161700
WI-MO	75 KANSAS CITY (MO) -162 WEST BEND (WI)	248	35533	160823
WI-MO	75 KANSAS CITY (MO) -92 MANITOWOC(BUS-WI)	248	33799	172497
WI-MO	12 BROOKFIELD (WI) -84 LEES SUMMIT (MO)	263	39296	168532
WI-MO	102 MILWAUKEE (WI) -155 WARRENSBURG (MO)	279	36585	163023
WI-MO	25 COLUMBIA(BUS-MO) -102 MILWAUKEE (WI)	286	34442	176311
WI-MO	77 KIRKWOOD (MO) -92 MANITOWOC(BUS-WI)	301	29976	138364
WI-MO	64 INDEPENDENCE (MO) -148 STURTEVANT (WI)	303	40172	186353
WI-MO	144 ST. LOUIS (MO) -159 WATERTOWN (WI)	342	32211	141380
WI-MO	102 MILWAUKEE (WI) -157 WASHINGTON (MO)	373	37198	156432
WI-MO	144 ST. LOUIS (MO) -164 WISCONSIN DELLS (WI)	382	44328	191149
WI-MO	77 KIRKWOOD (MO) -162 WEST BEND (WI)	382	39721	157636
WI-MO	77 KIRKWOOD (MO) -136 SHEBOYGAN(BUS-WI)	412	39577	177015
WI-MO	70 JEFFERSON (MO) -148 STURTEVANT (WI)	447	48173	209027
WI-MO	75 KANSAS CITY (MO) -148 STURTEVANT (WI)	455	55729	269449
WI-MO	12 BROOKFIELD (WI) -75 KANSAS CITY (MO)	520	71785	327698
WI-MO	12 BROOKFIELD (WI) -70 JEFFERSON (MO)	527	65112	266870
WI-MO	125 PORTAGE (WI) -144 ST. LOUIS (MO)	534	60736	258452
WI-MO	64 INDEPENDENCE (MO) -102 MILWAUKEE (WI)	588	83405	375974
WI-MO	144 ST. LOUIS (MO) -151 TOMAH (WI)	590	75020	322371
WI-MO	84 LEES SUMMIT (MO) -102 MILWAUKEE (WI)	696	95886	435662
WI-MO	144 ST. LOUIS (MO) -160 WAUSAU(BUS-WI)	746	89707	416163
WI-MO	78 LA CROSSE (WI) -144 ST. LOUIS (MO)	868	117638	510324
WI-MO	12 BROOKFIELD (WI) -77 KIRKWOOD (MO)	889	86450	350322
WI-MO	144 ST. LOUIS (MO) -146 STEVENS POINT(BUS-WI)	992	116064	519829
WI-MO	75 KANSAS CITY (MO) -102 MILWAUKEE (WI)	1062	137693	654315
WI-MO	77 KIRKWOOD (MO) -148 STURTEVANT (WI)	1070	88909	380869
WI-MO	70 JEFFERSON (MO) -102 MILWAUKEE (WI)	1202	139157	591527
WI-MO	92 MANITOWOC(BUS-WI) -144 ST. LOUIS (MO)	1345	128338	599924
WI-MO	136 SHEBOYGAN(BUS-WI) -144 ST. LOUIS (MO)	1401	130523	584061
WI-MO	144 ST. LOUIS (MO) -162 WEST BEND (WI)	1749	176343	699759
WI-MO	77 KIRKWOOD (MO) -102 MILWAUKEE (WI)	2532	228651	962196
WI-MO	144 ST. LOUIS (MO) -148 STURTEVANT (WI)	4454	355269	1527715
WI-MO	12 BROOKFIELD (WI) -144 ST. LOUIS (MO)	5534	529037	2108537
WI-MO	102 MILWAUKEE (WI) -144 ST. LOUIS (MO)	13781	1200229	5057753
WI-NE	57 HASTINGS (NE) -136 SHEBOYGAN(BUS-WI)	3	428	1942
WI-NE	99 MCCOOK (NE) -162 WEST BEND (WI)	3	641	2826
WI-NE	99 MCCOOK (NE) -148 STURTEVANT (WI)	4	692	3131
WI-NE	60 HOLDREGE (NE) -148 STURTEVANT (WI)	4	731	3270
WI-NE	60 HOLDREGE (NE) -162 WEST BEND (WI)	5	892	3883
WI-NE	12 BROOKFIELD (WI) -99 MCCOOK (NE)	5	1045	4637
WI-NE	57 HASTINGS (NE) -162 WEST BEND (WI)	6	1058	4562
WI-NE	12 BROOKFIELD (WI) -57 HASTINGS (NE)	7	1130	4909
WI-NE	57 HASTINGS (NE) -148 STURTEVANT (WI)	7	1109	4920
WI-NE	12 BROOKFIELD (WI) -60 HOLDREGE (NE)	7	1279	5610
WI-NE	99 MCCOOK (NE) -102 MILWAUKEE (WI)	11	2118	9550
WI-NE	108 NEBRASKA CITY (BUS-NE) -162 WEST BEND (WI)	13	2217	8418
WI-NE	60 HOLDREGE (NE) -102 MILWAUKEE (WI)	14	2435	10861
WI-NE	57 HASTINGS (NE) -102 MILWAUKEE (WI)	15	2441	10797
WI-NE	12 BROOKFIELD (WI) -108 NEBRASKA CITY (BUS-NE)	42	6911	26223
WI-NE	87 LINCOLN (NE) -162 WEST BEND (WI)	57	8720	36800
WI-NE	87 LINCOLN (NE) -136 SHEBOYGAN(BUS-WI)	59	8719	39031
WI-NE	12 BROOKFIELD (WI) -87 LINCOLN (NE)	101	15044	63983
WI-NE	87 LINCOLN (NE) -148 STURTEVANT (WI)	130	17653	76857
WI-NE	87 LINCOLN (NE) -102 MILWAUKEE (WI)	175	24941	108247
WI-NE	114 OMAHA (NE) -136 SHEBOYGAN(BUS-WI)	192	26513	117534
WI-NE	114 OMAHA (NE) -162 WEST BEND (WI)	377	54017	224654
WI-NE	114 OMAHA (NE) -148 STURTEVANT (WI)	764	95818	411597
WI-NE	12 BROOKFIELD (WI) -114 OMAHA (NE)	781	107485	450591
WI-NE	102 MILWAUKEE (WI) -114 OMAHA (NE)	1701	223623	957861
WI-OH	45 ELYRIA (OH) -147 STURGEON BAY(BUS-WI)	3	410	1590
WI-OH	45 ELYRIA (OH) -96 MARINETTE(BUS-WI)	5	782	3150
WI-OH	23 CINCINNATI (OH) -147 STURGEON BAY(BUS-WI)	6	828	3285

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States	Station Pair	Riders	Revenue	Passenger Miles
WI-OH	96 MARINETTE(BUS-WI) -134 SANDUSKY (OH)	8	1044	4211
WI-OH	134 SANDUSKY (OH) -147 STURGEON BAY(BUS-WI)	8	1081	4189
WI-OH	96 MARINETTE(BUS-WI) -150 TOLEDO (OH)	18	2388	9486
WI-OH	147 STURGEON BAY(BUS-WI) -150 TOLEDO (OH)	20	2498	9496
WI-OH	23 CINCINNATI (OH) -160 WAUSAU(BUS-WI)	21	2801	12168
WI-OH	134 SANDUSKY (OH) -159 WATERTOWN (WI)	30	3279	12955
WI-OH	134 SANDUSKY (OH) -151 TOMAH (WI)	31	4396	17452
WI-OH	45 ELYRIA (OH) -160 WAUSAU(BUS-WI)	32	4575	19396
WI-OH	134 SANDUSKY (OH) -164 WISCONSIN DELLS (WI)	32	4216	16681
WI-OH	45 ELYRIA (OH) -151 TOMAH (WI)	34	5033	19967
WI-OH	15 CANTON(BUS-OH) -164 WISCONSIN DELLS (WI)	35	5287	22232
WI-OH	125 PORTAGE (WI) -134 SANDUSKY (OH)	35	4469	17425
WI-OH	1 AKRON(BUS-OH) -159 WATERTOWN (WI)	36	4504	18630
WI-OH	45 ELYRIA (OH) -125 PORTAGE (WI)	37	5062	19744
WI-OH	159 WATERTOWN (WI) -165 YOUNGSTOWN(BUS-OH)	38	4868	20811
WI-OH	15 CANTON(BUS-OH) -159 WATERTOWN (WI)	39	5043	21399
WI-OH	134 SANDUSKY (OH) -160 WAUSAU(BUS-WI)	40	5391	22971
WI-OH	116 OSHKOSH (WI) -150 TOLEDO (OH)	42	4633	17399
WI-OH	113 OCONOMOWOC (WI) -165 YOUNGSTOWN(BUS-OH)	43	5416	23158
WI-OH	1 AKRON(BUS-OH) -113 OCONOMOWOC (WI)	44	5381	22242
WI-OH	154 WARREN(BUS-OH) -162 WEST BEND (WI)	47	5899	24670
WI-OH	15 CANTON(BUS-OH) -113 OCONOMOWOC (WI)	47	5894	25012
WI-OH	1 AKRON(BUS-OH) -164 WISCONSIN DELLS (WI)	49	7283	29961
WI-OH	134 SANDUSKY (OH) -146 STEVENS POINT(BUS-WI)	53	6948	28540
WI-OH	15 CANTON(BUS-OH) -125 PORTAGE (WI)	57	8467	35224
WI-OH	91 MADISON DANE AIRPORT -150 TOLEDO (OH)	59	6417	24605
WI-OH	148 STURTEVANT (WI) -154 WARREN(BUS-OH)	60	6480	28150
WI-OH	6 APPLETON (WI) -150 TOLEDO (OH)	61	7010	26192
WI-OH	125 PORTAGE (WI) -165 YOUNGSTOWN(BUS-OH)	61	9090	38068
WI-OH	78 LA CROSSE (WI) -134 SANDUSKY (OH)	65	9686	38996
WI-OH	125 PORTAGE (WI) -150 TOLEDO (OH)	67	7875	30082
WI-OH	45 ELYRIA (OH) -78 LA CROSSE (WI)	72	11371	45712
WI-OH	1 AKRON(BUS-OH) -125 PORTAGE (WI)	72	10568	42969
WI-OH	45 ELYRIA (OH) -146 STEVENS POINT(BUS-WI)	77	10716	43889
WI-OH	1 AKRON(BUS-OH) -78 LA CROSSE (WI)	78	13131	54591
WI-OH	150 TOLEDO (OH) -151 TOMAH (WI)	85	11117	43410
WI-OH	30 DAYTON(BUS-OH) -164 WISCONSIN DELLS (WI)	96	11308	52599
WI-OH	134 SANDUSKY (OH) -136 SHEBOYGAN(BUS-WI)	97	9760	41665
WI-OH	134 SANDUSKY (OH) -162 WEST BEND (WI)	97	10254	40046
WI-OH	30 DAYTON(BUS-OH) -151 TOMAH (WI)	97	12543	57799
WI-OH	116 OSHKOSH (WI) -165 YOUNGSTOWN(BUS-OH)	106	14920	62042
WI-OH	92 MANITOWOC(BUS-WI) -134 SANDUSKY (OH)	107	11756	48993
WI-OH	113 OCONOMOWOC (WI) -150 TOLEDO (OH)	110	10438	40168
WI-OH	150 TOLEDO (OH) -159 WATERTOWN (WI)	114	11155	43074
WI-OH	47 FOND DU LAC (WI) -165 YOUNGSTOWN(BUS-OH)	136	18480	77397
WI-OH	150 TOLEDO (OH) -164 WISCONSIN DELLS (WI)	136	16395	63676
WI-OH	12 BROOKFIELD (WI) -154 WARREN(BUS-OH)	140	16929	71457
WI-OH	24 CLEVELAND (OH) -159 WATERTOWN (WI)	148	18203	71919
WI-OH	24 CLEVELAND (OH) -125 PORTAGE (WI)	153	21807	85147
WI-OH	24 CLEVELAND (OH) -151 TOMAH (WI)	154	24069	95516
WI-OH	24 CLEVELAND (OH) -164 WISCONSIN DELLS (WI)	154	22394	88587
WI-OH	45 ELYRIA (OH) -136 SHEBOYGAN(BUS-WI)	154	16927	71778
WI-OH	45 ELYRIA (OH) -92 MANITOWOC(BUS-WI)	158	18849	78161
WI-OH	30 DAYTON(BUS-OH) -116 OSHKOSH (WI)	162	17437	80104
WI-OH	45 ELYRIA (OH) -162 WEST BEND (WI)	163	18743	73219
WI-OH	15 CANTON(BUS-OH) -47 FOND DU LAC (WI)	166	22562	93799
WI-OH	1 AKRON(BUS-OH) -116 OSHKOSH (WI)	167	23114	93126
WI-OH	15 CANTON(BUS-OH) -116 OSHKOSH (WI)	169	23774	98155
WI-OH	162 WEST BEND (WI) -165 YOUNGSTOWN(BUS-OH)	172	22776	93107
WI-OH	12 BROOKFIELD (WI) -134 SANDUSKY (OH)	180	18034	70993
WI-OH	15 CANTON(BUS-OH) -162 WEST BEND (WI)	183	23228	97791
WI-OH	1 AKRON(BUS-OH) -47 FOND DU LAC (WI)	185	24751	100352
WI-OH	91 MADISON DANE AIRPORT -165 YOUNGSTOWN(BUS-OH)	186	26063	110064

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States	Station Pair	Riders	Revenue	Passenger Miles
WI-OH	30 DAYTON(BUS-OH) -125 PORTAGE (WI)	193	22356	102899
WI-OH	150 TOLEDO (OH) -160 WAUSAU(BUS-WI)	216	26820	113025
WI-OH	12 BROOKFIELD (WI) -165 YOUNGSTOWN(BUS-OH)	231	30219	120667
WI-OH	1 AKRON(BUS-OH) -162 WEST BEND (WI)	235	30449	119880
WI-OH	24 CLEVELAND (OH) -146 STEVENS POINT(BUS-WI)	236	34506	141180
WI-OH	15 CANTON(BUS-OH) -91 MADISON DANE AIRPORT	239	33275	139537
WI-OH	1 AKRON(BUS-OH) -148 STURTEVANT (WI)	243	26425	110339
WI-OH	148 STURTEVANT (WI) -165 YOUNGSTOWN(BUS-OH)	252	28998	121751
WI-OH	30 DAYTON(BUS-OH) -159 WATERTOWN (WI)	252	24171	116151
WI-OH	1 AKRON(BUS-OH) -91 MADISON DANE AIRPORT	270	37113	151939
WI-OH	30 DAYTON(BUS-OH) -113 OCONOMOWOC (WI)	279	25852	124749
WI-OH	15 CANTON(BUS-OH) -148 STURTEVANT (WI)	289	33857	137649
WI-OH	102 MILWAUKEE (WI) -154 WARREN(BUS-OH)	316	36168	156510
WI-OH	12 BROOKFIELD (WI) -15 CANTON(BUS-OH)	322	43451	165957
WI-OH	23 CINCINNATI (OH) -146 STEVENS POINT(BUS-WI)	329	43795	183781
WI-OH	1 AKRON(BUS-OH) -12 BROOKFIELD (WI)	335	43302	164626
WI-OH	6 APPLETON (WI) -15 CANTON(BUS-OH)	336	49163	201558
WI-OH	134 SANDUSKY (OH) -148 STURTEVANT (WI)	337	29622	119938
WI-OH	12 BROOKFIELD (WI) -45 ELYRIA (OH)	346	37673	148251
WI-OH	1 AKRON(BUS-OH) -6 APPLETON (WI)	347	49868	199639
WI-OH	45 ELYRIA (OH) -148 STURTEVANT (WI)	368	35635	143859
WI-OH	23 CINCINNATI (OH) -159 WATERTOWN (WI)	378	41673	169248
WI-OH	78 LA CROSSE (WI) -150 TOLEDO (OH)	384	53675	213005
WI-OH	24 CLEVELAND (OH) -78 LA CROSSE (WI)	396	65075	261551
WI-OH	24 CLEVELAND (OH) -92 MANITOWOC(BUS-WI)	396	46995	205446
WI-OH	146 STEVENS POINT(BUS-WI) -150 TOLEDO (OH)	422	55308	206903
WI-OH	92 MANITOWOC(BUS-WI) -150 TOLEDO (OH)	471	46443	193855
WI-OH	24 CLEVELAND (OH) -136 SHEBOYGAN(BUS-WI)	479	55513	234672
WI-OH	102 MILWAUKEE (WI) -165 YOUNGSTOWN(BUS-OH)	479	58727	243306
WI-OH	102 MILWAUKEE (WI) -134 SANDUSKY (OH)	482	45241	183114
WI-OH	1 AKRON(BUS-OH) -102 MILWAUKEE (WI)	483	54495	231043
WI-OH	30 DAYTON(BUS-OH) -47 FOND DU LAC (WI)	518	53158	247453
WI-OH	136 SHEBOYGAN(BUS-WI) -150 TOLEDO (OH)	524	50426	200663
WI-OH	24 CLEVELAND (OH) -162 WEST BEND (WI)	593	71776	280722
WI-OH	15 CANTON(BUS-OH) -102 MILWAUKEE (WI)	615	76742	307959
WI-OH	150 TOLEDO (OH) -162 WEST BEND (WI)	652	62687	238790
WI-OH	30 DAYTON(BUS-OH) -56 GREEN BAY (WI)	688	83923	373343
WI-OH	148 STURTEVANT (WI) -150 TOLEDO (OH)	716	55996	221117
WI-OH	30 DAYTON(BUS-OH) -91 MADISON DANE AIRPORT	754	80359	376424
WI-OH	30 DAYTON(BUS-OH) -162 WEST BEND (WI)	869	81564	389300
WI-OH	45 ELYRIA (OH) -102 MILWAUKEE (WI)	900	92516	373427
WI-OH	47 FOND DU LAC (WI) -150 TOLEDO (OH)	920	96485	364224
WI-OH	6 APPLETON (WI) -30 DAYTON(BUS-OH)	984	111347	504918
WI-OH	12 BROOKFIELD (WI) -150 TOLEDO (OH)	1203	108799	417560
WI-OH	24 CLEVELAND (OH) -148 STURTEVANT (WI)	1327	136840	552089
WI-OH	12 BROOKFIELD (WI) -30 DAYTON(BUS-OH)	1483	148293	636318
WI-OH	12 BROOKFIELD (WI) -24 CLEVELAND (OH)	1487	171409	675101
WI-OH	30 DAYTON(BUS-OH) -148 STURTEVANT (WI)	1525	127150	596090
WI-OH	23 CINCINNATI (OH) -136 SHEBOYGAN(BUS-WI)	1860	205662	840898
WI-OH	23 CINCINNATI (OH) -162 WEST BEND (WI)	2385	284223	1037325
WI-OH	23 CINCINNATI (OH) -92 MANITOWOC(BUS-WI)	2438	283485	1172808
WI-OH	23 CINCINNATI (OH) -148 STURTEVANT (WI)	2759	249405	1042795
WI-OH	30 DAYTON(BUS-OH) -102 MILWAUKEE (WI)	3205	294611	1330222
WI-OH	102 MILWAUKEE (WI) -150 TOLEDO (OH)	3340	281238	1112083
WI-OH	12 BROOKFIELD (WI) -23 CINCINNATI (OH)	6155	707900	2560567
WI-OH	24 CLEVELAND (OH) -102 MILWAUKEE (WI)	6513	710370	2865693
WI-OH	23 CINCINNATI (OH) -102 MILWAUKEE (WI)	14887	1577612	5984507
WI-WI	147 STURGEON BAY(BUS-WI) -164 WISCONSIN DELLS (WI)	6	402	1609
WI-WI	147 STURGEON BAY(BUS-WI) -159 WATERTOWN (WI)	6	285	1144
WI-WI	113 OCONOMOWOC (WI) -147 STURGEON BAY(BUS-WI)	8	344	1373
WI-WI	96 MARINETTE(BUS-WI) -151 TOMAH (WI)	9	748	3196
WI-WI	96 MARINETTE(BUS-WI) -159 WATERTOWN (WI)	9	477	2111
WI-WI	147 STURGEON BAY(BUS-WI) -151 TOMAH (WI)	10	772	3106

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States	Station Pair	Riders	Revenue	Passenger Miles
WI-WI	96 MARINETTE(BUS-WI) -113 OCONOMOWOC (WI)	11	516	2292
WI-WI	96 MARINETTE(BUS-WI) -164 WISCONSIN DELLS (WI)	12	906	3892
WI-WI	125 PORTAGE (WI) -147 STURGEON BAY(BUS-WI)	13	863	3360
WI-WI	147 STURGEON BAY(BUS-WI) -162 WEST BEND (WI)	13	419	1506
WI-WI	78 LA CROSSE (WI) -147 STURGEON BAY(BUS-WI)	14	1277	5248
WI-WI	96 MARINETTE(BUS-WI) -162 WEST BEND (WI)	16	565	2412
WI-WI	78 LA CROSSE (WI) -96 MARINETTE(BUS-WI)	19	1761	7638
WI-WI	12 BROOKFIELD (WI) -147 STURGEON BAY(BUS-WI)	19	797	3053
WI-WI	96 MARINETTE(BUS-WI) -125 PORTAGE (WI)	20	1439	6051
WI-WI	91 MADISON DANE AIRPORT -147 STURGEON BAY(BUS-WI)	25	1566	5809
WI-WI	47 FOND DU LAC (WI) -147 STURGEON BAY(BUS-WI)	28	609	2333
WI-WI	12 BROOKFIELD (WI) -96 MARINETTE(BUS-WI)	34	1537	6598
WI-WI	147 STURGEON BAY(BUS-WI) -148 STURTEVANT (WI)	38	1700	6501
WI-WI	47 FOND DU LAC (WI) -96 MARINETTE(BUS-WI)	40	1004	4671
WI-WI	91 MADISON DANE AIRPORT -96 MARINETTE(BUS-WI)	40	2586	10697
WI-WI	146 STEVENS POINT(BUS-WI) -159 WATERTOWN (WI)	45	2006	9051
WI-WI	113 OCONOMOWOC (WI) -146 STEVENS POINT(BUS-WI)	50	2075	9481
WI-WI	159 WATERTOWN (WI) -160 WAUSAU(BUS-WI)	50	2392	11937
WI-WI	146 STEVENS POINT(BUS-WI) -164 WISCONSIN DELLS (WI)	53	3601	15412
WI-WI	6 APPLETON (WI) -147 STURGEON BAY(BUS-WI)	54	600	2586
WI-WI	92 MANITOWOC(BUS-WI) -159 WATERTOWN (WI)	56	927	7054
WI-WI	116 OSHKOSH (WI) -147 STURGEON BAY(BUS-WI)	57	954	3776
WI-WI	43 EAU CLAIRE (BUS-WI) -92 MANITOWOC(BUS-WI)	60	3375	20265
WI-WI	151 TOMAH (WI) -160 WAUSAU(BUS-WI)	63	4991	23330
WI-WI	113 OCONOMOWOC (WI) -160 WAUSAU(BUS-WI)	67	2978	14864
WI-WI	47 FOND DU LAC (WI) -78 LA CROSSE (WI)	67	4953	19043
WI-WI	136 SHEBOYGAN(BUS-WI) -151 TOMAH (WI)	67	3180	15374
WI-WI	159 WATERTOWN (WI) -162 WEST BEND (WI)	71	1342	5614
WI-WI	96 MARINETTE(BUS-WI) -148 STURTEVANT (WI)	72	3463	14669
WI-WI	92 MANITOWOC(BUS-WI) -113 OCONOMOWOC (WI)	72	937	7985
WI-WI	160 WAUSAU(BUS-WI) -164 WISCONSIN DELLS (WI)	75	5277	24322
WI-WI	6 APPLETON (WI) -96 MARINETTE(BUS-WI)	75	1103	6264
WI-WI	92 MANITOWOC(BUS-WI) -164 WISCONSIN DELLS (WI)	79	3044	16746
WI-WI	125 PORTAGE (WI) -136 SHEBOYGAN(BUS-WI)	82	2704	13771
WI-WI	136 SHEBOYGAN(BUS-WI) -159 WATERTOWN (WI)	85	1140	8166
WI-WI	146 STEVENS POINT(BUS-WI) -162 WEST BEND (WI)	87	2263	10726
WI-WI	162 WEST BEND (WI) -164 WISCONSIN DELLS (WI)	87	3587	14539
WI-WI	78 LA CROSSE (WI) -148 STURTEVANT (WI)	89	5403	21690
WI-WI	146 STEVENS POINT(BUS-WI) -151 TOMAH (WI)	91	7123	30528
WI-WI	160 WAUSAU(BUS-WI) -162 WEST BEND (WI)	93	2752	14761
WI-WI	136 SHEBOYGAN(BUS-WI) -164 WISCONSIN DELLS (WI)	94	3419	17368
WI-WI	96 MARINETTE(BUS-WI) -116 OSHKOSH (WI)	95	1899	9588
WI-WI	151 TOMAH (WI) -159 WATERTOWN (WI)	96	3293	12751
WI-WI	56 GREEN BAY (WI) -78 LA CROSSE (WI)	97	8887	33981
WI-WI	12 BROOKFIELD (WI) -159 WATERTOWN (WI)	99	879	3183
WI-WI	92 MANITOWOC(BUS-WI) -151 TOMAH (WI)	100	4984	25921
WI-WI	113 OCONOMOWOC (WI) -136 SHEBOYGAN(BUS-WI)	107	1068	8785
WI-WI	78 LA CROSSE (WI) -160 WAUSAU(BUS-WI)	111	9755	45863
WI-WI	151 TOMAH (WI) -162 WEST BEND (WI)	115	5958	24360
WI-WI	125 PORTAGE (WI) -164 WISCONSIN DELLS (WI)	115	467	1961
WI-WI	125 PORTAGE (WI) -146 STEVENS POINT(BUS-WI)	117	7531	32008
WI-WI	43 EAU CLAIRE (BUS-WI) -136 SHEBOYGAN(BUS-WI)	117	6194	36034
WI-WI	78 LA CROSSE (WI) -146 STEVENS POINT(BUS-WI)	117	9893	44337
WI-WI	47 FOND DU LAC (WI) -164 WISCONSIN DELLS (WI)	122	5933	23937
WI-WI	6 APPLETON (WI) -164 WISCONSIN DELLS (WI)	137	8098	31694
WI-WI	56 GREEN BAY (WI) -125 PORTAGE (WI)	138	9083	33839
WI-WI	47 FOND DU LAC (WI) -159 WATERTOWN (WI)	140	3731	15206
WI-WI	125 PORTAGE (WI) -162 WEST BEND (WI)	143	5507	21383
WI-WI	125 PORTAGE (WI) -160 WAUSAU(BUS-WI)	144	9652	44387
WI-WI	92 MANITOWOC(BUS-WI) -162 WEST BEND (WI)	152	2186	17033
WI-WI	6 APPLETON (WI) -159 WATERTOWN (WI)	161	5992	23201
WI-WI	56 GREEN BAY (WI) -159 WATERTOWN (WI)	162	7462	28154
WI-WI	92 MANITOWOC(BUS-WI) -125 PORTAGE (WI)	171	6156	33506

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States	Station Pair	Riders	Revenue	Passenger Miles
WI-WI	78 LA CROSSE (WI) -92 MANITOWOC(BUS-WI)	174	10264	52178
WI-WI	113 OCONOMOWOC (WI) -151 TOMAH (WI)	183	7041	26831
WI-WI	78 LA CROSSE (WI) -136 SHEBOYGAN(BUS-WI)	186	10648	50444
WI-WI	47 FOND DU LAC (WI) -113 OCONOMOWOC (WI)	193	4760	18330
WI-WI	43 EAU CLAIRE (BUS-WI) -159 WATERTOWN (WI)	194	8334	41026
WI-WI	125 PORTAGE (WI) -159 WATERTOWN (WI)	194	4042	13783
WI-WI	47 FOND DU LAC (WI) -151 TOMAH (WI)	194	11597	46999
WI-WI	47 FOND DU LAC (WI) -92 MANITOWOC(BUS-WI)	195	4523	27730
WI-WI	102 MILWAUKEE (WI) -147 STURGEON BAY(BUS-WI)	197	8333	28828
WI-WI	136 SHEBOYGAN(BUS-WI) -148 STURTEVANT (WI)	208	1878	15364
WI-WI	12 BROOKFIELD (WI) -162 WEST BEND (WI)	209	2305	9812
WI-WI	116 OSHKOSH (WI) -159 WATERTOWN (WI)	212	6735	26679
WI-WI	12 BROOKFIELD (WI) -125 PORTAGE (WI)	220	6399	22652
WI-WI	6 APPLETON (WI) -113 OCONOMOWOC (WI)	222	7515	28830
WI-WI	6 APPLETON (WI) -78 LA CROSSE (WI)	224	20358	71345
WI-WI	56 GREEN BAY (WI) -113 OCONOMOWOC (WI)	224	9578	35791
WI-WI	113 OCONOMOWOC (WI) -164 WISCONSIN DELLS (WI)	226	6225	23100
WI-WI	12 BROOKFIELD (WI) -164 WISCONSIN DELLS (WI)	227	7249	27273
WI-WI	125 PORTAGE (WI) -151 TOMAH (WI)	230	3428	14242
WI-WI	6 APPLETON (WI) -43 EAU CLAIRE (BUS-WI)	230	18247	81852
WI-WI	113 OCONOMOWOC (WI) -159 WATERTOWN (WI)	235	1001	3290
WI-WI	96 MARINETTE(BUS-WI) -102 MILWAUKEE (WI)	237	10793	42902
WI-WI	43 EAU CLAIRE (BUS-WI) -47 FOND DU LAC (WI)	239	16241	76601
WI-WI	116 OSHKOSH (WI) -164 WISCONSIN DELLS (WI)	239	12875	51121
WI-WI	136 SHEBOYGAN(BUS-WI) -162 WEST BEND (WI)	242	2727	20064
WI-WI	43 EAU CLAIRE (BUS-WI) -116 OSHKOSH (WI)	242	17499	81795
WI-WI	12 BROOKFIELD (WI) -146 STEVENS POINT(BUS-WI)	253	9576	43239
WI-WI	113 OCONOMOWOC (WI) -116 OSHKOSH (WI)	255	7277	28592
WI-WI	12 BROOKFIELD (WI) -160 WAUSAU(BUS-WI)	275	11257	56368
WI-WI	47 FOND DU LAC (WI) -136 SHEBOYGAN(BUS-WI)	276	5588	31197
WI-WI	43 EAU CLAIRE (BUS-WI) -162 WEST BEND (WI)	279	17427	81092
WI-WI	148 STURTEVANT (WI) -162 WEST BEND (WI)	286	4104	16276
WI-WI	12 BROOKFIELD (WI) -151 TOMAH (WI)	286	12298	47151
WI-WI	78 LA CROSSE (WI) -162 WEST BEND (WI)	289	18547	73335
WI-WI	159 WATERTOWN (WI) -164 WISCONSIN DELLS (WI)	291	6819	25573
WI-WI	151 TOMAH (WI) -164 WISCONSIN DELLS (WI)	292	3217	13138
WI-WI	43 EAU CLAIRE (BUS-WI) -56 GREEN BAY (WI)	297	26087	114778
WI-WI	6 APPLETON (WI) -92 MANITOWOC(BUS-WI)	310	10496	54873
WI-WI	6 APPLETON (WI) -125 PORTAGE (WI)	332	18890	71459
WI-WI	47 FOND DU LAC (WI) -125 PORTAGE (WI)	346	16068	62345
WI-WI	78 LA CROSSE (WI) -113 OCONOMOWOC (WI)	359	17371	67815
WI-WI	91 MADISON DANE AIRPORT -160 WAUSAU(BUS-WI)	363	21945	99776
WI-WI	92 MANITOWOC(BUS-WI) -116 OSHKOSH (WI)	406	11489	64536
WI-WI	47 FOND DU LAC (WI) -160 WAUSAU(BUS-WI)	409	8289	52292
WI-WI	113 OCONOMOWOC (WI) -125 PORTAGE (WI)	409	10065	34764
WI-WI	91 MADISON DANE AIRPORT -92 MANITOWOC(BUS-WI)	433	11828	70576
WI-WI	6 APPLETON (WI) -136 SHEBOYGAN(BUS-WI)	437	13899	64668
WI-WI	91 MADISON DANE AIRPORT -146 STEVENS POINT(BUS-WI)	478	27872	115226
WI-WI	102 MILWAUKEE (WI) -125 PORTAGE (WI)	482	15708	56401
WI-WI	116 OSHKOSH (WI) -125 PORTAGE (WI)	503	25888	99118
WI-WI	56 GREEN BAY (WI) -92 MANITOWOC(BUS-WI)	511	21926	105847
WI-WI	78 LA CROSSE (WI) -116 OSHKOSH (WI)	524	45182	157782
WI-WI	116 OSHKOSH (WI) -136 SHEBOYGAN(BUS-WI)	530	13556	68891
WI-WI	113 OCONOMOWOC (WI) -162 WEST BEND (WI)	534	8283	34713
WI-WI	78 LA CROSSE (WI) -125 PORTAGE (WI)	556	13225	57856
WI-WI	92 MANITOWOC(BUS-WI) -148 STURTEVANT (WI)	558	6603	57425
WI-WI	148 STURTEVANT (WI) -160 WAUSAU(BUS-WI)	561	24495	120568
WI-WI	56 GREEN BAY (WI) -136 SHEBOYGAN(BUS-WI)	569	22977	101261
WI-WI	43 EAU CLAIRE (BUS-WI) -113 OCONOMOWOC (WI)	573	26815	129460
WI-WI	47 FOND DU LAC (WI) -146 STEVENS POINT(BUS-WI)	586	9875	55070
WI-WI	47 FOND DU LAC (WI) -162 WEST BEND (WI)	615	5645	18452
WI-WI	12 BROOKFIELD (WI) -92 MANITOWOC(BUS-WI)	617	5204	57422
WI-WI	146 STEVENS POINT(BUS-WI) -148 STURTEVANT (WI)	628	25313	113689

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States	Station Pair	Riders	Revenue	Passenger Miles
WI-WI	91 MADISON DANE AIRPORT -136 SHEBOYGAN(BUS-WI)	658	16154	88108
WI-WI	78 LA CROSSE (WI) -164 WISCONSIN DELLS (WI)	696	13881	60570
WI-WI	56 GREEN BAY (WI) -160 WAUSAU(BUS-WI)	733	13794	90112
WI-WI	102 MILWAUKEE (WI) -164 WISCONSIN DELLS (WI)	743	26293	99620
WI-WI	102 MILWAUKEE (WI) -151 TOMAH (WI)	874	40220	156433
WI-WI	102 MILWAUKEE (WI) -159 WATERTOWN (WI)	876	10842	40312
WI-WI	91 MADISON DANE AIRPORT -159 WATERTOWN (WI)	894	10873	33961
WI-WI	78 LA CROSSE (WI) -159 WATERTOWN (WI)	930	40561	162725
WI-WI	56 GREEN BAY (WI) -162 WEST BEND (WI)	933	27382	88680
WI-WI	102 MILWAUKEE (WI) -162 WEST BEND (WI)	956	10070	31542
WI-WI	116 OSHKOSH (WI) -160 WAUSAU(BUS-WI)	1033	15536	114666
WI-WI	12 BROOKFIELD (WI) -136 SHEBOYGAN(BUS-WI)	1063	5836	68008
WI-WI	56 GREEN BAY (WI) -146 STEVENS POINT(BUS-WI)	1138	17504	101238
WI-WI	12 BROOKFIELD (WI) -78 LA CROSSE (WI)	1185	63528	245197
WI-WI	6 APPLETON (WI) -162 WEST BEND (WI)	1246	26175	81005
WI-WI	47 FOND DU LAC (WI) -148 STURTEVANT (WI)	1256	29341	109240
WI-WI	43 EAU CLAIRE (BUS-WI) -148 STURTEVANT (WI)	1296	74754	365421
WI-WI	91 MADISON DANE AIRPORT -151 TOMAH (WI)	1297	31350	123247
WI-WI	116 OSHKOSH (WI) -146 STEVENS POINT(BUS-WI)	1375	16031	105861
WI-WI	6 APPLETON (WI) -91 MADISON DANE AIRPORT	1428	68252	259970
WI-WI	116 OSHKOSH (WI) -162 WEST BEND (WI)	1485	21608	69786
WI-WI	78 LA CROSSE (WI) -151 TOMAH (WI)	1503	15373	63136
WI-WI	43 EAU CLAIRE (BUS-WI) -125 PORTAGE (WI)	1524	35485	214846
WI-WI	91 MADISON DANE AIRPORT -164 WISCONSIN DELLS (WI)	1551	20134	77538
WI-WI	12 BROOKFIELD (WI) -56 GREEN BAY (WI)	1661	63751	235870
WI-WI	47 FOND DU LAC (WI) -91 MADISON DANE AIRPORT	1736	64816	255194
WI-WI	12 BROOKFIELD (WI) -43 EAU CLAIRE (BUS-WI)	1765	90519	430610
WI-WI	56 GREEN BAY (WI) -91 MADISON DANE AIRPORT	1911	108377	405134
WI-WI	113 OCONOMOWOC (WI) -148 STURTEVANT (WI)	2134	27855	119497
WI-WI	12 BROOKFIELD (WI) -47 FOND DU LAC (WI)	2154	43856	165846
WI-WI	91 MADISON DANE AIRPORT -116 OSHKOSH (WI)	2272	96328	372584
WI-WI	6 APPLETON (WI) -12 BROOKFIELD (WI)	2391	78517	267759
WI-WI	12 BROOKFIELD (WI) -113 OCONOMOWOC (WI)	2455	13731	44182
WI-WI	102 MILWAUKEE (WI) -160 WAUSAU(BUS-WI)	2564	104189	489676
WI-WI	12 BROOKFIELD (WI) -116 OSHKOSH (WI)	2607	68091	245042
WI-WI	6 APPLETON (WI) -148 STURTEVANT (WI)	2794	98011	340813
WI-WI	102 MILWAUKEE (WI) -146 STEVENS POINT(BUS-WI)	2805	105174	440315
WI-WI	91 MADISON DANE AIRPORT -113 OCONOMOWOC (WI)	2867	44973	149080
WI-WI	78 LA CROSSE (WI) -91 MADISON DANE AIRPORT	2994	101466	410174
WI-WI	56 GREEN BAY (WI) -148 STURTEVANT (WI)	3204	140775	487064
WI-WI	116 OSHKOSH (WI) -148 STURTEVANT (WI)	3477	100048	361571
WI-WI	91 MADISON DANE AIRPORT -125 PORTAGE (WI)	3752	38501	123803
WI-WI	12 BROOKFIELD (WI) -148 STURTEVANT (WI)	3897	32790	148082
WI-WI	43 EAU CLAIRE (BUS-WI) -102 MILWAUKEE (WI)	3923	212721	1012235
WI-WI	47 FOND DU LAC (WI) -56 GREEN BAY (WI)	4416	89877	287011
WI-WI	91 MADISON DANE AIRPORT -162 WEST BEND (WI)	4915	149142	575073
WI-WI	43 EAU CLAIRE (BUS-WI) -164 WISCONSIN DELLS (WI)	4938	94494	612278
WI-WI	91 MADISON DANE AIRPORT -148 STURTEVANT (WI)	5574	155031	601997
WI-WI	6 APPLETON (WI) -47 FOND DU LAC (WI)	6702	74165	234558
WI-WI	78 LA CROSSE (WI) -102 MILWAUKEE (WI)	7977	449309	1762986
WI-WI	102 MILWAUKEE (WI) -148 STURTEVANT (WI)	9937	61933	238481
WI-WI	43 EAU CLAIRE (BUS-WI) -91 MADISON DANE AIRPORT	10371	329284	1804476
WI-WI	56 GREEN BAY (WI) -116 OSHKOSH (WI)	10668	161900	512048
WI-WI	47 FOND DU LAC (WI) -102 MILWAUKEE (WI)	10875	215940	685136
WI-WI	102 MILWAUKEE (WI) -113 OCONOMOWOC (WI)	12447	115317	398313
WI-WI	6 APPLETON (WI) -56 GREEN BAY (WI)	14941	141833	448223
WI-WI	56 GREEN BAY (WI) -102 MILWAUKEE (WI)	15348	584054	1964486
WI-WI	6 APPLETON (WI) -116 OSHKOSH (WI)	15409	88035	277362
WI-WI	47 FOND DU LAC (WI) -116 OSHKOSH (WI)	15594	83127	265095
WI-WI	6 APPLETON (WI) -102 MILWAUKEE (WI)	16759	532966	1642358
WI-WI	12 BROOKFIELD (WI) -91 MADISON DANE AIRPORT	19687	408527	1378070
WI-WI	102 MILWAUKEE (WI) -116 OSHKOSH (WI)	22876	588867	1830089
WI-WI	91 MADISON DANE AIRPORT -102 MILWAUKEE (WI)	87949	2128471	7387738

MWRRI
Station-to Station Data Tables
Data for 2020

Wisconsin

June 2004

Prepared by:
Transportation Economics & Management Systems, Inc.

MWRRI
State of Wisconsin
Station to Station Origin-Destination Data

States	Station Pair	Riders	Revenue	Passenger Miles
WI-IA	14 BURLINGTON (IA) -151 TOMAH (WI)	2	285	1251
WI-IA	125 PORTAGE (WI) -161 WEBSTER CITY(BUS-IA)	3	392	1749
WI-IA	14 BURLINGTON (IA) -164 WISCONSIN DELLS (WI)	3	354	1563
WI-IA	28 CRESTON (IA) -136 SHEBOYGAN(BUS-WI)	3	418	2111
WI-IA	48 FORT MADISON (IA) -159 WATERTOWN (WI)	3	338	1547
WI-IA	159 WATERTOWN (WI) -161 WEBSTER CITY(BUS-IA)	4	458	2107
WI-IA	49 FT. DODGE(BUS-IA) -159 WATERTOWN (WI)	4	476	2228
WI-IA	113 OCONOMOWOC (WI) -161 WEBSTER CITY(BUS-IA)	4	467	2154
WI-IA	48 FORT MADISON (IA) -164 WISCONSIN DELLS (WI)	4	480	2141
WI-IA	49 FT. DODGE(BUS-IA) -113 OCONOMOWOC (WI)	4	485	2279
WI-IA	14 BURLINGTON (IA) -159 WATERTOWN (WI)	4	383	1733
WI-IA	28 CRESTON (IA) -162 WEST BEND (WI)	5	606	2866
WI-IA	48 FORT MADISON (IA) -151 TOMAH (WI)	5	625	2772
WI-IA	12 BROOKFIELD (WI) -28 CRESTON (IA)	5	647	3102
WI-IA	47 FOND DU LAC (WI) -49 FT. DODGE(BUS-IA)	5	690	3155
WI-IA	115 OSCEOLA (IA) -162 WEST BEND (WI)	7	887	4182
WI-IA	12 BROOKFIELD (WI) -49 FT. DODGE(BUS-IA)	8	899	4241
WI-IA	28 CRESTON (IA) -148 STURTEVANT (WI)	8	921	4580
WI-IA	111 NEWTON (IA) -147 STURGEON BAY(BUS-WI)	8	1102	4491
WI-IA	48 FORT MADISON (IA) -125 PORTAGE (WI)	9	1038	4577
WI-IA	96 MARINETTE(BUS-WI) -111 NEWTON (IA)	10	1401	5925
WI-IA	28 CRESTON (IA) -92 MANITOWOC(BUS-WI)	11	1358	7020
WI-IA	92 MANITOWOC(BUS-WI) -115 OSCEOLA (IA)	12	1503	7777
WI-IA	104 MT. PLEASANT (IA) -147 STURGEON BAY(BUS-WI)	12	1602	7104
WI-IA	49 FT. DODGE(BUS-IA) -148 STURTEVANT (WI)	12	1277	6270
WI-IA	115 OSCEOLA (IA) -136 SHEBOYGAN(BUS-WI)	12	1494	7550
WI-IA	48 FORT MADISON (IA) -96 MARINETTE(BUS-WI)	13	1621	7311
WI-IA	78 LA CROSSE (WI) -104 MT. PLEASANT (IA)	13	1875	8508
WI-IA	161 WEBSTER CITY(BUS-IA) -162 WEST BEND (WI)	13	1579	7222
WI-IA	48 FORT MADISON (IA) -147 STURGEON BAY(BUS-WI)	13	1672	7279
WI-IA	47 FOND DU LAC (WI) -161 WEBSTER CITY(BUS-IA)	13	1713	7692
WI-IA	12 BROOKFIELD (WI) -161 WEBSTER CITY(BUS-IA)	15	1654	7665
WI-IA	116 OSHKOSH (WI) -161 WEBSTER CITY(BUS-IA)	15	2015	8962
WI-IA	117 OTTUMWA (IA) -162 WEST BEND (WI)	19	2046	9547
WI-IA	48 FORT MADISON (IA) -162 WEST BEND (WI)	19	1817	8239
WI-IA	14 BURLINGTON (IA) -56 GREEN BAY (WI)	20	2271	9565
WI-IA	3 AMES(BUS-IA) -113 OCONOMOWOC (WI)	20	2313	10122
WI-IA	148 STURTEVANT (WI) -161 WEBSTER CITY(BUS-IA)	21	2098	10102
WI-IA	91 MADISON DANE AIRPORT -161 WEBSTER CITY(BUS-IA)	21	2746	12411
WI-IA	3 AMES(BUS-IA) -159 WATERTOWN (WI)	21	2484	10861
WI-IA	48 FORT MADISON (IA) -78 LA CROSSE (WI)	22	3090	13803
WI-IA	96 MARINETTE(BUS-WI) -104 MT. PLEASANT (IA)	23	3024	13863
WI-IA	96 MARINETTE(BUS-WI) -117 OTTUMWA (IA)	23	3266	15071
WI-IA	49 FT. DODGE(BUS-IA) -102 MILWAUKEE (WI)	23	2548	12383
WI-IA	48 FORT MADISON (IA) -113 OCONOMOWOC (WI)	24	2260	10355
WI-IA	3 AMES(BUS-IA) -164 WISCONSIN DELLS (WI)	24	3376	14552
WI-IA	117 OTTUMWA (IA) -147 STURGEON BAY(BUS-WI)	25	3426	15328
WI-IA	14 BURLINGTON (IA) -147 STURGEON BAY(BUS-WI)	26	3210	13970
WI-IA	28 CRESTON (IA) -102 MILWAUKEE (WI)	28	3381	16648
WI-IA	48 FORT MADISON (IA) -148 STURTEVANT (WI)	30	2304	11150
WI-IA	111 NEWTON (IA) -160 WAUSAU(BUS-WI)	30	3882	17354
WI-IA	111 NEWTON (IA) -162 WEST BEND (WI)	30	3045	12673
WI-IA	104 MT. PLEASANT (IA) -136 SHEBOYGAN(BUS-WI)	31	2953	14940
WI-IA	104 MT. PLEASANT (IA) -113 OCONOMOWOC (WI)	31	3093	14473
WI-IA	48 FORT MADISON (IA) -146 STEVENS POINT(BUS-WI)	34	4112	19011
WI-IA	14 BURLINGTON (IA) -78 LA CROSSE (WI)	35	4854	21668
WI-IA	115 OSCEOLA (IA) -148 STURTEVANT (WI)	35	3754	18645
WI-IA	14 BURLINGTON (IA) -96 MARINETTE(BUS-WI)	35	4537	20462
WI-IA	18 CEDAR FALLS (BUS-IA) -159 WATERTOWN (WI)	35	3278	15670
WI-IA	48 FORT MADISON (IA) -92 MANITOWOC(BUS-WI)	36	3353	17216
WI-IA	111 NEWTON (IA) -146 STEVENS POINT(BUS-WI)	36	4628	19990
WI-IA	18 CEDAR FALLS (BUS-IA) -113 OCONOMOWOC (WI)	36	3251	15607
WI-IA	14 BURLINGTON (IA) -136 SHEBOYGAN(BUS-WI)	37	3317	16492

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States	Station Pair	Riders	Revenue	Passenger Miles
WI-IA	12 BROOKFIELD (WI) -117 OTTUMWA (IA)	38	3940	18674
WI-IA	18 CEDAR FALLS (BUS-IA) -164 WISCONSIN DELLS (WI)	39	4457	20621
WI-IA	48 FORT MADISON (IA) -136 SHEBOYGAN(BUS-WI)	39	3533	17572
WI-IA	48 FORT MADISON (IA) -160 WAUSAU(BUS-WI)	43	5292	25272
WI-IA	117 OTTUMWA (IA) -136 SHEBOYGAN(BUS-WI)	43	4445	22474
WI-IA	104 MT. PLEASANT (IA) -162 WEST BEND (WI)	43	4327	20041
WI-IA	102 MILWAUKEE (WI) -161 WEBSTER CITY(BUS-IA)	44	4672	22292
WI-IA	12 BROOKFIELD (WI) -48 FORT MADISON (IA)	46	4132	19043
WI-IA	12 BROOKFIELD (WI) -115 OSCEOLA (IA)	48	5722	27342
WI-IA	3 AMES(BUS-IA) -125 PORTAGE (WI)	49	6611	28179
WI-IA	131 ROCK ISLAND (IA) -146 STEVENS POINT(BUS-WI)	49	4604	20115
WI-IA	67 IOWA CITY (IA) -146 STEVENS POINT(BUS-WI)	51	5465	23755
WI-IA	12 BROOKFIELD (WI) -104 MT. PLEASANT (IA)	51	4829	22744
WI-IA	92 MANITOWOC(BUS-WI) -111 NEWTON (IA)	52	5541	24415
WI-IA	117 OTTUMWA (IA) -148 STURTEVANT (WI)	52	4743	23498
WI-IA	111 NEWTON (IA) -136 SHEBOYGAN(BUS-WI)	57	5845	25277
WI-IA	47 FOND DU LAC (WI) -48 FORT MADISON (IA)	57	5963	26462
WI-IA	18 CEDAR FALLS (BUS-IA) -151 TOMAH (WI)	57	7210	33056
WI-IA	92 MANITOWOC(BUS-WI) -131 ROCK ISLAND (IA)	59	3926	19572
WI-IA	104 MT. PLEASANT (IA) -148 STURTEVANT (WI)	61	4983	24641
WI-IA	3 AMES(BUS-IA) -162 WEST BEND (WI)	62	7036	30519
WI-IA	131 ROCK ISLAND (IA) -136 SHEBOYGAN(BUS-WI)	63	3963	18816
WI-IA	104 MT. PLEASANT (IA) -146 STEVENS POINT(BUS-WI)	63	7889	37070
WI-IA	18 CEDAR FALLS (BUS-IA) -78 LA CROSSE (WI)	65	8716	40160
WI-IA	131 ROCK ISLAND (IA) -160 WAUSAU(BUS-WI)	66	6366	29106
WI-IA	14 BURLINGTON (IA) -113 OCONOMOWOC (WI)	68	6368	29180
WI-IA	104 MT. PLEASANT (IA) -160 WAUSAU(BUS-WI)	68	8689	42093
WI-IA	18 CEDAR FALLS (BUS-IA) -125 PORTAGE (WI)	71	7957	36414
WI-IA	92 MANITOWOC(BUS-WI) -104 MT. PLEASANT (IA)	72	6971	36321
WI-IA	14 BURLINGTON (IA) -148 STURTEVANT (WI)	75	5707	27598
WI-IA	117 OTTUMWA (IA) -146 STEVENS POINT(BUS-WI)	77	10245	48383
WI-IA	48 FORT MADISON (IA) -91 MADISON DANE AIRPORT	79	8596	38460
WI-IA	48 FORT MADISON (IA) -116 OSHKOSH (WI)	82	8999	39483
WI-IA	67 IOWA CITY (IA) -78 LA CROSSE (WI)	83	10392	43789
WI-IA	34 DES MOINES (IA) -159 WATERTOWN (WI)	85	9598	40296
WI-IA	18 CEDAR FALLS (BUS-IA) -162 WEST BEND (WI)	85	7686	36480
WI-IA	6 APPLETON (WI) -48 FORT MADISON (IA)	85	9773	42402
WI-IA	47 FOND DU LAC (WI) -67 IOWA CITY (IA)	86	7788	31804
WI-IA	12 BROOKFIELD (WI) -111 NEWTON (IA)	86	8326	35043
WI-IA	12 BROOKFIELD (WI) -14 BURLINGTON (IA)	89	7916	34737
WI-IA	67 IOWA CITY (IA) -125 PORTAGE (WI)	91	9428	38625
WI-IA	48 FORT MADISON (IA) -102 MILWAUKEE (WI)	91	7633	36506
WI-IA	92 MANITOWOC(BUS-WI) -117 OTTUMWA (IA)	91	9743	50617
WI-IA	102 MILWAUKEE (WI) -115 OSCEOLA (IA)	92	10328	50786
WI-IA	34 DES MOINES (IA) -113 OCONOMOWOC (WI)	92	10101	42394
WI-IA	3 AMES(BUS-IA) -47 FOND DU LAC (WI)	93	11435	48833
WI-IA	6 APPLETON (WI) -18 CEDAR FALLS (BUS-IA)	93	10248	46170
WI-IA	102 MILWAUKEE (WI) -117 OTTUMWA (IA)	94	9155	44838
WI-IA	14 BURLINGTON (IA) -162 WEST BEND (WI)	95	9011	40104
WI-IA	67 IOWA CITY (IA) -92 MANITOWOC(BUS-WI)	96	7651	37119
WI-IA	102 MILWAUKEE (WI) -104 MT. PLEASANT (IA)	97	8539	41694
WI-IA	117 OTTUMWA (IA) -160 WAUSAU(BUS-WI)	107	14635	71088
WI-IA	3 AMES(BUS-IA) -12 BROOKFIELD (WI)	108	12252	51427
WI-IA	47 FOND DU LAC (WI) -104 MT. PLEASANT (IA)	109	11792	53438
WI-IA	19 CEDAR RAPIDS(BUS-IA) -159 WATERTOWN (WI)	116	10767	44219
WI-IA	67 IOWA CITY (IA) -136 SHEBOYGAN(BUS-WI)	119	9153	42574
WI-IA	3 AMES(BUS-IA) -116 OSHKOSH (WI)	120	15298	64777
WI-IA	14 BURLINGTON (IA) -146 STEVENS POINT(BUS-WI)	120	14913	66317
WI-IA	18 CEDAR FALLS (BUS-IA) -47 FOND DU LAC (WI)	120	12796	54901
WI-IA	3 AMES(BUS-IA) -91 MADISON DANE AIRPORT	125	15881	68395
WI-IA	67 IOWA CITY (IA) -160 WAUSAU(BUS-WI)	130	14252	64499
WI-IA	3 AMES(BUS-IA) -6 APPLETON (WI)	131	17417	73128
WI-IA	19 CEDAR RAPIDS(BUS-IA) -164 WISCONSIN DELLS (WI)	134	15105	62704

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States	Station Pair	Riders	Revenue	Passenger Miles
WI-IA	19 CEDAR RAPIDS(BUS-IA) -113 OCONOMOWOC (WI)	134	12029	49282
WI-IA	14 BURLINGTON (IA) -92 MANITOWOC(BUS-WI)	136	13096	64786
WI-IA	18 CEDAR FALLS (BUS-IA) -91 MADISON DANE AIRPORT	137	14797	65909
WI-IA	111 NEWTON (IA) -148 STURTEVANT (WI)	139	11720	51157
WI-IA	34 DES MOINES (IA) -125 PORTAGE (WI)	142	18806	77328
WI-IA	18 CEDAR FALLS (BUS-IA) -56 GREEN BAY (WI)	144	17039	75295
WI-IA	131 ROCK ISLAND (IA) -159 WATERTOWN (WI)	150	11282	44644
WI-IA	131 ROCK ISLAND (IA) -164 WISCONSIN DELLS (WI)	155	14795	59742
WI-IA	12 BROOKFIELD (WI) -18 CEDAR FALLS (BUS-IA)	159	14642	65297
WI-IA	14 BURLINGTON (IA) -160 WAUSAU(BUS-WI)	161	20394	94745
WI-IA	14 BURLINGTON (IA) -47 FOND DU LAC (WI)	167	17448	77430
WI-IA	18 CEDAR FALLS (BUS-IA) -116 OSHKOSH (WI)	170	18458	80842
WI-IA	3 AMES(BUS-IA) -148 STURTEVANT (WI)	171	16985	74953
WI-IA	14 BURLINGTON (IA) -102 MILWAUKEE (WI)	172	14104	64968
WI-IA	19 CEDAR RAPIDS(BUS-IA) -151 TOMAH (WI)	176	21746	90649
WI-IA	113 OCONOMOWOC (WI) -131 ROCK ISLAND (IA)	179	12733	50671
WI-IA	6 APPLETON (WI) -14 BURLINGTON (IA)	185	21190	91942
WI-IA	67 IOWA CITY (IA) -91 MADISON DANE AIRPORT	220	20771	85996
WI-IA	19 CEDAR RAPIDS(BUS-IA) -78 LA CROSSE (WI)	224	28696	124642
WI-IA	67 IOWA CITY (IA) -116 OSHKOSH (WI)	231	22057	89229
WI-IA	14 BURLINGTON (IA) -91 MADISON DANE AIRPORT	235	25323	113248
WI-IA	102 MILWAUKEE (WI) -111 NEWTON (IA)	244	22039	95704
WI-IA	19 CEDAR RAPIDS(BUS-IA) -125 PORTAGE (WI)	244	27046	110495
WI-IA	18 CEDAR FALLS (BUS-IA) -148 STURTEVANT (WI)	254	18981	94595
WI-IA	131 ROCK ISLAND (IA) -151 TOMAH (WI)	266	28124	114274
WI-IA	14 BURLINGTON (IA) -116 OSHKOSH (WI)	271	29573	129725
WI-IA	19 CEDAR RAPIDS(BUS-IA) -162 WEST BEND (WI)	273	25123	100476
WI-IA	34 DES MOINES (IA) -47 FOND DU LAC (WI)	285	34047	139721
WI-IA	3 AMES(BUS-IA) -102 MILWAUKEE (WI)	309	32879	142722
WI-IA	34 DES MOINES (IA) -116 OSHKOSH (WI)	355	44278	180363
WI-IA	34 DES MOINES (IA) -148 STURTEVANT (WI)	356	33756	144018
WI-IA	34 DES MOINES (IA) -162 WEST BEND (WI)	363	41598	167153
WI-IA	125 PORTAGE (WI) -131 ROCK ISLAND (IA)	366	33950	134562
WI-IA	78 LA CROSSE (WI) -131 ROCK ISLAND (IA)	367	42907	173456
WI-IA	19 CEDAR RAPIDS(BUS-IA) -47 FOND DU LAC (WI)	375	36769	149414
WI-IA	6 APPLETON (WI) -34 DES MOINES (IA)	382	49662	200798
WI-IA	67 IOWA CITY (IA) -148 STURTEVANT (WI)	404	27031	114460
WI-IA	131 ROCK ISLAND (IA) -162 WEST BEND (WI)	456	33229	129451
WI-IA	12 BROOKFIELD (WI) -19 CEDAR RAPIDS(BUS-IA)	459	39387	160353
WI-IA	34 DES MOINES (IA) -91 MADISON DANE AIRPORT	465	57414	238045
WI-IA	18 CEDAR FALLS (BUS-IA) -102 MILWAUKEE (WI)	477	40501	188735
WI-IA	12 BROOKFIELD (WI) -34 DES MOINES (IA)	511	58017	225891
WI-IA	19 CEDAR RAPIDS(BUS-IA) -91 MADISON DANE AIRPORT	524	54046	219461
WI-IA	19 CEDAR RAPIDS(BUS-IA) -116 OSHKOSH (WI)	533	54425	221024
WI-IA	6 APPLETON (WI) -19 CEDAR RAPIDS(BUS-IA)	577	65910	250040
WI-IA	47 FOND DU LAC (WI) -131 ROCK ISLAND (IA)	591	47469	185574
WI-IA	19 CEDAR RAPIDS(BUS-IA) -56 GREEN BAY (WI)	606	72717	280764
WI-IA	34 DES MOINES (IA) -102 MILWAUKEE (WI)	655	64776	280160
WI-IA	12 BROOKFIELD (WI) -131 ROCK ISLAND (IA)	748	50224	198092
WI-IA	91 MADISON DANE AIRPORT -131 ROCK ISLAND (IA)	798	66674	267371
WI-IA	19 CEDAR RAPIDS(BUS-IA) -148 STURTEVANT (WI)	800	56142	248948
WI-IA	6 APPLETON (WI) -131 ROCK ISLAND (IA)	803	76361	280370
WI-IA	116 OSHKOSH (WI) -131 ROCK ISLAND (IA)	938	79528	310631
WI-IA	56 GREEN BAY (WI) -131 ROCK ISLAND (IA)	1018	102573	385941
WI-IA	67 IOWA CITY (IA) -102 MILWAUKEE (WI)	1153	80590	353903
WI-IA	131 ROCK ISLAND (IA) -148 STURTEVANT (WI)	1235	65025	280326
WI-IA	19 CEDAR RAPIDS(BUS-IA) -102 MILWAUKEE (WI)	1498	117074	501777
WI-IA	102 MILWAUKEE (WI) -131 ROCK ISLAND (IA)	2512	150131	630592
WI-IL	118 PADUCAH(BUS-IL) -159 WATERTOWN (WI)	2	285	1247
WI-IL	16 CARBONDALE (IL) -147 STURGEON BAY(BUS-WI)	2	337	1319
WI-IL	118 PADUCAH(BUS-IL) -164 WISCONSIN DELLS (WI)	2	341	1467
WI-IL	76 KEWANEE (IL) -147 STURGEON BAY(BUS-WI)	3	279	1189
WI-IL	113 OCONOMOWOC (WI) -118 PADUCAH(BUS-IL)	3	287	1253

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States	Station Pair	Riders	Revenue	Passenger Miles
WI-IL	90 MACOMB (IL) -147 STURGEON BAY(BUS-WI)	3	335	1457
WI-IL	127 QUINCY (IL) -147 STURGEON BAY(BUS-WI)	3	397	1749
WI-IL	41 DWIGHT (IL) -96 MARINETTE(BUS-WI)	3	262	1068
WI-IL	38 DU QUOIN (IL) -147 STURGEON BAY(BUS-WI)	3	418	1632
WI-IL	20 CENTRALIA (IL) -96 MARINETTE(BUS-WI)	3	414	1682
WI-IL	41 DWIGHT (IL) -147 STURGEON BAY(BUS-WI)	3	263	1001
WI-IL	20 CENTRALIA (IL) -147 STURGEON BAY(BUS-WI)	3	419	1631
WI-IL	97 MARION(BUS-IL) -159 WATERTOWN (WI)	3	380	1549
WI-IL	98 MATTOON (IL) -147 STURGEON BAY(BUS-WI)	3	358	1379
WI-IL	86 LINCOLN (IL) -147 STURGEON BAY(BUS-WI)	3	335	1354
WI-IL	44 EFFINGHAM (IL) -147 STURGEON BAY(BUS-WI)	4	395	1528
WI-IL	16 CARBONDALE (IL) -151 TOMAH (WI)	4	534	2136
WI-IL	147 STURGEON BAY(BUS-WI) -153 UPPER ALTON (IL)	4	481	2022
WI-IL	16 CARBONDALE (IL) -96 MARINETTE(BUS-WI)	5	644	2615
WI-IL	76 KEWANEE (IL) -96 MARINETTE(BUS-WI)	5	531	2361
WI-IL	118 PADUCAH(BUS-IL) -125 PORTAGE (WI)	5	647	2755
WI-IL	98 MATTOON (IL) -159 WATERTOWN (WI)	5	399	1574
WI-IL	96 MARINETTE(BUS-WI) -127 QUINCY (IL)	5	749	3409
WI-IL	96 MARINETTE(BUS-WI) -100 MENDOTA (IL)	6	457	1928
WI-IL	16 CARBONDALE (IL) -159 WATERTOWN (WI)	6	617	2460
WI-IL	38 DU QUOIN (IL) -96 MARINETTE(BUS-WI)	6	799	3245
WI-IL	100 MENDOTA (IL) -147 STURGEON BAY(BUS-WI)	6	475	1878
WI-IL	120 PLANO (IL) -147 STURGEON BAY(BUS-WI)	6	443	1712
WI-IL	97 MARION(BUS-IL) -151 TOMAH (WI)	6	888	3612
WI-IL	47 FOND DU LAC (WI) -118 PADUCAH(BUS-IL)	6	774	3303
WI-IL	118 PADUCAH(BUS-IL) -162 WEST BEND (WI)	6	725	3142
WI-IL	96 MARINETTE(BUS-WI) -98 MATTOON (IL)	6	690	2795
WI-IL	86 LINCOLN (IL) -96 MARINETTE(BUS-WI)	6	639	2713
WI-IL	78 LA CROSSE (WI) -97 MARION(BUS-IL)	6	987	4062
WI-IL	122 PONTIAC (IL) -147 STURGEON BAY(BUS-WI)	7	546	2136
WI-IL	97 MARION(BUS-IL) -164 WISCONSIN DELLS (WI)	7	891	3621
WI-IL	16 CARBONDALE (IL) -78 LA CROSSE (WI)	7	1016	4119
WI-IL	16 CARBONDALE (IL) -125 PORTAGE (WI)	7	913	3592
WI-IL	90 MACOMB (IL) -96 MARINETTE(BUS-WI)	7	939	4232
WI-IL	96 MARINETTE(BUS-WI) -153 UPPER ALTON (IL)	8	907	3970
WI-IL	17 CARLINVILLE (IL) -147 STURGEON BAY(BUS-WI)	8	827	3469
WI-IL	51 GALESBURG (IL) -147 STURGEON BAY(BUS-WI)	8	913	3928
WI-IL	12 BROOKFIELD (WI) -118 PADUCAH(BUS-IL)	8	902	3953
WI-IL	126 PRINCETON (IL) -147 STURGEON BAY(BUS-WI)	9	758	3044
WI-IL	96 MARINETTE(BUS-WI) -122 PONTIAC (IL)	9	792	3301
WI-IL	86 LINCOLN (IL) -159 WATERTOWN (WI)	9	634	2675
WI-IL	76 KEWANEE (IL) -164 WISCONSIN DELLS (WI)	9	979	4293
WI-IL	76 KEWANEE (IL) -159 WATERTOWN (WI)	9	774	3475
WI-IL	6 APPLETON (WI) -118 PADUCAH(BUS-IL)	10	1283	5384
WI-IL	44 EFFINGHAM (IL) -96 MARINETTE(BUS-WI)	10	1132	4592
WI-IL	76 KEWANEE (IL) -151 TOMAH (WI)	10	1146	4998
WI-IL	21 CHAMPAIGN-URBANA (IL) -159 WATERTOWN (WI)	10	679	2653
WI-IL	17 CARLINVILLE (IL) -96 MARINETTE(BUS-WI)	10	1160	5080
WI-IL	76 KEWANEE (IL) -125 PORTAGE (WI)	10	1070	4624
WI-IL	91 MADISON DANE AIRPORT -118 PADUCAH(BUS-IL)	11	1353	5823
WI-IL	98 MATTOON (IL) -113 OCONOMOWOC (WI)	11	795	3123
WI-IL	96 MARINETTE(BUS-WI) -120 PLANO (IL)	11	863	3582
WI-IL	97 MARION(BUS-IL) -113 OCONOMOWOC (WI)	12	1260	5129
WI-IL	51 GALESBURG (IL) -96 MARINETTE(BUS-WI)	12	1435	6417
WI-IL	116 OSHKOSH (WI) -118 PADUCAH(BUS-IL)	12	1580	6684
WI-IL	97 MARION(BUS-IL) -125 PORTAGE (WI)	12	1621	6497
WI-IL	90 MACOMB (IL) -113 OCONOMOWOC (WI)	12	1164	5331
WI-IL	74 KANKAKEE (IL) -147 STURGEON BAY(BUS-WI)	13	993	3716
WI-IL	16 CARBONDALE (IL) -164 WISCONSIN DELLS (WI)	13	1725	6878
WI-IL	21 CHAMPAIGN-URBANA (IL) -147 STURGEON BAY(BUS-WI)	14	1284	4893
WI-IL	96 MARINETTE(BUS-WI) -126 PRINCETON (IL)	14	1206	5139
WI-IL	69 JACKSONVILLE(BUS-IL) -159 WATERTOWN (WI)	14	1046	4899
WI-IL	86 LINCOLN (IL) -164 WISCONSIN DELLS (WI)	14	1307	5435

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WI-IL	13 BTN-NORMAL (IL) -147 STURGEON BAY(BUS-WI)	15	1313	5179
WI-IL	38 DU QUOIN (IL) -136 SHEBOYGAN(BUS-WI)	15	1427	6160
WI-IL	17 CARLINVILLE (IL) -164 WISCONSIN DELLS (WI)	15	1519	6554
WI-IL	118 PADUCAH(BUS-IL) -148 STURTEVANT (WI)	15	1498	6804
WI-IL	76 KEWANEE (IL) -113 OCONOMOWOC (WI)	16	1379	5719
WI-IL	90 MACOMB (IL) -92 MANITOWOC(BUS-WI)	16	1519	7801
WI-IL	69 JACKSONVILLE(BUS-IL) -113 OCONOMOWOC (WI)	17	1225	5764
WI-IL	122 PONTIAC (IL) -159 WATERTOWN (WI)	17	946	3856
WI-IL	38 DU QUOIN (IL) -146 STEVENS POINT(BUS-WI)	17	2223	9202
WI-IL	51 GALESBURG (IL) -159 WATERTOWN (WI)	18	1573	7118
WI-IL	17 CARLINVILLE (IL) -151 TOMAH (WI)	18	2095	8999
WI-IL	120 PLANO (IL) -159 WATERTOWN (WI)	19	849	3427
WI-IL	16 CARBONDALE (IL) -160 WAUSAU(BUS-WI)	19	2580	11059
WI-IL	38 DU QUOIN (IL) -162 WEST BEND (WI)	19	1951	7685
WI-IL	29 DANVILLE(BUS-IL) -159 WATERTOWN (WI)	19	1456	5664
WI-IL	69 JACKSONVILLE(BUS-IL) -164 WISCONSIN DELLS (WI)	19	1898	8591
WI-IL	20 CENTRALIA (IL) -113 OCONOMOWOC (WI)	20	1840	7303
WI-IL	139 SPRINGFIELD (IL) -147 STURGEON BAY(BUS-WI)	21	2372	8796
WI-IL	38 DU QUOIN (IL) -92 MANITOWOC(BUS-WI)	21	2131	9557
WI-IL	76 KEWANEE (IL) -92 MANITOWOC(BUS-WI)	22	1703	8782
WI-IL	128 RANTOUL (IL) -147 STURGEON BAY(BUS-WI)	22	2143	7558
WI-IL	38 DU QUOIN (IL) -160 WAUSAU(BUS-WI)	22	2900	12459
WI-IL	90 MACOMB (IL) -125 PORTAGE (WI)	22	2594	11435
WI-IL	21 CHAMPAIGN-URBANA (IL) -96 MARINETTE(BUS-WI)	22	2171	8767
WI-IL	127 QUINCY (IL) -151 TOMAH (WI)	22	3150	14106
WI-IL	29 DANVILLE(BUS-IL) -113 OCONOMOWOC (WI)	22	1608	6290
WI-IL	13 BTN-NORMAL (IL) -96 MARINETTE(BUS-WI)	23	2179	9103
WI-IL	126 PRINCETON (IL) -159 WATERTOWN (WI)	24	1337	5651
WI-IL	76 KEWANEE (IL) -78 LA CROSSE (WI)	24	2998	13195
WI-IL	113 OCONOMOWOC (WI) -127 QUINCY (IL)	24	2532	11713
WI-IL	90 MACOMB (IL) -151 TOMAH (WI)	24	3156	13991
WI-IL	126 PRINCETON (IL) -164 WISCONSIN DELLS (WI)	25	1964	8165
WI-IL	13 BTN-NORMAL (IL) -159 WATERTOWN (WI)	25	1574	6463
WI-IL	86 LINCOLN (IL) -125 PORTAGE (WI)	26	2265	9244
WI-IL	100 MENDOTA (IL) -159 WATERTOWN (WI)	26	1337	5557
WI-IL	51 GALESBURG (IL) -113 OCONOMOWOC (WI)	26	2407	10191
WI-IL	69 JACKSONVILLE(BUS-IL) -151 TOMAH (WI)	26	2862	12839
WI-IL	120 PLANO (IL) -151 TOMAH (WI)	27	2076	8377
WI-IL	86 LINCOLN (IL) -151 TOMAH (WI)	27	2692	11191
WI-IL	41 DWIGHT (IL) -159 WATERTOWN (WI)	27	1398	5493
WI-IL	47 FOND DU LAC (WI) -90 MACOMB (IL)	27	2790	12375
WI-IL	90 MACOMB (IL) -146 STEVENS POINT(BUS-WI)	27	3519	14934
WI-IL	98 MATTOON (IL) -146 STEVENS POINT(BUS-WI)	27	2906	11260
WI-IL	74 KANKAKEE (IL) -96 MARINETTE(BUS-WI)	27	2182	8773
WI-IL	96 MARINETTE(BUS-WI) -139 SPRINGFIELD (IL)	28	2933	12480
WI-IL	76 KEWANEE (IL) -162 WEST BEND (WI)	28	2472	10105
WI-IL	76 KEWANEE (IL) -146 STEVENS POINT(BUS-WI)	28	3213	13688
WI-IL	98 MATTOON (IL) -160 WAUSAU(BUS-WI)	28	3124	12746
WI-IL	41 DWIGHT (IL) -151 TOMAH (WI)	29	2433	9658
WI-IL	90 MACOMB (IL) -159 WATERTOWN (WI)	29	2773	12667
WI-IL	16 CARBONDALE (IL) -146 STEVENS POINT(BUS-WI)	30	3925	16238
WI-IL	20 CENTRALIA (IL) -146 STEVENS POINT(BUS-WI)	30	3705	14645
WI-IL	6 APPLETON (WI) -90 MACOMB (IL)	30	3405	14762
WI-IL	20 CENTRALIA (IL) -160 WAUSAU(BUS-WI)	30	3680	15863
WI-IL	32 DECATUR(BUS-IL) -159 WATERTOWN (WI)	30	2274	9269
WI-IL	127 QUINCY (IL) -159 WATERTOWN (WI)	31	3363	15516
WI-IL	100 MENDOTA (IL) -125 PORTAGE (WI)	31	2225	8912
WI-IL	32 DECATUR(BUS-IL) -78 LA CROSSE (WI)	32	3591	15365
WI-IL	78 LA CROSSE (WI) -98 MATTOON (IL)	32	3797	15340
WI-IL	51 GALESBURG (IL) -164 WISCONSIN DELLS (WI)	33	3651	16128
WI-IL	100 MENDOTA (IL) -164 WISCONSIN DELLS (WI)	33	2421	9934
WI-IL	127 QUINCY (IL) -164 WISCONSIN DELLS (WI)	33	4295	19360
WI-IL	92 MANITOWOC(BUS-WI) -127 QUINCY (IL)	33	3426	17550

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WI-IL	51 GALESBURG (IL) -125 PORTAGE (WI)	33	3606	15724
WI-IL	96 MARINETTE(BUS-WI) -128 RANTOUL (IL)	33	3300	12686
WI-IL	16 CARBONDALE (IL) -92 MANITOWOC(BUS-WI)	34	3657	15909
WI-IL	71 JOLIET (IL) -147 STURGEON BAY(BUS-WI)	34	2558	9106
WI-IL	86 LINCOLN (IL) -113 OCONOMOWOC (WI)	34	2484	9314
WI-IL	41 DWIGHT (IL) -164 WISCONSIN DELLS (WI)	34	2545	10042
WI-IL	76 KEWANEE (IL) -136 SHEBOYGAN(BUS-WI)	34	2755	12940
WI-IL	29 DANVILLE(BUS-IL) -78 LA CROSSE (WI)	34	3820	16142
WI-IL	120 PLANO (IL) -164 WISCONSIN DELLS (WI)	34	2322	9333
WI-IL	17 CARLINVILLE (IL) -125 PORTAGE (WI)	35	3478	14778
WI-IL	76 KEWANEE (IL) -160 WAUSAU(BUS-WI)	35	4011	17892
WI-IL	125 PORTAGE (WI) -127 QUINCY (IL)	35	4467	19925
WI-IL	90 MACOMB (IL) -164 WISCONSIN DELLS (WI)	35	4179	18637
WI-IL	90 MACOMB (IL) -160 WAUSAU(BUS-WI)	35	4646	20682
WI-IL	102 MILWAUKEE (WI) -118 PADUCAH(BUS-IL)	35	3721	16414
WI-IL	127 QUINCY (IL) -146 STEVENS POINT(BUS-WI)	36	4971	21862
WI-IL	90 MACOMB (IL) -91 MADISON DANE AIRPORT	36	3877	17339
WI-IL	17 CARLINVILLE (IL) -159 WATERTOWN (WI)	36	2925	12880
WI-IL	69 JACKSONVILLE(BUS-IL) -125 PORTAGE (WI)	36	3440	15351
WI-IL	32 DECATUR(BUS-IL) -151 TOMAH (WI)	36	3753	15851
WI-IL	6 APPLETON (WI) -97 MARION(BUS-IL)	38	4850	19093
WI-IL	32 DECATUR(BUS-IL) -113 OCONOMOWOC (WI)	38	2681	11012
WI-IL	29 DANVILLE(BUS-IL) -164 WISCONSIN DELLS (WI)	38	3643	14662
WI-IL	20 CENTRALIA (IL) -92 MANITOWOC(BUS-WI)	38	3541	16010
WI-IL	69 JACKSONVILLE(BUS-IL) -78 LA CROSSE (WI)	39	4550	20568
WI-IL	122 PONTIAC (IL) -164 WISCONSIN DELLS (WI)	39	3001	12154
WI-IL	44 EFFINGHAM (IL) -113 OCONOMOWOC (WI)	39	3147	12417
WI-IL	127 QUINCY (IL) -160 WAUSAU(BUS-WI)	41	5456	26156
WI-IL	113 OCONOMOWOC (WI) -126 PRINCETON (IL)	42	2407	9431
WI-IL	78 LA CROSSE (WI) -86 LINCOLN (IL)	43	4693	19796
WI-IL	90 MACOMB (IL) -116 OSHKOSH (WI)	43	4691	20567
WI-IL	32 DECATUR(BUS-IL) -164 WISCONSIN DELLS (WI)	43	4120	16936
WI-IL	122 PONTIAC (IL) -125 PORTAGE (WI)	43	3225	12754
WI-IL	122 PONTIAC (IL) -151 TOMAH (WI)	43	3819	15510
WI-IL	69 JACKSONVILLE(BUS-IL) -162 WEST BEND (WI)	43	3437	14786
WI-IL	47 FOND DU LAC (WI) -97 MARION(BUS-IL)	44	5542	20627
WI-IL	6 APPLETON (WI) -76 KEWANEE (IL)	45	4493	19045
WI-IL	125 PORTAGE (WI) -126 PRINCETON (IL)	46	3500	14235
WI-IL	126 PRINCETON (IL) -151 TOMAH (WI)	47	4130	17162
WI-IL	97 MARION(BUS-IL) -162 WEST BEND (WI)	47	5394	20800
WI-IL	100 MENDOTA (IL) -151 TOMAH (WI)	48	4050	16637
WI-IL	20 CENTRALIA (IL) -78 LA CROSSE (WI)	48	6669	27018
WI-IL	51 GALESBURG (IL) -151 TOMAH (WI)	49	5925	26029
WI-IL	21 CHAMPAIGN-URBANA (IL) -164 WISCONSIN DELLS (WI)	49	4288	16831
WI-IL	90 MACOMB (IL) -136 SHEBOYGAN(BUS-WI)	50	4740	22395
WI-IL	38 DU QUOIN (IL) -148 STURTEVANT (WI)	50	4276	17512
WI-IL	47 FOND DU LAC (WI) -76 KEWANEE (IL)	52	4847	20042
WI-IL	113 OCONOMOWOC (WI) -122 PONTIAC (IL)	53	2908	11076
WI-IL	16 CARBONDALE (IL) -162 WEST BEND (WI)	53	5968	22432
WI-IL	126 PRINCETON (IL) -162 WEST BEND (WI)	54	3117	11930
WI-IL	100 MENDOTA (IL) -113 OCONOMOWOC (WI)	54	2914	10720
WI-IL	97 MARION(BUS-IL) -148 STURTEVANT (WI)	54	5186	20717
WI-IL	16 CARBONDALE (IL) -136 SHEBOYGAN(BUS-WI)	54	5904	23865
WI-IL	17 CARLINVILLE (IL) -78 LA CROSSE (WI)	54	6604	28671
WI-IL	20 CENTRALIA (IL) -162 WEST BEND (WI)	55	5618	20208
WI-IL	17 CARLINVILLE (IL) -146 STEVENS POINT(BUS-WI)	55	5896	25626
WI-IL	44 EFFINGHAM (IL) -78 LA CROSSE (WI)	55	6853	27726
WI-IL	71 JOLIET (IL) -96 MARINETTE(BUS-WI)	55	4264	16726
WI-IL	97 MARION(BUS-IL) -116 OSHKOSH (WI)	55	6986	26875
WI-IL	86 LINCOLN (IL) -146 STEVENS POINT(BUS-WI)	55	5402	22098
WI-IL	32 DECATUR(BUS-IL) -125 PORTAGE (WI)	56	5128	20967
WI-IL	12 BROOKFIELD (WI) -38 DU QUOIN (IL)	56	6014	21723
WI-IL	92 MANITOWOC(BUS-WI) -98 MATTOON (IL)	56	4287	18939

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WI-IL	119 PEORIA (BUS-IL) -159 WATERTOWN (WI)	57	3986	17177
WI-IL	127 QUINCY (IL) -136 SHEBOYGAN(BUS-WI)	58	6342	29079
WI-IL	56 GREEN BAY (WI) -97 MARION(BUS-IL)	58	7987	31139
WI-IL	139 SPRINGFIELD (IL) -159 WATERTOWN (WI)	59	4424	18707
WI-IL	91 MADISON DANE AIRPORT -97 MARION(BUS-IL)	59	7690	29076
WI-IL	29 DANVILLE(BUS-IL) -151 TOMAH (WI)	59	6198	25268
WI-IL	76 KEWANEE (IL) -116 OSHKOSH (WI)	59	5606	24049
WI-IL	17 CARLINVILLE (IL) -113 OCONOMOWOC (WI)	59	4599	20281
WI-IL	86 LINCOLN (IL) -160 WAUSAU(BUS-WI)	60	5996	26104
WI-IL	47 FOND DU LAC (WI) -69 JACKSONVILLE(BUS-IL)	60	5232	22325
WI-IL	107 NAPERVILLE (IL) -147 STURGEON BAY(BUS-WI)	61	4410	15879
WI-IL	78 LA CROSSE (WI) -127 QUINCY (IL)	62	9219	41535
WI-IL	17 CARLINVILLE (IL) -160 WAUSAU(BUS-WI)	62	6835	31053
WI-IL	20 CENTRALIA (IL) -136 SHEBOYGAN(BUS-WI)	62	5925	24151
WI-IL	113 OCONOMOWOC (WI) -119 PEORIA (BUS-IL)	63	4184	17983
WI-IL	78 LA CROSSE (WI) -90 MACOMB (IL)	63	8706	38870
WI-IL	153 UPPER ALTON (IL) -160 WAUSAU(BUS-WI)	63	7217	33601
WI-IL	78 LA CROSSE (WI) -126 PRINCETON (IL)	63	6164	26040
WI-IL	62 HOMEWOOD (IL) -147 STURGEON BAY(BUS-WI)	63	4552	15996
WI-IL	98 MATTOON (IL) -136 SHEBOYGAN(BUS-WI)	64	4674	19726
WI-IL	98 MATTOON (IL) -162 WEST BEND (WI)	64	5045	18686
WI-IL	113 OCONOMOWOC (WI) -120 PLANO (IL)	65	3018	10957
WI-IL	56 GREEN BAY (WI) -76 KEWANEE (IL)	65	7111	29633
WI-IL	51 GALESBURG (IL) -160 WAUSAU(BUS-WI)	67	8149	36954
WI-IL	76 KEWANEE (IL) -148 STURTEVANT (WI)	69	4642	20941
WI-IL	126 PRINCETON (IL) -146 STEVENS POINT(BUS-WI)	70	5904	24162
WI-IL	78 LA CROSSE (WI) -100 MENDOTA (IL)	70	6536	27351
WI-IL	76 KEWANEE (IL) -91 MADISON DANE AIRPORT	71	6597	28953
WI-IL	78 LA CROSSE (WI) -122 PONTIAC (IL)	71	6820	28232
WI-IL	86 LINCOLN (IL) -92 MANITOWOC(BUS-WI)	72	4769	23001
WI-IL	29 DANVILLE(BUS-IL) -125 PORTAGE (WI)	72	6547	26283
WI-IL	90 MACOMB (IL) -162 WEST BEND (WI)	72	7182	31072
WI-IL	92 MANITOWOC(BUS-WI) -126 PRINCETON (IL)	74	3931	19844
WI-IL	119 PEORIA (BUS-IL) -125 PORTAGE (WI)	75	6315	27657
WI-IL	78 LA CROSSE (WI) -119 PEORIA (BUS-IL)	75	7971	35546
WI-IL	13 BTN-NORMAL (IL) -164 WISCONSIN DELLS (WI)	75	6335	25807
WI-IL	51 GALESBURG (IL) -146 STEVENS POINT(BUS-WI)	76	8875	38856
WI-IL	78 LA CROSSE (WI) -128 RANTOUL (IL)	80	8528	33646
WI-IL	119 PEORIA (BUS-IL) -151 TOMAH (WI)	81	7947	35104
WI-IL	120 PLANO (IL) -136 SHEBOYGAN(BUS-WI)	82	3423	15307
WI-IL	21 CHAMPAIGN-URBANA (IL) -113 OCONOMOWOC (WI)	82	5483	19973
WI-IL	13 BTN-NORMAL (IL) -125 PORTAGE (WI)	82	6736	26861
WI-IL	6 APPLETON (WI) -69 JACKSONVILLE(BUS-IL)	83	8323	33735
WI-IL	12 BROOKFIELD (WI) -76 KEWANEE (IL)	84	6812	28482
WI-IL	17 CARLINVILLE (IL) -92 MANITOWOC(BUS-WI)	85	6867	33139
WI-IL	100 MENDOTA (IL) -146 STEVENS POINT(BUS-WI)	86	7158	27940
WI-IL	119 PEORIA (BUS-IL) -164 WISCONSIN DELLS (WI)	86	7807	33412
WI-IL	100 MENDOTA (IL) -136 SHEBOYGAN(BUS-WI)	87	4253	18870
WI-IL	47 FOND DU LAC (WI) -86 LINCOLN (IL)	87	6522	26505
WI-IL	126 PRINCETON (IL) -136 SHEBOYGAN(BUS-WI)	87	4556	20978
WI-IL	51 GALESBURG (IL) -78 LA CROSSE (WI)	88	11472	50811
WI-IL	17 CARLINVILLE (IL) -136 SHEBOYGAN(BUS-WI)	88	7079	31805
WI-IL	113 OCONOMOWOC (WI) -128 RANTOUL (IL)	89	5623	20391
WI-IL	126 PRINCETON (IL) -160 WAUSAU(BUS-WI)	89	7768	33901
WI-IL	113 OCONOMOWOC (WI) -139 SPRINGFIELD (IL)	89	6380	26971
WI-IL	122 PONTIAC (IL) -160 WAUSAU(BUS-WI)	90	7767	33254
WI-IL	51 GALESBURG (IL) -92 MANITOWOC(BUS-WI)	91	7967	39648
WI-IL	41 DWIGHT (IL) -113 OCONOMOWOC (WI)	92	5040	17551
WI-IL	13 BTN-NORMAL (IL) -113 OCONOMOWOC (WI)	94	5985	22826
WI-IL	98 MATTOON (IL) -148 STURTEVANT (WI)	95	5431	22210
WI-IL	96 MARINETTE(BUS-WI) -107 NAPERVILLE (IL)	96	7363	28371
WI-IL	12 BROOKFIELD (WI) -20 CENTRALIA (IL)	97	9250	34043
WI-IL	47 FOND DU LAC (WI) -98 MATTOON (IL)	98	8159	31222

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WI-IL	86 LINCOLN (IL) -136 SHEBOYGAN(BUS-WI)	98	6333	28594
WI-IL	29 DANVILLE(BUS-IL) -162 WEST BEND (WI)	98	7018	27522
WI-IL	20 CENTRALIA (IL) -148 STURTEVANT (WI)	98	7856	30663
WI-IL	51 GALESBURG (IL) -136 SHEBOYGAN(BUS-WI)	98	8370	39993
WI-IL	139 SPRINGFIELD (IL) -164 WISCONSIN DELLS (WI)	100	9749	40679
WI-IL	153 UPPER ALTON (IL) -159 WATERTOWN (WI)	102	8996	39542
WI-IL	78 LA CROSSE (WI) -120 PLANO (IL)	102	8836	36451
WI-IL	100 MENDOTA (IL) -160 WAUSAU(BUS-WI)	102	8599	36559
WI-IL	12 BROOKFIELD (WI) -69 JACKSONVILLE(BUS-IL)	102	7484	32879
WI-IL	71 JOLIET (IL) -159 WATERTOWN (WI)	103	4510	17400
WI-IL	56 GREEN BAY (WI) -69 JACKSONVILLE(BUS-IL)	103	10988	44929
WI-IL	122 PONTIAC (IL) -136 SHEBOYGAN(BUS-WI)	104	5112	23689
WI-IL	92 MANITOWOC(BUS-WI) -100 MENDOTA (IL)	105	5606	25810
WI-IL	44 EFFINGHAM (IL) -160 WAUSAU(BUS-WI)	105	11993	50091
WI-IL	69 JACKSONVILLE(BUS-IL) -91 MADISON DANE AIRPORT	106	9886	41359
WI-IL	100 MENDOTA (IL) -116 OSHKOSH (WI)	108	7186	26694
WI-IL	6 APPLETON (WI) -98 MATTOON (IL)	108	10168	38372
WI-IL	86 LINCOLN (IL) -162 WEST BEND (WI)	110	8098	30171
WI-IL	128 RANTOUL (IL) -136 SHEBOYGAN(BUS-WI)	110	6437	27220
WI-IL	6 APPLETON (WI) -86 LINCOLN (IL)	110	9419	37456
WI-IL	153 UPPER ALTON (IL) -164 WISCONSIN DELLS (WI)	111	12299	53047
WI-IL	69 JACKSONVILLE(BUS-IL) -116 OSHKOSH (WI)	113	10304	43777
WI-IL	122 PONTIAC (IL) -146 STEVENS POINT(BUS-WI)	115	9510	38373
WI-IL	62 HOMEWOOD (IL) -96 MARINETTE(BUS-WI)	115	8714	33098
WI-IL	71 JOLIET (IL) -151 TOMAH (WI)	116	8872	34897
WI-IL	17 CARLINVILLE (IL) -47 FOND DU LAC (WI)	117	10245	43622
WI-IL	91 MADISON DANE AIRPORT -98 MATTOON (IL)	118	10285	40097
WI-IL	47 FOND DU LAC (WI) -100 MENDOTA (IL)	121	7819	28044
WI-IL	125 PORTAGE (WI) -139 SPRINGFIELD (IL)	124	11710	48017
WI-IL	44 EFFINGHAM (IL) -146 STEVENS POINT(BUS-WI)	124	13935	54727
WI-IL	56 GREEN BAY (WI) -86 LINCOLN (IL)	125	11802	46244
WI-IL	41 DWIGHT (IL) -78 LA CROSSE (WI)	126	11836	48035
WI-IL	86 LINCOLN (IL) -116 OSHKOSH (WI)	126	10134	40731
WI-IL	12 BROOKFIELD (WI) -97 MARION(BUS-IL)	127	13808	53444
WI-IL	98 MATTOON (IL) -116 OSHKOSH (WI)	127	11275	42843
WI-IL	86 LINCOLN (IL) -91 MADISON DANE AIRPORT	128	10121	41823
WI-IL	51 GALESBURG (IL) -162 WEST BEND (WI)	129	11993	50284
WI-IL	127 QUINCY (IL) -162 WEST BEND (WI)	129	14508	62678
WI-IL	122 PONTIAC (IL) -162 WEST BEND (WI)	130	7279	27402
WI-IL	47 FOND DU LAC (WI) -51 GALESBURG (IL)	131	12563	55079
WI-IL	44 EFFINGHAM (IL) -136 SHEBOYGAN(BUS-WI)	133	10457	44303
WI-IL	38 DU QUOIN (IL) -102 MILWAUKEE (WI)	133	13048	49410
WI-IL	44 EFFINGHAM (IL) -92 MANITOWOC(BUS-WI)	133	10750	48449
WI-IL	32 DECATUR(BUS-IL) -162 WEST BEND (WI)	138	10127	40286
WI-IL	120 PLANO (IL) -160 WAUSAU(BUS-WI)	138	10311	45411
WI-IL	92 MANITOWOC(BUS-WI) -122 PONTIAC (IL)	139	7230	35834
WI-IL	17 CARLINVILLE (IL) -116 OSHKOSH (WI)	139	12924	54394
WI-IL	56 GREEN BAY (WI) -98 MATTOON (IL)	141	14522	54279
WI-IL	21 CHAMPAIGN-URBANA (IL) -151 TOMAH (WI)	141	13996	55266
WI-IL	92 MANITOWOC(BUS-WI) -120 PLANO (IL)	142	6320	30712
WI-IL	6 APPLETON (WI) -126 PRINCETON (IL)	143	10719	41222
WI-IL	12 BROOKFIELD (WI) -29 DANVILLE(BUS-IL)	143	9336	37514
WI-IL	47 FOND DU LAC (WI) -126 PRINCETON (IL)	144	9530	36487
WI-IL	120 PLANO (IL) -146 STEVENS POINT(BUS-WI)	145	10423	42660
WI-IL	41 DWIGHT (IL) -136 SHEBOYGAN(BUS-WI)	146	7011	30433
WI-IL	41 DWIGHT (IL) -116 OSHKOSH (WI)	147	9851	35073
WI-IL	6 APPLETON (WI) -51 GALESBURG (IL)	147	15609	66849
WI-IL	29 DANVILLE(BUS-IL) -47 FOND DU LAC (WI)	150	11807	46784
WI-IL	113 OCONOMOWOC (WI) -153 UPPER ALTON (IL)	151	12876	56670
WI-IL	100 MENDOTA (IL) -162 WEST BEND (WI)	151	8622	30399
WI-IL	13 BTN-NORMAL (IL) -151 TOMAH (WI)	156	14907	60832
WI-IL	44 EFFINGHAM (IL) -162 WEST BEND (WI)	158	13651	49947
WI-IL	21 CHAMPAIGN-URBANA (IL) -78 LA CROSSE (WI)	158	17250	68305

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WI-IL	17 CARLINVILLE (IL) -162 WEST BEND (WI)	160	13429	54790
WI-IL	128 RANTOUL (IL) -146 STEVENS POINT(BUS-WI)	163	14837	57740
WI-IL	91 MADISON DANE AIRPORT -126 PRINCETON (IL)	164	11148	44807
WI-IL	107 NAPERVILLE (IL) -159 WATERTOWN (WI)	168	7506	26918
WI-IL	107 NAPERVILLE (IL) -164 WISCONSIN DELLS (WI)	168	11474	41740
WI-IL	6 APPLETON (WI) -29 DANVILLE(BUS-IL)	169	15153	58619
WI-IL	56 GREEN BAY (WI) -126 PRINCETON (IL)	171	13993	54288
WI-IL	56 GREEN BAY (WI) -100 MENDOTA (IL)	171	13275	50615
WI-IL	41 DWIGHT (IL) -47 FOND DU LAC (WI)	173	11037	38511
WI-IL	139 SPRINGFIELD (IL) -151 TOMAH (WI)	176	19038	79370
WI-IL	47 FOND DU LAC (WI) -120 PLANO (IL)	178	9860	35626
WI-IL	151 TOMAH (WI) -153 UPPER ALTON (IL)	179	21693	93220
WI-IL	32 DECATUR(BUS-IL) -47 FOND DU LAC (WI)	179	14444	57533
WI-IL	51 GALESBURG (IL) -116 OSHKOSH (WI)	182	18315	79356
WI-IL	12 BROOKFIELD (WI) -126 PRINCETON (IL)	182	9454	37170
WI-IL	16 CARBONDALE (IL) -148 STURTEVANT (WI)	183	17084	67377
WI-IL	120 PLANO (IL) -162 WEST BEND (WI)	183	8401	31133
WI-IL	51 GALESBURG (IL) -91 MADISON DANE AIRPORT	184	18328	81121
WI-IL	17 CARLINVILLE (IL) -91 MADISON DANE AIRPORT	187	17139	73849
WI-IL	116 OSHKOSH (WI) -120 PLANO (IL)	188	11000	40773
WI-IL	116 OSHKOSH (WI) -126 PRINCETON (IL)	189	13152	51000
WI-IL	47 FOND DU LAC (WI) -122 PONTIAC (IL)	192	12202	46368
WI-IL	51 GALESBURG (IL) -56 GREEN BAY (WI)	193	22177	93390
WI-IL	90 MACOMB (IL) -148 STURTEVANT (WI)	193	15459	72123
WI-IL	128 RANTOUL (IL) -160 WAUSAU(BUS-WI)	193	18197	75237
WI-IL	12 BROOKFIELD (WI) -32 DECATUR(BUS-IL)	196	13158	53267
WI-IL	128 RANTOUL (IL) -162 WEST BEND (WI)	199	12956	45951
WI-IL	127 QUINCY (IL) -148 STURTEVANT (WI)	200	18646	85764
WI-IL	54 GLENVIEW (IL) -162 WEST BEND (WI)	202	6151	20382
WI-IL	6 APPLETON (WI) -32 DECATUR(BUS-IL)	205	18925	73115
WI-IL	41 DWIGHT (IL) -162 WEST BEND (WI)	210	11786	40411
WI-IL	12 BROOKFIELD (WI) -16 CARBONDALE (IL)	212	22515	85943
WI-IL	21 CHAMPAIGN-URBANA (IL) -160 WAUSAU(BUS-WI)	212	21223	85352
WI-IL	6 APPLETON (WI) -122 PONTIAC (IL)	212	15735	58503
WI-IL	71 JOLIET (IL) -136 SHEBOYGAN(BUS-WI)	212	9210	36762
WI-IL	69 JACKSONVILLE(BUS-IL) -148 STURTEVANT (WI)	215	12562	60976
WI-IL	41 DWIGHT (IL) -92 MANITOWOC(BUS-WI)	218	11884	51991
WI-IL	91 MADISON DANE AIRPORT -100 MENDOTA (IL)	219	15160	55117
WI-IL	12 BROOKFIELD (WI) -120 PLANO (IL)	219	9139	33050
WI-IL	13 BTN-NORMAL (IL) -146 STEVENS POINT(BUS-WI)	219	20219	80405
WI-IL	146 STEVENS POINT(BUS-WI) -153 UPPER ALTON (IL)	220	26430	109778
WI-IL	29 DANVILLE(BUS-IL) -91 MADISON DANE AIRPORT	220	18333	73145
WI-IL	71 JOLIET (IL) -164 WISCONSIN DELLS (WI)	222	14628	57048
WI-IL	86 LINCOLN (IL) -148 STURTEVANT (WI)	225	11433	48949
WI-IL	29 DANVILLE(BUS-IL) -116 OSHKOSH (WI)	225	18748	73790
WI-IL	12 BROOKFIELD (WI) -98 MATTOON (IL)	227	16407	61432
WI-IL	44 EFFINGHAM (IL) -47 FOND DU LAC (WI)	231	20818	80150
WI-IL	32 DECATUR(BUS-IL) -91 MADISON DANE AIRPORT	231	19529	79062
WI-IL	29 DANVILLE(BUS-IL) -148 STURTEVANT (WI)	232	11760	51949
WI-IL	107 NAPERVILLE (IL) -151 TOMAH (WI)	232	18712	68003
WI-IL	92 MANITOWOC(BUS-WI) -153 UPPER ALTON (IL)	237	20990	100005
WI-IL	92 MANITOWOC(BUS-WI) -128 RANTOUL (IL)	238	14701	65915
WI-IL	12 BROOKFIELD (WI) -100 MENDOTA (IL)	240	11819	43589
WI-IL	98 MATTOON (IL) -102 MILWAUKEE (WI)	240	15927	61743
WI-IL	41 DWIGHT (IL) -146 STEVENS POINT(BUS-WI)	244	19696	77097
WI-IL	13 BTN-NORMAL (IL) -160 WAUSAU(BUS-WI)	245	23271	98117
WI-IL	51 GALESBURG (IL) -148 STURTEVANT (WI)	245	17451	81647
WI-IL	74 KANKAKEE (IL) -113 OCONOMOWOC (WI)	246	12249	42303
WI-IL	12 BROOKFIELD (WI) -122 PONTIAC (IL)	246	12082	47302
WI-IL	13 BTN-NORMAL (IL) -92 MANITOWOC(BUS-WI)	248	14954	71604
WI-IL	78 LA CROSSE (WI) -153 UPPER ALTON (IL)	250	32494	141026
WI-IL	56 GREEN BAY (WI) -122 PONTIAC (IL)	250	20290	76588
WI-IL	74 KANKAKEE (IL) -78 LA CROSSE (WI)	251	22605	90619

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WI-IL	29 DANVILLE(BUS-IL) -56 GREEN BAY (WI)	254	25345	95418
WI-IL	100 MENDOTA (IL) -148 STURTEVANT (WI)	254	8939	36594
WI-IL	12 BROOKFIELD (WI) -44 EFFINGHAM (IL)	256	21160	76345
WI-IL	44 EFFINGHAM (IL) -148 STURTEVANT (WI)	258	16609	67014
WI-IL	12 BROOKFIELD (WI) -17 CARLINVILLE (IL)	259	20592	83958
WI-IL	12 BROOKFIELD (WI) -86 LINCOLN (IL)	260	16617	66507
WI-IL	54 GLENVIEW (IL) -92 MANITOWOC(BUS-WI)	263	7062	38633
WI-IL	6 APPLETON (WI) -44 EFFINGHAM (IL)	265	26693	101385
WI-IL	32 DECATUR(BUS-IL) -56 GREEN BAY (WI)	266	26852	102610
WI-IL	13 BTN-NORMAL (IL) -136 SHEBOYGAN(BUS-WI)	267	15241	69449
WI-IL	120 PLANO (IL) -148 STURTEVANT (WI)	269	7171	30361
WI-IL	32 DECATUR(BUS-IL) -116 OSHKOSH (WI)	269	22934	90901
WI-IL	41 DWIGHT (IL) -160 WAUSAU(BUS-WI)	271	22523	94691
WI-IL	21 CHAMPAIGN-URBANA (IL) -136 SHEBOYGAN(BUS-WI)	274	16723	71856
WI-IL	91 MADISON DANE AIRPORT -122 PONTIAC (IL)	275	18614	72110
WI-IL	119 PEORIA (BUS-IL) -162 WEST BEND (WI)	276	18638	79295
WI-IL	116 OSHKOSH (WI) -122 PONTIAC (IL)	277	19025	71588
WI-IL	128 RANTOUL (IL) -148 STURTEVANT (WI)	280	12239	48692
WI-IL	12 BROOKFIELD (WI) -51 GALESBURG (IL)	280	23966	103828
WI-IL	32 DECATUR(BUS-IL) -148 STURTEVANT (WI)	287	14947	67074
WI-IL	139 SPRINGFIELD (IL) -160 WAUSAU(BUS-WI)	290	32392	133832
WI-IL	78 LA CROSSE (WI) -139 SPRINGFIELD (IL)	291	33882	143184
WI-IL	126 PRINCETON (IL) -148 STURTEVANT (WI)	292	11127	48408
WI-IL	21 CHAMPAIGN-URBANA (IL) -146 STEVENS POINT(BUS-WI)	292	27849	107711
WI-IL	107 NAPERVILLE (IL) -125 PORTAGE (WI)	297	19068	68656
WI-IL	17 CARLINVILLE (IL) -148 STURTEVANT (WI)	302	20052	86328
WI-IL	76 KEWANEE (IL) -102 MILWAUKEE (WI)	303	22062	98842
WI-IL	12 BROOKFIELD (WI) -128 RANTOUL (IL)	307	18268	65101
WI-IL	44 EFFINGHAM (IL) -116 OSHKOSH (WI)	310	29552	113002
WI-IL	97 MARION(BUS-IL) -102 MILWAUKEE (WI)	316	32433	128905
WI-IL	74 KANKAKEE (IL) -136 SHEBOYGAN(BUS-WI)	317	14420	60147
WI-IL	21 CHAMPAIGN-URBANA (IL) -92 MANITOWOC(BUS-WI)	317	20509	92217
WI-IL	41 DWIGHT (IL) -148 STURTEVANT (WI)	320	11258	43139
WI-IL	54 GLENVIEW (IL) -136 SHEBOYGAN(BUS-WI)	329	7979	38774
WI-IL	71 JOLIET (IL) -113 OCONOMOWOC (WI)	331	14240	51328
WI-IL	122 PONTIAC (IL) -148 STURTEVANT (WI)	335	12060	51614
WI-IL	12 BROOKFIELD (WI) -127 QUINCY (IL)	335	35955	156521
WI-IL	12 BROOKFIELD (WI) -90 MACOMB (IL)	335	31416	137862
WI-IL	13 BTN-NORMAL (IL) -78 LA CROSSE (WI)	336	35931	144779
WI-IL	92 MANITOWOC(BUS-WI) -139 SPRINGFIELD (IL)	336	24827	117664
WI-IL	6 APPLETON (WI) -13 BTN-NORMAL (IL)	349	27768	107512
WI-IL	29 DANVILLE(BUS-IL) -102 MILWAUKEE (WI)	356	20498	88201
WI-IL	62 HOMEWOOD (IL) -78 LA CROSSE (WI)	358	34144	117683
WI-IL	13 BTN-NORMAL (IL) -162 WEST BEND (WI)	360	22892	87443
WI-IL	20 CENTRALIA (IL) -102 MILWAUKEE (WI)	360	31775	121365
WI-IL	139 SPRINGFIELD (IL) -146 STEVENS POINT(BUS-WI)	361	38718	154561
WI-IL	91 MADISON DANE AIRPORT -120 PLANO (IL)	363	21878	80279
WI-IL	71 JOLIET (IL) -125 PORTAGE (WI)	370	23480	88809
WI-IL	56 GREEN BAY (WI) -120 PLANO (IL)	371	28060	98420
WI-IL	44 EFFINGHAM (IL) -91 MADISON DANE AIRPORT	373	35037	137210
WI-IL	136 SHEBOYGAN(BUS-WI) -153 UPPER ALTON (IL)	376	32292	147610
WI-IL	69 JACKSONVILLE(BUS-IL) -102 MILWAUKEE (WI)	383	25169	117697
WI-IL	54 GLENVIEW (IL) -125 PORTAGE (WI)	406	20944	75041
WI-IL	13 BTN-NORMAL (IL) -47 FOND DU LAC (WI)	407	30109	111105
WI-IL	47 FOND DU LAC (WI) -119 PEORIA (BUS-IL)	413	30766	131039
WI-IL	6 APPLETON (WI) -128 RANTOUL (IL)	414	33073	122562
WI-IL	54 GLENVIEW (IL) -151 TOMAH (WI)	420	27454	103861
WI-IL	12 BROOKFIELD (WI) -41 DWIGHT (IL)	426	21169	73757
WI-IL	22 CHICAGO (IL) -147 STURGEON BAY(BUS-WI)	435	28678	98856
WI-IL	54 GLENVIEW (IL) -160 WAUSAU(BUS-WI)	440	27198	114087
WI-IL	6 APPLETON (WI) -119 PEORIA (BUS-IL)	455	38938	160094
WI-IL	47 FOND DU LAC (WI) -128 RANTOUL (IL)	456	33210	119014
WI-IL	6 APPLETON (WI) -100 MENDOTA (IL)	458	36210	121905

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WI-IL	32 DECATUR(BUS-IL) -102 MILWAUKEE (WI)	460	27718	118765
WI-IL	102 MILWAUKEE (WI) -120 PLANO (IL)	467	16127	64039
WI-IL	43 EAU CLAIRE (BUS-WI) -62 HOMEWOOD (IL)	472	38517	169493
WI-IL	136 SHEBOYGAN(BUS-WI) -139 SPRINGFIELD (IL)	478	33994	153343
WI-IL	13 BTN-NORMAL (IL) -56 GREEN BAY (WI)	484	42788	163450
WI-IL	107 NAPERVILLE (IL) -113 OCONOMOWOC (WI)	514	21336	75038
WI-IL	6 APPLETON (WI) -120 PLANO (IL)	524	34798	123152
WI-IL	74 KANKAKEE (IL) -92 MANITOWOC(BUS-WI)	535	26166	117246
WI-IL	12 BROOKFIELD (WI) -119 PEORIA (BUS-IL)	536	33138	143727
WI-IL	21 CHAMPAIGN-URBANA (IL) -162 WEST BEND (WI)	537	36267	131669
WI-IL	91 MADISON DANE AIRPORT -119 PEORIA (BUS-IL)	563	44968	190209
WI-IL	6 APPLETON (WI) -21 CHAMPAIGN-URBANA (IL)	564	46992	174992
WI-IL	116 OSHKOSH (WI) -119 PEORIA (BUS-IL)	565	44883	188875
WI-IL	13 BTN-NORMAL (IL) -91 MADISON DANE AIRPORT	577	44179	169635
WI-IL	41 DWIGHT (IL) -91 MADISON DANE AIRPORT	595	43096	144504
WI-IL	102 MILWAUKEE (WI) -128 RANTOUL (IL)	604	31450	119522
WI-IL	56 GREEN BAY (WI) -128 RANTOUL (IL)	604	53642	196916
WI-IL	74 KANKAKEE (IL) -160 WAUSAU(BUS-WI)	605	47689	200116
WI-IL	13 BTN-NORMAL (IL) -116 OSHKOSH (WI)	616	48731	178765
WI-IL	56 GREEN BAY (WI) -119 PEORIA (BUS-IL)	626	60300	239287
WI-IL	43 EAU CLAIRE (BUS-WI) -54 GLENVIEW (IL)	631	45635	205623
WI-IL	21 CHAMPAIGN-URBANA (IL) -47 FOND DU LAC (WI)	632	47704	173744
WI-IL	119 PEORIA (BUS-IL) -148 STURTEVANT (WI)	634	29645	145789
WI-IL	47 FOND DU LAC (WI) -139 SPRINGFIELD (IL)	642	52496	214548
WI-IL	102 MILWAUKEE (WI) -122 PONTIAC (IL)	643	26871	114369
WI-IL	41 DWIGHT (IL) -56 GREEN BAY (WI)	668	58222	191759
WI-IL	6 APPLETON (WI) -139 SPRINGFIELD (IL)	679	62567	250487
WI-IL	6 APPLETON (WI) -41 DWIGHT (IL)	681	52155	174912
WI-IL	71 JOLIET (IL) -78 LA CROSSE (WI)	682	60448	234656
WI-IL	71 JOLIET (IL) -92 MANITOWOC(BUS-WI)	691	28612	139567
WI-IL	21 CHAMPAIGN-URBANA (IL) -148 STURTEVANT (WI)	695	32911	130677
WI-IL	74 KANKAKEE (IL) -146 STEVENS POINT(BUS-WI)	713	58718	211619
WI-IL	74 KANKAKEE (IL) -148 STURTEVANT (WI)	723	21572	83863
WI-IL	47 FOND DU LAC (WI) -74 KANKAKEE (IL)	733	43655	148801
WI-IL	139 SPRINGFIELD (IL) -162 WEST BEND (WI)	738	56679	224484
WI-IL	116 OSHKOSH (WI) -128 RANTOUL (IL)	740	58745	205761
WI-IL	74 KANKAKEE (IL) -162 WEST BEND (WI)	744	38280	128625
WI-IL	91 MADISON DANE AIRPORT -128 RANTOUL (IL)	748	58893	210988
WI-IL	78 LA CROSSE (WI) -107 NAPERVILLE (IL)	751	62296	251469
WI-IL	102 MILWAUKEE (WI) -126 PRINCETON (IL)	771	34558	146553
WI-IL	22 CHICAGO (IL) -96 MARINETTE(BUS-WI)	774	53793	202832
WI-IL	100 MENDOTA (IL) -102 MILWAUKEE (WI)	777	32157	130479
WI-IL	17 CARLINVILLE (IL) -102 MILWAUKEE (WI)	778	55412	241256
WI-IL	21 CHAMPAIGN-URBANA (IL) -116 OSHKOSH (WI)	782	60866	228250
WI-IL	62 HOMEWOOD (IL) -113 OCONOMOWOC (WI)	797	32063	110808
WI-IL	21 CHAMPAIGN-URBANA (IL) -56 GREEN BAY (WI)	812	74829	276010
WI-IL	71 JOLIET (IL) -162 WEST BEND (WI)	812	36484	126720
WI-IL	54 GLENVIEW (IL) -159 WATERTOWN (WI)	813	25557	92687
WI-IL	107 NAPERVILLE (IL) -136 SHEBOYGAN(BUS-WI)	821	30536	134723
WI-IL	102 MILWAUKEE (WI) -127 QUINCY (IL)	863	86775	390966
WI-IL	12 BROOKFIELD (WI) -74 KANKAKEE (IL)	865	39867	133249
WI-IL	86 LINCOLN (IL) -102 MILWAUKEE (WI)	866	49157	209600
WI-IL	74 KANKAKEE (IL) -116 OSHKOSH (WI)	867	54122	190845
WI-IL	116 OSHKOSH (WI) -139 SPRINGFIELD (IL)	871	75582	305680
WI-IL	153 UPPER ALTON (IL) -162 WEST BEND (WI)	891	81256	335061
WI-IL	44 EFFINGHAM (IL) -102 MILWAUKEE (WI)	892	65374	253274
WI-IL	41 DWIGHT (IL) -102 MILWAUKEE (WI)	900	36751	143081
WI-IL	107 NAPERVILLE (IL) -116 OSHKOSH (WI)	942	52623	182813
WI-IL	92 MANITOWOC(BUS-WI) -107 NAPERVILLE (IL)	949	38554	183185
WI-IL	91 MADISON DANE AIRPORT -139 SPRINGFIELD (IL)	953	81534	338272
WI-IL	13 BTN-NORMAL (IL) -148 STURTEVANT (WI)	961	42062	178685
WI-IL	107 NAPERVILLE (IL) -146 STEVENS POINT(BUS-WI)	1014	72588	274679
WI-IL	47 FOND DU LAC (WI) -71 JOLIET (IL)	1037	55594	192807

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States	Station Pair	Riders	Revenue	Passenger Miles
WI-IL	12 BROOKFIELD (WI) -21 CHAMPAIGN-URBANA (IL)	1056	65024	238737
WI-IL	21 CHAMPAIGN-URBANA (IL) -91 MADISON DANE AIRPORT	1078	87924	319160
WI-IL	54 GLENVIEW (IL) -164 WISCONSIN DELLS (WI)	1095	59667	221220
WI-IL	47 FOND DU LAC (WI) -107 NAPERVILLE (IL)	1096	57939	193989
WI-IL	107 NAPERVILLE (IL) -160 WAUSAU(BUS-WI)	1121	81727	341907
WI-IL	107 NAPERVILLE (IL) -162 WEST BEND (WI)	1149	49109	168880
WI-IL	71 JOLIET (IL) -146 STEVENS POINT(BUS-WI)	1182	86431	331043
WI-IL	71 JOLIET (IL) -116 OSHKOSH (WI)	1212	71442	246059
WI-IL	148 STURTEVANT (WI) -153 UPPER ALTON (IL)	1240	90722	395567
WI-IL	54 GLENVIEW (IL) -116 OSHKOSH (WI)	1249	55479	184788
WI-IL	62 HOMEWOOD (IL) -148 STURTEVANT (WI)	1289	26547	104670
WI-IL	102 MILWAUKEE (WI) -119 PEORIA (BUS-IL)	1294	69993	328668
WI-IL	51 GALESBURG (IL) -102 MILWAUKEE (WI)	1326	104315	473381
WI-IL	16 CARBONDALE (IL) -102 MILWAUKEE (WI)	1326	131639	519940
WI-IL	71 JOLIET (IL) -148 STURTEVANT (WI)	1412	34824	139823
WI-IL	12 BROOKFIELD (WI) -71 JOLIET (IL)	1427	55357	195514
WI-IL	12 BROOKFIELD (WI) -13 BTN-NORMAL (IL)	1468	84219	328759
WI-IL	56 GREEN BAY (WI) -74 KANKAKEE (IL)	1495	116216	400700
WI-IL	62 HOMEWOOD (IL) -136 SHEBOYGAN(BUS-WI)	1503	53164	234669
WI-IL	71 JOLIET (IL) -160 WAUSAU(BUS-WI)	1507	114244	473316
WI-IL	54 GLENVIEW (IL) -148 STURTEVANT (WI)	1528	17778	67225
WI-IL	62 HOMEWOOD (IL) -92 MANITOWOC(BUS-WI)	1619	61806	300360
WI-IL	54 GLENVIEW (IL) -78 LA CROSSE (WI)	1653	123447	477831
WI-IL	107 NAPERVILLE (IL) -148 STURTEVANT (WI)	1663	36888	149639
WI-IL	12 BROOKFIELD (WI) -153 UPPER ALTON (IL)	1762	155561	629184
WI-IL	54 GLENVIEW (IL) -56 GREEN BAY (WI)	1818	114328	356419
WI-IL	90 MACOMB (IL) -102 MILWAUKEE (WI)	1840	159385	730512
WI-IL	139 SPRINGFIELD (IL) -148 STURTEVANT (WI)	1854	106270	457871
WI-IL	12 BROOKFIELD (WI) -107 NAPERVILLE (IL)	1926	74094	246575
WI-IL	74 KANKAKEE (IL) -102 MILWAUKEE (WI)	1935	71890	270964
WI-IL	6 APPLETON (WI) -74 KANKAKEE (IL)	2042	150987	485896
WI-IL	56 GREEN BAY (WI) -71 JOLIET (IL)	2219	169713	557003
WI-IL	54 GLENVIEW (IL) -91 MADISON DANE AIRPORT	2256	103757	342922
WI-IL	74 KANKAKEE (IL) -91 MADISON DANE AIRPORT	2279	150975	510498
WI-IL	47 FOND DU LAC (WI) -62 HOMEWOOD (IL)	2427	125748	409181
WI-IL	62 HOMEWOOD (IL) -146 STEVENS POINT(BUS-WI)	2467	175776	651223
WI-IL	12 BROOKFIELD (WI) -139 SPRINGFIELD (IL)	2520	181798	718259
WI-IL	12 BROOKFIELD (WI) -54 GLENVIEW (IL)	2574	63687	211055
WI-IL	62 HOMEWOOD (IL) -116 OSHKOSH (WI)	2577	143361	477030
WI-IL	56 GREEN BAY (WI) -107 NAPERVILLE (IL)	2617	198147	633412
WI-IL	62 HOMEWOOD (IL) -162 WEST BEND (WI)	2778	112796	385970
WI-IL	43 EAU CLAIRE (BUS-WI) -107 NAPERVILLE (IL)	2827	243188	1051492
WI-IL	62 HOMEWOOD (IL) -160 WAUSAU(BUS-WI)	2880	214212	860081
WI-IL	6 APPLETON (WI) -71 JOLIET (IL)	2905	199850	642111
WI-IL	91 MADISON DANE AIRPORT -107 NAPERVILLE (IL)	3243	192616	642106
WI-IL	6 APPLETON (WI) -107 NAPERVILLE (IL)	3324	219307	704588
WI-IL	21 CHAMPAIGN-URBANA (IL) -102 MILWAUKEE (WI)	3932	213757	833501
WI-IL	71 JOLIET (IL) -102 MILWAUKEE (WI)	4079	130723	501726
WI-IL	102 MILWAUKEE (WI) -153 UPPER ALTON (IL)	4368	348959	1498098
WI-IL	71 JOLIET (IL) -91 MADISON DANE AIRPORT	4434	277431	917758
WI-IL	12 BROOKFIELD (WI) -62 HOMEWOOD (IL)	5087	184434	610119
WI-IL	6 APPLETON (WI) -62 HOMEWOOD (IL)	5375	358617	1101461
WI-IL	102 MILWAUKEE (WI) -107 NAPERVILLE (IL)	5499	172223	626875
WI-IL	56 GREEN BAY (WI) -62 HOMEWOOD (IL)	5852	429586	1373406
WI-IL	102 MILWAUKEE (WI) -139 SPRINGFIELD (IL)	6010	388751	1628736
WI-IL	13 BTN-NORMAL (IL) -102 MILWAUKEE (WI)	6206	310769	1303361
WI-IL	22 CHICAGO (IL) -125 PORTAGE (WI)	7362	425245	1476811
WI-IL	22 CHICAGO (IL) -92 MANITOWOC(BUS-WI)	7732	249861	1248507
WI-IL	22 CHICAGO (IL) -151 TOMAH (WI)	8317	595707	2182520
WI-IL	22 CHICAGO (IL) -113 OCONOMOWOC (WI)	8727	293317	986613
WI-IL	22 CHICAGO (IL) -136 SHEBOYGAN(BUS-WI)	8817	272010	1187087
WI-IL	22 CHICAGO (IL) -146 STEVENS POINT(BUS-WI)	8944	570533	2137671
WI-IL	62 HOMEWOOD (IL) -102 MILWAUKEE (WI)	9829	302689	1052268

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WI-IL	22 CHICAGO (IL) -160 WAUSAU(BUS-WI)	10018	677261	2737101
WI-IL	22 CHICAGO (IL) -43 EAU CLAIRE (BUS-WI)	10226	803082	3452857
WI-IL	62 HOMEWOOD (IL) -91 MADISON DANE AIRPORT	11659	692883	2227147
WI-IL	22 CHICAGO (IL) -159 WATERTOWN (WI)	11668	428583	1512845
WI-IL	22 CHICAGO (IL) -164 WISCONSIN DELLS (WI)	13054	785754	2839884
WI-IL	22 CHICAGO (IL) -47 FOND DU LAC (WI)	21364	967263	3113635
WI-IL	22 CHICAGO (IL) -78 LA CROSSE (WI)	22865	1859362	6956127
WI-IL	22 CHICAGO (IL) -116 OSHKOSH (WI)	27126	1344615	4373099
WI-IL	22 CHICAGO (IL) -162 WEST BEND (WI)	31243	1150032	3669655
WI-IL	6 APPLETON (WI) -22 CHICAGO (IL)	33122	1941353	5952854
WI-IL	22 CHICAGO (IL) -56 GREEN BAY (WI)	33564	2260922	7037514
WI-IL	54 GLENVIEW (IL) -102 MILWAUKEE (WI)	35190	665629	2392930
WI-IL	22 CHICAGO (IL) -148 STURTEVANT (WI)	67172	1106799	4062866
WI-IL	22 CHICAGO (IL) -91 MADISON DANE AIRPORT	73623	3693099	12205863
WI-IL	12 BROOKFIELD (WI) -22 CHICAGO (IL)	165504	5197448	16255817
WI-IL	22 CHICAGO (IL) -102 MILWAUKEE (WI)	690462	16419078	57991130
WI-IN	94 MARCELINE -147 STURGEON BAY(BUS-WI)	2	311	1385
WI-IN	78 LA CROSSE (WI) -94 MARCELINE	2	384	1746
WI-IN	94 MARCELINE -136 SHEBOYGAN(BUS-WI)	3	321	1600
WI-IN	94 MARCELINE -162 WEST BEND (WI)	3	405	1873
WI-IN	94 MARCELINE -148 STURTEVANT (WI)	4	388	1895
WI-IN	94 MARCELINE -96 MARINETTE(BUS-WI)	4	592	2714
WI-IN	65 INDIANAPOLIS (IN) -147 STURGEON BAY(BUS-WI)	4	471	1835
WI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -147 STURGEON BAY(BUS-WI)	4	292	1076
WI-IN	12 BROOKFIELD (WI) -94 MARCELINE	6	634	2978
WI-IN	156 WARSAW (IN) -159 WATERTOWN (WI)	6	408	1557
WI-IN	52 GARY INTERNATIONAL AIRPORT -113 OCONOMOWOC (WI)	8	297	1105
WI-IN	10 BLOOMINGTON(BUS-IN) -113 OCONOMOWOC (WI)	8	678	2962
WI-IN	33 DEFIANCE (IN) -147 STURGEON BAY(BUS-WI)	8	943	3570
WI-IN	92 MANITOWOC(BUS-WI) -94 MARCELINE	10	1134	5799
WI-IN	80 LAFAYETTE (IN) -96 MARINETTE(BUS-WI)	10	995	4037
WI-IN	10 BLOOMINGTON(BUS-IN) -151 TOMAH (WI)	10	1276	5455
WI-IN	10 BLOOMINGTON(BUS-IN) -47 FOND DU LAC (WI)	11	1058	4482
WI-IN	80 LAFAYETTE (IN) -147 STURGEON BAY(BUS-WI)	11	1046	4007
WI-IN	121 PLYMOUTH (IN) -159 WATERTOWN (WI)	11	640	2436
WI-IN	65 INDIANAPOLIS (IN) -96 MARINETTE(BUS-WI)	12	1364	5574
WI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -96 MARINETTE(BUS-WI)	12	860	3442
WI-IN	94 MARCELINE -160 WAUSAU(BUS-WI)	12	1745	8400
WI-IN	33 DEFIANCE (IN) -151 TOMAH (WI)	12	1417	5526
WI-IN	94 MARCELINE -146 STEVENS POINT(BUS-WI)	12	1728	8100
WI-IN	10 BLOOMINGTON(BUS-IN) -162 WEST BEND (WI)	13	1094	4725
WI-IN	33 DEFIANCE (IN) -96 MARINETTE(BUS-WI)	13	1518	6035
WI-IN	10 BLOOMINGTON(BUS-IN) -125 PORTAGE (WI)	14	1467	6206
WI-IN	10 BLOOMINGTON(BUS-IN) -116 OSHKOSH (WI)	14	1401	5874
WI-IN	149 TERRE HAUTE(BUS-IN) -164 WISCONSIN DELLS (WI)	14	1488	6397
WI-IN	33 DEFIANCE (IN) -164 WISCONSIN DELLS (WI)	14	1525	5912
WI-IN	149 TERRE HAUTE(BUS-IN) -159 WATERTOWN (WI)	15	1283	5255
WI-IN	101 MICHIGAN CITY (IN) -147 STURGEON BAY(BUS-WI)	15	1120	4235
WI-IN	147 STURGEON BAY(BUS-WI) -156 WARSAW (IN)	15	1519	5248
WI-IN	147 STURGEON BAY(BUS-WI) -158 WATERLOO (BUS-IN)	17	1728	6811
WI-IN	52 GARY INTERNATIONAL AIRPORT -78 LA CROSSE (WI)	17	1373	5480
WI-IN	52 GARY INTERNATIONAL AIRPORT -146 STEVENS POINT(BUS-WI)	17	1088	4515
WI-IN	113 OCONOMOWOC (WI) -149 TERRE HAUTE(BUS-IN)	17	1456	6027
WI-IN	52 GARY INTERNATIONAL AIRPORT -162 WEST BEND (WI)	18	681	2468
WI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -113 OCONOMOWOC (WI)	18	663	2463
WI-IN	110 NEW CASTLE(BUS-IN) -162 WEST BEND (WI)	19	1673	7184
WI-IN	10 BLOOMINGTON(BUS-IN) -12 BROOKFIELD (WI)	19	1577	6918
WI-IN	94 MARCELINE -102 MILWAUKEE (WI)	20	2066	9992
WI-IN	33 DEFIANCE (IN) -159 WATERTOWN (WI)	20	1700	6543
WI-IN	121 PLYMOUTH (IN) -147 STURGEON BAY(BUS-WI)	21	1899	6677
WI-IN	149 TERRE HAUTE(BUS-IN) -151 TOMAH (WI)	22	2692	11044
WI-IN	10 BLOOMINGTON(BUS-IN) -148 STURTEVANT (WI)	24	1647	7593
WI-IN	33 DEFIANCE (IN) -125 PORTAGE (WI)	24	2536	9647

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States	Station Pair	Riders	Revenue	Passenger Miles
WI-IN	96 MARINETTE(BUS-WI) -101 MICHIGAN CITY (IN)	25	1936	7865
WI-IN	151 TOMAH (WI) -158 WATERLOO (BUS-IN)	25	2773	11262
WI-IN	52 GARY INTERNATIONAL AIRPORT -160 WAUSAU(BUS-WI)	26	1716	7641
WI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -78 LA CROSSE (WI)	27	2233	8914
WI-IN	125 PORTAGE (WI) -149 TERRE HAUTE(BUS-IN)	28	2944	12055
WI-IN	96 MARINETTE(BUS-WI) -121 PLYMOUTH (IN)	28	2566	9784
WI-IN	96 MARINETTE(BUS-WI) -156 WARSAW (IN)	28	2755	10500
WI-IN	78 LA CROSSE (WI) -149 TERRE HAUTE(BUS-IN)	29	3631	15722
WI-IN	96 MARINETTE(BUS-WI) -158 WATERLOO (BUS-IN)	31	3333	13813
WI-IN	121 PLYMOUTH (IN) -164 WISCONSIN DELLS (WI)	31	2456	9475
WI-IN	149 TERRE HAUTE(BUS-IN) -162 WEST BEND (WI)	34	2995	11907
WI-IN	78 LA CROSSE (WI) -80 LAFAYETTE (IN)	35	3740	15130
WI-IN	47 FOND DU LAC (WI) -149 TERRE HAUTE(BUS-IN)	35	3230	13230
WI-IN	80 LAFAYETTE (IN) -113 OCONOMOWOC (WI)	37	2539	9134
WI-IN	52 GARY INTERNATIONAL AIRPORT -92 MANITOWOC(BUS-WI)	37	1363	6949
WI-IN	59 HMI-WTG-DET (IN) -159 WATERTOWN (WI)	38	1541	5644
WI-IN	65 INDIANAPOLIS (IN) -159 WATERTOWN (WI)	39	3305	13219
WI-IN	52 GARY INTERNATIONAL AIRPORT -136 SHEBOYGAN(BUS-WI)	40	1362	6352
WI-IN	12 BROOKFIELD (WI) -26 COLUMBUS(BUS-IN)	41	3296	14203
WI-IN	47 FOND DU LAC (WI) -66 INDIANAPOLIS AIRPORT (IN)	41	3685	14295
WI-IN	26 COLUMBUS(BUS-IN) -47 FOND DU LAC (WI)	42	3993	16637
WI-IN	151 TOMAH (WI) -156 WARSAW (IN)	42	4074	15857
WI-IN	156 WARSAW (IN) -164 WISCONSIN DELLS (WI)	43	3695	14266
WI-IN	12 BROOKFIELD (WI) -52 GARY INTERNATIONAL AIRPORT	44	1797	5361
WI-IN	125 PORTAGE (WI) -158 WATERLOO (BUS-IN)	44	4247	16896
WI-IN	66 INDIANAPOLIS AIRPORT (IN) -162 WEST BEND (WI)	48	4106	15110
WI-IN	12 BROOKFIELD (WI) -110 NEW CASTLE(BUS-IN)	48	4284	16930
WI-IN	78 LA CROSSE (WI) -101 MICHIGAN CITY (IN)	50	4396	17792
WI-IN	59 HMI-WTG-DET (IN) -125 PORTAGE (WI)	50	2968	10824
WI-IN	12 BROOKFIELD (WI) -149 TERRE HAUTE(BUS-IN)	50	3979	16507
WI-IN	10 BLOOMINGTON(BUS-IN) -78 LA CROSSE (WI)	50	6536	28236
WI-IN	47 FOND DU LAC (WI) -52 GARY INTERNATIONAL AIRPORT	51	2443	8752
WI-IN	10 BLOOMINGTON(BUS-IN) -91 MADISON DANE AIRPORT	53	5222	22366
WI-IN	59 HMI-WTG-DET (IN) -164 WISCONSIN DELLS (WI)	53	3299	12462
WI-IN	52 GARY INTERNATIONAL AIRPORT -148 STURTEVANT (WI)	53	1119	4461
WI-IN	26 COLUMBUS(BUS-IN) -148 STURTEVANT (WI)	53	3618	16358
WI-IN	33 DEFIANCE (IN) -113 OCONOMOWOC (WI)	54	4376	16769
WI-IN	6 APPLETON (WI) -149 TERRE HAUTE(BUS-IN)	54	5846	22499
WI-IN	158 WATERLOO (BUS-IN) -159 WATERTOWN (WI)	57	4310	17555
WI-IN	101 MICHIGAN CITY (IN) -136 SHEBOYGAN(BUS-WI)	58	2324	10878
WI-IN	121 PLYMOUTH (IN) -151 TOMAH (WI)	59	5248	20423
WI-IN	66 INDIANAPOLIS AIRPORT (IN) -116 OSHKOSH (WI)	61	5720	22027
WI-IN	91 MADISON DANE AIRPORT -149 TERRE HAUTE(BUS-IN)	61	6142	24447
WI-IN	26 COLUMBUS(BUS-IN) -78 LA CROSSE (WI)	63	8081	34512
WI-IN	113 OCONOMOWOC (WI) -156 WARSAW (IN)	64	4072	14529
WI-IN	52 GARY INTERNATIONAL AIRPORT -116 OSHKOSH (WI)	67	3543	12615
WI-IN	158 WATERLOO (BUS-IN) -164 WISCONSIN DELLS (WI)	68	6653	26964
WI-IN	26 COLUMBUS(BUS-IN) -116 OSHKOSH (WI)	69	6896	28452
WI-IN	10 BLOOMINGTON(BUS-IN) -102 MILWAUKEE (WI)	70	5778	23902
WI-IN	43 EAU CLAIRE (BUS-WI) -80 LAFAYETTE (IN)	71	7883	33665
WI-IN	101 MICHIGAN CITY (IN) -113 OCONOMOWOC (WI)	72	3346	12294
WI-IN	65 INDIANAPOLIS (IN) -113 OCONOMOWOC (WI)	73	5878	23453
WI-IN	59 HMI-WTG-DET (IN) -151 TOMAH (WI)	76	5563	21309
WI-IN	12 BROOKFIELD (WI) -66 INDIANAPOLIS AIRPORT (IN)	77	6238	22792
WI-IN	113 OCONOMOWOC (WI) -121 PLYMOUTH (IN)	77	4288	15537
WI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -146 STEVENS POINT(BUS-WI)	78	4987	20687
WI-IN	6 APPLETON (WI) -52 GARY INTERNATIONAL AIRPORT	79	4573	16194
WI-IN	116 OSHKOSH (WI) -149 TERRE HAUTE(BUS-IN)	79	7868	31279
WI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -160 WAUSAU(BUS-WI)	80	5345	23795
WI-IN	33 DEFIANCE (IN) -78 LA CROSSE (WI)	81	10121	40193
WI-IN	121 PLYMOUTH (IN) -125 PORTAGE (WI)	83	6308	23705
WI-IN	102 MILWAUKEE (WI) -110 NEW CASTLE(BUS-IN)	85	6334	28717
WI-IN	6 APPLETON (WI) -10 BLOOMINGTON(BUS-IN)	89	9469	39280

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WI-IN	33 DEFIANCE (IN) -136 SHEBOYGAN(BUS-WI)	91	7329	29708
WI-IN	52 GARY INTERNATIONAL AIRPORT -56 GREEN BAY (WI)	91	6138	21587
WI-IN	56 GREEN BAY (WI) -149 TERRE HAUTE(BUS-IN)	92	10534	40863
WI-IN	59 HMI-WTG-DET (IN) -160 WAUSAU(BUS-WI)	92	6426	26944
WI-IN	148 STURTEVANT (WI) -149 TERRE HAUTE(BUS-IN)	94	6136	27450
WI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -136 SHEBOYGAN(BUS-WI)	95	3230	15064
WI-IN	33 DEFIANCE (IN) -92 MANITOWOC(BUS-WI)	96	7911	34121
WI-IN	101 MICHIGAN CITY (IN) -162 WEST BEND (WI)	98	4584	16826
WI-IN	102 MILWAUKEE (WI) -105 MUNCIE(BUS-IN)	100	7564	35079
WI-IN	136 SHEBOYGAN(BUS-WI) -156 WARSAW (IN)	104	5852	25590
WI-IN	33 DEFIANCE (IN) -146 STEVENS POINT(BUS-WI)	105	11788	45574
WI-IN	59 HMI-WTG-DET (IN) -78 LA CROSSE (WI)	105	8552	33756
WI-IN	26 COLUMBUS(BUS-IN) -91 MADISON DANE AIRPORT	106	10429	43983
WI-IN	59 HMI-WTG-DET (IN) -136 SHEBOYGAN(BUS-WI)	106	3622	16078
WI-IN	10 BLOOMINGTON(BUS-IN) -56 GREEN BAY (WI)	107	12280	50189
WI-IN	78 LA CROSSE (WI) -158 WATERLOO (BUS-IN)	108	12699	52388
WI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -162 WEST BEND (WI)	110	4539	15458
WI-IN	113 OCONOMOWOC (WI) -158 WATERLOO (BUS-IN)	110	8870	32437
WI-IN	33 DEFIANCE (IN) -160 WAUSAU(BUS-WI)	112	12906	52424
WI-IN	92 MANITOWOC(BUS-WI) -158 WATERLOO (BUS-IN)	112	8678	38389
WI-IN	59 HMI-WTG-DET (IN) -92 MANITOWOC(BUS-WI)	114	4334	20518
WI-IN	33 DEFIANCE (IN) -162 WEST BEND (WI)	117	9570	36240
WI-IN	12 BROOKFIELD (WI) -101 MICHIGAN CITY (IN)	117	4731	17784
WI-IN	6 APPLETON (WI) -26 COLUMBUS(BUS-IN)	119	12477	50974
WI-IN	78 LA CROSSE (WI) -156 WARSAW (IN)	123	13285	50962
WI-IN	47 FOND DU LAC (WI) -158 WATERLOO (BUS-IN)	125	10352	40847
WI-IN	26 COLUMBUS(BUS-IN) -102 MILWAUKEE (WI)	131	10314	43451
WI-IN	101 MICHIGAN CITY (IN) -148 STURTEVANT (WI)	131	3594	14977
WI-IN	26 COLUMBUS(BUS-IN) -56 GREEN BAY (WI)	133	15116	60898
WI-IN	33 DEFIANCE (IN) -148 STURTEVANT (WI)	134	8592	33941
WI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -92 MANITOWOC(BUS-WI)	134	4932	25137
WI-IN	136 SHEBOYGAN(BUS-WI) -158 WATERLOO (BUS-IN)	136	10256	42568
WI-IN	121 PLYMOUTH (IN) -136 SHEBOYGAN(BUS-WI)	137	6844	30030
WI-IN	59 HMI-WTG-DET (IN) -146 STEVENS POINT(BUS-WI)	143	9643	37020
WI-IN	6 APPLETON (WI) -66 INDIANAPOLIS AIRPORT (IN)	145	14474	55347
WI-IN	101 MICHIGAN CITY (IN) -146 STEVENS POINT(BUS-WI)	146	10784	42982
WI-IN	65 INDIANAPOLIS (IN) -78 LA CROSSE (WI)	146	18245	74322
WI-IN	12 BROOKFIELD (WI) -33 DEFIANCE (IN)	146	11143	42556
WI-IN	33 DEFIANCE (IN) -47 FOND DU LAC (WI)	146	13303	49879
WI-IN	92 MANITOWOC(BUS-WI) -101 MICHIGAN CITY (IN)	149	6970	32316
WI-IN	116 OSHKOSH (WI) -158 WATERLOO (BUS-IN)	150	13123	51334
WI-IN	66 INDIANAPOLIS AIRPORT (IN) -91 MADISON DANE AIRPORT	150	13967	55097
WI-IN	80 LAFAYETTE (IN) -160 WAUSAU(BUS-WI)	161	15625	65447
WI-IN	146 STEVENS POINT(BUS-WI) -158 WATERLOO (BUS-IN)	168	17380	70594
WI-IN	91 MADISON DANE AIRPORT -158 WATERLOO (BUS-IN)	169	14629	58712
WI-IN	78 LA CROSSE (WI) -121 PLYMOUTH (IN)	175	17992	68266
WI-IN	101 MICHIGAN CITY (IN) -160 WAUSAU(BUS-WI)	176	13574	57925
WI-IN	102 MILWAUKEE (WI) -149 TERRE HAUTE(BUS-IN)	183	13432	57936
WI-IN	47 FOND DU LAC (WI) -53 GARY INTERNATIONAL AIRPORT (IN)	184	9097	31516
WI-IN	158 WATERLOO (BUS-IN) -160 WAUSAU(BUS-WI)	185	19638	83801
WI-IN	33 DEFIANCE (IN) -116 OSHKOSH (WI)	186	17844	66534
WI-IN	52 GARY INTERNATIONAL AIRPORT -102 MILWAUKEE (WI)	190	5733	20520
WI-IN	59 HMI-WTG-DET (IN) -162 WEST BEND (WI)	192	7605	25736
WI-IN	47 FOND DU LAC (WI) -101 MICHIGAN CITY (IN)	199	11262	39906
WI-IN	52 GARY INTERNATIONAL AIRPORT -91 MADISON DANE AIRPORT	208	12384	39844
WI-IN	12 BROOKFIELD (WI) -53 GARY INTERNATIONAL AIRPORT (IN)	208	7802	25400
WI-IN	158 WATERLOO (BUS-IN) -162 WEST BEND (WI)	209	16747	61873
WI-IN	33 DEFIANCE (IN) -91 MADISON DANE AIRPORT	211	20037	76520
WI-IN	156 WARSAW (IN) -162 WEST BEND (WI)	212	13237	48388
WI-IN	156 WARSAW (IN) -160 WAUSAU(BUS-WI)	216	20556	83247
WI-IN	56 GREEN BAY (WI) -158 WATERLOO (BUS-IN)	218	22262	85342
WI-IN	92 MANITOWOC(BUS-WI) -156 WARSAW (IN)	236	14345	64750
WI-IN	6 APPLETON (WI) -33 DEFIANCE (IN)	237	24013	89049

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WI-IN	121 PLYMOUTH (IN) -162 WEST BEND (WI)	242	13535	49083
WI-IN	80 LAFAYETTE (IN) -146 STEVENS POINT(BUS-WI)	244	22804	90596
WI-IN	146 STEVENS POINT(BUS-WI) -156 WARSAW (IN)	261	23997	91838
WI-IN	80 LAFAYETTE (IN) -136 SHEBOYGAN(BUS-WI)	264	16160	69903
WI-IN	66 INDIANAPOLIS AIRPORT (IN) -102 MILWAUKEE (WI)	265	20040	74873
WI-IN	12 BROOKFIELD (WI) -121 PLYMOUTH (IN)	278	13623	51175
WI-IN	148 STURTEVANT (WI) -156 WARSAW (IN)	278	12033	47610
WI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -116 OSHKOSH (WI)	280	15172	52592
WI-IN	80 LAFAYETTE (IN) -92 MANITOWOC(BUS-WI)	299	18870	87982
WI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -148 STURTEVANT (WI)	299	6311	25153
WI-IN	59 HMI-WTG-DET (IN) -148 STURTEVANT (WI)	301	6318	23188
WI-IN	12 BROOKFIELD (WI) -158 WATERLOO (BUS-IN)	304	20707	84187
WI-IN	101 MICHIGAN CITY (IN) -102 MILWAUKEE (WI)	307	10628	42425
WI-IN	59 HMI-WTG-DET (IN) -116 OSHKOSH (WI)	311	16862	56271
WI-IN	33 DEFIANCE (IN) -102 MILWAUKEE (WI)	325	22855	90434
WI-IN	12 BROOKFIELD (WI) -156 WARSAW (IN)	339	18768	70827
WI-IN	50 FT. WAYNE(IN) -159 WATERTOWN (WI)	343	25044	95975
WI-IN	6 APPLETON (WI) -158 WATERLOO (BUS-IN)	343	31947	123920
WI-IN	92 MANITOWOC(BUS-WI) -121 PLYMOUTH (IN)	349	18865	86967
WI-IN	121 PLYMOUTH (IN) -160 WAUSAU(BUS-WI)	351	31492	126573
WI-IN	56 GREEN BAY (WI) -59 HMI-WTG-DET (IN)	354	24486	81070
WI-IN	148 STURTEVANT (WI) -158 WATERLOO (BUS-IN)	363	20322	86779
WI-IN	6 APPLETON (WI) -53 GARY INTERNATIONAL AIRPORT (IN)	368	24013	75888
WI-IN	121 PLYMOUTH (IN) -148 STURTEVANT (WI)	377	13866	54983
WI-IN	80 LAFAYETTE (IN) -162 WEST BEND (WI)	380	25839	94150
WI-IN	47 FOND DU LAC (WI) -156 WARSAW (IN)	381	27363	98200
WI-IN	65 INDIANAPOLIS (IN) -136 SHEBOYGAN(BUS-WI)	387	31367	131052
WI-IN	121 PLYMOUTH (IN) -146 STEVENS POINT(BUS-WI)	394	33945	128716
WI-IN	12 BROOKFIELD (WI) -59 HMI-WTG-DET (IN)	402	13737	46276
WI-IN	101 MICHIGAN CITY (IN) -116 OSHKOSH (WI)	408	25788	88840
WI-IN	50 FT. WAYNE(IN) -78 LA CROSSE (WI)	423	48405	192328
WI-IN	47 FOND DU LAC (WI) -80 LAFAYETTE (IN)	424	31463	117855
WI-IN	91 MADISON DANE AIRPORT -101 MICHIGAN CITY (IN)	427	27176	94780
WI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -56 GREEN BAY (WI)	433	31338	102165
WI-IN	65 INDIANAPOLIS (IN) -160 WAUSAU(BUS-WI)	434	51012	208078
WI-IN	56 GREEN BAY (WI) -101 MICHIGAN CITY (IN)	474	36633	126174
WI-IN	59 HMI-WTG-DET (IN) -91 MADISON DANE AIRPORT	483	26198	89333
WI-IN	6 APPLETON (WI) -101 MICHIGAN CITY (IN)	486	34117	114602
WI-IN	47 FOND DU LAC (WI) -121 PLYMOUTH (IN)	511	33159	119017
WI-IN	50 FT. WAYNE(IN) -151 TOMAH (WI)	526	55788	217296
WI-IN	65 INDIANAPOLIS (IN) -92 MANITOWOC(BUS-WI)	533	43422	196184
WI-IN	50 FT. WAYNE(IN) -125 PORTAGE (WI)	534	49531	187524
WI-IN	47 FOND DU LAC (WI) -65 INDIANAPOLIS (IN)	565	51145	198929
WI-IN	80 LAFAYETTE (IN) -148 STURTEVANT (WI)	571	26764	108976
WI-IN	12 BROOKFIELD (WI) -80 LAFAYETTE (IN)	577	36282	132193
WI-IN	6 APPLETON (WI) -80 LAFAYETTE (IN)	603	50392	188838
WI-IN	80 LAFAYETTE (IN) -116 OSHKOSH (WI)	632	50316	186462
WI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -91 MADISON DANE AIRPORT	634	36951	121638
WI-IN	53 GARY INTERNATIONAL AIRPORT (IN) -102 MILWAUKEE (WI)	642	18866	69295
WI-IN	56 GREEN BAY (WI) -156 WARSAW (IN)	662	59125	213984
WI-IN	6 APPLETON (WI) -156 WARSAW (IN)	671	58372	196515
WI-IN	116 OSHKOSH (WI) -156 WARSAW (IN)	717	56879	197140
WI-IN	56 GREEN BAY (WI) -80 LAFAYETTE (IN)	729	67356	249883
WI-IN	65 INDIANAPOLIS (IN) -146 STEVENS POINT(BUS-WI)	733	85101	327070
WI-IN	50 FT. WAYNE(IN) -164 WISCONSIN DELLS (WI)	734	72448	270141
WI-IN	91 MADISON DANE AIRPORT -156 WARSAW (IN)	742	58772	207121
WI-IN	102 MILWAUKEE (WI) -121 PLYMOUTH (IN)	769	32903	130754
WI-IN	65 INDIANAPOLIS (IN) -148 STURTEVANT (WI)	771	51051	204266
WI-IN	80 LAFAYETTE (IN) -91 MADISON DANE AIRPORT	851	69264	254472
WI-IN	56 GREEN BAY (WI) -121 PLYMOUTH (IN)	977	80943	291160
WI-IN	102 MILWAUKEE (WI) -156 WARSAW (IN)	985	48426	192007
WI-IN	65 INDIANAPOLIS (IN) -162 WEST BEND (WI)	1023	88621	329435
WI-IN	65 INDIANAPOLIS (IN) -116 OSHKOSH (WI)	1040	99339	383577

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WI-IN	116 OSHKOSH (WI) -121 PLYMOUTH (IN)	1052	77452	263074
WI-IN	91 MADISON DANE AIRPORT -121 PLYMOUTH (IN)	1092	80124	277264
WI-IN	6 APPLETON (WI) -121 PLYMOUTH (IN)	1103	90436	295530
WI-IN	80 LAFAYETTE (IN) -102 MILWAUKEE (WI)	1268	70662	272581
WI-IN	6 APPLETON (WI) -65 INDIANAPOLIS (IN)	1410	142354	545755
WI-IN	59 HMI-WTG-DET (IN) -102 MILWAUKEE (WI)	1569	42409	158491
WI-IN	50 FT. WAYNE(IN) -113 OCONOMOWOC (WI)	1732	128917	460716
WI-IN	102 MILWAUKEE (WI) -158 WATERLOO (BUS-IN)	1888	116915	496501
WI-IN	12 BROOKFIELD (WI) -65 INDIANAPOLIS (IN)	1939	161683	587488
WI-IN	65 INDIANAPOLIS (IN) -91 MADISON DANE AIRPORT	2048	193202	763865
WI-IN	50 FT. WAYNE(IN) -148 STURTEVANT (WI)	2087	110944	438241
WI-IN	50 FT. WAYNE(IN) -162 WEST BEND (WI)	2569	200636	685837
WI-IN	12 BROOKFIELD (WI) -50 FT. WAYNE(IN)	3791	247643	940155
WI-IN	47 FOND DU LAC (WI) -50 FT. WAYNE(IN)	3891	332132	1155610
WI-IN	65 INDIANAPOLIS (IN) -102 MILWAUKEE (WI)	4174	320332	1206427
WI-IN	50 FT. WAYNE(IN) -91 MADISON DANE AIRPORT	5311	478918	1688826
WI-IN	6 APPLETON (WI) -50 FT. WAYNE(IN)	5347	530036	1775255
WI-IN	50 FT. WAYNE(IN) -116 OSHKOSH (WI)	5618	502598	1764084
WI-IN	50 FT. WAYNE(IN) -56 GREEN BAY (WI)	6096	643016	2206643
WI-IN	50 FT. WAYNE(IN) -102 MILWAUKEE (WI)	9509	562234	2225199
WI-KS	152 TOPEKA(BUS-KS) -162 WEST BEND (WI)	3	370	1825
WI-KS	82 LAWRENCE(BUS-KS) -113 OCONOMOWOC (WI)	6	831	4045
WI-KS	82 LAWRENCE(BUS-KS) -162 WEST BEND (WI)	8	1084	5244
WI-KS	12 BROOKFIELD (WI) -82 LAWRENCE(BUS-KS)	13	1797	8799
WI-KS	12 BROOKFIELD (WI) -152 TOPEKA(BUS-KS)	15	2141	10706
WI-KS	82 LAWRENCE(BUS-KS) -148 STURTEVANT (WI)	25	3079	15615
WI-KS	148 STURTEVANT (WI) -152 TOPEKA(BUS-KS)	28	3562	18450
WI-KS	82 LAWRENCE(BUS-KS) -102 MILWAUKEE (WI)	49	6398	32139
WI-KS	102 MILWAUKEE (WI) -152 TOPEKA(BUS-KS)	56	7397	37929
WI-KY	85 LEXINGTON(BUS-KY) -116 OSHKOSH (WI)	12	1503	6477
WI-KY	88 LOUISVILLE(BUS-KY) -116 OSHKOSH (WI)	54	6356	25782
WI-KY	88 LOUISVILLE(BUS-KY) -151 TOMAH (WI)	74	9440	42847
WI-KY	85 LEXINGTON(BUS-KY) -125 PORTAGE (WI)	75	10319	44720
WI-KY	88 LOUISVILLE(BUS-KY) -164 WISCONSIN DELLS (WI)	86	10029	45894
WI-KY	85 LEXINGTON(BUS-KY) -159 WATERTOWN (WI)	96	11243	50074
WI-KY	85 LEXINGTON(BUS-KY) -113 OCONOMOWOC (WI)	106	12136	54125
WI-KY	47 FOND DU LAC (WI) -85 LEXINGTON(BUS-KY)	140	17426	75782
WI-KY	88 LOUISVILLE(BUS-KY) -125 PORTAGE (WI)	150	17131	77522
WI-KY	78 LA CROSSE (WI) -88 LOUISVILLE(BUS-KY)	170	23061	105262
WI-KY	85 LEXINGTON(BUS-KY) -91 MADISON DANE AIRPORT	249	31972	140111
WI-KY	88 LOUISVILLE(BUS-KY) -159 WATERTOWN (WI)	297	28011	132071
WI-KY	12 BROOKFIELD (WI) -85 LEXINGTON(BUS-KY)	313	34379	153888
WI-KY	85 LEXINGTON(BUS-KY) -162 WEST BEND (WI)	324	37467	165649
WI-KY	88 LOUISVILLE(BUS-KY) -113 OCONOMOWOC (WI)	333	30302	143394
WI-KY	85 LEXINGTON(BUS-KY) -148 STURTEVANT (WI)	353	34550	160463
WI-KY	47 FOND DU LAC (WI) -88 LOUISVILLE(BUS-KY)	466	47126	215288
WI-KY	6 APPLETON (WI) -85 LEXINGTON(BUS-KY)	481	64800	276791
WI-KY	56 GREEN BAY (WI) -88 LOUISVILLE(BUS-KY)	787	94888	414967
WI-KY	88 LOUISVILLE(BUS-KY) -91 MADISON DANE AIRPORT	830	95932	401006
WI-KY	6 APPLETON (WI) -88 LOUISVILLE(BUS-KY)	967	107921	480721
WI-KY	85 LEXINGTON(BUS-KY) -102 MILWAUKEE (WI)	1002	114657	478797
WI-KY	88 LOUISVILLE(BUS-KY) -162 WEST BEND (WI)	1111	102568	480016
WI-KY	88 LOUISVILLE(BUS-KY) -148 STURTEVANT (WI)	1545	127802	579486
WI-KY	12 BROOKFIELD (WI) -88 LOUISVILLE(BUS-KY)	1638	159048	676513
WI-KY	88 LOUISVILLE(BUS-KY) -102 MILWAUKEE (WI)	3462	313790	1381302
WI-MI	8 BANGOR (MI) -147 STURGEON BAY(BUS-WI)	3	291	1033
WI-MI	2 ALBION (MI) -147 STURGEON BAY(BUS-WI)	4	371	1615
WI-MI	40 DURAND (MI) -147 STURGEON BAY(BUS-WI)	5	496	2126
WI-MI	8 BANGOR (MI) -96 MARINETTE(BUS-WI)	6	561	2120
WI-MI	112 NILES (MI) -147 STURGEON BAY(BUS-WI)	7	597	2333
WI-MI	37 DOWAGIAC (MI) -147 STURGEON BAY(BUS-WI)	8	631	2538
WI-MI	40 DURAND (MI) -96 MARINETTE(BUS-WI)	8	953	4258
WI-MI	8 BANGOR (MI) -159 WATERTOWN (WI)	8	593	2096

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WI-MI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -147 STURGEON BAY(BUS-WI)	9	785	2798
WI-MI	81 LAPEER (MI) -147 STURGEON BAY(BUS-WI)	9	1052	4577
WI-MI	96 MARINETTE(BUS-WI) -112 NILES (MI)	10	878	3654
WI-MI	40 DURAND (MI) -78 LA CROSSE (WI)	10	1278	5654
WI-MI	2 ALBION (MI) -96 MARINETTE(BUS-WI)	11	1080	4927
WI-MI	81 LAPEER (MI) -96 MARINETTE(BUS-WI)	13	1534	6937
WI-MI	8 BANGOR (MI) -125 PORTAGE (WI)	13	1153	4095
WI-MI	124 PORT HURON (MI) -147 STURGEON BAY(BUS-WI)	14	1744	7552
WI-MI	2 ALBION (MI) -78 LA CROSSE (WI)	14	1497	6742
WI-MI	37 DOWAGIAC (MI) -96 MARINETTE(BUS-WI)	14	1243	5302
WI-MI	4 ANCHORVILLE(BUS-MI) -147 STURGEON BAY(BUS-WI)	16	1793	8569
WI-MI	68 JACKSON (MI) -147 STURGEON BAY(BUS-WI)	16	1560	6955
WI-MI	96 MARINETTE(BUS-WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	16	1516	5778
WI-MI	8 BANGOR (MI) -164 WISCONSIN DELLS (WI)	17	1595	5809
WI-MI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -159 WATERTOWN (WI)	18	1114	3961
WI-MI	43 EAU CLAIRE (BUS-WI) -112 NILES (MI)	20	2015	8654
WI-MI	9 BATTLE CREEK (MI) -147 STURGEON BAY(BUS-WI)	20	1848	7994
WI-MI	8 BANGOR (MI) -151 TOMAH (WI)	21	2118	7824
WI-MI	96 MARINETTE(BUS-WI) -124 PORT HURON (MI)	21	2805	12585
WI-MI	61 HOLLAND (MI) -147 STURGEON BAY(BUS-WI)	22	2480	9711
WI-MI	5 ANN ARBOR (MI) -147 STURGEON BAY(BUS-WI)	22	2289	10469
WI-MI	9 BATTLE CREEK (MI) -151 TOMAH (WI)	23	2226	9884
WI-MI	4 ANCHORVILLE(BUS-MI) -96 MARINETTE(BUS-WI)	24	2892	14279
WI-MI	42 EAST LANSING (MI) -159 WATERTOWN (WI)	25	1878	8575
WI-MI	68 JACKSON (MI) -96 MARINETTE(BUS-WI)	26	2669	12424
WI-MI	46 FLINT (MI) -147 STURGEON BAY(BUS-WI)	27	2985	13022
WI-MI	73 KALAMAZOO (MI) -147 STURGEON BAY(BUS-WI)	27	2630	9975
WI-MI	9 BATTLE CREEK (MI) -164 WISCONSIN DELLS (WI)	29	2441	10930
WI-MI	5 ANN ARBOR (MI) -96 MARINETTE(BUS-WI)	29	3114	14805
WI-MI	106 MUSKEGON(BUS-MI) -159 WATERTOWN (WI)	29	2326	10667
WI-MI	123 PONTIAC (MI) -147 STURGEON BAY(BUS-WI)	30	3423	15843
WI-MI	133 ROYAL OAK (MI) -147 STURGEON BAY(BUS-WI)	30	3357	15516
WI-MI	9 BATTLE CREEK (MI) -96 MARINETTE(BUS-WI)	31	2874	13054
WI-MI	8 BANGOR (MI) -113 OCONOMOWOC (WI)	32	2302	7351
WI-MI	112 NILES (MI) -162 WEST BEND (WI)	32	1791	6682
WI-MI	40 DURAND (MI) -113 OCONOMOWOC (WI)	34	2666	12100
WI-MI	42 EAST LANSING (MI) -151 TOMAH (WI)	35	3718	16373
WI-MI	42 EAST LANSING (MI) -164 WISCONSIN DELLS (WI)	35	3384	15002
WI-MI	78 LA CROSSE (WI) -112 NILES (MI)	36	3438	14214
WI-MI	106 MUSKEGON(BUS-MI) -113 OCONOMOWOC (WI)	37	2776	12856
WI-MI	8 BANGOR (MI) -78 LA CROSSE (WI)	37	4120	15610
WI-MI	46 FLINT (MI) -96 MARINETTE(BUS-WI)	38	4328	19638
WI-MI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -164 WISCONSIN DELLS (WI)	38	3203	11750
WI-MI	112 NILES (MI) -136 SHEBOYGAN(BUS-WI)	38	1807	8611
WI-MI	61 HOLLAND (MI) -96 MARINETTE(BUS-WI)	40	4538	19181
WI-MI	112 NILES (MI) -113 OCONOMOWOC (WI)	41	2187	8466
WI-MI	35 DETROIT (MI) -147 STURGEON BAY(BUS-WI)	41	4565	21045
WI-MI	96 MARINETTE(BUS-WI) -123 PONTIAC (MI)	42	4961	23767
WI-MI	96 MARINETTE(BUS-WI) -133 ROYAL OAK (MI)	42	4869	23311
WI-MI	55 GRAND RAPIDS (MI) -147 STURGEON BAY(BUS-WI)	43	4544	18141
WI-MI	42 EAST LANSING (MI) -147 STURGEON BAY(BUS-WI)	43	4721	19036
WI-MI	31 DEARBORN (MI) -147 STURGEON BAY(BUS-WI)	44	4803	22092
WI-MI	12 BROOKFIELD (WI) -112 NILES (MI)	45	2076	8423
WI-MI	73 KALAMAZOO (MI) -96 MARINETTE(BUS-WI)	45	4379	18097
WI-MI	78 LA CROSSE (WI) -89 LUDINGTON(BUS-MI)	45	5484	26693
WI-MI	113 OCONOMOWOC (WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	47	2994	9755
WI-MI	68 JACKSON (MI) -78 LA CROSSE (WI)	48	5354	24559
WI-MI	42 EAST LANSING (MI) -125 PORTAGE (WI)	55	5174	22600
WI-MI	37 DOWAGIAC (MI) -148 STURTEVANT (WI)	55	1949	9045
WI-MI	8 BANGOR (MI) -146 STEVENS POINT(BUS-WI)	55	5435	19839
WI-MI	89 LUDINGTON(BUS-MI) -159 WATERTOWN (WI)	57	4609	23966
WI-MI	31 DEARBORN (MI) -96 MARINETTE(BUS-WI)	58	6515	31085
WI-MI	37 DOWAGIAC (MI) -78 LA CROSSE (WI)	58	5653	23912

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WI-MI	89 LUDINGTON(BUS-MI) -164 WISCONSIN DELLS (WI)	59	6028	29767
WI-MI	125 PORTAGE (WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	59	4846	17297
WI-MI	35 DETROIT (MI) -96 MARINETTE(BUS-WI)	60	6872	32838
WI-MI	8 BANGOR (MI) -136 SHEBOYGAN(BUS-WI)	60	4041	15144
WI-MI	8 BANGOR (MI) -162 WEST BEND (WI)	61	4438	14338
WI-MI	2 ALBION (MI) -160 WAUSAU(BUS-WI)	66	6674	30618
WI-MI	8 BANGOR (MI) -160 WAUSAU(BUS-WI)	67	6780	26310
WI-MI	42 EAST LANSING (MI) -96 MARINETTE(BUS-WI)	69	7596	32811
WI-MI	89 LUDINGTON(BUS-MI) -151 TOMAH (WI)	70	7938	38589
WI-MI	8 BANGOR (MI) -92 MANITOWOC(BUS-WI)	70	5152	19697
WI-MI	106 MUSKEGON(BUS-MI) -164 WISCONSIN DELLS (WI)	72	7295	32641
WI-MI	5 ANN ARBOR (MI) -78 LA CROSSE (WI)	73	8575	40152
WI-MI	37 DOWAGIAC (MI) -136 SHEBOYGAN(BUS-WI)	73	3822	17486
WI-MI	55 GRAND RAPIDS (MI) -96 MARINETTE(BUS-WI)	77	8429	35086
WI-MI	61 HOLLAND (MI) -164 WISCONSIN DELLS (WI)	77	7787	33668
WI-MI	81 LAPEER (MI) -146 STEVENS POINT(BUS-WI)	77	8599	39944
WI-MI	37 DOWAGIAC (MI) -113 OCONOMOWOC (WI)	77	4483	17036
WI-MI	112 NILES (MI) -146 STEVENS POINT(BUS-WI)	78	6369	25969
WI-MI	9 BATTLE CREEK (MI) -159 WATERTOWN (WI)	78	4921	22899
WI-MI	89 LUDINGTON(BUS-MI) -113 OCONOMOWOC (WI)	78	6425	31776
WI-MI	92 MANITOWOC(BUS-WI) -112 NILES (MI)	80	4111	20221
WI-MI	2 ALBION (MI) -146 STEVENS POINT(BUS-WI)	82	8039	35070
WI-MI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -151 TOMAH (WI)	86	8128	30251
WI-MI	61 HOLLAND (MI) -151 TOMAH (WI)	87	9668	41626
WI-MI	112 NILES (MI) -160 WAUSAU(BUS-WI)	87	7327	31826
WI-MI	2 ALBION (MI) -113 OCONOMOWOC (WI)	87	5611	26368
WI-MI	61 HOLLAND (MI) -125 PORTAGE (WI)	89	8721	37139
WI-MI	61 HOLLAND (MI) -159 WATERTOWN (WI)	90	7090	31334
WI-MI	124 PORT HURON (MI) -160 WAUSAU(BUS-WI)	91	11412	54178
WI-MI	8 BANGOR (MI) -12 BROOKFIELD (WI)	91	5826	19611
WI-MI	8 BANGOR (MI) -148 STURTEVANT (WI)	91	4676	16172
WI-MI	8 BANGOR (MI) -47 FOND DU LAC (WI)	92	7471	24251
WI-MI	81 LAPEER (MI) -160 WAUSAU(BUS-WI)	92	10583	50892
WI-MI	124 PORT HURON (MI) -146 STEVENS POINT(BUS-WI)	95	11598	53315
WI-MI	89 LUDINGTON(BUS-MI) -125 PORTAGE (WI)	99	9904	48419
WI-MI	78 LA CROSSE (WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	99	10239	39143
WI-MI	112 NILES (MI) -148 STURTEVANT (WI)	99	3418	14996
WI-MI	12 BROOKFIELD (WI) -37 DOWAGIAC (MI)	103	4896	20820
WI-MI	40 DURAND (MI) -160 WAUSAU(BUS-WI)	104	11198	53425
WI-MI	2 ALBION (MI) -92 MANITOWOC(BUS-WI)	106	6685	36870
WI-MI	8 BANGOR (MI) -116 OSHKOSH (WI)	106	8959	29766
WI-MI	40 DURAND (MI) -136 SHEBOYGAN(BUS-WI)	107	8377	39963
WI-MI	40 DURAND (MI) -92 MANITOWOC(BUS-WI)	109	8481	44124
WI-MI	106 MUSKEGON(BUS-MI) -151 TOMAH (WI)	113	12563	56128
WI-MI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -160 WAUSAU(BUS-WI)	114	10788	41492
WI-MI	2 ALBION (MI) -6 APPLETON (WI)	116	9874	42867
WI-MI	40 DURAND (MI) -146 STEVENS POINT(BUS-WI)	118	12744	56614
WI-MI	136 SHEBOYGAN(BUS-WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	119	6715	26592
WI-MI	2 ALBION (MI) -136 SHEBOYGAN(BUS-WI)	119	7225	38233
WI-MI	47 FOND DU LAC (WI) -89 LUDINGTON(BUS-MI)	120	11153	52396
WI-MI	89 LUDINGTON(BUS-MI) -162 WEST BEND (WI)	124	9701	50168
WI-MI	37 DOWAGIAC (MI) -162 WEST BEND (WI)	124	7267	27413
WI-MI	40 DURAND (MI) -47 FOND DU LAC (WI)	124	10986	48038
WI-MI	106 MUSKEGON(BUS-MI) -125 PORTAGE (WI)	130	12472	56300
WI-MI	106 MUSKEGON(BUS-MI) -162 WEST BEND (WI)	132	10187	46173
WI-MI	37 DOWAGIAC (MI) -92 MANITOWOC(BUS-WI)	133	7378	35396
WI-MI	6 APPLETON (WI) -8 BANGOR (MI)	138	12009	41218
WI-MI	37 DOWAGIAC (MI) -146 STEVENS POINT(BUS-WI)	139	11865	47791
WI-MI	56 GREEN BAY (WI) -89 LUDINGTON(BUS-MI)	144	15618	71911
WI-MI	89 LUDINGTON(BUS-MI) -116 OSHKOSH (WI)	150	14524	67740
WI-MI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -146 STEVENS POINT(BUS-WI)	150	13701	49551
WI-MI	37 DOWAGIAC (MI) -160 WAUSAU(BUS-WI)	150	12837	56887
WI-MI	92 MANITOWOC(BUS-WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	155	9509	39340

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WI-MI	47 FOND DU LAC (WI) -106 MUSKEGON(BUS-MI)	156	13135	59412
WI-MI	8 BANGOR (MI) -56 GREEN BAY (WI)	156	15027	51477
WI-MI	37 DOWAGIAC (MI) -47 FOND DU LAC (WI)	157	10505	39357
WI-MI	61 HOLLAND (MI) -113 OCONOMOWOC (WI)	159	12990	53036
WI-MI	73 KALAMAZOO (MI) -78 LA CROSSE (WI)	164	19258	72779
WI-MI	2 ALBION (MI) -116 OSHKOSH (WI)	164	13000	57317
WI-MI	40 DURAND (MI) -162 WEST BEND (WI)	169	13658	60267
WI-MI	47 FOND DU LAC (WI) -112 NILES (MI)	174	11140	41435
WI-MI	12 BROOKFIELD (WI) -106 MUSKEGON(BUS-MI)	179	12723	59312
WI-MI	4 ANCHORVILLE(BUS-MI) -146 STEVENS POINT(BUS-WI)	179	19698	100355
WI-MI	78 LA CROSSE (WI) -106 MUSKEGON(BUS-MI)	183	22462	98270
WI-MI	2 ALBION (MI) -47 FOND DU LAC (WI)	184	13641	61121
WI-MI	6 APPLETON (WI) -89 LUDINGTON(BUS-MI)	186	18439	87592
WI-MI	42 EAST LANSING (MI) -78 LA CROSSE (WI)	188	21768	96726
WI-MI	73 KALAMAZOO (MI) -113 OCONOMOWOC (WI)	188	11915	48136
WI-MI	8 BANGOR (MI) -91 MADISON DANE AIRPORT	188	16671	53650
WI-MI	81 LAPEER (MI) -92 MANITOWOC(BUS-WI)	192	17323	84093
WI-MI	6 APPLETON (WI) -42 EAST LANSING (MI)	194	18170	75912
WI-MI	92 MANITOWOC(BUS-WI) -124 PORT HURON (MI)	197	19914	95526
WI-MI	12 BROOKFIELD (WI) -89 LUDINGTON(BUS-MI)	198	15543	76449
WI-MI	4 ANCHORVILLE(BUS-MI) -160 WAUSAU(BUS-WI)	201	22802	119643
WI-MI	46 FLINT (MI) -160 WAUSAU(BUS-WI)	202	22261	107672
WI-MI	6 APPLETON (WI) -112 NILES (MI)	204	15508	55753
WI-MI	9 BATTLE CREEK (MI) -113 OCONOMOWOC (WI)	206	12895	57141
WI-MI	9 BATTLE CREEK (MI) -78 LA CROSSE (WI)	207	21580	96709
WI-MI	55 GRAND RAPIDS (MI) -159 WATERTOWN (WI)	211	15048	68170
WI-MI	68 JACKSON (MI) -113 OCONOMOWOC (WI)	214	14290	69040
WI-MI	89 LUDINGTON(BUS-MI) -91 MADISON DANE AIRPORT	222	22288	101638
WI-MI	56 GREEN BAY (WI) -112 NILES (MI)	232	18639	70200
WI-MI	102 MILWAUKEE (WI) -112 NILES (MI)	232	9384	40666
WI-MI	2 ALBION (MI) -162 WEST BEND (WI)	237	15542	71902
WI-MI	37 DOWAGIAC (MI) -116 OSHKOSH (WI)	251	17709	67368
WI-MI	112 NILES (MI) -116 OSHKOSH (WI)	256	17865	65181
WI-MI	6 APPLETON (WI) -106 MUSKEGON(BUS-MI)	263	25413	109223
WI-MI	55 GRAND RAPIDS (MI) -164 WISCONSIN DELLS (WI)	265	24767	108996
WI-MI	5 ANN ARBOR (MI) -160 WAUSAU(BUS-WI)	265	27121	137995
WI-MI	81 LAPEER (MI) -136 SHEBOYGAN(BUS-WI)	270	24157	110823
WI-MI	68 JACKSON (MI) -160 WAUSAU(BUS-WI)	273	27784	131663
WI-MI	47 FOND DU LAC (WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	273	19357	64795
WI-MI	42 EAST LANSING (MI) -56 GREEN BAY (WI)	274	29594	115789
WI-MI	91 MADISON DANE AIRPORT -112 NILES (MI)	280	19376	72526
WI-MI	43 EAU CLAIRE (BUS-WI) -61 HOLLAND (MI)	284	36027	158825
WI-MI	61 HOLLAND (MI) -136 SHEBOYGAN(BUS-WI)	291	21845	102598
WI-MI	63 HOWELL(BUS-MI) -148 STURTEVANT (WI)	293	19130	98500
WI-MI	89 LUDINGTON(BUS-MI) -148 STURTEVANT (WI)	296	19014	103195
WI-MI	40 DURAND (MI) -148 STURTEVANT (WI)	298	19274	89493
WI-MI	6 APPLETON (WI) -37 DOWAGIAC (MI)	302	24766	86440
WI-MI	2 ALBION (MI) -91 MADISON DANE AIRPORT	304	23728	107468
WI-MI	68 JACKSON (MI) -146 STEVENS POINT(BUS-WI)	313	31162	140440
WI-MI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -162 WEST BEND (WI)	314	19948	65083
WI-MI	61 HOLLAND (MI) -146 STEVENS POINT(BUS-WI)	324	34678	148719
WI-MI	81 LAPEER (MI) -162 WEST BEND (WI)	327	31027	128470
WI-MI	56 GREEN BAY (WI) -106 MUSKEGON(BUS-MI)	329	34269	146225
WI-MI	133 ROYAL OAK (MI) -160 WAUSAU(BUS-WI)	332	37167	189320
WI-MI	37 DOWAGIAC (MI) -102 MILWAUKEE (WI)	333	13737	62526
WI-MI	123 PONTIAC (MI) -160 WAUSAU(BUS-WI)	334	38217	194550
WI-MI	143 ST. JOSEPH/BENTON HARBOR (BUS-MI) -148 STURTEVANT (WI)	337	14513	50506
WI-MI	46 FLINT (MI) -146 STEVENS POINT(BUS-WI)	337	38022	168364
WI-MI	46 FLINT (MI) -164 WISCONSIN DELLS (WI)	341	37093	162103
WI-MI	46 FLINT (MI) -159 WATERTOWN (WI)	344	31843	133631
WI-MI	5 ANN ARBOR (MI) -113 OCONOMOWOC (WI)	348	25309	125658
WI-MI	12 BROOKFIELD (WI) -40 DURAND (MI)	349	26406	117934
WI-MI	91 MADISON DANE AIRPORT -106 MUSKEGON(BUS-MI)	352	31769	141267

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WI-MI	61 HOLLAND (MI) -160 WAUSAU(BUS-WI)	356	39579	175551
WI-MI	116 OSHKOSH (WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	360	27290	91424
WI-MI	56 GREEN BAY (WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	360	31702	108792
WI-MI	46 FLINT (MI) -151 TOMAH (WI)	362	42366	188688
WI-MI	8 BANGOR (MI) -102 MILWAUKEE (WI)	366	21253	73639
WI-MI	6 APPLETON (WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	369	31643	100287
WI-MI	123 PONTIAC (MI) -146 STEVENS POINT(BUS-WI)	373	41466	204639
WI-MI	106 MUSKEGON(BUS-MI) -116 OSHKOSH (WI)	374	33465	148342
WI-MI	9 BATTLE CREEK (MI) -43 EAU CLAIRE (BUS-WI)	378	41101	190647
WI-MI	37 DOWAGIAC (MI) -56 GREEN BAY (WI)	381	31024	120485
WI-MI	133 ROYAL OAK (MI) -146 STEVENS POINT(BUS-WI)	381	41419	204400
WI-MI	2 ALBION (MI) -148 STURTEVANT (WI)	387	18468	95311
WI-MI	55 GRAND RAPIDS (MI) -113 OCONOMOWOC (WI)	389	27351	120168
WI-MI	124 PORT HURON (MI) -136 SHEBOYGAN(BUS-WI)	389	38399	177192
WI-MI	5 ANN ARBOR (MI) -146 STEVENS POINT(BUS-WI)	391	41498	190216
WI-MI	47 FOND DU LAC (WI) -61 HOLLAND (MI)	394	33654	143673
WI-MI	106 MUSKEGON(BUS-MI) -148 STURTEVANT (WI)	400	22594	117213
WI-MI	61 HOLLAND (MI) -78 LA CROSSE (WI)	403	50007	210640
WI-MI	61 HOLLAND (MI) -92 MANITOWOC(BUS-WI)	405	32598	154385
WI-MI	4 ANCHORVILLE(BUS-MI) -92 MANITOWOC(BUS-WI)	416	36873	200361
WI-MI	9 BATTLE CREEK (MI) -160 WAUSAU(BUS-WI)	431	40933	188389
WI-MI	55 GRAND RAPIDS (MI) -125 PORTAGE (WI)	443	41647	174451
WI-MI	12 BROOKFIELD (WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	454	25692	85310
WI-MI	55 GRAND RAPIDS (MI) -151 TOMAH (WI)	475	50397	216519
WI-MI	31 DEARBORN (MI) -146 STEVENS POINT(BUS-WI)	483	50686	249481
WI-MI	2 ALBION (MI) -12 BROOKFIELD (WI)	485	33228	137724
WI-MI	89 LUDINGTON(BUS-MI) -102 MILWAUKEE (WI)	485	35213	180955
WI-MI	42 EAST LANSING (MI) -113 OCONOMOWOC (WI)	487	34619	158627
WI-MI	9 BATTLE CREEK (MI) -146 STEVENS POINT(BUS-WI)	487	45113	196357
WI-MI	31 DEARBORN (MI) -160 WAUSAU(BUS-WI)	490	52936	269284
WI-MI	35 DETROIT (MI) -160 WAUSAU(BUS-WI)	495	54415	276981
WI-MI	46 FLINT (MI) -136 SHEBOYGAN(BUS-WI)	499	39623	195726
WI-MI	124 PORT HURON (MI) -162 WEST BEND (WI)	502	52067	219858
WI-MI	6 APPLETON (WI) -68 JACKSON (MI)	502	43883	195421
WI-MI	46 FLINT (MI) -78 LA CROSSE (WI)	504	63288	284002
WI-MI	37 DOWAGIAC (MI) -91 MADISON DANE AIRPORT	511	37679	139001
WI-MI	61 HOLLAND (MI) -148 STURTEVANT (WI)	520	31624	144656
WI-MI	9 BATTLE CREEK (MI) -92 MANITOWOC(BUS-WI)	522	32122	169531
WI-MI	61 HOLLAND (MI) -162 WEST BEND (WI)	525	43588	175918
WI-MI	73 KALAMAZOO (MI) -160 WAUSAU(BUS-WI)	530	52063	220148
WI-MI	91 MADISON DANE AIRPORT -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	532	40681	137375
WI-MI	46 FLINT (MI) -125 PORTAGE (WI)	533	56883	244756
WI-MI	68 JACKSON (MI) -92 MANITOWOC(BUS-WI)	533	37987	197351
WI-MI	35 DETROIT (MI) -146 STEVENS POINT(BUS-WI)	542	57728	284485
WI-MI	102 MILWAUKEE (WI) -106 MUSKEGON(BUS-MI)	558	35931	176759
WI-MI	4 ANCHORVILLE(BUS-MI) -162 WEST BEND (WI)	577	50723	251529
WI-MI	4 ANCHORVILLE(BUS-MI) -136 SHEBOYGAN(BUS-WI)	595	51511	269391
WI-MI	73 KALAMAZOO (MI) -136 SHEBOYGAN(BUS-WI)	597	33863	163601
WI-MI	73 KALAMAZOO (MI) -146 STEVENS POINT(BUS-WI)	601	56329	229111
WI-MI	55 GRAND RAPIDS (MI) -136 SHEBOYGAN(BUS-WI)	626	42918	204781
WI-MI	5 ANN ARBOR (MI) -92 MANITOWOC(BUS-WI)	630	48864	257167
WI-MI	68 JACKSON (MI) -136 SHEBOYGAN(BUS-WI)	634	43915	216097
WI-MI	55 GRAND RAPIDS (MI) -160 WAUSAU(BUS-WI)	641	67754	299772
WI-MI	55 GRAND RAPIDS (MI) -146 STEVENS POINT(BUS-WI)	643	65747	278994
WI-MI	42 EAST LANSING (MI) -160 WAUSAU(BUS-WI)	645	67968	313009
WI-MI	61 HOLLAND (MI) -116 OSHKOSH (WI)	656	59377	250459
WI-MI	9 BATTLE CREEK (MI) -136 SHEBOYGAN(BUS-WI)	664	39872	196451
WI-MI	6 APPLETON (WI) -61 HOLLAND (MI)	679	65171	271710
WI-MI	123 PONTIAC (MI) -136 SHEBOYGAN(BUS-WI)	685	60003	301898
WI-MI	73 KALAMAZOO (MI) -92 MANITOWOC(BUS-WI)	685	42428	207493
WI-MI	46 FLINT (MI) -113 OCONOMOWOC (WI)	687	59008	256768
WI-MI	133 ROYAL OAK (MI) -136 SHEBOYGAN(BUS-WI)	692	58733	296765
WI-MI	46 FLINT (MI) -92 MANITOWOC(BUS-WI)	709	59676	298384

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WI-MI	61 HOLLAND (MI) -91 MADISON DANE AIRPORT	735	65656	283676
WI-MI	47 FOND DU LAC (WI) -68 JACKSON (MI)	736	56633	260679
WI-MI	68 JACKSON (MI) -116 OSHKOSH (WI)	750	61466	278194
WI-MI	92 MANITOWOC(BUS-WI) -133 ROYAL OAK (MI)	753	66075	345069
WI-MI	42 EAST LANSING (MI) -146 STEVENS POINT(BUS-WI)	757	77972	341213
WI-MI	92 MANITOWOC(BUS-WI) -123 PONTIAC (MI)	759	68685	356578
WI-MI	55 GRAND RAPIDS (MI) -56 GREEN BAY (WI)	760	80330	307980
WI-MI	40 DURAND (MI) -102 MILWAUKEE (WI)	818	56853	265064
WI-MI	55 GRAND RAPIDS (MI) -92 MANITOWOC(BUS-WI)	827	58794	294534
WI-MI	123 PONTIAC (MI) -162 WEST BEND (WI)	828	78950	350904
WI-MI	5 ANN ARBOR (MI) -136 SHEBOYGAN(BUS-WI)	861	63991	326447
WI-MI	56 GREEN BAY (WI) -61 HOLLAND (MI)	862	90361	370500
WI-MI	9 BATTLE CREEK (MI) -47 FOND DU LAC (WI)	879	61119	271709
WI-MI	47 FOND DU LAC (WI) -55 GRAND RAPIDS (MI)	932	74089	316834
WI-MI	46 FLINT (MI) -116 OSHKOSH (WI)	948	92421	400037
WI-MI	133 ROYAL OAK (MI) -162 WEST BEND (WI)	955	86106	393404
WI-MI	63 HOWELL(BUS-MI) -102 MILWAUKEE (WI)	966	68110	347858
WI-MI	12 BROOKFIELD (WI) -81 LAPEER (MI)	970	85120	362719
WI-MI	31 DEARBORN (MI) -136 SHEBOYGAN(BUS-WI)	973	78737	397844
WI-MI	9 BATTLE CREEK (MI) -116 OSHKOSH (WI)	973	72560	317205
WI-MI	12 BROOKFIELD (WI) -61 HOLLAND (MI)	1030	76428	325570
WI-MI	6 APPLETON (WI) -9 BATTLE CREEK (MI)	1043	83370	358700
WI-MI	31 DEARBORN (MI) -92 MANITOWOC(BUS-WI)	1047	85459	458519
WI-MI	81 LAPEER (MI) -148 STURTEVANT (WI)	1051	81396	353176
WI-MI	102 MILWAUKEE (WI) -143 ST. JOSEPH/BENTON HARBOR (BUS-MI)	1083	53380	188356
WI-MI	68 JACKSON (MI) -162 WEST BEND (WI)	1087	80555	352067
WI-MI	35 DETROIT (MI) -136 SHEBOYGAN(BUS-WI)	1099	90350	459430
WI-MI	55 GRAND RAPIDS (MI) -78 LA CROSSE (WI)	1104	126019	549784
WI-MI	2 ALBION (MI) -102 MILWAUKEE (WI)	1105	66510	298272
WI-MI	42 EAST LANSING (MI) -92 MANITOWOC(BUS-WI)	1126	83959	419873
WI-MI	47 FOND DU LAC (WI) -73 KALAMAZOO (MI)	1146	84044	328992
WI-MI	73 KALAMAZOO (MI) -116 OSHKOSH (WI)	1151	85177	349808
WI-MI	6 APPLETON (WI) -73 KALAMAZOO (MI)	1190	94475	383117
WI-MI	35 DETROIT (MI) -92 MANITOWOC(BUS-WI)	1208	100016	539772
WI-MI	68 JACKSON (MI) -91 MADISON DANE AIRPORT	1221	98565	457736
WI-MI	55 GRAND RAPIDS (MI) -162 WEST BEND (WI)	1254	91118	388792
WI-MI	9 BATTLE CREEK (MI) -162 WEST BEND (WI)	1269	81223	353959
WI-MI	73 KALAMAZOO (MI) -162 WEST BEND (WI)	1307	83279	335885
WI-MI	46 FLINT (MI) -47 FOND DU LAC (WI)	1371	137851	555147
WI-MI	124 PORT HURON (MI) -148 STURTEVANT (WI)	1414	120745	538873
WI-MI	46 FLINT (MI) -56 GREEN BAY (WI)	1417	156019	665795
WI-MI	6 APPLETON (WI) -46 FLINT (MI)	1419	149885	624517
WI-MI	42 EAST LANSING (MI) -136 SHEBOYGAN(BUS-WI)	1455	107273	500590
WI-MI	123 PONTIAC (MI) -148 STURTEVANT (WI)	1459	99535	535309
WI-MI	42 EAST LANSING (MI) -47 FOND DU LAC (WI)	1478	120030	527733
WI-MI	56 GREEN BAY (WI) -73 KALAMAZOO (MI)	1479	130617	520490
WI-MI	9 BATTLE CREEK (MI) -56 GREEN BAY (WI)	1502	133543	561920
WI-MI	31 DEARBORN (MI) -162 WEST BEND (WI)	1548	133961	606879
WI-MI	4 ANCHORVILLE(BUS-MI) -12 BROOKFIELD (WI)	1558	129014	649589
WI-MI	55 GRAND RAPIDS (MI) -116 OSHKOSH (WI)	1559	131696	556393
WI-MI	73 KALAMAZOO (MI) -148 STURTEVANT (WI)	1595	69283	319041
WI-MI	61 HOLLAND (MI) -102 MILWAUKEE (WI)	1652	111936	498957
WI-MI	35 DETROIT (MI) -162 WEST BEND (WI)	1659	145334	665249
WI-MI	42 EAST LANSING (MI) -116 OSHKOSH (WI)	1745	151389	652510
WI-MI	73 KALAMAZOO (MI) -91 MADISON DANE AIRPORT	1764	128434	543367
WI-MI	9 BATTLE CREEK (MI) -148 STURTEVANT (WI)	1798	79464	399122
WI-MI	9 BATTLE CREEK (MI) -91 MADISON DANE AIRPORT	1816	133207	599291
WI-MI	12 BROOKFIELD (WI) -124 PORT HURON (MI)	1838	179273	770099
WI-MI	6 APPLETON (WI) -55 GRAND RAPIDS (MI)	1872	170808	701850
WI-MI	5 ANN ARBOR (MI) -162 WEST BEND (WI)	1894	147785	685636
WI-MI	68 JACKSON (MI) -148 STURTEVANT (WI)	1896	107874	506248
WI-MI	55 GRAND RAPIDS (MI) -91 MADISON DANE AIRPORT	2062	175897	744205
WI-MI	4 ANCHORVILLE(BUS-MI) -148 STURTEVANT (WI)	2148	151293	813976

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States	Station Pair	Riders	Revenue	Passenger Miles
WI-MI	12 BROOKFIELD (WI) -68 JACKSON (MI)	2159	149638	658413
WI-MI	55 GRAND RAPIDS (MI) -148 STURTEVANT (WI)	2173	117959	549716
WI-MI	12 BROOKFIELD (WI) -55 GRAND RAPIDS (MI)	2181	149637	634568
WI-MI	133 ROYAL OAK (MI) -148 STURTEVANT (WI)	2396	170627	850507
WI-MI	46 FLINT (MI) -162 WEST BEND (WI)	2399	202866	899809
WI-MI	46 FLINT (MI) -91 MADISON DANE AIRPORT	2448	254793	1042843
WI-MI	12 BROOKFIELD (WI) -123 PONTIAC (MI)	2488	224831	1007606
WI-MI	42 EAST LANSING (MI) -162 WEST BEND (WI)	2542	196993	831112
WI-MI	81 LAPEER (MI) -102 MILWAUKEE (WI)	2753	225276	991228
WI-MI	12 BROOKFIELD (WI) -133 ROYAL OAK (MI)	2800	240216	1100414
WI-MI	42 EAST LANSING (MI) -91 MADISON DANE AIRPORT	2871	247300	1085133
WI-MI	5 ANN ARBOR (MI) -148 STURTEVANT (WI)	3089	184728	942284
WI-MI	9 BATTLE CREEK (MI) -12 BROOKFIELD (WI)	3295	190227	856736
WI-MI	31 DEARBORN (MI) -148 STURTEVANT (WI)	3521	232456	1179587
WI-MI	46 FLINT (MI) -148 STURTEVANT (WI)	3557	235898	1131175
WI-MI	12 BROOKFIELD (WI) -73 KALAMAZOO (MI)	3723	215382	885975
WI-MI	12 BROOKFIELD (WI) -46 FLINT (MI)	3757	302653	1337644
WI-MI	4 ANCHORVILLE(BUS-MI) -102 MILWAUKEE (WI)	3886	307207	1565915
WI-MI	35 DETROIT (MI) -148 STURTEVANT (WI)	3939	264462	1355184
WI-MI	102 MILWAUKEE (WI) -124 PORT HURON (MI)	4164	375978	1686255
WI-MI	68 JACKSON (MI) -102 MILWAUKEE (WI)	4256	263822	1238598
WI-MI	5 ANN ARBOR (MI) -12 BROOKFIELD (WI)	4383	328618	1503287
WI-MI	42 EAST LANSING (MI) -148 STURTEVANT (WI)	4523	271079	1221100
WI-MI	102 MILWAUKEE (WI) -133 ROYAL OAK (MI)	4907	387807	1859655
WI-MI	102 MILWAUKEE (WI) -123 PONTIAC (MI)	5080	409207	1986409
WI-MI	12 BROOKFIELD (WI) -31 DEARBORN (MI)	5245	427924	1956265
WI-MI	12 BROOKFIELD (WI) -35 DETROIT (MI)	5257	435931	2008019
WI-MI	55 GRAND RAPIDS (MI) -102 MILWAUKEE (WI)	5405	335962	1497288
WI-MI	12 BROOKFIELD (WI) -42 EAST LANSING (MI)	5419	397265	1669080
WI-MI	73 KALAMAZOO (MI) -102 MILWAUKEE (WI)	8607	435233	1928044
WI-MI	9 BATTLE CREEK (MI) -102 MILWAUKEE (WI)	9232	465766	2270957
WI-MI	31 DEARBORN (MI) -102 MILWAUKEE (WI)	10034	746352	3602080
WI-MI	5 ANN ARBOR (MI) -102 MILWAUKEE (WI)	11369	761278	3740340
WI-MI	35 DETROIT (MI) -102 MILWAUKEE (WI)	11372	858328	4184818
WI-MI	46 FLINT (MI) -102 MILWAUKEE (WI)	11617	861817	3973007
WI-MI	42 EAST LANSING (MI) -102 MILWAUKEE (WI)	13356	882893	3926517
WI-MN	36 DETROIT LAKES (MN) -136 SHEBOYGAN(BUS-WI)	5	653	3038
WI-MN	36 DETROIT LAKES (MN) -113 OCONOMOWOC (WI)	5	630	2711
WI-MN	92 MANITOWOC(BUS-WI) -145 STAPLES (BUS-MN)	8	876	4245
WI-MN	147 STURGEON BAY(BUS-WI) -163 WINONA (MN)	9	890	3724
WI-MN	136 SHEBOYGAN(BUS-WI) -145 STAPLES (BUS-MN)	10	1161	5466
WI-MN	96 MARINETTE(BUS-WI) -163 WINONA (MN)	12	1199	5271
WI-MN	36 DETROIT LAKES (MN) -162 WEST BEND (WI)	13	1675	7281
WI-MN	145 STAPLES (BUS-MN) -151 TOMAH (WI)	14	931	4108
WI-MN	36 DETROIT LAKES (MN) -91 MADISON DANE AIRPORT	15	1574	6895
WI-MN	145 STAPLES (BUS-MN) -162 WEST BEND (WI)	17	2035	8877
WI-MN	93 MANKATO(BUS-MN) -162 WEST BEND (WI)	25	1844	10009
WI-MN	36 DETROIT LAKES (MN) -164 WISCONSIN DELLS (WI)	28	2628	11263
WI-MN	93 MANKATO(BUS-MN) -159 WATERTOWN (WI)	31	1782	10149
WI-MN	36 DETROIT LAKES (MN) -151 TOMAH (WI)	32	2703	11524
WI-MN	93 MANKATO(BUS-MN) -113 OCONOMOWOC (WI)	36	2215	12311
WI-MN	36 DETROIT LAKES (MN) -159 WATERTOWN (WI)	39	4519	19176
WI-MN	47 FOND DU LAC (WI) -93 MANKATO(BUS-MN)	40	3267	17453
WI-MN	93 MANKATO(BUS-MN) -164 WISCONSIN DELLS (WI)	47	1577	11128
WI-MN	36 DETROIT LAKES (MN) -125 PORTAGE (WI)	47	4595	20007
WI-MN	12 BROOKFIELD (WI) -36 DETROIT LAKES (MN)	47	5981	24933
WI-MN	92 MANITOWOC(BUS-WI) -141 ST. CLOUD (BUS-MN)	49	5180	24342
WI-MN	12 BROOKFIELD (WI) -145 STAPLES (BUS-MN)	50	5655	23048
WI-MN	145 STAPLES (BUS-MN) -164 WISCONSIN DELLS (WI)	52	4144	18004
WI-MN	78 LA CROSSE (WI) -145 STAPLES (BUS-MN)	54	3375	13826
WI-MN	36 DETROIT LAKES (MN) -78 LA CROSSE (WI)	57	4372	18150
WI-MN	145 STAPLES (BUS-MN) -159 WATERTOWN (WI)	58	5934	24935
WI-MN	160 WAUSAU(BUS-WI) -163 WINONA (MN)	60	5560	26393

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WI-MN	125 PORTAGE (WI) -145 STAPLES (BUS-MN)	64	5441	23279
WI-MN	146 STEVENS POINT(BUS-WI) -163 WINONA (MN)	74	6598	29956
WI-MN	136 SHEBOYGAN(BUS-WI) -141 ST. CLOUD (BUS-MN)	75	7747	34603
WI-MN	141 ST. CLOUD (BUS-MN) -151 TOMAH (WI)	76	3966	17717
WI-MN	12 BROOKFIELD (WI) -93 MANKATO(BUS-MN)	76	5018	27000
WI-MN	136 SHEBOYGAN(BUS-WI) -163 WINONA (MN)	78	4796	23171
WI-MN	93 MANKATO(BUS-MN) -151 TOMAH (WI)	81	1905	15437
WI-MN	113 OCONOMOWOC (WI) -141 ST. CLOUD (BUS-MN)	83	7290	31609
WI-MN	93 MANKATO(BUS-MN) -125 PORTAGE (WI)	93	3448	23488
WI-MN	162 WEST BEND (WI) -163 WINONA (MN)	93	6351	26242
WI-MN	130 ROCHESTER(BUS-MN) -159 WATERTOWN (WI)	95	4937	23194
WI-MN	92 MANITOWOC(BUS-WI) -163 WINONA (MN)	98	6200	32043
WI-MN	113 OCONOMOWOC (WI) -130 ROCHESTER(BUS-MN)	99	5405	25599
WI-MN	102 MILWAUKEE (WI) -145 STAPLES (BUS-MN)	120	14146	57336
WI-MN	91 MADISON DANE AIRPORT -93 MANKATO(BUS-MN)	126	5926	36175
WI-MN	141 ST. CLOUD (BUS-MN) -162 WEST BEND (WI)	128	14158	57117
WI-MN	141 ST. CLOUD (BUS-MN) -164 WISCONSIN DELLS (WI)	136	8856	37999
WI-MN	36 DETROIT LAKES (MN) -102 MILWAUKEE (WI)	136	17624	73693
WI-MN	93 MANKATO(BUS-MN) -148 STURTEVANT (WI)	139	10016	54606
WI-MN	92 MANITOWOC(BUS-WI) -129 RED WING (MN)	149	11908	57833
WI-MN	47 FOND DU LAC (WI) -130 ROCHESTER(BUS-MN)	150	11008	53082
WI-MN	113 OCONOMOWOC (WI) -163 WINONA (MN)	151	7948	32512
WI-MN	130 ROCHESTER(BUS-MN) -164 WISCONSIN DELLS (WI)	159	4158	25030
WI-MN	39 DULUTH(BUS-MN) -159 WATERTOWN (WI)	170	15969	77379
WI-MN	116 OSHKOSH (WI) -130 ROCHESTER(BUS-MN)	174	13689	64717
WI-MN	129 RED WING (MN) -136 SHEBOYGAN(BUS-WI)	176	13923	63243
WI-MN	39 DULUTH(BUS-MN) -113 OCONOMOWOC (WI)	180	16984	84433
WI-MN	78 LA CROSSE (WI) -141 ST. CLOUD (BUS-MN)	185	8493	35526
WI-MN	39 DULUTH(BUS-MN) -162 WEST BEND (WI)	196	21734	104712
WI-MN	129 RED WING (MN) -162 WEST BEND (WI)	202	17211	69227
WI-MN	56 GREEN BAY (WI) -130 ROCHESTER(BUS-MN)	218	20240	91398
WI-MN	39 DULUTH(BUS-MN) -164 WISCONSIN DELLS (WI)	232	15611	84965
WI-MN	151 TOMAH (WI) -163 WINONA (MN)	240	3591	16559
WI-MN	130 ROCHESTER(BUS-MN) -151 TOMAH (WI)	250	3996	28041
WI-MN	6 APPLETON (WI) -130 ROCHESTER(BUS-MN)	258	21614	100265
WI-MN	130 ROCHESTER(BUS-MN) -162 WEST BEND (WI)	259	18948	83900
WI-MN	125 PORTAGE (WI) -130 ROCHESTER(BUS-MN)	265	7865	46030
WI-MN	141 ST. CLOUD (BUS-MN) -159 WATERTOWN (WI)	271	24165	99357
WI-MN	129 RED WING (MN) -151 TOMAH (WI)	273	8068	35701
WI-MN	39 DULUTH(BUS-MN) -151 TOMAH (WI)	277	15927	88793
WI-MN	91 MADISON DANE AIRPORT -141 ST. CLOUD (BUS-MN)	282	20848	92720
WI-MN	113 OCONOMOWOC (WI) -129 RED WING (MN)	320	22882	88909
WI-MN	93 MANKATO(BUS-MN) -102 MILWAUKEE (WI)	321	22405	118691
WI-MN	125 PORTAGE (WI) -141 ST. CLOUD (BUS-MN)	321	21980	95093
WI-MN	39 DULUTH(BUS-MN) -78 LA CROSSE (WI)	334	15826	93089
WI-MN	39 DULUTH(BUS-MN) -125 PORTAGE (WI)	339	23693	129929
WI-MN	12 BROOKFIELD (WI) -141 ST. CLOUD (BUS-MN)	340	33931	135807
WI-MN	12 BROOKFIELD (WI) -130 ROCHESTER(BUS-MN)	350	21708	96872
WI-MN	125 PORTAGE (WI) -163 WINONA (MN)	357	10158	46771
WI-MN	159 WATERTOWN (WI) -163 WINONA (MN)	369	17866	74453
WI-MN	130 ROCHESTER(BUS-MN) -148 STURTEVANT (WI)	417	27603	131414
WI-MN	39 DULUTH(BUS-MN) -148 STURTEVANT (WI)	453	44924	237511
WI-MN	12 BROOKFIELD (WI) -163 WINONA (MN)	461	26374	107843
WI-MN	163 WINONA (MN) -164 WISCONSIN DELLS (WI)	464	11417	52867
WI-MN	91 MADISON DANE AIRPORT -130 ROCHESTER(BUS-MN)	503	20124	104088
WI-MN	12 BROOKFIELD (WI) -39 DULUTH(BUS-MN)	560	56891	272086
WI-MN	125 PORTAGE (WI) -129 RED WING (MN)	607	28165	117200
WI-MN	39 DULUTH(BUS-MN) -91 MADISON DANE AIRPORT	761	63939	316411
WI-MN	91 MADISON DANE AIRPORT -163 WINONA (MN)	787	29998	128997
WI-MN	129 RED WING (MN) -164 WISCONSIN DELLS (WI)	800	33378	140816
WI-MN	129 RED WING (MN) -159 WATERTOWN (WI)	848	55851	223942
WI-MN	78 LA CROSSE (WI) -129 RED WING (MN)	864	19857	76909
WI-MN	102 MILWAUKEE (WI) -141 ST. CLOUD (BUS-MN)	1029	103889	425055

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States	Station Pair	Riders	Revenue	Passenger Miles
WI-MN	91 MADISON DANE AIRPORT -129 RED WING (MN)	1123	62012	253761
WI-MN	102 MILWAUKEE (WI) -130 ROCHESTER(BUS-MN)	1217	80214	354268
WI-MN	12 BROOKFIELD (WI) -129 RED WING (MN)	1241	96264	367214
WI-MN	102 MILWAUKEE (WI) -163 WINONA (MN)	1361	82460	337645
WI-MN	39 DULUTH(BUS-MN) -102 MILWAUKEE (WI)	1544	164061	772133
WI-MN	92 MANITOWOC(BUS-WI) -103 MPLS/ST.PAUL (MN)	1708	152353	732520
WI-MN	102 MILWAUKEE (WI) -129 RED WING (MN)	2266	181975	702434
WI-MN	103 MPLS/ST.PAUL (MN) -113 OCONOMOWOC (WI)	2636	192258	838190
WI-MN	103 MPLS/ST.PAUL (MN) -136 SHEBOYGAN(BUS-WI)	2771	249533	1108358
WI-MN	78 LA CROSSE (WI) -163 WINONA (MN)	3218	21070	86886
WI-MN	103 MPLS/ST.PAUL (MN) -151 TOMAH (WI)	3328	135145	569019
WI-MN	103 MPLS/ST.PAUL (MN) -125 PORTAGE (WI)	4462	242147	1039532
WI-MN	103 MPLS/ST.PAUL (MN) -162 WEST BEND (WI)	4551	435893	1742872
WI-MN	103 MPLS/ST.PAUL (MN) -164 WISCONSIN DELLS (WI)	5400	273774	1166428
WI-MN	103 MPLS/ST.PAUL (MN) -159 WATERTOWN (WI)	8161	617980	2481017
WI-MN	78 LA CROSSE (WI) -103 MPLS/ST.PAUL (MN)	10674	340051	1376891
WI-MN	91 MADISON DANE AIRPORT -103 MPLS/ST.PAUL (MN)	16687	1133025	4438862
WI-MN	12 BROOKFIELD (WI) -103 MPLS/ST.PAUL (MN)	17459	1516755	5866268
WI-MN	102 MILWAUKEE (WI) -103 MPLS/ST.PAUL (MN)	39648	3602565	13876669
WI-MO	95 MARCELINE (MO) -148 STURTEVANT (WI)	2	193	942
WI-MO	79 LA PLATA (MO) -159 WATERTOWN (WI)	2	229	1063
WI-MO	79 LA PLATA (MO) -151 TOMAH (WI)	2	299	1347
WI-MO	78 LA CROSSE (WI) -79 LA PLATA (MO)	2	347	1568
WI-MO	12 BROOKFIELD (WI) -95 MARCELINE (MO)	3	310	1454
WI-MO	79 LA PLATA (MO) -147 STURGEON BAY(BUS-WI)	3	407	1802
WI-MO	95 MARCELINE (MO) -102 MILWAUKEE (WI)	4	412	1990
WI-MO	79 LA PLATA (MO) -125 PORTAGE (WI)	4	523	2344
WI-MO	79 LA PLATA (MO) -164 WISCONSIN DELLS (WI)	4	550	2491
WI-MO	79 LA PLATA (MO) -136 SHEBOYGAN(BUS-WI)	5	491	2448
WI-MO	79 LA PLATA (MO) -162 WEST BEND (WI)	5	587	2703
WI-MO	79 LA PLATA (MO) -96 MARINETTE(BUS-WI)	5	767	3504
WI-MO	135 SEDALIA (MO) -162 WEST BEND (WI)	6	781	3443
WI-MO	70 JEFFERSON (MO) -125 PORTAGE (WI)	10	1376	5935
WI-MO	70 JEFFERSON (MO) -159 WATERTOWN (WI)	12	1507	6670
WI-MO	70 JEFFERSON (MO) -113 OCONOMOWOC (WI)	13	1527	6765
WI-MO	77 KIRKWOOD (MO) -147 STURGEON BAY(BUS-WI)	14	1691	7109
WI-MO	135 SEDALIA (MO) -136 SHEBOYGAN(BUS-WI)	14	1755	8274
WI-MO	79 LA PLATA (MO) -146 STEVENS POINT(BUS-WI)	18	2474	11556
WI-MO	79 LA PLATA (MO) -92 MANITOWOC(BUS-WI)	19	2138	10454
WI-MO	64 INDEPENDENCE (MO) -78 LA CROSSE (WI)	20	3762	16923
WI-MO	79 LA PLATA (MO) -148 STURTEVANT (WI)	20	1906	9286
WI-MO	77 KIRKWOOD (MO) -96 MARINETTE(BUS-WI)	21	2669	11650
WI-MO	79 LA PLATA (MO) -160 WAUSAU(BUS-WI)	22	3127	15021
WI-MO	58 HERMANN (MO) -162 WEST BEND (WI)	25	2783	12149
WI-MO	25 COLUMBIA(BUS-MO) -125 PORTAGE (WI)	27	3914	19987
WI-MO	25 COLUMBIA(BUS-MO) -159 WATERTOWN (WI)	28	3516	18785
WI-MO	12 BROOKFIELD (WI) -79 LA PLATA (MO)	31	3291	15373
WI-MO	75 KANSAS CITY (MO) -151 TOMAH (WI)	33	5796	26567
WI-MO	12 BROOKFIELD (WI) -135 SEDALIA (MO)	34	4763	19544
WI-MO	58 HERMANN (MO) -92 MANITOWOC(BUS-WI)	36	3855	18818
WI-MO	25 COLUMBIA(BUS-MO) -113 OCONOMOWOC (WI)	36	4308	23148
WI-MO	142 ST. JOSEPH(BUS-MO) -162 WEST BEND (WI)	38	5576	26640
WI-MO	75 KANSAS CITY (MO) -164 WISCONSIN DELLS (WI)	38	6227	28731
WI-MO	135 SEDALIA (MO) -148 STURTEVANT (WI)	45	5389	23887
WI-MO	64 INDEPENDENCE (MO) -92 MANITOWOC(BUS-WI)	46	6706	33113
WI-MO	75 KANSAS CITY (MO) -159 WATERTOWN (WI)	47	6645	31318
WI-MO	155 WARRENSBURG (MO) -162 WEST BEND (WI)	49	6712	30259
WI-MO	75 KANSAS CITY (MO) -78 LA CROSSE (WI)	50	9168	42182
WI-MO	58 HERMANN (MO) -148 STURTEVANT (WI)	53	4856	22293
WI-MO	84 LEES SUMMIT (MO) -162 WEST BEND (WI)	56	8166	36893
WI-MO	58 HERMANN (MO) -136 SHEBOYGAN(BUS-WI)	57	5966	28253
WI-MO	64 INDEPENDENCE (MO) -136 SHEBOYGAN(BUS-WI)	57	8130	39277
WI-MO	136 SHEBOYGAN(BUS-WI) -155 WARRENSBURG (MO)	57	7584	36466

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States	Station Pair	Riders	Revenue	Passenger Miles
WI-MO	146 STEVENS POINT(BUS-WI) -157 WASHINGTON (MO)	59	7636	33942
WI-MO	75 KANSAS CITY (MO) -125 PORTAGE (WI)	61	9746	44618
WI-MO	157 WASHINGTON (MO) -162 WEST BEND (WI)	63	6550	28304
WI-MO	136 SHEBOYGAN(BUS-WI) -157 WASHINGTON (MO)	65	6473	30485
WI-MO	144 ST. LOUIS (MO) -147 STURGEON BAY(BUS-WI)	67	8204	34508
WI-MO	64 INDEPENDENCE (MO) -162 WEST BEND (WI)	69	10728	46296
WI-MO	92 MANITOWOC(BUS-WI) -157 WASHINGTON (MO)	76	7772	37799
WI-MO	96 MARINETTE(BUS-WI) -144 ST. LOUIS (MO)	83	10397	45457
WI-MO	12 BROOKFIELD (WI) -142 ST. JOSEPH(BUS-MO)	84	12202	57904
WI-MO	12 BROOKFIELD (WI) -58 HERMANN (MO)	87	9057	40032
WI-MO	79 LA PLATA (MO) -102 MILWAUKEE (WI)	96	9542	46011
WI-MO	70 JEFFERSON (MO) -92 MANITOWOC(BUS-WI)	98	11495	55971
WI-MO	142 ST. JOSEPH(BUS-MO) -148 STURTEVANT (WI)	100	13385	65098
WI-MO	25 COLUMBIA(BUS-MO) -162 WEST BEND (WI)	107	13039	69463
WI-MO	77 KIRKWOOD (MO) -160 WAUSAU(BUS-WI)	119	14719	68074
WI-MO	25 COLUMBIA(BUS-MO) -47 FOND DU LAC (WI)	119	15599	81069
WI-MO	102 MILWAUKEE (WI) -135 SEDALIA (MO)	125	15846	69276
WI-MO	12 BROOKFIELD (WI) -155 WARRENSBURG (MO)	134	18930	80407
WI-MO	77 KIRKWOOD (MO) -146 STEVENS POINT(BUS-WI)	137	16468	73588
WI-MO	70 JEFFERSON (MO) -136 SHEBOYGAN(BUS-WI)	143	17172	77315
WI-MO	25 COLUMBIA(BUS-MO) -148 STURTEVANT (WI)	169	18718	100220
WI-MO	148 STURTEVANT (WI) -155 WARRENSBURG (MO)	170	20225	95142
WI-MO	12 BROOKFIELD (WI) -25 COLUMBIA(BUS-MO)	170	21770	107106
WI-MO	70 JEFFERSON (MO) -162 WEST BEND (WI)	184	23287	96606
WI-MO	102 MILWAUKEE (WI) -142 ST. JOSEPH(BUS-MO)	186	26122	124829
WI-MO	12 BROOKFIELD (WI) -157 WASHINGTON (MO)	186	20169	80481
WI-MO	148 STURTEVANT (WI) -157 WASHINGTON (MO)	200	17380	79110
WI-MO	12 BROOKFIELD (WI) -64 INDEPENDENCE (MO)	213	31395	138865
WI-MO	58 HERMANN (MO) -102 MILWAUKEE (WI)	217	22696	97041
WI-MO	84 LEES SUMMIT (MO) -148 STURTEVANT (WI)	218	27846	130935
WI-MO	75 KANSAS CITY (MO) -136 SHEBOYGAN(BUS-WI)	243	33211	161700
WI-MO	75 KANSAS CITY (MO) -162 WEST BEND (WI)	248	35533	160823
WI-MO	75 KANSAS CITY (MO) -92 MANITOWOC(BUS-WI)	248	33799	172497
WI-MO	12 BROOKFIELD (WI) -84 LEES SUMMIT (MO)	263	39296	168532
WI-MO	102 MILWAUKEE (WI) -155 WARRENSBURG (MO)	279	36585	163023
WI-MO	25 COLUMBIA(BUS-MO) -102 MILWAUKEE (WI)	286	34442	176311
WI-MO	77 KIRKWOOD (MO) -92 MANITOWOC(BUS-WI)	301	29976	138364
WI-MO	64 INDEPENDENCE (MO) -148 STURTEVANT (WI)	303	40172	186353
WI-MO	144 ST. LOUIS (MO) -159 WATERTOWN (WI)	342	32211	141380
WI-MO	102 MILWAUKEE (WI) -157 WASHINGTON (MO)	373	37198	156432
WI-MO	144 ST. LOUIS (MO) -164 WISCONSIN DELLS (WI)	382	44328	191149
WI-MO	77 KIRKWOOD (MO) -162 WEST BEND (WI)	382	39721	157636
WI-MO	77 KIRKWOOD (MO) -136 SHEBOYGAN(BUS-WI)	412	39577	177015
WI-MO	70 JEFFERSON (MO) -148 STURTEVANT (WI)	447	48173	209027
WI-MO	75 KANSAS CITY (MO) -148 STURTEVANT (WI)	455	55729	269449
WI-MO	12 BROOKFIELD (WI) -75 KANSAS CITY (MO)	520	71785	327698
WI-MO	12 BROOKFIELD (WI) -70 JEFFERSON (MO)	527	65112	266870
WI-MO	125 PORTAGE (WI) -144 ST. LOUIS (MO)	534	60736	258452
WI-MO	64 INDEPENDENCE (MO) -102 MILWAUKEE (WI)	588	83405	375974
WI-MO	144 ST. LOUIS (MO) -151 TOMAH (WI)	590	75020	322371
WI-MO	84 LEES SUMMIT (MO) -102 MILWAUKEE (WI)	696	95886	435662
WI-MO	144 ST. LOUIS (MO) -160 WAUSAU(BUS-WI)	746	89707	416163
WI-MO	78 LA CROSSE (WI) -144 ST. LOUIS (MO)	868	117638	510324
WI-MO	12 BROOKFIELD (WI) -77 KIRKWOOD (MO)	889	86450	350322
WI-MO	144 ST. LOUIS (MO) -146 STEVENS POINT(BUS-WI)	992	116064	519829
WI-MO	75 KANSAS CITY (MO) -102 MILWAUKEE (WI)	1062	137693	654315
WI-MO	77 KIRKWOOD (MO) -148 STURTEVANT (WI)	1070	88909	380869
WI-MO	70 JEFFERSON (MO) -102 MILWAUKEE (WI)	1202	139157	591527
WI-MO	92 MANITOWOC(BUS-WI) -144 ST. LOUIS (MO)	1345	128338	599924
WI-MO	136 SHEBOYGAN(BUS-WI) -144 ST. LOUIS (MO)	1401	130523	584061
WI-MO	144 ST. LOUIS (MO) -162 WEST BEND (WI)	1749	176343	699759
WI-MO	77 KIRKWOOD (MO) -102 MILWAUKEE (WI)	2532	228651	962196
WI-MO	144 ST. LOUIS (MO) -148 STURTEVANT (WI)	4454	355269	1527715

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WI-MO	12 BROOKFIELD (WI) -144 ST. LOUIS (MO)	5534	529037	2108537
WI-MO	102 MILWAUKEE (WI) -144 ST. LOUIS (MO)	13781	1200229	5057753
WI-NE	57 HASTINGS (NE) -136 SHEBOYGAN(BUS-WI)	3	428	1942
WI-NE	99 MCCOOK (NE) -162 WEST BEND (WI)	3	641	2826
WI-NE	99 MCCOOK (NE) -148 STURTEVANT (WI)	4	692	3131
WI-NE	60 HOLDREGE (NE) -148 STURTEVANT (WI)	4	731	3270
WI-NE	60 HOLDREGE (NE) -162 WEST BEND (WI)	5	892	3883
WI-NE	12 BROOKFIELD (WI) -99 MCCOOK (NE)	5	1045	4637
WI-NE	57 HASTINGS (NE) -162 WEST BEND (WI)	6	1058	4562
WI-NE	12 BROOKFIELD (WI) -57 HASTINGS (NE)	7	1130	4909
WI-NE	57 HASTINGS (NE) -148 STURTEVANT (WI)	7	1109	4920
WI-NE	12 BROOKFIELD (WI) -60 HOLDREGE (NE)	7	1279	5610
WI-NE	99 MCCOOK (NE) -102 MILWAUKEE (WI)	11	2118	9550
WI-NE	108 NEBRASKA CITY (BUS-NE) -162 WEST BEND (WI)	13	2217	8418
WI-NE	60 HOLDREGE (NE) -102 MILWAUKEE (WI)	14	2435	10861
WI-NE	57 HASTINGS (NE) -102 MILWAUKEE (WI)	15	2441	10797
WI-NE	12 BROOKFIELD (WI) -108 NEBRASKA CITY (BUS-NE)	42	6911	26223
WI-NE	87 LINCOLN (NE) -162 WEST BEND (WI)	57	8720	36800
WI-NE	87 LINCOLN (NE) -136 SHEBOYGAN(BUS-WI)	59	8719	39031
WI-NE	12 BROOKFIELD (WI) -87 LINCOLN (NE)	101	15044	63983
WI-NE	87 LINCOLN (NE) -148 STURTEVANT (WI)	130	17653	76857
WI-NE	87 LINCOLN (NE) -102 MILWAUKEE (WI)	175	24941	108247
WI-NE	114 OMAHA (NE) -136 SHEBOYGAN(BUS-WI)	192	26513	117534
WI-NE	114 OMAHA (NE) -162 WEST BEND (WI)	377	54017	224654
WI-NE	114 OMAHA (NE) -148 STURTEVANT (WI)	764	95818	411597
WI-NE	12 BROOKFIELD (WI) -114 OMAHA (NE)	781	107485	450591
WI-NE	102 MILWAUKEE (WI) -114 OMAHA (NE)	1701	223623	957861
WI-OH	45 ELYRIA (OH) -147 STURGEON BAY(BUS-WI)	3	410	1590
WI-OH	45 ELYRIA (OH) -96 MARINETTE(BUS-WI)	5	782	3150
WI-OH	23 CINCINNATI (OH) -147 STURGEON BAY(BUS-WI)	6	828	3285
WI-OH	96 MARINETTE(BUS-WI) -134 SANDUSKY (OH)	8	1044	4211
WI-OH	134 SANDUSKY (OH) -147 STURGEON BAY(BUS-WI)	8	1081	4189
WI-OH	96 MARINETTE(BUS-WI) -150 TOLEDO (OH)	18	2388	9486
WI-OH	147 STURGEON BAY(BUS-WI) -150 TOLEDO (OH)	20	2498	9496
WI-OH	23 CINCINNATI (OH) -160 WAUSAU(BUS-WI)	21	2801	12168
WI-OH	134 SANDUSKY (OH) -159 WATERTOWN (WI)	30	3279	12955
WI-OH	134 SANDUSKY (OH) -151 TOMAH (WI)	31	4396	17452
WI-OH	45 ELYRIA (OH) -160 WAUSAU(BUS-WI)	32	4575	19396
WI-OH	134 SANDUSKY (OH) -164 WISCONSIN DELLS (WI)	32	4216	16681
WI-OH	45 ELYRIA (OH) -151 TOMAH (WI)	34	5033	19967
WI-OH	15 CANTON(BUS-OH) -164 WISCONSIN DELLS (WI)	35	5287	22232
WI-OH	125 PORTAGE (WI) -134 SANDUSKY (OH)	35	4469	17425
WI-OH	1 AKRON(BUS-OH) -159 WATERTOWN (WI)	36	4504	18630
WI-OH	45 ELYRIA (OH) -125 PORTAGE (WI)	37	5062	19744
WI-OH	159 WATERTOWN (WI) -165 YOUNGSTOWN(BUS-OH)	38	4868	20811
WI-OH	15 CANTON(BUS-OH) -159 WATERTOWN (WI)	39	5043	21399
WI-OH	134 SANDUSKY (OH) -160 WAUSAU(BUS-WI)	40	5391	22971
WI-OH	116 OSHKOSH (WI) -150 TOLEDO (OH)	42	4633	17399
WI-OH	113 OCONOMOWOC (WI) -165 YOUNGSTOWN(BUS-OH)	43	5416	23158
WI-OH	1 AKRON(BUS-OH) -113 OCONOMOWOC (WI)	44	5381	22242
WI-OH	154 WARREN(BUS-OH) -162 WEST BEND (WI)	47	5899	24670
WI-OH	15 CANTON(BUS-OH) -113 OCONOMOWOC (WI)	47	5894	25012
WI-OH	1 AKRON(BUS-OH) -164 WISCONSIN DELLS (WI)	49	7283	29961
WI-OH	134 SANDUSKY (OH) -146 STEVENS POINT(BUS-WI)	53	6948	28540
WI-OH	15 CANTON(BUS-OH) -125 PORTAGE (WI)	57	8467	35224
WI-OH	91 MADISON DANE AIRPORT -150 TOLEDO (OH)	59	6417	24605
WI-OH	148 STURTEVANT (WI) -154 WARREN(BUS-OH)	60	6480	28150
WI-OH	6 APPLETON (WI) -150 TOLEDO (OH)	61	7010	26192
WI-OH	125 PORTAGE (WI) -165 YOUNGSTOWN(BUS-OH)	61	9090	38068
WI-OH	78 LA CROSSE (WI) -134 SANDUSKY (OH)	65	9686	38996
WI-OH	125 PORTAGE (WI) -150 TOLEDO (OH)	67	7875	30082
WI-OH	45 ELYRIA (OH) -78 LA CROSSE (WI)	72	11371	45712
WI-OH	1 AKRON(BUS-OH) -125 PORTAGE (WI)	72	10568	42969

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WI-OH	45 ELYRIA (OH) -146 STEVENS POINT(BUS-WI)	77	10716	43889
WI-OH	1 AKRON(BUS-OH) -78 LA CROSSE (WI)	78	13131	54591
WI-OH	150 TOLEDO (OH) -151 TOMAH (WI)	85	11117	43410
WI-OH	30 DAYTON(BUS-OH) -164 WISCONSIN DELLS (WI)	96	11308	52599
WI-OH	134 SANDUSKY (OH) -136 SHEBOYGAN(BUS-WI)	97	9760	41665
WI-OH	134 SANDUSKY (OH) -162 WEST BEND (WI)	97	10254	40046
WI-OH	30 DAYTON(BUS-OH) -151 TOMAH (WI)	97	12543	57799
WI-OH	116 OSHKOSH (WI) -165 YOUNGSTOWN(BUS-OH)	106	14920	62042
WI-OH	92 MANITOWOC(BUS-WI) -134 SANDUSKY (OH)	107	11756	48993
WI-OH	113 OCONOMOWOC (WI) -150 TOLEDO (OH)	110	10438	40168
WI-OH	150 TOLEDO (OH) -159 WATERTOWN (WI)	114	11155	43074
WI-OH	47 FOND DU LAC (WI) -165 YOUNGSTOWN(BUS-OH)	136	18480	77397
WI-OH	150 TOLEDO (OH) -164 WISCONSIN DELLS (WI)	136	16395	63676
WI-OH	12 BROOKFIELD (WI) -154 WARREN(BUS-OH)	140	16929	71457
WI-OH	24 CLEVELAND (OH) -159 WATERTOWN (WI)	148	18203	71919
WI-OH	24 CLEVELAND (OH) -125 PORTAGE (WI)	153	21807	85147
WI-OH	24 CLEVELAND (OH) -151 TOMAH (WI)	154	24069	95516
WI-OH	24 CLEVELAND (OH) -164 WISCONSIN DELLS (WI)	154	22394	88587
WI-OH	45 ELYRIA (OH) -136 SHEBOYGAN(BUS-WI)	154	16927	71778
WI-OH	45 ELYRIA (OH) -92 MANITOWOC(BUS-WI)	158	18849	78161
WI-OH	30 DAYTON(BUS-OH) -116 OSHKOSH (WI)	162	17437	80104
WI-OH	45 ELYRIA (OH) -162 WEST BEND (WI)	163	18743	73219
WI-OH	15 CANTON(BUS-OH) -47 FOND DU LAC (WI)	166	22562	93799
WI-OH	1 AKRON(BUS-OH) -116 OSHKOSH (WI)	167	23114	93126
WI-OH	15 CANTON(BUS-OH) -116 OSHKOSH (WI)	169	23774	98155
WI-OH	162 WEST BEND (WI) -165 YOUNGSTOWN(BUS-OH)	172	22776	93107
WI-OH	12 BROOKFIELD (WI) -134 SANDUSKY (OH)	180	18034	70993
WI-OH	15 CANTON(BUS-OH) -162 WEST BEND (WI)	183	23228	97791
WI-OH	1 AKRON(BUS-OH) -47 FOND DU LAC (WI)	185	24751	100352
WI-OH	91 MADISON DANE AIRPORT -165 YOUNGSTOWN(BUS-OH)	186	26063	110064
WI-OH	30 DAYTON(BUS-OH) -125 PORTAGE (WI)	193	22356	102899
WI-OH	150 TOLEDO (OH) -160 WAUSAU(BUS-WI)	216	26820	113025
WI-OH	12 BROOKFIELD (WI) -165 YOUNGSTOWN(BUS-OH)	231	30219	120667
WI-OH	1 AKRON(BUS-OH) -162 WEST BEND (WI)	235	30449	119880
WI-OH	24 CLEVELAND (OH) -146 STEVENS POINT(BUS-WI)	236	34506	141180
WI-OH	15 CANTON(BUS-OH) -91 MADISON DANE AIRPORT	239	33275	139537
WI-OH	1 AKRON(BUS-OH) -148 STURTEVANT (WI)	243	26425	110339
WI-OH	148 STURTEVANT (WI) -165 YOUNGSTOWN(BUS-OH)	252	28998	121751
WI-OH	30 DAYTON(BUS-OH) -159 WATERTOWN (WI)	252	24171	116151
WI-OH	1 AKRON(BUS-OH) -91 MADISON DANE AIRPORT	270	37113	151939
WI-OH	30 DAYTON(BUS-OH) -113 OCONOMOWOC (WI)	279	25852	124749
WI-OH	15 CANTON(BUS-OH) -148 STURTEVANT (WI)	289	33857	137649
WI-OH	102 MILWAUKEE (WI) -154 WARREN(BUS-OH)	316	36168	156510
WI-OH	12 BROOKFIELD (WI) -15 CANTON(BUS-OH)	322	43451	165957
WI-OH	23 CINCINNATI (OH) -146 STEVENS POINT(BUS-WI)	329	43795	183781
WI-OH	1 AKRON(BUS-OH) -12 BROOKFIELD (WI)	335	43302	164626
WI-OH	6 APPLETON (WI) -15 CANTON(BUS-OH)	336	49163	201558
WI-OH	134 SANDUSKY (OH) -148 STURTEVANT (WI)	337	29622	119938
WI-OH	12 BROOKFIELD (WI) -45 ELYRIA (OH)	346	37673	148251
WI-OH	1 AKRON(BUS-OH) -6 APPLETON (WI)	347	49868	199639
WI-OH	45 ELYRIA (OH) -148 STURTEVANT (WI)	368	35635	143859
WI-OH	23 CINCINNATI (OH) -159 WATERTOWN (WI)	378	41673	169248
WI-OH	78 LA CROSSE (WI) -150 TOLEDO (OH)	384	53675	213005
WI-OH	24 CLEVELAND (OH) -78 LA CROSSE (WI)	396	65075	261551
WI-OH	24 CLEVELAND (OH) -92 MANITOWOC(BUS-WI)	396	46995	205446
WI-OH	146 STEVENS POINT(BUS-WI) -150 TOLEDO (OH)	422	55308	206903
WI-OH	92 MANITOWOC(BUS-WI) -150 TOLEDO (OH)	471	46443	193855
WI-OH	24 CLEVELAND (OH) -136 SHEBOYGAN(BUS-WI)	479	55513	234672
WI-OH	102 MILWAUKEE (WI) -165 YOUNGSTOWN(BUS-OH)	479	58727	243306
WI-OH	102 MILWAUKEE (WI) -134 SANDUSKY (OH)	482	45241	183114
WI-OH	1 AKRON(BUS-OH) -102 MILWAUKEE (WI)	483	54495	231043
WI-OH	30 DAYTON(BUS-OH) -47 FOND DU LAC (WI)	518	53158	247453
WI-OH	136 SHEBOYGAN(BUS-WI) -150 TOLEDO (OH)	524	50426	200663

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WI-OH	24 CLEVELAND (OH) -162 WEST BEND (WI)	593	71776	280722
WI-OH	15 CANTON(BUS-OH) -102 MILWAUKEE (WI)	615	76742	307959
WI-OH	150 TOLEDO (OH) -162 WEST BEND (WI)	652	62687	238790
WI-OH	30 DAYTON(BUS-OH) -56 GREEN BAY (WI)	688	83923	373343
WI-OH	148 STURTEVANT (WI) -150 TOLEDO (OH)	716	55996	221117
WI-OH	30 DAYTON(BUS-OH) -91 MADISON DANE AIRPORT	754	80359	376424
WI-OH	30 DAYTON(BUS-OH) -162 WEST BEND (WI)	869	81564	389300
WI-OH	45 ELYRIA (OH) -102 MILWAUKEE (WI)	900	92516	373427
WI-OH	47 FOND DU LAC (WI) -150 TOLEDO (OH)	920	96485	364224
WI-OH	6 APPLETON (WI) -30 DAYTON(BUS-OH)	984	111347	504918
WI-OH	12 BROOKFIELD (WI) -150 TOLEDO (OH)	1203	108799	417560
WI-OH	24 CLEVELAND (OH) -148 STURTEVANT (WI)	1327	136840	552089
WI-OH	12 BROOKFIELD (WI) -30 DAYTON(BUS-OH)	1483	148293	636318
WI-OH	12 BROOKFIELD (WI) -24 CLEVELAND (OH)	1487	171409	675101
WI-OH	30 DAYTON(BUS-OH) -148 STURTEVANT (WI)	1525	127150	596090
WI-OH	23 CINCINNATI (OH) -136 SHEBOYGAN(BUS-WI)	1860	205662	840898
WI-OH	23 CINCINNATI (OH) -162 WEST BEND (WI)	2385	284223	1037325
WI-OH	23 CINCINNATI (OH) -92 MANITOWOC(BUS-WI)	2438	283485	1172808
WI-OH	23 CINCINNATI (OH) -148 STURTEVANT (WI)	2759	249405	1042795
WI-OH	30 DAYTON(BUS-OH) -102 MILWAUKEE (WI)	3205	294611	1330222
WI-OH	102 MILWAUKEE (WI) -150 TOLEDO (OH)	3340	281238	1112083
WI-OH	12 BROOKFIELD (WI) -23 CINCINNATI (OH)	6155	707900	2560567
WI-OH	24 CLEVELAND (OH) -102 MILWAUKEE (WI)	6513	710370	2865693
WI-OH	23 CINCINNATI (OH) -102 MILWAUKEE (WI)	14887	1577612	5984507
WI-WI	147 STURGEON BAY(BUS-WI) -164 WISCONSIN DELLS (WI)	6	402	1609
WI-WI	147 STURGEON BAY(BUS-WI) -159 WATERTOWN (WI)	6	285	1144
WI-WI	113 OCONOMOWOC (WI) -147 STURGEON BAY(BUS-WI)	8	344	1373
WI-WI	96 MARINETTE(BUS-WI) -151 TOMAH (WI)	9	748	3196
WI-WI	96 MARINETTE(BUS-WI) -159 WATERTOWN (WI)	9	477	2111
WI-WI	147 STURGEON BAY(BUS-WI) -151 TOMAH (WI)	10	772	3106
WI-WI	96 MARINETTE(BUS-WI) -113 OCONOMOWOC (WI)	11	516	2292
WI-WI	96 MARINETTE(BUS-WI) -164 WISCONSIN DELLS (WI)	12	906	3892
WI-WI	125 PORTAGE (WI) -147 STURGEON BAY(BUS-WI)	13	863	3360
WI-WI	147 STURGEON BAY(BUS-WI) -162 WEST BEND (WI)	13	419	1506
WI-WI	78 LA CROSSE (WI) -147 STURGEON BAY(BUS-WI)	14	1277	5248
WI-WI	96 MARINETTE(BUS-WI) -162 WEST BEND (WI)	16	565	2412
WI-WI	78 LA CROSSE (WI) -96 MARINETTE(BUS-WI)	19	1761	7638
WI-WI	12 BROOKFIELD (WI) -147 STURGEON BAY(BUS-WI)	19	797	3053
WI-WI	96 MARINETTE(BUS-WI) -125 PORTAGE (WI)	20	1439	6051
WI-WI	91 MADISON DANE AIRPORT -147 STURGEON BAY(BUS-WI)	25	1566	5809
WI-WI	47 FOND DU LAC (WI) -147 STURGEON BAY(BUS-WI)	28	609	2333
WI-WI	12 BROOKFIELD (WI) -96 MARINETTE(BUS-WI)	34	1537	6598
WI-WI	147 STURGEON BAY(BUS-WI) -148 STURTEVANT (WI)	38	1700	6501
WI-WI	47 FOND DU LAC (WI) -96 MARINETTE(BUS-WI)	40	1004	4671
WI-WI	91 MADISON DANE AIRPORT -96 MARINETTE(BUS-WI)	40	2586	10697
WI-WI	146 STEVENS POINT(BUS-WI) -159 WATERTOWN (WI)	45	2006	9051
WI-WI	113 OCONOMOWOC (WI) -146 STEVENS POINT(BUS-WI)	50	2075	9481
WI-WI	159 WATERTOWN (WI) -160 WAUSAU(BUS-WI)	50	2392	11937
WI-WI	146 STEVENS POINT(BUS-WI) -164 WISCONSIN DELLS (WI)	53	3601	15412
WI-WI	6 APPLETON (WI) -147 STURGEON BAY(BUS-WI)	54	600	2586
WI-WI	92 MANITOWOC(BUS-WI) -159 WATERTOWN (WI)	56	927	7054
WI-WI	116 OSHKOSH (WI) -147 STURGEON BAY(BUS-WI)	57	954	3776
WI-WI	43 EAU CLAIRE (BUS-WI) -92 MANITOWOC(BUS-WI)	60	3375	20265
WI-WI	151 TOMAH (WI) -160 WAUSAU(BUS-WI)	63	4991	23330
WI-WI	113 OCONOMOWOC (WI) -160 WAUSAU(BUS-WI)	67	2978	14864
WI-WI	47 FOND DU LAC (WI) -78 LA CROSSE (WI)	67	4953	19043
WI-WI	136 SHEBOYGAN(BUS-WI) -151 TOMAH (WI)	67	3180	15374
WI-WI	159 WATERTOWN (WI) -162 WEST BEND (WI)	71	1342	5614
WI-WI	96 MARINETTE(BUS-WI) -148 STURTEVANT (WI)	72	3463	14669
WI-WI	92 MANITOWOC(BUS-WI) -113 OCONOMOWOC (WI)	72	937	7985
WI-WI	160 WAUSAU(BUS-WI) -164 WISCONSIN DELLS (WI)	75	5277	24322
WI-WI	6 APPLETON (WI) -96 MARINETTE(BUS-WI)	75	1103	6264
WI-WI	92 MANITOWOC(BUS-WI) -164 WISCONSIN DELLS (WI)	79	3044	16746

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WI-WI	125 PORTAGE (WI) -136 SHEBOYGAN(BUS-WI)	82	2704	13771
WI-WI	136 SHEBOYGAN(BUS-WI) -159 WATERTOWN (WI)	85	1140	8166
WI-WI	146 STEVENS POINT(BUS-WI) -162 WEST BEND (WI)	87	2263	10726
WI-WI	162 WEST BEND (WI) -164 WISCONSIN DELLS (WI)	87	3587	14539
WI-WI	78 LA CROSSE (WI) -148 STURTEVANT (WI)	89	5403	21690
WI-WI	146 STEVENS POINT(BUS-WI) -151 TOMAH (WI)	91	7123	30528
WI-WI	160 WAUSAU(BUS-WI) -162 WEST BEND (WI)	93	2752	14761
WI-WI	136 SHEBOYGAN(BUS-WI) -164 WISCONSIN DELLS (WI)	94	3419	17368
WI-WI	96 MARINETTE(BUS-WI) -116 OSHKOSH (WI)	95	1899	9588
WI-WI	151 TOMAH (WI) -159 WATERTOWN (WI)	96	3293	12751
WI-WI	56 GREEN BAY (WI) -78 LA CROSSE (WI)	97	8887	33981
WI-WI	12 BROOKFIELD (WI) -159 WATERTOWN (WI)	99	879	3183
WI-WI	92 MANITOWOC(BUS-WI) -151 TOMAH (WI)	100	4984	25921
WI-WI	113 OCONOMOWOC (WI) -136 SHEBOYGAN(BUS-WI)	107	1068	8785
WI-WI	78 LA CROSSE (WI) -160 WAUSAU(BUS-WI)	111	9755	45863
WI-WI	151 TOMAH (WI) -162 WEST BEND (WI)	115	5958	24360
WI-WI	125 PORTAGE (WI) -164 WISCONSIN DELLS (WI)	115	467	1961
WI-WI	125 PORTAGE (WI) -146 STEVENS POINT(BUS-WI)	117	7531	32008
WI-WI	43 EAU CLAIRE (BUS-WI) -136 SHEBOYGAN(BUS-WI)	117	6194	36034
WI-WI	78 LA CROSSE (WI) -146 STEVENS POINT(BUS-WI)	117	9893	44337
WI-WI	47 FOND DU LAC (WI) -164 WISCONSIN DELLS (WI)	122	5933	23937
WI-WI	6 APPLETON (WI) -164 WISCONSIN DELLS (WI)	137	8098	31694
WI-WI	56 GREEN BAY (WI) -125 PORTAGE (WI)	138	9083	33839
WI-WI	47 FOND DU LAC (WI) -159 WATERTOWN (WI)	140	3731	15206
WI-WI	125 PORTAGE (WI) -162 WEST BEND (WI)	143	5507	21383
WI-WI	125 PORTAGE (WI) -160 WAUSAU(BUS-WI)	144	9652	44387
WI-WI	92 MANITOWOC(BUS-WI) -162 WEST BEND (WI)	152	2186	17033
WI-WI	6 APPLETON (WI) -159 WATERTOWN (WI)	161	5992	23201
WI-WI	56 GREEN BAY (WI) -159 WATERTOWN (WI)	162	7462	28154
WI-WI	92 MANITOWOC(BUS-WI) -125 PORTAGE (WI)	171	6156	33506
WI-WI	78 LA CROSSE (WI) -92 MANITOWOC(BUS-WI)	174	10264	52178
WI-WI	113 OCONOMOWOC (WI) -151 TOMAH (WI)	183	7041	26831
WI-WI	78 LA CROSSE (WI) -136 SHEBOYGAN(BUS-WI)	186	10648	50444
WI-WI	47 FOND DU LAC (WI) -113 OCONOMOWOC (WI)	193	4760	18330
WI-WI	43 EAU CLAIRE (BUS-WI) -159 WATERTOWN (WI)	194	8334	41026
WI-WI	125 PORTAGE (WI) -159 WATERTOWN (WI)	194	4042	13783
WI-WI	47 FOND DU LAC (WI) -151 TOMAH (WI)	194	11597	46999
WI-WI	47 FOND DU LAC (WI) -92 MANITOWOC(BUS-WI)	195	4523	27730
WI-WI	102 MILWAUKEE (WI) -147 STURGEON BAY(BUS-WI)	197	8333	28828
WI-WI	136 SHEBOYGAN(BUS-WI) -148 STURTEVANT (WI)	208	1878	15364
WI-WI	12 BROOKFIELD (WI) -162 WEST BEND (WI)	209	2305	9812
WI-WI	116 OSHKOSH (WI) -159 WATERTOWN (WI)	212	6735	26679
WI-WI	12 BROOKFIELD (WI) -125 PORTAGE (WI)	220	6399	22652
WI-WI	6 APPLETON (WI) -113 OCONOMOWOC (WI)	222	7515	28830
WI-WI	6 APPLETON (WI) -78 LA CROSSE (WI)	224	20358	71345
WI-WI	56 GREEN BAY (WI) -113 OCONOMOWOC (WI)	224	9578	35791
WI-WI	113 OCONOMOWOC (WI) -164 WISCONSIN DELLS (WI)	226	6225	23100
WI-WI	12 BROOKFIELD (WI) -164 WISCONSIN DELLS (WI)	227	7249	27273
WI-WI	125 PORTAGE (WI) -151 TOMAH (WI)	230	3428	14242
WI-WI	6 APPLETON (WI) -43 EAU CLAIRE (BUS-WI)	230	18247	81852
WI-WI	113 OCONOMOWOC (WI) -159 WATERTOWN (WI)	235	1001	3290
WI-WI	96 MARINETTE(BUS-WI) -102 MILWAUKEE (WI)	237	10793	42902
WI-WI	43 EAU CLAIRE (BUS-WI) -47 FOND DU LAC (WI)	239	16241	76601
WI-WI	116 OSHKOSH (WI) -164 WISCONSIN DELLS (WI)	239	12875	51121
WI-WI	136 SHEBOYGAN(BUS-WI) -162 WEST BEND (WI)	242	2727	20064
WI-WI	43 EAU CLAIRE (BUS-WI) -116 OSHKOSH (WI)	242	17499	81795
WI-WI	12 BROOKFIELD (WI) -146 STEVENS POINT(BUS-WI)	253	9576	43239
WI-WI	113 OCONOMOWOC (WI) -116 OSHKOSH (WI)	255	7277	28592
WI-WI	12 BROOKFIELD (WI) -160 WAUSAU(BUS-WI)	275	11257	56368
WI-WI	47 FOND DU LAC (WI) -136 SHEBOYGAN(BUS-WI)	276	5588	31197
WI-WI	43 EAU CLAIRE (BUS-WI) -162 WEST BEND (WI)	279	17427	81092
WI-WI	148 STURTEVANT (WI) -162 WEST BEND (WI)	286	4104	16276
WI-WI	12 BROOKFIELD (WI) -151 TOMAH (WI)	286	12298	47151

MWRRI
State of Wisconsin
Station to Station Origin-Destination Data

States	Station Pair	Riders	Revenue	Passenger Miles
WI-WI	78 LA CROSSE (WI) -162 WEST BEND (WI)	289	18547	73335
WI-WI	159 WATERTOWN (WI) -164 WISCONSIN DELLS (WI)	291	6819	25573
WI-WI	151 TOMAH (WI) -164 WISCONSIN DELLS (WI)	292	3217	13138
WI-WI	43 EAU CLAIRE (BUS-WI) -56 GREEN BAY (WI)	297	26087	114778
WI-WI	6 APPLETON (WI) -92 MANITOWOC(BUS-WI)	310	10496	54873
WI-WI	6 APPLETON (WI) -125 PORTAGE (WI)	332	18890	71459
WI-WI	47 FOND DU LAC (WI) -125 PORTAGE (WI)	346	16068	62345
WI-WI	78 LA CROSSE (WI) -113 OCONOMOWOC (WI)	359	17371	67815
WI-WI	91 MADISON DANE AIRPORT -160 WAUSAU(BUS-WI)	363	21945	99776
WI-WI	92 MANITOWOC(BUS-WI) -116 OSHKOSH (WI)	406	11489	64536
WI-WI	47 FOND DU LAC (WI) -160 WAUSAU(BUS-WI)	409	8289	52292
WI-WI	113 OCONOMOWOC (WI) -125 PORTAGE (WI)	409	10065	34764
WI-WI	91 MADISON DANE AIRPORT -92 MANITOWOC(BUS-WI)	433	11828	70576
WI-WI	6 APPLETON (WI) -136 SHEBOYGAN(BUS-WI)	437	13899	64668
WI-WI	91 MADISON DANE AIRPORT -146 STEVENS POINT(BUS-WI)	478	27872	115226
WI-WI	102 MILWAUKEE (WI) -125 PORTAGE (WI)	482	15708	56401
WI-WI	116 OSHKOSH (WI) -125 PORTAGE (WI)	503	25888	99118
WI-WI	56 GREEN BAY (WI) -92 MANITOWOC(BUS-WI)	511	21926	105847
WI-WI	78 LA CROSSE (WI) -116 OSHKOSH (WI)	524	45182	157782
WI-WI	116 OSHKOSH (WI) -136 SHEBOYGAN(BUS-WI)	530	13556	68891
WI-WI	113 OCONOMOWOC (WI) -162 WEST BEND (WI)	534	8283	34713
WI-WI	78 LA CROSSE (WI) -125 PORTAGE (WI)	556	13225	57856
WI-WI	92 MANITOWOC(BUS-WI) -148 STURTEVANT (WI)	558	6603	57425
WI-WI	148 STURTEVANT (WI) -160 WAUSAU(BUS-WI)	561	24495	120568
WI-WI	56 GREEN BAY (WI) -136 SHEBOYGAN(BUS-WI)	569	22977	101261
WI-WI	43 EAU CLAIRE (BUS-WI) -113 OCONOMOWOC (WI)	573	26815	129460
WI-WI	47 FOND DU LAC (WI) -146 STEVENS POINT(BUS-WI)	586	9875	55070
WI-WI	47 FOND DU LAC (WI) -162 WEST BEND (WI)	615	5645	18452
WI-WI	12 BROOKFIELD (WI) -92 MANITOWOC(BUS-WI)	617	5204	57422
WI-WI	146 STEVENS POINT(BUS-WI) -148 STURTEVANT (WI)	628	25313	113689
WI-WI	91 MADISON DANE AIRPORT -136 SHEBOYGAN(BUS-WI)	658	16154	88108
WI-WI	78 LA CROSSE (WI) -164 WISCONSIN DELLS (WI)	696	13881	60570
WI-WI	56 GREEN BAY (WI) -160 WAUSAU(BUS-WI)	733	13794	90112
WI-WI	102 MILWAUKEE (WI) -164 WISCONSIN DELLS (WI)	743	26293	99620
WI-WI	102 MILWAUKEE (WI) -151 TOMAH (WI)	874	40220	156433
WI-WI	102 MILWAUKEE (WI) -159 WATERTOWN (WI)	876	10842	40312
WI-WI	91 MADISON DANE AIRPORT -159 WATERTOWN (WI)	894	10873	33961
WI-WI	78 LA CROSSE (WI) -159 WATERTOWN (WI)	930	40561	162725
WI-WI	56 GREEN BAY (WI) -162 WEST BEND (WI)	933	27382	88680
WI-WI	102 MILWAUKEE (WI) -162 WEST BEND (WI)	956	10070	31542
WI-WI	116 OSHKOSH (WI) -160 WAUSAU(BUS-WI)	1033	15536	114666
WI-WI	12 BROOKFIELD (WI) -136 SHEBOYGAN(BUS-WI)	1063	5836	68008
WI-WI	56 GREEN BAY (WI) -146 STEVENS POINT(BUS-WI)	1138	17504	101238
WI-WI	12 BROOKFIELD (WI) -78 LA CROSSE (WI)	1185	63528	245197
WI-WI	6 APPLETON (WI) -162 WEST BEND (WI)	1246	26175	81005
WI-WI	47 FOND DU LAC (WI) -148 STURTEVANT (WI)	1256	29341	109240
WI-WI	43 EAU CLAIRE (BUS-WI) -148 STURTEVANT (WI)	1296	74754	365421
WI-WI	91 MADISON DANE AIRPORT -151 TOMAH (WI)	1297	31350	123247
WI-WI	116 OSHKOSH (WI) -146 STEVENS POINT(BUS-WI)	1375	16031	105861
WI-WI	6 APPLETON (WI) -91 MADISON DANE AIRPORT	1428	68252	259970
WI-WI	116 OSHKOSH (WI) -162 WEST BEND (WI)	1485	21608	69786
WI-WI	78 LA CROSSE (WI) -151 TOMAH (WI)	1503	15373	63136
WI-WI	43 EAU CLAIRE (BUS-WI) -125 PORTAGE (WI)	1524	35485	214846
WI-WI	91 MADISON DANE AIRPORT -164 WISCONSIN DELLS (WI)	1551	20134	77538
WI-WI	12 BROOKFIELD (WI) -56 GREEN BAY (WI)	1661	63751	235870
WI-WI	47 FOND DU LAC (WI) -91 MADISON DANE AIRPORT	1736	64816	255194
WI-WI	12 BROOKFIELD (WI) -43 EAU CLAIRE (BUS-WI)	1765	90519	430610
WI-WI	56 GREEN BAY (WI) -91 MADISON DANE AIRPORT	1911	108377	405134
WI-WI	113 OCONOMOWOC (WI) -148 STURTEVANT (WI)	2134	27855	119497
WI-WI	12 BROOKFIELD (WI) -47 FOND DU LAC (WI)	2154	43856	165846
WI-WI	91 MADISON DANE AIRPORT -116 OSHKOSH (WI)	2272	96328	372584
WI-WI	6 APPLETON (WI) -12 BROOKFIELD (WI)	2391	78517	267759
WI-WI	12 BROOKFIELD (WI) -113 OCONOMOWOC (WI)	2455	13731	44182

MWRRI
State of Wisconsin
Station to Station Origin-Destination Data

States	Station Pair	Riders	Revenue	Passenger Miles
WI-WI	102 MILWAUKEE (WI) -160 WAUSAU(BUS-WI)	2564	104189	489676
WI-WI	12 BROOKFIELD (WI) -116 OSHKOSH (WI)	2607	68091	245042
WI-WI	6 APPLETON (WI) -148 STURTEVANT (WI)	2794	98011	340813
WI-WI	102 MILWAUKEE (WI) -146 STEVENS POINT(BUS-WI)	2805	105174	440315
WI-WI	91 MADISON DANE AIRPORT -113 OCONOMOWOC (WI)	2867	44973	149080
WI-WI	78 LA CROSSE (WI) -91 MADISON DANE AIRPORT	2994	101466	410174
WI-WI	56 GREEN BAY (WI) -148 STURTEVANT (WI)	3204	140775	487064
WI-WI	116 OSHKOSH (WI) -148 STURTEVANT (WI)	3477	100048	361571
WI-WI	91 MADISON DANE AIRPORT -125 PORTAGE (WI)	3752	38501	123803
WI-WI	12 BROOKFIELD (WI) -148 STURTEVANT (WI)	3897	32790	148082
WI-WI	43 EAU CLAIRE (BUS-WI) -102 MILWAUKEE (WI)	3923	212721	1012235
WI-WI	47 FOND DU LAC (WI) -56 GREEN BAY (WI)	4416	89877	287011
WI-WI	91 MADISON DANE AIRPORT -162 WEST BEND (WI)	4915	149142	575073
WI-WI	43 EAU CLAIRE (BUS-WI) -164 WISCONSIN DELLS (WI)	4938	94494	612278
WI-WI	91 MADISON DANE AIRPORT -148 STURTEVANT (WI)	5574	155031	601997
WI-WI	6 APPLETON (WI) -47 FOND DU LAC (WI)	6702	74165	234558
WI-WI	78 LA CROSSE (WI) -102 MILWAUKEE (WI)	7977	449309	1762986
WI-WI	102 MILWAUKEE (WI) -148 STURTEVANT (WI)	9937	61933	238481
WI-WI	43 EAU CLAIRE (BUS-WI) -91 MADISON DANE AIRPORT	10371	329284	1804476
WI-WI	56 GREEN BAY (WI) -116 OSHKOSH (WI)	10668	161900	512048
WI-WI	47 FOND DU LAC (WI) -102 MILWAUKEE (WI)	10875	215940	685136
WI-WI	102 MILWAUKEE (WI) -113 OCONOMOWOC (WI)	12447	115317	398313
WI-WI	6 APPLETON (WI) -56 GREEN BAY (WI)	14941	141833	448223
WI-WI	56 GREEN BAY (WI) -102 MILWAUKEE (WI)	15348	584054	1964486
WI-WI	6 APPLETON (WI) -116 OSHKOSH (WI)	15409	88035	277362
WI-WI	47 FOND DU LAC (WI) -116 OSHKOSH (WI)	15594	83127	265095
WI-WI	6 APPLETON (WI) -102 MILWAUKEE (WI)	16759	532966	1642358
WI-WI	12 BROOKFIELD (WI) -91 MADISON DANE AIRPORT	19687	408527	1378070
WI-WI	102 MILWAUKEE (WI) -116 OSHKOSH (WI)	22876	588867	1830089
WI-WI	91 MADISON DANE AIRPORT -102 MILWAUKEE (WI)	87949	2128471	7387738

A5: FRA Forecast Comparisons

MWRRI

Comparison of Average Trip lengths (2020)

In miles	Baseline	MWRRS	FRA
Chi-Det	205	216	192
Chi-Mpls	141	150	N/A
Chi-Stl	183	194	211
Chi-GRR	135	139	N/A
Mil-GB	61	63	N/A

Comparison of Average Fares per passenger mile (2020)

cents/PM	Baseline	MWRRS	FRA
Chi-Det	0.11	0.18	0.156
Chi-Mpls	0.20	0.26	N/A
Chi-Stl	0.15	0.23	0.167
Chi-GRR	0.20	0.21	N/A
Mil-GB	0.18	0.18	N/A

MWRRS Forecast Components

	2010		2020	
Elements	**Revenue** (Millions)	**Ridership** (Millions)	**Revenue** (Millions)	**Ridership** (Millions)
Chicago-St. Louis Corridor (FRA)			***$60.0***	***1.70***
Chicago-St. Louis Corridor (MWRRS)	**$47.4**	**.97**	***$54.0***	***1.12***
Chicago-St. Louis Corridor (FRA/MWRRS)			***$42.0***	***1.48***
Cross Chicago Trips	**$13.3**	**.30**		
Cross St. Louis Trips	**$4.0**	**.09**		
Bus Feed Trips/Zone Specification	**$2.0**	**.13**		
Total MWRRS Network	***$66.5***	***1.48***		

[1] 20% of CHI-St. Louis Corridor Ridership
[2] 6% of CHI-St. Louis Corridor Ridership
[3] Bus Feeder and Total Disaggregated Zone Pairs Effect
[4] 3A Report Forecasts

TEMS, Inc. 7/27/00

Model Assumptions for 2020

Chicago - St. Louis Corridor

Based on 110 mph Avg Speed

Model Inputs	FRA	MWRRS	
Trip Time (hrs)	3.6	3.6	
Average Fare	$35	$45	
Yield (cents/mile)	.167	.30	
Trains per day	13	9	
Average Trip Length	211		
Seat Miles	746		
Number of Stations	5	10	
Bus Feeder Network	No	Yes	
Number of Corridors	1	9	

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Chicago - St. Louis Corridor Forecast
FRA vs. MWRRS Assumptions
2010

	2010	
Models	**Revenue** (Millions)	**Ridership** (Millions)
TEMS/FRA	**$42.7**	**0.97**
TEMS/MWRRS	**$66.5**	**1.48**
Difference	***$19.3***	***.51***

[1] Source: TEMS 3A Report

TEMS, Inc. 7/27/00

A6: Joint Powers Agreement Draft

MWRRI

Revised
DRAFT FOR DISCUSSION

JOINT POWERS AGREEMENT
ESTABLISHING THE MIDWEST REGIONAL RAIL **COMMISSION**

This AGREEMENT is entered into as of the ___ of ____ 20__ , by and among the Parties as designated.

W I T N E S S E T H:

WHEREAS, the States of Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, Ohio, and Wisconsin therein possess in common the powers to plan for, maintain, lease, contract for, and operate railroad service and facilities for the purpose of transporting passengers within and outside their respective boundaries; and

WHEREAS, the States of Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, Ohio, and Wisconsin therein, by virtue of _____(citings of state statutes), possess in common the authority to make passenger rail service operation and capital improvement expenditures, including construction and maintenance of intermodal transportation facilities; and

WHEREAS, the States of Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, Ohio, and Wisconsin by virtue of _____ (citings of state statutes), possess in common the authority to file claims for payment to a railroad corporation and engage in the transportation of persons for operating losses and profits incurred in the transportation of persons within the States of Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, Ohio, and Wisconsin and to or from the same; and

WHEREAS, the people residing within the states of Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, Ohio, and Wisconsin have an interest in passenger rail transportation within the state, to destinations within and outside their state and the states of Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, Ohio, and Wisconsin, and to facilitate the movement of people through their states; and

WHEREAS, the continued growth and extensive transportation development within the states of Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, Ohio, and Wisconsin evinces a need to create an independent multi-state agency capable of dealing with rail transportation system planning, operational planning, contracting, construction, operations, and program and service oversight

NOW, THEREFORE, it is mutually agreed as follows:

1. DEFINITIONS

As used herein, the following words have the following meanings:

1.A. "MWRRI" is an acronym for Midwest Regional Rail Initiative and shall include the states of Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, Ohio, and Wisconsin

1.B. "MWRRS" is an acronym for Midwest Regional Rail System

1.C. "Commission" shall mean the Midwest Regional Rail Commission, a multistate joint powers agency, created by this Agreement

1.D. "Auditor-Controller" shall mean the Auditor-Controller for the States and of the Commission

1E. "State Legislatures" shall mean the respective state General Assemblies of the States who are the Parties

1F. "Parties" shall mean all of the public agencies who pursuant to governing body authority have executed this Agreement

1.G. "Officials" shall mean any member of the governing body of a Party to this Agreement.

1.H. "Passenger Rail Service" means medium and long distance, intra- and inter-state rail service for the purpose of serving the population of the respective states to the extent such service is authorized by state and federal law.

1.I. "Rail Board" means the Board established pursuant to Section 4 of this Agreement as the governing body of the Commission.

2. STATEMENT OF PURPOSE

The Parties have joined together to establish the Commission for the following reasons:

2.A. The population demographics, air quality designations, and travel demand patterns of the States have established intra- and inter-state regional linkages for transportation, and the continued development and growth in commerce, economic benefit, and recreation.

2.B. Some highways and major arterials within and between these States are currently operating beyond the capacities originally intended and will continue to operate under these conditions in the future, even with all highway and transit planned improvements.

Concurrently, recent environmental and energy conservation legislation discourages the use of single occupant automobiles by limiting highway access during peak traffic periods and encouraging the use of mass transit, regional transit, and other alternative modes of travel.

2.C. The preservation and improvement of the rail infrastructure for passenger and freight rail service accrues regional economic and environmental benefits.

2.D. The State legislatures and State Departments of Transportation, have jointly examined the many issues associated with rail service and have expressed common goals and objectives. Advanced planning studies have evolved into projects and are now focused on timely project management, inter-state coordination, and the implementation of MWRRS Passenger Rail Service.

2.E. Coordinated political and administrative efforts are necessary to resolve issues, to coordinate and advance funding requests, and to keep projects and programs on schedule.

3. ESTABLISHMENT OF THE COMMISSION

3.A. Upon the effective date of this Agreement, the Parties hereby establish the Commission, as a public entity, separate and distinct from its member entities, as the agent to exercise the common powers provided for in this Agreement and to administer or otherwise execute this Agreement.

Space to delineate between medium-term and long-term functions and activities.

4. RAIL BOARD

4.A. The Commission shall be governed by the Rail Board, which shall be comprised of nine voting Commissioners, all of which shall be appointed officials of each state that is a signatory to this Agreement (the number of voting Commissioners may be amended at a future date to included additional members at the discretion of the current state members of the MWRRI).

4.B. Ex-Officio members may be appointed by the Rail Board.

4.C. The voting members shall reside within the States they represent and shall serve at the pleasure of their respective Governors. In the event a Commissioner vacancy occurs, the Governor of the affected State shall appoint a new Commissioner.

4.D. A quorum for conducting all matters of business shall be a majority of the voting members. The affirmative vote of at least a majority of the quorum present shall be required for the approval of any matters (unless a greater number is required by any resolution, ordinance or statute).

4.E. The Rail Board shall adopt rules of procedures and shall establish a time and place for regular Rail Board meetings.

4.F. The By-laws of the Commission shall be those annexed to this Agreement.

5. POWERS AND FUNCTIONS

5.A. The commission shall function as the Midwest multi-state representative and advocate for passenger rail transportation for the purpose of acting upon any appropriate proposals which may be presented to it for reconsideration and for transmission of proposed recommendations to federal, state, regional, and local agencies.

The Commission shall have the common power of the Parties hereto to plan, establish, and contract for operation of passenger rail service within and between the States; purchase commonly-shared rolling stock including cars and locomotives; negotiate, contract for and manage the construction of rail improvement projects in conjunction with the States and the railroad owner; acquire railroad sites and stations in conjunction with the States, city or cities benefited or affected thereby; contract with vendors for station concessions and on-board services; promote station development and joint development; operate rail stations; define and monitor service and performance standards and establish rewards or penalties for achieving or failing to achieve such standards; and carry out all other activities necessary to provide passenger rail service for the benefit of the people of the States, and in the exercise of that power, the Commission is authorized in its own name to:

5.A.1. Employ an Executive Director as the chief administrative officer of the Commission;

5.A.2. Employ agencies and staff and contract for professional services;

5.A.3. Make and enter into contracts;

5.A.4. Acquire, hold and convey real and personal property

5.A.5. Serve as a coordinative body in the review of capital grant requests made to the federal government, or other institution with the charter to provide like funds, by the States to ensure adherence to agreed-upon principles phased in during implementation of the MWRRS.

5.A.6. Incur debts, obligations and liabilities in own name or in the states behalf;

5.A.7. Accept contributions, grants or loans from any public or private agency or individual, or the United States, the States, or any department, instrumentality, or agency thereof, for the purpose of financing its activities;

5.A.8. Manage funds not needed for immediate necessities, as the Rail Board determines advisable.

5.A.9. Have appointed members and ex-officio members of the Rail Board serve without compensation from the Commission, except that members of the Rail Board may be reimbursed for all reasonable expenses and costs relating to attendance at Commission meetings or other Commission business;

5.A.10. Perform all other acts reasonable and necessary to fulfill the obligations, purposes and functions of the Commission;

5.A.11. Sue and be sued, in its own name only, but not in the name or stead of any Party; and

5.A.12. To exercise any and all other powers as may be provided by the State Codes common to all Parties.

5.B. The powers to be exercised by the Commission are subject to such restrictions upon the manner of exercising such powers as are imposed upon the States in the exercise of similar powers. The commission shall be held strictly accountable for all funds received, held and disbursed.

6. EXECUTIVE DIRECTOR

The Rail Board may select an Executive Director. If an Executive Director is chosen, he or she shall serve at the pleasure of and upon the terms prescribed by the Rail Board, and his or her powers and duties shall include the following:

6.A. Serving as Secretary to the Commission;

6.B. Advocating support and funding for the MWRRS at the federal, state, and local levels of government and to the private sector;

6.C. Keeping accurate and sufficient records of all proceedings of the Commission;

6.D. Receiving and transmitting all Commission correspondence;

6.E. Keeping a record and ascertaining the qualifications of each duly authorized representative;

6.F. Maintaining files for all reports;

6.G. Directing and coordinating the work of the Commission;

6.H. Preparing and administering the Commission's annual budget and Work Program;

6.I. Maintaining a record of all financial transactions;

6.J. Making an annual report covering the business of the Commission during the preceding year;

6.K. Transmitting to his/her successor all books and records of the Commission in his/her possession;

6.L. Employing, supervising, and terminating employees subject to policies and procedures adopted by the Commission; and

6.M. Other duties incidental to the office of Executive Director.

7. FINANCING

7.A. The Commission's fiscal year shall be July 1 through June 30.

7.B. Annually, the Commission shall prepare a budget for the ensuing fiscal year to commence on July 1. When adopted by the Rail Board, the budget shall serve as the approved budget for the fiscal year in carrying out the tasks within the approved work program for the year. Any use of amendments of the budget shall be at the sole discretion of the Commission.

7.C. A Party in the exercise of the reasonable discretion of its governing body, may provide support for the Commission, its staff, and its professional consultants, including providing quarters, janitorial services and maintenance, supplies, printing and duplication, postage, telephone services, transportation services, and the professional and technical assistance as may be necessary to enable the Commission to perform its responsibilities. All assistance shall be provided on an at-cost basis.

7.D. The Commission shall assist the States to apply for available state, federal, regional, and local support funds, and shall make new and additional applications from time to time as appropriate.

8. TREASURER

8.A. The Treasurer of the Commission shall be selected by the Rail Board and shall be a financial officer of a State member.

8.B. The Treasurer shall:

8.B.1. Receive and disperse all monies of the Commission and place it in an appropriate account or investment vehicle (e.g., mutual fund) as approved by the Rail Board.

8.B.2. Be responsible upon the Treasurer's official bond for the safekeeping and disbursement of all Commission money held by the Treasurer.

8.B.3. Pay any sums due from the Commission, from the Commission's funds held by the Treasurer or any portion thereof, upon warrants of the Auditor-Controller designated herein.

8.B.4. Verify and report in writing as soon as possible after the first day of July, October, January and April of each year to the Commission the amounts of monies received and disbursed since the Treasurer's last report, and any interest accrued to those funds.

9. AUDITOR-CONTROLLER

9.A. The Auditor-Controller of the Commission shall be selected by the Rail Board and shall be a financial officer of a State.

9.B. The Auditor-Controller shall draw warrants to pay demands against the Commission when the demands have been approved by the Rail Board and/or the Rail Board Executive Director. The Controller shall be responsible on the Controller's official bond for the Controller's approval of disbursements of the Commission money.

9.C. The Controller shall keep and maintain records and bonds of account on the basis of generally accepted accounting practices. The books of account shall include records of assets, liabilities, and contributions made by each Party to this Agreement.

9.D. The Controller shall make available all the financial records of the Commission to a certified public accountant or public accountant contracted by the Commission to make an annual audit of the accounts and records of the Commission. The minimum requirements of the audit shall conform to generally accepted accounting principles (GAAP).

10. BOND REQUIREMENTS

The Executive Director and such other persons employed by the Commission as may be designated by the Rail Board, shall file with the Rail Board an official fidelity bond in a penal sum determined by the Rail Board as security for the safekeeping of the Commission's property entrusted to the employee. However, if the Executive Director or other such persons designated are already bonded by another agency, no additional bonding shall be required by this section. Premiums for any bonds required under this section shall be paid by the Commission.

11. PARTIES' LIABILITY

The debts, liabilities and obligations of the Commission shall not be debts, liabilities or obligations of the Parties either singly or collectively.

12. ASSIGNABILITY

With the approval of, and upon the terms agreed upon by, the governing body of each Party to this Agreement, all or any of the rights and property subject to this agreement may be assigned to

further the purposes of this Agreement. Provided, however, no right or property of the Commission shall be assigned without compliance with all conditions imposed by any state or federal entity from whom Commission has received financial assistance.

13. WITHDRAWAL OF A PARTY

A Party to this Agreement may, at any time, withdraw from the Commission, following 90 days notice to the Commission and all other members of the Commission, by resolution of intent to withdraw adopted by the Governor of the State of the withdrawing Party. Unless the withdrawing Party and the Rail Board specifically mutually agree to the contrary, a withdrawing Party shall have no right to, or interest in, any of the assets of the Commission.

14. TERMINATION AND DISSOLUTION

14.A. This Agreement shall continue in force without specific term, except as otherwise provided herein.

14.B. If, at any time, the States represent less than one-third of the nine member States, the Commission shall be deemed dissolved and this Agreement shall cease to be operative except for the purpose of payment of any obligations theretofore incurred.

14.C. If this Agreement is terminated, all real and personal property owned by the Commission shall be distributed to the federal, state or local funding agency or Party to this Agreement that supplied the property or whose funding provided for the acquisition of the property unless another distribution method is designated by law. Should the origin of any real or personal property be undeterminable, that property shall be disbursed to the Parties to this Agreement in proportion to the passenger miles generated by each state.

14.D. In the event of termination if there are not sufficient unencumbered funds which are a part of the assets of the Commission available to pay for the costs of dissolution, the Parties to this Agreement shall fund the costs in proportion to the passenger miles generated by each State on the MWRRS service.

14.E. This Agreement shall not terminate until all property has been distributed in accordance with this section.

15. RETURN OF SURPLUS FUNDS

Upon termination of this Agreement, any surplus money on hand shall be returned to the federal, state or local agency or the Party to this Agreement that provided the funds. Should the origin of any funds be undeterminable, the funds shall be disbursed to the Parties to this Agreement in proportion to the passenger miles generated by each State on the MWRRS service.

16. ADDITIONAL MEMBERS

In addition to those powers specified in this Agreement, the Commission upon a majority vote of the Rail Board shall have the power to amend the Agreement and By-laws to add one or more public agencies or states, to enter into a joint exercise of powers agreement as a voting or non-voting Member to the Agreement, including the power to change this Agreement and the By-laws to adjust the composition of the Rail Board's membership.

16.A. Each newly added member public agency shall:

16.A.1. Be a public agency

16.A.2. Be a public agency whose powers include the ability to utilize, regulate, construct and facilitate the use of rail transportation;

16.A.3. Have full rights and responsibilities as a member of the Commission;

16.A.4. Pay fees, if any, as prescribed by the Rail Board, to be charged for the public agency's participation in financing the Commission.

17. SUCCESSORS

This Agreement shall be binding upon and shall inure to the benefit of any successors to or assigns of the Parties.

18. RECORDS

The Treasurer and the Auditor-Controller shall have charge of, handle and have access to all accounts, funds and money of the Commission and all records of the Commission relating thereto; and the Secretary shall have charge of, handle and have access to all other records of the Commission.

19. SEVERABILITY

Should any part, term, portion or provision of this Agreement be finally decided to be in conflict with any law of the United States or the States, or otherwise be unenforceable or ineffectual, the validity of the remaining parts, terms, portions, or provisions shall be deemed savable and shall not be affected thereby, provided such remaining portions or provisions can be construed in substance to constitute the Agreement which the Parties intended to enter into in the first instance.

20. COUNTERPARTS

This Agreement may be executed in any number of counterparts, each of which when executed will be deemed to be an original and all of which, when taken together, will be deemed to be one and the same instrument.

21. EFFECTIVE DATE OF AGREEMENT

This Agreement shall become effective when a majority of the States comprising the MWRRS sign this Agreement.

IN WITNESS WHEREOF, the Parties hereto have caused this Agreement to be executed by their respective officers as of:

By: _____
State of

Date: _____

ATTEST: _____
Title: _____

By: _____
State of

Date: _____

ATTEST: _____
Title: _____

By: _____
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Title: _____

A7: *RightTrack*©

MWRRI

RightTrack©

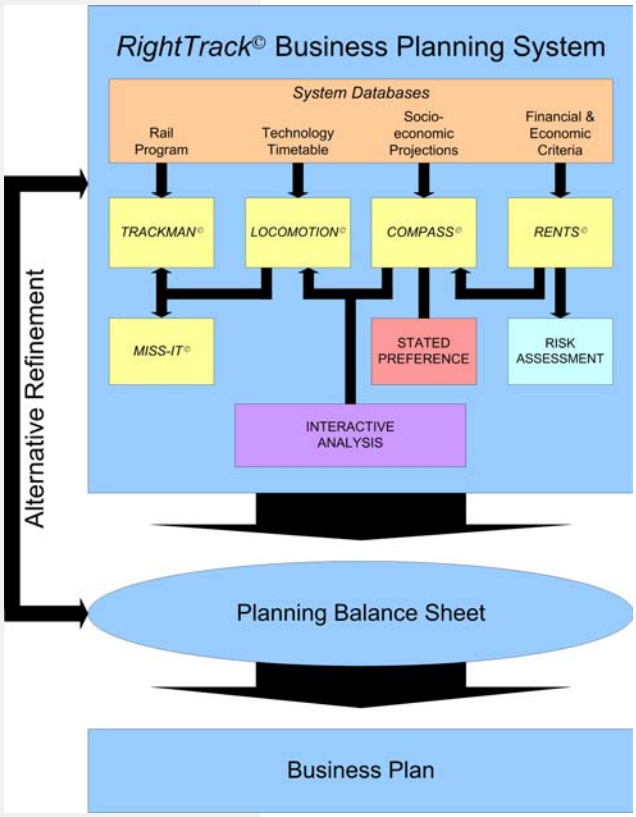
Business Planning System

TEMS developed the *RightTrack*© system to address problems that are unique to the passenger rail business. *RightTrack*© is a suite of interactive analytical tools that enables users to assess a wide range of demand, revenue, technology, service, capital investment, and right-of-way issues to determine optimal business solutions.

RightTrack© generates accurate and critical infrastructure, operations, and financial information integral to informed decision making.

The *RightTrack*© system enables transportation planners to:

- Develop realistic operating strategies that relate ridership and revenues to a specific level and quality of service
- Rapidly evaluate and re-evaluate differnet route (speed), technology (speed), operations (service levels), and ridership (fare) options
- Identify the capital investment needed to maintain track and other infrastructure at the optimum level for a given rail service
- Interpret traveler behavior to determine the level and quality of service that creates incentives for train use
- Maximize ridership and revenues while minimizing costs by achieving a balance among service, operations, and infrastructure investment
- Evaluate projects in terms of their financial return, user benefits, increase in jobs, income, and development opportunities that will accrue.



The *RightTrack*© system is designed to interface with condensed profiles, timetables, track condition, and other databases already in existence. The system incorporates an "Interactive Analysis" that allows a wide range of demand, revenue, technology, service levels, capital investment, and right-of-way condition issues to be assessed by a "what-if" evaluation of possible options. In this way, "fatal flaws" can be identified and more favorable options developed.

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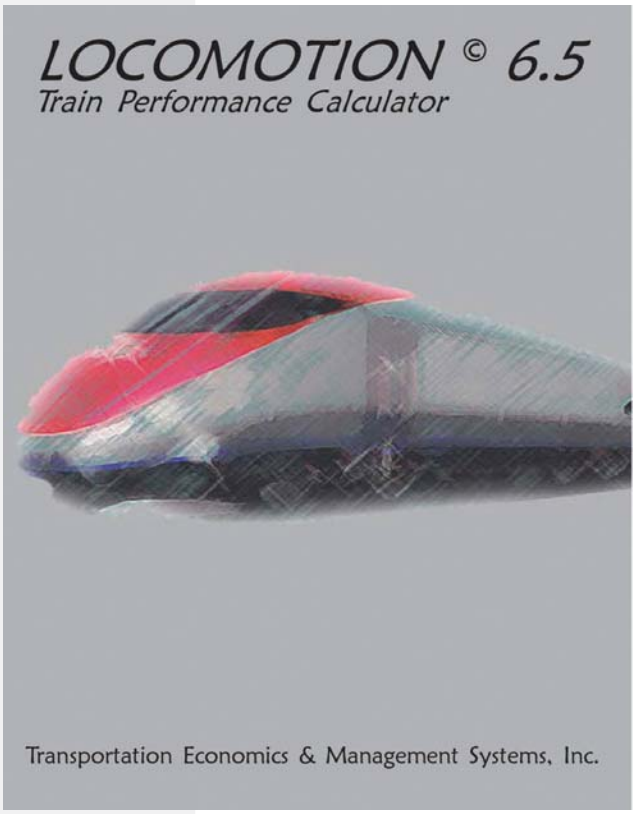
LOCOMOTION©

Train Performance Calculator

TEMS' *LOCOMOTION©* system provides the rail operations planner with a highly sophisticated, yet easy-to-use tool for creating and analyzing rail operations schedules. *LOCOMOTION©* provides a single, easily accessible source of detailed information on rail corridor characteristics and attainable train speeds. The system provides a framework for simulating and evaluating train technologies by enabling users to describe their overall performance considering acceleration and deceleration profiles in relation to the track structure, permissible speeds, and gradients. With *LOCOMOTION©* it is possible to model rail corridors, create timetables for different train technologies, and produce speed profiles and operating diagrams.



LOCOMOTION© interfaces with TEMS' *TRACKMAN©* system, which produces a complete graph profile for a given route and allows track improvements to be evaluated and prioritized for different technologies. Strategic timetable planning can significantly improve train utilization and minimize train set costs.The *LOCOMOTION©* system provides a facility for developing and adjusting timetables, allowing the user to assess how operating schedules can be arranged to maximize ridership (in conjunction with TEMS' *COMPASS©* program), optimize train consist size, and minimize train set requirements.

LOCOMOTION© is a user-friendly Windows™-based system that interacts with other TEMS software systems.

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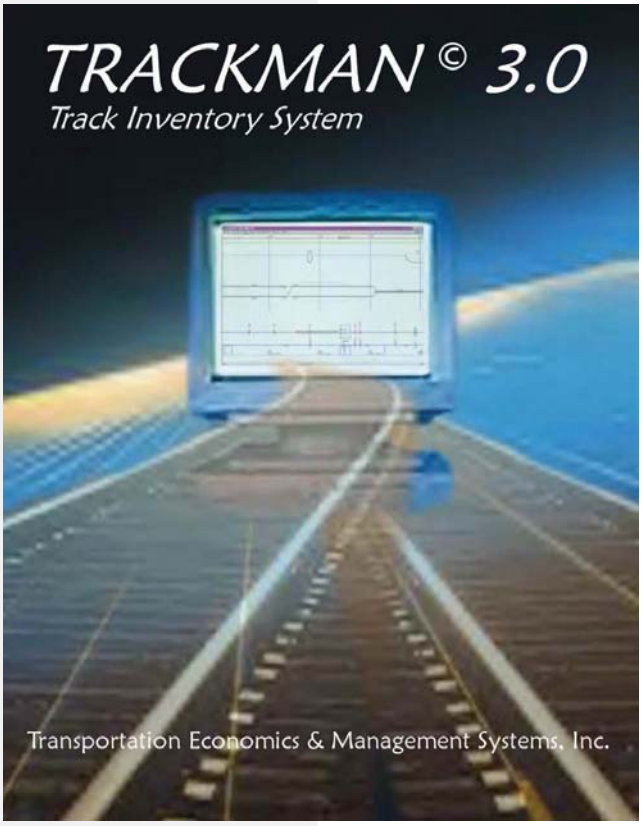
TRACKMAN©

Track Inventory System

Transporation Economics & Management Systems, Inc. (TEMS) created the *TRACKMAN©* inventory and assessment system to analyze track infrastructure and estimate the cost of upgrading for various scenarios. The system stores—on a milepost-by-milepost basis—information track condition and track geometry such as curvature, gradient, and turnouts; information on structures such as bridges, crossings, and stations; and maximum operating speeds. *TRACKMAN©* contains a database of the unit costs of infrastructure components for engineering improvements, which allows the user to identify an infrastructure upgrade program and accurately forecast the cost. The database covers a wide range of improvements for track, curves, bridges, earthworks, grade crossings, signaling, fencing, station, and other facility costs. The database allows for infrastructure improvements to both branch and mainline operations as well as conventional, intermediate, and high-speed train operations.



The *TRACKMAN©* system allows the user to review and "walk" the base track infrastructure of a corridor and to pinpoint needed improvements. The system allows for review not only of upgrade locations but also of the associated capital cost, generating a detailed "shopping list" of improvements and costs. The *LOCOMOTION©* program also enables users to prioritize improvements in terms of time saved per dollar invested. A wide range of reports are available from *TRACKMAN©* including the location of curves, bridges, crossings/crossovers, track speed restrictions, signals, stations/terminals, turnouts, track type, sidings, yards, and gradients.

The *TRACKMAN©* system has been widely applied in North America including Midwest Regional Rail System (3,000 miles), Ontario-Quebec Corridor (1,000 miles), Boston to Washington Corridor (1,000 miles), Virginia Statewide Rail System (1,000 miles), New York Statewide Rail Plan (1,500 miles), Illlinois Statewide Rail Plan (1,000 miles), Florida High-Speed Rail Study (500 miles), Edmonton-Calagary High-Speed Rail Study (200 miles).

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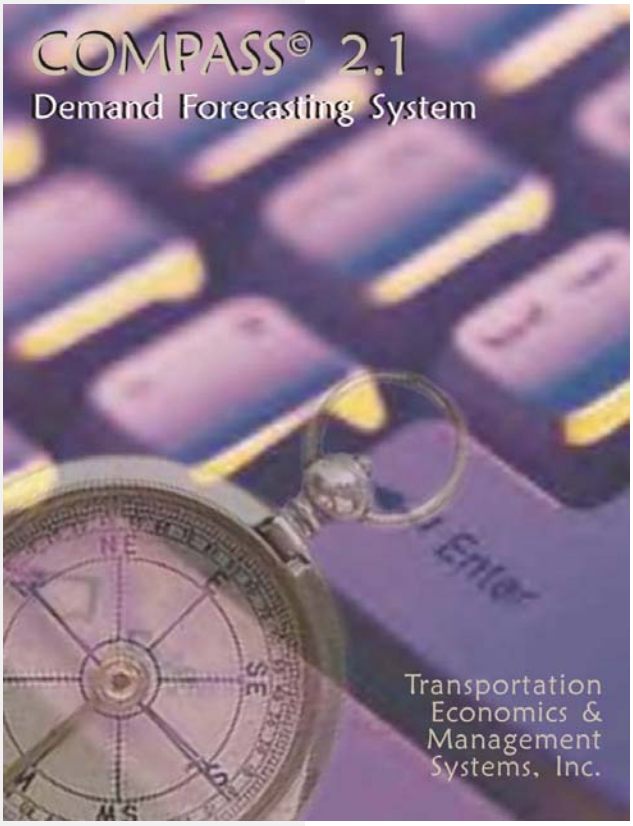
COMPASS©

Demand Forecasting Model System

COMPASS© is a comprehensive strategic policy planning tool designed by TEMS to assist in corridor planning for rail, highway, air, and transit. Outputs include traffic forecasts; revenue estimates; and rail, highway, air, and transit marketshares over a given time frame under a variety of conditions. *COMPASS©* provides planners with the flexibility to evaluate any set of implementation scenarios against any desired set of socioeconomic, network, and competitive mode conditions. The system and its derivatives have been set up for a number of Departments of Transportation including Illinois, Michigan, Wisconsin, Minnesota, New York, and Ontario, as well as Amtrak, British Rail, London Transport, B.C. Ferries, and the Chicago Transit Authority.



The *COMPASS©* model consist of a three-step analysis process that estimates:

- Total market growth by all modes and purposes of travel
- Induced demand due to changes in quality of service offered by any mode (air, bus, rail, auto)
- Modal split/Route split model that estimates market or route shares using a hierarchical mode choice analysis.

of any mode.

A key metric of the *COMPASS©* model is "generalized cost." The generalized cost function allows time, cost frequency, and service attributes to be combined into a single metric that can show how changes in speed, frequency, or fare will affect the use and marketshare

A key feature in developing a generalized cost model is the collection of stated-preference or revealed behavior data that fully quantifies the trade-offs that individuals make between travel characteristics (time, cost, comfort, reliability). Once quantified, these factors are used to calibrate the *COMPASS©* models and to determine the structure and value of the generalized cost function for each mode.

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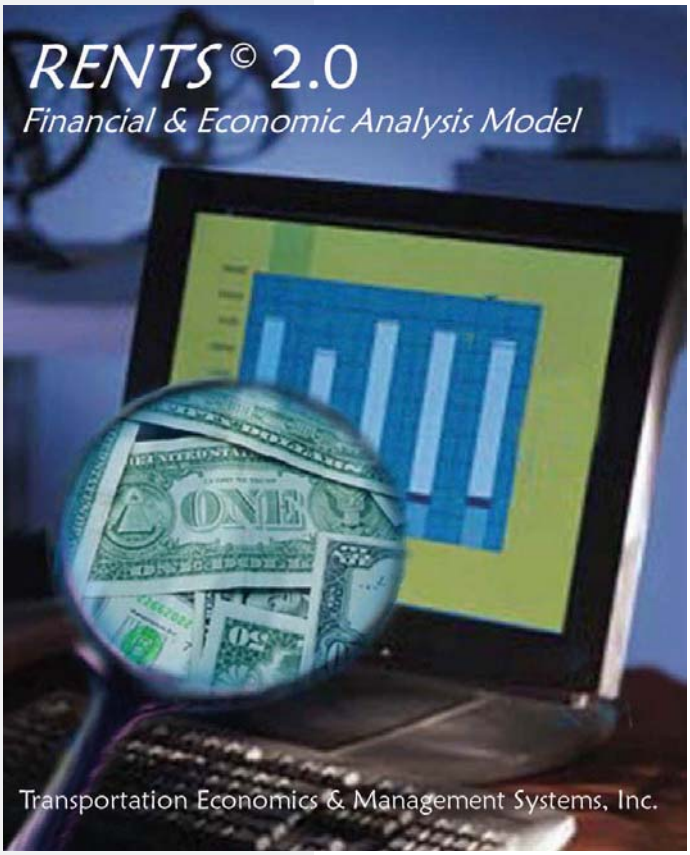
RENTS©

Financial and Economic Analysis Model

RENTS© is a companion system designed to work with *COMPASS©*. *RENTS©* uses forecast information to carry out detailed financial, economic, and community evaluations. The output provides estimates of financial return (NPV and IRR); economic return (Gross and Net Consumer Surplus NPV); and communtiy benefits (changes in household income, employment by sector, property values, and population).



Results are presented in both tabular and graphic forms. The graphic output uses a color display in which benefits are presented by zone or region and color-coded by absolute values or percentage change to allow the evaluator to easily grasp overall trends. It is the ideal package for evaluating alternative infrastructure investment plans, quantifying both the level and distribution of benefits associated with a specific project.

RENTS© has been used in a wide range of studies carried out by TEMS, including the Midwest Regional Rail System Study, Tri-State High Speed Rail Study, Virginia Statewide Rail Passenger Study, Portland-Boston Intecity Rail Study, Southern Ontario Passenger Strategy Study, Greater Rockford Airport Development Study and Master Plan, Toronto International Airport Terminal Three Development Plan, Quonset Point-Davisville Port Study, and Stansted International Airport Master Plan Study.

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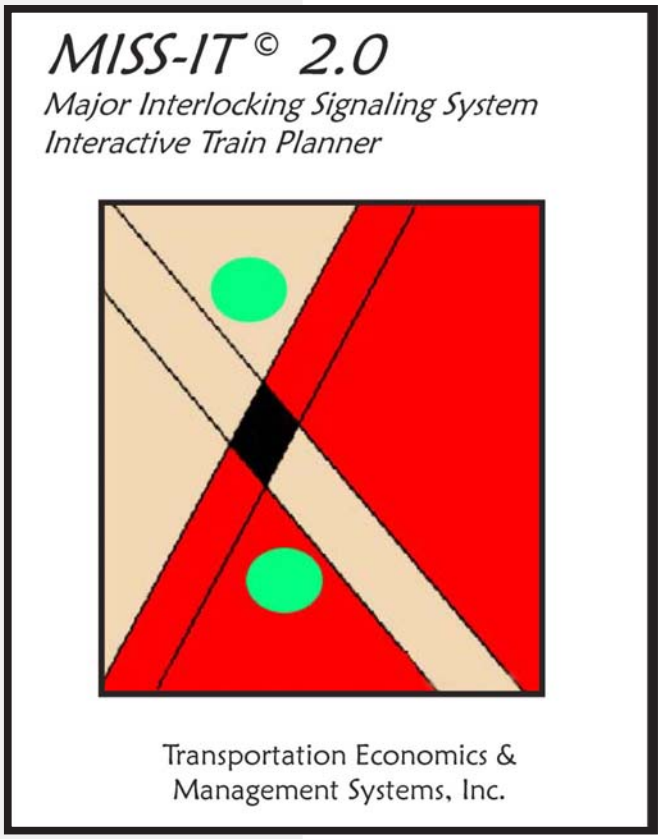
MISS-IT©

(Major Interlocking Signaling System-Interactive Train Planner) Conflict Resolution Model

The *MISS-IT©* program is an event-based track capacity model designed to increase rail system efficiency. The system provides train conflict resolution based on an individual railroad's dispatch policy. The system draws together track infrastrucure data stored within *TEMS' TRACKMAN©* system and the timetables generated within the *LOCOMOTION©* program to determine the location of train meets for a specific corridor. *MISS-IT©* utilizes data on existing infrastructure, such as sidings and double-track, and makes decisions regarding individual train delays and prioritized procedures based on a predetermined dispatch logic.



MISS-IT© tests the effects of additional infrastructure, signaling systems, or revised operating and dispatch practices on a given route and determines if these changes will create or alleviate bottlenecks within the system. The system measures delay by train, train group (bulk, local, passenger, intermodel) and shows how the infrastructure, signaling, or operating changes mitigate the delay in base or future years. As a result, a "hold harmless" analysis can be made to show the effect of new trains on an existing train schedule. The system is capable of displaying train movement on the track in an animated graphics mode.

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A8: Train Schedules by Implementation Phase

MWRRI

Chicago - Detroit (Phase 2) ***2008 thru 2011***

10-Jan-03 ***. . . Old Phase 2 extended to Pontiac***

All times are CST

	Train Number		100	102	104	106	108	110
Station - Read Down	Milepost	Schedule Time	Daily	Daily	Daily	Daily	Daily	Daily
CHICAGO, IL - UNION STATION	0.0	0:00	5:25	6:30	10:15	16:15	17:30	19:25
Gary, IN - Regional Airport	23.0	0:25		6:55	10:40			19:50
Michigan City, IN	52.8	0:53		7:23	11:08			20:18
Niles, MI	89.8	1:31		8:01	11:46	17:38	18:53	20:56
Dowagiac, MI	102.3	1:42		8:12	11:57	17:49	19:04	21:07
Kalamazoo, MI	138.3	2:12	7:15	8:42	12:27	18:19	19:34	21:37
Battle Creek, MI	161.0	2:22		8:52	12:37		19:57	21:47
Albion, MI	185.6	2:57		9:27				22:22
Jackson, MI	206.5	3:19		9:49				22:44
Ann Arbor, MI	243.5	3:52	8:41	10:22	13:57	19:45	21:04	23:17
Dearborn, MI	273.5	4:28	9:18	10:58	14:34	20:22	21:41	23:53
DETROIT, MI	282.7	4:49	9:40	11:19	14:55	20:43	22:02	0:14
Royal Oak, MI	292.8	5:03	9:54	11:33	15:09	20:57	22:16	0:28
Birmingham, MI	297.1	5:11	10:02	11:41	15:17	21:05	22:24	0:36
PONTIAC, MI	305.4	5:23	10:14	11:53	15:29	21:17	22:36	0:48

	Train Number		101	103	105	107	109	111
Station - Read Up	Milepost	Schedule Time	Daily	Daily	Daily	Daily	Daily	Daily
CHICAGO, IL -UNION STATION	305.4	5:24	9:44	11:25	14:33	21:00	21:18	0:19
Gary, IN - Regional Airport	282.4	4:57		10:58		20:33		23:52
Michigan City, IN	251.7	4:29	9:00	10:30		20:05		23:24
Niles, MI	215.7	3:50		9:51		19:26		22:45
Dowagiac, MI	203.2	3:37		9:38		19:13		22:32
Kalamazoo, MI	167.2	3:09	7:48	9:10	12:41	18:45	19:26	22:04
Battle Creek, MI	144.5	2:47		8:48	12:19	18:23	19:04	21:42
Albion, MI	119.8	2:25		8:26		18:01		21:20
Jackson, MI	98.9	2:03		8:04		17:39		20:58
Ann Arbor, MI	61.9	1:31	6:22	7:32	11:12	17:07	17:57	20:26
Dearborn, MI	31.9	0:55	5:46	6:56	10:36	16:31	17:21	19:50
DETROIT, MI	22.7	0:34	5:25	6:35	10:15	16:10	17:00	19:29
Royal Oak, MI	12.6	0:20	5:11	6:21	10:01	15:56	16:46	19:15
Birmingham, MI	8.3	0:12	5:03	6:13	9:53	15:48	16:38	19:07
PONTIAC, MI	0.0	0:00	4:51	6:01	9:41	15:36	16:26	18:55

Chicago - Detroit (Phase 2) ***2008 thru 2011***

10-Jan-03 ***. . . Old Phase 2 extended to Pontiac***

All times are CST

	Train Number		100	102	104	106	108	110
Station - Read Down	Milepost	Schedule Time	Daily	Daily	Daily	Daily	Daily	Daily
CHICAGO, IL - UNION STATION	0.0	0:00	5:25	6:30	10:15	16:15	17:30	19:25
Gary, IN - Regional Airport	23.0	0:25		6:55	10:40			19:50
Michigan City, IN	52.8	0:53		7:23	11:08			20:18
Niles, MI	89.8	1:31		8:01	11:46	17:38	18:53	20:56
Dowagiac, MI	102.3	1:42		8:12	11:57	17:49	19:04	21:07
Kalamazoo, MI	138.3	2:12	7:15	8:42	12:27	18:19	19:34	21:37
Battle Creek, MI	161.0	2:22		8:52	12:37		19:57	21:47
Albion, MI	185.6	2:57		9:27				22:22
Jackson, MI	206.5	3:19		9:49				22:44
Ann Arbor, MI	243.5	3:52	8:41	10:22	13:57	19:45	21:04	23:17
Dearborn, MI	273.5	4:28	9:18	10:58	14:34	20:22	21:41	23:53
DETROIT, MI	282.7	4:49	9:40	11:19	14:55	20:43	22:02	0:14
Royal Oak, MI	292.8	5:03	9:54	11:33	15:09	20:57	22:16	0:28
Birmingham, MI	297.1	5:11	10:02	11:41	15:17	21:05	22:24	0:36
PONTIAC, MI	305.4	5:23	10:14	11:53	15:29	21:17	22:36	0:48
Chicago-Kalamazoo			1:50	2:12	2:12	2:04	2:04	2:12
Kalamazoo-Ann Arbor			1:26	1:39	1:30	1:26	1:30	1:39
Chicago-Detroit OVERALL			4:15	4:49	4:40	4:28	4:32	4:49

	Train Number		101	103	105	107	109	111
Station - Read Up	Milepost	Schedule Time	Daily	Daily	Daily	Daily	Daily	Daily
CHICAGO, IL - UNION STATION	305.4	5:24	9:44	11:25	14:33	21:00	21:18	0:19
Gary, IN - Regional Airport	282.4	4:57		10:58		20:33		23:52
Michigan City, IN	251.7	4:29	9:00	10:30		20:05		23:24
Niles, MI	215.7	3:50		9:51		19:26		22:45
Dowagiac, MI	203.2	3:37		9:38		19:13		22:32
Kalamazoo, MI	167.2	3:09	7:48	9:10	12:41	18:45	19:26	22:04
Battle Creek, MI	144.5	2:47		8:48	12:19	18:23	19:04	21:42
Albion, MI	119.8	2:25		8:26		18:01		21:20
Jackson, MI	98.9	2:03		8:04		17:39		20:58
Ann Arbor, MI	61.9	1:31	6:22	7:32	11:12	17:07	17:57	20:26
Dearborn, MI	31.9	0:55	5:46	6:56	10:36	16:31	17:21	19:50
DETROIT, MI	22.7	0:34	5:25	6:35	10:15	16:10	17:00	19:29
Royal Oak, MI	12.6	0:20	5:11	6:21	10:01	15:56	16:46	19:15
Birmingham, MI	8.3	0:12	5:03	6:13	9:53	15:48	16:38	19:07
PONTIAC, MI	0.0	0:00	4:51	6:01	9:41	15:36	16:26	18:55

Prepared by: *Transportation Economics Management Systems, Inc.*
June 2004

Chicago - Detroit - Michigan Branch Lines (Phase 6) - Eastbound Revised Speeds Scenario 3: Combined Through and Shuttle Branch Line Operations

18-Jul-02 1st Cycling ***2012 onwards***

All times are CST - Rev 2C 2nd Cycling

	Train Number		170	100	102	150	130	104	152	106	132	108	134	110	154	112	114	156	136	116	118
Station - Read Down	Milepost	Schedule Time	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
CHICAGO, IL -UNION STATION	0.0	0:00		5:12	5:40	7:10	8:18	9:20		11:10		12:30	14:20	16:05		17:18	18:15		19:00	19:40	22:30
Gary/Hammond Whiting, IN	16.0	0:18			5:58					11:28									19:18		22:48
Michigan City, IN	52.8	0:53			6:33					12:03									19:53		23:23
Niles, MI	89.8	1:21			7:01					12:31						18:31	19:28		20:21		23:51
Dowagiac, MI	102.3	1:34			7:14					12:44						18:44	19:41		20:34		0:04
Kalamazoo, MI	138.3	2:04	4:45	6:52	7:44	8:50	9:58	11:00		13:14	13:10	14:10	16:00	17:45		19:14	20:11		21:04	21:20	0:34
Plainwell, MI	150.4	2:19					10:13				13:24		16:15						21:19		
Grand Rapids, MI	187.1	2:55					10:49				14:00		16:51						21:55		
HOLLAND, MI	212.3	3:23					11:16				14:28		17:18						22:23		
Battle Creek, MI	161.0	2:27	5:08		8:07	9:13		11:23	11:25	13:37				18:08	18:11		20:35	20:33		21:43	0:57
East Lansing, MI	208.3	3:11				9:57			12:08						18:54			21:16			
Durand, MI	237.7	3:42				10:28			12:39						19:25			21:47			
Flint, MI	264.4	4:11				10:57			13:08						19:54			22:16			
Lapeer, MI	274.4	4:25				11:11			13:22						20:08			22:30			
PORT HURON, MI	318.6	5:18				12:04			14:15						21:01			23:23			
Albion, MI	185.6	2:51	5:31		8:31															22:08	
Jackson, MI	206.5	3:13	5:53		8:53							15:11								22:30	
Ann Arbor, MI	243.5	3:45	6:25	8:18	9:25			12:30		14:45		15:43		19:15		20:41	21:42			23:02	
Dearborn, MI	273.5	4:10	6:51	8:44	9:50			12:56		15:10		16:08		19:41		21:06	22:07			23:27	
DETROIT, MI	282.7	4:24	7:04	8:58	10:04			13:10		15:23		16:22		19:54		21:19	22:20			23:41	
Royal Oak, MI	292.8	4:39	7:19	9:13	10:19							16:37		20:09			22:36			23:56	
Birmingham, MI	297.1	4:48	7:28	9:22	10:28							16:46		20:18			22:44			0:05	
PONTIAC, MI	305.4	5:01	7:41	9:35	10:41							16:59		20:31			22:57			0:18	

	Train Number		119	131	101	103	151	105	153	107	133	109	111	135	113	155	115	137	157	117	171
Station - Read Up	Milepost	Schedule Time	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
CHICAGO, IL -UNION STATION	0.0	4:58	7:57	8:28	9:06	10:33	11:18	12:25		13:20		14:46	17:29	18:22	19:07		20:09	21:02		22:53	
Gary/Hammond Whiting, IN	16.0	4:36	7:34				10:56							18:00				20:40		22:31	
Michigan City, IN	52.8	4:02	7:01		8:22		10:22							17:27	18:10			20:07		21:57	
Niles, MI	89.8	3:34	6:33	7:20			9:54							16:58				19:38		21:29	
Dowagiac, MI	102.3	3:21	6:20	7:08			9:41							16:46				19:26		21:16	
Kalamazoo, MI	138.3	2:53	5:52	6:39	7:21	8:53	9:13	10:44		11:39	12:57	13:05	15:48	16:17	17:23		18:28	18:57		20:48	23:57
Plainwell, Mi	150.4	1:04		6:26							12:44			16:04				18:44			
Grand Rapids, MI	187.1	0:27		5:49							12:07			15:27				18:07			
HOLLAND, MI	212.3	0:00		5:22							11:40			15:00				17:40			
Battle Creek, MI	161.0	2:31	5:30			8:31	8:51	10:22	11:09	11:17			15:26		17:01	17:57	18:06		20:19	20:26	23:35
East Lansing, MI	208.3	2:06					8:08		10:26							17:14			19:36		
Durand, MI	237.7	1:35					7:37		9:55							16:43			19:05		
Flint, MI	264.4	1:06					7:08		9:26							16:14			18:36		
Lapeer, MI	274.4	0:51					6:53		9:11							15:59			18:21		
PORT HURON, MI	318.6	0:00					6:02		8:20							15:08			17:30		
Albion, MI	185.6	2:09				8:09									16:39					20:04	23:13
Jackson, MI	206.5	1:47				7:47						12:07			16:17					19:42	22:51
Ann Arbor, MI	243.5	1:15			5:55	7:15		9:15		10:10		11:35	14:19		15:45		16:59			19:10	22:19
Dearborn, MI	273.5	0:49			5:29	6:49		8:49		9:44		11:09	13:53		15:19		16:33			18:44	21:53
DETROIT, MI	282.7	0:35			5:15	6:35		8:35		9:30		10:55	13:40		15:05		16:20			18:30	21:40
Royal Oak, MI	292.8	0:20			5:00	6:20		8:20		9:15		10:40			14:50					18:15	
Birmingham, MI	297.1	0:11			4:51	6:11		8:11		9:06		10:31			14:41					18:06	
PONTIAC, MI	305.4	0:00			4:40	6:00		8:00		8:55		10:20			14:30					17:55	

Chicago - Cleveland (Phase 6)-Ft.Wayne Route-Strategy-1

13-Sep-02 ***2012 onwards***

Note: Schedules do not reflect any capacity analysis and are in Central Standard Time.

	Train Number		250	200	202	204	206	208	210	212	214
Station	Milepost	Schedule Time	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
CHICAGO, IL - UNION STATION	0.0	0:00		6:00	8:55	9:45	11:10	13:30	15:30	18:00	20:20
Gary, IN - Regional Airport	23.0	0:25			9:20		11:35		15:55		20:45
Plymouth, IN	84.7	1:04			9:59		12:14		16:34		21:24
Warsaw, IN	109.8	1:23			10:18		12:33		16:53		21:43
Ft. Wayne, IN	148.8	1:53		7:43	10:48	11:28	13:03	15:13	17:23	19:43	22:13
Defiance, OH	192.4	2:31			11:26		13:41		18:01		22:51
Toledo, OH	247.1	3:18	6:30	9:03	12:13	12:48	14:28	16:33	18:48	21:03	23:38
Sandusky, OH	294.1	3:59			12:54		15:09		19:29		0:19
Elyria, OH	329.1	4:26			13:21		15:36		19:56		0:46
CLEVELAND, OH	353.6	4:48	7:50	10:23	13:43	14:08	15:58	17:53	20:18	22:23	1:08

	Train Number		201	203	205	207	209	211	213	215	251
Station	Milepost	Schedule Time	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
CLEVELAND, OH	0.0	0:00	5:17	7:13	8:38	10:53	14:13	14:53	16:28	18:43	21:08
Elyria, OH	24.5	0:20		7:33		11:13		15:13		19:03	21:28
Sandusky, OH	59.5	0:46		7:59		11:39		15:39		19:29	21:54
Toledo, OH	106.5	1:27	6:35	8:40	9:56	12:20	15:31	16:20	17:46	20:10	22:35
Defiance, OH	161.2	2:11		9:25		13:05		17:05		20:55	
Ft. Wayne, IN	204.8	2:49	7:52	10:03	11:13	13:43	16:48	17:43	19:03	21:33	
Warsaw, IN	243.8	3:20		10:33		14:13		18:13		22:03	
Plymouth, IN	268.9	3:40		10:54		14:34		18:34		22:24	
Gary, IN - Regional Airport	330.6	4:19		11:32		15:12		19:12		23:02	
CHICAGO, IL - UNION STATION	353.6	4:46	9:39	12:00	13:00	15:40	18:35	19:40	20:50	23:30	

Chicago - Cincinnati (Phase 6) - Via Tolleston and Wanatah 79 mph SOL Speed Limit

5-Nov-02 ***2012 onwards***

Note: All times are Central Standard Time. Schedules take into consideration corridor capacity analysis.

	Train Number		350	300	302	304	306	308	352
Station	Milepost	Schedule Time	Daily	Daily	Daily	Daily	Daily	Daily	Daily
CHICAGO, IL - UNION STATION	0.0	0:00		6:40	10:23	12:30	16:15	17:30	21:00
Gary, IN - Regional Airport	23.0	0:25		7:05		12:55		17:55	21:25
Lafayette, IN	123.8	1:46		8:26		14:16		19:16	22:46
Indianapolis, IN - Indianapolis Airport	192.5	2:41		9:21				20:11	
Indianapolis, IN	198.0	2:55	6:30	9:35	13:04	15:25	18:56	20:25	23:55
Shelbyville, IN	226.5	3:23		10:03		15:53			
Greensburg, IN	234.0	3:30						20:53	
CINCINNATI, OH	309.7	4:27	7:57	11:07	14:31	16:57	20:23	21:57	

	Train Number		351	301	303	305	307	309	353
Station	Milepost	Schedule Time	Daily	Daily	Daily	Daily	Daily	Daily	Daily
CINCINNATI, OH	0.0	0:00		6:25	10:14	11:56	16:03	18:02	21:30
Greensburg, IN	75.7	1:00			11:15				
Shelbyville, IN	83.2	1:05				13:01		19:07	22:35
Indianapolis, IN	111.8	1:29	6:36	7:50	11:43	13:25	17:28	19:31	23:00
Indianapolis, IN - Indianapolis Airport	117.3	1:40	6:48					19:43	
Lafayette, IN	186.0	2:37	7:45		12:51	14:33		20:39	
Gary, IN - Regional Airport	286.7	3:57			14:11	15:53		21:59	
CHICAGO, IL - UNION STATION	309.7	4:25	9:30	10:33	14:40	16:22	20:11	22:28	

Chicago - Carbondale (Phase 5 with current AMTK times south of Champaign)

8-Jan-03 ***Years 2011- 2012***

All times are CST

	Train Number		451	401	453	403	455
Station	Milepost	Schedule Time	Daily	Daily	Daily	Daily	Daily
CHICAGO, IL - UNION STATION	0.0	0:00	8:00	9:30	14:05	17:30	21:15
Homewood, IL	23.2	0:25	8:25	9:55	14:30	17:55	21:40
Kankakee, IL	55.6	0:55	8:55		15:00	18:25	22:10
Rantoul, IL	113.6	1:42	9:42		15:47	19:12	22:57
Champaign, IL	127.5	1:58	9:58	11:20	16:03	19:28	23:13
Mattoon, IL	172.1	2:28		11:58		19:58	
Effingham, IL	198.9	3:02		12:32		20:32	
Centralia, IL	252.1	3:49				21:19	
Du Quoin, IL	287.5	4:17				21:47	
CARBONDALE, IL	307.8	5:18		14:44		22:48	

	Train Number		450	400	452	402	454
Station	Milepost	Schedule Time	Daily	Daily	Daily	Daily	Daily
CARBONDALE, IL	0.0	0:00		5:31		14:19	
Du Quoin, IL	20.3	1:01		6:32			
Centralia, IL	55.7	1:29		7:00			
Effingham, IL	108.9	2:16		7:47		16:31	
Mattoon, IL	135.7	2:50		8:21		17:05	
Champaign, IL	180.3	3:20	5:51	8:51	10:41	17:35	19:31
Rantoul, IL	194.2	3:36	6:07	9:07	10:57		19:47
Kankakee, IL	252.2	4:23	6:54	9:54	11:44		20:34
Homewood, IL	284.6	4:52	7:24	10:24	12:14	19:00	21:04
CHICAGO, IL - UNION STATION	307.8	5:18	7:50	10:50	12:40	19:26	21:30

Chicago - Carbondale (Phase 5) ***(Same schedule now for Phases 3 thru 6)***

8-Jan-03 ***Years 2013 onwards***

All times are CST

	Train Number		451	401	453	403	455
Station	Milepost	Schedule Time	Daily	Daily	Daily	Daily	Daily
CHICAGO, IL - UNION STATION	0.0	0:00	8:00	9:30	14:05	17:30	21:15
Homewood, IL	23.2	0:25	8:25	9:55	14:30	17:55	21:40
Kankakee, IL	55.6	0:55	8:55		15:00	18:25	22:10
Rantoul, IL	113.6	1:42	9:42		15:47	19:12	22:57
Champaign, IL	127.5	1:58	9:58	11:20	16:03	19:28	23:13
Mattoon, IL	172.1	2:35		11:57		20:05	
Effingham, IL	198.9	3:01		12:23		20:31	
Centralia, IL	252.1	3:47				21:17	
Du Quoin, IL	287.5	4:20				21:50	
CARBONDALE, IL	307.8	4:41		13:52		22:11	

	Train Number		450	400	452	402	454
Station	Milepost	Schedule Time	Daily	Daily	Daily	Daily	Daily
CARBONDALE, IL	0.0	0:00		6:08		15:03	
Du Quoin, IL	20.3	0:21		6:29			
Centralia, IL	55.7	0:54		7:02			
Effingham, IL	108.9	1:40		7:48		16:32	
Mattoon, IL	135.7	2:06		8:14		16:58	
Champaign, IL	180.3	2:43	5:51	8:51	10:41	17:35	19:31
Rantoul, IL	194.2	2:59	6:07	9:07	10:57		19:47
Kankakee, IL	252.2	3:46	6:54	9:54	11:44		20:34
Homewood, IL	284.6	4:15	7:24	10:24	12:14	19:00	21:04
CHICAGO, IL - UNION STATION	307.8	4:41	7:50	10:50	12:40	19:26	21:30

Chicago - St. Louis (Phase 6)

31-May-02 ***2008 onwards***

Note: All times are Central Standard Time. Schedules take into consideration corridor capacity analysis.

	Train Number		501	571	573	503	505	507	575	577
Station	Milepost	Schedule Time	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
CHICAGO, IL - UNION STATION	0.0	0:00	5:40	7:00	8:40	10:30	12:00	14:05	17:30	19:00
Joliet, IL	37.5	0:45	6:25	7:45	9:25	11:15	12:45	14:50	18:15	19:45
Dwight, IL	73.6	1:12		8:12			13:12			20:12
Pontiac, IL	92.2	1:28		8:28			13:28			20:28
Normal, IL	124.1	1:53	7:22	8:53	10:22	12:12	13:53	15:47	19:12	20:53
Lincoln, IL	156.4	2:19		9:19			14:19			21:19
Springfield, IL	185.2	2:44	8:09	9:44	11:09	12:59	14:44	16:34	19:59	21:44
Carlinville, IL	223.8	3:14		10:14			15:14			22:14
Upper Alton, IL	256.8	3:42	9:02	10:42	12:02	13:52	15:42	17:27	20:52	22:42
ST. LOUIS, MO	280.9	4:10	9:30	11:10	12:30	14:20	16:10	17:55	21:20	23:10

	Train Number		570	572	500	502	504	574	576	506
Station	Milepost	Schedule Time	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
ST. LOUIS, MO	0.0	0:00	5:31	6:30	9:37	12:21	13:11	15:15	16:11	18:41
Upper Alton, IL	24.1	0:25	5:57	6:56	10:03	12:47	13:37	15:41	16:37	19:07
Carlinville, IL	57.1	0:54		7:24		13:15		16:09		19:35
Springfield, IL	95.8	1:24	6:50	7:54	10:56	13:45	14:30	16:39	17:30	20:05
Lincoln, IL	124.5	1:48		8:19		14:10		17:04		20:30
Normal, IL	156.8	2:14	7:35	8:45	11:41	14:36	15:15	17:30	18:15	20:56
Pontiac, IL	188.8	2:37		9:08		14:59		17:53		21:19
Dwight, IL	207.3	2:53		9:24		15:15		18:09		21:35
Joliet, IL	243.4	3:21	8:33	9:52	12:39	15:43	16:13	18:37	19:13	22:03
CHICAGO, IL - UNION STATION	280.9	4:08	9:20	10:39	13:26	16:30	17:00	19:24	20:00	22:50

St. Louis - Kansas City (Phase 4) - Current UP Speed Restrictions (No Improvements)

8-Jan-03 ***2011-2012***

All times are CST

	Train Number		551	553	501	503
Station	Milepost	Schedule Time	Daily	Daily	Daily	Daily
ST. LOUIS, MO	0.0	0:00	6:05	7:30	14:25	16:15
Kirkwood, MO	12.9	0:23	6:28	7:53	14:48	16:38
Washington, MO	51.1	1:05		8:35	15:30	
Hermann, MO	80.5	1:37		9:07	16:02	
Jefferson City, MO	124.8	2:25	8:20	9:55	16:51	18:30
Sedalia, MO	188.3	3:36		11:06	18:01	
Warrensburg, MO	217.8	4:09		11:39	18:35	
Lee's Summit, MO	258.9	4:54	10:40	12:24	19:19	20:50
Independence, MO	272.6	5:12		12:42	19:38	
KANSAS CITY, MO	282.6	5:34	11:17	13:04	20:00	21:28

	Train Number		500	550	502	552
Station	Milepost	Schedule Time	Daily	Daily	Daily	Daily
KANSAS CITY, MO	0.0	0:00	5:27	6:41	13:02	17:17
Independence, MO	10.0	0:19		7:01	13:22	
Lee's Summit, MO	23.7	0:39	6:02	7:21	13:42	17:52
Warrensburg, MO	64.8	1:24		8:05	14:26	
Sedalia, MO	94.3	1:56		8:37	14:59	
Jefferson City, MO	157.9	3:06	8:21	9:48	16:09	20:11
Hermann, MO	202.2	3:55		10:36	16:58	
Washington, MO	231.5	4:26		11:07	17:29	
Kirkwood, MO	269.8	5:08	10:14	11:49	18:11	22:04
ST. LOUIS, MO	282.6	5:33	10:40	12:15	18:36	22:30

St. Louis - Kansas City (Phase 6)

15-Oct-02 ***2013 beyond***

Note: All times are Central Standard Time.

	Train Number		551	553	501	503	505	507
Station	Milepost	Schedule Time	Daily	Daily	Daily	Daily	Daily	Daily
ST. LOUIS, MO	0.0	0:00	6:30	7:30	9:35	14:25	16:15	18:00
Kirkwood, MO	12.9	0:17	6:47	7:47	9:52	14:42	16:32	18:17
Washington, MO	51.1	0:53		8:23		15:19		18:54
Hermann, MO	80.5	1:22		8:52		15:47		19:22
Jefferson City, MO	124.8	2:03	8:18	9:33	11:24	16:28	18:04	20:03
Sedalia, MO	188.3	3:01		10:31		17:26		21:01
Warrensburg, MO	217.8	3:29		10:59		17:54		21:29
Lee's Summit, MO	258.9	4:06	10:11	11:36	13:16	18:31	19:56	22:06
Independence, MO	272.6	4:21		11:51		18:47		22:22
KANSAS CITY, MO	282.6	4:42	10:44	12:12	13:49	19:07	20:29	22:42

	Train Number		500	502	504	506	550	552
Station	Milepost	Schedule Time	Daily	Daily	Daily	Daily	Daily	Daily
KANSAS CITY, MO	0.0	0:00	5:27	7:34	8:52	13:54	15:45	16:32
Independence, MO	10.0	0:17		7:51		14:11		16:49
Lee's Summit, MO	23.7	0:34	5:57	8:08	9:22	14:28	16:15	17:06
Warrensburg, MO	64.8	1:11		8:45		15:05		17:43
Sedalia, MO	94.3	1:39		9:13		15:33		18:11
Jefferson City, MO	157.9	2:37	7:49	10:11	11:14	16:31	18:07	19:09
Hermann, MO	202.2	3:19		10:53		17:13		19:51
Washington, MO	231.5	3:46		11:20		17:40		20:18
Kirkwood, MO	269.8	4:22	9:23	11:56	12:47	18:16	19:41	20:55
ST. LOUIS, MO	282.6	4:42	9:42	12:16	13:06	18:36	20:00	21:15

Chicago - Iowa City - Rev. 13 - 90 mph BNSF, 79 mph IAIS Wyanet, IL to Iowa City

23-Jun-03 ***Year 2010***

Note: All times are Central Standard Time. Schedules take into consideration corridor capacity analysis.

	Train Number		601	603	605	607	671
Station	Milepost	Schedule Time	Daily	Daily	Daily	Daily	Daily
CHICAGO, IL - UNION STATION	0.0	0:00	5:35	7:55	13:00	16:30	17:50
La Grange, IL - La Grange Road	13.7	0:19		8:14		16:49	
Naperville, IL	28.4	0:37	6:07	8:32	13:32	17:07	18:22
Plano, IL	51.5	1:00		8:55		17:30	
Mendota, IL	82.6	1:28		9:23		17:58	
Princeton, IL	104.4	1:49		9:44		18:19	
Rock Island, IL	165.4	2:48	8:04	10:43	15:29	19:18	20:19
Iowa City, IA	221.0	3:41	8:57	11:36	16:22	20:11	21:12

	Train Number		670	600	602	604	606
Station	Milepost	Schedule Time	Daily	Daily	Daily	Daily	Daily
Iowa City, IA	0.0	0:00	7:07	10:17	13:18	17:26	20:48
Rock Island, IL	55.6	0:53	8:00	11:10	14:12	18:19	21:42
Princeton, IL	116.6	1:52			15:10		22:40
Mendota, IL	138.4	2:13			15:31		23:01
Plano, IL	169.5	2:40			15:59		23:29
Naperville, IL	192.6	3:03	9:57	13:07	16:22	20:16	23:52
La Grange, IL - La Grange Road	207.3	3:21			16:40		0:10
CHICAGO, IL - UNION STATION	221.0	3:41	10:30	13:40	17:00	20:49	0:30

Chicago - Iowa City - Quincy (Phase 6) - Rev. 13 - 90 mph BNSF, 79 mph IAIS Wyanet, IL to Iowa City

23-Jun-03 ***Year 2011***

Note: All times are Central Standard Time. Schedules take into consideration corridor capacity analysis.

	Train Number		601	651	603	653	605	655	607	671	657
Station	Milepost	ScheduleTime	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
CHICAGO, IL - UNION STATION	0.0	0:00	5:35	7:10	7:55	9:56	13:00	14:10	16:30	17:50	20:00
La Grange, IL - La Grange Road	13.7	0:19			8:14	10:15		14:29	16:49		20:19
Naperville, IL	28.4	0:37	6:07	7:42	8:32	10:33	13:32	14:47	17:07	18:22	20:37
Plano, IL	51.5	1:00			8:55	10:56			17:30		21:00
Mendota, IL	82.6	1:28			9:23	11:24			17:58		21:28
Princeton, IL	104.4	1:49			9:44	11:45			18:19		21:49
Kewanee, IL	131.1	2:15		9:05		12:11					22:15
Galesburg, IL	162.4	2:42		9:32		12:38		16:32			22:42
Macomb, IL	202.3	3:19		10:09		13:15		17:09			23:19
QUINCY, IL	258.6	4:04		10:54		14:00		17:54			0:04
Rock Island, IL	165.4	2:48	8:04		10:43		15:29		19:18	20:19	
Iowa City, IA	221.0	3:41	8:57		11:36		16:22		20:11	21:12	

	Train Number		650	670	600	652	602	654	604	656	606
Station	Milepost	Schedule Time	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Iowa City, IA	0.0	0:00		7:07	10:17		13:18		17:26		20:48
Rock Island, IL	55.6	0:53		8:00	11:10		14:12		18:19		21:42
QUINCY, IL	0.0	0:00	5:01			11:35		14:30		18:25	
Macomb, IL	56.3	0:45	5:46			12:20		15:15		19:10	
Galesburg, IL	96.2	1:21	6:23			12:57		15:52		19:47	
Kewanee, IL	127.5	1:49	6:50			13:24				20:14	
Princeton, IL	116.6	1:52	7:16			13:50	15:10			20:40	22:40
Mendota, IL	138.4	2:13	7:37			14:11	15:31			21:01	23:01
Plano, IL	169.5	2:40				14:39	15:59			21:29	23:29
Naperville, IL	192.6	3:03	8:23	9:57	13:07	15:02	16:22	17:37	20:16	21:52	23:52
La Grange, IL - La Grange Road	207.3	3:21				15:20	16:40	17:55		22:10	0:10
CHICAGO, IL - UNION STATION	221.0	3:41	8:56	10:30	13:40	15:40	17:00	18:15	20:49	22:30	0:30

Chicago - Des Moines - Quincy (Phase 6) - Rev. 13 - 90 mph BNSF, 79 mph IAIS Wyanet, IL to Des Moines

23-Jun-03 ***Year 2012***

Note: All times are Central Standard Time. Schedules take into consideration corridor capacity analysis.

	Train Number		601	651	603	653	605	655	607	671	657
Station	Milepost	Schedule Time	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
CHICAGO, IL - UNION STATION	0.0	0:00	5:35	7:10	7:55	9:56	13:00	14:10	16:30	17:50	20:00
La Grange, IL - La Grange Road	13.7	0:19			8:14	10:15		14:29	16:49		20:19
Naperville, IL	28.4	0:37	6:07	7:42	8:32	10:33	13:32	14:47	17:07	18:22	20:37
Plano, IL	51.5	1:00			8:55	10:56			17:30		21:00
Mendota, IL	82.6	1:28			9:23	11:24			17:58		21:28
Princeton, IL	104.4	1:49			9:44	11:45			18:19		21:49
Kewanee, IL	131.1	2:15		9:05		12:11					22:15
Galesburg, IL	162.4	2:42		9:32		12:38		16:32			22:42
Macomb, IL	202.3	3:19		10:09		13:15		17:09			23:19
QUINCY, IL	258.6	4:04		10:54		14:00		17:54			0:04
Rock Island, IL	165.4	2:48	8:04		10:43		15:29		19:18	20:19	
Iowa City, IA	221.0	3:41	8:57		11:36		16:22		20:11	21:12	
Newton, IA	306.7	4:56			12:51				21:26	22:27	
Des Moines, IA	341.9	5:28	10:39		13:23		18:04		21:58	22:59	

	Train Number		650	670	600	652	602	654	604	656	606
Station	Milepost	Schedule Time	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Des Moines, IA	0.0	0:00		5:25	8:35		11:31		15:44		19:01
Newton, IA	35.2	0:32					12:03				19:33
Iowa City, IA	121.0	1:47		7:07	10:17		13:18		17:26		20:48
Rock Island, IL	176.5	2:40		8:00	11:10		14:12		18:19		21:42
QUINCY, IL	0.0	0:00	5:01			11:35		14:30		18:25	
Macomb, IL	56.3	0:45	5:46			12:20		15:15		19:10	
Galesburg, IL	96.2	1:21	6:23			12:57		15:52		19:47	
Kewanee, IL	127.5	1:49	6:50			13:24				20:14	
Princeton, IL	237.5	3:39	7:16			13:50	15:10			20:40	22:40
Mendota, IL	259.3	4:00	7:37			14:11	15:31			21:01	23:01
Plano, IL	290.4	4:27				14:39	15:59			21:29	23:29
Naperville, IL	313.5	4:50	8:23	9:57	13:07	15:02	16:22	17:37	20:16	21:52	23:52
La Grange, IL - La Grange Road	328.2	5:08				15:20	16:40	17:55		22:10	0:10
CHICAGO, IL - UNION STATION	341.9	5:28	8:56	10:30	13:40	15:40	17:00	18:15	20:49	22:30	0:30

Chicago - Omaha - Quincy (Phase 6) - Rev. 13 - 90 mph BNSF, 79 mph IAIS Wyanet, IL to Omaha, NE

23-Aug-02 ***Year 2013 and beyond***

Note: All times are Central Standard Time. Schedules take into consideration corridor capacity analysis.

	Train Number		601	651	603	653	605	655	607	671	657
Station	Milepost	Schedule Time	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
CHICAGO, IL - UNION STATION	0.0	0:00	5:35	7:10	7:55	9:56	13:00	14:10	16:30	17:50	20:00
La Grange, IL - La Grange Road	13.7	0:19			8:14	10:15		14:29	16:49		20:19
Naperville, IL	28.4	0:37	6:07	7:42	8:32	10:33	13:32	14:47	17:07	18:22	20:37
Plano, IL	51.5	1:00			8:55	10:56			17:30		21:00
Mendota, IL	82.6	1:28			9:23	11:24			17:58		21:28
Princeton, IL	104.4	1:49			9:44	11:45			18:19		21:49
Kewanee, IL	131.1	2:15		9:05		12:11					22:15
Galesburg, IL	162.4	2:42		9:32		12:38		16:32			22:42
Macomb, IL	202.3	3:19		10:09		13:15		17:09			23:19
QUINCY, IL	258.6	4:04		10:54		14:00		17:54			0:04
Rock Island, IL	165.4	2:48	8:04		10:43		15:29		19:18	20:19	
Iowa City, IA	221.0	3:41	8:57		11:36		16:22		20:11	21:12	
Newton, IA	306.7	4:56			12:51				21:26	22:27	
Des Moines, IA	341.9	5:28	10:39		13:23		18:04		21:58	22:59	
Atlantic, IA	424.2	6:42			14:37				23:12		
OMAHA, NE	477.1	7:30	12:37		15:25		20:02		0:00		

	Train Number		650	670	600	652	602	654	604	656	606
Station	Milepost	Schedule Time	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
OMAHA, NE	0.0	0:00			6:37		9:29		13:46		16:59
Atlantic, IA	52.9	0:48					10:17				17:47
Des Moines, IA	135.2	2:01		5:25	8:35		11:31		15:44		19:01
Newton, IA	170.4	2:34					12:03				19:33
Iowa City, IA	256.1	3:48		7:07	10:17		13:18		17:26		20:48
Rock Island, IL	311.7	4:42		8:00	11:10		14:12		18:19		21:42
QUINCY, IL	0.0	0:00	5:01			11:35		14:30		18:25	
Macomb, IL	56.3	0:45	5:46			12:20		15:15		19:10	
Galesburg, IL	96.2	1:21	6:23			12:57		15:52		19:47	
Kewanee, IL	127.5	1:49	6:50			13:24				20:14	
Princeton, IL	372.7	5:41	7:16			13:50	15:10			20:40	22:40
Mendota, IL	394.5	6:02	7:37			14:11	15:31			21:01	23:01
Plano, IL	425.6	6:29				14:39	15:59			21:29	23:29
Naperville, IL	448.7	6:52	8:23	9:57	13:07	15:02	16:22	17:37	20:16	21:52	23:52
La Grange, IL - La Grange Road	463.4	7:10				15:20	16:40	17:55		22:10	0:10
CHICAGO, IL - UNION STATION	477.1	7:30	8:56	10:30	13:40	15:40	17:00	18:15	20:49	22:30	0:30

Chicago - Milwaukee - Madison - Minneapolis/St. Paul (Old Phase 2 cut back to Madison)

19-Jun-03 ***2008*** ***Service to Madison***

Notes: Existing Empire Builder Service will maintain current schedule on improved track.
All times are CST

	Train Number		701	771	703	731	733	735	705	773	775	737
Station	Milepost	Schedule Time	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
CHICAGO, IL - UNION STATION	0.0	0:00	5:15	7:00	8:30	10:00	12:30	15:15	16:20	17:50	19:20	21:00
Glenview, IL	17.2	0:18	5:33	7:18		10:18		15:33				21:18
Sturtevant, WI	61.5	0:52	6:07	7:52		10:52		16:07				21:52
Milwaukee, WI - Gen. Mitchell Field	78.5	1:09	6:24	8:09	9:27	11:09	13:25	16:24	17:17	18:47	20:17	22:09
MILWAUKEE, WI - AMTRAK STATION	85.9	1:23	6:38	8:23	9:41	11:23	13:39	16:38	17:31	19:01	20:31	22:23
Brookfield, WI	100.0	1:44	6:59	8:44					17:52	19:22	20:52	
Oconomowoc, WI	117.5	1:59		8:59					18:07		21:08	
Watertown, WI	131.2	2:15		9:15					18:23		21:23	
MADISON, WI - AIRPORT	169.4	2:43	7:49	9:43	10:47				18:51	20:13	21:52	

	Train Number		770	772	730	732	700	734	774	702	736	704
Station	Milepost	Schedule Time	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
MADISON, WI - AIRPORT	264.7	0:00	5:12	6:16			11:18		16:03	18:07		21:03
Watertown, WI	302.85	0:29	5:43				11:48		16:33			21:33
Oconomowoc, WI	316.55	0:44	5:57				12:02		16:47			21:47
Brookfield, WI	334.05	0:59	6:15	7:04			12:18		17:03	18:55		22:03
MILWAUKEE, WI - AMTRAK STATION	348.12	1:22	6:35	7:27	8:17	10:08	12:41	16:08	17:26	19:14	19:52	22:26
Milwaukee, WI - Gen. Mitchell Field	355.55	1:35	6:48	7:40	8:30	10:21	12:54	16:21	17:39	19:27	20:05	22:39
Sturtevant, WI	372.55	1:52		7:55	8:45		13:11		17:56		20:20	22:56
Glenview, IL	416.85	2:26		8:29	9:19		13:45		18:30		20:54	23:30
CHICAGO, IL - UNION STATION	434.1	2:46	7:45	8:50	9:40	11:20	14:05	17:20	18:50	20:26	21:15	23:50

Chicago - Milwaukee - Green Bay - Madison - Minneapolis/St. Paul (Old Phase 6)

19-Jun-03 ***2009-2013*** ***Madison to St Paul***

Notes: Existing Empire Builder Service will maintain current schedule on improved track.
Schedules take into consideration corridor capacity analysis. All times are Central Standard Time.

	Train Number		701	703	771	705	707	773	709	711	775	777
Station	Milepost	Schedule Time	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
CHICAGO, IL - UNION STATION	0.0	0:00	5:30	8:00	8:55	10:05	12:30	16:30	16:55	18:15	21:00	21:50
Glenview, IL	17.2	0:18	5:48	8:18						18:33		22:08
Sturtevant, WI	61.5	0:52	6:22	8:52						19:07		22:42
Milwaukee, WI - Gen. Mitchell Field	78.5	1:09	6:39	9:09		11:02			17:52			22:59
MILWAUKEE, WI - AMTRAK STATION	85.9	1:23	6:53	9:23	10:00	11:16	13:36	17:35	18:06	19:33	22:05	23:13
Brookfield, WI	100.0	1:44	7:14	9:44	10:21		13:56	17:56	18:27		22:26	23:34
Oconomowoc, WI	117.5	1:59		9:59	10:37				18:43	20:05		23:49
Watertown, WI	131.2	2:15		10:15	10:52				18:58	20:19		0:05
MADISON, WI - AIRPORT	169.4	2:43	8:04	10:43	11:21	12:22	14:47	18:42	19:27	20:49	23:12	0:33
Portage, WI	202.4	3:10	8:30				15:13			21:15		
Wisconsin Dells, WI	218.9	3:26	8:46				15:30			21:30		
Tomah, WI	263.9	3:59	9:19				16:03			22:03		
La Crosse, WI	305.4	4:33	9:54	12:15		13:53	16:37		20:59	22:37		
Winona, MN	332.4	5:06	10:27				17:10			23:12		
Red Wing, MN	394.5	6:05	11:25				18:08			0:09		
ST. PAUL - MINNEAPOLIS, MN	434.1	6:44	12:04	14:17		15:57	18:48		23:01	0:49		

	Train Number		770	772	774	700	702	704	706	776	708	710
Station	Milepost	Schedule Time	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
ST. PAUL - MINNEAPOLIS, MN	0.0	0:00				5:42	7:20	8:54	12:34		15:55	18:06
Red Wing, MN	39.6	0:37					7:57		13:11			18:44
Winona, MN	101.7	1:33					8:53		14:07			19:40
La Crosse, WI	128.7	2:07				7:41	9:27	10:53	14:41		17:54	20:14
Tomah, WI	170.2	2:42					10:03		15:17			20:49
Wisconsin Dells, WI	215.2	3:16					10:37		15:51			21:23
Portage, WI	231.7	3:33					10:53		16:07			21:40
MADISON, WI - AIRPORT	264.7	3:58	5:04	6:12	7:04	9:13	11:18	12:25	16:32	17:45	19:26	22:05
Watertown, WI	302.9	4:28		6:43			11:48		17:02	18:15		22:35
Oconomowoc, WI	316.6	4:42		6:57			12:02		17:16	18:29		22:49
Brookfield, WI	334.1	5:01		7:15	7:52	10:01	12:18		17:32	18:48	20:14	23:04
MILWAUKEE, WI - AMTRAK STATION	348.1	5:20	6:07	7:35	8:11	10:24	12:41	13:31	17:55	19:07	20:37	23:27
Milwaukee, WI - Gen. Mitchell Field	355.6	5:33	6:20	7:48	8:24		12:54		18:08	19:20		
Sturtevant, WI	372.6	5:48	6:35		8:39		13:11		18:25	19:35		23:52
Glenview, IL	416.9	6:22	7:09		9:13		13:45		18:59	20:09		0:26
CHICAGO, IL - UNION STATION	434.1	6:42	7:30	8:45	9:34	11:32	14:05	14:40	19:19	20:30	21:45	0:46

Prepared by: *Transportation Economics Management Systems, Inc.*
June 2004

Chicago - Milwaukee - Green Bay - Madison - Minneapolis/St. Paul (Old Phase 6 adj to 6:30)

19-Jun-03 ***2014 beyond*** ***St Paul, Green Bay via West Bend***

Notes: Existing Empire Builder Service will maintain current schedule on improved track.
Schedules take into consideration corridor capacity analysis. All times are Central Standard Time.

	Train Number		701	751	753	703	771	755	705	757	707	759	761	773	709	711	763	775	777
Station	Milepost	Schedule Time	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
CHICAGO, IL - UNION STATION	0.0	0:00	5:45	6:30	7:35	8:15	9:10	9:45	10:20	11:55	12:45	14:05	16:05	16:45	17:10	18:30	20:04	21:15	22:05
Glenview, IL	17.2	0:15	6:00		7:50	8:30				12:10		14:20				18:45	20:19		22:20
Sturtevant, WI	61.5	0:42	6:27		8:17	8:57				12:37		14:47				19:12	20:46		22:47
Milwaukee, WI - Gen. Mitchell Field	78.5	0:55	6:40		8:30	9:10		10:27	11:03	12:50		15:00	16:47		17:53		20:59		23:00
MILWAUKEE, WI - AMTRAK STATION	85.9	1:08	6:53	7:20	8:43	9:23	10:00	10:39	11:16	13:03	13:36	15:13	16:59	17:35	18:06	19:33	21:12	22:05	23:13
Brookfield, WI	100.0	1:29	7:14			9:44	10:21				13:56			17:56	18:27			22:26	23:34
Granville, WI	99.6	1:22			8:57			10:54		13:17		15:27	17:14				21:26		
West Bend, WI	119.1	1:42			9:17			11:13		13:37			17:33				21:46		
Fond Du Lac, WI	148.7	2:12		8:18	9:47			11:43		14:07		16:10	18:03				22:16		
Oshkosh, WI	165.7	2:32			10:07			12:03		14:27		16:31	18:23				22:36		
Neenah, WI	177.7	2:46			10:21			12:17		14:41			18:37				22:50		
Appleton, WI	183.8	2:57		8:55	10:32			12:28		14:52		16:53	18:48				23:01		
GREEN BAY, WI	213.8	3:31		9:28	11:06			13:02		15:26		17:28	19:22				23:35		
Oconomowoc, WI	117.5	1:44				9:59	10:37								18:43	20:05			23:49
Watertown, WI	131.2	2:00				10:15	10:52								18:58	20:19			0:05
MADISON, WI - AIRPORT	169.4	2:28	8:04			10:43	11:21		12:22		14:47			18:42	19:27	20:49		23:12	0:33
Portage, WI	202.4	2:55	8:30								15:13					21:15			
Wisconsin Dells, WI	218.9	3:11	8:46								15:30					21:30			
Tomah, WI	263.9	3:44	9:19								16:03					22:03			
La Crosse, WI	305.4	4:18	9:54			12:15			13:53		16:37				20:59	22:37			
Winona, MN	332.4	4:51	10:27								17:10					23:12			
Red Wing, MN	394.5	5:50	11:25								18:08					0:09			
ST. PAUL - MINNEAPOLIS, MN	434.1	6:29	12:04			14:17			15:57		18:48				23:01	0:49			

	Train Number		770	772	774	750	700	752	702	704	754	756	706	758	776	760	708	762	710
Station	Milepost	Schedule Time	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
ST. PAUL - MINNEAPOLIS, MN	0.0	0:00					5:42		7:20	8:54			12:34				15:55		18:06
Red Wing, MN	39.6	0:37							7:57				13:11						18:44
Winona, MN	101.7	1:33							8:53				14:07						19:40
La Crosse, WI	128.7	2:07					7:41		9:27	10:53			14:41				17:54		20:14
Tomah, WI	170.2	2:42							10:03				15:17						20:49
Wisconsin Dells, WI	215.2	3:16							10:37				15:51						21:23
Portage, WI	231.7	3:33							10:53				16:07						21:40
MADISON, WI - AIRPORT	264.7	3:58	5:04	6:12	7:04		9:13		11:18	12:25			16:32		17:45		19:26		22:05
Watertown, WI	302.9	4:28		6:43					11:48				17:02		18:15				22:35
Oconomowoc, WI	316.6	4:42		6:57					12:02				17:16		18:29				22:49
GREEN BAY, WI	0.0	0:00				6:20		9:58			11:36	14:12		16:07		17:58		19:52	
Appleton, WI	30.0	0:30				6:51		10:29			12:07	14:43		16:38		18:29		20:23	
Neenah, WI	36.1	0:42				7:03					12:19	14:55		16:50				20:35	
Oshkosh, WI	48.1	0:59				7:19		10:52			12:35	15:12		17:07				20:51	
Fond Du Lac, WI	65.1	1:19				7:39		11:12			12:55	15:31		17:26		19:06		21:11	
West Bend, WI	94.7	1:47				8:08					13:24	16:00		17:55				21:40	
Granville, WI	114.1	2:07				8:27		11:55			13:43	16:20		18:15		19:49		21:59	
Brookfield, WI	334.1	5:01		7:15	7:52		10:01		12:18				17:32		18:48		20:14		23:04
MILWAUKEE, WI - AMTRAK STATION	348.1	5:20	6:07	7:35	8:11	8:46	10:24	12:14	12:41	13:31	14:02	16:39	17:55	18:34	19:07	20:08	20:37	22:18	23:27
Milwaukee, WI - Gen. Mitchell Field	355.6	5:31	6:19	7:46	8:23	8:58			12:53		14:14		18:07		19:19			22:30	
Sturtevant, WI	372.6	5:44	6:31		8:35	9:10			13:06		14:26		18:20		19:31			22:42	23:47
Glenview, IL	416.9	6:10	6:57		9:01	9:36			13:33		14:52		18:47		19:57			23:08	0:14
CHICAGO, IL - UNION STATION	434.1	6:27	7:15	8:30	9:19	9:54	11:17	13:05	13:50	14:25	15:10	17:30	19:04	19:25	20:15	20:59	21:30	23:26	0:31

Prepared by: *Transportation Economics Management Systems, Inc.*
June 2004

MWRRI Implementation Train-Miles by Route[1]

	2006	2007	2008	2009	2010	2011	2012	2013	2014
Michigan	0	0	1,143,418	1,143,418	1,143,418	1,143,418	2,850,338	2,850,338	2,850,338
Cleveland	0	0					1,845,106	1,845,106	1,845,106
Cincinnati	0	0					1,229,218	1,229,218	1,229,218
Carbondale	0	0				622,814	622,814	622,814	622,814
St Louis	0	0	1,401,754	1,401,754	1,401,754	1,401,754	1,401,754	1,401,754	1,401,754
St Louis-Kansas City	0	0				705,370	705,370	1,058,054	1,058,054
Omaha	0	0			689,520	1,334,986	1,712,194	2,049,653	2,049,653
Wisconsin	0	0	828,672	1,776,216	1,776,216	1,776,216	1,776,216	1,776,216	2,710,094
TOTAL	0	0	3,373,843	4,321,387	5,010,907	6,984,557	12,143,009	12,833,153	13,767,031
Equip Needed[2]	0	0	20	24	27	35	56	59	63
Daily Miles/Train			541	579	600	641	692	696	700
Equip Produced	10	10	10	10	10	10	3		
Equip Avail	0	10	20	30	40	50	60	63	63
Surplus Equip	0	10	0	6	13	15	4	4	0

[1] - Based on 312 days of operation per year

[2] - 2008 and 2014 based on physical cycles; intermediate years estimated based on Train Miles

Feeder Bus Schedules are designed integral to the train schedules,
and are intended to start in the first year of full operations for each route.

Route	Bus Start Year
Chicago-Pontiac Main Line	2008
Chicago-St Louis	2008
Chicago-Madison	2008
Extend Madison to Twin Cities	2009
Chicago-Iowa City	2010
Chicago-Carbondale	2011
Chicago-Quincy	2011
Grand Rapids + Pt Huron branches	2012
Chicago-Cleveland	2012
Chicago-Cincinnati	2012
Extend Iowa City to Des Moines	2012
St Louis-Kansas City	2013
Extend Des Moines to Omaha	2013
Chicago-Green Bay	2014

A9: Capital Cost Estimates

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TABLE A
Midwest Regional Rail System Phase 5
Summary of Infrastructure Costs

Revision Date: 4/18/03

(All numbers in thousands)

No.	Route	Cost Estimate Phase 5 Year 2002 Dollars	Cost Estimate Phase 3B Year 2002 Dollars
a	Chicago Terminal Area	$ 1,152,115	$ 475,059
b	System Maintenance Facility	$ 45,351	N. A.
c	Chicago Union Station	$ 15,000	N. A.
1	Porter to Detroit / Pontiac	$ 329,771	$ 214,963
2	Battle Creek to Port Huron	$ 67,029	$ 59,700
3	Kalamazoo to Grand Rapids / Holland	$ 27,178	$ 21,942
4	Tolleston to Cleveland	$ 1,087,640	$ 599,559
5	Tolleston to Cincinnati	$ 507,468	$ 386,489
6	Grand Crossing to Carbondale	$ 219,878	$ 265,864
7	Joliet to St. Louis	$ 243,256	$ 195,138
8	St. Louis to Kansas City	$ 314,318	$ 295,937
9	Aurora to Quincy	$ 257,362	$ 219,641
10	Wyanet to Omaha	$ 360,207	$ 225,767
11	Rondout to St. Paul	$ 1,049,791	$ 733,191
12	Milwaukee to Green Bay	$ 311,717	$ 35,864
TOTAL		**$ 5,988,079**	**$ 3,729,114**

Notes:
This MWRRI Phase 5 Cost Estimate represents an update of the original Phase 3B Estimate prepared in 1997.
Data for track lengths, alignment, and location of bridges and grade crossings was taken from Trackfiles prepared by TEMS.
Input regarding Maintenance Facility, Service and Inspection Facility and Layover Facility locations and costs were provided by Amtrak.

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TABLE B

MWRRI PHASE 5

CHICAGO TERMINAL AREA LIMITS

Revision Date: 3/30/03

Segment		Lump Sum Cost (in Thousands)
South of the Lake Corridor:		
Chicago to Buffington Harbor	$ 265,000	
Buffingon Harbor to Tolleston	$ 64,000	
Buffington Harbor to Porter	$ 315,000	
Total South of the Lake Corridor		$ 644,000
Grand Crossing Improvements		$ 12,000
Chicago to Joliet		
Joliet Interlocking and Tunnel / Station	$20,000	
Corwith to Argo	$ 901	
Argo to Lemont	$ 8,533	
Lemont to Joliet	$ 3,381	
Metra Heritage Corridor Grade Separation	$168,300	
Total Chicago to Joliet		$ 201,115
Chicago to Aurora		$ 20,000
Chicago to Rondout (from 1995 Chicago to Milwaukee Study)		$ 275,000
TOTAL		$ 1,152,115

The Chicago end of the Detroit, Cleveland, Cincinnati and Carbondale routes are under further detailed study as a part of the South-of-the-Lake corridor study by Amtrak, MDOT and INDOT. From Chicago Union Station (CUS) to Englewood and Grand Crossing, these four routes will continue to share the corridor along the NS right-of-way. From Englewood to Grand Crossing, construction of new double track is proposed. The South-of-the-Lake Corridor infrastructure cost estimate from CUS to Grand Crossing is about $161.5 million.

An additional $12 million placeholder is included in the MWRRS cost estimates for a new track connection at Grand Crossing to the CN/IC tracks toward Carbondale.

The St. Louis route will continue share Metra's route from CUS to Joliet. The proposed passenger service will co-mingle with Metra and the host freight carrier trains at maximum speeds of 79 mph through this segment. Amtrak has proposed that the passenger platforms at the Joliet station be reconfigured to improve freight and passenger train movements through the interlocking. A $20 million placeholder cost is included in the estimates to cover a new interlocking, platforms and tunnels at the Metra/Amtrak Station in Joliet. Additonally, a placeholder of $168 million has been included for the Metra Heritage Corridor grade separation program.

Capital cost estimates for the St Louis to Kansas City route and the Cleveland to Toledo segment are subject to change

The Quincy route will continue to share Metra's route from CUS to Aurora. The proposed passenger service will co-mingle with Metra and the host freight carrier trains at maximum speeds of 79 mph through this segment. A $20 million placeholder cost is included in the estimates for track and signal improvements, including new interlockings and crossovers.

For the Chicago to Rondout segment, cost estimates from the 1995 Tri-State study were used for the MWRRS estimate. Since 1995, Metra traffic volume has increased and new Metra stations have been added along this segment. To account for these developments, the 1995 costs were inflated to 2002 dollars and further increased by 50%.

Chicago to Milwaukee Costs from 1995 Chicago to Milwaukee Study	
Total Cost (in 1993 Dollars, includes 7% Engineering and 15% Contingencies)	143,793,074
Inflate to 2002 costs	183,235,514
Add 50%	91,617,757
TOTAL	274,853,271

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TABLE C
MWRRI PHASE 5
Itemized Costs by Route
Revision Date: 3/24/03

Item No.	Description	Unit	YR 2002 Unit Cost (1000s)	Chicago Terminal Limits Quantity	Chicago Terminal Limits Amount	Porter to Detroit / Pontiac Quantity	Porter to Detroit / Pontiac Amount	Battle Creek to Port Huron Quantity	Battle Creek to Port Huron Amount	Kalamazoo to Grand Rapids / Holland Quantity	Kalamazoo to Grand Rapids / Holland Amount	Tolleston to Cleveland Quantity	Tolleston to Cleveland Amount	Tolleston to Cincinnati Quantity	Tolleston to Cincinnati Amount	Grand Crossing to Carbondale Quantity	Grand Crossing to Carbondale Amount
	Maximum Authorized Speed			110 mph		110 mph		79 mph		79 mph		110 mph		110 mph		90 mph	
Trackwork																	
1.1	HSR on Existing Roadbed	per mile	$ 993			26	25,818	12.0	11,916	-	-	-	-	-	-	-	-
1.2a	HSR on New Roadbed	per mile	$ 1,059			-	-	-	-	-	-	33	34,534	123	130,469	-	-
1.2b	HSR on New Roadbed & New Embankment	per mile	$ 1,492			-	-	-	-	-	-	91	135,623	-	-	-	-
1.2c	HSR on New Roadbed & New Embankment (Double Track)	per mile	$ 2,674			-	-	-	-	-	-	-	-	-	-	-	-
1.3	Timber & Surface w/ 33% Tie replacement	per mile	$ 222			48	10,567	157.6	34,987	78.3	17,372	83	18,426	106	23,488	331	73,413
1.4	Timber & Surface w/ 66% Tie Replacement	per mile	$ 331			152	50,147	-	-	-	-	135	44,794	56	18,569	-	-
1.5	Relay Track w/ 136# CWR	per mile	$ 354			99	35,081	-	-	-	-	-	-	20	7,080	-	-
1.6	Freight Siding	per mile	$ 912			2	1,824	-	-	1.0	912	-	-	7	6,384	-	-
1.65	Passenger Siding	per mile	$ 1,376			17	23,392	-	-	-	-	62	85,312	31	42,656	13	17,888
1.71	Fencing, 4 ft Woven Wire (both sides)	per mile	$ 51			189	9,633	-	-	-	-	229	11,689	228	11,632	239	12,199
1.72	Fencing, 6 ft Chain Link (both sides)	per mile	$ 153			57	8,723	-	-	-	-	80	12,259	43	6,543	45	6,862
1.73	Fencing, 10 ft Chain Link (both sides)	per mile	$ 175			-	-	-	-	-	-	-	-	-	-	-	-
1.74	Decorative Fencing (both sides)	per mile	$ 394			12	4,651	-	-	-	-	15	5,940	14	5,616	15	5,890
Total Track Costs							$ 169,836		$ 46,903		$ 18,284		$ 348,577		$ 252,437		$ 116,253
Turnouts and Crossovers																	
4.1	#24 High Speed Turnout	each	$ 450			6	2,700	-	-	-	-	26	11,700	10	4,500	2	900
4.2	#20 Turnout Timber	each	$ 124			14	1,736	18.0	2,232	-	-	43	5,332.0	20	2,480	12	1,488
4.3	#10 Turnout Timber	each	$ 69			-	-	-	-	-	-	64	4,416.0	8	552	-	-
4.4	#20 Turnout Concrete	each	$ 249			-	-	-	-	-	-	25	6,225.0	-	-	-	-
4.5	#10 Turnout Concrete	each	$ 118			-	-	-	-	-	-	10	1,180.0	-	-	-	-
Total Turnouts Cost							$ 4,436		$ 2,232		$ -		$ 28,853		$ 7,532		$ 2,388
Curves																	
9.1	Elevate & Surface Curves	per mile	$ 58			30	1,729	-	-	-	-	3.6	206	20	1,137	5	318
9.3	Elastic Fasteners	per mile	$ 82			30	2,445	-	-	-	-	3.6	291	20	1,607	5	450
9.5	Realign Track for Curves (See Table G6 for Costs)	lump sum	varies			-	2,879	-	-	-	-	-	214	-	2,932	-	307
Total Curves Cost							$ 7,053		$ -		$ -		$ 711		$ 5,676		$ 1,075
Signals																	
8.1	Signals for Siding w/ High Speed Turnout	each	$ 1,268			4	5,072	-	-	-	-	13	16,484	4	5,072	1	1,268
8.2	Install CTC System (Single Track)	per mile	$ 183			-	-	-	-	-	-	285.2	52,197.1	285	52,173	-	-
8.21	Install CTC System (Double Track)	per mile	$ 300			-	-	-	-	-	-	12.0	3,600	-	-	-	-
8.3	Install PTC System	per mile	$ 197			143	28,191	-	-	-	-	268	52,841	163	32,013	299	58,903
8.4	Electric Lock for Industry Turnout	each	$ 103			-	-	-	-	-	-	74.0	7,622	14	1,442	-	-
8.5	Signals for Crossover	each	$ 700			6	4,200	5.0	3,500	-	-	15.0	10,500	4	2,800	4	2,800
8.6	Signals for Turnout	each	$ 400			2	800	8.0	3,200	-	-	10.0	4,000	10	4,000	4	1,600
Total Signals Cost							$ 38,263		$ 6,700		$ -		$ 147,244		$ 97,500		$ 64,571

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TABLE C
MWRRI PHASE 5
Itemized Costs by Route
Revision Date: 3/24/03

				Chicago Terminal Limits		Porter to Detroit / Pontiac		Battle Creek to Port Huron		Kalamazoo to Grand Rapids / Holland		Tolleston to Cleveland		Tolleston to Cincinnati		Grand Crossing to Carbondale	
			Maximum Authorized Speed	110 mph		110 mph		79 mph		79 mph		110 mph		110 mph		90 mph	
Item No.	Description	Unit	YR 2002 Unit Cost (1000s)	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Stations / Facilities																	
2.1	Full Service - New	each	$ 1,000			-	-	-	-	-	-	1.0	1,000.0	-	-	1	1,000
2.2	Full Service - Renovated	each	$ 500			11	5,500	4	2,000	2	1,000	2	1,000	4	2,000	7	3,500
2.3	Terminal - New	each	$ 2,000			-	-	-	-	-	-	1	2,000	-	-	-	-
2.4	Terminal - Renovated	each	$ 1,000			1	1,000	1	1,000	-	-	6	6,000	2	2,000	1	1,000
2.6	Layover Facility	lump sum	varies			-	-	1	5,544	1	5,544	-	-	-	-	1	5,544
2.7	Service & Inspection Facility	lump sum	varies			-	-	-	-	-	-	1	18,974	1	17,682	-	-
Total Station Cost							$ 6,500		$ 8,544		$ 6,544		$ 28,974		$ 21,682		$ 11,044
Bridges-under																	
5.1	Four Lane Urban Expressway	each	$ 4,835			-	-	-	-	-	-	-	-	-	-	-	-
5.2	Four Lane Rural Expressway	each	$ 4,025			-	-	-	-	-	-	-	-	-	-	-	-
5.3	Two Lane Highway	each	$ 3,054			11	33,594	-	-	-	-	6	18,324	-	-	-	-
5.4	Rail	each	$ 3,054			-	-	-	-	-	-	-	-	3	9,162	-	-
5.5	Minor river	each	$ 810			-	-	-	-	-	-	45	36,450	11	8,910	-	-
5.6	Major River	each	$ 8,098			-	-	-	-	-	-	-	-	-	-	-	-
5.71	Convert open deck bridge to ballast deck (single track)	per LF	$ 4.7			-	-	-	-	-	-	-	-	3,510	16,415	-	-
5.72	Convert open deck bridge to ballast deck (double track)	per LF	$ 9.4			-	-	-	-	-	-	-	-	-	-	-	-
5.73	Single Track on Flyover Structure	per LF	$ 6.0			-	-	-	-	-	-	3,100	18,600	-	-	-	-
5.8	Single Track on Approach Embankment w/ Retaining Wall	per LF	$ 3.0			-	-	-	-	-	-	6,500	19,500	-	-	-	-
Total Bridges-under Cost							$ 33,594		$ -		$ -		$ 92,874		$ 34,487		$ -
Bridges-over																	
6.1	Four Lane Urban Expressway	each	$ 2,087			-	-	-	-	-	-	3	6,261	-	-	-	-
6.2	Four Lane Rural Expressway	each	$ 2,929			-	-	-	-	-	-	3	8,787	-	-	-	-
6.3	Two Lane Highway	each	$ 1,903			-	-	-	-	-	-	2	3,806	-	-	-	-
6.4	Rail	each	$ 6,110			-	-	-	-	-	-	1	6,110	-	-	-	-
Total Bridges-over Cost							$ -		$ -		$ -		$ 24,964		$ -		$ -
Crossings																	
7.1	Private Closure	each	$ 83			22	1,826	-	-	-	-	21	1,743	27	2,241	29	2,407
7.2	Four Quadrant Gates w/ Trapped Vehicle Detector	each	$ 492			-	-	-	-	-	-	46	22,632	11	5,412	-	-
7.3	Four Quadrant Gates	each	$ 288			9	2,592	-	-	-	-	69	19,872	31	8,928	-	-
7.31	Convert Dual Gates to Quad Gates	each	$ 150			47	7,050	-	-	-	-	-	-	27	4,050	-	-
7.4a	Conventional Gates single mainline track	each	$ 166			49	8,134	-	-	-	-	195	32,370	144	23,904	90	14,940
7.4b	Conventional Gates double mainline track	each	$ 205			12	2,460	-	-	-	-	14	2,870	-	-	-	-
7.41	Convert Flashers Only to Dual Gate	each	$ 50			10	500	53.0	2,650	47	2,350	29	1,450	25	1,250	-	-
7.5a	Single Gate with Median Barrier	each	$ 180			46	8,280	-	-	-	-	-	-	32	5,760	-	-
7.5b	Convert Single Gate to Extended Arm	each	$ 15			45	675	-	-	-	-	-	-	84	1,260	-	-
7.71	Precast Panels without Rdway Improvements	each	$ 80			-	-	-	-	-	-	16	1,280	262	20,960	90	7,200
7.72	Precast Panels with Rdway Improvements	each	$ 150			-	-	-	-	-	-	311	46,650	87	13,050	-	-
7.8	Michigan Type Grade Crossing Surface	each	$ 15			218	3,270	-	-	-	-		-	-	-		-
															-		
Total Crossings Cost							34,787		2,650		2,350		128,867		86,815		24,547
Subtotals							**294,469**		**67,029**		**27,178**		**801,064**		**506,129**		**219,878**
Placeholders				**1,152,115**			**35,302**						**314,268**		**29,030**		
Adjustment for Allocation of Tolleston to Wanatah													**-27,691**		**-27,691**		
TOTAL				**1,152,115**			**329,771**		**67,029**		**27,178**		**1,087,640**		**507,468**		**219,878**

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TABLE C
MWRRI PHASE 5
Itemized Costs by Route
Revision Date: 3/24/03

				Joliet to St. Louis		St. Louis to Kansas City		Aurora to Quincy		Wyanet to Omaha		Rondout to St. Paul		Milwaukee to Green Bay		Total	
			Maximum Authorized Speed	110 mph		90 mph		90 mph		79 mph		110 mph		110 mph			
Item No.	Description	Unit	YR 2002 Unit Cost (1000s)	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Trackwork																	
1.1	HSR on Existing Roadbed	per mile	$ 993	-	-	-	-	-	-	-	-	-	-	-	-	38	$ 37,734
1.2a	HSR on New Roadbed	per mile	$ 1,059	-	-	-	-	-	-	-	-	75	79,531	38	40,242	269	$ 284,776
1.2b	HSR on New Roadbed & New Embankment	per mile	$ 1,492	-	-	-	-	3	4,476	-	-	26	38,941	51	76,092	171	$ 255,132
1.2c	HSR on New Roadbed & New Embankment (Double Track)	per mile	$ 2,674	-	-	-	-	-	-	-	-	-	-	10	26,740	10	$ 26,740
1.3	Timber & Surface w/ 33% Tie replacement	per mile	$ 222	48	10,638	-	-	341	75,613	-	-	234	51,881	22	4,884	1,447	$ 321,270
1.4	Timber & Surface w/ 66% Tie Replacement	per mile	$ 331	-	-	388	128,564	-	-	325	107,410	-	-	-	-	1,056	$ 349,483
1.5	Relay Track w/ 136# CWR	per mile	$ 354	-	-	-	-	-	-	54	19,116	-	-	-	-	173	$ 61,277
1.6	Freight Siding	per mile	$ 912	-	-	-	-	5	4,560	3	2,736	-	-	10	9,120	28	$ 25,536
1.65	Passenger Siding	per mile	$ 1,376	-	-	-	-	18	24,768	19	26,144	50	68,800	-	-	210	$ 288,960
1.71	Fencing, 4 ft Woven Wire (both sides)	per mile	$ 51	31	1,603	-	-	159	8,109	-	-	211	10,747	68	3,468	1,355	$ 69,081
1.72	Fencing, 6 ft Chain Link (both sides)	per mile	$ 153	8	1,208	-	-	70	10,710	-	-	40	6,045	21	3,213	363	$ 55,563
1.73	Fencing, 10 ft Chain Link (both sides)	per mile	$ 175	2	344	-	-	-	-	-	-	-	-	-	-	2	$ 344
1.74	Decorative Fencing (both sides)	per mile	$ 394	1	394	-	-	30	11,820	-	-	13	5,189	5	1,970	105	$ 41,470
Total Track Costs					$ 14,187		$128,564		$140,056		$ 155,406		$ 261,134		$ 165,729		$ 1,817,366
Turnouts and Crossovers																	
4.1	#24 High Speed Turnout	each	$ 450	-	-	22	9,900	4	1,800	8	3,600	10	4,500	4	1,800	92	$ 41,400
4.2	#20 Turnout Timber	each	$ 124	4	496	-	-	16	1,984	2	248	-	-	-	-	129	$ 15,996
4.3	#10 Turnout Timber	each	$ 69	-	-	-	-	12	828	8	552	-	-	-	-	92	$ 6,348
4.4	#20 Turnout Concrete	each	$ 249	-	-	-	-	-	-	-	-	-	-	-	-	25	$ 6,225
4.5	#10 Turnout Concrete	each	$ 118	-	-	-	-	-	-	-	-	-	-	-	-	10	$ 1,180
Total Turnouts Cost					$ 496		$ 9,900		$ 4,612		$ 4,400		$ 4,500		$ 1,800		$ 71,149
Curves																	
9.1	Elevate & Surface Curves	per mile	$ 58	2	99	85	4,921	25	1,436	-	-	41	2,381	6	348	217	$ 12,574
9.3	Elastic Fasteners	per mile	$ 82	2	139	85	6,957	25	2,030	-	-	41	3,366	6	492	217	$ 17,778
9.5	Realign Track for Curves (See Table G6 for Costs)	lump sum	varies	-	198	-	20,368	-	1,560	-	-	-	10,975	-	629	-	$ 40,061
Total Curves Cost					$ 436		$ 32,245		$ 5,027		$ -		$ 16,722		$ 1,469		$ 70,413
Signals																	
8.1	Signals for Siding w/ High Speed Turnout	each	$ 1,268	-	-	-	-	4	5,072	-	-	5	6,340	2	2,536	33	$ 41,844
8.2	Install CTC System (Single Track)	per mile	$ 183	-	-	-	-	-	-	325	59,384	-	-	60	10,980	955	$ 174,734
8.21	Install CTC System (Double Track)	per mile	$ 300	-	-	-	-	-	-	-	-	84	25,110	-	-	96	$ 28,710
8.3	Install PTC System	per mile	$ 197	37	7,269	282	55,635	218	43,017	-	-	224	44,128	83	16,351	1,718	$ 338,348
8.4	Electric Lock for Industry Turnout	each	$ 103	-	-	-	-	-	-	8	824	-	-	-	-	96	$ 9,888
8.5	Signals for Crossover	each	$ 700	-	-	-	-	7	4,900	-	-	-	-	-	-	41	$ 28,700
8.6	Signals for Turnout	each	$ 400	-	-	22	8,800	4	1,600	16	6,400	-	-	-	-	76	$ 30,400
Total Signals Cost					$ 7,269		$ 64,435		$ 54,589		$ 66,608		$ 75,578		$ 29,867		$ 652,623

HNTB

TABLE C
MWRRI PHASE 5
Itemized Costs by Route
Revision Date: 3/24/03

				Joliet to St. Louis		St. Louis to Kansas City		Aurora to Quincy		Wyanet to Omaha		Rondout to St. Paul		Milwaukee to Green Bay		Total	
			Maximum Authorized Speed	110 mph		90 mph		90 mph		79 mph		110 mph		110 mph			
Item No.	Description	Unit	YR 2002 Unit Cost (1000s)	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Stations / Facilities																	
2.1	Full Service - New	each	$ 1,000	-	-	-	-	-	-	-	-	1	1,000	6	6,000	9	$ 9,000
2.2	Full Service - Renovated	each	$ 500	7	3,500	8	4,000	7	3,500	5	2,500	11	5,500	1	500	69	$ 34,500
2.3	Terminal - New	each	$ 2,000	-	-	-	-	-	-	-	-	1	2,000	-	-	2	$ 4,000
2.4	Terminal - Renovated	each	$ 1,000	1	1,000	1	1,000	-	-	1	1,000	-	-	-	-	14	$ 14,000
2.6	Layover Facility	lump sum	varies	-	-	1	5,544	1	5,544	1	6,536	1	6,536	1	6,536	8	$ 47,328
2.7	Service & Inspection Facility	lump sum	varies	1	21,406	-	-	-	-	1	17,069	2	35,362	-	-	6	$ 110,494
Total Station Cost					$ 25,906		$ 10,544		$ 9,044		$ 27,105		$ 50,398		$ 13,036		$ 219,322
Bridges-under																	
5.1	Four Lane Urban Expressway	each	$ 4,835	-	-	-	-	-	-	-	-	-	-	-	-	-	$ -
5.2	Four Lane Rural Expressway	each	$ 4,025	-	-	-	-	-	-	-	-	-	-	-	-	-	$ -
5.3	Two Lane Highway	each	$ 3,054	-	-	-	-	-	-	-	-	1	3,054	10	30,540	28	$ 85,512
5.4	Rail	each	$ 3,054	-	-	-	-	-	-	-	-	-	-	1	3,054	4	$ 12,216
5.5	Minor river	each	$ 810	-	-	-	-	-	-	-	-	-	-	9	7,290	65	$ 52,650
5.6	Major River	each	$ 8,098	-	-	-	-	-	-	-	-	-	-	1	8,098	1	$ 8,098
5.71	Convert open deck bridge to ballast deck (single track)	per LF	$ 4.7	-		-	-	570	2,666	-	-	720	3,367	-	-	4,800	$ 22,448
5.72	Convert open deck bridge to ballast deck (double track)	per LF	$ 9.4	180	1,684	-	-	600	5,612	-	-	1,170	10,943	-	-	1,950	$ 18,239
5.73	Single Track on Flyover Structure	per LF	$ 6.0	-	-	-	-	-	-	-	-	-	-	-	-	3,100	$ 18,600
5.8	Single Track on Approach Embankment w/ Retaining Wall	per LF	$ 3.0	-	-	-	-	-	-	-	-	-	-	-	-	6,500	$ 19,500
Total Bridges-under Cost					$ 1,684		$ -		$ 8,278		$ -		$ 17,365		$ 48,982		$ 237,263
Bridges-over																	
6.1	Four Lane Urban Expressway	each	$ 2,087	-	-	-	-	-	-	-	-	-	-	-	-	3	$ 6,261
6.2	Four Lane Rural Expressway	each	$ 2,929	-	-	-	-	-	-	-	-	-	-	2	5,858	5	$ 14,645
6.3	Two Lane Highway	each	$ 1,903	-	-	-	-	-	-	-	-	-	-	2	3,806	4	$ 7,612
6.4	Rail	each	$ 6,110	-	-	-	-	-	-	-	-	-	-	-	-	1	$ 6,110
Total Bridges-over Cost					$ -		$ -		$ -		$ -		$ -		$ 9,664		$ 34,628
Crossings																	
7.1	Private Closure	each	$ 83	2	166	28	2,324	22	1,826	-	-	30	2,490	46	3,818	227	$ 18,841
7.2	Four Quadrant Gates w/ Trapped Vehicle Detector	each	$ 492	-	-	-	-	-	-	-	-	-	-	-	-	57	$ 28,044
7.3	Four Quadrant Gates	each	$ 288	15	4,320	55	15,840	-	-	-	-	144	41,472	34	9,792	357	$ 102,816
7.31	Convert Dual Gates to Quad Gates	each	$ 150	6	900	86	12,900	-	-	-	-	17	2,550	-	-	183	$ 27,450
7.4a	Conventional Gates single mainline track	each	$ 166	5	830	66	10,956	10	1,660	149	24,734	81	13,446	-	-	789	$ 130,974
7.4b	Conventional Gates double mainline track	each	$ 205	-	-	-	-	154	31,570	-	-	-	-	-	-	180	$ 36,900
7.41	Convert Flashers Only to Dual Gate	each	$ 50	9	450	1	50	11	550	79	3,950	20	1,000	-	-	284	$ 14,200
7.5a	Single Gate with Median Barrier	each	$ 180	-	-	-	-	-	-	-	-	-	-	74	13,320	152	$ 27,360
7.5b	Convert Single Gate to Extended Arm	each	$ 15	-	-	-	-	-	-	-	-	-	-	-	-	129	$ 1,935
7.71	Precast Panels without Rdway Improvements	each	$ 80	20	1,600	207	16,560	-	-	-	-	40	3,200	28	2,240	663	$ 53,040
7.72	Precast Panels with Rdway Improvements	each	$ 150	-	-	-	-	-	-	-	-	222	33,300	80	12,000	700	$ 105,000
7.8	Michigan Type Grade Crossing Surface	each	$ 15		-			10	150	149	2,235					377	$ 5,655
Total Crossings Cost					8,266		58,630		35,756		30,919		97,458		41,170		$ 552,215
Subtotals					**58,244**		**304,318**		**257,362**		**284,437**		**523,156**		**311,717**		**3,654,980**
Placeholders					**185,011**		**10,000**				**75,770**		**526,635**				**2,328,130**
Adjustment for Allocation of Tolleston to Wanatah																	**-55,383**
TOTAL					**243,256**		**314,318**		**257,362**		**360,207**		**1,049,791**		**311,717**		**5,927,728**

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TABLE D-1

MWRRI PHASE 5

Chicago to Detroit

Revision Date: 3/24/03

Chicago Terminal Area Limit

			Segment No.	Segment 1		Segment 2		Segment 3		Segment 4		Segment 5		Segment 6		Total	
			From - To	Chicago to Porter		Porter to Kalamazoo		Kalamazoo to Battle Ck		Battle Ck to W Det		W. Detroit to Milw. Jct.		Milw. Jct. to Pontiac			
			Host Carrier	NS		Amtrak		NS		NS		CR Shared Assets		CN			
			Mileposts	MP 523 to MP 482.21		MP 241 - MP 143		MP 143 - MP 121.5		MP 119.6 to MP 3		MP 3 to MP 4.2		MP 4.2 to MP 25.8			
			Track Miles	40.79 miles		98.0 miles		21.5 miles		116.6 miles		5.3 miles		21.6 miles		303.8 miles	
			Maximum Authorized Speed	110 mph		110 mph		110 mph		110 mph		60 mph		79 mph			
Item		Unit	YR 2002 Unit Cost (1000s)	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Trackwork																	
1.1	HSR on Existing Roadbed	per mile	$ 993		-	25	24,825	1	993		-		-		-	26	25,818
1.2a	HSR on New Roadbed	per mile	$ 1,059		-		-		-		-		-		-	-	-
1.2b	HSR on New Roadbed & New Embankment	per mile	$ 1,492		-		-		-		-		-		-	-	-
1.2c	HSR on New Roadbed & New Embankment (Double Track)	per mile	$ 2,674		-		-		-		-		-		-	-	-
1.3	Timber & Surface w/ 33% Tie replacement	per mile	$ 222		-		-	26	5,772		-		-	21.6	4,795	48	10,567
1.4	Timber & Surface w/ 66% Tie Replacement	per mile	$ 331		-	38.5	12,744	22.4	7,414	90.6	29,989		-		-	152	50,147
1.5	Relay Track w/ 136# CWR	per mile	$ 354		-	8.5	3,009		-	90.6	32,072		-		-	99	35,081
1.6	Freight Siding	per mile	$ 912		-		-		-	2	1,824		-		-	2	1,824
1.65	Passenger Siding	per mile	$ 1,376		-	15	20,640		-	2	2,752		-		-	17	23,392
1.71	Fencing, 4 ft Woven Wire (both sides)	per mile	$ 51		-	78	3,998	17	877	93	4,757		-		-	189	9,633
1.72	Fencing, 6 ft Chain Link (both sides)	per mile	$ 153		-	15	2,249	3	493	17	2,676		-	21.6	3,305	57	8,723
1.73	Fencing, 10 ft Chain Link (both sides)	per mile	$ 175		-		-		-		-		-		-	-	-
1.74	Decorative Fencing (both sides)	per mile	$ 394		-	5	1,931	1	424	6	2,297		-		-	12	4,651
Total Track Costs					-		69,396		10,202		82,139		-		8,100		169,836
Turnouts																	
4.1	#24 High Speed Turnout	each	$ 450		-	4	1,800	2	900		-		-		-	6	2,700
4.2	#20 Turnout Timber	each	$ 124		-	4	496		-	10	1,240		-		-	14	1,736
4.3	#10 Turnout Timber	each	$ 69		-		-		-		-		-		-	-	-
4.4	#20 Turnout Concrete	each	$ 249		-		-		-		-		-		-	-	-
4.5	#10 Turnout Concrete	each	$ 118		-		-		-		-		-		-	-	-
Total Turnouts Cost					-		2,296		900		1,240		-		-		4,436
Curves																	
9.1	Elevate & Surface Curves	per mile	$ 58		-	12.2	708	4.0	229	13.7	792		-		-	30	1,729
9.3	Elastic Fasteners	per mile	$ 82		-	12.2	1,001	4.0	324	13.7	1,119		-		-	30	2,445
9.5	Realign Track for Curves (See Table G6 for Costs)	lump sum	$ -		-		721		642		1,517		-		-	-	2,879
Total Curves Cost					-		2,430		1,195		3,428		-		-		7,053
Signals																	
8.1	Signals for Siding w/ High Speed Turnout	each	$ 1,268		-	2	2,536	1	1,268		-		-	1	1,268	4	5,072
8.2	Install CTC System (Single Track)	per mile	$ 183		-		-		-		-		-		-	-	-
8.21	Install CTC System (Double Track)	per mile	$ 300		-		-		-		-		-		-	-	-
8.3	Install PTC System	per mile	$ 197		-	38	7,486	14.5	2,857	90.6	17,848		-		-	143	28,191
8.4	Electric Lock for Industry Turnout	each	$ 103		-		-		-		-		-		-	-	-
8.5	Signals for Crossover	each	$ 700		-	2	1,400		-	4	2,800		-		-	6	4,200
8.6	Signals for Turnout	each	$ 400		-		-		-	2	800		-		-	2	800
Total Signals Cost					-		11,422		4,125		21,448		-		1,268		38,263
Stations / Facilities																	
2.1	Full Service - New	each	$ 1,000		-		-		-		-		-		-	-	-
2.2	Full Service - Renovated	each	$ 500		-	4	2,000	1	500	4	2,000		-	2	1,000	11	5,500
2.3	Terminal - New	each	$ 2,000		-		-		-		-		-		-	-	-
2.4	Terminal - Renovated	each	$ 1,000		-		-		-		-		-	1	1,000	1	1,000
2.6	Layover Facility	lump sum	$ -		-		-		-		-		-		-	-	-
2.7	Service & Inspection Facility	lump sum	$ -		-		-		-		-		-		-	-	-
Total Station Cost					-		2,000		500		2,000		-		2,000		6,500

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TABLE D-1

MWRRI PHASE 5

Chicago to Detroit

Revision Date: 3/24/03

				Chicago Terminal Area Limit													
			Segment No.	Segment 1		Segment 2		Segment 3		Segment 4		Segment 5		Segment 6		Total	
			From - To	Chicago to Porter		Porter to Kalamazoo		Kalamazoo to Battle Ck		Battle Ck to W Det		W. Detroit to Milw. Jct.		Milw. Jct. to Pontiac			
			Host Carrier	NS		Amtrak		NS		NS		CR Shared Assets		CN			
			Mileposts	MP 523 to MP 482.21		MP 241 - MP 143		MP 143 - MP 121.5		MP 119.6 to MP 3		MP 3 to MP 4.2		MP 4.2 to MP 25.8			
			Track Miles	40.79 miles		98.0 miles		21.5 miles		116.6 miles		5.3 miles		21.6 miles		303.8 miles	
			Maximum Authorized Speed	110 mph		110 mph		110 mph		110 mph		60 mph		79 mph			
Item		Unit	YR 2002 Unit Cost (1000s)	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Bridges-under																	
5.1	Four Lane Urban Expressway	each	$ 4,835		-		-		-		-		-		-	-	-
5.2	Four Lane Rural Expressway	each	$ 4,025		-		-		-		-		-		-	-	-
5.3	Two Lane Highway	each	$ 3,054		-	6	18,324		-	5	15,270		-		-	11	33,594
5.4	Rail	each	$ 3,054		-		-		-		-		-		-	-	-
5.5	Minor river	each	$ 810		-		-		-		-		-		-	-	-
5.6	Major River	each	$ 8,098		-		-		-		-		-		-	-	-
5.71	Convert open deck bridge to ballast deck (single track)	per LF	$ 4.7		-		-		-		-		-		-	-	-
5.72	Convert open deck bridge to ballast deck (double track)	per LF	$ 9.4		-		-		-		-		-		-	-	-
5.73	Single Track on Flyover Structure	per LF	$ 6.0		-		-		-		-		-		-	-	-
5.8	Single Track on Approach Embankment w/ Retaining Wall	per LF	$ 3.0		-		-		-		-		-		-	-	-
Total Bridges-under Cost					-		18,324		-		15,270		-		-		33,594
Bridges-over																	
6.1	Four Lane Urban Expressway	each	$ 2,087		-		-		-		-		-		-	-	-
6.2	Four Lane Rural Expressway	each	$ 2,929		-		-		-		-		-		-	-	-
6.3	Two Lane Highway	each	$ 1,903		-		-		-		-		-		-	-	-
6.4	Rail	each	$ 6,110		-		-		-		-		-		-	-	-
Total Bridges-over Cost					-		-		-		-		-		-		-
Crossings																	
7.1	Private Closure	each	$ 83		-	7	581	4	332	11	913		-		-	22	1,826
7.2	Four Quadrant Gates w/ Trapped Vehicle Detector	each	$ 492		-		-		-		-		-		-	-	-
7.3	Four Quadrant Gates	each	$ 288		-	5	1,440	0	-	4	1,152		-		-	9	2,592
7.31	Convert Dual Gates to Quad Gates	each	$ 150		-	22	3,300	4	600	21	3,150		-		-	47	7,050
7.4a	Conventional Gates single mainline track	each	$ 166		-	18	2,988		-	31	5,146		-		-	49	8,134
7.4b	Conventional Gates double mainline track	each	$ 205		-		-	12	2,460		-		-		-	12	2,460
7.41	Convert Flashers Only to Dual Gate	each	$ 50		-	0	-	0	-	10	500		-		-	10	500
7.5a	Single Gate with Median Barrier	each	$ 180		-	22	3,960	4	720	20	3,600		-		-	46	8,280
7.5b	Convert Single Gate to Extended Arm	each	$ 15		-	22	330	3	45	20	300		-		-	45	675
7.71	Precast Panels without Rdway Improvements	each	$ 80		-		-		-		-		-		-	-	-
7.72	Precast Panels with Rdway Improvements	each	$ 150		-		-		-		-		-		-	-	-
7.8	Michigan Type Grade Crossing Surface	each	$ 15		-	89	1,335	23	345	106	1,590		-		-	218	3,270
Total Crossings Cost					-		13,934		4,502		16,351		-		-		34,787
Segment Totals							**119,801**		**21,423**		**141,877**				**11,368**		**294,469**
Placeholder																	
	Battle Creek Baron to Gord Improvements								15,000								15,000
	West Detroit to Beaubien Costs (from Lansing to Detroit Study)												15,302				15,302
	Track Improvements												5,000				5,000
TOTAL							**119,801**		**36,423**		**141,877**		**20,302**		**11,368**		**329,771**

NOTES

Installation of PTC system does not include locomotive equipment and dispatch equipme Assume 26' offset for new mainline track construction for speeds above 79 mph
Cost Estimate does not include utility relocation.
Corridor access with frieght railroads to be negotiated; costs not included
Station costs are MWRRS allocation amounts
Siding improvements incorporate recommendations from TEMS Ideal Day Analysis Report (Dated March 8, 2002)
Close 25% of all private crossings where speeds are above 79 mph; remainder are Conventional Gate
Four Quandrant Gates all public crossings at speeds > 79mph
Conventional Gates all public crossings at speeds <= 79mph
Michigan Type Grade Crossing surface used at all crossings
Precast Panels with Rdway Improvements installed where track embankment is replaced
Precast Panels without Rdway Improvements installed where track embankment is not replaced

ASSUMED STATION LOCATIONS AND IMPROVEMENTS:

MP 228	Michigan City	Full Service - Renovated
MP 192	Niles	Full Service - Renovated
MP 179.5	Dowagiac	Full Service - Renovated
MP 143.5	Kalamazoo	Full Service - Renovated
MP 120.8	Battle Creek	Full Service - Renovated
MP 95.9	Albion	Full Service - Renovated
MP 75	Jackson	Full Service - Renovated
MP 38	Ann Arbor	Full Service - Renovated
MP 8	Dearborn	Full Service - Renovated
MP 5.6	DETROIT	Full Service - Renovated
MP 13.2	Royal Oak	Full Service - Renovated
MP 17.5	Birmingham	Full Service - Renovated
MP 25.8	Pontiac	Terminal - Renovated

HNTB

TABLE D-2

MWRRI PHASE 5

Battle Creek to Port Huron

Revision Date: 3/24/03

				Segment 1		Segment 2		Segment 3		Total	
			Segment No.	Segment 1		Segment 2		Segment 3		Total	
			From - To	Battle Creek to E. Lansing		E. Lansing to Flint		Flint to Port Huron			
			Host Carrier	CN		CN		CN			
			Mileposts	MP 176.6 to MP 223.9		MP 223.9 to MP 280		MP 280 to MP 334.2			
			Track Miles	47.3 miles		56.1 miles		54.2 miles		157.6 miles	
			Maximum Authorized Speed	79 mph		79 mph		79 mph			
Item		Unit	YR 2002 Unit Cost (1000s)	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Trackwork											
1.1	HSR on Existing Roadbed	per mile	$ 993	2	1,986	2	1,986	8	7,944	12	11,916
1.2a	HSR on New Roadbed	per mile	$ 1,059		-		-		-	-	-
1.2b	HSR on New Roadbed & New Embankment	per mile	$ 1,492		-		-		-	-	-
1.2c	HSR on New Roadbed & New Embankment (Double Track)	per mile	$ 2,674		-		-		-	-	-
1.3	Timber & Surface w/ 33% Tie replacement	per mile	$ 222	47.3	10,501	$ 56	12,454	54.2	12,032	157.6	34,987
1.4	Timber & Surface w/ 66% Tie Replacement	per mile	$ 331		-		-		-	-	-
1.5	Relay Track w/ 136# CWR	per mile	$ 354		-		-		-	-	-
1.6	Freight Siding	per mile	$ 912		-		-		-	-	-
1.65	Passenger Siding	per mile	$ 1,376		-		-		-	-	-
1.71	Fencing, 4 ft Woven Wire (both sides)	per mile	$ 51		-		-		-	-	-
1.72	Fencing, 6 ft Chain Link (both sides)	per mile	$ 153		-		-		-	-	-
1.73	Fencing, 10 ft Chain Link (both sides)	per mile	$ 175		-		-		-	-	-
1.74	Decorative Fencing (both sides)	per mile	$ 394		-		-		-	-	-
Total Track Costs					12,487		14,440		19,976		46,903
Turnouts											
4.1	#24 High Speed Turnout	each	$ 450		-		-		-	-	-
4.2	#20 Turnout Timber	each	$ 124	6	744	8	992	4	496	18	2,232
4.3	#10 Turnout Timber	each	$ 69		-		-		-	-	-
4.4	#20 Turnout Concrete	each	$ 249		-		-		-	-	-
4.5	#10 Turnout Concrete	each	$ 118		-		-		-	-	-
Total Turnouts Cost					744		992		496		2,232
Curves											
9.1	Elevate & Surface Curves	per mile	$ 58		-		-		-	-	-
9.2	Curvature Reduction	per mile	$ 393		-		-		-	-	-
9.3	Elastic Fasteners	per mile	$ 82		-		-		-	-	-
Total Curves Cost					-		-		-		-
Signals											
8.1	Signals for Siding w/ High Speed Turnout	each	$ 1,268		-		-		-	-	-
8.2	Install CTC System (Single Track)	per mile	$ 183		-		-		-	-	-
8.21	Install CTC System (Double Track)	per mile	$ 300		-		-		-	-	-
8.3	Install PTC System	per mile	$ 197		-		-		-	-	-
8.4	Electric Lock for Industry Turnout	each	$ 103		-		-		-	-	-
8.5	Signals for Crossover	each	$ 700	2	1,400	3	2,100		-	5	3,500
8.6	Signals for Turnout	each	$ 400	2	800	2	800	4	1,600	8	3,200
Total Signals Cost					2,200		2,900		1,600		6,700
Stations / Facilities											
2.1	Full Service - New	each	$ 1,000		-		-		-	-	-
2.2	Full Service - Renovated	each	$ 500		-	3	1,500	1	500	4	2,000
2.3	Terminal - New	each	$ 2,000		-		-		-	-	-
2.4	Terminal - Renovated	each	$ 1,000		-		-	1	1,000	1	1,000
2.6	Layover Facility in Port Huron	lump sum	$ 5,544		-		-	1	5,544	1	5,544
2.7	Service & Inspection Facility	lump sum	$ -		-		-		-	-	-
Total Station Cost					-		1,500		7,044		8,544

HNTB

TABLE D-2

MWRRI PHASE 5

Battle Creek to Port Huron

Revision Date: 3/24/03

				Segment No.	Segment 1		Segment 2		Segment 3		Total	
				From - To	Battle Creek to E. Lansing		E. Lansing to Flint		Flint to Port Huron			
				Host Carrier	CN		CN		CN			
				Mileposts	MP 176.6 to MP 223.9		MP 223.9 to MP 280		MP 280 to MP 334.2			
				Track Miles	47.3 miles		56.1 miles		54.2 miles		157.6 miles	
				Maximum Authorized Speed	79 mph		79 mph		79 mph			
Item		Unit	YR 2002 Unit Cost (1000s)		Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Bridges-under												
5.1	Four Lane Urban Expressway	each	$ 4,835			-		-		-	-	-
5.2	Four Lane Rural Expressway	each	$ 4,025			-		-		-	-	-
5.3	Two Lane Highway	each	$ 3,054			-		-		-	-	-
5.4	Rail	each	$ 3,054			-		-		-	-	-
5.5	Minor river	each	$ 810			-		-		-	-	-
5.6	Major River	each	$ 8,098			-		-		-	-	-
5.71	Convert open deck bridge to ballast deck (single track)	per LF	$ 4.7			-		-		-	-	-
5.72	Convert open deck bridge to ballast deck (double track)	per LF	$ 9.4			-		-		-	-	-
5.73	Single Track on Flyover Structure	per LF	$ 6.0			-		-		-	-	-
5.8	Single Track on Approach Embankment w/ Retaining Wall	per LF	$ 3.0			-		-		-	-	-
Total Bridges-under Cost						-		-		-		-
Bridges-over												
6.1	Four Lane Urban Expressway	each	$ 2,087			-		-		-	-	-
6.2	Four Lane Rural Expressway	each	$ 2,929			-		-		-	-	-
6.3	Two Lane Highway	each	$ 1,903			-		-		-	-	-
6.4	Rail	each	$ 6,110			-		-		-	-	-
Total Bridges-over Cost						-		-		-		-
Crossings												
7.1	Private Closure	each	$ 83			-		-		-	-	-
7.2	Four Quadrant Gates w/ Trapped Vehicle Detector	each	$ 492			-		-		-	-	-
7.3	Four Quadrant Gates	each	$ 288			-		-		-	-	-
7.31	Convert Dual Gates to Quad Gates	each	$ 150			-		-		-	-	-
7.4a	Conventional Gates single mainline track	each	$ 166			-		-		-	-	-
7.4b	Conventional Gates double mainline track	each	$ 205			-		-		-	-	-
7.41	Convert Flashers Only to Dual Gate	each	$ 50		12	600	13	650	28	1,400	53	2,650
7.5a	Single Gate with Median Barrier	each	$ 180			-		-		-	-	-
7.5b	Convert Single Gate to Extended Arm	each	$ 15			-		-		-	-	-
7.71	Precast Panels without Rdway Improvements	each	$ 80			-		-		-	-	-
7.72	Precast Panels with Rdway Improvements	each	$ 150			-		-		-	-	-
7.8	Michigan Type Grade Crossing Surface	each	$ 15			-		-		-	-	-
Total Crossings Cost						600		650		1,400		2,650
Segment Totals						**16,031**		**20,482**		**30,516**		**67,029**

NOTES

Cost Estimate does not include utility relocation.
Corridor access with frieght railroads to be negotiated; costs not included
Station costs are MWRRS allocation amounts
Siding improvements incorporate recommendations from TEMS Ideal Day Analysis Report (Dated March 8, 2002)
Close 25% of all private crossings where speeds are above 79 mph; remainder are Conventional Gate
Four Quandrant Gates all public crossings at speeds > 79mph
Conventional Gates all public crossings at speeds </= 79mph
Michigan Type Grade Crossing surface used at all crossings
Precast Panels with Rdway Improvements installed where track embankment is replaced
Precast Panels without Rdway Improvements installed where track embankment is not replaced

ASSUMED STATION LOCATIONS AND IMPROVEMENTS:

MP 176.6	Battle Creek	* Included in Detroit route
MP 223.9	East Lansing	Full Service - Renovated
MP 253.3	Durand	Full Service - Renovated
MP 280	Flint	Full Service - Renovated
MP 290	Lapeer	Full Service - Renovated
MP 334.2	Port Huron	Terminal - Renovated

HNTB

TABLE D-3

MWRRI PHASE 5

Kalamazoo to Grand Rapids

Revision Date: 3/24/03

			Segment No.	Segment 1		Segment 2		Total	
			From - To	Kalamazoo to Grand Rapid		Grand Rapids to Holland			
			Host Carrier	NS		CSXT			
			Mileposts	MP 143.5 to MP 0.3		MP 0.3 to MP 25.3			
			Track Miles	53.25 miles		25.0 miles		78.3 miles	
			Maximum Authorized Speed	79 mph		79 mph			
Item		Unit	YR 2002 Unit Cost (1000s)	Quantity	Amount	Quantity	Amount	Quantity	Amount
Trackwork									
1.1	HSR on Existing Roadbed	per mile	$ 993		-		-	-	-
1.2a	HSR on New Roadbed	per mile	$ 1,059		-		-	-	-
1.2b	HSR on New Roadbed & New Embankment	per mile	$ 1,492		-		-	-	-
1.2c	HSR on New Roadbed & New Embankment (Double Track)	per mile	$ 2,674		-		-	-	-
1.3	Timber & Surface w/ 33% Tie replacement	per mile	$ 222	53.25	11,822	25.0	5,550	78	17,372
1.4	Timber & Surface w/ 66% Tie Replacement	per mile	$ 331		-		-	-	-
1.5	Relay Track w/ 136# CWR	per mile	$ 354		-		-	-	-
1.6	Freight Siding	per mile	$ 912	1	912		-	1	912
1.65	Passenger Siding	per mile	$ 1,376		-		-	-	-
1.71	Fencing, 4 ft Woven Wire (both sides)	per mile	$ 51		-		-	-	-
1.72	Fencing, 6 ft Chain Link (both sides)	per mile	$ 153		-		-	-	-
1.73	Fencing, 10 ft Chain Link (both sides)	per mile	$ 175		-		-	-	-
1.74	Decorative Fencing (both sides)	per mile	$ 394		-		-	-	-
Total Track Costs					12,734		5,550		18,284
Turnouts									
4.1	#24 High Speed Turnout	each	$ 450		-		-	-	-
4.2	#20 Turnout Timber	each	$ 124		-		-	-	-
4.3	#10 Turnout Timber	each	$ 69		-		-	-	-
4.4	#20 Turnout Concrete	each	$ 249		-		-	-	-
4.5	#10 Turnout Concrete	each	$ 118		-		-	-	-
Total Turnouts Cost					-		-		-
Curves									
9.1	Elevate & Surface Curves	per mile	$ 58		-		-	-	-
9.3	Elastic Fasteners	per mile	$ 82		-		-	-	-
9.5	Realign Track for Curves (See Table G6 for Costs)	lump sum	$ -				-	-	-
Total Curves Cost					-		-		-
Signals									
8.1	Signals for Siding w/ High Speed Turnout	each	$ 1,268		-		-	-	-
8.2	Install CTC System (Single Track)	per mile	$ 183		-		-	-	-
8.21	Install CTC System (Double Track)	per mile	$ 300		-		-	-	-
8.3	Install PTC System	per mile	$ 197				-		-
8.4	Electric Lock for Industry Turnout	each	$ 103		-		-	-	-
8.5	Signals for Crossover	each	$ 700		-		-	-	-
8.6	Signals for Turnout	each	$ 400		-		-	-	-
Total Signals Cost					-		-		-
Stations / Facilities									
2.1	Full Service - New	each	$ 1,000		-		-	-	-
2.2	Full Service - Renovated	each	$ 500	1	500	1	500	2	1,000
2.3	Terminal - New	each	$ 2,000		-		-	-	-
2.4	Terminal - Renovated	each	$ 1,000		-		-	-	-
2.6	Layover Facility in Holland	lump sum	$ 5,544		-	1	5,544	1	5,544
2.7	Service & Inspection Facility	lump sum	$ -		-		-	-	-
Total Station Cost					500		6,044		6,544

HNTB

TABLE D-3

MWRRI PHASE 5

Kalamazoo to Grand Rapids

Revision Date: 3/24/03

			Segment No.	Segment 1		Segment 2		Total	
			From - To	Kalamazoo to Grand Rapid		Grand Rapids to Holland			
			Host Carrier	NS		CSXT			
			Mileposts	MP 143.5 to MP 0.3		MP 0.3 to MP 25.3			
			Track Miles	53.25 miles		25.0 miles		78.3 miles	
			Maximum Authorized Speed	79 mph		79 mph			
Item		Unit	YR 2002 Unit Cost (1000s)	Quantity	Amount	Quantity	Amount	Quantity	Amount
Bridges-under									
5.1	Four Lane Urban Expressway	each	$ 4,835		-		-	-	-
5.2	Four Lane Rural Expressway	each	$ 4,025		-		-	-	-
5.3	Two Lane Highway	each	$ 3,054		-		-	-	-
5.4	Rail	each	$ 3,054		-		-	-	-
5.5	Minor river	each	$ 810		-		-	-	-
5.6	Major River	each	$ 8,098		-		-	-	-
5.71	Convert open deck bridge to ballast deck (single track)	per LF	$ 4.7		-		-	-	-
5.72	Convert open deck bridge to ballast deck (double track)	per LF	$ 9.4		-		-	-	-
5.73	Single Track on Flyover Structure	per LF	$ 6		-		-	-	-
5.8	Single Track on Approach Embankment w/ Retaining Wall	per LF	$ 3.0		-		-	-	-
Total Bridges-under Cost					-		-		-
Bridges-over									
6.1	Four Lane Urban Expressway	each	$ 2,087		-		-	-	-
6.2	Four Lane Rural Expressway	each	$ 2,929		-		-	-	-
6.3	Two Lane Highway	each	$ 1,903		-		-	-	-
6.4	Rail	each	$ 6,110		-		-	-	-
Total Bridges-over Cost					-		-		-
Crossings									
7.1	Private Closure	each	$ 83		-		-	-	-
7.2	Four Quadrant Gates w/ Trapped Vehicle Detector	each	$ 492		-		-	-	-
7.3	Four Quadrant Gates	each	$ 288		-		-	-	-
7.31	Convert Dual Gates to Quad Gates	each	$ 150		-		-	-	-
7.4a	Conventional Gates single mainline track	each	$ 166		-		-	-	-
7.4b	Conventional Gates double mainline track	each	$ 205		-		-	-	-
7.41	Convert Flashers Only to Dual Gate	each	$ 50	32	1,600	15	750	47	2,350
7.5a	Single Gate with Median Barrier	each	$ 180		-		-	-	-
7.5b	Convert Single Gate to Extended Arm	each	$ 15		-		-	-	-
7.72	Precast Panels with Rdway Improvements	each	$ 150		-		-	-	-
7.72	Precast Panels with Rdway Improvements	each	$ 150		-		-	-	-
7.8	Michigan Type Grade Crossing Surface	each	$ 15		-		-	-	-
Total Crossings Cost					1,600		750		2,350
Segment Totals					**14,834**		**12,344**		**27,178**

NOTES

Cost Estimate does not include utility relocation.
Corridor access with frieght railroads to be negotiated; costs not included
Station costs are MWRRS allocation amounts
Siding improvements incorporate recommendations from TEMS Ideal Day Analysis Report (Dated March 8, 2002)
Assume 75% of underbridges need to be upgraded where speeds are above 79 mph
Estimate average span of underbridge is 40 feet.
Close 25% of all private crossings where speeds are above 79 mph; remainder are Conventional Gate
Four Quandrant Gates all public crossings at speeds > 79mph
Conventional Gates all public crossings at speeds </= 79mph
Michigan Type Grade Crossing surface used at all crossings
Precast Panels with Rdway Improvements installed where track embankment is replaced
Precast Panels without Rdway Improvements installed where track embankment is not replaced

ASSUMED STATION LOCATIONS AND IMPROVEMENTS:

MP 25.3	Holland	Full Service - Renovated
MP 0.3	Grand Rapids	Full Service - Renovated
MP 143.5	Kalamazoo	* Included in Detroit route

HNTB

TABLE D-4
MWRRI PHASE 5
Chicago to Cleveland (via Fort Wayne)

Revision Date: 3/24/03

Chicago Terminal Area Limit

Item		Unit	YR 2002 Unit Cost (1000s)	Segment 1 Chicago to Tolleston South-of-the-Lake Corridor Study 26.6 miles Quantity	Amount	Segment 2 Tolleston to Wanatah CSX MP 442.5 - MP 414.9 27.6 miles 110 mph Quantity	Amount	Segment 3 Wanatah to Mike CSX & NS SX MP 414.9 - NS MP 146 95.6 miles 110 mph Quantity	Amount	Segment 4 Mike to New Haven NS MP 146.1 - MP 363.94 6.86 miles 79 mph Quantity	Amount	Segment 5 New Haven to Liberty Ctr. NS & M&W MP 87.19 - MP 30.25 56.94 miles 110 mph Quantity	Amount	Segment 6 Liberty Center to Delta I&O MP 82.5 - MP 74.27 8.23 miles 79 mph Quantity	Amount	Segment 7 Delta to Toledo NS MP 314.4 - 288.5 25.9 miles 110 mph Quantity	Amount	Segment 8 Toledo to Berea NS MP 288.5 - MP 194 94.5 miles 110 mph Quantity	Amount	Segment 9 Berea to Cleveland NS MP 194 - MP182 12.0 miles 79 mph Quantity	Amount	Total 342.3 miles Quantity	Amount
	Segment No.																							
	From - To																							
	Host Carrier																							
	Mileposts																							
	Track Miles																							
	Maximum Authorized Speed																							
Trackwork																								
1.1	HSR on Existing Roadbed	per mile	$ 993				-		-		-		-		-		-		-		-	-	-
1.2a	HSR on New Roadbed	per mile	$ 1,059				-		-	3.61	3,823		-		-		-	17	18,003	12	12,708	33	34,534
1.2b	HSR on New Roadbed & New Embankment	per mile	$ 1,492				-		-	2	2,984		-		-	23.9	35,659	53	79,076	12	17,904	91	135,623
1.2c	HSR on New Roadbed & New Embankment (Double Track)	per mile	$ 2,674				-		-		-		-		-		-		-		-	-	-
1.3	Timber & Surface w/ 33% Tie replacement	per mile	$ 222				-		-		-		-		-		-	83	18,426		-	83	18,426
1.4	Timber & Surface w/ 66% Tie Replacement	per mile	$ 331			27.6	9,136	95.6	31,644	2	662		-	8.23	2,724	1.9	629		-		-	135	44,794
1.5	Relay Track w/ 136# CWR	per mile	$ 354				-		-		-		-		-		-		-		-	-	-
1.6	Freight Siding	per mile	$ 912				-		-		-		-		-		-		-		-	-	-
1.65	Passenger Siding	per mile	$ 1,376			5	6,880	20	27,520		-	10	13,760	2	2,752	5	6,880	20	27,520		-	62	85,312
1.71	Fencing, 4 ft Woven Wire (both sides)	per mile	$ 51			22.08	1,126	76.48	3,900	5.49	280	45.55	2,323	4	204		-	76	3,856		-	229	11,689
1.72	Fencing, 6 ft Chain Link (both sides)	per mile	$ 153			4.14	633	14.34	2,194	1.03	157	8.54	1,307		-	25.9	3,963	14	2,169	12	1,836	80	12,259
1.73	Fencing, 10 ft Chain Link (both sides)	per mile	$ 175				-		-		-		-		-		-		-		-	-	-
1.74	Decorative Fencing (both sides)	per mile	$ 394			1.38	544	4.78	1,883	0.34	135	2.85	1,122		-		-	5	1,862	1	394	15	5,940
Total Track Costs							18,319		67,141		8,041		18,512		5,680		47,130		150,911		32,842		348,577
Turnouts																							
4.1	#24 High Speed Turnout	each	$ 450			2	900	10	4,500		-	4	1,800		-	2	900	8	3,600		-	26	11,700
4.2	#20 Turnout Timber	each	$ 124			2	248	8	992	2	248	14	1,736	2	248	2	248	9	1,116	4	496	43	5,332
4.3	#10 Turnout Timber	each	$ 69			3	207	23	1,587	9	621	29	2,001		-		-		-		-	64	4,416
4.4	#20 Turnout Concrete	each	$ 249				-		-		-		-		-	2	498	9	2,241	14	3,486	25	6,225
4.5	#10 Turnout Concrete	each	$ 118				-		-		-		-		-	2	236	4	472	4	472	10	1,180
Total Turnouts Cost							1,355		7,079		869		5,537		248		1,882		7,429		4,454		28,853
Curves																							
9.1	Elevate & Surface Curves	per mile	$ 58															3.6	206		-	4	206
9.3	Elastic Fasteners	per mile	$ 82															3.6	291		-	4	291
9.5	Realign Track for Curves (See Table G6 for Costs)	lump sum	$ -																214			-	214
Total Curves Cost																			711		-		711
Signals																							
8.1	Signals for Siding w/ High Speed Turnout	each	$ 1,268			1	1,268	4	5,072		-	2	2,536		-	1	1,268	4	5,072	1	1,268	13	16,484
8.2	Install CTC System (Single Track)	per mile	$ 183			27.6	5,051	95.6	17,495	6.86	1,255	56.94	10,420	8.23	1,506	20	3,660	70	12,810		-	285	52,197
8.21	Install CTC System (Double Track)	per mile	$ 300				-		-		-		-		-		-		-	12	3,600	12	3,600
8.3	Install PTC System	per mile	$ 197			27.6	5,437	95.6	18,833	6.86	1,351	56.94	11,217	8.23	1,621	20	3,940	53	10,441		-	268	52,841
8.4	Electric Lock for Industry Turnout	each	$ 103			3	309	23	2,369	9	927	29	2,987		-	2	206	4	412	4	412	74	7,622
8.5	Signals for Crossover	each	$ 700				-		-		-		-		-	2	1,400	9	6,300	4	2,800	15	10,500
8.6	Signals for Turnout	each	$ 400				-		-		-		-		-		-		-	10	4,000	10	4,000
Total Signals Cost							12,065		43,769		3,534		27,160		3,127		10,474		35,035		12,080		147,244
Stations / Facilities																							
2.1	Full Service - New	each	$ 1,000				-		-		-		-		-		-		-	1	1,000	1	1,000
2.2	Full Service - Renovated	each	$ 500				-		-		-		-		-		-	2	1,000		-	2	1,000
2.3	Terminal - New	each	$ 2,000				-	1	2,000		-		-		-		-		-		-	1	2,000
2.4	Terminal - Renovated	each	$ 1,000			1	1,000	2	2,000		-	1	1,000		-		-	1	1,000	1	1,000	6	6,000
2.6	Layover Facility	lump sum	$ -				-		-		-		-		-		-		-		-	-	-
2.7	Service & Inspection Facility in Cleveland	lump sum	$ 18,973				-		-		-		-		-		-		-	1	18,973	1	18,974
Total Station Cost							1,000		4,000		-		1,000		-		-		2,000		20,973		28,974

HNTB

TABLE D-4
MWRRI PHASE 5
Chicago to Cleveland (via Fort Wayne)

Revision Date: 3/24/03

Chicago Terminal Area Limit

Item	Unit	YR 2002 Unit Cost (1000s)	Segment 1 Chicago to Tolleston South-of-the-Lake Corridor Study 26.6 miles		Segment 2 Tolleston to Wanatah CSX MP 442.5 - MP 414.9 27.6 miles 110 mph		Segment 3 Wanatah to Mike CSX & NS SX MP 414.9 - NS MP 146 95.6 miles 110 mph		Segment 4 Mike to New Haven NS MP 146.1 - MP 363.94 6.86 miles 79 mph		Segment 5 New Haven to Liberty Ctr. NS & M&W MP 87.19 - MP 30.25 56.94 miles 110 mph		Segment 6 Liberty Center to Delta I&O MP 82.5 - MP 74.27 8.23 miles 79 mph		Segment 7 Delta to Toledo NS MP 314.4 - 288.5 25.9 miles 110 mph		Segment 8 Toledo to Berea NS MP 288.5 - MP 194 94.5 miles 110 mph		Segment 9 Berea to Cleveland NS MP 194 - MP182 12.0 miles 79 mph		Total 342.3 miles	
Maximum Authorized Speed																						
Bridges-under																						
5.1 Four Lane Urban Expressway	each	$ 4,835				-		-		-		-		-		-		-		-	-	-
5.2 Four Lane Rural Expressway	each	$ 4,025				-		-		-		-		-		-		-		-	-	-
5.3 Two Lane Highway	each	$ 3,054				-		-		-		-		-	4	12,216	2	6,108		-	6	18,324
5.4 Rail	each	$ 3,054				-		-		-		-		-		-		-		-	-	-
5.5 Minor river	each	$ 810				-		-		-	21	17,010		-	8	6,480	16	12,960		-	45	36,450
5.6 Major River	each	$ 8,098				-		-		-		-		-		-		-		-	-	-
5.71 Convert open deck bridge to ballast deck (single track)	per LF	$ 4.7				-		-		-		-		-		-		-		-	-	-
5.72 Convert open deck bridge to ballast deck (double track)	per LF	$ 9.4				-		-		-		-		-		-		-		-	-	-
5.73 Single Track on Flyover Structure	per LF	$ 6.0				-		-	2,100	12,600	1,000	6,000		-		-		-		-	3,100	18,600
5.8 Single Track on Approach Embankment w/ Retaining Wall	per LF	$ 3.0				-		-	4,500	13,500	2,000	6,000		-		-		-		-	6,500	19,500
Total Bridges-under Cost						-		-		26,100		29,010		-		18,696		19,068		-		92,874
Bridges-over																						
6.1 Four Lane Urban Expressway	each	$ 2,087				-		-							1	2,087	2	4,174		-	3	6,261
6.2 Four Lane Rural Expressway	each	$ 2,929				-		-							1	2,929	2	5,858		-	3	8,787
6.3 Two Lane Highway	each	$ 1,903				-		-								-	2	3,806		-	2	3,806
6.4 Rail	each	$ 6,110				-		-								-	1	6,110		-	1	6,110
Total Bridges-over Cost						-		-								5,016		19,948		-		24,964
Crossings																						
7.1 Private Closure	each	$ 83			2	166	6	498		-	6	498	1	83	1	83	5	415		-	21	1,743
7.2 Four Quadrant Gates w/ Trapped Vehicle Detector	each	$ 492			11	5,412	15	7,380	2	984	15	7,380		-	3	1,476		-		-	46	22,632
7.3 Four Quadrant Gates	each	$ 288			17	4,896	14	4,032	2	576	16	4,608		-	3	864	17	4,896		-	69	19,872
7.31 Convert Dual Gates to Quad Gates	each	$ 150				-		-		-		-		-		-		-		-	-	-
7.4a Conventional Gates single mainline track	each	$ 166			15	2,490	76	12,616	5	830	80	13,280	3	498	16	2,656		-		-	195	32,370
7.4b Conventional Gates double mainline track	each	$ 205				-		-		-		-		-		-	14	2,870		-	14	2,870
7.41 Convert Flashers Only to Dual Gate	each	$ 50			5	250	7	350	3	150	11	550		-		-	1	50	2	100	29	1,450
7.5a Single Gate with Median Barrier	each	$ 180				-		-		-		-		-		-		-		-	-	-
7.5b Convert Single Gate to Extended Arm	each	$ 15				-		-		-		-		-		-		-		-	-	-
7.71 Precast Panels without Rdway Improvements	each	$ 80				-		-		-		-		-		-	16	1,280		-	16	1,280
7.72 Precast Panels with Rdway Improvements	each	$ 150			43	6,450	105	15,750	9	1,350	111	16,650	3	450	22	3,300	16	2,400	2	300	311	46,650
7.8 Michigan Type Grade Crossing Surface	each	$ 15				-		-		-		-		-		-		-		-	-	-
Total Crossings Cost						19,664		40,626		3,890		42,966		1,031		8,379		11,911		400		128,867
Segment Totals						**52,403**		**162,615**		**42,434**		**124,185**		**10,087**		**91,577**		**247,013**		**70,749**		**801,064**
Placeholders																						
Longitudinal Drainage Improvements	per mile	50			27.6	1,380	95.6	4,780		-		-	8.23	412		-					131	6,572
Land Acquisition Urban	per mile	327				-		-	1.25	409		-		-		-					1	409
HSR on New Roadbed with Embankment Widening	per mile	1,350				-		-		-	56.37	76,100		-		-					56	76,100
Land Acquisition Rural	per mile	109				-		-		-		-	1	55		-					1	55
Track Connection from M&W to I&O	per mile	1,492				-		-		-		-	0	298		-					0	298
Track Connection from I&O to NS	per LF	3				-		-		-		-	1,500	4,500		-					1,500	4,500
Rehabilitation of Bridge over River at Defiance	LS	$ 1,000				-		-		-	1	1,000		-		-					1	1,000
Depress Roadway under RR (Rte 24 east of Napoleon)	LS	$ 4,835				-		-		-	1	4,835		-		-					1	4,835
Bridge Rehabilitation	each	$ 200			8	1,600	34	6,800	14	2,800		-	11	2,200		-					67	13,400
Culvert	each	$ 100				-		-		-	50	5,000	1	100		-					51	5,100
Toledo Improvements (Airline Yard, Amtrak Access, NS improvements)	lump sum	40,000				-		-		-		-		-	1	40,000					1	40,000
Maumee River Bridge crossing	lump sum	50,000				-		-		-		-		-		-	1	50,000			1	50,000
CSX / NS grade separation near Toledo	lump sum	40,000				-		-		-		-		-		-	1	40,000			1	40,000
Brookpark Improvements (Ford Plant, Rockport Yard)	lump sum	20,000				-		-		-		-		-		-			1	20,000	1	20,000
Cuyahoga River Bridge	lump sum	52,000				-		-		-		-		-		-			1	52,000	1	52,000
TOTAL						**55,383**																
ADJUSTED TOTAL (ALLOCATE 50% OF TOLLESTON TO WANATAH)						**27,691**		**174,195**		**45,643**		**211,119**		**17,651**		**131,577**		**337,013**		**142,749**		**1,087,639**

NOTES

Cleveland buildout includes capacity for proposed commuter service
It is assumed that the embankment fits within NS right-of-way
Assume 26' offset for new mainline track construction for speeds above 79 mph
Installation of PTC system does not include locomotive equipment and dispatch equipment.
Corridor access with frieght railroads to be negotiated; costs not included
Station costs are MWRRS allocation amounts
Siding improvements incorporate recommendations from TEMS Ideal Day Analysis Report (Dated March 8, 2002)
Close 25% of all private crossings where speeds are above 79 mph; remainder are Conventional Gate
Four Quandrant Gates all public crossings at speeds > 79mph
Conventional Gates all public crossings at speeds </= 79mph
Precast Panels with Rdway Improvements installed where track embankment is replaced
Precast Panels without Rdway Improvements installed where track embankment is not replaced

ASSUMED STATION LOCATIONS

Gary
Plymouth
Warsaw
Fort Wayne
Defiance
Toledo
Sandusky
Elyria
Cleveland Airport
Cleveland Downtown

HNTB

TABLE D-5

MWRRI PHASE 5

Chicago to Cincinnati (via Tolleston)

Revision Date: 4/17/03

				Chicago Terminal Area Limits																	
			Segment No.	Segment 1		Segment 2		Segment 3		Segment 4		Segment 5		Segment 6		Segment 7		Segment 8		Total	
			From - To	Chicago to Tolleston		Tolleston to Wanatah		Wanatah to Monon		Monon to Lafayette		Lafayette to Ames		Ames to Indianapolis		Indianapolis to Shelbyville		Shelbyville to Cinncinnati			
			Host Carrier	South-of-the-Lake		CSX		CSX		CSX		CSX		CSX		CSX		CIND			
			Mileposts	Corridor Study		MP 442.5 - MP 414.9		MP 40 to MP 0		MP 88.5 to MP 121		MP 121 - MP 149		MP 46.3 to MP 1		MP 124.5 - MP 83		MP 83 - MP 0.3			
			Track Miles	26.6 miles		27.6 miles		40.0 miles		32.5 miles		28.0 miles		45.3 miles		28.5 miles		83.2 miles		311.7 miles	
			Maximum Authorized Speed			110 mph		110 mph		79 mph		79 mph		79 mph		110 mph		110 mph			
Item		Unit	YR 2002 Unit Cost (1000s)	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Trackwork																					
1.1	HSR on Existing Roadbed	per mile	$ 993				-		-		-		-		-		-		-	-	-
1.2a	HSR on New Roadbed	per mile	$ 1,059				-	40.0	42,360		-		-		-		-	83.2	88,109	123	130,469
1.2b	HSR on New Roadbed & New Embankment	per mile	$ 1,492				-		-		-		-		-		-		-	-	-
1.2c	HSR on New Roadbed & New Embankment (Double Track)	per mile	$ 2,674				-		-		-		-		-		-		-	-	-
1.3	Timber & Surface w/ 33% Tie replacement	per mile	$ 222				-		-	32.5	7,215	28.0	6,216	45.3	10,057		-		-	106	23,488
1.4	Timber & Surface w/ 66% Tie Replacement	per mile	$ 331			27.6	9,136		-		-		-		-	28.5	9,434		-	56	18,569
1.5	Relay Track w/ 136# CWR	per mile	$ 354				-		-	20	7,080		-		-		-		-	20	7,080
1.6	Freight Siding	per mile	$ 912				-		-		-	5	4,560		-		-	2	1,824	7	6,384
1.65	Passenger Siding	per mile	$ 1,376			5	6,880	5	6,880	12	16,512		-	4	5,504		-	5	6,880	31	42,656
1.71	Fencing, 4 ft Woven Wire (both sides)	per mile	$ 51			22.08	1,126	32.0	1,632	26.0	1,326	22.4	1,142	36.2	1,848	22.8	1,163	66.6	3,395	228	11,632
1.72	Fencing, 6 ft Chain Link (both sides)	per mile	$ 153			4.14	633	6.0	918	4.9	746	4.2	643	6.8	1,040	4.3	654	12.5	1,909	43	6,543
1.73	Fencing, 10 ft Chain Link (both sides)	per mile	$ 175				-		-		-		-		-		-		-	-	-
1.74	Decorative Fencing (both sides)	per mile	$ 394			1.38	544	2.0	788	1.6	640	1.4	552	2.3	892	1.4	561	4.2	1,639	14	5,616
Total Track Costs							18,319		52,578		33,519		13,113		19,341		11,812		103,756		252,437
Turnouts																					
4.1	#24 High Speed Turnout	each	$ 450			2	900		-	2	900	2	900	2	900		-	2	900	10	4,500
4.2	#20 Turnout Timber	each	$ 124			2	248	2	248	4	496	6	744		-		-	6	744	20	2,480
4.3	#10 Turnout Timber	each	$ 69			3	207		-	1	69	2	138		-		-	2	138	8	552
4.4	#20 Turnout Concrete	each	$ 249				-		-		-		-		-		-		-	-	-
4.5	#10 Turnout Concrete	each	$ 118				-		-		-		-		-		-		-	-	-
Total Turnouts Cost							1,355		248		1,465		1,782		900		-		1,782		7,532
Curves																					
9.1	Elevate & Surface Curves	per mile	$ 58													0.5	26	19.2	1,111	20	1,137
9.3	Elastic Fasteners	per mile	$ 82													0.5	37	19.2	1,570	20	1,607
9.5	Realign Track for Curves (See Table G6 for Costs)	lump sum	$ -														68		2,864	-	2,932
Total Curves Cost																	131		5,545		5,676
Signals																					
8.1	Signals for Siding w/ High Speed Turnout	each	$ 1,268			1	1,268		-	1	1,268		-	1	1,268		-	1	1,268	4	5,072
8.2	Install CTC System (Single Track)	per mile	$ 183			27.6	5,051	40	7,320	32.50	5,948	28	5,124	45.3	8,290	28.5	5,216	83.2	15,226	285	52,173
8.21	Install CTC System (Double Track)	per mile	$ 300				-		-		-		-		-		-		-	-	-
8.3	Install PTC System	per mile	$ 197			27.6	5,437	40	7,880		-		-		-	20	3,920	75	14,775	163	32,013
8.4	Electric Lock for Industry Turnout	each	$ 103			3	309		-		-		-	3	309		-	8	824	14	1,442
8.5	Signals for Crossover	each	$ 700				-		-	2	1,400	1	700		-		-	1	700	4	2,800
8.6	Signals for Turnout	each	$ 400				-	2	800		-	4	1,600		-		-	4	1,600	10	4,000
Total Signals Cost							12,065		16,000		8,616		7,424		9,867		9,136		34,393		97,500
Stations / Facilities																					
2.1	Full Service - New	each	$ 1,000				-		-		-		-		-		-		-	-	-
2.2	Full Service - Renovated	each	$ 500				-		-	1	500	1	500		-	1	500	1	500	4	2,000
2.3	Terminal - New	each	$ 2,000				-		-		-		-		-		-		-	-	-
2.4	Terminal - Renovated	each	$ 1,000			1	1,000		-		-		-		-		-	1	1,000	2	2,000
2.6	Layover Facility	lump sum	$ -				-		-		-		-		-		-		-	-	-
2.7	Service & Inspection Facility in Cincinnati	lump sum	$ 17,681				-		-		-		-		-		-	1	17,681	1	17,682
Total Station Cost							1,000		-		500		500		-		500		19,181		21,682

HNTB

TABLE D-5

MWRRI PHASE 5

Chicago to Cincinnati (via Tolleston)

Revision Date: 4/17/03

Chicago Terminal Area Limits

				Segment No.	Segment 1		Segment 2		Segment 3		Segment 4		Segment 5		Segment 6		Segment 7		Segment 8			
				From - To	Chicago to Tolleston		Tolleston to Wanatah		Wanatah to Monon		Monon to Lafayette		Lafayette to Ames		Ames to Indianapolis		Indianapolis to Shelbyville		Shelbyville to Cinncinnati		Total	
				Host Carrier	South-of-the-Lake		CSX		CSX		CSX		CSX		CSX		CSX		CIND			
				Mileposts	Corridor Study		MP 442.5 - MP 414.9		MP 40 to MP 0		MP 88.5 to MP 121		MP 121 - MP 149		MP 46.3 to MP 1		MP 124.5 - MP 83		MP 83 - MP 0.3			
				Track Miles	26.6 miles		27.6 miles		40.0 miles		32.5 miles		28.0 miles		45.3 miles		28.5 miles		83.2 miles		311.7 miles	
				Maximum Authorized Speed			110 mph		110 mph		79 mph		79 mph		79 mph		110 mph		110 mph			
Item		Unit	YR 2002 Unit Cost (1000s)	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Bridges-under																					
5.1	Four Lane Urban Expressway	each	$ 4,835				-		-		-		-		-		-		-	-	-
5.2	Four Lane Rural Expressway	each	$ 4,025				-		-		-		-		-		-		-	-	-
5.3	Two Lane Highway	each	$ 3,054				-		-		-		-		-		-		-	-	-
5.4	Rail	each	$ 3,054				-	3	9,162		-		-		-		-		-	3	9,162
5.5	Minor river	each	$ 810				-	11	8,910		-		-		-		-		-	11	8,910
5.6	Major River	each	$ 8,098				-		-		-		-		-		-		-	-	-
5.71	Convert open deck bridge to ballast deck (single track)	per LF	$ 4.7				-		-		-		-		-	600	2,806	2910	13,609	3,510	16,415
5.72	Convert open deck bridge to ballast deck (double track)	per LF	$ 9.4				-		-		-		-		-		-		-	-	-
5.73	Single Track on Flyover Structure	per LF	$ 6.0				-		-		-		-		-		-		-	-	-
5.8	Single Track on Approach Embankment w/ Retaining Wall	per LF	$ 3.0				-		-		-		-		-		-		-	-	-
Total Bridges-under Cost							-		18,072		-		-		-		2,806		13,609		34,487
Bridges-over																					
6.1	Four Lane Urban Expressway	each	$ 2,087				-		-		-		-		-		-		-	-	-
6.2	Four Lane Rural Expressway	each	$ 2,929				-		-		-		-		-		-		-	-	-
6.3	Two Lane Highway	each	$ 1,903				-		-		-		-		-		-		-	-	-
6.4	Rail	each	$ 6,110				-		-		-		-		-		-		-	-	-
Total Bridges-over Cost							-		-		-		-		-		-		-		-
Crossings																					
7.1	Private Closure	each	$ 83			2	166		-	3	249	5	415	5	415	3	249	9	747	27	2,241
7.2	Four Quadrant Gates w/ Trapped Vehicle Detector	each	$ 492			11	5,412		-		-		-		-		-		-	11	5,412
7.3	Four Quadrant Gates	each	$ 288			17	4,896	12	3,456		-		-		-		-	2	576	31	8,928
7.31	Convert Dual Gates to Quad Gates	each	$ 150				-		-		-		-		-	7	1,050	20	3,000	27	4,050
7.4a	Conventional Gates single mainline track	each	$ 166			15	2,490		-	35	5,810	27	4,482	33	5,478	8	1,328	26	4,316	144	23,904
7.4b	Conventional Gates double mainline track	each	$ 205				-		-		-		-		-		-		-	-	-
7.41	Convert Flashers Only to Dual Gate	each	$ 50			5	250		-	3	150	5	250	10	500	1	50	1	50	25	1,250
7.5a	Single Gate with Median Barrier	each	$ 180				-	32	5,760		-		-		-		-		-	32	5,760
7.5b	Convert Single Gate to Extended Arm	each	$ 15				-		-		-		-		-	24	360	60	900	84	1,260
7.71	Precast Panels without Rdway Improvements	each	$ 80				-		-	38	3,040	32	2,560	43	3,440	40	3,200	109	8,720	262	20,960
7.72	Precast Panels with Rdway Improvements	each	$ 150			43	6,450	44	6,600		-		-		-		-		-	87	13,050
7.8	Michigan Type Grade Crossing Surface	each	$ 15				-		-		-		-		-		-		-	-	-
Total Crossings Cost							19,664		15,816		9,249		7,707		9,833		6,237		18,309		86,815
Segment Totals							**52,403**		**102,714**		**53,349**		**30,526**		**39,941**		**30,622**		**196,575**		**506,129**
Placeholders																					
	Longitudinal Drainiage Improvements	per mile	$ 50			27.6	1,380		-		-		-		-	1	50		-	29	1,430
	Bridge Rehabilitation	each	$ 200			8	1,600													8	1,600
	IU Interlocking	lump sum	$ 10,000				-		-		-		-		-	1	10,000		-	1	10,000
	Upgrade Bridges	each	$ 500				-		-		-		-		-		-	32	16,000	32	16,000
							55,383														
ADJUSTED TOTAL (ALLOCATE 50% OF TOLLESTON TO WANATAH)							**27,691**		**102,714**		**53,349**		**30,526**		**39,941**		**40,672**		**212,575**		**507,467**

NOTES

Installation of PTC system does not include locomotive equipment and dispatch equipment.
Cost Estimate does not include utility relocation.
Corridor access with frieght railroads to be negotiated; costs not included
Station costs are MWRRS allocation amounts
Siding improvements incorporate recommendations from TEMS Ideal Day Analysis Report (Dated March 8, 2002)
Assume 75% of underbridges need to be upgraded where speeds are above 79 mph
Estimate average span of underbridge is 40 feet.
Close 25% of all private crossings where speeds are above 79 mph; remainder are Conventional Gate
Four Quandrant Gates all public crossings at speeds > 79mph
Conventional Gates all public crossings at speeds </= 79mph
Precast Panels with Rdway Improvements installed where track embankment is replaced
Precast Panels without Rdway Improvements installed where track embankment is not replaced

ASSUMED STATION LOCATIONS AND IMPROVEMENTS:

MP 120.1	Lafayette	Full Service - Renovated
MP 147.25	Crawfordsville	Full Service - Renovated
MP 124.5	Indianapolis	Full Service - Renovated
MP 83	Shelbyville	Full Service - Renovated
MP 0.3	Cincinnati	Terminal - Renovated

HNTB

TABLE D-6
MWRRI PHASE 5
Chicago to Carbondale
Revision Date: 3/30/03

				Chicago Terminal Area Included in SOLR Study											
			Segment No.	Segment 1		Segment 2		Segment 3		Segment 4		Segment 5		Total	
			From - To	Chicago to Grand Crossing		Grand Crossing to Kankake		Kankakee to Champaign		Champaign to Effingham		Effingham to Carbondale			
			Host Carrier	NS		CN(ICRR)		CN(ICRR)		CN(ICRR)		CN(ICRR)			
			Mileposts	MP 0 - MP 513.4		MP 10 - MP 55.3		MP 55.3 - MP 127.8		MP 127.8 - MP 199.2		MP 199.2 - MP 309			
			Track Miles	9.7 miles		45.3 miles		72.5 miles		71.4 miles		109.8 miles		299.0 miles	
			Maximum Authorized Speed			90 mph		90 mph		90 mph		90 mph			
Item		Unit	YR 2002 Unit Cost (1000s)			Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Trackwork															
1.1	HSR on Existing Roadbed	per mile	$ 993				-		-		-		-	-	-
1.2a	HSR on New Roadbed	per mile	$ 1,059				-		-		-		-	-	-
1.2b	HSR on New Roadbed & New Embankment	per mile	$ 1,492				-		-		-		-	-	-
1.2c	HSR on New Roadbed & New Embankment (Double Track)	per mile	$ 2,674				-		-		-		-	-	-
1.3	Timber & Surface w/ 33% Tie replacement	per mile	$ 222			45.3	10,057	83.1	18,448	71.4	15,851	130.9	29,058	331	73,413
1.4	Timber & Surface w/ 66% Tie Replacement	per mile	$ 331				-		-		-		-	-	-
1.5	Relay Track w/ 136# CWR	per mile	$ 354				-		-		-		-	-	-
1.6	Freight Siding	per mile	$ 912				-		-		-		-	-	-
1.65	Passenger Siding	per mile	$ 1,376			2	2,752	11	15,136		-		-	13	17,888
1.71	Fencing, 4 ft Woven Wire (both sides)	per mile	$ 51			36	1,848	58	2,958	57	2,913	88	4,480	239	12,199
1.72	Fencing, 6 ft Chain Link (both sides)	per mile	$ 153			7	1,040	11	1,664	11	1,639	16	2,520	45	6,862
1.73	Fencing, 10 ft Chain Link (both sides)	per mile	$ 175				-		-		-		-	-	-
1.74	Decorative Fencing (both sides)	per mile	$ 394			2	892	4	1,428	4	1,407	5	2,163	15	5,890
Total Track Costs							16,589		39,634		21,809		38,220		116,253
Turnouts															
4.1	#24 High Speed Turnout	each	$ 450				-	2	900		-		-	2	900
4.2	#20 Turnout Timber	each	$ 124			6	744	6	744		-		-	12	1,488
4.3	#10 Turnout Timber	each	$ 69				-		-		-		-	-	-
4.4	#20 Turnout Concrete	each	$ 249				-		-		-		-	-	-
4.5	#10 Turnout Concrete	each	$ 118				-		-		-		-	-	-
Total Turnouts Cost							744		1,644		-		-		2,388
Curves															
9.1	Elevate & Surface Curves	per mile	$ 58			0.3	19	0.4	23	1.1	63	3.7	213	5	318
9.3	Elastic Fasteners	per mile	$ 82			0.3	27	0.4	33	1.1	89	3.7	301	5	450
9.5	Realign Track for Curves (See Table G6 for Costs)	lump sum							51		34		221		307
Total Curves Cost							46		107		187		735		1,075
Signals															
8.1	Signals for Siding w/ High Speed Turnout	each	$ 1,268				-	1	1,268		-		-	1	1,268
8.2	Install CTC System (Single Track)	per mile	$ 183				-		-		-		-	-	-
8.21	Install CTC System (Double Track)	per mile	$ 300				-		-		-		-	-	-
8.3	Install PTC System	per mile	$ 197			45.30	8,924	72.50	14,283	71.40	14,066	109.80	21,631	299	58,903
8.4	Electric Lock for Industry Turnout	each	$ 103				-		-		-		-	-	-
8.5	Signals for Crossover	each	$ 700			2	1,400	2	1,400		-		-	4	2,800
8.6	Signals for Turnout	each	$ 400			2	800	2	800		-		-	4	1,600
Total Signals Cost							11,124		17,751		14,066		21,631		64,571
Stations / Facilities															
2.1	Full Service - New	each	$ 1,000				-		-		-	1	1,000	1	1,000
2.2	Full Service - Renovated	each	$ 500			1	500	2	1,000	3	1,500	1	500	7	3,500
2.3	Terminal - New	each	$ 2,000				-		-		-		-	-	-
2.4	Terminal - Renovated	each	$ 1,000				-		-		-	1	1,000	1	1,000
2.6	Layover Facility in Carbondale	lump sum	$ 5,544				-		-		-	1	5,544	1	5,544
2.7	Service & Inspection Facility	lump sum	$ -				-		-		-		-	-	-
Total Station Cost							500		1,000		1,500		8,044		11,044

HNTB

TABLE D-6
MWRRI PHASE 5
Chicago to Carbondale
Revision Date: 3/30/03

				Chicago Terminal Area Included in SOLR Study											
			Segment No.	Segment 1		Segment 2		Segment 3		Segment 4		Segment 5		Total	
			From - To	Chicago to Grand Crossing		Grand Crossing to Kankake		Kankakee to Champaign		Champaign to Effingham		Effingham to Carbondale			
			Host Carrier	NS		CN(ICRR)		CN(ICRR)		CN(ICRR)		CN(ICRR)			
			Mileposts	MP 0 - MP 513.4		MP 10 - MP 55.3		MP 55.3 - MP 127.8		MP 127.8 - MP 199.2		MP 199.2 - MP 309			
			Track Miles	9.7 miles		45.3 miles		72.5 miles		71.4 miles		109.8 miles		299.0 miles	
			Maximum Authorized Speed			90 mph		90 mph		90 mph		90 mph			
Item		Unit	YR 2002 Unit Cost (1000s)			Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Bridges-under															
5.1	Four Lane Urban Expressway	each	$ 4,835				-		-		-		-	-	-
5.2	Four Lane Rural Expressway	each	$ 4,025				-		-		-		-	-	-
5.3	Two Lane Highway	each	$ 3,054				-		-		-		-	-	-
5.4	Rail	each	$ 3,054				-		-		-		-	-	-
5.5	Minor river	each	$ 810				-		-		-		-	-	-
5.6	Major River	each	$ 8,098				-		-		-		-	-	-
5.71	Convert open deck bridge to ballast deck (single track)	per LF	$ 4.7				-		-		-		-	-	-
5.72	Convert open deck bridge to ballast deck (double track)	per LF	$ 9.4				-		-		-		-	-	-
5.73	Single Track on Flyover Structure	per LF	$ 6.0				-		-		-		-	-	-
5.8	Single Track on Approach Embankment w/ Retaining Wall	per LF	$ 3.0				-		-		-		-	-	-
Total Bridges-under Cost							-		-		-		-		-
Bridges-over															
6.1	Four Lane Urban Expressway	each	$ 2,087				-		-		-		-	-	-
6.2	Four Lane Rural Expressway	each	$ 2,929				-		-		-		-	-	-
6.3	Two Lane Highway	each	$ 1,903				-		-		-		-	-	-
6.4	Rail	each	$ 6,110				-		-		-		-	-	-
Total Bridges-over Cost							-		-		-		-		-
Crossings															
7.1	Private Closure	each	$ 83			2	166	9	747	6	498	12	996	29	2,407
7.2	Four Quadrant Gates w/ Trapped Vehicle Detector	each	$ 492				-		-		-		-	-	-
7.3	Four Quadrant Gates	each	$ 288				-		-		-		-	-	-
7.31	Convert Dual Gates to Quad Gates	each	$ 150				-		-		-		-		-
7.4a	Conventional Gates single mainline track	each	$ 166			3	498	27	4,482	20	3,320	40	6,640	90	14,940
7.4b	Conventional Gates double mainline track	each	$ 205				-		-		-		-		-
7.41	Convert Flashers Only to Dual Gate	each	$ 50				-		-		-		-		-
7.5a	Single Gate with Median Barrier	each	$ 180				-		-		-		-	-	-
7.5b	Convert Single Gate to Extended Arm	each	$ 15				-		-		-		-	-	-
7.71	Precast Panels without Rdway Improvements	each	$ 80			3	240	27	2,160	20	1,600	40	3,200	90	7,200
7.72	Precast Panels with Rdway Improvements	each	$ 150				-		-		-		-	-	-
7.8	Michigan Type Grade Crossing Surface	each	$ 15				-		-		-		-	-	-
Total Crossings Cost							904		7,389		5,418		10,836		24,547
Segment Totals							**29,907**		**67,525**		**42,980**		**79,466**		**219,878**

NOTES

Installation of PTC system does not include locomotive equipment and dispatch equipment.
Cost Estimate does not include utility relocation.
Corridor access with frieght railroads to be negotiated; costs not included
Station costs are MWRRS allocation amounts
Siding improvements incorporate recommendations from TEMS Ideal Day Analysis Report (Dated March 8, 2002)
Assume 75% of underbridges need to be upgraded where speeds are above 79 mph
Estimate average span of underbridge is 40 feet.
Close 25% of all private crossings where speeds are above 79 mph; remainder are Conventional Gate
Four Quandrant Gates all public crossings at speeds > 79mph
Conventional Gates all public and private crossings at speeds </= 79mph
Precast Panels with Rdway Improvements installed where track embankment is replaced
Precast Panels without Rdway Improvements installed where track embankment is not replaced

ASSUMED STATION LOCATIONS AND IMPROVEMENTS:

MP 23.5	Homewood	Full Service - Renovated
MP 55.9	Kankakee	Full Service - Renovated
MP 113.9	Rantoul	Full Service - Renovated
MP 127.8	Champaign-Urbana	Full Service - Renovated
MP 172.4	Mattoon	Full Service - Renovated
MP 199.2	Effingham	Full Service - Renovated
MP 252.4	Centralia	Full Service - New
MP 287.8	Du Quoin	Full Service - Renovated
MP 308.1	Carbondale	Terminal - Renovated

HNTB

TABLE D-7

MWRRI PHASE 5

Chicago to St. Louis

Revision Date: 3/24/03

				Chicago Terminal Area				From IDOT Estimates				From IDOT Estimates					
			Segment No.	Segment 1		Segment 2		Segment 3		Segment 4		Segment 5		Segment 6		Total	
			From - To	Chicago to Joliet		Joliet to Mazonia		Mazonia to Springfield		Springfield		Springfield to Q Tower		Q Tower to St. Louis			
			Host Carrier	CN		UP		UP		UP		UP		UP			
			Mileposts	MP 0 - MP 36.7		MP 36.7 - MP 62.6		MP 62.6 - MP 180.78		MP 180.78 - MP 189.4		MP 189.4 - MP 281		MP 281 - MP 283.4		292.0 miles	
			Track Miles	36.7 miles		36.9 miles		118.18 miles		8.62 miles		89.19 miles		2.4 miles			
			Maximum Authorized Speed	79 mph		110 mph		110 mph		45 mph		110 mph		45 mph			
Item		Unit	YR 2002 Unit Cost (1000s)	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Trackwork																	
1.1	HSR on Existing Roadbed	per mile	$ 993		-		-		-		-		-		-	-	-
1.2a	HSR on New Roadbed	per mile	$ 1,059		-		-		-		-		-		-	-	-
1.2b	HSR on New Roadbed & New Embankment	per mile	$ 1,492		-		-		-		-		-		-	-	-
1.2c	HSR on New Roadbed & New Embankment (Double Track)	per mile	$ 2,674		-		-		-		-		-		-	-	-
1.3	Timber & Surface w/ 33% Tie replacement	per mile	$ 222		-	36.9	8,192		-	8.6	1,914		-	2.4	533	48	10,638
1.4	Timber & Surface w/ 66% Tie Replacement	per mile	$ 331		-		-		-		-		-		-	-	-
1.5	Relay Track w/ 136# CWR	per mile	$ 354		-		-		-		-		-		-	-	-
1.6	Freight Siding	per mile	$ 912		-		-		-		-		-		-	-	-
1.65	Passenger Siding	per mile	$ 1,376		-		-		-		-		-		-	-	-
1.71	Fencing, 4 ft Woven Wire (both sides)	per mile	$ 51		-	29.52	1,506		-		-		-	1.92	98	31	1,603
1.72	Fencing, 6 ft Chain Link (both sides)	per mile	$ 153		-	5.54	847		-	2	306		-	0.36	55	8	1,208
1.73	Fencing, 10 ft Chain Link (both sides)	per mile	$ 175		-		-		-		-		-		21	2	344
1.74	Decorative Fencing (both sides)	per mile	$ 394		-	1.85	727		-	1	394		-	0.12	47	1	394
Total Track Costs					-		11,271		-		2,614		-		754		14,187
Turnouts																	
4.1	#24 High Speed Turnout	each	$ 450		-		-		-		-		-		-	-	-
4.2	#20 Turnout Timber	each	$ 124		-	4	496		-		-		-		-	4	496
4.3	#10 Turnout Timber	each	$ 69		-		-		-		-		-		-	-	-
4.4	#20 Turnout Concrete	each	$ 249		-		-		-		-		-		-	-	-
4.5	#10 Turnout Concrete	each	$ 118		-		-		-		-		-		-	-	-
Total Turnouts Cost					-		496		-		-		-		-		496
Curves																	
9.1	Elevate & Surface Curves	per mile	$ 58		-	1.7	99		-		-		-		-	2	99
9.3	Elastic Fasteners	per mile	$ 82		-	1.7	139		-		-		-		-	2	139
9.5	Realign Track for Curves (See Table G6 for Costs)	lump sum					198									-	198
Total Curves Cost					-		436		-		-		-		-		436
Signals																	
8.1	Signals for Siding w/ High Speed Turnout	each	$ 1,268		-		-		-		-		-		-	-	-
8.2	Install CTC System (Single Track)	per mile	$ 183		-		-		-		-		-		-	-	-
8.21	Install CTC System (Double Track)	per mile	$ 300		-		-		-		-		-		-	-	-
8.3	Install PTC System	per mile	$ 197		-	36.9	7,269		-		-		-		-	37	7,269
8.4	Electric Lock for Industry Turnout	each	$ 103		-		-		-		-		-		-	-	-
8.5	Signals for Crossover	each	$ 700		-		-		-		-		-		-	-	-
8.6	Signals for Turnout	each	$ 400		-		-		-		-		-		-	-	-
Total Signals Cost					-		7,269		-		-		-		-		7,269
Stations / Facilities																	
2.1	Full Service - New	each	$ 1,000		-		-		-		-		-		-	-	-
2.2	Full Service - Renovated	each	$ 500		-	4	2,000		-	1	500		-	2	1,000	7	3,500
2.3	Terminal - New	each	$ 2,000		-		-		-		-		-		-	-	-
2.4	Terminal - Renovated	each	$ 1,000		-		-		-		-		-	1	1,000	1	1,000
2.6	Layover Facility	lump sum	$ -		-		-		-		-		-		-	-	-
2.7	Service & Inspection Facility in St. Louis	lump sum	$ 21,405		-		-		-		-		-	1	21,405	1	21,406
Total Station Cost					-		2,000		-		500		-		23,405		25,906

HNTB

TABLE D-7

MWRRI PHASE 5

Chicago to St. Louis

Revision Date: 3/24/03

				Chicago Terminal Area				From IDOT Estimates				From IDOT Estimates					
			Segment No.	Segment 1		Segment 2		Segment 3		Segment 4		Segment 5		Segment 6		Total	
			From - To	Chicago to Joliet		Joliet to Mazonia		Mazonia to Springfield		Springfield		Springfield to Q Tower		Q Tower to St. Louis			
			Host Carrier	CN		UP		UP		UP		UP		UP			
			Mileposts	MP 0 - MP 36.7		MP 36.7 - MP 62.6		MP 62.6 - MP 180.78		MP 180.78 - MP 189.4		MP 189.4 - MP 281		MP 281 - MP 283.4		292.0 miles	
			Track Miles	36.7 miles		36.9 miles		118.18 miles		8.62 miles		89.19 miles		2.4 miles			
			Maximum Authorized Speed	79 mph		110 mph		110 mph		45 mph		110 mph		45 mph			
Item		Unit	YR 2002 Unit Cost (1000s)	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Bridges-under																	
5.1	Four Lane Urban Expressway	each	$ 4,835		-		-		-		-		-		-	-	-
5.2	Four Lane Rural Expressway	each	$ 4,025		-		-		-		-		-		-	-	-
5.3	Two Lane Highway	each	$ 3,054		-		-		-		-		-		-	-	-
5.4	Rail	each	$ 3,054		-		-		-		-		-		-	-	-
5.5	Minor river	each	$ 810		-		-		-		-		-		-	-	-
5.6	Major River	each	$ 8,098		-		-		-		-		-		-	-	-
5.71	Convert open deck bridge to ballast deck (single track)	per LF	$ 4.7		-		-		-		-		-		-	-	-
5.72	Convert open deck bridge to ballast deck (double track)	per LF	$ 9.4		-	180	1,684		-		-		-		-	180	1,684
5.73	Single Track on Flyover Structure	per LF	$ 6.0		-		-		-		-		-		-	-	-
5.8	Single Track on Approach Embankment w/ Retaining Wall	per LF	$ 3.0		-		-		-		-		-		-	-	-
Total Bridges-under Cost					-		1,684		-		-		-		-		1,684
Bridges-over																	
6.1	Four Lane Urban Expressway	each	$ 2,087		-		-		-		-		-		-	-	-
6.2	Four Lane Rural Expressway	each	$ 2,929		-		-		-		-		-		-	-	-
6.3	Two Lane Highway	each	$ 1,903		-		-		-		-		-		-	-	-
6.4	Rail	each	$ 6,110		-		-		-		-		-		-	-	-
Total Bridges-over Cost					-		-		-		-		-		-		-
Crossings																	
7.1	Private Closure	each	$ 83		-	2	166		-		-		-		-	2	166
7.2	Four Quadrant Gates w/ Trapped Vehicle Detector	each	$ 492		-		-		-		-		-		-	-	-
7.3	Four Quadrant Gates	each	$ 288		-	15	4,320		-		-		-		-	15	4,320
7.31	Convert Dual Gates to Quad Gates	each	$ 150		-	6	900		-		-		-		-	6	900
7.4a	Conventional Gates single mainline track	each	$ 166		-	4	664		-	1	166		-		-	5	830
7.4b	Conventional Gates double mainline track	each	$ 205		-		-		-		-		-		-	-	-
7.41	Convert Flashers Only to Dual Gate	each	$ 50		-		-		-	9	450		-		-	9	450
7.5a	Single Gate with Median Barrier	each	$ 180		-		-		-		-		-		-	-	-
7.5b	Convert Single Gate to Extended Arm	each	$ 15		-		-		-		-		-		-	-	-
7.71	Precast Panels without Rdway Improvements	each	$ 80		-	19	1,520		-	1	80		-		-	20	1,600
7.72	Precast Panels with Rdway Improvements	each	$ 150		-		-		-		-		-		-	-	-
7.8	Michigan Type Grade Crossing Surface	each	$ 15		-		-		-		-		-		-	-	-
Total Crossings Cost					-		7,570		-		696		-		-		8,266
Segment Totals							**30,726**				**3,810**				**24,159**		**58,244**
Placeholders																	
	IDOT Estimate	lump sum							49,864				63,915				113,780
	Additional Grade Crossings not included in IDOT Estimate	lump sum							16,000								16,000
	Add 31 % Soft Costs to IDOT Estimate	lump sum							20,418				19,814				40,232
	St. Louis Area Track & Signal Improvements	lump sum	15,000											1	15,000		15,000
TOTAL							**30,726**		**86,282**		**3,810**		**83,729**		**39,159**		**243,256**

NOTES

Installation of PTC system does not include locomotive equipment and dispatch equipment.
Cost Estimate does not include utility relocation.
Corridor access with frieght railroads to be negotiated; costs not included
Station costs are MWRRS allocation amounts
Siding improvements incorporate recommendations from TEMS Ideal Day Analysis Report (Dated March 8, 2002)
Assume 75% of underbridges need to be upgraded where speeds are above 79 mph
Estimate average span of underbridge is 40 feet.
Close 25% of all private crossings where speeds are above 79 mph; remainder are Conventional Gate
Four Quandrant Gates all public crossings at speeds > 79mph
Conventional Gates all public and private crossings at speeds </= 79mph
Precast Panels with Rdway Improvements installed where track embankment is replaced
Precast Panels without Rdway Improvements installed where track embankment is not replaced

ASSUMED STATION LOCATIONS AND IMPROVEMENTS:

MP 37..5	Joliet	In Chicago Terminal Area
MP 73.6	Dwight	Full Service - Renovated
MP 92.15	Pontiac	Full Service - Renovated
MP 124.1	Bloomington-Normal	Full Service - Renovated
MP 156.4	Lincoln	Full Service - Renovated
MP 185.15	Springfield	Full Service - Renovated
MP 223.8	Carlinville	Full Service - Renovated
MP 256.8	Alton	Full Service - Renovated
MP 283.4	St. Louis	Terminal - Renovated

HNTB

TABLE D-8
MWRRI PHASE 5
St. Louis to Kansas City
Revision Date: 3/24/03

				Segment No.	Segment 1		Segment 2		Total	
				From - To	St. Louis to Jefferson City		Jefferson City to Kansas City			
				Host Carrier	UP		UP			
				Mileposts	MP 0.59 to MP 125.5		MP 125.5 to MP 283			
				Track Miles	124.9 miles		157.5 miles		282.4 miles	
				Maximum Authorized Speed	90 mph		90 mph			
Item		Unit	YR 2002 Unit Cost (1000s)		Quantity	Amount	Quantity	Amount	Quantity	Amount
Trackwork										
1.1	HSR on Existing Roadbed	per mile	$ 993			-		-	-	-
1.2a	HSR on New Roadbed	per mile	$ 1,059			-		-	-	-
1.2b	HSR on New Roadbed & New Embankment	per mile	$ 1,492			-		-	-	-
1.2c	HSR on New Roadbed & New Embankment (Double Track)	per mile	$ 2,674			-		-	-	-
1.3	Timber & Surface w/ 33% Tie replacement	per mile	$ 222			-		-	-	-
1.4	Timber & Surface w/ 66% Tie Replacement	per mile	$ 331		230.9	76,431	157.5	52,133	388	128,564
1.5	Relay Track w/ 136# CWR	per mile	$ 354			-		-	-	-
1.6	Freight Siding	per mile	$ 912			-		-	-	-
1.65	Passenger Siding	per mile	$ 1,376			-		-	-	-
1.71	Fencing, 4 ft Woven Wire (both sides)	per mile	$ 51			-		-	-	-
1.72	Fencing, 6 ft Chain Link (both sides)	per mile	$ 153			-		-	-	-
1.73	Fencing, 10 ft Chain Link (both sides)	per mile	$ 175			-		-	-	-
1.74	Decorative Fencing (both sides)	per mile	$ 394			-		-	-	-
Total Track Costs						76,431		52,133		128,564
Turnouts										
4.1	#24 High Speed Turnout	each	$ 450		10	4,500	12	5,400	22	9,900
4.2	#20 Turnout Timber	each	$ 124			-		-	-	-
4.3	#10 Turnout Timber	each	$ 69			-		-	-	-
4.4	#20 Turnout Concrete	each	$ 249			-		-	-	-
4.5	#10 Turnout Concrete	each	$ 118			-		-	-	-
Total Turnouts Cost						4,500		5,400		9,900
Curves										
9.1	Elevate & Surface Curves	per mile	$ 58		32.73	1,898	52.11	3,022	85	4,921
9.3	Elastic Fasteners	per mile	$ 82		32.73	2,684	52.11	4,273	85	6,957
9.5	Realign Track for Curves (See Table G6 for Costs)	lump sum	$ -			10,180		10,188	-	20,368
Total Curves Cost						14,762		17,483		32,245
Signals										
8.1	Signals for Siding w/ High Speed Turnout	each	$ 1,268			-		-	-	-
8.2	Install CTC System (Single Track)	per mile	$ 183			-		-	-	-
8.21	Install CTC System (Double Track)	per mile	$ 300			-		-	-	-
8.3	Install PTC System	per mile	$ 197		124.91	24,607	157.50	31,028	282	55,635
8.4	Electric Lock for Industry Turnout	each	$ 103			-		-	-	-
8.5	Signals for Crossover	each	$ 700			-		-	-	-
8.6	Signals for Turnout	each	$ 400		10	4,000	12	4,800	22	8,800
Total Signals Cost						28,607		35,828		64,435
Stations / Facilities										
2.1	Full Service - New	each	$ 1,000			-		-	-	-
2.2	Full Service - Renovated	each	$ 500		4	2,000	4	2,000	8	4,000
2.3	Terminal - New	each	$ 2,000			-		-	-	-
2.4	Terminal - Renovated	each	$ 1,000			-	1	1,000	1	1,000
2.6	Layover Facility in Kansas City	lump sum	$ 5,544			-	1	5,544	1	5,544
2.7	Service & Inspection Facility	lump sum	$ -			-		-	-	-
Total Station Cost						2,000		8,544		10,544

HNTB

TABLE D-8
MWRRI PHASE 5
St. Louis to Kansas City
Revision Date: 3/24/03

				Segment No.	Segment 1		Segment 2		Total	
				From - To	St. Louis to Jefferson City		Jefferson City to Kansas City			
				Host Carrier	UP		UP			
				Mileposts	MP 0.59 to MP 125.5		MP 125.5 to MP 283			
				Track Miles	124.9 miles		157.5 miles		282.4 miles	
				Maximum Authorized Speed	90 mph		90 mph			
Item		Unit	YR 2002 Unit Cost (1000s)		Quantity	Amount	Quantity	Amount	Quantity	Amount
Bridges-under										
5.1	Four Lane Urban Expressway	each	$ 4,835			-		-	-	-
5.2	Four Lane Rural Expressway	each	$ 4,025			-		-	-	-
5.3	Two Lane Highway	each	$ 3,054			-		-	-	-
5.4	Rail	each	$ 3,054			-		-	-	-
5.5	Minor river	each	$ 810			-		-	-	-
5.6	Major River	each	$ 8,098			-		-	-	-
5.71	Convert open deck bridge to ballast deck (single track)	per LF	$ 4.7			-		-	-	-
5.72	Convert open deck bridge to ballast deck (double track)	per LF	$ 9.4			-		-	-	-
5.73	Single Track on Flyover Structure	per LF	$ 6.0			-		-	-	-
5.8	Single Track on Approach Embankment w/ Retaining Wall	per LF	$ 3.0			-		-	-	-
Total Bridges-under Cost						-		-		-
Bridges-over										
6.1	Four Lane Urban Expressway	each	$ 2,087			-		-	-	-
6.2	Four Lane Rural Expressway	each	$ 2,929			-		-	-	-
6.3	Two Lane Highway	each	$ 1,903			-		-	-	-
6.4	Rail	each	$ 6,110			-		-	-	-
Total Bridges-over Cost						-		-		-
Crossings										
7.1	Private Closure	each	$ 83		10	830	18	1,494	28	2,324
7.2	Four Quadrant Gates w/ Trapped Vehicle Detector	each	$ 492			-		-	-	-
7.3	Four Quadrant Gates	each	$ 288		11	3,168	44	12,672	55	15,840
7.31	Convert Dual Gates to Quad Gates	each	$ 150		19	2,850	67	10,050	86	12,900
7.4a	Conventional Gates single mainline track	each	$ 166		27	4,482	39	6,474	66	10,956
7.4b	Conventional Gates double mainline track	each	$ 205			-		-	-	-
7.41	Convert Flashers Only to Dual Gate	each	$ 50		1	50		-	1	50
7.5a	Single Gate with Median Barrier	each	$ 180			-		-	-	-
7.5b	Convert Single Gate to Extended Arm	each	$ 15			-		-	-	-
7.71	Precast Panels without Rdway Improvements	each	$ 80		57	4,560	150	12,000	207	16,560
7.72	Precast Panels with Rdway Improvements	each	$ 150			-		-	-	-
7.8	Michigan Type Grade Crossing Surface	each	$ 15			-		-	-	-
Total Crossings Cost						15,940		42,690		58,630
Segment Totals						**142,240**		**162,077**		**304,318**
Placeholders										
	KC Access Cost	lump sum	10,000				1	10,000	1	10,000
TOTAL						**142,240**		**172,077**		**314,318**

NOTES

Costs for capacity mitigation not included.
Installation of PTC system does not include locomotive equipment and dispatch equipment.
Cost Estimate does not include utility relocation.
Corridor access with frieght railroads to be negotiated; costs not included
Station costs are MWRRS allocation amounts
Assume 75% of underbridges need to be upgraded where speeds are above 79 mph
Estimate average span of underbridge is 40 feet.
Close 25% of all private crossings where speeds are above 79 mph; remainder are Conventional Gate
Four Quandrant Gates all public crossings at speeds > 79mph
Conventional Gates all public and private crossings at speeds </= 79mph
Precast Panels with Rdway Improvements installed where track embankment is replaced
Precast Panels without Rdway Improvements installed where track embankment is not replaced

ASSUMED STATION LOCATIONS AND IMPROVEMENTS:

MP 0.59	St. Louis	included in St. Louis route
MP 13.21	Kirkwood	Full Service - Renovated
MP 51.70	Washington	Full Service - Renovated
MP 80.92	Hermann	Full Service - Renovated
MP 125.5	Jefferson City	Full Service - Renovated
MP 188.9	Sedalia	Full Service - Renovated
MP 218.4	Warrensburg	Full Service - Renovated
MP 258.03	Lee's Summit	Full Service - Renovated
MP 271.2	Independence	Full Service - Renovated
MP 283	Kansas CIty	Terminal - Renovated

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TABLE D-9

MWRRI PHASE 5

Chicago to Quincy

Revision Date: 3/30/03

				Chicago Terminal Area									
			Segment No.	Segment 1		Segment 2		Segment 3		Segment 4		Total	
			From - To	Chicago to Aurora		Aurora to Wyanet		Wyanet to Galesburg		Galesburg to Quincy			
			Host Carrier	BNSF		BNSF		BNSF		BNSF			
			Mileposts	MP 0 - MP 40.2		MP 40.2 - MP 110.7		MP 110.7 - MP 162.4		MP 162.4 - MP 258.56			
			Track Miles	40.2 miles		70.5 miles		51.7 miles		96.2 miles		218.4 miles	
			Maximum Authorized Speed	79 mph		90 mph		90 mph		90 mph			
Item		Unit	YR 2002 Unit Cost (1000s)	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Trackwork													
1.1	HSR on Existing Roadbed	per mile	$ 993				-		-		-	-	-
1.2a	HSR on New Roadbed	per mile	$ 1,059				-		-		-	-	-
1.2b	HSR on New Roadbed & New Embankment	per mile	$ 1,492				-	3	4,476		-	3	4,476
1.2c	HSR on New Roadbed & New Embankment (Double Track)	per mile	$ 2,674				-		-		-	-	-
1.3	Timber & Surface w/ 33% Tie replacement	per mile	$ 222			141	31,302	103.4	22,955	96	21,356	341	75,613
1.4	Timber & Surface w/ 66% Tie Replacement	per mile	$ 331				-		-		-	-	-
1.5	Relay Track w/ 136# CWR	per mile	$ 354				-		-		-	-	-
1.6	Freight Siding	per mile	$ 912			2	1,824		-	3	2,736	5	4,560
1.65	Passenger Siding	per mile	$ 1,376			10	13,760		-	8	11,008	18	24,768
1.71	Fencing, 4 ft Woven Wire (both sides)	per mile	$ 51			66	3,366		-	93	4,743	159	8,109
1.72	Fencing, 6 ft Chain Link (both sides)	per mile	$ 153			30	4,590		-	40	6,120	70	10,710
1.73	Fencing, 10 ft Chain Link (both sides)	per mile	$ 175				-		-		-	-	-
1.74	Decorative Fencing (both sides)	per mile	$ 394			15	5,910		-	15	5,910	30	11,820
Total Track Costs							60,752		27,431		51,873		140,056
Turnouts													
4.1	#24 High Speed Turnout	each	$ 450			2	900	2	900		-	4	1,800
4.2	#20 Turnout Timber	each	$ 124			10	1,240		-	6	744	16	1,984
4.3	#10 Turnout Timber	each	$ 69			6	414		-	6	414	12	828
4.4	#20 Turnout Concrete	each	$ 249				-		-		-	-	-
4.5	#10 Turnout Concrete	each	$ 118				-		-		-	-	-
Total Turnouts Cost							2,554		900		1,158		4,612
Curves													
9.1	Elevate & Surface Curves	per mile	$ 58			1.6	93	6.52	378	16.64	965	25	1,436
9.3	Elastic Fasteners	per mile	$ 82			1.6	131	6.52	535	16.64	1,365	25	2,030
9.5	Realign Track for Curves (See Table G6 for Costs)	lump sum					224		238		1,098		1,560
Total Curves Cost							448		1,151		3,427		5,027
Signals													
8.1	Signals for Siding w/ High Speed Turnout	each	$ 1,268			1	1,268	1	1,268	2	2,536	4	5,072
8.2	Install CTC System (Single Track)	per mile	$ 183				-		-		-	-	-
8.21	Install CTC System (Double Track)	per mile	$ 300				-		-		-	-	-
8.3	Install PTC System	per mile	$ 197			70.5	13,889	51.7	10,185	96.16	18,944	218	43,017
8.4	Electric Lock for Industry Turnout	each	$ 103				-		-		-	-	-
8.5	Signals for Crossover	each	$ 700			5	3,500		-	2	1,400	7	4,900
8.6	Signals for Turnout	each	$ 400			2	800		-	2	800	4	1,600
Total Signals Cost							19,457		11,453		23,680		54,589
Stations / Facilities													
2.1	Full Service - New	each	$ 1,000				-		-		-	-	-
2.2	Full Service - Renovated	each	$ 500			3	1,500	2	1,000	2	1,000	7	3,500
2.3	Terminal - New	each	$ 2,000				-		-		-	-	-
2.4	Terminal - Renovated	each	$ 1,000				-		-		-	-	-
2.6	Layover Facility in Quincy	lump sum	$ 5,544				-		-	1	5,544	1	5,544
2.7	Service & Inspection Facility	lump sum	$ -				-		-		-	-	-
Total Station Cost							1,500		1,000		6,544		9,044

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TABLE D-9
MWRRI PHASE 5
Chicago to Quincy
Revision Date: 3/30/03

				Chicago Terminal Area									
			Segment No.	Segment 1		Segment 2		Segment 3		Segment 4		Total	
			From - To	Chicago to Aurora		Aurora to Wyanet		Wyanet to Galesburg		Galesburg to Quincy			
			Host Carrier	BNSF		BNSF		BNSF		BNSF			
			Mileposts	MP 0 - MP 40.2		MP 40.2 - MP 110.7		MP 110.7 - MP 162.4		MP 162.4 - MP 258.56			
			Track Miles	40.2 miles		70.5 miles		51.7 miles		96.2 miles		218.4 miles	
			Maximum Authorized Speed	79 mph		90 mph		90 mph		90 mph			
Item		Unit	YR 2002 Unit Cost (1000s)	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Bridges-under													
5.1	Four Lane Urban Expressway	each	$ 4,835				-		-		-	-	-
5.2	Four Lane Rural Expressway	each	$ 4,025				-		-		-	-	-
5.3	Two Lane Highway	each	$ 3,054				-		-		-	-	-
5.4	Rail	each	$ 3,054				-		-		-	-	-
5.5	Minor river	each	$ 810				-		-		-	-	-
5.6	Major River	each	$ 8,098				-		-		-	-	-
5.71	Convert open deck bridge to ballast deck (single track)	per LF	$ 4.7				-		-	570	2,666	570	2,666
5.72	Convert open deck bridge to ballast deck (double track)	per LF	$ 9.4			330	3,087	270	2,525		-	600	5,612
5.73	Single Track on Flyover Structure	per LF	$ 6.0				-		-		-	-	-
5.8	Single Track on Approach Embankment w/ Retaining Wall	per LF	$ 3.0				-		-		-	-	-
Total Bridges-under Cost							3,087		2,525		2,666		8,278
Bridges-over													
6.1	Four Lane Urban Expressway	each	$ 2,087				-		-		-	-	-
6.2	Four Lane Rural Expressway	each	$ 2,929				-		-		-	-	-
6.3	Two Lane Highway	each	$ 1,903				-		-		-	-	-
6.4	Rail	each	$ 6,110				-		-		-	-	-
Total Bridges-over Cost							-		-		-		-
Crossings													
7.1	Private Closure	each	$ 83			10	830	8	664	4	332	22	1,826
7.2	Four Quadrant Gates w/ Trapped Vehicle Detector	each	$ 492				-		-		-	-	-
7.3	Four Quadrant Gates	each	$ 288				-		-		-	-	-
7.31	Convert Dual Gates to Quad Gates	each	$ 150				-		-		-	-	-
7.4a	Conventional Gates single mainline track	each	$ 166			0	-	0	-	10	1,660	10	1,660
7.4b	Conventional Gates double mainline track	each	$ 205			41.00	8,405	31.00	6,355	82.00	16,810	154	31,570
7.41	Convert Flashers Only to Dual Gate	each	$ 50				-		-	11	550	11	550
7.5a	Single Gate with Median Barrier	each	$ 180				-		-		-	-	-
7.5b	Convert Single Gate to Extended Arm	each	$ 15				-		-		-	-	-
7.71	Precast Panels without Rdway Improvements	each	$ 80				-		-		-	-	-
7.72	Precast Panels with Rdway Improvements	each	$ 150				-		-		-	-	-
7.8	Michigan Type Grade Crossing Surface	each	$ 15			0	-	0	-	10	150	10	150
Total Crossings Cost							9,235		7,019		19,502		35,756
Segment Totals							**97,032**		**51,479**		**108,850**		**257,362**

NOTES

Installation of PTC system does not include locomotive equipment and dispatch equipment.
Cost Estimate does not include utility relocation.
Corridor access with frieght railroads to be negotiated; costs not included
Station costs are MWRRS allocation amounts
Siding improvements incorporate recommendations from TEMS Ideal Day Analysis Report (Dated March 8, 2002)
Assume 75% of underbridges need to be upgraded where speeds are above 79 mph
Estimate average span of underbridge is 40 feet.
Close 25% of all private crossings where speeds are above 79 mph; remainder are Conventional Gate
Four Quandrant Gates all public crossings at speeds > 79mph
Conventional Gates all public and private crossings at speeds </= 79mph
Precast Panels with Rdway Improvements installed where track embankment is replaced
Precast Panels without Rdway Improvements installed where track embankment is not replaced

ASSUMED STATION LOCATIONS AND IMPROVEMENTS:

MP 13.7	La Grange	Full Service - Renovated
MP 28.4	Naperville	Full Service - Renovated
MP 51.5	Plano	Full Service - Renovated
MP 82.6	Mendota	Full Service - Renovated
MP 104.35	Princeton	Full Service - Renovated
MP 131.1	Kewanee	Full Service - Renovated
MP 162.4	Galesburg	Full Service - Renovated
MP 202.3	Macomb	Full Service - Renovated
MP 258.56	Quincy	Full Service - Renovated

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TABLE D-10

MWRRI PHASE 5

Wyanet to Omaha

Revision Date: 3/24/03

				Segment 1		Segment 2		Segment 3		Segment 4		Total	
			Segment No.	Segment 1		Segment 2		Segment 3		Segment 4		Total	
			From - To	Wyanet to Quad Cities		Quad Cities to Iowa City		Iowa City to Des Moines		Des Moines to Omaha			
			Host Carrier	BNSF		IAIS		IAIS		IAIS			
			Mileposts	MP 129.5 - MP 180.5		MP 180.5 - MP 236.75		MP 236.75 - MP 357.7		MP 357.7 - MP 505			
			Track Miles	51.0 miles		56.3 miles		121.0 miles		147.3 miles		375.5 miles	
			Maximum Authorized Speed	79 mph		79 mph		79 mph		79 mph			
Item		Unit	YR 2002 Unit Cost (1000s)	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Trackwork													
1.1	HSR on Existing Roadbed	per mile	$ 993				-		-		-	-	-
1.2a	HSR on New Roadbed	per mile	$ 1,059				-		-		-	-	-
1.2b	HSR on New Roadbed & New Embankment	per mile	$ 1,492				-		-		-	-	-
1.2c	HSR on New Roadbed & New Embankment (Double Track)	per mile	$ 2,674				-		-		-	-	-
1.3	Timber & Surface w/ 33% Tie replacement	per mile	$ 222				-		-		-	-	-
1.4	Timber & Surface w/ 66% Tie Replacement	per mile	$ 331			56.3	18,619	121.0	40,034	147.3	48,756	325	107,410
1.5	Relay Track w/ 136# CWR	per mile	$ 354			17	6,018	20	7,080	17	6,018	54	19,116
1.6	Freight Siding	per mile	$ 912			1	912	1	912	1	912	3	2,736
1.65	Passenger Siding	per mile	$ 1,376			4	5,504	10	13,760	5	6,880	19	26,144
1.71	Fencing, 4 ft Woven Wire (both sides)	per mile	$ 51				-		-		-	-	-
1.72	Fencing, 6 ft Chain Link (both sides)	per mile	$ 153				-		-		-	-	-
1.73	Fencing, 10 ft Chain Link (both sides)	per mile	$ 175				-		-		-	-	-
1.74	Decorative Fencing (both sides)	per mile	$ 394				-		-		-	-	-
Total Track Costs							31,053		61,786		62,566		155,406
Turnouts													
4.1	#24 High Speed Turnout	each	$ 450			2	900	4	1,800	2	900	8	3,600
4.2	#20 Turnout Timber	each	$ 124			2	248		-		-	2	248
4.3	#10 Turnout Timber	each	$ 69				-	2	138	6	414	8	552
4.4	#20 Turnout Concrete	each	$ 249				-		-		-	-	-
4.5	#10 Turnout Concrete	each	$ 118				-		-		-	-	-
Total Turnouts Cost					-		1,148		1,938		1,314		4,400
Curves													
9.1	Elevate & Surface Curves	per mile	$ 58				-		-		-	-	-
9.3	Elastic Fasteners	per mile	$ 82				-		-		-	-	-
9.5	Realign Track for Curves (See Table G6 for Costs)	lump sum	$ -									-	-
Total Curves Cost					-		-		-		-		-
Signals													
8.1	Signals for Siding w/ High Speed Turnout	each	$ 1,268				-		-		-	-	-
8.2	Install CTC System (Single Track)	per mile	$ 183			56.3	10,294	121.0	22,134	147.3	26,956	325	59,384
8.21	Install CTC System (Double Track)	per mile	$ 300				-		-		-	-	-
8.3	Install PTC System	per mile	$ 197				-		-		-	-	-
8.4	Electric Lock for Industry Turnout	each	$ 103			2	206	4	412	2	206	8	824
8.5	Signals for Crossover	each	$ 700				-		-		-	-	-
8.6	Signals for Turnout	each	$ 400			4	1,600	6	2,400	6	2,400	16	6,400
Total Signals Cost					-		12,100		24,946		29,562		66,608
Stations / Facilities													
2.1	Full Service - New	each	$ 1,000				-		-		-	-	-
2.2	Full Service - Renovated	each	$ 500			2	1,000	2	1,000	1	500	5	2,500
2.3	Terminal - New	each	$ 2,000				-		-		-	-	-
2.4	Terminal - Renovated	each	$ 1,000				-		-	1	1,000	1	1,000
2.6	Layover Facility in Quad Cities	lump sum	$ 6,536			1	6,536		-		-	1	6,536
2.7	Service & Inspection Facility in Omaha	lump sum	$ 17,069				-		-	1	17,069	1	17,069
Total Station Cost					-		7,536		1,000		18,569		27,105

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TABLE D-10

MWRRI PHASE 5

Wyanet to Omaha

Revision Date: 3/24/03

				Segment 1		Segment 2		Segment 3		Segment 4		Total	
			Segment No.	Segment 1		Segment 2		Segment 3		Segment 4		Total	
			From - To	Wyanet to Quad Cities		Quad Cities to Iowa City		Iowa City to Des Moines		Des Moines to Omaha			
			Host Carrier	BNSF		IAIS		IAIS		IAIS			
			Mileposts	MP 129.5 - MP 180.5		MP 180.5 - MP 236.75		MP 236.75 - MP 357.7		MP 357.7 - MP 505			
			Track Miles	51.0 miles		56.3 miles		121.0 miles		147.3 miles		375.5 miles	
			Maximum Authorized Speed	79 mph		79 mph		79 mph		79 mph			
Item		Unit	YR 2002 Unit Cost (1000s)	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Bridges-under													
5.1	Four Lane Urban Expressway	each	$ 4,835				-		-		-	-	-
5.2	Four Lane Rural Expressway	each	$ 4,025				-		-		-	-	-
5.3	Two Lane Highway	each	$ 3,054				-		-		-	-	-
5.4	Rail	each	$ 3,054				-		-		-	-	-
5.5	Minor river	each	$ 810				-		-		-	-	-
5.6	Major River	each	$ 8,098				-		-		-	-	-
5.71	Convert open deck bridge to ballast deck (single track)	per LF	$ 4.7				-		-		-	-	-
5.72	Convert open deck bridge to ballast deck (double track)	per LF	$ 9.4				-		-		-	-	-
5.73	Single Track on Flyover Structure	per LF	$ 6.0				-		-		-	-	-
5.8	Single Track on Approach Embankment w/ Retaining Wall	per LF	$ 3.0				-		-		-	-	-
Total Bridges-under Cost					-		-		-		-		-
Bridges-over													
6.1	Four Lane Urban Expressway	each	$ 2,087				-		-		-	-	-
6.2	Four Lane Rural Expressway	each	$ 2,929				-		-		-	-	-
6.3	Two Lane Highway	each	$ 1,903				-		-		-	-	-
6.4	Rail	each	$ 6,110				-		-		-	-	-
Total Bridges-over Cost					-		-		-		-		-
Crossings													
7.1	Private Closure	each	$ 83				-		-		-	-	-
7.2	Four Quadrant Gates w/ Trapped Vehicle Detector	each	$ 492				-		-		-	-	-
7.3	Four Quadrant Gates	each	$ 288				-		-		-	-	-
7.31	Convert Dual Gates to Quad Gates	each	$ 150				-		-		-	-	-
7.4a	Conventional Gates single mainline track	each	$ 166			20	3,320	63	10,458	66	10,956	149	24,734
7.4b	Conventional Gates double mainline track	each	$ 205				-		-		-	-	-
7.41	Convert Flashers Only to Dual Gate	each	$ 50			19	950	34	1,700	26	1,300	79	3,950
7.5a	Single Gate with Median Barrier	each	$ 180				-		-		-	-	-
7.5b	Convert Single Gate to Extended Arm	each	$ 15				-		-		-	-	-
7.71	Precast Panels without Rdway Improvements	each	$ 80				-		-		-	-	-
7.72	Precast Panels with Rdway Improvements	each	$ 150				-		-		-	-	-
7.8	Michigan Type Grade Crossing Surface	each	$ 15			20	300	63	945	66	990	149	2,235
Total Crossings Cost					-		4,570		13,103		13,246		30,919
Segment Totals					**0**		**56,407**		**102,773**		**125,257**		**284,437**
Placeholders													
	BNSF/IAIS Connection Cost (From Design Nine Report)	lump sum			3,990								3,990
	IAIS Rehab Cost (From Design Nine Report)	lump sum			28,957								28,957
	Add Soft Costs (31%)	lump sum			10,213								10,213
	Bridge Upgrade Costs (From 3B Estimate)	lump sum					3,673		7,131		11,806		22,610
	Track & Signal Improvements at Omaha	lump sum	$ 10,000							1	10,000	1	10,000
TOTAL					**43,159**		**60,080**		**109,904**		**147,064**		**360,207**

NOTES

Installation of PTC system does not include locomotive equipment and dispatch equipment.
Cost Estimate does not include utility relocation.
Corridor access with frieght railroads to be negotiated; costs not included
Station costs are MWRRS allocation amounts
Close 25% of all private crossings where speeds are above 79 mph; remainder are Conventional Gate
Four Quandrant Gates all public crossings at speeds > 79mph
Conventional Gates all public and private crossings at speeds </= 79mph
Precast Panels with Rdway Improvements installed where track embankment is replaced
Precast Panels without Rdway Improvements installed where track embankment is not replaced

ASSUMED STATION LOCATIONS AND IMPROVEMENTS:

MP 181.2	Rock Island	Full Service - New
MP 182.8	Davenport	Full Service - Renovated
MP 236.75	Iowa City	Full Service - New
MP 322.5	Newton	Full Service - New
MP 357.7	Des Moines	Full Service - New
MP 439.95	Atlantic	Full Service - New
MP 503.1	Omaha	Terminal - Renovated

Grade Crossing Data:

TYPE	segment 1	segment 2	segment 3	segment 4
Fl & G	33	20	28	8
Fl	9	19	34	26
SO	24	20	63	66
TOTAL	66	59	125	100

HNTB

TABLE D-11

MWRRI PHASE 5

Chicago to St. Paul

Revision Date: 3/24/03

Chicago Terminal Area Limit

<----------From Chicago to Milwaukee Study 1995----------> From Milwaukee-Madison

				Segment 1		Segment 2		Segment 3		Segment 4		Segment 5		Segment 6		Segment 7		Total	
			Segment No.	Segment 1		Segment 2		Segment 3		Segment 4		Segment 5		Segment 6		Segment 7		Total	
			From - To	Chicago to Rondout		Rondout to IL/WI Line		IL/WI Line to Milwaukee		Milwaukee to Madison		Madison to Portage		Portage to LaCrosse		LaCrosse to St. Paul			
			Host Carrier	CP		CP		CP		CP		CP		CP		CP			
			Mileposts	MP 0 - MP 37.5		MP 37.5 - MP 47		MP 47 - MP 85		MP 85 - MP 169.2		MP 29.7 to MP 0		MP 179.9 - MP 288		MP 288 - MP 410.2			
			Track Miles	37.5 miles		9.5 miles		38.7 miles		84.2 miles		29.7 miles		111.5 miles		122.2 miles		433.30 miles	
			Maximum Authorized Speed	79 mph		110 mph		110 mph		110 mph		110 mph		110 mph		110 mph			
Item		Unit	YR 2002 Unit Cost (1000s)	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Trackwork																			
1.1	HSR on Existing Roadbed	per mile	$ 993		-		-		-		-		-		-		-	-	-
1.2a	HSR on New Roadbed	per mile	$ 1,059		-		-		-		-	21.1	22,345	22	23,298	32	33,888	75	79,531
1.2b	HSR on New Roadbed & New Embankment	per mile	$ 1,492		-		-		-		-	8.6	12,831		-	17.5	26,110	26.1	38,941
1.2c	HSR on New Roadbed & New Embankment (Double Track)	per mile	$ 2,674		-		-		-		-		-	-	-		-	-	-
1.3	Timber & Surface w/ 33% Tie replacement	per mile	$ 222		-		-		-		-		-	111.5	24,753	122.2	27,128	234	51,881
1.4	Timber & Surface w/ 66% Tie Replacement	per mile	$ 331		-		-		-		-		-		-		-	-	-
1.5	Relay Track w/ 136# CWR	per mile	$ 354		-		-		-		-		-		-		-	-	-
1.6	Freight Siding	per mile	$ 912		-		-		-		-		-		-		-	-	-
1.65	Passenger Siding	per mile	$ 1,376		-		-		-		-		-	20	27,520	30	41,280	50	68,800
1.71	Fencing, 4 ft Woven Wire (both sides)	per mile	$ 51		-		-		-		-	23.8	1,212	89.2	4,549	97.8	4,986	211	10,747
1.72	Fencing, 6 ft Chain Link (both sides)	per mile	$ 153		-		-		-		-	4	682	17	2,559	18	2,804	40	6,045
1.73	Fencing, 10 ft Chain Link (both sides)	per mile	$ 175		-		-		-		-		-		-		-	-	-
1.74	Decorative Fencing (both sides)	per mile	$ 394		-		-		-		-	1	585	6	2,197	6	2,407	13	5,189
Total Track Costs					-		-		-		-		37,655		84,876		138,604		261,134
Turnouts																			
4.1	#24 High Speed Turnout	each	$ 450		-		-		-		-		-	4	1,800	6	2,700	10	4,500
4.2	#20 Turnout Timber	each	$ 124		-		-		-		-		-		-		-	-	-
4.3	#10 Turnout Timber	each	$ 69		-		-		-		-		-		-		-	-	-
4.4	#20 Turnout Concrete	each	$ 249		-		-		-		-		-		-		-	-	-
4.5	#10 Turnout Concrete	each	$ 118		-		-		-		-		-		-		-	-	-
Total Turnouts Cost					-		-		-		-		-		1,800		2,700		4,500
Curves																			
9.1	Elevate & Surface Curves	per mile	$ 58		-		-		-		-	1.3	73	13.1	759	26.7	1,549	41	2,381
9.3	Elastic Fasteners	per mile	$ 82		-		-		-		-	1.3	103	13.1	1,073	26.7	2,190	41	3,366
9.5	Realign Track for Curves (See Table G6 for Costs)	lump sum	$ -		-		-		-		-		85		2,051		8,839	-	10,975
Total Curves Cost					-		-		-		-		260		3,884		12,578		16,722
Signals																			
8.1	Signals for Siding w/ High Speed Turnout	each	$ 1,268		-		-		-		-		-	2	2,536	3	3,804	5	6,340
8.2	Install CTC System (Single Track)	per mile	$ 183		-		-		-		-		-		-		-	-	-
8.21	Install CTC System (Double Track)	per mile	$ 300		-		-		-		-	29.7	8,910	22	6,600	32	9,600	84	25,110
8.3	Install PTC System	per mile	$ 197		-		-		-		-	24	4,728	100	19,700	100	19,700	224	44,128
8.4	Electric Lock for Industry Turnout	each	$ 103		-		-		-		-		-		-		-	-	-
8.5	Signals for Crossover	each	$ 700		-		-		-		-		-		-		-	-	-
8.6	Signals for Turnout	each	$ 400		-		-		-		-		-		-		-	-	-
Total Signals Cost					-		-		-		-		13,638		28,836		33,104		75,578
Stations / Facilities																			
2.1	Full Service - New	each	$ 1,000		-		-		-		-		-	1	1,000		-	1	1,000
2.2	Full Service - Renovated	each	$ 500		-		-		-	6	3,000	1	500	2	1,000	2	1,000	11	5,500
2.3	Terminal - New	each	$ 2,000		-		-		-		-		-		-	1	2,000	1	2,000
2.4	Terminal - Renovated	each	$ 1,000		-		-		-		-		-		-		-	-	-
2.6	Layover Facility in Milwaukee	lump sum	$ 6,536		-		-		-	1	6,536		-		-		-	1	6,536
2.7	Service & Inspection Facility in Madison & MInneapolis	lump sum	$ 17,681		-		-		-	1	17,681		-		-	1	17,681	2	35,362
Total Station Cost					-		-		-		27,217		500		2,000		20,681		50,398

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TABLE D-11
MWRRI PHASE 5
Chicago to St. Paul
Revision Date: 3/24/03

Chicago Terminal Area Limit
<----------From Chicago to Milwaukee Study 1995----------> From Milwaukee-Madison

			Segment No.	Segment 1		Segment 2		Segment 3		Segment 4		Segment 5		Segment 6		Segment 7		Total	
			From - To	Chicago to Rondout		Rondout to IL/WI Line		IL/WI Line to Milwaukee		Milwaukee to Madison		Madison to Portage		Portage to LaCrosse		LaCrosse to St. Paul			
			Host Carrier	CP		CP		CP		CP		CP		CP		CP			
			Mileposts	MP 0 - MP 37.5		MP 37.5 - MP 47		MP 47 - MP 85		MP 85 - MP 169.2		MP 29.7 to MP 0		MP 179.9 - MP 288		MP 288 - MP 410.2			
			Track Miles	37.5 miles		9.5 miles		38.7 miles		84.2 miles		29.7 miles		111.5 miles		122.2 miles		433.30 miles	
			Maximum Authorized Speed	79 mph		110 mph		110 mph		110 mph		110 mph		110 mph		110 mph			
Item		Unit	YR 2002 Unit Cost (1000s)	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Bridges-under																			
5.1	Four Lane Urban Expressway	each	$ 4,835		-		-		-		-		-		-		-	-	-
5.2	Four Lane Rural Expressway	each	$ 4,025		-		-		-		-		-		-		-	-	-
5.3	Two Lane Highway	each	$ 3,054		-		-		-		-	1	3,054		-		-	1	3,054
5.4	Rail	each	$ 3,054		-		-		-		-		-		-		-	-	-
5.5	Minor river	each	$ 810		-		-		-		-		-		-		-	-	-
5.6	Major River	each	$ 8,098		-		-		-		-		-		-		-	-	-
5.71	Convert open deck bridge to ballast deck (single track)	per LF	$ 4.7		-		-		-		-		-	300	1,403	420	1,964	720	3,367
5.72	Convert open deck bridge to ballast deck (double track)	per LF	$ 9.4		-		-		-		-		-	510	4,770	660	6,173	1,170	10,943
5.73	Single Track on Flyover Structure	per LF	$ 6		-		-		-		-		-		-		-	-	-
5.8	Single Track on Approach Embankment w/ Retaining Wall	per LF	$ 3		-		-		-		-		-		-		-	-	-
Total Bridges-under Cost					-		-		-		-		3,054		6,173		8,137		17,365
Bridges-over																			
6.1	Four Lane Urban Expressway	each	$ 2,087		-		-		-		-		-		-		-	-	-
6.2	Four Lane Rural Expressway	each	$ 2,929		-		-		-		-		-		-		-	-	-
6.3	Two Lane Highway	each	$ 1,903		-		-		-		-		-		-		-	-	-
6.4	Rail	each	$ 6,110		-		-		-		-		-		-		-	-	-
Total Bridges-over Cost					-		-		-		-		-		-		-		-
Crossings																			
7.1	Private Closure	each	$ 83		-		-		-		-	6	498	12	996	12	996	30	2,490
7.2	Four Quadrant Gates w/ Trapped Vehicle Detector	each	$ 492		-		-		-		-		-		-		-	-	-
7.3	Four Quadrant Gates	each	$ 288		-		-		-		-	37	10,656	70	20,160	37	10,656	144	41,472
7.31	Convert Dual Gates to Quad Gates	each	$ 150		-		-		-		-	1	150	3	450	13	1,950	17	2,550
7.4a	Conventional Gates single mainline track	each	$ 166		-		-		-		-	15	2,490	33	5,478	33	5,478	81	13,446
7.4b	Conventional Gates double mainline track	each	$ 205		-		-		-		-		-		-		-	-	-
7.41	Convert Flashers Only to Dual Gate	each	$ 50		-		-		-		-		-	3	150	17	850	20	1,000
7.5a	Single Gate with Median Barrier	each	$ 180		-		-		-		-		-		-		-	-	-
7.5b	Convert Single Gate to Extended Arm	each	$ 15		-		-		-		-		-		-		-	-	-
7.71	Precast Panels without Rdway Improvements	each	$ 80		-		-		-		-	40	3,200		-		-	40	3,200
7.72	Precast Panels with Rdway Improvements	each	$ 150		-		-		-		-	13	1,950	109	16,350	100	15,000	222	33,300
7.8	Michigan Type Grade Crossing Surface	each	$ 15		-		-		-		-		-		-		-	-	-
Total Crossings Cost					-		-		-		-		18,944		43,584		34,930		97,458
Segment Totals											**27,217**		**74,051**		**171,153**		**250,735**		**523,156**
Placeholders																			
	From Chicago to Milwaukee Study						14,235		285,819										300,053
	From Milwaukee to Madison Study										226,582								226,582
TOTAL							**14,235**		**285,819**		**253,799**		**74,051**		**171,153**		**250,735**		**1,049,791**

NOTES
- Installation of PTC system does not include locomotive equipment and dispatch equipment.
- Cost Estimate does not include utility relocation.
- Corridor access with frieght railroads to be negotiated; costs not included
- Station costs are MWRRS allocation amounts
- Siding improvements incorporate recommendations from TEMS Capacity Analysis Report (Dated September, 2001) for the Milwaukee to Madison Passenger Rail Corridor Study
- Close 25% of all private crossings where speeds are above 79 mph; remainder are Conventional Gate
- Four Quandrant Gates all public crossings at speeds > 79mph

ASSUMED STATION LOCATIONS AND IMPROVEMENTS:

MP 17.2	Glenview	included in the Chicago to Milwaukee Study Cost Estimates
MP 61.5	Sturtevant	included in the Chicago to Milwaukee Study Cost Estimates
MP 78.5	GMIA	included in the Chicago to Milwaukee Study Cost Estimates
MP 85.93	Milwaukee	Full Service - Renovated
MP 100.00	Brookfield	Full Service - Renovated
MP 117.5	Oconomowoc	Full Service - Renovated
MP 131.2	Watertown	Full Service - Renovated

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TABLE D-11

MWRRI PHASE 5

Chicago to St. Paul

Revision Date: 3/24/03

Chicago Terminal Area Limit

<----------From Chicago to Milwaukee Study 1995----------> From Milwaukee-Madison

		Segment No.	Segment 1		Segment 2		Segment 3		Segment 4		Segment 5		Segment 6		Segment 7		Total	
		From - To	Chicago to Rondout		Rondout to IL/WI Line		IL/WI Line to Milwaukee		Milwaukee to Madison		Madison to Portage		Portage to LaCrosse		LaCrosse to St. Paul			
		Host Carrier	CP		CP		CP		CP		CP		CP		CP			
		Mileposts	MP 0 - MP 37.5		MP 37.5 - MP 47		MP 47 - MP 85		MP 85 - MP 169.2		MP 29.7 to MP 0		MP 179.9 - MP 288		MP 288 - MP 410.2			
		Track Miles	37.5 miles		9.5 miles		38.7 miles		84.2 miles		29.7 miles		111.5 miles		122.2 miles		433.30 miles	
		Maximum Authorized Speed	79 mph		110 mph		110 mph		110 mph		110 mph		110 mph		110 mph			
Item	Unit	YR 2002 Unit Cost (1000s)	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Conventional Gates all public crossings at speeds </= 79mph																		
Precast Panels with Rdway Improvements installed where track embankment is replaced																		
Precast Panels without Rdway Improvements installed where track embankment is not replaced																		

MP 5.5	Madison Airport	Full Service - Renovated
MP 30.0	New Madison	Full Service - Renovated
MP 178.5	Portage	Full Service - Renovated
MP 195.0	Wisconsin Dells	Full Service - Renovated
MP 240.0	Tomah	Full Service - Renovated
MP 281.50	La Crosse	Full Service - Renovated
MP 308.5	Winona	Full Service - Renovated
MP 370.6	Red WIng	Full Service - Renovated
MP 410.2	St. Paul - Minneapolis	Terminal - Renovated

Segments 2 & 3: Chicago to Milwaukee Costs from 1995 Chicago to Milwaukee Study	Segment 2	Segment 3
Total Cost (in 1993 Dollars, includes 7% Engineering and 15% Contingencies)	$ 11,170,583	$ 140,327,100
Inflate to 2002 costs	$ 14,234,674	$ 178,818,824
Additional Capacity Improvements KK Jct to Muskego Yd on UP		$ 107,000,000
TOTAL	$ 14,234,674	$ 285,818,824

Segment 4: From Milwaukee-Madison Study				
Segment	Begin MP	End MP	Cost	
Milwaukee Station to Dayton St.	85	132.1	$ 92,655,000	(includes double track from MP 104.2 to MP 131)
Dayton St. to Waterloo Malting	132.1	145.2	$ 50,517,780	
Waterloo Malting to Lien Rd.	145.2	161.9	$ 50,952,810	
Lien Rd. to E. Johnson St.	161.9	166	$ 12,074,648	
E. Johnson St. to Airport	166	169.2	$ 8,508,025	
Total			$ 214,708,263	
(in 2000 Dollars, includes 7% engr, 5% proj mgmt, 4% construction contingencies)				
Inflate to 2002 costs			$ 226,581,630	

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TABLE D-12
MWRRI PHASE 5
Milwaukee to Green Bay
Revision Date: 3/24/03

						<----------From Milwaukee to Green Bay Alternatives Analysis Report November 2001--------->									
			Segment No.	Segment 1		Segment 2		Segment 3		Segment 4		Segment 5		Total	
			From - To	Milwaukee to Grand Ave.		Grand Ave. to West Bend		West Bend to Fond du Lac		Fond Du Lac to Appleton		Appleton to Green Bay			
			Host Carrier	CP		CP		CN(WC)		CN(WC)		CN(WC)			
			Mileposts	MP 85.8 - MP 88.3		MP 88.3 to MP 119.6		MP 119.6 to MP 155.0		MP 160.4 - MP 215		MP 213 - MP 243			
			Track Miles	2.5 miles		37.2 miles		28.0 miles		33.0 miles		28.0 miles		128.7 miles	
			Maximum Authorized Speed			110 mph		110.0 miles		110 mph		79 mph			
Item		Unit	YR 2002 Unit Cost (1000s)	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Trackwork															
1.10	HSR on Existing Roadbed	per mile	$ 993		-		-		-		-		-	-	-
1.2a	HSR on New Roadbed	per mile	$ 1,059		-	32	33,888		-		-	6	6,354	38	40,242
1.2b	HSR on New Roadbed & New Embankment	per mile	$ 1,492		-		-	18	26,856	33	49,236		-	51	76,092
1.2c	HSR on New Roadbed & New Embankment (Double Track)	per mile	$ 2,674		-		-	10	26,740		-		-	10	26,740
1.30	Timber & Surface w/ 33% Tie replacement	per mile	$ 222		-		-		-		-	22	4,884	22	4,884
1.40	Timber & Surface w/ 66% Tie Replacement	per mile	$ 331		-		-		-		-		-	-	-
1.50	Relay Track w/ 136# CWR	per mile	$ 354		-		-		-		-		-	-	-
1.60	Freight Siding	per mile	$ 912		-		-		-	10	9,120		-	10	9,120
1.65	Passenger Siding	per mile	$ 1,376		-		-		-		-		-	-	-
1.71	Fencing, 4 ft Woven Wire (both sides)	per mile	$ 51		-	20	1,020	18	918	30	1,530		-	68	3,468
1.72	Fencing, 6 ft Chain Link (both sides)	per mile	$ 153		-	10	1,530	8	1,224	3	459		-	21	3,213
1.73	Fencing, 10 ft Chain Link (both sides)	per mile	$ 175		-		-		-		-		-	-	-
1.74	Decorative Fencing (both sides)	per mile	$ 394		-	2	788	2	788	1	394		-	5	1,970
Total Track Costs					-		37,226		56,526		60,739		11,238		165,729
Turnouts and Crossovers															
4.1	#24 High Speed Turnout	each	$ 450		-		-	2	900	2	900		-	4	1,800
4.2	#20 Turnout Timber	each	$ 124		-		-		-		-		-	-	-
4.3	#10 Turnout Timber	each	$ 69		-		-		-		-		-	-	-
4.4	#20 Turnout Concrete	each	$ 249		-		-		-		-		-	-	-
4.5	#10 Turnout Concrete	each	$ 118		-		-		-		-		-	-	-
Total Turnouts Cost					-		-		900		900		-		1,800
Curves															
9.1	Elevate & Surface Curves	per mile	$ 58		-	3	174	3	174				-	6	348
9.3	Elastic Fasteners	per mile	$ 82		-	3	246	3	246				-	6	492
9.5	Realign Track for Curves (See Table G6 for Costs)	lump sum	$ -		-		314		314				-	-	629
Total Curves Cost					-		734		734		-		-		1,469
Signals															
8.1	Signals for Siding w/ High Speed Turnout	each	$ 1,268		-		-	2	2,536		-		-	2	2,536
8.2	Install CTC System (Single Track)	per mile	$ 183		-	32	5,856	28	5,124		-		-	60	10,980
8.21	Install CTC System (Double Track)	per mile	$ 300		-		-		-		-		-	-	-
8.3	Install PTC System	per mile	$ 197		-	24	4,728	26	5,122	33	6,501		-	83	16,351
8.4	Electric Lock for Industry Turnout	each	$ 103		-		-		-		-		-	-	-
8.5	Signals for Crossover	each	$ 700		-		-		-		-		-	-	-
8.6	Signals for Turnout	each	$ 400		-		-		-		-		-	-	-
Total Signals Cost					-		10,584		12,782		6,501		-		29,867

HNTB

TABLE D-12
MWRRI PHASE 5
Milwaukee to Green Bay
Revision Date: 3/24/03

					<----------From Milwaukee to Green Bay Alternatives Analysis Report November 2001--------->									
			Segment No.	Segment 1		Segment 2		Segment 3		Segment 4		Segment 5		Total
			From - To	Milwaukee to Grand Ave.		Grand Ave. to West Bend		West Bend to Fond du Lac		Fond Du Lac to Appleton		Appleton to Green Bay		
			Host Carrier	CP		CP		CN(WC)		CN(WC)		CN(WC)		
			Mileposts	MP 85.8 - MP 88.3		MP 88.3 to MP 119.6		MP 119.6 to MP 155.0		MP 160.4 - MP 215		MP 213 - MP 243		
			Track Miles	2.5 miles		37.2 miles		28.0 miles		33.0 miles		28.0 miles		128.7 miles
			Maximum Authorized Speed			110 mph		110.0 miles		110 mph		79 mph		
Item		Unit	YR 2002 Unit Cost (1000s)	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Stations / Facilities															
2.1	Full Service - New	each	$ 1,000		-	2	2,000		-	3	3,000	1	1,000	6	6,000
2.2	Full Service - Renovated	each	$ 500		-		-		-	1	500		-	1	500
2.3	Terminal - New	each	$ 2,000		-		-		-		-		-	-	-
2.4	Terminal - Renovated	each	$ 1,000		-		-		-		-		-	-	-
2.6	Layover Facility in Green Bay	lump sum	$ 6,536		-		-		-		-	1	6,536	1	6,536
2.7	Service & Inspection Facility	lump sum	$ -		-		-		-		-		-	-	-
Total Station Cost					-		2,000		-		3,500		7,536		13,036

HNTB

TABLE D-12
MWRRI PHASE 5
Milwaukee to Green Bay
Revision Date: 3/24/03

						<----------From Milwaukee to Green Bay Alternatives Analysis Report November 2001--------->									
			Segment No.	Segment 1		Segment 2		Segment 3		Segment 4		Segment 5		Total	
			From - To	Milwaukee to Grand Ave.		Grand Ave. to West Bend		West Bend to Fond du Lac		Fond Du Lac to Appleton		Appleton to Green Bay			
			Host Carrier	CP		CP		CN(WC)		CN(WC)		CN(WC)			
			Mileposts	MP 85.8 - MP 88.3		MP 88.3 to MP 119.6		MP 119.6 to MP 155.0		MP 160.4 - MP 215		MP 213 - MP 243			
			Track Miles	2.5 miles		37.2 miles		28.0 miles		33.0 miles		28.0 miles		128.7 miles	
			Maximum Authorized Speed			110 mph		110.0 miles		110 mph		79 mph			
Item		Unit	YR 2002 Unit Cost (1000s)	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Bridges-under															
5.1	Four Lane Urban Expressway	each	$ 4,835		-		-		-		-		-	-	-
5.2	Four Lane Rural Expressway	each	$ 4,025		-		-		-		-		-	-	-
5.3	Two Lane Highway	each	$ 3,054		-	7	21,378	1	3,054		-	2	6,108	10	30,540
5.4	Rail	each	$ 3,054		-	1	3,054		-		-		-	1	3,054
5.5	Minor river	each	$ 810		-	5	4,050	4	3,240		-		-	9	7,290
5.6	Major River	each	$ 8,098		-		-		-	1	8,098		-	1	8,098
5.71	Convert open deck bridge to ballast deck (single track)	per LF	$ 5		-		-		-		-		-	-	-
5.72	Convert open deck bridge to ballast deck (double track)	per LF	$ 9.4		-		-		-		-		-	-	-
5.73	Single Track on Flyover Structure	per LF	$ 6.0		-		-		-		-		-	-	-
5.8	Single Track on Approach Embankment w/ Retaining Wall	per LF	$ 3.0		-		-		-		-		-	-	-
Total Bridges-under Cost					-		28,482		6,294		8,098		6,108		48,982
Bridges-over															
6.1	Four Lane Urban Expressway	each	$ 2,087		-		-		-		-		-	-	-
6.2	Four Lane Rural Expressway	each	$ 2,929		-		-		-	2	5,858		-	2	5,858
6.3	Two Lane Highway	each	$ 1,903		-		-		-	2	3,806		-	2	3,806
6.4	Rail	each	$ 6,110		-		-		-		-		-	-	-
Total Bridges-over Cost					-		-		-		9,664		-		9,664
Crossings															
7.1	Private Closure	each	$ 83		-	12	996	26	2,158	8	664		-	46	3,818
7.2	Four Quadrant Gates w/ Trapped Vehicle Detector	each	$ 492		-		-		-		-		-	-	-
7.3	Four Quadrant Gates	each	$ 288		-	8	2,304	7	2,016	19	5,472		-	34	9,792
7.31	Convert Dual Gates to Quad Gates	each	$ 150		-		-		-		-		-	-	-
7.4a	Conventional Gates single mainline track	each	$ 166		-		-		-		-		-	-	-
7.4b	Conventional Gates double mainline track	each	$ 205		-		-		-		-		-	-	-
7.41	Convert Flashers Only to Dual Gate	each	$ 50		-		-		-		-		-	-	-
7.5a	Single Gate with Median Barrier	each	$ 180		-	20	3,600	28	5,040	26	4,680		-	74	13,320
7.5b	Convert Single Gate to Extended Arm	each	$ 15		-		-		-		-		-	-	-
7.71	Precast Panels without Rdway Improvements	each	$ 80		-	28	2,240		-		-		-	28	2,240
7.72	Precast Panels with Rdway Improvements	each	$ 150		-		-	35	5,250	45	6,750		-	80	12,000
7.8	Michigan Type Grade Crossing Surface	each	$ 15		-		-		-		-		-	-	-
Total Crossings Cost					-		9,140		14,464		17,566		-		41,170
Segment Totals							**88,166**		**91,700**		**106,968**		**24,882**		**311,717**

NOTES

Milwaukee to Grand Ave. costs are included in the Chicago to St. Paul Route
Some train meets are at stations
Installation of PTC system does not include locomotive equipment and dispatch equipment.

ASSUMED STATION LOCATIONS AND IMPROVEMENTS:

MP 100	Granville	New Full Service Station
MP 117.5	West Bend	New Full Service Station
MP 156.5	Fond du Lac	Full Service Renovated

HNTB

TABLE D-12
MWRRI PHASE 5
Milwaukee to Green Bay
Revision Date: 3/24/03

<----------From Milwaukee to Green Bay Alternatives Analysis Report November 2001--------->

		Segment No.	Segment 1		Segment 2		Segment 3		Segment 4		Segment 5		Total	
		From - To	Milwaukee to Grand Ave.		Grand Ave. to West Bend		West Bend to Fond du Lac		Fond Du Lac to Appleton		Appleton to Green Bay			
		Host Carrier	CP		CP		CN(WC)		CN(WC)		CN(WC)			
		Mileposts	MP 85.8 - MP 88.3		MP 88.3 to MP 119.6		MP 119.6 to MP 155.0		MP 160.4 - MP 215		MP 213 - MP 243			
		Track Miles	2.5 miles		37.2 miles		28.0 miles		33.0 miles		28.0 miles		128.7 miles	
		Maximum Authorized Speed			110 mph		110.0 miles		110 mph		79 mph			
Item	Unit	YR 2002 Unit Cost (1000s)	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount

Cost Estimate does not include utility relocation.
Corridor access with frieght railroads to be negotiated; costs not included
Station costs are MWRRS allocation amounts
Close 25% of all private crossings where speeds are above 79 mph; remainder are Conventional Gate
Four Quandrant Gates all public crossings at speeds > 79mph
Conventional Gates all public crossings at speeds </= 79mph
Precast Panels with Rdway Improvements installed where track embankment is replaced
Precast Panels without Rdway Improvements installed where track embankment is not replaced

MP 173.5	Oshkosh	New Full Service Station
MP 186.5	Neenah	New Full Service Station
MP 213	Appleton	New Full Service Station
MP 243	Green Bay	New Full Service Station

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TABLE E

MWRRI PHASE 5

Summary of Unit Costs

Revision Date: 6/3/02

tem No	Description	Unit	2002 Unit Cost (in 1000s)
Trackwork			
1.1	HSR on Existing Roadbed	per mile	$ 993
1.2a	HSR on New Roadbed	per mile	$ 1,059
1.2b	HSR on New Roadbed & New Embankment	per mile	$ 1,492
1.2c	HSR on New Roadbed & New Embankment (Double Track)	per mile	$ 2,674
1.3	Timber & Surface w/ 33% Tie replacement	per mile	$ 222
1.4	Timber & Surface w/ 66% Tie Replacement	per mile	$ 331
1.5	Relay Track w/ 136# CWR	per mile	$ 354
1.6	Freight Siding	per mile	$ 912
1.65	Passenger Siding	per mile	$ 1,376
1.71	Fencing, 4 ft Woven Wire (both sides)	per mile	$ 51
1.72	Fencing, 6 ft Chain Link (both sides)	per mile	$ 153
1.73	Fencing, 10 ft Chain Link (both sides)	per mile	$ 175
1.74	Decorative Fencing (both sides)	per mile	$ 394
1.8	Drainage Improvements	per mile	$ 66
1.9a	Land Acquisition Urban	per mile	$ 327
1.9b	Land Acquisition Rural	per mile	$ 109
Curves			
9.1	Elevate & Surface Curves	per mile	$ 58
9.2	Curvature Reduction	per mile	$ 393
9.3	Elastic Fasteners	per mile	$ 82
9.5	Realign Track for Curves (See Table G6 for Costs)	lump sum	
Signals			
8.1	Signals for Siding w/ High Speed Turnout	each	$ 1,268
8.2	Install CTC System (Single Track)	per mile	$ 183
8.21	Install CTC System (Double Track)	per mile	$ 300
8.3	Install PTC System	per mile	$ 197
8.4	Electric Lock for Industry Turnout	each	$ 103
8.5	Signals for Crossover	each	$ 700
8.6	Signals for Turnout	each	$ 400
Stations / Facilities			
2.1	Full Service - New	each	$ 1,000
2.2	Full Service - Renovated	each	$ 500
2.3	Terminal - New	each	$ 2,000
2.4	Terminal - Renovated	each	$ 1,000
2.5a	Maintenance (110 MPH technology)	each	$ 10,000
2.5b	Maintenance (150 MPH technology)	each	$ 86,000
2.5c	Maintenance (185 MPH technology)	each	$ 162,000
2.5	Maintenance Facility	each	$ 45,351
2.6	Layover Facility	lump sum	
2.7	Service & Inspection Facility	lump sum	
Turnouts			
4.1	#24 High Speed Turnout	each	$ 450
4.2	#20 Turnout Timber	each	$ 124
4.3	#10 Turnout Timber	each	$ 69
4.4	#20 Turnout Concrete	each	$ 249
4.5	#10 Turnout Concrete	each	$ 118
4.6	#33 Crossover	each	$ 1,136
4.7	#20 Crossover	each	$ 710
Bridges-under			
5.1	Four Lane Urban Expressway	each	$ 4,835
5.2	Four Lane Rural Expressway	each	$ 4,025
5.3	Two Lane Highway	each	$ 3,054
5.4	Rail	each	$ 3,054
5.5	Minor river	each	$ 810
5.6	Major River	each	$ 8,098
5.65	Double Track High (50') Level Bridge	per LF	$ -
5.70	Rehab for 110	per LF	$ 14
5.71	Convert open deck bridge to ballast deck (single track)	per LF	$ 4.7
5.72	Convert open deck bridge to ballast deck (double track)	per LF	$ 9.4
5.73	Single Track on Flyover Structure	per LF	$ 6
5.8	Single Track on Approach Embankment w/ Retaining Wal	per LF	$ 3
	Ballasted Concrete Deck Replacement Bridge	per LF	$ 2.1
	Land Bridges	per LF	$ 1.5
Bridges-over			
6.1	Four Lane Urban Expressway	each	$ 2,087
6.2	Four Lane Rural Expressway	each	$ 2,929
6.3	Two Lane Highway	each	$ 1,903
6.4	Rail	each	$ 6,110
Crossings			
7.1	Private Closure	each	$ 83
7.2	Four Quadrant Gates w/ Trapped Vehicle Detector	each	$ 492
7.3	Four Quadrant Gates	each	$ 288
7.31	Convert Dual Gates to Quad Gates	each	$ 150
7.4a	Conventional Gates single mainline track	each	$ 166
7.4b	Conventional Gates double mainline track	each	$ 205
7.41	Convert Flashers Only to Dual Gate	each	$ 50
7.5a	Single Gate with Median Barrier	each	$ 180
7.5b	Convert Single Gate to Extended Arm	each	$ 15
7.71	Precast Panels without Rdway Improvements	each	$ 80
7.72	Precast Panels with Rdway Improvements	each	$ 150
7.8	Michigan Type Grade Crossing Surface	each	$ 15

CHICAGO - KALAMAZOO - BATTLE CREEK - DEARBORN - DETROIT - PONTIAC

Global MP	From Station	To Station	Main #1	Main #2	Main #3	MP Begin	MP End	Segment Length	R. A. Kollmar's Calculations: Total Track Miles	Predom. Traffic P	E	F	No of Trains P	F	Curr Tons F	RR Escal. %	2022 Tonnage P	F	Tot	COMPLETE TEMS Calculations: 2010 Tons F	RR Escal. %	2022 Tonnage P	F	Tot	FRA Track Class 2	3	4	5	6	MGT < 5	5-15	15-30	> 30	Curvature Lgt	Mod	Sev	Matrix 41 Cost/Mile	Convert Cost/Mile to a 312 day year	ZT Maint Cost x Track Miles x # of Annual Train Miles	Cyclic Capital Cost Per Train Mile Wood (Max) Z-T Matrix 42	Convert Cost/Mile to a 312 day year	Cap. Cost Per Train Mile Times Total No. of Miles	Total Cost Capital Cost Plus Maint. Cost	Comments
0	Chicago	21 Street	45	45	45	523.0	520.9	2.1	6.3	P			28	0	0	0.0015	4.8	0.0	4.8	0	0.1400	4.8	0.0	4.8		6.3											$ 2.05	$ 2.40	$ 131,991	$ 2.53	$ 2.96	$ 162,897	$ 294,888	MP 0.0 - Chicago
	21 Street	Englewood	79	79		520.9	516.3	4.6	9.2	P			28	0	0	0.0015	4.8	0.0	4.8	0	0.1400	4.8	0.0	4.8			9.2										$ 2.05	$ 2.40	$ 192,749	$ 2.53	$ 2.96	$ 237,881	$ 430,630	
	Englewood	Englewood	45	45		516.3	515.2	1.1	2.2	P			28	0	0	0.0015	4.8	0.0	4.8	0	0.1400	4.8	0.0	4.8		2.2											$ 2.29	$ 2.68	$ 51,488	$ 2.60	$ 3.04	$ 58,458	$ 109,947	
	Englewood	Gr. Xing	79	79		515.2	513.7	1.5	3.0	P			28	0	0	0.0015	4.8	0.0	4.8	0	0.1400	4.8	0.0	4.8			3.0										$ 2.05	$ 2.40	$ 62,853	$ 2.53	$ 2.96	$ 77,570	$ 140,423	Current NS ML Tonnage = 122.4
	Gr. Xing	Cal River	79	79		513.7	509.8	3.9	7.8	P			28	0	0	0.0015	4.8	0.0	4.8	0	0.1400	4.8	0.0	4.8			7.8										$ 2.05	$ 2.40	$ 163,418	$ 2.53	$ 2.96	$ 201,681	$ 365,099	
	Cal R. Br.	Cal R. Br.	79	79		509.8	509.5	0.3	0.6	P			28	0	0	0.0015	4.8	0.0	4.8	0	0.1400	4.8	0.0	4.8			0.6										$ 2.05	$ 2.40	$ 12,571	$ 2.53	$ 2.96	$ 15,514	$ 28,085	
	Cal River	Hick	110	110		509.5	503.4	6.1	12.2	P			28	0	0	0.0015	4.8	0.0	4.8	0	0.1400	4.8	0.0	4.8					12.2								$ 3.11	$ 3.64	$ 387,767	$ 2.60	$ 3.04	$ 324,178	$ 711,946	MP 507.0 - Hammond
	Hick Br.	Hick Br.	79	79		503.4	503.0	0.4	0.8	P			28	0	0	0.0015	4.8	0.0	4.8	0	0.1400	4.8	0.0	4.8			0.8										$ 2.05	$ 2.40	$ 16,761	$ 2.53	$ 2.96	$ 20,685	$ 37,446	
	Hick Br.	NS Flyover	79	79		503.0	501.6	1.4	2.8	P			28	0	0	0.0015	4.8	0.0	4.8	0	0.1400	4.8	0.0	4.8			2.8										$ 2.05	$ 2.40	$ 58,663	$ 2.53	$ 2.96	$ 72,398	$ 131,061	Current NS ML Tonnage = 122.4
	NS Flyover	NS Flyover	60	60		501.6	500.5	1.1	2.2	P			28	0	0	0.0015	4.8	0.0	4.8	0	0.1400	4.8	0.0	4.8		2.2											$ 2.15	$ 2.52	$ 48,341	$ 2.56	$ 2.99	$ 57,559	$ 105,900	
	NS Flyover	CP 483	110	110		500.5	483.6	16.9	33.8	P			28	0	0	0.0015	4.8	0.0	4.8	0	0.1400	4.8	0.0	4.8					33.8								$ 3.11	$ 3.64	$ 1,074,306	$ 2.60	$ 3.04	$ 898,134	$ 1,972,440	
	CP 483	CP 482	79	79		483.6	482.0	1.6	3.2	P			28	0	0	0.0015	4.8	0.0	4.8	0	0.1400	4.8	0.0	4.8			3.2										$ 2.05	$ 2.40	$ 67,043	$ 2.53	$ 2.96	$ 82,741	$ 149,784	
	CP 482	Porter	60	60		241.0	240.0	1.0	2.0	P			28	2	0.6	0.0015	4.8	0.8	5.6	0	0.1400	4.8	0.0	4.8		2.0											$ 2.29	$ 2.68	$ 46,808	$ 2.60	$ 3.04	$ 53,144	$ 99,952	
50	Porter	Mich City	110			240.0	229.9	10.1	10.1	P			28	2	0.6	0.0015	4.8	0.8	5.6	9.4	0.1400	4.8	11.1	15.9					10.1								$ 3.11	$ 3.64	$ 321,020	$ 2.60	$ 3.04	$ 268,377	$ 589,398	
	Mich City	Mich City	50			229.9	228.4	1.5	1.5	P			28	2	0.6	0.0015	4.8	0.8	5.6	9.4	0.1400	4.8	12.5	17.3		1.5											$ 2.15	$ 2.52	$ 32,960	$ 2.56	$ 2.99	$ 39,245	$ 72,204	
	Mich City	Buchanan	110			228.4	198.9	29.5	29.5	P			28	2	0.6	0.0015	4.8	0.8	5.6	9.4	0.1400	4.8	12.5	17.3					29.5								$ 3.11	$ 3.64	$ 937,634	$ 2.60	$ 3.04	$ 783,874	$ 1,721,508	
	Buchanan	Niles	93			198.9	197.2	1.7	1.7	P			28	2	0.6	0.0015	4.8	0.8	5.6	9.4	0.1400	4.8	12.5	17.3					1.7								$ 3.26	$ 3.81	$ 56,639	$ 2.63	$ 3.08	$ 45,694	$ 102,333	
	Niles	Niles	85			197.2	196.6	0.6	0.6	P			28	2	0.6	0.0015	4.8	0.8	5.6	9.4	0.1400	4.8	12.5	17.3				0.6									$ 2.66	$ 3.11	$ 16,311	$ 2.56	$ 2.99	$ 15,698	$ 32,009	
	Niles	Niles	90			196.6	194.2	2.4	2.4	P			28	2	0.6	0.0015	4.8	0.8	5.6	9.4	0.1400	4.8	12.5	17.3				2.4									$ 2.66	$ 3.11	$ 65,244	$ 2.56	$ 2.99	$ 62,792	$ 128,036	
	Niles	Niles	80			194.2	193.6	0.6	0.6	P			28	2	0.6	0.0015	4.8	0.8	5.6	9.4	0.1400	4.8	12.5	17.3			0.6										$ 2.15	$ 2.52	$ 13,184	$ 2.56	$ 2.99	$ 15,698	$ 28,882	
	Niles	Niles	75			193.6	191.5	2.1	2.1	P			28	2	0.6	0.0015	4.8	0.8	5.6	9.4	0.1400	4.8	12.5	17.3			2.1										$ 2.15	$ 2.52	$ 46,143	$ 2.56	$ 2.99	$ 54,943	$ 101,086	MP 192.0 - Niles
100	Niles	Oshtemo	110			191.5	150.7	40.8	40.8	P			28	2	0.6	0.0015	4.8	0.8	5.6	9.4	0.1400	4.8	12.5	17.3					40.8								$ 3.11	$ 3.64	$ 1,296,795	$ 2.60	$ 3.04	$ 1,084,138	$ 2,380,933	
	Oshtemo	Kalamazoo	79	79		150.7	145.0	5.7	11.4	P			28	2	0.6	0.0015	4.8	0.8	5.6	9.4	0.1400	4.8	12.5	17.3			11.4										$ 2.05	$ 2.40	$ 238,841	$ 2.53	$ 2.96	$ 294,765	$ 533,607	MP 179.5 - Dowagiac
	Kalamazoo	Kalamazoo	50	50		145.0	144.0	1.0	2.0	P			30	2	0.6	0.0015	4.8	0.8	5.6	9.4	0.1400	4.8	12.5	17.3		2.0											$ 2.05	$ 2.40	$ 44,895	$ 2.53	$ 2.96	$ 55,407	$ 100,302	MP 143.4 - Kalamazoo
	Kalamazoo	BO Tower	35	35		144.0	142.9	1.1	2.2	P			28	6	0.6	0.0015	4.8	0.8	5.6	9.4	0.1400	4.8	12.5	17.3		2.2											$ 2.05	$ 2.40	$ 46,092	$ 2.53	$ 2.96	$ 56,885	$ 102,977	
	BO Tower	CP 140	60	60		142.9	139.9	3.0	6.0			F	28	6	7.0	0.0015	4.8	9.3	14.1	19.3	0.1400	4.8	25.6	30.4		6.0											$ 0.42	$ 0.49	$ 25,754	$ 0.80	$ 0.94	$ 49,056	$ 74,810	
150	CP 140	CP Custer	110			139.9	124.4	15.5	15.5			F	28	6	7.0	0.0015	4.8	9.3	14.1	19.3	0.1400	4.8	25.6	30.4					15.5								$ 2.50	$ 2.92	$ 396,025	$ 1.10	$ 1.29	$ 174,251	$ 570,276	
	CP Custer	Battle Crk	110	110		124.4	121.0	3.4	6.8			F	28	6	7.0	0.0015	4.8	9.3	14.1	19.3	0.1400	4.8	25.6	30.4					6.8								$ 2.50	$ 2.92	$ 173,740	$ 1.10	$ 1.29	$ 76,446	$ 250,186	
	Battle Crk	Baron	45			121.0	119.6	1.4	2.8			F	28	28	30.8	0.03	4.8	54.0	58.8	19.3	0.1400	4.8	25.6	30.4		2.8											$ 0.28	$ 0.33	$ 8,012	$ 0.54	$ 0.63	$ 15,453	$ 23,465	MP 120.7 - Battle Creek
	Baron	CP Levitt	60	60		119.6	116.3	3.3	3.3			F	20	2	6.6	0.0015	4.8	8.8	13.6	17.9	0.1400	4.8	23.8	28.6		3.3											$ 0.28	$ 0.33	$ 6,745	$ 0.54	$ 0.63	$ 13,009	$ 19,754	
	CP Levitt	Levittown	79			116.3	114.3	2.0	2.0			F	20	2	6.6	0.0015	4.8	8.8	13.6	17.9	0.1400	4.8	23.8	28.6			2.0										$ 0.28	$ 0.33	$ 4,088	$ 0.54	$ 0.63	$ 7,884	$ 11,972	
	Levittown	Hartung	110			114.3	96.2	18.1	18.1			F	20	2	6.6	0.0015	4.8	8.8	13.6	17.9	0.1400	4.8	23.8	28.6					18.1								$ 2.38	$ 2.78	$ 314,469	$ 1.07	$ 1.25	$ 141,379	$ 455,849	
	Hartung	Albion	45			96.2	94.5	1.7	1.7			F	20	2	6.6	0.0015	4.8	8.8	13.6	17.9	0.1400	4.8	23.8	28.6		1.7											$ 0.40	$ 0.47	$ 4,964	$ 0.78	$ 0.91	$ 9,680	$ 14,644	
200	Albion	Parma	110			94.5	80.6	13.9	13.9			F	20	2	6.6	0.0015	4.8	8.8	13.6	17.9	0.1400	4.8	23.8	28.6					13.9								$ 2.38	$ 2.78	$ 241,499	$ 1.07	$ 1.25	$ 108,573	$ 350,072	MP 95.5 - Albion
	Parma	Jackson	79			80.6	78.5	2.1	2.1			F	20	2	6.6	0.0015	4.8	8.8	13.6	17.9	0.1400	4.8	23.8	28.6			2.1										$ 0.40	$ 0.47	$ 6,132	$ 0.78	$ 0.91	$ 11,957	$ 18,089	
	Jackson	Jackson	60	60		78.5	74.0	4.5	9.0			F	20	2	6.6	0.0015	4.8	8.8	13.6	17.9	0.1400	4.8	23.8	28.6		9.0											$ 0.40	$ 0.47	$ 26,280	$ 0.78	$ 0.91	$ 51,246	$ 77,526	MP 74.4 - Jackson
	Jackson	E. Jackson	79			74.0	70.5	3.5	3.5			F	20	2	6.6	0.0015	4.8	8.8	13.6	17.9	0.1400	4.8	23.8	28.6			3.5										$ 0.40	$ 0.47	$ 10,220	$ 0.78	$ 0.91	$ 19,929	$ 30,149	
250	E. Jackson	Ypsi	110	110		70.5	29.8	40.7	81.4			F	20	2	6.6	0.0015	4.8	8.8	13.6	17.9	0.1400	4.8	23.8	28.6					81.4								$ 2.38	$ 2.78	$ 1,414,244	$ 1.07	$ 1.25	$ 635,815	$ 2,050,059	
	Jackson	Ypsi	60			29.8	28.9	0.9	0.9			F	20	2	6.6	0.0015	3.4	8.8	12.2	17.9	0.1400	3.4	23.8	27.2		0.9											$ 0.42	$ 0.49	$ 2,759	$ 0.80	$ 0.94	$ 5,256	$ 8,015	MP 37.4 - Ann Arbor
	Ypsi	Wayne	110	110		28.9	18.0	10.9	21.8			F	20	2	6.6	0.0015	3.4	8.8	12.2	17.9	0.1400	3.4	23.8	27.2					21.8								$ 2.50	$ 2.92	$ 397,850	$ 1.10	$ 1.29	$ 175,054	$ 572,904	
	Wayne	Town Line	110	110		18.0	11.5	6.5	13.0			F	20	2	6.6	0.0015	3.4	8.8	12.2	17.9	0.1400	3.4	23.8	27.2					13.0								$ 2.38	$ 2.78	$ 225,862	$ 1.07	$ 1.25	$ 101,543	$ 327,405	
	Town Line	W. Det.	79	79		11.5	3.2	8.3	16.6			F	20	2	6.6	0.0015	3.4	8.8	12.2	17.9	0.1400	3.4	23.8	27.2			16.6										$ 0.40	$ 0.47	$ 48,472	$ 0.78	$ 0.91	$ 94,520	$ 142,992	MP 9.0 - Dearborn
	W. Det.	W. Det.	45	45		3.2	3.2	0.3	0.3	P			20	2	0.0	0	3.4	0.0	3.4	0.0	0.1400	3.4	0.0	3.4		0.3											$ 0.40	$ 0.47	$ 876	$ 0.78	$ 0.91	$ 1,708	$ 2,584	
	W. Det.	MKE Jct.	60	60	60	3.2	6.5	3.3	9.9			F	20	20	71.4	0.03	3.4	125.2	128.6	19.6	0.1400	3.4	26.0	29.4		9.9											$ 0.40	$ 0.47	$ 28,908	$ 0.78	$ 0.91	$ 56,371	$ 85,279	MP 5.0 - Detroit
	MKE Jct.	MKE Jct.	15	15		6.5	6.7	0.2	0.4			F	14	20	71.4	0.03	2.4	125.2	127.6	45.4	0.1400	2.4	60.2	62.6	0.4											$ 0.45	$ 0.53	$ 920	$ 0.84	$ 0.98	$ 1,717	$ 2,637	
	MKE Jct.	Royal Oak	79	79		6.7	12.4	5.7	11.4			F	14	20	9.4	0.03	2.4	16.5	18.9	19.0	0.1400	2.4	25.2	27.6			11.4										$ 0.45	$ 0.53	$ 26,214	$ 0.84	$ 0.98	$ 48,933	$ 75,148	
	Royal Oak	Birmingham	45	45		12.4	13.2	0.8	1.6			F	14	20	9.4	0.03	2.4	16.5	18.9	19.0	0.1400	2.4	25.2	27.6		1.6											$ 0.45	$ 0.53	$ 3,679	$ 0.84	$ 0.98	$ 6,868	$ 10,547	
300	Birmingham	Pontiac	79	79		13.2	24.5	11.3	22.6			F	14	20	9.4	0.03	2.4	16.5	18.9	19.0	0.1400	2.4	25.2	27.6			22.6										$ 0.45	$ 0.53	$ 51,969	$ 0.84	$ 0.98	$ 97,008	$ 148,977	
	Pontiac		45	45		24.5	25.8	1.3	2.6			F	14	20	9.4	0.03	2.4	16.5	18.9	19.0	0.1400	2.4	25.2	27.6		2.6											$ 0.40	$ 0.47	$ 5,314	$ 0.78	$ 0.91	$ 10,363	$ 15,677	MP 25.8 - Pontiac
																																						$ 8,855,515	$ 84.42		$ 6,954,374	$ 15,809,889	NS Tonnage per NS 121003
																																						Matrix 41	Matrix 42				CN Tonnage per CN 120503

Total Rpute Mile 301.7 458.2
Total Track Miles 458.2

Track Miles By Class

	2	3	4	5	6
	0.4	56.5	99.7	3.0	298.6
Notes			1		3
			2		
	0.4		4		
		56.5			
			99.7		
				3.0	
					298.6

	Maintenance	Capital	Total
High	$8,855,515	$6,954,374	$15,809,889
Median	$7,350,077	$5,772,131	$13,122,208
Low	$5,844,640	$4,589,887	$10,434,527

HNTB
1-Feb-04
CHQ

Legend

FRA Class 2	30 - 25		**FRT**	**PASS**	**550**
FRA Class 3	60 - 40	**PP**	1	16	**5900**
FRA Class 4	80 - 60	**E**	2	16	
FRA Class 5	90 - 80	**PF**	6	16	1.170
FRA Class 6	110 - 80				

Notes
1 Norfolk Southern furnished data
2 Canadian National (O'Brien) Furnished Data 12-05-03 and Annual Growth Data 01-05-04
3 RA Kollmar estimate of annual growth
4 Conrail Shared Assets furnished data

CHICAGO - JOLIET - SPRINGFIELD - ST. LOUIS

Global MP	From Station	To Station	Main #1	Main #2	Main #3	MP Begin	MP End	Segment Length	R. A. Kollmar's Calculations: Total Track Miles	Predom. Traffic P	Predom. Traffic E	Predom. Traffic F	No of Trains P	No of Trains F	Curr. Tons F	RR Escall. %	2022 Tonnage P	2022 Tonnage F	2022 Tonnage Tot	COMPLETE TEMS Calculations: 2010 Tons F	RR Escal. %	2022 Tonnage P	2022 Tonnage F	2022 Tonnage Tot
0	Chicago	21st Street	45	45	45	0.0	1.8	1.8	3.6	P			16		0.0	0.015	2.7	0.0	2.7	41.4	0.014	0.0	54.9	54.9
	21st Street	Bridgeport	45	45		1.8	3.5	1.7	3.4	P			16		10.0	0.02	2.7	14.6	17.3	41.4	0.014	2.5	48.9	51.4
	Bridgeport	Bridgeport	30	30		3.5	3.8	0.3	0.6	P			16	2	18.0	0.02	2.7	26.2	29.0	41.4	0.014	4.5	48.9	53.4
	Bridgeport	Brighton Park	60	60		3.8	5.1	1.3	2.6	P			16	2	18.0	0.02	2.7	26.2	29.0	41.4	0.014	4.5	48.9	53.4
	Brighton Park	Brighton Park	40	40		5.1	5.3	0.2	0.4			F	16	2	18.0	0.02	2.7	26.2	29.0	41.4	0.014	4.5	48.9	53.4
	Brighton Park	Corwith	60	60		5.3	6.7	1.4	2.8			F	16	2	18.0	0.02	2.7	26.2	29.0	41.4	0.014	4.5	48.9	53.4
	Corwith	Corwith	45	45		6.7	7.0	0.3	0.6			F	16	2	18.0	0.02	2.7	26.2	29.0	41.4	0.014	4.5	48.9	53.4
	Corwith	Lemoyne	79	79		7.0	7.9	0.9	1.8			F	16	2	18.0	0.02	2.7	26.2	29.0	41.4	0.014	4.5	48.9	53.4
	Lemoyne	Lemoyne	60	60		7.9	8.0	0.1	0.2			F	16	2	18.0	0.02	2.7	26.2	29.0	41.4	0.014	4.5	48.9	53.4
	Lemoyne	Argo	79	79		8.0	12.4	4.4	8.8			F	16	2	18.0	0.02	2.7	26.2	29.0	41.4	0.014	4.5	48.9	53.4
	Argo	Argo	60	60		12.4	13.2	0.8	1.6			F	16	6	18.0	0.02	2.7	26.2	29.0	41.4	0.014	4.5	48.9	53.4
	Argo	Lemont	79	79		13.2	26.2	13.0	26.0			F	16	6	18.0	0.02	2.7	26.2	29.0	41.4	0.014	4.5	48.9	53.4
	Lemont	Lemont	60	60		26.2	26.3	0.1	0.2			F	16	6	18.0	0.02	2.7	26.2	29.0	41.4	0.014	4.5	48.9	53.4
	Lemont	Joliet	79	79		26.3	36.9	10.6	21.2			F	16	6	18.0	0.02	2.7	26.2	29.0	41.4	0.014	4.5	48.9	53.4
	UD Tower	UD Tower	60	60		36.9	37.5	0.6	1.2			F	16	8	18.0	0.02	2.7	26.2	29.0	41.4	0.014	4.5	48.9	53.4
	Joliet	South Joliet	65	65		37.5	38.7	1.2	2.4		E		16	16	0.8	0.015	2.7	1.1	3.8	10.2	0.014	0.2	12.1	12.2
50	South Joliet	Mazonia	110			38.7	59.2	20.5	20.5		E		16	2	0.8	0.015	2.7	1.1	3.8	10.2	0.014	0.2	12.1	12.2
100	Mazonia	Towanda	110			59.2	121.5	62.3	62.3		E		16	2	0.8	0.015	2.7	1.1	3.8	10.2	0.014	0.2	12.1	12.2
	Towanda	Normal	110			121.5	123.9	2.4	2.4		E		16	2	0.8	0.015	2.7	1.1	3.8	10.2	0.014	0.2	12.1	12.2
	Normal	Bloomington	50	50		123.9	126.8	2.9	5.8		E		16	4	0.8	0.015	2.7	1.1	3.8	23.4	0.014	0.2	27.6	27.8
150	Bloomington	Athol	110			126.8	154.9	28.1	28.1		E		16	4	3.0	0.015	2.7	4.0	6.7	23.4	0.014	0.7	27.6	28.3
	Athol	Lincoln	79			154.9	158.7	3.8	3.8		E		16	4	3.0	0.015	2.7	4.0	6.7	23.4	0.014	0.7	27.6	28.3
200	Lincoln	Ridgley	110			130.3	181.8	51.5	51.5		E		16	4	3.0	0.015	2.7	4.0	6.7	23.4	0.014	0.7	27.6	28.3
	Ridgley	Hazel Del	60			181.8	189.5	7.7	7.7			F	16	4	8.0	0.015	2.7	10.6	13.4	23.4	0.014	1.8	27.6	29.5
250	Hazel Del	Carlinville	110			189.5	227.6	38.1	38.1			F	16	4	8.0	0.015	2.7	10.6	13.4	23.4	0.014	1.8	27.6	29.5
	Carlinville	Shipman	79			227.6	236.4	8.8	8.8			F	16	4	8.0	0.015	2.7	10.6	13.4	23.4	0.014	1.8	27.6	29.5
	Shipman	Godfrey	110			236.4	248.3	11.9	11.9			F	16	4	8.0	0.015	2.7	10.6	13.4	23.4	0.014	1.8	27.6	29.5
	Godfrey	Upper Alton	79			248.3	255.6	7.3	7.3			F	16	4	8.0	0.015	2.7	10.6	13.4	23.4	0.014	1.8	27.6	29.5
300	Upper Alton	Lennox	110			255.6	275.7	20.1	20.1			F	16	16	8.0	0.015	2.7	10.6	13.4	23.4	0.014	1.8	27.6	29.5
	Lennox	Q Tower	79	79		275.7	279.9	4.2	8.4			F	16	16	36.0	0.015	2.7	47.8	50.5	23.4	0.014	8.2	27.6	35.8
	Q Tower	McArthur Br.	40	40		279.9	281.0	1.1	2.2			F	16	20	15.0	0.015	2.7	19.9	22.6	23.4	0.014	3.4	27.6	31.1
	McArthur Br.	St. Louis	25	25		281.0	283.5	2.5	5.0			F	16	60	66.0	0.015	2.7	87.6	90.3	23.4	0.014	15.0	27.6	42.7

From Station	To Station	FRA Track Class 2	3	4	5	6	MGT < 5	5-15	15-30	> 30	Curvature Lgt	Mod	Sev	Matrix 41 Cost/Mile	Convert Cost/Mile to a 312 day year	ZT Maint Cost x Track Miles x # of Annual Train Miles	Cyclic Capital Cost Per Train Mile Wood (Max) Z-T Matrix 42	Convert Cost/Mile to a 312 day year	Cap. Cost Per Train Mile Times Total No. of Miles	Total Cost Capital Cost Plus Maint. Cost	Comments
Chicago	21st Street		3.6											$ 2.05	$ 2.40	$ 43,099	$ 2.53	$ 2.96	$ 53,191	$ 96,290	MP 0.0 - Chicago
21st Street	Bridgeport		3.4											$ 2.15	$ 2.52	$ 42,690	$ 2.56	$ 2.99	$ 50,831	$ 93,522	
Bridgeport	Bridgeport		0.6											$ 2.29	$ 2.68	$ 8,024	$ 2.60	$ 3.04	$ 9,110	$ 17,135	
Bridgeport	Brighton Park		2.6											$ 2.15	$ 2.52	$ 32,646	$ 2.56	$ 2.99	$ 38,871	$ 71,517	
Brighton Park	Brighton Park		0.4											$ 0.42	$ 0.49	$ 981	$ 0.80	$ 0.94	$ 1,869	$ 2,850	
Brighton Park	Corwith		2.8											$ 0.40	$ 0.47	$ 6,541	$ 0.78	$ 0.91	$ 12,755	$ 19,295	
Corwith	Corwith		0.6											$ 0.42	$ 0.49	$ 1,472	$ 0.80	$ 0.94	$ 2,803	$ 4,275	
Corwith	Lemoyne			1.8										$ 0.40	$ 0.47	$ 4,205	$ 0.78	$ 0.91	$ 8,199	$ 12,404	
Lemoyne	Lemoyne		0.2											$ 0.40	$ 0.47	$ 467	$ 0.78	$ 0.91	$ 911	$ 1,378	
Lemoyne	Argo			8.8										$ 0.40	$ 0.47	$ 20,557	$ 0.78	$ 0.91	$ 40,086	$ 60,643	MP 12.0 - Summit
Argo	Argo		1.6											$ 0.40	$ 0.47	$ 3,738	$ 0.78	$ 0.91	$ 7,288	$ 11,026	
Argo	Lemont			26.0										$ 0.42	$ 0.49	$ 63,773	$ 0.80	$ 0.94	$ 121,472	$ 185,245	
Lemont	Lemont		0.2											$ 0.42	$ 0.49	$ 491	$ 0.80	$ 0.94	$ 934	$ 1,425	
Lemont	Joliet			21.2										$ 0.42	$ 0.49	$ 51,999	$ 0.80	$ 0.94	$ 99,046	$ 151,046	
UD Tower	UD Tower		1.2											$ 0.45	$ 0.53	$ 3,154	$ 0.84	$ 0.98	$ 5,887	$ 9,040	
Joliet	South Joliet			2.4										$ 1.51	$ 1.77	$ 21,178	$ 2.20	$ 2.57	$ 30,835	$ 52,013	MP 37.5 - Joliet
South Joliet	Mazonia					20.5								$ 3.40	$ 3.98	$ 407,048	$ 2.28	$ 2.67	$ 272,962	$ 680,010	
Mazonia	Towanda					62.3								$ 3.40	$ 3.98	$ 1,237,029	$ 2.28	$ 2.67	$ 829,537	$ 2,066,566	MP 73.6 - Dwight
Towanda	Normal					2.4								$ 3.40	$ 3.98	$ 47,654	$ 2.28	$ 2.67	$ 31,956	$ 79,611	
Normal	Bloomington		5.8											$ 1.51	$ 1.77	$ 51,147	$ 2.20	$ 2.57	$ 74,518	$ 125,665	MP 124.1 - Normal
Bloomington	Athol					28.1								$ 3.40	$ 3.98	$ 557,954	$ 2.28	$ 2.67	$ 374,157	$ 932,111	
Athol	Lincoln			3.8										$ 1.44	$ 1.68	$ 31,956	$ 2.18	$ 2.55	$ 48,379	$ 80,335	
Lincoln	Ridgley					51.5								$ 3.40	$ 3.98	$ 1,022,584	$ 2.28	$ 2.67	$ 685,733	$ 1,708,317	MP 156.1 - Lincoln
Ridgley	Hazel Del			7.7										$ 0.42	$ 0.49	$ 18,887	$ 0.80	$ 0.94	$ 35,974	$ 54,861	MP 185.2 - Springfield
Hazel Del	Carlinville					38.1								$ 2.38	$ 2.78	$ 529,560	$ 1.07	$ 1.25	$ 238,079	$ 767,639	MP 223.8 - Carlinville
Carlinville	Shipman			8.8										$ 0.40	$ 0.47	$ 20,557	$ 0.78	$ 0.91	$ 40,086	$ 60,643	
Shipman	Godfrey					11.9								$ 2.38	$ 2.78	$ 165,400	$ 1.07	$ 1.25	$ 74,361	$ 239,761	
Godfrey	Upper Alton			7.3										$ 0.40	$ 0.47	$ 17,053	$ 0.78	$ 0.91	$ 33,253	$ 50,306	MP 256.8 - Upper Alton
Upper Alton	Lennox					20.1								$ 2.50	$ 2.92	$ 293,460	$ 1.10	$ 1.29	$ 129,122	$ 422,582	
Lennox	Q Tower			8.4										$ 0.42	$ 0.49	$ 20,604	$ 0.80	$ 0.94	$ 39,245	$ 59,848	
Q Tower	McArthur Br.		2.2											$ 0.42	$ 0.49	$ 5,396	$ 0.80	$ 0.94	$ 10,278	$ 15,675	
McArthur Br.	St. Louis	5.0												$ 0.45	$ 0.53	$ 13,140	$ 0.84	$ 0.98	$ 24,528	$ 37,668	MP 280.9 - St. Louis
																$ 4,744,442	$ 45.01		$ 3,426,258	$ 8,170,700	

304.1 Total Route Miles 311.9
Total Track Miles 361.3

Track Miles By Class 5.0 25.2 96.2 0.0 234.9

Note 1 Note 2

Matrix 41 Matrix 41

HNTB
1-Feb-04
CHQ

Legend

FRA Class 2	30 - 25	**FRT'ASS**			**550**
FRA Class 3	60 - 40	**PP**	1	16	**5900**
FRA Class 4	80 - 60	**E**	2	16	
FRA Class 5	90 - 80	**PF**	6	16	1.170
FRA Class 6	110 - 80				

5.0
25.2
96.2
0.0
234.9

	Maintenance	Capital	Total
High	$4,744,442	$3,426,258	$8,170,700
Median	$3,937,887	$2,843,794	$6,781,681
Low	$3,131,332	$2,261,330	$5,392,662

Note 1: BNSF Furnished 2002 Tonnage Data
Note 2: RA Kollmar Estimate of Annual Growth

CHICAGO - MILWAUKEE - MADISON - PORTAGE - ST. PAUL

Global MP	From Station	To Station	Main #1	Main #2	Main #3	MP Begin	MP End	Segment Length	R. A. Kollmar's Calculations: Total Track Miles	Predom. Traffic P	Predom. Traffic E	Predom. Traffic F	No of Trains P	No of Trains F	Curr. Tons F	RR Escall. %	2022 Tonnage P	2022 Tonnage F	2022 Tonnage Tot	COMPLETE TEMS Calculations: 2000 Tons F	RR Escal. %	2010 Tonnage P	2010 Tonnage F	2010 Tonnage Tot	FRA Track Class 2	FRA Track Class 3	FRA Track Class 4	FRA Track Class 5	FRA Track Class 6	MGT < 5	MGT 5-15	MGT 15-30	MGT > 30	Curvature Lgt	Curvature Mod	Curvature Sev	Matrix 41 Cost/Mile	Convert Cost/Mile to a 312 day year	ZT Maint Cost x Track Miles x # of Annual Train Miles	Cyclic Capital Cost Per Train Mile Wood (Max) Z-T Matrix 42	Convert Cost/Mile to a 312 day year	Cap. Cost Per Train Mile Times Total No. of Miles	Total Cost Capital Cost Plus Maint. Cost	Comments
0	Chicago	Lake Street	20	20	20	0.0	1.0	1.0	3.0	P			34	0	1.0	0.03	5.8	1.8	7.6	11.6	0.016	0.3	13.6	13.9	3.0												2.29	2.68	$ 85,257	$ 2.60	$ 3.04	$ 96,798	$ 182,055	MP 0.0 - Chicago
	Lake Street	Western Avenue	60	60	60	1.0	2.9	1.9	5.7	P			34	0	1.0	0.03	5.8	1.8	7.6	11.6	0.016	0.3	13.6	13.9			5.7										2.15	2.52	$ 152,085	$ 2.56	$ 2.99	$ 181,087	$ 333,171	
	Western Avenue	Tower 4	40	40	40	2.9	3.8	0.9	2.7	P			34	2	1.0	0.03	5.8	1.8	7.6	11.6	0.016	0.3	13.6	13.9		2.7											2.29	2.68	$ 76,731	$ 2.60	$ 3.04	$ 87,118	$ 163,849	
	Tower 4	Pacific Junction	110	110	110	2.9	8.5	5.6	16.8	P			34	2	1.0	0.03	5.8	1.8	7.6	11.6	0.016	0.3	13.6	13.9					16.8								3.11	3.64	$ 648,398	$ 2.60	$ 3.04	$ 542,069	$ 1,190,466	
	Pacific Junction	Mayfair	110	110	110	8.5	10.3	1.8	5.4	P			34	2	1.0	0.03	5.8	1.8	7.6	11.6	0.016	0.3	13.6	13.9					5.4								3.11	3.64	$ 208,414	$ 2.60	$ 3.04	$ 174,236	$ 382,650	
	Mayfair	Techny	110	110	110	10.3	20.0	9.7	29.1	P			34	2	1.0	0.03	5.8	1.8	7.6	11.6	0.016	0.3	13.6	13.9					29.1								3.11	3.64	$ 1,123,117	$ 2.60	$ 3.04	$ 938,941	$ 2,062,058	MP 17.2 - Glenview
50	Techny	MP 51.7	110	110	110	20.0	51.7	42.8	128.4			F	34	28	35.9	0.03	5.8	63.0	68.8	31.9	0.016	10.8	37.4	48.2					128.4								1.68	1.97	$ 2,676,986	$ 0.76	$ 0.89	$ 1,211,017	$ 3,888,003	
	MP 51.7	MP 62.8	79	79		51.7	62.8	11.1	22.2			F	34	28	36.9	0.03	5.8	64.7	70.5	20.1	0.016	11.1	23.6	34.7			22.2										0.28	0.33	$ 77,141	$ 0.54	$ 0.63	$ 148,771	$ 225,912	MP 61.5 - Sturtevant
	MP 62.8	GMIA Airport Station	110	110	110	62.8	80.5	17.7	53.1			F	34	28	36.9	0.03	5.8	64.7	70.5	20.1	0.016	11.1	23.6	34.7					53.1								1.68	1.97	$ 1,107,071	$ 0.76	$ 0.89	$ 500,818	$ 1,607,889	MP 78 - GMIA
	GMIA Airport Station	KK Bridge	90	90	90	80.5	84.1	3.6	10.8			F	34	28	37.3	0.03	5.8	65.4	71.2	20.1	0.016	11.2	23.6	34.8				10.8										0.84	0.98	$ 112,584	$ 0.62	$ 0.73	$ 83,097	$ 195,681	
	KK Bridge	National Avenue	45	45		84.1	85.7	1.6	3.2			F	34	28	3.0	0.03	5.8	5.3	11.1	20.1	0.016	0.9	23.6	24.5		3.2											0.32	0.37	$ 12,708	$ 0.60	$ 0.70	$ 23,827	$ 36,535	
	National Avenue	Milwaukee Station	20	20		85.7	86.0	0.3	0.6			F	34	4	3.0	0.03	5.8	5.3	11.1	22.1	0.016	0.9	25.9	26.8	0.6												0.32	0.37	$ 2,383	$ 0.60	$ 0.70	$ 4,468	$ 6,850	MP 85.8 - Milwaukee
	Milwaukee Station	Wauwatosa	60	60	60	86.0	90.8	4.8	14.4			F	20	4	36.7	0.03	3.4	64.4	67.8	20.3	0.016	11.0	23.8	34.8			14.4										0.30	0.35	$ 31,536	$ 0.56	$ 0.66	$ 58,867	$ 90,403	
100	Wauwatosa	Elm Grove	90	90		90.8	95.4	4.6	9.2			F	20	4	36.7	0.03	3.4	64.4	67.8	23.9	0.016	11.0	28.0	39.1				9.2									0.93	1.09	$ 62,459	$ 0.68	$ 0.80	$ 45,669	$ 108,128	
	Elm Grove	MP 117.2	110	110		95.4	117.2	21.8	43.6			F	20	4	36.7	0.03	3.4	64.4	67.8	23.9	0.016	11.0	28.0	39.1					43.6								1.76	2.06	$ 560,173	$ 0.79	$ 0.92	$ 251,441	$ 811,614	MP 100 - Brookfield
	MP 117.2	MP 118.7	79	79		117.2	118.8	1.6	3.2			F	20	4	36.7	0.03	3.4	64.4	67.8	23.9	0.016	11.0	28.0	39.1			3.2										0.28	0.33	$ 6,541	$ 0.54	$ 0.63	$ 12,614	$ 19,155	MP 117.5 - Oconomowoc
	MP 118.7	MP 129.3	110	110		118.8	129.3	10.5	21.0			F	20	32	36.7	0.03	3.4	64.4	67.8	23.9	0.016	11.0	28.0	39.1					21.0								1.76	2.06	$ 269,808	$ 0.79	$ 0.92	$ 121,107	$ 390,915	MP 130 - Watertown
	MP 129.3	Watertown	79	79		129.3	130.9	1.6	3.2			F	20	32	36.7	0.03	3.4	64.4	67.8	23.9	0.016	11.0	28.0	39.1			3.2										0.30	0.35	$ 7,008	$ 0.56	$ 0.66	$ 13,082	$ 20,090	
	Watertown	Watertown	45	45		130.9	131.2	0.3	0.6	P			20	32	0.3	0.03	3.4	0.6	4.0	23.9	0.016	0.1	28.0	28.1		0.6											0.32	0.37	$ 1,402	$ 0.60	$ 0.70	$ 2,628	$ 4,030	
150	Watertown	MP 161.8	110			131.2	161.8	30.6	30.6	P			20	2	0.3	0.03	3.4	0.6	4.0	2.0	0.016	0.1	2.3	2.4					30.6								3.11	3.64	$ 694,712	$ 2.60	$ 3.04	$ 580,788	$ 1,275,500	
	MP 161.8	Junction A	60			161.8	164.4	2.6	2.6	P			20	2	0.3	0.03	3.4	0.6	4.0	2.0	0.016	0.1	2.3	2.4		2.6											2.15	2.52	$ 40,807	$ 2.56	$ 2.99	$ 48,589	$ 89,396	
	Junction A	Junction A	20			164.4	164.6	0.2	0.2	P			20	2	0.3	0.03	3.4	0.6	4.0	2.0	0.016	0.1	2.3	2.4	0.2												2.29	2.68	$ 3,343	$ 2.60	$ 3.04	$ 3,796	$ 7,139	
	Junction A	Madison Shop	45			79.5	81.0	1.5	1.5		E		12	2	2.5	0.03	2.1	4.4	6.4	2.0	0.016	0.7	2.3	3.1		1.5											1.61	1.88	$ 10,578	$ 2.24	$ 2.62	$ 14,717	$ 25,295	
	Madison Shop	Madison Airport	60	60		32.9	30.0	2.9	5.8		E		12	2	2.5	0.03	2.1	4.4	6.4	2.0	0.016	0.7	2.3	3.1		5.8											1.51	1.77	$ 38,360	$ 2.20	$ 2.57	$ 55,889	$ 94,249	MP 30.0 - Madison
200	Madison Airport	Portage	110			30.0	0.0	30.0	30.0		E		12	2	2.5	0.03	2.1	4.4	6.4	2.0	0.016	0.7	2.3	3.1					30.0								3.57	4.18	$ 469,098	$ 2.31	$ 2.70	$ 303,534	$ 772,632	
250	Portage	Camp Douglas	110			176.9	243.4	66.5	66.5			F	12	32	40.0	0.03	2.1	70.1	72.2	31.0	0.016	12.0	36.3	48.4					66.5								2.50	2.92	$ 728,175	$ 1.10	$ 1.29	$ 320,397	$ 1,048,572	MP 178 - Portage
	Camp Douglas	Camp Douglas	35	35		243.4	243.8	0.4	0.8			F	12	32	42.1	0.03	2.1	73.8	75.9	31.0	0.016	12.7	36.3	49.0		0.8											0.45	0.53	$ 1,577	$ 0.84	$ 0.98	$ 2,943	$ 4,520	Tunnel
300	Camp Douglas	Grand Crossing (BNSF)	110			243.8	280.0	36.2	72.4			F	12	32	42.1	0.03	2.1	73.8	75.9	26.6	0.016	12.7	31.2	43.8					72.4								2.50	2.92	$ 792,780	$ 1.10	$ 1.29	$ 348,823	$ 1,141,603	La Crosse
	Grand Crossing (BNSF)	La Crosse Station	45	45	45	280.0	283.8	3.8	11.4			F	12	42	42.1	0.03	2.1	73.8	75.9	40.6	0.016	12.7	47.6	60.3		11.4											0.45	0.53	$ 22,469	$ 0.84	$ 0.98	$ 41,943	$ 64,412	Mississippi River Bridge
	La Crosse Station	MP 288.0	110	110	110	283.8	288.0	4.2	12.6			F	12	36	43.8	0.03	2.1	76.8	78.9	40.6	0.016	13.2	47.6	60.8					12.6								2.50	2.92	$ 137,970	$ 1.10	$ 1.29	$ 60,707	$ 198,677	River Junction
400	MP 288.0	Red Wing Station	90	90		288.0	371.5	83.5	167.0			F	12	36	40.6	0.03	2.1	71.2	73.3	26.5	0.016	12.2	31.1	43.3				###									1.25	1.46	$ 914,325	$ 0.90	$ 1.05	$ 658,314	$ 1,572,639	
	Red Wing Station	East Hastings	110	110	110	371.5	389.8	18.3	54.9			F	12	36	40.6	0.03	2.1	71.2	73.3	67.8	0.016	12.2	79.5	91.7					54.9								2.50	2.92	$ 601,155	$ 1.10	$ 1.29	$ 264,508	$ 865,663	
	East Hastings	St. Croix Junction	79	79	79	389.8	396.0	6.2	18.6			F	12	48	40.6	0.03	2.1	71.2	73.3	54.2	0.016	12.2	63.5	75.7			18.6										0.45	0.53	$ 36,661	$ 0.84	$ 0.98	$ 68,433	$ 105,094	
	St. Croix Junction	St. Paul Yard	110	110	110	396.0	407.4	11.4	34.2			F	12	48	40.6	0.03	2.1	71.2	73.3	54.2	0.016	12.2	63.5	75.7					34.2								2.50	2.92	$ 374,490	$ 1.10	$ 1.29	$ 164,776	$ 539,266	
	St. Paul Yard	St. Paul Station	70	70	70	407.4	408.9	1.5	4.5			F	12	52	40.6	0.03	2.1	71.2	73.3	4.1	0.016	12.2	4.8	17.0			4.5										0.42	0.49	$ 8,278	$ 0.80	$ 0.94	$ 15,768	$ 24,046	MP 408.9 - St. Paul
																																								$ -					
																																								$ -					
																																								$ 12,096,577	$ 48.19		$ 7,451,580	$ 19,548,157	

Total Route Mile 443.0

Total Track Mile 889.8

Note 1

Note 2

Track Miles By Class 3.8 28.6 71.8 #### 598.6

HNTB
1-Feb-04
CHQ

Legend

FRA Class 2	30 - 25		**FRT**	**PASS**		
FRA Class 3	60 - 40	**PP**	1	16		**550**
FRA Class 4	80 - 60	**E**	2	16		**5900**
FRA Class 5	90 - 80	**PF**	6	16		1.170
FRA Class 6	110 - 80					

	3.8	28.6	71.8	####	598.6
	3.8				
		28.6			
			71.8		
				####	
					598.6

	Maintenance	Capital	Total
High	$12,096,577	$7,451,580	$19,548,157
Median	$10,040,159	$6,184,811	$16,224,970
Low	$7,983,741	$4,918,043	$12,901,783

Note 1: CP Rail Furnished 2002 Tonnage and Growth Data (Heron 12-15-03; 01-05-04)
Note 2: RA Kollmar Estimate of Growth

PORT HURON TO BATTLE CREEK

Global MP	From Station	To Station	Main #1	Main #2	Main #3	MP Begin	MP End	Segment Length	R. A. Kollmar's Calculations: Total Track Miles	Predom. Traffic P	Predom. Traffic E	Predom. Traffic F	No of Trains P	No of Trains F	Curr. Tons F	RR Escal. %	2022 Tonnage P	2022 Tonnage F	2022 Tonnage Tot	COMPLETE TEMS Calculations: 2010 Tons F	RR Escal. %	2022 Tonnage P	2022 Tonnage F	2022 Tonnage Tot	FRA Track Class 2	FRA Track Class 3	FRA Track Class 4.0	FRA Track Class 5	FRA Track Class 6	MGT < 5	MGT 5-15	MGT 15-30	MGT > 30	Curvature Lgt	Curvature Mod	Curvature Sev	Matrix 41 Cost/Mile	Convert Cost/Mile to a 312 day year	ZT Maint Cost x Track Miles x # of Annual Train Miles	Cyclic Capital Cost Per Train Mile Wood (Max) Z-T Matrix 42	Convert Cost/Mile to a 312 day year	Cap. Cost Per Train Mile Times Total No. of Miles	Total Cost Capital Cost Plus Maint. Cost	Remarks
320	Port Huron	Tappan			45	334.2	332.1	2.1	2.1	P			8	0	0.0	0.03	1.4	0.0	1.4	32.7	0.014	0.0	38.6	38.6		2.1											$ 2.05	$ 2.40	$ 12,571	$ 1.92	$ 2.25	$ 11,773	$ 24,344	MP 334.2 - Port Huron
	Tappan		65	65		332.1	331.7	0.4	0.8			F	8	44	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9			0.8										$ 0.96	$ 1.12	$ 2,243	$ 1.92	$ 1.92	$ 3,834	$ 6,076	
			55	55		331.7	330.7	1.0	2.0			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9		2.0											$ 0.96	$ 1.12	$ 5,606	$ 1.92	$ 2.25	$ 11,213	$ 16,819	
		West Tappan	65	65		330.7	329.0	1.7	3.4			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9			3.4										$ 0.96	$ 1.12	$ 9,531	$ 1.92	$ 2.25	$ 19,062	$ 28,593	
	West Tappan		70			329.0	326.0	3.0	3.0			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9			3.0										$ 0.96	$ 1.12	$ 8,410	$ 1.92	$ 2.25	$ 16,819	$ 25,229	MP 270.0 - Flint
			79			326.0	323.6	2.4	2.4			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9			2.4										$ 0.96	$ 1.12	$ 6,728	$ 1.92	$ 2.25	$ 13,455	$ 20,183	
			65			323.6	321.4	2.2	2.2			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9			2.2										$ 0.96	$ 1.12	$ 6,167	$ 1.92	$ 2.25	$ 12,334	$ 18,501	MP 253 - Durand
	Emmett		79			321.4	314.2	7.2	7.2			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9			7.2										$ 0.96	$ 1.12	$ 20,183	$ 1.92	$ 2.25	$ 40,366	$ 60,549	
300			65			314.2	312.5	1.7	1.7			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9			1.7										$ 0.96	$ 1.12	$ 4,765	$ 1.92	$ 2.25	$ 9,531	$ 14,296	
			79			312.5	303.1	9.4	9.4			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9			9.4										$ 0.96	$ 1.12	$ 26,350	$ 1.92	$ 2.25	$ 52,700	$ 79,050	
			65			303.1	303.1	0.0	0.0			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9			0.0										$ 0.96	$ 1.12	$ -	$ 1.92	$ 2.25	$ -	$ -	
	Imlay City		75			303.1	300.5	2.6	2.6			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9			2.6										$ 0.96	$ 1.12	$ 7,288	$ 1.92	$ 2.25	$ 14,577	$ 21,865	
			79			300.5	299.5	1.0	1.0			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9			1.0										$ 0.96	$ 1.12	$ 2,803	$ 1.92	$ 2.25	$ 5,606	$ 8,410	MP 222 - East Lansing
			70			299.5	295.0	4.5	4.5			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9			4.5										$ 0.96	$ 1.12	$ 12,614	$ 1.92	$ 2.25	$ 25,229	$ 37,843	
	Lapeer	East Flint	65	65		295.0	276.7	18.3	36.6			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9			36.6										$ 0.96	$ 1.12	$ 102,597	$ 1.92	$ 2.25	$ 205,194	$ 307,791	
	East Flint		40	40		276.7	276.7	0.0	0.0			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9		0.0											$ 0.96	$ 1.12	$ -	$ 1.92	$ 2.25	$ -	$ -	
	Belsay		65	65		276.7	272.5	4.2	8.4			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9			8.4										$ 0.96	$ 1.12	$ 23,547	$ 1.92	$ 2.25	$ 47,094	$ 70,641	
		Kearsley	55	55		272.5	271.8	0.7	1.4			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9		1.4											$ 0.96	$ 1.12	$ 3,924	$ 1.92	$ 2.25	$ 7,849	$ 11,773	
	Kearsley	Kearsley	55	55		271.8	271.8	0.0	0.0			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9			0.0										$ 0.96	$ 1.12	$ -	$ 1.92	$ 2.25	$ -	$ -	
	Kearsley	Flint	65	65		271.8	270.0	1.8	3.6			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9			3.6										$ 0.96	$ 1.12	$ 10,092	$ 1.92	$ 2.25	$ 20,183	$ 30,275	
	Flint		65			270.0	267.0	3.0	3.0			F	8	40	30.8	0.03	1.4	54.0	55.4	30.9	0.014	9.3	36.5	45.8			3.0										$ 0.96	$ 1.12	$ 8,410	$ 1.92	$ 2.25	$ 16,819	$ 25,229	
			50			267.0	265.5	1.5	1.5			F	8	40	30.8	0.03	1.4	54.0	55.4	30.9	0.014	9.3	36.5	45.8		1.5											$ 0.96	$ 1.12	$ 4,205	$ 1.92	$ 2.25	$ 8,410	$ 12,614	
250		West Flint	79			265.5	263.8	1.7	1.7			F	8	40	30.8	0.03	1.4	54.0	55.4	30.9	0.014	9.3	36.5	45.8			1.7										$ 0.96	$ 1.12	$ 4,765	$ 1.92	$ 2.25	$ 9,531	$ 14,296	
	West Flint	West Flint	40			263.8	263.8	0.0	0.0			F	8	40	30.8	0.03	1.4	54.0	55.4	30.9	0.014	9.3	36.5	45.8		0.0											$ 0.96	$ 1.12	$ -	$ 1.92	$ 2.25	$ -	$ -	
	West Flint		65			263.8	259.8	4.0	4.0			F	8	40	30.8	0.03	1.4	54.0	55.4	30.9	0.014	9.3	36.5	45.8			4.0										$ 0.96	$ 1.12	$ 11,213	$ 1.92	$ 2.25	$ 22,426	$ 33,638	
			79			259.8	255.7	4.1	4.1			F	8	40	30.8	0.03	1.4	54.0	55.4	30.9	0.014	9.3	36.5	45.8			4.1										$ 0.96	$ 1.12	$ 11,493	$ 1.92	$ 2.25	$ 22,986	$ 34,479	
		East Durand	65			255.7	255.4	0.3	0.3			F	8	40	30.8	0.03	1.4	54.0	55.4	30.9	0.014	9.3	36.5	45.8			0.3										$ 0.96	$ 1.12	$ 841	$ 1.92	$ 2.25	$ 1,682	$ 2,523	
	East Durand	East Durand	40			255.4	255.4	0.0	0.0			F	8	40	30.8	0.03	1.4	54.0	55.4	30.9	0.014	9.3	36.5	45.8		0.0											$ 0.96	$ 1.12	$ -	$ 1.92	$ 2.25	$ -	$ -	
	East Durand		65			255.4	253.6	1.8	1.8			F	8	40	30.8	0.03	1.4	54.0	55.4	30.9	0.014	9.3	36.5	45.8			1.8										$ 0.96	$ 1.12	$ 5,046	$ 1.92	$ 2.25	$ 10,092	$ 15,137	
		Durand	65	65		253.6	253.3	0.3	0.6			F	8	40	30.8	0.03	1.4	54.0	55.4	30.9	0.014	9.3	36.5	45.8			0.6										$ 0.96	$ 1.12	$ 1,682	$ 1.92	$ 2.25	$ 3,364	$ 5,046	
	Durand	Durand	45	45		253.3	253.3	0.0	0.0			F	8	40	30.8	0.03	1.4	54.0	55.4	30.9	0.014	9.3	36.5	45.8		0.0											$ 0.96	$ 1.12	$ -	$ 1.92	$ 2.25	$ -	$ -	
	Durand		45	45		253.3	253.0	0.3	0.6			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3		0.6											$ 0.96	$ 1.12	$ 1,682	$ 1.92	$ 2.25	$ 3,364	$ 5,046	
	Vernon	Bancroft	65	65		253.0	248.7	4.3	8.6			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3			8.6										$ 0.96	$ 1.12	$ 24,108	$ 1.92	$ 2.25	$ 48,215	$ 72,323	
	Bancroft	Shaftsburg	55			248.7	233.8	14.9	14.9			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3		14.9											$ 0.96	$ 1.12	$ 41,768	$ 1.92	$ 2.25	$ 83,535	$ 125,303	
	Shaftsburg	Okemos	65			233.8	227.5	6.3	6.3			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3			6.3										$ 0.96	$ 1.12	$ 17,660	$ 1.92	$ 2.25	$ 35,320	$ 52,980	
	Okemos		50	50		227.5	225.7	1.8	3.6			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3		3.6											$ 0.96	$ 1.12	$ 10,092	$ 1.92	$ 2.25	$ 20,183	$ 30,275	
			65	65		225.7	224.0	1.7	3.4			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3			3.4										$ 0.96	$ 1.12	$ 9,531	$ 1.92	$ 2.25	$ 19,062	$ 28,593	
		Trowbridge	50	50		224.0	223.5	0.5	1.0			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3		1.0											$ 0.96	$ 1.12	$ 2,803	$ 1.92	$ 2.25	$ 5,606	$ 8,410	
	Trowbridge	Cedar	79	79		223.5	221.5	2.0	4.0			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3			4.0										$ 0.96	$ 1.12	$ 11,213	$ 1.92	$ 2.25	$ 22,426	$ 33,638	
	Cedar		50			221.5	219.0	2.5	2.5			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3		2.5											$ 0.96	$ 1.12	$ 7,008	$ 1.92	$ 2.25	$ 14,016	$ 21,024	
			45			219.0	218.5	0.5	0.5			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3		0.5											$ 0.96	$ 1.12	$ 1,402	$ 1.92	$ 2.25	$ 2,803	$ 4,205	
	Hope	Mill	65			218.5	215.0	3.5	3.5			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3			3.5										$ 0.96	$ 1.12	$ 9,811	$ 1.92	$ 2.25	$ 19,622	$ 29,434	
200	Mill	Potterville	65	65		215.0	208.3	6.7	13.4			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3			13.4										$ 0.96	$ 1.12	$ 37,563	$ 1.92	$ 2.25	$ 75,126	$ 112,689	
	Potterville	Charlotte	65			208.3	202.5	5.8	5.8			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3			5.8										$ 0.96	$ 1.12	$ 16,259	$ 1.92	$ 2.25	$ 32,517	$ 48,776	
	Charlotte		45			202.5	201.8	0.7	0.7			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3		0.7											$ 1.08	$ 1.26	$ 2,208	$ 1.97	$ 2.30	$ 4,027	$ 6,234	
		Walton	65			201.8	197.0	4.8	4.8			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3			4.8										$ 0.96	$ 1.12	$ 13,455	$ 1.92	$ 2.25	$ 26,911	$ 40,366	
	Walton		65	65		197.0	193.5	3.5	7.0			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3			7.0										$ 0.96	$ 1.12	$ 19,622	$ 1.92	$ 2.25	$ 39,245	$ 58,867	
		Lacy	70	70		193.5	190.5	3.0	6.0			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3			6.0										$ 0.96	$ 1.12	$ 16,819	$ 1.92	$ 2.25	$ 33,638	$ 50,458	
	Lacy	McAllister	65	65		190.5	179.2	11.3	22.6			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3			22.6										$ 0.96	$ 1.12	$ 63,352	$ 1.92	$ 2.25	$ 126,705	$ 190,057	
	McAllister		25	25		179.2	178.8	0.4	0.8			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3	0.8												$ 0.96	$ 1.12	$ 2,243	$ 1.92	$ 2.25	$ 4,485	$ 6,728	
		Emmett Street	35	35		178.8	178.6	0.2	0.4			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3		0.4											$ 1.01	$ 1.18	$ 1,180	$ 1.94	$ 2.27	$ 2,266	$ 3,446	
	Emmett Street	Baron	45	45		178.6	176.7	1.9	3.8			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3		3.8											$ 1.01	$ 1.18	$ 11,207	$ 1.94	$ 2.27	$ 21,526	$ 32,733	
	Baron	Battle Creek	45	45		176.7	175.8	0.9	1.8			F	30	44	30.8	0.03	5.1	54.0	59.2	30.5	0.014	9.3	36.0	45.3		1.8											$ 1.01	$ 1.18	$ 19,907	$ 1.94	$ 2.27	$ 38,237	$ 58,144	MP 175.8 - Battle Creek
161.0	Battle Creek	Chicago																																										
																																							$ 653,965	$ 101.87		$ 1,290,964	$ 1,944,929	

Total Miles 158.4 | Track Miles By Class | **Note** | 0.8 | 36.8 | 187.7 | 0.0 | 0.0

1

2

HNTB
1-Feb-04
CHQ

Total Track Miles 225.3

0.8
36.8
187.7
0.0
0.0

Legend

Legend						
(pink)	FRA Class 2	30 - 25		**FRT**	**PASS**	**550**
(orange)	FRA Class 3	60 - 40	**PP**	1	16	**5900**
(yellow)	FRA Class 4	80 - 60	**E**	2	16	
(light blue)	FRA Class 5	90 - 80	**PF**	6	16	1.170
(light green)	FRA Class 6	110 - 80				

	Maintenance	Capital	Total
High	$653,965	$1,290,964	$1,944,929
Median	$542,791	$1,071,500	$1,614,291
Low	$431,617	$852,036	$1,283,653

Notes
1 CN (O'Brien) Furnished Tonnage Data 12-05-03
2 CN (O'Brien) Furnished Annual Growth Forecast Percentage 01-05-04

KALAMAZOO - GRAND RAPIDS - HOLLAND

Global MP		Pass. Station	Main #1	Main #2	Main #3	MP Begin	MP End	Segment Length	Total Track Miles	Predom. Traffic P	Predom. Traffic E	Predom. Traffic F	No of Trains P	No of Trains F	Curr. Tons F	RR Escal. %	2022 Tonnage P	2022 Tonnage F	2022 Tonnage Tot	2010 Tons F	RR Escal. %	2022 Tonnage P	2022 Tonnage F	2022 Tonnage Tot	FRA Track Class 2	FRA Track Class 3	FRA Track Class 4	FRA Track Class 5	FRA Track Class 6	MGT < 5	MGT 5-15	MGT 15-30	MGT > 30	Curvature Lgt	Curvature Mod	Curvature Sev	Matrix 41 Cost/Mile	Convert Cost/Mile to a 312 day year	ZT Maint Cost x Track Miles x # of Annual Train Miles	Cyclic Capital Cost Per Train Mile Wood (Max) Z-T Matrix 42	Convert Cost/Mile to a 312 day year	Cap. Cost Per Train Mile Times Total No. of Miles	Total Cost Capital Cost Plus Maint. Cost	Remarks
										R. A. Kollmar's Calculations										COMPLETE TEMS Calculations																							
0	Kalamazoo	Kalamazoo	30			0.0	0.5	0.5	0.5	P			8	0	2.45	0.015	1.4	3.3	4.6	10.00	0.014	0.2	11.8	12.1	0.5												2.29	2.68	$ 3,343	$ 2.60	$ 3.04	$ 3,796	$ 7,139	MP 0.0 - Kalamazoo
	Kalamazoo	Kalamazoo	60	60		0.5	2.0	1.5	3.0		E		8	2	2.45	0.015	1.4	3.3	4.6	10.00	0.014	0.2	11.8	12.1		3.0											1.61	1.88	$ 14,104	$ 2.24	$ 2.62	$ 19,622	$ 33,726	2.4 MGT from NS 121003
	Kalamazoo	Plainwell	79			2.0	12.2	10.2	10.2		E		8	2	2.45	0.015	1.4	3.3	4.6	10.00	0.014	0.2	11.8	12.1			10.2										1.44	1.68	$ 42,889	$ 2.18	$ 2.55	$ 64,929	$ 107,818	MP 12.2 - Plainwell Station
50	Plainwell	Grand Rapids	79			12.2	46.8	34.6	34.6		E		8	2	2.45	0.015	1.4	3.3	4.6	10.00	0.014	0.2	11.8	12.1			34.6										1.44	1.68	$ 145,486	$ 2.18	$ 2.55	$ 220,250	$ 365,736	MP 46.8 - NS / CSXT Switch
	Grand Rapids	Grand Rapids	30	30		46.8	48.8	2.0	4.0		E		8	2	2.45	0.015	1.4	3.3	4.6	10.00	0.014	0.2	11.8	12.1			4.0										1.61	1.88	$ 18,805	$ 2.24	$ 2.62	$ 26,163	$ 44,968	MP 0 & MP 48.8 - Grand Rapids Station
	Grand Rapids	Grand Rapids	30	30		0.0	2.0	2.0	4.0			F	8	2	15.6	0.03	1.4	27.4	28.7	10.00	0.014	0.2	11.8	12.1			4.0										1.08	1.26	$ 12,614	$ 1.97	$ 2.30	$ 23,010	$ 35,624	
	Grand Rapids	Grandville	50	50		2.0	5.7	3.7	7.4			F	8	14	15.6	0.03	1.4	27.4	28.7	10.00	0.014	0.2	11.8	12.1			7.4										0.96	1.12	$ 20,744	$ 1.92	$ 2.25	$ 41,487	$ 62,231	MP 6.0 - Grandville
	Grandville	Jenison	60			5.7	7.3	1.6	1.6			F	8	14	15.6	0.03	1.4	27.4	28.7	10.00	0.014	0.2	11.8	12.1			1.6										1.01	1.18	$ 4,719	$ 1.94	$ 2.27	$ 9,064	$ 13,782	MP 7.3 - Jenison
	Jenison	Hudsonville	79			7.3	12.1	4.8	4.8			F	8	14	15.6	0.03	1.4	27.4	28.7	10.00	0.014	0.2	11.8	12.1			4.8										0.96	1.12	$ 13,455	$ 1.92	$ 2.25	$ 26,911	$ 40,366	MP 12.0 - Hudsonville
	Hudsonville	Hudsonville	60	60		12.1	13.2	1.1	2.2			F	8	14	15.6	0.03	1.4	27.4	28.7	10.00	0.014	0.2	11.8	12.1		2.2											1.01	1.18	$ 6,488	$ 1.94	$ 2.27	$ 12,463	$ 18,951	2.45 MGT from NS 121003
	Hudsonville	Holland	79			13.2	25.2	12.0	12.0			F	8	14	15.6	0.03	1.4	27.4	28.7	10.00	0.014	0.2	11.8	12.1			12.0										0.96	1.12	$ 33,638	$ 1.92	$ 2.25	$ 67,277	$ 100,915	MP 20.7 - Zeeland
74.1	Holland		60			25.2	25.3	0.1	0.1			F	8	14	15.6	0.03	1.4	27.4	28.7	10.00	0.014	0.2	11.8	12.1		0.1											1.01	1.18	$ 295	$ 1.94	$ 2.27	$ 566	$ 861	MP 24.4 - Waverly
																																												MP 25.3 - Holland
															NOTE	NOTE																												
						Total Miles		74.1	84.4	Track Miles By Class					1.00	2									0.5	5.3	78.6	0.0	0.0										$ 316,581	$ 24.99		$ 515,538	$ 832,118	
																1.50%																												

HNTB
1-Feb-04
CHQ

Total Track Mile 84.4

FRT	PASS	
1	16	**5900**
2	16	7500
6	16	1.170

Legend

30 - 25	FRA Class 2
60 - 40	FRA Class 3
80 - 60	FRA Class 4
90 - 80	FRA Class 5
110 - 80	FRA Class 6

	Maintenance	Capital	Total
High	$316,581	$515,538	$832,118
Median	$262,762	$427,896	$690,658
Low	$208,943	$340,255	$549,198

Note 1 Tonnage and annual escallation furnished by NS and CSXT.
Note 2 RA Kollmar estimate of annual tonnage growth percentage.

		2.4
PP	1.015	2.436
E		2.47254
PF		2.509628

CHICAGO - FORT WAYNE - TOLEDO - CLEVELAND

R. A. Kollmar's Calculations | INCOMPLETE – TEMS Calculations

Global MP	From Station	To Station	Main			MP Begin	MP End	Segment Length	Total Track Miles	Predom. Traffic			No of Trains		Curr Tons	RR Escal.	2022 Tonnage			2000 Tons	RR Escal.	2010 Tonnage			FRA Track Class					MGT				Curvature			Matrix 41 Cost/Mile	Convert Cost/Mile to a 312 day year	ZT Maint Cost x Track Miles x # of Annual Train Miles	Cyclic Capital Cost Per Train Mile Wood (Max) Z-T Matrix 42	Convert Cost/Mile to a 312 day year	Cap. Cost Per Train Mile Times Total No. of Miles	Total Cost Capital Cost Plus Maint. Cost	Comments
			#1	#2	#3					P	E	F	P	F	F	%	P	F	Tot	F	%	P	F	Tot	2	3	4	5	6	< 5	5-15	15-30	> 30	Lgt	Mod	Sev								
0	Chicago	21 Street	45	45	45	523.0	520.9	2.1	6.3	P			16	0	0.0	0.0	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8		6.3											$ 2.05	$ 2.40	$ 75,424	$ 2.53	$ 2.96	$93,084	$168,507	MP 0.0 - Chicago
	21 Street	Englewood	79	79		520.9	516.3	4.6	9.2	P			16	0	122.4	0.037	4.8	244.1	248.9	0	0.0015	4.8	0.0	4.8			9.2										$ 2.05	$ 2.40	$ 110,142	$ 2.53	$ 2.96	$135,932	$246,074	
	Englewood	Englewood	45	45		516.3	515.2	1.1	2.2	P			16	0	122.4	0.037	4.8	244.1	248.9	0	0.0015	4.8	0.0	4.8		2.2											$ 2.29	$ 2.68	$ 29,422	$ 2.60	$ 3.04	$33,405	$62,827	
	Englewood	Gr. Xing	79	79		515.2	513.7	1.5	3.0	P			16	0	122.4	0.037	4.8	244.1	248.9	0	0.0015	4.8	0.0	4.8			3.0										$ 2.05	$ 2.40	$ 35,916	$ 2.53	$ 2.96	$44,326	$80,242	Current NS ML Tonnage = 122.4
	Gr. Xing	Cal River	79	79		513.7	509.8	3.9	7.8	P			16	0	122.4	0.037	4.8	244.1	248.9	0	0.0015	4.8	0.0	4.8			7.8										$ 2.05	$ 2.40	$ 93,382	$ 2.53	$ 2.96	$115,247	$208,628	
	Cal R. Br.	Cal R. Br.	79	79		509.8	509.5	0.3	0.6	P			16	0	122.4	0.037	4.8	244.1	248.9	0	0.0015	4.8	0.0	4.8			0.6										$ 2.05	$ 2.40	$ 7,183	$ 2.53	$ 2.96	$8,865	$16,048	
	Cal River	Hick	110	110		509.5	503.4	6.1	12.2	P			16	0	122.4	0.037	4.8	244.1	248.9	0	0.0015	4.8	0.0	4.8					12.2								$ 3.11	$ 3.64	$ 221,581	$ 2.60	$ 3.04	$185,245	$406,826	MP 507.0 - Hammond Station
	Hick Br.	Hick Br.	79	79		503.4	503.0	0.4	0.8	P			16	0	122.4	0.037	4.8	244.1	248.9	0	0.0015	4.8	0.0	4.8			0.8										$ 2.05	$ 2.40	$ 9,578	$ 2.53	$ 2.96	$11,820	$21,398	
	Hick Br.	NS Flyover	79	79		503.0	501.6	1.4	2.8	P			16	0	122.4	0.037	4.8	244.1	248.9	0	0.0015	4.8	0.0	4.8			2.8										$ 2.05	$ 2.40	$ 33,522	$ 2.53	$ 2.96	$41,371	$74,892	Current NS ML Tonnage = 122.4
	NS Flyover	NS Flyover	60	60		501.6	500.5	1.1	2.2	P			16	0	0.0	0.0	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8		2.2											$ 2.15	$ 2.52	$ 27,623	$ 2.56	$ 2.99	$32,891	$60,514	
	NS Flyover	Tolleston	79	79		15.0	19.0	4.0	8.0	P			16	0	0.0	0.0	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8			8.0										$ 2.05	$ 2.40	$ 95,776	$ 2.53	$ 2.96	$118,202	$213,978	
	Tolleston	E. Gary	60			442.5	440.0	2.5	2.5		E		16	0	2.9	0.0	4.8	5.1	9.9	0	0.0015	4.8	0.0	4.8		2.5											$ 1.44	$ 1.68	$ 21,024	$ 2.18	$ 2.55	$31,828	$52,852	
	E. Gary		110			440.0	430.0	10.0	10.0		E		16	0	2.9	0.03	4.8	5.1	9.9	0	0.0015	4.8	0.0	4.8					10.0								$ 3.57	$ 4.18	$ 208,488	$ 2.31	$ 2.70	$134,904	$343,392	
	Passing Siding	Passing Siding	110	110		430.0	425.0	5.0	10.0		E		16	0	2.9	0.03	4.8	5.1	9.9	0	0.0015	4.8	0.0	4.8					10.0								$ 3.57	$ 4.18	$ 208,488	$ 2.31	$ 2.70	$134,904	$343,392	
		Valparaiso	110			425.0	414.9	10.1	10.1		E		16	0	2.9	0.03	4.8	5.1	9.9	0	0.0015	4.8	0.0	4.8					10.1								$ 3.40	$ 3.98	$ 200,546	$ 2.28	$ 2.67	$134,484	$335,029	MP 414.9 - Valparaiso Station
		Wanatah	110			414.9	385.0	29.9	29.9		E		16	0	2.9	0.03	4.8	5.1	9.9	0	0.0015	4.8	0.0	4.8					29.9								$ 3.57	$ 4.18	$ 623,379	$ 2.31	$ 2.70	$403,363	$1,026,742	
	Passing Siding	Passing Siding	110	110		385.0	375.0	10.0	20.0		E		16	0	2.9	0.03	4.8	5.1	9.9	0	0.0015	4.8	0.0	4.8					20.0								$ 3.57	$ 4.18	$ 416,976	$ 2.31	$ 2.70	$269,808	$686,784	
			110			375.0	350.0	25.0	25.0		E		16	0	2.9	0.03	4.8	5.1	9.9	0	0.0015	4.8	0.0	4.8					25.0								$ 3.40	$ 3.98	$ 496,400	$ 2.28	$ 2.67	$332,880	$829,280	
	Passing Siding	Passing Siding	110	110		350.0	340.0	10.0	20.0		E		16	0	2.9	0.03	4.8	5.1	9.9	0	0.0015	4.8	0.0	4.8					20.0								$ 3.40	$ 3.98	$ 397,120	$ 2.28	$ 2.67	$266,304	$663,424	
			110			340.0	321.4	18.6	18.6		E		16	0	2.9	0.03	4.8	5.1	9.9	0	0.0015	4.8	0.0	4.8					18.6								$ 3.40	$ 3.98	$ 369,322	$ 2.28	$ 2.67	$247,663	$616,984	
		CP Jct/ CP MKE	60			321.4	319.9	1.5	1.5		E		16	0	2.9	0.03	4.8	5.1	9.9	0	0.0015	4.8	0.0	4.8		1.5											$ 1.61	$ 1.88	$ 14,292	$ 2.24	$ 2.62	$19,884	$34,176	
		Lake Sub	60			146.6	144.8	1.8	1.8		E		16	0	2.9	0.03	4.8	5.1	9.9	0	0.0015	4.8	0.0	4.8		1.8											$ 1.44	$ 1.68	$ 15,474	$ 2.18	$ 2.55	$23,425	$38,899	
		Ft Wayne	79			144.8	140.7	4.1	4.1		E		16	0	2.9	0.03	4.8	5.1	9.9	0	0.0015	4.8	0.0	4.8			4.1										$ 1.44	$ 1.68	$ 34,479	$ 2.18	$ 2.55	$52,198	$86,677	MP 140.7 - Ft. Wayne Station
			79			365.4	363.9	1.5	1.5	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8			1.5										$ 2.05	$ 2.40	$ 17,479	$ 2.53	$ 2.96	$21,572	$39,051	
		New Haven	60			87.2	85.0	2.2	2.2	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8		2.2											$ 2.05	$ 2.40	$ 26,219	$ 2.53	$ 2.96	$32,358	$58,576	
		New Haven	110			85.0	79.0	6.0	6.0	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8					6.0								$ 3.11	$ 3.64	$ 108,974	$ 2.60	$ 3.04	$91,104	$200,078	
	Passing Siding	Passing Siding	110	110		79.0	74.0	5.0	10.0	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8					10.0								$ 3.11	$ 3.64	$ 181,624	$ 2.60	$ 3.04	$151,840	$333,464	
		Ft Wayne Liberty	110			74.0	72.0	2.0	2.0	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8					2.0								$ 3.11	$ 3.64	$ 36,325	$ 2.60	$ 3.04	$30,368	$66,693	
		Antwerp	79			72.0	71.0	1.0	1.0	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8			1.0										$ 2.05	$ 2.40	$ 11,972	$ 2.53	$ 2.96	$14,775	$26,747	
			110			71.0	61.0	10.0	10.0	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8					10.0								$ 3.11	$ 3.64	$ 181,624	$ 2.60	$ 3.04	$151,840	$333,464	
	Passing Siding	Passing Siding	110	110		61.0	56.0	5.0	10.0	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8					10.0								$ 3.11	$ 3.64	$ 181,624	$ 2.60	$ 3.04	$151,840	$333,464	
			110			56.0	51.0	5.0	5.0	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8					5.0								$ 3.11	$ 3.64	$ 90,812	$ 2.60	$ 3.04	$75,920	$166,732	
		Defiance	60			61.0	50.0	11.0	11.0	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8		11.0											$ 2.05	$ 2.40	$ 131,692	$ 2.53	$ 2.96	$162,527	$294,219	
			110			50.0	30.5	19.5	19.5	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8					19.5								$ 3.11	$ 3.64	$ 354,167	$ 2.60	$ 3.04	$296,088	$650,255	
		Liberty Center	60			30.5	30.3	0.3	0.3	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8		0.3											$ 2.05	$ 2.40	$ 2,993	$ 2.53	$ 2.96	$3,694	$6,687	
			79			84.5	80.5	4.0	4.0	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8			4.0										$ 2.05	$ 2.40	$ 47,888	$ 2.53	$ 2.96	$59,101	$106,989	
	Passing Siding	Passing Siding	79	79		80.5	78.5	2.0	4.0	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8			4.0										$ 2.05	$ 2.40	$ 47,888	$ 2.53	$ 2.96	$59,101	$106,989	
			79			78.5	74.5	4.0	4.0	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8			4.0										$ 2.05	$ 2.40	$ 47,888	$ 2.53	$ 2.96	$59,101	$106,989	
		Connect to NS	45			74.5	74.3	0.2	0.2	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8		0.2											$ 2.05	$ 2.40	$ 2,754	$ 2.53	$ 2.96	$3,398	$6,152	
		Connect to NS	45			314.4	314.2	0.2	0.2	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8		0.2											$ 2.05	$ 2.40	$ 2,394	$ 2.53	$ 2.96	$2,955	$5,349	
		28 ft northside	110			314.2	312.2	2.0	2.0	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8					2.0								$ 3.11	$ 3.64	$ 36,325	$ 2.60	$ 3.04	$30,368	$66,693	
	Passing Siding	Passing Siding	110	110		312.2	307.2	5.0	10.0	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8					10.0								$ 3.11	$ 3.64	$ 181,624	$ 2.60	$ 3.04	$151,840	$333,464	
		28 ft Northside	110			307.2	294.5	12.7	12.7	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8					12.7								$ 3.11	$ 3.64	$ 230,662	$ 2.60	$ 3.04	$192,837	$423,499	
		14 ft northside	79			294.5	290.3	4.2	4.2	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8			4.2										$ 2.15	$ 2.52	$ 52,735	$ 2.46	$ 2.88	$60,339	$113,074	
		3 track structure	60	60	60	290.3	288.5	1.8	5.4	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8		5.4											$ 2.05	$ 2.40	$ 64,649	$ 2.53	$ 2.96	$79,786	$144,435	
		Toledo	60	60		288.5	286.0	2.5	5.0			F	16	0	112.0	0.037	4.8	223.4	228.2	0	0.0015	4.8	0.0	4.8		5.0											$ 0.96	$ 1.12	$ 28,032	$ 1.92	$ 2.25	$56,064	$84,096	MP 286.0 - Toledo Station
			79	79		286.0	280.7	5.3	10.6			F	18	0	112.0	0.037	4.8	223.4	228.2	0	0.0015	4.8	0.0	4.8			10.6										$ 0.96	$ 1.12	$ 66,856	$ 1.92	$ 2.25	$133,713	$200,569	
		28 ft Northside	110			280.7	266.1	14.6	14.6	P			18	0	110.7	0.037	4.8	220.8	225.6	0	0.0015	4.8	0.0	4.8					14.6								$ 2.05	$ 2.40	$ 196,640	$ 2.53	$ 2.96	$242,683	$439,323	
	Passing Siding	Passing Siding	110	110		266.1	256.1	10.0	20.0	P			18	0	77.0	0.037	4.8	153.6	158.4	0	0.0015	4.8	0.0	4.8					20.0								$ 2.05	$ 2.40	$ 269,370	$ 2.53	$ 2.96	$332,442	$601,812	
		Port Clinton	79	79		256.1	248.3	7.8	15.6			F	18	0	77.0	0.037	4.8	153.6	158.4	0	0.0015	4.8	0.0	4.8			15.6										$ 0.40	$ 0.47	$ 40,997	$ 0.78	$ 0.91	$79,944	$120,941	
			60	60		248.3	247.2	1.1	2.2			F	18	0	77.0	0.037	4.8	153.6	158.4	0	0.0015	4.8	0.0	4.8		2.2											$ 0.40	$ 0.47	$ 5,782	$ 0.78	$ 0.91	$11,274	$17,056	
		Sandusky	79	79		247.2	240.6	6.6	13.2			F	18	0	77.0	0.037	4.8	153.6	158.4	0	0.0015	4.8	0.0	4.8			13.2										$ 0.40	$ 0.47	$ 34,690	$ 0.78	$ 0.91	$67,645	$102,334	MP 240.6 - Sandusky Station
		28 ft northside	110			240.6	233.0	7.6	7.6	P			18	0	83.0	0.037	4.8	165.5	170.3	0	0.0015	4.8	0.0	4.8					7.6								$ 3.11	$ 3.64	$ 155,289	$ 2.60	$ 3.04	$129,823	$285,112	
		Huron	79	79		233.0	231.0	2.0	4.0			F	18	0	83.0	0.037	4.8	165.5	170.3	0	0.0015	4.8	0.0	4.8			4.0										$ 0.40	$ 0.47	$ 10,512	$ 0.78	$ 0.91	$20,498	$31,010	
		28 ft northside	110			231.0	229.0	2.0	2.0	P			18	0	83.0	0.037	4.8	165.5	170.3	0	0.0015	4.8	0.0	4.8					2.0								$ 3.11	$ 3.64	$ 40,865	$ 2.60	$ 3.04	$34,164	$75,029	
	Passing Siding	Passing Siding	110	110		229.0	224.0	5.0	10.0	P			18	0	83.0	0.037	4.8	165.5	170.3	0	0.0015	4.8	0.0	4.8					10.0								$ 3.11	$ 3.64	$ 204,327	$ 2.60	$ 3.04	$170,820	$375,147	
		28 ft northside	110			224.0	221.0	3.0	3.0	P			18	0	83.0	0.037	4.8	165.5	170.3	0	0.0015	4.8	0.0	4.8					3.0								$ 3.11	$ 3.64	$ 61,298	$ 2.60	$ 3.04	$51,246	$112,544	
		Vermillion River	79	79		221.0	220.5	0.5	1.0			F	18	0	83.0	0.037	4.8	165.5	170.3	0	0.0015	4.8	0.0	4.8			1.0										$ 0.40	$ 0.47	$ 2,628	$ 0.78	$ 0.91	$5,125	$7,753	
		14 ft Northside	79	79	79	220.5	205.1	15.4	46.2			F	18	0	107.5	0.037	4.8	214.4	219.2	0	0.0015	4.8	0.0	4.8			46.2										$ 0.40	$ 0.47	$ 121,414	$ 0.78	$ 0.91	$236,757	$358,170	
		28 ft northside	110			205.1	199.3	5.8	5.8	P			18	0	105.9	0.037	4.8	211.2	216.0	0	0.0015	4.8	0.0	4.8					5.8								$ 3.11	$ 3.64	$ 118,510	$ 2.60	$ 3.04	$99,076	$217,585	
	Passing Siding	Passing Siding	110	110		199.3	194.3	5.0	10.0	P			18	0	105.9	0.037	4.8	211.2	216.0	0	0.0015	4.8	0.0	4.8					10.0								$ 3.11	$ 3.64	$ 204,327	$ 2.60	$ 3.04	$170,820	$375,147	
		Berea	79	79		194.3	194.0	0.3	0.6			F	18	0	105.9	0.037	4.8	211.2	216.0	0	0.0015	4.8	0.0	4.8			0.6										$ 0.40	$ 0.47	$ 1,577	$ 0.78	$ 0.91	$3,075	$4,652	MP 194.0 - Berea Station
	Berea	West Park	79	79		194.0	188.0	6.0	12.0			F	18	0	92.0	0.037	4.8	183.5	188.3	0	0.0015	4.8	0.0	4.8			12.0										$ 0.40	$ 0.47	$ 31,536	$ 0.78	$ 0.91	$61,495	$93,031	
	West Park	Cleveland	79	79		188.0	182.0	6.0	12.0			F	18	0	14.0	0.020	4.8	20.4	25.2	0	0.0015	4.8	0.0	4.8			12.0										$ 0.40	$ 0.47	$ 31,536	$ 0.78	$ 0.91	$61,495	$93,031	MP 182.0 - Cleveland Station
						0.0																																						
						0.0																																						
						Total Miles		346.49	487.89 Track Miles By Class																0.0	34.5	149.6	0.0	303.8								$ 141.84	$ 165.93	$ 7,412,032	$ 142.95		$ 6,722,939	$ 14,134,971	

HNTB
1-Feb-04
CHQ

Total Track Miles 0.0

Legend

Colour	Class
(pink)	FRA Class 2
(orange)	FRA Class 3
(yellow)	FRA Class 4
(light blue)	FRA Class 5
(light green)	FRA Class 6

	FRT	PASS
PP	1	16
E	2	16
PF	6	16

0.0
34.5
149.6
0.0
303.8

	Maintenance	Capital	Total
High	$7,412,032	$6,722,939	$14,134,971
Median	$6,151,987	$5,580,039	$11,732,026
Low	$4,891,941	$4,437,140	$9,329,081

CHICAGO - GALESBURG - QUINCY

Global MP	From Station	To Station	Main #1	Main #2	Main #3	MP Begin	MP End	Segment Length	Total Track Miles	Predom. Traffic P	Predom. Traffic E	Predom. Traffic F	No of Trains P	No of Trains F	Curr. Tons F	BNSF Escall. %	2022 Tonnage P	2022 Tonnage F	2022 Tonnage Tot	2010 Tons F	2010 Tonnage RR Escal. %	2010 Tonnage P	2010 Tonnage F	2010 Tonnage Tot	FRA Track Class 2	FRA Track Class 3	FRA Track Class 4	FRA Track Class 5	FRA Track Class 6	MGT < 5	MGT 5-15	MGT 15-30	MGT > 30	Curvature Lgt	Curvature Mod	Curvature Sev	Matrix 41 Cost/Mile	Convert Cost/Mile to a 312 day year	ZT Maint Cost x Track Miles x # of Annual Train Miles	Cyclic Capital Cost Per Train Mile Wood (Max) Z-T Matrix 42	Convert Cost/Mile to a 312 day year	Cap. Cost Per Train Mile Times Total No. of Miles	Total Cost Capital Cost Plus Maint. Cost	Remarks
									R. A. Kollmar's Calculations											COMPLETE TEMS Calculations																									
	Chicago	Union Avenue	45	45	45	0.0	1.6	1.6	4.8	P			18		0	0.015	3.1	0.0	3.1	50.7	0.014	0.0	59.9	59.9		4.8											$ 2.05	$ 2.40	$ 64,649	$ 2.53	$ 2.96	$ 79,786	$ 144,435	MP 0.0 - Chicago
	Union Avenue	Western Ave.	60	60	60	1.6	4.0	2.4	9.6	P			18		25	0.015	3.1	33.2	36.3	50.7	0.014	5.7	59.9	65.6			9.6										$ 2.05	$ 2.40	$ 129,298	$ 2.53	$ 2.96	$ 159,572	$ 288,870	
	Western Ave.	Cicero	90	90	90	4.0	7.3	3.3	13.2			F	18		50	0.015	3.1	66.3	69.4	50.7	0.014	11.4	59.9	71.3				13.2									$ 1.33	$ 1.56	$ 115,343	$ 0.94	$ 1.10	$ 81,521	$ 196,863	
	Cicero	Clyde	90	90	90	7.3	9.6	2.3	6.9			F	18		72	0.015	3.1	95.5	98.6	50.7	0.014	16.4	59.9	76.3				6.9									$ 1.33	$ 1.56	$ 60,293	$ 0.94	$ 1.10	$ 42,613	$ 102,906	
	Clyde	Aurora	90	90	90	9.6	28.1	18.5	55.5			F	18		72	0.015	3.1	95.5	98.6	50.7	0.014	16.4	59.9	76.3				55.5									$ 1.33	$ 1.56	$ 484,965	$ 0.94	$ 1.10	$ 342,757	$ 827,721	MP 24.4 - Naperville
	Aurora	CP Aurora	60	60	60	28.1	38.8	10.7	32.1			F	18		72	0.015	3.1	95.5	98.6	34.9	0.014	16.4	41.2	57.6		32.1											$ 0.40	$ 0.47	$ 84,359	$ 0.78	$ 0.91	$ 164,500	$ 248,858	
50	CP Aurora	Mendota	90	90		38.8	82.0	43.2	86.4			F	18		44	0.015	3.1	58.4	61.5	35.3	0.014	10.0	41.7	51.7				86.4									$ 1.19	$ 1.39	$ 675,501	$ 0.87	$ 1.02	$ 493,854	$ 1,169,355	
	Mendota	Mendota	40	40		82.0	83.2	1.2	2.4			F	18		44	0.015	3.1	58.4	61.5	44.0	0.014	10.0	52.0	62.0		2.4											$ 0.45	$ 0.53	$ 7,096	$ 0.84	$ 0.98	$ 13,245	$ 20,341	MP 83.0 - Mendota
100	Mendota	Princeton	90	90		83.2	104.2	21.0	42.0			F	18		44	0.015	3.1	58.4	61.5	44.0	0.014	10.0	52.0	62.0				42.0									$ 1.19	$ 1.39	$ 328,369	$ 0.87	$ 1.02	$ 240,068	$ 568,436	MP 104.2 - Princeton
	Princeton	Wyanet	79	79		104.2	108.0	3.8	7.6			F	18		44	0.015	3.1	58.4	61.5	44.0	0.014	10.0	52.0	62.0			7.6										$ 0.42	$ 0.49	$ 20,971	$ 0.80	$ 0.94	$ 39,946	$ 60,917	
150	Wyanet	Galesburg	90	90		108.0	162.4	54.4	108.8			F	8		44	0.015	1.4	58.4	59.8	44.0	0.014	10.0	52.0	62.0				####									$ 1.19	$ 1.39	$ 378,058	$ 0.87	$ 1.02	$ 276,396	$ 654,454	MP 162.4 - Galesburg
	Galesburg	Waterman	50	50		162.4	167.0	4.6	9.2			F	8		60	0.015	1.4	79.6	81.0	49.7	0.014	13.7	58.7	72.4		9.2											$ 0.45	$ 0.53	$ 12,089	$ 0.84	$ 0.98	$ 22,566	$ 34,655	
250	Waterman	Quincy	90			167.0	258.6	91.6	91.6			F	8		37	0.015	1.4	49.1	50.5	49.7	0.014	8.4	58.7	67.1				91.6									$ 1.19	$ 1.39	$ 318,292	$ 0.87	$ 1.02	$ 232,701	$ 550,992	MP 202.6 - McComb
	Quincy	Mississippi R.	60			258.6	262.8	4.2	4.2			F	8		37	0.015	1.4	49.1	50.5	49.7	0.014	8.4	58.7	67.1		4.2											$ 0.40	$ 0.47	$ 4,906	$ 0.78	$ 0.91	$ 9,566	$ 14,472	MP 258.6 - Quiincy
						Total Miles		262.8	474.3 Track Miles By Class						Note 1										0.0	52.7	17.2	####	0.0								Matrix 41		$ 2,684,187	$ 15.40		$ 2,199,089	$ 4,883,275	
															Note 2																							Matrix 41						

	Maintenance	Capital	Total
High	$2,684,187	$2,199,089	$4,883,275
Median	$2,227,875	$1,825,243	$4,053,118
Low	$1,771,563	$1,451,398	$3,222,962

HNTB
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CHQ

Total Track Miles: 474.3

	FRT	PASS	
PP	1	16	**5900**
E	2	16	7500
PF	6	16	1.170

Legend

30 - 25		FRA Class 2
60 - 40		FRA Class 3
80 - 60		FRA Class 4
90 - 80		FRA Class 5
110 - 80		FRA Class 6

Note 1: BNSF Furnished 2002 Tonnage Data
Note 2: RA Kollmar Estimate of Growth of 1.5% Annual

CHICAGO - WYANET - QUAD CITIES - OMAHA

From Station	To Station	Main #1	Main #2	Main #3	MP Begin	MP End	Segment Length	Total Track Miles	R. A. Kollmar's Calculations: Predom. Traffic P	Predom. Traffic E	Predom. Traffic F	No of Trains P	No of Trains F	Curr. Tons F	RR Escall. %	2022 Tonnage P	2022 Tonnage F	2022 Tonnage Tot	COMPLETE TEMS Calculations: 2010 Tons F	RR Escal. %	2010 Tonnage P	2010 Tonnage F	2010 Tonnage Tot	FRA Track Class 2	3	4	5	6	MGT < 5	5-15	15-30	> 30	Curvature Lgt	Mod	Sev	Matrix 41 Cost/Mile	Convert Cost/Mile to a 312 day year	ZT Maint Cost x Track Miles x # of Annual Train Miles	Cyclic Capital Cost Per Train Mile Wood (Max) Z-T Matrix 42	Convert Cost/Mile to a 312 day year	Cap. Cost Per Train Mile Times Total No. of Miles	Total Cost Capital Cost Plus Maint. Cost	Remarks
Chicago	Union Avenue	45	45	45	0.0	1.6	1.6	4.8	P			18		0.0	0.015	3.1	0.0	3.1	50.7	0.014	0.0	59.9	59.9		4.8											$ 2.05	$ 2.40	$ 64,649	$ 2.53	$ 2.96	$ 79,786	$ 144,435	MP 0.0 - Chicago
Union Avenue	Western Ave.	60	60	60	1.6	4.0	2.4	9.6	P			18		25.0	0.015	3.1	33.2	36.3	50.7	0.014	5.7	59.9	65.6			9.6										$ 2.05	$ 2.40	$ 129,298	$ 2.53	$ 2.96	$ 159,572	$ 288,870	
Western Ave.	Cicero	90	90	90	4.0	7.3	3.3	13.2			F	18		50.0	0.015	3.1	66.3	69.4	50.7	0.014	11.4	59.9	71.3				13.2									$ 1.33	$ 1.56	$ 115,343	$ 0.94	$ 1.10	$ 81,521	$ 196,863	
Cicero	Clyde	90	90	90	7.3	9.6	2.3	6.9			F	18		72.0	0.015	3.1	95.5	98.6	50.7	0.014	16.4	59.9	76.3				6.9									$ 1.33	$ 1.56	$ 60,293	$ 0.94	$ 1.10	$ 42,613	$ 102,906	
Clyde	Aurora	90	90	90	9.6	28.1	18.5	55.5			F	18		72.0	0.015	3.1	95.5	98.6	50.7	0.014	16.4	59.9	76.3				55.5									$ 1.33	$ 1.56	$ 484,965	$ 0.94	$ 1.10	$ 342,757	$ 827,721	MP 24.4 - Naperville
Aurora	CP Aurora	60	60	60	28.1	38.8	10.7	32.1			F	18		72.0	0.015	3.1	95.5	98.6	34.9	0.014	16.4	41.2	57.6		32.1										$ 0.40	$ 0.47	$ 84,359	$ 0.78	$ 0.91	$ 164,500	$ 248,858	
CP Aurora	Mendota	90	90		38.8	82.0	43.2	86.4			F	18		44.0	0.015	3.1	58.4	61.5	35.3	0.014	10.0	41.7	51.7				86.4									$ 1.19	$ 1.39	$ 675,501	$ 0.87	$ 1.02	$ 493,854	$ 1,169,355	
Mendota	Mendota	40	40		82.0	83.2	1.2	2.4			F	18		44.0	0.015	3.1	58.4	61.5	44.0	0.014	10.0	52.0	62.0		2.4										$ 0.45	$ 0.53	$ 7,096	$ 0.84	$ 0.98	$ 13,245	$ 20,341	MP 83.0 - Mendota
Mendota	Princeton	90	90		83.2	104.2	21.0	42.0			F	18		44.0	0.015	3.1	58.4	61.5	44.0	0.014	10.0	52.0	62.0				42.0									$ 1.19	$ 1.39	$ 328,369	$ 0.87	$ 1.02	$ 240,068	$ 568,436	MP 104.2 - Princeton
Princeton	Wyanet	79	79		104.2	108.0	3.8	7.6			F	18		44.0	0.015	3.1	58.4	61.5	44.0	0.014	10.0	52.0	62.0			7.6										$ 0.42	$ 0.49	$ 20,971	$ 0.80	$ 0.94	$ 39,946	$ 60,917	
Wyanet Conn.	Wyanet Conn.	60			108.0	109.0	1.0	1.0	P			10		0.0	0.015	1.7	0.0	1.7	0.0	0.014	0.0	0.0	0.0		1.0										$ 2.29	$ 2.68	$ 8,359	$ 2.60	$ 3.04	$ 9,490	$ 17,849	
Wyanet	Quad Cities	79			129.5	180.5	51.0	51.0			F	10		6.5	0.030	1.7	11.4	13.1	11.7	0.014	2.0	13.8	15.8			51.0										$ 0.96	$ 1.12	$ 178,704	$ 1.92	$ 2.25	$ 357,408	$ 536,112	MP 1
Quad Cities	Quad Cities	60	60		180.5	183.5	3.0	6.0			F	10		8.0	0.030	1.7	14.0	15.7	11.7	0.014	2.4	13.8	16.2		6.0										$ 1.01	$ 1.18	$ 22,119	$ 1.94	$ 2.27	$ 42,486	$ 64,605	MP 2
Quad Cities	Iowa City	79			183.5	200.0	16.5	33.0			F	10		8.0	0.030	1.7	14.0	15.7	11.7	0.014	2.4	13.8	16.2			33.0										$ 1.01	$ 1.18	$ 121,655	$ 1.94	$ 2.27	$ 233,673	$ 355,328	
		79	79		200.0	205.0	5.0	10.0			F	10		8.0	0.030	1.7	14.0	15.7	11.7	0.014	2.4	13.8	16.2			10.0										$ 1.01	$ 1.18	$ 36,865	$ 1.94	$ 2.27	$ 70,810	$ 107,675	
		79			205.0	234.0	29.0	29.0			F	10		8.0	0.030	1.7	14.0	15.7	11.7	0.014	2.4	13.8	16.2			29.0										$ 1.01	$ 1.18	$ 106,909	$ 1.94	$ 2.27	$ 205,349	$ 312,258	
Iowa City	Iowa City	60			234.0	237.0	3.0	6.0			F	10		8.0	0.030	1.7	14.0	15.7	11.7	0.014	2.4	13.8	16.2		6.0										$ 1.01	$ 1.18	$ 22,119	$ 1.94	$ 2.27	$ 42,486	$ 64,605	
		79			237.0	287.0	50.0	100.0			F	10		4.5	0.030	1.7	7.9	9.6	9.8	0.014	1.4	11.6	12.9			100.0										$ 1.01	$ 1.18	$ 368,650	$ 1.94	$ 2.27	$ 708,100	$ 1,076,750	
		79	79		287.0	297.0	10.0	20.0			F	10		4.5	0.030	1.7	7.9	9.6	9.8	0.014	1.4	11.6	12.9			20.0										$ 1.01	$ 1.18	$ 73,730	$ 1.94	$ 2.27	$ 141,620	$ 215,350	
	Des Moines	79			297.0	355.0	58.0	116.0			F	10		4.5	0.030	1.7	7.9	9.6	9.8	0.014	1.4	11.6	12.9			116.0										$ 1.01	$ 1.18	$ 427,634	$ 1.94	$ 2.27	$ 821,396	$ 1,249,030	
Des Moines	Des Moines	60			355.0	360.0	5.0	10.0			F	10		4.5	0.030	1.7	7.9	9.6	9.8	0.014	1.4	11.6	12.9		10.0										$ 1.01	$ 1.18	$ 36,865	$ 1.94	$ 2.27	$ 70,810	$ 107,675	
		79			360.0	425.0	65.0	65.0			F	8		4.5	0.030	1.4	7.9	9.3	9.8	0.014	1.4	11.6	12.9			65.0										$ 1.01	$ 1.18	$ 191,698	$ 1.94	$ 2.27	$ 368,212	$ 559,910	
		79	79		425.0	435.0	10.0	20.0			F	8		4.5	0.030	1.4	7.9	9.3	9.8	0.014	1.4	11.6	12.9			20.0										$ 1.01	$ 1.18	$ 58,984	$ 1.94	$ 2.27	$ 113,296	$ 172,280	
	Omaha	79			435.0	488.0	53.0	53.0			F	8		4.5	0.030	1.4	7.9	9.3	9.8	0.014	1.4	11.6	12.9			53.0										$ 0.96	$ 1.12	$ 148,570	$ 1.92	$ 2.25	$ 297,139	$ 445,709	MP 3
Omaha	Omaha	60	60		497.4	505.0	7.6	15.2			F	8		4.5	0.030	1.4	7.9	9.3	9.8	0.014	1.4	11.6	12.9		15.2										$ 0.96	$ 1.12	$ 42,609	$ 1.92	$ 2.25	$ 85,217	$ 127,826	MP 400 - Omaha
																								0.0	77.5	514.2	204.0	0.0																
																																				WYANET TO OMAHA	$ 1,845,468	$ 41.74			$ 3,567,492	$ 5,412,960	

Total Miles by Segment 475.1
Total Miles by Total Track 795.7
Total Miles by Track Class

NIC in total is Chicago to Wyanet

	Wyanet to Omaha Maintenance	Capital	Total
High	$1,845,468	$3,567,492	$5,412,960
Median	$1,531,738	$2,961,019	$4,492,757
Low	$1,218,009	$2,354,545	$3,572,554

HNTB
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CHQ

Note	Note
1	3
2	4

Total Track Miles 0.0

	FRT	PASS	
PP	1	16	5900
E	2	16	
PF	6	16	1.170

Legend

30 - 25	FRA Class 2	0.0
60 - 40	FRA Class 3	77.5
80 - 60	FRA Class 4	514.2
90 - 80	FRA Class 5	204.0
110 - 80	FRA Class 6	0.0

Note 1: BNSF (Rich Wessler) Furnished 2002 Tonnage Data
Note 2: Iowa Interstate (Pat Sheldon) Furnished 2002 Tonnage Data 12-29-03
Note 3: RA Kollmar Estimate of Growth of 1.5% Annual
Note 4: Iowa Interstate (Pat Sheldon) Furnished Tonnage Growth Estimate 12-29-03

CHICAGO - INDIANAPOLIS - CINCINNATI

Global MP	From Station	To Station	Main #1	Main #2	Main #3	MP Begin	MP End	Segment Length	Total Track Miles	R. A. Kollmar's Calculations: Predom. Traffic P	E	F	No of Trains P	F	Curr Tons F	RR Escal. %	2022 Tonnage P	F	Tot	COMPLETE TEMS Calculations: 2010 Tons F	RR Escal. %	2010 Tonnage P	F	Tot	FRA Track Class 2	3	4	5	6	MGT < 5	5-15	15-30	> 30	Curvature Lgt	Mod	Sev	Matrix 41 Cost/Mile	Convert Cost/Mile to a 312 day year	ZT Maint Cost x Track Miles x # of Annual Train Miles	Cyclic Capital Cost Per Train Mile Wood (Max) Z-T Matrix 42	Convert Cost/Mile to a 312 day year	Cap. Cost Per Train Mile Times Total No. of Miles	Total Cost Capital Cost Plus Maint. Cost	Comments
0	Chicago	21 Street	45	45	45	523.0	520.9	2.1	6.3	P			12	0	0	0.0015	4.8	0.0	4.8	0.0	0.0015	2.1	0.0	2.1		6.3											$ 2.05	$ 2.40	$ 56,568	$ 2.53	$ 2.96	$ 69,813	$ 126,381	MP 0.0 - Chicago
	21 Street	Englewood	79	79		520.9	516.3	4.6	9.2	P			12	0	0	0.0015	4.8	0.0	4.8	0.0	0.0015	2.1	0.0	2.1			9.2										$ 2.05	$ 2.40	$ 82,607	$ 2.53	$ 2.96	$ 101,949	$ 184,556	
	Englewood	Englewood	45	45		516.3	515.2	1.1	2.2	P			12	0	0	0.0015	4.8	0.0	4.8	0.0	0.0015	2.1	0.0	2.1		2.2											$ 2.29	$ 2.68	$ 22,066	$ 2.60	$ 3.04	$ 25,054	$ 47,120	
	Englewood	Gr. Xing	79	79		515.2	513.7	1.5	3.0	P			12	0	0	0.0015	4.8	0.0	4.8	0.0	0.0015	2.1	0.0	2.1			3.0										$ 2.05	$ 2.40	$ 26,937	$ 2.53	$ 2.96	$ 33,244	$ 60,181	Current NS ML Tonnage = 122.4
	Gr. Xing	Cal River	79	79		513.7	509.8	3.9	7.8	P			12	0	0	0.0015	4.8	0.0	4.8	0.0	0.0015	2.1	0.0	2.1			7.8										$ 2.05	$ 2.40	$ 70,036	$ 2.53	$ 2.96	$ 86,435	$ 156,471	
	Cal R. Br.	Cal R. Br.	79	79		509.8	509.5	0.3	0.6	P			12	0	0	0.0015	4.8	0.0	4.8	0.0	0.0014	2.1	0.0	2.1			0.6										$ 2.05	$ 2.40	$ 5,387	$ 2.53	$ 2.96	$ 6,649	$ 12,036	
	Cal River	Hick	110	110		509.5	503.4	6.1	12.2	P			12	0	0	0.0015	4.8	0.0	4.8	0.0	0.0014	2.1	0.0	2.1					12.2								$ 3.11	$ 3.64	$ 166,186	$ 2.60	$ 3.04	$ 138,934	$ 305,120	MP 507.0 - Hammond
	Hick Br.	Hick Br.	79	79		503.4	503.0	0.4	0.8	P			12	0	0	0.0015	4.8	0.0	4.8	0.0	0.0014	2.1	0.0	2.1			0.8										$ 2.05	$ 2.40	$ 7,183	$ 2.53	$ 2.96	$ 8,865	$ 16,048	
	Hick Br.	NS Flyover	79	79		503.0	501.6	1.4	2.8	P			12	0	0	0.0015	4.8	0.0	4.8	0.0	0.0014	2.1	0.0	2.1			2.8										$ 2.05	$ 2.40	$ 25,141	$ 2.53	$ 2.96	$ 31,028	$ 56,169	Current NS ML Tonnage = 122.4
	NS Flyover	NS Flyover	60	60		501.6	500.5	1.1	2.2	P			12	0	0	0.0015	4.8	0.0	4.8	0.0	0.0014	2.1	0.0	2.1		2.2										$ 2.15	$ 2.52	$ 20,717	$ 2.56	$ 2.99	$ 24,668	$ 45,386	
	NS Flyover	Tolleston	79	79		15.0	19.0	4.0	8.0	P			12	0	0	0.0015	4.8	0.0	4.8	0.0	0.0014	2.1	0.0	2.1			8.0										$ 2.05	$ 2.40	$ 71,832	$ 2.53	$ 2.96	$ 88,651	$ 160,483	
50	Tolleston	Gary	45			442.5	440.0	2.5	2.5		E		12	4	2.9	0.03	4.8	5.1	9.9	0.0	0.0014	2.1	0.0	2.1			2.5										$ 1.44	$ 1.68	$ 15,768	$ 2.18	$ 2.55	$ 23,871	$ 39,639	
	Gary		110			440.0	435.4	4.6	4.6		E		12	4	2.9	0.03	4.8	5.1	9.9	0.0	0.0014	2.1	0.0	2.1					4.6								$ 3.40	$ 3.98	$ 69,248	$ 2.28	$ 2.67	$ 46,437	$ 115,685	
100			110			435.4	430.0	5.4	5.4		E		12	4	2.9	0.03	4.8	5.1	9.9	0.0	0.0014	2.1	0.0	2.1					5.4								$ 3.40	$ 3.98	$ 79,672	$ 2.28	$ 2.67	$ 53,427	$ 133,099	
			110	110		430.0	425.0	5.0	10.0		E		12	4	2.9	0.03	4.8	5.1	9.9	0.0	0.0014	2.1	0.0	2.1					10.0								$ 3.40	$ 3.98	$ 148,920	$ 2.28	$ 2.67	$ 99,864	$ 248,784	
			110			425.0	423.5	1.5	1.5		E		12	4	2.9	0.03	4.8	5.1	9.9	0.0	0.0014	2.1	0.0	2.1					1.5								$ 3.40	$ 3.98	$ 22,338	$ 2.28	$ 2.67	$ 14,980	$ 37,318	
			110			423.6	423.5	0.1	0.1		E		12	4	2.9	0.03	4.8	5.1	9.9	0.0	0.0014	2.1	0.0	2.1					0.1								$ 3.40	$ 3.98	$ 1,489	$ 2.28	$ 2.67	$ 999	$ 2,488	
		Wanatah	110			423.5	415.4	8.1	8.1		E		12	4	2.9	0.03	4.8	5.1	9.9	0.0	0.0014	2.1	0.0	2.1					8.1								$ 3.40	$ 3.98	$ 120,625	$ 2.28	$ 2.67	$ 80,890	$ 201,515	
	Wanatah	Wanatah	45			415.4	38.1	1.0	1.0	P			12	0	0.0	0	4.8	0.0	4.8	0.0	0.0014	2.1	0.0	2.1		1.0										$ 2.29	$ 2.68	$ 10,030	$ 2.60	$ 3.04	$ 11,388	$ 21,418	
	Wanatah	Monon	110			38.1	0.0	38.1	38.1	P			12	0	0	0	4.8	0.0	4.8	1.8	0.0014	2.1	2.1	4.2					38.1								$ 3.11	$ 3.64	$ 518,991	$ 2.60	$ 3.04	$ 433,883	$ 952,873	
	Monon		79			88.5	112.5	24.0	24.0		E		12	4	2.9	0.03	4.8	5.1	9.9	10.0	0.0014	2.1	11.8	13.9			24.0										$ 1.51	$ 1.77	$ 158,731	$ 2.20	$ 2.57	$ 231,264	$ 389,995	Lafayette
			40	40		112.5	113.3	0.8	1.6		E		12	4	2.9	0.03	4.8	5.1	9.9	10.0	0.0014	2.1	11.8	13.9		1.6										$ 1.61	$ 1.88	$ 11,283	$ 2.24	$ 2.62	$ 15,698	$ 26,981	
		Ames Connection	79	79		113.3	117.0	3.7	7.4		E		12	4	2.9	0.03	4.8	5.1	9.9	10.0	0.0014	2.1	11.8	13.9			7.4										$ 1.44	$ 1.68	$ 46,673	$ 2.18	$ 2.55	$ 70,658	$ 117,331	
	Ames Connection	Ames Connection	25	25		117.0	119.3	2.3	4.6		E		12	4	2.9	0.03	4.8	5.1	9.9	10.0	0.0014	2.1	11.8	13.9	4.6											$ 1.61	$ 1.88	$ 32,438	$ 2.24	$ 2.62	$ 45,132	$ 77,570	
	Ames Connection	Ames	40	40		119.3	120.7	1.4	2.8		E		12	4	2.9	0.03	4.8	5.1	9.9	10.0	0.0014	2.1	11.8	13.9		2.8										$ 1.44	$ 1.68	$ 17,660	$ 2.18	$ 2.55	$ 26,736	$ 44,396	
			50	50		120.7	121.0	0.3	0.6		E		12	4	2.9	0.03	4.8	5.1	9.9	10.0	0.0014	2.1	11.8	13.9		0.6										$ 1.44	$ 1.68	$ 3,784	$ 2.18	$ 2.55	$ 5,729	$ 9,513	
150			79	79		121.0	149.0	28.0	56.0		E		12	4	2.9	0.03	4.8	5.1	9.9	10.0	0.0014	2.1	11.8	13.9			56.0										$ 1.44	$ 1.68	$ 353,203	$ 2.18	$ 2.55	$ 534,710	$ 887,914	
		Indianapolis	79	79		46.3	7.0	39.3	78.6		E		12	4	2.9	0.03	4.8	5.1	9.9	10.0	0.0014	2.1	11.8	13.9			78.6										$ 1.44	$ 1.68	$ 495,746	$ 2.18	$ 2.55	$ 750,504	$ 1,246,250	Indianapolis International Airport
	Indianapolis	Indianapolis	79	79		7.0	6.0	1.0	2.0		E		12	4	2.9	0.03	4.8	5.1	9.9	10.0	0.0014	2.1	11.8	13.9			2.0										$ 1.51	$ 1.77	$ 13,228	$ 2.20	$ 2.57	$ 19,272	$ 32,500	
	Indianapolis	Indianapolis	45	45		6.0	1.0	5.0	10.0		E		14	4	2.9	0.03	4.8	5.1	9.9	10.0	0.0014	2.4	11.8	14.2		10.0										$ 1.61	$ 1.88	$ 82,271	$ 2.24	$ 2.62	$ 114,464	$ 196,735	Indianapolis
200	Indianapolis	Hamilton	45	45		124.5	127.0	2.5	5.0		E		12	4	2.9	0.03	4.8	5.1	9.9	3.2	0.0014	2.1	3.8	5.8		5.0										$ 1.44	$ 1.68	$ 31,536	$ 2.18	$ 2.55	$ 47,742	$ 79,278	
			45			109.1	108.9	0.2	0.2	P			12	4	1.9	0.0015	4.8	2.5	7.3	3.2	0.0014	2.1	3.8	5.8		0.2										$ 2.05	$ 2.40	$ 1,796	$ 2.53	$ 2.96	$ 2,216	$ 4,012	
			60	60		108.9	106.9	1.9	3.9	P			12	4	1.9	0.0015	4.8	2.5	7.3	3.2	0.0014	2.1	3.8	5.8		3.9										$ 2.05	$ 2.40	$ 35,018	$ 2.53	$ 2.96	$ 43,217	$ 78,236	
			60	60		106.9	103.6	3.3	6.6	P			12	4	1.9	0.0015	4.8	2.5	7.3	3.2	0.0014	2.1	3.8	5.8		6.6										$ 2.05	$ 2.40	$ 59,261	$ 2.53	$ 2.96	$ 73,137	$ 132,399	
			110			103.6	83.7	19.9	19.9	P			12	2	1.9	0.0015	4.8	2.5	7.3	3.2	0.0014	2.1	3.8	5.8					19.9								$ 3.11	$ 3.64	$ 271,074	$ 2.60	$ 3.04	$ 226,621	$ 497,695	
			40	40		83.7	82.8	0.9	1.8	P			12	2	1.9	0.0015	4.8	2.5	7.3	3.2	0.0014	2.1	3.8	5.8		1.8										$ 2.05	$ 2.40	$ 16,162	$ 2.53	$ 2.96	$ 19,947	$ 36,109	
		Shelbyville	110			82.8	63.5	19.4	19.4	P			12	2	1.9	0.0015	4.8	2.5	7.3	3.2	0.0014	2.1	3.8	5.8					19.4								$ 3.11	$ 3.64	$ 263,582	$ 2.60	$ 3.04	$ 220,358	$ 483,940	
250	Shelbyville	Shelbyville	60	60		63.5	61.9	1.6	3.2	P			12	2	1.9	0.0015	4.8	2.5	7.3	2.0	0.0014	2.1	2.4	4.4		3.2										$ 2.05	$ 2.40	$ 28,733	$ 2.53	$ 2.96	$ 35,460	$ 64,193	Shelbyville
	Shelbyville		110			61.9	40.0	21.9	21.9	P			12	2	1.9	0.0015	4.8	2.5	7.3	2.0	0.0014	2.1	2.4	4.4					21.9								$ 3.11	$ 3.64	$ 297,636	$ 2.60	$ 3.04	$ 248,828	$ 546,464	
			110	110		40.0	35.0	5.0	10.0	P			12	2	1.9	0.0015	4.8	2.5	7.3	2.0	0.0014	2.1	2.4	4.4					10.0								$ 3.11	$ 3.64	$ 136,218	$ 2.60	$ 3.04	$ 113,880	$ 250,098	
			110			35.0	16.0	19.0	19.0	P			12	2	1.9	0.0015	4.8	2.5	7.3	2.0	0.0014	2.1	2.4	4.4					19.0								$ 3.11	$ 3.64	$ 258,814	$ 2.60	$ 3.04	$ 216,372	$ 475,186	
			110			16.0	13.0	3.0	3.0	P			12	2	1.9	0.0015	4.8	2.5	7.3	2.0	0.0014	2.1	2.4	4.4					3.0								$ 3.11	$ 3.64	$ 40,865	$ 2.60	$ 3.04	$ 34,164	$ 75,029	
300			110			13.0	5.0	8.0	8.0	P			12	2	1.9	0.0015	4.8	2.5	7.3	2.0	0.0014	2.1	2.4	4.4					8.0								$ 3.11	$ 3.64	$ 108,974	$ 2.60	$ 3.04	$ 91,104	$ 200,078	
			45	45		5.0	0.5	4.5	9.0	P			12	6	64.8	0.03	4.8	2.5	7.3	2.0	0.0014	2.1	2.4	4.4		9.0										$ 2.29	$ 2.68	$ 90,272	$ 2.60	$ 3.04	$ 102,492	$ 192,764	
	Cincinnati Termina		50	50		0.5	0.3	0.2	4.4	P			12	6	64.8	0.03	4.8	2.5	7.3	2.0	0.0014	2.1	2.4	4.4		4.4										$ 2.29	$ 2.68	$ 44,133	$ 2.60	$ 3.04	$ 50,107	$ 94,240	Cincinnati
								309.9	449.2						Note										4.6	60.8	202.7	0.0	####										$ 4,440,835	$ 109.31		$ 4,720,840	$ 9,161,675	
									449.2						1						Note															Matrix 41		Matrix 41					
															2						3																							

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	Maintenance	Capital	Total
High	$4,440,835	$4,720,840	$9,161,675
Median	$3,685,893	$3,918,297	$7,604,190
Low	$2,930,951	$3,115,754	$6,046,706

Legend

		Total Track Miles	0.0				
				30 - 25		FRA Class 2	4.6
	FRT	PASS	550	60 - 40		FRA Class 3	60.8
PP	1	16	5900	80 - 60		FRA Class 4	202.7
E	2	16		90 - 80		FRA Class 5	0.0
PF	6	16	1.170	110 - 80		FRA Class 6	####

Note 1: Norfolk Southern (John Irwin) Furnished 2002 Tonnage Data
Note 2: CSXT (Earl Wacker) Furnished 2002 Tonnage Data 01-05-04
Note 3: RA Kollmar Estimate of Growth of 1.5% Annual

MILWAUKEE TO GREEN BAY

Global MP	From Station	To Station	Main #1	Main #2	Main #3	MP Begin	MP End	Segment Length	Total Track Miles	Predom. Traffic P	Predom. Traffic E	Predom. Traffic F	No of Trains P	No of Trains F	Curr Tons F	RR Escal. %	2022 Tonnage P	2022 Tonnage F	2022 Tonnage Tot	2010 Tons F	RR Escal. %	2010 Tonnage P	2010 Tonnage F	2010 Tonnage Tot	FRA Track Class 2	FRA Track Class 3	FRA Track Class 4	FRA Track Class 5	FRA Track Class 6	MGT < 5	MGT 5-15	MGT 15-30	MGT > 30	Curvature Lgt	Curvature Mod	Curvature Sev	Matrix 41 Cost/Mile	Convert Cost/Mile to a 312 day year	ZT Maint Cost x Track Miles x # of Annual Train Miles	Cyclic Capital Cost Per Train Mile Wood (Max) Z-T Matrix 42	Convert Cost/Mile to a 312 day year	Cap. Cost Per Train Mile Times Total No. of Miles	Total Cost Capital Cost Plus Maint. Cost	Comments
									R. A. Kollmar's Calculations											COMPLETE TEMS Calculations																								
0	Milwaukee Station	Milwaukee Station	20	45	45	85.7	86.0	0.3	0.9	P			34	0	3.0	0.03	5.8	4.0	9.8	0.0	0.0015	5.8	0.0	5.8	0.3	0.6											$ 2.05	$ 2.40	$ 7,632	$ 2.53	$ 2.96	$ 28,258	$ 35,890	MP 85.7 - Milwaukee Station
	Milwaukee Station	Grand Avenue	60	60	60	86.0	88.2	2.2	6.6			F	34	4	36.7	0.03	5.8	64.4	70.2							6.6											$ 0.30	$ 0.35	$ 8,191	$ 0.56	$ 0.66	$ 45,867	$ 54,058	
	Grand Avenue		35	35		88.2	88.3	0.1	0.2			F	14			0.03	2.4									0.2											$ 0.45	$ 0.53	$ 230	$ 0.84	$ 0.98	$ 858	$ 1,088	
			79	79		88.3	93.4	5.1	10.2	P			14				2.4										10.2										$ 2.15	$ 2.52	$ 56,031	$ 2.56	$ 2.99	$ 133,432	$ 189,463	
			110			94.1	95.0	0.9	0.9	P			14				2.4												0.9								$ 3.11	$ 3.64	$ 14,303	$ 2.60	$ 3.04	$ 11,957	$ 26,260	
	Granville, WI		110	110		95.0	100.0	5.0	10.0	P			14				2.4												10.0								$ 3.11	$ 3.64	$ 158,921	$ 2.60	$ 3.04	$ 132,860	$ 291,781	MP 99.4 - Granville Station
			110			100.0	100.6	0.6	0.6	P			14				2.4												0.6								$ 3.11	$ 3.64	$ 9,535	$ 2.60	$ 3.04	$ 7,972	$ 17,507	
			60			98.4	99.5	1.1	1.1	P			14				2.4									1.1										$ 2.15	$ 2.52	$ 12,085	$ 2.56	$ 2.99	$ 14,390	$ 26,475	
			110			99.5	114.4	14.9	14.9	P			14				2.4												14.9								$ 3.11	$ 3.64	$ 237,110	$ 2.60	$ 3.04	$ 198,227	$ 435,337	
			110			114.4	117.0	2.6	2.6	P			14				2.4												2.6								$ 3.11	$ 3.64	$ 41,002	$ 2.60	$ 3.04	$ 34,278	$ 75,279	
	West Bend, WI		60	60		117.0	119.0	2.0	4.0	P			14				2.4									4.0											$ 2.15	$ 2.52	$ 43,946	$ 2.56	$ 2.99	$ 52,326	$ 96,272	MP 118.8 - West Bend Station
50			110			119.0	138.2	19.2	19.2	P			14				2.4												19.2								$ 3.11	$ 3.64	$ 305,128	$ 2.60	$ 3.04	$ 255,091	$ 560,220	
			110	110		138.2	141.0	2.8	5.6	P			14				2.4												5.6								$ 3.11	$ 3.64	$ 88,996	$ 2.60	$ 3.04	$ 74,402	$ 163,397	
			110			141.0	145.5	4.5	4.5	P			14				2.4												4.5								$ 3.11	$ 3.64	$ 71,514	$ 2.60	$ 3.04	$ 59,787	$ 131,301	
			40			145.5	146.0	0.5	0.5			F	14				2.4									0.5											$ 0.42	$ 0.49	$ 1,159	$ 0.80	$ 0.94	$ 2,208	$ 3,366	
	Fond Du Lac, WI		45	45		155.0	160.4	5.4	10.8			F	14				2.4									10.8											$ 0.42	$ 0.49	$ 23,179	$ 0.80	$ 0.94	$ 44,150	$ 67,329	MP 148.5 - Fond du Lac Station
			110	110		160.4	168.8	8.4	16.8			F	14				2.4												16.8								$ 2.38	$ 2.78	$ 204,318	$ 1.07	$ 1.25	$ 91,857	$ 296,176	
	Oshkosh, WI		79	79		168.8	177.8	9.0	18.0			F	14				2.4										18.0										$ 0.42	$ 0.49	$ 38,632	$ 0.80	$ 0.94	$ 73,584	$ 112,216	MP 165.5 - Oshkosh Station
			110	110		177.8	180.0	2.2	4.4			F	14				2.4												4.4								$ 2.38	$ 2.78	$ 53,512	$ 1.07	$ 1.25	$ 24,058	$ 77,570	
			110			180.0	184.7	4.7	4.7			F	14				2.4												4.7								$ 2.38	$ 2.78	$ 57,160	$ 1.07	$ 1.25	$ 25,698	$ 82,859	
	Neenah, WI		45	45		184.7	187.5	2.8	5.6			F	14				2.4									5.6											$ 0.42	$ 0.49	$ 12,019	$ 0.80	$ 0.94	$ 22,893	$ 34,912	MP 177.5 - Neenah Station
			45			187.5	188.1	0.6	0.6			F	14				2.4									0.6											$ 0.42	$ 0.49	$ 1,180	$ 0.80	$ 0.94	$ 2,248	$ 3,429	
100	Appleton, WI		79			209.3	215.3	6.0	6.0			F	14				2.4										6.0										$ 0.42	$ 0.49	$ 12,877	$ 0.80	$ 0.94	$ 24,528	$ 37,405	MP 183.5 - Appleton Station
			79	79		215.3	220.5	5.2	10.4			F	14				2.4										10.4										$ 0.42	$ 0.49	$ 22,320	$ 0.80	$ 0.94	$ 42,515	$ 64,836	
			79			220.5	222.0	1.5	1.5			F	14				2.4										1.5										$ 0.42	$ 0.49	$ 3,219	$ 0.80	$ 0.94	$ 6,132	$ 9,351	
			79			222.0	236.3	14.3	14.3			F	14				2.4										14.3										$ 0.42	$ 0.49	$ 30,691	$ 0.80	$ 0.94	$ 58,458	$ 89,149	
			79	79		236.3	241.7	5.4	10.8			F	14				2.4										10.8										$ 0.42	$ 0.49	$ 23,179	$ 0.80	$ 0.94	$ 44,150	$ 67,329	
			79			241.7	242.6	0.9	0.9			F	14				2.4										0.9										$ 0.42	$ 0.49	$ 1,932	$ 0.80	$ 0.94	$ 3,679	$ 5,611	
128.6	Green Bay		10			242.6	243.0	0.4	0.4			F	14				2.4								0.4												$ 0.45	$ 0.53	$ 920	$ 0.84	$ 0.98	$ 1,717	$ 2,637	MP 213.5 - Green Bay Station
									99.4						Note																						$46.34	$ 54.21	$ 1,525,099	$ 45.26		$ 1,443,457	$ 2,968,556	

99.4	Granville, WI	13.7	
118.8	West Bend, WI	33.1	
148.5	Fond Du Lac, WI	62.8	
165.5	Oshkosh, WI	79.8	
177.5	Neenah, WI	91.8	
183.5	Appleton, WI	97.8	
213.5	GREEN BAY, WI	127.8	

Total Segment Miles		128.6
Total Track Miles		187.0
Total Track Miles (by Class)		187.0
Total Track Mile:		0.0

	Note		7.7
1			6.5
2			47.6
			33.1
			33.7
			128.6

	FRT	PASS	550
PP	1	16	5900
E	2	16	
PF	6	16	1.170

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Legend

30 - 25	FRA Class 2
60 - 40	FRA Class 3
80 - 60	FRA Class 4
90 - 80	FRA Class 5
110 - 80	FRA Class 6

Note 1: CP (Don Heron) Furnished 2002 Tonnage Data

Track Miles By Class 0.7 30.0 72.1 0.0 84.2

CHQ - MGT estimate Fond du Lac to Green Bay from October 22, 1999 Inspection Trip
Provided by WCL

Totals are for Grand Ave to Green Bay. NIC is Milwaukee to Grand Ave

	Maintenance	Capital	Total
High	$1,525,099	$1,443,457	$2,968,556
Median	$1,265,832	$1,198,070	$2,463,902
Low	$1,006,565	$952,682	$1,959,247

ST. LOUIS TO KANSAS CITY

Global MP	From Station	To Station	Main #1	Main #2	Main #3	MP Begin	MP End	Segment Length	Total Track Miles	Predom. Traffic P	Predom. Traffic E	Predom. Traffic F	No of Trains P	No of Trains F	Curr Tons F	RR Escal. %	2022 Tonnage P	2022 Tonnage F	2022 Tonnage Tot	FRA Track Class 2	FRA Track Class 3	FRA Track Class 4	FRA Track Class 5	FRA Track Class 6	MGT < 5	MGT 5-15	MGT 15-30	MGT > 30	Curvature Lgt	Curvature Mod	Curvature Sev	Matrix 41 Cost/Mile	Convert Cost/Mile to a 312 day year	ZT Maint Cost x Track Miles x # of Annual Train Miles	Cyclic Capital Cost Per Train Mile Wood (Max) Z-T Matrix 42	Convert Cost/Mile to a 312 day year	Cap. Cost Per Train Mile Times Total No. of Miles	Total Cost Capital Cost Plus Maint. Cost	Comments
0	St. Louis	Grand Avenue	30	30		0.0	1.0	1.0	2.0	P			8	0	110	0.05	1.4		1.4	2.0												$ 2.15	$ 2.52	$ 12,556	$ 2.56	$ 2.99	$14,950	$27,506	MP 0.0 - St. Louis Station
	Grand Avenue	0	60	60		1.0	3.7	2.7	5.4			F	8		110		1.4	278.0	279.3		5.4											$ 1.01	$ 1.18	$ 15,926	$ 1.94	$ 2.27	$30,590	$46,516	
		Maplewood	60	60		3.7	7	3.3	6.6			F	8		110		1.4	278.0	279.3		6.6											$ 1.01	$ 1.18	$ 19,465	$ 1.94	$ 2.27	$37,388	$56,852	
	Maplewood	Kirkwood Station	79	79		7.0	13.3	6.3	12.6			F	8		110		1.4	278.0	279.3			12.6										$ 1.01	$ 1.18	$ 37,160	$ 1.94	$ 2.27	$71,376	$108,536	
	Kirkwood Station	0	30	30		13.3	13.7	0.4	0.8			F	8		110		1.4	278.0	279.3	0.8												$ 1.01	$ 1.18	$ 2,359	$ 1.94	$ 2.27	$4,532	$6,891	MP 13.3 - Kirkwood Station
		0	90	90		13.7	14	0.3	0.6			F	8		110		1.4	278.0	279.3				0.6									$ 2.99	$ 3.50	$ 5,238	$ 1.95	$ 2.28	$3,416	$8,655	
		0	90	90		14.0	15.4	1.4	2.8			F	8		110		1.4	278.0	279.3				2.8									$ 2.99	$ 3.50	$ 24,446	$ 1.95	$ 2.28	$15,943	$40,389	
		0	90	90		15.4	15.7	0.3	0.6			F	8		110		1.4	278.0	279.3				0.6									$ 2.99	$ 3.50	$ 5,238	$ 1.95	$ 2.28	$3,416	$8,655	
		Barretts	90	90		15.7	17.1	1.4	2.8			F	8		110		1.4	278.0	279.3				2.8									$ 2.99	$ 3.50	$ 24,446	$ 1.95	$ 2.28	$15,943	$40,389	
	Barretts	CPM 021 - Keffer Creek	90	90		17.1	21	3.9	7.8			F	8		110		1.4	278.0	279.3				7.8									$ 2.99	$ 3.50	$ 68,100	$ 1.95	$ 2.28	$44,413	$112,513	MP 18.8 - Valley Park
	CPM 021 - Keffer Creek	0	90	90		21.0	21.7	0.7	1.4			F	8		110		1.4	278.0	279.3				1.4									$ 2.99	$ 3.50	$ 12,223	$ 1.95	$ 2.28	$7,972	$20,195	
		0	90	90		21.7	23.3	1.6	3.2			F	8		110		1.4	278.0	279.3				3.2									$ 2.99	$ 3.50	$ 27,939	$ 1.95	$ 2.28	$18,221	$46,159	
			90	90		23.3	27.1	3.8	7.6			F	8		110		1.4	278.0	279.3				7.6									$ 2.99	$ 3.50	$ 66,354	$ 1.95	$ 2.28	$43,274	$109,628	
		0	90	90		27.1	27.7	0.6	1.2			F	8		110		1.4	278.0	279.3				1.2									$ 2.99	$ 3.50	$ 10,477	$ 1.95	$ 2.28	$6,833	$17,310	
		0	90	90		27.7	30.6	2.9	5.8			F	8		110		1.4	278.0	279.3				5.8									$ 2.99	$ 3.50	$ 50,639	$ 1.95	$ 2.28	$33,025	$83,664	MP 28.8 - Eureka
		0	90	90		30.6	31.3	0.7	1.4			F	8		110		1.4	278.0	279.3				1.4									$ 2.99	$ 3.50	$ 12,223	$ 1.95	$ 2.28	$7,972	$20,195	
		CPM 032 - Dozier	90	90		31.3	32.7	1.4	2.8			F	8		110		1.4	278.0	279.3				2.8									$ 2.99	$ 3.50	$ 24,446	$ 1.95	$ 2.28	$15,943	$40,389	
	CPM 032 - Dozier	0	90	90		32.7	33.9	1.2	2.4			F	8		110		1.4	278.0	279.3				2.4									$ 2.99	$ 3.50	$ 20,954	$ 1.95	$ 2.28	$13,666	$34,620	
		0	90	90		33.9	34.8	0.9	1.8			F	8		110		1.4	278.0	279.3				1.8									$ 2.99	$ 3.50	$ 15,715	$ 1.95	$ 2.28	$10,249	$25,965	
		CPM 037 - Summit	90	90		34.8	35.9	1.1	2.2			F	8		110		1.4	278.0	279.3				2.2									$ 2.99	$ 3.50	$ 19,208	$ 1.95	$ 2.28	$12,527	$31,735	
	CPM 037 - Summit	West Labadie	90	90		35.9	44.4	8.5	17.0			F	8		110		1.4	278.0	279.3				17.0									$ 2.99	$ 3.50	$ 148,424	$ 1.95	$ 2.28	$96,798	$245,222	MP 39 - Grey's Summit
	West Labadie	South Point	90	90		44.4	48.9	4.5	9.0			F	8		110		1.4	278.0	279.3				9.0									$ 2.99	$ 3.50	$ 78,577	$ 1.95	$ 2.28	$51,246	$129,823	
	South Point	0	90	90		48.9	49.8	0.9	1.8			F	8		110		1.4	278.0	279.3				1.8									$ 2.99	$ 3.50	$ 15,715	$ 1.95	$ 2.28	$10,249	$25,965	
50		Washington Station	90	90		49.8	55.5	5.7	11.4			F	8		110		1.4	278.0	279.3				11.4									$ 2.99	$ 3.50	$ 99,531	$ 1.95	$ 2.28	$64,912	$164,443	MP 52.2 - Washington Station
	Washington Station	CPM 058	90	90		55.5	58.5	3.0	6.0			F	8		110		1.4	278.0	279.3				6.0									$ 2.99	$ 3.50	$ 52,385	$ 1.95	$ 2.28	$34,164	$86,549	
	CPM 058	0	90	90		58.5	59	0.5	1.0			F	8		110		1.4	278.0	279.3				1.0									$ 2.99	$ 3.50	$ 8,731	$ 1.95	$ 2.28	$5,694	$14,425	
		0	90	90		59.0	61.8	2.8	5.6			F	8		110		1.4	278.0	279.3				5.6									$ 2.99	$ 3.50	$ 48,892	$ 1.95	$ 2.28	$31,886	$80,779	
		New Haven	90	90		61.8	67	5.2	10.4			F	8		110		1.4	278.0	279.3				10.4									$ 2.99	$ 3.50	$ 90,800	$ 1.95	$ 2.28	$59,218	$150,018	
	New Haven	New Haven	90	90		67.0	67.2	0.2	0.4			F	8		110		1.4	278.0	279.3				0.4									$ 2.99	$ 3.50	$ 3,492	$ 1.95	$ 2.28	$2,278	$5,770	
	New Haven	0	90	90		67.2	70.7	3.5	7.0			F	8		110		1.4	278.0	279.3				7.0									$ 2.99	$ 3.50	$ 61,116	$ 1.95	$ 2.28	$39,858	$100,974	
		0	90	90		70.7	71.3	0.6	1.2			F	8		110		1.4	278.0	279.3				1.2									$ 2.99	$ 3.50	$ 10,477	$ 1.95	$ 2.28	$6,833	$17,310	
		Berger	90	90		71.3	72.2	0.9	1.8			F	8		110		1.4	278.0	279.3				1.8									$ 2.99	$ 3.50	$ 15,715	$ 1.95	$ 2.28	$10,249	$25,965	
	Berger	0	90	90		72.2	75.8	3.6	7.2			F	8		110		1.4	278.0	279.3				7.2									$ 2.99	$ 3.50	$ 62,862	$ 1.95	$ 2.28	$40,997	$103,859	
		0	90	90		75.8	80.3	4.5	9.0			F	8		110		1.4	278.0	279.3				9.0									$ 2.99	$ 3.50	$ 78,577	$ 1.95	$ 2.28	$51,246	$129,823	
		Herman	90	90		80.3	81.5	1.2	2.4			F	8		110		1.4	278.0	279.3				2.4									$ 2.99	$ 3.50	$ 20,954	$ 1.95	$ 2.28	$13,666	$34,620	MP 81.1 - Herman Station
	Herman	0	90	90		81.5	83.9	2.4	4.8			F	8		110		1.4	278.0	279.3				4.8									$ 2.99	$ 3.50	$ 41,908	$ 1.95	$ 2.28	$27,331	$69,239	
		0	90	90		83.9	85	1.1	2.2			F	8		110		1.4	278.0	279.3				2.2									$ 2.99	$ 3.50	$ 19,208	$ 1.95	$ 2.28	$12,527	$31,735	
		Gasconde Junction	90	90		85.0	86.2	1.2	2.4			F	8		110		1.4	278.0	279.3				2.4									$ 2.99	$ 3.50	$ 20,954	$ 1.95	$ 2.28	$13,666	$34,620	
	Gasconde Junction	Gasconde	90	90		86.2	88	1.8	3.6			F	8		110		1.4	278.0	279.3				3.6									$ 2.99	$ 3.50	$ 31,431	$ 1.95	$ 2.28	$20,498	$51,929	
	Gasconde	Gasconde	60	60		88.0	88.1	0.1	0.2			F	8		110		1.4	278.0	279.3		0.2											$ 1.01	$ 1.18	$ 590	$ 1.94	$ 2.27	$1,133	$1,723	
	Gasconde	0	79	79		88.1	89.3	1.2	2.4			F	8		110		1.4	278.0	279.3			2.4										$ 1.01	$ 1.18	$ 7,078	$ 1.94	$ 2.27	$13,596	$20,674	
		0	79	79		89.3	89.8	0.5	1.0			F	8		110		1.4	278.0	279.3			1.0										$ 1.01	$ 1.18	$ 2,949	$ 1.94	$ 2.27	$5,665	$8,614	
		0	79	79		89.8	90.5	0.7	1.4			F	8		110		1.4	278.0	279.3			1.4										$ 1.01	$ 1.18	$ 4,129	$ 1.94	$ 2.27	$7,931	$12,060	
		Morrison Junction	60	60		90.5	90.6	0.1	0.2			F	8		110		1.4	278.0	279.3		0.2											$ 1.01	$ 1.18	$ 590	$ 1.94	$ 2.27	$1,133	$1,723	
	Morrison Junction	0	90	90		90.6	93.1	2.5	5.0			F	8		110		1.4	278.0	279.3				5.0									$ 2.99	$ 3.50	$ 43,654	$ 1.95	$ 2.28	$28,470	$72,124	
		0	90	90		93.1	94.4	1.3	2.6			F	8		110		1.4	278.0	279.3				2.6									$ 2.99	$ 3.50	$ 22,700	$ 1.95	$ 2.28	$14,804	$37,504	
		0	90	90		94.4	94.5	0.1	0.2			F	8		110		1.4	278.0	279.3				0.2									$ 2.99	$ 3.50	$ 1,746	$ 1.95	$ 2.28	$1,139	$2,885	
		0	90	90		94.5	95.2	0.7	1.4			F	8		110		1.4	278.0	279.3				1.4									$ 2.99	$ 3.50	$ 12,223	$ 1.95	$ 2.28	$7,972	$20,195	
		0	90	90		95.2	97.6	2.4	4.8			F	8		110		1.4	278.0	279.3				4.8									$ 2.99	$ 3.50	$ 41,908	$ 1.95	$ 2.28	$27,331	$69,239	
		Chamois	90	90		97.6	97.9	0.3	0.6			F	8		110		1.4	278.0	279.3				0.6									$ 2.99	$ 3.50	$ 5,238	$ 1.95	$ 2.28	$3,416	$8,655	
100	Chamois	Ames	90	90		97.9	106.9	9.0	18.0			F	8		110		1.4	278.0	279.3				18.0									$ 2.99	$ 3.50	$ 157,154	$ 1.95	$ 2.28	$102,492	$259,646	
	Ames	0	90	90		106.9	107.1	0.2	0.4			F	8		110		1.4	278.0	279.3				0.4									$ 2.99	$ 3.50	$ 3,492	$ 1.95	$ 2.28	$2,278	$5,770	
		0	90	90		107.1	108.9	1.8	3.6			F	8		110		1.4	278.0	279.3				3.6									$ 2.99	$ 3.50	$ 31,431	$ 1.95	$ 2.28	$20,498	$51,929	
		0	90	90		108.9	109.1	0.2	0.4			F	8		110		1.4	278.0	279.3				0.4									$ 2.99	$ 3.50	$ 3,492	$ 1.95	$ 2.28	$2,278	$5,770	
		0	90	90		109.1	109.9	0.8	1.6			F	8		110		1.4	278.0	279.3				1.6									$ 2.99	$ 3.50	$ 13,969	$ 1.95	$ 2.28	$9,110	$23,080	
		0	90	90		109.9	113.9	4.0	8.0			F	8		110		1.4	278.0	279.3				8.0									$ 2.99	$ 3.50	$ 69,846	$ 1.95	$ 2.28	$45,552	$115,398	
		0	90	90		113.9	114.1	0.2	0.4			F	8		110		1.4	278.0	279.3				0.4									$ 2.99	$ 3.50	$ 3,492	$ 1.95	$ 2.28	$2,278	$5,770	
		0	90	90		114.1	115.6	1.5	3.0			F	8		110		1.4	278.0	279.3				3.0									$ 2.99	$ 3.50	$ 26,192	$ 1.95	$ 2.28	$17,082	$43,274	
		Bonnot Junction	90	90		115.6	116.8	1.2	2.4			F	8		110		1.4	278.0	279.3				2.4									$ 2.99	$ 3.50	$ 20,954	$ 1.95	$ 2.28	$13,666	$34,620	
	Bonnot Junction	0	60	60		116.8	117.1	0.3	0.6			F	8		110		1.4	278.0	279.3		0.6											$ 1.01	$ 1.18	$ 1,770	$ 1.94	$ 2.27	$3,399	$5,168	
		0	90	90		117.1	121.6	4.5	9.0			F	8		110		1.4	278.0	279.3				9.0									$ 2.99	$ 3.50	$ 78,577	$ 1.95	$ 2.28	$51,246	$129,823	
		Moreau	90	90		121.6	123.7	2.1	4.2			F	8		110		1.4	278.0	279.3				4.2									$ 2.99	$ 3.50	$ 36,669	$ 1.95	$ 2.28	$23,915	$60,584	
	Moreau	Jefferson City	90	90		123.7	124.3	0.6	1.2			F	8		110		1.4	278.0	279.3				1.2									$ 2.99	$ 3.50	$ 10,477	$ 1.95	$ 2.28	$6,833	$17,310	
	Jefferson City	Jefferson City	60	60		124.3	128.1	3.8	7.6			F	8		110		1.4	278.0	279.3		7.6											$ 1.01	$ 1.18	$ 22,414	$ 1.94	$ 2.27	$43,052	$65,466	MP 125.5 - Jefferson City Station
	Jefferson City	River Junction	90	90		128.1	128.4	0.3	0.6			F	8		87		1.4	219.8	221.2				0.6									$ 2.99	$ 3.50	$ 5,238	$ 1.95	$ 2.28	$3,416	$8,655	
	River Junction	River Terminal	90	90		128.4	129.9	1.5	3.0			F	8		87		1.4	219.8	221.2				3.0									$ 2.99	$ 3.50	$ 26,192	$ 1.95	$ 2.28	$17,082	$43,274	
	River Terminal	0	90	90		129.9	132.3	2.4	4.8			F	8		87		1.4	219.8	221.2				4.8									$ 2.99	$ 3.50	$ 41,908	$ 1.95	$ 2.28	$27,331	$69,239	
150		Sedalia	90	90		132.3	188.9	56.6	113.2			F	8		87		1.4	219.8	221.2				113.2									$ 2.99	$ 3.50	$ 988,327	$ 1.95	$ 2.28	$644,561	$1,632,887	MP 140 - Centertown
	Sedalia	Sedalia	60	60		188.9	189.6	0.7	1.4			F	8		87		1.4	219.8	221.2		1.4											$ 1.01	$ 1.18	$ 4,129	$ 1.94	$ 2.27	$7,931	$12,060	MP 188.9 - Sedalia Station
250	Sedalia	Independence	90	90		189.6	271.2	81.6	163.2			F	8		87		1.4	219.8	221.2				163.2									$ 2.99	$ 3.50	$ 1,424,867	$ 1.95	$ 2.28	$929,261	$2,354,127	MP 259.8 - Lees Summit Station
	Independence	Independence	60	60		271.2	271.3	0.1	0.2			F	8		87		1.4	219.8	221.2		0.2											$ 1.01	$ 1.18	$ 590	$ 1.94	$ 2.27	$1,133	$1,723	
	Independence	Rock Creek	79	79		271.3	276.8	5.5	11.0			F	8		87		1.4	219.8	221.2			11.0										$ 1.01	$ 1.18	$ 32,441	$ 1.94	$ 2.27	$62,313	$94,754	MP 273.2 - Independence Station
	Rock Creek	Broadway	60	60		276.8	282.5	5.7	11.4			F	10		125		1.7	315.9	317.6		11.4											$ 1.01	$ 1.18	$ 42,026	$ 1.94	$ 2.27	$80,723	$122,750	
	Broadway	Kansas City	30	30		282.5	283	0.5	1.0			F	10		125		1.7	315.9	317.6	1.0												$ 1.01	$ 1.18	$ 3,687	$ 1.94	$ 2.27	$7,081	$10,768	MP 273.0 - Kansas City Station
									283.0	566.0											3.8	33.6	28.4	500.2	0.0							$ 188.74	$ 220.80	$ 4,577,004	$ 144.75		$3,242,064	$ 7,819,068	
										566.0																								Matrix 41					

Note: Infrastructure and speeds assumed to "ballpark" maintenance and cyclic capital costs. Capacity anaylis required to determine infrastructure required.
*State of Missouri Specified Maximum Authorized Train Speed
Amtrak believes that UPRR will permit a Maximum Authorized Train Speed of 79 mph.

HNTB
1-Feb-04
CHQ

	Maintenance	Capital	Total
High	$4,577,004	$3,242,064	$7,819,068
Median	$3,798,913	$2,690,913	$6,489,826
Low	$3,020,822	$2,139,762	$5,160,585

CHICAGO TO CARBONDALE

Global MP	From Station	To Station	Main #1	Main #2	Main #3	MP Begin	MP End	Segment Length	Total Track Miles	Predom. Traffic P	Predom. Traffic E	Predom. Traffic F	No of Trains P	No of Trains F	Curr Tons F	RR Escall. %	2022 Tonnage P	2022 Tonnage F	2022 Tonnage Tot	FRA Track Class 2	FRA Track Class 3	FRA Track Class 4	FRA Track Class 5	FRA Track Class 6	MGT < 5	MGT 5-15	MGT 15-30	MGT > 30	Curvature Lgt	Curvature Mod	Curvature Sev	Matrix 41 Cost/Mile	Convert Cost/Mile to a 312 day year	ZT Maint Cost x Track Miles x # of Annual Train Miles	Cyclic Capital Cost Per Train Mile Wood (Max) Z-T Matrix 42	Convert Cost/Mile to a 312 day year	Cap. Cost Per Train Mile Times Total No. of Miles	Total Capital Cost Plus Maint. Cost	Remarks
0	Chicago	21 Street	45	45	45	523.0	520.9	2.1	6.3	P			10	0	0.0	0.015	1.7	0.0	1.7		6.3											$ 2.05	$ 2.40	$ 47,140	$ 2.53	$ 2.96	$ 58,177	$ 105,317	MP 0.0 - Chicago
	21 Street	Englewood	79	79		520.9	516.3	4.6	9.2	P			10	0	0.0	0.015	1.7	0.0	1.7			9.2										$ 2.05	$ 2.40	$ 68,839	$ 2.53	$ 2.96	$ 84,957	$ 153,796	
	Englewood	Englewood	45	45		516.3	515.2	1.1	2.2	P			10	0	0.0	0.015	1.7	0.0	1.7		2.2											$ 2.29	$ 2.68	$ 18,389	$ 2.60	$ 3.04	$ 20,878	$ 39,267	
	Englewood	Gr. Xing	79	79		515.2	513.7	1.5	3.0	P			10	0	0.0	0.015	1.7	0.0	1.7			3.0										$ 2.05	$ 2.40	$ 22,448	$ 2.53	$ 2.96	$ 27,704	$ 50,151	
	Gr. Xing	Gr. Xing	45	45		513.7	513.4	0.3	0.6	P			10	0	0.0	0.00	1.7	0.0	1.7		0.6											$ 2.29	$ 2.68	$ 5,015	$ 2.60	$ 3.04	$ 5,694	$ 10,709	
	Gr. Xing	N. Kensington	79	79		10.0	13.0	3.0	6.0	P			10	0	0.0	0.02	1.7	0.0	1.7			6.0										$ 2.05	$ 2.40	$ 44,895	$ 2.53	$ 2.96	$ 55,407	$ 100,302	
	N. Kensington	Kensington	79	79		13.0	14.2	1.2	2.4		E		10	1	0.8	0.02	1.7	1.2	2.9			2.4										$ 1.44	$ 1.68	$ 12,614	$ 2.18	$ 2.55	$ 19,097	$ 31,711	
	Kensington	CN Junction	79	79		14.2	23.5	9.3	18.6			F	10		11.2	0.02	1.7	16.3	18.0			18.6										$ 0.96	$ 1.12	$ 65,174	$ 1.92	$ 2.25	$ 130,349	$ 195,523	
	CN Junction	Stuenkel	79	79		14.4	31.6	17.2	34.4			F	10		24.6	0.02	1.7	35.8	37.5			34.4										$ 0.96	$ 1.12	$ 120,538	$ 1.92	$ 2.25	$ 241,075	$ 361,613	MP 17.9 - Homewood
	Stuenkel	Manteno	90	90		31.6	49.5	17.9	35.8			F	10		34.7	0.02	1.7	50.6	52.3				35.8									$ 2.85	$ 3.33	$ 372,410	$ 1.92	$ 2.25	$ 250,886	$ 623,296	
50	Manteno	Kankankee	79	79		49.5	55.2	5.7	11.4			F	10		34.7	0.02	1.7	50.6	52.3			11.4										$ 0.96	$ 1.12	$ 39,946	$ 1.92	$ 2.25	$ 79,891	$ 119,837	
	Kankankee	Kankankee	50	50		55.2	56.4	1.2	2.4			F	10		34.7	0.02	1.7	50.6	52.3		2.4											$ 0.96	$ 1.12	$ 8,410	$ 1.92	$ 2.25	$ 16,819	$ 25,229	MP 55.3 - Kankankee
	Kankankee	S. Otto	79	79		56.4	61.2	4.8	9.6			F	10		34.7	0.02	1.7	50.6	52.3			9.6										$ 0.96	$ 1.12	$ 33,638	$ 1.92	$ 2.25	$ 67,277	$ 100,915	MP 61.1 - Gilman
	S. Otto	Gilman	90	90		61.2	80.5	19.3	38.6			F	10		34.7	0.02	1.7	50.6	52.3				38.6									$ 2.85	$ 3.33	$ 401,537	$ 1.92	$ 2.25	$ 270,509	$ 672,045	
	Gilman	Gilman	60	60		80.5	81.2	0.7	1.4			F	10		36.4	0.02	1.7	53.0	54.7		1.4											$ 0.96	$ 1.12	$ 4,906	$ 1.92	$ 2.25	$ 9,811	$ 14,717	
100	Gilman	Rantoul	90	90		81.2	113.0	31.8	63.6			F	10		36.4	0.02	1.7	53.0	54.7				63.6									$ 2.85	$ 3.33	$ 661,599	$ 1.92	$ 2.25	$ 445,709	$ 1,107,308	
	Rantoul	Rantoul	60	60		113.0	114.0	1.0	2.0			F	10		36.4	0.02	1.7	53.0	54.7		2.0											$ 0.96	$ 1.12	$ 7,008	$ 1.92	$ 2.25	$ 14,016	$ 21,024	MP 113.8 - Rantoul
	Rantoul	Rantoul	79	79		114.0	115.8	1.8	3.6			F	10		38.0	0.02	1.7	55.4	57.1			3.6										$ 0.96	$ 1.12	$ 12,614	$ 1.92	$ 2.25	$ 25,229	$ 37,843	
	Rantoul	Leverett	90	90		115.8	124.1	8.3	16.6			F	10		38.0	0.02	1.7	55.4	57.1				16.6									$ 2.85	$ 3.33	$ 172,682	$ 1.92	$ 2.25	$ 116,333	$ 289,014	
	Leverett	Leverett	79	79		124.1	125.9	1.8	3.6			F	10		38.0	0.02	1.7	55.4	57.1			3.6										$ 0.96	$ 1.12	$ 12,614	$ 1.92	$ 2.25	$ 25,229	$ 37,843	
	Leverett	Champaign	60	60		125.9	127.3	1.4	2.8			F	10		38.0	0.02	1.7	55.4	57.1		2.8											$ 0.96	$ 1.12	$ 9,811	$ 1.92	$ 2.25	$ 19,622	$ 29,434	
	Champaign	Champaign	79	79		127.3	128.0	0.7	1.4			F	10		38.0	0.02	1.7	55.4	57.1			1.4										$ 0.96	$ 1.12	$ 4,906	$ 1.92	$ 2.25	$ 9,811	$ 14,717	MP 127.8 - Champaign
	Champaign	Tolono	90	90		128.0	137.0	9.0	18.0			F	4		38.0	0.02	0.7	55.4	56.0				18.0									$ 2.85	$ 3.33	$ 74,898	$ 1.92	$ 2.25	$ 50,458	$ 125,356	
	Tolono	Tolono	60	60		137.0	137.2	0.2	0.4			F	4		39.7	0.02	0.7	57.8	58.5		0.4											$ 0.96	$ 1.12	$ 561	$ 1.92	$ 2.25	$ 1,121	$ 1,682	
150	Tolono	Mattoon	90	90		137.2	172.3	35.1	70.2			F	4		40.7	0.02	0.7	59.3	60.0				70.2									$ 2.85	$ 3.33	$ 292,102	$ 1.92	$ 2.25	$ 196,785	$ 488,887	
	Mattoon	Mattoon	60	60		172.3	174.6	2.3	4.6			F	4		43.5	0.02	0.7	63.4	64.1		4.6											$ 0.96	$ 1.12	$ 6,447	$ 1.92	$ 2.25	$ 12,895	$ 19,342	MP 172.4 - Mattoon
	Mattoon	N. Effingham	90	90		174.6	198.0	23.4	46.8			F	4		43.5	0.02	0.7	63.4	64.1				46.8									$ 2.85	$ 3.33	$ 194,735	$ 1.92	$ 2.25	$ 131,190	$ 325,925	
200	N. Effingham	Effingham	60	60		198.0	202.0	4.0	8.0			F	4		43.5	0.02	0.7	63.4	64.1		8.0											$ 0.96	$ 1.12	$ 11,213	$ 1.92	$ 2.25	$ 22,426	$ 33,638	MP 199.2 - Effingham
	Effingham	Odin	90	90		202.0	244.1	42.1	84.2			F	4		49.5	0.02	0.7	72.1	72.8				84.2									$ 2.85	$ 3.33	$ 350,356	$ 1.92	$ 2.25	$ 236,029	$ 586,386	
	Odin	Odin	60	60		244.1	244.7	0.6	1.2			F	4		36.2	0.02	0.7	52.7	53.4		1.2											$ 0.96	$ 1.12	$ 1,682	$ 1.92	$ 2.25	$ 3,364	$ 5,046	
250	Odin	Sandoval	90	90		244.7	250.7	6.0	12.0			F	4		36.2	0.02	0.7	52.7	53.4				12.0									$ 2.85	$ 3.33	$ 49,932	$ 1.92	$ 2.25	$ 33,638	$ 83,570	
	Sandoval	Centralia	60	60		250.7	252.0	1.3	2.6			F	4		28.4	0.02	0.7	41.4	42.1		2.6											$ 0.96	$ 1.12	$ 3,644	$ 1.92	$ 2.25	$ 7,288	$ 10,932	
	Centralia	Centralia	35	35		252.0	252.4	0.4	0.8			F	4		28.4	0.02	0.7	41.4	42.1		0.8											$ 0.96	$ 1.12	$ 1,121	$ 1.92	$ 2.25	$ 2,243	$ 3,364	
	Centralia	Centralia	60	60		252.4	253.1	0.7	1.4			F	4		28.4	0.02	0.7	41.4	42.1		1.4											$ 0.96	$ 1.12	$ 1,962	$ 1.92	$ 2.25	$ 3,924	$ 5,887	
	Centralia	31 Switch	60	60		253.1	253.3	0.2	0.4			F	4		34.6	0.02	0.7	50.4	51.1		0.4											$ 0.96	$ 1.12	$ 561	$ 1.92	$ 2.25	$ 1,121	$ 1,682	MP 253.2 - Centralia
	31 Switch	Tamarda	90	90		253.3	279.0	25.7	51.4			F	4		34.7	0.02	0.7	50.6	51.2				51.4									$ 2.85	$ 3.33	$ 213,875	$ 1.92	$ 2.25	$ 144,084	$ 357,960	
	Tamarda	Tamarda	60	60		279.0	281.0	2.0	4.0			F	4		36.0	0.02	0.7	52.4	53.1		4.0											$ 0.96	$ 1.12	$ 5,606	$ 1.92	$ 2.25	$ 11,213	$ 16,819	
	Tamarda	Duquoin	90	90		281.0	287.6	6.6	13.2			F	4		36.0	0.02	0.7	52.4	53.1				13.2									$ 2.85	$ 3.33	$ 54,925	$ 1.92	$ 2.25	$ 37,002	$ 91,927	MP 287.5 - Duquoin
	Duquoin	Eldorado	60	60		287.6	288.7	1.1	2.2			F	4		36.0	0.02	0.7	52.4	53.1		2.2											$ 0.96	$ 1.12	$ 3,084	$ 1.92	$ 2.25	$ 6,167	$ 9,251	
300	Eldorado	Carbondale	90	90		288.7	307.8	19.1	38.2			F	4		36.0	0.02	0.7	52.4	53.1				38.2									$ 2.85	$ 3.33	$ 158,950	$ 1.92	$ 2.25	$ 107,082	$ 266,032	
	Carbondale	Carbondale	20	20		307.8	309.0	1.2	2.4			F	4		36.4	0.02	0.7	53.0	53.7	2.4												$ 0.96	$ 1.12	$ 3,364	$ 1.92	$ 2.25	$ 6,728	$ 10,092	MP 308.1 - Carbondale
																																		$ -					
																																		$ -					
					Total Route Miles			308.4							Note 1	Note 2																$ 69.54	$ 81.35	$ 3,576,150			$ 3,009,239	$ 6,585,388	
																				2.4																			
																					43.3																			
																						103.2																	
																							488.6																
																								0.0															

HNTB
1-Feb-04
CHQ

Total Track Miles 637.5
637.5

	Maintenance	Capital	Total
High	$3,576,150	$3,009,239	$6,585,388
Median	$2,968,204	$2,497,668	$5,465,872
Low	$2,360,259	$1,986,098	$4,346,356

			FRT	PASS		
FRA Class 2	30 - 25				550	
FRA Class 3	60 - 40	PP	1	16	5900	
FRA Class 4	80 - 60	E	2	16		
FRA Class 5	90 - 80	PF	6	16		1.170
FRA Class 6	110 - 80					

Note 1: CN (O'Brien) Furnished 2002 Tonnage Data 12-05-03
Note 2: CN (O'Brien) Furnished Annual Growth Figures 01-05-04

A10: Track Cost Global Evaluation

MWRRI

CHICAGO - KALAMAZOO - BATTLE CREEK - DEARBORN - DETROIT - PONTIAC

Global MP	From Station	To Station	Main #1	Main #2	Main #3	MP Begin	MP End	Segment Length	R. A. Kollmar's Calculations: Total Track Miles	Predom. Traffic P	E	F	No of Trains P	F	Curr Tons F	RR Escal. %	2022 Tonnage P	F	Tot	COMPLETE TEMS Calculations: 2010 Tons F	RR Escal. %	2022 Tonnage P	F	Tot	FRA Track Class 2	3	4	5	6	MGT < 5	5-15	15-30	> 30	Curvature Lgt	Mod	Sev	Matrix 41 Cost/Mile	Convert Cost/Mile to a 312 day year	ZT Maint Cost x Track Miles x # of Annual Train Miles	Cyclic Capital Cost Per Train Mile Wood (Max) Z-T Matrix 42	Convert Cost/Mile to a 312 day year	Cap. Cost Per Train Mile Times Total No. of Miles	Total Cost Capital Cost Plus Maint. Cost	Comments
0	Chicago	21 Street	45	45	45	523.0	520.9	2.1	6.3	P			28	0	0	0.0015	4.8	0.0	4.8	0	0.1400	4.8	0.0	4.8		6.3											$ 2.05	$ 2.40	$ 131,991	$ 2.53	$ 2.96	$ 162,897	$ 294,888	MP 0.0 - Chicago
	21 Street	Englewood	79	79		520.9	516.3	4.6	9.2	P			28	0	0	0.0015	4.8	0.0	4.8	0	0.1400	4.8	0.0	4.8			9.2										$ 2.05	$ 2.40	$ 192,749	$ 2.53	$ 2.96	$ 237,881	$ 430,630	
	Englewood	Englewood	45	45		516.3	515.2	1.1	2.2	P			28	0	0	0.0015	4.8	0.0	4.8	0	0.1400	4.8	0.0	4.8		2.2											$ 2.29	$ 2.68	$ 51,488	$ 2.60	$ 3.04	$ 58,458	$ 109,947	
	Englewood	Gr. Xing	79	79		515.2	513.7	1.5	3.0	P			28	0	0	0.0015	4.8	0.0	4.8	0	0.1400	4.8	0.0	4.8			3.0										$ 2.05	$ 2.40	$ 62,853	$ 2.53	$ 2.96	$ 77,570	$ 140,423	Current NS ML Tonnage = 122.4
	Gr. Xing	Cal River	79	79		513.7	509.8	3.9	7.8	P			28	0	0	0.0015	4.8	0.0	4.8	0	0.1400	4.8	0.0	4.8			7.8										$ 2.05	$ 2.40	$ 163,418	$ 2.53	$ 2.96	$ 201,681	$ 365,099	
	Cal R. Br.	Cal R. Br.	79	79		509.8	509.5	0.3	0.6	P			28	0	0	0.0015	4.8	0.0	4.8	0	0.1400	4.8	0.0	4.8			0.6										$ 2.05	$ 2.40	$ 12,571	$ 2.53	$ 2.96	$ 15,514	$ 28,085	
	Cal River	Hick	110	110		509.5	503.4	6.1	12.2	P			28	0	0	0.0015	4.8	0.0	4.8	0	0.1400	4.8	0.0	4.8					12.2								$ 3.11	$ 3.64	$ 387,767	$ 2.60	$ 3.04	$ 324,178	$ 711,946	MP 507.0 - Hammond
	Hick Br.	Hick Br.	79	79		503.4	503.0	0.4	0.8	P			28	0	0	0.0015	4.8	0.0	4.8	0	0.1400	4.8	0.0	4.8			0.8										$ 2.05	$ 2.40	$ 16,761	$ 2.53	$ 2.96	$ 20,685	$ 37,446	
	Hick Br.	NS Flyover	79	79		503.0	501.6	1.4	2.8	P			28	0	0	0.0015	4.8	0.0	4.8	0	0.1400	4.8	0.0	4.8			2.8										$ 2.05	$ 2.40	$ 58,663	$ 2.53	$ 2.96	$ 72,398	$ 131,061	Current NS ML Tonnage = 122.4
	NS Flyover	NS Flyover	60	60		501.6	500.5	1.1	2.2	P			28	0	0	0.0015	4.8	0.0	4.8	0	0.1400	4.8	0.0	4.8		2.2											$ 2.15	$ 2.52	$ 48,341	$ 2.56	$ 2.99	$ 57,559	$ 105,900	
	NS Flyover	CP 483	110	110		500.5	483.6	16.9	33.8	P			28	0	0	0.0015	4.8	0.0	4.8	0	0.1400	4.8	0.0	4.8					33.8								$ 3.11	$ 3.64	$ 1,074,306	$ 2.60	$ 3.04	$ 898,134	$ 1,972,440	
	CP 483	CP 482	79	79		483.6	482.0	1.6	3.2	P			28	0	0	0.0015	4.8	0.0	4.8	0	0.1400	4.8	0.0	4.8			3.2										$ 2.05	$ 2.40	$ 67,043	$ 2.53	$ 2.96	$ 82,741	$ 149,784	
	CP 482	Porter	60	60		241.0	240.0	1.0	2.0	P			28	2	0.6	0.0015	4.8	0.8	5.6	0	0.1400	4.8	0.0	4.8		2.0											$ 2.29	$ 2.68	$ 46,808	$ 2.60	$ 3.04	$ 53,144	$ 99,952	
50	Porter	Mich City	110			240.0	229.9	10.1	10.1	P			28	2	0.6	0.0015	4.8	0.8	5.6	9.4	0.1400	4.8	11.1	15.9					10.1								$ 3.11	$ 3.64	$ 321,020	$ 2.60	$ 3.04	$ 268,377	$ 589,398	
	Mich City	Mich City	50			229.9	228.4	1.5	1.5	P			28	2	0.6	0.0015	4.8	0.8	5.6	9.4	0.1400	4.8	12.5	17.3		1.5											$ 2.15	$ 2.52	$ 32,960	$ 2.56	$ 2.99	$ 39,245	$ 72,204	
	Mich City	Buchanan	110			228.4	198.9	29.5	29.5	P			28	2	0.6	0.0015	4.8	0.8	5.6	9.4	0.1400	4.8	12.5	17.3					29.5								$ 3.11	$ 3.64	$ 937,634	$ 2.60	$ 3.04	$ 783,874	$ 1,721,508	
	Buchanan	Niles	93			198.9	197.2	1.7	1.7	P			28	2	0.6	0.0015	4.8	0.8	5.6	9.4	0.1400	4.8	12.5	17.3					1.7								$ 3.26	$ 3.81	$ 56,639	$ 2.63	$ 3.08	$ 45,694	$ 102,333	
	Niles	Niles	85			197.2	196.6	0.6	0.6	P			28	2	0.6	0.0015	4.8	0.8	5.6	9.4	0.1400	4.8	12.5	17.3				0.6									$ 2.66	$ 3.11	$ 16,311	$ 2.56	$ 2.99	$ 15,698	$ 32,009	
	Niles	Niles	90			196.6	194.2	2.4	2.4	P			28	2	0.6	0.0015	4.8	0.8	5.6	9.4	0.1400	4.8	12.5	17.3				2.4									$ 2.66	$ 3.11	$ 65,244	$ 2.56	$ 2.99	$ 62,792	$ 128,036	
	Niles	Niles	80			194.2	193.6	0.6	0.6	P			28	2	0.6	0.0015	4.8	0.8	5.6	9.4	0.1400	4.8	12.5	17.3			0.6										$ 2.15	$ 2.52	$ 13,184	$ 2.56	$ 2.99	$ 15,698	$ 28,882	
	Niles	Niles	75			193.6	191.5	2.1	2.1	P			28	2	0.6	0.0015	4.8	0.8	5.6	9.4	0.1400	4.8	12.5	17.3			2.1										$ 2.15	$ 2.52	$ 46,143	$ 2.56	$ 2.99	$ 54,943	$ 101,086	MP 192.0 - Niles
100	Niles	Oshtemo	110			191.5	150.7	40.8	40.8	P			28	2	0.6	0.0015	4.8	0.8	5.6	9.4	0.1400	4.8	12.5	17.3					40.8								$ 3.11	$ 3.64	$ 1,296,795	$ 2.60	$ 3.04	$ 1,084,138	$ 2,380,933	
	Oshtemo	Kalamazoo	79	79		150.7	145.0	5.7	11.4	P			28	2	0.6	0.0015	4.8	0.8	5.6	9.4	0.1400	4.8	12.5	17.3			11.4										$ 2.05	$ 2.40	$ 238,841	$ 2.53	$ 2.96	$ 294,765	$ 533,607	MP 179.5 - Dowagiac
	Kalamazoo	Kalamazoo	50	50		145.0	144.0	1.0	2.0	P			30	2	0.6	0.0015	4.8	0.8	5.6	9.4	0.1400	4.8	12.5	17.3		2.0											$ 2.05	$ 2.40	$ 44,895	$ 2.53	$ 2.96	$ 55,407	$ 100,302	MP 143.4 - Kalamazoo
	Kalamazoo	BO Tower	35	35		144.0	142.9	1.1	2.2	P			28	6	0.6	0.0015	4.8	0.8	5.6	9.4	0.1400	4.8	12.5	17.3		2.2											$ 2.05	$ 2.40	$ 46,092	$ 2.53	$ 2.96	$ 56,885	$ 102,977	
	BO Tower	CP 140	60	60		142.9	139.9	3.0	6.0			F	28	6	7.0	0.0015	4.8	9.3	14.1	19.3	0.1400	4.8	25.6	30.4		6.0											$ 0.42	$ 0.49	$ 25,754	$ 0.80	$ 0.94	$ 49,056	$ 74,810	
150	CP 140	CP Custer	110			139.9	124.4	15.5	15.5			F	28	6	7.0	0.0015	4.8	9.3	14.1	19.3	0.1400	4.8	25.6	30.4					15.5								$ 2.50	$ 2.92	$ 396,025	$ 1.10	$ 1.29	$ 174,251	$ 570,276	
	CP Custer	Battle Crk	110	110		124.4	121.0	3.4	6.8			F	28	6	7.0	0.0015	4.8	9.3	14.1	19.3	0.1400	4.8	25.6	30.4					6.8								$ 2.50	$ 2.92	$ 173,740	$ 1.10	$ 1.29	$ 76,446	$ 250,186	
	Battle Crk	Baron	45			121.0	119.6	1.4	2.8			F	28	28	30.8	0.03	4.8	54.0	58.8	19.3	0.1400	4.8	25.6	30.4		2.8											$ 0.28	$ 0.33	$ 8,012	$ 0.54	$ 0.63	$ 15,453	$ 23,465	MP 120.7 - Battle Creek
	Baron	CP Levitt	60	60		119.6	116.3	3.3	3.3			F	20	2	6.6	0.0015	4.8	8.8	13.6	17.9	0.1400	4.8	23.8	28.6		3.3											$ 0.28	$ 0.33	$ 6,745	$ 0.54	$ 0.63	$ 13,009	$ 19,754	
	CP Levitt	Levittown	79			116.3	114.3	2.0	2.0			F	20	2	6.6	0.0015	4.8	8.8	13.6	17.9	0.1400	4.8	23.8	28.6			2.0										$ 0.28	$ 0.33	$ 4,088	$ 0.54	$ 0.63	$ 7,884	$ 11,972	
	Levittown	Hartung	110			114.3	96.2	18.1	18.1			F	20	2	6.6	0.0015	4.8	8.8	13.6	17.9	0.1400	4.8	23.8	28.6					18.1								$ 2.38	$ 2.78	$ 314,469	$ 1.07	$ 1.25	$ 141,379	$ 455,849	
	Hartung	Albion	45			96.2	94.5	1.7	1.7			F	20	2	6.6	0.0015	4.8	8.8	13.6	17.9	0.1400	4.8	23.8	28.6		1.7											$ 0.40	$ 0.47	$ 4,964	$ 0.78	$ 0.91	$ 9,680	$ 14,644	
200	Albion	Parma	110			94.5	80.6	13.9	13.9			F	20	2	6.6	0.0015	4.8	8.8	13.6	17.9	0.1400	4.8	23.8	28.6					13.9								$ 2.38	$ 2.78	$ 241,499	$ 1.07	$ 1.25	$ 108,573	$ 350,072	MP 95.5 - Albion
	Parma	Jackson	79			80.6	78.5	2.1	2.1			F	20	2	6.6	0.0015	4.8	8.8	13.6	17.9	0.1400	4.8	23.8	28.6			2.1										$ 0.40	$ 0.47	$ 6,132	$ 0.78	$ 0.91	$ 11,957	$ 18,089	
	Jackson	Jackson	60	60		78.5	74.0	4.5	9.0			F	20	2	6.6	0.0015	4.8	8.8	13.6	17.9	0.1400	4.8	23.8	28.6		9.0											$ 0.40	$ 0.47	$ 26,280	$ 0.78	$ 0.91	$ 51,246	$ 77,526	MP 74.4 - Jackson
	Jackson	E. Jackson	79			74.0	70.5	3.5	3.5			F	20	2	6.6	0.0015	4.8	8.8	13.6	17.9	0.1400	4.8	23.8	28.6			3.5										$ 0.40	$ 0.47	$ 10,220	$ 0.78	$ 0.91	$ 19,929	$ 30,149	
250	E. Jackson	Ypsi	110	110		70.5	29.8	40.7	81.4			F	20	2	6.6	0.0015	4.8	8.8	13.6	17.9	0.1400	4.8	23.8	28.6					81.4								$ 2.38	$ 2.78	$ 1,414,244	$ 1.07	$ 1.25	$ 635,815	$ 2,050,059	
	Jackson	Ypsi	60			29.8	28.9	0.9	0.9			F	20	2	6.6	0.0015	3.4	8.8	12.2	17.9	0.1400	3.4	23.8	27.2		0.9											$ 0.42	$ 0.49	$ 2,759	$ 0.80	$ 0.94	$ 5,256	$ 8,015	MP 37.4 - Ann Arbor
	Ypsi	Wayne	110	110		28.9	18.0	10.9	21.8			F	20	2	6.6	0.0015	3.4	8.8	12.2	17.9	0.1400	3.4	23.8	27.2					21.8								$ 2.50	$ 2.92	$ 397,850	$ 1.10	$ 1.29	$ 175,054	$ 572,904	
	Wayne	Town Line	110	110		18.0	11.5	6.5	13.0			F	20	2	6.6	0.0015	3.4	8.8	12.2	17.9	0.1400	3.4	23.8	27.2					13.0								$ 2.38	$ 2.78	$ 225,862	$ 1.07	$ 1.25	$ 101,543	$ 327,405	
	Town Line	W. Det.	79	79		11.5	3.2	8.3	16.6			F	20	2	6.6	0.0015	3.4	8.8	12.2	17.9	0.1400	3.4	23.8	27.2			16.6										$ 0.40	$ 0.47	$ 48,472	$ 0.78	$ 0.91	$ 94,520	$ 142,992	MP 9.0 - Dearborn
	W. Det.	W. Det.	45	45		3.2	3.2	0.3	0.3	P			20	2	0.0	0	3.4	0.0	3.4	0.0	0.1400	3.4	0.0	3.4		0.3											$ 0.40	$ 0.47	$ 876	$ 0.78	$ 0.91	$ 1,708	$ 2,584	
	W. Det.	MKE Jct.	60	60	60	3.2	6.5	3.3	9.9			F	20	20	71.4	0.03	3.4	125.2	128.6	19.6	0.1400	3.4	26.0	29.4		9.9											$ 0.40	$ 0.47	$ 28,908	$ 0.78	$ 0.91	$ 56,371	$ 85,279	MP 5.0 - Detroit
	MKE Jct.	MKE Jct.	15	15		6.5	6.7	0.2	0.4			F	14	20	71.4	0.03	2.4	125.2	127.6	45.4	0.1400	2.4	60.2	62.6	0.4											$ 0.45	$ 0.53	$ 920	$ 0.84	$ 0.98	$ 1,717	$ 2,637	
	MKE Jct.	Royal Oak	79	79		6.7	12.4	5.7	11.4			F	14	20	9.4	0.03	2.4	16.5	18.9	19.0	0.1400	2.4	25.2	27.6			11.4										$ 0.45	$ 0.53	$ 26,214	$ 0.84	$ 0.98	$ 48,933	$ 75,148	
	Royal Oak	Birmingham	45	45		12.4	13.2	0.8	1.6			F	14	20	9.4	0.03	2.4	16.5	18.9	19.0	0.1400	2.4	25.2	27.6		1.6											$ 0.45	$ 0.53	$ 3,679	$ 0.84	$ 0.98	$ 6,868	$ 10,547	
300	Birmingham	Pontiac	79	79		13.2	24.5	11.3	22.6			F	14	20	9.4	0.03	2.4	16.5	18.9	19.0	0.1400	2.4	25.2	27.6			22.6										$ 0.45	$ 0.53	$ 51,969	$ 0.84	$ 0.98	$ 97,008	$ 148,977	
	Pontiac		45	45		24.5	25.8	1.3	2.6			F	14	20	9.4	0.03	2.4	16.5	18.9	19.0	0.1400	2.4	25.2	27.6		2.6											$ 0.40	$ 0.47	$ 5,314	$ 0.78	$ 0.91	$ 10,363	$ 15,677	MP 25.8 - Pontiac
																																						$ 8,855,515	$ 84.42		$ 6,954,374	$ 15,809,889	NS Tonnage per NS 121003
																																						Matrix 41	Matrix 42				CN Tonnage per CN 120503

Total Rpute Mile	301.7	458.2	Track Miles By Class	0.4	56.5	99.7	3.0	298.6
Total Track Miles		458.2						

	Notes	Notes
	1	3
	2	
	4	

	0.4	56.5	99.7	3.0	298.6

	Maintenance	Capital	Total
High	$8,855,515	$6,954,374	$15,809,889
Median	$7,350,077	$5,772,131	$13,122,208
Low	$5,844,640	$4,589,887	$10,434,527

HNTB
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Legend

FRA Class 2	30 - 25		**FRT**	**PASS**	**550**
FRA Class 3	60 - 40	**PP**	1	16	**5900**
FRA Class 4	80 - 60	**E**	2	16	
FRA Class 5	90 - 80	**PF**	6	16	1.170
FRA Class 6	110 - 80				

Notes
1 Norfolk Southern furnished data
2 Canadian National (O'Brien) Furnished Data 12-05-03 and Annual Growth Data 01-05-04
3 RA Kollmar estimate of annual growth
4 Conrail Shared Assets furnished data

CHICAGO - JOLIET - SPRINGFIELD - ST. LOUIS

Global MP	From Station	To Station	Main #1	Main #2	Main #3	MP Begin	MP End	Segment Length	Total Track Miles	Predom. Traffic P	Predom. Traffic E	Predom. Traffic F	No of Trains P	No of Trains F	Curr. Tons F	RR Escall. %	2022 Tonnage P	2022 Tonnage F	2022 Tonnage Tot	COMPLETE TEMS Calculations 2010 Tons F	2010 RR Escal. %	2022 Tonnage P	2022 Tonnage F	2022 Tonnage Tot	FRA Track Class 2	3	4	5	6	MGT < 5	5-15	15-30	> 30	Curvature Lgt	Mod	Sev	Matrix 41 Cost/Mile	Convert Cost/Mile to a 312 day year	ZT Maint Cost x Track Miles x # of Annual Train Miles	Cyclic Capital Cost Per Train Mile Wood (Max) Z-T Matrix 42	Convert Cost/Mile to a 312 day year	Cap. Cost Per Train Mile Times Total No. of Miles	Total Cost Capital Cost Plus Maint. Cost	Comments
0	Chicago	21st Street	45	45	45	0.0	1.8	1.8	3.6	P			16		0.0	0.015	2.7	0.0	2.7	41.4	0.014	0.0	54.9	54.9		3.6												$ 2.05	$ 2.40	$ 43,099	$ 2.53	$ 2.96	$ 53,191	$ 96,290	MP 0.0 - Chicago
	21st Street	Bridgeport	45	45		1.8	3.5	1.7	3.4	P			16		10.0	0.02	2.7	14.6	17.3	41.4	0.014	2.5	48.9	51.4		3.4												$ 2.15	$ 2.52	$ 42,690	$ 2.56	$ 2.99	$ 50,831	$ 93,522	
	Bridgeport	Bridgeport	30	30		3.5	3.8	0.3	0.6	P			16	2	18.0	0.02	2.7	26.2	29.0	41.4	0.014	4.5	48.9	53.4		0.6												$ 2.29	$ 2.68	$ 8,024	$ 2.60	$ 3.04	$ 9,110	$ 17,135	
	Bridgeport	Brighton Park	60	60		3.8	5.1	1.3	2.6	P			16	2	18.0	0.02	2.7	26.2	29.0	41.4	0.014	4.5	48.9	53.4		2.6												$ 2.15	$ 2.52	$ 32,646	$ 2.56	$ 2.99	$ 38,871	$ 71,517	
	Brighton Park	Brighton Park	40	40		5.1	5.3	0.2	0.4			F	16	2	18.0	0.02	2.7	26.2	29.0	41.4	0.014	4.5	48.9	53.4		0.4												$ 0.42	$ 0.49	$ 981	$ 0.80	$ 0.94	$ 1,869	$ 2,850	
	Brighton Park	Corwith	60	60		5.3	6.7	1.4	2.8			F	16	2	18.0	0.02	2.7	26.2	29.0	41.4	0.014	4.5	48.9	53.4		2.8												$ 0.40	$ 0.47	$ 6,541	$ 0.78	$ 0.91	$ 12,755	$ 19,295	
	Corwith	Corwith	45	45		6.7	7.0	0.3	0.6			F	16	2	18.0	0.02	2.7	26.2	29.0	41.4	0.014	4.5	48.9	53.4		0.6												$ 0.42	$ 0.49	$ 1,472	$ 0.80	$ 0.94	$ 2,803	$ 4,275	
	Corwith	Lemoyne	79	79		7.0	7.9	0.9	1.8			F	16	2	18.0	0.02	2.7	26.2	29.0	41.4	0.014	4.5	48.9	53.4			1.8											$ 0.40	$ 0.47	$ 4,205	$ 0.78	$ 0.91	$ 8,199	$ 12,404	
	Lemoyne	Lemoyne	60	60		7.9	8.0	0.1	0.2			F	16	2	18.0	0.02	2.7	26.2	29.0	41.4	0.014	4.5	48.9	53.4		0.2												$ 0.40	$ 0.47	$ 467	$ 0.78	$ 0.91	$ 911	$ 1,378	
	Lemoyne	Argo	79	79		8.0	12.4	4.4	8.8			F	16	2	18.0	0.02	2.7	26.2	29.0	41.4	0.014	4.5	48.9	53.4			8.8											$ 0.40	$ 0.47	$ 20,557	$ 0.78	$ 0.91	$ 40,086	$ 60,643	MP 12.0 - Summit
	Argo	Argo	60	60		12.4	13.2	0.8	1.6			F	16	6	18.0	0.02	2.7	26.2	29.0	41.4	0.014	4.5	48.9	53.4		1.6												$ 0.40	$ 0.47	$ 3,738	$ 0.78	$ 0.91	$ 7,288	$ 11,026	
	Argo	Lemont	79	79		13.2	26.2	13.0	26.0			F	16	6	18.0	0.02	2.7	26.2	29.0	41.4	0.014	4.5	48.9	53.4			26.0											$ 0.42	$ 0.49	$ 63,773	$ 0.80	$ 0.94	$ 121,472	$ 185,245	
	Lemont	Lemont	60	60		26.2	26.3	0.1	0.2			F	16	6	18.0	0.02	2.7	26.2	29.0	41.4	0.014	4.5	48.9	53.4		0.2												$ 0.42	$ 0.49	$ 491	$ 0.80	$ 0.94	$ 934	$ 1,425	
	Lemont	Joliet	79	79		26.3	36.9	10.6	21.2			F	16	6	18.0	0.02	2.7	26.2	29.0	41.4	0.014	4.5	48.9	53.4			21.2											$ 0.42	$ 0.49	$ 51,999	$ 0.80	$ 0.94	$ 99,046	$ 151,046	
	UD Tower	UD Tower	60	60		36.9	37.5	0.6	1.2			F	16	8	18.0	0.02	2.7	26.2	29.0	41.4	0.014	4.5	48.9	53.4		1.2												$ 0.45	$ 0.53	$ 3,154	$ 0.84	$ 0.98	$ 5,887	$ 9,040	
	Joliet	South Joliet	65	65		37.5	38.7	1.2	2.4		E		16	16	0.8	0.015	2.7	1.1	3.8	10.2	0.014	0.2	12.1	12.2			2.4											$ 1.51	$ 1.77	$ 21,178	$ 2.20	$ 2.57	$ 30,835	$ 52,013	MP 37.5 - Joliet
50	South Joliet	Mazonia	110			38.7	59.2	20.5	20.5		E		16	2	0.8	0.015	2.7	1.1	3.8	10.2	0.014	0.2	12.1	12.2					20.5									$ 3.40	$ 3.98	$ 407,048	$ 2.28	$ 2.67	$ 272,962	$ 680,010	
100	Mazonia	Towanda	110			59.2	121.5	62.3	62.3		E		16	2	0.8	0.015	2.7	1.1	3.8	10.2	0.014	0.2	12.1	12.2					62.3									$ 3.40	$ 3.98	$ 1,237,029	$ 2.28	$ 2.67	$ 829,537	$ 2,066,566	MP 73.6 - Dwight
	Towanda	Normal	110			121.5	123.9	2.4	2.4		E		16	2	0.8	0.015	2.7	1.1	3.8	10.2	0.014	0.2	12.1	12.2					2.4									$ 3.40	$ 3.98	$ 47,654	$ 2.28	$ 2.67	$ 31,956	$ 79,611	
	Normal	Bloomington	50	50		123.9	126.8	2.9	5.8		E		16	4	0.8	0.015	2.7	1.1	3.8	23.4	0.014	0.2	27.6	27.8		5.8												$ 1.51	$ 1.77	$ 51,147	$ 2.20	$ 2.57	$ 74,518	$ 125,665	MP 124.1 - Normal
150	Bloomington	Athol	110			126.8	154.9	28.1	28.1		E		16	4	3.0	0.015	2.7	4.0	6.7	23.4	0.014	0.7	27.6	28.3					28.1									$ 3.40	$ 3.98	$ 557,954	$ 2.28	$ 2.67	$ 374,157	$ 932,111	
	Athol	Lincoln	79			154.9	158.7	3.8	3.8		E		16	4	3.0	0.015	2.7	4.0	6.7	23.4	0.014	0.7	27.6	28.3			3.8											$ 1.44	$ 1.68	$ 31,956	$ 2.18	$ 2.55	$ 48,379	$ 80,335	
200	Lincoln	Ridgley	110			130.3	181.8	51.5	51.5		E		16	4	3.0	0.015	2.7	4.0	6.7	23.4	0.014	0.7	27.6	28.3					51.5									$ 3.40	$ 3.98	$ 1,022,584	$ 2.28	$ 2.67	$ 685,733	$ 1,708,317	MP 156.1 - Lincoln
	Ridgley	Hazel Del	60			181.8	189.5	7.7	7.7			F	16	4	8.0	0.015	2.7	10.6	13.4	23.4	0.014	1.8	27.6	29.5			7.7											$ 0.42	$ 0.49	$ 18,887	$ 0.80	$ 0.94	$ 35,974	$ 54,861	MP 185.2 - Springfield
250	Hazel Del	Carlinville	110			189.5	227.6	38.1	38.1			F	16	4	8.0	0.015	2.7	10.6	13.4	23.4	0.014	1.8	27.6	29.5					38.1									$ 2.38	$ 2.78	$ 529,560	$ 1.07	$ 1.25	$ 238,079	$ 767,639	MP 223.8 - Carlinville
	Carlinville	Shipman	79			227.6	236.4	8.8	8.8			F	16	4	8.0	0.015	2.7	10.6	13.4	23.4	0.014	1.8	27.6	29.5			8.8											$ 0.40	$ 0.47	$ 20,557	$ 0.78	$ 0.91	$ 40,086	$ 60,643	
	Shipman	Godfrey	110			236.4	248.3	11.9	11.9			F	16	4	8.0	0.015	2.7	10.6	13.4	23.4	0.014	1.8	27.6	29.5					11.9									$ 2.38	$ 2.78	$ 165,400	$ 1.07	$ 1.25	$ 74,361	$ 239,761	
	Godfrey	Upper Alton	79			248.3	255.6	7.3	7.3			F	16	4	8.0	0.015	2.7	10.6	13.4	23.4	0.014	1.8	27.6	29.5			7.3											$ 0.40	$ 0.47	$ 17,053	$ 0.78	$ 0.91	$ 33,253	$ 50,306	MP 256.8 - Upper Alton
300	Upper Alton	Lennox	110			255.6	275.7	20.1	20.1			F	16	16	8.0	0.015	2.7	10.6	13.4	23.4	0.014	1.8	27.6	29.5					20.1									$ 2.50	$ 2.92	$ 293,460	$ 1.10	$ 1.29	$ 129,122	$ 422,582	
	Lennox	Q Tower	79	79		275.7	279.9	4.2	8.4			F	16	16	36.0	0.015	2.7	47.8	50.5	23.4	0.014	8.2	27.6	35.8			8.4											$ 0.42	$ 0.49	$ 20,604	$ 0.80	$ 0.94	$ 39,245	$ 59,848	
	Q Tower	McArthur Br.	40	40		279.9	281.0	1.1	2.2			F	16	20	15.0	0.015	2.7	19.9	22.6	23.4	0.014	3.4	27.6	31.1		2.2												$ 0.42	$ 0.49	$ 5,396	$ 0.80	$ 0.94	$ 10,278	$ 15,675	
	McArthur Br.	St. Louis	25	25		281.0	283.5	2.5	5.0			F	16	60	66.0	0.015	2.7	87.6	90.3	23.4	0.014	15.0	27.6	42.7	5.0												$ 0.45	$ 0.53	$ 13,140	$ 0.84	$ 0.98	$ 24,528	$ 37,668	MP 280.9 - St. Louis
																																							$ 4,744,442	$ 45.01		$ 3,426,258	$ 8,170,700	

304.1

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Total Route Miles 311.9
Total Track Miles 361.3

Note 1
Note 2

Track Miles By Class

	2	3	4	5	6
	5.0	25.2	96.2	0.0	234.9

Matrix 41

Matrix 41

	Maintenance	Capital	Total
High	$4,744,442	$3,426,258	$8,170,700
Median	$3,937,887	$2,843,794	$6,781,681
Low	$3,131,332	$2,261,330	$5,392,662

Legend

FRA Class 2	30 - 25	
FRA Class 3	60 - 40	
FRA Class 4	80 - 60	
FRA Class 5	90 - 80	
FRA Class 6	110 - 80	

			FRT>ASS
PP	1	16	550
E	2	16	5900
PF	6	16	1.170

Note 1: BNSF Furnished 2002 Tonnage Data
Note 2: RA Kollmar Estimate of Annual Growth

CHICAGO - MILWAUKEE - MADISON - PORTAGE - ST. PAUL

Global MP	From Station	To Station	Main #1	Main #2	Main #3	MP Begin	MP End	Segment Length	R. A. Kollmar's Calculations: Total Track Miles	Predom. Traffic P	Predom. Traffic E	Predom. Traffic F	No of Trains P	No of Trains F	Curr. Tons F	RR Escall. %	2022 Tonnage P	2022 Tonnage F	2022 Tonnage Tot	COMPLETE TEMS Calculations: 2000 Tons F	RR Escal. %	2010 Tonnage P	2010 Tonnage F	2010 Tonnage Tot	FRA Track Class 2	FRA Track Class 3	FRA Track Class 4	FRA Track Class 5	FRA Track Class 6	MGT < 5	MGT 5-15	MGT 15-30	MGT > 30	Curvature Lgt	Curvature Mod	Curvature Sev	Matrix 41 Cost/Mile	Convert Cost/Mile to a 312 day year	ZT Maint Cost x Track Miles x # of Annual Train Miles	Cyclic Capital Cost Per Train Mile Wood (Max) Z-T Matrix 42	Convert Cost/Mile to a 312 day year	Cap. Cost Per Train Mile Times Total No. of Miles	Total Cost Capital Cost Plus Maint. Cost	Comments
0	Chicago	Lake Street	20	20	20	0.0	1.0	1.0	3.0	P			34	0	1.0	0.03	5.8	1.8	7.6	11.6	0.016	0.3	13.6	13.9	3.0												2.29	2.68	$ 85,257	$ 2.60	$ 3.04	$ 96,798	$ 182,055	MP 0.0 - Chicago
	Lake Street	Western Avenue	60	60	60	1.0	2.9	1.9	5.7	P			34	0	1.0	0.03	5.8	1.8	7.6	11.6	0.016	0.3	13.6	13.9			5.7										2.15	2.52	$ 152,085	$ 2.56	$ 2.99	$ 181,087	$ 333,171	
	Western Avenue	Tower 4	40	40	40	2.9	3.8	0.9	2.7	P			34	2	1.0	0.03	5.8	1.8	7.6	11.6	0.016	0.3	13.6	13.9		2.7											2.29	2.68	$ 76,731	$ 2.60	$ 3.04	$ 87,118	$ 163,849	
	Tower 4	Pacific Junction	110	110	110	2.9	8.5	5.6	16.8	P			34	2	1.0	0.03	5.8	1.8	7.6	11.6	0.016	0.3	13.6	13.9					16.8								3.11	3.64	$ 648,398	$ 2.60	$ 3.04	$ 542,069	$ 1,190,466	
	Pacific Junction	Mayfair	110	110	110	8.5	10.3	1.8	5.4	P			34	2	1.0	0.03	5.8	1.8	7.6	11.6	0.016	0.3	13.6	13.9					5.4								3.11	3.64	$ 208,414	$ 2.60	$ 3.04	$ 174,236	$ 382,650	
	Mayfair	Techny	110	110	110	10.3	20.0	9.7	29.1	P			34	2	1.0	0.03	5.8	1.8	7.6	11.6	0.016	0.3	13.6	13.9					29.1								3.11	3.64	$ 1,123,117	$ 2.60	$ 3.04	$ 938,941	$ 2,062,058	MP 17.2 - Glenview
50	Techny	MP 51.7	110	110	110	20.0	51.7	42.8	128.4			F	34	28	35.9	0.03	5.8	63.0	68.8	31.9	0.016	10.8	37.4	48.2					128.4								1.68	1.97	$ 2,676,986	$ 0.76	$ 0.89	$ 1,211,017	$ 3,888,003	
	MP 51.7	MP 62.8	79	79		51.7	62.8	11.1	22.2			F	34	28	36.9	0.03	5.8	64.7	70.5	20.1	0.016	11.1	23.6	34.7			22.2										0.28	0.33	$ 77,141	$ 0.54	$ 0.63	$ 148,771	$ 225,912	MP 61.5 - Sturtevant
	MP 62.8	GMIA Airport Station	110	110	110	62.8	80.5	17.7	53.1			F	34	28	36.9	0.03	5.8	64.7	70.5	20.1	0.016	11.1	23.6	34.7					53.1								1.68	1.97	$ 1,107,071	$ 0.76	$ 0.89	$ 500,818	$ 1,607,889	MP 78 - GMIA
	GMIA Airport Station	KK Bridge	90	90	90	80.5	84.1	3.6	10.8			F	34	28	37.3	0.03	5.8	65.4	71.2	20.1	0.016	11.2	23.6	34.8				10.8									0.84	0.98	$ 112,584	$ 0.62	$ 0.73	$ 83,097	$ 195,681	
	KK Bridge	National Avenue	45	45		84.1	85.7	1.6	3.2			F	34	28	3.0	0.03	5.8	5.3	11.1	20.1	0.016	0.9	23.6	24.5		3.2											0.32	0.37	$ 12,708	$ 0.60	$ 0.70	$ 23,827	$ 36,535	
	National Avenue	Milwaukee Station	20	20		85.7	86.0	0.3	0.6			F	34	4	3.0	0.03	5.8	5.3	11.1	22.1	0.016	0.9	25.9	26.8	0.6												0.32	0.37	$ 2,383	$ 0.60	$ 0.70	$ 4,468	$ 6,850	MP 85.8 - Milwaukee
	Milwaukee Station	Wauwatosa	60	60	60	86.0	90.8	4.8	14.4			F	20	4	36.7	0.03	3.4	64.4	67.8	20.3	0.016	11.0	23.8	34.8			14.4										0.30	0.35	$ 31,536	$ 0.56	$ 0.66	$ 58,867	$ 90,403	
100	Wauwatosa	Elm Grove	90	90		90.8	95.4	4.6	9.2			F	20	4	36.7	0.03	3.4	64.4	67.8	23.9	0.016	11.0	28.0	39.1				9.2									0.93	1.09	$ 62,459	$ 0.68	$ 0.80	$ 45,669	$ 108,128	
	Elm Grove	MP 117.2	110	110		95.4	117.2	21.8	43.6			F	20	4	36.7	0.03	3.4	64.4	67.8	23.9	0.016	11.0	28.0	39.1					43.6								1.76	2.06	$ 560,173	$ 0.79	$ 0.92	$ 251,441	$ 811,614	MP 100 - Brookfield
	MP 117.2	MP 118.7	79	79		117.2	118.8	1.6	3.2			F	20	4	36.7	0.03	3.4	64.4	67.8	23.9	0.016	11.0	28.0	39.1			3.2										0.28	0.33	$ 6,541	$ 0.54	$ 0.63	$ 12,614	$ 19,155	MP 117.5 - Oconomowoc
	MP 118.7	MP 129.3	110	110		118.8	129.3	10.5	21.0			F	20	32	36.7	0.03	3.4	64.4	67.8	23.9	0.016	11.0	28.0	39.1					21.0								1.76	2.06	$ 269,808	$ 0.79	$ 0.92	$ 121,107	$ 390,915	MP 130 - Watertown
	MP 129.3	Watertown	79	79		129.3	130.9	1.6	3.2			F	20	32	36.7	0.03	3.4	64.4	67.8	23.9	0.016	11.0	28.0	39.1			3.2										0.30	0.35	$ 7,008	$ 0.56	$ 0.66	$ 13,082	$ 20,090	
	Watertown	Watertown	45	45		130.9	131.2	0.3	0.6	P			20	32	0.3	0.03	3.4	0.6	4.0	23.9	0.016	0.1	28.0	28.1		0.6											0.32	0.37	$ 1,402	$ 0.60	$ 0.70	$ 2,628	$ 4,030	
150	Watertown	MP 161.8	110			131.2	161.8	30.6	30.6	P			20	2	0.3	0.03	3.4	0.6	4.0	2.0	0.016	0.1	2.3	2.4					30.6								3.11	3.64	$ 694,712	$ 2.60	$ 3.04	$ 580,788	$ 1,275,500	
	MP 161.8	Junction A	60			161.8	164.4	2.6	2.6	P			20	2	0.3	0.03	3.4	0.6	4.0	2.0	0.016	0.1	2.3	2.4		2.6											2.15	2.52	$ 40,807	$ 2.56	$ 2.99	$ 48,589	$ 89,396	
	Junction A	Junction A	20			164.4	164.6	0.2	0.2	P			20	2	0.3	0.03	3.4	0.6	4.0	2.0	0.016	0.1	2.3	2.4	0.2												2.29	2.68	$ 3,343	$ 2.60	$ 3.04	$ 3,796	$ 7,139	
	Junction A	Madison Shop	45			79.5	81.0	1.5	1.5		E		12	2	2.5	0.03	2.1	4.4	6.4	2.0	0.016	0.7	2.3	3.1		1.5											1.61	1.88	$ 10,578	$ 2.24	$ 2.62	$ 14,717	$ 25,295	
	Madison Shop	Madison Airport	60	60		32.9	30.0	2.9	5.8		E		12	2	2.5	0.03	2.1	4.4	6.4	2.0	0.016	0.7	2.3	3.1		5.8											1.51	1.77	$ 38,360	$ 2.20	$ 2.57	$ 55,889	$ 94,249	MP 30.0 - Madison
200	Madison Airport	Portage	110			30.0	0.0	30.0	30.0		E		12	2	2.5	0.03	2.1	4.4	6.4	2.0	0.016	0.7	2.3	3.1					30.0								3.57	4.18	$ 469,098	$ 2.31	$ 2.70	$ 303,534	$ 772,632	
250	Portage	Camp Douglas	110			176.9	243.4	66.5	66.5			F	12	32	40.0	0.03	2.1	70.1	72.2	31.0	0.016	12.0	36.3	48.4					66.5								2.50	2.92	$ 728,175	$ 1.10	$ 1.29	$ 320,397	$ 1,048,572	MP 178 - Portage
	Camp Douglas	Camp Douglas	35	35		243.4	243.8	0.4	0.8			F	12	32	42.1	0.03	2.1	73.8	75.9	31.0	0.016	12.7	36.3	49.0		0.8											0.45	0.53	$ 1,577	$ 0.84	$ 0.98	$ 2,943	$ 4,520	Tunnel
300	Camp Douglas	Grand Crossing (BNSF)	110			243.8	280.0	36.2	72.4			F	12	32	42.1	0.03	2.1	73.8	75.9	26.6	0.016	12.7	31.2	43.8					72.4								2.50	2.92	$ 792,780	$ 1.10	$ 1.29	$ 348,823	$ 1,141,603	La Crosse
	Grand Crossing (BNSF)	La Crosse Station	45	45	45	280.0	283.8	3.8	11.4			F	12	42	42.1	0.03	2.1	73.8	75.9	40.6	0.016	12.7	47.6	60.3		11.4											0.45	0.53	$ 22,469	$ 0.84	$ 0.98	$ 41,943	$ 64,412	Mississippi River Bridge
	La Crosse Station	MP 288.0	110	110	110	283.8	288.0	4.2	12.6			F	12	36	43.8	0.03	2.1	76.8	78.9	40.6	0.016	13.2	47.6	60.8					12.6								2.50	2.92	$ 137,970	$ 1.10	$ 1.29	$ 60,707	$ 198,677	River Junction
400	MP 288.0	Red Wing Station	90	90		288.0	371.5	83.5	167.0			F	12	36	40.6	0.03	2.1	71.2	73.3	26.5	0.016	12.2	31.1	43.3				###									1.25	1.46	$ 914,325	$ 0.90	$ 1.05	$ 658,314	$ 1,572,639	
	Red Wing Station	East Hastings	110	110	110	371.5	389.8	18.3	54.9			F	12	36	40.6	0.03	2.1	71.2	73.3	67.8	0.016	12.2	79.5	91.7					54.9								2.50	2.92	$ 601,155	$ 1.10	$ 1.29	$ 264,508	$ 865,663	
	East Hastings	St. Croix Junction	79	79	79	389.8	396.0	6.2	18.6			F	12	48	40.6	0.03	2.1	71.2	73.3	54.2	0.016	12.2	63.5	75.7			18.6										0.45	0.53	$ 36,661	$ 0.84	$ 0.98	$ 68,433	$ 105,094	
	St. Croix Junction	St. Paul Yard	110	110	110	396.0	407.4	11.4	34.2			F	12	48	40.6	0.03	2.1	71.2	73.3	54.2	0.016	12.2	63.5	75.7					34.2								2.50	2.92	$ 374,490	$ 1.10	$ 1.29	$ 164,776	$ 539,266	
	St. Paul Yard	St. Paul Station	70	70	70	407.4	408.9	1.5	4.5			F	12	52	40.6	0.03	2.1	71.2	73.3	4.1	0.016	12.2	4.8	17.0			4.5										0.42	0.49	$ 8,278	$ 0.80	$ 0.94	$ 15,768	$ 24,046	MP 408.9 - St. Paul
																																								$ -					
																																								$ -					
																																								$ 12,096,577	$ 48.19		$ 7,451,580	$ 19,548,157	

Total Route Mile 443.0

Total Track Mile 889.8

Note 1

Note 2

Track Miles By Class 3.8 28.6 71.8 #### 598.6

HNTB
1-Feb-04
CHQ

Legend

FRA Class 2	30 - 25		**FRT**	**PASS**	
FRA Class 3	60 - 40	**PP**	1	16	**550**
FRA Class 4	80 - 60	**E**	2	16	**5900**
FRA Class 5	90 - 80	**PF**	6	16	1.170
FRA Class 6	110 - 80				

	3.8	28.6	71.8	####	598.6

	Maintenance	Capital	Total
High	$12,096,577	$7,451,580	$19,548,157
Median	$10,040,159	$6,184,811	$16,224,970
Low	$7,983,741	$4,918,043	$12,901,783

Note 1: CP Rail Furnished 2002 Tonnage and Growth Data (Heron 12-15-03; 01-05-04)
Note 2: RA Kollmar Estimate of Growth

PORT HURON TO BATTLE CREEK

Global MP	From Station	To Station	Main #1	Main #2	Main #3	MP Begin	MP End	Segment Length	Total Track Miles	R. A. Kollmar's Calculations: Predom. Traffic P	E	F	No of Trains P	No of Trains F	Curr. Tons F	RR Escal. %	2022 Tonnage P	2022 Tonnage F	2022 Tonnage Tot	COMPLETE TEMS Calculations: 2010 Tons F	RR Escal. %	2022 Tonnage P	2022 Tonnage F	2022 Tonnage Tot
320	Port Huron	Tappan			45	334.2	332.1	2.1	2.1	P			8	0	0.0	0.03	1.4	0.0	1.4	32.7	0.014	0.0	38.6	38.6
	Tappan		65	65		332.1	331.7	0.4	0.8			F	8	44	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9
			55	55		331.7	330.7	1.0	2.0			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9
		West Tappan	65	65		330.7	329.0	1.7	3.4			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9
	West Tappan		70			329.0	326.0	3.0	3.0			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9
			79			326.0	323.6	2.4	2.4			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9
			65			323.6	321.4	2.2	2.2			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9
	Emmett		79			321.4	314.2	7.2	7.2			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9
300			65			314.2	312.5	1.7	1.7			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9
			79			312.5	303.1	9.4	9.4			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9
			65			303.1	303.1	0.0	0.0			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9
	Imlay City		75			303.1	300.5	2.6	2.6			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9
			79			300.5	299.5	1.0	1.0			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9
			70			299.5	295.0	4.5	4.5			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9
	Lapeer	East Flint	65	65		295.0	276.7	18.3	36.6			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9
	East Flint		40	40		276.7	276.7	0.0	0.0			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9
	Belsay		65	65		276.7	272.5	4.2	8.4			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9
		Kearsley	55	55		272.5	271.8	0.7	1.4			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9
	Kearsley	Kearsley	55	55		271.8	271.8	0.0	0.0			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9
	Kearsley	Flint	65	65		271.8	270.0	1.8	3.6			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9
	Flint		65			270.0	267.0	3.0	3.0			F	8	40	30.8	0.03	1.4	54.0	55.4	30.9	0.014	9.3	36.5	45.8
			50			267.0	265.5	1.5	1.5			F	8	40	30.8	0.03	1.4	54.0	55.4	30.9	0.014	9.3	36.5	45.8
250		West Flint	79			265.5	263.8	1.7	1.7			F	8	40	30.8	0.03	1.4	54.0	55.4	30.9	0.014	9.3	36.5	45.8
	West Flint	West Flint	40			263.8	263.8	0.0	0.0			F	8	40	30.8	0.03	1.4	54.0	55.4	30.9	0.014	9.3	36.5	45.8
	West Flint		65			263.8	259.8	4.0	4.0			F	8	40	30.8	0.03	1.4	54.0	55.4	30.9	0.014	9.3	36.5	45.8
			79			259.8	255.7	4.1	4.1			F	8	40	30.8	0.03	1.4	54.0	55.4	30.9	0.014	9.3	36.5	45.8
		East Durand	65			255.7	255.4	0.3	0.3			F	8	40	30.8	0.03	1.4	54.0	55.4	30.9	0.014	9.3	36.5	45.8
	East Durand	East Durand	40			255.4	255.4	0.0	0.0			F	8	40	30.8	0.03	1.4	54.0	55.4	30.9	0.014	9.3	36.5	45.8
	East Durand		65			255.4	253.6	1.8	1.8			F	8	40	30.8	0.03	1.4	54.0	55.4	30.9	0.014	9.3	36.5	45.8
		Durand	65	65		253.6	253.3	0.3	0.6			F	8	40	30.8	0.03	1.4	54.0	55.4	30.9	0.014	9.3	36.5	45.8
	Durand	Durand	45	45		253.3	253.3	0.0	0.0			F	8	40	30.8	0.03	1.4	54.0	55.4	30.9	0.014	9.3	36.5	45.8
	Durand		45	45		253.3	253.0	0.3	0.6			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3
	Vernon	Bancroft	65	65		253.0	248.7	4.3	8.6			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3
	Bancroft	Shaftsburg	55			248.7	233.8	14.9	14.9			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3
	Shaftsburg	Okemos	65			233.8	227.5	6.3	6.3			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3
	Okemos		50	50		227.5	225.7	1.8	3.6			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3
			65	65		225.7	224.0	1.7	3.4			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3
		Trowbridge	50	50		224.0	223.5	0.5	1.0			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3
	Trowbridge	Cedar	79	79		223.5	221.5	2.0	4.0			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3
	Cedar		50			221.5	219.0	2.5	2.5			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3
			45			219.0	218.5	0.5	0.5			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3
	Hope	Mill	65			218.5	215.0	3.5	3.5			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3
200	Mill	Potterville	65	65		215.0	208.3	6.7	13.4			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3
	Potterville	Charlotte	65			208.3	202.5	5.8	5.8			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3
	Charlotte		45			202.5	201.8	0.7	0.7			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3
		Walton	65			201.8	197.0	4.8	4.8			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3
	Walton		65	65		197.0	193.5	3.5	7.0			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3
		Lacy	70	70		193.5	190.5	3.0	6.0			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3
	Lacy	McAllister	65	65		190.5	179.2	11.3	22.6			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3
	McAllister		25	25		179.2	178.8	0.4	0.8			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3
		Emmett Street	35	35		178.8	178.6	0.2	0.4			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3
	Emmett Street	Baron	45	45		178.6	176.7	1.9	3.8			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3
	Baron	Battle Creek	45	45		176.7	175.8	0.9	1.8			F	30	44	30.8	0.03	5.1	54.0	59.2	30.5	0.014	9.3	36.0	45.3
161.0	Battle Creek	Chicago																						

MP Begin	FRA Track Class 2	3	4.0	5	6	MGT < 5	5-15	15-30	> 30	Curvature Lgt	Mod	Sev	Matrix 41 Cost/Mile	Convert Cost/Mile to a 312 day year	ZT Maint Cost x Track Miles x # of Annual Train Miles	Cyclic Capital Cost Per Train Mile Wood (Max) Z-T Matrix 42	Convert Cost/Mile to a 312 day year	Cap. Cost Per Train Mile Times Total No. of Miles	Total Cost Capital Cost Plus Maint. Cost	Remarks
334.2		2.1											$ 2.05	$ 2.40	$ 12,571	$ 1.92	$ 2.25	$ 11,773	$ 24,344	MP 334.2 - Port Huron
332.1			0.8										$ 0.96	$ 1.12	$ 2,243	$ 1.92	$ 1.92	$ 3,834	$ 6,076	
331.7		2.0											$ 0.96	$ 1.12	$ 5,606	$ 1.92	$ 2.25	$ 11,213	$ 16,819	
330.7			3.4										$ 0.96	$ 1.12	$ 9,531	$ 1.92	$ 2.25	$ 19,062	$ 28,593	
329.0			3.0										$ 0.96	$ 1.12	$ 8,410	$ 1.92	$ 2.25	$ 16,819	$ 25,229	MP 270.0 - Flint
326.0			2.4										$ 0.96	$ 1.12	$ 6,728	$ 1.92	$ 2.25	$ 13,455	$ 20,183	
323.6			2.2										$ 0.96	$ 1.12	$ 6,167	$ 1.92	$ 2.25	$ 12,334	$ 18,501	MP 253 - Durand
321.4			7.2										$ 0.96	$ 1.12	$ 20,183	$ 1.92	$ 2.25	$ 40,366	$ 60,549	
314.2			1.7										$ 0.96	$ 1.12	$ 4,765	$ 1.92	$ 2.25	$ 9,531	$ 14,296	
312.5			9.4										$ 0.96	$ 1.12	$ 26,350	$ 1.92	$ 2.25	$ 52,700	$ 79,050	
303.1			0.0										$ 0.96	$ 1.12	$ -	$ 1.92	$ 2.25	$ -	$ -	
303.1			2.6										$ 0.96	$ 1.12	$ 7,288	$ 1.92	$ 2.25	$ 14,577	$ 21,865	
300.5			1.0										$ 0.96	$ 1.12	$ 2,803	$ 1.92	$ 2.25	$ 5,606	$ 8,410	MP 222 - East Lansing
299.5			4.5										$ 0.96	$ 1.12	$ 12,614	$ 1.92	$ 2.25	$ 25,229	$ 37,843	
295.0			36.6										$ 0.96	$ 1.12	$ 102,597	$ 1.92	$ 2.25	$ 205,194	$ 307,791	
276.7		0.0											$ 0.96	$ 1.12	$ -	$ 1.92	$ 2.25	$ -	$ -	
276.7			8.4										$ 0.96	$ 1.12	$ 23,547	$ 1.92	$ 2.25	$ 47,094	$ 70,641	
272.5		1.4											$ 0.96	$ 1.12	$ 3,924	$ 1.92	$ 2.25	$ 7,849	$ 11,773	
271.8			0.0										$ 0.96	$ 1.12	$ -	$ 1.92	$ 2.25	$ -	$ -	
271.8			3.6										$ 0.96	$ 1.12	$ 10,092	$ 1.92	$ 2.25	$ 20,183	$ 30,275	
270.0			3.0										$ 0.96	$ 1.12	$ 8,410	$ 1.92	$ 2.25	$ 16,819	$ 25,229	
267.0		1.5											$ 0.96	$ 1.12	$ 4,205	$ 1.92	$ 2.25	$ 8,410	$ 12,614	
265.5			1.7										$ 0.96	$ 1.12	$ 4,765	$ 1.92	$ 2.25	$ 9,531	$ 14,296	
263.8		0.0											$ 0.96	$ 1.12	$ -	$ 1.92	$ 2.25	$ -	$ -	
263.8			4.0										$ 0.96	$ 1.12	$ 11,213	$ 1.92	$ 2.25	$ 22,426	$ 33,638	
259.8			4.1										$ 0.96	$ 1.12	$ 11,493	$ 1.92	$ 2.25	$ 22,986	$ 34,479	
255.7			0.3										$ 0.96	$ 1.12	$ 841	$ 1.92	$ 2.25	$ 1,682	$ 2,523	
255.4		0.0											$ 0.96	$ 1.12	$ -	$ 1.92	$ 2.25	$ -	$ -	
255.4			1.8										$ 0.96	$ 1.12	$ 5,046	$ 1.92	$ 2.25	$ 10,092	$ 15,137	
253.6			0.6										$ 0.96	$ 1.12	$ 1,682	$ 1.92	$ 2.25	$ 3,364	$ 5,046	
253.3		0.0											$ 0.96	$ 1.12	$ -	$ 1.92	$ 2.25	$ -	$ -	
253.3		0.6											$ 0.96	$ 1.12	$ 1,682	$ 1.92	$ 2.25	$ 3,364	$ 5,046	
253.0			8.6										$ 0.96	$ 1.12	$ 24,108	$ 1.92	$ 2.25	$ 48,215	$ 72,323	
248.7		14.9											$ 0.96	$ 1.12	$ 41,768	$ 1.92	$ 2.25	$ 83,535	$ 125,303	
233.8			6.3										$ 0.96	$ 1.12	$ 17,660	$ 1.92	$ 2.25	$ 35,320	$ 52,980	
227.5		3.6											$ 0.96	$ 1.12	$ 10,092	$ 1.92	$ 2.25	$ 20,183	$ 30,275	
225.7			3.4										$ 0.96	$ 1.12	$ 9,531	$ 1.92	$ 2.25	$ 19,062	$ 28,593	
224.0		1.0											$ 0.96	$ 1.12	$ 2,803	$ 1.92	$ 2.25	$ 5,606	$ 8,410	
223.5			4.0										$ 0.96	$ 1.12	$ 11,213	$ 1.92	$ 2.25	$ 22,426	$ 33,638	
221.5		2.5											$ 0.96	$ 1.12	$ 7,008	$ 1.92	$ 2.25	$ 14,016	$ 21,024	
219.0		0.5											$ 0.96	$ 1.12	$ 1,402	$ 1.92	$ 2.25	$ 2,803	$ 4,205	
218.5			3.5										$ 0.96	$ 1.12	$ 9,811	$ 1.92	$ 2.25	$ 19,622	$ 29,434	
215.0			13.4										$ 0.96	$ 1.12	$ 37,563	$ 1.92	$ 2.25	$ 75,126	$ 112,689	
208.3			5.8										$ 0.96	$ 1.12	$ 16,259	$ 1.92	$ 2.25	$ 32,517	$ 48,776	
202.5		0.7											$ 1.08	$ 1.26	$ 2,208	$ 1.97	$ 2.30	$ 4,027	$ 6,234	
201.8			4.8										$ 0.96	$ 1.12	$ 13,455	$ 1.92	$ 2.25	$ 26,911	$ 40,366	
197.0			7.0										$ 0.96	$ 1.12	$ 19,622	$ 1.92	$ 2.25	$ 39,245	$ 58,867	
193.5			6.0										$ 0.96	$ 1.12	$ 16,819	$ 1.92	$ 2.25	$ 33,638	$ 50,458	
190.5			22.6										$ 0.96	$ 1.12	$ 63,352	$ 1.92	$ 2.25	$ 126,705	$ 190,057	
179.2	0.8												$ 0.96	$ 1.12	$ 2,243	$ 1.92	$ 2.25	$ 4,485	$ 6,728	
178.8		0.4											$ 1.01	$ 1.18	$ 1,180	$ 1.94	$ 2.27	$ 2,266	$ 3,446	
178.6		3.8											$ 1.01	$ 1.18	$ 11,207	$ 1.94	$ 2.27	$ 21,526	$ 32,733	
176.7		1.8											$ 1.01	$ 1.18	$ 19,907	$ 1.94	$ 2.27	$ 38,237	$ 58,144	MP 175.8 - Battle Creek
															$ 653,965	$ 101.87		$ 1,290,964	$ 1,944,929	

Total Miles 158.4 Track Miles By Class **Note** 0.8 36.8 187.7 0.0 0.0

1

Total Track Mile: 225.3 2

HNTB
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CHQ

0.8
36.8
187.7
0.0
0.0

	Maintenance	Capital	Total
High	$653,965	$1,290,964	$1,944,929
Median	$542,791	$1,071,500	$1,614,291
Low	$431,617	$852,036	$1,283,653

Legend

FRA Class 2	30 - 25		**FRT**	**PASS**		**550**
FRA Class 3	60 - 40	**PP**	1	16		**5900**
FRA Class 4	80 - 60	**E**	2	16		
FRA Class 5	90 - 80	**PF**	6	16		1.170
FRA Class 6	110 - 80					

Notes
1 CN (O'Brien) Furnished Tonnage Data 12-05-03
2 CN (O'Brien) Furnished Annual Growth Forecast Percentage 01-05-04

KALAMAZOO - GRAND RAPIDS - HOLLAND

Global MP		Pass. Station	Main #1	Main #2	Main #3	MP Begin	MP End	Segment Length	Total Track Miles	Predom. Traffic P	Predom. Traffic E	Predom. Traffic F	No of Trains P	No of Trains F	Curr. Tons F	RR Escal. %	2022 Tonnage P	2022 Tonnage F	2022 Tonnage Tot	2010 Tons F	RR Escal. %	2022 Tonnage P	2022 Tonnage F	2022 Tonnage Tot	FRA Track Class 2	FRA Track Class 3	FRA Track Class 4	FRA Track Class 5	FRA Track Class 6	MGT < 5	MGT 5-15	MGT 15-30	MGT > 30	Curvature Lgt	Curvature Mod	Curvature Sev	Matrix 41 Cost/Mile	Convert Cost/Mile to a 312 day year	ZT Maint Cost x Track Miles x # of Annual Train Miles	Cyclic Capital Cost Per Train Mile Wood (Max) Z-T Matrix 42	Convert Cost/Mile to a 312 day year	Cap. Cost Per Train Mile Times Total No. of Miles	Total Cost Capital Cost Plus Maint. Cost	Remarks
									R. A. Kollmar's Calculations											COMPLETE TEMS Calculations																							
0	Kalamazoo	Kalamazoo	30			0.0	0.5	0.5	0.5	P			8	0	2.45	0.015	1.4	3.3	4.6	10.00	0.014	0.2	11.8	12.1	0.5												2.29	2.68	$ 3,343	$ 2.60	$ 3.04	$ 3,796	$ 7,139	MP 0.0 - Kalamazoo
	Kalamazoo	Kalamazoo	60	60		0.5	2.0	1.5	3.0		E		8	2	2.45	0.015	1.4	3.3	4.6	10.00	0.014	0.2	11.8	12.1		3.0											1.61	1.88	$ 14,104	$ 2.24	$ 2.62	$ 19,622	$ 33,726	2.4 MGT from NS 121003
	Kalamazoo	Plainwell	79			2.0	12.2	10.2	10.2		E		8	2	2.45	0.015	1.4	3.3	4.6	10.00	0.014	0.2	11.8	12.1			10.2										1.44	1.68	$ 42,889	$ 2.18	$ 2.55	$ 64,929	$ 107,818	MP 12.2 - Plainwell Station
50	Plainwell	Grand Rapids	79			12.2	46.8	34.6	34.6		E		8	2	2.45	0.015	1.4	3.3	4.6	10.00	0.014	0.2	11.8	12.1			34.6										1.44	1.68	$ 145,486	$ 2.18	$ 2.55	$ 220,250	$ 365,736	MP 46.8 - NS / CSXT Switch
	Grand Rapids	Grand Rapids	30	30		46.8	48.8	2.0	4.0		E		8	2	2.45	0.015	1.4	3.3	4.6	10.00	0.014	0.2	11.8	12.1			4.0										1.61	1.88	$ 18,805	$ 2.24	$ 2.62	$ 26,163	$ 44,968	MP 0 & MP 48.8 - Grand Rapids Station
	Grand Rapids	Grand Rapids	30	30		0.0	2.0	2.0	4.0			F	8	2	15.6	0.03	1.4	27.4	28.7	10.00	0.014	0.2	11.8	12.1			4.0										1.08	1.26	$ 12,614	$ 1.97	$ 2.30	$ 23,010	$ 35,624	
	Grand Rapids	Grandville	50	50		2.0	5.7	3.7	7.4			F	8	14	15.6	0.03	1.4	27.4	28.7	10.00	0.014	0.2	11.8	12.1			7.4										0.96	1.12	$ 20,744	$ 1.92	$ 2.25	$ 41,487	$ 62,231	MP 6.0 - Grandville
	Grandville	Jenison	60			5.7	7.3	1.6	1.6			F	8	14	15.6	0.03	1.4	27.4	28.7	10.00	0.014	0.2	11.8	12.1			1.6										1.01	1.18	$ 4,719	$ 1.94	$ 2.27	$ 9,064	$ 13,782	MP 7.3 - Jenison
	Jenison	Hudsonville	79			7.3	12.1	4.8	4.8			F	8	14	15.6	0.03	1.4	27.4	28.7	10.00	0.014	0.2	11.8	12.1			4.8										0.96	1.12	$ 13,455	$ 1.92	$ 2.25	$ 26,911	$ 40,366	MP 12.0 - Hudsonville
	Hudsonville	Hudsonville	60	60		12.1	13.2	1.1	2.2			F	8	14	15.6	0.03	1.4	27.4	28.7	10.00	0.014	0.2	11.8	12.1		2.2											1.01	1.18	$ 6,488	$ 1.94	$ 2.27	$ 12,463	$ 18,951	2.45 MGT from NS 121003
	Hudsonville	Holland	79			13.2	25.2	12.0	12.0			F	8	14	15.6	0.03	1.4	27.4	28.7	10.00	0.014	0.2	11.8	12.1			12.0										0.96	1.12	$ 33,638	$ 1.92	$ 2.25	$ 67,277	$ 100,915	MP 20.7 - Zeeland
74.1	Holland		60			25.2	25.3	0.1	0.1			F	8	14	15.6	0.03	1.4	27.4	28.7	10.00	0.014	0.2	11.8	12.1		0.1											1.01	1.18	$ 295	$ 1.94	$ 2.27	$ 566	$ 861	MP 24.4 - Waverly
																																												MP 25.3 - Holland
						Total Miles		74.1	84.4	Track Miles By Class					NOTE 1.00	NOTE 2 1.50%									0.5	5.3	78.6	0.0	0.0										$ 316,581	$ 24.99		$ 515,538	$ 832,118	

HNTB
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CHQ

Total Track Mile 84.4

FRT	PASS	
1	16	**5900**
2	16	7500
6	16	1.170

Legend

30 - 25	FRA Class 2
60 - 40	FRA Class 3
80 - 60	FRA Class 4
90 - 80	FRA Class 5
110 - 80	FRA Class 6

	Maintenance	Capital	Total
High	$316,581	$515,538	$832,118
Median	$262,762	$427,896	$690,658
Low	$208,943	$340,255	$549,198

Note 1 Tonnage and annual escallation furnished by NS and CSXT.
Note 2 RA Kollmar estimate of annual tonnage growth percentage.

		2.4
PP	1.015	2.436
E		2.47254
PF		2.509628

CHICAGO - FORT WAYNE - TOLEDO - CLEVELAND

Global	From	To	Main			MP	MP	Segment	R. A. Kollmar's Calculations: Total Track	Predom. Traffic			No of Trains		Curr Tons	RR Escal.	2022 Tonnage			INCOMPLETE – TEMS Calculations: 2000 Tons	RR Escal.	2010 Tonnage			FRA Track Class					MGT				Curvature			Matrix 41	Convert Cost/Mile to a 312 day	ZT Maint Cost x Track Miles x # of Annual	Cyclic Capital Cost Per Train Mile Wood (Max)	Convert Cost/Mile to a 312 day	Cap. Cost Per Train Mile Times Total	Total Cost Capital Cost Plus	
MP	Station	Station	#1	#2	#3	Begin	End	Length	Miles	P	E	F	P	F	F	%	P	F	Tot	F	%	P	F	Tot	2	3	4	5	6	< 5	5-15	15-30	> 30	Lgt	Mod	Sev	Cost/Mile	year	Train Miles	Z-T Matrix 42	year	No. of Miles	Maint. Cost	Comments
0	Chicago	21 Street	45	45	45	523.0	520.9	2.1	6.3	P			16	0	0.0	0.0	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8		6.3											$ 2.05	$ 2.40	$ 75,424	$ 2.53	$ 2.96	$93,084	$168,507	MP 0.0 - Chicago
	21 Street	Englewood	79	79		520.9	516.3	4.6	9.2	P			16	0	122.4	0.037	4.8	244.1	248.9	0	0.0015	4.8	0.0	4.8			9.2										$ 2.05	$ 2.40	$ 110,142	$ 2.53	$ 2.96	$135,932	$246,074	
	Englewood	Englewood	45	45		516.3	515.2	1.1	2.2	P			16	0	122.4	0.037	4.8	244.1	248.9	0	0.0015	4.8	0.0	4.8		2.2											$ 2.29	$ 2.68	$ 29,422	$ 2.60	$ 3.04	$33,405	$62,827	
	Englewood	Gr. Xing	79	79		515.2	513.7	1.5	3.0	P			16	0	122.4	0.037	4.8	244.1	248.9	0	0.0015	4.8	0.0	4.8			3.0										$ 2.05	$ 2.40	$ 35,916	$ 2.53	$ 2.96	$44,326	$80,242	Current NS ML Tonnage = 122.4
	Gr. Xing	Cal River	79	79		513.7	509.8	3.9	7.8	P			16	0	122.4	0.037	4.8	244.1	248.9	0	0.0015	4.8	0.0	4.8			7.8										$ 2.05	$ 2.40	$ 93,382	$ 2.53	$ 2.96	$115,247	$208,628	
	Cal R. Br.	Cal R. Br.	79	79		509.8	509.5	0.3	0.6	P			16	0	122.4	0.037	4.8	244.1	248.9	0	0.0015	4.8	0.0	4.8			0.6										$ 2.05	$ 2.40	$ 7,183	$ 2.53	$ 2.96	$8,865	$16,048	
	Cal River	Hick	110	110		509.5	503.4	6.1	12.2	P			16	0	122.4	0.037	4.8	244.1	248.9	0	0.0015	4.8	0.0	4.8					12.2								$ 3.11	$ 3.64	$ 221,581	$ 2.60	$ 3.04	$185,245	$406,826	MP 507.0 - Hammond Station
	Hick Br.	Hick Br.	79	79		503.4	503.0	0.4	0.8	P			16	0	122.4	0.037	4.8	244.1	248.9	0	0.0015	4.8	0.0	4.8			0.8										$ 2.05	$ 2.40	$ 9,578	$ 2.53	$ 2.96	$11,820	$21,398	
	Hick Br.	NS Flyover	79	79		503.0	501.6	1.4	2.8	P			16	0	122.4	0.037	4.8	244.1	248.9	0	0.0015	4.8	0.0	4.8			2.8										$ 2.05	$ 2.40	$ 33,522	$ 2.53	$ 2.96	$41,371	$74,892	Current NS ML Tonnage = 122.4
	NS Flyover	NS Flyover	60	60		501.6	500.5	1.1	2.2	P			16	0	0.0	0.0	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8		2.2											$ 2.15	$ 2.52	$ 27,623	$ 2.56	$ 2.99	$32,891	$60,514	
	NS Flyover	Tolleston	79	79		15.0	19.0	4.0	8.0	P			16	0	0.0	0.0	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8			8.0										$ 2.05	$ 2.40	$ 95,776	$ 2.53	$ 2.96	$118,202	$213,978	
	Tolleston	E. Gary	60			442.5	440.0	2.5	2.5		E		16	0	2.9	0.0	4.8	5.1	9.9	0	0.0015	4.8	0.0	4.8		2.5											$ 1.44	$ 1.68	$ 21,024	$ 2.18	$ 2.55	$31,828	$52,852	
	E. Gary		110			440.0	430.0	10.0	10.0		E		16	0	2.9	0.03	4.8	5.1	9.9	0	0.0015	4.8	0.0	4.8					10.0								$ 3.57	$ 4.18	$ 208,488	$ 2.31	$ 2.70	$134,904	$343,392	
	Passing Siding	Passing Siding	110	110		430.0	425.0	5.0	10.0		E		16	0	2.9	0.03	4.8	5.1	9.9	0	0.0015	4.8	0.0	4.8					10.0								$ 3.57	$ 4.18	$ 208,488	$ 2.31	$ 2.70	$134,904	$343,392	
		Valparaiso	110			425.0	414.9	10.1	10.1		E		16	0	2.9	0.03	4.8	5.1	9.9	0	0.0015	4.8	0.0	4.8					10.1								$ 3.40	$ 3.98	$ 200,546	$ 2.28	$ 2.67	$134,484	$335,029	MP 414.9 - Valparaiso Station
		Wanatah	110			414.9	385.0	29.9	29.9		E		16	0	2.9	0.03	4.8	5.1	9.9	0	0.0015	4.8	0.0	4.8					29.9								$ 3.57	$ 4.18	$ 623,379	$ 2.31	$ 2.70	$403,363	$1,026,742	
	Passing Siding	Passing Siding	110	110		385.0	375.0	10.0	20.0		E		16	0	2.9	0.03	4.8	5.1	9.9	0	0.0015	4.8	0.0	4.8					20.0								$ 3.57	$ 4.18	$ 416,976	$ 2.31	$ 2.70	$269,808	$686,784	
			110			375.0	350.0	25.0	25.0		E		16	0	2.9	0.03	4.8	5.1	9.9	0	0.0015	4.8	0.0	4.8					25.0								$ 3.40	$ 3.98	$ 496,400	$ 2.28	$ 2.67	$332,880	$829,280	
	Passing Siding	Passing Siding	110	110		350.0	340.0	10.0	20.0		E		16	0	2.9	0.03	4.8	5.1	9.9	0	0.0015	4.8	0.0	4.8					20.0								$ 3.40	$ 3.98	$ 397,120	$ 2.28	$ 2.67	$266,304	$663,424	
			110			340.0	321.4	18.6	18.6		E		16	0	2.9	0.03	4.8	5.1	9.9	0	0.0015	4.8	0.0	4.8					18.6								$ 3.40	$ 3.98	$ 369,322	$ 2.28	$ 2.67	$247,663	$616,984	
		CP Jct/ CP MKE	60			321.4	319.9	1.5	1.5		E		16	0	2.9	0.03	4.8	5.1	9.9	0	0.0015	4.8	0.0	4.8		1.5											$ 1.61	$ 1.88	$ 14,292	$ 2.24	$ 2.62	$19,884	$34,176	
		Lake Sub	60			146.6	144.8	1.8	1.8		E		16	0	2.9	0.03	4.8	5.1	9.9	0	0.0015	4.8	0.0	4.8		1.8											$ 1.44	$ 1.68	$ 15,474	$ 2.18	$ 2.55	$23,425	$38,899	
		Ft Wayne	79			144.8	140.7	4.1	4.1		E		16	0	2.9	0.03	4.8	5.1	9.9	0	0.0015	4.8	0.0	4.8			4.1										$ 1.44	$ 1.68	$ 34,479	$ 2.18	$ 2.55	$52,198	$86,677	MP 140.7 - Ft. Wayne Station
			79			365.4	363.9	1.5	1.5	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8			1.5										$ 2.05	$ 2.40	$ 17,479	$ 2.53	$ 2.96	$21,572	$39,051	
		New Haven	60			87.2	85.0	2.2	2.2	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8		2.2											$ 2.05	$ 2.40	$ 26,219	$ 2.53	$ 2.96	$32,358	$58,576	
		New Haven	110			85.0	79.0	6.0	6.0	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8					6.0								$ 3.11	$ 3.64	$ 108,974	$ 2.60	$ 3.04	$91,104	$200,078	
	Passing Siding	Passing Siding	110	110		79.0	74.0	5.0	10.0	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8					10.0								$ 3.11	$ 3.64	$ 181,624	$ 2.60	$ 3.04	$151,840	$333,464	
		Ft Wayne Liberty	110			74.0	72.0	2.0	2.0	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8					2.0								$ 3.11	$ 3.64	$ 36,325	$ 2.60	$ 3.04	$30,368	$66,693	
		Antwerp	79			72.0	71.0	1.0	1.0	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8			1.0										$ 2.05	$ 2.40	$ 11,972	$ 2.53	$ 2.96	$14,775	$26,747	
			110			71.0	61.0	10.0	10.0	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8					10.0								$ 3.11	$ 3.64	$ 181,624	$ 2.60	$ 3.04	$151,840	$333,464	
	Passing Siding	Passing Siding	110	110		61.0	56.0	5.0	10.0	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8					10.0								$ 3.11	$ 3.64	$ 181,624	$ 2.60	$ 3.04	$151,840	$333,464	
			110			56.0	51.0	5.0	5.0	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8					5.0								$ 3.11	$ 3.64	$ 90,812	$ 2.60	$ 3.04	$75,920	$166,732	
		Defiance	60			61.0	50.0	11.0	11.0	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8		11.0											$ 2.05	$ 2.40	$ 131,692	$ 2.53	$ 2.96	$162,527	$294,219	
			110			50.0	30.5	19.5	19.5	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8					19.5								$ 3.11	$ 3.64	$ 354,167	$ 2.60	$ 3.04	$296,088	$650,255	
		Liberty Center	60			30.5	30.3	0.3	0.3	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8		0.3											$ 2.05	$ 2.40	$ 2,993	$ 2.53	$ 2.96	$3,694	$6,687	
			79			84.5	80.5	4.0	4.0	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8			4.0										$ 2.05	$ 2.40	$ 47,888	$ 2.53	$ 2.96	$59,101	$106,989	
	Passing Siding	Passing Siding	79	79		80.5	78.5	2.0	4.0	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8			4.0										$ 2.05	$ 2.40	$ 47,888	$ 2.53	$ 2.96	$59,101	$106,989	
			79			78.5	74.5	4.0	4.0	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8			4.0										$ 2.05	$ 2.40	$ 47,888	$ 2.53	$ 2.96	$59,101	$106,989	
		Connect to NS	45			74.5	74.3	0.2	0.2	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8		0.2											$ 2.05	$ 2.40	$ 2,754	$ 2.53	$ 2.96	$3,398	$6,152	
		Connect to NS	45			314.4	314.2	0.2	0.2	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8		0.2											$ 2.05	$ 2.40	$ 2,394	$ 2.53	$ 2.96	$2,955	$5,349	
		28 ft northside	110			314.2	312.2	2.0	2.0	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8					2.0								$ 3.11	$ 3.64	$ 36,325	$ 2.60	$ 3.04	$30,368	$66,693	
	Passing Siding	Passing Siding	110	110		312.2	307.2	5.0	10.0	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8					10.0								$ 3.11	$ 3.64	$ 181,624	$ 2.60	$ 3.04	$151,840	$333,464	
		28 ft Northside	110			307.2	294.5	12.7	12.7	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8					12.7								$ 3.11	$ 3.64	$ 230,662	$ 2.60	$ 3.04	$192,837	$423,499	
		14 ft northside	79			294.5	290.3	4.2	4.2	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8			4.2										$ 2.15	$ 2.52	$ 52,735	$ 2.46	$ 2.88	$60,339	$113,074	
		3 track structure	60	60	60	290.3	288.5	1.8	5.4	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8		5.4											$ 2.05	$ 2.40	$ 64,649	$ 2.53	$ 2.96	$79,786	$144,435	
		Toledo	60	60		288.5	286.0	2.5	5.0			F	16	0	112.0	0.037	4.8	223.4	228.2	0	0.0015	4.8	0.0	4.8		5.0											$ 0.96	$ 1.12	$ 28,032	$ 1.92	$ 2.25	$56,064	$84,096	MP 286.0 - Toledo Station
			79	79		286.0	280.7	5.3	10.6			F	18	0	112.0	0.037	4.8	223.4	228.2	0	0.0015	4.8	0.0	4.8			10.6										$ 0.96	$ 1.12	$ 66,856	$ 1.92	$ 2.25	$133,713	$200,569	
		28 ft Northside	110			280.7	266.1	14.6	14.6	P			18	0	110.7	0.037	4.8	220.8	225.6	0	0.0015	4.8	0.0	4.8					14.6								$ 2.05	$ 2.40	$ 196,640	$ 2.53	$ 2.96	$242,683	$439,323	
	Passing Siding	Passing Siding	110	110		266.1	256.1	10.0	20.0	P			18	0	77.0	0.037	4.8	153.6	158.4	0	0.0015	4.8	0.0	4.8					20.0								$ 2.05	$ 2.40	$ 269,370	$ 2.53	$ 2.96	$332,442	$601,812	
		Port Clinton	79	79		256.1	248.3	7.8	15.6			F	18	0	77.0	0.037	4.8	153.6	158.4	0	0.0015	4.8	0.0	4.8			15.6										$ 0.40	$ 0.47	$ 40,997	$ 0.78	$ 0.91	$79,944	$120,941	
			60	60		248.3	247.2	1.1	2.2			F	18	0	77.0	0.037	4.8	153.6	158.4	0	0.0015	4.8	0.0	4.8		2.2											$ 0.40	$ 0.47	$ 5,782	$ 0.78	$ 0.91	$11,274	$17,056	
		Sandusky	79	79		247.2	240.6	6.6	13.2			F	18	0	77.0	0.037	4.8	153.6	158.4	0	0.0015	4.8	0.0	4.8			13.2										$ 0.40	$ 0.47	$ 34,690	$ 0.78	$ 0.91	$67,645	$102,334	MP 240.6 - Sandusky Station
		28 ft northside	110			240.6	233.0	7.6	7.6	P			18	0	83.0	0.037	4.8	165.5	170.3	0	0.0015	4.8	0.0	4.8					7.6								$ 3.11	$ 3.64	$ 155,289	$ 2.60	$ 3.04	$129,823	$285,112	
		Huron	79	79		233.0	231.0	2.0	4.0			F	18	0	83.0	0.037	4.8	165.5	170.3	0	0.0015	4.8	0.0	4.8			4.0										$ 0.40	$ 0.47	$ 10,512	$ 0.78	$ 0.91	$20,498	$31,010	
		28 ft northside	110			231.0	229.0	2.0	2.0	P			18	0	83.0	0.037	4.8	165.5	170.3	0	0.0015	4.8	0.0	4.8					2.0								$ 3.11	$ 3.64	$ 40,865	$ 2.60	$ 3.04	$34,164	$75,029	
	Passing Siding	Passing Siding	110	110		229.0	224.0	5.0	10.0	P			18	0	83.0	0.037	4.8	165.5	170.3	0	0.0015	4.8	0.0	4.8					10.0								$ 3.11	$ 3.64	$ 204,327	$ 2.60	$ 3.04	$170,820	$375,147	
		28 ft northside	110			224.0	221.0	3.0	3.0	P			18	0	83.0	0.037	4.8	165.5	170.3	0	0.0015	4.8	0.0	4.8					3.0								$ 3.11	$ 3.64	$ 61,298	$ 2.60	$ 3.04	$51,246	$112,544	
		Vermillion River	79	79		221.0	220.5	0.5	1.0			F	18	0	83.0	0.037	4.8	165.5	170.3	0	0.0015	4.8	0.0	4.8			1.0										$ 0.40	$ 0.47	$ 2,628	$ 0.78	$ 0.91	$5,125	$7,753	
		14 ft Northside	79	79	79	220.5	205.1	15.4	46.2			F	18	0	107.5	0.037	4.8	214.4	219.2	0	0.0015	4.8	0.0	4.8			46.2										$ 0.40	$ 0.47	$ 121,414	$ 0.78	$ 0.91	$236,757	$358,170	
		28 ft northside	110			205.1	199.3	5.8	5.8	P			18	0	105.9	0.037	4.8	211.2	216.0	0	0.0015	4.8	0.0	4.8					5.8								$ 3.11	$ 3.64	$ 118,510	$ 2.60	$ 3.04	$99,076	$217,585	
	Passing Siding	Passing Siding	110	110		199.3	194.3	5.0	10.0	P			18	0	105.9	0.037	4.8	211.2	216.0	0	0.0015	4.8	0.0	4.8					10.0								$ 3.11	$ 3.64	$ 204,327	$ 2.60	$ 3.04	$170,820	$375,147	
		Berea	79	79		194.3	194.0	0.3	0.6			F	18	0	105.9	0.037	4.8	211.2	216.0	0	0.0015	4.8	0.0	4.8			0.6										$ 0.40	$ 0.47	$ 1,577	$ 0.78	$ 0.91	$3,075	$4,652	MP 194.0 - Berea Station
	Berea	West Park	79	79		194.0	188.0	6.0	12.0			F	18	0	92.0	0.037	4.8	183.5	188.3	0	0.0015	4.8	0.0	4.8			12.0										$ 0.40	$ 0.47	$ 31,536	$ 0.78	$ 0.91	$61,495	$93,031	
	West Park	Cleveland	79	79		188.0	182.0	6.0	12.0			F	18	0	14.0	0.020	4.8	20.4	25.2	0	0.0015	4.8	0.0	4.8			12.0										$ 0.40	$ 0.47	$ 31,536	$ 0.78	$ 0.91	$61,495	$93,031	MP 182.0 - Cleveland Station
						0.0																																						
						0.0																																						
						Total Miles		346.49	487.89 Track Miles By Class																0.0	34.5	149.6	0.0	303.8								$ 141.84	$ 165.93	$ 7,412,032	$ 142.95		$ 6,722,939	$ 14,134,971	

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Total Track Miles 0.0

Legend

- FRA Class 2
- FRA Class 3
- FRA Class 4
- FRA Class 5
- FRA Class 6

	FRT	PASS
PP	1	16
E	2	16
PF	6	16

0.0
34.5
149.6
0.0
303.8

	Maintenance	Capital	Total
High	$7,412,032	$6,722,939	$14,134,971
Median	$6,151,987	$5,580,039	$11,732,026
Low	$4,891,941	$4,437,140	$9,329,081

CHICAGO - GALESBURG - QUINCY

Global MP	From Station	To Station	Main #1	Main #2	Main #3	MP Begin	MP End	Segment Length	Total Track Miles	Predom. Traffic P	Predom. Traffic E	Predom. Traffic F	No of Trains P	No of Trains F	Curr. Tons F	BNSF Escall. %	2022 Tonnage P	2022 Tonnage F	2022 Tonnage Tot	2010 Tons F	2010 Tonnage RR Escal. %	2010 Tonnage P	2010 Tonnage F	2010 Tonnage Tot	FRA Track Class 2	FRA Track Class 3	FRA Track Class 4	FRA Track Class 5	FRA Track Class 6	MGT < 5	MGT 5-15	MGT 15-30	MGT > 30	Curvature Lgt	Curvature Mod	Curvature Sev	Matrix 41 Cost/Mile	Convert Cost/Mile to a 312 day year	ZT Maint Cost x Track Miles x # of Annual Train Miles	Cyclic Capital Cost Per Train Mile Wood (Max) Z-T Matrix 42	Convert Cost/Mile to a 312 day year	Cap. Cost Per Train Mile Times Total No. of Miles	Total Cost Capital Cost Plus Maint. Cost	Remarks
									R. A. Kollmar's Calculations											COMPLETE TEMS Calculations																									
	Chicago	Union Avenue	45	45	45	0.0	1.6	1.6	4.8	P			18		0	0.015	3.1	0.0	3.1	50.7	0.014	0.0	59.9	59.9		4.8											$ 2.05	$ 2.40	$ 64,649	$ 2.53	$ 2.96	$ 79,786	$ 144,435	MP 0.0 - Chicago
	Union Avenue	Western Ave.	60	60	60	1.6	4.0	2.4	9.6	P			18		25	0.015	3.1	33.2	36.3	50.7	0.014	5.7	59.9	65.6			9.6										$ 2.05	$ 2.40	$ 129,298	$ 2.53	$ 2.96	$ 159,572	$ 288,870	
	Western Ave.	Cicero	90	90	90	4.0	7.3	3.3	13.2			F	18		50	0.015	3.1	66.3	69.4	50.7	0.014	11.4	59.9	71.3				13.2									$ 1.33	$ 1.56	$ 115,343	$ 0.94	$ 1.10	$ 81,521	$ 196,863	
	Cicero	Clyde	90	90	90	7.3	9.6	2.3	6.9			F	18		72	0.015	3.1	95.5	98.6	50.7	0.014	16.4	59.9	76.3				6.9									$ 1.33	$ 1.56	$ 60,293	$ 0.94	$ 1.10	$ 42,613	$ 102,906	
	Clyde	Aurora	90	90	90	9.6	28.1	18.5	55.5			F	18		72	0.015	3.1	95.5	98.6	50.7	0.014	16.4	59.9	76.3				55.5									$ 1.33	$ 1.56	$ 484,965	$ 0.94	$ 1.10	$ 342,757	$ 827,721	MP 24.4 - Naperville
	Aurora	CP Aurora	60	60	60	28.1	38.8	10.7	32.1			F	18		72	0.015	3.1	95.5	98.6	34.9	0.014	16.4	41.2	57.6		32.1											$ 0.40	$ 0.47	$ 84,359	$ 0.78	$ 0.91	$ 164,500	$ 248,858	
50	CP Aurora	Mendota	90	90		38.8	82.0	43.2	86.4			F	18		44	0.015	3.1	58.4	61.5	35.3	0.014	10.0	41.7	51.7				86.4									$ 1.19	$ 1.39	$ 675,501	$ 0.87	$ 1.02	$ 493,854	$ 1,169,355	
	Mendota	Mendota	40	40		82.0	83.2	1.2	2.4			F	18		44	0.015	3.1	58.4	61.5	44.0	0.014	10.0	52.0	62.0		2.4											$ 0.45	$ 0.53	$ 7,096	$ 0.84	$ 0.98	$ 13,245	$ 20,341	MP 83.0 - Mendota
100	Mendota	Princeton	90	90		83.2	104.2	21.0	42.0			F	18		44	0.015	3.1	58.4	61.5	44.0	0.014	10.0	52.0	62.0				42.0									$ 1.19	$ 1.39	$ 328,369	$ 0.87	$ 1.02	$ 240,068	$ 568,436	MP 104.2 - Princeton
	Princeton	Wyanet	79	79		104.2	108.0	3.8	7.6			F	18		44	0.015	3.1	58.4	61.5	44.0	0.014	10.0	52.0	62.0			7.6										$ 0.42	$ 0.49	$ 20,971	$ 0.80	$ 0.94	$ 39,946	$ 60,917	
150	Wyanet	Galesburg	90	90		108.0	162.4	54.4	108.8			F	8		44	0.015	1.4	58.4	59.8	44.0	0.014	10.0	52.0	62.0				####									$ 1.19	$ 1.39	$ 378,058	$ 0.87	$ 1.02	$ 276,396	$ 654,454	MP 162.4 - Galesburg
	Galesburg	Waterman	50	50		162.4	167.0	4.6	9.2			F	8		60	0.015	1.4	79.6	81.0	49.7	0.014	13.7	58.7	72.4		9.2											$ 0.45	$ 0.53	$ 12,089	$ 0.84	$ 0.98	$ 22,566	$ 34,655	
250	Waterman	Quincy	90			167.0	258.6	91.6	91.6			F	8		37	0.015	1.4	49.1	50.5	49.7	0.014	8.4	58.7	67.1				91.6									$ 1.19	$ 1.39	$ 318,292	$ 0.87	$ 1.02	$ 232,701	$ 550,992	MP 202.6 - McComb
	Quincy	Mississippi R.	60			258.6	262.8	4.2	4.2			F	8		37	0.015	1.4	49.1	50.5	49.7	0.014	8.4	58.7	67.1		4.2											$ 0.40	$ 0.47	$ 4,906	$ 0.78	$ 0.91	$ 9,566	$ 14,472	MP 258.6 - Quiincy
						Total Miles		262.8	474.3 Track Miles By Class						Note 1										0.0	52.7	17.2	####	0.0								Matrix 41		Matrix 41					
															Note 2																													
																																							$ 2,684,187	$ 15.40		$ 2,199,089	$ 4,883,275	

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Total Track Miles: 474.3

	FRT	PASS	
PP	1	16	**5900**
E	2	16	7500
PF	6	16	1.170

Legend

30 - 25	FRA Class 2
60 - 40	FRA Class 3
80 - 60	FRA Class 4
90 - 80	FRA Class 5
110 - 80	FRA Class 6

	Maintenance	Capital	Total
High	$2,684,187	$2,199,089	$4,883,275
Median	$2,227,875	$1,825,243	$4,053,118
Low	$1,771,563	$1,451,398	$3,222,962

Note 1: BNSF Furnished 2002 Tonnage Data
Note 2: RA Kollmar Estimate of Growth of 1.5% Annual

CHICAGO - WYANET - QUAD CITIES - OMAHA

From Station	To Station	Main #1	Main #2	Main #3	MP Begin	MP End	Segment Length	Total Track Miles	R. A. Kollmar's Calculations: Predom. Traffic P	Predom. Traffic E	Predom. Traffic F	No of Trains P	No of Trains F	Curr. Tons F	RR Escall. %	2022 Tonnage P	2022 Tonnage F	2022 Tonnage Tot	COMPLETE TEMS Calculations: 2010 Tons F	RR Escal. %	2010 Tonnage P	2010 Tonnage F	2010 Tonnage Tot	FRA Track Class 2	FRA Track Class 3	FRA Track Class 4	FRA Track Class 5	FRA Track Class 6	MGT < 5	MGT 5-15	MGT 15-30	MGT > 30	Curvature Lgt	Curvature Mod	Curvature Sev	Matrix 41 Cost/Mile	Convert Cost/Mile to a 312 day year	ZT Maint Cost x Track Miles x # of Annual Train Miles	Cyclic Capital Cost Per Train Mile Wood (Max) Z-T Matrix 42	Convert Cost/Mile to a 312 day year	Cap. Cost Per Train Mile Times Total No. of Miles	Total Cost Capital Cost Plus Maint. Cost	Remarks
Chicago	Union Avenue	45	45	45	0.0	1.6	1.6	4.8	P			18		0.0	0.015	3.1	0.0	3.1	50.7	0.014	0.0	59.9	59.9		4.8											$ 2.05	$ 2.40	$ 64,649	$ 2.53	$ 2.96	$ 79,786	$ 144,435	MP 0.0 - Chicago
Union Avenue	Western Ave.	60	60	60	1.6	4.0	2.4	9.6	P			18		25.0	0.015	3.1	33.2	36.3	50.7	0.014	5.7	59.9	65.6			9.6										$ 2.05	$ 2.40	$ 129,298	$ 2.53	$ 2.96	$ 159,572	$ 288,870	
Western Ave.	Cicero	90	90	90	4.0	7.3	3.3	13.2			F	18		50.0	0.015	3.1	66.3	69.4	50.7	0.014	11.4	59.9	71.3				13.2									$ 1.33	$ 1.56	$ 115,343	$ 0.94	$ 1.10	$ 81,521	$ 196,863	
Cicero	Clyde	90	90	90	7.3	9.6	2.3	6.9			F	18		72.0	0.015	3.1	95.5	98.6	50.7	0.014	16.4	59.9	76.3				6.9									$ 1.33	$ 1.56	$ 60,293	$ 0.94	$ 1.10	$ 42,613	$ 102,906	
Clyde	Aurora	90	90	90	9.6	28.1	18.5	55.5			F	18		72.0	0.015	3.1	95.5	98.6	50.7	0.014	16.4	59.9	76.3				55.5									$ 1.33	$ 1.56	$ 484,965	$ 0.94	$ 1.10	$ 342,757	$ 827,721	MP 24.4 - Naperville
Aurora	CP Aurora	60	60	60	28.1	38.8	10.7	32.1			F	18		72.0	0.015	3.1	95.5	98.6	34.9	0.014	16.4	41.2	57.6		32.1											$ 0.40	$ 0.47	$ 84,359	$ 0.78	$ 0.91	$ 164,500	$ 248,858	
CP Aurora	Mendota	90	90		38.8	82.0	43.2	86.4			F	18		44.0	0.015	3.1	58.4	61.5	35.3	0.014	10.0	41.7	51.7				86.4									$ 1.19	$ 1.39	$ 675,501	$ 0.87	$ 1.02	$ 493,854	$ 1,169,355	
Mendota	Mendota	40	40		82.0	83.2	1.2	2.4			F	18		44.0	0.015	3.1	58.4	61.5	44.0	0.014	10.0	52.0	62.0		2.4											$ 0.45	$ 0.53	$ 7,096	$ 0.84	$ 0.98	$ 13,245	$ 20,341	MP 83.0 - Mendota
Mendota	Princeton	90	90		83.2	104.2	21.0	42.0			F	18		44.0	0.015	3.1	58.4	61.5	44.0	0.014	10.0	52.0	62.0				42.0									$ 1.19	$ 1.39	$ 328,369	$ 0.87	$ 1.02	$ 240,068	$ 568,436	MP 104.2 - Princeton
Princeton	Wyanet	79	79		104.2	108.0	3.8	7.6			F	18		44.0	0.015	3.1	58.4	61.5	44.0	0.014	10.0	52.0	62.0			7.6										$ 0.42	$ 0.49	$ 20,971	$ 0.80	$ 0.94	$ 39,946	$ 60,917	
Wyanet Conn.	Wyanet Conn.	60			108.0	109.0	1.0	1.0	P			10		0.0	0.015	1.7	0.0	1.7	0.0	0.014	0.0	0.0	0.0		1.0											$ 2.29	$ 2.68	$ 8,359	$ 2.60	$ 3.04	$ 9,490	$ 17,849	
Wyanet	Quad Cities	79			129.5	180.5	51.0	51.0			F	10		6.5	0.030	1.7	11.4	13.1	11.7	0.014	2.0	13.8	15.8			51.0										$ 0.96	$ 1.12	$ 178,704	$ 1.92	$ 2.25	$ 357,408	$ 536,112	MP 1
Quad Cities	Quad Cities	60	60		180.5	183.5	3.0	6.0			F	10		8.0	0.030	1.7	14.0	15.7	11.7	0.014	2.4	13.8	16.2		6.0											$ 1.01	$ 1.18	$ 22,119	$ 1.94	$ 2.27	$ 42,486	$ 64,605	MP 2
Quad Cities	Iowa City	79			183.5	200.0	16.5	33.0			F	10		8.0	0.030	1.7	14.0	15.7	11.7	0.014	2.4	13.8	16.2			33.0										$ 1.01	$ 1.18	$ 121,655	$ 1.94	$ 2.27	$ 233,673	$ 355,328	
		79	79		200.0	205.0	5.0	10.0			F	10		8.0	0.030	1.7	14.0	15.7	11.7	0.014	2.4	13.8	16.2			10.0										$ 1.01	$ 1.18	$ 36,865	$ 1.94	$ 2.27	$ 70,810	$ 107,675	
		79			205.0	234.0	29.0	29.0			F	10		8.0	0.030	1.7	14.0	15.7	11.7	0.014	2.4	13.8	16.2			29.0										$ 1.01	$ 1.18	$ 106,909	$ 1.94	$ 2.27	$ 205,349	$ 312,258	
Iowa City	Iowa City	60			234.0	237.0	3.0	6.0			F	10		8.0	0.030	1.7	14.0	15.7	11.7	0.014	2.4	13.8	16.2		6.0											$ 1.01	$ 1.18	$ 22,119	$ 1.94	$ 2.27	$ 42,486	$ 64,605	
		79			237.0	287.0	50.0	100.0			F	10		4.5	0.030	1.7	7.9	9.6	9.8	0.014	1.4	11.6	12.9			100.0										$ 1.01	$ 1.18	$ 368,650	$ 1.94	$ 2.27	$ 708,100	$ 1,076,750	
		79	79		287.0	297.0	10.0	20.0			F	10		4.5	0.030	1.7	7.9	9.6	9.8	0.014	1.4	11.6	12.9			20.0										$ 1.01	$ 1.18	$ 73,730	$ 1.94	$ 2.27	$ 141,620	$ 215,350	
	Des Moines	79			297.0	355.0	58.0	116.0			F	10		4.5	0.030	1.7	7.9	9.6	9.8	0.014	1.4	11.6	12.9			116.0										$ 1.01	$ 1.18	$ 427,634	$ 1.94	$ 2.27	$ 821,396	$ 1,249,030	
Des Moines	Des Moines	60			355.0	360.0	5.0	10.0			F	10		4.5	0.030	1.7	7.9	9.6	9.8	0.014	1.4	11.6	12.9		10.0											$ 1.01	$ 1.18	$ 36,865	$ 1.94	$ 2.27	$ 70,810	$ 107,675	
		79			360.0	425.0	65.0	65.0			F	8		4.5	0.030	1.4	7.9	9.3	9.8	0.014	1.4	11.6	12.9			65.0										$ 1.01	$ 1.18	$ 191,698	$ 1.94	$ 2.27	$ 368,212	$ 559,910	
		79	79		425.0	435.0	10.0	20.0			F	8		4.5	0.030	1.4	7.9	9.3	9.8	0.014	1.4	11.6	12.9			20.0										$ 1.01	$ 1.18	$ 58,984	$ 1.94	$ 2.27	$ 113,296	$ 172,280	
	Omaha	79			435.0	488.0	53.0	53.0			F	8		4.5	0.030	1.4	7.9	9.3	9.8	0.014	1.4	11.6	12.9			53.0										$ 0.96	$ 1.12	$ 148,570	$ 1.92	$ 2.25	$ 297,139	$ 445,709	MP 3
Omaha	Omaha	60	60		497.4	505.0	7.6	15.2			F	8		4.5	0.030	1.4	7.9	9.3	9.8	0.014	1.4	11.6	12.9		15.2											$ 0.96	$ 1.12	$ 42,609	$ 1.92	$ 2.25	$ 85,217	$ 127,826	MP 400 - Omaha
																								0.0	77.5	514.2	204.0	0.0																

Total Miles by Segment 475.1
Total Miles by Total Track 795.7
Total Miles by Track Class

WYANET TO OMAHA $ 1,845,468 $ 41.74 $ 3,567,492 $ 5,412,960
NIC in total is Chicago to Wyanet

	Wyanet to Omaha Maintenance	Capital	Total
High	$1,845,468	$3,567,492	$5,412,960
Median	$1,531,738	$2,961,019	$4,492,757
Low	$1,218,009	$2,354,545	$3,572,554

HNTB
1-Feb-04
CHQ

	Note	Note
	1	3
	2	4

Total Track Miles 0.0

	FRT	PASS	
PP	1	16	5900
E	2	16	
PF	6	16	1.170

Legend

30 - 25	FRA Class 2	0.0	
60 - 40	FRA Class 3		77.5
80 - 60	FRA Class 4		
90 - 80	FRA Class 5		
110 - 80	FRA Class 6		

Note 1: BNSF (Rich Wessler) Furnished 2002 Tonnage Data
Note 2: Iowa Interstate (Pat Sheldon) Furnished 2002 Tonnage Data 12-29-03
Note 3: RA Kollmar Estimate of Growth of 1.5% Annual
Note 4: Iowa Interstate (Pat Sheldon) Furnished Tonnage Growth Estimate 12-29-03

CHICAGO - INDIANAPOLIS - CINCINNATI

Global MP	From Station	To Station	Main #1	Main #2	Main #3	MP Begin	MP End	Segment Length	Total Track Miles	R. A. Kollmar's Calculations: Predom. Traffic P	Predom. Traffic E	Predom. Traffic F	No of Trains P	No of Trains F	Curr Tons F	RR Escal. %	2022 Tonnage P	2022 Tonnage F	2022 Tonnage Tot	COMPLETE TEMS Calculations: 2010 Tons F	RR Escal. %	2010 Tonnage P	2010 Tonnage F	2010 Tonnage Tot	FRA Track Class 2	3	4	5	6	MGT < 5	5-15	15-30	> 30	Curvature Lgt	Mod	Sev	Matrix 41 Cost/Mile	Convert Cost/Mile to a 312 day year	ZT Maint Cost x Track Miles x # of Annual Train Miles	Cyclic Capital Cost Per Train Mile Wood (Max) Z-T Matrix 42	Convert Cost/Mile to a 312 day year	Cap. Cost Per Train Mile Times Total No. of Miles	Total Cost Capital Cost Plus Maint. Cost	Comments
0	Chicago	21 Street	45	45	45	523.0	520.9	2.1	6.3	P			12	0	0	0.0015	4.8	0.0	4.8	0.0	0.0015	2.1	0.0	2.1		6.3											$ 2.05	$ 2.40	$ 56,568	$ 2.53	$ 2.96	$ 69,813	$ 126,381	MP 0.0 - Chicago
	21 Street	Englewood	79	79		520.9	516.3	4.6	9.2	P			12	0	0	0.0015	4.8	0.0	4.8	0.0	0.0015	2.1	0.0	2.1			9.2										$ 2.05	$ 2.40	$ 82,607	$ 2.53	$ 2.96	$ 101,949	$ 184,556	
	Englewood	Englewood	45	45		516.3	515.2	1.1	2.2	P			12	0	0	0.0015	4.8	0.0	4.8	0.0	0.0015	2.1	0.0	2.1		2.2											$ 2.29	$ 2.68	$ 22,066	$ 2.60	$ 3.04	$ 25,054	$ 47,120	
	Englewood	Gr. Xing	79	79		515.2	513.7	1.5	3.0	P			12	0	0	0.0015	4.8	0.0	4.8	0.0	0.0015	2.1	0.0	2.1			3.0										$ 2.05	$ 2.40	$ 26,937	$ 2.53	$ 2.96	$ 33,244	$ 60,181	Current NS ML Tonnage = 122.4
	Gr. Xing	Cal River	79	79		513.7	509.8	3.9	7.8	P			12	0	0	0.0015	4.8	0.0	4.8	0.0	0.0015	2.1	0.0	2.1			7.8										$ 2.05	$ 2.40	$ 70,036	$ 2.53	$ 2.96	$ 86,435	$ 156,471	
	Cal R. Br.	Cal R. Br.	79	79		509.8	509.5	0.3	0.6	P			12	0	0	0.0015	4.8	0.0	4.8	0.0	0.0014	2.1	0.0	2.1			0.6										$ 2.05	$ 2.40	$ 5,387	$ 2.53	$ 2.96	$ 6,649	$ 12,036	
	Cal River	Hick	110	110		509.5	503.4	6.1	12.2	P			12	0	0	0.0015	4.8	0.0	4.8	0.0	0.0014	2.1	0.0	2.1					12.2								$ 3.11	$ 3.64	$ 166,186	$ 2.60	$ 3.04	$ 138,934	$ 305,120	MP 507.0 - Hammond
	Hick Br.	Hick Br.	79	79		503.4	503.0	0.4	0.8	P			12	0	0	0.0015	4.8	0.0	4.8	0.0	0.0014	2.1	0.0	2.1			0.8										$ 2.05	$ 2.40	$ 7,183	$ 2.53	$ 2.96	$ 8,865	$ 16,048	
	Hick Br.	NS Flyover	79	79		503.0	501.6	1.4	2.8	P			12	0	0	0.0015	4.8	0.0	4.8	0.0	0.0014	2.1	0.0	2.1			2.8										$ 2.05	$ 2.40	$ 25,141	$ 2.53	$ 2.96	$ 31,028	$ 56,169	Current NS ML Tonnage = 122.4
	NS Flyover	NS Flyover	60	60		501.6	500.5	1.1	2.2	P			12	0	0	0.0015	4.8	0.0	4.8	0.0	0.0014	2.1	0.0	2.1		2.2											$ 2.15	$ 2.52	$ 20,717	$ 2.56	$ 2.99	$ 24,668	$ 45,386	
	NS Flyover	Tolleston	79	79		15.0	19.0	4.0	8.0	P			12	0	0	0.0015	4.8	0.0	4.8	0.0	0.0014	2.1	0.0	2.1			8.0										$ 2.05	$ 2.40	$ 71,832	$ 2.53	$ 2.96	$ 88,651	$ 160,483	
50	Tolleston	Gary	45			442.5	440.0	2.5	2.5		E		12	4	2.9	0.03	4.8	5.1	9.9	0.0	0.0014	2.1	0.0	2.1			2.5										$ 1.44	$ 1.68	$ 15,768	$ 2.18	$ 2.55	$ 23,871	$ 39,639	
	Gary		110			440.0	435.4	4.6	4.6		E		12	4	2.9	0.03	4.8	5.1	9.9	0.0	0.0014	2.1	0.0	2.1					4.6								$ 3.40	$ 3.98	$ 69,248	$ 2.28	$ 2.67	$ 46,437	$ 115,685	
100			110			435.4	430.0	5.4	5.4		E		12	4	2.9	0.03	4.8	5.1	9.9	0.0	0.0014	2.1	0.0	2.1					5.4								$ 3.40	$ 3.98	$ 79,672	$ 2.28	$ 2.67	$ 53,427	$ 133,099	
			110	110		430.0	425.0	5.0	10.0		E		12	4	2.9	0.03	4.8	5.1	9.9	0.0	0.0014	2.1	0.0	2.1					10.0								$ 3.40	$ 3.98	$ 148,920	$ 2.28	$ 2.67	$ 99,864	$ 248,784	
			110			425.0	423.5	1.5	1.5		E		12	4	2.9	0.03	4.8	5.1	9.9	0.0	0.0014	2.1	0.0	2.1					1.5								$ 3.40	$ 3.98	$ 22,338	$ 2.28	$ 2.67	$ 14,980	$ 37,318	
			110			423.6	423.5	0.1	0.1		E		12	4	2.9	0.03	4.8	5.1	9.9	0.0	0.0014	2.1	0.0	2.1					0.1								$ 3.40	$ 3.98	$ 1,489	$ 2.28	$ 2.67	$ 999	$ 2,488	
		Wanatah	110			423.5	415.4	8.1	8.1		E		12	4	2.9	0.03	4.8	5.1	9.9	0.0	0.0014	2.1	0.0	2.1					8.1								$ 3.40	$ 3.98	$ 120,625	$ 2.28	$ 2.67	$ 80,890	$ 201,515	
	Wanatah	Wanatah	45			415.4	38.1	1.0	1.0	P			12	0	0.0	0	4.8	0.0	4.8	0.0	0.0014	2.1	0.0	2.1		1.0											$ 2.29	$ 2.68	$ 10,030	$ 2.60	$ 3.04	$ 11,388	$ 21,418	
	Wanatah	Monon	110			38.1	0.0	38.1	38.1	P			12	0	0	0	4.8	0.0	4.8	1.8	0.0014	2.1	2.1	4.2					38.1								$ 3.11	$ 3.64	$ 518,991	$ 2.60	$ 3.04	$ 433,883	$ 952,873	
	Monon		79			88.5	112.5	24.0	24.0		E		12	4	2.9	0.03	4.8	5.1	9.9	10.0	0.0014	2.1	11.8	13.9			24.0										$ 1.51	$ 1.77	$ 158,731	$ 2.20	$ 2.57	$ 231,264	$ 389,995	Lafayette
			40	40		112.5	113.3	0.8	1.6		E		12	4	2.9	0.03	4.8	5.1	9.9	10.0	0.0014	2.1	11.8	13.9		1.6											$ 1.61	$ 1.88	$ 11,283	$ 2.24	$ 2.62	$ 15,698	$ 26,981	
		Ames Connection	79	79		113.3	117.0	3.7	7.4		E		12	4	2.9	0.03	4.8	5.1	9.9	10.0	0.0014	2.1	11.8	13.9			7.4										$ 1.44	$ 1.68	$ 46,673	$ 2.18	$ 2.55	$ 70,658	$ 117,331	
	Ames Connection	Ames Connection	25	25		117.0	119.3	2.3	4.6		E		12	4	2.9	0.03	4.8	5.1	9.9	10.0	0.0014	2.1	11.8	13.9	4.6												$ 1.61	$ 1.88	$ 32,438	$ 2.24	$ 2.62	$ 45,132	$ 77,570	
	Ames Connection	Ames	40	40		119.3	120.7	1.4	2.8		E		12	4	2.9	0.03	4.8	5.1	9.9	10.0	0.0014	2.1	11.8	13.9		2.8											$ 1.44	$ 1.68	$ 17,660	$ 2.18	$ 2.55	$ 26,736	$ 44,396	
			50	50		120.7	121.0	0.3	0.6		E		12	4	2.9	0.03	4.8	5.1	9.9	10.0	0.0014	2.1	11.8	13.9		0.6											$ 1.44	$ 1.68	$ 3,784	$ 2.18	$ 2.55	$ 5,729	$ 9,513	
150			79	79		121.0	149.0	28.0	56.0		E		12	4	2.9	0.03	4.8	5.1	9.9	10.0	0.0014	2.1	11.8	13.9			56.0										$ 1.44	$ 1.68	$ 353,203	$ 2.18	$ 2.55	$ 534,710	$ 887,914	
		Indianapolis	79	79		46.3	7.0	39.3	78.6		E		12	4	2.9	0.03	4.8	5.1	9.9	10.0	0.0014	2.1	11.8	13.9			78.6										$ 1.44	$ 1.68	$ 495,746	$ 2.18	$ 2.55	$ 750,504	$ 1,246,250	Indianapolis International Airport
	Indianapolis	Indianapolis	79	79		7.0	6.0	1.0	2.0		E		12	4	2.9	0.03	4.8	5.1	9.9	10.0	0.0014	2.1	11.8	13.9			2.0										$ 1.51	$ 1.77	$ 13,228	$ 2.20	$ 2.57	$ 19,272	$ 32,500	
	Indianapolis	Indianapolis	45	45		6.0	1.0	5.0	10.0		E		14	4	2.9	0.03	4.8	5.1	9.9	10.0	0.0014	2.4	11.8	14.2		10.0											$ 1.61	$ 1.88	$ 82,271	$ 2.24	$ 2.62	$ 114,464	$ 196,735	Indianapolis
200	Indianapolis	Hamilton	45	45		124.5	127.0	2.5	5.0		E		12	4	2.9	0.03	4.8	5.1	9.9	3.2	0.0014	2.1	3.8	5.8		5.0											$ 1.44	$ 1.68	$ 31,536	$ 2.18	$ 2.55	$ 47,742	$ 79,278	
			45			109.1	108.9	0.2	0.2	P			12	4	1.9	0.0015	4.8	2.5	7.3	3.2	0.0014	2.1	3.8	5.8		0.2											$ 2.05	$ 2.40	$ 1,796	$ 2.53	$ 2.96	$ 2,216	$ 4,012	
			60	60		108.9	106.9	1.9	3.9	P			12	4	1.9	0.0015	4.8	2.5	7.3	3.2	0.0014	2.1	3.8	5.8		3.9											$ 2.05	$ 2.40	$ 35,018	$ 2.53	$ 2.96	$ 43,217	$ 78,236	
			60	60		106.9	103.6	3.3	6.6	P			12	4	1.9	0.0015	4.8	2.5	7.3	3.2	0.0014	2.1	3.8	5.8		6.6											$ 2.05	$ 2.40	$ 59,261	$ 2.53	$ 2.96	$ 73,137	$ 132,399	
			110			103.6	83.7	19.9	19.9	P			12	2	1.9	0.0015	4.8	2.5	7.3	3.2	0.0014	2.1	3.8	5.8					19.9								$ 3.11	$ 3.64	$ 271,074	$ 2.60	$ 3.04	$ 226,621	$ 497,695	
			40	40		83.7	82.8	0.9	1.8	P			12	2	1.9	0.0015	4.8	2.5	7.3	3.2	0.0014	2.1	3.8	5.8		1.8											$ 2.05	$ 2.40	$ 16,162	$ 2.53	$ 2.96	$ 19,947	$ 36,109	
		Shelbyville	110			82.8	63.5	19.4	19.4	P			12	2	1.9	0.0015	4.8	2.5	7.3	3.2	0.0014	2.1	3.8	5.8					19.4								$ 3.11	$ 3.64	$ 263,582	$ 2.60	$ 3.04	$ 220,358	$ 483,940	
250	Shelbyville	Shelbyville	60	60		63.5	61.9	1.6	3.2	P			12	2	1.9	0.0015	4.8	2.5	7.3	2.0	0.0014	2.1	2.4	4.4		3.2											$ 2.05	$ 2.40	$ 28,733	$ 2.53	$ 2.96	$ 35,460	$ 64,193	Shelbyville
	Shelbyville		110			61.9	40.0	21.9	21.9	P			12	2	1.9	0.0015	4.8	2.5	7.3	2.0	0.0014	2.1	2.4	4.4					21.9								$ 3.11	$ 3.64	$ 297,636	$ 2.60	$ 3.04	$ 248,828	$ 546,464	
			110	110		40.0	35.0	5.0	10.0	P			12	2	1.9	0.0015	4.8	2.5	7.3	2.0	0.0014	2.1	2.4	4.4					10.0								$ 3.11	$ 3.64	$ 136,218	$ 2.60	$ 3.04	$ 113,880	$ 250,098	
			110			35.0	16.0	19.0	19.0	P			12	2	1.9	0.0015	4.8	2.5	7.3	2.0	0.0014	2.1	2.4	4.4					19.0								$ 3.11	$ 3.64	$ 258,814	$ 2.60	$ 3.04	$ 216,372	$ 475,186	
			110			16.0	13.0	3.0	3.0	P			12	2	1.9	0.0015	4.8	2.5	7.3	2.0	0.0014	2.1	2.4	4.4					3.0								$ 3.11	$ 3.64	$ 40,865	$ 2.60	$ 3.04	$ 34,164	$ 75,029	
300			110			13.0	5.0	8.0	8.0	P			12	2	1.9	0.0015	4.8	2.5	7.3	2.0	0.0014	2.1	2.4	4.4					8.0								$ 3.11	$ 3.64	$ 108,974	$ 2.60	$ 3.04	$ 91,104	$ 200,078	
			45	45		5.0	0.5	4.5	9.0	P			12	6	64.8	0.03	4.8	2.5	7.3	2.0	0.0014	2.1	2.4	4.4		9.0											$ 2.29	$ 2.68	$ 90,272	$ 2.60	$ 3.04	$ 102,492	$ 192,764	
	Cincinnati Terminal		50	50		0.5	0.3	0.2	4.4	P			12	6	64.8	0.03	4.8	2.5	7.3	2.0	0.0014	2.1	2.4	4.4		4.4											$ 2.29	$ 2.68	$ 44,133	$ 2.60	$ 3.04	$ 50,107	$ 94,240	Cincinnati
								309.9	449.2						Note										4.6	60.8	202.7	0.0	####										$ 4,440,835	$ 109.31		$ 4,720,840	$ 9,161,675	
									449.2						1						Note																Matrix 41		Matrix 41					
															2						3																							

HNTB
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CHQ

	Maintenance	Capital	Total
High	$4,440,835	$4,720,840	$9,161,675
Median	$3,685,893	$3,918,297	$7,604,190
Low	$2,930,951	$3,115,754	$6,046,706

Legend

Total Track Miles 0.0

	FRT	PASS		Speed		Class	
				30 - 25		FRA Class 2	4.6
			550	60 - 40		FRA Class 3	60.8
PP	1	16	**5900**	80 - 60		FRA Class 4	202.7
E	2	16		90 - 80		FRA Class 5	0.0
PF	6	16	1.170	110 - 80		FRA Class 6	####

Note 1: Norfolk Southern (John Irwin) Furnished 2002 Tonnage Data
Note 2: CSXT (Earl Wacker) Furnished 2002 Tonnage Data 01-05-04
Note 3: RA Kollmar Estimate of Growth of 1.5% Annual

MILWAUKEE TO GREEN BAY

Global MP	From Station	To Station	Main #1	Main #2	Main #3	MP Begin	MP End	Segment Length	R. A. Kollmar's Calculations: Total Track Miles	Predom. Traffic P	Predom. Traffic E	Predom. Traffic F	No of Trains P	No of Trains F	Curr Tons F	RR Escal. %	2022 Tonnage P	2022 Tonnage F	2022 Tonnage Tot	COMPLETE TEMS Calculations: 2010 Tons F	RR Escal. %	2010 Tonnage P	2010 Tonnage F	2010 Tonnage Tot	FRA Track Class 2	FRA Track Class 3	FRA Track Class 4	FRA Track Class 5	FRA Track Class 6	MGT < 5	MGT 5-15	MGT 15-30	MGT > 30	Curvature Lgt	Curvature Mod	Curvature Sev	Matrix 41 Cost/Mile	Convert Cost/Mile to a 312 day year	ZT Maint Cost x Track Miles x # of Annual Train Miles	Cyclic Capital Cost Per Train Mile Wood (Max) Z-T Matrix 42	Convert Cost/Mile to a 312 day year	Cap. Cost Per Train Mile Times Total No. of Miles	Total Cost Capital Cost Plus Maint. Cost	Comments
0	Milwaukee Station	Milwaukee Station	20	45	45	85.7	86.0	0.3	0.9	P			34	0	3.0	0.03	5.8	4.0	9.8	0.0	0.0015	5.8	0.0	5.8	0.3	0.6											$ 2.05	$ 2.40	$ 7,632	$ 2.53	$ 2.96	$ 28,258	$ 35,890	MP 85.7 - Milwaukee Station
	Milwaukee Station	Grand Avenue	60	60	60	86.0	88.2	2.2	6.6			F	34	4	36.7	0.03	5.8	64.4	70.2							6.6											$ 0.30	$ 0.35	$ 8,191	$ 0.56	$ 0.66	$ 45,867	$ 54,058	
	Grand Avenue		35	35		88.2	88.3	0.1	0.2			F	14			0.03	2.4									0.2											$ 0.45	$ 0.53	$ 230	$ 0.84	$ 0.98	$ 858	$ 1,088	
			79	79		88.3	93.4	5.1	10.2	P			14				2.4										10.2										$ 2.15	$ 2.52	$ 56,031	$ 2.56	$ 2.99	$ 133,432	$ 189,463	
			110			94.1	95.0	0.9	0.9	P			14				2.4												0.9								$ 3.11	$ 3.64	$ 14,303	$ 2.60	$ 3.04	$ 11,957	$ 26,260	
	Granville, WI		110	110		95.0	100.0	5.0	10.0	P			14				2.4												10.0								$ 3.11	$ 3.64	$ 158,921	$ 2.60	$ 3.04	$ 132,860	$ 291,781	MP 99.4 - Granville Station
			110			100.0	100.6	0.6	0.6	P			14				2.4												0.6								$ 3.11	$ 3.64	$ 9,535	$ 2.60	$ 3.04	$ 7,972	$ 17,507	
			60			98.4	99.5	1.1	1.1	P			14				2.4									1.1										$ 2.15	$ 2.52	$ 12,085	$ 2.56	$ 2.99	$ 14,390	$ 26,475	
			110			99.5	114.4	14.9	14.9	P			14				2.4												14.9								$ 3.11	$ 3.64	$ 237,110	$ 2.60	$ 3.04	$ 198,227	$ 435,337	
			110			114.4	117.0	2.6	2.6	P			14				2.4												2.6								$ 3.11	$ 3.64	$ 41,002	$ 2.60	$ 3.04	$ 34,278	$ 75,279	
	West Bend, WI		60	60		117.0	119.0	2.0	4.0	P			14				2.4									4.0										$ 2.15	$ 2.52	$ 43,946	$ 2.56	$ 2.99	$ 52,326	$ 96,272	MP 118.8 - West Bend Station
50			110			119.0	138.2	19.2	19.2	P			14				2.4												19.2								$ 3.11	$ 3.64	$ 305,128	$ 2.60	$ 3.04	$ 255,091	$ 560,220	
			110	110		138.2	141.0	2.8	5.6	P			14				2.4												5.6								$ 3.11	$ 3.64	$ 88,996	$ 2.60	$ 3.04	$ 74,402	$ 163,397	
			110			141.0	145.5	4.5	4.5	P			14				2.4												4.5								$ 3.11	$ 3.64	$ 71,514	$ 2.60	$ 3.04	$ 59,787	$ 131,301	
			40			145.5	146.0	0.5	0.5			F	14				2.4									0.5										$ 0.42	$ 0.49	$ 1,159	$ 0.80	$ 0.94	$ 2,208	$ 3,366	
	Fond Du Lac, WI		45	45		155.0	160.4	5.4	10.8			F	14				2.4									10.8										$ 0.42	$ 0.49	$ 23,179	$ 0.80	$ 0.94	$ 44,150	$ 67,329	MP 148.5 - Fond du Lac Station
			110	110		160.4	168.8	8.4	16.8			F	14				2.4												16.8								$ 2.38	$ 2.78	$ 204,318	$ 1.07	$ 1.25	$ 91,857	$ 296,176	
	Oshkosh, WI		79	79		168.8	177.8	9.0	18.0			F	14				2.4										18.0										$ 0.42	$ 0.49	$ 38,632	$ 0.80	$ 0.94	$ 73,584	$ 112,216	MP 165.5 - Oshkosh Station
			110	110		177.8	180.0	2.2	4.4			F	14				2.4												4.4								$ 2.38	$ 2.78	$ 53,512	$ 1.07	$ 1.25	$ 24,058	$ 77,570	
			110			180.0	184.7	4.7	4.7			F	14				2.4												4.7								$ 2.38	$ 2.78	$ 57,160	$ 1.07	$ 1.25	$ 25,698	$ 82,859	
	Neenah, WI		45	45		184.7	187.5	2.8	5.6			F	14				2.4									5.6										$ 0.42	$ 0.49	$ 12,019	$ 0.80	$ 0.94	$ 22,893	$ 34,912	MP 177.5 - Neenah Station
			45			187.5	188.1	0.6	0.6			F	14				2.4									0.6										$ 0.42	$ 0.49	$ 1,180	$ 0.80	$ 0.94	$ 2,248	$ 3,429	
100	Appleton, WI		79			209.3	215.3	6.0	6.0			F	14				2.4										6.0										$ 0.42	$ 0.49	$ 12,877	$ 0.80	$ 0.94	$ 24,528	$ 37,405	MP 183.5 - Appleton Station
			79	79		215.3	220.5	5.2	10.4			F	14				2.4										10.4										$ 0.42	$ 0.49	$ 22,320	$ 0.80	$ 0.94	$ 42,515	$ 64,836	
			79			220.5	222.0	1.5	1.5			F	14				2.4										1.5										$ 0.42	$ 0.49	$ 3,219	$ 0.80	$ 0.94	$ 6,132	$ 9,351	
			79			222.0	236.3	14.3	14.3			F	14				2.4										14.3										$ 0.42	$ 0.49	$ 30,691	$ 0.80	$ 0.94	$ 58,458	$ 89,149	
			79	79		236.3	241.7	5.4	10.8			F	14				2.4										10.8										$ 0.42	$ 0.49	$ 23,179	$ 0.80	$ 0.94	$ 44,150	$ 67,329	
			79			241.7	242.6	0.9	0.9			F	14				2.4										0.9										$ 0.42	$ 0.49	$ 1,932	$ 0.80	$ 0.94	$ 3,679	$ 5,611	
128.6	Green Bay		10			242.6	243.0	0.4	0.4			F	14				2.4								0.4												$ 0.45	$ 0.53	$ 920	$ 0.84	$ 0.98	$ 1,717	$ 2,637	MP 213.5 - Green Bay Station
									99.4																												$46.34	$ 54.21	$ 1,525,099	$ 45.26		$ 1,443,457	$ 2,968,556	

99.4	Granville, WI	13.7	
118.8	West Bend, WI	33.1	
148.5	Fond Du Lac, WI	62.8	
165.5	Oshkosh, WI	79.8	
177.5	Neenah, WI	91.8	
183.5	Appleton, WI	97.8	
213.5	GREEN BAY, WI	127.8	

Total Segment Miles		128.6
Total Track Miles		187.0
Total Track Miles (by Class)		187.0
Total Track Miles		0.0

	FRT	PASS	550
PP	1	16	5900
E	2	16	
PF	6	16	1.170

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Note 1	7.7
Note 2	6.5
	47.6
	33.1
	33.7
	128.6

Legend

30 - 25	FRA Class 2
60 - 40	FRA Class 3
80 - 60	FRA Class 4
90 - 80	FRA Class 5
110 - 80	FRA Class 6

Note 1: CP (Don Heron) Furnished 2002 Tonnage Data

Track Miles By Class 0.7 30.0 72.1 0.0 84.2

CHQ - MGT estimate Fond du Lac to Green Bay from October 22, 1999 Inspection Trip
Provided by WCL

Totals are for Grand Ave to Green Bay. NIC is Milwaukee to Grand Ave

	Maintenance	Capital	Total
High	$1,525,099	$1,443,457	$2,968,556
Median	$1,265,832	$1,198,070	$2,463,902
Low	$1,006,565	$952,682	$1,959,247

ST. LOUIS TO KANSAS CITY

Global MP	From Station	To Station	Main #1	Main #2	Main #3	MP Begin	MP End	Segment Length	Total Track Miles	Predom. Traffic P	Predom. Traffic E	Predom. Traffic F	No of Trains P	No of Trains F	Curr Tons F	RR Escal. %	2022 Tonnage P	2022 Tonnage F	2022 Tonnage Tot	FRA Track Class 2	FRA Track Class 3	FRA Track Class 4	FRA Track Class 5	FRA Track Class 6	MGT < 5	MGT 5-15	MGT 15-30	MGT > 30	Curvature Lgt	Curvature Mod	Curvature Sev	Matrix 41 Cost/Mile	Convert Cost/Mile to a 312 day year	ZT Maint Cost x Track Miles x # of Annual Train Miles	Cyclic Capital Cost Per Train Mile Wood (Max) Z-T Matrix 42	Convert Cost/Mile to a 312 day year	Cap. Cost Per Train Mile Times Total No. of Miles	Total Cost Capital Cost Plus Maint. Cost	Comments
0	St. Louis	Grand Avenue	30	30		0.0	1.0	1.0	2.0	P			8	0	110	0.05	1.4		1.4	2.0												$ 2.15	$ 2.52	$ 12,556	$ 2.56	$ 2.99	$14,950	$27,506	MP 0.0 - St. Louis Station
	Grand Avenue	0	60	60		1.0	3.7	2.7	5.4			F	8		110		1.4	278.0	279.3		5.4											$ 1.01	$ 1.18	$ 15,926	$ 1.94	$ 2.27	$30,590	$46,516	
		Maplewood	60	60		3.7	7	3.3	6.6			F	8		110		1.4	278.0	279.3		6.6											$ 1.01	$ 1.18	$ 19,465	$ 1.94	$ 2.27	$37,388	$56,852	
	Maplewood	Kirkwood Station	79	79		7.0	13.3	6.3	12.6			F	8		110		1.4	278.0	279.3			12.6										$ 1.01	$ 1.18	$ 37,160	$ 1.94	$ 2.27	$71,376	$108,536	
	Kirkwood Station	0	30	30		13.3	13.7	0.4	0.8			F	8		110		1.4	278.0	279.3	0.8												$ 1.01	$ 1.18	$ 2,359	$ 1.94	$ 2.27	$4,532	$6,891	MP 13.3 - Kirkwood Station
		0	90	90		13.7	14	0.3	0.6			F	8		110		1.4	278.0	279.3				0.6									$ 2.99	$ 3.50	$ 5,238	$ 1.95	$ 2.28	$3,416	$8,655	
		0	90	90		14.0	15.4	1.4	2.8			F	8		110		1.4	278.0	279.3				2.8									$ 2.99	$ 3.50	$ 24,446	$ 1.95	$ 2.28	$15,943	$40,389	
		0	90	90		15.4	15.7	0.3	0.6			F	8		110		1.4	278.0	279.3				0.6									$ 2.99	$ 3.50	$ 5,238	$ 1.95	$ 2.28	$3,416	$8,655	
		Barretts	90	90		15.7	17.1	1.4	2.8			F	8		110		1.4	278.0	279.3				2.8									$ 2.99	$ 3.50	$ 24,446	$ 1.95	$ 2.28	$15,943	$40,389	
	Barretts	CPM 021 - Keffer Creek	90	90		17.1	21	3.9	7.8			F	8		110		1.4	278.0	279.3				7.8									$ 2.99	$ 3.50	$ 68,100	$ 1.95	$ 2.28	$44,413	$112,513	MP 18.8 - Valley Park
	CPM 021 - Keffer Creek	0	90	90		21.0	21.7	0.7	1.4			F	8		110		1.4	278.0	279.3				1.4									$ 2.99	$ 3.50	$ 12,223	$ 1.95	$ 2.28	$7,972	$20,195	
		0	90	90		21.7	23.3	1.6	3.2			F	8		110		1.4	278.0	279.3				3.2									$ 2.99	$ 3.50	$ 27,939	$ 1.95	$ 2.28	$18,221	$46,159	
			90	90		23.3	27.1	3.8	7.6			F	8		110		1.4	278.0	279.3				7.6									$ 2.99	$ 3.50	$ 66,354	$ 1.95	$ 2.28	$43,274	$109,628	
		0	90	90		27.1	27.7	0.6	1.2			F	8		110		1.4	278.0	279.3				1.2									$ 2.99	$ 3.50	$ 10,477	$ 1.95	$ 2.28	$6,833	$17,310	
		0	90	90		27.7	30.6	2.9	5.8			F	8		110		1.4	278.0	279.3				5.8									$ 2.99	$ 3.50	$ 50,639	$ 1.95	$ 2.28	$33,025	$83,664	MP 28.8 - Eureka
		0	90	90		30.6	31.3	0.7	1.4			F	8		110		1.4	278.0	279.3				1.4									$ 2.99	$ 3.50	$ 12,223	$ 1.95	$ 2.28	$7,972	$20,195	
		CPM 032 - Dozier	90	90		31.3	32.7	1.4	2.8			F	8		110		1.4	278.0	279.3				2.8									$ 2.99	$ 3.50	$ 24,446	$ 1.95	$ 2.28	$15,943	$40,389	
	CPM 032 - Dozier	0	90	90		32.7	33.9	1.2	2.4			F	8		110		1.4	278.0	279.3				2.4									$ 2.99	$ 3.50	$ 20,954	$ 1.95	$ 2.28	$13,666	$34,620	
		0	90	90		33.9	34.8	0.9	1.8			F	8		110		1.4	278.0	279.3				1.8									$ 2.99	$ 3.50	$ 15,715	$ 1.95	$ 2.28	$10,249	$25,965	
		CPM 037 - Summit	90	90		34.8	35.9	1.1	2.2			F	8		110		1.4	278.0	279.3				2.2									$ 2.99	$ 3.50	$ 19,208	$ 1.95	$ 2.28	$12,527	$31,735	
	CPM 037 - Summit	West Labadie	90	90		35.9	44.4	8.5	17.0			F	8		110		1.4	278.0	279.3				17.0									$ 2.99	$ 3.50	$ 148,424	$ 1.95	$ 2.28	$96,798	$245,222	MP 39 - Grey's Summit
	West Labadie	South Point	90	90		44.4	48.9	4.5	9.0			F	8		110		1.4	278.0	279.3				9.0									$ 2.99	$ 3.50	$ 78,577	$ 1.95	$ 2.28	$51,246	$129,823	
	South Point	0	90	90		48.9	49.8	0.9	1.8			F	8		110		1.4	278.0	279.3				1.8									$ 2.99	$ 3.50	$ 15,715	$ 1.95	$ 2.28	$10,249	$25,965	
50		Washington Station	90	90		49.8	55.5	5.7	11.4			F	8		110		1.4	278.0	279.3				11.4									$ 2.99	$ 3.50	$ 99,531	$ 1.95	$ 2.28	$64,912	$164,443	MP 52.2 - Washington Station
	Washington Station	CPM 058	90	90		55.5	58.5	3.0	6.0			F	8		110		1.4	278.0	279.3				6.0									$ 2.99	$ 3.50	$ 52,385	$ 1.95	$ 2.28	$34,164	$86,549	
	CPM 058	0	90	90		58.5	59	0.5	1.0			F	8		110		1.4	278.0	279.3				1.0									$ 2.99	$ 3.50	$ 8,731	$ 1.95	$ 2.28	$5,694	$14,425	
		0	90	90		59.0	61.8	2.8	5.6			F	8		110		1.4	278.0	279.3				5.6									$ 2.99	$ 3.50	$ 48,892	$ 1.95	$ 2.28	$31,886	$80,779	
		New Haven	90	90		61.8	67	5.2	10.4			F	8		110		1.4	278.0	279.3				10.4									$ 2.99	$ 3.50	$ 90,800	$ 1.95	$ 2.28	$59,218	$150,018	
	New Haven	New Haven	90	90		67.0	67.2	0.2	0.4			F	8		110		1.4	278.0	279.3				0.4									$ 2.99	$ 3.50	$ 3,492	$ 1.95	$ 2.28	$2,278	$5,770	
	New Haven	0	90	90		67.2	70.7	3.5	7.0			F	8		110		1.4	278.0	279.3				7.0									$ 2.99	$ 3.50	$ 61,116	$ 1.95	$ 2.28	$39,858	$100,974	
		0	90	90		70.7	71.3	0.6	1.2			F	8		110		1.4	278.0	279.3				1.2									$ 2.99	$ 3.50	$ 10,477	$ 1.95	$ 2.28	$6,833	$17,310	
		Berger	90	90		71.3	72.2	0.9	1.8			F	8		110		1.4	278.0	279.3				1.8									$ 2.99	$ 3.50	$ 15,715	$ 1.95	$ 2.28	$10,249	$25,965	
	Berger	0	90	90		72.2	75.8	3.6	7.2			F	8		110		1.4	278.0	279.3				7.2									$ 2.99	$ 3.50	$ 62,862	$ 1.95	$ 2.28	$40,997	$103,859	
		0	90	90		75.8	80.3	4.5	9.0			F	8		110		1.4	278.0	279.3				9.0									$ 2.99	$ 3.50	$ 78,577	$ 1.95	$ 2.28	$51,246	$129,823	
		Herman	90	90		80.3	81.5	1.2	2.4			F	8		110		1.4	278.0	279.3				2.4									$ 2.99	$ 3.50	$ 20,954	$ 1.95	$ 2.28	$13,666	$34,620	MP 81.1 - Herman Station
	Herman	0	90	90		81.5	83.9	2.4	4.8			F	8		110		1.4	278.0	279.3				4.8									$ 2.99	$ 3.50	$ 41,908	$ 1.95	$ 2.28	$27,331	$69,239	
		0	90	90		83.9	85	1.1	2.2			F	8		110		1.4	278.0	279.3				2.2									$ 2.99	$ 3.50	$ 19,208	$ 1.95	$ 2.28	$12,527	$31,735	
		Gasconde Junction	90	90		85.0	86.2	1.2	2.4			F	8		110		1.4	278.0	279.3				2.4									$ 2.99	$ 3.50	$ 20,954	$ 1.95	$ 2.28	$13,666	$34,620	
	Gasconde Junction	Gasconde	90	90		86.2	88	1.8	3.6			F	8		110		1.4	278.0	279.3				3.6									$ 2.99	$ 3.50	$ 31,431	$ 1.95	$ 2.28	$20,498	$51,929	
	Gasconde	Gasconde	60	60		88.0	88.1	0.1	0.2			F	8		110		1.4	278.0	279.3		0.2											$ 1.01	$ 1.18	$ 590	$ 1.94	$ 2.27	$1,133	$1,723	
	Gasconde	0	79	79		88.1	89.3	1.2	2.4			F	8		110		1.4	278.0	279.3			2.4										$ 1.01	$ 1.18	$ 7,078	$ 1.94	$ 2.27	$13,596	$20,674	
		0	79	79		89.3	89.8	0.5	1.0			F	8		110		1.4	278.0	279.3			1.0										$ 1.01	$ 1.18	$ 2,949	$ 1.94	$ 2.27	$5,665	$8,614	
		0	79	79		89.8	90.5	0.7	1.4			F	8		110		1.4	278.0	279.3			1.4										$ 1.01	$ 1.18	$ 4,129	$ 1.94	$ 2.27	$7,931	$12,060	
		Morrison Junction	60	60		90.5	90.6	0.1	0.2			F	8		110		1.4	278.0	279.3		0.2											$ 1.01	$ 1.18	$ 590	$ 1.94	$ 2.27	$1,133	$1,723	
	Morrison Junction	0	90	90		90.6	93.1	2.5	5.0			F	8		110		1.4	278.0	279.3				5.0									$ 2.99	$ 3.50	$ 43,654	$ 1.95	$ 2.28	$28,470	$72,124	
		0	90	90		93.1	94.4	1.3	2.6			F	8		110		1.4	278.0	279.3				2.6									$ 2.99	$ 3.50	$ 22,700	$ 1.95	$ 2.28	$14,804	$37,504	
		0	90	90		94.4	94.5	0.1	0.2			F	8		110		1.4	278.0	279.3				0.2									$ 2.99	$ 3.50	$ 1,746	$ 1.95	$ 2.28	$1,139	$2,885	
		0	90	90		94.5	95.2	0.7	1.4			F	8		110		1.4	278.0	279.3				1.4									$ 2.99	$ 3.50	$ 12,223	$ 1.95	$ 2.28	$7,972	$20,195	
		0	90	90		95.2	97.6	2.4	4.8			F	8		110		1.4	278.0	279.3				4.8									$ 2.99	$ 3.50	$ 41,908	$ 1.95	$ 2.28	$27,331	$69,239	
		Chamois	90	90		97.6	97.9	0.3	0.6			F	8		110		1.4	278.0	279.3				0.6									$ 2.99	$ 3.50	$ 5,238	$ 1.95	$ 2.28	$3,416	$8,655	
100	Chamois	Ames	90	90		97.9	106.9	9.0	18.0			F	8		110		1.4	278.0	279.3				18.0									$ 2.99	$ 3.50	$ 157,154	$ 1.95	$ 2.28	$102,492	$259,646	
	Ames	0	90	90		106.9	107.1	0.2	0.4			F	8		110		1.4	278.0	279.3				0.4									$ 2.99	$ 3.50	$ 3,492	$ 1.95	$ 2.28	$2,278	$5,770	
		0	90	90		107.1	108.9	1.8	3.6			F	8		110		1.4	278.0	279.3				3.6									$ 2.99	$ 3.50	$ 31,431	$ 1.95	$ 2.28	$20,498	$51,929	
		0	90	90		108.9	109.1	0.2	0.4			F	8		110		1.4	278.0	279.3				0.4									$ 2.99	$ 3.50	$ 3,492	$ 1.95	$ 2.28	$2,278	$5,770	
		0	90	90		109.1	109.9	0.8	1.6			F	8		110		1.4	278.0	279.3				1.6									$ 2.99	$ 3.50	$ 13,969	$ 1.95	$ 2.28	$9,110	$23,080	
		0	90	90		109.9	113.9	4.0	8.0			F	8		110		1.4	278.0	279.3				8.0									$ 2.99	$ 3.50	$ 69,846	$ 1.95	$ 2.28	$45,552	$115,398	
		0	90	90		113.9	114.1	0.2	0.4			F	8		110		1.4	278.0	279.3				0.4									$ 2.99	$ 3.50	$ 3,492	$ 1.95	$ 2.28	$2,278	$5,770	
		0	90	90		114.1	115.6	1.5	3.0			F	8		110		1.4	278.0	279.3				3.0									$ 2.99	$ 3.50	$ 26,192	$ 1.95	$ 2.28	$17,082	$43,274	
		Bonnot Junction	90	90		115.6	116.8	1.2	2.4			F	8		110		1.4	278.0	279.3				2.4									$ 2.99	$ 3.50	$ 20,954	$ 1.95	$ 2.28	$13,666	$34,620	
	Bonnot Junction	0	60	60		116.8	117.1	0.3	0.6			F	8		110		1.4	278.0	279.3		0.6											$ 1.01	$ 1.18	$ 1,770	$ 1.94	$ 2.27	$3,399	$5,168	
		0	90	90		117.1	121.6	4.5	9.0			F	8		110		1.4	278.0	279.3				9.0									$ 2.99	$ 3.50	$ 78,577	$ 1.95	$ 2.28	$51,246	$129,823	
		Moreau	90	90		121.6	123.7	2.1	4.2			F	8		110		1.4	278.0	279.3				4.2									$ 2.99	$ 3.50	$ 36,669	$ 1.95	$ 2.28	$23,915	$60,584	
	Moreau	Jefferson City	90	90		123.7	124.3	0.6	1.2			F	8		110		1.4	278.0	279.3				1.2									$ 2.99	$ 3.50	$ 10,477	$ 1.95	$ 2.28	$6,833	$17,310	
	Jefferson City	Jefferson City	60	60		124.3	128.1	3.8	7.6			F	8		110		1.4	278.0	279.3		7.6											$ 1.01	$ 1.18	$ 22,414	$ 1.94	$ 2.27	$43,052	$65,466	MP 125.5 - Jefferson City Station
	Jefferson City	River Junction	90	90		128.1	128.4	0.3	0.6			F	8		87		1.4	219.8	221.2				0.6									$ 2.99	$ 3.50	$ 5,238	$ 1.95	$ 2.28	$3,416	$8,655	
	River Junction	River Terminal	90	90		128.4	129.9	1.5	3.0			F	8		87		1.4	219.8	221.2				3.0									$ 2.99	$ 3.50	$ 26,192	$ 1.95	$ 2.28	$17,082	$43,274	
	River Terminal	0	90	90		129.9	132.3	2.4	4.8			F	8		87		1.4	219.8	221.2				4.8									$ 2.99	$ 3.50	$ 41,908	$ 1.95	$ 2.28	$27,331	$69,239	
150		Sedalia	90	90		132.3	188.9	56.6	113.2			F	8		87		1.4	219.8	221.2				113.2									$ 2.99	$ 3.50	$ 988,327	$ 1.95	$ 2.28	$644,561	$1,632,887	MP 140 - Centertown
	Sedalia	Sedalia	60	60		188.9	189.6	0.7	1.4			F	8		87		1.4	219.8	221.2		1.4											$ 1.01	$ 1.18	$ 4,129	$ 1.94	$ 2.27	$7,931	$12,060	MP 188.9 - Sedalia Station
250	Sedalia	Independence	90	90		189.6	271.2	81.6	163.2			F	8		87		1.4	219.8	221.2				163.2									$ 2.99	$ 3.50	$ 1,424,867	$ 1.95	$ 2.28	$929,261	$2,354,127	MP 259.8 - Lees Summit Station
	Independence	Independence	60	60		271.2	271.3	0.1	0.2			F	8		87		1.4	219.8	221.2		0.2											$ 1.01	$ 1.18	$ 590	$ 1.94	$ 2.27	$1,133	$1,723	
	Independence	Rock Creek	79	79		271.3	276.8	5.5	11.0			F	8		87		1.4	219.8	221.2			11.0										$ 1.01	$ 1.18	$ 32,441	$ 1.94	$ 2.27	$62,313	$94,754	MP 273.2 - Independence Station
	Rock Creek	Broadway	60	60		276.8	282.5	5.7	11.4			F	10		125		1.7	315.9	317.6		11.4											$ 1.01	$ 1.18	$ 42,026	$ 1.94	$ 2.27	$80,723	$122,750	
	Broadway	Kansas City	30	30		282.5	283	0.5	1.0			F	10		125		1.7	315.9	317.6	1.0												$ 1.01	$ 1.18	$ 3,687	$ 1.94	$ 2.27	$7,081	$10,768	MP 273.0 - Kansas City Station
									283.0	566.0											3.8	33.6	28.4	500.2	0.0							$ 188.74	$ 220.80	$ 4,577,004	$ 144.75		$3,242,064	$ 7,819,068	
										566.0																								Matrix 41					

Note: Infrastructure and speeds assumed to "ballpark" maintenance and cyclic capital costs. Capacity anaylis required to determine infrastructure required.
*State of Missouri Specified Maximum Authorized Train Speed
Amtrak believes that UPRR will permit a Maximum Authorized Train Speed of 79 mph.

HNTB
1-Feb-04
CHQ

	Maintenance	Capital	Total
High	$4,577,004	$3,242,064	$7,819,068
Median	$3,798,913	$2,690,913	$6,489,826
Low	$3,020,822	$2,139,762	$5,160,585

CHICAGO TO CARBONDALE

Global MP	From Station	To Station	Main #1	Main #2	Main #3	MP Begin	MP End	Segment Length	Total Track Miles	Predom. Traffic P	Predom. Traffic E	Predom. Traffic F	No of Trains P	No of Trains F	Curr Tons F	RR Escall. %	2022 Tonnage P	2022 Tonnage F	2022 Tonnage Tot	FRA Track Class 2	FRA Track Class 3	FRA Track Class 4	FRA Track Class 5	FRA Track Class 6	MGT < 5	MGT 5-15	MGT 15-30	MGT > 30	Curvature Lgt	Curvature Mod	Curvature Sev	Matrix 41 Cost/Mile	Convert Cost/Mile to a 312 day year	ZT Maint Cost x Track Miles x # of Annual Train Miles	Cyclic Capital Cost Per Train Mile Wood (Max) Z-T Matrix 42	Convert Cost/Mile to a 312 day year	Cap. Cost Per Train Mile Times Total No. of Miles	Total Capital Cost Plus Maint. Cost	Remarks
0	Chicago	21 Street	45	45	45	523.0	520.9	2.1	6.3	P			10	0	0.0	0.015	1.7	0.0	1.7		6.3											$ 2.05	$ 2.40	$ 47,140	$ 2.53	$ 2.96	$ 58,177	$ 105,317	MP 0.0 - Chicago
	21 Street	Englewood	79	79		520.9	516.3	4.6	9.2	P			10	0	0.0	0.015	1.7	0.0	1.7			9.2										$ 2.05	$ 2.40	$ 68,839	$ 2.53	$ 2.96	$ 84,957	$ 153,796	
	Englewood	Englewood	45	45		516.3	515.2	1.1	2.2	P			10	0	0.0	0.015	1.7	0.0	1.7		2.2											$ 2.29	$ 2.68	$ 18,389	$ 2.60	$ 3.04	$ 20,878	$ 39,267	
	Englewood	Gr. Xing	79	79		515.2	513.7	1.5	3.0	P			10	0	0.0	0.015	1.7	0.0	1.7			3.0										$ 2.05	$ 2.40	$ 22,448	$ 2.53	$ 2.96	$ 27,704	$ 50,151	
	Gr. Xing	Gr. Xing	45	45		513.7	513.4	0.3	0.6	P			10	0	0.0	0.00	1.7	0.0	1.7		0.6											$ 2.29	$ 2.68	$ 5,015	$ 2.60	$ 3.04	$ 5,694	$ 10,709	
	Gr. Xing	N. Kensington	79	79		10.0	13.0	3.0	6.0	P			10	0	0.0	0.02	1.7	0.0	1.7			6.0										$ 2.05	$ 2.40	$ 44,895	$ 2.53	$ 2.96	$ 55,407	$ 100,302	
	N. Kensington	Kensington	79	79		13.0	14.2	1.2	2.4		E		10	1	0.8	0.02	1.7	1.2	2.9			2.4										$ 1.44	$ 1.68	$ 12,614	$ 2.18	$ 2.55	$ 19,097	$ 31,711	
	Kensington	CN Junction	79	79		14.2	23.5	9.3	18.6			F	10		11.2	0.02	1.7	16.3	18.0			18.6										$ 0.96	$ 1.12	$ 65,174	$ 1.92	$ 2.25	$ 130,349	$ 195,523	
	CN Junction	Stuenkel	79	79		14.4	31.6	17.2	34.4			F	10		24.6	0.02	1.7	35.8	37.5			34.4										$ 0.96	$ 1.12	$ 120,538	$ 1.92	$ 2.25	$ 241,075	$ 361,613	MP 17.9 - Homewood
	Stuenkel	Manteno	90	90		31.6	49.5	17.9	35.8			F	10		34.7	0.02	1.7	50.6	52.3				35.8									$ 2.85	$ 3.33	$ 372,410	$ 1.92	$ 2.25	$ 250,886	$ 623,296	
50	Manteno	Kankankee	79	79		49.5	55.2	5.7	11.4			F	10		34.7	0.02	1.7	50.6	52.3			11.4										$ 0.96	$ 1.12	$ 39,946	$ 1.92	$ 2.25	$ 79,891	$ 119,837	
	Kankankee	Kankankee	50	50		55.2	56.4	1.2	2.4			F	10		34.7	0.02	1.7	50.6	52.3		2.4											$ 0.96	$ 1.12	$ 8,410	$ 1.92	$ 2.25	$ 16,819	$ 25,229	MP 55.3 - Kankankee
	Kankankee	S. Otto	79	79		56.4	61.2	4.8	9.6			F	10		34.7	0.02	1.7	50.6	52.3			9.6										$ 0.96	$ 1.12	$ 33,638	$ 1.92	$ 2.25	$ 67,277	$ 100,915	MP 61.1 - Gilman
	S. Otto	Gilman	90	90		61.2	80.5	19.3	38.6			F	10		34.7	0.02	1.7	50.6	52.3				38.6									$ 2.85	$ 3.33	$ 401,537	$ 1.92	$ 2.25	$ 270,509	$ 672,045	
	Gilman	Gilman	60	60		80.5	81.2	0.7	1.4			F	10		36.4	0.02	1.7	53.0	54.7		1.4											$ 0.96	$ 1.12	$ 4,906	$ 1.92	$ 2.25	$ 9,811	$ 14,717	
100	Gilman	Rantoul	90	90		81.2	113.0	31.8	63.6			F	10		36.4	0.02	1.7	53.0	54.7				63.6									$ 2.85	$ 3.33	$ 661,599	$ 1.92	$ 2.25	$ 445,709	$ 1,107,308	
	Rantoul	Rantoul	60	60		113.0	114.0	1.0	2.0			F	10		36.4	0.02	1.7	53.0	54.7		2.0											$ 0.96	$ 1.12	$ 7,008	$ 1.92	$ 2.25	$ 14,016	$ 21,024	MP 113.8 - Rantoul
	Rantoul	Rantoul	79	79		114.0	115.8	1.8	3.6			F	10		38.0	0.02	1.7	55.4	57.1			3.6										$ 0.96	$ 1.12	$ 12,614	$ 1.92	$ 2.25	$ 25,229	$ 37,843	
	Rantoul	Leverett	90	90		115.8	124.1	8.3	16.6			F	10		38.0	0.02	1.7	55.4	57.1				16.6									$ 2.85	$ 3.33	$ 172,682	$ 1.92	$ 2.25	$ 116,333	$ 289,014	
	Leverett	Leverett	79	79		124.1	125.9	1.8	3.6			F	10		38.0	0.02	1.7	55.4	57.1			3.6										$ 0.96	$ 1.12	$ 12,614	$ 1.92	$ 2.25	$ 25,229	$ 37,843	
	Leverett	Champaign	60	60		125.9	127.3	1.4	2.8			F	10		38.0	0.02	1.7	55.4	57.1		2.8											$ 0.96	$ 1.12	$ 9,811	$ 1.92	$ 2.25	$ 19,622	$ 29,434	
	Champaign	Champaign	79	79		127.3	128.0	0.7	1.4			F	10		38.0	0.02	1.7	55.4	57.1			1.4										$ 0.96	$ 1.12	$ 4,906	$ 1.92	$ 2.25	$ 9,811	$ 14,717	MP 127.8 - Champaign
	Champaign	Tolono	90	90		128.0	137.0	9.0	18.0			F	4		38.0	0.02	0.7	55.4	56.0				18.0									$ 2.85	$ 3.33	$ 74,898	$ 1.92	$ 2.25	$ 50,458	$ 125,356	
	Tolono	Tolono	60	60		137.0	137.2	0.2	0.4			F	4		39.7	0.02	0.7	57.8	58.5		0.4											$ 0.96	$ 1.12	$ 561	$ 1.92	$ 2.25	$ 1,121	$ 1,682	
150	Tolono	Mattoon	90	90		137.2	172.3	35.1	70.2			F	4		40.7	0.02	0.7	59.3	60.0				70.2									$ 2.85	$ 3.33	$ 292,102	$ 1.92	$ 2.25	$ 196,785	$ 488,887	
	Mattoon	Mattoon	60	60		172.3	174.6	2.3	4.6			F	4		43.5	0.02	0.7	63.4	64.1		4.6											$ 0.96	$ 1.12	$ 6,447	$ 1.92	$ 2.25	$ 12,895	$ 19,342	MP 172.4 - Mattoon
	Mattoon	N. Effingham	90	90		174.6	198.0	23.4	46.8			F	4		43.5	0.02	0.7	63.4	64.1				46.8									$ 2.85	$ 3.33	$ 194,735	$ 1.92	$ 2.25	$ 131,190	$ 325,925	
200	N. Effingham	Effingham	60	60		198.0	202.0	4.0	8.0			F	4		43.5	0.02	0.7	63.4	64.1		8.0											$ 0.96	$ 1.12	$ 11,213	$ 1.92	$ 2.25	$ 22,426	$ 33,638	MP 199.2 - Effingham
	Effingham	Odin	90	90		202.0	244.1	42.1	84.2			F	4		49.5	0.02	0.7	72.1	72.8				84.2									$ 2.85	$ 3.33	$ 350,356	$ 1.92	$ 2.25	$ 236,029	$ 586,386	
	Odin	Odin	60	60		244.1	244.7	0.6	1.2			F	4		36.2	0.02	0.7	52.7	53.4		1.2											$ 0.96	$ 1.12	$ 1,682	$ 1.92	$ 2.25	$ 3,364	$ 5,046	
250	Odin	Sandoval	90	90		244.7	250.7	6.0	12.0			F	4		36.2	0.02	0.7	52.7	53.4				12.0									$ 2.85	$ 3.33	$ 49,932	$ 1.92	$ 2.25	$ 33,638	$ 83,570	
	Sandoval	Centralia	60	60		250.7	252.0	1.3	2.6			F	4		28.4	0.02	0.7	41.4	42.1		2.6											$ 0.96	$ 1.12	$ 3,644	$ 1.92	$ 2.25	$ 7,288	$ 10,932	
	Centralia	Centralia	35	35		252.0	252.4	0.4	0.8			F	4		28.4	0.02	0.7	41.4	42.1		0.8											$ 0.96	$ 1.12	$ 1,121	$ 1.92	$ 2.25	$ 2,243	$ 3,364	
	Centralia	Centralia	60	60		252.4	253.1	0.7	1.4			F	4		28.4	0.02	0.7	41.4	42.1		1.4											$ 0.96	$ 1.12	$ 1,962	$ 1.92	$ 2.25	$ 3,924	$ 5,887	
	Centralia	31 Switch	60	60		253.1	253.3	0.2	0.4			F	4		34.6	0.02	0.7	50.4	51.1		0.4											$ 0.96	$ 1.12	$ 561	$ 1.92	$ 2.25	$ 1,121	$ 1,682	MP 253.2 - Centralia
	31 Switch	Tamarda	90	90		253.3	279.0	25.7	51.4			F	4		34.7	0.02	0.7	50.6	51.2				51.4									$ 2.85	$ 3.33	$ 213,875	$ 1.92	$ 2.25	$ 144,084	$ 357,960	
	Tamarda	Tamarda	60	60		279.0	281.0	2.0	4.0			F	4		36.0	0.02	0.7	52.4	53.1		4.0											$ 0.96	$ 1.12	$ 5,606	$ 1.92	$ 2.25	$ 11,213	$ 16,819	
	Tamarda	Duquoin	90	90		281.0	287.6	6.6	13.2			F	4		36.0	0.02	0.7	52.4	53.1				13.2									$ 2.85	$ 3.33	$ 54,925	$ 1.92	$ 2.25	$ 37,002	$ 91,927	MP 287.5 - Duquoin
	Duquoin	Eldorado	60	60		287.6	288.7	1.1	2.2			F	4		36.0	0.02	0.7	52.4	53.1		2.2											$ 0.96	$ 1.12	$ 3,084	$ 1.92	$ 2.25	$ 6,167	$ 9,251	
300	Eldorado	Carbondale	90	90		288.7	307.8	19.1	38.2			F	4		36.0	0.02	0.7	52.4	53.1				38.2									$ 2.85	$ 3.33	$ 158,950	$ 1.92	$ 2.25	$ 107,082	$ 266,032	
	Carbondale	Carbondale	20	20		307.8	309.0	1.2	2.4			F	4		36.4	0.02	0.7	53.0	53.7	2.4												$ 0.96	$ 1.12	$ 3,364	$ 1.92	$ 2.25	$ 6,728	$ 10,092	MP 308.1 - Carbondale
																																		$ -					
																																		$ -					
					Total Route Miles			308.4							Note 1	Note 2																$ 69.54	$ 81.35	$ 3,576,150			$ 3,009,239	$ 6,585,388	
																				2.4																			
																					43.3																			
																						103.2																	
																							488.6																
																								0.0															

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Total Track Miles 637.5
637.5

	Maintenance	Capital	Total
High	$3,576,150	$3,009,239	$6,585,388
Median	$2,968,204	$2,497,668	$5,465,872
Low	$2,360,259	$1,986,098	$4,346,356

			FRT	PASS		
FRA Class 2	30 - 25				550	
FRA Class 3	60 - 40	PP	1	16	5900	
FRA Class 4	80 - 60	E	2	16		
FRA Class 5	90 - 80	PF	6	16		1.170
FRA Class 6	110 - 80					

Note 1: CN (O'Brien) Furnished 2002 Tonnage Data 12-05-03
Note 2: CN (O'Brien) Furnished Annual Growth Figures 01-05-04

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TABLE A
Midwest Regional Rail System Phase 5
Summary of Infrastructure Costs
Revision Date: 4/18/03

(All numbers in thousands)

No.	Route	Cost Estimate Phase 5 Year 2002 Dollars	Cost Estimate Phase 3B Year 2002 Dollars
a	Chicago Terminal Area	$ 1,152,115	$ 475,059
b	System Maintenance Facility	$ 45,351	N. A.
c	Chicago Union Station	$ 15,000	N. A.
1	Porter to Detroit / Pontiac	$ 329,771	$ 214,963
2	Battle Creek to Port Huron	$ 67,029	$ 59,700
3	Kalamazoo to Grand Rapids / Holland	$ 27,178	$ 21,942
4	Tolleston to Cleveland	$ 1,087,640	$ 599,559
5	Tolleston to Cincinnati	$ 507,468	$ 386,489
6	Grand Crossing to Carbondale	$ 219,878	$ 265,864
7	Joliet to St. Louis	$ 243,256	$ 195,138
8	St. Louis to Kansas City	$ 314,318	$ 295,937
9	Aurora to Quincy	$ 257,362	$ 219,641
10	Wyanet to Omaha	$ 360,207	$ 225,767
11	Rondout to St. Paul	$ 1,049,791	$ 733,191
12	Milwaukee to Green Bay	$ 311,717	$ 35,864
TOTAL		**$ 5,988,079**	**$ 3,729,114**

Notes:
This MWRRI Phase 5 Cost Estimate represents an update of the original Phase 3B Estimate prepared in 1997.
Data for track lengths, alignment, and location of bridges and grade crossings was taken from Trackfiles prepared by TEMS.
Input regarding Maintenance Facility, Service and Inspection Facility and Layover Facility locations and costs were provided by Amtrak.

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TABLE B

MWRRI PHASE 5

CHICAGO TERMINAL AREA LIMITS

Revision Date: 3/30/03

Segment		Lump Sum Cost (in Thousands)
South of the Lake Corridor:		
Chicago to Buffington Harbor	$ 265,000	
Buffingon Harbor to Tolleston	$ 64,000	
Buffington Harbor to Porter	$ 315,000	
Total South of the Lake Corridor		$ 644,000
Grand Crossing Improvements		$ 12,000
Chicago to Joliet		
Joliet Interlocking and Tunnel / Station	$20,000	
Corwith to Argo	$ 901	
Argo to Lemont	$ 8,533	
Lemont to Joliet	$ 3,381	
Metra Heritage Corridor Grade Separation	$168,300	
Total Chicago to Joliet		$ 201,115
Chicago to Aurora		$ 20,000
Chicago to Rondout (from 1995 Chicago to Milwaukee Study)		$ 275,000
TOTAL		$ 1,152,115

The Chicago end of the Detroit, Cleveland, Cincinnati and Carbondale routes are under further detailed study as a part of the South-of-the-Lake corridor study by Amtrak, MDOT and INDOT. From Chicago Union Station (CUS) to Englewood and Grand Crossing, these four routes will continue to share the corridor along the NS right-of-way. From Englewood to Grand Crossing, construction of new double track is proposed. The South-of-the-Lake Corridor infrastructure cost estimate from CUS to Grand Crossing is about $161.5 million.

An additional $12 million placeholder is included in the MWRRS cost estimates for a new track connection at Grand Crossing to the CN/IC tracks toward Carbondale.

The St. Louis route will continue share Metra's route from CUS to Joliet. The proposed passenger service will co-mingle with Metra and the host freight carrier trains at maximum speeds of 79 mph through this segment. Amtrak has proposed that the passenger platforms at the Joliet station be reconfigured to improve freight and passenger train movements through the interlocking. A $20 million placeholder cost is included in the estimates to cover a new interlocking, platforms and tunnels at the Metra/Amtrak Station in Joliet. Additonally, a placeholder of $168 million has been included for the Metra Heritage Corridor grade separation program.

Capital cost estimates for the St Louis to Kansas City route and the Cleveland to Toledo segment are subject to change

The Quincy route will continue to share Metra's route from CUS to Aurora. The proposed passenger service will co-mingle with Metra and the host freight carrier trains at maximum speeds of 79 mph through this segment. A $20 million placeholder cost is included in the estimates for track and signal improvements, including new interlockings and crossovers.

For the Chicago to Rondout segment, cost estimates from the 1995 Tri-State study were used for the MWRRS estimate. Since 1995, Metra traffic volume has increased and new Metra stations have been added along this segment. To account for these developments, the 1995 costs were inflated to 2002 dollars and further increased by 50%.

Chicago to Milwaukee Costs from 1995 Chicago to Milwaukee Study	
Total Cost (in 1993 Dollars, includes 7% Engineering and 15% Contingencies)	143,793,074
Inflate to 2002 costs	183,235,514
Add 50%	91,617,757
TOTAL	274,853,271

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TABLE C
MWRRI PHASE 5
Itemized Costs by Route
Revision Date: 3/24/03

Item No.	Description	Unit	YR 2002 Unit Cost (1000s)	Chicago Terminal Limits Quantity	Chicago Terminal Limits Amount	Porter to Detroit / Pontiac Quantity	Porter to Detroit / Pontiac Amount	Battle Creek to Port Huron Quantity	Battle Creek to Port Huron Amount	Kalamazoo to Grand Rapids / Holland Quantity	Kalamazoo to Grand Rapids / Holland Amount	Tolleston to Cleveland Quantity	Tolleston to Cleveland Amount	Tolleston to Cincinnati Quantity	Tolleston to Cincinnati Amount	Grand Crossing to Carbondale Quantity	Grand Crossing to Carbondale Amount
	Maximum Authorized Speed			110 mph		110 mph		79 mph		79 mph		110 mph		110 mph		90 mph	
Trackwork																	
1.1	HSR on Existing Roadbed	per mile	$ 993			26	25,818	12.0	11,916	-	-	-	-	-	-	-	-
1.2a	HSR on New Roadbed	per mile	$ 1,059			-	-	-	-	-	-	33	34,534	123	130,469	-	-
1.2b	HSR on New Roadbed & New Embankment	per mile	$ 1,492			-	-	-	-	-	-	91	135,623	-	-	-	-
1.2c	HSR on New Roadbed & New Embankment (Double Track)	per mile	$ 2,674			-	-	-	-	-	-	-	-	-	-	-	-
1.3	Timber & Surface w/ 33% Tie replacement	per mile	$ 222			48	10,567	157.6	34,987	78.3	17,372	83	18,426	106	23,488	331	73,413
1.4	Timber & Surface w/ 66% Tie Replacement	per mile	$ 331			152	50,147	-	-	-	-	135	44,794	56	18,569	-	-
1.5	Relay Track w/ 136# CWR	per mile	$ 354			99	35,081	-	-	-	-	-	-	20	7,080	-	-
1.6	Freight Siding	per mile	$ 912			2	1,824	-	-	1.0	912	-	-	7	6,384	-	-
1.65	Passenger Siding	per mile	$ 1,376			17	23,392	-	-	-	-	62	85,312	31	42,656	13	17,888
1.71	Fencing, 4 ft Woven Wire (both sides)	per mile	$ 51			189	9,633	-	-	-	-	229	11,689	228	11,632	239	12,199
1.72	Fencing, 6 ft Chain Link (both sides)	per mile	$ 153			57	8,723	-	-	-	-	80	12,259	43	6,543	45	6,862
1.73	Fencing, 10 ft Chain Link (both sides)	per mile	$ 175			-	-	-	-	-	-	-	-	-	-	-	-
1.74	Decorative Fencing (both sides)	per mile	$ 394			12	4,651	-	-	-	-	15	5,940	14	5,616	15	5,890
Total Track Costs							$ 169,836		$ 46,903		$ 18,284		$ 348,577		$ 252,437		$ 116,253
Turnouts and Crossovers																	
4.1	#24 High Speed Turnout	each	$ 450			6	2,700	-	-	-	-	26	11,700	10	4,500	2	900
4.2	#20 Turnout Timber	each	$ 124			14	1,736	18.0	2,232	-	-	43	5,332.0	20	2,480	12	1,488
4.3	#10 Turnout Timber	each	$ 69			-	-	-	-	-	-	64	4,416.0	8	552	-	-
4.4	#20 Turnout Concrete	each	$ 249			-	-	-	-	-	-	25	6,225.0	-	-	-	-
4.5	#10 Turnout Concrete	each	$ 118			-	-	-	-	-	-	10	1,180.0	-	-	-	-
Total Turnouts Cost							$ 4,436		$ 2,232		$ -		$ 28,853		$ 7,532		$ 2,388
Curves																	
9.1	Elevate & Surface Curves	per mile	$ 58			30	1,729	-	-	-	-	3.6	206	20	1,137	5	318
9.3	Elastic Fasteners	per mile	$ 82			30	2,445	-	-	-	-	3.6	291	20	1,607	5	450
9.5	Realign Track for Curves (See Table G6 for Costs)	lump sum	varies			-	2,879	-	-	-	-	-	214	-	2,932	-	307
Total Curves Cost							$ 7,053		$ -		$ -		$ 711		$ 5,676		$ 1,075
Signals																	
8.1	Signals for Siding w/ High Speed Turnout	each	$ 1,268			4	5,072	-	-	-	-	13	16,484	4	5,072	1	1,268
8.2	Install CTC System (Single Track)	per mile	$ 183			-	-	-	-	-	-	285.2	52,197.1	285	52,173	-	-
8.21	Install CTC System (Double Track)	per mile	$ 300			-	-	-	-	-	-	12.0	3,600	-	-	-	-
8.3	Install PTC System	per mile	$ 197			143	28,191	-	-	-	-	268	52,841	163	32,013	299	58,903
8.4	Electric Lock for Industry Turnout	each	$ 103			-	-	-	-	-	-	74.0	7,622	14	1,442	-	-
8.5	Signals for Crossover	each	$ 700			6	4,200	5.0	3,500	-	-	15.0	10,500	4	2,800	4	2,800
8.6	Signals for Turnout	each	$ 400			2	800	8.0	3,200	-	-	10.0	4,000	10	4,000	4	1,600
Total Signals Cost							$ 38,263		$ 6,700		$ -		$ 147,244		$ 97,500		$ 64,571

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TABLE C
MWRRI PHASE 5
Itemized Costs by Route
Revision Date: 3/24/03

				Chicago Terminal Limits		Porter to Detroit / Pontiac		Battle Creek to Port Huron		Kalamazoo to Grand Rapids / Holland		Tolleston to Cleveland		Tolleston to Cincinnati		Grand Crossing to Carbondale	
			Maximum Authorized Speed	110 mph		110 mph		79 mph		79 mph		110 mph		110 mph		90 mph	
Item No.	Description	Unit	YR 2002 Unit Cost (1000s)	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Stations / Facilities																	
2.1	Full Service - New	each	$ 1,000			-	-	-	-	-	-	1.0	1,000.0	-	-	1	1,000
2.2	Full Service - Renovated	each	$ 500			11	5,500	4	2,000	2	1,000	2	1,000	4	2,000	7	3,500
2.3	Terminal - New	each	$ 2,000			-	-	-	-	-	-	1	2,000	-	-	-	-
2.4	Terminal - Renovated	each	$ 1,000			1	1,000	1	1,000	-	-	6	6,000	2	2,000	1	1,000
2.6	Layover Facility	lump sum	varies			-	-	1	5,544	1	5,544	-	-	-	-	1	5,544
2.7	Service & Inspection Facility	lump sum	varies			-	-	-	-	-	-	1	18,974	1	17,682	-	-
Total Station Cost							$ 6,500		$ 8,544		$ 6,544		$ 28,974		$ 21,682		$ 11,044
Bridges-under																	
5.1	Four Lane Urban Expressway	each	$ 4,835			-	-	-	-	-	-	-	-	-	-	-	-
5.2	Four Lane Rural Expressway	each	$ 4,025			-	-	-	-	-	-	-	-	-	-	-	-
5.3	Two Lane Highway	each	$ 3,054			11	33,594	-	-	-	-	6	18,324	-	-	-	-
5.4	Rail	each	$ 3,054			-	-	-	-	-	-	-	-	3	9,162	-	-
5.5	Minor river	each	$ 810			-	-	-	-	-	-	45	36,450	11	8,910	-	-
5.6	Major River	each	$ 8,098			-	-	-	-	-	-	-	-	-	-	-	-
5.71	Convert open deck bridge to ballast deck (single track)	per LF	$ 4.7			-	-	-	-	-	-	-	-	3,510	16,415	-	-
5.72	Convert open deck bridge to ballast deck (double track)	per LF	$ 9.4			-	-	-	-	-	-	-	-	-	-	-	-
5.73	Single Track on Flyover Structure	per LF	$ 6.0			-	-	-	-	-	-	3,100	18,600	-	-	-	-
5.8	Single Track on Approach Embankment w/ Retaining Wall	per LF	$ 3.0			-	-	-	-	-	-	6,500	19,500	-	-	-	-
Total Bridges-under Cost							$ 33,594		$ -		$ -		$ 92,874		$ 34,487		$ -
Bridges-over																	
6.1	Four Lane Urban Expressway	each	$ 2,087			-	-	-	-	-	-	3	6,261	-	-	-	-
6.2	Four Lane Rural Expressway	each	$ 2,929			-	-	-	-	-	-	3	8,787	-	-	-	-
6.3	Two Lane Highway	each	$ 1,903			-	-	-	-	-	-	2	3,806	-	-	-	-
6.4	Rail	each	$ 6,110			-	-	-	-	-	-	1	6,110	-	-	-	-
Total Bridges-over Cost							$ -		$ -		$ -		$ 24,964		$ -		$ -
Crossings																	
7.1	Private Closure	each	$ 83			22	1,826	-	-	-	-	21	1,743	27	2,241	29	2,407
7.2	Four Quadrant Gates w/ Trapped Vehicle Detector	each	$ 492			-	-	-	-	-	-	46	22,632	11	5,412	-	-
7.3	Four Quadrant Gates	each	$ 288			9	2,592	-	-	-	-	69	19,872	31	8,928	-	-
7.31	Convert Dual Gates to Quad Gates	each	$ 150			47	7,050	-	-	-	-	-	-	27	4,050	-	-
7.4a	Conventional Gates single mainline track	each	$ 166			49	8,134	-	-	-	-	195	32,370	144	23,904	90	14,940
7.4b	Conventional Gates double mainline track	each	$ 205			12	2,460	-	-	-	-	14	2,870	-	-	-	-
7.41	Convert Flashers Only to Dual Gate	each	$ 50			10	500	53.0	2,650	47	2,350	29	1,450	25	1,250	-	-
7.5a	Single Gate with Median Barrier	each	$ 180			46	8,280	-	-	-	-	-	-	32	5,760	-	-
7.5b	Convert Single Gate to Extended Arm	each	$ 15			45	675	-	-	-	-	-	-	84	1,260	-	-
7.71	Precast Panels without Rdway Improvements	each	$ 80			-	-	-	-	-	-	16	1,280	262	20,960	90	7,200
7.72	Precast Panels with Rdway Improvements	each	$ 150			-	-	-	-	-	-	311	46,650	87	13,050	-	-
7.8	Michigan Type Grade Crossing Surface	each	$ 15			218	3,270	-	-	-	-		-	-	-		-
															-		
Total Crossings Cost							34,787		2,650		2,350		128,867		86,815		24,547
Subtotals							**294,469**		**67,029**		**27,178**		**801,064**		**506,129**		**219,878**
Placeholders				**1,152,115**			**35,302**						**314,268**		**29,030**		
Adjustment for Allocation of Tolleston to Wanatah													**-27,691**		**-27,691**		
TOTAL				**1,152,115**			**329,771**		**67,029**		**27,178**		**1,087,640**		**507,468**		**219,878**

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TABLE C
MWRRI PHASE 5
Itemized Costs by Route
Revision Date: 3/24/03

				Joliet to St. Louis		St. Louis to Kansas City		Aurora to Quincy		Wyanet to Omaha		Rondout to St. Paul		Milwaukee to Green Bay		Total	
			Maximum Authorized Speed	110 mph		90 mph		90 mph		79 mph		110 mph		110 mph			
Item No.	Description	Unit	YR 2002 Unit Cost (1000s)	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Trackwork																	
1.1	HSR on Existing Roadbed	per mile	$ 993	-	-	-	-	-	-	-	-	-	-	-	-	38	$ 37,734
1.2a	HSR on New Roadbed	per mile	$ 1,059	-	-	-	-	-	-	-	-	75	79,531	38	40,242	269	$ 284,776
1.2b	HSR on New Roadbed & New Embankment	per mile	$ 1,492	-	-	-	-	3	4,476	-	-	26	38,941	51	76,092	171	$ 255,132
1.2c	HSR on New Roadbed & New Embankment (Double Track)	per mile	$ 2,674	-	-	-	-	-	-	-	-	-	-	10	26,740	10	$ 26,740
1.3	Timber & Surface w/ 33% Tie replacement	per mile	$ 222	48	10,638	-	-	341	75,613	-	-	234	51,881	22	4,884	1,447	$ 321,270
1.4	Timber & Surface w/ 66% Tie Replacement	per mile	$ 331	-	-	388	128,564	-	-	325	107,410	-	-	-	-	1,056	$ 349,483
1.5	Relay Track w/ 136# CWR	per mile	$ 354	-	-	-	-	-	-	54	19,116	-	-	-	-	173	$ 61,277
1.6	Freight Siding	per mile	$ 912	-	-	-	-	5	4,560	3	2,736	-	-	10	9,120	28	$ 25,536
1.65	Passenger Siding	per mile	$ 1,376	-	-	-	-	18	24,768	19	26,144	50	68,800	-	-	210	$ 288,960
1.71	Fencing, 4 ft Woven Wire (both sides)	per mile	$ 51	31	1,603	-	-	159	8,109	-	-	211	10,747	68	3,468	1,355	$ 69,081
1.72	Fencing, 6 ft Chain Link (both sides)	per mile	$ 153	8	1,208	-	-	70	10,710	-	-	40	6,045	21	3,213	363	$ 55,563
1.73	Fencing, 10 ft Chain Link (both sides)	per mile	$ 175	2	344	-	-	-	-	-	-	-	-	-	-	2	$ 344
1.74	Decorative Fencing (both sides)	per mile	$ 394	1	394	-	-	30	11,820	-	-	13	5,189	5	1,970	105	$ 41,470
Total Track Costs					$ 14,187		$128,564		$140,056		$ 155,406		$ 261,134		$ 165,729		$ 1,817,366
Turnouts and Crossovers																	
4.1	#24 High Speed Turnout	each	$ 450	-	-	22	9,900	4	1,800	8	3,600	10	4,500	4	1,800	92	$ 41,400
4.2	#20 Turnout Timber	each	$ 124	4	496	-	-	16	1,984	2	248	-	-	-	-	129	$ 15,996
4.3	#10 Turnout Timber	each	$ 69	-	-	-	-	12	828	8	552	-	-	-	-	92	$ 6,348
4.4	#20 Turnout Concrete	each	$ 249	-	-	-	-	-	-	-	-	-	-	-	-	25	$ 6,225
4.5	#10 Turnout Concrete	each	$ 118	-	-	-	-	-	-	-	-	-	-	-	-	10	$ 1,180
Total Turnouts Cost					$ 496		$ 9,900		$ 4,612		$ 4,400		$ 4,500		$ 1,800		$ 71,149
Curves																	
9.1	Elevate & Surface Curves	per mile	$ 58	2	99	85	4,921	25	1,436	-	-	41	2,381	6	348	217	$ 12,574
9.3	Elastic Fasteners	per mile	$ 82	2	139	85	6,957	25	2,030	-	-	41	3,366	6	492	217	$ 17,778
9.5	Realign Track for Curves (See Table G6 for Costs)	lump sum	varies	-	198	-	20,368	-	1,560	-	-	-	10,975	-	629	-	$ 40,061
Total Curves Cost					$ 436		$ 32,245		$ 5,027		$ -		$ 16,722		$ 1,469		$ 70,413
Signals																	
8.1	Signals for Siding w/ High Speed Turnout	each	$ 1,268	-	-	-	-	4	5,072	-	-	5	6,340	2	2,536	33	$ 41,844
8.2	Install CTC System (Single Track)	per mile	$ 183	-	-	-	-	-	-	325	59,384	-	-	60	10,980	955	$ 174,734
8.21	Install CTC System (Double Track)	per mile	$ 300	-	-	-	-	-	-	-	-	84	25,110	-	-	96	$ 28,710
8.3	Install PTC System	per mile	$ 197	37	7,269	282	55,635	218	43,017	-	-	224	44,128	83	16,351	1,718	$ 338,348
8.4	Electric Lock for Industry Turnout	each	$ 103	-	-	-	-	-	-	8	824	-	-	-	-	96	$ 9,888
8.5	Signals for Crossover	each	$ 700	-	-	-	-	7	4,900	-	-	-	-	-	-	41	$ 28,700
8.6	Signals for Turnout	each	$ 400	-	-	22	8,800	4	1,600	16	6,400	-	-	-	-	76	$ 30,400
Total Signals Cost					$ 7,269		$ 64,435		$ 54,589		$ 66,608		$ 75,578		$ 29,867		$ 652,623

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TABLE C
MWRRI PHASE 5
Itemized Costs by Route
Revision Date: 3/24/03

				Joliet to St. Louis		St. Louis to Kansas City		Aurora to Quincy		Wyanet to Omaha		Rondout to St. Paul		Milwaukee to Green Bay		Total	
			Maximum Authorized Speed	110 mph		90 mph		90 mph		79 mph		110 mph		110 mph			
Item No.	Description	Unit	YR 2002 Unit Cost (1000s)	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Stations / Facilities																	
2.1	Full Service - New	each	$ 1,000	-	-	-	-	-	-	-	-	1	1,000	6	6,000	9	$ 9,000
2.2	Full Service - Renovated	each	$ 500	7	3,500	8	4,000	7	3,500	5	2,500	11	5,500	1	500	69	$ 34,500
2.3	Terminal - New	each	$ 2,000	-	-	-	-	-	-	-	-	1	2,000	-	-	2	$ 4,000
2.4	Terminal - Renovated	each	$ 1,000	1	1,000	1	1,000	-	-	1	1,000	-	-	-	-	14	$ 14,000
2.6	Layover Facility	lump sum	varies	-	-	1	5,544	1	5,544	1	6,536	1	6,536	1	6,536	8	$ 47,328
2.7	Service & Inspection Facility	lump sum	varies	1	21,406	-	-	-	-	1	17,069	2	35,362	-	-	6	$ 110,494
Total Station Cost					$ 25,906		$ 10,544		$ 9,044		$ 27,105		$ 50,398		$ 13,036		$ 219,322
Bridges-under																	
5.1	Four Lane Urban Expressway	each	$ 4,835	-	-	-	-	-	-	-	-	-	-	-	-	-	$ -
5.2	Four Lane Rural Expressway	each	$ 4,025	-	-	-	-	-	-	-	-	-	-	-	-	-	$ -
5.3	Two Lane Highway	each	$ 3,054	-	-	-	-	-	-	-	-	1	3,054	10	30,540	28	$ 85,512
5.4	Rail	each	$ 3,054	-	-	-	-	-	-	-	-	-	-	1	3,054	4	$ 12,216
5.5	Minor river	each	$ 810	-	-	-	-	-	-	-	-	-	-	9	7,290	65	$ 52,650
5.6	Major River	each	$ 8,098	-	-	-	-	-	-	-	-	-	-	1	8,098	1	$ 8,098
5.71	Convert open deck bridge to ballast deck (single track)	per LF	$ 4.7	-		-	-	570	2,666	-	-	720	3,367	-	-	4,800	$ 22,448
5.72	Convert open deck bridge to ballast deck (double track)	per LF	$ 9.4	180	1,684	-	-	600	5,612	-	-	1,170	10,943	-	-	1,950	$ 18,239
5.73	Single Track on Flyover Structure	per LF	$ 6.0	-	-	-	-	-	-	-	-	-	-	-	-	3,100	$ 18,600
5.8	Single Track on Approach Embankment w/ Retaining Wall	per LF	$ 3.0	-	-	-	-	-	-	-	-	-	-	-	-	6,500	$ 19,500
Total Bridges-under Cost					$ 1,684		$ -		$ 8,278		$ -		$ 17,365		$ 48,982		$ 237,263
Bridges-over																	
6.1	Four Lane Urban Expressway	each	$ 2,087	-	-	-	-	-	-	-	-	-	-	-	-	3	$ 6,261
6.2	Four Lane Rural Expressway	each	$ 2,929	-	-	-	-	-	-	-	-	-	-	2	5,858	5	$ 14,645
6.3	Two Lane Highway	each	$ 1,903	-	-	-	-	-	-	-	-	-	-	2	3,806	4	$ 7,612
6.4	Rail	each	$ 6,110	-	-	-	-	-	-	-	-	-	-	-	-	1	$ 6,110
Total Bridges-over Cost					$ -		$ -		$ -		$ -		$ -		$ 9,664		$ 34,628
Crossings																	
7.1	Private Closure	each	$ 83	2	166	28	2,324	22	1,826	-	-	30	2,490	46	3,818	227	$ 18,841
7.2	Four Quadrant Gates w/ Trapped Vehicle Detector	each	$ 492	-	-	-	-	-	-	-	-	-	-	-	-	57	$ 28,044
7.3	Four Quadrant Gates	each	$ 288	15	4,320	55	15,840	-	-	-	-	144	41,472	34	9,792	357	$ 102,816
7.31	Convert Dual Gates to Quad Gates	each	$ 150	6	900	86	12,900	-	-	-	-	17	2,550	-	-	183	$ 27,450
7.4a	Conventional Gates single mainline track	each	$ 166	5	830	66	10,956	10	1,660	149	24,734	81	13,446	-	-	789	$ 130,974
7.4b	Conventional Gates double mainline track	each	$ 205	-	-	-	-	154	31,570	-	-	-	-	-	-	180	$ 36,900
7.41	Convert Flashers Only to Dual Gate	each	$ 50	9	450	1	50	11	550	79	3,950	20	1,000	-	-	284	$ 14,200
7.5a	Single Gate with Median Barrier	each	$ 180	-	-	-	-	-	-	-	-	-	-	74	13,320	152	$ 27,360
7.5b	Convert Single Gate to Extended Arm	each	$ 15	-	-	-	-	-	-	-	-	-	-	-	-	129	$ 1,935
7.71	Precast Panels without Rdway Improvements	each	$ 80	20	1,600	207	16,560	-	-	-	-	40	3,200	28	2,240	663	$ 53,040
7.72	Precast Panels with Rdway Improvements	each	$ 150	-	-	-	-	-	-	-	-	222	33,300	80	12,000	700	$ 105,000
7.8	Michigan Type Grade Crossing Surface	each	$ 15		-			10	150	149	2,235					377	$ 5,655
Total Crossings Cost					8,266		58,630		35,756		30,919		97,458		41,170		$ 552,215
Subtotals					**58,244**		**304,318**		**257,362**		**284,437**		**523,156**		**311,717**		**3,654,980**
Placeholders					**185,011**		**10,000**				**75,770**		**526,635**				**2,328,130**
Adjustment for Allocation of Tolleston to Wanatah																	**-55,383**
TOTAL					**243,256**		**314,318**		**257,362**		**360,207**		**1,049,791**		**311,717**		**5,927,728**

HNTB

TABLE D-1

MWRRI PHASE 5

Chicago to Detroit

Revision Date: 3/24/03

Chicago Terminal Area Limit

				Segment 1		Segment 2		Segment 3		Segment 4		Segment 5		Segment 6		Total	
			Segment No.	Segment 1		Segment 2		Segment 3		Segment 4		Segment 5		Segment 6			
			From - To	Chicago to Porter		Porter to Kalamazoo		Kalamazoo to Battle Ck		Battle Ck to W Det		W. Detroit to Milw. Jct.		Milw. Jct. to Pontiac			
			Host Carrier	NS		Amtrak		NS		NS		CR Shared Assets		CN			
			Mileposts	MP 523 to MP 482.21		MP 241 - MP 143		MP 143 - MP 121.5		MP 119.6 to MP 3		MP 3 to MP 4.2		MP 4.2 to MP 25.8			
			Track Miles	40.79 miles		98.0 miles		21.5 miles		116.6 miles		5.3 miles		21.6 miles		303.8 miles	
			Maximum Authorized Speed	110 mph		110 mph		110 mph		110 mph		60 mph		79 mph			
Item		Unit	YR 2002 Unit Cost (1000s)	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Trackwork																	
1.1	HSR on Existing Roadbed	per mile	$ 993		-	25	24,825	1	993		-		-		-	26	25,818
1.2a	HSR on New Roadbed	per mile	$ 1,059		-		-		-		-		-		-	-	-
1.2b	HSR on New Roadbed & New Embankment	per mile	$ 1,492		-		-		-		-		-		-	-	-
1.2c	HSR on New Roadbed & New Embankment (Double Track)	per mile	$ 2,674		-		-		-		-		-		-	-	-
1.3	Timber & Surface w/ 33% Tie replacement	per mile	$ 222		-		-		-	26	5,772		-	21.6	4,795	48	10,567
1.4	Timber & Surface w/ 66% Tie Replacement	per mile	$ 331		-	38.5	12,744	22.4	7,414	90.6	29,989		-		-	152	50,147
1.5	Relay Track w/ 136# CWR	per mile	$ 354		-	8.5	3,009		-	90.6	32,072		-		-	99	35,081
1.6	Freight Siding	per mile	$ 912		-		-		-	2	1,824		-		-	2	1,824
1.65	Passenger Siding	per mile	$ 1,376		-	15	20,640		-	2	2,752		-		-	17	23,392
1.71	Fencing, 4 ft Woven Wire (both sides)	per mile	$ 51		-	78	3,998	17	877	93	4,757		-		-	189	9,633
1.72	Fencing, 6 ft Chain Link (both sides)	per mile	$ 153		-	15	2,249	3	493	17	2,676		-	21.6	3,305	57	8,723
1.73	Fencing, 10 ft Chain Link (both sides)	per mile	$ 175		-		-		-		-		-		-	-	-
1.74	Decorative Fencing (both sides)	per mile	$ 394		-	5	1,931	1	424	6	2,297		-		-	12	4,651
Total Track Costs					-		69,396		10,202		82,139		-		8,100		169,836
Turnouts																	
4.1	#24 High Speed Turnout	each	$ 450		-	4	1,800	2	900		-		-		-	6	2,700
4.2	#20 Turnout Timber	each	$ 124		-	4	496		-	10	1,240		-		-	14	1,736
4.3	#10 Turnout Timber	each	$ 69		-		-		-		-		-		-	-	-
4.4	#20 Turnout Concrete	each	$ 249		-		-		-		-		-		-	-	-
4.5	#10 Turnout Concrete	each	$ 118		-		-		-		-		-		-	-	-
Total Turnouts Cost					-		2,296		900		1,240		-		-		4,436
Curves																	
9.1	Elevate & Surface Curves	per mile	$ 58		-	12.2	708	4.0	229	13.7	792		-		-	30	1,729
9.3	Elastic Fasteners	per mile	$ 82		-	12.2	1,001	4.0	324	13.7	1,119		-		-	30	2,445
9.5	Realign Track for Curves (See Table G6 for Costs)	lump sum	$ -		-		721		642		1,517		-		-	-	2,879
Total Curves Cost					-		2,430		1,195		3,428		-		-		7,053
Signals																	
8.1	Signals for Siding w/ High Speed Turnout	each	$ 1,268		-	2	2,536	1	1,268		-		-	1	1,268	4	5,072
8.2	Install CTC System (Single Track)	per mile	$ 183		-		-		-		-		-		-	-	-
8.21	Install CTC System (Double Track)	per mile	$ 300		-		-		-		-		-		-	-	-
8.3	Install PTC System	per mile	$ 197		-	38	7,486	14.5	2,857	90.6	17,848		-		-	143	28,191
8.4	Electric Lock for Industry Turnout	each	$ 103		-		-		-		-		-		-	-	-
8.5	Signals for Crossover	each	$ 700		-	2	1,400		-	4	2,800		-		-	6	4,200
8.6	Signals for Turnout	each	$ 400		-		-		-	2	800		-		-	2	800
Total Signals Cost					-		11,422		4,125		21,448		-		1,268		38,263
Stations / Facilities																	
2.1	Full Service - New	each	$ 1,000		-		-		-		-		-		-	-	-
2.2	Full Service - Renovated	each	$ 500		-	4	2,000	1	500	4	2,000		-	2	1,000	11	5,500
2.3	Terminal - New	each	$ 2,000		-		-		-		-		-		-	-	-
2.4	Terminal - Renovated	each	$ 1,000		-		-		-		-		-	1	1,000	1	1,000
2.6	Layover Facility	lump sum	$ -		-		-		-		-		-		-	-	-
2.7	Service & Inspection Facility	lump sum	$ -		-		-		-		-		-		-	-	-
Total Station Cost					-		2,000		500		2,000		-		2,000		6,500

HNTB

TABLE D-1

MWRRI PHASE 5

Chicago to Detroit

Revision Date: 3/24/03

Chicago Terminal Area Limit

				Segment No.	Segment 1		Segment 2		Segment 3		Segment 4		Segment 5		Segment 6		Total	
				From - To	Chicago to Porter		Porter to Kalamazoo		Kalamazoo to Battle Ck		Battle Ck to W Det		W. Detroit to Milw. Jct.		Milw. Jct. to Pontiac			
				Host Carrier	NS		Amtrak		NS		NS		CR Shared Assets		CN			
				Mileposts	MP 523 to MP 482.21		MP 241 - MP 143		MP 143 - MP 121.5		MP 119.6 to MP 3		MP 3 to MP 4.2		MP 4.2 to MP 25.8			
				Track Miles	40.79 miles		98.0 miles		21.5 miles		116.6 miles		5.3 miles		21.6 miles		303.8 miles	
				Maximum Authorized Speed	110 mph		110 mph		110 mph		110 mph		60 mph		79 mph			
Item		Unit	YR 2002 Unit Cost (1000s)		Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Bridges-under																		
5.1	Four Lane Urban Expressway	each	$ 4,835			-		-		-		-		-		-	-	-
5.2	Four Lane Rural Expressway	each	$ 4,025			-		-		-		-		-		-	-	-
5.3	Two Lane Highway	each	$ 3,054			-	6	18,324		-	5	15,270		-		-	11	33,594
5.4	Rail	each	$ 3,054			-		-		-		-		-		-	-	-
5.5	Minor river	each	$ 810			-		-		-		-		-		-	-	-
5.6	Major River	each	$ 8,098			-		-		-		-		-		-	-	-
5.71	Convert open deck bridge to ballast deck (single track)	per LF	$ 4.7			-		-		-		-		-		-	-	-
5.72	Convert open deck bridge to ballast deck (double track)	per LF	$ 9.4			-		-		-		-		-		-	-	-
5.73	Single Track on Flyover Structure	per LF	$ 6.0			-		-		-		-		-		-	-	-
5.8	Single Track on Approach Embankment w/ Retaining Wall	per LF	$ 3.0			-		-		-		-		-		-	-	-
Total Bridges-under Cost						-		18,324		-		15,270		-		-		33,594
Bridges-over																		
6.1	Four Lane Urban Expressway	each	$ 2,087			-		-		-		-		-		-	-	-
6.2	Four Lane Rural Expressway	each	$ 2,929			-		-		-		-		-		-	-	-
6.3	Two Lane Highway	each	$ 1,903			-		-		-		-		-		-	-	-
6.4	Rail	each	$ 6,110			-		-		-		-		-		-	-	-
Total Bridges-over Cost						-		-		-		-		-		-		-
Crossings																		
7.1	Private Closure	each	$ 83			-	7	581	4	332	11	913		-		-	22	1,826
7.2	Four Quadrant Gates w/ Trapped Vehicle Detector	each	$ 492			-		-		-		-		-		-	-	-
7.3	Four Quadrant Gates	each	$ 288			-	5	1,440	0	-	4	1,152		-		-	9	2,592
7.31	Convert Dual Gates to Quad Gates	each	$ 150			-	22	3,300	4	600	21	3,150		-		-	47	7,050
7.4a	Conventional Gates single mainline track	each	$ 166			-	18	2,988		-	31	5,146		-		-	49	8,134
7.4b	Conventional Gates double mainline track	each	$ 205			-		-	12	2,460		-		-		-	12	2,460
7.41	Convert Flashers Only to Dual Gate	each	$ 50			-	0	-	0	-	10	500		-		-	10	500
7.5a	Single Gate with Median Barrier	each	$ 180			-	22	3,960	4	720	20	3,600		-		-	46	8,280
7.5b	Convert Single Gate to Extended Arm	each	$ 15			-	22	330	3	45	20	300		-		-	45	675
7.71	Precast Panels without Rdway Improvements	each	$ 80			-		-		-		-		-		-	-	-
7.72	Precast Panels with Rdway Improvements	each	$ 150			-		-		-		-		-		-	-	-
7.8	Michigan Type Grade Crossing Surface	each	$ 15			-	89	1,335	23	345	106	1,590		-		-	218	3,270
Total Crossings Cost						-		13,934		4,502		16,351		-		-		34,787
Segment Totals								**119,801**		**21,423**		**141,877**				**11,368**		**294,469**
Placeholder																		
	Battle Creek Baron to Gord Improvements									15,000								15,000
	West Detroit to Beaubien Costs (from Lansing to Detroit Study)													15,302				15,302
	Track Improvements													5,000				5,000
TOTAL								**119,801**		**36,423**		**141,877**		**20,302**		**11,368**		**329,771**

NOTES

Installation of PTC system does not include locomotive equipment and dispatch equipme Assume 26' offset for new mainline track construction for speeds above 79 mph
Cost Estimate does not include utility relocation.
Corridor access with frieght railroads to be negotiated; costs not included
Station costs are MWRRS allocation amounts
Siding improvements incorporate recommendations from TEMS Ideal Day Analysis Report (Dated March 8, 2002)
Close 25% of all private crossings where speeds are above 79 mph; remainder are Conventional Gate
Four Quandrant Gates all public crossings at speeds > 79mph
Conventional Gates all public crossings at speeds <= 79mph
Michigan Type Grade Crossing surface used at all crossings
Precast Panels with Rdway Improvements installed where track embankment is replaced
Precast Panels without Rdway Improvements installed where track embankment is not replaced

ASSUMED STATION LOCATIONS AND IMPROVEMENTS:

MP 228	Michigan City	Full Service - Renovated
MP 192	Niles	Full Service - Renovated
MP 179.5	Dowagiac	Full Service - Renovated
MP 143.5	Kalamazoo	Full Service - Renovated
MP 120.8	Battle Creek	Full Service - Renovated
MP 95.9	Albion	Full Service - Renovated
MP 75	Jackson	Full Service - Renovated
MP 38	Ann Arbor	Full Service - Renovated
MP 8	Dearborn	Full Service - Renovated
MP 5.6	DETROIT	Full Service - Renovated
MP 13.2	Royal Oak	Full Service - Renovated
MP 17.5	Birmingham	Full Service - Renovated
MP 25.8	Pontiac	Terminal - Renovated

HNTB

TABLE D-2

MWRRI PHASE 5

Battle Creek to Port Huron

Revision Date: 3/24/03

				Segment No.	Segment 1		Segment 2		Segment 3		Total	
				From - To	Battle Creek to E. Lansing		E. Lansing to Flint		Flint to Port Huron			
				Host Carrier	CN		CN		CN			
				Mileposts	MP 176.6 to MP 223.9		MP 223.9 to MP 280		MP 280 to MP 334.2			
				Track Miles	47.3 miles		56.1 miles		54.2 miles		157.6 miles	
				Maximum Authorized Speed	79 mph		79 mph		79 mph			
Item		Unit	YR 2002 Unit Cost (1000s)		Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Trackwork												
1.1	HSR on Existing Roadbed	per mile	$ 993		2	1,986	2	1,986	8	7,944	12	11,916
1.2a	HSR on New Roadbed	per mile	$ 1,059			-		-		-	-	-
1.2b	HSR on New Roadbed & New Embankment	per mile	$ 1,492			-		-		-	-	-
1.2c	HSR on New Roadbed & New Embankment (Double Track)	per mile	$ 2,674			-		-		-	-	-
1.3	Timber & Surface w/ 33% Tie replacement	per mile	$ 222		47.3	10,501	$ 56	12,454	54.2	12,032	157.6	34,987
1.4	Timber & Surface w/ 66% Tie Replacement	per mile	$ 331			-		-		-	-	-
1.5	Relay Track w/ 136# CWR	per mile	$ 354			-		-		-	-	-
1.6	Freight Siding	per mile	$ 912			-		-		-	-	-
1.65	Passenger Siding	per mile	$ 1,376			-		-		-	-	-
1.71	Fencing, 4 ft Woven Wire (both sides)	per mile	$ 51			-		-		-	-	-
1.72	Fencing, 6 ft Chain Link (both sides)	per mile	$ 153			-		-		-	-	-
1.73	Fencing, 10 ft Chain Link (both sides)	per mile	$ 175			-		-		-	-	-
1.74	Decorative Fencing (both sides)	per mile	$ 394			-		-		-	-	-
Total Track Costs						12,487		14,440		19,976		46,903
Turnouts												
4.1	#24 High Speed Turnout	each	$ 450			-		-		-	-	-
4.2	#20 Turnout Timber	each	$ 124		6	744	8	992	4	496	18	2,232
4.3	#10 Turnout Timber	each	$ 69			-		-		-	-	-
4.4	#20 Turnout Concrete	each	$ 249			-		-		-	-	-
4.5	#10 Turnout Concrete	each	$ 118			-		-		-	-	-
Total Turnouts Cost						744		992		496		2,232
Curves												
9.1	Elevate & Surface Curves	per mile	$ 58			-		-		-	-	-
9.2	Curvature Reduction	per mile	$ 393			-		-		-	-	-
9.3	Elastic Fasteners	per mile	$ 82			-		-		-	-	-
Total Curves Cost						-		-		-		-
Signals												
8.1	Signals for Siding w/ High Speed Turnout	each	$ 1,268			-		-		-	-	-
8.2	Install CTC System (Single Track)	per mile	$ 183			-		-		-	-	-
8.21	Install CTC System (Double Track)	per mile	$ 300			-		-		-	-	-
8.3	Install PTC System	per mile	$ 197			-		-		-	-	-
8.4	Electric Lock for Industry Turnout	each	$ 103			-		-		-	-	-
8.5	Signals for Crossover	each	$ 700		2	1,400	3	2,100		-	5	3,500
8.6	Signals for Turnout	each	$ 400		2	800	2	800	4	1,600	8	3,200
Total Signals Cost						2,200		2,900		1,600		6,700
Stations / Facilities												
2.1	Full Service - New	each	$ 1,000			-		-		-	-	-
2.2	Full Service - Renovated	each	$ 500			-	3	1,500	1	500	4	2,000
2.3	Terminal - New	each	$ 2,000			-		-		-	-	-
2.4	Terminal - Renovated	each	$ 1,000			-		-	1	1,000	1	1,000
2.6	Layover Facility in Port Huron	lump sum	$ 5,544			-		-	1	5,544	1	5,544
2.7	Service & Inspection Facility	lump sum	$ -			-		-		-	-	-
Total Station Cost						-		1,500		7,044		8,544

HNTB

TABLE D-2

MWRRI PHASE 5

Battle Creek to Port Huron

Revision Date: 3/24/03

				Segment No.	Segment 1		Segment 2		Segment 3		Total	
				From - To	Battle Creek to E. Lansing		E. Lansing to Flint		Flint to Port Huron			
				Host Carrier	CN		CN		CN			
				Mileposts	MP 176.6 to MP 223.9		MP 223.9 to MP 280		MP 280 to MP 334.2			
				Track Miles	47.3 miles		56.1 miles		54.2 miles		157.6 miles	
				Maximum Authorized Speed	79 mph		79 mph		79 mph			
Item		Unit	YR 2002 Unit Cost (1000s)		Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Bridges-under												
5.1	Four Lane Urban Expressway	each	$ 4,835			-		-		-	-	-
5.2	Four Lane Rural Expressway	each	$ 4,025			-		-		-	-	-
5.3	Two Lane Highway	each	$ 3,054			-		-		-	-	-
5.4	Rail	each	$ 3,054			-		-		-	-	-
5.5	Minor river	each	$ 810			-		-		-	-	-
5.6	Major River	each	$ 8,098			-		-		-	-	-
5.71	Convert open deck bridge to ballast deck (single track)	per LF	$ 4.7			-		-		-	-	-
5.72	Convert open deck bridge to ballast deck (double track)	per LF	$ 9.4			-		-		-	-	-
5.73	Single Track on Flyover Structure	per LF	$ 6.0			-		-		-	-	-
5.8	Single Track on Approach Embankment w/ Retaining Wall	per LF	$ 3.0			-		-		-	-	-
Total Bridges-under Cost						-		-		-		-
Bridges-over												
6.1	Four Lane Urban Expressway	each	$ 2,087			-		-		-	-	-
6.2	Four Lane Rural Expressway	each	$ 2,929			-		-		-	-	-
6.3	Two Lane Highway	each	$ 1,903			-		-		-	-	-
6.4	Rail	each	$ 6,110			-		-		-	-	-
Total Bridges-over Cost						-		-		-		-
Crossings												
7.1	Private Closure	each	$ 83			-		-		-	-	-
7.2	Four Quadrant Gates w/ Trapped Vehicle Detector	each	$ 492			-		-		-	-	-
7.3	Four Quadrant Gates	each	$ 288			-		-		-	-	-
7.31	Convert Dual Gates to Quad Gates	each	$ 150			-		-		-	-	-
7.4a	Conventional Gates single mainline track	each	$ 166			-		-		-	-	-
7.4b	Conventional Gates double mainline track	each	$ 205			-		-		-	-	-
7.41	Convert Flashers Only to Dual Gate	each	$ 50		12	600	13	650	28	1,400	53	2,650
7.5a	Single Gate with Median Barrier	each	$ 180			-		-		-	-	-
7.5b	Convert Single Gate to Extended Arm	each	$ 15			-		-		-	-	-
7.71	Precast Panels without Rdway Improvements	each	$ 80			-		-		-	-	-
7.72	Precast Panels with Rdway Improvements	each	$ 150			-		-		-	-	-
7.8	Michigan Type Grade Crossing Surface	each	$ 15			-		-		-	-	-
Total Crossings Cost						600		650		1,400		2,650
Segment Totals						**16,031**		**20,482**		**30,516**		**67,029**

NOTES

Cost Estimate does not include utility relocation.
Corridor access with frieght railroads to be negotiated; costs not included
Station costs are MWRRS allocation amounts
Siding improvements incorporate recommendations from TEMS Ideal Day Analysis Report (Dated March 8, 2002)
Close 25% of all private crossings where speeds are above 79 mph; remainder are Conventional Gate
Four Quandrant Gates all public crossings at speeds > 79mph
Conventional Gates all public crossings at speeds </= 79mph
Michigan Type Grade Crossing surface used at all crossings
Precast Panels with Rdway Improvements installed where track embankment is replaced
Precast Panels without Rdway Improvements installed where track embankment is not replaced

ASSUMED STATION LOCATIONS AND IMPROVEMENTS:

MP 176.6	Battle Creek	* Included in Detroit route
MP 223.9	East Lansing	Full Service - Renovated
MP 253.3	Durand	Full Service - Renovated
MP 280	Flint	Full Service - Renovated
MP 290	Lapeer	Full Service - Renovated
MP 334.2	Port Huron	Terminal - Renovated

HNTB

TABLE D-3

MWRRI PHASE 5

Kalamazoo to Grand Rapids

Revision Date: 3/24/03

			Segment No.	Segment 1		Segment 2		Total	
			From - To	Kalamazoo to Grand Rapid		Grand Rapids to Holland			
			Host Carrier	NS		CSXT			
			Mileposts	MP 143.5 to MP 0.3		MP 0.3 to MP 25.3			
			Track Miles	53.25 miles		25.0 miles		78.3 miles	
			Maximum Authorized Speed	79 mph		79 mph			
Item		Unit	YR 2002 Unit Cost (1000s)	Quantity	Amount	Quantity	Amount	Quantity	Amount
Trackwork									
1.1	HSR on Existing Roadbed	per mile	$ 993		-		-	-	-
1.2a	HSR on New Roadbed	per mile	$ 1,059		-		-	-	-
1.2b	HSR on New Roadbed & New Embankment	per mile	$ 1,492		-		-	-	-
1.2c	HSR on New Roadbed & New Embankment (Double Track)	per mile	$ 2,674		-		-	-	-
1.3	Timber & Surface w/ 33% Tie replacement	per mile	$ 222	53.25	11,822	25.0	5,550	78	17,372
1.4	Timber & Surface w/ 66% Tie Replacement	per mile	$ 331		-		-	-	-
1.5	Relay Track w/ 136# CWR	per mile	$ 354		-		-	-	-
1.6	Freight Siding	per mile	$ 912	1	912		-	1	912
1.65	Passenger Siding	per mile	$ 1,376		-		-	-	-
1.71	Fencing, 4 ft Woven Wire (both sides)	per mile	$ 51		-		-	-	-
1.72	Fencing, 6 ft Chain Link (both sides)	per mile	$ 153		-		-	-	-
1.73	Fencing, 10 ft Chain Link (both sides)	per mile	$ 175		-		-	-	-
1.74	Decorative Fencing (both sides)	per mile	$ 394		-		-	-	-
Total Track Costs					12,734		5,550		18,284
Turnouts									
4.1	#24 High Speed Turnout	each	$ 450		-		-	-	-
4.2	#20 Turnout Timber	each	$ 124		-		-	-	-
4.3	#10 Turnout Timber	each	$ 69		-		-	-	-
4.4	#20 Turnout Concrete	each	$ 249		-		-	-	-
4.5	#10 Turnout Concrete	each	$ 118		-		-	-	-
Total Turnouts Cost					-		-		-
Curves									
9.1	Elevate & Surface Curves	per mile	$ 58		-		-	-	-
9.3	Elastic Fasteners	per mile	$ 82		-		-	-	-
9.5	Realign Track for Curves (See Table G6 for Costs)	lump sum	$ -				-	-	-
Total Curves Cost					-		-		-
Signals									
8.1	Signals for Siding w/ High Speed Turnout	each	$ 1,268		-		-	-	-
8.2	Install CTC System (Single Track)	per mile	$ 183		-		-	-	-
8.21	Install CTC System (Double Track)	per mile	$ 300		-		-	-	-
8.3	Install PTC System	per mile	$ 197				-		-
8.4	Electric Lock for Industry Turnout	each	$ 103		-		-	-	-
8.5	Signals for Crossover	each	$ 700		-		-	-	-
8.6	Signals for Turnout	each	$ 400		-		-	-	-
Total Signals Cost					-		-		-
Stations / Facilities									
2.1	Full Service - New	each	$ 1,000		-		-	-	-
2.2	Full Service - Renovated	each	$ 500	1	500	1	500	2	1,000
2.3	Terminal - New	each	$ 2,000		-		-	-	-
2.4	Terminal - Renovated	each	$ 1,000		-		-	-	-
2.6	Layover Facility in Holland	lump sum	$ 5,544		-	1	5,544	1	5,544
2.7	Service & Inspection Facility	lump sum	$ -		-		-	-	-
Total Station Cost					500		6,044		6,544

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TABLE D-3

MWRRI PHASE 5

Kalamazoo to Grand Rapids

Revision Date: 3/24/03

			Segment No.	Segment 1		Segment 2		Total	
			From - To	Kalamazoo to Grand Rapid		Grand Rapids to Holland			
			Host Carrier	NS		CSXT			
			Mileposts	MP 143.5 to MP 0.3		MP 0.3 to MP 25.3			
			Track Miles	53.25 miles		25.0 miles		78.3 miles	
			Maximum Authorized Speed	79 mph		79 mph			
Item		Unit	YR 2002 Unit Cost (1000s)	Quantity	Amount	Quantity	Amount	Quantity	Amount
Bridges-under									
5.1	Four Lane Urban Expressway	each	$ 4,835		-		-	-	-
5.2	Four Lane Rural Expressway	each	$ 4,025		-		-	-	-
5.3	Two Lane Highway	each	$ 3,054		-		-	-	-
5.4	Rail	each	$ 3,054		-		-	-	-
5.5	Minor river	each	$ 810		-		-	-	-
5.6	Major River	each	$ 8,098		-		-	-	-
5.71	Convert open deck bridge to ballast deck (single track)	per LF	$ 4.7		-		-	-	-
5.72	Convert open deck bridge to ballast deck (double track)	per LF	$ 9.4		-		-	-	-
5.73	Single Track on Flyover Structure	per LF	$ 6		-		-	-	-
5.8	Single Track on Approach Embankment w/ Retaining Wall	per LF	$ 3.0		-		-	-	-
Total Bridges-under Cost					-		-		-
Bridges-over									
6.1	Four Lane Urban Expressway	each	$ 2,087		-		-	-	-
6.2	Four Lane Rural Expressway	each	$ 2,929		-		-	-	-
6.3	Two Lane Highway	each	$ 1,903		-		-	-	-
6.4	Rail	each	$ 6,110		-		-	-	-
Total Bridges-over Cost					-		-		-
Crossings									
7.1	Private Closure	each	$ 83		-		-	-	-
7.2	Four Quadrant Gates w/ Trapped Vehicle Detector	each	$ 492		-		-	-	-
7.3	Four Quadrant Gates	each	$ 288		-		-	-	-
7.31	Convert Dual Gates to Quad Gates	each	$ 150		-		-	-	-
7.4a	Conventional Gates single mainline track	each	$ 166		-		-	-	-
7.4b	Conventional Gates double mainline track	each	$ 205		-		-	-	-
7.41	Convert Flashers Only to Dual Gate	each	$ 50	32	1,600	15	750	47	2,350
7.5a	Single Gate with Median Barrier	each	$ 180		-		-	-	-
7.5b	Convert Single Gate to Extended Arm	each	$ 15		-		-	-	-
7.72	Precast Panels with Rdway Improvements	each	$ 150		-		-	-	-
7.72	Precast Panels with Rdway Improvements	each	$ 150		-		-	-	-
7.8	Michigan Type Grade Crossing Surface	each	$ 15		-		-	-	-
Total Crossings Cost					1,600		750		2,350
Segment Totals					**14,834**		**12,344**		**27,178**

NOTES

Cost Estimate does not include utility relocation.
Corridor access with frieght railroads to be negotiated; costs not included
Station costs are MWRRS allocation amounts
Siding improvements incorporate recommendations from TEMS Ideal Day Analysis Report (Dated March 8, 2002)
Assume 75% of underbridges need to be upgraded where speeds are above 79 mph
Estimate average span of underbridge is 40 feet.
Close 25% of all private crossings where speeds are above 79 mph; remainder are Conventional Gate
Four Quandrant Gates all public crossings at speeds > 79mph
Conventional Gates all public crossings at speeds </= 79mph
Michigan Type Grade Crossing surface used at all crossings
Precast Panels with Rdway Improvements installed where track embankment is replaced
Precast Panels without Rdway Improvements installed where track embankment is not replaced

ASSUMED STATION LOCATIONS AND IMPROVEMENTS:

MP 25.3	Holland	Full Service - Renovated
MP 0.3	Grand Rapids	Full Service - Renovated
MP 143.5	Kalamazoo	* Included in Detroit route

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TABLE D-4
MWRRI PHASE 5
Chicago to Cleveland (via Fort Wayne)

Revision Date: 3/24/03

Chicago Terminal Area Limit

Item		Unit	YR 2002 Unit Cost (1000s)	Segment 1 Chicago to Tolleston South-of-the-Lake Corridor Study 26.6 miles Quantity	Amount	Segment 2 Tolleston to Wanatah CSX MP 442.5 - MP 414.9 27.6 miles 110 mph Quantity	Amount	Segment 3 Wanatah to Mike CSX & NS SX MP 414.9 - NS MP 146 95.6 miles 110 mph Quantity	Amount	Segment 4 Mike to New Haven NS MP 146.1 - MP 363.94 6.86 miles 79 mph Quantity	Amount	Segment 5 New Haven to Liberty Ctr. NS & M&W MP 87.19 - MP 30.25 56.94 miles 110 mph Quantity	Amount	Segment 6 Liberty Center to Delta I&O MP 82.5 - MP 74.27 8.23 miles 79 mph Quantity	Amount	Segment 7 Delta to Toledo NS MP 314.4 - 288.5 25.9 miles 110 mph Quantity	Amount	Segment 8 Toledo to Berea NS MP 288.5 - MP 194 94.5 miles 110 mph Quantity	Amount	Segment 9 Berea to Cleveland NS MP 194 - MP182 12.0 miles 79 mph Quantity	Amount	Total 342.3 miles Quantity	Amount
	Segment No.																							
	From - To																							
	Host Carrier																							
	Mileposts																							
	Track Miles																							
	Maximum Authorized Speed																							
Trackwork																								
1.1	HSR on Existing Roadbed	per mile	$ 993				-		-		-		-		-		-		-		-	-	-
1.2a	HSR on New Roadbed	per mile	$ 1,059				-		-	3.61	3,823		-		-		-	17	18,003	12	12,708	33	34,534
1.2b	HSR on New Roadbed & New Embankment	per mile	$ 1,492				-		-	2	2,984		-		-	23.9	35,659	53	79,076	12	17,904	91	135,623
1.2c	HSR on New Roadbed & New Embankment (Double Track)	per mile	$ 2,674				-		-		-		-		-		-		-		-	-	-
1.3	Timber & Surface w/ 33% Tie replacement	per mile	$ 222				-		-		-		-		-		-	83	18,426		-	83	18,426
1.4	Timber & Surface w/ 66% Tie Replacement	per mile	$ 331			27.6	9,136	95.6	31,644	2	662		-	8.23	2,724	1.9	629		-		-	135	44,794
1.5	Relay Track w/ 136# CWR	per mile	$ 354				-		-		-		-		-		-		-		-	-	-
1.6	Freight Siding	per mile	$ 912				-		-		-		-		-		-		-		-	-	-
1.65	Passenger Siding	per mile	$ 1,376			5	6,880	20	27,520		-	10	13,760	2	2,752	5	6,880	20	27,520		-	62	85,312
1.71	Fencing, 4 ft Woven Wire (both sides)	per mile	$ 51			22.08	1,126	76.48	3,900	5.49	280	45.55	2,323	4	204		-	76	3,856		-	229	11,689
1.72	Fencing, 6 ft Chain Link (both sides)	per mile	$ 153			4.14	633	14.34	2,194	1.03	157	8.54	1,307		-	25.9	3,963	14	2,169	12	1,836	80	12,259
1.73	Fencing, 10 ft Chain Link (both sides)	per mile	$ 175				-		-		-		-		-		-		-		-	-	-
1.74	Decorative Fencing (both sides)	per mile	$ 394			1.38	544	4.78	1,883	0.34	135	2.85	1,122		-		-	5	1,862	1	394	15	5,940
Total Track Costs							18,319		67,141		8,041		18,512		5,680		47,130		150,911		32,842		348,577
Turnouts																							
4.1	#24 High Speed Turnout	each	$ 450			2	900	10	4,500		-	4	1,800		-	2	900	8	3,600		-	26	11,700
4.2	#20 Turnout Timber	each	$ 124			2	248	8	992	2	248	14	1,736	2	248	2	248	9	1,116	4	496	43	5,332
4.3	#10 Turnout Timber	each	$ 69			3	207	23	1,587	9	621	29	2,001		-		-		-		-	64	4,416
4.4	#20 Turnout Concrete	each	$ 249				-		-		-		-		-	2	498	9	2,241	14	3,486	25	6,225
4.5	#10 Turnout Concrete	each	$ 118				-		-		-		-		-	2	236	4	472	4	472	10	1,180
Total Turnouts Cost							1,355		7,079		869		5,537		248		1,882		7,429		4,454		28,853
Curves																							
9.1	Elevate & Surface Curves	per mile	$ 58															3.6	206		-	4	206
9.3	Elastic Fasteners	per mile	$ 82															3.6	291		-	4	291
9.5	Realign Track for Curves (See Table G6 for Costs)	lump sum	$ -																214			-	214
Total Curves Cost																			711		-		711
Signals																							
8.1	Signals for Siding w/ High Speed Turnout	each	$ 1,268			1	1,268	4	5,072		-	2	2,536		-	1	1,268	4	5,072	1	1,268	13	16,484
8.2	Install CTC System (Single Track)	per mile	$ 183			27.6	5,051	95.6	17,495	6.86	1,255	56.94	10,420	8.23	1,506	20	3,660	70	12,810		-	285	52,197
8.21	Install CTC System (Double Track)	per mile	$ 300				-		-		-		-		-		-		-	12	3,600	12	3,600
8.3	Install PTC System	per mile	$ 197			27.6	5,437	95.6	18,833	6.86	1,351	56.94	11,217	8.23	1,621	20	3,940	53	10,441		-	268	52,841
8.4	Electric Lock for Industry Turnout	each	$ 103			3	309	23	2,369	9	927	29	2,987		-	2	206	4	412	4	412	74	7,622
8.5	Signals for Crossover	each	$ 700				-		-		-		-		-	2	1,400	9	6,300	4	2,800	15	10,500
8.6	Signals for Turnout	each	$ 400				-		-		-		-		-		-		-	10	4,000	10	4,000
Total Signals Cost							12,065		43,769		3,534		27,160		3,127		10,474		35,035		12,080		147,244
Stations / Facilities																							
2.1	Full Service - New	each	$ 1,000				-		-		-		-		-		-		-	1	1,000	1	1,000
2.2	Full Service - Renovated	each	$ 500				-		-		-		-		-		-	2	1,000		-	2	1,000
2.3	Terminal - New	each	$ 2,000				-	1	2,000		-		-		-		-		-		-	1	2,000
2.4	Terminal - Renovated	each	$ 1,000			1	1,000	2	2,000		-	1	1,000		-		-	1	1,000	1	1,000	6	6,000
2.6	Layover Facility	lump sum	$ -				-		-		-		-		-		-		-		-	-	-
2.7	Service & Inspection Facility in Cleveland	lump sum	$ 18,973				-		-		-		-		-		-		-	1	18,973	1	18,974
Total Station Cost							1,000		4,000		-		1,000		-		-		2,000		20,973		28,974

HNTB

TABLE D-4
MWRRI PHASE 5
Chicago to Cleveland (via Fort Wayne)

Revision Date: 3/24/03

Chicago Terminal Area Limit

Item	Unit	YR 2002 Unit Cost (1000s)	Segment 1 Chicago to Tolleston South-of-the-Lake Corridor Study 26.6 miles		Segment 2 Tolleston to Wanatah CSX MP 442.5 - MP 414.9 27.6 miles 110 mph		Segment 3 Wanatah to Mike CSX & NS SX MP 414.9 - NS MP 146 95.6 miles 110 mph		Segment 4 Mike to New Haven NS MP 146.1 - MP 363.94 6.86 miles 79 mph		Segment 5 New Haven to Liberty Ctr. NS & M&W MP 87.19 - MP 30.25 56.94 miles 110 mph		Segment 6 Liberty Center to Delta I&O MP 82.5 - MP 74.27 8.23 miles 79 mph		Segment 7 Delta to Toledo NS MP 314.4 - 288.5 25.9 miles 110 mph		Segment 8 Toledo to Berea NS MP 288.5 - MP 194 94.5 miles 110 mph		Segment 9 Berea to Cleveland NS MP 194 - MP182 12.0 miles 79 mph		Total 342.3 miles	
Maximum Authorized Speed																						
Bridges-under																						
5.1 Four Lane Urban Expressway	each	$ 4,835				-		-		-		-		-		-		-		-	-	-
5.2 Four Lane Rural Expressway	each	$ 4,025				-		-		-		-		-		-		-		-	-	-
5.3 Two Lane Highway	each	$ 3,054				-		-		-		-		-	4	12,216	2	6,108		-	6	18,324
5.4 Rail	each	$ 3,054				-		-		-		-		-		-		-		-	-	-
5.5 Minor river	each	$ 810				-		-		-	21	17,010		-	8	6,480	16	12,960		-	45	36,450
5.6 Major River	each	$ 8,098				-		-		-		-		-		-		-		-	-	-
5.71 Convert open deck bridge to ballast deck (single track)	per LF	$ 4.7				-		-		-		-		-		-		-		-	-	-
5.72 Convert open deck bridge to ballast deck (double track)	per LF	$ 9.4				-		-		-		-		-		-		-		-	-	-
5.73 Single Track on Flyover Structure	per LF	$ 6.0				-		-	2,100	12,600	1,000	6,000		-		-		-		-	3,100	18,600
5.8 Single Track on Approach Embankment w/ Retaining Wall	per LF	$ 3.0				-		-	4,500	13,500	2,000	6,000		-		-		-		-	6,500	19,500
Total Bridges-under Cost						-		-		26,100		29,010		-		18,696		19,068		-		92,874
Bridges-over																						
6.1 Four Lane Urban Expressway	each	$ 2,087				-		-							1	2,087	2	4,174		-	3	6,261
6.2 Four Lane Rural Expressway	each	$ 2,929				-		-							1	2,929	2	5,858		-	3	8,787
6.3 Two Lane Highway	each	$ 1,903				-		-								-	2	3,806		-	2	3,806
6.4 Rail	each	$ 6,110				-		-								-	1	6,110		-	1	6,110
Total Bridges-over Cost						-		-								5,016		19,948		-		24,964
Crossings																						
7.1 Private Closure	each	$ 83			2	166	6	498		-	6	498	1	83	1	83	5	415		-	21	1,743
7.2 Four Quadrant Gates w/ Trapped Vehicle Detector	each	$ 492			11	5,412	15	7,380	2	984	15	7,380		-	3	1,476		-		-	46	22,632
7.3 Four Quadrant Gates	each	$ 288			17	4,896	14	4,032	2	576	16	4,608		-	3	864	17	4,896		-	69	19,872
7.31 Convert Dual Gates to Quad Gates	each	$ 150				-		-		-		-		-		-		-		-	-	-
7.4a Conventional Gates single mainline track	each	$ 166			15	2,490	76	12,616	5	830	80	13,280	3	498	16	2,656		-		-	195	32,370
7.4b Conventional Gates double mainline track	each	$ 205				-		-		-		-		-		-	14	2,870		-	14	2,870
7.41 Convert Flashers Only to Dual Gate	each	$ 50			5	250	7	350	3	150	11	550		-		-	1	50	2	100	29	1,450
7.5a Single Gate with Median Barrier	each	$ 180				-		-		-		-		-		-		-		-	-	-
7.5b Convert Single Gate to Extended Arm	each	$ 15				-		-		-		-		-		-		-		-	-	-
7.71 Precast Panels without Rdway Improvements	each	$ 80				-		-		-		-		-		-	16	1,280		-	16	1,280
7.72 Precast Panels with Rdway Improvements	each	$ 150			43	6,450	105	15,750	9	1,350	111	16,650	3	450	22	3,300	16	2,400	2	300	311	46,650
7.8 Michigan Type Grade Crossing Surface	each	$ 15				-		-		-		-		-		-		-		-	-	-
Total Crossings Cost						19,664		40,626		3,890		42,966		1,031		8,379		11,911		400		128,867
Segment Totals						**52,403**		**162,615**		**42,434**		**124,185**		**10,087**		**91,577**		**247,013**		**70,749**		**801,064**
Placeholders																						
Longitudinal Drainage Improvements	per mile	50			27.6	1,380	95.6	4,780		-		-	8.23	412		-					131	6,572
Land Acquisition Urban	per mile	327				-		-	1.25	409		-		-		-					1	409
HSR on New Roadbed with Embankment Widening	per mile	1,350				-		-		-	56.37	76,100		-		-					56	76,100
Land Acquisition Rural	per mile	109				-		-		-		-	1	55		-					1	55
Track Connection from M&W to I&O	per mile	1,492				-		-		-		-	0	298		-					0	298
Track Connection from I&O to NS	per LF	3				-		-		-		-	1,500	4,500		-					1,500	4,500
Rehabilitation of Bridge over River at Defiance	LS	$ 1,000				-		-		-	1	1,000		-		-					1	1,000
Depress Roadway under RR (Rte 24 east of Napoleon)	LS	$ 4,835				-		-		-	1	4,835		-		-					1	4,835
Bridge Rehabilitation	each	$ 200			8	1,600	34	6,800	14	2,800		-	11	2,200		-					67	13,400
Culvert	each	$ 100				-		-		-	50	5,000	1	100		-					51	5,100
Toledo Improvements (Airline Yard, Amtrak Access, NS improvements)	lump sum	40,000				-		-		-		-		-	1	40,000					1	40,000
Maumee River Bridge crossing	lump sum	50,000				-		-		-		-		-		-	1	50,000			1	50,000
CSX / NS grade separation near Toledo	lump sum	40,000				-		-		-		-		-		-	1	40,000			1	40,000
Brookpark Improvements (Ford Plant, Rockport Yard)	lump sum	20,000				-		-		-		-		-		-			1	20,000	1	20,000
Cuyahoga River Bridge	lump sum	52,000				-		-		-		-		-		-			1	52,000	1	52,000
TOTAL						**55,383**																
ADJUSTED TOTAL (ALLOCATE 50% OF TOLLESTON TO WANATAH)						**27,691**		**174,195**		**45,643**		**211,119**		**17,651**		**131,577**		**337,013**		**142,749**		**1,087,639**

NOTES

Cleveland buildout includes capacity for proposed commuter service
It is assumed that the embankment fits within NS right-of-way
Assume 26' offset for new mainline track construction for speeds above 79 mph
Installation of PTC system does not include locomotive equipment and dispatch equipment.
Corridor access with frieght railroads to be negotiated; costs not included
Station costs are MWRRS allocation amounts
Siding improvements incorporate recommendations from TEMS Ideal Day Analysis Report (Dated March 8, 2002)
Close 25% of all private crossings where speeds are above 79 mph; remainder are Conventional Gate
Four Quandrant Gates all public crossings at speeds > 79mph
Conventional Gates all public crossings at speeds </= 79mph
Precast Panels with Rdway Improvements installed where track embankment is replaced
Precast Panels without Rdway Improvements installed where track embankment is not replaced

ASSUMED STATION LOCATIONS

Gary
Plymouth
Warsaw
Fort Wayne
Defiance
Toledo
Sandusky
Elyria
Cleveland Airport
Cleveland Downtown

HNTB

TABLE D-5

MWRRI PHASE 5

Chicago to Cincinnati (via Tolleston)

Revision Date: 4/17/03

				Chicago Terminal Area Limits																	
			Segment No.	Segment 1		Segment 2		Segment 3		Segment 4		Segment 5		Segment 6		Segment 7		Segment 8		Total	
			From - To	Chicago to Tolleston		Tolleston to Wanatah		Wanatah to Monon		Monon to Lafayette		Lafayette to Ames		Ames to Indianapolis		Indianapolis to Shelbyville		Shelbyville to Cinncinnati			
			Host Carrier	South-of-the-Lake		CSX		CSX		CSX		CSX		CSX		CSX		CIND			
			Mileposts	Corridor Study		MP 442.5 - MP 414.9		MP 40 to MP 0		MP 88.5 to MP 121		MP 121 - MP 149		MP 46.3 to MP 1		MP 124.5 - MP 83		MP 83 - MP 0.3			
			Track Miles	26.6 miles		27.6 miles		40.0 miles		32.5 miles		28.0 miles		45.3 miles		28.5 miles		83.2 miles		311.7 miles	
			Maximum Authorized Speed			110 mph		110 mph		79 mph		79 mph		79 mph		110 mph		110 mph			
Item		Unit	YR 2002 Unit Cost (1000s)	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Trackwork																					
1.1	HSR on Existing Roadbed	per mile	$ 993				-		-		-		-		-		-		-	-	-
1.2a	HSR on New Roadbed	per mile	$ 1,059				-	40.0	42,360		-		-		-		-	83.2	88,109	123	130,469
1.2b	HSR on New Roadbed & New Embankment	per mile	$ 1,492				-		-		-		-		-		-		-	-	-
1.2c	HSR on New Roadbed & New Embankment (Double Track)	per mile	$ 2,674				-		-		-		-		-		-		-	-	-
1.3	Timber & Surface w/ 33% Tie replacement	per mile	$ 222				-		-	32.5	7,215	28.0	6,216	45.3	10,057		-		-	106	23,488
1.4	Timber & Surface w/ 66% Tie Replacement	per mile	$ 331			27.6	9,136		-		-		-		-	28.5	9,434		-	56	18,569
1.5	Relay Track w/ 136# CWR	per mile	$ 354				-		-	20	7,080		-		-		-		-	20	7,080
1.6	Freight Siding	per mile	$ 912				-		-		-	5	4,560		-		-	2	1,824	7	6,384
1.65	Passenger Siding	per mile	$ 1,376			5	6,880	5	6,880	12	16,512		-	4	5,504		-	5	6,880	31	42,656
1.71	Fencing, 4 ft Woven Wire (both sides)	per mile	$ 51			22.08	1,126	32.0	1,632	26.0	1,326	22.4	1,142	36.2	1,848	22.8	1,163	66.6	3,395	228	11,632
1.72	Fencing, 6 ft Chain Link (both sides)	per mile	$ 153			4.14	633	6.0	918	4.9	746	4.2	643	6.8	1,040	4.3	654	12.5	1,909	43	6,543
1.73	Fencing, 10 ft Chain Link (both sides)	per mile	$ 175				-		-		-		-		-		-		-	-	-
1.74	Decorative Fencing (both sides)	per mile	$ 394			1.38	544	2.0	788	1.6	640	1.4	552	2.3	892	1.4	561	4.2	1,639	14	5,616
Total Track Costs							18,319		52,578		33,519		13,113		19,341		11,812		103,756		252,437
Turnouts																					
4.1	#24 High Speed Turnout	each	$ 450			2	900		-	2	900	2	900	2	900		-	2	900	10	4,500
4.2	#20 Turnout Timber	each	$ 124			2	248	2	248	4	496	6	744		-		-	6	744	20	2,480
4.3	#10 Turnout Timber	each	$ 69			3	207		-	1	69	2	138		-		-	2	138	8	552
4.4	#20 Turnout Concrete	each	$ 249				-		-		-		-		-		-		-	-	-
4.5	#10 Turnout Concrete	each	$ 118				-		-		-		-		-		-		-	-	-
Total Turnouts Cost							1,355		248		1,465		1,782		900		-		1,782		7,532
Curves																					
9.1	Elevate & Surface Curves	per mile	$ 58													0.5	26	19.2	1,111	20	1,137
9.3	Elastic Fasteners	per mile	$ 82													0.5	37	19.2	1,570	20	1,607
9.5	Realign Track for Curves (See Table G6 for Costs)	lump sum	$ -														68		2,864	-	2,932
Total Curves Cost																	131		5,545		5,676
Signals																					
8.1	Signals for Siding w/ High Speed Turnout	each	$ 1,268			1	1,268		-	1	1,268		-	1	1,268		-	1	1,268	4	5,072
8.2	Install CTC System (Single Track)	per mile	$ 183			27.6	5,051	40	7,320	32.50	5,948	28	5,124	45.3	8,290	28.5	5,216	83.2	15,226	285	52,173
8.21	Install CTC System (Double Track)	per mile	$ 300				-		-		-		-		-		-		-	-	-
8.3	Install PTC System	per mile	$ 197			27.6	5,437	40	7,880		-		-		-	20	3,920	75	14,775	163	32,013
8.4	Electric Lock for Industry Turnout	each	$ 103			3	309		-		-		-	3	309		-	8	824	14	1,442
8.5	Signals for Crossover	each	$ 700				-		-	2	1,400	1	700		-		-	1	700	4	2,800
8.6	Signals for Turnout	each	$ 400				-	2	800		-	4	1,600		-		-	4	1,600	10	4,000
Total Signals Cost							12,065		16,000		8,616		7,424		9,867		9,136		34,393		97,500
Stations / Facilities																					
2.1	Full Service - New	each	$ 1,000				-		-		-		-		-		-		-	-	-
2.2	Full Service - Renovated	each	$ 500				-		-	1	500	1	500		-	1	500	1	500	4	2,000
2.3	Terminal - New	each	$ 2,000				-		-		-		-		-		-		-	-	-
2.4	Terminal - Renovated	each	$ 1,000			1	1,000		-		-		-		-		-	1	1,000	2	2,000
2.6	Layover Facility	lump sum	$ -				-		-		-		-		-		-		-	-	-
2.7	Service & Inspection Facility in Cincinnati	lump sum	$ 17,681				-		-		-		-		-		-	1	17,681	1	17,682
Total Station Cost							1,000		-		500		500		-		500		19,181		21,682

HNTB

TABLE D-5

MWRRI PHASE 5

Chicago to Cincinnati (via Tolleston)

Revision Date: 4/17/03

Chicago Terminal Area Limits

Item		Unit	YR 2002 Unit Cost (1000s)	Segment 1 Chicago to Tolleston South-of-the-Lake Corridor Study 26.6 miles Quantity	Amount	Segment 2 Tolleston to Wanatah CSX MP 442.5 - MP 414.9 27.6 miles 110 mph Quantity	Amount	Segment 3 Wanatah to Monon CSX MP 40 to MP 0 40.0 miles 110 mph Quantity	Amount	Segment 4 Monon to Lafayette CSX MP 88.5 to MP 121 32.5 miles 79 mph Quantity	Amount	Segment 5 Lafayette to Ames CSX MP 121 - MP 149 28.0 miles 79 mph Quantity	Amount	Segment 6 Ames to Indianapolis CSX MP 46.3 to MP 1 45.3 miles 79 mph Quantity	Amount	Segment 7 Indianapolis to Shelbyville CSX MP 124.5 - MP 83 28.5 miles 110 mph Quantity	Amount	Segment 8 Shelbyville to Cinncinnati CIND MP 83 - MP 0.3 83.2 miles 110 mph Quantity	Amount	Total 311.7 miles Quantity	Amount
	Segment No.																				
	From - To																				
	Host Carrier																				
	Mileposts																				
	Track Miles																				
	Maximum Authorized Speed																				
Bridges-under																					
5.1	Four Lane Urban Expressway	each	$ 4,835				-		-		-		-		-		-		-	-	-
5.2	Four Lane Rural Expressway	each	$ 4,025				-		-		-		-		-		-		-	-	-
5.3	Two Lane Highway	each	$ 3,054				-		-		-		-		-		-		-	-	-
5.4	Rail	each	$ 3,054				-	3	9,162		-		-		-		-		-	3	9,162
5.5	Minor river	each	$ 810				-	11	8,910		-		-		-		-		-	11	8,910
5.6	Major River	each	$ 8,098				-		-		-		-		-		-		-	-	-
5.71	Convert open deck bridge to ballast deck (single track)	per LF	$ 4.7				-		-		-		-		-	600	2,806	2910	13,609	3,510	16,415
5.72	Convert open deck bridge to ballast deck (double track)	per LF	$ 9.4				-		-		-		-		-		-		-	-	-
5.73	Single Track on Flyover Structure	per LF	$ 6.0				-		-		-		-		-		-		-	-	-
5.8	Single Track on Approach Embankment w/ Retaining Wall	per LF	$ 3.0				-		-		-		-		-		-		-	-	-
Total Bridges-under Cost							-		18,072		-		-		-		2,806		13,609		34,487
Bridges-over																					
6.1	Four Lane Urban Expressway	each	$ 2,087				-		-		-		-		-		-		-	-	-
6.2	Four Lane Rural Expressway	each	$ 2,929				-		-		-		-		-		-		-	-	-
6.3	Two Lane Highway	each	$ 1,903				-		-		-		-		-		-		-	-	-
6.4	Rail	each	$ 6,110				-		-		-		-		-		-		-	-	-
Total Bridges-over Cost							-		-		-		-		-		-		-		-
Crossings																					
7.1	Private Closure	each	$ 83			2	166		-	3	249	5	415	5	415	3	249	9	747	27	2,241
7.2	Four Quadrant Gates w/ Trapped Vehicle Detector	each	$ 492			11	5,412		-		-		-		-		-		-	11	5,412
7.3	Four Quadrant Gates	each	$ 288			17	4,896	12	3,456		-		-		-		-	2	576	31	8,928
7.31	Convert Dual Gates to Quad Gates	each	$ 150				-		-		-		-		-	7	1,050	20	3,000	27	4,050
7.4a	Conventional Gates single mainline track	each	$ 166			15	2,490		-	35	5,810	27	4,482	33	5,478	8	1,328	26	4,316	144	23,904
7.4b	Conventional Gates double mainline track	each	$ 205				-		-		-		-		-		-		-	-	-
7.41	Convert Flashers Only to Dual Gate	each	$ 50			5	250		-	3	150	5	250	10	500	1	50	1	50	25	1,250
7.5a	Single Gate with Median Barrier	each	$ 180				-	32	5,760		-		-		-		-		-	32	5,760
7.5b	Convert Single Gate to Extended Arm	each	$ 15				-		-		-		-		-	24	360	60	900	84	1,260
7.71	Precast Panels without Rdway Improvements	each	$ 80				-		-	38	3,040	32	2,560	43	3,440	40	3,200	109	8,720	262	20,960
7.72	Precast Panels with Rdway Improvements	each	$ 150			43	6,450	44	6,600		-		-		-		-		-	87	13,050
7.8	Michigan Type Grade Crossing Surface	each	$ 15				-		-		-		-		-		-		-	-	-
Total Crossings Cost							19,664		15,816		9,249		7,707		9,833		6,237		18,309		86,815
Segment Totals							**52,403**		**102,714**		**53,349**		**30,526**		**39,941**		**30,622**		**196,575**		**506,129**
Placeholders																					
	Longitudinal Drainiage Improvements	per mile	$ 50			27.6	1,380		-		-		-		-	1	50		-	29	1,430
	Bridge Rehabilitation	each	$ 200			8	1,600													8	1,600
	IU Interlocking	lump sum	$ 10,000				-		-		-		-		-	1	10,000		-	1	10,000
	Upgrade Bridges	each	$ 500				-		-		-		-		-		-	32	16,000	32	16,000
							55,383														
ADJUSTED TOTAL (ALLOCATE 50% OF TOLLESTON TO WANATAH)							**27,691**		**102,714**		**53,349**		**30,526**		**39,941**		**40,672**		**212,575**		**507,467**

NOTES

Installation of PTC system does not include locomotive equipment and dispatch equipment.
Cost Estimate does not include utility relocation.
Corridor access with frieght railroads to be negotiated; costs not included
Station costs are MWRRS allocation amounts
Siding improvements incorporate recommendations from TEMS Ideal Day Analysis Report (Dated March 8, 2002)
Assume 75% of underbridges need to be upgraded where speeds are above 79 mph
Estimate average span of underbridge is 40 feet.
Close 25% of all private crossings where speeds are above 79 mph; remainder are Conventional Gate
Four Quandrant Gates all public crossings at speeds > 79mph
Conventional Gates all public crossings at speeds </= 79mph
Precast Panels with Rdway Improvements installed where track embankment is replaced
Precast Panels without Rdway Improvements installed where track embankment is not replaced

ASSUMED STATION LOCATIONS AND IMPROVEMENTS:

MP 120.1	Lafayette	Full Service - Renovated
MP 147.25	Crawfordsville	Full Service - Renovated
MP 124.5	Indianapolis	Full Service - Renovated
MP 83	Shelbyville	Full Service - Renovated
MP 0.3	Cincinnati	Terminal - Renovated

HNTB

TABLE D-6
MWRRI PHASE 5
Chicago to Carbondale
Revision Date: 3/30/03

				Chicago Terminal Area Included in SOLR Study											
			Segment No.	Segment 1		Segment 2		Segment 3		Segment 4		Segment 5		Total	
			From - To	Chicago to Grand Crossing		Grand Crossing to Kankakee		Kankakee to Champaign		Champaign to Effingham		Effingham to Carbondale			
			Host Carrier	NS		CN(ICRR)		CN(ICRR)		CN(ICRR)		CN(ICRR)			
			Mileposts	MP 0 - MP 513.4		MP 10 - MP 55.3		MP 55.3 - MP 127.8		MP 127.8 - MP 199.2		MP 199.2 - MP 309			
			Track Miles	9.7 miles		45.3 miles		72.5 miles		71.4 miles		109.8 miles		299.0 miles	
			Maximum Authorized Speed			90 mph		90 mph		90 mph		90 mph			
Item		Unit	YR 2002 Unit Cost (1000s)			Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Trackwork															
1.1	HSR on Existing Roadbed	per mile	$ 993				-		-		-		-	-	-
1.2a	HSR on New Roadbed	per mile	$ 1,059				-		-		-		-	-	-
1.2b	HSR on New Roadbed & New Embankment	per mile	$ 1,492				-		-		-		-	-	-
1.2c	HSR on New Roadbed & New Embankment (Double Track)	per mile	$ 2,674				-		-		-		-	-	-
1.3	Timber & Surface w/ 33% Tie replacement	per mile	$ 222			45.3	10,057	83.1	18,448	71.4	15,851	130.9	29,058	331	73,413
1.4	Timber & Surface w/ 66% Tie Replacement	per mile	$ 331				-		-		-		-	-	-
1.5	Relay Track w/ 136# CWR	per mile	$ 354				-		-		-		-	-	-
1.6	Freight Siding	per mile	$ 912				-		-		-		-	-	-
1.65	Passenger Siding	per mile	$ 1,376			2	2,752	11	15,136		-		-	13	17,888
1.71	Fencing, 4 ft Woven Wire (both sides)	per mile	$ 51			36	1,848	58	2,958	57	2,913	88	4,480	239	12,199
1.72	Fencing, 6 ft Chain Link (both sides)	per mile	$ 153			7	1,040	11	1,664	11	1,639	16	2,520	45	6,862
1.73	Fencing, 10 ft Chain Link (both sides)	per mile	$ 175				-		-		-		-	-	-
1.74	Decorative Fencing (both sides)	per mile	$ 394			2	892	4	1,428	4	1,407	5	2,163	15	5,890
Total Track Costs							16,589		39,634		21,809		38,220		116,253
Turnouts															
4.1	#24 High Speed Turnout	each	$ 450				-	2	900		-		-	2	900
4.2	#20 Turnout Timber	each	$ 124			6	744	6	744		-		-	12	1,488
4.3	#10 Turnout Timber	each	$ 69				-		-		-		-	-	-
4.4	#20 Turnout Concrete	each	$ 249				-		-		-		-	-	-
4.5	#10 Turnout Concrete	each	$ 118				-		-		-		-	-	-
Total Turnouts Cost							744		1,644		-		-		2,388
Curves															
9.1	Elevate & Surface Curves	per mile	$ 58			0.3	19	0.4	23	1.1	63	3.7	213	5	318
9.3	Elastic Fasteners	per mile	$ 82			0.3	27	0.4	33	1.1	89	3.7	301	5	450
9.5	Realign Track for Curves (See Table G6 for Costs)	lump sum							51		34		221		307
Total Curves Cost							46		107		187		735		1,075
Signals															
8.1	Signals for Siding w/ High Speed Turnout	each	$ 1,268				-	1	1,268		-		-	1	1,268
8.2	Install CTC System (Single Track)	per mile	$ 183				-		-		-		-	-	-
8.21	Install CTC System (Double Track)	per mile	$ 300				-		-		-		-	-	-
8.3	Install PTC System	per mile	$ 197			45.30	8,924	72.50	14,283	71.40	14,066	109.80	21,631	299	58,903
8.4	Electric Lock for Industry Turnout	each	$ 103				-		-		-		-	-	-
8.5	Signals for Crossover	each	$ 700			2	1,400	2	1,400		-		-	4	2,800
8.6	Signals for Turnout	each	$ 400			2	800	2	800		-		-	4	1,600
Total Signals Cost							11,124		17,751		14,066		21,631		64,571
Stations / Facilities															
2.1	Full Service - New	each	$ 1,000				-		-		-	1	1,000	1	1,000
2.2	Full Service - Renovated	each	$ 500			1	500	2	1,000	3	1,500	1	500	7	3,500
2.3	Terminal - New	each	$ 2,000				-		-		-		-	-	-
2.4	Terminal - Renovated	each	$ 1,000				-		-		-	1	1,000	1	1,000
2.6	Layover Facility in Carbondale	lump sum	$ 5,544				-		-		-	1	5,544	1	5,544
2.7	Service & Inspection Facility	lump sum	$ -				-		-		-		-	-	-
Total Station Cost							500		1,000		1,500		8,044		11,044

HNTB

TABLE D-6
MWRRI PHASE 5
Chicago to Carbondale
Revision Date: 3/30/03

				Chicago Terminal Area Included in SOLR Study											
			Segment No.	Segment 1		Segment 2		Segment 3		Segment 4		Segment 5		Total	
			From - To	Chicago to Grand Crossing		Grand Crossing to Kankake		Kankakee to Champaign		Champaign to Effingham		Effingham to Carbondale			
			Host Carrier	NS		CN(ICRR)		CN(ICRR)		CN(ICRR)		CN(ICRR)			
			Mileposts	MP 0 - MP 513.4		MP 10 - MP 55.3		MP 55.3 - MP 127.8		MP 127.8 - MP 199.2		MP 199.2 - MP 309			
			Track Miles	9.7 miles		45.3 miles		72.5 miles		71.4 miles		109.8 miles		299.0 miles	
			Maximum Authorized Speed			90 mph		90 mph		90 mph		90 mph			
Item		Unit	YR 2002 Unit Cost (1000s)			Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Bridges-under															
5.1	Four Lane Urban Expressway	each	$ 4,835				-		-		-		-	-	-
5.2	Four Lane Rural Expressway	each	$ 4,025				-		-		-		-	-	-
5.3	Two Lane Highway	each	$ 3,054				-		-		-		-	-	-
5.4	Rail	each	$ 3,054				-		-		-		-	-	-
5.5	Minor river	each	$ 810				-		-		-		-	-	-
5.6	Major River	each	$ 8,098				-		-		-		-	-	-
5.71	Convert open deck bridge to ballast deck (single track)	per LF	$ 4.7				-		-		-		-	-	-
5.72	Convert open deck bridge to ballast deck (double track)	per LF	$ 9.4				-		-		-		-	-	-
5.73	Single Track on Flyover Structure	per LF	$ 6.0				-		-		-		-	-	-
5.8	Single Track on Approach Embankment w/ Retaining Wall	per LF	$ 3.0				-		-		-		-	-	-
Total Bridges-under Cost							-		-		-		-		-
Bridges-over															
6.1	Four Lane Urban Expressway	each	$ 2,087				-		-		-		-	-	-
6.2	Four Lane Rural Expressway	each	$ 2,929				-		-		-		-	-	-
6.3	Two Lane Highway	each	$ 1,903				-		-		-		-	-	-
6.4	Rail	each	$ 6,110				-		-		-		-	-	-
Total Bridges-over Cost							-		-		-		-		-
Crossings															
7.1	Private Closure	each	$ 83			2	166	9	747	6	498	12	996	29	2,407
7.2	Four Quadrant Gates w/ Trapped Vehicle Detector	each	$ 492				-		-		-		-	-	-
7.3	Four Quadrant Gates	each	$ 288				-		-		-		-	-	-
7.31	Convert Dual Gates to Quad Gates	each	$ 150				-		-		-		-		-
7.4a	Conventional Gates single mainline track	each	$ 166			3	498	27	4,482	20	3,320	40	6,640	90	14,940
7.4b	Conventional Gates double mainline track	each	$ 205				-		-		-		-		-
7.41	Convert Flashers Only to Dual Gate	each	$ 50				-		-		-		-		-
7.5a	Single Gate with Median Barrier	each	$ 180				-		-		-		-	-	-
7.5b	Convert Single Gate to Extended Arm	each	$ 15				-		-		-		-	-	-
7.71	Precast Panels without Rdway Improvements	each	$ 80			3	240	27	2,160	20	1,600	40	3,200	90	7,200
7.72	Precast Panels with Rdway Improvements	each	$ 150				-		-		-		-	-	-
7.8	Michigan Type Grade Crossing Surface	each	$ 15				-		-		-		-	-	-
Total Crossings Cost							904		7,389		5,418		10,836		24,547
Segment Totals							**29,907**		**67,525**		**42,980**		**79,466**		**219,878**

NOTES

Installation of PTC system does not include locomotive equipment and dispatch equipment.
Cost Estimate does not include utility relocation.
Corridor access with frieght railroads to be negotiated; costs not included
Station costs are MWRRS allocation amounts
Siding improvements incorporate recommendations from TEMS Ideal Day Analysis Report (Dated March 8, 2002)
Assume 75% of underbridges need to be upgraded where speeds are above 79 mph
Estimate average span of underbridge is 40 feet.
Close 25% of all private crossings where speeds are above 79 mph; remainder are Conventional Gate
Four Quandrant Gates all public crossings at speeds > 79mph
Conventional Gates all public and private crossings at speeds </= 79mph
Precast Panels with Rdway Improvements installed where track embankment is replaced
Precast Panels without Rdway Improvements installed where track embankment is not replaced

ASSUMED STATION LOCATIONS AND IMPROVEMENTS:

MP 23.5	Homewood	Full Service - Renovated
MP 55.9	Kankakee	Full Service - Renovated
MP 113.9	Rantoul	Full Service - Renovated
MP 127.8	Champaign-Urbana	Full Service - Renovated
MP 172.4	Mattoon	Full Service - Renovated
MP 199.2	Effingham	Full Service - Renovated
MP 252.4	Centralia	Full Service - New
MP 287.8	Du Quoin	Full Service - Renovated
MP 308.1	Carbondale	Terminal - Renovated

HNTB

TABLE D-7

MWRRI PHASE 5

Chicago to St. Louis

Revision Date: 3/24/03

				Chicago Terminal Area				From IDOT Estimates				From IDOT Estimates					
			Segment No.	Segment 1		Segment 2		Segment 3		Segment 4		Segment 5		Segment 6		Total	
			From - To	Chicago to Joliet		Joliet to Mazonia		Mazonia to Springfield		Springfield		Springfield to Q Tower		Q Tower to St. Louis			
			Host Carrier	CN		UP		UP		UP		UP		UP			
			Mileposts	MP 0 - MP 36.7		MP 36.7 - MP 62.6		MP 62.6 - MP 180.78		MP 180.78 - MP 189.4		MP 189.4 - MP 281		MP 281 - MP 283.4		292.0 miles	
			Track Miles	36.7 miles		36.9 miles		118.18 miles		8.62 miles		89.19 miles		2.4 miles			
			Maximum Authorized Speed	79 mph		110 mph		110 mph		45 mph		110 mph		45 mph			
Item		Unit	YR 2002 Unit Cost (1000s)	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Trackwork																	
1.1	HSR on Existing Roadbed	per mile	$ 993		-		-		-		-		-		-	-	-
1.2a	HSR on New Roadbed	per mile	$ 1,059		-		-		-		-		-		-	-	-
1.2b	HSR on New Roadbed & New Embankment	per mile	$ 1,492		-		-		-		-		-		-	-	-
1.2c	HSR on New Roadbed & New Embankment (Double Track)	per mile	$ 2,674		-		-		-		-		-		-	-	-
1.3	Timber & Surface w/ 33% Tie replacement	per mile	$ 222		-	36.9	8,192		-	8.6	1,914		-	2.4	533	48	10,638
1.4	Timber & Surface w/ 66% Tie Replacement	per mile	$ 331		-		-		-		-		-		-	-	-
1.5	Relay Track w/ 136# CWR	per mile	$ 354		-		-		-		-		-		-	-	-
1.6	Freight Siding	per mile	$ 912		-		-		-		-		-		-	-	-
1.65	Passenger Siding	per mile	$ 1,376		-		-		-		-		-		-	-	-
1.71	Fencing, 4 ft Woven Wire (both sides)	per mile	$ 51		-	29.52	1,506		-		-		-	1.92	98	31	1,603
1.72	Fencing, 6 ft Chain Link (both sides)	per mile	$ 153		-	5.54	847		-	2	306		-	0.36	55	8	1,208
1.73	Fencing, 10 ft Chain Link (both sides)	per mile	$ 175		-		-		-		-		-		21	2	344
1.74	Decorative Fencing (both sides)	per mile	$ 394		-	1.85	727		-	1	394		-	0.12	47	1	394
Total Track Costs					-		11,271		-		2,614		-		754		14,187
Turnouts																	
4.1	#24 High Speed Turnout	each	$ 450		-		-		-		-		-		-	-	-
4.2	#20 Turnout Timber	each	$ 124		-	4	496		-		-		-		-	4	496
4.3	#10 Turnout Timber	each	$ 69		-		-		-		-		-		-	-	-
4.4	#20 Turnout Concrete	each	$ 249		-		-		-		-		-		-	-	-
4.5	#10 Turnout Concrete	each	$ 118		-		-		-		-		-		-	-	-
Total Turnouts Cost					-		496		-		-		-		-		496
Curves																	
9.1	Elevate & Surface Curves	per mile	$ 58		-	1.7	99		-		-		-		-	2	99
9.3	Elastic Fasteners	per mile	$ 82		-	1.7	139		-		-		-		-	2	139
9.5	Realign Track for Curves (See Table G6 for Costs)	lump sum					198									-	198
Total Curves Cost					-		436		-		-		-		-		436
Signals																	
8.1	Signals for Siding w/ High Speed Turnout	each	$ 1,268		-		-		-		-		-		-	-	-
8.2	Install CTC System (Single Track)	per mile	$ 183		-		-		-		-		-		-	-	-
8.21	Install CTC System (Double Track)	per mile	$ 300		-		-		-		-		-		-	-	-
8.3	Install PTC System	per mile	$ 197		-	36.9	7,269		-		-		-		-	37	7,269
8.4	Electric Lock for Industry Turnout	each	$ 103		-		-		-		-		-		-	-	-
8.5	Signals for Crossover	each	$ 700		-		-		-		-		-		-	-	-
8.6	Signals for Turnout	each	$ 400		-		-		-		-		-		-	-	-
Total Signals Cost					-		7,269		-		-		-		-		7,269
Stations / Facilities																	
2.1	Full Service - New	each	$ 1,000		-		-		-		-		-		-	-	-
2.2	Full Service - Renovated	each	$ 500		-	4	2,000		-	1	500		-	2	1,000	7	3,500
2.3	Terminal - New	each	$ 2,000		-		-		-		-		-		-	-	-
2.4	Terminal - Renovated	each	$ 1,000		-		-		-		-		-	1	1,000	1	1,000
2.6	Layover Facility	lump sum	$ -		-		-		-		-		-		-	-	-
2.7	Service & Inspection Facility in St. Louis	lump sum	$ 21,405		-		-		-		-		-	1	21,405	1	21,406
Total Station Cost					-		2,000		-		500		-		23,405		25,906

HNTB

TABLE D-7

MWRRI PHASE 5

Chicago to St. Louis

Revision Date: 3/24/03

				Chicago Terminal Area				From IDOT Estimates				From IDOT Estimates					
			Segment No.	Segment 1		Segment 2		Segment 3		Segment 4		Segment 5		Segment 6		Total	
			From - To	Chicago to Joliet		Joliet to Mazonia		Mazonia to Springfield		Springfield		Springfield to Q Tower		Q Tower to St. Louis			
			Host Carrier	CN		UP		UP		UP		UP		UP			
			Mileposts	MP 0 - MP 36.7		MP 36.7 - MP 62.6		MP 62.6 - MP 180.78		MP 180.78 - MP 189.4		MP 189.4 - MP 281		MP 281 - MP 283.4			
			Track Miles	36.7 miles		36.9 miles		118.18 miles		8.62 miles		89.19 miles		2.4 miles		292.0 miles	
			Maximum Authorized Speed	79 mph		110 mph		110 mph		45 mph		110 mph		45 mph			
Item		Unit	YR 2002 Unit Cost (1000s)	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Bridges-under																	
5.1	Four Lane Urban Expressway	each	$ 4,835		-		-		-		-		-		-	-	-
5.2	Four Lane Rural Expressway	each	$ 4,025		-		-		-		-		-		-	-	-
5.3	Two Lane Highway	each	$ 3,054		-		-		-		-		-		-	-	-
5.4	Rail	each	$ 3,054		-		-		-		-		-		-	-	-
5.5	Minor river	each	$ 810		-		-		-		-		-		-	-	-
5.6	Major River	each	$ 8,098		-		-		-		-		-		-	-	-
5.71	Convert open deck bridge to ballast deck (single track)	per LF	$ 4.7		-		-		-		-		-		-	-	-
5.72	Convert open deck bridge to ballast deck (double track)	per LF	$ 9.4		-	180	1,684		-		-		-		-	180	1,684
5.73	Single Track on Flyover Structure	per LF	$ 6.0		-		-		-		-		-		-	-	-
5.8	Single Track on Approach Embankment w/ Retaining Wall	per LF	$ 3.0		-		-		-		-		-		-	-	-
Total Bridges-under Cost					-		1,684		-		-		-		-		1,684
Bridges-over																	
6.1	Four Lane Urban Expressway	each	$ 2,087		-		-		-		-		-		-	-	-
6.2	Four Lane Rural Expressway	each	$ 2,929		-		-		-		-		-		-	-	-
6.3	Two Lane Highway	each	$ 1,903		-		-		-		-		-		-	-	-
6.4	Rail	each	$ 6,110		-		-		-		-		-		-	-	-
Total Bridges-over Cost					-		-		-		-		-		-		-
Crossings																	
7.1	Private Closure	each	$ 83		-	2	166		-		-		-		-	2	166
7.2	Four Quadrant Gates w/ Trapped Vehicle Detector	each	$ 492		-		-		-		-		-		-	-	-
7.3	Four Quadrant Gates	each	$ 288		-	15	4,320		-		-		-		-	15	4,320
7.31	Convert Dual Gates to Quad Gates	each	$ 150		-	6	900		-		-		-		-	6	900
7.4a	Conventional Gates single mainline track	each	$ 166		-	4	664		-	1	166		-		-	5	830
7.4b	Conventional Gates double mainline track	each	$ 205		-		-		-		-		-		-	-	-
7.41	Convert Flashers Only to Dual Gate	each	$ 50		-		-		-	9	450		-		-	9	450
7.5a	Single Gate with Median Barrier	each	$ 180		-		-		-		-		-		-	-	-
7.5b	Convert Single Gate to Extended Arm	each	$ 15		-		-		-		-		-		-	-	-
7.71	Precast Panels without Rdway Improvements	each	$ 80		-	19	1,520		-	1	80		-		-	20	1,600
7.72	Precast Panels with Rdway Improvements	each	$ 150		-		-		-		-		-		-	-	-
7.8	Michigan Type Grade Crossing Surface	each	$ 15		-		-		-		-		-		-	-	-
Total Crossings Cost					-		7,570		-		696		-		-		8,266
Segment Totals							**30,726**				**3,810**				**24,159**		**58,244**
Placeholders																	
	IDOT Estimate	lump sum							49,864				63,915				113,780
	Additional Grade Crossings not included in IDOT Estimate	lump sum							16,000								16,000
	Add 31 % Soft Costs to IDOT Estimate	lump sum							20,418				19,814				40,232
	St. Louis Area Track & Signal Improvements	lump sum	15,000											1	15,000		15,000
TOTAL							**30,726**		**86,282**		**3,810**		**83,729**		**39,159**		**243,256**

NOTES

Installation of PTC system does not include locomotive equipment and dispatch equipment.
Cost Estimate does not include utility relocation.
Corridor access with frieght railroads to be negotiated; costs not included
Station costs are MWRRS allocation amounts
Siding improvements incorporate recommendations from TEMS Ideal Day Analysis Report (Dated March 8, 2002)
Assume 75% of underbridges need to be upgraded where speeds are above 79 mph
Estimate average span of underbridge is 40 feet.
Close 25% of all private crossings where speeds are above 79 mph; remainder are Conventional Gate
Four Quandrant Gates all public crossings at speeds > 79mph
Conventional Gates all public and private crossings at speeds </= 79mph
Precast Panels with Rdway Improvements installed where track embankment is replaced
Precast Panels without Rdway Improvements installed where track embankment is not replaced

ASSUMED STATION LOCATIONS AND IMPROVEMENTS:

MP 37..5	Joliet	In Chicago Terminal Area
MP 73.6	Dwight	Full Service - Renovated
MP 92.15	Pontiac	Full Service - Renovated
MP 124.1	Bloomington-Normal	Full Service - Renovated
MP 156.4	Lincoln	Full Service - Renovated
MP 185.15	Springfield	Full Service - Renovated
MP 223.8	Carlinville	Full Service - Renovated
MP 256.8	Alton	Full Service - Renovated
MP 283.4	St. Louis	Terminal - Renovated

HNTB

TABLE D-8
MWRRI PHASE 5
St. Louis to Kansas City
Revision Date: 3/24/03

				Segment 1		Segment 2		Total	
			Segment No.	Segment 1		Segment 2			
			From - To	St. Louis to Jefferson City		Jefferson City to Kansas City			
			Host Carrier	UP		UP			
			Mileposts	MP 0.59 to MP 125.5		MP 125.5 to MP 283			
			Track Miles	124.9 miles		157.5 miles		282.4 miles	
			Maximum Authorized Speed	90 mph		90 mph			
Item		Unit	YR 2002 Unit Cost (1000s)	Quantity	Amount	Quantity	Amount	Quantity	Amount
Trackwork									
1.1	HSR on Existing Roadbed	per mile	$ 993		-		-	-	-
1.2a	HSR on New Roadbed	per mile	$ 1,059		-		-	-	-
1.2b	HSR on New Roadbed & New Embankment	per mile	$ 1,492		-		-	-	-
1.2c	HSR on New Roadbed & New Embankment (Double Track)	per mile	$ 2,674		-		-	-	-
1.3	Timber & Surface w/ 33% Tie replacement	per mile	$ 222		-		-	-	-
1.4	Timber & Surface w/ 66% Tie Replacement	per mile	$ 331	230.9	76,431	157.5	52,133	388	128,564
1.5	Relay Track w/ 136# CWR	per mile	$ 354		-		-	-	-
1.6	Freight Siding	per mile	$ 912		-		-	-	-
1.65	Passenger Siding	per mile	$ 1,376		-		-	-	-
1.71	Fencing, 4 ft Woven Wire (both sides)	per mile	$ 51		-		-	-	-
1.72	Fencing, 6 ft Chain Link (both sides)	per mile	$ 153		-		-	-	-
1.73	Fencing, 10 ft Chain Link (both sides)	per mile	$ 175		-		-	-	-
1.74	Decorative Fencing (both sides)	per mile	$ 394		-		-	-	-
Total Track Costs					76,431		52,133		128,564
Turnouts									
4.1	#24 High Speed Turnout	each	$ 450	10	4,500	12	5,400	22	9,900
4.2	#20 Turnout Timber	each	$ 124		-		-	-	-
4.3	#10 Turnout Timber	each	$ 69		-		-	-	-
4.4	#20 Turnout Concrete	each	$ 249		-		-	-	-
4.5	#10 Turnout Concrete	each	$ 118		-		-	-	-
Total Turnouts Cost					4,500		5,400		9,900
Curves									
9.1	Elevate & Surface Curves	per mile	$ 58	32.73	1,898	52.11	3,022	85	4,921
9.3	Elastic Fasteners	per mile	$ 82	32.73	2,684	52.11	4,273	85	6,957
9.5	Realign Track for Curves (See Table G6 for Costs)	lump sum	$ -		10,180		10,188	-	20,368
Total Curves Cost					14,762		17,483		32,245
Signals									
8.1	Signals for Siding w/ High Speed Turnout	each	$ 1,268		-		-	-	-
8.2	Install CTC System (Single Track)	per mile	$ 183		-		-	-	-
8.21	Install CTC System (Double Track)	per mile	$ 300		-		-	-	-
8.3	Install PTC System	per mile	$ 197	124.91	24,607	157.50	31,028	282	55,635
8.4	Electric Lock for Industry Turnout	each	$ 103		-		-	-	-
8.5	Signals for Crossover	each	$ 700		-		-	-	-
8.6	Signals for Turnout	each	$ 400	10	4,000	12	4,800	22	8,800
Total Signals Cost					28,607		35,828		64,435
Stations / Facilities									
2.1	Full Service - New	each	$ 1,000		-		-	-	-
2.2	Full Service - Renovated	each	$ 500	4	2,000	4	2,000	8	4,000
2.3	Terminal - New	each	$ 2,000		-		-	-	-
2.4	Terminal - Renovated	each	$ 1,000		-	1	1,000	1	1,000
2.6	Layover Facility in Kansas City	lump sum	$ 5,544		-	1	5,544	1	5,544
2.7	Service & Inspection Facility	lump sum	$ -		-		-	-	-
Total Station Cost					2,000		8,544		10,544

HNTB

TABLE D-8
MWRRI PHASE 5
St. Louis to Kansas City
Revision Date: 3/24/03

				Segment No.	Segment 1		Segment 2		Total	
				From - To	St. Louis to Jefferson City		Jefferson City to Kansas City			
				Host Carrier	UP		UP			
				Mileposts	MP 0.59 to MP 125.5		MP 125.5 to MP 283			
				Track Miles	124.9 miles		157.5 miles		282.4 miles	
				Maximum Authorized Speed	90 mph		90 mph			
Item		Unit	YR 2002 Unit Cost (1000s)		Quantity	Amount	Quantity	Amount	Quantity	Amount
Bridges-under										
5.1	Four Lane Urban Expressway	each	$ 4,835			-		-	-	-
5.2	Four Lane Rural Expressway	each	$ 4,025			-		-	-	-
5.3	Two Lane Highway	each	$ 3,054			-		-	-	-
5.4	Rail	each	$ 3,054			-		-	-	-
5.5	Minor river	each	$ 810			-		-	-	-
5.6	Major River	each	$ 8,098			-		-	-	-
5.71	Convert open deck bridge to ballast deck (single track)	per LF	$ 4.7			-		-	-	-
5.72	Convert open deck bridge to ballast deck (double track)	per LF	$ 9.4			-		-	-	-
5.73	Single Track on Flyover Structure	per LF	$ 6.0			-		-	-	-
5.8	Single Track on Approach Embankment w/ Retaining Wall	per LF	$ 3.0			-		-	-	-
Total Bridges-under Cost						-		-		-
Bridges-over										
6.1	Four Lane Urban Expressway	each	$ 2,087			-		-	-	-
6.2	Four Lane Rural Expressway	each	$ 2,929			-		-	-	-
6.3	Two Lane Highway	each	$ 1,903			-		-	-	-
6.4	Rail	each	$ 6,110			-		-	-	-
Total Bridges-over Cost						-		-		-
Crossings										
7.1	Private Closure	each	$ 83		10	830	18	1,494	28	2,324
7.2	Four Quadrant Gates w/ Trapped Vehicle Detector	each	$ 492			-		-	-	-
7.3	Four Quadrant Gates	each	$ 288		11	3,168	44	12,672	55	15,840
7.31	Convert Dual Gates to Quad Gates	each	$ 150		19	2,850	67	10,050	86	12,900
7.4a	Conventional Gates single mainline track	each	$ 166		27	4,482	39	6,474	66	10,956
7.4b	Conventional Gates double mainline track	each	$ 205			-		-	-	-
7.41	Convert Flashers Only to Dual Gate	each	$ 50		1	50		-	1	50
7.5a	Single Gate with Median Barrier	each	$ 180			-		-	-	-
7.5b	Convert Single Gate to Extended Arm	each	$ 15			-		-	-	-
7.71	Precast Panels without Rdway Improvements	each	$ 80		57	4,560	150	12,000	207	16,560
7.72	Precast Panels with Rdway Improvements	each	$ 150			-		-	-	-
7.8	Michigan Type Grade Crossing Surface	each	$ 15			-		-	-	-
Total Crossings Cost						15,940		42,690		58,630
Segment Totals						**142,240**		**162,077**		**304,318**
Placeholders										
	KC Access Cost	lump sum	10,000				1	10,000	1	10,000
TOTAL						**142,240**		**172,077**		**314,318**

NOTES

Costs for capacity mitigation not included.
Installation of PTC system does not include locomotive equipment and dispatch equipment.
Cost Estimate does not include utility relocation.
Corridor access with frieght railroads to be negotiated; costs not included
Station costs are MWRRS allocation amounts
Assume 75% of underbridges need to be upgraded where speeds are above 79 mph
Estimate average span of underbridge is 40 feet.
Close 25% of all private crossings where speeds are above 79 mph; remainder are Conventional Gate
Four Quandrant Gates all public crossings at speeds > 79mph
Conventional Gates all public and private crossings at speeds </= 79mph
Precast Panels with Rdway Improvements installed where track embankment is replaced
Precast Panels without Rdway Improvements installed where track embankment is not replaced

ASSUMED STATION LOCATIONS AND IMPROVEMENTS:

MP 0.59	St. Louis	included in St. Louis route
MP 13.21	Kirkwood	Full Service - Renovated
MP 51.70	Washington	Full Service - Renovated
MP 80.92	Hermann	Full Service - Renovated
MP 125.5	Jefferson City	Full Service - Renovated
MP 188.9	Sedalia	Full Service - Renovated
MP 218.4	Warrensburg	Full Service - Renovated
MP 258.03	Lee's Summit	Full Service - Renovated
MP 271.2	Independence	Full Service - Renovated
MP 283	Kansas CIty	Terminal - Renovated

HNTB

TABLE D-9

MWRRI PHASE 5

Chicago to Quincy

Revision Date: 3/30/03

				Chicago Terminal Area									
			Segment No.	Segment 1		Segment 2		Segment 3		Segment 4		Total	
			From - To	Chicago to Aurora		Aurora to Wyanet		Wyanet to Galesburg		Galesburg to Quincy			
			Host Carrier	BNSF		BNSF		BNSF		BNSF			
			Mileposts	MP 0 - MP 40.2		MP 40.2 - MP 110.7		MP 110.7 - MP 162.4		MP 162.4 - MP 258.56			
			Track Miles	40.2 miles		70.5 miles		51.7 miles		96.2 miles		218.4 miles	
			Maximum Authorized Speed	79 mph		90 mph		90 mph		90 mph			
Item		Unit	YR 2002 Unit Cost (1000s)	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Trackwork													
1.1	HSR on Existing Roadbed	per mile	$ 993				-		-		-	-	-
1.2a	HSR on New Roadbed	per mile	$ 1,059				-		-		-	-	-
1.2b	HSR on New Roadbed & New Embankment	per mile	$ 1,492				-	3	4,476		-	3	4,476
1.2c	HSR on New Roadbed & New Embankment (Double Track)	per mile	$ 2,674				-		-		-	-	-
1.3	Timber & Surface w/ 33% Tie replacement	per mile	$ 222			141	31,302	103.4	22,955	96	21,356	341	75,613
1.4	Timber & Surface w/ 66% Tie Replacement	per mile	$ 331				-		-		-	-	-
1.5	Relay Track w/ 136# CWR	per mile	$ 354				-		-		-	-	-
1.6	Freight Siding	per mile	$ 912			2	1,824		-	3	2,736	5	4,560
1.65	Passenger Siding	per mile	$ 1,376			10	13,760		-	8	11,008	18	24,768
1.71	Fencing, 4 ft Woven Wire (both sides)	per mile	$ 51			66	3,366		-	93	4,743	159	8,109
1.72	Fencing, 6 ft Chain Link (both sides)	per mile	$ 153			30	4,590		-	40	6,120	70	10,710
1.73	Fencing, 10 ft Chain Link (both sides)	per mile	$ 175				-		-		-	-	-
1.74	Decorative Fencing (both sides)	per mile	$ 394			15	5,910		-	15	5,910	30	11,820
Total Track Costs							60,752		27,431		51,873		140,056
Turnouts													
4.1	#24 High Speed Turnout	each	$ 450			2	900	2	900		-	4	1,800
4.2	#20 Turnout Timber	each	$ 124			10	1,240		-	6	744	16	1,984
4.3	#10 Turnout Timber	each	$ 69			6	414		-	6	414	12	828
4.4	#20 Turnout Concrete	each	$ 249				-		-		-	-	-
4.5	#10 Turnout Concrete	each	$ 118				-		-		-	-	-
Total Turnouts Cost							2,554		900		1,158		4,612
Curves													
9.1	Elevate & Surface Curves	per mile	$ 58			1.6	93	6.52	378	16.64	965	25	1,436
9.3	Elastic Fasteners	per mile	$ 82			1.6	131	6.52	535	16.64	1,365	25	2,030
9.5	Realign Track for Curves (See Table G6 for Costs)	lump sum					224		238		1,098		1,560
Total Curves Cost							448		1,151		3,427		5,027
Signals													
8.1	Signals for Siding w/ High Speed Turnout	each	$ 1,268			1	1,268	1	1,268	2	2,536	4	5,072
8.2	Install CTC System (Single Track)	per mile	$ 183				-		-		-	-	-
8.21	Install CTC System (Double Track)	per mile	$ 300				-		-		-	-	-
8.3	Install PTC System	per mile	$ 197			70.5	13,889	51.7	10,185	96.16	18,944	218	43,017
8.4	Electric Lock for Industry Turnout	each	$ 103				-		-		-	-	-
8.5	Signals for Crossover	each	$ 700			5	3,500		-	2	1,400	7	4,900
8.6	Signals for Turnout	each	$ 400			2	800		-	2	800	4	1,600
Total Signals Cost							19,457		11,453		23,680		54,589
Stations / Facilities													
2.1	Full Service - New	each	$ 1,000				-		-		-	-	-
2.2	Full Service - Renovated	each	$ 500			3	1,500	2	1,000	2	1,000	7	3,500
2.3	Terminal - New	each	$ 2,000				-		-		-	-	-
2.4	Terminal - Renovated	each	$ 1,000				-		-		-	-	-
2.6	Layover Facility in Quincy	lump sum	$ 5,544				-		-	1	5,544	1	5,544
2.7	Service & Inspection Facility	lump sum	$ -				-		-		-	-	-
Total Station Cost							1,500		1,000		6,544		9,044

HNTB

TABLE D-9

MWRRI PHASE 5

Chicago to Quincy

Revision Date: 3/30/03

				Chicago Terminal Area									
			Segment No.	Segment 1		Segment 2		Segment 3		Segment 4		Total	
			From - To	Chicago to Aurora		Aurora to Wyanet		Wyanet to Galesburg		Galesburg to Quincy			
			Host Carrier	BNSF		BNSF		BNSF		BNSF			
			Mileposts	MP 0 - MP 40.2		MP 40.2 - MP 110.7		MP 110.7 - MP 162.4		MP 162.4 - MP 258.56			
			Track Miles	40.2 miles		70.5 miles		51.7 miles		96.2 miles		218.4 miles	
			Maximum Authorized Speed	79 mph		90 mph		90 mph		90 mph			
Item		Unit	YR 2002 Unit Cost (1000s)	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Bridges-under													
5.1	Four Lane Urban Expressway	each	$ 4,835				-		-		-	-	-
5.2	Four Lane Rural Expressway	each	$ 4,025				-		-		-	-	-
5.3	Two Lane Highway	each	$ 3,054				-		-		-	-	-
5.4	Rail	each	$ 3,054				-		-		-	-	-
5.5	Minor river	each	$ 810				-		-		-	-	-
5.6	Major River	each	$ 8,098				-		-		-	-	-
5.71	Convert open deck bridge to ballast deck (single track)	per LF	$ 4.7				-		-	570	2,666	570	2,666
5.72	Convert open deck bridge to ballast deck (double track)	per LF	$ 9.4			330	3,087	270	2,525		-	600	5,612
5.73	Single Track on Flyover Structure	per LF	$ 6.0				-		-		-	-	-
5.8	Single Track on Approach Embankment w/ Retaining Wall	per LF	$ 3.0				-		-		-	-	-
Total Bridges-under Cost							3,087		2,525		2,666		8,278
Bridges-over													
6.1	Four Lane Urban Expressway	each	$ 2,087				-		-		-	-	-
6.2	Four Lane Rural Expressway	each	$ 2,929				-		-		-	-	-
6.3	Two Lane Highway	each	$ 1,903				-		-		-	-	-
6.4	Rail	each	$ 6,110				-		-		-	-	-
Total Bridges-over Cost							-		-		-		-
Crossings													
7.1	Private Closure	each	$ 83			10	830	8	664	4	332	22	1,826
7.2	Four Quadrant Gates w/ Trapped Vehicle Detector	each	$ 492				-		-		-	-	-
7.3	Four Quadrant Gates	each	$ 288				-		-		-	-	-
7.31	Convert Dual Gates to Quad Gates	each	$ 150				-		-		-	-	-
7.4a	Conventional Gates single mainline track	each	$ 166			0	-	0	-	10	1,660	10	1,660
7.4b	Conventional Gates double mainline track	each	$ 205			41.00	8,405	31.00	6,355	82.00	16,810	154	31,570
7.41	Convert Flashers Only to Dual Gate	each	$ 50				-		-	11	550	11	550
7.5a	Single Gate with Median Barrier	each	$ 180				-		-		-	-	-
7.5b	Convert Single Gate to Extended Arm	each	$ 15				-		-		-	-	-
7.71	Precast Panels without Rdway Improvements	each	$ 80				-		-		-	-	-
7.72	Precast Panels with Rdway Improvements	each	$ 150				-		-		-	-	-
7.8	Michigan Type Grade Crossing Surface	each	$ 15			0	-	0	-	10	150	10	150
Total Crossings Cost							9,235		7,019		19,502		35,756
Segment Totals							**97,032**		**51,479**		**108,850**		**257,362**

NOTES

Installation of PTC system does not include locomotive equipment and dispatch equipment.
Cost Estimate does not include utility relocation.
Corridor access with frieght railroads to be negotiated; costs not included
Station costs are MWRRS allocation amounts
Siding improvements incorporate recommendations from TEMS Ideal Day Analysis Report (Dated March 8, 2002)
Assume 75% of underbridges need to be upgraded where speeds are above 79 mph
Estimate average span of underbridge is 40 feet.
Close 25% of all private crossings where speeds are above 79 mph; remainder are Conventional Gate
Four Quandrant Gates all public crossings at speeds > 79mph
Conventional Gates all public and private crossings at speeds </= 79mph
Precast Panels with Rdway Improvements installed where track embankment is replaced
Precast Panels without Rdway Improvements installed where track embankment is not replaced

ASSUMED STATION LOCATIONS AND IMPROVEMENTS:

MP 13.7	La Grange	Full Service - Renovated
MP 28.4	Naperville	Full Service - Renovated
MP 51.5	Plano	Full Service - Renovated
MP 82.6	Mendota	Full Service - Renovated
MP 104.35	Princeton	Full Service - Renovated
MP 131.1	Kewanee	Full Service - Renovated
MP 162.4	Galesburg	Full Service - Renovated
MP 202.3	Macomb	Full Service - Renovated
MP 258.56	Quincy	Full Service - Renovated

HNTB

TABLE D-10

MWRRI PHASE 5

Wyanet to Omaha

Revision Date: 3/24/03

				Segment No.	Segment 1		Segment 2		Segment 3		Segment 4		Total	
				From - To	Wyanet to Quad Cities		Quad Cities to Iowa City		Iowa City to Des Moines		Des Moines to Omaha			
				Host Carrier	BNSF		IAIS		IAIS		IAIS			
				Mileposts	MP 129.5 - MP 180.5		MP 180.5 - MP 236.75		MP 236.75 - MP 357.7		MP 357.7 - MP 505			
				Track Miles	51.0 miles		56.3 miles		121.0 miles		147.3 miles		375.5 miles	
				Maximum Authorized Speed	79 mph		79 mph		79 mph		79 mph			
Item		Unit	YR 2002 Unit Cost (1000s)		Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Trackwork														
1.1	HSR on Existing Roadbed	per mile	$ 993					-		-		-	-	-
1.2a	HSR on New Roadbed	per mile	$ 1,059					-		-		-	-	-
1.2b	HSR on New Roadbed & New Embankment	per mile	$ 1,492					-		-		-	-	-
1.2c	HSR on New Roadbed & New Embankment (Double Track)	per mile	$ 2,674					-		-		-	-	-
1.3	Timber & Surface w/ 33% Tie replacement	per mile	$ 222					-		-		-	-	-
1.4	Timber & Surface w/ 66% Tie Replacement	per mile	$ 331				56.3	18,619	121.0	40,034	147.3	48,756	325	107,410
1.5	Relay Track w/ 136# CWR	per mile	$ 354				17	6,018	20	7,080	17	6,018	54	19,116
1.6	Freight Siding	per mile	$ 912				1	912	1	912	1	912	3	2,736
1.65	Passenger Siding	per mile	$ 1,376				4	5,504	10	13,760	5	6,880	19	26,144
1.71	Fencing, 4 ft Woven Wire (both sides)	per mile	$ 51					-		-		-	-	-
1.72	Fencing, 6 ft Chain Link (both sides)	per mile	$ 153					-		-		-	-	-
1.73	Fencing, 10 ft Chain Link (both sides)	per mile	$ 175					-		-		-	-	-
1.74	Decorative Fencing (both sides)	per mile	$ 394					-		-		-	-	-
Total Track Costs								31,053		61,786		62,566		155,406
Turnouts														
4.1	#24 High Speed Turnout	each	$ 450				2	900	4	1,800	2	900	8	3,600
4.2	#20 Turnout Timber	each	$ 124				2	248		-		-	2	248
4.3	#10 Turnout Timber	each	$ 69					-	2	138	6	414	8	552
4.4	#20 Turnout Concrete	each	$ 249					-		-		-	-	-
4.5	#10 Turnout Concrete	each	$ 118					-		-		-	-	-
Total Turnouts Cost						-		1,148		1,938		1,314		4,400
Curves														
9.1	Elevate & Surface Curves	per mile	$ 58					-		-		-	-	-
9.3	Elastic Fasteners	per mile	$ 82					-		-		-	-	-
9.5	Realign Track for Curves (See Table G6 for Costs)	lump sum	$ -										-	-
Total Curves Cost						-		-		-		-		-
Signals														
8.1	Signals for Siding w/ High Speed Turnout	each	$ 1,268					-		-		-	-	-
8.2	Install CTC System (Single Track)	per mile	$ 183				56.3	10,294	121.0	22,134	147.3	26,956	325	59,384
8.21	Install CTC System (Double Track)	per mile	$ 300					-		-		-	-	-
8.3	Install PTC System	per mile	$ 197					-		-		-	-	-
8.4	Electric Lock for Industry Turnout	each	$ 103				2	206	4	412	2	206	8	824
8.5	Signals for Crossover	each	$ 700					-		-		-	-	-
8.6	Signals for Turnout	each	$ 400				4	1,600	6	2,400	6	2,400	16	6,400
Total Signals Cost						-		12,100		24,946		29,562		66,608
Stations / Facilities														
2.1	Full Service - New	each	$ 1,000					-		-		-	-	-
2.2	Full Service - Renovated	each	$ 500				2	1,000	2	1,000	1	500	5	2,500
2.3	Terminal - New	each	$ 2,000					-		-		-	-	-
2.4	Terminal - Renovated	each	$ 1,000					-		-	1	1,000	1	1,000
2.6	Layover Facility in Quad Cities	lump sum	$ 6,536				1	6,536		-		-	1	6,536
2.7	Service & Inspection Facility in Omaha	lump sum	$ 17,069					-		-	1	17,069	1	17,069
Total Station Cost						-		7,536		1,000		18,569		27,105

HNTB

TABLE D-10

MWRRI PHASE 5

Wyanet to Omaha

Revision Date: 3/24/03

				Segment 1		Segment 2		Segment 3		Segment 4		Total	
			Segment No.	Segment 1		Segment 2		Segment 3		Segment 4		Total	
			From - To	Wyanet to Quad Cities		Quad Cities to Iowa City		Iowa City to Des Moines		Des Moines to Omaha			
			Host Carrier	BNSF		IAIS		IAIS		IAIS			
			Mileposts	MP 129.5 - MP 180.5		MP 180.5 - MP 236.75		MP 236.75 - MP 357.7		MP 357.7 - MP 505			
			Track Miles	51.0 miles		56.3 miles		121.0 miles		147.3 miles		375.5 miles	
			Maximum Authorized Speed	79 mph		79 mph		79 mph		79 mph			
Item		Unit	YR 2002 Unit Cost (1000s)	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Bridges-under													
5.1	Four Lane Urban Expressway	each	$ 4,835				-		-		-	-	-
5.2	Four Lane Rural Expressway	each	$ 4,025				-		-		-	-	-
5.3	Two Lane Highway	each	$ 3,054				-		-		-	-	-
5.4	Rail	each	$ 3,054				-		-		-	-	-
5.5	Minor river	each	$ 810				-		-		-	-	-
5.6	Major River	each	$ 8,098				-		-		-	-	-
5.71	Convert open deck bridge to ballast deck (single track)	per LF	$ 4.7				-		-		-	-	-
5.72	Convert open deck bridge to ballast deck (double track)	per LF	$ 9.4				-		-		-	-	-
5.73	Single Track on Flyover Structure	per LF	$ 6.0				-		-		-	-	-
5.8	Single Track on Approach Embankment w/ Retaining Wall	per LF	$ 3.0				-		-		-	-	-
Total Bridges-under Cost					-		-		-		-		-
Bridges-over													
6.1	Four Lane Urban Expressway	each	$ 2,087				-		-		-	-	-
6.2	Four Lane Rural Expressway	each	$ 2,929				-		-		-	-	-
6.3	Two Lane Highway	each	$ 1,903				-		-		-	-	-
6.4	Rail	each	$ 6,110				-		-		-	-	-
Total Bridges-over Cost					-		-		-		-		-
Crossings													
7.1	Private Closure	each	$ 83				-		-		-	-	-
7.2	Four Quadrant Gates w/ Trapped Vehicle Detector	each	$ 492				-		-		-	-	-
7.3	Four Quadrant Gates	each	$ 288				-		-		-	-	-
7.31	Convert Dual Gates to Quad Gates	each	$ 150				-		-		-	-	-
7.4a	Conventional Gates single mainline track	each	$ 166			20	3,320	63	10,458	66	10,956	149	24,734
7.4b	Conventional Gates double mainline track	each	$ 205				-		-		-	-	-
7.41	Convert Flashers Only to Dual Gate	each	$ 50			19	950	34	1,700	26	1,300	79	3,950
7.5a	Single Gate with Median Barrier	each	$ 180				-		-		-	-	-
7.5b	Convert Single Gate to Extended Arm	each	$ 15				-		-		-	-	-
7.71	Precast Panels without Rdway Improvements	each	$ 80				-		-		-	-	-
7.72	Precast Panels with Rdway Improvements	each	$ 150				-		-		-	-	-
7.8	Michigan Type Grade Crossing Surface	each	$ 15			20	300	63	945	66	990	149	2,235
Total Crossings Cost					-		4,570		13,103		13,246		30,919
Segment Totals					**0**		**56,407**		**102,773**		**125,257**		**284,437**
Placeholders													
	BNSF/IAIS Connection Cost (From Design Nine Report)	lump sum			3,990								3,990
	IAIS Rehab Cost (From Design Nine Report)	lump sum			28,957								28,957
	Add Soft Costs (31%)	lump sum			10,213								10,213
	Bridge Upgrade Costs (From 3B Estimate)	lump sum					3,673		7,131		11,806		22,610
	Track & Signal Improvements at Omaha	lump sum	$ 10,000							1	10,000	1	10,000
TOTAL					**43,159**		**60,080**		**109,904**		**147,064**		**360,207**

NOTES

Installation of PTC system does not include locomotive equipment and dispatch equipment.
Cost Estimate does not include utility relocation.
Corridor access with frieght railroads to be negotiated; costs not included
Station costs are MWRRS allocation amounts
Close 25% of all private crossings where speeds are above 79 mph; remainder are Conventional Gate
Four Quandrant Gates all public crossings at speeds > 79mph
Conventional Gates all public and private crossings at speeds </= 79mph
Precast Panels with Rdway Improvements installed where track embankment is replaced
Precast Panels without Rdway Improvements installed where track embankment is not replaced

ASSUMED STATION LOCATIONS AND IMPROVEMENTS:

MP 181.2	Rock Island	Full Service - New
MP 182.8	Davenport	Full Service - Renovated
MP 236.75	Iowa City	Full Service - New
MP 322.5	Newton	Full Service - New
MP 357.7	Des Moines	Full Service - New
MP 439.95	Atlantic	Full Service - New
MP 503.1	Omaha	Terminal - Renovated

Grade Crossing Data:

TYPE	segment 1	segment 2	segment 3	segment 4
Fl & G	33	20	28	8
Fl	9	19	34	26
SO	24	20	63	66
TOTAL	66	59	125	100

HNTB

TABLE D-11
MWRRI PHASE 5
Chicago to St. Paul

Revision Date: 3/24/03

Chicago Terminal Area Limit
<----------From Chicago to Milwaukee Study 1995----------> From Milwaukee-Madison

			Segment No.	Segment 1		Segment 2		Segment 3		Segment 4		Segment 5		Segment 6		Segment 7		Total	
			From - To	Chicago to Rondout		Rondout to IL/WI Line		IL/WI Line to Milwaukee		Milwaukee to Madison		Madison to Portage		Portage to LaCrosse		LaCrosse to St. Paul			
			Host Carrier	CP		CP		CP		CP		CP		CP		CP			
			Mileposts	MP 0 - MP 37.5		MP 37.5 - MP 47		MP 47 - MP 85		MP 85 - MP 169.2		MP 29.7 to MP 0		MP 179.9 - MP 288		MP 288 - MP 410.2			
			Track Miles	37.5 miles		9.5 miles		38.7 miles		84.2 miles		29.7 miles		111.5 miles		122.2 miles		433.30 miles	
			Maximum Authorized Speed	79 mph		110 mph		110 mph		110 mph		110 mph		110 mph		110 mph			
Item		Unit	YR 2002 Unit Cost (1000s)	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Trackwork																			
1.1	HSR on Existing Roadbed	per mile	$ 993		-		-		-		-		-		-		-	-	-
1.2a	HSR on New Roadbed	per mile	$ 1,059		-		-		-		-	21.1	22,345	22	23,298	32	33,888	75	79,531
1.2b	HSR on New Roadbed & New Embankment	per mile	$ 1,492		-		-		-		-	8.6	12,831		-	17.5	26,110	26.1	38,941
1.2c	HSR on New Roadbed & New Embankment (Double Track)	per mile	$ 2,674		-		-		-		-		-	-	-		-	-	-
1.3	Timber & Surface w/ 33% Tie replacement	per mile	$ 222		-		-		-		-		-	111.5	24,753	122.2	27,128	234	51,881
1.4	Timber & Surface w/ 66% Tie Replacement	per mile	$ 331		-		-		-		-		-		-		-	-	-
1.5	Relay Track w/ 136# CWR	per mile	$ 354		-		-		-		-		-		-		-	-	-
1.6	Freight Siding	per mile	$ 912		-		-		-		-		-		-		-	-	-
1.65	Passenger Siding	per mile	$ 1,376		-		-		-		-		-	20	27,520	30	41,280	50	68,800
1.71	Fencing, 4 ft Woven Wire (both sides)	per mile	$ 51		-		-		-		-	23.8	1,212	89.2	4,549	97.8	4,986	211	10,747
1.72	Fencing, 6 ft Chain Link (both sides)	per mile	$ 153		-		-		-		-	4	682	17	2,559	18	2,804	40	6,045
1.73	Fencing, 10 ft Chain Link (both sides)	per mile	$ 175		-		-		-		-		-		-		-	-	-
1.74	Decorative Fencing (both sides)	per mile	$ 394		-		-		-		-	1	585	6	2,197	6	2,407	13	5,189
Total Track Costs					-		-		-		-		37,655		84,876		138,604		261,134
Turnouts																			
4.1	#24 High Speed Turnout	each	$ 450		-		-		-		-		-	4	1,800	6	2,700	10	4,500
4.2	#20 Turnout Timber	each	$ 124		-		-		-		-		-		-		-	-	-
4.3	#10 Turnout Timber	each	$ 69		-		-		-		-		-		-		-	-	-
4.4	#20 Turnout Concrete	each	$ 249		-		-		-		-		-		-		-	-	-
4.5	#10 Turnout Concrete	each	$ 118		-		-		-		-		-		-		-	-	-
Total Turnouts Cost					-		-		-		-		-		1,800		2,700		4,500
Curves																			
9.1	Elevate & Surface Curves	per mile	$ 58		-		-		-		-	1.3	73	13.1	759	26.7	1,549	41	2,381
9.3	Elastic Fasteners	per mile	$ 82		-		-		-		-	1.3	103	13.1	1,073	26.7	2,190	41	3,366
9.5	Realign Track for Curves (See Table G6 for Costs)	lump sum	$ -		-		-		-		-		85		2,051		8,839	-	10,975
Total Curves Cost					-		-		-		-		260		3,884		12,578		16,722
Signals																			
8.1	Signals for Siding w/ High Speed Turnout	each	$ 1,268		-		-		-		-		-	2	2,536	3	3,804	5	6,340
8.2	Install CTC System (Single Track)	per mile	$ 183		-		-		-		-		-		-		-	-	-
8.21	Install CTC System (Double Track)	per mile	$ 300		-		-		-		-	29.7	8,910	22	6,600	32	9,600	84	25,110
8.3	Install PTC System	per mile	$ 197		-		-		-		-	24	4,728	100	19,700	100	19,700	224	44,128
8.4	Electric Lock for Industry Turnout	each	$ 103		-		-		-		-		-		-		-	-	-
8.5	Signals for Crossover	each	$ 700		-		-		-		-		-		-		-	-	-
8.6	Signals for Turnout	each	$ 400		-		-		-		-		-		-		-	-	-
Total Signals Cost					-		-		-		-		13,638		28,836		33,104		75,578
Stations / Facilities																			
2.1	Full Service - New	each	$ 1,000		-		-		-		-		-	1	1,000		-	1	1,000
2.2	Full Service - Renovated	each	$ 500		-		-		-	6	3,000	1	500	2	1,000	2	1,000	11	5,500
2.3	Terminal - New	each	$ 2,000		-		-		-		-		-		-	1	2,000	1	2,000
2.4	Terminal - Renovated	each	$ 1,000		-		-		-		-		-		-		-	-	-
2.6	Layover Facility in Milwaukee	lump sum	$ 6,536		-		-		-	1	6,536		-		-		-	1	6,536
2.7	Service & Inspection Facility in Madison & MInneapolis	lump sum	$ 17,681		-		-		-	1	17,681		-		-	1	17,681	2	35,362
Total Station Cost					-		-		-		27,217		500		2,000		20,681		50,398

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TABLE D-11

MWRRI PHASE 5

Chicago to St. Paul

Revision Date: 3/24/03

Chicago Terminal Area Limit

<----------From Chicago to Milwaukee Study 1995----------> From Milwaukee-Madison

		Segment No.	Segment 1		Segment 2		Segment 3		Segment 4		Segment 5		Segment 6		Segment 7		Total	
		From - To	Chicago to Rondout		Rondout to IL/WI Line		IL/WI Line to Milwaukee		Milwaukee to Madison		Madison to Portage		Portage to LaCrosse		LaCrosse to St. Paul			
		Host Carrier	CP		CP		CP		CP		CP		CP		CP			
		Mileposts	MP 0 - MP 37.5		MP 37.5 - MP 47		MP 47 - MP 85		MP 85 - MP 169.2		MP 29.7 to MP 0		MP 179.9 - MP 288		MP 288 - MP 410.2			
		Track Miles	37.5 miles		9.5 miles		38.7 miles		84.2 miles		29.7 miles		111.5 miles		122.2 miles		433.30 miles	
		Maximum Authorized Speed	79 mph		110 mph		110 mph		110 mph		110 mph		110 mph		110 mph			
Item	Unit	YR 2002 Unit Cost (1000s)	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount

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TABLE D-11
MWRRI PHASE 5
Chicago to St. Paul
Revision Date: 3/24/03

Chicago Terminal Area Limit
<----------From Chicago to Milwaukee Study 1995----------> From Milwaukee-Madison

			Segment No.	Segment 1		Segment 2		Segment 3		Segment 4		Segment 5		Segment 6		Segment 7		Total	
			From - To	Chicago to Rondout		Rondout to IL/WI Line		IL/WI Line to Milwaukee		Milwaukee to Madison		Madison to Portage		Portage to LaCrosse		LaCrosse to St. Paul			
			Host Carrier	CP		CP		CP		CP		CP		CP		CP			
			Mileposts	MP 0 - MP 37.5		MP 37.5 - MP 47		MP 47 - MP 85		MP 85 - MP 169.2		MP 29.7 to MP 0		MP 179.9 - MP 288		MP 288 - MP 410.2			
			Track Miles	37.5 miles		9.5 miles		38.7 miles		84.2 miles		29.7 miles		111.5 miles		122.2 miles		433.30 miles	
			Maximum Authorized Speed	79 mph		110 mph		110 mph		110 mph		110 mph		110 mph		110 mph			
Item		Unit	YR 2002 Unit Cost (1000s)	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Bridges-under																			
5.1	Four Lane Urban Expressway	each	$ 4,835		-		-		-		-		-		-		-	-	-
5.2	Four Lane Rural Expressway	each	$ 4,025		-		-		-		-		-		-		-	-	-
5.3	Two Lane Highway	each	$ 3,054		-		-		-		-	1	3,054		-		-	1	3,054
5.4	Rail	each	$ 3,054		-		-		-		-		-		-		-	-	-
5.5	Minor river	each	$ 810		-		-		-		-		-		-		-	-	-
5.6	Major River	each	$ 8,098		-		-		-		-		-		-		-	-	-
5.71	Convert open deck bridge to ballast deck (single track)	per LF	$ 4.7		-		-		-		-		-	300	1,403	420	1,964	720	3,367
5.72	Convert open deck bridge to ballast deck (double track)	per LF	$ 9.4		-		-		-		-		-	510	4,770	660	6,173	1,170	10,943
5.73	Single Track on Flyover Structure	per LF	$ 6		-		-		-		-		-		-		-	-	-
5.8	Single Track on Approach Embankment w/ Retaining Wall	per LF	$ 3		-		-		-		-		-		-		-	-	-
Total Bridges-under Cost					-		-		-		-		3,054		6,173		8,137		17,365
Bridges-over																			
6.1	Four Lane Urban Expressway	each	$ 2,087		-		-		-		-		-		-		-	-	-
6.2	Four Lane Rural Expressway	each	$ 2,929		-		-		-		-		-		-		-	-	-
6.3	Two Lane Highway	each	$ 1,903		-		-		-		-		-		-		-	-	-
6.4	Rail	each	$ 6,110		-		-		-		-		-		-		-	-	-
Total Bridges-over Cost					-		-		-		-		-		-		-		-
Crossings																			
7.1	Private Closure	each	$ 83		-		-		-		-	6	498	12	996	12	996	30	2,490
7.2	Four Quadrant Gates w/ Trapped Vehicle Detector	each	$ 492		-		-		-		-		-		-		-	-	-
7.3	Four Quadrant Gates	each	$ 288		-		-		-		-	37	10,656	70	20,160	37	10,656	144	41,472
7.31	Convert Dual Gates to Quad Gates	each	$ 150		-		-		-		-	1	150	3	450	13	1,950	17	2,550
7.4a	Conventional Gates single mainline track	each	$ 166		-		-		-		-	15	2,490	33	5,478	33	5,478	81	13,446
7.4b	Conventional Gates double mainline track	each	$ 205		-		-		-		-		-		-		-	-	-
7.41	Convert Flashers Only to Dual Gate	each	$ 50		-		-		-		-		-	3	150	17	850	20	1,000
7.5a	Single Gate with Median Barrier	each	$ 180		-		-		-		-		-		-		-	-	-
7.5b	Convert Single Gate to Extended Arm	each	$ 15		-		-		-		-		-		-		-	-	-
7.71	Precast Panels without Rdway Improvements	each	$ 80		-		-		-		-	40	3,200		-		-	40	3,200
7.72	Precast Panels with Rdway Improvements	each	$ 150		-		-		-		-	13	1,950	109	16,350	100	15,000	222	33,300
7.8	Michigan Type Grade Crossing Surface	each	$ 15		-		-		-		-		-		-		-	-	-
Total Crossings Cost					-		-		-		-		18,944		43,584		34,930		97,458
Segment Totals											**27,217**		**74,051**		**171,153**		**250,735**		**523,156**
Placeholders																			
	From Chicago to Milwaukee Study						14,235		285,819										300,053
	From Milwaukee to Madison Study										226,582								226,582
TOTAL							**14,235**		**285,819**		**253,799**		**74,051**		**171,153**		**250,735**		**1,049,791**

NOTES
- Installation of PTC system does not include locomotive equipment and dispatch equipment.
- Cost Estimate does not include utility relocation.
- Corridor access with frieght railroads to be negotiated; costs not included
- Station costs are MWRRS allocation amounts
- Siding improvements incorporate recommendations from TEMS Capacity Analysis Report (Dated September, 2001) for the Milwaukee to Madison Passenger Rail Corridor Study
- Close 25% of all private crossings where speeds are above 79 mph; remainder are Conventional Gate
- Four Quandrant Gates all public crossings at speeds > 79mph

ASSUMED STATION LOCATIONS AND IMPROVEMENTS:

MP 17.2	Glenview	included in the Chicago to Milwaukee Study Cost Estimates
MP 61.5	Sturtevant	included in the Chicago to Milwaukee Study Cost Estimates
MP 78.5	GMIA	included in the Chicago to Milwaukee Study Cost Estimates
MP 85.93	Milwaukee	Full Service - Renovated
MP 100.00	Brookfield	Full Service - Renovated
MP 117.5	Oconomowoc	Full Service - Renovated
MP 131.2	Watertown	Full Service - Renovated

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TABLE D-11

MWRRI PHASE 5

Chicago to St. Paul

Revision Date: 3/24/03

Chicago Terminal Area Limit

<----------From Chicago to Milwaukee Study 1995----------> From Milwaukee-Madison

Segment No.			Segment 1		Segment 2		Segment 3		Segment 4		Segment 5		Segment 6		Segment 7		Total	
From - To			Chicago to Rondout		Rondout to IL/WI Line		IL/WI Line to Milwaukee		Milwaukee to Madison		Madison to Portage		Portage to LaCrosse		LaCrosse to St. Paul			
Host Carrier			CP		CP		CP		CP		CP		CP		CP			
Mileposts			MP 0 - MP 37.5		MP 37.5 - MP 47		MP 47 - MP 85		MP 85 - MP 169.2		MP 29.7 to MP 0		MP 179.9 - MP 288		MP 288 - MP 410.2			
Track Miles			37.5 miles		9.5 miles		38.7 miles		84.2 miles		29.7 miles		111.5 miles		122.2 miles		433.30 miles	
Maximum Authorized Speed			79 mph		110 mph		110 mph		110 mph		110 mph		110 mph		110 mph			
Item	Unit	YR 2002 Unit Cost (1000s)	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount

Conventional Gates all public crossings at speeds </= 79mph

Precast Panels with Rdway Improvements installed where track embankment is replaced

Precast Panels without Rdway Improvements installed where track embankment is not replaced

MP 5.5	Madison Airport	Full Service - Renovated
MP 30.0	New Madison	Full Service - Renovated
MP 178.5	Portage	Full Service - Renovated
MP 195.0	Wisconsin Dells	Full Service - Renovated
MP 240.0	Tomah	Full Service - Renovated
MP 281.50	La Crosse	Full Service - Renovated
MP 308.5	Winona	Full Service - Renovated
MP 370.6	Red WIng	Full Service - Renovated
MP 410.2	St. Paul - Minneapolis	Terminal - Renovated

Segments 2 & 3: Chicago to Milwaukee Costs from 1995 Chicago to Milwaukee Study	Segment 2	Segment 3
Total Cost (in 1993 Dollars, includes 7% Engineering and 15% Contingencies)	$ 11,170,583	$ 140,327,100
Inflate to 2002 costs	$ 14,234,674	$ 178,818,824
Additional Capacity Improvements KK Jct to Muskego Yd on UP		$ 107,000,000
TOTAL	$ 14,234,674	$ 285,818,824

Segment 4: From Milwaukee-Madison Study				
Segment	Begin MP	End MP	Cost	
Milwaukee Station to Dayton St.	85	132.1	$ 92,655,000	(includes double track from MP 104.2 to MP 131)
Dayton St. to Waterloo Malting	132.1	145.2	$ 50,517,780	
Waterloo Malting to Lien Rd.	145.2	161.9	$ 50,952,810	
Lien Rd. to E. Johnson St.	161.9	166	$ 12,074,648	
E. Johnson St. to Airport	166	169.2	$ 8,508,025	
Total			$ 214,708,263	
(in 2000 Dollars, includes 7% engr, 5% proj mgmt, 4% construction contingencies)				
Inflate to 2002 costs			$ 226,581,630	

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TABLE D-12
MWRRI PHASE 5
Milwaukee to Green Bay
Revision Date: 3/24/03

					<----------From Milwaukee to Green Bay Alternatives Analysis Report November 2001--------->									
			Segment No.	Segment 1	Segment 2		Segment 3		Segment 4		Segment 5		Total	
			From - To	Milwaukee to Grand Ave.	Grand Ave. to West Bend		West Bend to Fond du Lac		Fond Du Lac to Appleton		Appleton to Green Bay			
			Host Carrier	CP	CP		CN(WC)		CN(WC)		CN(WC)			
			Mileposts	MP 85.8 - MP 88.3	MP 88.3 to MP 119.6		MP 119.6 to MP 155.0		MP 160.4 - MP 215		MP 213 - MP 243			
			Track Miles	2.5 miles	37.2 miles		28.0 miles		33.0 miles		28.0 miles		128.7 miles	
			Maximum Authorized Speed		110 mph		110.0 miles		110 mph		79 mph			
Item		Unit	YR 2002 Unit Cost (1000s)	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Trackwork															
1.10	HSR on Existing Roadbed	per mile	$ 993		-		-		-		-		-	-	-
1.2a	HSR on New Roadbed	per mile	$ 1,059		-	32	33,888		-		-	6	6,354	38	40,242
1.2b	HSR on New Roadbed & New Embankment	per mile	$ 1,492		-		-	18	26,856	33	49,236		-	51	76,092
1.2c	HSR on New Roadbed & New Embankment (Double Track)	per mile	$ 2,674		-		-	10	26,740		-		-	10	26,740
1.30	Timber & Surface w/ 33% Tie replacement	per mile	$ 222		-		-		-		-	22	4,884	22	4,884
1.40	Timber & Surface w/ 66% Tie Replacement	per mile	$ 331		-		-		-		-		-	-	-
1.50	Relay Track w/ 136# CWR	per mile	$ 354		-		-		-		-		-	-	-
1.60	Freight Siding	per mile	$ 912		-		-		-	10	9,120		-	10	9,120
1.65	Passenger Siding	per mile	$ 1,376		-		-		-		-		-	-	-
1.71	Fencing, 4 ft Woven Wire (both sides)	per mile	$ 51		-	20	1,020	18	918	30	1,530		-	68	3,468
1.72	Fencing, 6 ft Chain Link (both sides)	per mile	$ 153		-	10	1,530	8	1,224	3	459		-	21	3,213
1.73	Fencing, 10 ft Chain Link (both sides)	per mile	$ 175		-		-		-		-		-	-	-
1.74	Decorative Fencing (both sides)	per mile	$ 394		-	2	788	2	788	1	394		-	5	1,970
Total Track Costs					-		37,226		56,526		60,739		11,238		165,729
Turnouts and Crossovers															
4.1	#24 High Speed Turnout	each	$ 450		-		-	2	900	2	900		-	4	1,800
4.2	#20 Turnout Timber	each	$ 124		-		-		-		-		-	-	-
4.3	#10 Turnout Timber	each	$ 69		-		-		-		-		-	-	-
4.4	#20 Turnout Concrete	each	$ 249		-		-		-		-		-	-	-
4.5	#10 Turnout Concrete	each	$ 118		-		-		-		-		-	-	-
Total Turnouts Cost					-		-		900		900		-		1,800
Curves															
9.1	Elevate & Surface Curves	per mile	$ 58		-	3	174	3	174				-	6	348
9.3	Elastic Fasteners	per mile	$ 82		-	3	246	3	246				-	6	492
9.5	Realign Track for Curves (See Table G6 for Costs)	lump sum	$ -		-		314		314				-	-	629
Total Curves Cost					-		734		734		-		-		1,469
Signals															
8.1	Signals for Siding w/ High Speed Turnout	each	$ 1,268		-		-	2	2,536		-		-	2	2,536
8.2	Install CTC System (Single Track)	per mile	$ 183		-	32	5,856	28	5,124		-		-	60	10,980
8.21	Install CTC System (Double Track)	per mile	$ 300		-		-		-		-		-	-	-
8.3	Install PTC System	per mile	$ 197		-	24	4,728	26	5,122	33	6,501		-	83	16,351
8.4	Electric Lock for Industry Turnout	each	$ 103		-		-		-		-		-	-	-
8.5	Signals for Crossover	each	$ 700		-		-		-		-		-	-	-
8.6	Signals for Turnout	each	$ 400		-		-		-		-		-	-	-
Total Signals Cost					-		10,584		12,782		6,501		-		29,867

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TABLE D-12
MWRRI PHASE 5
Milwaukee to Green Bay
Revision Date: 3/24/03

					<----------From Milwaukee to Green Bay Alternatives Analysis Report November 2001--------->									
			Segment No.	Segment 1		Segment 2		Segment 3		Segment 4		Segment 5		Total
			From - To	Milwaukee to Grand Ave.		Grand Ave. to West Bend		West Bend to Fond du Lac		Fond Du Lac to Appleton		Appleton to Green Bay		
			Host Carrier	CP		CP		CN(WC)		CN(WC)		CN(WC)		
			Mileposts	MP 85.8 - MP 88.3		MP 88.3 to MP 119.6		MP 119.6 to MP 155.0		MP 160.4 - MP 215		MP 213 - MP 243		
			Track Miles	2.5 miles		37.2 miles		28.0 miles		33.0 miles		28.0 miles		128.7 miles
			Maximum Authorized Speed			110 mph		110.0 miles		110 mph		79 mph		
Item		Unit	YR 2002 Unit Cost (1000s)	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Stations / Facilities															
2.1	Full Service - New	each	$ 1,000		-	2	2,000		-	3	3,000	1	1,000	6	6,000
2.2	Full Service - Renovated	each	$ 500		-		-		-	1	500		-	1	500
2.3	Terminal - New	each	$ 2,000		-		-		-		-		-	-	-
2.4	Terminal - Renovated	each	$ 1,000		-		-		-		-		-	-	-
2.6	Layover Facility in Green Bay	lump sum	$ 6,536		-		-		-		-	1	6,536	1	6,536
2.7	Service & Inspection Facility	lump sum	$ -		-		-		-		-		-	-	-
Total Station Cost					-		2,000		-		3,500		7,536		13,036

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TABLE D-12
MWRRI PHASE 5
Milwaukee to Green Bay
Revision Date: 3/24/03

						<----------From Milwaukee to Green Bay Alternatives Analysis Report November 2001--------->									
			Segment No.	Segment 1		Segment 2		Segment 3		Segment 4		Segment 5		Total	
			From - To	Milwaukee to Grand Ave.		Grand Ave. to West Bend		West Bend to Fond du Lac		Fond Du Lac to Appleton		Appleton to Green Bay			
			Host Carrier	CP		CP		CN(WC)		CN(WC)		CN(WC)			
			Mileposts	MP 85.8 - MP 88.3		MP 88.3 to MP 119.6		MP 119.6 to MP 155.0		MP 160.4 - MP 215		MP 213 - MP 243			
			Track Miles	2.5 miles		37.2 miles		28.0 miles		33.0 miles		28.0 miles		128.7 miles	
			Maximum Authorized Speed			110 mph		110.0 miles		110 mph		79 mph			
Item		Unit	YR 2002 Unit Cost (1000s)	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Bridges-under															
5.1	Four Lane Urban Expressway	each	$ 4,835		-		-		-		-		-	-	-
5.2	Four Lane Rural Expressway	each	$ 4,025		-		-		-		-		-	-	-
5.3	Two Lane Highway	each	$ 3,054		-	7	21,378	1	3,054		-	2	6,108	10	30,540
5.4	Rail	each	$ 3,054		-	1	3,054		-		-		-	1	3,054
5.5	Minor river	each	$ 810		-	5	4,050	4	3,240		-		-	9	7,290
5.6	Major River	each	$ 8,098		-		-		-	1	8,098		-	1	8,098
5.71	Convert open deck bridge to ballast deck (single track)	per LF	$ 5		-		-		-		-		-	-	-
5.72	Convert open deck bridge to ballast deck (double track)	per LF	$ 9.4		-		-		-		-		-	-	-
5.73	Single Track on Flyover Structure	per LF	$ 6.0		-		-		-		-		-	-	-
5.8	Single Track on Approach Embankment w/ Retaining Wall	per LF	$ 3.0		-		-		-		-		-	-	-
Total Bridges-under Cost					-		28,482		6,294		8,098		6,108		48,982
Bridges-over															
6.1	Four Lane Urban Expressway	each	$ 2,087		-		-		-		-		-	-	-
6.2	Four Lane Rural Expressway	each	$ 2,929		-		-		-	2	5,858		-	2	5,858
6.3	Two Lane Highway	each	$ 1,903		-		-		-	2	3,806		-	2	3,806
6.4	Rail	each	$ 6,110		-		-		-		-		-	-	-
Total Bridges-over Cost					-		-		-		9,664		-		9,664
Crossings															
7.1	Private Closure	each	$ 83		-	12	996	26	2,158	8	664		-	46	3,818
7.2	Four Quadrant Gates w/ Trapped Vehicle Detector	each	$ 492		-		-		-		-		-	-	-
7.3	Four Quadrant Gates	each	$ 288		-	8	2,304	7	2,016	19	5,472		-	34	9,792
7.31	Convert Dual Gates to Quad Gates	each	$ 150		-		-		-		-		-	-	-
7.4a	Conventional Gates single mainline track	each	$ 166		-		-		-		-		-	-	-
7.4b	Conventional Gates double mainline track	each	$ 205		-		-		-		-		-	-	-
7.41	Convert Flashers Only to Dual Gate	each	$ 50		-		-		-		-		-	-	-
7.5a	Single Gate with Median Barrier	each	$ 180		-	20	3,600	28	5,040	26	4,680		-	74	13,320
7.5b	Convert Single Gate to Extended Arm	each	$ 15		-		-		-		-		-	-	-
7.71	Precast Panels without Rdway Improvements	each	$ 80		-	28	2,240		-		-		-	28	2,240
7.72	Precast Panels with Rdway Improvements	each	$ 150		-		-	35	5,250	45	6,750		-	80	12,000
7.8	Michigan Type Grade Crossing Surface	each	$ 15		-		-		-		-		-	-	-
Total Crossings Cost					-		9,140		14,464		17,566		-		41,170
Segment Totals							**88,166**		**91,700**		**106,968**		**24,882**		**311,717**

NOTES

Milwaukee to Grand Ave. costs are included in the Chicago to St. Paul Route
Some train meets are at stations
Installation of PTC system does not include locomotive equipment and dispatch equipment.

ASSUMED STATION LOCATIONS AND IMPROVEMENTS:

MP 100	Granville	New Full Service Station
MP 117.5	West Bend	New Full Service Station
MP 156.5	Fond du Lac	Full Service Renovated

HNTB

TABLE D-12

MWRRI PHASE 5

Milwaukee to Green Bay

Revision Date: 3/24/03

<----------From Milwaukee to Green Bay Alternatives Analysis Report November 2001--------->

		Segment No.	Segment 1		Segment 2		Segment 3		Segment 4		Segment 5		Total	
		From - To	Milwaukee to Grand Ave.		Grand Ave. to West Bend		West Bend to Fond du Lac		Fond Du Lac to Appleton		Appleton to Green Bay			
		Host Carrier	CP		CP		CN(WC)		CN(WC)		CN(WC)			
		Mileposts	MP 85.8 - MP 88.3		MP 88.3 to MP 119.6		MP 119.6 to MP 155.0		MP 160.4 - MP 215		MP 213 - MP 243			
		Track Miles	2.5 miles		37.2 miles		28.0 miles		33.0 miles		28.0 miles		128.7 miles	
		Maximum Authorized Speed			110 mph		110.0 miles		110 mph		79 mph			
Item	Unit	YR 2002 Unit Cost (1000s)	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount

Cost Estimate does not include utility relocation.
Corridor access with frieght railroads to be negotiated; costs not included
Station costs are MWRRS allocation amounts
Close 25% of all private crossings where speeds are above 79 mph; remainder are Conventional Gate
Four Quandrant Gates all public crossings at speeds > 79mph
Conventional Gates all public crossings at speeds </= 79mph
Precast Panels with Rdway Improvements installed where track embankment is replaced
Precast Panels without Rdway Improvements installed where track embankment is not replaced

MP 173.5	Oshkosh	New Full Service Station
MP 186.5	Neenah	New Full Service Station
MP 213	Appleton	New Full Service Station
MP 243	Green Bay	New Full Service Station

HNTB

TABLE E

MWRRI PHASE 5

Summary of Unit Costs

Revision Date: 6/3/02

tem No	Description	Unit	2002 Unit Cost (in 1000s)
Trackwork			
1.1	HSR on Existing Roadbed	per mile	$ 993
1.2a	HSR on New Roadbed	per mile	$ 1,059
1.2b	HSR on New Roadbed & New Embankment	per mile	$ 1,492
1.2c	HSR on New Roadbed & New Embankment (Double Track)	per mile	$ 2,674
1.3	Timber & Surface w/ 33% Tie replacement	per mile	$ 222
1.4	Timber & Surface w/ 66% Tie Replacement	per mile	$ 331
1.5	Relay Track w/ 136# CWR	per mile	$ 354
1.6	Freight Siding	per mile	$ 912
1.65	Passenger Siding	per mile	$ 1,376
1.71	Fencing, 4 ft Woven Wire (both sides)	per mile	$ 51
1.72	Fencing, 6 ft Chain Link (both sides)	per mile	$ 153
1.73	Fencing, 10 ft Chain Link (both sides)	per mile	$ 175
1.74	Decorative Fencing (both sides)	per mile	$ 394
1.8	Drainage Improvements	per mile	$ 66
1.9a	Land Acquisition Urban	per mile	$ 327
1.9b	Land Acquisition Rural	per mile	$ 109
Curves			
9.1	Elevate & Surface Curves	per mile	$ 58
9.2	Curvature Reduction	per mile	$ 393
9.3	Elastic Fasteners	per mile	$ 82
9.5	Realign Track for Curves (See Table G6 for Costs)	lump sum	
Signals			
8.1	Signals for Siding w/ High Speed Turnout	each	$ 1,268
8.2	Install CTC System (Single Track)	per mile	$ 183
8.21	Install CTC System (Double Track)	per mile	$ 300
8.3	Install PTC System	per mile	$ 197
8.4	Electric Lock for Industry Turnout	each	$ 103
8.5	Signals for Crossover	each	$ 700
8.6	Signals for Turnout	each	$ 400
Stations / Facilities			
2.1	Full Service - New	each	$ 1,000
2.2	Full Service - Renovated	each	$ 500
2.3	Terminal - New	each	$ 2,000
2.4	Terminal - Renovated	each	$ 1,000
2.5a	Maintenance (110 MPH technology)	each	$ 10,000
2.5b	Maintenance (150 MPH technology)	each	$ 86,000
2.5c	Maintenance (185 MPH technology)	each	$ 162,000
2.5	Maintenance Facility	each	$ 45,351
2.6	Layover Facility	lump sum	
2.7	Service & Inspection Facility	lump sum	
Turnouts			
4.1	#24 High Speed Turnout	each	$ 450
4.2	#20 Turnout Timber	each	$ 124
4.3	#10 Turnout Timber	each	$ 69
4.4	#20 Turnout Concrete	each	$ 249
4.5	#10 Turnout Concrete	each	$ 118
4.6	#33 Crossover	each	$ 1,136
4.7	#20 Crossover	each	$ 710
Bridges-under			
5.1	Four Lane Urban Expressway	each	$ 4,835
5.2	Four Lane Rural Expressway	each	$ 4,025
5.3	Two Lane Highway	each	$ 3,054
5.4	Rail	each	$ 3,054
5.5	Minor river	each	$ 810
5.6	Major River	each	$ 8,098
5.65	Double Track High (50') Level Bridge	per LF	$ -
5.70	Rehab for 110	per LF	$ 14
5.71	Convert open deck bridge to ballast deck (single track)	per LF	$ 4.7
5.72	Convert open deck bridge to ballast deck (double track)	per LF	$ 9.4
5.73	Single Track on Flyover Structure	per LF	$ 6
5.8	Single Track on Approach Embankment w/ Retaining Wal	per LF	$ 3
	Ballasted Concrete Deck Replacement Bridge	per LF	$ 2.1
	Land Bridges	per LF	$ 1.5
Bridges-over			
6.1	Four Lane Urban Expressway	each	$ 2,087
6.2	Four Lane Rural Expressway	each	$ 2,929
6.3	Two Lane Highway	each	$ 1,903
6.4	Rail	each	$ 6,110
Crossings			
7.1	Private Closure	each	$ 83
7.2	Four Quadrant Gates w/ Trapped Vehicle Detector	each	$ 492
7.3	Four Quadrant Gates	each	$ 288
7.31	Convert Dual Gates to Quad Gates	each	$ 150
7.4a	Conventional Gates single mainline track	each	$ 166
7.4b	Conventional Gates double mainline track	each	$ 205
7.41	Convert Flashers Only to Dual Gate	each	$ 50
7.5a	Single Gate with Median Barrier	each	$ 180
7.5b	Convert Single Gate to Extended Arm	each	$ 15
7.71	Precast Panels without Rdway Improvements	each	$ 80
7.72	Precast Panels with Rdway Improvements	each	$ 150
7.8	Michigan Type Grade Crossing Surface	each	$ 15

A11: Finance and Operating Statistics

MWRRI

MWRRI
Corridor vs. System Operating Losses through 2023*

Cash Flow (thousands of 2002$)		Implementation Period							Full Operation Years									
		Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7										
		2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Corridor	**Total Losses**																	
Michigan	($53,395.44)	($21,285.59)	($13,256.43)	($10,835.73)	($8,017.69)	$2,112.35	$12,338.30	$17,505.90	$18,372.61	$19,602.94	$20,790.35	$21,977.77	$23,165.19	$24,352.61	$25,798.52	$27,245.41	$28,693.28	$30,142.09
Cleveland	($47,647.67)	$0.00	$0.00	$0.00	$0.00	($28,477.77)	($12,434.32)	($6,735.58)	$368.48	$1,033.78	$1,683.02	$2,332.52	$2,982.27	$3,632.29	$4,598.94	$5,563.66	$6,526.51	$7,487.57
Cincinnati	($10,243.22)	$0.00	$0.00	$0.00	$0.00	($10,243.22)	$7,998.07	$12,908.17	$13,045.55	$13,664.09	$14,270.93	$14,878.05	$15,485.48	$16,093.21	$16,909.61	$17,725.34	$18,540.43	$19,354.90
Carbondale	($11,255.82)	$0.00	$0.00	$0.00	($7,883.71)	($2,200.97)	($947.18)	($223.97)	($142.41)	$109.10	$351.68	$594.32	$837.02	$1,079.79	$1,362.33	$1,645.13	$1,928.18	$2,211.48
St. Louis	($11,570.89)	($11,570.89)	$1,037.79	$4,986.28	$2,555.05	$11,859.48	$12,711.05	$14,233.86	$15,139.54	$15,842.40	$16,524.96	$17,207.63	$17,890.41	$18,573.32	$19,386.83	$20,200.87	$21,015.45	$21,830.55
Kansas City	($11,163.60)	$0.00	$0.00	$0.00	($9,021.61)	$2,927.15	($2,142.00)	$1,546.42	$5,960.91	$6,454.51	$6,939.12	$7,424.08	$7,909.39	$8,395.05	$8,965.21	$9,535.92	$10,107.18	$10,678.99
Quincy-Omaha	($83,117.35)	$0.00	$0.00	($5,199.02)	($15,167.36)	($13,801.95)	($15,429.54)	($5,701.60)	($5,531.13)	($4,926.57)	($4,338.56)	($3,750.35)	($3,161.92)	($2,573.29)	($1,876.36)	($1,178.87)	($480.83)	$217.76
Green Bay-St. Paul	($5,532.67)	($5,532.67)	$4,187.47	$24,507.88	$34,438.12	$49,270.74	$50,022.84	$42,061.98	$48,156.52	$50,887.67	$52,629.87	$54,372.57	$56,115.76	$57,859.44	$59,921.47	$61,985.08	$64,050.25	$66,116.97
Total by Corridor	**($233,926.66)**																	
Total by System	**($49,517.52)**	**($38,389.15)**	**($8,031.17)**	**$13,459.41**	**($3,097.20)**	**$11,445.82**	**$52,117.22**	**$75,595.19**	**$95,370.07**	**$102,667.91**	**$108,851.37**	**$115,036.59**	**$121,223.60**	**$127,412.43**	**$135,066.54**	**$142,722.54**	**$150,380.45**	**$158,040.31**

* There are no corridor losses in 2024, or thereafter.

Performance Measures	Implementation Period							Full Operation
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Year 1
	2008	2009	2010	2011	2012	2013	2014	2015
Financial Summary								
(thousands of 2002$)								
Passenger Revenue	$24,961	$32,098	$34,482	$34,969	$88,149	$98,652	$103,257	$103,785
Air Connect Revenue	$195	$250	$269	$273	$688	$769	$805	$810
On Board Revenue	$1,997	$2,568	$2,759	$2,798	$7,052	$7,892	$8,261	$8,303
Express Parcel Service (Net Rev)	$0	$0	$0	$0	$0	$0	$0	$0
Bus Feeder System	$6	$8	$8	$8	$183	$327	$368	$374
Total Operating Revenues	$27,159	$34,924	$37,518	$38,048	$96,071	$107,640	$112,691	$113,272
Total Operating Costs	$48,445	$48,180	$48,354	$46,065	$93,959	$95,302	$95,185	$94,899
Net Cash Flow	($21,286)	($13,256)	($10,836)	($8,018)	$2,112	$12,338	$17,506	$18,373
Operating Ratio	0.56	0.72	0.78	0.83	1.02	1.13	1.18	1.19
Operating Statistics								
Passenger Trips (Thousands)	774	995	1069	1084	2650	3050	3214	3225
Passenger Miles (Millions)	137	176	190	193	459	503	524	529
Seat Miles (Millions)	343	343	343	343	855	855	855	855
Train Miles (Millions)	1,143	1,143	1,143	1,143	2,850	2,850	2,850	2,850
Route Miles	305	305	305	305	537	537	537	537
Cost per Passenger Mile (Yield)	$0.35	$0.27	$0.25	$0.24	$0.20	$0.19	$0.18	$0.18
Cost per Train Mile	$42.37	$42.14	$42.29	$40.29	$32.96	$33.44	$33.39	$33.29
Cost per Passenger	$62.59	$48.41	$45.22	$42.48	$35.45	$31.25	$29.62	$29.43
Revenue per Passenger Mile (Yield)	$0.20	$0.20	$0.20	$0.20	$0.21	$0.21	$0.22	$0.21
Passenger Revenue per Passenger Mile (Yield)	$0.18	$0.18	$0.18	$0.18	$0.19	$0.20	$0.20	$0.20
Total Revenue per Train Mile	$23.75	$30.54	$32.81	$33.28	$33.71	$37.76	$39.54	$39.74
Passenger Revenue per Train Mile	$22.00	$28.29	$30.39	$30.82	$31.17	$34.88	$36.51	$36.70
Average Ticket Price ($ per rider)	$32.50	$32.50	$32.50	$32.50	$33.52	$32.60	$32.38	$32.43
Load Factors (PM/SM)	0.40	0.51	0.55	0.56	0.54	0.59	0.61	0.62
Average Trip Length (Miles)	177.0	177.0	177.6	177.6	173.3	164.9	162.9	164.1

	Implementation Period							Full Operation
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Year 1
	2008	2009	2010	2011	2012	2013	2014	2015
Train Frequencies (Daily Trips)								
Chicago-Detroit	6	6	6	6	9	9	9	9
Chicago-Kalamazoo	6	6	6	6	14	14	14	14
Kalamazoo-Ann Arbor		6	6	6	10	10	10	10
Ann Arbor-Detroit		6	6	6	10	10	10	10
Detroit-Pontiac	6	6	6	6	7	7	7	7
Battle Creek - Port Huron					4	4	4	4
Kalamazoo-Holland					4	4	4	4
Travel Times - Express (Hours)								
Chicago-Detroit	4:15	4:15	4:15	4:15	3:46	3:46	3:46	3:46
Chicago-Kalamazoo	1:50	1:50	1:50	1:50	1:40	1:40	1:40	1:40
Kalamazoo-Ann Arbor	1:26	1:26	1:26	1:26	1:26	1:26	1:26	1:26
Ann Arbor-Detroit	0:57	0:57	0:57	0:57	0:38	0:38	0:38	0:38
Detroit-Pontiac	0:34	0:34	0:34	0:34	0:36	0:36	0:36	0:36
Battle Creek-Port Huron					2:50	2:50	2:50	2:50
Kalamazoo-Holland					1:18	1:18	1:18	1:18
Travel Times - Local (Hours)								
Chicago-Detroit	4:49	4:49	4:49	4:49	4:24	4:24	4:24	4:24
Chicago-Kalamazoo	2:12	2:12	2:12	2:12	2:04	2:04	2:04	2:04
Kalamazoo-Ann Arbor	1:39	1:39	1:39	1:39	1:41	1:41	1:41	1:41
Ann Arbor-Detroit	0:58	0:58	0:58	0:58	0:39	0:39	0:39	0:39
Detroit-Pontiac	0:34	0:34	0:34	0:34	0:36	0:36	0:36	0:36
Battle Creek-Port Huron					2:50	2:50	2:50	2:50
Kalamazoo-Holland					1:18	1:18	1:18	1:18

Chicago-Cleveland Corridor Summary Report

Performance Measures	Implementation Period							Full Operation
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Year 1
	2008	2009	2010	2011	2012	2013	2014	2015
Financial Summary								
(thousands of 2002$)								
Passenger Revenue					$21,542	$38,974	$44,679	$52,302
Air Connect Revenue					$207	$374	$429	$502
On Board Revenue					$1,723	$3,118	$3,574	$4,184
Express Parcel Service (Net Rev)					$0	$0	$0	$0
Bus Feeder System					$424	$776	$876	$891
Total Operating Revenues					$23,896	$43,242	$49,559	$57,879
Total Operating Costs					$52,373	$55,676	$56,294	$57,511
Net Cash Flow					($28,478)	($12,434)	($6,736)	$368
Operating Ratio					0.46	0.78	0.88	1.01
Operating Statistics								
Passenger Trips (Thousands)					565	1020	1170	1227
Passenger Miles (Millions)					82	148	169	220
Seat Miles (Millions)					554	554	554	554
Train Miles (Millions)					1,845	1,845	1,845	1,845
Route Miles					354	354	354	354
Cost per Passenger Mile (Yield)					$0.64	$0.38	$0.33	$0.26
Cost per Train Mile					$28.39	$30.17	$30.51	$31.17
Cost per Passenger					$92.72	$54.58	$48.13	$46.88
Total Revenue per Passenger Mile (Yield)					$0.29	$0.29	$0.29	$0.26
Passenger Revenue per Passenger Mile (Yield)					$0.29	$0.29	$0.29	$0.26
Total Revenue per Train Mile					$12.95	$23.44	$26.86	$31.37
Passenger Revenue per Train Mile					$11.79	$21.33	$24.45	$28.62
Average Ticket Price ($ per rider)					$38.50	$38.57	$38.57	$43.04
Load Factors (PM/SM)					0.15	0.27	0.30	0.40
Average Trip Length (Miles)					144.5	144.7	144.3	179.6

	Implementation Period							Full Operation
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Year 1
	2008	2009	2010	2011	2012	2013	2014	2015
Train Frequencies (Daily Trips)								
Chicago-Cleveland					8	8	8	8
Chicago-Toledo					8	8	8	8
Toledo - Cleveland					9	9	9	9
Travel Times - Express (Hours)								
Chicago-Cleveland					4:23	4:23	4:23	4:23
Chicago-Toledo					3:03	3:03	3:03	3:03
Toledo - Cleveland					1:20	1:20	1:20	1:20
Travel Times - Local (Hours)								
Chicago-Cleveland					4:48	4:48	4:48	4:48
Chicago-Toledo					3:18	3:18	3:18	3:18
Toledo - Cleveland					1:30	1:30	1:30	1:30

Performance Measures	Implementation Period							Full Operation
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Year 1
	2008	2009	2010	2011	2012	2013	2014	2015
Financial Summary								
(thousands of 2002$)								
Passenger Revenue					$23,939	$43,557	$48,495	$48,495
Air Connect Revenue					$0	$0	$0	$0
On Board Revenue					$1,915	$3,485	$3,880	$3,880
Express Parcel Service (Net Rev)					$0	$0	$0	$0
Bus Feeder System					$477	$872	$985	$1,001
Total Operating Revenues					$26,331	$47,914	$53,359	$53,376
Total Operating Costs					$36,574	$39,916	$40,451	$40,330
Net Cash Flow					($10,243)	$7,998	$12,908	$13,046
Operating Ratio					0.72	1.20	1.32	1.32
Operating Statistics								
Passenger Trips (Thousands)					441	802	902	902
Passenger Miles (Millions)					91	166	187	187
Seat Miles (Millions)					369	369	369	369
Train Miles (Millions)					1,229	1,229	1,229	1,229
Route Miles					310	310	310	310
Cost per Passenger Mile (Yield)					$0.40	$0.24	$0.22	$0.22
Cost per Train Mile					$29.75	$32.47	$32.91	$32.81
Cost per Passenger					$82.86	$49.75	$44.87	$44.74
Total Revenue per Passenger Mile (Yield)					$0.29	$0.29	$0.29	$0.29
Passenger Revenue per Passenger Mile (Yield)					$0.29	$0.29	$0.29	$0.29
Total Revenue per Train Mile					$21.42	$38.98	$43.41	$43.42
Passenger Revenue per Train Mile					$19.47	$35.43	$39.45	$39.45
Average Ticket Price ($ per rider)					$54.24	$54.29	$53.79	$53.79
Load Factors (PM/SM)					0.25	0.45	0.51	0.51
Average Trip Length (Miles)					207.3	207.5	207.1	207.1

	Implementation Period							Full Operation
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Year 1
	2008	2009	2010	2011	2012	2013	2014	2015
Train Frequencies (Daily Trips)								
Chicago-Cincinnati					5	5	5	5
Chicago-Indianapolis					6	6	6	6
Indianapolis-Cincinnati					6	6	6	6
Travel Times - Express (Hours)								
Chicago-Cincinnati					4:08	4:08	4:08	4:08
Chicago-Indianapolis					2:41	2:41	2:41	2:41
Indianapolis-Cincinnati					1:27	1:27	1:27	1:27
Travel Times - Local (Hours)								
Chicago-Cincinnati					4:27	4:27	4:27	4:27
Chicago-Indianapolis					2:55	2:55	2:55	2:55
Indianapolis-Cincinnati					1:32	1:32	1:32	1:32

Performance Measures	Implementation Period							Full Operation
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Year 1
	2008	2009	2010	2011	2012	2013	2014	2015
Financial Summary								
(thousands of 2002$)								
Passenger Revenue				$13,155	$18,032	$19,094	$19,653	$19,653
Air Connect Revenue				$39	$54	$57	$59	$59
On Board Revenue				$1,052	$1,443	$1,528	$1,572	$1,572
Express Parcel Service (Net Rev)				$0	$0	$0	$0	$0
Bus Feeder System				$182	$235	$251	$256	$260
Total Operating Revenues				$14,429	$19,764	$20,931	$21,540	$21,544
Total Operating Costs				$22,313	$21,965	$21,878	$21,764	$21,686
Net Cash Flow				($7,884)	($2,201)	($947)	($224)	($142)
Operating Ratio				0.65	0.90	0.96	0.99	0.99
Operating Statistics								
Passenger Trips (Thousands)				439	615	647	674	675
Passenger Miles (Millions)				51	69	73	75	76
Seat Miles (Millions)				187	187	187	187	187
Train Miles (Millions)				623	623	623	623	623
Route Miles				308	308	308	308	308
Cost per Passenger Mile (Yield)				$0.44	$0.32	$0.30	$0.29	$0.28
Cost per Train Mile				$35.83	$35.27	$35.13	$34.94	$34.82
Cost per Passenger				$50.81	$35.71	$33.79	$32.28	$32.11
Total Revenue per Passenger Mile (Yield)				$0.28	$0.29	$0.29	$0.29	$0.28
Passenger Revenue per Passenger Mile (Yield)				$0.28	$0.29	$0.29	$0.29	$0.28
Total Revenue per Train Mile				$23.17	$31.73	$33.61	$34.58	$34.59
Passenger Revenue per Train Mile				$21.18	$29.04	$30.75	$31.65	$31.65
Average Ticket Price ($ per rider)				$30.05	$29.41	$29.58	$29.24	$29.18
Load Factors (PM/SM)				0.27	0.37	0.39	0.40	0.41
Average Trip Length (Miles)				116.5	112.7	113.3	111.9	112.7

	Implementation Period							Full Operation
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Year 1
	2008	2009	2010	2011	2012	2013	2014	2015
Train Frequencies (Daily Trips)								
Chicago-Carbondale				2	2	2	2	2
Chicago-Champaign				5	5	5	5	5
Champaign-Carbondale				2	2	2	2	2
Travel Times - Express (Hours)								
Chicago-Carbondale				5:14	5:14	4:22	4:22	4:22
Chicago-Champaign				1:50	1:50	1:50	1:50	1:50
Champaign-Carbondale				3:20	3:20	2:32	2:32	2:32
Travel Times - Local (Hours)								
Chicago-Carbondale				5:18	5:18	4:41	4:41	4:41
Chicago-Champaign				1:58	1:58	1:58	1:58	1:58
Champaign-Carbondale				3:24	3:24	2:43	2:43	2:43

Performance Measures	Implementation Period							Full Operation
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Year 1
	2008	2009	2010	2011	2012	2013	2014	2015
Financial Summary								
(thousands of 2002$)								
Passenger Revenue	$38,400	$50,056	$54,003	$49,143	$55,192	$55,421	$56,487	$57,556
Air Connect Revenue	$38	$50	$54	$49	$55	$55	$56	$58
On Board Revenue	$3,072	$4,004	$4,320	$3,931	$4,415	$4,434	$4,519	$4,605
Express Parcel Service (Net Rev)	$0	$0	$0	$0	$0	$0	$0	$0
Bus Feeder System	$227	$292	$312	$318	$323	$328	$334	$339
Total Operating Revenues	$41,737	$54,402	$58,689	$53,441	$59,986	$60,238	$61,396	$62,558
Total Operating Costs	$53,308	$53,365	$53,703	$50,886	$48,126	$47,527	$47,162	$47,418
Net Cash Flow	($11,571)	$1,038	$4,986	$2,555	$11,859	$12,711	$14,234	$15,140
Operating Ratio	0.78	1.02	1.09	1.05	1.25	1.27	1.30	1.32
Operating Statistics								
Passenger Trips (Thousands)	876	1142	1228	1286	1418	1441	1473	1535
Passenger Miles (Millions)	166	217	233	246	271	276	281	294
Seat Miles (Millions)	421	421	421	421	421	421	421	421
Train Miles (Millions)	1,402	1,402	1,402	1,402	1,402	1,402	1,402	1,402
Route Miles	281	281	281	281	281	281	281	281
Cost per Passenger Mile (Yield)	$0.32	$0.25	$0.23	$0.21	$0.18	$0.17	$0.17	$0.16
Cost per Train Mile	$38.03	$38.07	$38.31	$36.30	$34.33	$33.91	$33.65	$33.83
Cost per Passenger	$60.87	$46.72	$43.73	$39.56	$33.94	$32.97	$32.01	$30.89
Total Revenue per Passenger Mile (Yield)	$0.25	$0.25	$0.25	$0.22	$0.22	$0.22	$0.22	$0.21
Passenger Revenue per Passenger Mile (Yield)	$0.25	$0.25	$0.25	$0.22	$0.22	$0.22	$0.22	$0.21
Total Revenue per Train Mile	$29.77	$38.81	$41.87	$38.12	$42.79	$42.97	$43.80	$44.63
Passenger Revenue per Train Mile	$27.42	$35.75	$38.56	$35.09	$39.41	$39.58	$40.34	$41.10
Average Ticket Price ($ per rider)	$43.89	$43.87	$44.01	$38.24	$38.96	$38.49	$38.38	$37.53
Load Factors (PM/SM)	0.40	0.51	0.55	0.58	0.64	0.66	0.67	0.70
Average Trip Length (Miles)	189.9	189.6	189.6	191.1	191.0	191.7	190.9	191.7

	Implementation Period							Full Operation
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Year 1
	2008	2009	2010	2011	2012	2013	2014	2015
Train Frequencies (Daily Trips)								
Chicago-St. Louis	8	8	8	8	8	8	8	8
Chicago-Joliet	8	8	8	8	8	8	8	8
Joliet-Springfield	8	8	8	8	8	8	8	8
Springfield-St. Louis	8	8	8	8	8	8	8	8
Travel Times - Express (Hours)								
Chicago-St. Louis	3:50	3:50	3:50	3:50	3:50	3:50	3:50	3:50
Chicago-Joliet	0:45	0:45	0:45	0:45	0:45	0:45	0:45	0:45
Joliet-Springfield	1:43	1:43	1:43	1:43	1:43	1:43	1:43	1:43
Springfield-St. Louis	1:21	1:21	1:21	1:21	1:21	1:21	1:21	1:21
Travel Times - Local (Hours)								
Chicago-St. Louis	4:10	4:10	4:10	4:10	4:10	4:10	4:10	4:10
Chicago-Joliet	0:45	0:45	0:45	0:45	0:45	0:45	0:45	0:45
Joliet-Springfield	1:59	1:59	1:59	1:59	1:59	1:59	1:59	1:59
Springfield-St. Louis	1:25	1:25	1:25	1:25	1:25	1:25	1:25	1:25

Performance Measures	Implementation Period							Full Operation
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Year 1
	2008	2009	2010	2011	2012	2013	2014	2015
Financial Summary								
(thousands of 2002$)								
Passenger Revenue				$13,499	$24,890	$27,885	$31,412	$36,100
Air Connect Revenue				$175	$324	$363	$408	$469
On Board Revenue				$1,080	$1,991	$2,231	$2,513	$2,888
Express Parcel Service (Net Rev)				$0	$0	$0	$0	$0
Bus Feeder System				$0	$0	$989	$1,117	$1,136
Total Operating Revenues				$14,755	$27,205	$31,468	$35,451	$40,593
Total Operating Costs				$23,776	$24,278	$33,610	$33,904	$34,632
Net Cash Flow				($9,022)	$2,927	($2,142)	$1,546	$5,961
Operating Ratio				0.62	1.12	0.94	1.05	1.17
Operating Statistics								
Passenger Trips (Thousands)				260	482	539	608	701
Passenger Miles (Millions)				38	70	78	88	101
Seat Miles (Millions)				212	212	317	317	317
Train Miles (Millions)				705	705	1,058	1,058	1,058
Route Miles				283	283	283	283	283
Cost per Passenger Mile (Yield)				$0.62	$0.34	$0.43	$0.38	$0.34
Cost per Train Mile				$33.71	$34.42	$31.77	$32.04	$32.73
Cost per Passenger				$91.39	$50.32	$62.34	$55.80	$49.40
Total Revenue per Passenger Mile (Yield)				$0.39	$0.39	$0.40	$0.40	$0.40
Passenger Revenue per Passenger Mile (Yield)				$0.39	$0.39	$0.40	$0.40	$0.40
Total Revenue per Train Mile				$20.92	$38.57	$29.74	$33.51	$38.37
Passenger Revenue per Train Mile				$19.39	$35.75	$26.70	$30.07	$34.56
Average Ticket Price ($ per rider)				$52.56	$52.26	$52.39	$52.37	$52.16
Load Factors (PM/SM)				0.18	0.33	0.25	0.28	0.32
Average Trip Length (Miles)				146.7	145.9	145.4	145.4	144.4

Performance Measures	Implementation Period							Full Operation
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Year 1
	2008	2009	2010	2011	2012	2013	2014	2015
Train Frequencies (Daily Trips)								
St. Louis-Kansas City				4	4	6	6	6
St. Louis-Jefferson City				4	4	6	6	6
Jefferson City-Kansas City				4	4	6	6	6
Travel Times - Express (Hours)								
St. Louis-Kansas City				5:12	5:12	4:14	4:14	4:14
St. Louis-Jefferson City				2:15	2:15	1:48	1:48	1:48
Jefferson City-Kansas City				2:57	2:57	2:25	2:25	2:25
Travel Times - Local (Hours)								
St. Louis-Kansas City				5:34	5:34	4:42	4:42	4:42
St. Louis-Jefferson City				2:25	2:25	2:03	2:03	2:03
Jefferson City-Kansas City				3:09	3:09	2:39	2:39	2:39

Performance Measures	Implementation Period							Full Operation
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Year 1
	2008	2009	2010	2011	2012	2013	2014	2015
Financial Summary								
(thousands of 2002$)								
Passenger Revenue			$17,910	$23,195	$31,357	$37,734	$48,004	$48,004
Air Connect Revenue			$251	$325	$439	$528	$672	$672
On Board Revenue			$1,433	$1,856	$2,509	$3,019	$3,840	$3,840
Express Parcel Service (Net Rev)			$0	$0	$0	$0	$0	$0
Bus Feeder System			$194	$294	$404	$540	$686	$698
Total Operating Revenues			$19,787	$25,670	$34,708	$41,822	$53,203	$53,215
Total Operating Costs			$24,986	$40,837	$48,510	$57,251	$58,905	$58,746
Net Cash Flow			($5,199)	($15,167)	($13,802)	($15,430)	($5,702)	($5,531)
Operating Ratio			0.79	0.63	0.72	0.73	0.90	0.91
Operating Statistics								
Passenger Trips (Thousands)			505	634	843	984	1260	1260
Passenger Miles (Millions)			82	105	136	163	208	208
Seat Miles (Millions)			207	400	514	615	615	615
Train Miles (Millions)			690	1,335	1,712	2,050	2,050	2,050
Route Miles			221					
Cost per Passenger Mile (Yield)			$0.30	$0.39	$0.36	$0.35	$0.28	$0.28
Cost per Train Mile			$36.24	$30.59	$28.33	$27.93	$28.74	$28.66
Cost per Passenger			$49.45	$64.43	$57.55	$58.15	$46.77	$46.64
Total Revenue per Passenger Mile (Yield)			$0.24	$0.24	$0.25	$0.26	$0.26	$0.26
Passenger Revenue per Passenger Mile (Yield)			$0.24	$0.24	$0.25	$0.26	$0.26	$0.26
Total Revenue per Train Mile			$28.70	$19.23	$20.27	$20.40	$25.96	$25.96
Passenger Revenue per Train Mile			$26.34	$17.62	$18.57	$18.67	$23.75	$23.75
Average Ticket Price ($ per rider)			$35.94	$37.11	$37.72	$38.87	$38.65	$38.65
Load Factors (PM/SM)			0.40	0.26	0.27	0.26	0.34	0.34
Average Trip Length (Miles)			163.0	166.1	161.7	165.3	164.8	165.5

Performance Measures	Implementation Period							Full Operation
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Year 1
	2008	2009	2010	2011	2012	2013	2014	2015
Train Frequencies (Daily Trips)								
Chicago - Omaha						4	4	4
Chicago-Naperville			5	5	5	5	5	5
Naperville-Rock Island			5	5	5	5	5	5
Rock Island-Iowa City			5	5	5	5	5	5
Iowa City-Des Moines					5	5	5	5
Des Moines-Omaha						4	4	4
Chicago-Quincy				4	4	4	4	4
Travel Times - Express (Hours)								
Chicago - Omaha						7:02	7:02	7:02
Chicgo-Iowa City			3:22	3:22	3:22	3:22	3:22	3:22
Iowa City-Des Moines					1:41	1:41	1:41	1:41
Des Moines-Omaha						1:57	1:57	1:57
Chicago-Quincy				3:44	3:44	3:44	3:44	3:44
Travel Times - Local (Hours)								
Chicago - Omaha						7:30	7:30	7:30
Chicgo-Iowa City			3:41	3:41	3:41	3:41	3:41	3:41
Iowa City-Des Moines					1:47	1:47	1:47	1:47
Des Moines-Omaha						2:01	2:01	2:01
Chicago-Quincy				4:04	4:04	4:04	4:04	4:04

Performance Measures	Implementation Period							Full Operation
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Year 1
	2008	2009	2010	2011	2012	2013	2014	2015
Financial Summary								
(thousands of 2002$)								
Passenger Revenue	$34,466	$75,347	$97,735	$104,584	$114,636	$113,682	$128,290	$135,372
Air Connect Revenue	$345	$753	$977	$1,046	$1,146	$1,137	$1,283	$1,354
On Board Revenue	$2,757	$6,028	$7,819	$8,367	$9,171	$9,095	$10,263	$10,830
Express Parcel Service (Net Rev)	$0	$0	$0	$0	$0	$0	$0	$0
Bus Feeder System	$165	$795	$1,024	$1,096	$1,114	$1,133	$1,342	$1,519
Total Operating Revenues	$37,732	$82,924	$107,555	$115,093	$126,067	$125,046	$141,178	$149,074
Total Operating Costs	$43,265	$78,736	$83,048	$80,655	$76,797	$75,023	$99,116	$100,918
Net Cash Flow	($5,533)	$4,187	$24,508	$34,438	$49,271	$50,023	$42,062	$48,157
Operating Ratio	0.87	1.05	1.30	1.43	1.64	1.67	1.42	1.48
Operating Statistics								
Passenger Trips (Thousands)	1086	1860	2400	2568	2851	2781	3357	3745
Passenger Miles (Millions)	128	262	339	362	391	388	432	466
Seat Miles (Millions)	249	533	533	533	533	533	813	813
Train Miles (Millions)	829	1,776	1,776	1,776	1,776	1,776	2,710	2,710
Route Miles	169	434	434	434	434	434	562	562
Cost per Passenger Mile (Yield)	$0.34	$0.30	$0.25	$0.22	$0.20	$0.19	$0.23	$0.22
Cost per Train Mile	$52.21	$44.33	$46.76	$45.41	$43.24	$42.24	$36.57	$37.24
Cost per Passenger	$39.85	$42.33	$34.60	$31.41	$26.94	$26.97	$29.53	$26.95
Total Revenue per Passenger Mile (Yield)	$0.30	$0.32	$0.32	$0.32	$0.32	$0.32	$0.33	$0.32
Passenger Revenue per Passenger Mile (Yield)	$0.30	$0.32	$0.32	$0.32	$0.32	$0.32	$0.33	$0.32
Total Revenue per Train Mile	$45.53	$46.69	$60.55	$64.80	$70.98	$70.40	$52.09	$55.01
Passenger Revenue per Train Mile	$42.01	$42.84	$55.57	$59.47	$65.18	$64.64	$47.81	$50.45
Average Ticket Price ($ per rider)	$32.06	$40.91	$41.12	$41.14	$40.61	$41.28	$38.60	$36.51
Load Factors (PM/SM)	0.51	0.49	0.64	0.68	0.73	0.73	0.53	0.57
Average Trip Length (Miles)	117.7	140.6	141.1	141.1	137.1	139.5	128.8	124.5

	Implementation Period							Full Operation
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Year 1
	2008	2009	2010	2011	2012	2013	2014	2015
Train Frequencies (Daily Trips)								
Chicago/Minneapolis St. Paul		6	6	6	6	6	6	6
Chicago-Milwaukee	10	10	10	10	10	10	17	17
Milwaukee-Madison	6	10	10	10	10	10	10	10
Madison-St. Paul		6	6	6	6	6	6	6
Milwaukee-Green Bay							7	7
Travel Times - Express (Hours)								
Chicago/Minneapolis St. Paul		5:52	5:52	5:52	5:52	5:52	5:37	5:37
Chicago-Milwaukee	1:09	1:05	1:05	1:05	1:05	1:05	0:50	0:50
Milwaukee-Madison	1:06	1:06	1:06	1:06	1:06	1:06	1:06	1:06
Madison-St. Paul		3:33	3:33	3:33	3:33	3:33	3:33	3:33
Milwaukee-Green Bay							2:07	2:07
Travel Times - Local (Hours)								
Chicago/Minneapolis- St. Paul		6:34	6:34	6:34	6:34	6:34	6:19	6:19
Chicago-Milwaukee	1:23	1:23	1:23	1:23	1:23	1:23	1:08	1:08
Milwaukee-Madison	1:21	1:21	1:21	1:21	1:21	1:21	1:21	1:21
Madison-St. Paul		4:00	4:00	4:00	4:00	4:00	4:00	4:00
Milwaukee-Green Bay							2:23	2:23

MWRRS Summary Financial Statistics	Operating Revenue (millions of 2002$)		Operating Cost (millions of 2002$)		Operating Ratio		Operating NPV (millions of 2002$)		Infrastructure (millions of 2002$)	Rolling Stock (millions of 2002$)	Train Miles (Thousands)	
	2014	2025	2014	2025	2014	2025					2014	2025
Chicago Detroit/Grand Rapids/Port Huron	$113	$129	$95	$97	1.18	1.32	$139	Phase 1- 2025	$873	$234	2,850	2,850
Chicago Cleveland	$50	$66	$56	$58	0.88	1.15	($15)	Phase 5- 2025	$1,187	$152	1,845	1,845
Chicago Cincinnati	$53	$61	$40	$41	1.32	1.49	$136	Phase 5- 2025	$606	$101	1,229	1,229
Chicago Carbondale	$22	$25	$22	$22	0.99	1.11	($3)	Phase 4- 2025	$232	$51	623	623
Chicago St. Louis	$61	$71	$47	$49	1.30	1.46	$152	Phase 1- 2025	$445	$115	1,402	1,402
St Louis Kansas City	$35	$47	$34	$35	1.05	1.32	$56	Phase 4- 2025	$893	$86	1,058	1,058
Chicago Quincy Omaha	$53	$61	$59	$60	0.90	1.02	($69)	Phase 3- 2025	$638	$167	2,050	2,050
Chicago Minneapolis/Green Bay	$141	$172	$99	$104	1.42	1.65	$492	Phase 1- 2025	$1,638	$222	2,710	2,710
Chicago Terminal + Pontiac Shop	-	-	-	-	-	-	-	-	$60	-	-	-
MWRRS System	**$528**	**$632**	**$453**	**$466**	**1.17**	**1.36**	**$927**	**Phase 1- 2025**	**$6,572**	**$1,128**	**13,767**	**13,767**

Corridor	Passengers (thousands)		Passenger Miles (millions)		Train Miles (thousands)		Average Fare ($/Rider)		Average Trip Length Miles		Route Miles
	2014	**2025**	**2014**	**2025**	**2014**	**2025**	**2014**	**2025**	**2014**	**2020**	**Built-Out**
Chicago Detroit/Grand Rapids/Port Huron	3,214	3,675	524	603	2,850	2,850	$32.38	$32.38	164	164	537
Chicago Cleveland	1,170	1,120	169	252	1,845	1,845	$38.57	$53.87	180	225	354
Chicago Cincinnati	902	895	187	214	1,229	1,229	$53.79	$61.94	207	239	310
Chicago Carbondale	674	770	75	87	623	623	$29.24	$29.24	113	113	308
Chicago St. Louis	1,473	1,757	281	337	1,402	1,402	$38.38	$37.43	192	192	281
St Louis Kansas City	608	804	88	116	1,058	1,058	$52.37	$52.10	144	145	283
Chicago Quincy Omaha	1,260	1,440	208	238	2,050	2,050	$38.65	$38.54	165	165	635
Chicago Minneapolis/Green Bay	3,357	4,362	432	540	2,710	2,710	$38.60	$36.22	124	124	562
MWRRS System	**12,656**	**14,824**	**1,964**	**2,388**	**13,767**	**13,767**	**$38.07**	**$38.60**	**157**	**161**	**3,270**

	Implementation Period						
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7
	2008	2009	2010	2011	2012	2013	2014
Revenue (Thousands 2002 $)							
Ticket Revenue	$98,405	$158,554	$205,681	$240,453	$380,650	$438,283	$483,991
Base Revenue	$97,827	$157,501	$204,130	$238,546	$377,737	$434,999	$480,278
Air Connect	$578	$1,054	$1,551	$1,907	$2,913	$3,284	$3,713
OBS	$7,826	$12,600	$16,330	$19,084	$30,219	$34,800	$38,422
Express Parcels net revenue	$0	$0	$0	$0	$0	$0	$0
Bus Feeder Revenue	$398	$1,095	$1,539	$1,898	$3,159	$5,216	$5,964
Total Revenue	$106,628	$172,249	$223,550	$261,435	$414,028	$478,299	$528,377
Operating Expenses (Thousands 2002 $)							
Energy & Fuel	$7,827	$10,026	$11,625	$16,204	$28,172	$29,773	$31,940
Train Equipment Maintenance	$33,300	$42,652	$49,458	$68,938	$119,851	$126,663	$135,881
Train Crew	$13,334	$17,078	$19,803	$27,603	$47,990	$50,718	$54,408
OBS	$9,071	$12,906	$15,825	$20,219	$33,673	$37,018	$40,257
Service Admin	$20,296	$23,195	$28,994	$28,994	$28,994	$28,994	$28,994
Sales and Marketing	$11,620	$13,972	$15,940	$17,519	$23,435	$25,823	$27,876
Track & ROW Maintenance	$22,942	$27,403	$30,143	$39,790	$55,557	$56,272	$58,166
Station Costs	$14,001	$14,767	$16,165	$18,965	$24,719	$25,119	$26,093
Insurance Liability	$4,943	$7,503	$9,676	$11,415	$18,004	$20,596	$22,523
Operational Profit	$7,202	$8,654	$10,220	$12,070	$17,131	$18,102	$19,183
Bus Feeder Cost	$482	$2,124	$2,241	$2,815	$5,055	$7,105	$7,462
Total Operating Expenses	**$145,018**	**$180,281**	**$210,090**	**$264,532**	**$402,582**	**$426,182**	**$452,782**
Financial & Operating Statistics							
Operating Ratio	0.74	0.96	1.06	0.99	1.03	1.12	1.17
Load Factors (PM/SM)	0.43	0.50	0.56	0.48	0.43	0.47	0.48
Average Ticket Price (Revenue per Passenger $)	$35.97	$39.66	$39.53	$38.34	$38.58	$38.90	$38.24
Total Revenue Per Passenger Mile (Yield)	$0.25	$0.26	$0.26	$0.26	$0.26	$0.27	$0.27
Ticket Revenue Per Passenger Mile (Yield)	$0.23	$0.24	$0.24	$0.24	$0.24	$0.24	$0.25
Average Trip Length (Miles)	158	164	162	159	159	159	155
Total Passenger Trips (Thousands)	2,735	3,997	5,203	6,271	9,866	11,266	12,656
Passenger Miles (Millions)	431	654	844	995	1,570	1,796	1,964
Seat Miles (Millions)	1,012	1,296	1,503	2,095	3,643	3,850	4,130
Train Miles (Thousands)	3,374	4,321	5,011	6,985	12,143	12,833	13,767
Cost Per Train Mile ($)	$42.98	$41.72	$41.93	$37.87	$33.15	$33.21	$32.89
Cost per Passenger Mile ($)	$0.34	$0.28	$0.25	$0.27	$0.26	$0.24	$0.23
Cost Per Passenger ($)	$53.01	$45.10	$40.38	$42.18	$40.81	$37.83	$35.78
Total Revenue per Train Mile	$31.60	$39.86	$44.61	$37.43	$34.10	$37.27	$38.38
Passenger Revenue per Train Mile	$29.17	$36.69	$41.05	$34.43	$31.35	$34.15	$35.16

MWRRS Financial Summary Report

	Full Operation Years										
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Revenue (Thousands 2002 $)											
Ticket Revenue	$505,191	$512,822	$519,288	$525,753	$532,219	$538,684	$546,641	$554,598	$562,555	$570,511	$578,468
Base Revenue	$501,268	$508,837	$515,252	$521,667	$528,082	$534,497	$542,392	$550,287	$558,182	$566,077	$573,972
Air Connect	$3,923	$3,985	$4,036	$4,086	$4,136	$4,187	$4,249	$4,311	$4,373	$4,435	$4,496
OBS	$40,101	$40,707	$41,220	$41,733	$42,247	$42,760	$43,391	$44,023	$44,655	$45,286	$45,918
Express Parcels net revenue	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Bus Feeder Revenue	$6,218	$6,361	$6,467	$6,575	$6,684	$6,795	$6,908	$7,023	$7,140	$7,259	$7,380
Total Revenue	$551,511	$559,890	$566,975	$574,061	$581,149	$588,239	$596,941	$605,644	$614,349	$623,056	$631,766
Operating Expenses (Thousands 2002 $)											
Energy & Fuel	$31,940	$31,940	$31,940	$31,940	$31,940	$31,940	$31,940	$31,940	$31,940	$31,940	$31,940
Train Equipment Maintenance	$135,881	$135,881	$135,881	$135,881	$135,881	$135,881	$135,881	$135,881	$135,881	$135,881	$135,881
Train Crew	$54,408	$54,408	$54,408	$54,408	$54,408	$54,408	$54,408	$54,408	$54,408	$54,408	$54,408
OBS	$41,097	$41,399	$41,656	$41,913	$42,169	$42,426	$42,742	$43,057	$43,373	$43,689	$44,005
Service Admin	$28,994	$28,994	$28,994	$28,994	$28,994	$28,994	$28,994	$28,994	$28,994	$28,994	$28,994
Sales and Marketing	$28,808	$29,154	$29,430	$29,706	$29,982	$30,258	$30,544	$30,829	$31,114	$31,400	$31,685
Track & ROW Maintenance	$58,166	$58,166	$58,166	$58,166	$58,166	$58,166	$58,166	$58,166	$58,166	$58,166	$58,166
Station Costs	$26,093	$26,093	$26,093	$26,093	$26,093	$26,093	$26,093	$26,093	$26,093	$26,093	$26,093
Insurance Liability	$23,880	$24,243	$24,553	$24,863	$25,172	$25,482	$25,862	$26,242	$26,621	$27,001	$27,381
Operational Profit	$19,412	$19,483	$19,542	$19,600	$19,659	$19,718	$19,784	$19,851	$19,917	$19,984	$20,050
Bus Feeder Cost	$7,462	$7,462	$7,462	$7,462	$7,462	$7,462	$7,462	$7,462	$7,462	$7,462	$7,462
Total Operating Expenses	**$456,141**	**$457,223**	**$458,124**	**$459,025**	**$459,926**	**$460,827**	**$461,874**	**$462,921**	**$463,969**	**$465,016**	**$466,064**
Financial & Operating Statistics											
Operating Ratio	1.21	1.22	1.24	1.25	1.26	1.28	1.29	1.31	1.32	1.34	1.36
Load Factors (PM/SM)	0.50	0.51	0.52	0.52	0.53	0.54	0.55	0.55	0.56	0.57	0.58
Average Ticket Price (Revenue per Passenger $)	$38.07	$37.97	$37.97	$37.96	$37.96	$37.96	$38.18	$38.39	$38.61	$38.82	$39.02
Total Revenue Per Passenger Mile (Yield)	$0.26	$0.26	$0.26	$0.26	$0.26	$0.26	$0.26	$0.26	$0.26	$0.26	$0.26
Ticket Revenue Per Passenger Mile (Yield)	$0.24	$0.24	$0.24	$0.24	$0.24	$0.24	$0.24	$0.24	$0.24	$0.24	$0.24
Average Trip Length (Miles)	157	157	157	157	157	157	157	158	159	160	161
Total Passenger Trips (Thousands)	13,269	13,505	13,677	13,849	14,021	14,193	14,319	14,445	14,571	14,698	14,824
Passenger Miles (Millions)	2,082	2,114	2,141	2,168	2,195	2,222	2,255	2,288	2,321	2,355	2,388
Seat Miles (Millions)	4,130	4,130	4,130	4,130	4,130	4,130	4,130	4,130	4,130	4,130	4,130
Train Miles (Thousands)	13,767	13,767	13,767	13,767	13,767	13,767	13,767	13,767	13,767	13,767	13,767
Cost Per Train Mile ($)	$33.13	$33.21	$33.28	$33.34	$33.41	$33.47	$33.55	$33.63	$33.70	$33.78	$33.85
Cost per Passenger Mile ($)	$0.22	$0.22	$0.21	$0.21	$0.21	$0.21	$0.20	$0.20	$0.20	$0.20	$0.20
Cost Per Passenger ($)	$34.38	$33.86	$33.50	$33.15	$32.80	$32.47	$32.26	$32.05	$31.84	$31.64	$31.44
Total Revenue per Train Mile	$40.06	$40.67	$41.18	$41.70	$42.21	$42.73	$43.36	$43.99	$44.62	$45.26	$45.89
Passenger Revenue per Train Mile	$36.70	$37.25	$37.72	$38.19	$38.66	$39.13	$39.71	$40.28	$40.86	$41.44	$42.02

	Full Operation Years										
	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Revenue (Thousands 2002 $)											
Ticket Revenue	$586,425	$594,382	$602,339	$610,295	$618,252	$626,209	$634,166	$642,122	$650,079	$658,036	$665,993
Base Revenue	$581,866	$589,761	$597,656	$605,551	$613,446	$621,341	$629,236	$637,130	$645,025	$652,920	$660,815
Air Connect	$4,558	$4,620	$4,682	$4,744	$4,806	$4,868	$4,930	$4,992	$5,054	$5,116	$5,178
OBS	$46,549	$47,181	$47,812	$48,444	$49,076	$49,707	$50,339	$50,970	$51,602	$52,234	$52,865
Express Parcels net revenue	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Bus Feeder Revenue	$7,503	$7,627	$7,754	$7,883	$8,015	$8,148	$8,284	$8,421	$8,561	$8,704	$8,849
Total Revenue	$640,477	$649,190	$657,905	$666,623	$675,342	$684,064	$692,788	$701,514	$710,243	$718,974	$727,707
Operating Expenses (Thousands 2002 $)											
Energy & Fuel	$31,940	$31,940	$31,940	$31,940	$31,940	$31,940	$31,940	$31,940	$31,940	$31,940	$31,940
Train Equipment Maintenance	$135,881	$135,881	$135,881	$135,881	$135,881	$135,881	$135,881	$135,881	$135,881	$135,881	$135,881
Train Crew	$54,408	$54,408	$54,408	$54,408	$54,408	$54,408	$54,408	$54,408	$54,408	$54,408	$54,408
OBS	$44,321	$44,636	$44,952	$45,268	$45,584	$45,899	$46,215	$46,531	$46,847	$47,163	$47,478
Service Admin	$28,994	$28,994	$28,994	$28,994	$28,994	$28,994	$28,994	$28,994	$28,994	$28,994	$28,994
Sales and Marketing	$32,042	$32,399	$32,756	$33,113	$33,470	$33,827	$34,184	$34,541	$34,898	$35,255	$35,612
Track & ROW Maintenance	$58,166	$58,166	$58,166	$58,166	$58,166	$58,166	$58,166	$58,166	$58,166	$58,166	$58,166
Station Costs	$26,093	$26,093	$26,093	$26,093	$26,093	$26,093	$26,093	$26,093	$26,093	$26,093	$26,093
Insurance Liability	$27,968	$28,555	$29,142	$29,729	$30,316	$30,903	$31,490	$32,077	$32,664	$33,251	$33,838
Operational Profit	$20,144	$20,239	$20,333	$20,428	$20,522	$20,616	$20,711	$20,805	$20,900	$20,994	$21,088
Bus Feeder Cost	$7,462	$7,462	$7,462	$7,462	$7,462	$7,462	$7,462	$7,462	$7,462	$7,462	$7,462
Total Operating Expenses	**$467,418**	**$468,772**	**$470,126**	**$471,480**	**$472,834**	**$474,188**	**$475,542**	**$476,897**	**$478,251**	**$479,605**	**$480,959**
Financial & Operating Statistics											
Operating Ratio	1.37	1.38	1.40	1.41	1.43	1.44	1.46	1.47	1.49	1.50	1.51
Load Factors (PM/SM)	0.59	0.60	0.62	0.63	0.64	0.65	0.66	0.68	0.69	0.70	0.71
Average Ticket Price (Revenue per Passenger $)	$38.93	$38.85	$38.76	$38.68	$38.60	$38.52	$38.45	$38.38	$38.31	$38.24	$38.17
Total Revenue Per Passenger Mile (Yield)	$0.26	$0.26	$0.26	$0.26	$0.26	$0.25	$0.25	$0.25	$0.25	$0.25	$0.25
Ticket Revenue Per Passenger Mile (Yield)	$0.24	$0.24	$0.24	$0.24	$0.23	$0.23	$0.23	$0.23	$0.23	$0.23	$0.23
Average Trip Length (Miles)	162	163	164	164	165	166	166	167	168	168	169
Total Passenger Trips (Thousands)	15,062	15,301	15,540	15,778	16,017	16,255	16,494	16,732	16,971	17,210	17,448
Passenger Miles (Millions)	2,439	2,490	2,541	2,592	2,644	2,695	2,746	2,797	2,848	2,899	2,951
Seat Miles (Millions)	4,130	4,130	4,130	4,130	4,130	4,130	4,130	4,130	4,130	4,130	4,130
Train Miles (Thousands)	13,767	13,767	13,767	13,767	13,767	13,767	13,767	13,767	13,767	13,767	13,767
Cost Per Train Mile ($)	$33.95	$34.05	$34.15	$34.25	$34.35	$34.44	$34.54	$34.64	$34.74	$34.84	$34.94
Cost per Passenger Mile ($)	$0.19	$0.19	$0.19	$0.18	$0.18	$0.18	$0.17	$0.17	$0.17	$0.17	$0.16
Cost Per Passenger ($)	$31.03	$30.64	$30.25	$29.88	$29.52	$29.17	$28.83	$28.50	$28.18	$27.87	$27.57
Total Revenue per Train Mile	$46.52	$47.16	$47.79	$48.42	$49.06	$49.69	$50.32	$50.96	$51.59	$52.22	$52.86
Passenger Revenue per Train Mile	$42.60	$43.17	$43.75	$44.33	$44.91	$45.49	$46.06	$46.64	$47.22	$47.80	$48.38

	Full Operation Years			
	2037	2038	2039	2040
Revenue (Thousands 2002 $)				
Ticket Revenue	$673,950	$681,906	$689,863	$697,820
Base Revenue	$668,710	$676,605	$684,500	$692,394
Air Connect	$5,240	$5,302	$5,364	$5,426
OBS	$53,497	$54,128	$54,760	$55,392
Express Parcels net revenue	$0	$0	$0	$0
Bus Feeder Revenue	$8,996	$9,146	$9,298	$9,453
Total Revenue	$736,443	$745,181	$753,921	$762,664
Operating Expenses (Thousands 2002 $)				
Energy & Fuel	$31,940	$31,940	$31,940	$31,940
Train Equipment Maintenance	$135,881	$135,881	$135,881	$135,881
Train Crew	$54,408	$54,408	$54,408	$54,408
OBS	$47,794	$48,110	$48,426	$48,742
Service Admin	$28,994	$28,994	$28,994	$28,994
Sales and Marketing	$35,969	$36,326	$36,682	$37,039
Track & ROW Maintenance	$58,166	$58,166	$58,166	$58,166
Station Costs	$26,093	$26,093	$26,093	$26,093
Insurance Liability	$34,425	$35,012	$35,599	$36,185
Operational Profit	$21,183	$21,277	$21,372	$21,466
Bus Feeder Cost	$7,462	$7,462	$7,462	$7,462
Total Operating Expenses	**$482,313**	**$483,667**	**$485,021**	**$486,375**
Financial & Operating Statistics				
Operating Ratio	1.53	1.54	1.55	1.57
Load Factors (PM/SM)	0.73	0.74	0.75	0.76
Average Ticket Price (Revenue per Passenger $)	$38.10	$38.04	$37.98	$37.92
Total Revenue Per Passenger Mile (Yield)	$0.25	$0.24	$0.24	$0.24
Ticket Revenue Per Passenger Mile (Yield)	$0.22	$0.22	$0.22	$0.22
Average Trip Length (Miles)	170	170	171	171
Total Passenger Trips (Thousands)	17,687	17,925	18,164	18,402
Passenger Miles (Millions)	3,002	3,053	3,104	3,155
Seat Miles (Millions)	4,130	4,130	4,130	4,130
Train Miles (Thousands)	13,767	13,767	13,767	13,767
Cost Per Train Mile ($)	$35.03	$35.13	$35.23	$35.33
Cost per Passenger Mile ($)	$0.16	$0.16	$0.16	$0.15
Cost Per Passenger ($)	$27.27	$26.98	$26.70	$26.43
Total Revenue per Train Mile	$53.49	$54.13	$54.76	$55.40
Passenger Revenue per Train Mile	$48.95	$49.53	$50.11	$50.69

Capital Cost Distribution By Corridor
[Thousands of 2002$]

INFRASTRUCTURE COST	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Chicago-Detroit/ Michigan										
Porter to Pontiac	$19,786	$13,191	$148,397	$148,397						
Chicago to Porter		$10,752	$16,128	$8,960	$8,960	$161,280	$120,960	$120,960		
Michigan branch lines					$5,652	$3,768	$42,393	$42,393		
Subtotal	**$19,786**	**$23,943**	**$164,525**	**$157,357**	**$14,612**	**$165,048**	**$163,353**	**$163,353**	**$0**	**$0**
Chicago-Cleveland										
Chicago-Wanatah		$3,017	$4,525	$2,514	$2,514	$45,249	$33,937	$33,937		
Wanatah-New Haven		$5,276	$7,914	$4,397	$4,397	$79,142	$59,356	$59,356		
New Haven-Liberty Center		$5,067	$7,600	$4,222	$4,222	$76,003	$57,002	$57,002		
Liberty Center-Delta						$1,059	$706	$15,886		
Delta-Cleveland		$14,672	$22,008	$12,227	$12,227	$220,082	$165,062	$165,062		
Subtotal	**$0**	**$28,032**	**$42,048**	**$23,360**	**$23,360**	**$421,534**	**$316,063**	**$331,242**	**$0**	**$0**
Chicago-Cincinnati										
Chicago to Wanatah		$3,017	$4,525	$2,514	$2,514	$45,249	$33,937	$33,937		
Wanatah - Monon		$2,465	$3,698	$2,054	$2,054	$36,977	$27,733	$27,733		
Monon-Indianapolis					$7,429	$4,953	$55,717	$55,717		
Indianapolis-Shelbyville						$2,440	$1,627	$36,605		
Shelbyville-Cincinnati		$3,826	$6,377	$5,952	$5,102	$76,527	$57,395	$57,395		
Subtotal	**$0**	**$9,308**	**$14,600**	**$10,520**	**$17,099**	**$166,146**	**$176,409**	**$211,387**	**$0**	**$0**
Chicago-Carbondale										
Chicago-Champaign				$3,283	$7,660	$49,244	$49,244			
Champaign-Carbondale						$3,673	$8,571	$55,101	$55,101	
Subtotal	**$0**	**$0**	**$0**	**$3,283**	**$7,660**	**$52,918**	**$57,816**	**$55,101**	**$55,101**	**$0**
Chicago-St. Louis										
Chicago-Joliet	$6,033	$6,033	$4,022	$4,022	$72,401	$54,301	$54,301			
Joliet-Springfield	$120,818									
Springfield-St. Louis	$61,444	$61,444								
Subtotal	**$188,295**	**$67,477**	**$4,022**	**$4,022**	**$72,401**	**$54,301**	**$54,301**	**$0**	**$0**	**$0**
St. Louis-Kansas City *										
St. Louis-Jefferson City			$2,560	$3,414	$4,836	$3,414	$51,206	$38,405	$38,405	
Jefferson City-Kansas City			$3,097	$4,130	$5,851	$4,130	$61,948	$46,461	$46,461	
Capacity Placeholder St Louis - Kansass City			$10,410	$13,880	$19,664	$13,880	$208,204	$156,153	$156,153	$0
Subtotal	**$0**	**$0**	**$16,068**	**$21,424**	**$30,350**	**$21,424**	**$321,358**	**$241,018**	**$241,018**	**$0**
Chicago-Quincy-Omaha										
Chicago-Wyanet			$3,511	$8,192	$52,664	$52,664				
Wyanet-Iowa City		$3,097	$3,097	$4,130	$46,458	$46,458				
Wyanet-Quincy		$3,848	$3,848	$4,489	$3,848	$72,148	$72,148			
Iowa City-Des Moines			$1,978	$2,638	$3,737	$2,638	$49,457	$49,457		
Des Moines-Omaha				$2,647	$3,530	$5,000	$3,530	$66,179	$66,179	
Subtotal	**$0**	**$6,945**	**$12,434**	**$22,096**	**$110,236**	**$178,908**	**$125,134**	**$115,636**	**$66,179**	**$0**
Chicago-Twin Cities										
Milwaukee-Madison	$15,228	$10,152	$114,210	$114,210						
Madison-Portage		$4,443	$2,962	$33,323	$33,323					
Portage-Lacrosse		$10,269	$6,846	$77,019	$77,019					
Lacrosse-Twin Cities		$15,044	$10,029	$112,831	$112,831					
Chicago-State line		$5,206	$6,942	$5,206	$6,942	$30,659	$78,093	$52,062	$52,062	$52,062
State Line-Milwaukee		$5,145	$6,860	$5,145	$6,860	$30,297	$77,171	$51,447	$51,447	$51,447
Milwaukee-Green Bay				$5,611	$9,352	$8,728	$7,481	$112,218	$84,164	$84,164
Subtotal	**$15,228**	**$50,259**	**$147,848**	**$353,344**	**$246,325**	**$69,684**	**$162,746**	**$215,728**	**$187,673**	**$187,673**
Chicago Terminal Area	$2,721	$1,814	$12,245	$12,245	$16,326					
Station Ticket Machines	$183	$152	$337	$494	$439	$912	$1,111	$1,076	$444	$151
System Maintenance Facility	$900	$600	$4,050	$4,050	$5,400					
Total Infrastructure Capital	**$227,114**	**$188,531**	**$418,177**	**$612,194**	**$544,210**	**$1,130,875**	**$1,378,290**	**$1,334,541**	**$550,415**	**$187,825**
INFRASTRUCTURE capital reqm't, subtotal:	***$6,572,171***									
EQUIPMENT COST										
Equipment # Units Built During Year			10	10	10	10	10	10	3	
Equipment # Units Available				10	20	30	40	50	60	63
Min # of Units Needed to Sustain Schedule:					20	24	27	35	56	59
Total Equipment Capital @ $17.9 million per train	**$0**	**$0**	**$179,000**	**$179,000**	**$179,000**	**$179,000**	**$179,000**	**$179,000**	**$53,700**	$0
EQUIPMENT capital requirement, subtotal:	***$1,127,700***									
INFRASTRUCTURE & EQUIPMENT	**$227,114**	**$188,531**	**$597,177**	**$791,194**	**$723,210**	**$1,309,875**	**$1,557,290**	**$1,513,541**	**$604,115**	**$187,825**
TOTAL capital requirement:	***$7,699,871***									

Revenue and Operating Cost, Operating Cash Flow Projections and Operating Ratio for MWRRS

	Implementation Period						
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7
Revenue (Thousands 2002 $)	**2008**	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**
Corridor							
Michigan	$27,159	$34,924	$37,518	$38,048	$96,071	$107,640	$112,691
Cleveland	$0	$0	$0	$0	$23,896	$43,242	$49,559
Cincinnati	$0	$0	$0	$0	$26,331	$47,914	$53,359
Carbondale	$0	$0	$0	$14,429	$19,764	$20,931	$21,540
St. Louis	$41,737	$54,402	$58,689	$53,441	$59,986	$60,238	$61,396
Kansas City	$0	$0	$0	$14,755	$27,205	$31,468	$35,451
Quincy - Omaha	$0	$0	$19,787	$25,670	$34,708	$41,822	$53,203
Green Bay - St. Paul	$37,732	$82,924	$107,555	$115,093	$126,067	$125,046	$141,178
MWRRS Revenue	**$106,628**	**$172,249**	**$223,550**	**$261,435**	**$414,028**	**$478,299**	**$528,377**
Operating Costs (Thousands 2002 $)							
Corridor							
Michigan	$48,445	$48,180	$48,354	$46,065	$93,959	$95,302	$95,185
Cleveland	$0	$0	$0	$0	$52,373	$55,676	$56,294
Cincinnati	$0	$0	$0	$0	$36,574	$39,916	$40,451
Carbondale	$0	$0	$0	$22,313	$21,965	$21,878	$21,764
St. Louis	$53,308	$53,365	$53,703	$50,886	$48,126	$47,527	$47,162
Kansas City	$0	$0	$0	$23,776	$24,278	$33,610	$33,904
Quincy - Omaha	$0	$0	$24,986	$40,837	$48,510	$57,251	$58,905
Green Bay - St. Paul	$43,265	$78,736	$83,048	$80,655	$76,797	$75,023	$99,116
MWRRS Operating Costs	**$145,018**	**$180,281**	**$210,090**	**$264,532**	**$402,582**	**$426,182**	**$452,782**
Operating Cash Flow (Thousands 2002 $)							
Corridor							
Michigan	($21,286)	($13,256)	($10,836)	($8,018)	$2,112	$12,338	$17,506
Cleveland	$0	$0	$0	$0	($28,478)	($12,434)	($6,736)
Cincinnati	$0	$0	$0	$0	($10,243)	$7,998	$12,908
Carbondale	$0	$0	$0	($7,884)	($2,201)	($947)	($224)
St. Louis	($11,571)	$1,038	$4,986	$2,555	$11,859	$12,711	$14,234
Kansas City	$0	$0	$0	($9,022)	$2,927	($2,142)	$1,546
Quincy - Omaha	$0	$0	($5,199)	($15,167)	($13,802)	($15,430)	($5,702)
Green Bay - St. Paul	($5,533)	$4,187	$24,508	$34,438	$49,271	$50,023	$42,062
MWRRS Operating Cash Flow	**($38,389)**	**($8,031)**	**$13,459**	**($3,097)**	**$11,446**	**$52,117**	**$75,595**
Operating Ratio							
Corridor							
Michigan	0.56	0.72	0.78	0.83	1.02	1.13	1.18
Cleveland					0.46	0.78	0.88
Cincinnati					0.72	1.20	1.32
Carbondale				0.65	0.90	0.96	0.99
St. Louis	0.78	1.02	1.09	1.05	1.25	1.27	1.30
Kansas City				0.62	1.12	0.94	1.05
Quincy - Omaha			0.79	0.63	0.72	0.73	0.90
Green Bay - St. Paul	0.87	1.05	1.30	1.43	1.64	1.67	1.42
MWRRS Operating Ratio	0.74	0.96	1.06	0.99	1.03	1.12	1.17

Revenue and Operating Cost, Operating Cash Flow Projections and Operating Ratio for MWRRS

	Full Operation Years										
Revenue (Thousands 2002 $)	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**
Corridor											
Michigan	$113,272	$114,652	$116,032	$117,412	$118,793	$120,173	$121,918	$123,663	$125,408	$127,153	$128,898
Cleveland	$57,879	$58,622	$59,364	$60,107	$60,849	$61,593	$62,509	$63,426	$64,343	$65,260	$66,178
Cincinnati	$53,376	$54,065	$54,754	$55,443	$56,133	$56,823	$57,664	$58,506	$59,347	$60,189	$61,031
Carbondale	$21,544	$21,822	$22,100	$22,378	$22,656	$22,934	$23,271	$23,607	$23,943	$24,280	$24,617
St. Louis	$62,558	$63,354	$64,150	$64,947	$65,744	$66,540	$67,517	$68,494	$69,470	$70,447	$71,424
Kansas City	$40,593	$41,135	$41,678	$42,221	$42,764	$43,307	$43,957	$44,608	$45,259	$45,910	$46,562
Quincy - Omaha	$53,215	$53,890	$54,565	$55,240	$55,915	$56,591	$57,413	$58,236	$59,058	$59,881	$60,704
Green Bay - St. Paul	$149,074	$152,352	$154,332	$156,314	$158,295	$160,277	$162,691	$165,106	$167,521	$169,936	$172,352
MWRRS Revenue	**$551,511**	**$559,890**	**$566,975**	**$574,061**	**$581,149**	**$588,239**	**$596,941**	**$605,644**	**$614,349**	**$623,056**	**$631,766**
Operating Costs (Thousands 2002 $)											
Corridor											
Michigan	$94,899	$95,049	$95,241	$95,434	$95,627	$95,820	$96,119	$96,417	$96,715	$97,011	$97,306
Cleveland	$57,511	$57,588	$57,681	$57,774	$57,867	$57,960	$57,910	$57,862	$57,817	$57,773	$57,731
Cincinnati	$40,330	$40,401	$40,483	$40,565	$40,648	$40,730	$40,755	$40,780	$40,807	$40,834	$40,863
Carbondale	$21,686	$21,713	$21,748	$21,784	$21,819	$21,854	$21,908	$21,962	$22,015	$22,068	$22,122
St. Louis	$47,418	$47,512	$47,626	$47,739	$47,853	$47,967	$48,130	$48,293	$48,455	$48,616	$48,778
Kansas City	$34,632	$34,681	$34,739	$34,797	$34,854	$34,912	$34,992	$35,072	$35,152	$35,231	$35,310
Quincy - Omaha	$58,746	$58,816	$58,903	$58,990	$59,077	$59,164	$59,290	$59,414	$59,539	$59,663	$59,787
Green Bay - St. Paul	$100,918	$101,464	$101,703	$101,941	$102,180	$102,418	$102,770	$103,121	$103,470	$103,819	$104,167
MWRRS Operating Costs	**$456,141**	**$457,223**	**$458,124**	**$459,025**	**$459,926**	**$460,827**	**$461,874**	**$462,921**	**$463,969**	**$465,016**	**$466,064**
Operating Cash Flow (Thousands 2002 $)											
Corridor											
Michigan	$18,373	$19,603	$20,790	$21,978	$23,165	$24,353	$25,799	$27,245	$28,693	$30,142	$31,592
Cleveland	$368	$1,034	$1,683	$2,333	$2,982	$3,632	$4,599	$5,564	$6,527	$7,488	$8,447
Cincinnati	$13,046	$13,664	$14,271	$14,878	$15,485	$16,093	$16,910	$17,725	$18,540	$19,355	$20,169
Carbondale	($142)	$109	$352	$594	$837	$1,080	$1,362	$1,645	$1,928	$2,211	$2,495
St. Louis	$15,140	$15,842	$16,525	$17,208	$17,890	$18,573	$19,387	$20,201	$21,015	$21,831	$22,646
Kansas City	$5,961	$6,455	$6,939	$7,424	$7,909	$8,395	$8,965	$9,536	$10,107	$10,679	$11,251
Quincy - Omaha	($5,531)	($4,927)	($4,339)	($3,750)	($3,162)	($2,573)	($1,876)	($1,179)	($481)	$218	$917
Green Bay - St. Paul	$48,157	$50,888	$52,630	$54,373	$56,116	$57,859	$59,921	$61,985	$64,050	$66,117	$68,185
MWRRS Operating Cash Flow	**$95,370**	**$102,668**	**$108,851**	**$115,037**	**$121,224**	**$127,412**	**$135,067**	**$142,723**	**$150,380**	**$158,040**	**$165,702**
Operating Ratio											
Corridor											
Michigan	1.19	1.21	1.22	1.23	1.24	1.25	1.27	1.28	1.30	1.31	1.32
Cleveland	1.01	1.02	1.03	1.04	1.05	1.06	1.08	1.10	1.11	1.13	1.15
Cincinnati	1.32	1.34	1.35	1.37	1.38	1.40	1.41	1.43	1.45	1.47	1.49
Carbondale	0.99	1.01	1.02	1.03	1.04	1.05	1.06	1.07	1.09	1.10	1.11
St. Louis	1.32	1.33	1.35	1.36	1.37	1.39	1.40	1.42	1.43	1.45	1.46
Kansas City	1.17	1.19	1.20	1.21	1.23	1.24	1.26	1.27	1.29	1.30	1.32
Quincy - Omaha	0.91	0.92	0.93	0.94	0.95	0.96	0.97	0.98	0.99	1.00	1.02
Green Bay - St. Paul	1.48	1.50	1.52	1.53	1.55	1.56	1.58	1.60	1.62	1.64	1.65
MWRRS Operating Ratio	1.21	1.22	1.24	1.25	1.26	1.28	1.29	1.31	1.32	1.34	1.36

Revenue and Operating Cost, Operating Cash Flow Projections and Operating Ratio for MWRRS

	Full Operation Years									
Revenue (Thousands 2002 $)	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
Corridor										
Michigan	$130,644	$132,389	$134,135	$135,881	$137,626	$139,372	$141,119	$142,865	$144,611	$146,358
Cleveland	$67,096	$68,014	$68,933	$69,852	$70,771	$71,690	$72,610	$73,530	$74,451	$75,371
Cincinnati	$61,874	$62,717	$63,560	$64,403	$65,247	$66,091	$66,936	$67,781	$68,626	$69,472
Carbondale	$24,953	$25,290	$25,627	$25,964	$26,301	$26,638	$26,975	$27,313	$27,650	$27,988
St. Louis	$72,401	$73,378	$74,355	$75,333	$76,310	$77,288	$78,266	$79,243	$80,221	$81,200
Kansas City	$47,214	$47,866	$48,519	$49,172	$49,825	$50,479	$51,133	$51,788	$52,443	$53,099
Quincy - Omaha	$61,527	$62,351	$63,175	$63,999	$64,823	$65,647	$66,472	$67,297	$68,122	$68,947
Green Bay - St. Paul	$174,768	$177,185	$179,602	$182,020	$184,439	$186,858	$189,277	$191,697	$194,118	$196,539
MWRRS Revenue	**$640,477**	**$649,190**	**$657,905**	**$666,623**	**$675,342**	**$684,064**	**$692,788**	**$701,514**	**$710,243**	**$718,974**
Operating Costs (Thousands 2002 $)										
Corridor										
Michigan	$97,533	$97,760	$97,988	$98,216	$98,445	$98,674	$98,905	$99,135	$99,366	$99,598
Cleveland	$57,909	$58,085	$58,260	$58,433	$58,605	$58,775	$58,945	$59,113	$59,280	$59,446
Cincinnati	$40,991	$41,120	$41,247	$41,374	$41,500	$41,626	$41,751	$41,876	$42,000	$42,124
Carbondale	$22,160	$22,199	$22,238	$22,277	$22,316	$22,355	$22,395	$22,434	$22,474	$22,514
St. Louis	$48,906	$49,035	$49,163	$49,293	$49,422	$49,552	$49,681	$49,811	$49,942	$50,072
Kansas City	$35,602	$35,895	$36,187	$36,479	$36,772	$37,064	$37,357	$37,650	$37,943	$38,236
Quincy - Omaha	$59,884	$59,981	$60,078	$60,176	$60,274	$60,372	$60,470	$60,568	$60,667	$60,766
Green Bay - St. Paul	$104,432	$104,698	$104,965	$105,232	$105,501	$105,769	$106,038	$106,308	$106,579	$106,849
MWRRS Operating Costs	**$467,418**	**$468,772**	**$470,126**	**$471,480**	**$472,834**	**$474,188**	**$475,542**	**$476,897**	**$478,251**	**$479,605**
Operating Cash Flow (Thousands 2002 $)										
Corridor										
Michigan	$33,111	$34,629	$36,147	$37,665	$39,182	$40,698	$42,214	$43,730	$45,245	$46,760
Cleveland	$9,187	$9,929	$10,673	$11,419	$12,166	$12,915	$13,665	$14,417	$15,171	$15,925
Cincinnati	$20,882	$21,597	$22,313	$23,029	$23,747	$24,465	$25,185	$25,905	$26,626	$27,348
Carbondale	$2,793	$3,091	$3,389	$3,687	$3,985	$4,283	$4,581	$4,878	$5,176	$5,474
St. Louis	$23,495	$24,344	$25,192	$26,040	$26,888	$27,736	$28,584	$29,432	$30,280	$31,127
Kansas City	$11,611	$11,971	$12,332	$12,693	$13,053	$13,415	$13,776	$14,138	$14,500	$14,863
Quincy - Omaha	$1,643	$2,370	$3,096	$3,823	$4,549	$5,275	$6,002	$6,728	$7,455	$8,182
Green Bay - St. Paul	$70,336	$72,487	$74,637	$76,788	$78,938	$81,088	$83,239	$85,389	$87,539	$89,690
MWRRS Operating Cash Flow	**$173,059**	**$180,418**	**$187,779**	**$195,143**	**$202,508**	**$209,876**	**$217,246**	**$224,618**	**$231,992**	**$239,369**
Operating Ratio										
Corridor										
Michigan	1.34	1.35	1.37	1.38	1.40	1.41	1.43	1.44	1.46	1.47
Cleveland	1.16	1.17	1.18	1.20	1.21	1.22	1.23	1.24	1.26	1.27
Cincinnati	1.51	1.53	1.54	1.56	1.57	1.59	1.60	1.62	1.63	1.65
Carbondale	1.13	1.14	1.15	1.17	1.18	1.19	1.20	1.22	1.23	1.24
St. Louis	1.48	1.50	1.51	1.53	1.54	1.56	1.58	1.59	1.61	1.62
Kansas City	1.33	1.33	1.34	1.35	1.35	1.36	1.37	1.38	1.38	1.39
Quincy - Omaha	1.03	1.04	1.05	1.06	1.08	1.09	1.10	1.11	1.12	1.13
Green Bay - St. Paul	1.67	1.69	1.71	1.73	1.75	1.77	1.78	1.80	1.82	1.84
MWRRS Operating Ratio	1.37	1.38	1.40	1.41	1.43	1.44	1.46	1.47	1.49	1.50

Revenue and Operating Cost, Operating Cash Flow Projections and Operating Ratio for MWRRS

	Full Operation Years				
Revenue (Thousands 2002 $)	**2036**	**2037**	**2038**	**2039**	**2040**
Corridor					
Michigan	$148,105	$149,851	$151,598	$153,346	$155,093
Cleveland	$76,292	$77,214	$78,136	$79,058	$79,980
Cincinnati	$70,318	$71,164	$72,011	$72,859	$73,706
Carbondale	$28,325	$28,663	$29,001	$29,339	$29,677
St. Louis	$82,178	$83,156	$84,135	$85,113	$86,092
Kansas City	$53,755	$54,411	$55,068	$55,725	$56,383
Quincy - Omaha	$69,773	$70,599	$71,425	$72,252	$73,079
Green Bay - St. Paul	$198,961	$201,383	$203,806	$206,230	$208,654
MWRRS Revenue	**$727,707**	**$736,443**	**$745,181**	**$753,921**	**$762,664**
Operating Costs (Thousands 2002 $)					
Corridor					
Michigan	$99,830	$100,062	$100,295	$100,529	$100,763
Cleveland	$59,611	$59,775	$59,938	$60,100	$60,261
Cincinnati	$42,247	$42,370	$42,492	$42,614	$42,736
Carbondale	$22,554	$22,593	$22,634	$22,674	$22,714
St. Louis	$50,203	$50,334	$50,465	$50,596	$50,728
Kansas City	$38,529	$38,822	$39,115	$39,409	$39,702
Quincy - Omaha	$60,865	$60,964	$61,063	$61,163	$61,262
Green Bay - St. Paul	$107,121	$107,392	$107,664	$107,937	$108,210
MWRRS Operating Costs	**$480,959**	**$482,313**	**$483,667**	**$485,021**	**$486,375**
Operating Cash Flow (Thousands 2002 $)					
Corridor					
Michigan	$48,275	$49,789	$51,303	$52,817	$54,330
Cleveland	$16,681	$17,439	$18,198	$18,958	$19,719
Cincinnati	$28,071	$28,795	$29,519	$30,244	$30,970
Carbondale	$5,772	$6,070	$6,367	$6,665	$6,963
St. Louis	$31,975	$32,822	$33,670	$34,517	$35,364
Kansas City	$15,226	$15,589	$15,952	$16,316	$16,681
Quincy - Omaha	$8,908	$9,635	$10,362	$11,089	$11,816
Green Bay - St. Paul	$91,840	$93,991	$96,142	$98,293	$100,444
MWRRS Operating Cash Flow	**$246,748**	**$254,129**	**$261,513**	**$268,900**	**$276,289**
Operating Ratio					
Corridor					
Michigan	1.48	1.50	1.51	1.53	1.54
Cleveland	1.28	1.29	1.30	1.32	1.33
Cincinnati	1.66	1.68	1.69	1.71	1.72
Carbondale	1.26	1.27	1.28	1.29	1.31
St. Louis	1.64	1.65	1.67	1.68	1.70
Kansas City	1.40	1.40	1.41	1.41	1.42
Quincy - Omaha	1.15	1.16	1.17	1.18	1.19
Green Bay - St. Paul	1.86	1.88	1.89	1.91	1.93
MWRRS Operating Ratio	1.51	1.53	1.54	1.55	1.57

A12: Innovative Financing

MWRRI

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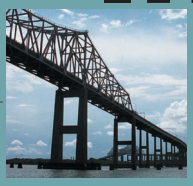
Innovative Finance



Federal Highway Administration

U.S. Department of Transportation

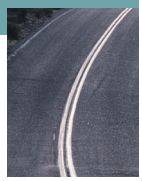
Message From the Federal Highway Administrator

I am pleased to present the Federal Highway Administration's *Innovative Finance Brochure*, containing brief descriptions of Federal financing techniques and programs that can help you bridge the investment gap between available resources and transportation infrastructure needs.

Our commitment is to continue working with the transportation community, both public and private, to expand project financing opportunities to help meet the Nation's transportation investment needs.

I believe you will find this a useful brochure. For more information about these innovative finance techniques, please consult the Federal Highway Administration's *Innovative Finance Primer*.

Mary E. Peters
Federal Highway Administrator

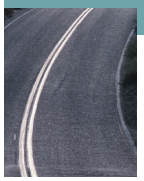


This *Innovative Finance Brochure* describes techniques for funding transportation facilities. Through this brochure and a companion *Innovative Finance Primer*, the Federal Highway Administration seeks to highlight innovative project finance and encourage new approaches for narrowing the gap between capital needs and financial resources.

Alameda Corridor

An innovative $400 million Federal loan for the Alameda Corridor Project filled a key financing gap for this $2.4 billion multimodal project, and provided a model for Federal assistance that led to enactment of the TIFIA Federal credit program.

Photo Credit: Alameda Corridor Transportation Authority



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Paving the Way for Innovation

In 1994, the Federal Highway Administration (FHWA) launched a major initiative to identify barriers to highway infrastructure investment and develop strategies to overcome them. Under the experimental "Test and Evaluation" program, designated as TE-045, FHWA sought proposals from states for alternatives to traditional financing approaches. The program produced an array of innovative financing techniques that increased the financial flexibility available to states. These new techniques move the transportation financing process from a single strategy of grant reimbursement to a diversified approach that provides new options for both the public and private sectors.

This brochure, which complements a detailed *Innovative Finance Primer*, highlights several of the techniques and strategies that have been advanced by the FHWA in partnership with the states and other transportation stakeholders. It also provides a list of resources, including publications, web sites, and expert technical assistance, that can help states and other project sponsors make use of these new techniques.

What is Innovative Finance?

The term "innovative finance" for transportation describes techniques that supplement traditional highway financing methods. While many of these techniques may be well tested in other areas, their application to transportation is innovative.

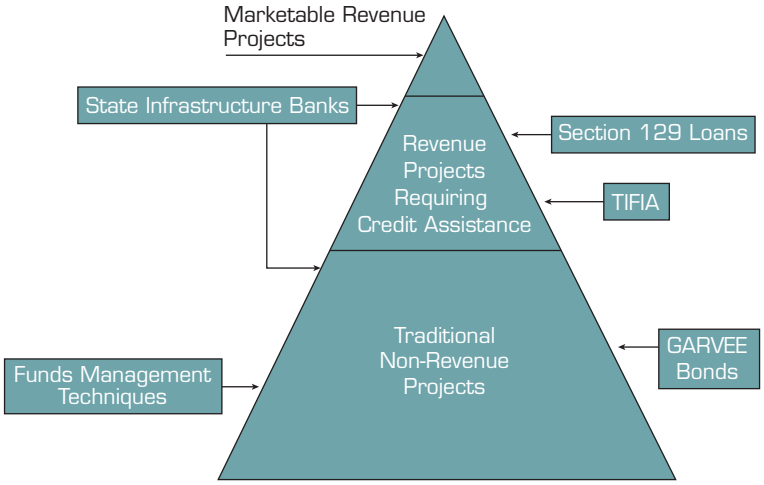
Historically, FHWA has financed highways through grants that generally fund up to 80 percent of project costs. Since this approach alone has not met the nation's transportation investment needs, U.S. DOT's innovative finance initiatives are needed to supplement the traditional grant program.

The primary objectives of innovative finance are to:

- Maximize the ability of states and other project sponsors to leverage Federal capital for needed investment in the nation's transportation system;
- More effectively utilize existing funds;
- Move projects into construction more quickly than under traditional financing mechanisms; and
- Make possible major transportation investments that might not otherwise receive financing.

The Innovative Finance Toolbox

Since launching its innovative finance initiative with TE-045, FHWA has advanced many techniques to supplement traditional transportation funding programs. Many of the innovations proposed under the TE-045 initiative were enacted into law under the National Highway System Designation Act (NHS Act) of 1995. The Transportation Equity Act for the 21st Century (TEA-21), enacted in 1998, made further strides in broadening project sponsors' options for financing Federally-assisted highway projects. As states and private sector sponsors look to innovative finance options, it is important to recognize the potential synergy in combining techniques to advance a project.



The base of the pyramid represents the majority of highway projects that continue to rely primarily on grant-based funding, but may benefit from measures that enhance flexibility and maximize resources. Various Federal funds management techniques, such as advance construction, tapered match, and grant-supported debt through Grant Anticipation Revenue Vehicles or GARVEE bonds, can help move these projects to construction more quickly.

The mid-section of the pyramid represents those projects that can be partially financed with project-related revenues, but may also require some form of public credit assistance to be financially viable. State Infrastructure Banks can assist state, regional, and local projects through low-interest loans, loan guarantees, and other credit enhancements. State loans of

Federal grant funds known as Section 129 loans represent another credit assistance technique. The Transportation Infrastructure Finance and Innovation Act (TIFIA) program provides credit assistance to large-scale projects of regional or national significance that might otherwise be delayed or not constructed at all because of risk, complexity, or cost.

The peak of the pyramid reflects the very small number of projects able to secure private capital financing without any governmental assistance. These self-supporting projects are typically developed on high-volume corridors where revenues from user fees are sufficient to cover capital and operating costs.

These techniques are discussed in the following sections.

New Mexico State Road 44

A GARVEE bond approach has enabled the expansion of New Mexico 44 in a significantly reduced time frame compared to traditional funding approaches.

Photo Credit: Mesa, PDC

Innovative Management of Federal Funds

Advance Construction and Partial Conversion of Advance Construction

Advance construction (AC) and partial conversion of advance construction (PCAC) are cash flow management tools that allow states to begin projects with their own funds and later convert these projects to Federal assistance.

How does it work?

AC allows a state to construct Federal-aid projects in advance of the apportionment and obligation of authorized Federal-aid funds. Under normal circumstances, states can "convert" advance-constructed projects to Federal-aid at any time sufficient Federal-aid funds and obligation authority are available. States may either convert and obligate the entire eligible amount, based on funding availability or, using PCAC, may obligate funds in stages.

PCAC allows states to convert, obligate, and receive reimbursement for a portion of the Federal share of project costs, removing the need to wait until the full amount of obligation authority is available. PCAC is used in conjunction with GARVEE bonds when Federal funds are obligated for debt service payments over a period of time.

What are the benefits?

AC can help facilitate construction of large projects, while maintaining obligation authority for smaller projects. PCAC eliminates a major single year "draw down" of Federal funds, and obligation of funds for the entire Federal share of a project, thereby making Federal-aid funds available to support a greater number of projects. This partial conversion technique can enable completion of a project earlier than under the conventional approach, avoiding construction cost inflation, and bringing the benefits of a completed facility to the public at an earlier date.

How is it used?

States have been using AC for a wide range of projects to expedite project construction, begin projects sooner, and improve cash flow. The Connecticut DOT advanced a $55.4 million major bridge project through partial conversion of a $35.7 million component. Connecticut spread its Federal-aid obligations for the project over two years, enabling it to redirect some funds to other smaller bridge projects.

Tapered Match

Tapered match enables the project sponsor to vary the non-Federal share of a Federal-aid project during development and construction so long as the total Federal contribution toward the project does not exceed the Federal-aid limit.

How does it work?

Under the tapered match approach, the non-Federal matching ratio is imposed on projects rather than individual payments. Therefore, Federal reimbursements of state expenditures can be as high as 100 percent in the early phases of a project provided that, by the time the project is complete, the overall Federal contribution does not exceed the Federal-aid limit established when the project was authorized.

To ensure effective management of Federal funds, FHWA limits the use of tapered match to situations that result in expediting project completion, reducing project costs, or leveraging additional non-Federal funds.

What are the benefits?

Tapered match may be most useful in cases where the project sponsor of a Federal-aid project lacks sufficient funds to match Federal grants at the start of the project, but expects to accumulate the match in time for project completion. Tapering may also be beneficial when a project sponsor needs to overcome a near-term gap in state matching funds, thereby avoiding delays in getting the project underway. Tapering also allows a sponsor to advance a project before fully securing capital market financing.

How is it used?

This technique may be used to facilitate a project when a new local transportation tax has been enacted, but revenue collections have yet to accumulate sufficient matching funds. Using tapered match, the project can move forward immediately with 100 percent Federal funds, allowing time for the tax revenues to accumulate. The locally generated revenues would be used to fund the final 20 percent share of project costs.

In Washington State, tapered match enabled the state DOT to proceed with a $35.9 million high-occupancy vehicle-lane project when state expenditure limits threatened to delay the project by more than a year. The DOT obtained Federal reimbursement of 100 percent of its project expenditures until a new budget cycle provided the spending authority for the state share.

Flexible Match

Flexible match allows a wide variety of public and private contributions to be counted toward the non-Federal match of Federal-aid projects.

How does it work?

The NHS Act and TEA-21 introduced new flexibility to the matching requirements for the Federal-aid program by allowing certain public donations of cash, land, materials, and services to satisfy the non-Federal matching requirement. These matching options include:

- The value of private and certain state and local contributions, including publicly-owned property;
- Funds from other Federal agencies may count toward the non-Federal share of recreational trails and transportation enhancement projects;
- Funds from the Federal Lands Highway Program may be applied as non-Federal match for projects within or providing access to Federal or Indian lands; and
- Funds from Federal land management agencies may be used as the match for most Federal-aid highway projects.

Also states may seek program-wide approval for Surface Transportation Program (STP) projects. The matching requirement would then apply to the program instead of individual projects.

What are the benefits?

Flexible match provisions increase a state's ability to fund its transportation programs by:

- Accelerating certain projects that receive donated resources;
- Allowing states to reallocate funds that otherwise would have been used to meet Federal-aid matching requirements; and
- Promoting public-private partnerships by providing incentives to seek private donations.

How is it used?

In Maine, flexible match was used to advance the construction of an Auburn intermodal truck/rail transfer facility. The value of the private railroad's contribution of materials, equipment, and labor was credited toward the match.

Toll Credits

States may apply toll revenues used for capital expenditures to build or improve public highway facilities as a credit toward the non-Federal share of certain transportation projects.

How does it work?

Toll credits are earned when a state, a toll authority, or a private entity funds a capital highway investment with toll revenues from existing facilities. The amount of toll revenues spent on non-Federal highway capital improvement projects earns the state an equivalent dollar amount of credits to apply to the non-Federal share of a Federal-aid project. To utilize this tool, the state must certify that its toll facilities are properly maintained and must pass an annual maintenance of effort test to earn credits. By using toll credits to substitute for the required non-Federal share on a Federal-aid project, Federal funding can effectively be increased to 100 percent.

What are the benefits?

Toll credits provide states with more flexibility in financing projects. For example, by using toll credits, 1) Federal-aid projects can be advanced when matching funds are not available, 2) state and local funds normally required for matching may then be directed to other transportation projects, or 3) project administration may be simplified when a single funding source is used. States wishing to take advantage of the toll credit provision must apply toll revenues to capital improvements and meet the maintenance of effort test that may result in an increased investment in transportation infrastructure.

How is it used?

Toll credits are being used extensively by states with toll facilities. At the end of FY 2001, 20 states had accumulated $9.2 billion in toll credits. The credits are being applied in a variety of ways, depending on the state's needs. Missouri reserves its toll credits for situations where project matching funds are unavailable in order to increase Federal funding to 100 percent of project costs. Ohio uses toll credits as a match on GARVEE projects and also shares its toll credits with local government agencies for both highway and transit projects.

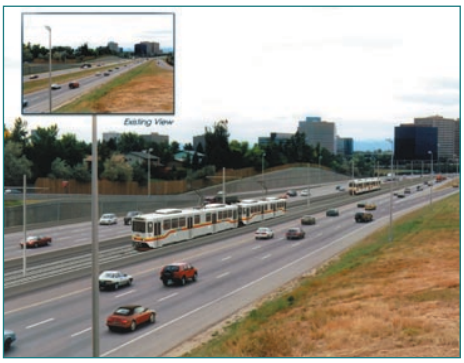
The Florida DOT has been applying toll credits on a statewide basis since 1993. Today the state is using toll credits on almost every new Federal-aid project, so that most of its Federal highway program is 100 percent Federally funded, freeing up state dollars for state-administered projects.

Grant Anticipation Revenue Vehicles (GARVEE)

GARVEEs enable states to pay debt service and other bond-related expenses with future Federal-aid highway apportionments.

How does it work?

A Grant Anticipation Revenue Vehicle or GARVEE is a debt financing instrument authorized to receive Federal reimbursement of debt service and related financing costs under Section 122 of Title 23, United States Code. GARVEEs can be issued by a state, a political subdivision of a state, or a public authority. States can receive Federal-aid reimbursements for a wide array of debt-related costs incurred in connection with an eligible debt financing instrument, such as a bond, note, certificate, mortgage, or lease. Reimbursable debt-related costs include interest payments, retirement of principal, and any other cost incidental to the sale of an eligible debt instrument.



Colorado GARVEE

Colorado sold $1 billion of GARVEEs as part of a planned $1.7 billion bond offering to help finance corridor improvements throughout the state, including Denver's I-25 Southeast Corridor project, known as T-REX.

Photo Credit: Colorado Department of Transportation

In general, projects funded with the proceeds of a GARVEE debt instrument are subject to the same requirements as other Federal-aid projects with the exception of the reimbursement process. Instead of reimbursing construction costs as they are incurred, the reimbursement of GARVEE project costs occurs when debt service is due. For a GARVEE, a state may request partial conversion of AC project(s) to coincide with debt service payments, allowing for effective use of obligation authority.

It is important to note that, in order to issue GARVEE bonds, states or the issuing entity must have the appropriate state authorizations related to debt issuance. States have the flexibility to tailor GARVEE financings to accommodate state fiscal and legal conditions.

What are the benefits?

The GARVEE financing mechanism generates up-front capital for major highway projects at tax-exempt rates and enables a state to construct a project earlier than using traditional pay-as-you-go grant resources. With projects in place sooner, costs are lower due to inflation savings and the public realizes safety and economic benefits. By paying via future Federal highway reimbursements, the cost of the facility is spread over its useful life, rather than just the construction period. GARVEEs can expand access to capital markets, as a supplement to general obligation or revenue bonds.

How is it used?

Candidates for GARVEE financing are typically large projects (or a program of projects) that have the following characteristics:

- The costs of delay outweigh the costs of financing;
- Other borrowing approaches may not be feasible or are limited in capacity;
- They do not have access to a revenue stream and other forms of repayment are not feasible; and
- The sponsors are willing to reserve a portion of future year Federal-aid highway funds to satisfy debt service requirements.

States are finding GARVEEs to be an attractive financing mechanism to bridge funding gaps and accelerate construction of major corridor projects. Ohio, the first state to leverage Federal dollars through GARVEEs, sold three GARVEE issues in the FY 1998-2001 period, totaling $190 million. The proceeds of these issues are helping to finance Spring-Sandusky corridor improvements, the new Maumee River Bridge, and the Southeast Ohio Plan.

Colorado is advancing a multi-billion dollar program of strategic statewide projects, including the multimodal Southeast Corridor project, through planned GARVEE financings expected to total $1.7 billion. In Arkansas, GARVEE bonds, expected to total $575 million, are helping to accelerate the financing of 380 miles of Interstate improvements.

Credit Assistance

Section 129 Loans

Section 129 loans allow states to use regular Federal-aid highway apportionments to fund loans to projects with dedicated revenue streams.

How does it work?

A state may directly lend apportioned Federal-aid highway funds to toll and non-toll projects. A recipient of a Section 129 loan can be a public or private entity and is selected according to each state's specific laws and process. A dedicated repayment source must be identified and a repayment pledge secured.

The Federal-aid loan may be for any amount, up to the maximum Federal share of 80 percent of the total eligible project costs. A loan can be made for any phase of a project, including engineering and right-of-way acquisition, but cannot include costs prior to loan authorization. A state can obtain immediate reimbursement for the loaned funds up to the Federal share of the project cost.

Loans must be repaid to the state, beginning five years after construction is completed and the project is open to traffic. Repayment must be completed within 30 years from the date Federal funds were authorized for the loan. States have the flexibility to negotiate interest rates and other terms of Section 129 loans. The state is required to spend the repayment funds for a project eligible under Title 23.

What are the benefits?

States can use Section 129 loans to assist public-private partnerships, by enhancing start-up financing for toll roads and other privately sponsored projects. Because loan repayments can be delayed until five years after project completion, this mechanism provides flexibility during the ramp-up period of a new toll facility.

Loans can also play an important role in improving the financial feasibility of a project by reducing the amount of debt that must be issued in the capital markets. In addition, if the Section 129 loan repayment is subordinate to debt service payments on revenue bonds, the senior bonds may be able to secure higher ratings and better investor acceptance.

How is it used?

If a project meets the test for eligibility, a loan can be made at any time. Federal-aid funds for loans may be authorized in increments through advance construction procedures, and are obligated in conjunction with each incremental authorization. The state is considered to have incurred a cost at the time the loan, or any portion of it, is made. Federal funds will be made available to the state at the time the loan is made.

The President George Bush Turnpike Project in Texas exemplifies how a Section 129 loan can play an essential role in the total financing package. This project links four freeways and the Dallas North Tollway to form the northern half of a circumferential route around the City of Dallas. Primary funding for this $940 million project included a low interest, long-term Section 129 loan and revenue bonds. This $135 million loan was critical in ensuring the affordability of the project's senior bonds. Completion of this important beltway extension will be accomplished at least a decade sooner than would have been possible under traditional pay-as-you-go-financing.

President George Bush Turnpike

A $135 million Section 129 loan was instrumental in providing Texas with the bonding capacity needed to pay for the $940 million President George Bush Turnpike Project and greatly enhanced the creditworthiness of $446 million in revenue bonds issued for the first four segments of the project.

Photo Credit: North Texas Tollway Authority

State Infrastructure Banks

State Infrastructure Banks (SIBs) are revolving infrastructure investment funds for surface transportation that are established and administered by states.

How does it work?

A SIB functions as a revolving fund that, much like a bank, can offer loans and other credit products to public and private sponsors of Title 23 highway construction projects or Title 49 transit capital projects. Federally capitalized SIBs were first authorized under the provisions of the NHS Act. The pilot program was originally available to only 10 states, and was later expanded to include 38 states and Puerto Rico. TEA-21 established a new pilot program for the states of California, Florida, Missouri, and Rhode Island. The initial infusion of Federal and state matching funds was critical to the start-up of a SIB, but states have the opportunity to contribute additional state or local funds to enhance capitalization.

SIB assistance may include loans (at or below market rates), loan guarantees, standby lines of credit, letters of credit, certificates of participation, debt service reserve funds, bond insurance, and other forms of non-grant assistance. As loans are repaid, a SIB's capital is replenished and can be used to support a new cycle of projects.

Arizona SIB

Arizona's SIB has entered into 23 loan agreements valued at $373 million, helping advance highway projects throughout the state, including the Price Freeway, a critical segment in the Phoenix area regional freeway system.

Photo Credit: Arizona Department of Transportation

South Carolina SIB

South Carolina's SIB has approved financing and begun development of projects valued at nearly $3.0 billion, including the $387 million Conway Bypass to improve access to popular Myrtle Beach.

Photo Credit: South Carolina Department of Transportation

SIBs can also be structured to leverage additional resources. A "leveraged" SIB would issue bonds against its capitalization, increasing the amount of funds available for loans.

What are the benefits?

SIBs complement traditional funding techniques and serve as a useful tool to meet project financing demands, stretching both Federal and state dollars. The primary benefits of SIBs to transportation investment include:

- Flexible project financing, such as low interest loans and credit assistance that can be tailored to the individual projects;
- Accelerated completion of projects;
- Incentive for increased state and/or local investment;
- Enhanced opportunities for private investment by lowering the financial risk and creating a stronger market condition; and
- Recycling of funds to provide financing for future transportation projects.

How is it used?

While the authorizing Federal legislation establishes basic requirements and the overall operating framework for a SIB, states have customized the structure and focus of their SIB programs to meet state-specific requirements.

A variety of types of financing assistance can be offered by a SIB, with loans the most popular form of SIB assistance. As of September 30, 2001, 32 states had entered into 245 loan agreements with a dollar value of over $2.8 billion. Two states, Minnesota and South Carolina, have leveraged their SIBs through the issuance of bonds. Since its inception, the South Carolina Transportation Infrastructure Bank has approved financing and begun development of $3.0 billion in projects for eight applicants. This SIB financing mechanism is helping to condense 27 years of projects into seven years.

Florida has a very active SIB with 32 loan agreements executed through the end of FY 2001, at a value of $465 million. Because of loan demands, Florida's SIB has been augmented with a phased-in state fund appropriation of $150 million. Ohio and Arizona also have contributed additional state funds to their SIBs.

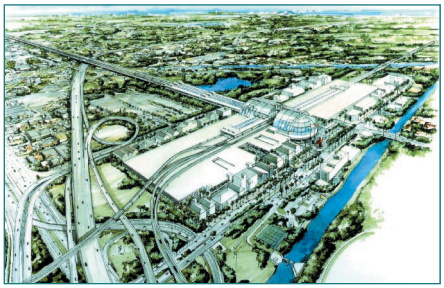
Transportation Infrastructure Finance and Innovation Act (TIFIA)

TIFIA allows U.S. DOT to provide direct credit assistance to sponsors of major transportation projects.

How does it work?

The TIFIA credit program offers three distinct types of financial assistance – direct loans, loan guarantees, and standby lines of credits. These instruments are designed to address the varying requirements of projects throughout their life cycles. The amount of Federal credit assistance may not exceed 33 percent of total eligible project costs. TIFIA project sponsors may be public or private entities, including state and local governments, special purpose authorities, transportation improvement districts, and private firms or consortia.

Any type of project eligible for Federal assistance through existing surface transportation programs (both highways and transit) is eligible for TIFIA assistance. In addition, the following types of projects are eligible: international bridges and tunnels; inter-city passenger bus and rail facilities and vehicles; and publicly-owned intermodal freight transfer facilities on or adjacent to the National Highway System.



Miami Intermodal Center

TIFIA credit assistance backed by a regional gas tax and daily rental car fees helped complete the financing for the $1.3 billion Miami Intermodal Center, designed to improve access to and within Miami International Airport, a global gateway for national and international trade and commerce.

Photo Credit: Florida Department of Transportation

TIFIA assistance involves an application process and each project must meet certain threshold criteria to apply. The project's estimated eligible costs must be at least $100 million or 50 percent of the state's annual Federal-aid highway apportionments, whichever is less, or at least $30 million for intelligent transportation systems (ITS) projects. The project must be supported in whole or part from user charges or other non-Federal dedicated funding sources and be included in the state's Transportation Plan. The project is subject to all Federal requirements.

Qualified projects are evaluated and selected based on eight criteria. Before TIFIA assistance can be committed, the project must receive an investment grade rating on its senior obligations and have a completed environmental action.

What are the benefits?

TIFIA assistance provides improved access to capital markets, flexible repayment terms, and potentially more favorable interest rates than can be found in private capital markets for similar instruments. TIFIA can help advance expensive projects that otherwise might be delayed or deferred because of size, complexity, or uncertainty over the timing of revenues.

The ability to use TIFIA to partner with the Federal government for essential and costly projects improves access to the capital markets. Large, complex projects frequently encounter market resistance as a result of investor concerns about risk, particularly in the case of subordinate and secondary sources of capital. However, with TIFIA, the government can be a flexible, patient investor by providing subordinate capital that may not be available through the capital markets on attractive terms. The flexibility provided by TIFIA can then enable the senior debt to demonstrate higher coverage margins and attain investment-grade bond ratings. By facilitating the borrower's access to the capital markets through TIFIA, major projects that might be delayed or accomplished with less efficiency can be advanced.

How is it used?

Approved TIFIA projects range in cost from a $242 million highway-rail corridor improvement project to a $3.3 billion dual span toll bridge structure. TIFIA assistance is also being provided to transit and ferry systems, as well as intermodal facilities. Four of the approved projects are toll facilities, including a new toll facility in central Texas that will span 122 miles and a new bridge in California to replace the east span of the San Francisco-Oakland Bay Bridge. For these projects, TIFIA credit assistance offers the project sponsors a way to boost debt service coverage and enhances senior obligations at an affordable cost. Also, flexible repayment terms will facilitate these toll financings, enabling a better match of loan repayments to expected revenue flows.

Because of their size, many of the approved TIFIA projects were either unfunded in the near term or had large funding gaps. For some projects, TIFIA assistance enhanced market access and reduced borrowing costs; for others, it provided an alternative to grant funding, enabling the project sponsor to conserve regular Federal funds for smaller projects that could not be supported through user charges or dedicated revenue streams.

For More Information

Additional innovative finance resources are available through these web sites:

http://www.fhwa.dot.gov/innovativefinance

TIFIA web site at *http://tifia.fhwa.dot.gov/tifia/*

National Cooperative Highway Research Program (NCHRP) web site at *http://www.innovativefinance.org*

FHWA prepares the *Innovative Finance Quarterly* newsletter, available at the FHWA innovative finance web site above and as an insert to the *AASHTO Journal*, which provides up-to-date information on innovative finance programs, legislation and rules, and best practices.

FHWA Innovative Finance Contacts

FHWA Headquarters

Federal Aid Financial Management Division
400 7th Street, S.W., Room 4313
Washington, DC 20590
Tel: (202) 366-0673

TIFIA Joint Program Office
400 7th Street, S.W., Room 4301
Washington, DC 20590
Tel: (202) 366-5785

FHWA Southern Resource Center

61 Forsyth Street, S.W., Suite 17T26
Atlanta, GA 30303
Tel: (404) 562-3680

FHWA Midwestern Resource Center

19900 Governors Drive, Suite 301
Olympia Fields, IL 60461
Tel: (708) 283-3500

FHWA Western Resource Center

210 Mission Street, Suite 2100
San Francisco, CA 94105
Tel: (415) 744-3102

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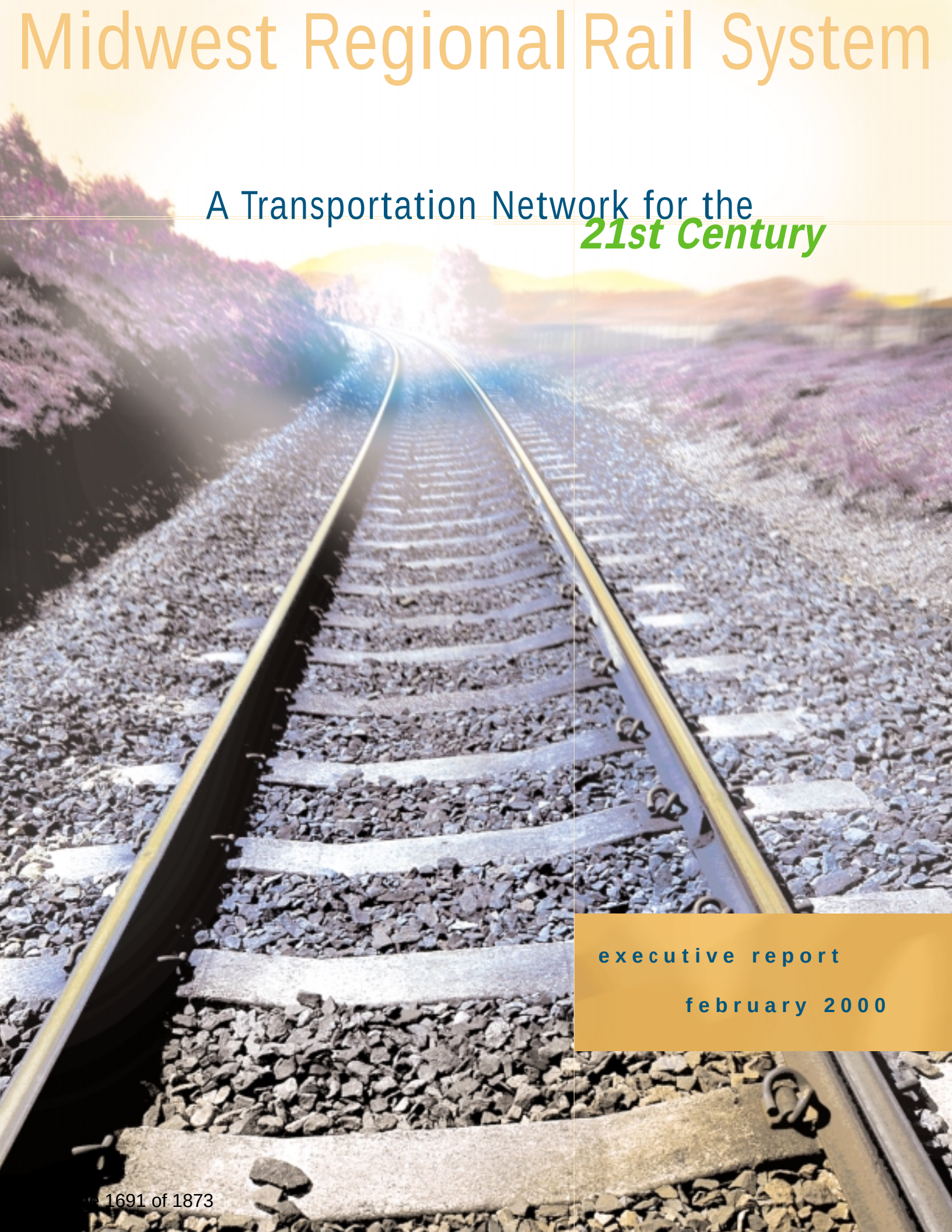
ATTACHMENT 4

MWRRS EXECUTIVE SUMMARY 2000

Midwest Regional Rail System

A Transportation Network for the *21st Century*



executive report

february 2000

Midwest Regional Rail Initiative
Executive Report

PREPARED FOR

Illinois Department of Transportation

Indiana Department of Transportation

Iowa Department of Transportation

Michigan Department of Transportation

Minnesota Department of Transportation

Missouri Department of Transportation

Nebraska Department of Roads

Ohio Rail Development Commission

Wisconsin Department of Transportation

Amtrak

PREPARED BY

Transportation Economics & Management Systems, Inc.

IN ASSOCIATION WITH

PaineWebber Incorporated

Quandel & Associates

FEBRUARY 2000

The Midwest Regional Rail Initiative is an ongoing effort to develop an improved and expanded passenger rail system in the Midwest. The sponsors of the Midwest Regional Rail Initiative are Amtrak, the Federal Railroad Administration and the transportation agencies of nine Midwest states—Illinois Department of Transportation, Indiana Department of Transportation, Iowa Department of Transportation, Michigan Department of Transportation, Minnesota Department of Transportation, Missouri Department of Transportation, Nebraska Department of Roads, Ohio Rail Development Commission and Wisconsin Department of Transportation.

This Executive Report includes an assessment of and refinements to the Midwest Regional Rail System Plan published in August 1998. An extensive range of issues has been addressed including infrastructure and operational requirements, level of travel market demand, financing alternatives, institutional arrangements and system-wide costs and benefits.

A Steering Committee, composed of key staff from each state agency and Amtrak, provided oversight and direction to the consultant team retained to conduct the study. The Wisconsin Department of Transportation served as Secretariat for the Steering Committee.

Transportation Economics & Management Systems, Inc. of Frederick, Maryland, led the consultant team and was responsible for ridership and revenue forecasts, operations planning, financial and economic analysis, institutional arrangements, implementation and business planning, and directing the work of the other members of the consultant team. The other consultant team members and their responsibilities were: PaineWebber Incorporated, review of the financial analysis; and Quandel & Associates, assessment of infrastructure requirements.

This report was financed, in part, by Amtrak, Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, Ohio and Wisconsin. Additionally, this study was also funded by the Federal Railroad Administration (FRA). This report's contents do not necessarily reflect the official views of the FRA or the U.S. Department of Transportation.

...MWRRS planning activities confirm that it is feasible to implement and operate this 21st century regional passenger rail system...

...The primary purpose of the MWRRS is to meet future regional travel needs through significant improvements to the level and quality of regional passenger rail service...

...System synergies and economies of scale, including higher equipment utilization, more effective crew and employee utilization and a multi-state rolling stock procurement can be realized through this regional rail system...

Vision: Midwest Regional Rail System

Since 1996, the Midwest Regional Rail Initiative (MWRRI) advanced from a series of service concepts, including increased operating speeds, train frequencies, system connectivity, and high service reliability, into a well-defined vision to create a 21st century regional passenger rail system. This vision reflects a fundamental change in the manner in which passenger rail service is provided throughout the Midwest, and it forges an enhanced partnership between the states and Amtrak in planning and providing Midwest passenger rail service. This system would use existing rail rights-of-way shared with freight and commuter rail connecting nine Midwest states to serve their growing population. System synergies and economies of scale, including higher equipment utilization, more efficient crew and employee utilization, and a multi-state rolling stock procurement can be realized through this regional rail system.

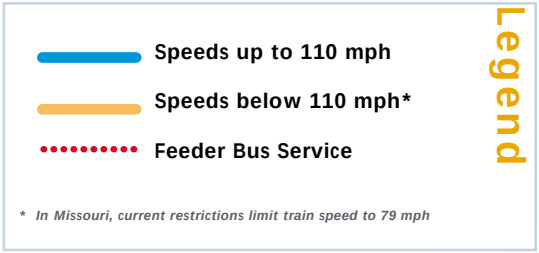
This vision has been transformed into a transportation plan-known as the Midwest Regional Rail System (MWRRS). The primary purpose of the MWRRS is to meet future regional travel needs through significant improvements to the level and quality of regional passenger rail service. The rail service and its stations will also provide a stimulus for joint development. Senior officials from the nine Midwest states and Amtrak have tested, refined, and confirmed that it is indeed feasible to implement and operate this 21st century regional passenger rail system.

MWRRS Elements

Planned MWRRS elements will improve Midwest travel. The major plan elements include:

- **Use of 3,000 miles of existing rail rights-of-way to connect rural, small urban, and major metropolitan areas**
- **Operation of a "hub-and-spoke" passenger rail system providing through-service in Chicago to locations throughout the Midwest**
- **Introduction of modern train equipment operating at speeds up to 110 mph**
- **Provision of multi-modal connections to improve system access**
- **Improvement in reliability and on-time performance**

Proposed Midwest Regional Rail System



Opportunity and the MWRRS

As planned, the MWRRS will improve mobility and stimulate economic development. It affords the opportunity to:

- **Greatly enhance passenger rail service throughout the Midwest**
- **Achieve significant reductions in travel times and improve service reliability to Midwest areas currently served by passenger rail**
- **Introduce passenger rail service to Midwest areas currently not served by passenger rail**
- **Introduce a regional passenger rail system designed to generate revenues in excess of its operating costs when it is fully implemented**
- **Provide major capital investments in rail infrastructure to improve passenger and freight train safety and reliability on shared rights-of-way**
- **Provide impetus to station area development**

...The MWRRS:

- Reduces travel time
- Improves service reliability
- Expands regional travel services
- Improves passenger and freight train safety
- Creates development opportunities...

Focus of the Executive Report

Planning for the MWRRS has progressed from the concept stage to the feasibility stage. This Executive Report highlights the findings resulting from a technical review and refinement of major plan elements. These include:

- **Refinements to capital and operating costs**
- **Refinements to ridership and revenue estimates**
- **Comparative analysis of advanced train technologies**
- **Update of the operating plan**
- **Modifications to implementation plan phasing**
- **Update of the financial plan**
- **Discussion of project coordination**

MWRRS Key Assumptions

Successful implementation and operation of the MWRRS require ongoing dialogue and coordination involving the Midwest State Departments of Transportation, freight and commuter railroads, railroad labor, funding entities, and the public. The findings and recommendations included in this report are based on several key assumptions. Major changes in these assumptions could alter the projections and economics associated with the MWRRS. These assumptions are:

> **Ridership and revenue projections assume the construction of the system and introduction of new service and trip times according to the proposed project phasing schedule, and the predicted response from travelers to a fully integrated Midwest regional rail system**

> **Operating plans for passenger train frequencies, schedules, and speeds are achievable through cooperative agreement with the freight and commuter railroad owners**

> **Infrastructure improvements are dependent upon the freight and commuter railroad owners' commitment to the construction schedule**

> **Funding for planning, construction, and equipment procurement is available to support the implementation schedule**

...Successful implementation and operation of the MWRRS require ongoing dialogue and coordination involving the Midwest State Departments of Transportation, freight and commuter railroads, railroad labor, funding entities, and the public...

...The MWRRS plan is based on several key assumptions involving:

> Ridership & revenue estimates

> Rail operations

> Infrastructure improvements

> Project funding...

Capital Costs

Rolling Stock

MWRRS capital costs include two major components-rolling stock and infrastructure. The total capital investment is estimated to be $4.1 billion (in 1998 dollars). Advanced passenger train technology enhances the utility and attractiveness of the proposed MWRRS. Travel time reductions, increases in train frequency, improved service and reliability and modern equipment attract the attention of travelers, increase the competitiveness of rail travel with other means of transportation, and establish the MWRRS as a new mode choice for business and non-business travelers.

Aside from its inherent marketing value, the MWRRS-selected train technology will:

- **Permit travel at speeds up to 110 mph throughout most of the system**
- **Significantly reduce train travel time**
- **Provide safe, reliable, comfortable, and convenient service**
- **Offer on-board amenities for business and leisure travelers**
- **Offer operations and maintenance cost savings**

Fleet Composition

The proposed operating plan requires 66 trainsets, including spares. The rolling stock for the entire system will cost approximately $652 million. This cost may vary depending on the selected manufacturer. Also, this cost reflects a volume discount achieved by procuring the rolling stock on a system—rather than a corridor—basis and by manufacturing the rolling stock in the Midwest. The train technologies considered represent enhancements to passenger rolling stock in wide use around the world.

Infrastructure Improvements

Track Improvements

Based on a comprehensive engineering review and refinement process, the infrastructure improvements required to implement the MWRRS are estimated to cost $3.4 billion. The infrastructure cost estimate has increased by 10 percent in this refinement phase due largely to changes in routes, increases in operating speeds, and improvements to accommodate freight rail capacity needs. Major capital improvements include right-of-way modifications to track and track alignments to support 110 mph train speeds and accommodate freight and commuter rail activity, plus upgrades to stations, highway/railroad grade crossings, and signaling and communication systems.

MWRRS Capital Investment by Corridor

The 3,000-mile rail network to be used by the MWRRS is largely in good condition. Freight railroads own the majority of the system, and Amtrak, and Chicago's commuter rail operator, Metra, own the remainder. Three of the nine corridors have considerable freight train traffic. Amtrak uses some of the lines for its various passenger services. The rail infrastructure must be improved and enhanced to integrate the proposed MWRRS onto the existing rail network and simultaneously preserve the integrity of current and future freight and commuter operations.

...The MWRRS capital investment:

> Increases operating speeds up to 110 mph

> Improves highway/railroad grade crossing safety

> Enhances operating safety on shared tracks with freight and commuter rail activity...

MWRRS Capital Investment by Corridor

Corridor	Rolling Stock	Infrastructure	Total Costs
Chicago-Detroit/Grand Rapids/Port Huron	$161	$377	$538
Chicago-Toledo-Cleveland	76	648	724
Chicago-Indianapolis-Cincinnati	47	347	394
Chicago-Champaign-Carbondale	28	254	282
Chicago-Springfield-St. Louis	85	200	285
St. Louis-Jefferson City-Kansas City	47	266	313
Chicago-Quincy/Des Moines-Omaha	85	402	487
Chicago-Milwaukee-Minneapolis/Green Bay	123	855	978
Systemwide Planning & Implementation	—	—	51
Total System	$652	$3,349	$4,052

(Millions in 1998 dollars)

...Systemwide infrastructure improvements include:

> State-of-the-art train communication and control systems

> Highway/railroad grade crossing safety enhancements

> Rehabilitation of existing and construction of new track and sidings

> Construction of new and refurbishment of existing passenger rail stations...

...The MWRRS is estimated to generate an additional $2.6 billion in public/private sector investments to improve and increase amenities in stations and nearby areas...

Benefits Associated with Infrastructure Improvements

Numerous benefits will be derived from MWRRS-related infrastructure improvements, including:

- **Operation of passenger trains at speeds up to 110 mph**
- **Reliable, frequent, and convenient passenger train arrivals and departures**
- **System operation consistent with freight railroad policy and FRA safety regulations**
- **Modern and spacious facilities and amenities for passengers**
- **Rehabilitation of existing and construction of new track and sidings to increase passenger and freight train speeds and capacity**
- **Reduction or elimination of highway/railroad grade crossings to improve safety**

Train Communication and Control Systems

A state-of-the-art positive train control signaling system will be implemented for collision avoidance and train traffic management. This system will be designed to improve operating safety, track capacity, and operational coordination with freight and commuter rail activity.

Highway/Railroad Grade Crossings

Improvements to highway/railroad grade crossings, through a combination of technology improvements, visibility improvements, fencing, and some closures are part of the MWRRS infrastructure improvement program. Improvements are designed to enhance train, motor vehicle, and pedestrian safety. The highway/railroad grade crossing improvements included in this plan were developed in accordance with FRA guidelines.

Passenger Stations

Passenger station costs include the construction of new facilities where none now exist as well as the refurbishment of existing stations. Improvements will be made to Chicago's Union Station, the hub station for the system, as well as regional and local stations. Planned improvements are intended to enhance the aesthetics of MWRRS stations, their functionality, and their ability to support potential station-related, income-producing improvements. The $4.1 billion public investment in the MWRRS is estimated to generate an additional $2.6 billion in public/private sector investment to improve and increase amenities in stations and nearby areas.

Travel Market Served

Travel time, quality of service, reliability and intermodal connectivity are key to revitalizing passenger rail service in the Midwest. Attributes inherent to the MWRRS will attract a broad ridership market. In 2010, with full implementation of the system, the MWRRS is forecast to annually attract approximately 9.6 million passengers. This level of ridership is estimated to be four times greater than would occur if the existing passenger train service were to be continued without improvement.

Average MWRRS fares are estimated to be up to 50 percent higher than current Amtrak fares to reflect improved services. The MWRRS fares will be competitive with air travel and will generate revenue levels in excess of operating costs after the system's ramp-up period. For all markets served, the MWRRS will provide a level of service, comfort, convenience, and fares that will attract a wide range of travelers.

...Two years after full implementation, the MWRRS is forecast to annually attract approximately 9.6 million passengers...

...For all markets served, the MWRRS will provide a level of service, comfort, convenience, and fares that will attract a wide range of travelers...

Examples of One-Way MWRRS Fares

City Pairs	Estimated Fares Non-Business*	Estimated Fares Business
Milwaukee-Chicago	$22.30	$35.00
Chicago-Detroit	$47.20	$74.00
Detroit-Kalamazoo	$23.50	$36.90
Toledo-Cleveland	$23.45	$36.75
Cincinnati-Indianapolis	$21.95	$34.50
St. Louis-Springfield	$18.40	$28.85
Jefferson City-Kansas City	$32.45	$50.90
Des Moines-Omaha	$28.00	$42.60
St. Paul-Madison	$53.20	$83.35

* NOTE: Non-Business fares reflect a 15 percent discount off estimated standard fare.

Feeder Bus System

Accessibility to the Midwest rail system will be enhanced by the operation of a feeder bus system. The feeder bus network extends the reach of the system to outlying areas. With full implementation of the MWRRS, including the feeder bus system, approximately 80 percent of the Midwest region's population will be within a one-hour ride of a MWRRS station or feeder bus connection. Feeder bus lines will be privately owned and operated. Operating hours and schedules will be coordinated with train schedules to optimize the bus system's utility and minimize transfer time to MWRRS trains.

...Approximately 80 percent of the Midwest population will be within a one–hour ride of a MWRRS station or feeder bus connection...

Service Attributes and Travel Market

...Numerous benefits will be derived from the MWRRS train and feeder bus services, including:

> Availability of a new transportation travel option for short to medium-distance trips

> Downtown-to-downtown connectivity between urban centers

> Means to expand workforce recruitment...

Collectively, MWRRS train and feeder bus services will provide numerous attributes and benefits:

- **A new transportation option in major travel corridors that are experiencing significant levels of congestion**
- **A time competitive service for short to medium-distance trips**
- **A transportation choice for smaller communities which do not have or are under-served by commercial air service**
- **A travel environment conducive to both business and leisure travel**
- **A means to expand workforce recruitment by employers located in communities served by the MWRRS**
- **A transportation choice that affords travelers downtown-to-downtown connectivity between major urban centers**
- **A transportation system for individuals who do not or cannot drive a motor vehicle (e.g. elderly and/or disabled individuals)**

At right is a comparison of current Amtrak service and the number of roundtrips planned for the fully implemented MWRRS.

Passenger Rail Service Comparison (Roundtrips)

City Pair	Current Amtrak Service	Fully Implemented MWRRS
Chicago-Detroit	3	9
Chicago-Kalamazoo/Niles	4*	10*
Kalamazoo/Niles-Ann Arbor	3	9
Ann Arbor-Detroit	3	9
Kalamazoo-Port Huron	1*	4*
Kalamazoo-Holland	0	4
Detroit-Pontiac	3	4
Chicago-Cleveland	3*	8*
Chicago-Toledo	3*	8*
Toledo-Cleveland	3*	9*
Chicago-Cincinnati	1*	5*
Chicago-Indianapolis	2*	6*
Indianapolis-Cincinnati	1	6**
Chicago-Carbondale	2*	2*
Chicago-Champaign	2*	5*
Chicago-Carbondale	2*	2*
Chicago-St. Louis	3*	9*
Chicago-Joliet	3*	9*
Joliet-Springfield	3*	9*
Springfield-St. Louis	3*	9*
St. Louis-Kansas City	2	6
St. Louis-Kansas City	2	6
Chicago-Quincy	1	4
Chicago-Omaha	1	4**
Chicago-Princeton	3*	9*
Chicago-Rock Island	0	5
Rock Island-Iowa City	0	5
Iowa City-Des Moines	0	5
Des Moines-Omaha	0	4
Chicago-Minneapolis-St. Paul	1*	7*
Chicago-Milwaukee	7*	17*
Milwaukee-Madison	0	10**
Madison-St. Paul	0	6
Milwaukee-Green Bay	0	5

* Includes Amtrak long-distance trains
** MWRRS route differs from current Amtrak service

Operating Plan

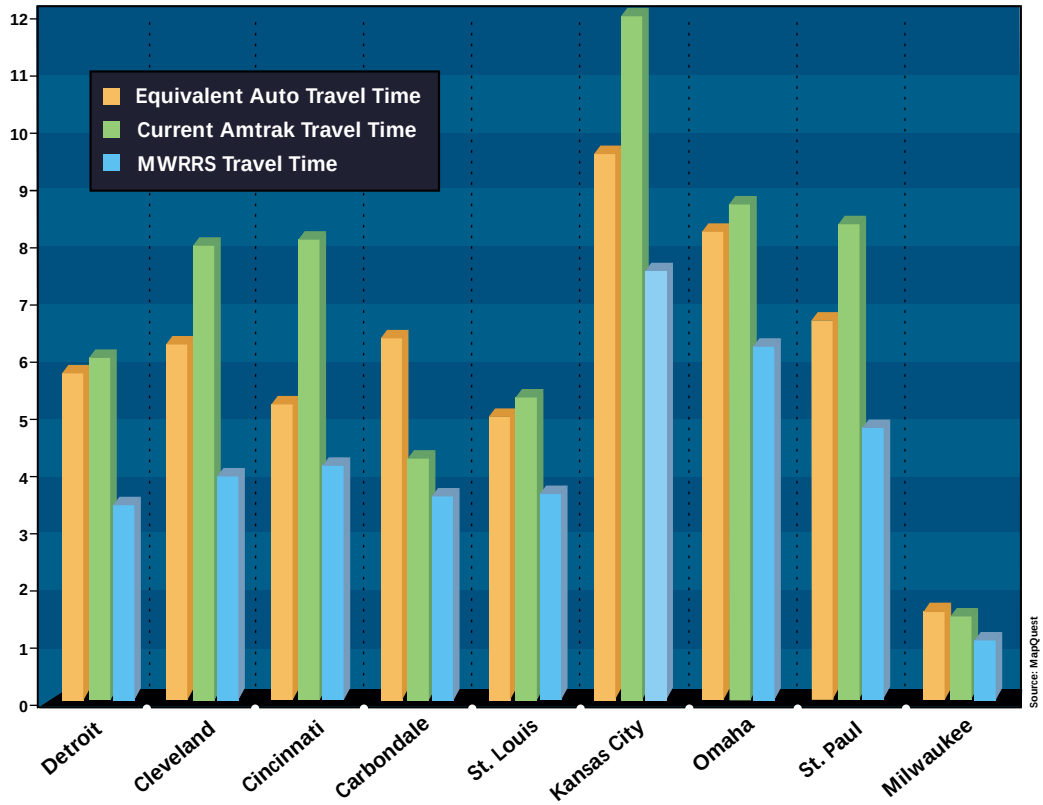
The proposed MWRRS operating plan optimizes the relationship among service levels, estimated ridership, and revenue generated. It consists of a hub-and-spoke operation with Chicago's Union Station serving as the system hub. The operating plan dramatically improves service reliability, increases service frequency, and reduces travel times compared to Amtrak's current regional passenger rail services. Depending upon the corridor, roundtrip frequencies increase between two and five times those offered by existing services. Reductions in travel times range from 30 percent between Chicago and Milwaukee to 50 percent between Chicago and Cincinnati. Additionally, the MWRRS service will increase through and connecting trips at Chicago Union Station.

The operating plan results in higher operating efficiencies compared with existing Midwest service by using trains capable of quick turnaround at service endpoints and run-through service in Chicago. Maintenance and service facilities will be strategically located to optimize operating schedules, eliminate maintenance-related service interruptions, and achieve cost efficiencies.

...The operating plan dramatically improves:

- **Service reliability within the region**
- **Frequency of train service**
- **Train travel times compared to existing passenger rail service in the Midwest...**

Estimated Travel Times to Chicago by Corridor



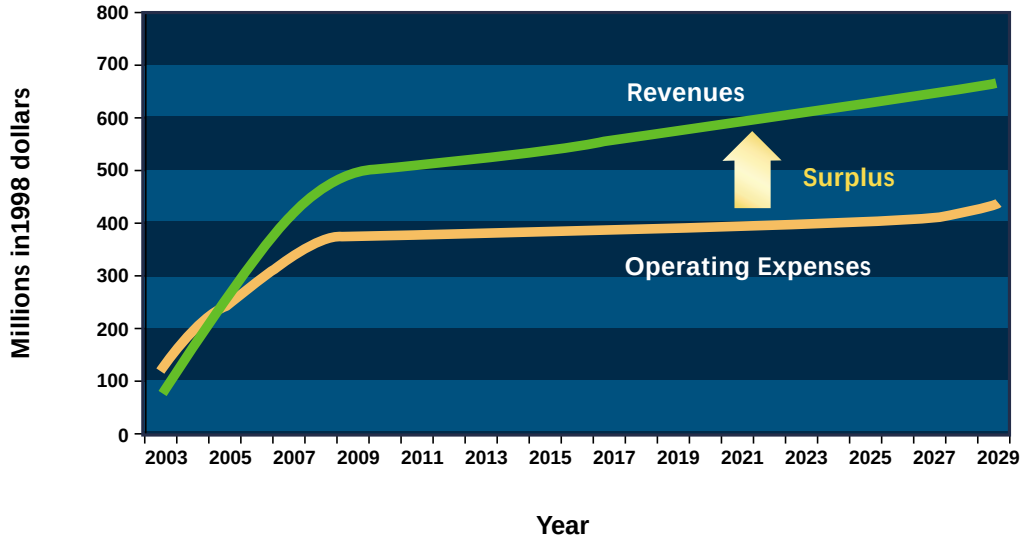
Financial Performance

All MWRRS corridors are projected to generate operating revenues greater than operating costs by the year 2010, assuming that the entire system is fully operational and that the MWRRS operating and financial forecasts are essentially achieved. During the construction and start-up phases, system revenues will not be sufficient to cover all system operating costs. As a result, operating subsidies will be required to support the proposed level of service. A Transportation Infrastructure Finance and Innovation Act (TIFIA) loan—a newly established USDOT federal credit program that provides credit assistance for surface transportation projects of national and regional significance—is the suggested mechanism that should be used to cover operating losses during the initial start-up years. The 35-year payback permitted by this federal program enables the loan to be retired using future system revenues. As additional portions of the MWRRS system become operational, its financial performance will improve. Revenues in excess of operating costs are projected within three years of full program completion.

...All MWRRS corridors are projected to generate operating revenues greater than operating costs by the year 2010, assuming that the entire system is fully operational....

Rental of retail space within passenger stations and display of commercial advertising within passenger stations will generate additional revenue not included in the MWRRS financial forecast. These revenue-producing sources will further strengthen the MWRRS' financial viability.

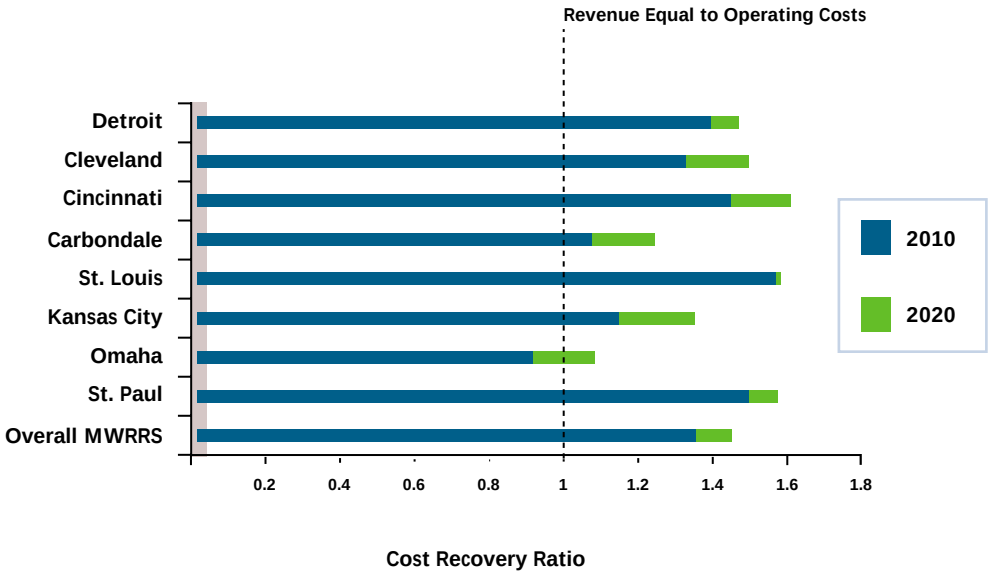
Total Revenues and Operating Expenses



Forecast Operating Ratios

As planned, the MWRRS will be a very cost-effective system to operate and its financial performance is expected to improve as the system matures. The regional connectivity of the MWRRS in general, and the efficiencies of its operating plan in particular, are the foremost reasons why the system is expected to be cost-effective. Reduced travel times result in operating more train miles per hour of service. Since the largest component of annual operating costs is attributable to labor, when labor is used more productively, operating costs decline on a train-mile basis.

Revenue to Operating Cost Ratios



...The MWRRS operating plan and train speeds are integral to the system's overall cost effectiveness, as well as the system's reliability and regional connectivity...

The use of advanced train technology reduces per mile operating costs and maintenance costs. Although system operating costs incorporate current Amtrak labor work rules and labor rates, service-related productivity improvements, such as lower equipment maintenance costs, faster equipment turnarounds, and better crew utilization serve to contain operating costs.

Financing the Required Capital Investment

The MWRRS capital improvement program is estimated to cost $4.1 billion (in 1998 dollars) and is spread over 10 years. The funding plan consists of a mix of funding sources including federal loans and grants, state funding, general funds, and capital and revenue generated from system-related activities, such as joint development proceeds.

While the capital investment required is substantial, the goal of obtaining sufficient capital funding is achievable. A coordinated and active effort involving each state, private sector representatives, and local elected officials will be required to ensure the system's implementation.

Federal funding will be the primary source of capital funds. A major, multi-year funding program will be necessary to guarantee that federal funds are available to the project consistent with the implementation schedule. Some of the Midwest states are currently using federal funds to implement MWRRS components such as highway/railroad grade crossing safety improvements. The strategic financial plan also assumes that Federal Full Funding Agreements, Grant Anticipation Notes and Transportation Infrastructure Finance and Innovation Act (TIFIA) loans will be used to ensure a steady flow of federal funds in order to maintain the implementation schedule.

...A $4.1 billion capital investment is required to implement the MWRRS. Funding this level of investment requires:

> Federal funds

> State funds

> Private sector funds...

Key Assumptions Underlying the Strategic Financial Plan

A significant level of federal participation in the financing of capital costs will be obtained.

State funding to purchase trainsets and to match federal funding for infrastructure improvements will be obtained.

Where feasible, private–sector financing to augment public-sector investments will be obtained.

Federal funds from both transportation and non-transportation programs will cover 80 percent of infrastructure costs.

Proposed Implementation Schedule

The proposed implementation schedule reflects a 10-year phasing of MWRRS corridor segments. This 10-year phasing program is based on a detailed understanding of the system's operations, engineering, and environmental requirements and issues.

The following principles were used to assemble the proposed implementation plan:

- **Service is to be implemented consistent with market demand and each state's financial capacity to implement the phase**
- **Corridor segments with the highest potential ridership per dollar invested are to be implemented first**
- **Broad geographic coverage is to be achieved as early as possible**
- **Branch lines, which are expected to generate less revenue, are to be introduced in the later implementation phases when most of the corridors generate revenues in excess of operating costs**

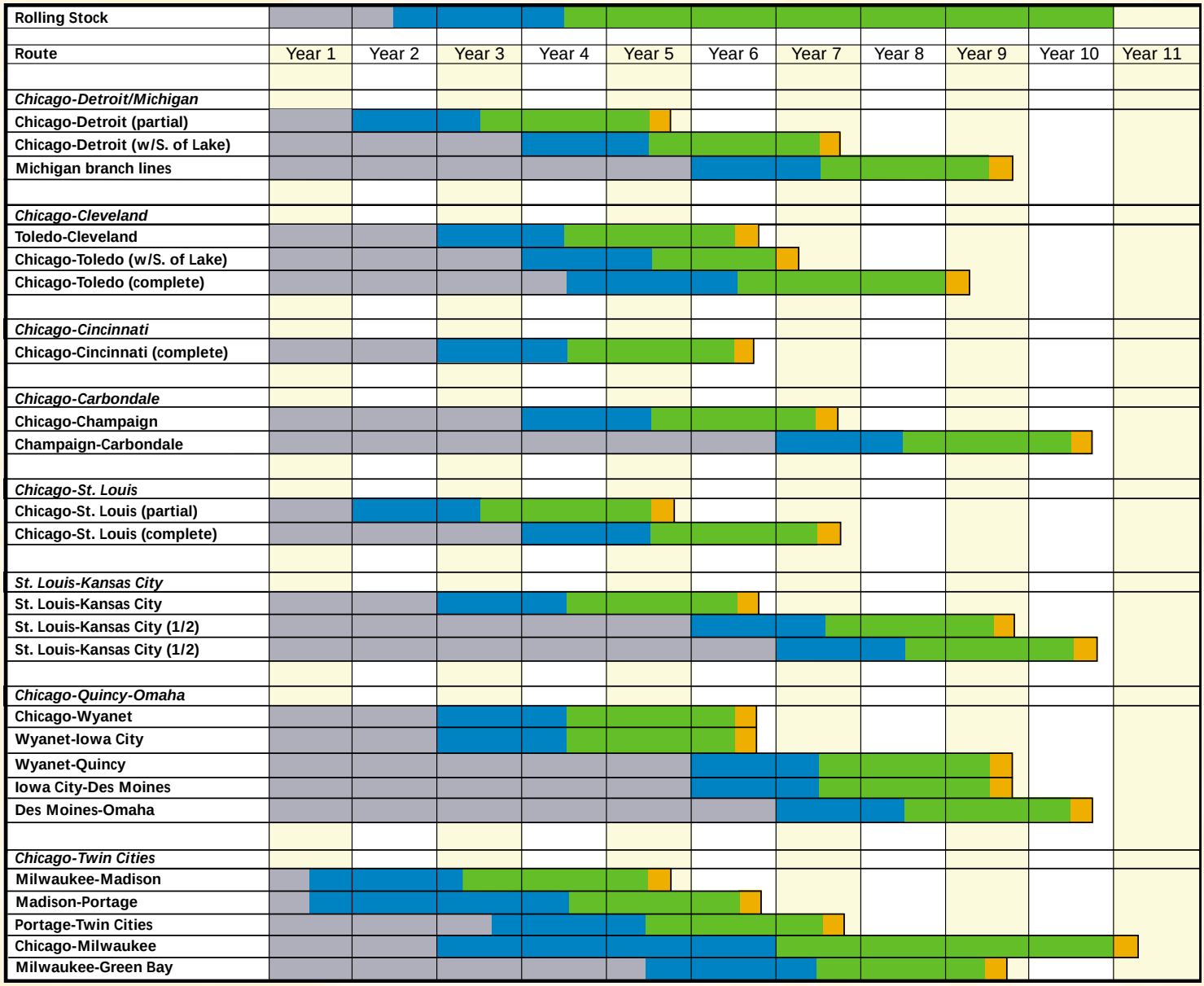
...The MWRRS implementation plan reflects an incremental approach to capital improvements and service introductions. The proposed phasing ensures:

- Strong system start-up in terms of ridership and revenue
- Increasing ridership and revenue as the system becomes operational...

Additionally, ridership and revenue forecasts generated for the MWRRS were analyzed to identify the strongest performing corridors and to identify synergies between corridors in terms of rider travel patterns, level of ridership, operations, and network connectivity. The implementation and capital upgrade program was based on detailed input from freight and commuter rail operators. The implementation of the MWRRS will continue to require long-term, joint planning and coordination with the freight and commuter railroads.

...The implementation and capital upgrade program was based on detailed input from freight and commuter rail operators. The implementation of the MWRRS will continue to require long–term, joint planning and coordination with the freight and commuter railroads...

MWRRS Implementation Schedule



Key to Implementation Stages:

- Project Development
- Preliminary Eng. & Design
- Construction
- Revenue Service

Project Coordination

The phased implementation of the MWRRS will result in various states performing different activities during the same year. For example, during the initial phases of the MWRRS implementation, Illinois, Michigan, Minnesota, Missouri, and Wisconsin will be performing construction-related activities while Indiana, Iowa, Nebraska, and Ohio will be involved in design, environmental studies, and pre-construction activities. To properly support these activities, the management and institutional structures required for the MWRRS must be flexible and evolve over time to respond to the changing needs of the states as their corridor(s) progress from planning to revenue service.

The actual pace of this phasing hinges upon the capability of each state to proceed with project implementation activities. Since federal funding is the predominant funding source for infrastructure improvement costs, the MWRRS management structure will evolve over time in response to the level of funding and the complexity of the system being managed.

...MWRRS management requirements will evolve at a pace consistent with system implementation. Ultimately, a joint agreement addressing state responsibilities will be required...

MWRRS State Coordination

The MWRRI Steering Committee, comprised of state and Amtrak representatives, has managed the concept and feasibility planning activities over the past several years. This steering committee should continue through the initial years of project implementation. Its role, however, will evolve from planning, coordination and review to one that is more involved in project funding, satisfying grant requirements, and addressing implementation issues. At this juncture in the MWRRI, it is essential that a strong working relationship be forged between the states, Amtrak, freight and commuter railroads, and railroad labor to ensure that system needs are identified and that the underlying principles of the MWRRS vision are incorporated into the actual service provided.

Implementation of the MWRRS will remain the responsibility of the states. Once operational, states might find it advantageous to either broaden the roles and responsibilities of the MWRRI Steering Committee or take action to establish a formal organization charged with operations and system oversight. There are various institutional structures in the Midwest and in other parts of the U.S. that can serve as models for multi-state coordination. These models range from ad hoc multi-state committees, to committees established by multi-state agreement, to a Joint Powers Authority established through legislative authority.

Financial & Economic Benefits

An economic analysis was completed for the MWRRS using the same criteria and structure used by the Federal Railroad Administration (FRA) in its 1997 study, High-Speed Ground Transportation for America. This analysis, summarized below, generates a benefit to cost ratio of 1.7. The FRA, in its independent study, confirmed that a Midwest rail passenger system offers the highest level of economic benefit associated with rail investment anywhere in the U.S. except for Amtrak's Northeast Corridor.

...The MWRRS generates a benefit to cost ratio of 1.7...

MWRRS Economic Benefits to 2030

Benefits	Billions in 1998 dollars
MWRRS User Benefits	
Consumer Surplus	$6.4
(e.g., time savings expressed as dollars)	
System Revenues	$6.8
Other Mode User Benefits	
Airport Congestion Relief	0.7
Highway Congestion Relief	1.3
Resource Benefits	
Air Carrier Operating Cost Reductions	0.4
Emission Reductions	0.3
Total Benefits	**$15.9**
Costs	
Capital	$4.1
Financing	0.2
Operating and Maintenance	5.0
Total Costs	**$9.3**
Ratio of Benefits to Costs	**1.7**

...The FRA analysis supports the conclusions of the MWRRS plan, recognizing the system's:

> Potential financial return

> Economic benefits that could be derived...

The system will also generate resource savings in automobile operating costs, airport and highway congestion relief, and reduced energy usage and exhaust emissions. The extensive regional passenger rail network and the connectivity that it provides will afford an attractive travel choice that could result in reduced automobile trips for commuting, business, and leisure purposes.

...The MWRRS is an attractive regional travel option...

Other Benefits

MWRRS enhances the Midwest region's existing transportation system

...The MWRRS is a reasonable public and private investment...

- Provides an attractive passenger rail system with vastly reduced travel times, and enhanced service frequencies and regional connectivity
- Provides a transportation choice that affords travelers downtown-to-downtown connectivity between major urban centers
- Provides an alternative to highway travel and reduces congestion, energy use and emissions

MWRRS is a reasonable public and private investment

...The MWRRS investments lead to spin-off financial and economic benefits relating to:

> Freight and commuter rail improvements

> Community development

> Job creation...

- Total capital cost of $4.1 billion over a 10-year phasing plan

  Recommended 80 percent federal share; 20 percent state share

- Financially self-supporting operation upon completion of system ramp-up period

  Estimated 9.6 million passengers annually with operating revenues in excess of operating costs

MWRRS investments lead to spin-off benefits

...The MWRRS will generate over 2,000 new permanent rail operating, equipment maintenance, and track maintenance jobs and, approximately 4,000 construction jobs...

- Freight and Commuter Rail Improvements

  Increased train speeds and improved highway/railroad grade crossing safety resulting from track capacity and signalization improvements

- Community Development

  Impetus for new station and station-area development opportunities and retail opportunities

  Improved transportation choices for regional travelers

- Job Creation

  2,000 permanent jobs

  4,000 construction jobs

The Path Forward

The Midwest economy, like many other regions in the U.S., is experiencing significant growth. Midwest commercial and economic growth, to a large degree, is dependent upon travel within the region. Economic and population growth trends are expected to continue and the region's transportation network must keep pace with demand to sustain this growth pattern. Mobility—for both passengers and freight—is key to sustaining the Midwest's economic vitality, economic growth, and quality of life into the 21st century. The MWRRS will serve as a key component in order to achieve a 21st century transportation system. The planned, 3,000-mile MWRRS is designed to provide a coordinated passenger rail network, attractive travel times, service reliability, and systemwide connectivity necessary to offer an attractive mobility option and foster economic growth in the Midwest.

A series of short and long-term actions are necessary to advance the MWRRS plan towards implementation. Key actions are summarized below:

...The MWRRS is a key component in order to achieve a 21st century transportation system...

...Short-term and long-term actions required to advance the MWRRS towards implementation include:

> A coordinated project advocacy program

> An action plan to obtain funding commitments from federal and state governments

> A cooperative partnership with the freight and commuter railroads...

Project Advocacy

A regional stakeholder coalition is required to solicit active support for the MWRRS and secure the required levels of state and federal funding. This regional stakeholder coalition will consist of elected officials - mayors, legislators, governors, and members of Congress - as well as private sector advocates and the general public. Their foremost responsibilities include soliciting active support for the MWRRS and assuming an active role in securing federal and state funding.

Project Funding and Funding-Related Activities

An action plan to obtain funding commitments for MWRRS implementation is also required. Efforts are required to secure a dedicated MWRRS capital funding source. Actions should commence to gain federal agency approval to conduct a programmatic environmental review of the MWRRS in order to satisfy National Environmental Policy Act (NEPA) requirements and to position the MWRRS project for receipt of federal grant funds and TIFIA loans.

Shared Rail Rights-of-Way

Continuing dialogue with the freight and commuter railroads is also needed to finalize agreement on planned right-of-way improvements, the use of shared rights-of-way, and potential adjustments/refinements required to accommodate freight, commuter rail, and proposed MWRRS operating schedules.

For more information or additional copies contact:

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Madison, Wisconsin 53707-7910

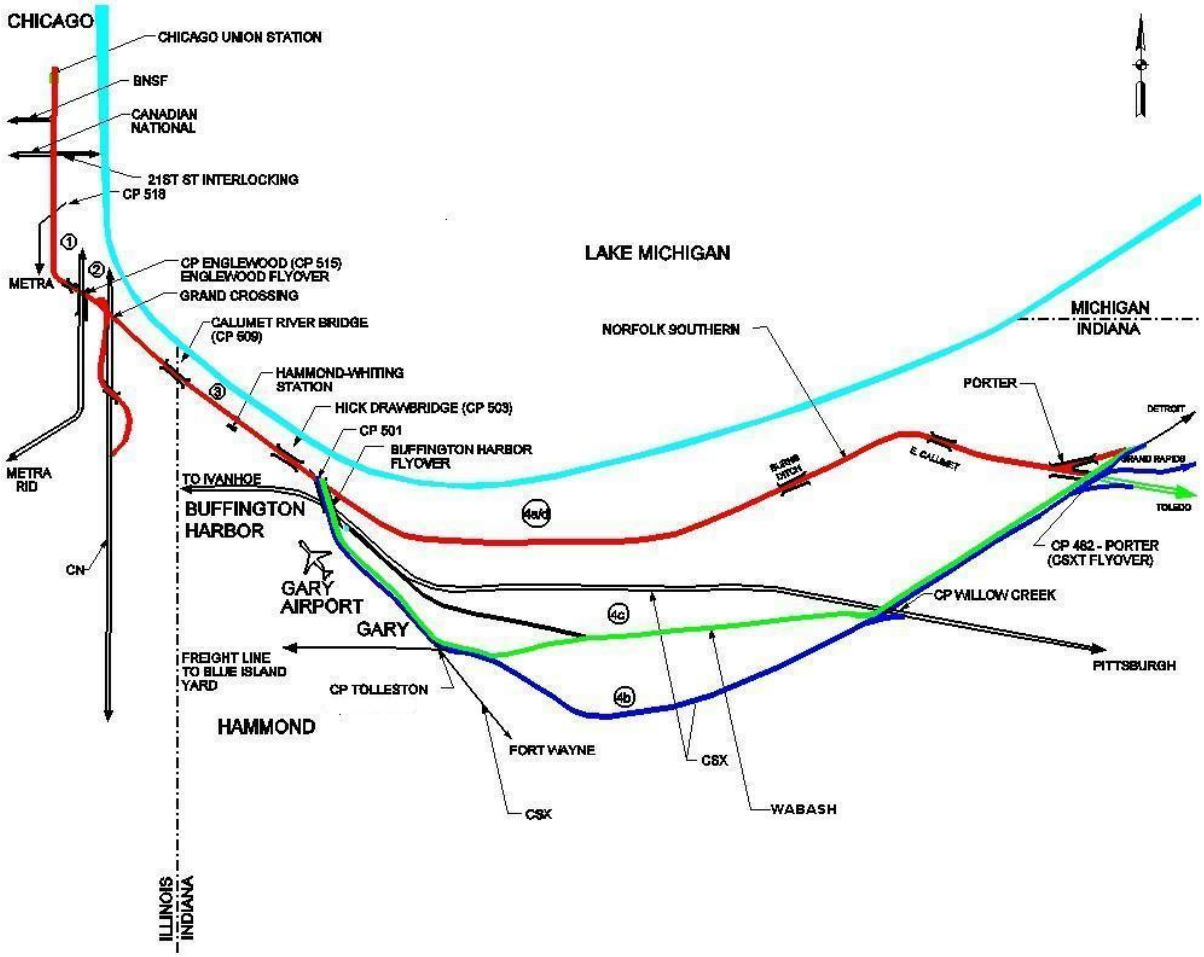
(608) 266-7744

www.dot.state.wi.us

ATTACHMENT 5

SOUTH OF THE LAKE CORRIDOR STUDY

Detroit-Chicago High Speed Rail Corridor Study Update
"South-of-the-Lake Corridor"
Amtrak Purchase Order S-049-31385
HNTB Project 36152



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Michigan Department of Transportation
Indiana Department of Transportation
National Railroad Passenger Corporation

December 2004 Update

Detroit-Chicago High Speed Rail Corridor Study Update
"South-of-the-Lake Corridor"

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1.0 Executive Summary

1.1 Introduction

Amtrak, Michigan DOT and Indiana DOT commissioned a study to evaluate possible alignments through northeastern Illinois and northwestern Indiana for new high-speed passenger rail service in the Midwest. Given the growing freight volumes on the existing Norfolk Southern Cleveland-Chicago mainline and Amtrak's experience with delays due to freight interference, the states and Amtrak had determined that new high speed rail infrastructure would prove necessary to support reliable service. The study was undertaken by Charles H. Quandel and Associates with Parsons Brinckerhoff and Proudfoot Associates serving as subconsultants. The team considered previous concepts prepared by HDR Engineering in 1994 and 1996 and concluded that a feasible alignment could be constructed from Chicago to Porter using existing and abandoned rights of way to provide reduced travel times with minimal freight interference. The corridor segments from Chicago Union Station to Buffington Harbor employed rights of way and/or tracks owned by Amtrak, Norfolk Southern (NS), or CSXT. The abandoned rights of way included segments of the former Pennsylvania Railroad, Indiana Harbor Belt and Wabash from the vicinity of Gary Airport to Willow Creek. The currently operational CSXT Michigan Central alignment was employed from Willow Creek to Porter. A draft report was submitted in December 1999.

In November 2001, Amtrak revised the study objectives to reconsider operating railroad corridors, since the likelihood of obtaining an intact corridor (comprised of abandoned right of way) had diminished with increased development in the region. Over the intervening time period, Mr. Quandel's firm had been acquired by HNTB. At the request of Quandel and Associates, HNTB was assigned a contract to complete the report focusing on several specific tasks as follows:

- Inspect and prepare cost estimates for rehabilitating or reconstructing bridges at the Calumet River and Indiana Harbor Canal (Hick Bridge).
- Develop conceptual plans and cost estimates for track improvements from Chicago to Buffington Harbor using the previously defined Amtrak, NS and CSX rail corridor.
- Develop conceptual track plans and cost estimates for infrastructure improvements from Buffington Harbor to Porter using a Norfolk Southern alignment.
- Develop conceptual track plans and cost estimates for infrastructure improvements from Buffington Harbor to Porter using a CSX alignment.
- Update the capital costs for infrastructure improvements between Porter and Detroit on the route used by Amtrak passenger trains.

Photo C-1: Westbound Amtrak Lake Shore Limited Leaving Porter, IN on NS Cleveland-Chicago Main Line MP 482.7

Concurrently with this work, a study for the Midwest Regional Rail Initiative (MWRRI), commissioned by nine state DOTs, was underway. Costs and routes developed for this Detroit-Chicago High Speed Rail Corridor Study Update were incorporated in the MWRRI analysis.

The consultant team briefly considered the impacts of adding new passenger service on the existing infrastructure (including structures, tracks, signals, and general civil works) between Chicago and Porter. Amtrak currently operates 18 trains per day on track owned by Norfolk Southern and CSX to serve routes between Chicago and Detroit and Chicago and Cleveland. Freight traffic over portions of this route may reach 80 trains per day. (A late 2004 daily train count from Norfolk Southern AEI readers indicated 54 trains at Englewood, 81 trains per day at Whiting, 95 trains per day at Gary and 76 trains per day at Porter. These counts include the Amtrak traffic.) The MWRRI program anticipates the addition of approximately 72 new passenger trains on portions of the route. In addition, freight traffic volumes are forecast to grow at between 2 and 5% annually, leading to greater congestion and delays for both passenger and freight trains.

Passenger trains must operate on a reliable schedule to attract ridership in a competitive transportation market. As the number of freight trains increases along this route, passenger service will become more unreliable, resulting in poor economic performance. A successful passenger rail service must provide frequent, reliable and rapid service to be of benefit to the community. This would not prove possible without significant infrastructure improvements, including new tracks, to accommodate both passenger and freight service growth.

Photo C-3 Westbound NS Autotrain on NS Cleveland-Chicago Main Line at Porter, IN MP 482.7

1.2 Corridor Segments

This report addresses infrastructure improvements by dividing the alignments into natural segments moving from Chicago east to Porter. Segments are defined as follows:

- Segment 1: Chicago Union Station to Englewood.
- Segment 2: Englewood to Grand Crossing.
- Segment 3: Grand Crossing to CP 501.
- Segment 4A: CP501 to Porter on NS at 110 mph.
- Segment 4B: CP501 to Porter on CSX at 79 mph. Segment 4B is further divided into subsegments.
- Segment 4C: CP501 to Porter on PRR/IHB/Wabash.
- Segment 4D: CP 501 to Porter on NS at 79 mph.

Improvements planned for each segment are described by text and track plans. Capital costs are summarized by segment. Photographs of existing conditions are presented to define the challenges and possible solutions. Exhibit 1 presents a schematic depiction of the different route segments.

Four route alternatives between Chicago Union Station and Porter, IN can be constructed by assembling the segments listed above. Each route alternative uses Segments 1, 2 and 3 from Chicago Union Station to CP 501 on Norfolk Southern's Cleveland-Chicago main line. From CP501 east to Porter, four different strategies have been explored.

Corridor 1-2-3-4A employs Norfolk Southern's Cleveland-Chicago mainline right of way to construct a 110 mph generally, grade separated alignment parallel to the existing two track mains. When placed at common elevation with the existing freight railroad, the conceptual design and cost estimate provide a nominal 30 ft track centerline spacing between the high speed passenger service and the freight service.

Corridor 1-2-3-4D also employs Norfolk Southern's Cleveland-Chicago mainline right of way to construct a 79 mph partially grade separated alignment parallel to the existing two track mains. The conceptual design and cost estimate provide nominal 15 ft track centerline spacing between the high speed passenger service and the freight service. It is assumed that both freight and passenger service may be routed to employ any of the four tracks in the corridor.

Corridor 1-2-3-4B employs PRR, IHB and CSXT right of way to construct a 79 mph partially grade separated alignment parallel to the existing tracks. One to two new tracks are constructed to provide nominal 15 ft track spacing. It is assumed that both freight and passenger service may be routed to employ any of the tracks in the corridor. The routing uses several historic rail alignments from CP501 to Clarke Junction to Tolleston to Willow Creek to Porter and is more fully described within this report.

Corridor 1-2-3-4C employs PRR, IHB, Wabash and CSXT alignments to construct a generally grade separated two track alignment suitable for 110 mph passenger service. The routing is CP501 to Clarke Junction to Tolleston to Willow Creek to Porter. This alignment was described fully in the 1999 draft report. As this alignment is not considered a possible option due to significant residential and commercial development along the corridor, it is not analyzed further within this report.

Segment 4B is analyzed in multiple subsegments:

- 4B-1 CP501 to Tolleston
- 4B-2 Tolleston to Willow Creek
- 4B-3 Willow Creek to Porter

This segregation has been developed to allow allocation of costs for providing service between Chicago and eastern destinations Detroit-Ft. Wayne-Toledo (north) and Indianapolis/Cincinnati (south) under the MWRRI program.

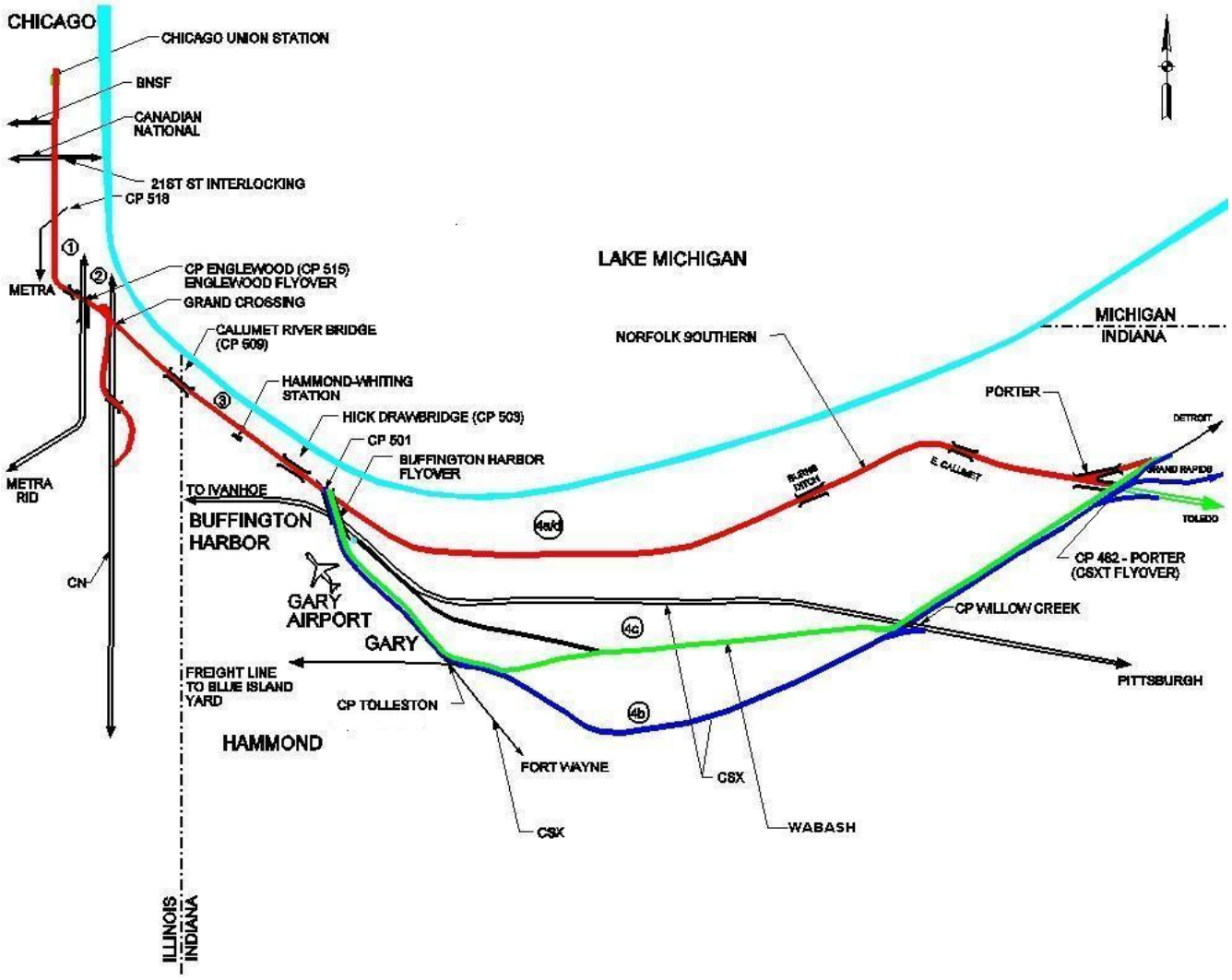


Exhibit 1: South of the Lake Corridor Segments

1.3 Major Improvements

A significant impediment to scheduled passenger train reliability on this corridor is imposed by the crossing of the Norfolk Southern and the Metra Rock Island District at Englewood, IL. Metra and Norfolk Southern have considered constructing a grade separation at this location for some time to eliminate the existing conflict between passenger and freight services in the Chicago terminal area. Currently the routes cross at Englewood over six crossing diamonds. Approximately 146 trains operate through this crossing daily, resulting in less than desirable reliability. The increase in the quantity of passenger trains with the Midwest Regional Rail Initiative and normal commuter service growth, plus the anticipated freight growth will require mitigation of this bottleneck. The construction of a flyover structure carrying Metra trains over the Chicago to Porter

corridor is the preferred solution. Fortunately, the construction of this flyover is anticipated to occur under the CREATE program

Historic movable bridges over the Calumet River and the Indiana Harbor Canal have been removed from service, but left in place in an open position to avoid obstructing ship traffic. A new passenger rail service in this corridor would require the use of these bridges to avoid bottlenecks with the freight service. The Calumet River Bridge and the Indiana Harbor Canal (Hick) Bridge were inspected in January 2002. HNTB's inspection reports are included within the body of this report. HNTB recommended that both bridges be replaced with new structures due to the deteriorated condition and cost of refurbishment. The estimated bridge replacement costs are included within the segment capital cost estimates.

Under all route alternatives, it is necessary to construct a flyover to enable the high speed rail service to transition from the CSXT Lakeshore subdivision on the northeast of the Norfolk Southern Cleveland-Chicago mainline to available right of way on the southwest. This 6000 ft double track flyover lies in the vicinity of NS CP 501 north of Gary Airport.

Another significant capital cost element common to all routes is a grade separation at Porter to allow passenger trains to travel through this interlocking without conflicting with crossing freight traffic. Each route requires a grade separated connection to Amtrak's Michigan Line for service to Detroit and to Norfolk Southern's Cleveland-Chicago main line for service to Ohio.

1.4 Stakeholder Coordination

Amtrak and the consultant team have made a significant effort to consider the needs of affected parties in developing the design options. Meetings have been held with Norfolk Southern, CSXT, Chicago Gary Airport and the National Park Service to discuss the routing and infrastructure issues. Meeting minutes with Chicago Gary Airport and the National Park Service are attached as appendices.

1.5 MWRRI Interface

The Midwest Regional Rail Initiative (MWRRI) study developed capital costs for high-speed rail infrastructure within a nine-state region with Chicago as the hub. The Midwest Regional Rail System considers seven major routes, three of which will employ this South of the Lake Corridor. Capital costs have been developed for each of the seven routes. The MWRRI study incorporates the capital costs developed under this Detroit-Chicago Study, specifically: Segments 1-3 (Chicago Union Station to CP501) $265.3 million, Segment 4A (CP501 to Porter) $315.3 million, and Segment 4B-1 (CP501 to Tolleston) $62.8 million.

1.6 Conclusions and Capital Costs

This Detroit-Chicago study investigated multiple route options through northern Indiana for high-speed passenger rail service from Chicago to eastern destinations including Detroit and Cleveland. The study concludes that both Norfolk Southern and CSX routes provide feasible solutions for service between Chicago and Detroit, as both routes offer the higher speeds and reduced travel time for intercity passenger service.

Other studies under the MWRRI program investigated route options from Chicago to Cincinnati. Possible connection points to the Chicago Terminal Area limits included Tolleston and Willow Creek. The MWRRI investigation determined that a connection at Tolleston offers the greater benefit to cost ratio, and would require that the CSX improvements defined in Segment 4B-1 (CP501 to Tolleston) be constructed.

Estimated capital costs for each segment and route option are presented in thousands of 2002 dollars in the following Table 1. It is important to note that the costs of right of way to locate new tracks are not included in these estimates. Unit costs are derived from those used in previous MWRRI studies. All unit costs are comprised of estimated construction cost, plus 31% to cover engineering, project management, construction management, insurance and contingencies.

Segment	Segment Description		Total in $000's (Year 2002)
1	Chicago Union Station to Englewood		$ 131,474
2	Englewood to Grand Crossing		$ 29,632
3	Grand Crossing to Buffington Harbor (CP501)		$ 104,177
1,2,3	Chicago to CP 501	**Total**	**$ 265,283**
4A	CP 501 to Porter, NS - 110 mph		$ 315,297
4D	CP 501 to Porter, NS - 79 mph		$ 244,812
1,2,3,4A	Chicago to Porter, NS - 110 mph	**Total**	**$ 580,580**
1,2,3,4D	Chicago to Porter, NS - 79 mph	**Total**	**$ 510,095**
4B-1	CP 501 to Tolleston, CSXT		$ 62,806
4B-2	Tolleston to Willow Creek, CSXT		$ 94,194
4B-3	Willow Creek to Porter, CSXT		$ 74,719
4B	CP 501 to Porter, CSXT		$ 231,719
1,2,3,4B	Chicago to Porter, CSXT - 79 mph	**Total**	$ **497,002**
4C	CP 501 to Porter, Private Parcels (former Wabash)		$ 290,179
1,2,3,4C	Chicago to Porter, Private Parcels - 110 mph	**Total**	$ **555,462**

Table 1: Segment and Route Capital Costs

2.0 Corridor Segment Descriptions

2.1 Segment 1: Chicago Union Station (NS MP 523.0) to Englewood Junction (NS MP 515.8) (7.2 miles)

This segment extends from Amtrak owned, Chicago Union Station (CUS) to Englewood Junction. Amtrak enters and leaves CUS on two main tracks. However, there is a third main track available if necessary due to train congestion. Amtrak owns the tracks and right of way from Union Station to NS MP 522, including the Chicago River South Branch Bridge. Norfolk Southern (NS) owns the tracks and right of way from NS MP 522 through Englewood.

The proposed infrastructure design speeds for passenger equipment on this track segment are 45 miles per hour extending south from Union Station for 2 mi and 79 mph south of NS MP 521 to the Englewood curve at NS MP 516.2, where the curvature will restrict speeds to 40-50 mph. The proposed upgraded track design includes rehabilitating the existing main tracks, reconfiguring/upgrading the signal system and installing new turnouts. Multiple infrastructure improvements are required to provide reliable passenger service.

The two mainline tracks will be refurbished from NS MP 523.0 to NS MP 515.8 with a 33% tie renewal and new ballast. The third main track south of Union Station will be upgraded in a similar manner from NS MP 523 to NS MP 522.

The capital cost estimate included in this report allows for reconstruction of the 21st Street Interlocking at NS MP 520.8 including rebuilding the (Canadian National-Illinois Central) CN-IC crossing with two #15 turnouts and the UP connection with one #15 turnout and a new diamond. The abandonment of the St. Charles Airline, envisioned under the Chicago CREATE program would alter this strategy and result in the elimination of all the diamonds at the 21st Street Interlocking.

Two crossovers and a single turnout (all #20 turnouts) for 45 mph operation will be installed at NS MP 522 to improve operational flexibility. A #20 crossover will be installed at NS MP 521.

The Amtrak bridge over the South Branch of the Chicago River at NS MP 521.5 will be refurbished with new bridge locks, track and bridge ties to permit greater passenger equipment speeds.

A new passenger track will be constructed west of the I-90/94/CTA (Dan Ryan Expressway/CTA Red Line) bridge on the north side of the alignment for use by Amtrak. The track will be extended on a new multi-span bridge over the expressway and the CTA.

A placeholder of $100 million is included for acquisition of NS real estate and track, plus freight improvements necessary to allow exclusive passenger traffic use of the two easternmost tracks between Union Station and the I-90/94 bridge.

The full length of the segment will also require upgraded Centralized Traffic Control (CTC) double track signaling for 7.2 mi. and Positive Train Control (PTC) signaling, when available, for 5.2 mi. The existing CTC is assumed to be modified extensively to support revised block lengths to optimize capacity for higher speed passenger equipment.

Chain link fence, 10 ft high, will be provided on both sides of the alignment to deter trespassers in this urban area.

The estimated capital cost is $131.5 million. Details are presented in Appendix I: South of the Lake Corridor Capital Cost Estimates.

The alignment is plotted and stationed in 1000 ft increments on USGS Digital Raster Graphic base mapping in Appendix II: Proposed High Speed Rail Alignments.

Photo E-20: View of Amtrak Tracks from the Union Station South Concourse

Photo E-21: Norfolk Southern Main Tracks Approaching CN-IC St. Charles Airline Bridge MP 522.0

Photo E-23: Amtrak Owned South Branch Lift Bridge MP 521.3

Photo E-24: 21st Street Interlocking - CN/NS Diamonds MP 521.1

Photo E-25: Norfolk Southern Main Tracks Approaching UP Canal Yard on the West
MP 520.8

Photo D-5: Englewood Curve on NS - 5 degrees 19 min
MP 516.2

Photo D-6: NS Bridge over I-90/94 and CTA Red Line MP 515.9

2.2 Segment 2: Englewood Junction Grade Separation (MP 515.8) to Grand Crossing (MP 513.6) (2.4 miles)

This segment extends southeast from Englewood Junction to Grand Crossing, a distance of approximately 2.4 miles. The proposed infrastructure design speed is 110 miles per hour.

The proposed alignment requires the construction of two new passenger train tracks from Englewood to Grand Crossing on the north side of the existing NS alignment. These two tracks will occupy the former New York Central (NYC) railroad right of way. A total length of 4.8 mi. of new track will be constructed. It will be necessary to construct one #20 turnout to allow a transition from the new track to the NS line east of Englewood to cross the I-90/94/CTA bridges on the northernmost NS track.

At Englewood Junction, the Norfolk Southern and Metra's Rock Island District (RID) cross at grade in a multi-diamond interlocking. A flyover by Metra's RID has been considered for many years to alleviate congestion at this busy intersection. A previous 1999 study estimated the cost of constructing this flyover at $39 million. The South of the Lake Corridor Study assumes that such a flyover would be constructed by the CREATE program in advance of the high speed rail program.

A CN-IC connection at Grand Crossing is included in the capital cost estimate as an allowance of $13.2 million. The work includes construction of 10,000 ft of new track and signals on the former Nickel Plate rail roadbed, which crosses under the NS/NYC embankment and connects to the two new passenger tracks on the NYC alignment.

(It should be noted that this entire cost may not be required as the CREATE program proposes to construct the freight component of the CNIC connection as part of the Passenger Express Corridor project.)

Two #24 crossovers are required to allow for movement between the two passenger tracks at high-speed. Between the new tracks and the NS tracks, two #20 crossovers will be constructed to allow the use of all tracks under maintenance outages. Additional #20 turnouts are required at Grand Crossing to connect to the CNIC for rerouted Amtrak passenger service to Champaign Urbana.

Ten existing bridges on the NYC right of way will be refurbished to ensure suitability for high speed passenger rail use.

Full CTC and PTC signaling allowing high speed operations will be provided over the 2.4 mi. segment. Similarly, 10 ft chain link fencing will be provided to deter trespassers.

The estimated capital cost is $30.0 million. Details are presented in Appendix I: South of the Lake Corridor Capital Cost Estimates.

The alignment is plotted and stationed in 1000 ft increments on USGS Digital Raster Graphic base mapping in Appendix II: Proposed High Speed Rail Alignments.

Photo E-11: Englewood Junction: Crossing of NS and Metra RID
MP 515.8

Photo E-2: New York Central Alignment Steel Bridges MP 515.0 to MP 513.4

2.3 Segment 3: Grand Crossing (NS MP 513.6) to NS MP 501.8 (11.8 mi.)

Segment 3 extends from Grand Crossing southeast to NS MP 501.8, a point just west of Buffington Harbor. Two new passenger tracks will be constructed throughout the approximately 11.8 mile route segment. The alignment employs former NYC right of way between Grand Crossing and Calumet Park (100th Street, NS MP 509). From this point south, the new passenger tracks will be constructed on the existing CSXT Lake Subdivision. The capital cost estimate anticipates that the existing CSXT tracks will be removed and replaced with new rail, ties and ballast. This segment is designed with a maximum passenger speed of 110 mph, with speed restrictions of 80 mph at the new Calumet River Bridge (NS MP 510) and the new Hick Bridge (NS MP 503.5), and 70 mph at the IHB diamonds (NS MP 503).

At the Calumet River (NS MP 510) the historic and out of service NYC double track bridge will be replaced with a new vertical lift bridge at a cost of $28 million. Consultant staff inspected the two unused bridges over the Calumet River in January 2002 and prepared a report, provided in Appendix III: Calumet River Bridge Inspection Report.

At NS MP 508.5, one #15 turnout will be installed to provide a CSXT freight access to the power plant tracks.

At NS MP 506, two #24 crossovers will be installed between the two new tracks as well as two #20 crossovers between the northernmost NS track and the southernmost new passenger track. This will allow use of either the NS or new passenger tracks, by either freight or passenger equipment in the event of a bridge outage or track maintenance.

From NS MP 505.5 through 503.5, a freight siding with two #15 turnouts will be constructed for the use of CSXT coal trains.

At Hick (NS MP 503.5) the historic and out of service CSXT double track bascule bridge crossing the Indiana Harbor Canal will be replaced with a new bascule bridge with an increased span length (140') to allow for the planned widening of the waterway. The estimated cost is $20 million. In January 2002, consultant staff inspected the CSXT bridge and prepared a report, provided in Appendix IV: Indiana Harbor Canal (Hick) Bridge Inspection Report.

At the IHB/Inland Steel rail crossing (NS MP 503), east of the Hick Bridge, two crossing diamonds will be installed, as it is very costly to achieve grade separation with the IHB due to the close proximity of the Buffington Harbor access ramp from Indiana State Route 912. New flange bearing crossing technology may be considered to allow high speeds and reduced wear.

East of the new Hick Bridge, in the vicinity of NS MP 503, two #24 crossovers will be installed between the two new passenger tracks and two #20 crossovers will be installed between the northernmost NS track and the southernmost new passenger track. This will allow use of either the NS or new passenger tracks, by either freight or passenger

equipment in the event of a bridge outage or track maintenance. Again, it is anticipated that NS will cover the cost of one of the #20 crossovers between the high-speed rail system and the NS alignment.

Between Grand Crossing (NS MP 513.6) and NS MP 501.8, 24 existing bridges will be refurbished for the new passenger service.

Full CTC and PTC signaling allowing high speed operations will be provided over the 11.8 mi. segment. Similarly, 10 ft chain link fencing will be provided to deter trespassers.

Four roadway/rail grade crossings exist in this segment: Calumet Ave (NS MP 507.1), Lake Ave (NS MP 506.6), 117th Street (NS MP 506.0), and Front Street (NS MP 505.6). Each will be fitted with four-quadrant gates. In addition, Calumet Ave, a particularly high volume crossing, will be fitted with trapped vehicle detection.

The estimated capital cost is $103.8 million. Details are presented in Appendix I: South of the Lake Corridor Capital Cost Estimates.

The alignment is plotted and stationed in 1000 ft increments on USGS Digital Raster Graphic base mapping in Appendix II: Proposed High Speed Rail Alignments.

Photo E-3: Former NYC Alignment North of the NS Provides an Existing Roadbed and Bridges for the Installation of Two New Passenger Tracks MP 509 to MP 513

Photo E-5: One of the Out of Service Vertical Lift Bridges over the Calumet River Must Be Replaced to Provide a Passenger Track Bridge
MP 509.0

Photo E-7: CSXT Lake Subdivision at 117th Street Provides a Two Track Roadbed for Reconstruction of High Speed Passenger Tracks
MP 505.9

Photo E-9: The North Side Indiana Ship Canal Bascule Bridge at Hick Must Be Replaced to Provide High Speed Passenger Service without Freight Conflict
MP 503.1

Photo E-10: Due to Conflict with the Inland Steel Access Roadway Bridge, the IHB Crossing at Grade Must Be Retained
MP 502.0

2.4 Corridor Options CP 501 to Porter

This study developed four alternative route options to provide passenger service between CP 501 and Porter. Two alternatives parallel the existing Norfolk Southern Cleveland-Chicago mainline currently used by Amtrak service. The other two routes use CSXT alignments and abandoned rail corridors to south of the NS corridor. All four corridor alternatives employ Segments 1-3 between Chicago Union Station and CP 501.

2.4.1 Segment 4A: NS MP 501.8 to Porter (MP 481.2) at 110 mph (20.3 miles)

Segment 4A provides a route for a double track passenger alignment from the CSXT Lake Subdivision at NS MP 501.8 to Porter using the Norfolk Southern Cleveland-Chicago mainline corridor. The maximum design speed for passenger service on this track segment is 110 miles per hour, except where restricted to approximately 95 mph by curves at NS MP 484.1 and NS MP 484.6. The vertical curves in the flyovers may restrict passenger speeds due to geometric conflicts. Flyovers are provided at CP 501 and Porter (NS MP 483.0). In general, the conceptual design for this alignment provides for a double track alignment constructed within railroad owned right of way for the exclusive use of high speed passenger service.

At MP 501.8, in the vicinity of CP 501, a new passenger track flyover is required to allow the passenger service to transition from the CSXT Lake Sub to the south side of the NS right of way west of Pine Junction. The flyover also provides grade separation with the roadway underpass entrance to Buffington Harbor. The proposed flyover begins at NS MP 501.8 (Sta. 1010+00), crosses the NS mainline at NS MP 501.4 (Sta. 1045+00) at a 20-degree skew and descends to NS MP 500.7 (Sta. 1070+00), west of the EJ&E grade separation at Pine Junction. From this point, the high speed passenger tracks extend along the south side of the NS alignment to NS MP 498.5. It is believed that sufficient room exists to fit the two new tracks under the EJ&E grade crossing structure (perhaps not achieving the desired 25 ft track centers to the freight alignment). The tracks will cross Clark Rd. (NS MP 499.3) at grade, requiring a new four quadrant gate grade crossing warning system.

At NS MP 498.5 the tracks ascend to an elevated structure to provide grade separation with numerous roadway crossings and a rail connection between NS and CSX. This double track elevated structure continues along the south side of the NS alignment to NS MP 493.0 with no speed restrictions. The structure provides grade separation with the CSX/NS CP 497 crossover (NS MP 497.2), Buchanan St. (NS MP 496.8), the Calumet River (NS MP 496.6), Broadway St (NS MP 496.1), Virginia St. (NS MP 495.6) and Tennessee St. (NS MP 495.2). It is anticipated that the IHB Dune Park Branch overhead structure at NS MP 494.6 could be removed, as this line is abandoned. The total distance of elevated track is approximately 5.5 miles.

At NS MP 493.0 the track descends to the existing grade. This alignment section runs through the Indiana Dunes National Lakeshore and is constructed on an embankment traversing wetlands, which are located primarily to the north side of the existing tracks.

New double track high speed rail bridges are required at South Lake St. (NS MP 492.5) and Grand Ave. (NS MP 492.2). The embankment will be widened for approximately 1.1 mile to provide greater than 25 ft centers from the NS tracks, allowing unrestricted maintenance of either track under 49 CFR 214.355.

East of Miller at MP 492.1, the Chicago South Shore Railroad alignment runs parallel and on the south side of the NS. Sufficient space exists between the tracks of the two respective railroads to construct a generally at grade two track high speed rail alignment. Grade separations (high speed rail over roadway) will be provided at County Line Rd. (NS MP 490.1), Ogden Dunes Rd. (NS MP 488.3), Continental Can Rd. (NS MP 488.0), Steel Mill Rd. (NS MP 485.2), and US 20 (NS MP 483.1).

A four quadrant gate grade crossing warning system will be provided at Mineral Springs Rd. (NS MP 482.7), as the geometry does not readily permit a grade separation with the existing I-94 overhead bridges located at NS MP 482.6. A similar system will be required at the Indiana Harbor overweight truck access point in Burns Harbor Yard at NS MP 487.0.

New bridges will be provided over Burns Ditch (NS MP 487.7) and the Calumet River (NS MP 484.4). The State of Indiana is constructing a highway overpass at Midwest Steel (NS MP 478.4). Amtrak has provided rail alignment data to the grade separation project team to ensure clearance for the proposed high speed rail alignment.

Existing highway and railroad overpass structures at EJ&E (NS MP 500.0), Wilson Rd. (NS MP 486.7), Chicago South Shore Railroad (NS MP 484.9), US Highway 12 (NS MP 484.6) and Interstate 94 (NS MP 482.6) provide sufficient horizontal clearance to fit the new double track high speed rail alignment. Some repositioning of existing tracks or reallocation of tracks may be required to accomplish the objective of constructing new high speed rail tracks without disturbing existing overhead structures.

Under the Highway 12 bridge, the existing NS track must be shifted several feet to allow space for the double track passenger alignment to pass through the existing bridge aperture. Similar shifts may be required at other bridge locations.

Universal #24 crossovers are proposed at NS MP 498.8, NS MP 492.5 and NS MP 483.5 to provide operational flexibility for high density, high speed passenger service.

At Porter (NS MP 482.8), a double track flyover is proposed to cross above the intersecting CSX mainline to provide uninterrupted high speed passenger rail service on the Norfolk Southern Cleveland-Chicago mainline alignment to Ohio. The viaduct provides a grade separation with Jackson St. (NS MP 482.1). A single track flyover segment is proposed to connect the new passenger track to Amtrak's Michigan Line in the northeast quadrant, crossing above the NS double track mainline.

Track sections constructed at grade or on embankment will include protective fencing to deter trespassing.

The entire segment will require CTC and PTC signaling, when available, for 20.3 miles.

The estimated capital cost is $315.3 million. Details are presented in Appendix I: South of the Lake Corridor Capital Cost Estimates.

The alignment is plotted and stationed in 1000 ft increments on USGS Digital Raster Graphic base mapping in Appendix II: Proposed High Speed Rail Alignments.

Photo B-12: CP 501 looking southeast along the CSX tracks. The track on the right proceeds to Clark Junction and the CSX Ft. Wayne line. The track on the left proceeds to Pine Junction. NS Cleveland-Chicago mainline tracks are on the left. The proposed flyover lands between the NS and CSX tracks.

Photo B-14: The proposed elevated structure lies between the Norfolk Southern Cleveland-Chicago tracks and the CSX Barr Sub. The photo looks east toward Buchanan Street on the CSX Barr Sub. The EJ&E City track lies to the south. The crossover connects NS and CSX mainlines at NS MP 497.2.

Photo B-20: An abandoned IHB bridge crosses the NS at NS MP 494.6. It is anticipated that this could be removed to prevent conflict with an elevated high speed rail alignment on the south side of the NS main line.

Photo B-10: NS Cleveland-Chicago mainline at NS MP 493 looking west toward the abandoned IHB overhead bridge. Space exists on the south side to construct an elevated two track structure to the west and a two track embankment to the east.

Photo A-6: Sufficient space exists between CSS and NS at CP 491 to construct new passenger tracks at grade.

Photo B-17: Dune Highway/County Line Rd. NS MP 490.2 crossing at grade looking east. Space exists between the CSS on the south and the NS to construct a grade separated high speed passenger double track structure and fill at greater than 25 ft track centers to the freight tracks.

Photo A-2: Ogden Dunes Rd crosses the NS at grade at NS MP 488.4. Space exists for new passenger tracks on a grade separated structure and fill between the NS and CSS.

Photo A-1: Burns Ditch at NS MP 487.6, looking along the CSS electrified tracks. The NS tracks are located to the north. Space exists between the CSS and NS. A new fixed waterway bridge is required.

Photo C-24: Midwest Steel crossing at NS MP 487.3. The State of Indiana is constructing a new grade separation at this site.

Photo C-20: West end of Burns Harbor Yard at NS MP 486.9 looking east at the Wilson Rd overpass. Proposed alignment lies between CSS and NS at grade.

Photo C-22: Port of Indiana and Burns Harbor Yard overweight truck access requires 4 quadrant gates. Wilson Rd overpass provides sufficient clearance for two tracks at grade.

Photo C-17: A utility bridge crosses over the east end of the Burns Harbor Yard at NS MP 485.6. Sufficient clearance exists for a high speed rail alignment at grade on the south side of the NS main line.

Photo C-14: CSS overpass looking west. The NS main line tracks must move north to provide clearance for a two track high speed rail alignment on the south side at grade.

Photo C-12C: The NS main line crosses the east branch of the Calumet River at NS MP 484.4. Construction of a high speed rail alignment requires a new bridge and widened embankment.

Photo C-10: CP 483 looking west. While the south side of the alignment is clear to the west, a siding extends from NS 483.5 to 481.6 on the south side. The construction of a new two track high speed rail alignment at grade will require moving or realigning the existing NS tracks through this section.

Photo C-7: Highway 20 railroad bridge NS MP 483.1 looking east toward the I-94 overpass. Space exists for construction of a new two track alignment at grade on the south side with some repositioning or reallocation of existing tracks.

Photo C-4: I-94 bridge at NS MP 482.6. Space exists for construction of two new tracks on the south side at grade with some repositioning or reallocation of existing tracks. NS facilities include a siding and two mains.

Photo C-2: Connection to Amtrak's Michigan Line at NS MP 482.2 looking east. Sufficient space exists to construct a two track elevated structure on the south side of the NS, providing grade separation with the CSXT and a single northeast quadrant track connection for service to Detroit.

2.4.2 Segment 4B: NS CP 501.8 to Porter (NS MP 481.2) at 79 mph on CSXT (21.5 miles)

Segment 4B provides a high speed rail route through northwestern Indiana using abandoned rail rights of way, CSXT property and the lightly used Michigan Central Line, also owned by CSXT, between Willow Creek and Porter. This route had been proposed by CSXT in a meeting with Amtrak on July 21, 2001. Appendix II includes a track schematic drawn by CSXT representing this route, as well as an alignment plotted and stationed in 1000 ft increments on a USGS digital raster graphic base map. The maximum design speed for passenger service on this track segment is 79 miles per hour with some speed restrictions.

Flyovers are provided at Clark Jct., Willow Creek and Porter. The conceptual design provides three main tracks between Tolleston and Willow Creek (where freight traffic is heaviest) and two main tracks at other locations. Frequent crossovers are provided to allow use of all tracks by passenger and freight service. Roadway crossings are generally at grade, except where existing embankments provide grade separation or where existing elevated roadways have been constructed. Grade crossings will be improved to include four quadrant gate warning systems.

A CTC signal system will be installed. In addition, much of the alignment will be fenced to minimize trespassing.

The end points of the route are similar to those of the other alternatives of the current study, from CP501 to Porter. From Chicago Union Station to CP 501, the route employs the previously defined Segments 1-3 of this report.

The total estimated capital cost for Segment 4B is $231.7 million. Details are presented in Appendix I: South of the Lake Corridor Capital Cost Estimates.

2.4.2.1 CP 501 to Tolleston (5.2 miles)

As the passenger service tracks lie to the north of the CSXT Lake Subdivision in the vicinity of CP501, a two-track fly-over is required to cross over the CSXT and NS tracks near Buffington Harbor, north of Gary Airport. South of the CSXT and NS tracks, the proposed alignment intersects an old Conrail and former Penn Central Railroad (PRR) grade. Unlike the profile of the 1999 study (Segment 4C), this alignment remains at a high elevation, flying over Clark St. and the CSXT Barr Subdivision tracks at Clark Junction. An abrupt decent is required to pass under the Elgin, Joliet and Eastern Railway elevated track, northwest of Gary Airport. An existing EJ&E bridge provides sufficient horizontal and vertical clearance for the new alignment with little modification.

Four quadrant gate grade crossing warning systems are required at Fifth Ave. and Taft St. Existing structures provide grade separation from the PRR grade at I-90, the Chicago South Shore and South Bend Railroad and Fourth Ave.

East of Taft Street at Tolleston, the PRR grade intersects an abandoned, elevated Indiana Harbor Belt Dune Park line. A connection in the northeast quadrant can be restored with a relatively abrupt grade to meet the IHB embankment elevation, maintaining the crossing at Taft St.

While the CSX schematic depicts several miles of improvements from Tolleston to Ivanhoe, such work is not included under the high speed rail scope and cost estimate.

The estimated capital cost for Segment 4B-1 is $62.8 million. Details are presented in Appendix I: South of the Lake Corridor Capital Cost Estimates.

2.4.2.2 Tolleston to Willow Creek (9.7 miles)

The alignment proceeds eastward on the abandoned IHB embankment. New track must be constructed and the embankment widened to support two tracks. (While the CSXT track schematic depicts three tracks between Tolleston and Willow Creek, the parties agreed that two tracks would be sufficient for the foreseeable future.) The existing bridges on the old IHB alignment embankment at Grant St., Harrison St. and Madison St. must be replaced. The alignment leaves the IHB embankment east of Madison St. A new embankment and bridges must be constructed at Washington St., Broadway St. Massachusetts St. and Virginia St. to transition to grade on the CSXT Porter Subdivision. Ohio St. may be crossed at grade and new four quadrant gates installed.

Sufficient clearance exists under I-90 to construct the two new tracks adjacent to the existing CSXT Porter Subdivision track. Similarly, sufficient clearance exists at the I-80/94 roadway overpass. A new low level, double track bridge is required over Burns Ditch. A series of streets are crossed at grade between I-80/94 and Willow Creek, including Clay St., Gibson St., Grand Blvd., Cemetery St., State Highway 51 and Dombe Rd. Union St. and DeKalb St. would be closed. A new single track bridge is required at Willow Creek and a 6000 ft double track flyover is required at the Willow Creek control point to provide grade separation with the CSXT Garret Subdivision.

Willow Creek Rd. must be closed and the Crisman Rd. (SR 249) bridge reconstructed to provide greater clearance over the railroad. Old Crisman Rd. is anticipated to cross at grade, requiring a four quadrant gate crossing warning system.

The estimated capital cost for Segment 4B-2 is $94.2 million. Details are presented in Appendix I: South of the Lake Corridor Capital Cost Estimates.

2.4.2.3 Willow Creek to Porter (6.6 miles)

East of Willow Creek, the route joins the CSXT Michigan Central Line, a lightly used single track freight railroad. The project would build one new track to provide a two track railroad for passenger and freight service. Several roadways including Samuelson

Rd., Salt Creek Rd., SR 149 and Babcock Rd. cross at grade, warranting four quadrant gate warning systems. A single track bridge structure must be constructed over Salt Creek. Approaching Porter, the grade rises to provide grade separation with the Norfolk Southern Cleveland-Chicago main line. Mineral Springs Rd. must be relocated to the west and provided with a four quadrant gate warning system. A single track segment connects to the new passenger track to Amtrak's Michigan Line in the northeast quadrant, crossing above the NS double track mainline. Similarly, a single track flyover connects to the CSXT Grand Rapids Subdivision and NS Cleveland Chicago mainline.

The estimated capital cost for Segment 4B-3 is $74.7 million. Details are presented in Appendix I: South of the Lake Corridor Capital Cost Estimates.

2.4.4 Segment 4C: NS CP 501.8 to Porter (NS MP 481.2) at 110 mph on PRR/IHB/Wabash/CSXT Michigan Central (22.8 miles)

Segment 4C provides a high speed rail route through northwestern Indiana using abandoned rail rights of way and the lightly used Michigan Central Line owned by CSXT, between Willow Creek and Porter. This route had been investigated under the initial study conducted by Charles Quandel and Associates with Parsons Brinckerhoff and Proudfoot Associates. The consultant team prepared a conceptual engineering study and capital cost estimate, producing a draft report in November 1999. Shortly thereafter, Amtrak and the consultant team determined that commercial and residential development along key segments of the right of way had made development of this alternative impractical.

The design criteria for the initial study identified a generally grade separated, double track alignment with track geometry configured for 110 mph service. While the route was anticipated to provide principally high speed passenger rail service for the Midwest Regional Rail System, the conceptual design provided clearances for double stack freight and intermodal service.

The end points of the route are similar to those of the other alternatives of the current study. From Chicago Union Station to CP 501, the route employs the previously defined Segments 1-3 of this report. As the passenger service tracks lie to the north of the CSX Lake Subdivision in the vicinity of CP501, a two-track fly-over is required to cross over the CSX and NS tracks near Buffington Harbor, north of Gary Airport. South of the CSX and NS tracks, the proposed alignment intersects an old Conrail and former Penn Central Railroad (PRR) grade, passing under the east-west double track CSXT Barr Subdivision and the under the Elgin, Joliet and Eastern Railway elevated track, northwest of Gary Airport. An existing EJ&E bridge provides sufficient horizontal and vertical clearance for the new alignment with little modification, but significant construction is required to grade separate the CSXT and passenger rail tracks at Clark Junction, by elevating the freight tracks.

In an effort to minimize potential conflicts with automobiles, grade separations are sought where the geometric conditions allow. New roadway-over-rail separations are planned at Clark St., while Fifth Ave. (US 20) must include a four quadrant gate system. Existing structures provide grade separation from the PRR grade at I-90, the Chicago South Shore and South Bend Railroad and Fourth Ave.

East of Taft Street at Tolleston, the PRR grade intersects an abandoned, elevated Indiana Harbor Belt Dune Park line. A connection in the northeast quadrant can be restored, requiring the closure of Taft St., as the grade rises to meet the IHB embankment elevation. The existing bridges on the old IHB alignment embankment at Grant St., Harrison St., Madison St., Adams St., Washington St., Broadway St. and Virginia St. must be replaced.

The proposed alignment leaves the IHB embankment to join the old Wabash grade several hundred feet west of I-65, crossing over Ohio St. on a new railroad structure and under a relocated I-65 access ramp. Sufficient clearance exists under I-90 to construct the new high speed rail alignment with minimal excavation to provide overhead clearance below the roadway. The grade rises to the east to achieve grade separations with the crossing streets. Utah St. can be closed and New Jersey St extended under a new rail structure to connect with US 20. A new rail embankment and bridge structures are required at Clay St., Lake St., Hobart St. and Ripley St. West of Ripley, the alignment descends to the original grade to cross Burns Ditch on a new double track, low level bridge and cross under I-80/94 through an existing roadway span.

From I-80/94, the alignment continues east rising to cross over the CSXT double track mainline at Willow Creek on a major flyover structure. Grade conflicts require that Dombey Rd. be relocated to the east and that Clem Rd. be closed. Similarly, Willow Creek Rd. must be closed and the Crisman Rd. (SR 249) bridge reconstructed to provide greater clearance over the railroad. Old Crisman Rd. is anticipated to cross at grade, requiring a four quadrant gate crossing warning system.

East of Willow Creek, the route joins the CSXT Michigan Central Line, a lightly used single track freight railroad. The project would build two new tracks to provide a three track railroad for passenger and freight service. Several roadways including Samuelson Rd., Salt Creek Rd., SR 149 and Babcock Rd. cross at grade, warranting four quadrant gate warning systems. Two single track bridge structures must be constructed over Salt Creek. Approaching Porter, the grade rises to provide grade separation with the Norfolk Southern Cleveland-Chicago main line. Mineral Springs Rd. must be relocated to the west and provided with a four quadrant gate warning system. A single track segment connects to the new passenger track to Amtrak's Michigan Line in the northeast quadrant, crossing above the NS double track mainline.

The 1999 study did not provide a grade separated connection to the NS Cleveland-Chicago main line. This has been revised with the addition of a single track connection and crossovers, similar to the configuration considered under Segment 4B. An additional $22.5 million is included in the cost estimate.

Track sections constructed at grade or on embankment will include protective fencing to deter trespassing.

The entire segment will require CTC and PTC signaling for 22.8 miles.

The estimated capital cost is $290.2 million. This cost was developed in the previous study and updated for inflation to 2002 costs. Details are presented in Appendix I: South of the Lake Corridor Capital Cost Estimates.

The horizontal alignment is plotted and stationed at 100 scale increments on USGS Digital Raster Graphic base mapping. The vertical alignment is plotted on a similar

scale. The alignments and cost estimate details are provided in the November 1999 Conceptual Design Report.

2.4.4 Segment 4D: NS CP 501.8 to Porter (MP 481.2) at 79 mph (20.3 miles)

Segment 4D provides a lower cost, lower speed route (in comparison to Segment 4A) for a double track passenger alignment from the CSXT Lakeshore Sub right of way at NS MP 501.8 to Porter using the Norfolk Southern Cleveland-Chicago mainline. The maximum design speed for passenger service on this track segment is 79 miles per hour. The vertical curves in the flyovers may restrict passenger speeds due to geometric conflicts. Flyovers are provided at Clarke Jct. (NS MP 498.5) and Porter (NS MP 483.0). In general, the conceptual design for this alignment provides for a double track alignment constructed within railroad owned right of way at 14 ft track centers for the shared use of high speed passenger service and freight service.

This option was developed to accommodate parameters identified by Norfolk Southern in the company's policy statement, dated February 28, 2002. A copy of this statement is included in Appendix V. Key objectives cited by NS include "transparent operations" and "no delay to freight trains". This alternative provides an entirely new set of two tracks in the corridor, fully achieving the defined objectives. Frequent crossovers are provided to allow the freight and passenger service to run on any of the four tracks in the corridor, so as to provide the maximum flexibility of operations and benefit to both passenger and freight service. The existing NS two track mainline will be upgraded with a 33% tie replacement and surfacing to provide for comfortable Class 4 passenger operations.

At MP 501.8, in the vicinity of CP 501, a new double track passenger track flyover is required to allow the passenger service to transition from the CSXT Lake Sub right of way to the south side of the NS right of way west of Pine Junction. The flyover also provides grade separation with the roadway underpass entrance to Buffington Harbor. The proposed flyover begins at NS MP 501.8 (Sta. 1010+00), crosses the NS mainline at NS MP 501.4 (Sta. 1045+00) at a 20-degree skew and descends to NS MP 500.7 (Sta. 1070+00), west of the EJ&E grade separation at Pine Junction. From this point, the passenger tracks extend along the south side of the NS alignment to NS MP 498.5. It is believed that sufficient room exists to fit the two new tracks under the EJ&E grade crossing structure at 14-15 ft track centers to the freight alignment. The tracks will cross Clark Rd (NS MP 499.3) at grade, requiring a new four quadrant gate crossing warning system.

At NS MP 498.5 the tracks ascend to an elevated structure to provide grade separation with numerous roadway crossings and a rail connection between NS and CSX. This double track elevated structure continues along the south side of the NS alignment to NS MP 496.5 with no speed restrictions. The two mile structure provides grade separation with the CSX/NS CP 497 crossover (NS MP 497.2), Buchanan St. (NS MP 496.8) and the Calumet River (NS MP 496.6). The new double track railroad is constructed generally at grade or on embankment with new double track railroad bridge structures to provide grade separation with Broadway St. (NS MP 496.1), Virginia St. (NS MP 495.6) and Tennessee St. (NS MP495.2). The new alignment can pass under the IHB Dune Park

Branch overhead structure at NS MP 494.6. Alternatively, the structure may be removed as the line is no longer in use.

From NS MP 494.6, the track runs at grade through the Indiana Dunes National Lakeshore and is constructed on an embankment traversing wetlands, which are located primarily to the north side of the existing tracks. The embankment will be widened to provide 14-15 ft centers from the NS tracks. New double track high speed rail bridges are required at South Lake St. (NS MP 492.5) and Grand Ave. (NS MP 492.2).

East of Miller at NS MP 492.1, the Chicago South Shore Railroad alignment runs parallel and on the south side of the NS. Sufficient space exists between the tracks of the two respective railroads to construct a generally at grade two track high speed rail alignment. Grade separations (high speed rail over roadway) will be provided at County Line Rd. (NS MP 490.1), Ogden Dunes Rd. (NS MP 488.3), Continental Can Rd. (NS MP 488.0), Steel Mill Rd. (NS MP 485.2), and US 20 (NS MP 483.1).

A four quadrant gate warning system will be provided at Mineral Springs Rd. (NS MP 482.7), as the geometry does not readily permit a grade separation with the existing I-94 overhead bridges located at NS MP 482.6. A similar system will be required at the Indiana Harbor overweight truck access point in Burns Harbor Yard at NS MP 487.0.

New bridges will be provided over Burns Ditch (NS MP 487.7) and the Calumet River (NS MP 484.4). The State of Indiana is constructing a highway overpass at Midwest Steel (NS MP 478.4). Amtrak has provided rail alignment data to the grade separation project team to ensure clearance for the proposed high speed rail alignment.

Existing highway and railroad overpass structures at EJ&E (NS MP 500.0), Wilson Rd. (NS MP 486.7), Chicago South Shore Railroad (NS MP 484.9), US Highway 12 (NS MP 484.6) and Interstate 94 (NS MP 482.6) provide sufficient horizontal clearance to fit the new double track high speed rail alignment. Some repositioning of existing tracks or reallocation of tracks may be required to accomplish the objective of constructing new high speed rail tracks without disturbing existing overhead structures.

Under the Highway 12 Bridge, the existing NS track must be shifted several feet to allow space for the double track passenger alignment to pass through the existing bridge aperture. Similar shifts may be required at other bridge locations.

Operational flexibility for high speed passenger and freight service is provided by frequent #20 crossovers spaced at 5 mile intervals along the route. An additional 13 crossovers, combined with the existing 7 crossovers on the NS mainline tracks should be sufficient.

At Porter (NS MP 482.8, Sta. 80+00), a double track flyover is proposed to cross above the intersecting CSX mainline to provide uninterrupted high speed passenger rail service on the Norfolk Southern alignment to Ohio. A single track flyover segment is proposed

to connect the new passenger track to Amtrak's Michigan Line in the northeast quadrant, crossing above the NS double track mainline.

Track sections constructed at grade or on embankment will include protective fencing to deter trespassing.

The entire segment will require CTC signaling for 20.3 mi.

The estimated capital cost is $244.8 million. Details are presented in Appendix I: South of the Lake Corridor Capital Cost Estimates.

The alignment is plotted and stationed in 1000 ft increments on USGS Digital Raster Graphic base mapping in Appendix II: Proposed High Speed Rail Alignments. This alignment is essentially identical to that of Segment 4A with minor variation for reduced structure length and standard track spacing.

3.0 Chicago to Detroit Corridor Right of Way Improvement Program

3.1 Introduction

The Chicago to Detroit High Speed Rail Right of Way Improvement Program was completed in August 1994. This effort divided the corridor into 33 segments from Chicago to Beaubien. During the initial phase of this study, the number of segments was reduced from 33 to 9. Segments 1 through 3 included the South of the Lake Corridor from Chicago Union Station to Porter. Segments 4 through 9 included Porter to Beaubien.

In December 1999, this project was placed on hold. At that time, the following deliverables were submitted and are presented in Tables 1 through 4:

1. Segment Cost Report
2. Quantity Take-off Report
3. Crossing Report
4. Time Savings by Segment Improvement with Simulation, Using Talgo Equipment at 110 mph

As noted in the Executive Summary, deliverables were modified to finalize the report, including updating the construction cost estimate using the Michigan Department of Transportation (MDOT) final segments for the Midwest Regional Rail Initiative (MWRRI) Study. A comparison of the 1999 Porter to Detroit Costs with the 2003 MDOT segmentation costs is shown below and provides an analysis of cost differentials by segments. ***All costs are in thousand dollars.***

3.2 Cost Update using Michigan DOT segmentation - Porter (Michigan Amtrak MP 241.0) to Milwaukee Junction (North Branch CR MP 4.2) Segments delineated December 1999 versus MDOT/MWRRI segments

1999 Segmentation/Costs	2003 MDOT Segmentation/Costs
#4: Porter to Kalamazoo	#2: Porter to Kalamazoo
Amtrak	Amtrak
Michigan Amtrak MP 241.0 to	Michigan Amtrak MP 241.0 to
Michigan Amtrak MP 145.0	Michigan NS MP143.0
96.0 miles	98.0 miles
$70,418	$119,801
#5: Kalamazoo to Battle Creek	#3: Kalamazoo to Battle Creek
Norfolk Southern	Norfolk Southern
Michigan Amtrak MP145.0 to	Michigan NS MP 143.0 to
Michigan NS MP121.8	Michigan NS MP 121.4
23.2 miles	21.6 miles

$25,328	$36,423
#6: Gord to Baron Michigan NS MP 121.8 to Michigan NS MP 119.8 2.0 miles $5,136	Cost *Incl in Seg #3 above* Gord to Baron Michigan NS MP 121.4 to Michigan NS MP 119.7 1.7 miles
#7: Battle Creek to West Detroit Norfolk Southern Michigan NS 119.8 to Michigan NS 3.0 116.8 miles $152,162	#4: Battle Creek to West Detroit Norfolk Southern Michigan NS 119.7 to Michigan NS 3.0 116.7 miles $141,877
#8: West Detroit Track Connection Michigan CSAO MP 3.0 (N. Branch CSAO MP 1.5) to North Branch CSAO MP 2.9 2.4 miles $12,030	#5: West Detroit to Milwaukee Junction Michigan CSAO MP 3.0 (N. Branch CSAO MP 1.5) to Holly MP 4.2 5.3 miles $20,302
#9: West Detroit to Beaubien North Branch CSAO MP 2.9 to North Branch CSAO MP 6.5 (Holly MP 3.5) 3.6 miles $3,683	*Cost Incl in Seg #5 above* Holly MP 4.2 to Holly MP 3.5 0.7 miles
Cost Comparison Total Costs Segments 4 to 9 $268,756 Total Mileage: 240.0	Total Costs Segments 2 to 5 $318,403 Total Mileage: 240.0

3.3 Description of Track Work Improvements from Porter to Detroit

The Porter to Detroit cost of 1999 of $268,756 was updated to $318,404. These costs were included within the MWRRI Capital Cost update of April 18, 2003. The total costs of track work improvements account for $161,736 or 51% of the total costs from Porter to Detroit. A description of these costs follows:

3.3.1 Segment 2: Porter to Kalamazoo – Amtrak MP 241.0 to MP 143.0 – 98 miles

The maximum proposed speed in this segment is 110 mph. Recommended improvements include the following:

Track Work with Cost - $69,396

HSR on New Embankment – 25 miles - $24,825

MP 202.0 to MP 192.0 – add a second main track – 10 miles
Ideal day analysis – MP 212.3 to MP 202.3 – 10 miles
Ideal day analysis – MP 178.0 to MP 173.0 – 5 miles
(An Ideal Day Analysis was performed by Transportation Economics & Management Systems, Inc as part of the MWRRI project. The results of this analysis were incorporated into the overall costs)

Timber & Surface w/66% Tie Replacement- 38.5 miles - $12,744

MP 241.0 to MP 217.0 – 24 miles

Upgrade of existing sidings for passenger sidings – 15 miles

MP 228.4 to MP 226.2	2.2 miles
MP 213.8 to MP 211.6	2.2 miles
MP 202.15 to MP 200.45	1.7 miles
MP 192.25 to MP 190.45	1.8 miles
MP 180.1 to MP 178.0	2.1 miles
MP 172.79 to MP 171.33	1.4 miles
MP 161.5 to MP 160.1	1.4 miles
MP 147.2 to MP 145.0	2.2 miles

Relay Track with 136# CWR – 8.5 miles - $3,009

The 1999 estimate included 15 miles of relay consistent with upgrading 15 miles of existing sidings. During a meeting on July 18, 2002 with MDOT staff, the 15 miles were reduced to 8.5 miles since 6 miles of track had been previously upgraded.

Passenger Siding – 15 miles - $20,640

Amtrak's Michigan Line from MP 241.0 to CP 147.0 is single track with passing sidings. The Norfolk Southern route is mostly single track. The rule of thumb of single track territory in the MWRRS is to add 5 miles of siding for each 25-mile section or a 10-mile passing siding for each 50 miles of single track territory, in addition to any existing sidings. This 94-mile segment would require an additional 15-mile passenger siding or 2 – 10-mile sidings. An additional 15 miles of passenger siding on new embankment was assumed for this segment. This is in addition to the 15 miles of ideal day sidings calculated by TEMS.

Fencing – 98 miles - $8,178

Fencing has been estimated for both sides of the railroad right of way. Based on an assumed distribution of 80% for 4 ft woven wire, 15% for 6 ft chain link fence, and 5% for decorative fencing, the distribution is as follows:

4 ft woven wire both sides	78 miles
6 ft chain link	15 miles

Decorative fencing	5 miles

3.3.2 Segment 3: Kalamazoo to Battle Creek – MP 143.0 to MP 121.4 – 21.6 miles

The maximum speed in this segment is 110 MPH. Recommended improvements include the following:

Track Work with Cost - $10,202

HSR on Existing Roadbed – 1 mile - $993

This was a recommendation of the TEMS ideal day analysis for a passing siding by extending the double track in Battle Creek and is included in HSR on existing roadbed

Timber & Surface w/66% Tie Replacement – 22.4 miles - $7,414

This work is for the entire length of this segment (21.5 miles) plus work on .9 miles of upgrade to double track in Battle Creek.

Fencing – 21.5 miles - $1,794

Fencing has been estimated for both sides of the railroad right of way. Based on an assumed distribution of 80% for 4 ft woven wire, 15% for 6 ft chain link fence, and 5% for decorative fencing, the distribution is as follows:

4 ft woven wire both sides	17 miles
6 ft chain link	3 miles
Decorative fencing	1.5 miles

Battle Creek Baron to Gord Improvements

A placeholder of $15,000 was included within this segment for future improvements between Baron and Gord, inclusive.

3.3.3 Segment 4: Battle Creek to West Detroit – MP 119.7 to MP 3.0 – 116.7 miles

The maximum speed in this segment is 110 mph. Recommended improvements include the following:

Trackwork with Cost - $82,139

Timber & Surface with 33% Tie Replacement – 26 miles - $5,772

MP 54.0 to MP 28.0 – 26 miles

Timber & Surface with 66% Tie Replacement - 90.6 miles - $29,989

Relay Track with 136# CWR – 90.6 miles - $32,072

The remaining 90.6 miles in this segment, as of July 18, 2002, require this treatment.

Freight Siding - 2 miles - $1,824

Based on the TEMS Ideal Day Analysis, a 2-mile freight siding is added at Michigan NS MP 34.0

Passenger Siding – 2 miles - $2,752

Based on the TEMS Ideal Day Analysis, a 2-mile passenger siding is proposed at Chelsea between Michigan NS MP 58.0 and MP 56.0

Fencing – 116.6 miles - $9,730

Fencing has been estimated for both sides of the railroad right of way. Based on an assumed distribution of 80% for 4 ft woven wire, 15% for 6 ft chain link fence, and 5% for decorative fencing, the distribution is as follows:

4 ft woven wire both sides	93.3 miles
6 ft chain link	17.5 miles
Decorative fencing	5.8 miles

3.3.4 Segment 5: West Detroit to Milwaukee Junction – Michigan I CSAO MP 3.0 to Holly MP 4.2 – 5.3 miles

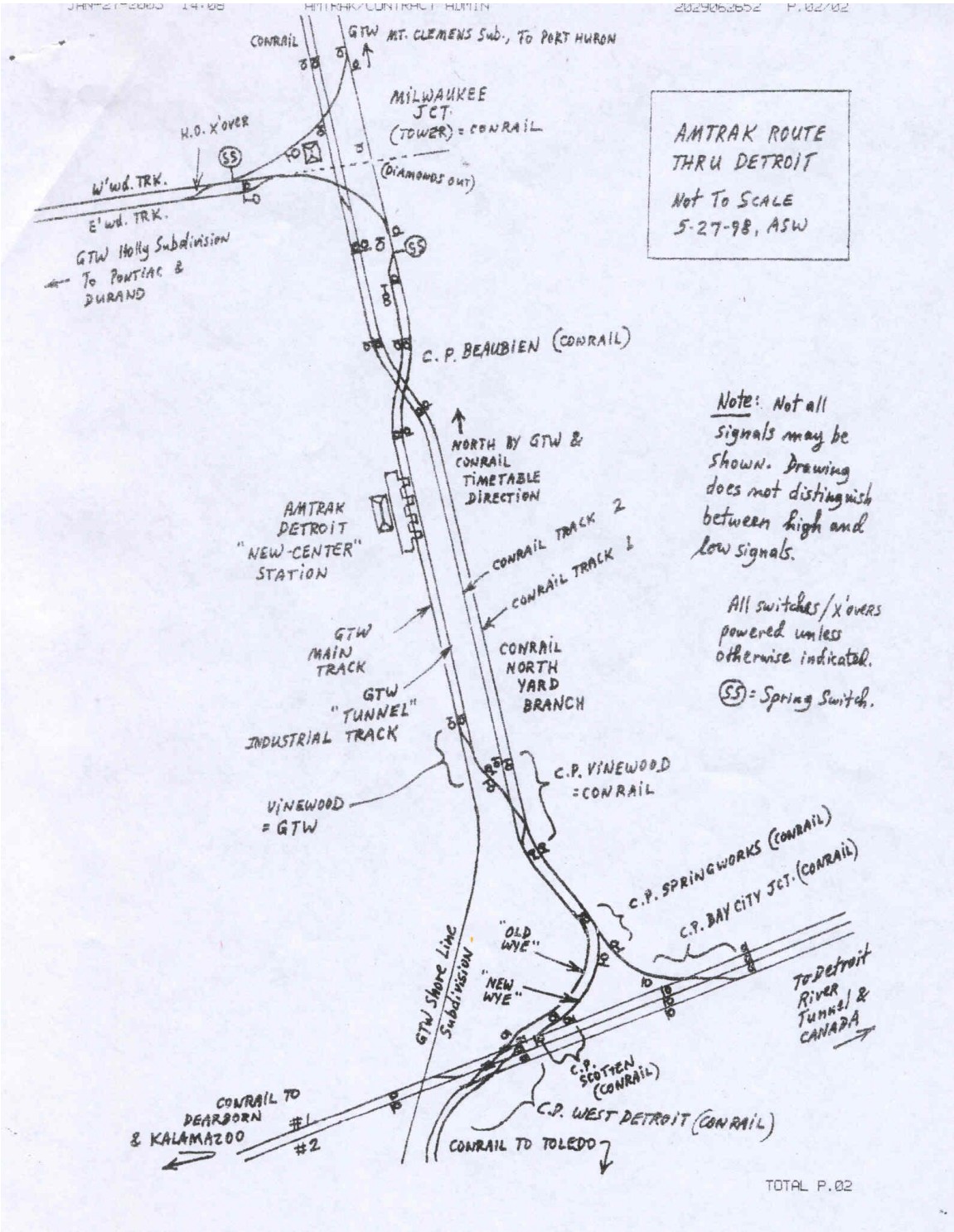
The termini of the comparable segment from the 1999 segmentation was CP Beaubien at North Branch MP 6.1. The offsetting distance between CP Beaubien and Milwaukee Junction is 0.7 miles. A placeholder of $15,302 for the West Detroit Connection to New Center Station based on the Lansing to Detroit Study and a placeholder of $5,000 for improvements to the Conrail Shared Assets tracks from MP 3.2 to MP 5.6 accounts for the estimated segment costs of $20,302.

A description of the proposed improvements is as follows:

Currently, Amtrak operates directly from the NS to the Amtrak Detroit station at Woodward Avenue through Bay City. The proposed passenger service will operate more directly connecting from the NS tracks to CN tracks at West Detroit with a new northwest quadrant connecting track. The connecting track will include a new #20 turnout on the NS No. 1 main near MP 4.0 and a new #20 turnout at Vinewood on the CN. In, addition, crossovers are required north of Vinewood to allow the passenger service to cross from the westernmost CN track to the easternmost Conrail Shared Assets track to serve the proposed New Center Station on the east side of the embankment. A crossover will be required west of NS MP 4.0 to allow passenger trains to utilize the NS No 2 main on the south side. Two crossovers will be required north of the New Center Station to allow passenger trains to utilize the NS No 2 main on the south side. Two crossovers will be required north of the New Center Station to allow passenger trains to cross to the CN tracks to travel on to Pontiac. This new service requires the construction of two miles of connecting track and rehabilitation of two CN/CSAO tracks from Vinewood to Woodward Avenue, a distance of 2.5 miles. In addition, the CN bridges

that are presently not in service must be inspected and repaired prior to the introduction of new passenger service.

A rough schematic prepared by Amtrak dated 5-27-98 details these proposed improvements.



The breakdown of the $15,302 cost is as follows:

Base Cost			
NS Track Connection			$1,641
NS Signal			$ 900
CN Track Connection and CN/CSO Improvements			$2,854
CN Signal			$2,773
CN Bridge Repairs			$1,446
Total			$9,614
Passenger Incremental Cost	Quant	Unit Price	
NS Crossover	1	$248	$ 248
CN/CSO Crossover	5	$248	$1,240
Signals	6	$700	$4,200
Total			$5,688
Total Passenger Capital Cost Estimate			$15,302

All costs are in thousand dollars

3.4 Other Infrastructure Improvements

Curve Improvements

Curve improvements were made for increasing the lengths of spirals and realigning curves. The costs of elevating and surfacing curves; installing elastic fasteners; and realigning track for each segment are as follows:

#2:	Porter to Kalamazoo	$2,430
#3:	Kalamazoo to Battle Creek	$1,195
#4:	Battle Creek to West Detroit	$3,428

For more detailed information on curve improvements, please refer to Tables G-5, G-6, and the curve inventory included within the capital cost updates for the MWRRI dated April 18, 2003.

Signals (all costs in thousands of dollars)

Positive train control is required for speeds in excess of 80 mph. MDOT and Amtrak have installed positive train control in the area of MP 216.1 and MP 150.5. Between Porter and Detroit, additional PTC is required at the following locations:

#2:	Porter to New Buffalo	MP 240.7 to MP 216.1	24.6 miles
	Kalamazoo	MP 150.5 to MP 147.3	3.2 miles
#3:	Kalamazoo to Battle Creek	MP 140.0 to MP 121.4	18.6 miles
#4:	Battle Creek to West Detroit	MP 114.3 to MP 96.3	18.0 miles
		MP 94.5 to MP 80.6	13.9 miles
		MP 71.0 to MP 29.8	41.2 miles
		MP 28.9 to MP 11.5	17.4 miles
	Total PTC mileage		136.9 miles

The costs associated with signals including signals for sidings with high speed turnouts; installation of PTC; signals for crossovers; and signals for turnouts are:

#2:	Porter to Kalamazoo	$11,422
#3:	Kalamazoo to Battle Creek	$4,125
#4:	Battle Creek to West Detroit	$21,448

Stations (all costs in thousands of dollars)

A placeholder of $500 has been allocated to renovate or build a full service passenger station at each stop between Porter and Detroit in accordance with the following schedule:

#2:	Porter to Kalamazoo		$2,000
	MP 228.0	Michigan City	
	MP 192.0	Niles	
	MP 179.5	Dowagiac	
	MP 143.5	Kalamazoo	
#3	Kalamazoo to Battle Creek		$500
	MP 120.8	Battle Creek	
#4	Battle Creek to West Detroit		$2,000
	MP 95.9	Albion	
	MP 75.0	Jackson	
	MP 38.0	Ann Arbor	
	MP 8.0	Dearborn	

Bridges (all costs in thousands of dollars)

An inventory of overhead and undergrade bridges was prepared based on data provided within the track charts for the Porter to Detroit section. The distribution of bridges by segment is as follows:

#2:	Porter to Kalamazoo	
	Overhead bridge	21
	Undergrade bridge	22
#3	Kalamazoo to Battle Creek	
	Overhead bridge	3
	Undergrade bridge	10
#4	Battle Creek to West Detroit	
	Overhead bridge	21
	Undergrade bridge	55
#5	West Detroit to Milwaukee Junction	
	Overhead bridge	1
	Undergrade bridge	30

No costs were assumed for upgrade of bridges within this section. However, 6 undergrade bridges (over two-lane highways) at a cost of $18,324 were estimated in Segment 2 between Porter and Kalamazoo and 5 undergrade bridges (over two-lane highways) at a cost of $15,270 were estimated for Segment 4 between Battle Creek and West Detroit.

Crossings (all costs in thousands of dollars)

An inventory of crossings was prepared for Segments 2, 3, and 4. The crossings were categorized and an analysis was performed for proposed treatment consistent with proposed speeds through the crossing. For the MWRRI infrastructure analysis, grade crossing improvements were classified with estimated costs as follows:

- Installation of precast panels with approach roadway improvements at $150 each
- Installation of precast panels without approach roadway improvements at $80 each
- Installation of Michigan type grade crossing surface (bituminous concrete paving instead of precast panels) at $15 each

Category	*Proposed treatment*
Private greater than 79 MPH	25% closure, remaining to dual gates
Private less than 79 MPH	no improvement
Public greater than 79 MPH signals only	convert to quad gates
Public greater than 79 MPH flashers only	convert to quad gates
Public greater than 79 MPH flashers/gates	convert to quad gates
Public less than 79 MPH signals only	convert to dual gates
Public less than 79 MPH flashers only	convert to dual gates
Public less than 79 MPH flashers/gates	no improvements

A distribution of crossings across these segments by category is as follows:

Category	*Seg# 2*	*Seg#3*	*Seg#4*
Private greater than 79 MPH	25	16	14
Private less than 79 MPH	1	1	11
Public greater than 79 MPH signals only	5	0	4
Public greater than 79 MPH flashers only	0	0	0
Public greater than 79 MPH flashers/gates	66	11	61
Public less than 79 MPH signals only	0	0	0
Public less than 79 MPH flashers only	0	0	10
Public less than 79 MPH flashers/gates	15	26	53

After analysis and discussion with staff of MDOT and Amtrak, recommended action and treatment were estimated for each segment as follows:

#2: Porter to Kalamazoo	*$13,934*	
Action	*Quantity*	*Cost*
Private Closure	7	$ 581
Install Four Quad Gates	5	$1,440
Convert dual gates to quad gates	22	$3,300
Conventional gates single main-line tracks	18	$2,988
Conventional gates double main-line tracks		
Convert flashers only to dual gates		
Single gate with median barrier	22	$3,960
Convert single gate to extended arm	22	$ 330
Install Michigan type grade crossing surface	89	$1,335

#3 Kalamazoo to Battle Creek *$4,502*

Action	*Quantity*	*Cost*
Private Closure	4	$ 332
Install four quad gates		
Convert dual gates to quad gates	4	$ 600
Conventional gates single main-line tracks		
Conventional gates double main-line tracks	12	$2,460
Convert flashers only to dual gates		
Single gate with median barrier	4	$ 720
Convert single gate to extended arm	3	$ 45
Install Michigan type grade crossing surface	23	$ 345

#4 Battle Creek to West Detroit *$16,351*

Action	*Quantity*	*Cost*
Private Closure	11	$ 913
Install four quad gates	4	$1,152
Convert dual gates to quad gates	21	$3,150
Conventional gates single main-line tracks	31	$5,146
Conventional gates double main-line tracks		
Convert flashers only to dual gates	10	$ 500
Single gate with median barrier	20	$ 3,600
Convert single gate to extended arm	20	$ 300
Install Michigan type grade crossing surface	106	$ 1,590

Total Crossing Improvements – Porter to Detroit $34,787

3.4.1 Summary of Porter to Detroit Cost Update

(all costs in thousands of dollars)

Segment #2 Porter to Kalamazoo Amtrak MP 241.0 to MP 143.0 – 98 miles

Item	Cost
Trackwork	$ 69,396
Turnouts	$ 2,296
Curves	$ 2,430
Signals	$ 11,422
Stations	$ 2,000
Bridges	$ 18,324
Crossings	$ 13,934
Segment Totals	$119,801

Segment #3 Kalamazoo to Battle Creek NS MP 143.0 to MP 121.5 – 21.5 miles

Item	Cost
Trackwork	$10,202
Turnouts	$ 900
Curves	$ 1,195
Signals	$ 4,125
Stations	$ 500
Bridges	$ 0
Crossings	$ 4,502
Baron to Gord	$15,000
Segment Totals	$36,423

Segment #4 Battle Creek to West Detroit NS MP 119.6 to MP 3.0 – 116.6 miles

Item	Cost
Trackwork	$ 82,139
Turnouts	$ 1,240
Curves	$ 3,428
Signals	$ 21,448
Stations	$ 2,000
Bridges	$ 15,270
Crossings	$ 16,351
Segment Totals	$141,877

Segment #5 West Detroit to Milwaukee Junction CR Shared Assets MP 3.0 to MP 4.2 - 5.3 miles

Item	Cost
West Detroit to Beaubien	$15,302
Track Improvements	$ 5,000
Segment Totals	$20,302

Grand Total Porter to Detroit $318,403

TWO VERTICAL LIFT BRIDGES OVER THE CALUMET RIVER CHICAGO, ILLINOIS

STRUCTURAL, MECHANICAL, AND ELECTRICAL EVALUATION REPORT

JANUARY 2002

TWO VERTICAL LIFT BRIDGES
OVER THE CALUMET RIVER
CHICAGO, ILLINOIS

STRUCTURAL, MECHANICAL, AND ELECTRICAL

EVALUATION REPORT

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INTRODUCTION

This bridge evaluation report is designed to provide the reader a brief summary of the condition of the structural, mechanical and electric components of two vertical lift railroad bridges over the Calumet River in Chicago, Illinois. A brief description of the bridges, the inspection findings, and cost estimates of rehabilitating or replacing the bridge are included. Selected photographs that show the condition of key components are presented in Appendix A. A detailed breakdown of the cost of rehabilitation and replacement is presented in Appendix B.

BRIDGE DESCRIPTION

The Amtrak bridges over the Calumet River in Chicago, Illinois are located between East 95th Street and the Chicago Skyway. Built in 1914, these two structures are identical, parallel, double track, vertical lift bridges of the "Waddel Vertical Lift" type. These bridges were constructed side-by-side sharing a common control room that is located between the east end towers. Each span is approximately 210 feet, built on a skew to follow the Calumet River channel, and each has a vertical lift of approximately 100 feet. Towers at each end support the spans. Each tower consists of four vertical columns with counterweight sheaves at the top of each column. Load equalizing counterbalance systems reduce the load on the drive machinery. The drive machinery is housed in a span mounted machinery room located at the top center of each span. Power to operate the span is transferred through an uphaul-downhaul rope system.

Four vertical lift bridges once stood at the site, however, only three bridges remain today. The third bridge, owned by Norfolk Southern, is currently in operation and is located to the south of the two bridges currently owned by Amtrak and is separated by the area where the fourth bridge once stood. For the purpose of maintaining clarity in this report, the twin bridges that were inspected will be identified as the "north span" and the "south span" based on their location.

INSPECTION PROCEDURE

An initial cursory inspection was performed on both spans to determine which would be the most suitable candidate for rehabilitation. Based on these observations, the south span appeared the better of the two spans and was therefore chosen to receive a more thorough inspection.

Structural components were visually inspected for deterioration. Notes and representative photographs were taken of deteriorated components.

Mechanical components were visually inspected for wear and deterioration and notes were recorded based on these observations. No machinery was disassembled during the inspection. Detailed measurements of machinery components were not taken. Photographs were taken to provide a visual record of individual components. Selected photographs taken during this inspection are included with this report. Since the bridges are out-of-service, no machinery was observed in operation during the inspection.

Electrical components were visually inspected and the findings recorded. No electrical equipment was disassembled during the inspection. The bridges are out-of-service and the incoming service lines removed, therefore, no voltage or current readings were recorded. Photographs were taken and a select number of photographs are included with this report.

The opinions, statements and recommendations made in this report are based solely on the conditions revealed by the inspection. No representation or warranty is made that all defects have been discovered or that defects will not appear later. Nothing contained herein shall be deemed to give any third party a claim or right of action against the inspecting engineer nor to create a duty on behalf of the inspecting engineer to such third party.

FIELD OBSERVATIONS

Vertical lift over the Calumet River, South Span:

Structural System

Towers

In general, the tower columns are in fair condition. Light surface rust was noted in almost all members with light pitting. Moderate to severe rust was noted at the tower base with moderate localized section loss (see Photo S-1).

The bottom transverse and longitudinal struts are in critical condition. Heavy section loss was noted in the lacing and bottom angles of the built-up members. This loss has resulted in knife-edges and holes through member elements (see Photo S-2). The longitudinal strut below the operator house has similar section loss with holes through member elements. The remaining struts and bracing is in fair condition with light surface rust and light pitting (see Photo S-3).

Tower Spans

The tower girders are in poor condition. Heavy rust was noted in the bottom flange angles, stiffeners and lower lateral bracing (see Photos S-4 and S-5). The girder top cover plate appears to have section loss although the timber ties obscure view of the top flange.

Lift Span

In general, the truss members are in fair condition. Debris and rusting was noted inside the bottom chord members at joints with section loss in rivet heads (see Photo S-6). The bottom lateral bracing gussets have retained debris. The gusset and rivet heads are rusted with moderate section loss (see Photo S-7). Moderate rusting was noted on the floorbeam bottom flange angles near the gusset.

The south stringer was severely rusted in two bays with holes through the girder webs. The remaining stringers are in fair condition although knife-edges were visible in the top flange cover plates at several locations between the timber ties (see Photo S-8).

Counterweights

The counterweight support frame has rusted and vertical cracks were noted near the ends. The southern ends of the two west counter weights have spalled completely (see Photo S-9). The bottom corner of the northern end of the west counterweight has also spalled. Vertical cracks were noted in the east counterweights at the hanger supports but have not yet spalled. A reduction in the counterweight balancing force will place added strain on the mechanical system.

Miscellaneous

The stairs appear to be in fair condition although current stairs do not meet modern OSHA requirements. The ladders are in poor condition. The support attachments and the splices are loose due to corrosion. The ladders do not have cages or landing as per current OSHA requirements. Handrails are in very poor condition. Many handrails are missing or broken with many handrail supports rusted through.

Spalling was noted in the bottom of the mechanical room floor (see Photo S-10).

Substructure

The substructure is in poor condition. Severe scaling was noted in the substructure elements with depths up to six inches (see Photos S-11 and S-12). There is no fender system at the pier (see Photo S-13).

Mechanical System

Drive Machinery

Overall the south span machinery appears to have been well maintained and lubricated when it was in operation.

Open gears in the south span machinery house are in fair condition. They are covered with dried and hardened grease, which has helped to protect the tooth surfaces. Some rust and minor pitting has occurred.

The operating rope sheaves are rusted; pitting from corrosion is likely to exist underneath the layer of rope on the sheaves. The ridges on the rope grooves are thin and worn (see Photo M-1).

The operating ropes are dry and rusted. Some of the operating ropes have broken strands (see Photo M-2).

The uphaul / downhaul rope deflector sheaves are rusted but groove wear is not excessive.

Counterweight Ropes and Sheaves

The counterweight ropes lack lubrication and have corrosion on the surface. Some flattening and wear is evident on the rope bottoms (see Photo M-3). Rope tension is not uniform; therefore the load is not being evenly shared by all of the ropes. Corrosion exists at all of the rope attachment sockets.

The rope guide surfaces of the counterweight sheaves are corroded. The separating ridges of the rope guide appeared to be worn to a knife-edge but after closer examination it appeared to be dried grease buildup (see Photo M-4). The condition of the sheave surfaces underneath the ropes could not be determined.

Many of the grease fittings have been removed from the counterweight sheave bearing housings. Most are plugged with wooden dowels. It is highly likely that moisture has entered the bearings.

Miscellaneous

The machinery house is in very poor condition. Doors and windows are missing, leaving the operating machinery exposed to the weather. The roof and walls are severely corroded (see Photo M-5).

Portions of the counterbalance equalizing chains are missing from the east counterweight system.

Electrical System

The machinery brake pads are deteriorated and coming apart on the edges due to age and the brake drums are rusted.

All electrical cables, conduits, junction boxes, control panels, terminal blocks, lighting systems and power distribution components are either missing or deteriorated beyond repair (see Photos E-1 and E-2).

The DC drive motors remain in the machinery house but have deteriorated beyond usefulness as a result of being exposed to the weather and a lack of operation and maintenance.

An abandoned signal house is located on the east side of the river (see photo E-3). The signal house was locked and could not be inspected. It was noted that the building roof was deteriorated with several areas completely rotted through. The building might be used to house new electrical and control systems for the bridges depending on the interior condition of the structure. Further inspection of the interior of the building is necessary to determine the usefulness of the building.

The bridges are located near high voltage power lines that may complicate replacement or rehabilitation of the bridge (see Photo E-4).

Vertical lift over the Calumet River, North Span:

Overall the north span is in worse condition than the south span. A less detailed inspection was performed on this span.

The north span drive machinery appears to have been inadequately maintained when it was in operation. Even though the machinery parts in the north span are identical to those in the south span, they would be unsuitable for use as spare parts due to the excessive wear already present.

Gears in the north span machinery house are in poor condition. The gear tooth surfaces have no grease coating and are severely rusted with deep pitting. Wear due to lack of lubrication is visible. High pressure pitting is also evident on some gears.

Machinery house is in very poor condition. Doors and windows are missing, leaving the operating machinery exposed to the weather.

All electrical cables, conduits, junction boxes, control panels, terminal blocks, lighting systems and power distribution components are either missing or deteriorated beyond repair.

The DC drive motors remain in the machinery house but have deteriorated beyond usefulness as a result of being exposed to the weather and a lack of operation and maintenance.

INSPECTION SUMMARY

There are two options that were considered: 1) rehabilitation of the vertical lift span and 2) removal and replacement with a new vertical lift span. Cost estimates for each option are shown in Appendix B. These cost estimates are very preliminary and could vary significantly when a more detailed study is performed. The cost estimate for rehabilitating the span is based on the following discussion.

Rehabilitation of the Structural System

Rehabilitation of the existing bridge towers would consist of replacing jump spans, tower girders, bottom struts in the towers, and strengthening the bottom of the towers. Rehabilitation of the existing lift span would consist of replacing the top cover plate on the lift span stringers, strengthening the lower lateral gusset plates and connections, replacing stringers. Also the following items would need to be performed: repair deteriorated concrete in piers, replace counterweights.

The removal of the north bridge is recommended and the costs of removal assume the following procedure. Build falsework to hold the counterweights and a frame onto the tower to hold the lift span in the up position. Build tie backs on top of the tower to the lift spans. Dismantle the lift spans piece by piece. Cut the tower legs and drop the towers outward to the approaches. This procedure will increase the cost of the removal. The total weight of structure is approximately 6 million pounds. At ten cents per pound, the removal cost is $600,000 plus the frame usage cost of say $150,000 (frame fabrication is included in the rehabilitation costs).

Rehabilitation of the Mechanical System

If rehabilitation of the existing structure is chosen, rehabilitation of the existing open geared drive machinery is not recommended. It is recommended that the open gearing be

replaced with enclosed gear reducers. It is also recommended that all of the existing wire ropes, both counterweight and operating ropes, and their attachment devices be replaced.

Rehabilitation of the Electrical System

The electrical and control systems can not be rehabilitated and must be replaced in their entirety to enable the bridge to operate and meet current AREMA, National Electrical Code and U.S. Coast Guard requirements.

RECOMMENDATIONS

Due to the many long-term advantages associated with replacing the vertical lift with a new vertical lift it is recommended that the span be replaced. The advantages and disadvantages of each option are discussed in the following paragraphs.

Option 1 - Rehabilitation

One of the main advantages of rehabilitating the existing lift span and towers is cost. In addition, the rehabilitation construction time is shorter since a majority of the steel erection is already complete.

There are several disadvantages associated with this option. One is that the repairs made to the lift span would need to be performed while the span was in the up position. A structural support would be added to the towers to hold the span, and would require some tower structural modifications. Having the lift span in the up position makes installation of the mechanical and electrical systems more difficult. Another disadvantage is the operating system itself. Since the towers are built on a skew, a rope drive operating system is required. These operating ropes have been historically difficult to maintain. If tensions between ropes vary, the span can become vertically skewed. A significant amount of time is spent adjusting the tension in the ropes and replacing them once they wear out. Perhaps the largest disadvantage is that this structure was built in 1914, and after performing the rehabilitation it will still be an old structure that could cause operational problems in the next 25-30 years.

Option 2 – Replacement

The disadvantages and advantages of a new span are opposite to those stated for the rehabilitation option. Disadvantages are cost and a longer construction time.

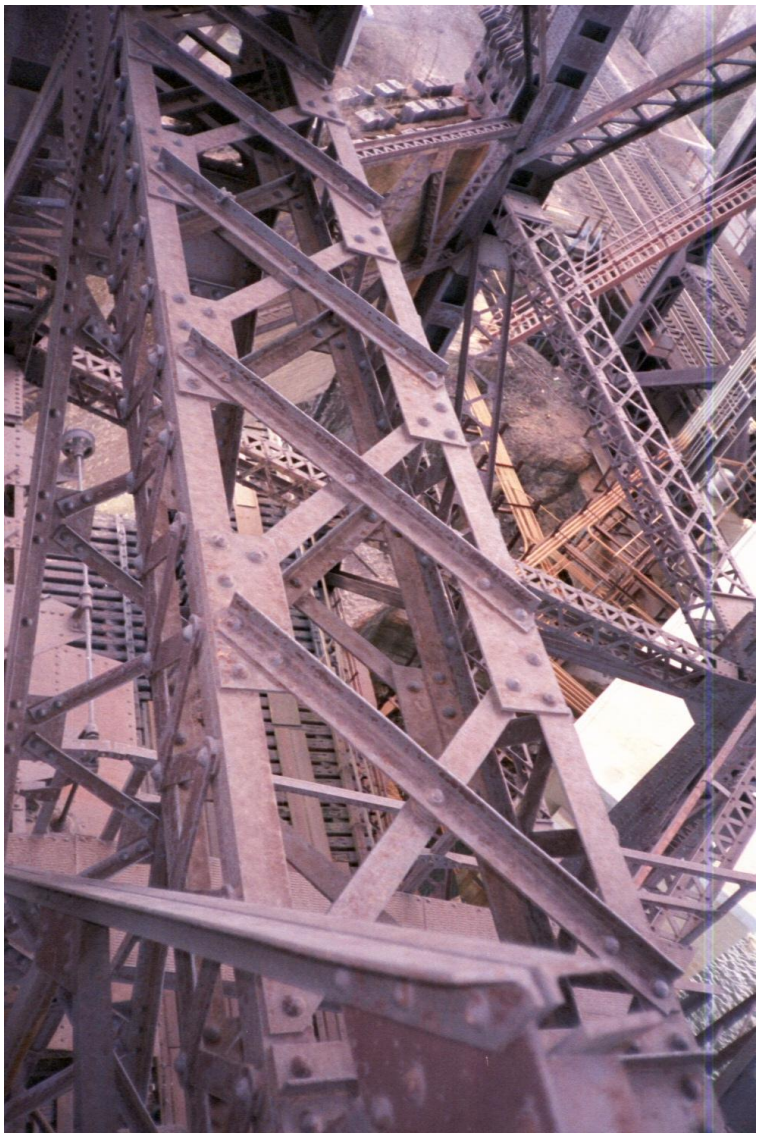
Some of the advantages include: construction of a new lift span could be performed offsite without interference to navigation and floated into place, the operating system could be designed to use shafts instead of operating ropes, a new structure and new operation systems would be provided to give trouble free operation for 50 years or longer, and the superstructure and substructure would meet up to date rating and code requirements.

APPENDIX A

PHOTOGRAPHS

Photograph S-1: Severe rust at base of towers.

Photograph S-2: Section loss and holes through tower strut under operator house.



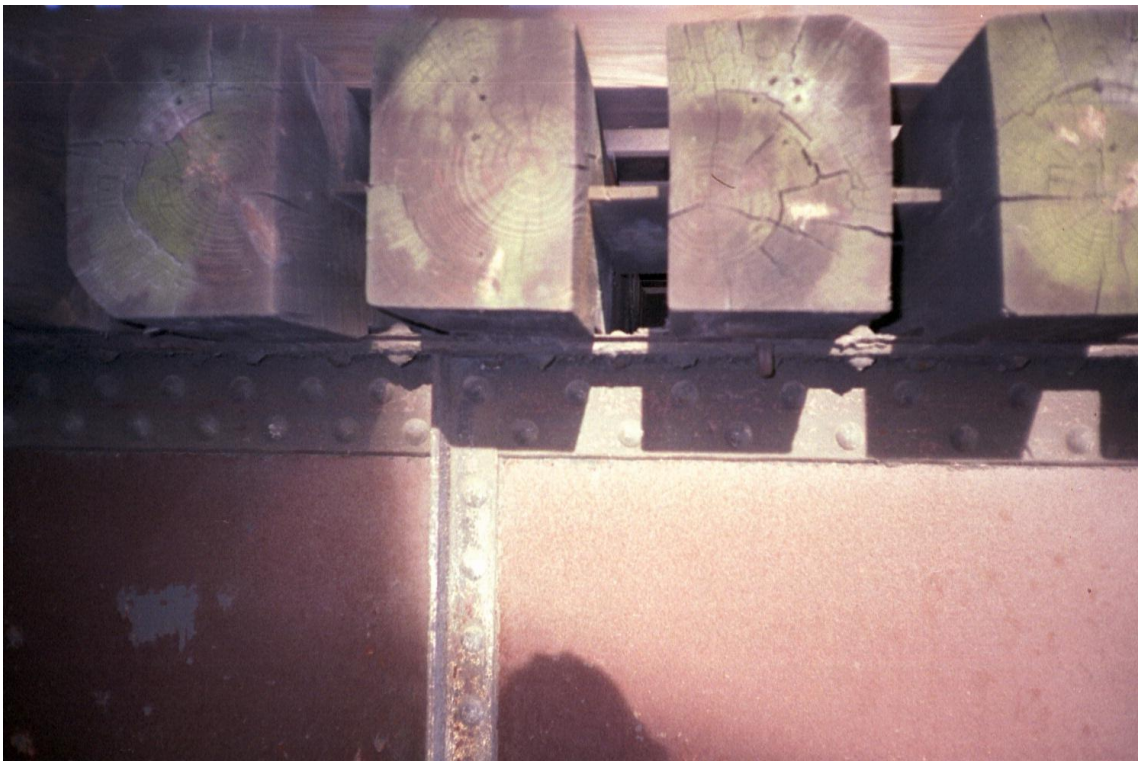
Photograph S-3: Light surface rust on tower bracing.

Photograph S-4: Heavy rusting and section loss in tower span girder bottom flange plates.

Photograph S-5: Heavy section loss in lateral gusset plate of tower span.

Photograph S-6: Heavy rusting and debris inside lift span lower chord members.

Photograph S-7: Heavy rusting in floorbeam, girder, gusset and rivet heads in lift span.



Photograph S-8: Section loss in top cover plate has resulted in knife edge in lift span girder.

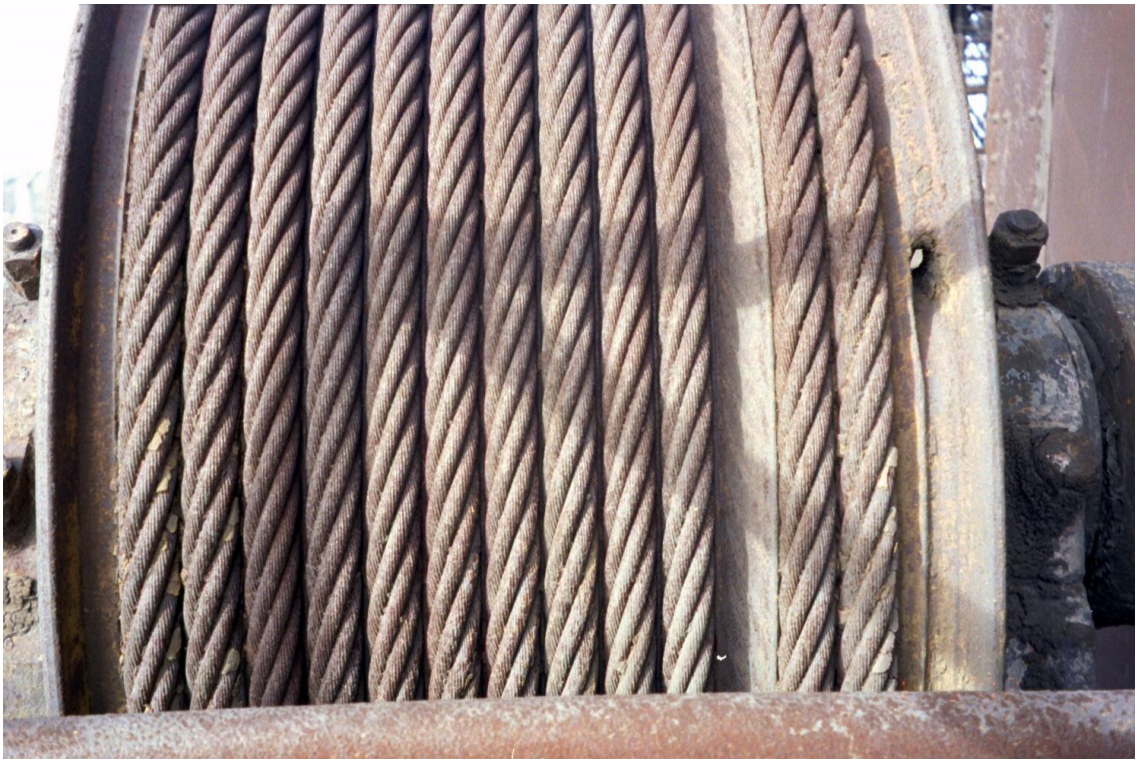
Photograph S-9: Outer end of counterweight has spalled.

Photograph S-10: Spalling in machinery room floor.

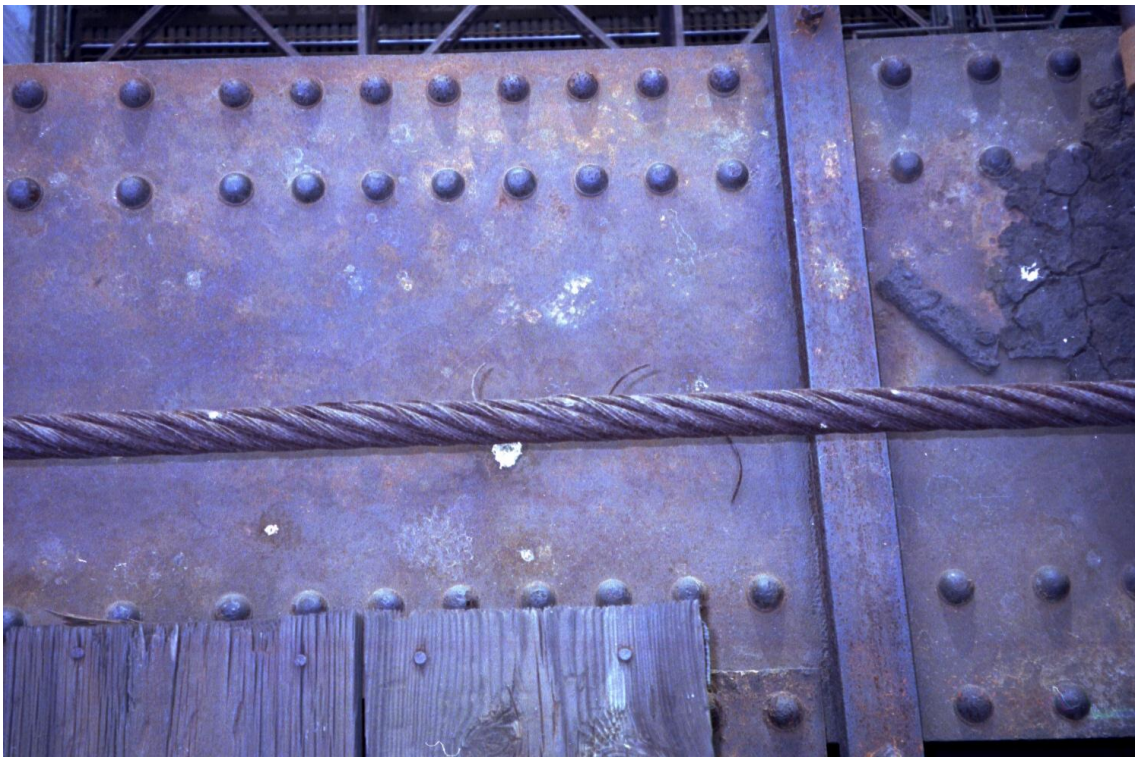
Photograph S-11: Heavy scaling at top of west tower column.

Photograph S-12: Heavy scaling in tower columns.

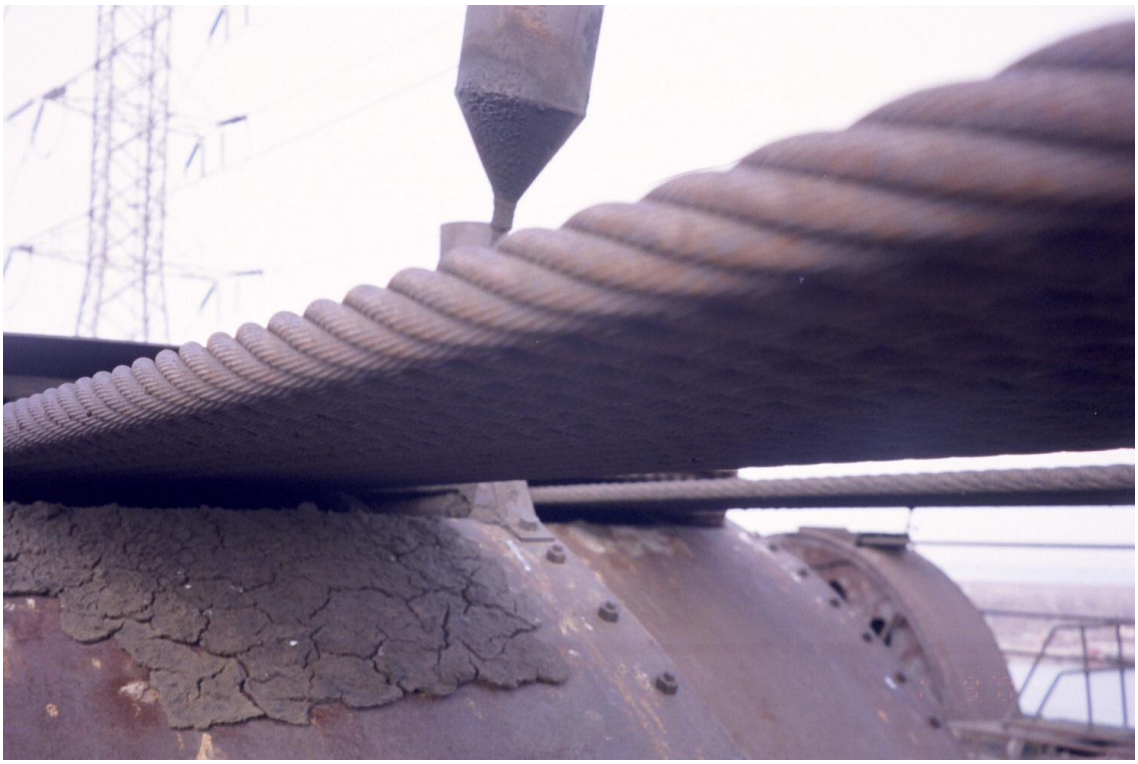
Photograph S-13: East Pier. Note condition of fender system.



Photograph M-1: South Operating Drum, South Span.



Photograph M-2: Operating Rope. Note broken strands.



Photograph M-3: South Span Counterweight Rope. Note corrosion.

Photograph M-4: Rope Guide Grooves in Counterweight Sheave.

Photograph M-5: South Span Machinery House. Note missing windows.

Photograph E-1: Existing Operator's House.

Photograph E-2: Control Console. Note condition of electrical/control equipment.

Photograph E-3: Abandoned signal house on east side of river.

Photograph E-4: High voltage power lines located near the bridges.

APPENDIX B

COST ESTIMATES

AMTRAK

ESTIMATED PROBABLE CONSTRUCTION COST
REHABILITATION OF MOVABLE SPAN

ITEM	QUANTITY	UNIT	UNIT COST	ITEM COST	TOTAL COST
SUBSTRUCTURE					
ENCASE PIERS	1	L.S.	$ 245,000	$ 245,000	
FENDER MODIFICATIONS	2	L.S.	$ 75,000	$ 150,000	
SUBTOTAL SUBSTRUCTURE					**$ 395,000**
LIFT SPAN					
SUPPORT FRAME TO TOWER	2	L.S.	$ 450,000	$ 900,000	
TOP COVER PLATE REPLACEMENT	1	L.S.	$ 190,500	$ 190,500	
STRENGTHEN BRACING	1	L.S.	$ 39,000	$ 39,000	
GIRDER REPLACEMENT	1	L.S.	$ 55,500	$ 55,500	
TIMBER DECK	40	MFBM	$ 2,000	$ 80,000	
RAILS	400	TR. FT.	$ 45.00	$ 18,000	
MITER RAILS	4	PAIR	$ 125,000	$ 500,000	
WALKWAY GRATING	3,800	SQ. FT.	$ 25	$ 95,000	
STAIRS AND LADDERS	1	L.S.	$ 125,000	$ 125,000	
MACHINERY HOUSE	1	L.S.	$ 100,000	$ 100,000	
OPERATING MACHINERY	1	L.S.	$ 2,400,000	$ 2,400,000	
ELECTRICAL DRIVE AND CONTROLS	1	L.S.	$ 1,200,000	$ 1,200,000	
SUSPENDING ROPES AND SOCKETS	48	EACH	$ 5,500	$ 264,000	
OPERATING ROPES	4	EACH	$ 9,500	$ 38,000	
MISCELLANEOUS REPAIRS	1	L.S.	$ 250,000	$ 250,000	
SUBTOTAL LIFT SPAN					**$ 6,255,000**
TOWERS					
TOWER SPAN REPLACEMENT	1	L.S.	$ 127,000	$ 127,000	
JUMP SPAN REPLACEMENT	1	L.S.	$ 91,000	$ 91,000	
STRUTS REPLACEMENT	1	L.S.	$ 43,000	$ 43,000	
STRENGTHEN TOWER BASES	1	L.S.	$ 150,000	$ 150,000	
TOWER BRACING REPLACEMENT	1	L.S.	$ 43,000	$ 43,000	
PLATFORM GRATING	2,200	SQ. FT.	$ 25	$ 55,000	
COUNTERWEIGHT REMOVAL	1	L.S.	$ 40,000	$ 40,000	
COUNTERWEIGHT SUPPORT FRAME	1	L.S.	$ 75,000	$ 75,000	
COUNTERWEIGHT STRUCTURAL STEEL	300,000	LBS	$ 1.75	$ 525,000	
COUNTERWEIGHT CONCRETE	485	CU. YD.	$ 500.00	$ 242,500	
COUNTERWEIGHT REINFORCING STEEL	6,500	LBS	$ 0.70	$ 4,550	
COUNTERWEIGHT BALANCE BLOCKS	1,600	EACH	$ 50	$ 80,000	
STAIRS AND LADDERS	1	L.S.	$ 250,000	$ 250,000	
MISCELLANEOUS REPAIRS	1	L.S.	$ 250,000	$ 250,000	
SUBTOTAL TOWERS					**$ 1,976,050**
MISCELLANEOUS					
CONTROL HOUSE	1	L.S.	$ 150,000	$ 150,000	
REMOVE ADJACENT LIFT SPAN	1	L.S.	$ 750,000	$ 750,000	
PAINTING	1	L.S.	$ 2,000,000	$ 2,000,000	
SUBTOTAL MISCELLANEOUS					**$ 2,900,000**
SUBTOTAL ESTIMATED PROJECT COST					**$ 11,526,050**
CONST., ENGINEERING AND INSPECTION @ 10%					**$ 1,153,000**
CONTINGENCIES AT ABOUT 20%					**$ 2,305,210**
TOTAL ESTIMATED PROJECT COST					**$ 15,000,000**

HNTB

ESTIMATED PROBABLE CONSTRUCTION COST
REPLACEMENT OF MOVABLE SPAN

ITEM	QUANTITY	UNIT	UNIT COST	ITEM COST	TOTAL COST
SUBSTRUCTURE					
ENCASE PIERS	1	L.S.	$ 245,000	$ 245,000	
FENDER MODIFICATIONS	2	L.S.	$ 75,000	$ 150,000	
SUBTOTAL SUBSTRUCTURE					**$ 395,000**
LIFT SPAN					
STRUCTURAL STEEL (INCLUDING WALKWAYS)	1,800,000	LBS	$ 1.75	$ 3,150,000	
TIMBER DECK	40	MFBM	$ 2,000	$ 80,000	
RAILS	400	TR. FT.	$ 45	$ 18,000	
MITER RAILS	4	PAIR	$ 125,000	$ 500,000	
WALKWAY GRATING	3,800	SQ. FT.	$ 25	$ 95,000	
MACHINERY HOUSE	1	L.S.	$ 100,000	$ 100,000	
OPERATING MACHINERY	1	L.S.	$ 2,000,000	$ 2,000,000	
ELECTRICAL DRIVE AND CONTROLS	1	L.S.	$ 1,200,000	$ 1,200,000	
SUSPENDING ROPES AND SOCKETS	48	EACH	$ 5,500	$ 264,000	
DIA. OPERATING ROPES	4	EACH	$ 9,500	$ 38,000	
SUBTOTAL LIFT SPAN					**$ 7,445,000**
TOWERS					
TOWER STRUCTURAL STEEL	4,000,000	LBS	$ 1.75	$ 7,000,000	
SHEAVE HOODS	350,000	LBS	$ 1.75	$ 612,500	
CABLE CHASE STRUCTURAL STEEL	90,000	LBS	$ 1.75	$ 157,500	
PLATFORM STRUCTURAL STEEL	130,000	LBS	$ 1.75	$ 227,500	
PLATFORM GRATING	2,200	SQ. FT.	$ 25.00	$ 55,000	
COUNTERWEIGHT STRUCTURAL STEEL	300,000	LBS	$ 1.75	$ 525,000	
COUNTERWEIGHT CONCRETE	485	CU. YD.	$ 500.00	$ 242,500	
COUNTERWEIGHT BALANCE BLOCKS	1,600	EACH	$50.00	$ 80,000	
COUNTERWEIGHT REINFORCING STEEL	6,500	LBS	$ 0.70	$ 4,550	
TOWER SHEAVES SHAFTS AND BEARINGS	1	L.S.	$ 2,850,000	$ 2,850,000	
ELEVATORS	2	EACH	$ 120,000	$ 240,000	
SUBTOTAL TOWERS					**$ 11,994,550**
MISCELLANEOUS					
CONTROL HOUSE	1	L.S.	$ 150,000	$ 150,000	
REMOVE LIFT SPANS AND TOWERS	2	L.S.	$ 750,000	$ 1,500,000	
SUBTOTAL MISCELLANEOUS					**$ 1,650,000**
SUBTOTAL ESTIMATED PROJECT COST					**$ 21,484,550**
CONST., ENGINEERING AND INSPECTION @ 10%					**$ 2,148,500**
CONTINGENCIES AT ABOUT 20%					**$ 4,296,910**
TOTAL ESTIMATED PROJECT COST					**$ 28,000,000**

CSXT HICK BRIDGE OVER THE INDIANA HARBOR CANAL EAST CHICAGO, INDIANA

STRUCTURAL, MECHANICAL, AND ELECTRICAL EVALUATION REPORT

JANUARY 2002

Detroit-Chicago High Speed Rail Corridor Study Update
3
"South-of-the-Lake Reroute"
Amtrak Purchase Order S-049-31385
HNTB Project 36152

CSXT HICK BRIDGE
OVER THE INDIANA HARBOR CANAL
EAST CHICAGO, INDIANA

STRUCTURAL, MECHANICAL, AND ELECTRICAL

EVALUATION REPORT

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INTRODUCTION

This bridge evaluation report is designed to provide the reader a brief summary of the condition of the structural, mechanical and electric components on the "Hick Bridge", an out-of-service bascule railroad bridge, over the Indiana Harbor Canal in East Chicago, Indiana. Hick Bridge is currently owned by CSX Transportation. A brief description of the bridges, the inspection findings, and a cost estimate on replacement of the bridge are included. Selected photographs that show the condition of key components are presented in Appendix A. A detailed breakdown of the cost of replacement is presented in Appendix B.

BRIDGE DESCRIPTION

The Hick Bridge is a single leaf, double track Strauss vertical counterweight type bascule railroad bridge (see Photos S-1 and S-2). This type of structure uses an overhead counterweight attached by means of a double, four-bar, parallel linkage to maintain a constant balance throughout the travel of the span. The bridge span is approximately 88.5 feet across a waterway that is approximately 70 feet wide. Originally constructed in Whiting, Indiana, the bridge was disassembled and moved to its present location in 1958. Prior to being moved, it had sustained damage resulting from a derailment.

INSPECTION PROCEDURE

Structural components were visually inspected for deterioration. Notes and representative photographs were taken of deteriorated components.

Mechanical components were visually inspected for wear and deterioration and notes were recorded based on these observations. No machinery was disassembled during the inspection. Detailed measurements of machinery components were not taken. Photographs were taken to provide a visual record of individual components. Selected photographs taken during this inspection are included with this report. Since the bridge is out-of-service, no machinery was observed in operation during the inspection. Since the leaf was in the up position the spanlock machinery could not be inspected.

Electrical components were visually inspected and the findings recorded. No electrical equipment was disassembled during the inspection. The bridge is out-of-service and the

incoming service lines removed, therefore, no voltage or current readings were recorded. Photographs were taken and a select number of photographs are included with this report.

The opinions, statements and recommendations made in this report are based solely on the conditions revealed by the inspection. No representation or warranty is made that all defects have been discovered or that defects will not appear later. Nothing contained herein shall be deemed to give any third party a claim or right of action against the inspecting engineer nor to create a duty on behalf of the inspecting engineer to such third party.

FIELD OBSERVATIONS

Structural System

Tower A-Frame
The tower bases are heavily rusted (see Photo S-3). Anchor bolts have heavy section loss (See Photo S-4). The remaining sections are in fair condition with surface rust and light pitting.

Movable Span
The main girders are in fair condition. The girder stiffeners are heavily rusted at the girder bottom flange. The girder top flanges were not visible under the timber ties.

The floorbeams are in poor condition. In the up position, the floorbeams retain debris and moisture. Heavy debris has accumulated. Heavy rust and heavy section loss was noted in the rivet heads and floorbeam webs (see Photo S-5). The connection between the floorbeam and the kneebrace is also heavily rusted.

The bottom lateral bracing is in poor condition. The bottom downstream gusset is cracked the full length of the connection to the girder and the floorbeam. The next lateral brace (same bay) is broken and twisted (appears to be from collision damage) (see Photo S-6).

Counterweight
The counterweight frame is in poor condition with rust noted throughout. The bottom pivot points are heavily rusted (see Photo S-7). Two struts in the counterweight frame are broken at the counterweight top (see Photo S-8). The counterweight shell was rusted.

Substructure
The substructure is in fair condition.

Miscellaneous
Adjacent movable spans are all truss spans. Load ratings may be necessary to determine if this bridge has the capacity or can be economically upgraded to the design loads.

Mechanical System

Drive Machinery
The drive machinery consists of two sets of machinery located in machinery houses off of the northeast and southeast corners of the leaf (see Photo M-1). The rack pinions for each set of machinery are linked together via a common shaft (see Photo M-2).

The open gear sets are in fair to poor condition with plastic deformation and uneven wear observed on many gear sets (see Photo M-3). Both motor pinions and their mating gears are severely worn (see Photo M-4). Based on the amount of wear present in the gears and the plastic deformation found on the rack and pinion, the south side machinery appears to have been carrying most of the operating load.

The drive machinery bearings are also in poor condition and have heavily corroded housings (see Photo M-5).

Trunnion
The trunnion bearing is in fair condition because of corrosion and is worn. (see Photo M-6).

Electrical System

All electrical cables, conduits, junction boxes, control panels, terminal blocks, lighting systems, motor drives and power distribution components are either missing or have deteriorated beyond repair.

A control house is located near the bridge on the east side of the canal and can be used to locate new electrical and control systems. Currently, the control systems for the two operable bridges at the Hick site are located in the control house. There are some electrical components for this bridge located in the control house as well (see Photo E-1). However, these antiquated components have not operated for many years and should be replaced.

The control house does not satisfy all current electrical codes and will need to be updated during a rehabilitation or replacement of the bridge.

RECOMMENDATIONS

There is only one option that was considered for this bridge and that was total replacement with a new rolling lift bridge. A cost estimate is shown in Appendix B. This cost estimate is very preliminary and could vary significantly when a more detailed study is performed.

The structure at the base of the counterweight tower is severely corroded and needs to be replaced in its entirety. Rehabilitation of the span would require replacement of nearly all of the structure.

Rehabilitation of the existing mechanical drive systems is not recommended. Complete replacement of the open gearing with enclosed gear reducers is recommended. The rack and rack pinions are significantly worn and need to be replaced.

The electrical and control systems can not be rehabilitated and must be replaced in their entirety to enable the bridge to operate and meet current AREMA standards, National Electrical Code and U.S. Coast Guard requirements.

Due to the many long-term advantages of replacing the bascule span with a new rolling lift span, it is recommended that the span be replaced.

APPENDIX A

PHOTOGRAPHS

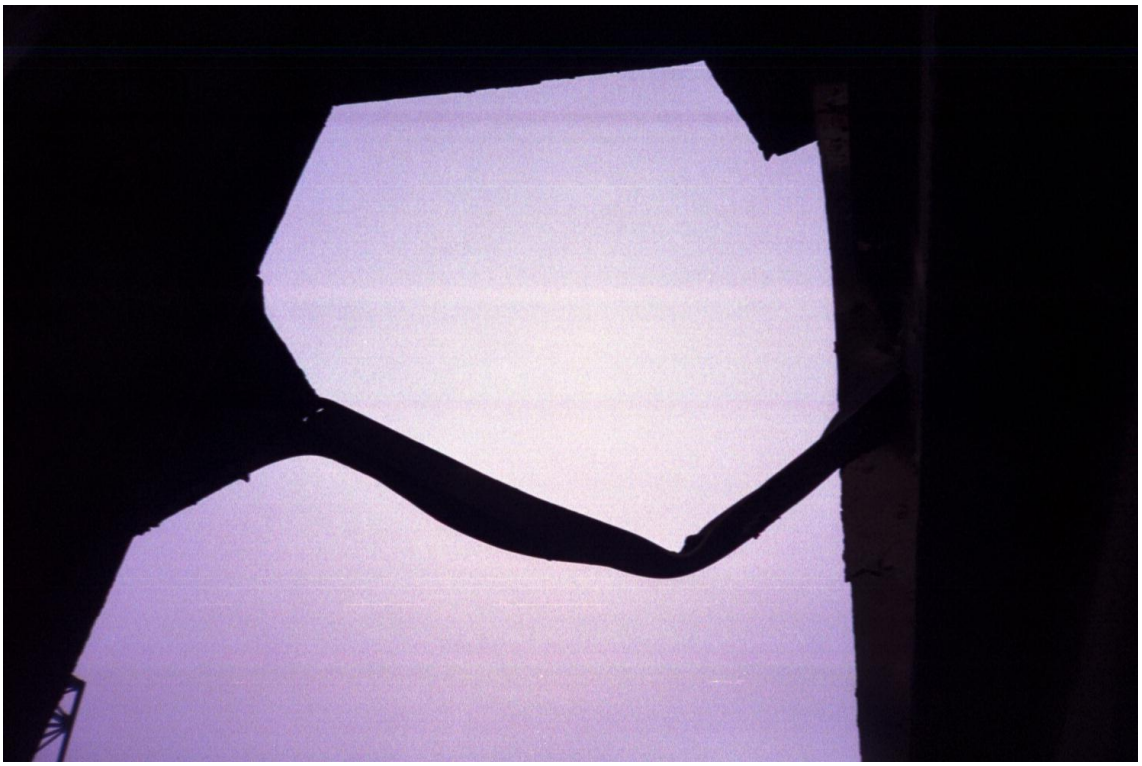
Photograph S-1: View of East Side of Hick Bridge.

Photograph S-2: Counterweight and Supporting Tower.

Photograph S-3: Severe rusting at bottom of tower frame.

Photograph S-4: Heavy section loss in anchor bolts in tower frame anchorage.

Photograph S-5: Heavy section loss in rivet heads where debris is retained on floorbeam.



Photograph S-6: Broken sway brace in girder span.

Photograph S-7: Severe rusting at bottom hinge of counterweight frame.

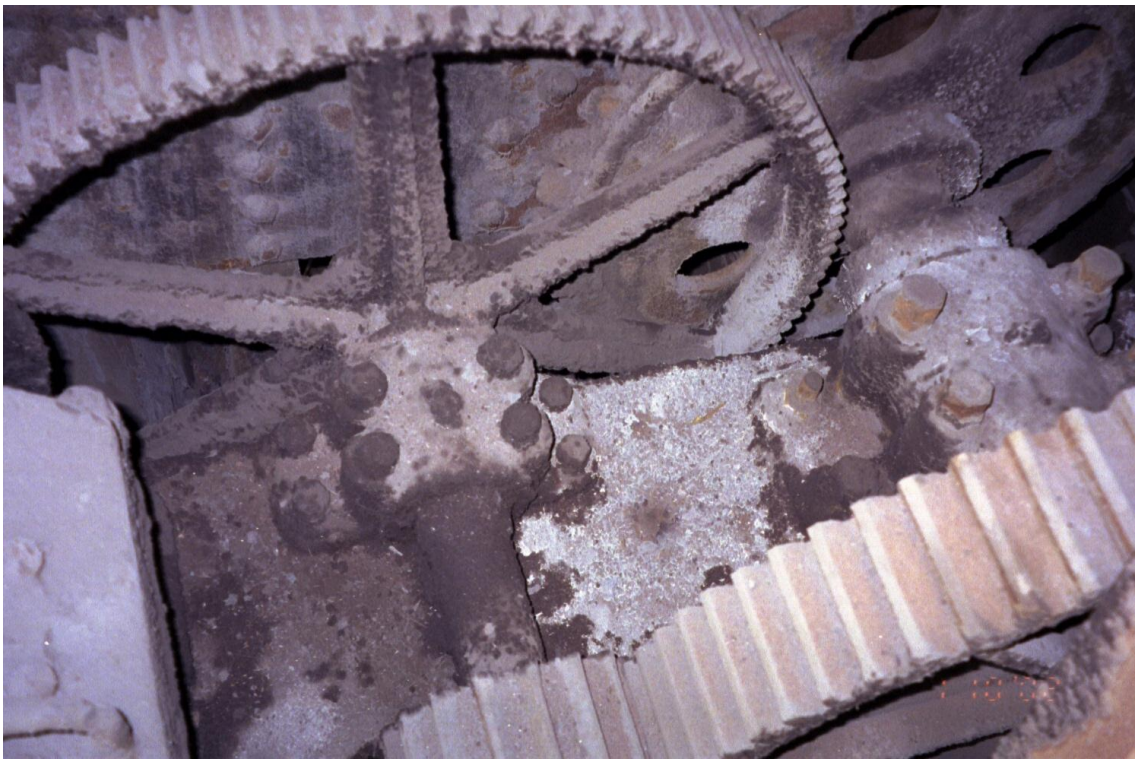
Photograph S-8: Holes through counterweight frame.

Photograph M-1: General View of North Machinery.

Photograph M-2: Common Rack Pinion Shaft.

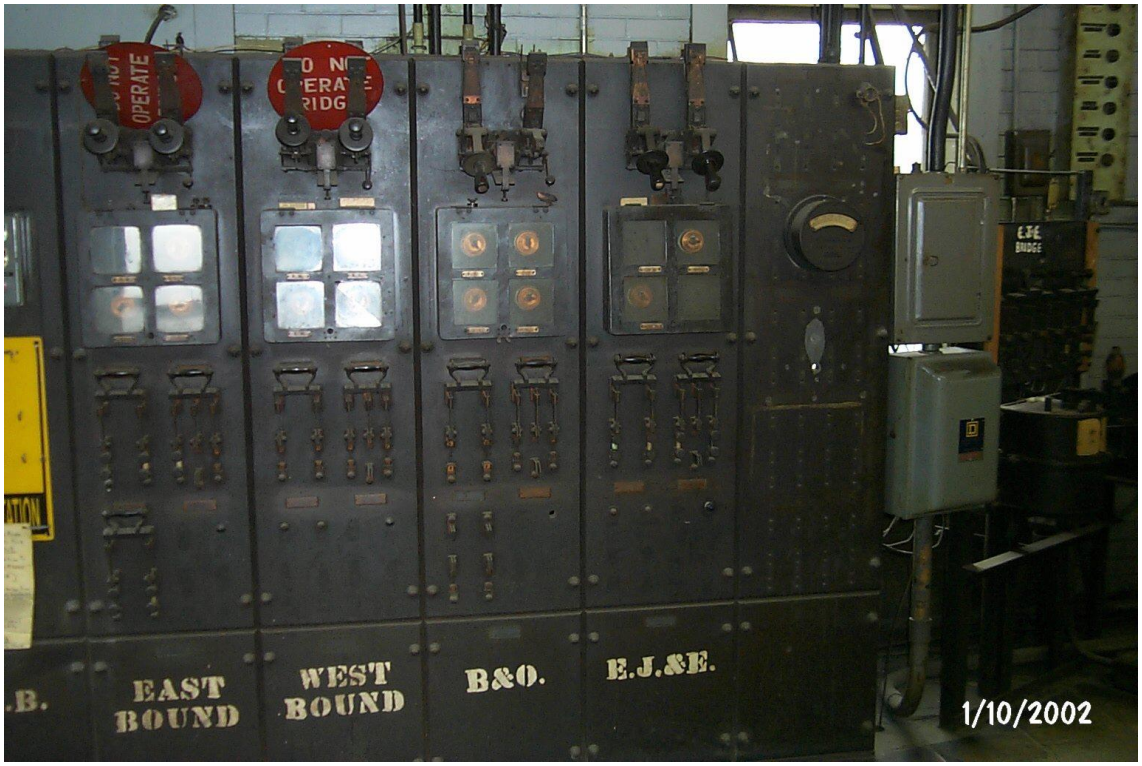
Photograph M-3: South Machinery Fourth Intermediate Gear. Note plastic deformation at tip of tooth.

Photograph M-4: North Motor Pinion and Gear. Note excessive tooth wear.



Photograph M-5: North Machinery. Note corrosion of bearing housings, gears and supports.

Photograph M-6: South Trunnion. Note scraper inserted into gap between bearing and shaft.



Photograph E-1: Existing electrical equipment in control house.

APPENDIX B

COST ESTIMATE

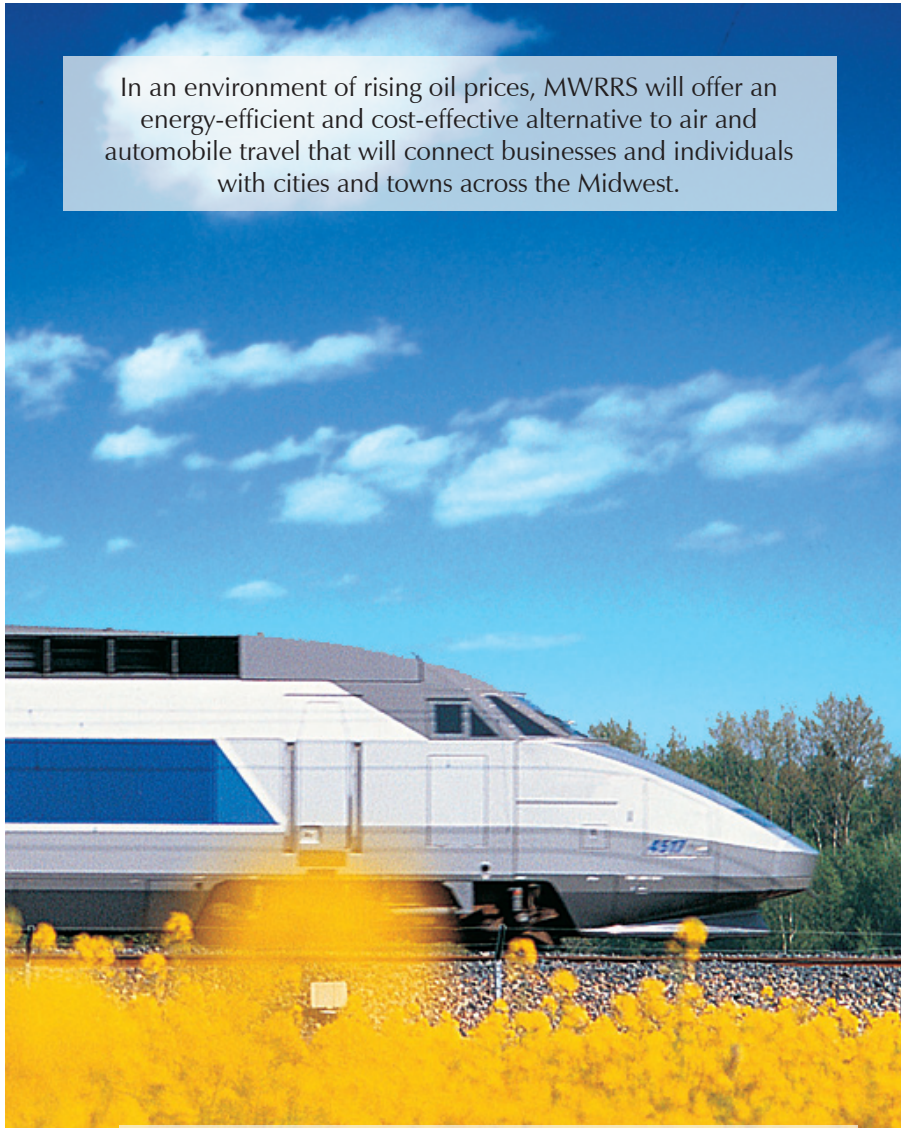
ESTIMATED PROBABLE CONSTRUCTION COST
REPLACEMENT OF MOVABLE SPAN

ITEM	QUANTITY	UNIT	UNIT COST	ITEM COST	TOTAL COST
SUBSTRUCTURE					
PIER MODIFICATION	1	L.S.	$ 1,000,000	$ 1,000,000	
FENDER MODIFICATIONS	2	L.S.	$ 75,000	$ 150,000	
SUBTOTAL SUBSTRUCTURE					**$ 1,150,000**
SUPERSTRUCTURE					
JUMP SPAN STRUCTURAL STEEL	94,000	LBS	$ 2.00	$ 188,000	
TRACK GIRDER STRUCTURAL STEEL	100,000	LBS	$ 2.00	$ 200,000	
BASCULE SPAN STRUCTURAL STEEL	375,000	LBS	$ 2.00	$ 750,000	
BASCULE SEGMENTAL GIRDER STRUCTURAL STEEL	100,000	LBS	$ 2.00	$ 200,000	
BASCULE COUNTERWEIGHT STRUCTURAL STEEL	190,000	LBS	$ 2.00	$ 380,000	
RACK FRAME STRUCTURAL STEEL	100,000	LBS	$ 2.00	$ 200,000	
COUNTERWEIGHT CONCRETE	225	CU. YD.	$ 500.00	$ 112,500	
COUNTERWEIGHT BALANCE BLOCKS	1,600	EACH	$50.00	$ 80,000	
TIMBER DECK	20	MFBM	$ 2,000	$ 40,000	
RAILS	200	TR. FT.	$ 45	$ 9,000	
MITER RAILS	4	PAIR	$ 125,000	$ 500,000	
WALKWAY GRATING	2,500	SQ. FT.	$ 25	$ 62,500	
MACHINERY HOUSE	1	L.S.	$ 100,000	$ 100,000	
OPERATING MACHINERY	1	L.S.	$ 2,800,000	$ 2,800,000	
ELECTRICAL DRIVE AND CONTROLS	1	L.S.	$ 900,000	$ 900,000	
SUBTOTAL SUPERSTRUCTURE SPAN					**$ 6,522,000**
MISCELLANEOUS					
CONTROL HOUSE	1	L.S.	$ 150,000	$ 150,000	
REMOVE BASCULE SPANS	1	L.S.	$ 500,000	$ 500,000	
REMOVE BASCULE SPAN COUNTERWEIGHT	1	L.S.	$ 750,000	$ 750,000	
SUBTOTAL MISCELLANEOUS					**$ 1,400,000**
SUBTOTAL ESTIMATED PROJECT COST					**$ 9,072,000**
CONST., ENGINEERING AND INSPECTION @ 10%					**$ 907,200**
CONTINGENCIES AT ABOUT 20%					**$ 1,814,400**
TOTAL ESTIMATED PROJECT COST					**$ 11,800,000**

ATTACHMENT 6

JOB CREATION AND ECONOMICS BROCHURE FOR EACH MWRRI STATE

In an environment of rising oil prices, MWRRS will offer an energy-efficient and cost-effective alternative to air and automobile travel that will connect businesses and individuals with cities and towns across the Midwest.



For more information, please contact:
Illinois Department of Transportation
Department of Public and Intermodal Transportation
300 W. Adams, 2nd Floor
Chicago, Illinois 60606
(312) 793-4222
www.dot.il.gov

All economic figures sourced to: Transportation Economics and Management Systems, Inc.

Benefiting Illinois' Economy

The Midwest Regional Rail System is a transportation network for the 21st Century.

- 3,000-mile rail network connecting Illinois with 8 other Midwest states
- Speeds up to 110-mph, resulting in significantly reduced travel times
- Increase in train frequencies
- Improved on-time performance

Introduction

The Midwest Regional Rail System (MWRRS) will significantly improve the level and quality of passenger rail service in Illinois. The system will contribute to economic growth and strengthen the state's manufacturing, service, and tourism industries.

User Benefits

MWRRS will generate a $6.9-$9.2 billion user benefit for Illinois; this represents the overall savings to users of the state's transportation network derived from the system. Sources that produce this benefit are:

- The reduction in travel times that users of MWRRS receive (shown below)
- The reduction in travel times and costs that users of other transportation modes receive as a result of lower congestion levels
- Reductions in emissions as a result of travelers being diverted from air, bus and auto to MWRRS

EXAMPLE TRAIN TRAVEL TIMES FOR ILLINOIS ROUTES

City Pairs	Current Service	MWRRS (EXPRESS)	Auto Drive Time
Chicago-Carbondale	5hr 30min	4hr 22min	5hr 27min
Chicago-Champaign	2hr 10min	1hr 50min	2hr 20min
Champaign-Carbondale	2hr 44min	2hr 32min	3hr 21min
Chicago-Normal	2hr 14min	1hr 42min	2hr 16min
Normal-Springfield	1hr 5min	47min	1hr 18min
Chicago-Springfield	3hr 20min	2hr 29min	3hr 21min
Springfield-St. Louis	1hr 57min	1hr 21min	1hr 43min
Chicago-Rock Island	(no service)	2hr 29min	2hr 59min
Chicago-Galesburg	2hr 39min	2hr 22min	3hr 15min
Chicago-Quincy	4hr 15min	3hr 41min	5hr 8min

Community Benefits

MWRRS will improve access between Illinois communities. This access supports existing industries, fosters the growth of new small businesses and encourages large businesses to distribute their operations more widely throughout Illinois.

24,200 New Permanent Jobs in Illinois
$480 Million of Extra Household Income in Illinois

Station Development Benefits

Increased train operations from MWRRS will lead to rising property values and significant joint (public-private) development opportunities near stations. These multimodal stations will bring together many modes of travel at a single location.

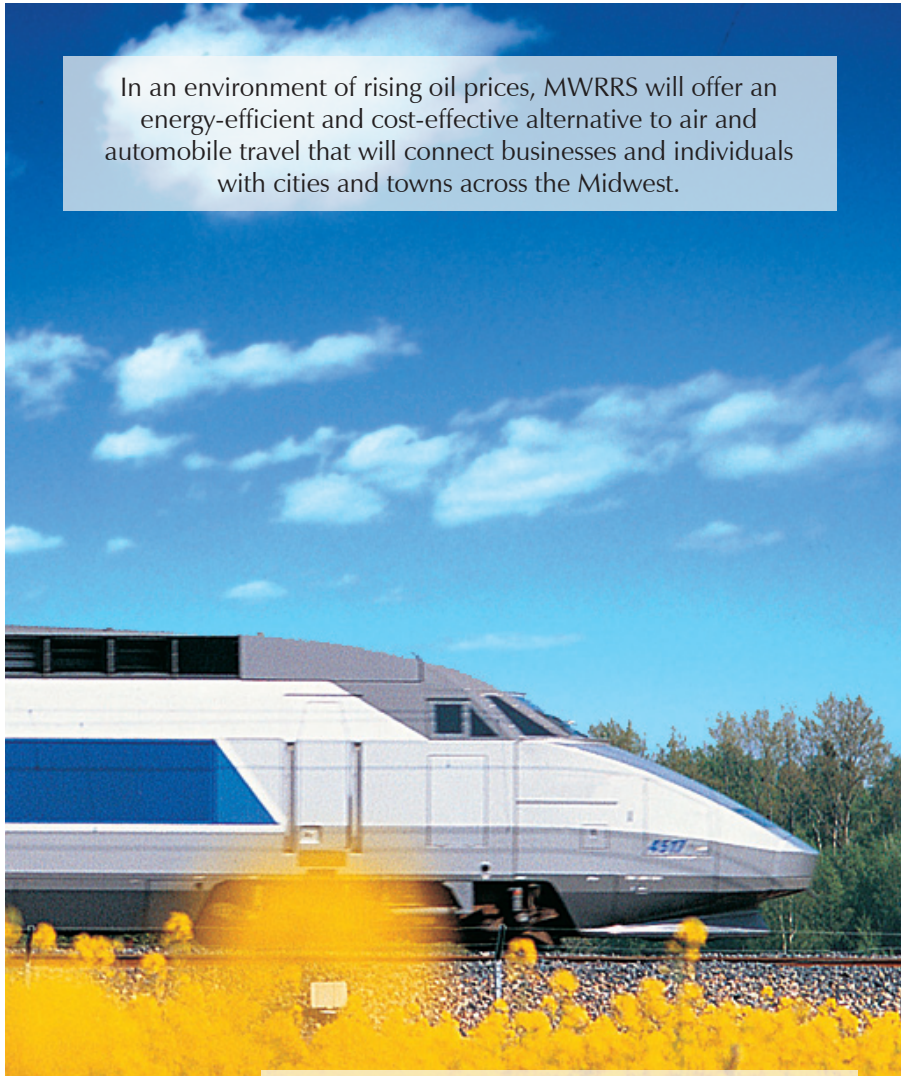
Increased Joint Development Potential in Illinois (in $ millions):

Station	Property Value Increase
Chicago Union	$1,150-$1,725
Outer West Chicago Suburbs (Naperville)	$94-$141
South Chicago Suburbs (Homewood)	$64-$97
Springfield	$63-$95
Normal	$59-$88
Davenport-Rock Island	$52-$77
Joliet	$51-$77
Alton	$41-$62
Champaign-Urbana	$36-$54
North Chicago Suburbs (Glenview)	$25-$37
Kankakee	$21-$32
Carbondale	$18-$26
Galesburg	$17-$26
Macomb	$15-$23

Environmental Benefits

MWRRS provides a good alternative to auto and air travel that promotes environmental benefits, including reduced air pollutant emissions, less land use, and fewer habitat and water resource impacts compared to expanding existing highways and airports.

In an environment of rising oil prices, MWRRS will offer an energy-efficient and cost-effective alternative to air and automobile travel that will connect businesses and individuals with cities and towns across the Midwest.



For more information, please contact:
Indiana Department of Transportation
Rail Office
IGCN Room N955
100 North Senate Avenue
Indianapolis, IN 46204
(317) 232-1491
www.in.gov/dot/modetrans

All economic figures sourced to: Transportation Economics and Management Systems, Inc.

Benefiting Indiana's Economy

The Midwest Regional Rail System is a transportation network for the 21st Century.

- 3,000-mile rail network connecting Indiana with 8 other Midwest states
- Speeds up to 110-mph, resulting in significantly reduced travel times
- Increase in train frequencies
- Improved on-time performance

Introduction

The Midwest Regional Rail System (MWRRS) will significantly improve the level and quality of passenger rail service in Indiana. The system will contribute to economic growth and strengthen the state's manufacturing, service, and tourism industries.

User Benefits

MWRRS will generate a $2.3-$3.5 billion user benefit for Indiana; this represents the overall savings to users of the state's transportation network derived from the system. Sources that produce this benefit are:

- The reduction in travel times that users of MWRRS receive (shown below)
- The reduction in travel times and costs that users of other transportation modes receive as a result of lower congestion levels
- Reductions in emissions as a result of travelers being diverted from air, bus and auto to MWRRS

EXAMPLE TRAIN TRAVEL TIMES FOR INDIANA ROUTES

City Pairs	Current Service	MWRRS (EXPRESS)	Auto Drive Time
Chicago-Fort Wayne	(no service)	1hr 43min	3hr 17min
Fort Wayne-Cleveland	(no service)	2hr 40min	3hr 33min
Chicago-Indianapolis	4hr 50min	2hr 41min	2hr 57min
Indianapolis-Cincinnati	3hr 7min	1hr 27min	1hr 55min

Community Benefits

MWRRS will improve access between Indiana communities. This access supports existing industries, fosters the growth of new small businesses and encourages large businesses to distribute their operations more widely throughout Indiana.

4,540 New Permanent Jobs in Indiana
$86 Million of Extra Household Income in Indiana

Station Development Benefits

Increased train operations from MWRRS will lead to rising property values and significant joint (public-private) development opportunities near stations. These multimodal stations will bring together many modes of travel at a single location.

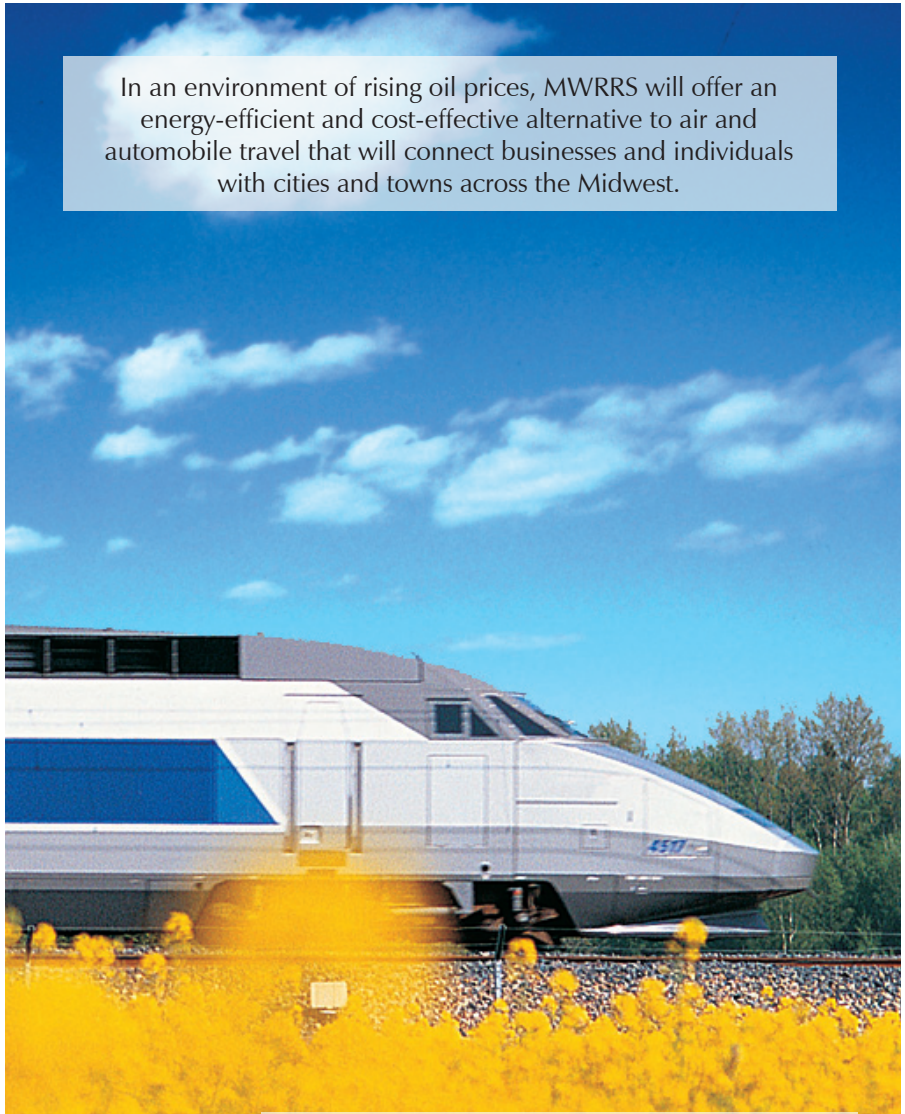
Increased Joint Development Potential in Indiana (in $ millions):

Station	Property Value Increase
Indianapolis	$121-$182
Lafayette	$39-$58
Gary, Airport	$32-$48
Fort Wayne	$26-$38
Plymouth	$21-$32
Hammond-Whiting	$16-$25
Michigan City	$12-$18
Warsaw	$10-$15
Indianapolis, International Airport	$7-$10
Shelbyville	$0.9-$1.4

Environmental Benefits

MWRRS provides a good alternative to auto and air travel that promotes environmental benefits, including reduced air pollutant emissions, less land use, and fewer habitat and water resource impacts compared to expanding existing highways and airports.

In an environment of rising oil prices, MWRRS will offer an energy-efficient and cost-effective alternative to air and automobile travel that will connect businesses and individuals with cities and towns across the Midwest.



For more information, please contact:
Iowa Department of Transportation
Office of Rail Transportation
800 Lincoln Way
Ames, IA 50010
(515) 239-1653
www.iowarail.com

All economic figures sourced to: Transportation Economics and Management Systems, Inc.

Benefiting Iowa's Economy

The Midwest Regional Rail System is a transportation network for the 21st Century.

- 3,000-mile rail network connecting Iowa with 8 other Midwest states
- Significantly reduced travel times
- Increase in train frequencies
- Improved on-time performance

Introduction

The Midwest Regional Rail System (MWRRS) will significantly improve the level and quality of passenger rail service in Iowa. The system will contribute to economic growth and strengthen the state's manufacturing, service, and tourism industries.

User Benefits

MWRRS will generate a $500-$700 million user benefit for Iowa; this represents the overall savings to users of the state's transportation network derived from the system. Sources that produce this benefit are:

- The reduction in travel times that users of MWRRS receive
- The reduction in travel times and costs that users of other transportation modes receive as a result of lower congestion levels
- Reductions in emissions as a result of travelers being diverted from air, bus and auto to MWRRS

EXAMPLE TRAIN TRAVEL TIMES FOR IOWA ROUTES

City Pairs	MWRRS (EXPRESS)	Auto Drive Time
Chicago-Des Moines	5hr 4 min	5hr 31min
Des Moines-Omaha	1hr 58min	2hr 20min
Rock Island-Des Moines	2hr 35min	2hr 53min

Community Benefits

MWRRS will improve access between Iowa communities. This access supports existing industries, fosters the growth of new businesses and expands the job base.

1,000 New Permanent Jobs in Iowa
$17 Million of Extra Household Income in Iowa

Station Development Benefits

Increased train operations from MWRRS will lead to rising property values and significant joint (public-private) development opportunities near stations. These multimodal stations will bring together many modes of travel at a single location.

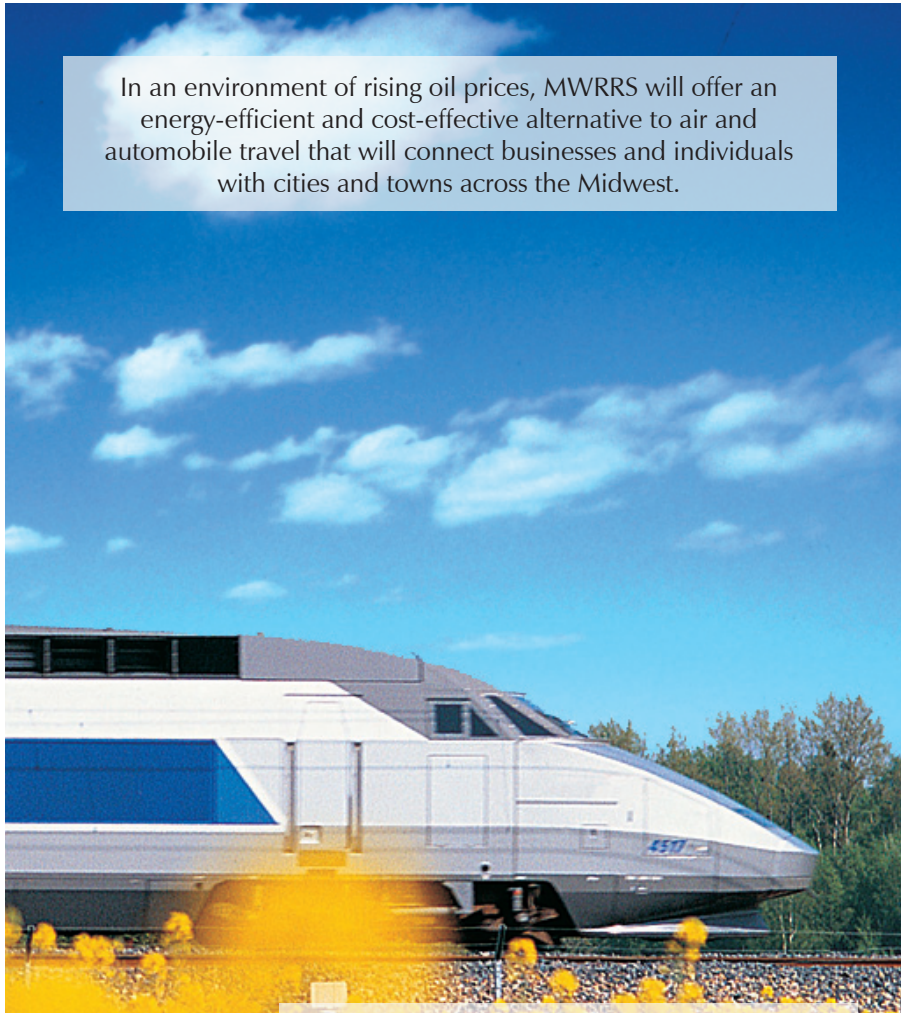
Increased Joint Development Potential in Iowa (in $ millions):

Station	Property Value Increase
Iowa City	$14-$21
Des Moines	$8-$12
Newton	$3-$5
Atlantic	$0.2-$0.3

Environmental Benefits

MWRRS provides a good alternative to auto and air travel that promotes potential environmental benefits, including reduced air pollutant emissions, less land use, and fewer habitat and water resource impacts compared to expanding existing highways and airports.

In an environment of rising oil prices, MWRRS will offer an energy-efficient and cost-effective alternative to air and automobile travel that will connect businesses and individuals with cities and towns across the Midwest.



For more information, please contact:
Michigan Department of Transportation
Bureau of Passenger Transportation
Intercity Passenger Section
Murray D. Van Wagoner Building
425 West Ottawa
P. O. Box 30050
Lansing, MI 48909
(517) 335-2549
www.michigan.gov/mdot

*All economic figures sourced to: Transportation Economics and Management Systems, Inc.

Benefiting Michigan's Economy

The Midwest Regional Rail System is a transportation network for the 21st Century.

- 3,000-mile rail network connecting Michigan with 8 other Midwest states
- Speeds up to 110-mph, resulting in significantly reduced travel times
- Increased train frequencies
- Improved on-time performance
- Modern equipment

Introduction

The Midwest Regional Rail System (MWRRS) will significantly improve the level and quality of passenger rail service in Michigan. The system will contribute to economic growth and strengthen the state's manufacturing, service, and tourism industries. More frequent and convenient passenger rail service will attract more travelers to Michigan destinations from throughout the Midwest.

User Benefits

MWRRS will generate a $2.3-$3.5 billion user benefit for Michigan; this represents the overall savings to users of the state's transportation network derived from the system. Sources that produce this benefit are:

- A reduction in travel times for users of MWRRS (shown below)
- A reduction in travel times and costs for users of other transportation modes as a result of lower congestion levels
- Reductions in emissions as a result of travelers being diverted from air, bus and auto to MWRRS
- Increased safety for those using the passenger rail service and users of the other transportation modes resulting from reduced congestion

TRAIN TRAVEL TIME SAVINGS ON MICHIGAN ROUTES

City Pairs	Current Service	MWRRS (EXPRESS)	Time Reduction
Chicago-Detroit	5hr 38min	3hr 46min	1hr 52min
Chicago-Kalamazoo	2hr 36min	1hr 40min	56min
Kalamazoo-Detroit	3hr 02min	2hr 06min	56min

One of the factors resulting in reduced travel times is the Incremental Train Control System. Since September 2005, trains have been operating at speeds up to 95 mph between Kalamazoo and Niles with expected speeds of 110 mph by 2008.

Community Benefits

MWRRS will improve access among Michigan communities. This access will support existing industries, foster growth of new small businesses and encourage large businesses to distribute their operations more widely throughout Michigan. Improved access will assist Michigan universities in their roles as centers of higher learning, research, business development and medical services.

6,970 New Permanent Jobs in Michigan*
$138 Million of Extra Household Income in Michigan*

Station Development Benefits

Increased level of service resulting from MWRRS is expected to lead to rising property values and significant public-private development opportunities near stations. These intermodal stations will bring together many modes of travel at a single station.

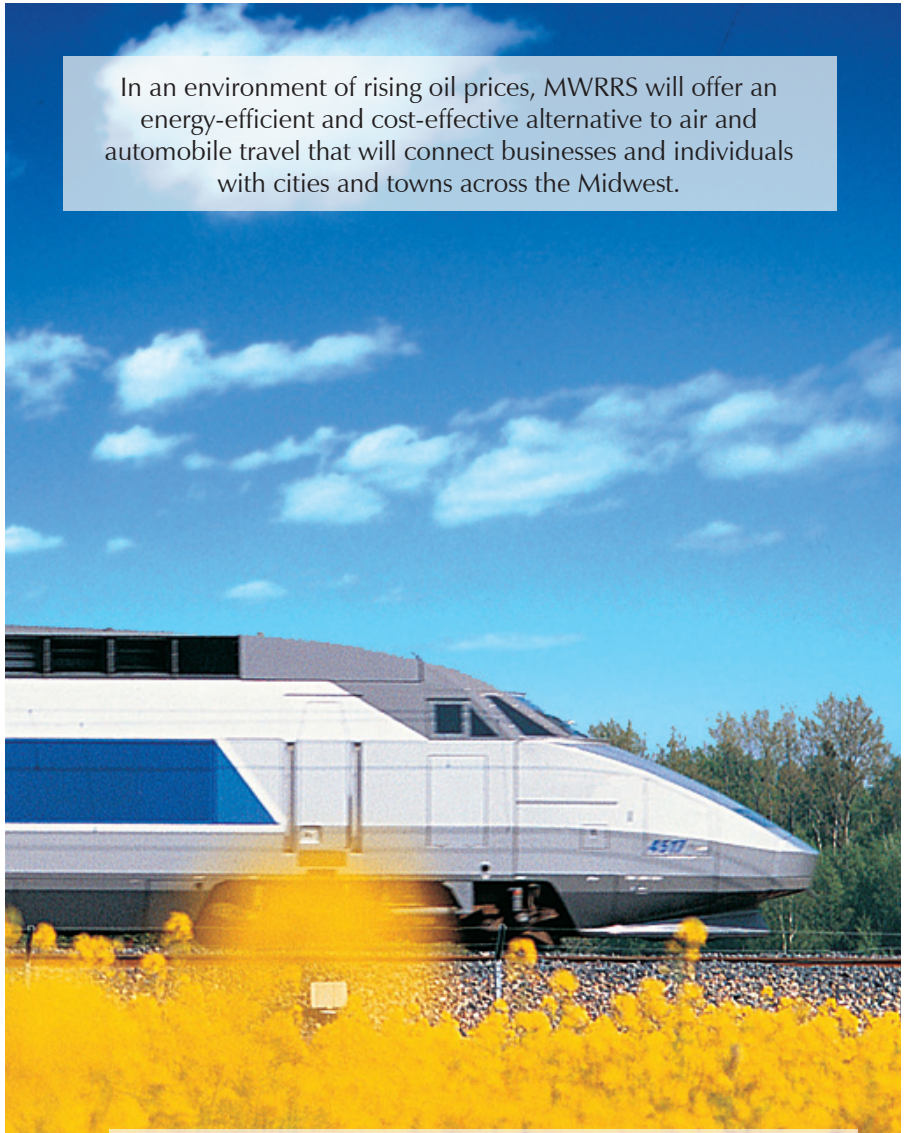
Increased Public-Private Development Potential in Michigan (in $ millions):

Station	Property Value Increase*
Detroit	$76-$114
Kalamazoo	$53-$80
Ann Arbor	$48-72
Flint	$43-64
Lansing	$42-63
Grand Rapids	$41-61
Battle Creek	$40-57
West Detroit Suburbs (Dearborn)	$36-54
North Detroit Suburbs (Royal Oak)	$27-40
Pontiac	$23-35
Jackson	$18-28
Holland	$16-24
Port Huron	$9-14
Niles	$9-13

Environmental Benefits

MWRRS provides an alternative to auto and air travel that promotes environmental benefits, including reduced air pollutant emissions, less land use, and fewer habitat and water resource impacts compared to expanding existing highways and airports.

In an environment of rising oil prices, MWRRS will offer an energy-efficient and cost-effective alternative to air and automobile travel that will connect businesses and individuals with cities and towns across the Midwest.



For more information, please contact:
Minnesota Department of Transportation
Office of Transit
395 John Ireland Blvd
St. Paul, MN 55155
(651) 366-4171
http://www.dot.state.mn.us/rail.html

All economic figures sourced to: Transportation Economics and Management Systems, Inc.

Benefiting Minnesota's Economy

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- 3,000-mile rail network connecting Minnesota with 8 other Midwest states
- Speeds up to 110-mph, resulting in significantly reduced travel times
- Increase in train frequencies
- Improved on-time performance

Introduction

The Midwest Regional Rail System (MWRRS) will significantly improve the level and quality of passenger rail service in Minnesota. The system will contribute to economic growth and strengthen the state's manufacturing, service, and tourism industries.

User Benefits

MWRRS will generate a $1.2-$2.3 billion user benefit for Minnesota; this represents the overall savings to users of the state's transportation network derived from the system. Sources that produce this benefit are:

- The reduction in travel times that users of MWRRS receive (shown below)
- The reduction in travel times and costs that users of other transportation modes receive as a result of lower congestion levels
- Reductions in emissions as a result of travelers being diverted from air, bus and auto to MWRRS

EXAMPLE TRAIN TRAVEL TIMES FOR MINNESOTA ROUTES

City Pairs	Current Service	MWRRS (EXPRESS)	Auto Drive Time
Chicago-St. Paul	8hr 16min	5hr 31min	6hr 36min
Winona-Minneapolis	(no service)	1hr 37min	2hr 13min
Red Wing-St. Paul	1hr 39min	39min	1hr 2min
Milwaukee-St. Paul	6hr 36min	4hr 41min	5hr 12min

Community Benefits

MWRRS will improve access between Minnesota communities. This access supports existing industries, fosters the growth of new small businesses and encourages large businesses to distribute their operations more widely throughout Minnesota.

1,570 New Permanent Jobs in Minnesota
$31 Million of Extra Household Income in Minnesota

Station Development Benefits

Increased train operations from MWRRS will lead to rising property values and significant joint (public-private) development opportunities near stations. These multimodal stations will bring together many modes of travel at a single location.

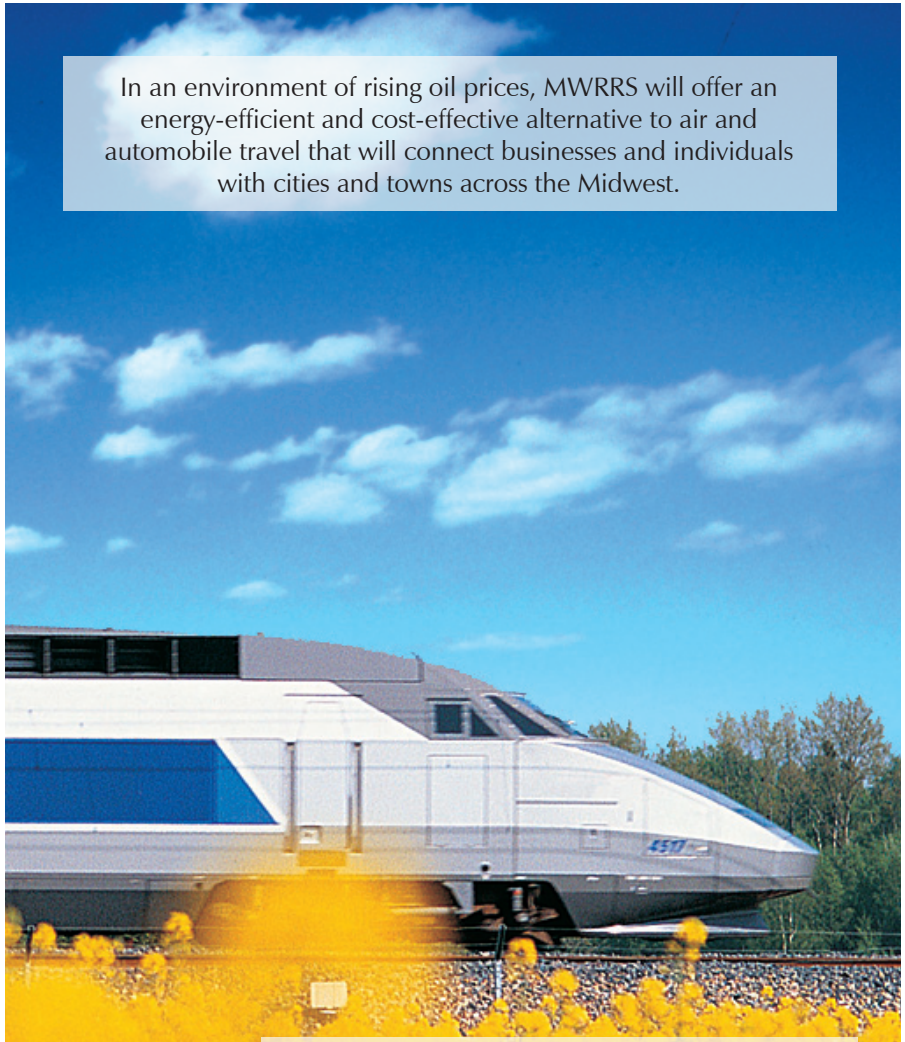
Increased Joint Development Potential in Minnesota (in $ millions):

Station	Property Value Increase
St. Paul-Minneapolis	$102-$153
Red Wing	$9-$14
Winona	$9-$13

Environmental Benefits

MWRRS provides a good alternative to auto and air travel that promotes environmental benefits, including reduced air pollutant emissions, less land use, and fewer habitat and water resource impacts compared to expanding existing highways and airports.

In an environment of rising oil prices, MWRRS will offer an energy-efficient and cost-effective alternative to air and automobile travel that will connect businesses and individuals with cities and towns across the Midwest.



For more information, please contact:
Missouri Department of Transportation
Multimodal Operations Division
Railroad Section
2217 St. Marys Boulevard
P. O. Box 270
Jefferson City, MO 65102
(573) 526-2169
www.modot.org

All economic figures sourced to: Transportation Economics and Management Systems, Inc.

Benefiting Missouri's Economy

The Midwest Regional Rail System is a transportation network for the 21st Century.

- 3,000-mile rail network connecting Missouri with 8 other Midwest states
- Significantly reduced travel times
- Increase in train frequencies
- Improved on-time performance

Introduction

The Midwest Regional Rail System (MWRRS) will significantly improve the level and quality of passenger rail service in Missouri. The system will contribute to economic growth and strengthen the state's manufacturing, service, and tourism industries.

User Benefits

MWRRS will generate a $1.2-$2.3 billion user benefit for Missouri; this represents the overall savings to users of the state's transportation network derived from the system. Sources that produce this benefit are:

- The reduction in travel times that users of MWRRS receive (shown below)
- The reduction in travel times and costs that users of other transportation modes receive as a result of lower congestion levels
- Reductions in emissions as a result of travelers being diverted from air, bus and auto to MWRRS

EXAMPLE TRAIN TRAVEL TIMES FOR MISSOURI ROUTES

City Pairs	Current Service	MWRRS (EXPRESS)	Time Reduction
Chicago-St. Louis	5hr 20min	3hr 49min	1hr 31min
St. Louis-Jefferson City	2hr 22min	1hr 48min	34min
Jefferson City-Kansas City	3hr 18min	2hr 26min	52min

Community Benefits

MWRRS will improve access between Missouri communities. This access supports existing industries, fosters the growth of new small businesses and encourages large businesses to distribute their operations more widely throughout Missouri.

5,600 New Permanent Jobs in Missouri
$109 Million of Extra Household Income in Missouri

Station Development Benefits

Increased train operations from MWRRS will lead to rising property values and significant joint (public-private) development opportunities near stations. These multimodal stations will bring together many modes of travel at a single location.

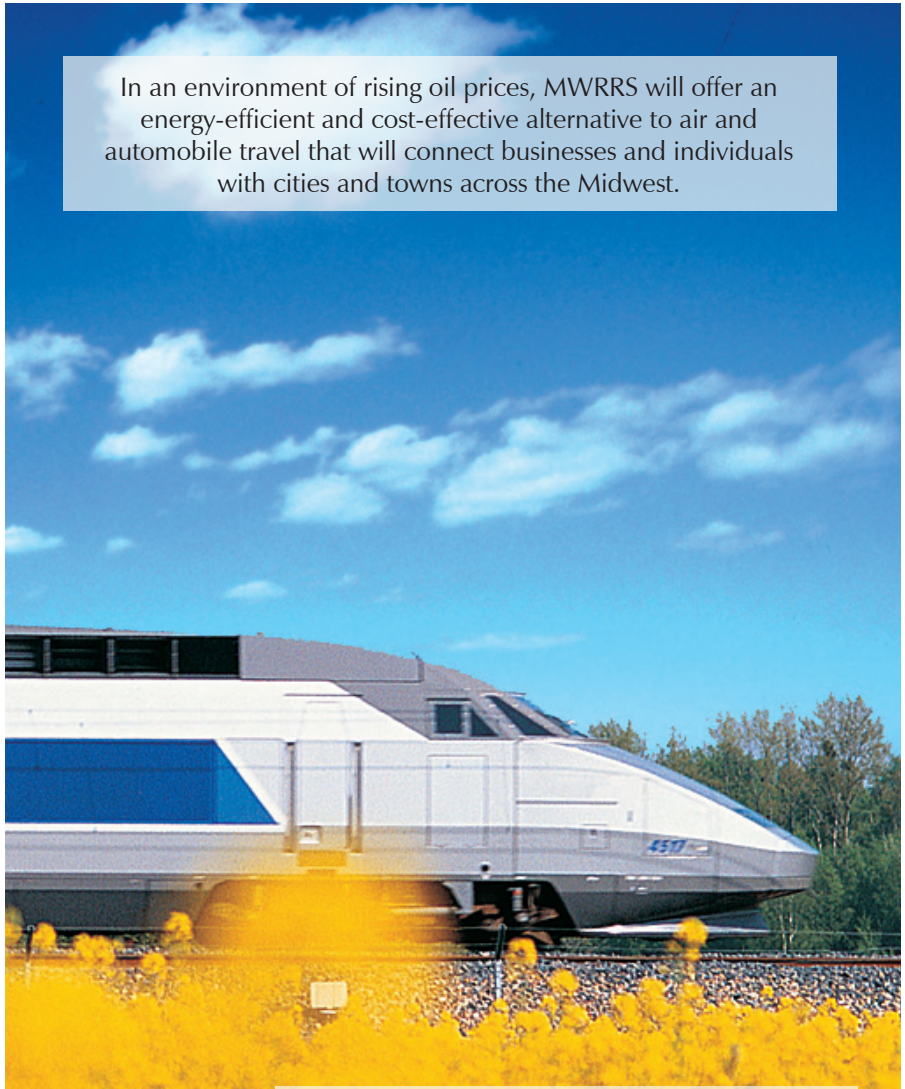
Increased Joint Development Potential in Missouri (in $ millions):

Station	Property Value Increase
St. Louis	$167-$250
Kansas City	$68-$102
St. Louis Suburbs (Kirkwood)	$56-$83
Jefferson City	$43-$65
Kansas City South-East Suburbs (Lee's Summit)	$24-$36
Washington	$12-$17
Kansas City North-East Suburbs (Independence)	$9-$14
Warrensburg	$9-$14
Hermann	$7-$11
Sedalia	$7-$10

Environmental Benefits

MWRRS provides a good alternative to auto and air travel that promotes environmental benefits, including reduced air pollutant emissions, less land use, and fewer habitat and water resource impacts compared to expanding existing highways and airports.

In an environment of rising oil prices, MWRRS will offer an energy-efficient and cost-effective alternative to air and automobile travel that will connect businesses and individuals with cities and towns across the Midwest.



For more information, please contact:
Nebraska Department of Roads
Rail and Public Transportation Division
1400 Nebraska Highway 2
P. O. Box 94759
Lincoln, NE 68509
(402) 479-3797
www.dor.state.ne.us

All economic figures sourced to: Transportation Economics and Management Systems, Inc.

Benefiting Nebraska's Economy

The Midwest Regional Rail System is a transportation network for the 21st Century.

- 3,000-mile rail network connecting Nebraska with 8 other Midwest states
- Significantly reduced travel times
- Increase in train frequencies
- Improved on-time performance

Introduction

The Midwest Regional Rail System (MWRRS) will significantly improve the level and quality of passenger rail service in Nebraska. The system will contribute to economic growth and strengthen the state's manufacturing, service, and tourism industries.

User Benefits

MWRRS will generate a $200-$500 million user benefit for Nebraska; this represents the overall savings to users of the state's transportation network derived from the system. Sources that produce this benefit are:

- The reduction in travel times that users of MWRRS receive (shown below)
- The reduction in travel times and costs that users of other transportation modes receive as a result of lower congestion levels
- Reductions in emissions as a result of travelers being diverted from air, bus and auto to MWRRS

EXAMPLE TRAIN TRAVEL TIMES FOR NEBRASKA ROUTES

City Pairs	Current Service	MWRRS (EXPRESS)	Auto Drive Time
Chicago-Omaha	8hr 29min	7hr 02min	7hr 32min
Omaha-Des Moines	(no service)	1hr 58min	2hr 24min

Community Benefits

MWRRS will improve access between Omaha and other Midwestern communities. This access supports existing industries, and fosters the growth of new small businesses and the distribution of large business operations in Nebraska.

480 New Permanent Jobs in Nebraska
$7 Million of Extra Household Income in Nebraska

Station Development Benefits

Increased train operations from MWRRS will lead to rising property values and significant joint (public-private) development opportunities near the station. The multimodal station will bring together many modes of travel at a single location.

Increased Joint Development Potential in Nebraska (in $ millions):

Station	Property Value Increase
Omaha	$23-$34

Environmental Benefits

MWRRS provides a good alternative to auto and air travel that promotes environmental benefits, including reduced air pollutant emissions, less land use, and fewer habitat and water resource impacts compared to expanding existing highways and airports.

In an environment of rising oil prices, MWRRS will offer an energy-efficient and cost-effective alternative to air and automobile travel that will connect businesses and individuals with cities and towns across the Midwest.

For more information, please contact:
Ohio Rail Development Commission
50 West Broad Street, Suite 1510
Columbus, OH 43215
(614) 664-0306
www.dot.state.oh.us/ohiorail
The Ohio Hub: www.ohiohub.org

All economic figures sourced to: Transportation Economics and Management Systems, Inc.

Benefiting Ohio's Economy

The Midwest Regional Rail System is a transportation network for the 21st Century.

- 3,000-mile rail network connecting Ohio with 8 other Midwest states
- Speeds up to 110-mph, resulting in significantly reduced travel times
- Increase in train frequencies
- Improved on-time performance

Introduction

The Midwest Regional Rail System (MWRRS) will significantly improve the level and quality of passenger rail service in Ohio. The system will contribute to economic growth and strengthen the state's manufacturing, service, and tourism industries.

User Benefits

MWRRS will generate a $1.2-$2.3 billion user benefit for Ohio; this represents the overall savings to users of the state's transportation network derived from the system. Sources that produce this benefit are:

- The reduction in travel times that users of MWRRS receive (shown below)
- The reduction in travel times and costs that users of other transportation modes receive as a result of lower congestion levels
- Reductions in emissions as a result of travelers being diverted from air, bus and auto to MWRRS

EXAMPLE TRAIN TRAVEL TIMES FOR OHIO ROUTES

City Pairs	Current Service	MWRRS (EXPRESS)	Auto Drive Time
Chicago-Cleveland	6hr 1min	4hr 22min	5hr 19min
Chicago-Toledo	4hr	3hr 3min	3hr 35min
Toledo-Cleveland	1hr 51min	1hr 20min	1hr 47min
Fort Wayne-Toledo	(no service)	2hr 40min	1hr 50min
Chicago-Cincinnati	8hr 7min	4hr 8min	4hr 48min

Community Benefits

MWRRS will improve access between Ohio communities. This access supports existing industries, fosters the growth of new small businesses and encourages large businesses to distribute their operations more widely throughout Ohio.

3,520 New Permanent Jobs in Ohio
$55 Million of Extra Household Income in Ohio

Station Development Benefits

Increased train operations from MWRRS will lead to rising property values and significant joint (public-private) development opportunities near stations. These multimodal stations will bring together many modes of travel at a single location.

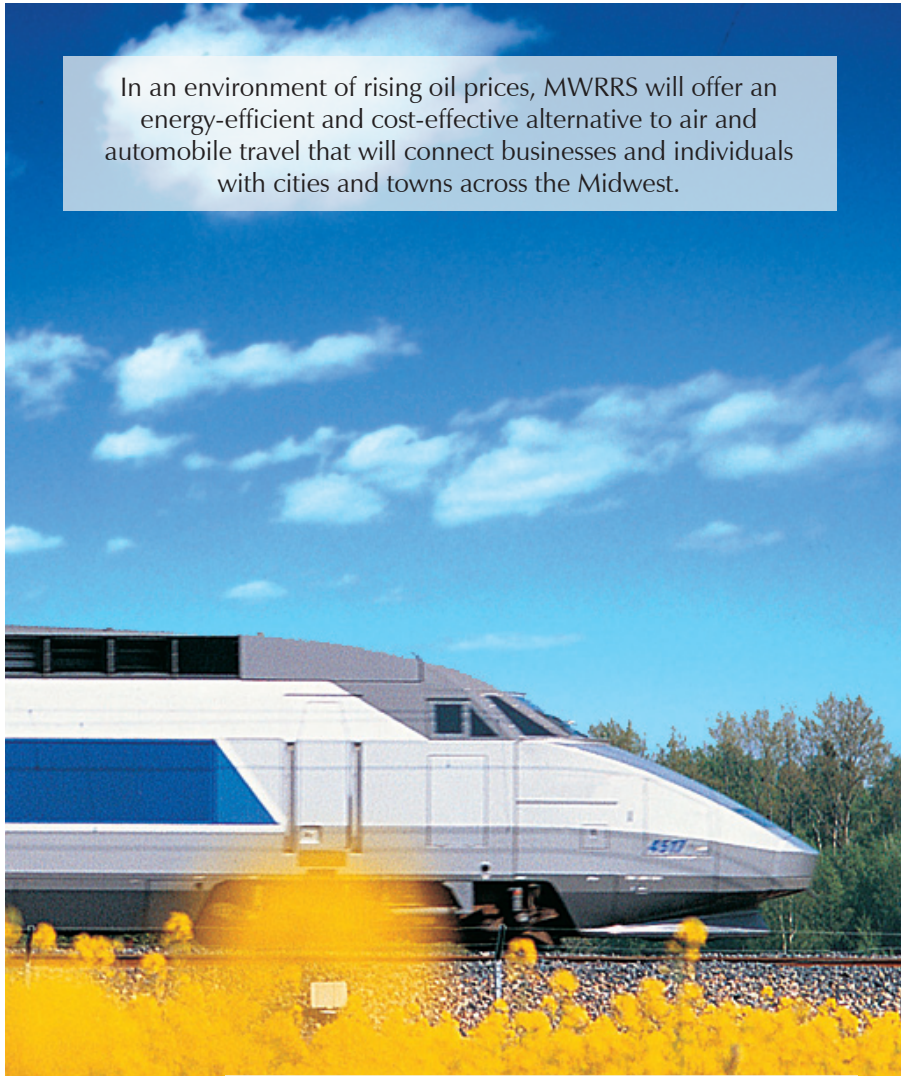
Increased Joint Development Potential in Ohio (in $ millions):

Station	Property Value Increase
Cincinnati	$119-$179
Cleveland	$74-$111
Toledo	$35-$53
Elyria	$5-$8
Sandusky	$3-$5
Defiance	$2.9-$4.4

Environmental Benefits

MWRRS provides a good alternative to auto and air travel that promotes environmental benefits, including reduced air pollutant emissions, less land use, and fewer habitat and water resource impacts compared to expanding existing highways and airports.

In an environment of rising oil prices, MWRRS will offer an energy-efficient and cost-effective alternative to air and automobile travel that will connect businesses and individuals with cities and towns across the Midwest.



For more information, please contact:
Wisconsin Department of Transportation
Railroads and Harbors Section
4802 Sheboygan Avenue, Room 701
P. O. Box 7914
Madison, WI 53707-7914
(608) 266-9498
www.dot.wisconsin.gov/modes/rail.htm

All economic figures sourced to: Transportation Economics and Management Systems, Inc.

Benefiting Wisconsin's Economy

The Midwest Regional Rail System is a transportation network for the 21st Century.

- 3,000-mile rail network connecting Wisconsin with 8 other Midwest states
- Speeds up to 110-mph, resulting in significantly reduced travel times
- Increase in train frequencies
- Improved on-time performance

Introduction

The Midwest Regional Rail System (MWRRS) will significantly improve the level and quality of passenger rail service in Wisconsin. The system will contribute to economic growth and strengthen the state's manufacturing, service, and tourism industries.

User benefits

Over the 40-year life of the project, MWRRS will generate a $3.5-$4.6 billion user benefit for Wisconsin; this represents the overall savings to users of the state's transportation network derived from the system. Sources that produce this benefit are:

- The reduction in travel times that users of MWRRS receive (shown below)
- The reduction in travel times and costs that users of other transportation modes receive as a result of lower congestion levels
- Reductions in emissions as a result of travelers being diverted from air, bus and auto to MWRRS

EXAMPLE TRAIN TRAVEL TIMES FOR WISCONSIN ROUTES

City Pairs	Current Service	MWRRS (EXPRESS)	Auto Drive Time
Milwaukee-Chicago	1hr 29min	1hr 04min	1hr 30min
Milwaukee-Madison	(no service)	1hr 06min	1hr 18min
Madison-La Crosse	(no service)	1hr 31min	2hr 18min
La Crosse-St. Paul	3hr 17min	2hr 02min	2hr 29min
Green Bay-Chicago	(no service)	2hr 58min	3hr 35min
Madison-St. Paul	(no service)	3hr 35min	4hr 09min
Madison-Chicago	(no service)	2hr 15min	2hr 46min
La Crosse-Chicago	4hr 59min	3hr 47min	4hr 40min

Community benefits

MWRRS will improve access between Wisconsin communities. This access supports existing industries, fosters the growth of new small businesses and encourages large businesses to distribute their operations more widely throughout Wisconsin.

9,570 new permanent jobs in Wisconsin
$173 million of extra household income in Wisconsin

Station development benefits

Increased train operations from MWRRS will lead to rising property values and significant joint (public-private) development opportunities near stations. These multimodal stations will bring together many modes of travel at a single location.

Increased joint development potential in Wisconsin (in $ millions):

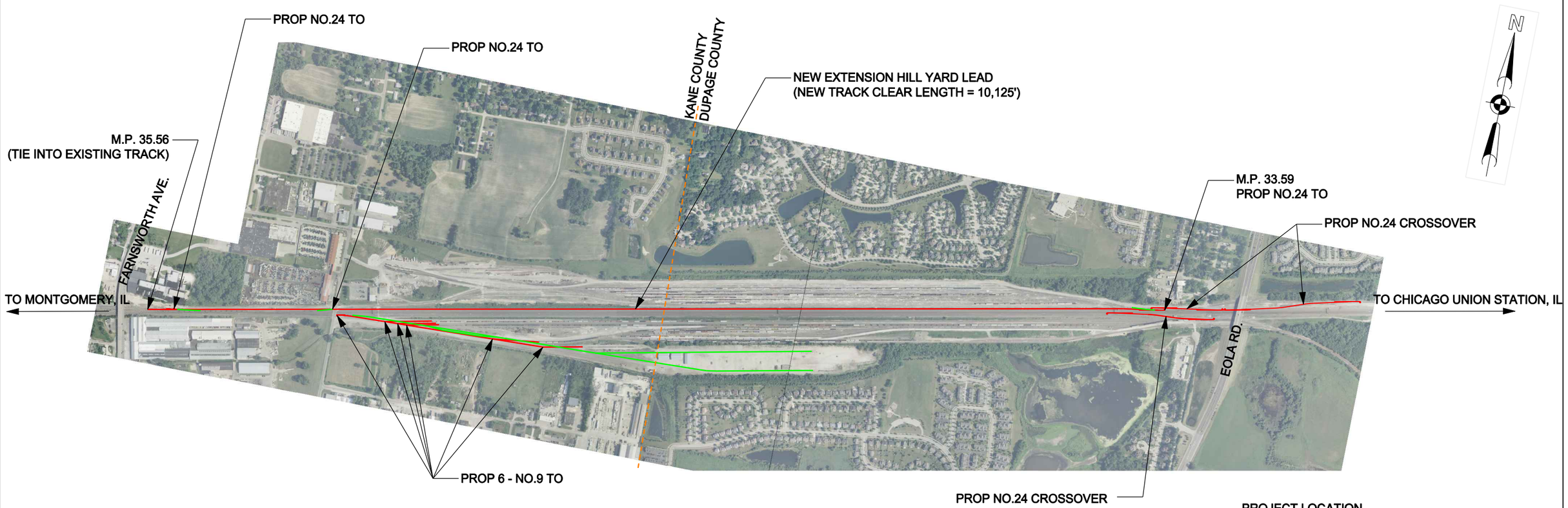
Station	Property value increase
Milwaukee Downtown	$152-$227
Sturtevant	$8-$12
Brookfield	$69-$103
Oconomowoc	$15-$22
Watertown	$10-$15
Madison	$65-$97
West Bend	$31-$47
Fond Du Lac	$31-$47
Oshkosh	$46-$69
Appleton	$46-$69
Portage	$10-$14
Wisconsin Dells	$12-$17
Green Bay	$43-$64
La Crosse	$16-$23

Environmental benefits

MWRRS provides a good alternative to auto and air travel that promotes environmental benefits, including reduced air pollutant emissions, less land use, and fewer habitat and water resource impacts compared to expanding existing highways and airports.

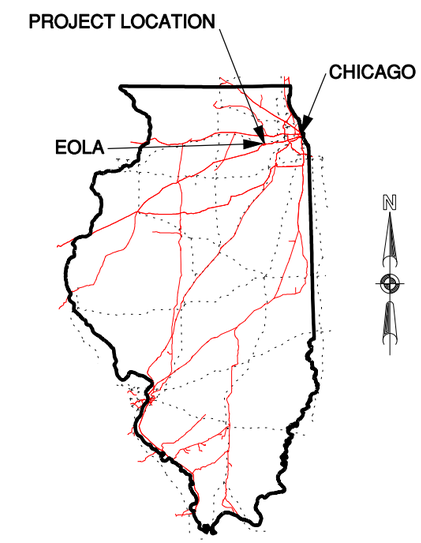
ATTACHMENT 7

BNSF EOLA YARD CONCEPTS



LEGEND

PROPOSED TRACK
EXISTING TRACK TO BE REMOVED/RELOCATED



State of Illinois

1000 500 0 200 600 1000

CONFIDENTIAL

SHEET 1 OF 2

APPROVALS - (SIGNATURE - TITLE)	COMPANY	DEPARTMENT	DATE

EXTENSION OF HILL YARD LEAD

WILSON & COMPANY
TBPE F-1677
13105 NW FREEWAY, SUITE 710
HOUSTON, TEXAS 77040
PHONE: 713-934-7070
FAX: 713-934-7330

No.	REVISION	DATE	BY

DESIGNED BY: D.D. MLCAK
DRAWN BY: J.M. LATIMER
REVIEWED BY: J.J. ANDERSON
HWI JOB NUMBER: 09-BNSF
FILE: Extension of Hill Yard PG1.dgn

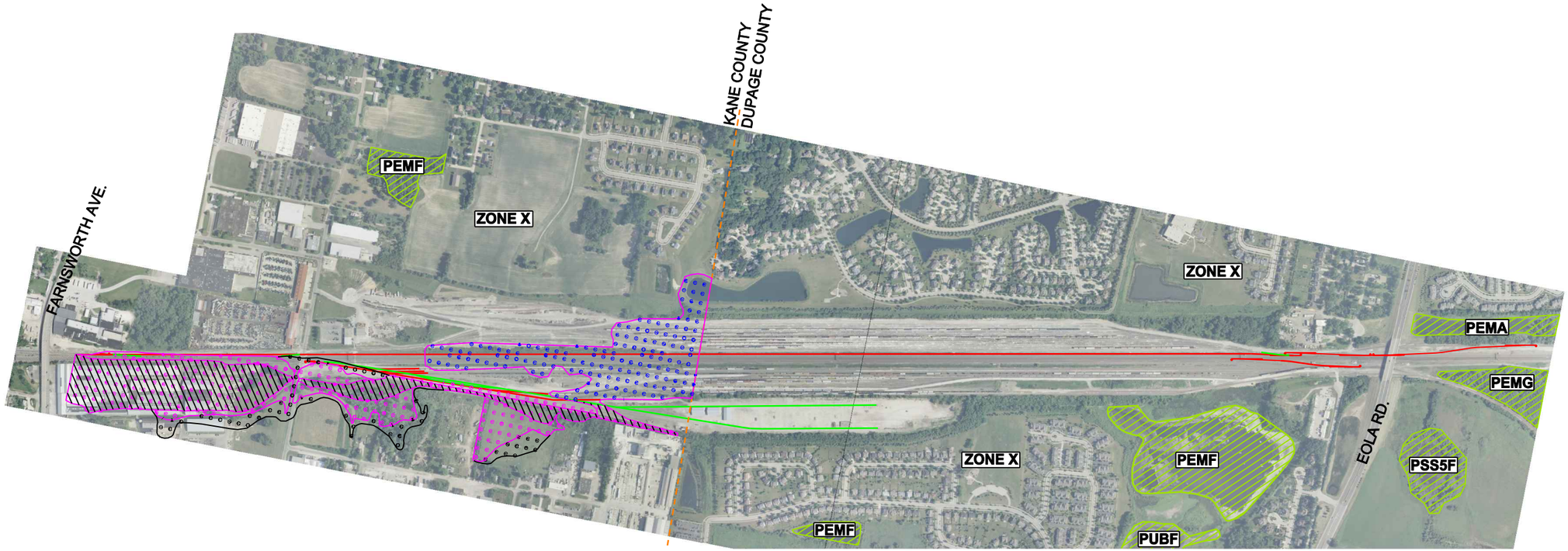
TRACK LAYOUT

BNSF RAILWAY

BNSF -CHICAGO SUB (ILLINOIS)

DATE: 8/12/2009

PATH: F:\09\09-100-710-00\CADD\DESIGN\Chicago Division\Eola Staging tracks\Extension of Hill Yard PG1.dgn
PRINTED: 8/12/2009 TIME: 3:59:15 PM BY: gcharvey



WETLAND LEGEND:

PSS5F - [P] PALUSTRINE, [SS] SCRUB-SHRUB, [5] DEAD, [F] SEMIPERMANENTLY FLOODED

PEMA - [P] PALUSTRINE, [EM] EMERGENT, [A] TEMPORARILY FLOODED

PEMF - [P] PALUSTRINE, [EM] EMERGENT, [F] SEMIPERMANENTLY FLOODED

PUBF - [P] PALUSTRINE, [UB] UNCONSOLIDATED BOTTOM, [F] SEMIPERMANENTLY FLOODED

PEMG - [P] PALUSTRINE, [EM] EMERGENT, [G] INTERMITTENTLY EXPOSED

DATA SOURCE: NATIONAL WETLANDS INVENTORY

FLOOD PLAIN AREA LEGEND:

ZONE X - AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN

ZONE X - AREAS OF 0.2% ANNUAL CHANCE FLOODPLAIN; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD

ZONE AE - SPECIAL FLOOD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD (BASE FLOOD ELEVATIONS DETERMINED)

ZONE AE - THE FLOODWAY IS THE CHANNEL OF A STREAM PLUS ANY ADJACENT FLOODPLAIN AREAS THAT MUST BE KEPT FREE OF ENCROACHMENT SO THAT THE 1% ANNUAL CHANCE FLOOD CAN BE CARRIED WITHOUT SUBSTANTIAL INCREASES IN FLOOD HEIGHTS

ZONE A - SPECIAL FLOOD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD (NO BASE FLOOD ELEVATIONS DETERMINED)

DATA SOURCE : FEMA DIGITAL DATA

1000 500 0 200 600 1000

CONFIDENTIAL

SHEET 2 OF 2

APPROVALS - (SIGNATURE - TITLE)	COMPANY	DEPARTMENT	DATE

EXTENSION OF HILL YARD LEAD

WILSON & COMPANY
TBPE F-1677
13105 NW FREEWAY, SUITE 710
HOUSTON, TEXAS 77040
PHONE: 713-934-7070
FAX: 713-934-7330

No.	REVISION	DATE	BY

DESIGNED BY: D.D. MLCAK
DRAWN BY: J.M. LATIMER — HWI JOB NUMBER: 09-BNSF
REVIEWED BY: J.J. ANDERSON — FILE: Extension of Hill Yard PG2.dgn

WETLANDS & FEMA DATA

BNSF RAILWAY

BNSF -CHICAGO SUB (ILLINOIS)

DATE: 8/12/2009

PATH: F:\09\09-100-710-00\CADD\DESIGN\Chicago Division\Eola Staging tracks\Extension of Hill Yard PG2.dgn
PRINTED: 8/12/2009 TIME: 4:00:47 PM BY: gchorvey

ATTACHMENT 8

BNSF SUPPORT LETTER

Peter J. Rickershauser
Vice President
Network Development

Burlington Northern
Santa Fe Corporation
2500 Lou Menk Drive
Fort Worth, Texas 76131-2828

tel 817-352-6686
fax 817-352-7154
pete.rickershauser@bnsf.com

August 19, 2009

Mr. George Weber
Bureau Chief
The Illinois Department of Transportation
JRTC – Suite 6-600
100 West Randolph
Chicago, IL 60601

Dear Mr. Weber:

The Federal Railroad Administration's (FRA) $8 Billion American Recovery and Reinvestment Act's (ARRA) High Speed and Intercity Passenger Rail (HSIPR) grant program offers the State of Illinois a unique opportunity to accelerate its long planned rail improvement program. BNSF looks forward to working with you to expand a partnership that can achieve outstanding passenger rail service without degrading present or future freight service, and build upon proven principles which have enabled BNSF to achieve one of the highest on-time performance passenger rail service records in the industry.

Over the last several months, our respective staffs have worked closely to develop a set of projects that could bring real benefit to Amtrak's passenger rail program in the State of Illinois, and we are pleased to endorse and support your HSIPR Track 1 applications for Federal funding for improvements on BNSF, as listed below:

1. Construction of track and signal improvements at Galesburg;
2. Design and related work associated with needed track and signal improvements at Eola; and,
3. Design and related work regarding the future construction of improved passenger station facilities, platforms and access at Joliet.

Please be assured that:

- BNSF has reviewed the FRA's grant application guidelines and has not found any requirement that would stop us from carrying out your proposed program of projects, if those requirements are found to be applicable to the work BNSF will perform as part of the grant program and if, after good faith negotiations, those requirements are passed on to us in the form of a project contract requirement;

- BNSF has the experience, staff, procedures, and controls in place to carry out the State of Illinois' proposed program of projects, as demonstrated by BNSF's completion of dozens of passenger rail improvement projects implemented with all or a portion of U.S. Department of Transportation funding over a period spanning more than thirty years;
- Given the fact that each of the projects listed above will be built on a part of BNSF's core railroad, we cannot foresee, short of some turn of events over which BNSF has no control, that these projects will not serve their intended purpose throughout their useful life;
- BNSF has the capability to maintain the improvements to be constructed, as listed above, during their useful life;
- None of the construction projects in your proposed program require the approval of any other railroad to be carried out;
- BNSF is prepared to begin work, including providing assistance in design and environmental assessment activities at Joliet, as soon as appropriate once contracts between IDOT and BNSF are negotiated and executed and a Notice to Proceed is sent to us.

If there is anything else BNSF can do to support your efforts, please do not hesitate to ask. BNSF and I appreciate this unique opportunity to partner with you to enhance passenger rail operations by improving our railroad's capabilities in the State of Illinois.

Sincerely,

Peter J. Rickershauser
Vice President, Network Development

ATTACHMENT 9

MWRRI MAINTENANCE COSTS

HNTB **SUMMARY OF MIDWEST REGIONAL RAIL SYSTEM MAINTENANCE COSTS**

From	To	Through	Total Mileage	FRA Track Class 2	3	4	5	6	Total Track Mileage	ZT Maint Cost x Seg. Length x # of Annual Train Miles	Maximum Number of Pass. Trains	Highest Proposed Pass. Trn. Speed	Max. Corr. Freight Tonnage 2022	Cap. Cost Per Train Mile Times Total No. of Miles	Total Cost Capital Cost Plus Different. Maint. Cost
Chicago	Pontiac	Detroit	301.7	0.4	56.5	99.7	3.0	298.6	458.2	$ 8,855,515	30	110	125	$ 6,954,374	$ 15,809,889
Chicago	St. Louis	Springfield	283.5	5.0	25.2	96.2	0.0	206.5	332.9	$ 4,180,531	16	110	66	$ 3,048,106	$ 7,228,638
Chicago	St. Paul	Madison	443	3.8	28.6	71.8	187.0	598.6	889.8	$ 12,096,577	34	110	79	$ 7,451,580	$ 19,548,157
Port Huron	Battle Creek	Flint	158.4	0.8	36.8	187.7	0.0	0.0	225.3	$ 653,965	8	79	55	$ 1,290,964	$ 1,944,929
Holland	Kalamazoo	Grand Rapids	74.1	0.5	5.3	78.6	0.0	0.0	84.4	$ 316,581	8	79	27	$ 515,538	$ 832,118
Chicago	Cleveland	Fort Wayne	346.5	0.0	34.5	149.6	0.0	303.8	487.9	$ 7,412,032	18	110	10	$ 6,722,939	$ 14,134,971
Chicago	Quincy	Galesburg	258.6	0.0	48.5	17.2	404.4	0.0	470.1	$ 2,679,281	18	110	72	$ 2,189,523	$ 4,868,804
Chicago	Omaha	Quad Cities	475.1	0.0	77.5	514.2	204.0	0.0	795.7	$ 1,845,468	18	110	72	$ 3,567,492	$ 5,412,960
Chicago	Cincinnati	Indianapolis	309.9	4.6	60.8	202.7	0.0	181.1	449.2	$ 4,440,835	12	110	91	$ 4,720,840	$ 9,161,675
Milwaukee	Green Bay	West Bend	128.6	0.7	30.0	72.1	0.0	84.2	187.0	$ 1,525,099	14	110	70	$ 1,443,457	$ 2,968,556
St. Louis	Kansas City	Jefferson City	283.0	3.8	33.6	28.4	500.2	0.0	566.0	$ 4,577,004	8	90*	278	$ 3,242,064	$ 7,819,068
Chicago	Carbondale	Champaign	308.4	2.4	43.3	103.2	488.6	0.0	637.5	$ 3,576,150	10	90	50	$ 3,009,239	$ 6,585,388
Totals			3,370.7	22.0	480.6	1,621.4	1,787.2	1,672.8	5,584.0	$ 52,159,036	194			$ 44,156,117	$ 96,315,153

Estimated Number of Annual Train Miles at Full Buildout	**13,767,031**			
		Maintenance	**Cyclic**	**Total**
	Cost/TM	**$ 3.79**	**$ 3.21**	**$ 7.00**

Charlie Quandel of HNTB interpreted the FRA Technical Monograph dated January 2004; assured that infrastructure shown herein reflected the infrastructure used in the capital cost estimates; and calculated the maintenance and cyclic capital costs presented in this report

Robert Kollmar of Amtrak developed spreadsheet linkages, infrastructure build-up, and assembled freight information

CHICAGO - KALAMAZOO - BATTLE CREEK - DEARBORN - DETROIT - PONTIAC

Global MP	From Station	To Station	Main #1	Main #2	Main #3	MP Begin	MP End	Segment Length	R. A. Kollmar's Calculations: Total Track Miles	Predom. Traffic P	Predom. Traffic E	Predom. Traffic F	No of Trains P	No of Trains F	Curr Tons F	RR Escal. %	2022 Tonnage P	2022 Tonnage F	2022 Tonnage Tot	COMPLETE TEMS Calculations: 2010 Tons F	RR Escal. %	2022 Tonnage P	2022 Tonnage F	2022 Tonnage Tot	FRA Track Class 2	3	4	5	6	MGT < 5	5-15	15-30	> 30	Curvature Lgt	Mod	Sev	Matrix 41 Cost/Mile	Convert Cost/Mile to a 312 day year	ZT Maint Cost x Track Miles x # of Annual Train Miles	Cyclic Capital Cost Per Train Mile Wood (Max) Z-T Matrix 42	Convert Cost/Mile to a 312 day year	Cap. Cost Per Train Mile Times Total No. of Miles	Total Cost Capital Cost Plus Maint. Cost	Comments
0	Chicago	21 Street	45	45	45	523.0	520.9	2.1	6.3	P			28	0	0	0.0015	4.8	0.0	4.8	0	0.1400	4.8	0.0	4.8		6.3											$ 2.05	$ 2.40	$ 131,991	$ 2.53	$ 2.96	$ 162,897	$ 294,888	MP 0.0 - Chicago
	21 Street	Englewood	79	79		520.9	516.3	4.6	9.2	P			28	0	0	0.0015	4.8	0.0	4.8	0	0.1400	4.8	0.0	4.8			9.2										$ 2.05	$ 2.40	$ 192,749	$ 2.53	$ 2.96	$ 237,881	$ 430,630	
	Englewood	Englewood	45	45		516.3	515.2	1.1	2.2	P			28	0	0	0.0015	4.8	0.0	4.8	0	0.1400	4.8	0.0	4.8		2.2											$ 2.29	$ 2.68	$ 51,488	$ 2.60	$ 3.04	$ 58,458	$ 109,947	
	Englewood	Gr. Xing	79	79		515.2	513.7	1.5	3.0	P			28	0	0	0.0015	4.8	0.0	4.8	0	0.1400	4.8	0.0	4.8			3.0										$ 2.05	$ 2.40	$ 62,853	$ 2.53	$ 2.96	$ 77,570	$ 140,423	Current NS ML Tonnage = 122.4
	Gr. Xing	Cal River	79	79		513.7	509.8	3.9	7.8	P			28	0	0	0.0015	4.8	0.0	4.8	0	0.1400	4.8	0.0	4.8			7.8										$ 2.05	$ 2.40	$ 163,418	$ 2.53	$ 2.96	$ 201,681	$ 365,099	
	Cal R. Br.	Cal R. Br.	79	79		509.8	509.5	0.3	0.6	P			28	0	0	0.0015	4.8	0.0	4.8	0	0.1400	4.8	0.0	4.8			0.6										$ 2.05	$ 2.40	$ 12,571	$ 2.53	$ 2.96	$ 15,514	$ 28,085	
	Cal River	Hick	110	110		509.5	503.4	6.1	12.2	P			28	0	0	0.0015	4.8	0.0	4.8	0	0.1400	4.8	0.0	4.8					12.2								$ 3.11	$ 3.64	$ 387,767	$ 2.60	$ 3.04	$ 324,178	$ 711,946	MP 507.0 - Hammond
	Hick Br.	Hick Br.	79	79		503.4	503.0	0.4	0.8	P			28	0	0	0.0015	4.8	0.0	4.8	0	0.1400	4.8	0.0	4.8			0.8										$ 2.05	$ 2.40	$ 16,761	$ 2.53	$ 2.96	$ 20,685	$ 37,446	
	Hick Br.	NS Flyover	79	79		503.0	501.6	1.4	2.8	P			28	0	0	0.0015	4.8	0.0	4.8	0	0.1400	4.8	0.0	4.8			2.8										$ 2.05	$ 2.40	$ 58,663	$ 2.53	$ 2.96	$ 72,398	$ 131,061	Current NS ML Tonnage = 122.4
	NS Flyover	NS Flyover	60	60		501.6	500.5	1.1	2.2	P			28	0	0	0.0015	4.8	0.0	4.8	0	0.1400	4.8	0.0	4.8		2.2											$ 2.15	$ 2.52	$ 48,341	$ 2.56	$ 2.99	$ 57,559	$ 105,900	
	NS Flyover	CP 483	110	110		500.5	483.6	16.9	33.8	P			28	0	0	0.0015	4.8	0.0	4.8	0	0.1400	4.8	0.0	4.8					33.8								$ 3.11	$ 3.64	$ 1,074,306	$ 2.60	$ 3.04	$ 898,134	$ 1,972,440	
	CP 483	CP 482	79	79		483.6	482.0	1.6	3.2	P			28	0	0	0.0015	4.8	0.0	4.8	0	0.1400	4.8	0.0	4.8			3.2										$ 2.05	$ 2.40	$ 67,043	$ 2.53	$ 2.96	$ 82,741	$ 149,784	
	CP 482	Porter	60	60		241.0	240.0	1.0	2.0	P			28	2	0.6	0.0015	4.8	0.8	5.6	0	0.1400	4.8	0.0	4.8		2.0											$ 2.29	$ 2.68	$ 46,808	$ 2.60	$ 3.04	$ 53,144	$ 99,952	
50	Porter	Mich City	110			240.0	229.9	10.1	10.1	P			28	2	0.6	0.0015	4.8	0.8	5.6	9.4	0.1400	4.8	11.1	15.9					10.1								$ 3.11	$ 3.64	$ 321,020	$ 2.60	$ 3.04	$ 268,377	$ 589,398	
	Mich City	Mich City	50			229.9	228.4	1.5	1.5	P			28	2	0.6	0.0015	4.8	0.8	5.6	9.4	0.1400	4.8	12.5	17.3		1.5											$ 2.15	$ 2.52	$ 32,960	$ 2.56	$ 2.99	$ 39,245	$ 72,204	
	Mich City	Buchanan	110			228.4	198.9	29.5	29.5	P			28	2	0.6	0.0015	4.8	0.8	5.6	9.4	0.1400	4.8	12.5	17.3					29.5								$ 3.11	$ 3.64	$ 937,634	$ 2.60	$ 3.04	$ 783,874	$ 1,721,508	
	Buchanan	Niles	93			198.9	197.2	1.7	1.7	P			28	2	0.6	0.0015	4.8	0.8	5.6	9.4	0.1400	4.8	12.5	17.3					1.7								$ 3.26	$ 3.81	$ 56,639	$ 2.63	$ 3.08	$ 45,694	$ 102,333	
	Niles	Niles	85			197.2	196.6	0.6	0.6	P			28	2	0.6	0.0015	4.8	0.8	5.6	9.4	0.1400	4.8	12.5	17.3				0.6									$ 2.66	$ 3.11	$ 16,311	$ 2.56	$ 2.99	$ 15,698	$ 32,009	
	Niles	Niles	90			196.6	194.2	2.4	2.4	P			28	2	0.6	0.0015	4.8	0.8	5.6	9.4	0.1400	4.8	12.5	17.3				2.4									$ 2.66	$ 3.11	$ 65,244	$ 2.56	$ 2.99	$ 62,792	$ 128,036	
	Niles	Niles	80			194.2	193.6	0.6	0.6	P			28	2	0.6	0.0015	4.8	0.8	5.6	9.4	0.1400	4.8	12.5	17.3			0.6										$ 2.15	$ 2.52	$ 13,184	$ 2.56	$ 2.99	$ 15,698	$ 28,882	
	Niles	Niles	75			193.6	191.5	2.1	2.1	P			28	2	0.6	0.0015	4.8	0.8	5.6	9.4	0.1400	4.8	12.5	17.3			2.1										$ 2.15	$ 2.52	$ 46,143	$ 2.56	$ 2.99	$ 54,943	$ 101,086	MP 192.0 - Niles
100	Niles	Oshtemo	110			191.5	150.7	40.8	40.8	P			28	2	0.6	0.0015	4.8	0.8	5.6	9.4	0.1400	4.8	12.5	17.3					40.8								$ 3.11	$ 3.64	$ 1,296,795	$ 2.60	$ 3.04	$ 1,084,138	$ 2,380,933	
	Oshtemo	Kalamazoo	79	79		150.7	145.0	5.7	11.4	P			28	2	0.6	0.0015	4.8	0.8	5.6	9.4	0.1400	4.8	12.5	17.3			11.4										$ 2.05	$ 2.40	$ 238,841	$ 2.53	$ 2.96	$ 294,765	$ 533,607	MP 179.5 - Dowagiac
	Kalamazoo	Kalamazoo	50	50		145.0	144.0	1.0	2.0	P			30	2	0.6	0.0015	4.8	0.8	5.6	9.4	0.1400	4.8	12.5	17.3		2.0											$ 2.05	$ 2.40	$ 44,895	$ 2.53	$ 2.96	$ 55,407	$ 100,302	MP 143.4 - Kalamazoo
	Kalamazoo	BO Tower	35	35		144.0	142.9	1.1	2.2	P			28	6	0.6	0.0015	4.8	0.8	5.6	9.4	0.1400	4.8	12.5	17.3		2.2											$ 2.05	$ 2.40	$ 46,092	$ 2.53	$ 2.96	$ 56,885	$ 102,977	
	BO Tower	CP 140	60	60		142.9	139.9	3.0	6.0			F	28	6	7.0	0.0015	4.8	9.3	14.1	19.3	0.1400	4.8	25.6	30.4		6.0											$ 0.42	$ 0.49	$ 25,754	$ 0.80	$ 0.94	$ 49,056	$ 74,810	
150	CP 140	CP Custer	110			139.9	124.4	15.5	15.5			F	28	6	7.0	0.0015	4.8	9.3	14.1	19.3	0.1400	4.8	25.6	30.4					15.5								$ 2.50	$ 2.92	$ 396,025	$ 1.10	$ 1.29	$ 174,251	$ 570,276	
	CP Custer	Battle Crk	110	110		124.4	121.0	3.4	6.8			F	28	6	7.0	0.0015	4.8	9.3	14.1	19.3	0.1400	4.8	25.6	30.4					6.8								$ 2.50	$ 2.92	$ 173,740	$ 1.10	$ 1.29	$ 76,446	$ 250,186	
	Battle Crk	Baron	45			121.0	119.6	1.4	2.8			F	28	28	30.8	0.03	4.8	54.0	58.8	19.3	0.1400	4.8	25.6	30.4		2.8											$ 0.28	$ 0.33	$ 8,012	$ 0.54	$ 0.63	$ 15,453	$ 23,465	MP 120.7 - Battle Creek
	Baron	CP Levitt	60	60		119.6	116.3	3.3	3.3			F	20	2	6.6	0.0015	4.8	8.8	13.6	17.9	0.1400	4.8	23.8	28.6		3.3											$ 0.28	$ 0.33	$ 6,745	$ 0.54	$ 0.63	$ 13,009	$ 19,754	
	CP Levitt	Levittown	79			116.3	114.3	2.0	2.0			F	20	2	6.6	0.0015	4.8	8.8	13.6	17.9	0.1400	4.8	23.8	28.6			2.0										$ 0.28	$ 0.33	$ 4,088	$ 0.54	$ 0.63	$ 7,884	$ 11,972	
	Levittown	Hartung	110			114.3	96.2	18.1	18.1			F	20	2	6.6	0.0015	4.8	8.8	13.6	17.9	0.1400	4.8	23.8	28.6					18.1								$ 2.38	$ 2.78	$ 314,469	$ 1.07	$ 1.25	$ 141,379	$ 455,849	
	Hartung	Albion	45			96.2	94.5	1.7	1.7			F	20	2	6.6	0.0015	4.8	8.8	13.6	17.9	0.1400	4.8	23.8	28.6		1.7											$ 0.40	$ 0.47	$ 4,964	$ 0.78	$ 0.91	$ 9,680	$ 14,644	
200	Albion	Parma	110			94.5	80.6	13.9	13.9			F	20	2	6.6	0.0015	4.8	8.8	13.6	17.9	0.1400	4.8	23.8	28.6					13.9								$ 2.38	$ 2.78	$ 241,499	$ 1.07	$ 1.25	$ 108,573	$ 350,072	MP 95.5 - Albion
	Parma	Jackson	79			80.6	78.5	2.1	2.1			F	20	2	6.6	0.0015	4.8	8.8	13.6	17.9	0.1400	4.8	23.8	28.6			2.1										$ 0.40	$ 0.47	$ 6,132	$ 0.78	$ 0.91	$ 11,957	$ 18,089	
	Jackson	Jackson	60	60		78.5	74.0	4.5	9.0			F	20	2	6.6	0.0015	4.8	8.8	13.6	17.9	0.1400	4.8	23.8	28.6		9.0											$ 0.40	$ 0.47	$ 26,280	$ 0.78	$ 0.91	$ 51,246	$ 77,526	MP 74.4 - Jackson
	Jackson	E. Jackson	79			74.0	70.5	3.5	3.5			F	20	2	6.6	0.0015	4.8	8.8	13.6	17.9	0.1400	4.8	23.8	28.6			3.5										$ 0.40	$ 0.47	$ 10,220	$ 0.78	$ 0.91	$ 19,929	$ 30,149	
250	E. Jackson	Ypsi	110	110		70.5	29.8	40.7	81.4			F	20	2	6.6	0.0015	4.8	8.8	13.6	17.9	0.1400	4.8	23.8	28.6					81.4								$ 2.38	$ 2.78	$ 1,414,244	$ 1.07	$ 1.25	$ 635,815	$ 2,050,059	
	Jackson	Ypsi	60			29.8	28.9	0.9	0.9			F	20	2	6.6	0.0015	3.4	8.8	12.2	17.9	0.1400	3.4	23.8	27.2		0.9											$ 0.42	$ 0.49	$ 2,759	$ 0.80	$ 0.94	$ 5,256	$ 8,015	MP 37.4 - Ann Arbor
	Ypsi	Wayne	110	110		28.9	18.0	10.9	21.8			F	20	2	6.6	0.0015	3.4	8.8	12.2	17.9	0.1400	3.4	23.8	27.2					21.8								$ 2.50	$ 2.92	$ 397,850	$ 1.10	$ 1.29	$ 175,054	$ 572,904	
	Wayne	Town Line	110	110		18.0	11.5	6.5	13.0			F	20	2	6.6	0.0015	3.4	8.8	12.2	17.9	0.1400	3.4	23.8	27.2					13.0								$ 2.38	$ 2.78	$ 225,862	$ 1.07	$ 1.25	$ 101,543	$ 327,405	
	Town Line	W. Det.	79	79		11.5	3.2	8.3	16.6			F	20	2	6.6	0.0015	3.4	8.8	12.2	17.9	0.1400	3.4	23.8	27.2			16.6										$ 0.40	$ 0.47	$ 48,472	$ 0.78	$ 0.91	$ 94,520	$ 142,992	MP 9.0 - Dearborn
	W. Det.	W. Det.	45	45		3.2	3.2	0.3	0.3	P			20	2	0.0	0	3.4	0.0	3.4	0.0	0.1400	3.4	0.0	3.4		0.3											$ 0.40	$ 0.47	$ 876	$ 0.78	$ 0.91	$ 1,708	$ 2,584	
	W. Det.	MKE Jct.	60	60	60	3.2	6.5	3.3	9.9			F	20	20	71.4	0.03	3.4	125.2	128.6	19.6	0.1400	3.4	26.0	29.4		9.9											$ 0.40	$ 0.47	$ 28,908	$ 0.78	$ 0.91	$ 56,371	$ 85,279	MP 5.0 - Detroit
	MKE Jct.	MKE Jct.	15	15		6.5	6.7	0.2	0.4			F	14	20	71.4	0.03	2.4	125.2	127.6	45.4	0.1400	2.4	60.2	62.6	0.4												$ 0.45	$ 0.53	$ 920	$ 0.84	$ 0.98	$ 1,717	$ 2,637	
	MKE Jct.	Royal Oak	79	79		6.7	12.4	5.7	11.4			F	14	20	9.4	0.03	2.4	16.5	18.9	19.0	0.1400	2.4	25.2	27.6			11.4										$ 0.45	$ 0.53	$ 26,214	$ 0.84	$ 0.98	$ 48,933	$ 75,148	
	Royal Oak	Birmingham	45	45		12.4	13.2	0.8	1.6			F	14	20	9.4	0.03	2.4	16.5	18.9	19.0	0.1400	2.4	25.2	27.6		1.6											$ 0.45	$ 0.53	$ 3,679	$ 0.84	$ 0.98	$ 6,868	$ 10,547	
300	Birmingham	Pontiac	79	79		13.2	24.5	11.3	22.6			F	14	20	9.4	0.03	2.4	16.5	18.9	19.0	0.1400	2.4	25.2	27.6			22.6										$ 0.45	$ 0.53	$ 51,969	$ 0.84	$ 0.98	$ 97,008	$ 148,977	
	Pontiac		45	45		24.5	25.8	1.3	2.6			F	14	20	9.4	0.03	2.4	16.5	18.9	19.0	0.1400	2.4	25.2	27.6		2.6											$ 0.40	$ 0.47	$ 5,314	$ 0.78	$ 0.91	$ 10,363	$ 15,677	MP 25.8 - Pontiac
																																							$ 8,855,515	$ 84.42		$ 6,954,374	$ 15,809,889	NS Tonnage per NS 121003
																																							Matrix 41	Matrix 42				CN Tonnage per CN 120503

Total Rpute Miles 301.7 458.2
Total Track Miles 458.2

Track Miles By Class 0.4 56.5 99.7 3.0 298.6

Notes	Notes
1	3
2	
4	

0.4
56.5
99.7
3.0
298.6

	Maintenance	Capital	Total
High	$8,855,515	$6,954,374	$15,809,889
Median	$7,350,077	$5,772,131	$13,122,208
Low	$5,844,640	$4,589,887	$10,434,527

HNTB
1-Feb-04
CHQ

Legend

FRA Class 2	30 - 25		**FRT**	**PASS**	**550**
FRA Class 3	60 - 40	**PP**	1	16	**5900**
FRA Class 4	80 - 60	**E**	2	16	
FRA Class 5	90 - 80	**PF**	6	16	1.170
FRA Class 6	110 - 80				

Notes
1 Norfolk Southern furnished data
2 Canadian National (O'Brien) Furnished Data 12-05-03 and Annual Growth Data 01-05-04
3 RA Kollmar estimate of annual growth
4 Conrail Shared Assets furnished data

CHICAGO - JOLIET - SPRINGFIELD - ST. LOUIS

Global MP	From Station	To Station	Main #1	Main #2	Main #3	MP Begin	MP End	Segment Length	Total Track Miles	Predom. Traffic P	Predom. Traffic E	Predom. Traffic F	No of Trains P	No of Trains F	Curr. Tons F	RR Escall. %	2022 Tonnage P	2022 Tonnage F	2022 Tonnage Tot	2010 Tons F	RR Escal. %	2022 Tonnage P	2022 Tonnage F	2022 Tonnage Tot	FRA Track Class 2	FRA Track Class 3	FRA Track Class 4	FRA Track Class 5	FRA Track Class 6	MGT < 5	MGT 5-15	MGT 15-30	MGT > 30	Curvature Lgt	Curvature Mod	Curvature Sev	Matrix 41 Cost/Mile	Convert Cost/Mile to a 312 day year	ZT Maint Cost x Track Miles x # of Annual Train Miles	Cyclic Capital Cost Per Train Mile Wood (Max) Z-T Matrix 42	Convert Cost/Mile to a 312 day year	Cap. Cost Per Train Mile Times Total No. of Miles	Total Cost Capital Cost Plus Maint. Cost	Comments
									R. A. Kollmar's Calculations											COMPLETE TEMS Calculations																							
0	Chicago	21st Street	45	45	45	0.0	1.8	1.8	3.6	P			16		0.0	0.015	2.7	0.0	2.7	41.4	0.014	0.0	54.9	54.9		3.6											$ 2.05	$ 2.40	$ 43,099	$ 2.53	$ 2.96	$ 53,191	$ 96,290	MP 0.0 - Chicago
	21st Street	Bridgeport	45	45		1.8	3.5	1.7	3.4	P			16		10.0	0.02	2.7	14.6	17.3	41.4	0.014	2.5	48.9	51.4		3.4											$ 2.15	$ 2.52	$ 42,690	$ 2.56	$ 2.99	$ 50,831	$ 93,522	
	Bridgeport	Bridgeport	30	30		3.5	3.8	0.3	0.6	P			16	2	18.0	0.02	2.7	26.2	29.0	41.4	0.014	4.5	48.9	53.4		0.6											$ 2.29	$ 2.68	$ 8,024	$ 2.60	$ 3.04	$ 9,110	$ 17,135	
	Bridgeport	Brighton Park	60	60		3.8	5.1	1.3	2.6	P			16	2	18.0	0.02	2.7	26.2	29.0	41.4	0.014	4.5	48.9	53.4		2.6											$ 2.15	$ 2.52	$ 32,646	$ 2.56	$ 2.99	$ 38,871	$ 71,517	
	Brighton Park	Brighton Park	40	40		5.1	5.3	0.2	0.4			F	16	2	18.0	0.02	2.7	26.2	29.0	41.4	0.014	4.5	48.9	53.4		0.4											$ 0.42	$ 0.49	$ 981	$ 0.80	$ 0.94	$ 1,869	$ 2,850	
	Brighton Park	Corwith	60	60		5.3	6.7	1.4	2.8			F	16	2	18.0	0.02	2.7	26.2	29.0	41.4	0.014	4.5	48.9	53.4		2.8											$ 0.40	$ 0.47	$ 6,541	$ 0.78	$ 0.91	$ 12,755	$ 19,295	
	Corwith	Corwith	45	45		6.7	7.0	0.3	0.6			F	16	2	18.0	0.02	2.7	26.2	29.0	41.4	0.014	4.5	48.9	53.4		0.6											$ 0.42	$ 0.49	$ 1,472	$ 0.80	$ 0.94	$ 2,803	$ 4,275	
	Corwith	Lemoyne	79	79		7.0	7.9	0.9	1.8			F	16	2	18.0	0.02	2.7	26.2	29.0	41.4	0.014	4.5	48.9	53.4			1.8										$ 0.40	$ 0.47	$ 4,205	$ 0.78	$ 0.91	$ 8,199	$ 12,404	
	Lemoyne	Lemoyne	60	60		7.9	8.0	0.1	0.2			F	16	2	18.0	0.02	2.7	26.2	29.0	41.4	0.014	4.5	48.9	53.4		0.2											$ 0.40	$ 0.47	$ 467	$ 0.78	$ 0.91	$ 911	$ 1,378	
	Lemoyne	Argo	79	79		8.0	12.4	4.4	8.8			F	16	2	18.0	0.02	2.7	26.2	29.0	41.4	0.014	4.5	48.9	53.4			8.8										$ 0.40	$ 0.47	$ 20,557	$ 0.78	$ 0.91	$ 40,086	$ 60,643	MP 12.0 - Summit
	Argo	Argo	60	60		12.4	13.2	0.8	1.6			F	16	6	18.0	0.02	2.7	26.2	29.0	41.4	0.014	4.5	48.9	53.4													$ 0.40	$ 0.47	$ 3,738	$ 0.78	$ 0.91	$ 7,288	$ 11,026	
	Argo	Lemont	79	79		13.2	26.2	13.0	26.0			F	16	6	18.0	0.02	2.7	26.2	29.0	41.4	0.014	4.5	48.9	53.4			26.0										$ 0.42	$ 0.49	$ 63,773	$ 0.80	$ 0.94	$ 121,472	$ 185,245	
	Lemont	Lemont	60	60		26.2	26.3	0.1	0.2			F	16	6	18.0	0.02	2.7	26.2	29.0	41.4	0.014	4.5	48.9	53.4		0.2											$ 0.42	$ 0.49	$ 491	$ 0.80	$ 0.94	$ 934	$ 1,425	
	Lemont	Joliet	79	79		26.3	36.9	10.6	21.2			F	16	6	18.0	0.02	2.7	26.2	29.0	41.4	0.014	4.5	48.9	53.4			21.2										$ 0.42	$ 0.49	$ 51,999	$ 0.80	$ 0.94	$ 99,046	$ 151,046	
	UD Tower	UD Tower	60	60		36.9	37.5	0.6	1.2			F	16	8	18.0	0.02	2.7	26.2	29.0	41.4	0.014	4.5	48.9	53.4		1.2											$ 0.45	$ 0.53	$ 3,154	$ 0.84	$ 0.98	$ 5,887	$ 9,040	
	Joliet	South Joliet	65	65		37.5	38.7	1.2	2.4		E		16	16	0.8	0.015	2.7	1.1	3.8	10.2	0.014	0.2	12.1	12.2			2.4										$ 1.51	$ 1.77	$ 21,178	$ 2.20	$ 2.57	$ 30,835	$ 52,013	MP 37.5 - Joliet
50	South Joliet	Mazonia	##			38.7	59.2	20.5	20.5		E		16	2	0.8	0.015	2.7	1.1	3.8	10.2	0.014	0.2	12.1	12.2					20.5								$ 3.40	$ 3.98	$ 407,048	$ 2.28	$ 2.67	$ 272,962	$ 680,010	
100	Mazonia	Towanda	##			59.2	121.5	62.3	62.3		E		16	2	0.8	0.015	2.7	1.1	3.8	10.2	0.014	0.2	12.1	12.2					62.3								$ 3.40	$ 3.98	$ 1,237,029	$ 2.28	$ 2.67	$ 829,537	$ 2,066,566	MP 73.6 - Dwight
	Towanda	Normal	##			121.5	123.9	2.4	2.4		E		16	2	0.8	0.015	2.7	1.1	3.8	10.2	0.014	0.2	12.1	12.2					2.4								$ 3.40	$ 3.98	$ 47,654	$ 2.28	$ 2.67	$ 31,956	$ 79,611	
	Normal	Bloomington	50	50		123.9	126.8	2.9	5.8		E		16	4	0.8	0.015	2.7	1.1	3.8	23.4	0.014	0.2	27.6	27.8		5.8											$ 1.51	$ 1.77	$ 51,147	$ 2.20	$ 2.57	$ 74,518	$ 125,665	MP 124.1 - Normal
150	Bloomington	Athol	##			126.8	154.9	28.1	28.1		E		16	4	3.0	0.015	2.7	4.0	6.7	23.4	0.014	0.7	27.6	28.3					28.1								$ 3.40	$ 3.98	$ 557,954	$ 2.28	$ 2.67	$ 374,157	$ 932,111	
	Athol	Lincoln	79			154.9	158.7	3.8	3.8		E		16	4	3.0	0.015	2.7	4.0	6.7	23.4	0.014	0.7	27.6	28.3			3.8										$ 1.44	$ 1.68	$ 31,956	$ 2.18	$ 2.55	$ 48,379	$ 80,335	
200	Lincoln	Ridgley	##			158.7	181.8	23.1	23.1		E		16	4	3.0	0.015	2.7	4.0	6.7	23.4	0.014	0.7	27.6	28.3					23.1								$ 3.40	$ 3.98	$ 458,674	$ 2.28	$ 2.67	$ 307,581	$ 766,255	MP 156.1 - Lincoln
	Ridgley	Hazel Del	60			181.8	189.5	7.7	7.7			F	16	4	8.0	0.015	2.7	10.6	13.4	23.4	0.014	1.8	27.6	29.5			7.7										$ 0.42	$ 0.49	$ 18,887	$ 0.80	$ 0.94	$ 35,974	$ 54,861	MP 185.2 - Springfield
250	Hazel Del	Carlinville	##			189.5	227.6	38.1	38.1			F	16	4	8.0	0.015	2.7	10.6	13.4	23.4	0.014	1.8	27.6	29.5					38.1								$ 2.38	$ 2.78	$ 529,560	$ 1.07	$ 1.25	$ 238,079	$ 767,639	MP 223.8 - Carlinville
	Carlinville	Shipman	79			227.6	236.4	8.8	8.8			F	16	4	8.0	0.015	2.7	10.6	13.4	23.4	0.014	1.8	27.6	29.5			8.8										$ 0.40	$ 0.47	$ 20,557	$ 0.78	$ 0.91	$ 40,086	$ 60,643	
	Shipman	Godfrey	##			236.4	248.3	11.9	11.9			F	16	4	8.0	0.015	2.7	10.6	13.4	23.4	0.014	1.8	27.6	29.5					11.9								$ 2.38	$ 2.78	$ 165,400	$ 1.07	$ 1.25	$ 74,361	$ 239,761	
	Godfrey	Upper Alton	79			248.3	255.6	7.3	7.3			F	16	4	8.0	0.015	2.7	10.6	13.4	23.4	0.014	1.8	27.6	29.5			7.3										$ 0.40	$ 0.47	$ 17,053	$ 0.78	$ 0.91	$ 33,253	$ 50,306	MP 256.8 - Upper Alton
300	Upper Alton	Lennox	##			255.6	275.7	20.1	20.1			F	16	16	8.0	0.015	2.7	10.6	13.4	23.4	0.014	1.8	27.6	29.5					20.1								$ 2.50	$ 2.92	$ 293,460	$ 1.10	$ 1.29	$ 129,122	$ 422,582	
	Lennox	Q Tower	79	79		275.7	279.9	4.2	8.4			F	16	16	36.0	0.015	2.7	47.8	50.5	23.4	0.014	8.2	27.6	35.8			8.4										$ 0.42	$ 0.49	$ 20,604	$ 0.80	$ 0.94	$ 39,245	$ 59,848	
	Q Tower	McArthur Br.	40	40		279.9	281.0	1.1	2.2			F	16	20	15.0	0.015	2.7	19.9	22.6	23.4	0.014	3.4	27.6	31.1		2.2											$ 0.42	$ 0.49	$ 5,396	$ 0.80	$ 0.94	$ 10,278	$ 15,675	
	McArthur Br.	St. Louis	25	25		281.0	283.5	2.5	5.0			F	16	60	66.0	0.015	2.7	87.6	90.3	23.4	0.014	15.0	27.6	42.7	5.0											$ 0.45	$ 0.53	$ 13,140	$ 0.84	$ 0.98	$ 24,528	$ 37,668	MP 280.9 - St. Louis
																																							$ 4,180,531	$ 45.01		$ 3,048,106	$ 7,228,638	

275.7 — Total Route Miles 283.5 — Total Track Miles 332.9

Track Miles By Class: 5.0 (2) 25.2 (3) 96.2 (4) 0.0 (5) 206.5 (6)

Matrix 41 — Matrix 41

	Note 1	Note 2
2	5.0	
3	25.2	
4	96.2	
5	0.0	
6	206.5	

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Legend

FRA Class 2	30 - 25		**FRT²ASS**		**550**
FRA Class 3	60 - 40	**PP**	1	16	**5900**
FRA Class 4	80 - 60	**E**	2	16	
FRA Class 5	90 - 80	**PF**	6	16	1.170
FRA Class 6	110 - 80				

	Maintenance	Capital	Total
High	$4,180,531	$3,048,106	$7,228,638
Median	$3,469,841	$2,529,928	$5,999,769
Low	$2,759,151	$2,011,750	$4,770,901

Note 1: BNSF Furnished 2002 Tonnage Data
Note 2: RA Kollmar Estimate of Annual Growth

CHICAGO - MILWAUKEE - MADISON - PORTAGE - ST. PAUL

Global MP	From Station	To Station	Main #1	Main #2	Main #3	MP Begin	MP End	Segment Length	R. A. Kollmar's Calculations: Total Track Miles	Predom. Traffic P	Predom. Traffic E	Predom. Traffic F	No of Trains P	No of Trains F	Curr. Tons F	RR Escall. %	2022 Tonnage P	2022 Tonnage F	2022 Tonnage Tot	COMPLETE TEMS Calculations: 2000 Tons	2000 RR Escal. %	2010 Tonnage P	2010 Tonnage F	2010 Tonnage Tot	FRA Track Class 2	FRA Track Class 3	FRA Track Class 4	FRA Track Class 5	FRA Track Class 6	MGT < 5	MGT 5-15	MGT 15-30	MGT > 30	Curvature Lgt	Curvature Mod	Curvature Sev	Matrix 41 Cost/Mile	Convert Cost/Mile to a 312 day year	ZT Maint Cost x Track Miles x # of Annual Train Miles	Cyclic Capital Cost Per Train Mile Wood (Max) Z-T Matrix 42	Convert Cost/Mile to a 312 day year	Cap. Cost Per Train Mile Times Total No. of Miles	Total Cost Capital Cost Plus Maint. Cost	Comments
0	Chicago	Lake Street	20	20	20	0.0	1.0	1.0	3.0	P			34	0	1.0	0.03	5.8	1.8	7.6	11.6	0.016	0.3	13.6	13.9	3.0												2.29	2.68	$ 85,257	$ 2.60	$ 3.04	$ 96,798	$ 182,055	MP 0.0 - Chicago
	Lake Street	Western Avenue	60	60	60	1.0	2.9	1.9	5.7	P			34	0	1.0	0.03	5.8	1.8	7.6	11.6	0.016	0.3	13.6	13.9			5.7										2.15	2.52	$ 152,085	$ 2.56	$ 2.99	$ 181,087	$ 333,171	
	Western Avenue	Tower 4	40	40	40	2.9	3.8	0.9	2.7	P			34	2	1.0	0.03	5.8	1.8	7.6	11.6	0.016	0.3	13.6	13.9		2.7											2.29	2.68	$ 76,731	$ 2.60	$ 3.04	$ 87,118	$ 163,849	
	Tower 4	Pacific Junction	110	110	110	2.9	8.5	5.6	16.8	P			34	2	1.0	0.03	5.8	1.8	7.6	11.6	0.016	0.3	13.6	13.9					16.8								3.11	3.64	$ 648,398	$ 2.60	$ 3.04	$ 542,069	$ 1,190,466	
	Pacific Junction	Mayfair	110	110	110	8.5	10.3	1.8	5.4	P			34	2	1.0	0.03	5.8	1.8	7.6	11.6	0.016	0.3	13.6	13.9					5.4								3.11	3.64	$ 208,414	$ 2.60	$ 3.04	$ 174,236	$ 382,650	
	Mayfair	Techny	110	110	110	10.3	20.0	9.7	29.1	P			34	2	1.0	0.03	5.8	1.8	7.6	11.6	0.016	0.3	13.6	13.9					29.1								3.11	3.64	$ 1,123,117	$ 2.60	$ 3.04	$ 938,941	$ 2,062,058	MP 17.2 - Glenview
50	Techny	MP 51.7	110	110	110	20.0	51.7	42.8	128.4			F	34	28	35.9	0.03	5.8	63.0	68.8	31.9	0.016	10.8	37.4	48.2					128.4								1.68	1.97	$ 2,676,986	$ 0.76	$ 0.89	$ 1,211,017	$ 3,888,003	
	MP 51.7	MP 62.8	79	79		51.7	62.8	11.1	22.2			F	34	28	36.9	0.03	5.8	64.7	70.5	20.1	0.016	11.1	23.6	34.7			22.2										0.28	0.33	$ 77,141	$ 0.54	$ 0.63	$ 148,771	$ 225,912	MP 61.5 - Sturtevant
	MP 62.8	GMIA Airport Station	110	110	110	62.8	80.5	17.7	53.1			F	34	28	36.9	0.03	5.8	64.7	70.5	20.1	0.016	11.1	23.6	34.7					53.1								1.68	1.97	$ 1,107,071	$ 0.76	$ 0.89	$ 500,818	$ 1,607,889	MP 78 - GMIA
	GMIA Airport Station	KK Bridge	90	90	90	80.5	84.1	3.6	10.8			F	34	28	37.3	0.03	5.8	65.4	71.2	20.1	0.016	11.2	23.6	34.8				10.8									0.84	0.98	$ 112,584	$ 0.62	$ 0.73	$ 83,097	$ 195,681	
	KK Bridge	National Avenue	45	45		84.1	85.7	1.6	3.2			F	34	28	3.0	0.03	5.8	5.3	11.1	20.1	0.016	0.9	23.6	24.5		3.2											0.32	0.37	$ 12,708	$ 0.60	$ 0.70	$ 23,827	$ 36,535	
	National Avenue	Milwaukee Station	20	20		85.7	86.0	0.3	0.6			F	34	4	3.0	0.03	5.8	5.3	11.1	22.1	0.016	0.9	25.9	26.8	0.6												0.32	0.37	$ 2,383	$ 0.60	$ 0.70	$ 4,468	$ 6,850	MP 85.8 - Milwaukee
	Milwaukee Station	Wauwatosa	60	60	60	86.0	90.8	4.8	14.4			F	20	4	36.7	0.03	3.4	64.4	67.8	20.3	0.016	11.0	23.8	34.8			14.4										0.30	0.35	$ 31,536	$ 0.56	$ 0.66	$ 58,867	$ 90,403	
100	Wauwatosa	Elm Grove	90	90		90.8	95.4	4.6	9.2			F	20	4	36.7	0.03	3.4	64.4	67.8	23.9	0.016	11.0	28.0	39.1				9.2									0.93	1.09	$ 62,459	$ 0.68	$ 0.80	$ 45,669	$ 108,128	
	Elm Grove	MP 117.2	110	110		95.4	117.2	21.8	43.6			F	20	4	36.7	0.03	3.4	64.4	67.8	23.9	0.016	11.0	28.0	39.1					43.6								1.76	2.06	$ 560,173	$ 0.79	$ 0.92	$ 251,441	$ 811,614	MP 100 - Brookfield
	MP 117.2	MP 118.7	79	79		117.2	118.8	1.6	3.2			F	20	4	36.7	0.03	3.4	64.4	67.8	23.9	0.016	11.0	28.0	39.1			3.2										0.28	0.33	$ 6,541	$ 0.54	$ 0.63	$ 12,614	$ 19,155	MP 117.5 - Oconomowoc
	MP 118.7	MP 129.3	110	110		118.8	129.3	10.5	21.0			F	20	32	36.7	0.03	3.4	64.4	67.8	23.9	0.016	11.0	28.0	39.1					21.0								1.76	2.06	$ 269,808	$ 0.79	$ 0.92	$ 121,107	$ 390,915	MP 130 - Watertown
	MP 129.3	Watertown	79	79		129.3	130.9	1.6	3.2			F	20	32	36.7	0.03	3.4	64.4	67.8	23.9	0.016	11.0	28.0	39.1			3.2										0.30	0.35	$ 7,008	$ 0.56	$ 0.66	$ 13,082	$ 20,090	
	Watertown	Watertown	45	45		130.9	131.2	0.3	0.6	P			20	32	0.3	0.03	3.4	0.6	4.0	23.9	0.016	0.1	28.0	28.1		0.6											0.32	0.37	$ 1,402	$ 0.60	$ 0.70	$ 2,628	$ 4,030	
150	Watertown	MP 161.8	110			131.2	161.8	30.6	30.6	P			20	2	0.3	0.03	3.4	0.6	4.0	2.0	0.016	0.1	2.3	2.4					30.6								3.11	3.64	$ 694,712	$ 2.60	$ 3.04	$ 580,788	$ 1,275,500	
	MP 161.8	Junction A	60			161.8	164.4	2.6	2.6	P			20	2	0.3	0.03	3.4	0.6	4.0	2.0	0.016	0.1	2.3	2.4		2.6											2.15	2.52	$ 40,807	$ 2.56	$ 2.99	$ 48,589	$ 89,396	
	Junction A	Junction A	20			164.4	164.6	0.2	0.2	P			20	2	0.3	0.03	3.4	0.6	4.0	2.0	0.016	0.1	2.3	2.4	0.2												2.29	2.68	$ 3,343	$ 2.60	$ 3.04	$ 3,796	$ 7,139	
	Junction A	Madison Shop	45			79.5	81.0	1.5	1.5		E		12	2	2.5	0.03	2.1	4.4	6.4	2.0	0.016	0.7	2.3	3.1		1.5											1.61	1.88	$ 10,578	$ 2.24	$ 2.62	$ 14,717	$ 25,295	
	Madison Shop	Madison Airport	60	60		32.9	30.0	2.9	5.8		E		12	2	2.5	0.03	2.1	4.4	6.4	2.0	0.016	0.7	2.3	3.1		5.8											1.51	1.77	$ 38,360	$ 2.20	$ 2.57	$ 55,889	$ 94,249	MP 30.0 - Madison
200	Madison Airport	Portage	110			30.0	0.0	30.0	30.0		E		12	2	2.5	0.03	2.1	4.4	6.4	2.0	0.016	0.7	2.3	3.1					30.0								3.57	4.18	$ 469,098	$ 2.31	$ 2.70	$ 303,534	$ 772,632	
250	Portage	Camp Douglas	110			176.9	243.4	66.5	66.5			F	12	32	40.0	0.03	2.1	70.1	72.2	31.0	0.016	12.0	36.3	48.4					66.5								2.50	2.92	$ 728,175	$ 1.10	$ 1.29	$ 320,397	$ 1,048,572	MP 178 - Portage
	Camp Douglas	Camp Douglas	35	35		243.4	243.8	0.4	0.8			F	12	32	42.1	0.03	2.1	73.8	75.9	31.0	0.016	12.7	36.3	49.0		0.8											0.45	0.53	$ 1,577	$ 0.84	$ 0.98	$ 2,943	$ 4,520	Tunnel
300	Camp Douglas	Grand Crossing (BNSF)	110			243.8	280.0	36.2	72.4			F	12	32	42.1	0.03	2.1	73.8	75.9	26.6	0.016	12.7	31.2	43.8					72.4								2.50	2.92	$ 792,780	$ 1.10	$ 1.29	$ 348,823	$ 1,141,603	La Crosse
	Grand Crossing (BNSF)	La Crosse Station	45	45	45	280.0	283.8	3.8	11.4			F	12	42	42.1	0.03	2.1	73.8	75.9	40.6	0.016	12.7	47.6	60.3		11.4											0.45	0.53	$ 22,469	$ 0.84	$ 0.98	$ 41,943	$ 64,412	Mississippi River Bridge
	La Crosse Station	MP 288.0	110	110	110	283.8	288.0	4.2	12.6			F	12	36	43.8	0.03	2.1	76.8	78.9	40.6	0.016	13.2	47.6	60.8					12.6								2.50	2.92	$ 137,970	$ 1.10	$ 1.29	$ 60,707	$ 198,677	River Junction
400	MP 288.0	Red Wing Station	90	90		288.0	371.5	83.5	167.0			F	12	36	40.6	0.03	2.1	71.2	73.3	26.5	0.016	12.2	31.1	43.3				167.0									1.25	1.46	$ 914,325	$ 0.90	$ 1.05	$ 658,314	$ 1,572,639	
	Red Wing Station	East Hastings	110	110	110	371.5	389.8	18.3	54.9			F	12	36	40.6	0.03	2.1	71.2	73.3	67.8	0.016	12.2	79.5	91.7					54.9								2.50	2.92	$ 601,155	$ 1.10	$ 1.29	$ 264,508	$ 865,663	
	East Hastings	St. Croix Junction	79	79	79	389.8	396.0	6.2	18.6			F	12	48	40.6	0.03	2.1	71.2	73.3	54.2	0.016	12.2	63.5	75.7			18.6										0.45	0.53	$ 36,661	$ 0.84	$ 0.98	$ 68,433	$ 105,094	
	St. Croix Junction	St. Paul Yard	110	110	110	396.0	407.4	11.4	34.2			F	12	48	40.6	0.03	2.1	71.2	73.3	54.2	0.016	12.2	63.5	75.7					34.2								2.50	2.92	$ 374,490	$ 1.10	$ 1.29	$ 164,776	$ 539,266	
	St. Paul Yard	St. Paul Station	70	70	70	407.4	408.9	1.5	4.5			F	12	52	40.6	0.03	2.1	71.2	73.3	4.1	0.016	12.2	4.8	17.0			4.5										0.42	0.49	$ 8,278	$ 0.80	$ 0.94	$ 15,768	$ 24,046	MP 408.9 - St. Paul
																																							$ -					
																																							$ -					
																																							$ 12,096,577	$ 48.19		$ 7,451,580	$ 19,548,157	

Track Miles By Class: 3.8 (FRA Class 2), 28.6 (FRA Class 3), 71.8 (FRA Class 4), 187.0 (FRA Class 5), 598.6 (FRA Class 6)

Total Route Miles	443.0
Total Track Miles	889.8

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	Note 1	Note 2
High	$12,096,577	$7,451,580	$19,548,157
Median	$10,040,159	$6,184,811	$16,224,970
Low	$7,983,741	$4,918,043	$12,901,783

	Maintenance	Capital	Total

Legend

			FRT	PASS	
FRA Class 2	30 - 25				
FRA Class 3	60 - 40	PP	1	16	**550**
FRA Class 4	80 - 60	E	2	16	**5900**
FRA Class 5	90 - 80	PF	6	16	1.170
FRA Class 6	110 - 80				

Note 1: CP Rail Furnished 2002 Tonnage and Growth Data (Heron 12-15-03; 01-05-04)
Note 2: RA Kollmar Estimate of Growth

PORT HURON TO BATTLE CREEK

Global MP	From Station	To Station	Main #1	Main #2	Main #3	MP Begin	MP End	Segment Length	R. A. Kollmar's Calculations: Total Track Miles	Predom. Traffic P	E	F	No of Trains P	F	Curr. Tons F	RR Escal. %	2022 Tonnage P	F	Tot	COMPLETE TEMS Calculations: 2010 Tons F	RR Escal. %	2022 Tonnage P	F	Tot	FRA Track Class 2	3	4.0	5	6	MGT < 5	5-15	15-30	> 30	Curvature Lgt	Mod	Sev	Matrix 41 Cost/Mile	Convert Cost/Mile to a 312 day year	ZT Maint Cost x Track Miles x # of Annual Train Miles	Cyclic Capital Cost Per Train Mile Wood (Max) Z-T Matrix 42	Convert Cost/Mile to a 312 day year	Cap. Cost Per Train Mile Times Total No. of Miles	Total Cost Capital Cost Plus Maint. Cost	Remarks
320	Port Huron	Tappan			45	334.2	332.1	2.1	2.1	P			8	0	0.0	0.03	1.4	0.0	1.4	32.7	0.014	0.0	38.6	38.6		2.1											$ 2.05	$ 2.40	$ 12,571	$ 1.92	$ 2.25	$ 11,773	$ 24,344	MP 334.2 - Port Huron
	Tappan		65	65		332.1	331.7	0.4	0.8			F	8	44	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9			0.8										$ 0.96	$ 1.12	$ 2,243	$ 1.92	$ 1.92	$ 3,834	$ 6,076	
			55	55		331.7	330.7	1.0	2.0			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9		2.0											$ 0.96	$ 1.12	$ 5,606	$ 1.92	$ 2.25	$ 11,213	$ 16,819	
		West Tappan	65	65		330.7	329.0	1.7	3.4			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9			3.4										$ 0.96	$ 1.12	$ 9,531	$ 1.92	$ 2.25	$ 19,062	$ 28,593	
	West Tappan		70			329.0	326.0	3.0	3.0			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9			3.0										$ 0.96	$ 1.12	$ 8,410	$ 1.92	$ 2.25	$ 16,819	$ 25,229	MP 270.0 - Flint
			79			326.0	323.6	2.4	2.4			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9			2.4										$ 0.96	$ 1.12	$ 6,728	$ 1.92	$ 2.25	$ 13,455	$ 20,183	
			65			323.6	321.4	2.2	2.2			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9			2.2										$ 0.96	$ 1.12	$ 6,167	$ 1.92	$ 2.25	$ 12,334	$ 18,501	MP 253 - Durand
	Emmett		79			321.4	314.2	7.2	7.2			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9			7.2										$ 0.96	$ 1.12	$ 20,183	$ 1.92	$ 2.25	$ 40,366	$ 60,549	
300			65			314.2	312.5	1.7	1.7			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9			1.7										$ 0.96	$ 1.12	$ 4,765	$ 1.92	$ 2.25	$ 9,531	$ 14,296	
			79			312.5	303.1	9.4	9.4			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9			9.4										$ 0.96	$ 1.12	$ 26,350	$ 1.92	$ 2.25	$ 52,700	$ 79,050	
			65			303.1	303.1	0.0	0.0			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9			0.0										$ 0.96	$ 1.12	$ -	$ 1.92	$ 2.25	$ -	$ -	
	Imlay City		75			303.1	300.5	2.6	2.6			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9			2.6										$ 0.96	$ 1.12	$ 7,288	$ 1.92	$ 2.25	$ 14,577	$ 21,865	
			79			300.5	299.5	1.0	1.0			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9			1.0										$ 0.96	$ 1.12	$ 2,803	$ 1.92	$ 2.25	$ 5,606	$ 8,410	MP 222 - East Lansing
			70			299.5	295.0	4.5	4.5			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9			4.5										$ 0.96	$ 1.12	$ 12,614	$ 1.92	$ 2.25	$ 25,229	$ 37,843	
	Lapeer	East Flint	65	65		295.0	276.7	18.3	36.6			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9			36.6										$ 0.96	$ 1.12	$ 102,597	$ 1.92	$ 2.25	$ 205,194	$ 307,791	
	East Flint		40	40		276.7	276.7	0.0	0.0			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9		0.0											$ 0.96	$ 1.12	$ -	$ 1.92	$ 2.25	$ -	$ -	
	Belsay		65	65		276.7	272.5	4.2	8.4			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9			8.4										$ 0.96	$ 1.12	$ 23,547	$ 1.92	$ 2.25	$ 47,094	$ 70,641	
		Kearsley	55	55		272.5	271.8	0.7	1.4			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9		1.4											$ 0.96	$ 1.12	$ 3,924	$ 1.92	$ 2.25	$ 7,849	$ 11,773	
	Kearsley	Kearsley	55	55		271.8	271.8	0.0	0.0			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9			0.0										$ 0.96	$ 1.12	$ -	$ 1.92	$ 2.25	$ -	$ -	
	Kearsley	Flint	65	65		271.8	270.0	1.8	3.6			F	8	40	30.8	0.03	1.4	54.0	55.4	32.7	0.014	9.3	38.6	47.9			3.6										$ 0.96	$ 1.12	$ 10,092	$ 1.92	$ 2.25	$ 20,183	$ 30,275	
	Flint		65			270.0	267.0	3.0	3.0			F	8	40	30.8	0.03	1.4	54.0	55.4	30.9	0.014	9.3	36.5	45.8			3.0										$ 0.96	$ 1.12	$ 8,410	$ 1.92	$ 2.25	$ 16,819	$ 25,229	
			50			267.0	265.5	1.5	1.5			F	8	40	30.8	0.03	1.4	54.0	55.4	30.9	0.014	9.3	36.5	45.8		1.5											$ 0.96	$ 1.12	$ 4,205	$ 1.92	$ 2.25	$ 8,410	$ 12,614	
250		West Flint	79			265.5	263.8	1.7	1.7			F	8	40	30.8	0.03	1.4	54.0	55.4	30.9	0.014	9.3	36.5	45.8			1.7										$ 0.96	$ 1.12	$ 4,765	$ 1.92	$ 2.25	$ 9,531	$ 14,296	
	West Flint	West Flint	40			263.8	263.8	0.0	0.0			F	8	40	30.8	0.03	1.4	54.0	55.4	30.9	0.014	9.3	36.5	45.8		0.0											$ 0.96	$ 1.12	$ -	$ 1.92	$ 2.25	$ -	$ -	
	West Flint		65			263.8	259.8	4.0	4.0			F	8	40	30.8	0.03	1.4	54.0	55.4	30.9	0.014	9.3	36.5	45.8			4.0										$ 0.96	$ 1.12	$ 11,213	$ 1.92	$ 2.25	$ 22,426	$ 33,638	
			79			259.8	255.7	4.1	4.1			F	8	40	30.8	0.03	1.4	54.0	55.4	30.9	0.014	9.3	36.5	45.8			4.1										$ 0.96	$ 1.12	$ 11,493	$ 1.92	$ 2.25	$ 22,986	$ 34,479	
		East Durand	65			255.7	255.4	0.3	0.3			F	8	40	30.8	0.03	1.4	54.0	55.4	30.9	0.014	9.3	36.5	45.8			0.3										$ 0.96	$ 1.12	$ 841	$ 1.92	$ 2.25	$ 1,682	$ 2,523	
	East Durand	East Durand	40			255.4	255.4	0.0	0.0			F	8	40	30.8	0.03	1.4	54.0	55.4	30.9	0.014	9.3	36.5	45.8		0.0											$ 0.96	$ 1.12	$ -	$ 1.92	$ 2.25	$ -	$ -	
	East Durand		65			255.4	253.6	1.8	1.8			F	8	40	30.8	0.03	1.4	54.0	55.4	30.9	0.014	9.3	36.5	45.8			1.8										$ 0.96	$ 1.12	$ 5,046	$ 1.92	$ 2.25	$ 10,092	$ 15,137	
		Durand	65	65		253.6	253.3	0.3	0.6			F	8	40	30.8	0.03	1.4	54.0	55.4	30.9	0.014	9.3	36.5	45.8			0.6										$ 0.96	$ 1.12	$ 1,682	$ 1.92	$ 2.25	$ 3,364	$ 5,046	
	Durand	Durand	45	45		253.3	253.3	0.0	0.0			F	8	40	30.8	0.03	1.4	54.0	55.4	30.9	0.014	9.3	36.5	45.8		0.0											$ 0.96	$ 1.12	$ -	$ 1.92	$ 2.25	$ -	$ -	
	Durand		45	45		253.3	253.0	0.3	0.6			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3		0.6											$ 0.96	$ 1.12	$ 1,682	$ 1.92	$ 2.25	$ 3,364	$ 5,046	
	Vernon	Bancroft	65	65		253.0	248.7	4.3	8.6			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3			8.6										$ 0.96	$ 1.12	$ 24,108	$ 1.92	$ 2.25	$ 48,215	$ 72,323	
	Bancroft	Shaftsburg	55			248.7	233.8	14.9	14.9			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3		14.9											$ 0.96	$ 1.12	$ 41,768	$ 1.92	$ 2.25	$ 83,535	$ 125,303	
	Shaftsburg	Okemos	65			233.8	227.5	6.3	6.3			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3			6.3										$ 0.96	$ 1.12	$ 17,660	$ 1.92	$ 2.25	$ 35,320	$ 52,980	
	Okemos		50	50		227.5	225.7	1.8	3.6			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3		3.6											$ 0.96	$ 1.12	$ 10,092	$ 1.92	$ 2.25	$ 20,183	$ 30,275	
			65	65		225.7	224.0	1.7	3.4			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3			3.4										$ 0.96	$ 1.12	$ 9,531	$ 1.92	$ 2.25	$ 19,062	$ 28,593	
		Trowbridge	50	50		224.0	223.5	0.5	1.0			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3		1.0											$ 0.96	$ 1.12	$ 2,803	$ 1.92	$ 2.25	$ 5,606	$ 8,410	
	Trowbridge	Cedar	79	79		223.5	221.5	2.0	4.0			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3			4.0										$ 0.96	$ 1.12	$ 11,213	$ 1.92	$ 2.25	$ 22,426	$ 33,638	
	Cedar		50			221.5	219.0	2.5	2.5			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3		2.5											$ 0.96	$ 1.12	$ 7,008	$ 1.92	$ 2.25	$ 14,016	$ 21,024	
			45			219.0	218.5	0.5	0.5			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3		0.5											$ 0.96	$ 1.12	$ 1,402	$ 1.92	$ 2.25	$ 2,803	$ 4,205	
	Hope	Mill	65			218.5	215.0	3.5	3.5			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3			3.5										$ 0.96	$ 1.12	$ 9,811	$ 1.92	$ 2.25	$ 19,622	$ 29,434	
200	Mill	Potterville	65	65		215.0	208.3	6.7	13.4			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3			13.4										$ 0.96	$ 1.12	$ 37,563	$ 1.92	$ 2.25	$ 75,126	$ 112,689	
	Potterville	Charlotte	65			208.3	202.5	5.8	5.8			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3			5.8										$ 0.96	$ 1.12	$ 16,259	$ 1.92	$ 2.25	$ 32,517	$ 48,776	
	Charlotte		45			202.5	201.8	0.7	0.7			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3		0.7											$ 1.08	$ 1.26	$ 2,208	$ 1.97	$ 2.30	$ 4,027	$ 6,234	
		Walton	65			201.8	197.0	4.8	4.8			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3			4.8										$ 0.96	$ 1.12	$ 13,455	$ 1.92	$ 2.25	$ 26,911	$ 40,366	
	Walton		65	65		197.0	193.5	3.5	7.0			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3			7.0										$ 0.96	$ 1.12	$ 19,622	$ 1.92	$ 2.25	$ 39,245	$ 58,867	
		Lacy	70	70		193.5	190.5	3.0	6.0			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3			6.0										$ 0.96	$ 1.12	$ 16,819	$ 1.92	$ 2.25	$ 33,638	$ 50,458	
	Lacy	McAllister	65	65		190.5	179.2	11.3	22.6			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3			22.6										$ 0.96	$ 1.12	$ 63,352	$ 1.92	$ 2.25	$ 126,705	$ 190,057	
	McAllister		25	25		179.2	178.8	0.4	0.8			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3	0.8												$ 0.96	$ 1.12	$ 2,243	$ 1.92	$ 2.25	$ 4,485	$ 6,728	
		Emmett Street	35	35		178.8	178.6	0.2	0.4			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3		0.4											$ 1.01	$ 1.18	$ 1,180	$ 1.94	$ 2.27	$ 2,266	$ 3,446	
	Emmett Street	Baron	45	45		178.6	176.7	1.9	3.8			F	8	40	30.8	0.03	1.4	54.0	55.4	30.5	0.014	9.3	36.0	45.3		3.8											$ 1.01	$ 1.18	$ 11,207	$ 1.94	$ 2.27	$ 21,526	$ 32,733	
	Baron	Battle Creek	45	45		176.7	175.8	0.9	1.8			F	30	44	30.8	0.03	5.1	54.0	59.2	30.5	0.014	9.3	36.0	45.3		1.8											$ 1.01	$ 1.18	$ 19,907	$ 1.94	$ 2.27	$ 38,237	$ 58,144	MP 175.8 - Battle Creek
161.0	Battle Creek	Chicago																																										
																																						$ 653,965	$ 101.87		$ 1,290,964	$ 1,944,929	

Total Miles 158.4

Total Track Mile 225.3

Track Miles By Class

	2	3	4.0	5	6
	0.8	36.8	187.7	0.0	0.0

Note
1
2

	2	3	4.0	5	6
	0.8				
		36.8			
			187.7		
				0.0	
					0.0

HNTB
1-Feb-04
CHQ

Legend

			FRT	PASS	
FRA Class 2	30 - 25				550
FRA Class 3	60 - 40	PP	1	16	5900
FRA Class 4	80 - 60	E	2	16	
FRA Class 5	90 - 80	PF	6	16	1.170
FRA Class 6	110 - 80				

	Maintenance	Capital	Total
High	$653,965	$1,290,964	$1,944,929
Median	$542,791	$1,071,500	$1,614,291
Low	$431,617	$852,036	$1,283,653

Notes
1 CN (O'Brien) Furnished Tonnage Data 12-05-03
2 CN (O'Brien) Furnished Annual Growth Forecast Percentage 01-05-04

KALAMAZOO - GRAND RAPIDS - HOLLAND

Global MP		Pass. Station	Main #1	Main #2	Main #3	MP Begin	MP End	Segment Length	R. A. Kollmar's Calculations: Total Track Miles	Predom. Traffic P	Predom. Traffic E	Predom. Traffic F	No of Trains P	No of Trains F	Curr. Tons F	RR Escal. %	2022 Tonnage P	2022 Tonnage F	2022 Tonnage Tot	COMPLETE TEMS Calculations: 2010 Tons F	RR Escal. %	2022 Tonnage P	2022 Tonnage F	2022 Tonnage Tot	FRA Track Class 2	3	4	5	6	MGT < 5	5-15	15-30	> 30	Curvature Lgt	Mod	Sev	Matrix 41 Cost/Mile	Convert Cost/Mile to a 312 day year	ZT Maint Cost x Track Miles x # of Annual Train Miles	Cyclic Capital Cost Per Train Mile Wood (Max) Z-T Matrix 42	Convert Cost/Mile to a 312 day year	Cap. Cost Per Train Mile Times Total No. of Miles	Total Cost Capital Cost Plus Maint. Cost	Remarks
0	Kalamazoo	Kalamazoo	30			0.0	0.5	0.5	0.5	P			8	0	2.45	0.015	1.4	3.3	4.6	10.00	0.014	0.2	11.8	12.1	0.5												2.29	2.68	$ 3,343	$ 2.60	$ 3.04	$ 3,796	$ 7,139	MP 0.0 - Kalamazoo
	Kalamazoo	Kalamazoo	60	60		0.5	2.0	1.5	3.0		E		8	2	2.45	0.015	1.4	3.3	4.6	10.00	0.014	0.2	11.8	12.1		3.0											1.61	1.88	$ 14,104	$ 2.24	$ 2.62	$ 19,622	$ 33,726	2.4 MGT from NS 121003
	Kalamazoo	Plainwell	79			2.0	12.2	10.2	10.2		E		8	2	2.45	0.015	1.4	3.3	4.6	10.00	0.014	0.2	11.8	12.1			10.2										1.44	1.68	$ 42,889	$ 2.18	$ 2.55	$ 64,929	$ 107,818	MP 12.2 - Plainwell Station
50	Plainwell	Grand Rapids	79			12.2	46.8	34.6	34.6		E		8	2	2.45	0.015	1.4	3.3	4.6	10.00	0.014	0.2	11.8	12.1			34.6										1.44	1.68	$ 145,486	$ 2.18	$ 2.55	$ 220,250	$ 365,736	MP 46.8 - NS / CSXT Switch
	Grand Rapids	Grand Rapids	30	30		46.8	48.8	2.0	4.0		E		8	2	2.45	0.015	1.4	3.3	4.6	10.00	0.014	0.2	11.8	12.1			4.0										1.61	1.88	$ 18,805	$ 2.24	$ 2.62	$ 26,163	$ 44,968	MP 0 & MP 48.8 - Grand Rapids Station
	Grand Rapids	Grand Rapids	30	30		0.0	2.0	2.0	4.0			F	8	2	15.6	0.03	1.4	27.4	28.7	10.00	0.014	0.2	11.8	12.1			4.0										1.08	1.26	$ 12,614	$ 1.97	$ 2.30	$ 23,010	$ 35,624	
	Grand Rapids	Grandville	50	50		2.0	5.7	3.7	7.4			F	8	14	15.6	0.03	1.4	27.4	28.7	10.00	0.014	0.2	11.8	12.1			7.4										0.96	1.12	$ 20,744	$ 1.92	$ 2.25	$ 41,487	$ 62,231	MP 6.0 - Grandville
	Grandville	Jenison	60			5.7	7.3	1.6	1.6			F	8	14	15.6	0.03	1.4	27.4	28.7	10.00	0.014	0.2	11.8	12.1			1.6										1.01	1.18	$ 4,719	$ 1.94	$ 2.27	$ 9,064	$ 13,782	MP 7.3 - Jenison
	Jenison	Hudsonville	79			7.3	12.1	4.8	4.8			F	8	14	15.6	0.03	1.4	27.4	28.7	10.00	0.014	0.2	11.8	12.1			4.8										0.96	1.12	$ 13,455	$ 1.92	$ 2.25	$ 26,911	$ 40,366	MP 12.0 - Hudsonville
	Hudsonville	Hudsonville	60	60		12.1	13.2	1.1	2.2			F	8	14	15.6	0.03	1.4	27.4	28.7	10.00	0.014	0.2	11.8	12.1		2.2											1.01	1.18	$ 6,488	$ 1.94	$ 2.27	$ 12,463	$ 18,951	2.45 MGT from NS 121003
	Hudsonville	Holland	79			13.2	25.2	12.0	12.0			F	8	14	15.6	0.03	1.4	27.4	28.7	10.00	0.014	0.2	11.8	12.1			12.0										0.96	1.12	$ 33,638	$ 1.92	$ 2.25	$ 67,277	$ 100,915	MP 20.7 - Zeeland
74.1	Holland		60			25.2	25.3	0.1	0.1			F	8	14	15.6	0.03	1.4	27.4	28.7	10.00	0.014	0.2	11.8	12.1		0.1											1.01	1.18	$ 295	$ 1.94	$ 2.27	$ 566	$ 861	MP 24.4 - Waverly
																																												MP 25.3 - Holland
															NOTE 1	NOTE 2																													
						Total Miles			74.1				84.4	Track Miles By Class		1.50%									0.5	5.3	78.6	0.0	0.0										$ 316,581	$ 24.99		$ 515,538	$ 832,118	

HNTB
1-Feb-04
CHQ

Total Track Miles 84.4

FRT	PASS	550
1	16	5900
2	16	7500
6	16	1.170

Legend

30 - 25		FRA Class 2
60 - 40		FRA Class 3
80 - 60		FRA Class 4
90 - 80		FRA Class 5
110 - 80		FRA Class 6

	Maintenance	Capital	Total
High	$316,581	$515,538	$832,118
Median	$262,762	$427,896	$690,658
Low	$208,943	$340,255	$549,198

Note 1 Tonnage and annual escallation furnished by NS and CSXT.
Note 2 RA Kollmar estimate of annual tonnage growth percentage.

		2.4
PP	1.015	2.436
E		2.47254
PF		2.509628

CHICAGO - FORT WAYNE - TOLEDO - CLEVELAND

Global MP	From Station	To Station	Main #1	Main #2	Main #3	MP Begin	MP End	Segment Length	R. A. Kollmar's Calculations: Total Track Miles	Predom. Traffic P	Predom. Traffic E	Predom. Traffic F	No of Trains P	No of Trains F	Curr Tons F	RR Escal. %	2022 Tonnage P	2022 Tonnage F	2022 Tonnage Tot	INCOMPLETE TEMS Calculations: 2000 Tons F	RR Escal. %	2010 Tonnage P	2010 Tonnage F	2010 Tonnage Tot	FRA Track Class 2	3	4	5	6	MGT < 5	5-15	15-30	> 30	Curvature Lgt	Mod	Sev	Matrix 41 Cost/Mile	Convert Cost/Mile to a 312 day year	ZT Maint Cost x Track Miles x # of Annual Train Miles	Cyclic Capital Cost Per Train Mile Wood (Max) Z-T Matrix 42	Convert Cost/Mile to a 312 day year	Cap. Cost Per Train Mile Times Total No. of Miles	Total Cost Capital Cost Plus Maint. Cost	Comments
0	Chicago	21 Street	45	45	45	523.0	520.9	2.1	6.3	P			16	0	0.0	0.0	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8		6.3											$ 2.05	$ 2.40	$ 75,424	$ 2.53	$ 2.96	$93,084	$168,507	MP 0.0 - Chicago
	21 Street	Englewood	79	79		520.9	516.3	4.6	9.2	P			16	0	122.4	0.037	4.8	244.1	248.9	0	0.0015	4.8	0.0	4.8			9.2										$ 2.05	$ 2.40	$ 110,142	$ 2.53	$ 2.96	$135,932	$246,074	
	Englewood	Englewood	45	45		516.3	515.2	1.1	2.2	P			16	0	122.4	0.037	4.8	244.1	248.9	0	0.0015	4.8	0.0	4.8		2.2											$ 2.29	$ 2.68	$ 29,422	$ 2.60	$ 3.04	$33,405	$62,827	
	Englewood	Gr. Xing	79	79		515.2	513.7	1.5	3.0	P			16	0	122.4	0.037	4.8	244.1	248.9	0	0.0015	4.8	0.0	4.8			3.0										$ 2.05	$ 2.40	$ 35,916	$ 2.53	$ 2.96	$44,326	$80,242	Current NS ML Tonnage = 122.4
	Gr. Xing	Cal River	79	79		513.7	509.8	3.9	7.8	P			16	0	122.4	0.037	4.8	244.1	248.9	0	0.0015	4.8	0.0	4.8			7.8										$ 2.05	$ 2.40	$ 93,382	$ 2.53	$ 2.96	$115,247	$208,628	
	Cal R. Br.	Cal R. Br.	79	79		509.8	509.5	0.3	0.6	P			16	0	122.4	0.037	4.8	244.1	248.9	0	0.0015	4.8	0.0	4.8			0.6										$ 2.05	$ 2.40	$ 7,183	$ 2.53	$ 2.96	$8,865	$16,048	
	Cal River	Hick	110	110		509.5	503.4	6.1	12.2	P			16	0	122.4	0.037	4.8	244.1	248.9	0	0.0015	4.8	0.0	4.8					12.2								$ 3.11	$ 3.64	$ 221,581	$ 2.60	$ 3.04	$185,245	$406,826	MP 507.0 - Hammond Station
	Hick Br.	Hick Br.	79	79		503.4	503.0	0.4	0.8	P			16	0	122.4	0.037	4.8	244.1	248.9	0	0.0015	4.8	0.0	4.8			0.8										$ 2.05	$ 2.40	$ 9,578	$ 2.53	$ 2.96	$11,820	$21,398	
	Hick Br.	NS Flyover	79	79		503.0	501.6	1.4	2.8	P			16	0	122.4	0.037	4.8	244.1	248.9	0	0.0015	4.8	0.0	4.8			2.8										$ 2.05	$ 2.40	$ 33,522	$ 2.53	$ 2.96	$41,371	$74,892	Current NS ML Tonnage = 122.4
	NS Flyover	NS Flyover	60	60		501.6	500.5	1.1	2.2	P			16	0	0.0	0.0	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8		2.2											$ 2.15	$ 2.52	$ 27,623	$ 2.56	$ 2.99	$32,891	$60,514	
	NS Flyover	Tolleston	79	79		15.0	19.0	4.0	8.0	P			16	0	0.0	0.0	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8			8.0										$ 2.05	$ 2.40	$ 95,776	$ 2.53	$ 2.96	$118,202	$213,978	
	Tolleston	E. Gary	60			442.5	440.0	2.5	2.5		E		16	0	2.9	0.0	4.8	5.1	9.9	0	0.0015	4.8	0.0	4.8		2.5											$ 1.44	$ 1.68	$ 21,024	$ 2.18	$ 2.55	$31,828	$52,852	
	E. Gary		110			440.0	430.0	10.0	10.0		E		16	0	2.9	0.03	4.8	5.1	9.9	0	0.0015	4.8	0.0	4.8					10.0								$ 3.57	$ 4.18	$ 208,488	$ 2.31	$ 2.70	$134,904	$343,392	
	Passing Siding	Passing Siding	110	110		430.0	425.0	5.0	10.0		E		16	0	2.9	0.03	4.8	5.1	9.9	0	0.0015	4.8	0.0	4.8					10.0								$ 3.57	$ 4.18	$ 208,488	$ 2.31	$ 2.70	$134,904	$343,392	
		Valparaiso	110			425.0	414.9	10.1	10.1		E		16	0	2.9	0.03	4.8	5.1	9.9	0	0.0015	4.8	0.0	4.8					10.1								$ 3.40	$ 3.98	$ 200,546	$ 2.28	$ 2.67	$134,484	$335,029	MP 414.9 - Valparaiso Station
		Wanatah	110			414.9	385.0	29.9	29.9		E		16	0	2.9	0.03	4.8	5.1	9.9	0	0.0015	4.8	0.0	4.8					29.9								$ 3.57	$ 4.18	$ 623,379	$ 2.31	$ 2.70	$403,363	$1,026,742	
	Passing Siding	Passing Siding	110	110		385.0	375.0	10.0	20.0		E		16	0	2.9	0.03	4.8	5.1	9.9	0	0.0015	4.8	0.0	4.8					20.0								$ 3.57	$ 4.18	$ 416,976	$ 2.31	$ 2.70	$269,808	$686,784	
			110			375.0	350.0	25.0	25.0		E		16	0	2.9	0.03	4.8	5.1	9.9	0	0.0015	4.8	0.0	4.8					25.0								$ 3.40	$ 3.98	$ 496,400	$ 2.28	$ 2.67	$332,880	$829,280	
	Passing Siding	Passing Siding	110	110		350.0	340.0	10.0	20.0		E		16	0	2.9	0.03	4.8	5.1	9.9	0	0.0015	4.8	0.0	4.8					20.0								$ 3.40	$ 3.98	$ 397,120	$ 2.28	$ 2.67	$266,304	$663,424	
			110			340.0	321.4	18.6	18.6		E		16	0	2.9	0.03	4.8	5.1	9.9	0	0.0015	4.8	0.0	4.8					18.6								$ 3.40	$ 3.98	$ 369,322	$ 2.28	$ 2.67	$247,663	$616,984	
		CP Jct/ CP MKE	60			321.4	319.9	1.5	1.5		E		16	0	2.9	0.03	4.8	5.1	9.9	0	0.0015	4.8	0.0	4.8		1.5											$ 1.61	$ 1.88	$ 14,292	$ 2.24	$ 2.62	$19,884	$34,176	
		Lake Sub	60			146.6	144.8	1.8	1.8		E		16	0	2.9	0.03	4.8	5.1	9.9	0	0.0015	4.8	0.0	4.8		1.8											$ 1.44	$ 1.68	$ 15,474	$ 2.18	$ 2.55	$23,425	$38,899	
		Ft Wayne	79			144.8	140.7	4.1	4.1		E		16	0	2.9	0.03	4.8	5.1	9.9	0	0.0015	4.8	0.0	4.8			4.1										$ 1.44	$ 1.68	$ 34,479	$ 2.18	$ 2.55	$52,198	$86,677	MP 140.7 - Ft. Wayne Station
			79			365.4	363.9	1.5	1.5	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8			1.5										$ 2.05	$ 2.40	$ 17,479	$ 2.53	$ 2.96	$21,572	$39,051	
		New Haven	60			87.2	85.0	2.2	2.2	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8		2.2											$ 2.05	$ 2.40	$ 26,219	$ 2.53	$ 2.96	$32,358	$58,576	
		New Haven	110			85.0	79.0	6.0	6.0	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8					6.0								$ 3.11	$ 3.64	$ 108,974	$ 2.60	$ 3.04	$91,104	$200,078	
	Passing Siding	Passing Siding	110	110		79.0	74.0	5.0	10.0	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8					10.0								$ 3.11	$ 3.64	$ 181,624	$ 2.60	$ 3.04	$151,840	$333,464	
		Ft Wayne Liberty	110			74.0	72.0	2.0	2.0	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8					2.0								$ 3.11	$ 3.64	$ 36,325	$ 2.60	$ 3.04	$30,368	$66,693	
		Antwerp	79			72.0	71.0	1.0	1.0	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8			1.0										$ 2.05	$ 2.40	$ 11,972	$ 2.53	$ 2.96	$14,775	$26,747	
			110			71.0	61.0	10.0	10.0	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8					10.0								$ 3.11	$ 3.64	$ 181,624	$ 2.60	$ 3.04	$151,840	$333,464	
	Passing Siding	Passing Siding	110	110		61.0	56.0	5.0	10.0	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8					10.0								$ 3.11	$ 3.64	$ 181,624	$ 2.60	$ 3.04	$151,840	$333,464	
			110			56.0	51.0	5.0	5.0	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8					5.0								$ 3.11	$ 3.64	$ 90,812	$ 2.60	$ 3.04	$75,920	$166,732	
		Defiance	60			61.0	50.0	11.0	11.0	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8		11.0											$ 2.05	$ 2.40	$ 131,692	$ 2.53	$ 2.96	$162,527	$294,219	
			110			50.0	30.5	19.5	19.5	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8					19.5								$ 3.11	$ 3.64	$ 354,167	$ 2.60	$ 3.04	$296,088	$650,255	
		Liberty Center	60			30.5	30.3	0.3	0.3	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8		0.3											$ 2.05	$ 2.40	$ 2,993	$ 2.53	$ 2.96	$3,694	$6,687	
			79			84.5	80.5	4.0	4.0	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8			4.0										$ 2.05	$ 2.40	$ 47,888	$ 2.53	$ 2.96	$59,101	$106,989	
	Passing Siding	Passing Siding	79	79		80.5	78.5	2.0	4.0	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8			4.0										$ 2.05	$ 2.40	$ 47,888	$ 2.53	$ 2.96	$59,101	$106,989	
			79			78.5	74.5	4.0	4.0	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8			4.0										$ 2.05	$ 2.40	$ 47,888	$ 2.53	$ 2.96	$59,101	$106,989	
		Connect to NS	45			74.5	74.3	0.2	0.2	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8		0.2											$ 2.05	$ 2.40	$ 2,754	$ 2.53	$ 2.96	$3,398	$6,152	
		Connect to NS	45			314.4	314.2	0.2	0.2	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8		0.2											$ 2.05	$ 2.40	$ 2,394	$ 2.53	$ 2.96	$2,955	$5,349	
		28 ft northside	110			314.2	312.2	2.0	2.0	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8					2.0								$ 3.11	$ 3.64	$ 36,325	$ 2.60	$ 3.04	$30,368	$66,693	
	Passing Siding	Passing Siding	110	110		312.2	307.2	5.0	10.0	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8					10.0								$ 3.11	$ 3.64	$ 181,624	$ 2.60	$ 3.04	$151,840	$333,464	
		28 ft Northside	110			307.2	294.5	12.7	12.7	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8					12.7								$ 3.11	$ 3.64	$ 230,662	$ 2.60	$ 3.04	$192,837	$423,499	
		14 ft northside	79			294.5	290.3	4.2	4.2	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8			4.2										$ 2.15	$ 2.52	$ 52,735	$ 2.46	$ 2.88	$60,339	$113,074	
		3 track structure	60	60	60	290.3	288.5	1.8	5.4	P			16	0	0.0	0.03	4.8	0.0	4.8	0	0.0015	4.8	0.0	4.8		5.4											$ 2.05	$ 2.40	$ 64,649	$ 2.53	$ 2.96	$79,786	$144,435	
		Toledo	60	60		288.5	286.0	2.5	5.0			F	16	0	112.0	0.037	4.8	223.4	228.2	0	0.0015	4.8	0.0	4.8		5.0											$ 0.96	$ 1.12	$ 28,032	$ 1.92	$ 2.25	$56,064	$84,096	MP 286.0 - Toledo Station
			79	79		286.0	280.7	5.3	10.6			F	18	0	112.0	0.037	4.8	223.4	228.2	0	0.0015	4.8	0.0	4.8			10.6										$ 0.96	$ 1.12	$ 66,856	$ 1.92	$ 2.25	$133,713	$200,569	
		28 ft Northside	110			280.7	266.1	14.6	14.6	P			18	0	110.7	0.037	4.8	220.8	225.6	0	0.0015	4.8	0.0	4.8					14.6								$ 2.05	$ 2.40	$ 196,640	$ 2.53	$ 2.96	$242,683	$439,323	
	Passing Siding	Passing Siding	110	110		266.1	256.1	10.0	20.0	P			18	0	77.0	0.037	4.8	153.6	158.4	0	0.0015	4.8	0.0	4.8					20.0								$ 2.05	$ 2.40	$ 269,370	$ 2.53	$ 2.96	$332,442	$601,812	
		Port Clinton	79	79		256.1	248.3	7.8	15.6			F	18	0	77.0	0.037	4.8	153.6	158.4	0	0.0015	4.8	0.0	4.8			15.6										$ 0.40	$ 0.47	$ 40,997	$ 0.78	$ 0.91	$79,944	$120,941	
			60	60		248.3	247.2	1.1	2.2			F	18	0	77.0	0.037	4.8	153.6	158.4	0	0.0015	4.8	0.0	4.8		2.2											$ 0.40	$ 0.47	$ 5,782	$ 0.78	$ 0.91	$11,274	$17,056	
		Sandusky	79	79		247.2	240.6	6.6	13.2			F	18	0	77.0	0.037	4.8	153.6	158.4	0	0.0015	4.8	0.0	4.8			13.2										$ 0.40	$ 0.47	$ 34,690	$ 0.78	$ 0.91	$67,645	$102,334	MP 240.6 - Sandusky Station
		28 ft northside	110			240.6	233.0	7.6	7.6	P			18	0	83.0	0.037	4.8	165.5	170.3	0	0.0015	4.8	0.0	4.8					7.6								$ 3.11	$ 3.64	$ 155,289	$ 2.60	$ 3.04	$129,823	$285,112	
		Huron	79	79		233.0	231.0	2.0	4.0			F	18	0	83.0	0.037	4.8	165.5	170.3	0	0.0015	4.8	0.0	4.8			4.0										$ 0.40	$ 0.47	$ 10,512	$ 0.78	$ 0.91	$20,498	$31,010	
		28 ft northside	110			231.0	229.0	2.0	2.0	P			18	0	83.0	0.037	4.8	165.5	170.3	0	0.0015	4.8	0.0	4.8					2.0								$ 3.11	$ 3.64	$ 40,865	$ 2.60	$ 3.04	$34,164	$75,029	
	Passing Siding	Passing Siding	110	110		229.0	224.0	5.0	10.0	P			18	0	83.0	0.037	4.8	165.5	170.3	0	0.0015	4.8	0.0	4.8					10.0								$ 3.11	$ 3.64	$ 204,327	$ 2.60	$ 3.04	$170,820	$375,147	
		28 ft northside	110			224.0	221.0	3.0	3.0	P			18	0	83.0	0.037	4.8	165.5	170.3	0	0.0015	4.8	0.0	4.8					3.0								$ 3.11	$ 3.64	$ 61,298	$ 2.60	$ 3.04	$51,246	$112,544	
		Vermilion River	79	79		221.0	220.5	0.5	1.0			F	18	0	83.0	0.037	4.8	165.5	170.3	0	0.0015	4.8	0.0	4.8			1.0										$ 0.40	$ 0.47	$ 2,628	$ 0.78	$ 0.91	$5,125	$7,753	
		14 ft Northside	79	79	79	220.5	205.1	15.4	46.2			F	18	0	107.5	0.037	4.8	214.4	219.2	0	0.0015	4.8	0.0	4.8			46.2										$ 0.40	$ 0.47	$ 121,414	$ 0.78	$ 0.91	$236,757	$358,170	
		28 ft northside	110			205.1	199.3	5.8	5.8	P			18	0	105.9	0.037	4.8	211.2	216.0	0	0.0015	4.8	0.0	4.8					5.8								$ 3.11	$ 3.64	$ 118,510	$ 2.60	$ 3.04	$99,076	$217,585	
	Passing Siding	Passing Siding	110	110		199.3	194.3	5.0	10.0	P			18	0	105.9	0.037	4.8	211.2	216.0	0	0.0015	4.8	0.0	4.8					10.0								$ 3.11	$ 3.64	$ 204,327	$ 2.60	$ 3.04	$170,820	$375,147	
		Berea	79	79		194.3	194.0	0.3	0.6			F	18	0	105.9	0.037	4.8	211.2	216.0	0	0.0015	4.8	0.0	4.8			0.6										$ 0.40	$ 0.47	$ 1,577	$ 0.78	$ 0.91	$3,075	$4,652	MP 194.0 - Berea Station
	Berea	West Park	79	79		194.0	188.0	6.0	12.0			F	18	0	92.0	0.037	4.8	183.5	188.3	0	0.0015	4.8	0.0	4.8			12.0										$ 0.40	$ 0.47	$ 31,536	$ 0.78	$ 0.91	$61,495	$93,031	
	West Park	Cleveland	79	79		188.0	182.0	6.0	12.0			F	18	0	14.0	0.020	4.8	20.4	25.2	0	0.0015	4.8	0.0	4.8			12.0										$ 0.40	$ 0.47	$ 31,536	$ 0.78	$ 0.91	$61,495	$93,031	MP 182.0 - Cleveland Station
						0.0																																						
						0.0																																						
HNTB 1-Feb-04 CHQ						Total Miles		346.49	487.89	Track Miles By Class															0.0	34.5	149.6	0.0	303.8								$ 141.84	$ 165.93	$ 7,412,032	$ 142.95		$ 6,722,939	$ 14,134,971	
						Total Track Miles		0.0		**Legend**															0.0																				

	FRT	PASS
PP	1	16
E	2	16
PF	6	16

	FRA Class 2
	FRA Class 3
	FRA Class 4
	FRA Class 5
	FRA Class 6

	Maintenance	Capital	Total
High	$7,412,032	$6,722,939	$14,134,971
Median	$6,151,987	$5,580,039	$11,732,026
Low	$4,891,941	$4,437,140	$9,329,081

CHICAGO - GALESBURG - QUINCY

Global MP	From Station	To Station	Main #1	Main #2	Main #3	MP Begin	MP End	Segment Length	R. A. Kollmar's Calculations: Total Track Miles	Predom. Traffic P	Predom. Traffic E	Predom. Traffic F	No of Trains P	No of Trains F	Curr. Tons F	BNSF Escall. %	2022 Tonnage P	2022 Tonnage F	2022 Tonnage Tot	COMPLETE TEMS Calculations: 2010 Tons F	RR Escal. %	2010 Tonnage P	2010 Tonnage F	2010 Tonnage Tot	FRA Track Class 2	FRA Track Class 3	FRA Track Class 4	FRA Track Class 5	FRA Track Class 6	MGT < 5	MGT 5-15	MGT 15-30	MGT > 30	Curvature Lgt	Curvature Mod	Curvature Sev	Matrix 41 Cost/Mile	Convert Cost/Mile to a 312 day year	ZT Maint Cost x Track Miles x # of Annual Train Miles	Cyclic Capital Cost Per Train Mile Wood (Max) Z-T Matrix 42	Convert Cost/Mile to a 312 day year	Cap. Cost Per Train Mile Times Total No. of Miles	Total Cost Capital Cost Plus Maint. Cost	Remarks
	Chicago	Union Avenue	45	45	45	0.0	1.6	1.6	4.8	P			18		0	0.015	3.1	0.0	3.1	50.7	0.014	0.0	59.9	59.9		4.8											$ 2.05	$ 2.40	$ 64,649	$ 2.53	$ 2.96	$ 79,786	$ 144,435	MP 0.0 - Chicago
	Union Avenue	Western Ave.	60	60	60	1.6	4.0	2.4	9.6	P			18		25	0.015	3.1	33.2	36.3	50.7	0.014	5.7	59.9	65.6			9.6										$ 2.05	$ 2.40	$ 129,298	$ 2.53	$ 2.96	$ 159,572	$ 288,870	
	Western Ave.	Cicero	90	90	90	4.0	7.3	3.3	13.2			F	18		50	0.015	3.1	66.3	69.4	50.7	0.014	11.4	59.9	71.3				13.2									$ 1.33	$ 1.56	$ 115,343	$ 0.94	$ 1.10	$ 81,521	$ 196,863	
	Cicero	Clyde	90	90	90	7.3	9.6	2.3	6.9			F	18		72	0.015	3.1	95.5	98.6	50.7	0.014	16.4	59.9	76.3				6.9									$ 1.33	$ 1.56	$ 60,293	$ 0.94	$ 1.10	$ 42,613	$ 102,906	
	Clyde	Aurora	90	90	90	9.6	28.1	18.5	55.5			F	18		72	0.015	3.1	95.5	98.6	50.7	0.014	16.4	59.9	76.3				55.5									$ 1.33	$ 1.56	$ 484,965	$ 0.94	$ 1.10	$ 342,757	$ 827,721	MP 24.4 - Naperville
	Aurora	CP Aurora	60	60	60	28.1	38.8	10.7	32.1			F	18		72	0.015	3.1	95.5	98.6	34.9	0.014	16.4	41.2	57.6		32.1											$ 0.40	$ 0.47	$ 84,359	$ 0.78	$ 0.91	$ 164,500	$ 248,858	
50	CP Aurora	Mendota	90	90		38.8	82.0	43.2	86.4			F	18		44	0.015	3.1	58.4	61.5	35.3	0.014	10.0	41.7	51.7				86.4									$ 1.19	$ 1.39	$ 675,501	$ 0.87	$ 1.02	$ 493,854	$ 1,169,355	
	Mendota	Mendota	40	40		82.0	83.2	1.2	2.4			F	18		44	0.015	3.1	58.4	61.5	44.0	0.014	10.0	52.0	62.0		2.4											$ 0.45	$ 0.53	$ 7,096	$ 0.84	$ 0.98	$ 13,245	$ 20,341	MP 83.0 - Mendota
100	Mendota	Princeton	90	90		83.2	104.2	21.0	42.0			F	18		44	0.015	3.1	58.4	61.5	44.0	0.014	10.0	52.0	62.0				42.0									$ 1.19	$ 1.39	$ 328,369	$ 0.87	$ 1.02	$ 240,068	$ 568,436	MP 104.2 - Princeton
	Princeton	Wyanet	79	79		104.2	108.0	3.8	7.6			F	18		44	0.015	3.1	58.4	61.5	44.0	0.014	10.0	52.0	62.0			7.6										$ 0.42	$ 0.49	$ 20,971	$ 0.80	$ 0.94	$ 39,946	$ 60,917	
150	Wyanet	Galesburg	90	90		108.0	162.4	54.4	108.8			F	8		44	0.015	1.4	58.4	59.8	44.0	0.014	10.0	52.0	62.0				108.8									$ 1.19	$ 1.39	$ 378,058	$ 0.87	$ 1.02	$ 276,396	$ 654,454	MP 162.4 - Galesburg
	Galesburg	Waterman	50	50		162.4	167.0	4.6	9.2			F	8		60	0.015	1.4	79.6	81.0	49.7	0.014	13.7	58.7	72.4		9.2											$ 0.45	$ 0.53	$ 12,089	$ 0.84	$ 0.98	$ 22,566	$ 34,655	
250	Waterman	Quincy	90			167.0	258.6	91.6	91.6			F	8		37	0.015	1.4	49.1	50.5	49.7	0.014	8.4	58.7	67.1				91.6									$ 1.19	$ 1.39	$ 318,292	$ 0.87	$ 1.02	$ 232,701	$ 550,992	MP 202.6 - McComb
	Quincy	Mississippi R.	60			258.6	258.6	0.0	0.0			F	8		37	0.015	1.4	49.1	50.5	49.7	0.014	8.4	58.7	67.1		0.0											$ 0.40	$ 0.47	$ -	$ 0.78	$ 0.91	$ -	$ -	MP 258.6 - Quiincy
																																							$ 2,679,281	$ 15.40		$ 2,189,523	$ 4,868,804	
						Total Miles		258.6	470.1	Track Miles By Class															0.0	48.5	17.2	404.4	0.0								Matrix 41		Matrix 41					

Note 1
Note 2

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Total Track Mile 470.1

	FRT	PASS	
PP	1	16	**5900**
E	2	16	7500
PF	6	16	1.170

Legend

30 - 25	FRA Class 2
60 - 40	FRA Class 3
80 - 60	FRA Class 4
90 - 80	FRA Class 5
110 - 80	FRA Class 6

	Maintenance	Capital	Total
High	$2,679,281	$2,189,523	$4,868,804
Median	$2,223,803	$1,817,304	$4,041,107
Low	$1,768,325	$1,445,085	$3,213,410

Note 1: BNSF Furnished 2002 Tonnage Data
Note 2: RA Kollmar Estimate of Growth of 1.5% Annual

CHICAGO - WYANET - QUAD CITIES - OMAHA

From Station	To Station	Main #1	Main #2	Main #3	MP Begin	MP End	Segment Length	R. A. Kollmar's Calculations: Total Track Miles	Predom. Traffic P	Predom. Traffic E	Predom. Traffic F	No of Trains P	No of Trains F	Curr. Tons F	RR Escall. %	2022 Tonnage P	2022 Tonnage F	2022 Tonnage Tot	COMPLETE TEMS Calculations: 2010 Tons F	RR Escal. %	2010 Tonnage P	2010 Tonnage F	2010 Tonnage Tot	FRA Track Class 2	3	4	5	6	MGT < 5	5-15	15-30	> 30	Curvature Lgt	Mod	Sev	Matrix 41 Cost/Mile	Convert Cost/Mile to a 312 day year	ZT Maint Cost x Track Miles x # of Annual Train Miles	Cyclic Capital Cost Per Train Mile Wood (Max) Z-T Matrix 42	Convert Cost/Mile to a 312 day year	Cap. Cost Per Train Mile Times Total No. of Miles	Total Cost Capital Cost Plus Maint. Cost	Remarks
Chicago	Union Avenue	45	45	45	0.0	1.6	1.6	4.8	P			18		0.0	0.015	3.1	0.0	3.1	50.7	0.014	0.0	59.9	59.9		4.8											$ 2.05	$ 2.40	$ 64,649	$ 2.53	$ 2.96	$ 79,786	$ 144,435	MP 0.0 - Chicago
Union Avenue	Western Ave.	60	60	60	1.6	4.0	2.4	9.6	P			18		25.0	0.015	3.1	33.2	36.3	50.7	0.014	5.7	59.9	65.6			9.6										$ 2.05	$ 2.40	$ 129,298	$ 2.53	$ 2.96	$ 159,572	$ 288,870	
Western Ave.	Cicero	90	90	90	4.0	7.3	3.3	13.2			F	18		50.0	0.015	3.1	66.3	69.4	50.7	0.014	11.4	59.9	71.3				13.2									$ 1.33	$ 1.56	$ 115,343	$ 0.94	$ 1.10	$ 81,521	$ 196,863	
Cicero	Clyde	90	90	90	7.3	9.6	2.3	6.9			F	18		72.0	0.015	3.1	95.5	98.6	50.7	0.014	16.4	59.9	76.3				6.9									$ 1.33	$ 1.56	$ 60,293	$ 0.94	$ 1.10	$ 42,613	$ 102,906	
Clyde	Aurora	90	90	90	9.6	28.1	18.5	55.5			F	18		72.0	0.015	3.1	95.5	98.6	50.7	0.014	16.4	59.9	76.3				55.5									$ 1.33	$ 1.56	$ 484,965	$ 0.94	$ 1.10	$ 342,757	$ 827,721	MP 24.4 - Naperville
Aurora	CP Aurora	60	60	60	28.1	38.8	10.7	32.1			F	18		72.0	0.015	3.1	95.5	98.6	34.9	0.014	16.4	41.2	57.6		32.1											$ 0.40	$ 0.47	$ 84,359	$ 0.78	$ 0.91	$ 164,500	$ 248,858	
CP Aurora	Mendota	90	90		38.8	82.0	43.2	86.4			F	18		44.0	0.015	3.1	58.4	61.5	35.3	0.014	10.0	41.7	51.7				86.4									$ 1.19	$ 1.39	$ 675,501	$ 0.87	$ 1.02	$ 493,854	$ 1,169,355	
Mendota	Mendota	40	40		82.0	83.2	1.2	2.4			F	18		44.0	0.015	3.1	58.4	61.5	44.0	0.014	10.0	52.0	62.0		2.4											$ 0.45	$ 0.53	$ 7,096	$ 0.84	$ 0.98	$ 13,245	$ 20,341	MP 83.0 - Mendota
Mendota	Princeton	90	90		83.2	104.2	21.0	42.0			F	18		44.0	0.015	3.1	58.4	61.5	44.0	0.014	10.0	52.0	62.0				42.0									$ 1.19	$ 1.39	$ 328,369	$ 0.87	$ 1.02	$ 240,068	$ 568,436	MP 104.2 - Princeton
Princeton	Wyanet	79	79		104.2	108.0	3.8	7.6			F	18		44.0	0.015	3.1	58.4	61.5	44.0	0.014	10.0	52.0	62.0			7.6										$ 0.42	$ 0.49	$ 20,971	$ 0.80	$ 0.94	$ 39,946	$ 60,917	
Wyanet Conn.	Wyanet Conn.	60			108.0	109.0	1.0	1.0	P			10		0.0	0.015	1.7	0.0	1.7	0.0	0.014	0.0	0.0	0.0		1.0											$ 2.29	$ 2.68	$ 8,359	$ 2.60	$ 3.04	$ 9,490	$ 17,849	
Wyanet	Quad Cities	79			129.5	180.5	51.0	51.0			F	10		6.5	0.030	1.7	11.4	13.1	11.7	0.014	2.0	13.8	15.8			51.0										$ 0.96	$ 1.12	$ 178,704	$ 1.92	$ 2.25	$ 357,408	$ 536,112	MP 1
Quad Cities	Quad Cities	60	60		180.5	183.5	3.0	6.0			F	10		8.0	0.030	1.7	14.0	15.7	11.7	0.014	2.4	13.8	16.2		6.0											$ 1.01	$ 1.18	$ 22,119	$ 1.94	$ 2.27	$ 42,486	$ 64,605	MP 2
Quad Cities	Iowa City	79			183.5	200.0	16.5	33.0			F	10		8.0	0.030	1.7	14.0	15.7	11.7	0.014	2.4	13.8	16.2			33.0										$ 1.01	$ 1.18	$ 121,655	$ 1.94	$ 2.27	$ 233,673	$ 355,328	
		79	79		200.0	205.0	5.0	10.0			F	10		8.0	0.030	1.7	14.0	15.7	11.7	0.014	2.4	13.8	16.2			10.0										$ 1.01	$ 1.18	$ 36,865	$ 1.94	$ 2.27	$ 70,810	$ 107,675	
		79			205.0	234.0	29.0	29.0			F	10		8.0	0.030	1.7	14.0	15.7	11.7	0.014	2.4	13.8	16.2			29.0										$ 1.01	$ 1.18	$ 106,909	$ 1.94	$ 2.27	$ 205,349	$ 312,258	
Iowa City	Iowa City	60			234.0	237.0	3.0	6.0			F	10		8.0	0.030	1.7	14.0	15.7	11.7	0.014	2.4	13.8	16.2		6.0											$ 1.01	$ 1.18	$ 22,119	$ 1.94	$ 2.27	$ 42,486	$ 64,605	
		79			237.0	287.0	50.0	100.0			F	10		4.5	0.030	1.7	7.9	9.6	9.8	0.014	1.4	11.6	12.9			100.0										$ 1.01	$ 1.18	$ 368,650	$ 1.94	$ 2.27	$ 708,100	$ 1,076,750	
		79	79		287.0	297.0	10.0	20.0			F	10		4.5	0.030	1.7	7.9	9.6	9.8	0.014	1.4	11.6	12.9			20.0										$ 1.01	$ 1.18	$ 73,730	$ 1.94	$ 2.27	$ 141,620	$ 215,350	
	Des Moines	79			297.0	355.0	58.0	116.0			F	10		4.5	0.030	1.7	7.9	9.6	9.8	0.014	1.4	11.6	12.9			116.0										$ 1.01	$ 1.18	$ 427,634	$ 1.94	$ 2.27	$ 821,396	$ 1,249,030	
Des Moines	Des Moines	60			355.0	360.0	5.0	10.0			F	10		4.5	0.030	1.7	7.9	9.6	9.8	0.014	1.4	11.6	12.9		10.0											$ 1.01	$ 1.18	$ 36,865	$ 1.94	$ 2.27	$ 70,810	$ 107,675	
		79			360.0	425.0	65.0	65.0			F	8		4.5	0.030	1.4	7.9	9.3	9.8	0.014	1.4	11.6	12.9			65.0										$ 1.01	$ 1.18	$ 191,698	$ 1.94	$ 2.27	$ 368,212	$ 559,910	
		79	79		425.0	435.0	10.0	20.0			F	8		4.5	0.030	1.4	7.9	9.3	9.8	0.014	1.4	11.6	12.9			20.0										$ 1.01	$ 1.18	$ 58,984	$ 1.94	$ 2.27	$ 113,296	$ 172,280	
	Omaha	79			435.0	488.0	53.0	53.0			F	8		4.5	0.030	1.4	7.9	9.3	9.8	0.014	1.4	11.6	12.9			53.0										$ 0.96	$ 1.12	$ 148,570	$ 1.92	$ 2.25	$ 297,139	$ 445,709	MP 3
Omaha	Omaha	60	60		497.4	505.0	7.6	15.2			F	8		4.5	0.030	1.4	7.9	9.3	9.8	0.014	1.4	11.6	12.9		15.2											$ 0.96	$ 1.12	$ 42,609	$ 1.92	$ 2.25	$ 85,217	$ 127,826	MP 400 - Omaha
		Total Miles by Segment					475.1																	0.0	77.5	514.2	204.0	0.0								WYANET TO OMAHA	$ 1,845,468	$ 41.74		$ 3,567,492	$ 5,412,960	
		Total Miles by Total Track						795.7																												NIC in total is Chicago to Wyanet						
		Total Miles by Track Class																																									

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	Note	Note
	1	3
	2	4

Total Track Miles 0.0

	FRT	PASS	550
PP	1	16	5900
E	2	16	
PF	6	16	1.170

Legend

30 - 25	FRA Class 2
60 - 40	FRA Class 3
80 - 60	FRA Class 4
90 - 80	FRA Class 5
110 - 80	FRA Class 6

		Wyanet to Omaha		
		Maintenance	Capital	Total
	High	$1,845,468	$3,567,492	$5,412,960
	Median	$1,531,738	$2,961,019	$4,492,757
	Low	$1,218,009	$2,354,545	$3,572,554

Note 1: BNSF (Rich Wessler) Furnished 2002 Tonnage Data
Note 2: Iowa Interstate (Pat Sheldon) Furnished 2002 Tonnage Data 12-29-03
Note 3: RA Kollmar Estimate of Growth of 1.5% Annual
Note 4: Iowa Interstate (Pat Sheldon) Furnished Tonnage Growth Estimate 12-29-03

CHICAGO - INDIANAPOLIS - CINCINNATI

Global MP	From Station	To Station	Main #1	Main #2	Main #3	MP Begin	MP End	Segment Length	Total Track Miles	Predom. Traffic P	Predom. Traffic E	Predom. Traffic F	No of Trains P	No of Trains F	Curr Tons F	RR Escal. %	2022 Tonnage P	2022 Tonnage F	2022 Tonnage Tot	2010 Tons F	RR Escal. %	2010 Tonnage P	2010 Tonnage F	2010 Tonnage Tot	FRA Track Class 2	FRA Track Class 3	FRA Track Class 4	FRA Track Class 5	FRA Track Class 6	MGT < 5	MGT 5-15	MGT 15-30	MGT > 30	Curvature Lgt	Curvature Mod	Curvature Sev	Matrix 41 Cost/Mile	Convert Cost/Mile to a 312 day year	ZT Maint Cost x Track Miles x # of Annual Train Miles	Cyclic Capital Cost Per Train Mile Wood (Max) Z-T Matrix 42	Convert Cost/Mile to a 312 day year	Cap. Cost Per Train Mile Times Total No. of Miles	Total Cost Capital Cost Plus Maint. Cost	Comments
									R. A. Kollmar's Calculations											COMPLETE TEMS Calculations																									
0	Chicago	21 Street	45	45	45	523.0	520.9	2.1	6.3	P			12	0	0	0.0015	4.8	0.0	4.8	0.0	0.0015	2.1	0.0	2.1		6.3											$ 2.05	$ 2.40	$ 56,568	$ 2.53	$ 2.96	$ 69,813	$ 126,381	MP 0.0 - Chicago
	21 Street	Englewood	79	79		520.9	516.3	4.6	9.2	P			12	0	0	0.0015	4.8	0.0	4.8	0.0	0.0015	2.1	0.0	2.1			9.2										$ 2.05	$ 2.40	$ 82,607	$ 2.53	$ 2.96	$ 101,949	$ 184,556	
	Englewood	Englewood	45	45		516.3	515.2	1.1	2.2	P			12	0	0	0.0015	4.8	0.0	4.8	0.0	0.0015	2.1	0.0	2.1		2.2											$ 2.29	$ 2.68	$ 22,066	$ 2.60	$ 3.04	$ 25,054	$ 47,120	
	Englewood	Gr. Xing	79	79		515.2	513.7	1.5	3.0	P			12	0	0	0.0015	4.8	0.0	4.8	0.0	0.0015	2.1	0.0	2.1			3.0										$ 2.05	$ 2.40	$ 26,937	$ 2.53	$ 2.96	$ 33,244	$ 60,181	Current NS ML Tonnage = 122.4
	Gr. Xing	Cal River	79	79		513.7	509.8	3.9	7.8	P			12	0	0	0.0015	4.8	0.0	4.8	0.0	0.0015	2.1	0.0	2.1			7.8										$ 2.05	$ 2.40	$ 70,036	$ 2.53	$ 2.96	$ 86,435	$ 156,471	
	Cal R. Br.	Cal R. Br.	79	79		509.8	509.5	0.3	0.6	P			12	0	0	0.0015	4.8	0.0	4.8	0.0	0.0014	2.1	0.0	2.1			0.6										$ 2.05	$ 2.40	$ 5,387	$ 2.53	$ 2.96	$ 6,649	$ 12,036	
	Cal River	Hick	110	110		509.5	503.4	6.1	12.2	P			12	0	0	0.0015	4.8	0.0	4.8	0.0	0.0014	2.1	0.0	2.1				12.2									$ 3.11	$ 3.64	$ 166,186	$ 2.60	$ 3.04	$ 138,934	$ 305,120	MP 507.0 - Hammond
	Hick Br.	Hick Br.	79	79		503.4	503.0	0.4	0.8	P			12	0	0	0.0015	4.8	0.0	4.8	0.0	0.0014	2.1	0.0	2.1			0.8										$ 2.05	$ 2.40	$ 7,183	$ 2.53	$ 2.96	$ 8,865	$ 16,048	
	Hick Br.	NS Flyover	79	79		503.0	501.6	1.4	2.8	P			12	0	0	0.0015	4.8	0.0	4.8	0.0	0.0014	2.1	0.0	2.1			2.8										$ 2.05	$ 2.40	$ 25,141	$ 2.53	$ 2.96	$ 31,028	$ 56,169	Current NS ML Tonnage = 122.4
	NS Flyover	NS Flyover	60	60		501.6	500.5	1.1	2.2	P			12	0	0	0.0015	4.8	0.0	4.8	0.0	0.0014	2.1	0.0	2.1		2.2										$ 2.15	$ 2.52	$ 20,717	$ 2.56	$ 2.99	$ 24,668	$ 45,386	
	NS Flyover	Tolleston	79	79		15.0	19.0	4.0	8.0	P			12	0	0	0.0015	4.8	0.0	4.8	0.0	0.0014	2.1	0.0	2.1			8.0										$ 2.05	$ 2.40	$ 71,832	$ 2.53	$ 2.96	$ 88,651	$ 160,483	
50	Tolleston	Gary	45			442.5	440.0	2.5	2.5		E		12	4	2.9	0.03	4.8	5.1	9.9	0.0	0.0014	2.1	0.0	2.1			2.5										$ 1.44	$ 1.68	$ 15,768	$ 2.18	$ 2.55	$ 23,871	$ 39,639	
	Gary		110			440.0	435.4	4.6	4.6		E		12	4	2.9	0.03	4.8	5.1	9.9	0.0	0.0014	2.1	0.0	2.1				4.6										$ 3.40	$ 3.98	$ 69,248	$ 2.28	$ 2.67	$ 46,437	$ 115,685	
100			110			435.4	430.0	5.4	5.4		E		12	4	2.9	0.03	4.8	5.1	9.9	0.0	0.0014	2.1	0.0	2.1				5.4										$ 3.40	$ 3.98	$ 79,672	$ 2.28	$ 2.67	$ 53,427	$ 133,099	
			110	110		430.0	425.0	5.0	10.0		E		12	4	2.9	0.03	4.8	5.1	9.9	0.0	0.0014	2.1	0.0	2.1				10.0										$ 3.40	$ 3.98	$ 148,920	$ 2.28	$ 2.67	$ 99,864	$ 248,784	
			110			425.0	423.5	1.5	1.5		E		12	4	2.9	0.03	4.8	5.1	9.9	0.0	0.0014	2.1	0.0	2.1				1.5										$ 3.40	$ 3.98	$ 22,338	$ 2.28	$ 2.67	$ 14,980	$ 37,318	
			110			423.6	423.5	0.1	0.1		E		12	4	2.9	0.03	4.8	5.1	9.9	0.0	0.0014	2.1	0.0	2.1				0.1										$ 3.40	$ 3.98	$ 1,489	$ 2.28	$ 2.67	$ 999	$ 2,488	
		Wanatah	110			423.5	415.4	8.1	8.1		E		12	4	2.9	0.03	4.8	5.1	9.9	0.0	0.0014	2.1	0.0	2.1				8.1										$ 3.40	$ 3.98	$ 120,625	$ 2.28	$ 2.67	$ 80,890	$ 201,515	
	Wanatah	Wanatah	45			415.4	38.1	1.0	1.0	P			12	0	0.0	0	4.8	0.0	4.8	0.0	0.0014	2.1	0.0	2.1		1.0											$ 2.29	$ 2.68	$ 10,030	$ 2.60	$ 3.04	$ 11,388	$ 21,418	
	Wanatah	Monon	110			38.1	0.0	38.1	38.1	P			12	0	0	0	4.8	0.0	4.8	1.8	0.0014	2.1	2.1	4.2				38.1										$ 3.11	$ 3.64	$ 518,991	$ 2.60	$ 3.04	$ 433,883	$ 952,873	
	Monon		79			88.5	112.5	24.0	24.0		E		12	4	2.9	0.03	4.8	5.1	9.9	10.0	0.0014	2.1	11.8	13.9			24.0										$ 1.51	$ 1.77	$ 158,731	$ 2.20	$ 2.57	$ 231,264	$ 389,995	Lafayette
			40	40		112.5	113.3	0.8	1.6		E		12	4	2.9	0.03	4.8	5.1	9.9	10.0	0.0014	2.1	11.8	13.9		1.6											$ 1.61	$ 1.88	$ 11,283	$ 2.24	$ 2.62	$ 15,698	$ 26,981	
		Ames Connection	79	79		113.3	117.0	3.7	7.4		E		12	4	2.9	0.03	4.8	5.1	9.9	10.0	0.0014	2.1	11.8	13.9			7.4										$ 1.44	$ 1.68	$ 46,673	$ 2.18	$ 2.55	$ 70,658	$ 117,331	
	Ames Connection	Ames Connection	25	25		117.0	119.3	2.3	4.6		E		12	4	2.9	0.03	4.8	5.1	9.9	10.0	0.0014	2.1	11.8	13.9	4.6											$ 1.61	$ 1.88	$ 32,438	$ 2.24	$ 2.62	$ 45,132	$ 77,570	
	Ames Connection	Ames	40	40		119.3	120.7	1.4	2.8		E		12	4	2.9	0.03	4.8	5.1	9.9	10.0	0.0014	2.1	11.8	13.9		2.8											$ 1.44	$ 1.68	$ 17,660	$ 2.18	$ 2.55	$ 26,736	$ 44,396	
			50	50		120.7	121.0	0.3	0.6		E		12	4	2.9	0.03	4.8	5.1	9.9	10.0	0.0014	2.1	11.8	13.9		0.6											$ 1.44	$ 1.68	$ 3,784	$ 2.18	$ 2.55	$ 5,729	$ 9,513	
150			79	79		121.0	149.0	28.0	56.0		E		12	4	2.9	0.03	4.8	5.1	9.9	10.0	0.0014	2.1	11.8	13.9			56.0										$ 1.44	$ 1.68	$ 353,203	$ 2.18	$ 2.55	$ 534,710	$ 887,914	
		Indianapolis	79	79		46.3	7.0	39.3	78.6		E		12	4	2.9	0.03	4.8	5.1	9.9	10.0	0.0014	2.1	11.8	13.9			78.6										$ 1.44	$ 1.68	$ 495,746	$ 2.18	$ 2.55	$ 750,504	$ 1,246,250	Indianapolis International Airport
	Indianapolis	Indianapolis	79	79		7.0	6.0	1.0	2.0		E		12	4	2.9	0.03	4.8	5.1	9.9	10.0	0.0014	2.1	11.8	13.9			2.0										$ 1.51	$ 1.77	$ 13,228	$ 2.20	$ 2.57	$ 19,272	$ 32,500	
	Indianapolis	Indianapolis	45	45		6.0	1.0	5.0	10.0		E		14	4	2.9	0.03	4.8	5.1	9.9	10.0	0.0014	2.4	11.8	14.2		10.0											$ 1.61	$ 1.88	$ 82,271	$ 2.24	$ 2.62	$ 114,464	$ 196,735	Indianapolis
200	Indianapolis	Hamilton	45	45		124.5	127.0	2.5	5.0		E		12	4	2.9	0.03	4.8	5.1	9.9	3.2	0.0014	2.1	3.8	5.8		5.0											$ 1.44	$ 1.68	$ 31,536	$ 2.18	$ 2.55	$ 47,742	$ 79,278	
			45			109.1	108.9	0.2	0.2	P			12	4	1.9	0.0015	4.8	2.5	7.3	3.2	0.0014	2.1	3.8	5.8		0.2											$ 2.05	$ 2.40	$ 1,796	$ 2.53	$ 2.96	$ 2,216	$ 4,012	
			60	60		108.9	106.9	1.9	3.9	P			12	4	1.9	0.0015	4.8	2.5	7.3	3.2	0.0014	2.1	3.8	5.8		3.9											$ 2.05	$ 2.40	$ 35,018	$ 2.53	$ 2.96	$ 43,217	$ 78,236	
			60	60		106.9	103.6	3.3	6.6	P			12	4	1.9	0.0015	4.8	2.5	7.3	3.2	0.0014	2.1	3.8	5.8		6.6											$ 2.05	$ 2.40	$ 59,261	$ 2.53	$ 2.96	$ 73,137	$ 132,399	
			110			103.6	83.7	19.9	19.9	P			12	2	1.9	0.0015	4.8	2.5	7.3	3.2	0.0014	2.1	3.8	5.8				19.9										$ 3.11	$ 3.64	$ 271,074	$ 2.60	$ 3.04	$ 226,621	$ 497,695	
			40	40		83.7	82.8	0.9	1.8	P			12	2	1.9	0.0015	4.8	2.5	7.3	3.2	0.0014	2.1	3.8	5.8		1.8											$ 2.05	$ 2.40	$ 16,162	$ 2.53	$ 2.96	$ 19,947	$ 36,109	
		Shelbyville	110			82.8	63.5	19.4	19.4	P			12	2	1.9	0.0015	4.8	2.5	7.3	3.2	0.0014	2.1	3.8	5.8				19.4										$ 3.11	$ 3.64	$ 263,582	$ 2.60	$ 3.04	$ 220,358	$ 483,940	
250	Shelbyville	Shelbyville	60	60		63.5	61.9	1.6	3.2	P			12	2	1.9	0.0015	4.8	2.5	7.3	2.0	0.0014	2.1	2.4	4.4		3.2											$ 2.05	$ 2.40	$ 28,733	$ 2.53	$ 2.96	$ 35,460	$ 64,193	Shelbyville
	Shelbyville		110			61.9	40.0	21.9	21.9	P			12	2	1.9	0.0015	4.8	2.5	7.3	2.0	0.0014	2.1	2.4	4.4				21.9										$ 3.11	$ 3.64	$ 297,636	$ 2.60	$ 3.04	$ 248,828	$ 546,464	
			110	110		40.0	35.0	5.0	10.0	P			12	2	1.9	0.0015	4.8	2.5	7.3	2.0	0.0014	2.1	2.4	4.4				10.0										$ 3.11	$ 3.64	$ 136,218	$ 2.60	$ 3.04	$ 113,880	$ 250,098	
			110			35.0	16.0	19.0	19.0	P			12	2	1.9	0.0015	4.8	2.5	7.3	2.0	0.0014	2.1	2.4	4.4				19.0										$ 3.11	$ 3.64	$ 258,814	$ 2.60	$ 3.04	$ 216,372	$ 475,186	
			110			16.0	13.0	3.0	3.0	P			12	2	1.9	0.0015	4.8	2.5	7.3	2.0	0.0014	2.1	2.4	4.4				3.0										$ 3.11	$ 3.64	$ 40,865	$ 2.60	$ 3.04	$ 34,164	$ 75,029	
300			110			13.0	5.0	8.0	8.0	P			12	2	1.9	0.0015	4.8	2.5	7.3	2.0	0.0014	2.1	2.4	4.4				8.0										$ 3.11	$ 3.64	$ 108,974	$ 2.60	$ 3.04	$ 91,104	$ 200,078	
			45	45		5.0	0.5	4.5	9.0	P			12	6	64.8	0.03	4.8	2.5	7.3	2.0	0.0014	2.1	2.4	4.4		9.0											$ 2.29	$ 2.68	$ 90,272	$ 2.60	$ 3.04	$ 102,492	$ 192,764	
	Cincinnati Terminal		50	50		0.5	0.3	0.2	4.4	P			12	6	64.8	0.03	4.8	2.5	7.3	2.0	0.0014	2.1	2.4	4.4		4.4											$ 2.29	$ 2.68	$ 44,133	$ 2.60	$ 3.04	$ 50,107	$ 94,240	Cincinnati
			309.9	449.2											Note										4.6	60.8	202.7	0.0	###									$ 4,440,835	$ 109.31		$ 4,720,840	$ 9,161,675	
				449.2											1					Note																		Matrix 41	Matrix 41					
															2					3																								

HNTB
1-Feb-04
CHQ

Total Track M 0.0

			30 - 25	FRA Class 2
	FRT PASS	550	60 - 40	FRA Class 3
PP	1	16	5900	80 - 60	FRA Class 4
E	2	16		90 - 80	FRA Class 5
PF	6	16	1.170	110 - 80	FRA Class 6

Legend

Note 1: Norfolk Southern (John Irwin) Furnished 2002 Tonnage Data
Note 2: CSXT (Earl Wacker) Furnished 2002 Tonnage Data 01-05-04
Note 3: RA Kollmar Estimate of Growth of 1.5% Annual

	Maintenance	Capital	Total
High	$4,440,835	$4,720,840	$9,161,675
Median	$3,685,893	$3,918,297	$7,604,190
Low	$2,930,951	$3,115,754	$6,046,706

MILWAUKEE TO GREEN BAY

Global MP	From Station	To Station	Main #1	Main #2	Main #3	MP Begin	MP End	Segment Length	Total Track Miles	Predom. Traffic P	Predom. Traffic E	Predom. Traffic F	No of Trains P	No of Trains F	Curr Tons F	RR Escal. %	2022 Tonnage P	2022 Tonnage F	2022 Tonnage Tot	2010 Tons F	RR Escal. %	2010 Tonnage P	2010 Tonnage F	2010 Tonnage Tot	FRA Track Class 2	FRA Track Class 3	FRA Track Class 4	FRA Track Class 5	FRA Track Class 6	MGT < 5	MGT 5-15	MGT 15-30	MGT > 30	Curvature Lgt	Curvature Mod	Curvature Sev	Matrix 41 Cost/Mile	Convert Cost/Mile to a 312 day year	ZT Maint Cost x Track Miles x # of Annual Train Miles	Cyclic Capital Cost Per Train Mile Wood (Max) Z-T Matrix 42	Convert Cost/Mile to a 312 day year	Cap. Cost Per Train Mile Times Total No. of Miles	Total Cost Capital Cost Plus Maint. Cost	Comments
									R. A. Kollmar's Calculations											COMPLETE TEMS Calculations																									
0	Milwaukee Station	Milwaukee Station	20	45	45	85.7	86.0	0.3	0.9	P			34	0	3.0	0.03	5.8	4.0	9.8	0.0	0.0015	5.8	0.0	5.8	0.3	0.6											$ 2.05	$ 2.40	$ 7,632	$ 2.53	$ 2.96	$ 28,258	$ 35,890	MP 85.7 - Milwaukee Station
	Milwaukee Station	Grand Avenue	60	60	60	86.0	88.2	2.2	6.6			F	34	4	36.7	0.03	5.8	64.4	70.2							6.6											$ 0.30	$ 0.35	$ 8,191	$ 0.56	$ 0.66	$ 45,867	$ 54,058	
	Grand Avenue		35	35		88.2	88.3	0.1	0.2			F	14			0.03	2.4									0.2											$ 0.45	$ 0.53	$ 230	$ 0.84	$ 0.98	$ 858	$ 1,088	
			79	79		88.3	93.4	5.1	10.2	P			14				2.4										10.2										$ 2.15	$ 2.52	$ 56,031	$ 2.56	$ 2.99	$ 133,432	$ 189,463	
			110			94.1	95.0	0.9	0.9	P			14				2.4												0.9								$ 3.11	$ 3.64	$ 14,303	$ 2.60	$ 3.04	$ 11,957	$ 26,260	
	Granville, WI		110	110		95.0	100.0	5.0	10.0	P			14				2.4												10.0								$ 3.11	$ 3.64	$ 158,921	$ 2.60	$ 3.04	$ 132,860	$ 291,781	MP 99.4 - Granville Station
			110			100.0	100.6	0.6	0.6	P			14				2.4												0.6								$ 3.11	$ 3.64	$ 9,535	$ 2.60	$ 3.04	$ 7,972	$ 17,507	
			60			98.4	99.5	1.1	1.1	P			14				2.4									1.1										$ 2.15	$ 2.52	$ 12,085	$ 2.56	$ 2.99	$ 14,390	$ 26,475	
			110			99.5	114.4	14.9	14.9	P			14				2.4												14.9								$ 3.11	$ 3.64	$ 237,110	$ 2.60	$ 3.04	$ 198,227	$ 435,337	
			110			114.4	117.0	2.6	2.6	P			14				2.4												2.6								$ 3.11	$ 3.64	$ 41,002	$ 2.60	$ 3.04	$ 34,278	$ 75,279	
	West Bend, WI		60	60		117.0	119.0	2.0	4.0	P			14				2.4									4.0										$ 2.15	$ 2.52	$ 43,946	$ 2.56	$ 2.99	$ 52,326	$ 96,272	MP 118.8 - West Bend Station
50			110			119.0	138.2	19.2	19.2	P			14				2.4												19.2								$ 3.11	$ 3.64	$ 305,128	$ 2.60	$ 3.04	$ 255,091	$ 560,220	
			110	110		138.2	141.0	2.8	5.6	P			14				2.4												5.6								$ 3.11	$ 3.64	$ 88,996	$ 2.60	$ 3.04	$ 74,402	$ 163,397	
			110			141.0	145.5	4.5	4.5	P			14				2.4												4.5								$ 3.11	$ 3.64	$ 71,514	$ 2.60	$ 3.04	$ 59,787	$ 131,301	
			40			145.5	146.0	0.5	0.5			F	14				2.4									0.5										$ 0.42	$ 0.49	$ 1,159	$ 0.80	$ 0.94	$ 2,208	$ 3,366	
	Fond Du Lac, WI		45	45		155.0	160.4	5.4	10.8			F	14				2.4									10.8										$ 0.42	$ 0.49	$ 23,179	$ 0.80	$ 0.94	$ 44,150	$ 67,329	MP 148.5 - Fond du Lac Station
			110	110		160.4	168.8	8.4	16.8			F	14				2.4												16.8								$ 2.38	$ 2.78	$ 204,318	$ 1.07	$ 1.25	$ 91,857	$ 296,176	
	Oshkosh, WI		79	79		168.8	177.8	9.0	18.0			F	14				2.4										18.0										$ 0.42	$ 0.49	$ 38,632	$ 0.80	$ 0.94	$ 73,584	$ 112,216	MP 165.5 - Oshkosh Station
			110	110		177.8	180.0	2.2	4.4			F	14				2.4												4.4								$ 2.38	$ 2.78	$ 53,512	$ 1.07	$ 1.25	$ 24,058	$ 77,570	
			110			180.0	184.7	4.7	4.7			F	14				2.4												4.7								$ 2.38	$ 2.78	$ 57,160	$ 1.07	$ 1.25	$ 25,698	$ 82,859	
	Neenah, WI		45	45		184.7	187.5	2.8	5.6			F	14				2.4									5.6										$ 0.42	$ 0.49	$ 12,019	$ 0.80	$ 0.94	$ 22,893	$ 34,912	MP 177.5 - Neenah Station
			45			187.5	188.1	0.6	0.6			F	14				2.4									0.6										$ 0.42	$ 0.49	$ 1,180	$ 0.80	$ 0.94	$ 2,248	$ 3,429	
100	Appleton, WI		79			209.3	215.3	6.0	6.0			F	14				2.4										6.0										$ 0.42	$ 0.49	$ 12,877	$ 0.80	$ 0.94	$ 24,528	$ 37,405	MP 183.5 - Appleton Station
			79	79		215.3	220.5	5.2	10.4			F	14				2.4										10.4										$ 0.42	$ 0.49	$ 22,320	$ 0.80	$ 0.94	$ 42,515	$ 64,836	
			79			220.5	222.0	1.5	1.5			F	14				2.4										1.5										$ 0.42	$ 0.49	$ 3,219	$ 0.80	$ 0.94	$ 6,132	$ 9,351	
			79			222.0	236.3	14.3	14.3			F	14				2.4										14.3										$ 0.42	$ 0.49	$ 30,691	$ 0.80	$ 0.94	$ 58,458	$ 89,149	
			79	79		236.3	241.7	5.4	10.8			F	14				2.4										10.8										$ 0.42	$ 0.49	$ 23,179	$ 0.80	$ 0.94	$ 44,150	$ 67,329	
			79			241.7	242.6	0.9	0.9			F	14				2.4										0.9										$ 0.42	$ 0.49	$ 1,932	$ 0.80	$ 0.94	$ 3,679	$ 5,611	
128.6	Green Bay		10			242.6	243.0	0.4	0.4			F	14				2.4								0.4												$ 0.45	$ 0.53	$ 920	$ 0.84	$ 0.98	$ 1,717	$ 2,637	MP 213.5 - Green Bay Station
									99.4																												$46.34	$ 54.21	$ 1,525,099	$ 45.26		$ 1,443,457	$ 2,968,556	

99.4	Granville, WI	13.7
118.8	West Bend, WI	33.1
148.5	Fond Du Lac, WI	62.8
165.5	Oshkosh, WI	79.8
177.5	Neenah, WI	91.8
183.5	Appleton, WI	97.8
213.5	GREEN BAY, WI	127.8

Total Segment Miles	128.6
Total Track Miles	187.0
Total Track Miles (by Class)	187.0
Total Track Miles	0.0

Note	
1	6.5
2	47.6
	33.1
	33.7
	128.6

Legend	
30 - 25	FRA Class 2
60 - 40	FRA Class 3
80 - 60	FRA Class 4
90 - 80	FRA Class 5
110 - 80	FRA Class 6

	FRT	PASS	550
PP	1	16	5900
E	2	16	
PF	6	16	1.170

HNTB
1-Feb-04
CHQ

Note 1: CP (Don Heron) Furnished 2002 Tonnage Data

Track Miles By Class 0.7 30.0 72.1 0.0 84.2

CHQ - MGT estimate Fond du Lac to Green Bay from October 22, 1999 Inspection Trip
Provided by WCL

Totals are for Grand Ave to Green Bay. NIC is Milwaukee to Grand Ave

	Maintenance	Capital	Total
High	$1,525,099	$1,443,457	$2,968,556
Median	$1,265,832	$1,198,070	$2,463,902
Low	$1,006,565	$952,682	$1,959,247

ST. LOUIS TO KANSAS CITY

Global MP	From Station	To Station	Main #1	Main #2	Main #3	MP Begin	MP End	Segment Length	Total Track Miles	Predom. Traffic P	Predom. Traffic E	Predom. Traffic F	No of Trains P	No of Trains F	Curr Tons F	RR Escal. %	2022 Tonnage P	2022 Tonnage F	2022 Tonnage Tot	FRA Track Class 2	FRA Track Class 3	FRA Track Class 4	FRA Track Class 5	FRA Track Class 6	MGT < 5	MGT 5-15	MGT 15-30	MGT > 30	Curvature Lgt	Curvature Mod	Curvature Sev	Matrix 41 Cost/Mile	Convert Cost/Mile to a 312 day year	ZT Maint Cost x Track Miles x # of Annual Train Miles	Cyclic Capital Cost Per Train Mile Wood (Max) Z-T Matrix 42	Convert Cost/Mile to a 312 day year	Cap. Cost Per Train Mile Times Total No. of Miles	Total Cost Capital Cost Plus Maint. Cost	Comments
0	St. Louis	Grand Avenue	30	30		0.0	1.0	1.0	2.0	P			8	0	110	0.05	1.4		1.4	2.0												$ 2.15	$ 2.52	$ 12,556	$ 2.56	$ 2.99	$14,950	$27,506	MP 0.0 - St. Louis Station
	Grand Avenue	0	60	60		1.0	3.7	2.7	5.4			F	8		110		1.4	278.0	279.3		5.4											$ 1.01	$ 1.18	$ 15,926	$ 1.94	$ 2.27	$30,590	$46,516	
		Maplewood	60	60		3.7	7	3.3	6.6			F	8		110		1.4	278.0	279.3		6.6											$ 1.01	$ 1.18	$ 19,465	$ 1.94	$ 2.27	$37,388	$56,852	
	Maplewood	Kirkwood Station	79	79		7.0	13.3	6.3	12.6			F	8		110		1.4	278.0	279.3			12.6										$ 1.01	$ 1.18	$ 37,160	$ 1.94	$ 2.27	$71,376	$108,536	
	Kirkwood Station	0	30	30		13.3	13.7	0.4	0.8			F	8		110		1.4	278.0	279.3	0.8												$ 1.01	$ 1.18	$ 2,359	$ 1.94	$ 2.27	$4,532	$6,891	MP 13.3 - Kirkwood Station
		0	90	90		13.7	14	0.3	0.6			F	8		110		1.4	278.0	279.3				0.6									$ 2.99	$ 3.50	$ 5,238	$ 1.95	$ 2.28	$3,416	$8,655	
		0	90	90		14.0	15.4	1.4	2.8			F	8		110		1.4	278.0	279.3				2.8									$ 2.99	$ 3.50	$ 24,446	$ 1.95	$ 2.28	$15,943	$40,389	
		0	90	90		15.4	15.7	0.3	0.6			F	8		110		1.4	278.0	279.3				0.6									$ 2.99	$ 3.50	$ 5,238	$ 1.95	$ 2.28	$3,416	$8,655	
		Barretts	90	90		15.7	17.1	1.4	2.8			F	8		110		1.4	278.0	279.3				2.8									$ 2.99	$ 3.50	$ 24,446	$ 1.95	$ 2.28	$15,943	$40,389	
	Barretts	CPM 021 - Keffer Creek	90	90		17.1	21	3.9	7.8			F	8		110		1.4	278.0	279.3				7.8									$ 2.99	$ 3.50	$ 68,100	$ 1.95	$ 2.28	$44,413	$112,513	MP 18.8 - Valley Park
	CPM 021 - Keffer Creek	0	90	90		21.0	21.7	0.7	1.4			F	8		110		1.4	278.0	279.3				1.4									$ 2.99	$ 3.50	$ 12,223	$ 1.95	$ 2.28	$7,972	$20,195	
		0	90	90		21.7	23.3	1.6	3.2			F	8		110		1.4	278.0	279.3				3.2									$ 2.99	$ 3.50	$ 27,939	$ 1.95	$ 2.28	$18,221	$46,159	
			90	90		23.3	27.1	3.8	7.6			F	8		110		1.4	278.0	279.3				7.6									$ 2.99	$ 3.50	$ 66,354	$ 1.95	$ 2.28	$43,274	$109,628	
		0	90	90		27.1	27.7	0.6	1.2			F	8		110		1.4	278.0	279.3				1.2									$ 2.99	$ 3.50	$ 10,477	$ 1.95	$ 2.28	$6,833	$17,310	
		0	90	90		27.7	30.6	2.9	5.8			F	8		110		1.4	278.0	279.3				5.8									$ 2.99	$ 3.50	$ 50,639	$ 1.95	$ 2.28	$33,025	$83,664	MP 28.8 - Eureka
		0	90	90		30.6	31.3	0.7	1.4			F	8		110		1.4	278.0	279.3				1.4									$ 2.99	$ 3.50	$ 12,223	$ 1.95	$ 2.28	$7,972	$20,195	
		CPM 032 - Dozier	90	90		31.3	32.7	1.4	2.8			F	8		110		1.4	278.0	279.3				2.8									$ 2.99	$ 3.50	$ 24,446	$ 1.95	$ 2.28	$15,943	$40,389	
	CPM 032 - Dozier	0	90	90		32.7	33.9	1.2	2.4			F	8		110		1.4	278.0	279.3				2.4									$ 2.99	$ 3.50	$ 20,954	$ 1.95	$ 2.28	$13,666	$34,620	
		0	90	90		33.9	34.8	0.9	1.8			F	8		110		1.4	278.0	279.3				1.8									$ 2.99	$ 3.50	$ 15,715	$ 1.95	$ 2.28	$10,249	$25,965	
		CPM 037 - Summit	90	90		34.8	35.9	1.1	2.2			F	8		110		1.4	278.0	279.3				2.2									$ 2.99	$ 3.50	$ 19,208	$ 1.95	$ 2.28	$12,527	$31,735	
	CPM 037 - Summit	West Labadie	90	90		35.9	44.4	8.5	17.0			F	8		110		1.4	278.0	279.3				17.0									$ 2.99	$ 3.50	$ 148,424	$ 1.95	$ 2.28	$96,798	$245,222	MP 39 - Grey's Summit
	West Labadie	South Point	90	90		44.4	48.9	4.5	9.0			F	8		110		1.4	278.0	279.3				9.0									$ 2.99	$ 3.50	$ 78,577	$ 1.95	$ 2.28	$51,246	$129,823	
	South Point	0	90	90		48.9	49.8	0.9	1.8			F	8		110		1.4	278.0	279.3				1.8									$ 2.99	$ 3.50	$ 15,715	$ 1.95	$ 2.28	$10,249	$25,965	
50		Washington Station	90	90		49.8	55.5	5.7	11.4			F	8		110		1.4	278.0	279.3				11.4									$ 2.99	$ 3.50	$ 99,531	$ 1.95	$ 2.28	$64,912	$164,443	MP 52.2 - Washington Station
	Washington Station	CPM 058	90	90		55.5	58.5	3.0	6.0			F	8		110		1.4	278.0	279.3				6.0									$ 2.99	$ 3.50	$ 52,385	$ 1.95	$ 2.28	$34,164	$86,549	
	CPM 058	0	90	90		58.5	59	0.5	1.0			F	8		110		1.4	278.0	279.3				1.0									$ 2.99	$ 3.50	$ 8,731	$ 1.95	$ 2.28	$5,694	$14,425	
		0	90	90		59.0	61.8	2.8	5.6			F	8		110		1.4	278.0	279.3				5.6									$ 2.99	$ 3.50	$ 48,892	$ 1.95	$ 2.28	$31,886	$80,779	
		New Haven	90	90		61.8	67	5.2	10.4			F	8		110		1.4	278.0	279.3				10.4									$ 2.99	$ 3.50	$ 90,800	$ 1.95	$ 2.28	$59,218	$150,018	
	New Haven	New Haven	90	90		67.0	67.2	0.2	0.4			F	8		110		1.4	278.0	279.3				0.4									$ 2.99	$ 3.50	$ 3,492	$ 1.95	$ 2.28	$2,278	$5,770	
	New Haven	0	90	90		67.2	70.7	3.5	7.0			F	8		110		1.4	278.0	279.3				7.0									$ 2.99	$ 3.50	$ 61,116	$ 1.95	$ 2.28	$39,858	$100,974	
		0	90	90		70.7	71.3	0.6	1.2			F	8		110		1.4	278.0	279.3				1.2									$ 2.99	$ 3.50	$ 10,477	$ 1.95	$ 2.28	$6,833	$17,310	
		Berger	90	90		71.3	72.2	0.9	1.8			F	8		110		1.4	278.0	279.3				1.8									$ 2.99	$ 3.50	$ 15,715	$ 1.95	$ 2.28	$10,249	$25,965	
	Berger	0	90	90		72.2	75.8	3.6	7.2			F	8		110		1.4	278.0	279.3				7.2									$ 2.99	$ 3.50	$ 62,862	$ 1.95	$ 2.28	$40,997	$103,859	
		0	90	90		75.8	80.3	4.5	9.0			F	8		110		1.4	278.0	279.3				9.0									$ 2.99	$ 3.50	$ 78,577	$ 1.95	$ 2.28	$51,246	$129,823	
		Herman	90	90		80.3	81.5	1.2	2.4			F	8		110		1.4	278.0	279.3				2.4									$ 2.99	$ 3.50	$ 20,954	$ 1.95	$ 2.28	$13,666	$34,620	MP 81.1 - Herman Station
	Herman	0	90	90		81.5	83.9	2.4	4.8			F	8		110		1.4	278.0	279.3				4.8									$ 2.99	$ 3.50	$ 41,908	$ 1.95	$ 2.28	$27,331	$69,239	
		0	90	90		83.9	85	1.1	2.2			F	8		110		1.4	278.0	279.3				2.2									$ 2.99	$ 3.50	$ 19,208	$ 1.95	$ 2.28	$12,527	$31,735	
		Gasconde Junction	90	90		85.0	86.2	1.2	2.4			F	8		110		1.4	278.0	279.3				2.4									$ 2.99	$ 3.50	$ 20,954	$ 1.95	$ 2.28	$13,666	$34,620	
	Gasconde Junction	Gasconde	90	90		86.2	88	1.8	3.6			F	8		110		1.4	278.0	279.3				3.6									$ 2.99	$ 3.50	$ 31,431	$ 1.95	$ 2.28	$20,498	$51,929	
	Gasconde	Gasconde	60	60		88.0	88.1	0.1	0.2			F	8		110		1.4	278.0	279.3		0.2											$ 1.01	$ 1.18	$ 590	$ 1.94	$ 2.27	$1,133	$1,723	
	Gasconde	0	79	79		88.1	89.3	1.2	2.4			F	8		110		1.4	278.0	279.3			2.4										$ 1.01	$ 1.18	$ 7,078	$ 1.94	$ 2.27	$13,596	$20,674	
		0	79	79		89.3	89.8	0.5	1.0			F	8		110		1.4	278.0	279.3			1.0										$ 1.01	$ 1.18	$ 2,949	$ 1.94	$ 2.27	$5,665	$8,614	
		0	79	79		89.8	90.5	0.7	1.4			F	8		110		1.4	278.0	279.3			1.4										$ 1.01	$ 1.18	$ 4,129	$ 1.94	$ 2.27	$7,931	$12,060	
		Morrison Junction	60	60		90.5	90.6	0.1	0.2			F	8		110		1.4	278.0	279.3		0.2											$ 1.01	$ 1.18	$ 590	$ 1.94	$ 2.27	$1,133	$1,723	
	Morrison Junction	0	90	90		90.6	93.1	2.5	5.0			F	8		110		1.4	278.0	279.3				5.0									$ 2.99	$ 3.50	$ 43,654	$ 1.95	$ 2.28	$28,470	$72,124	
		0	90	90		93.1	94.4	1.3	2.6			F	8		110		1.4	278.0	279.3				2.6									$ 2.99	$ 3.50	$ 22,700	$ 1.95	$ 2.28	$14,804	$37,504	
		0	90	90		94.4	94.5	0.1	0.2			F	8		110		1.4	278.0	279.3				0.2									$ 2.99	$ 3.50	$ 1,746	$ 1.95	$ 2.28	$1,139	$2,885	
		0	90	90		94.5	95.2	0.7	1.4			F	8		110		1.4	278.0	279.3				1.4									$ 2.99	$ 3.50	$ 12,223	$ 1.95	$ 2.28	$7,972	$20,195	
		0	90	90		95.2	97.6	2.4	4.8			F	8		110		1.4	278.0	279.3				4.8									$ 2.99	$ 3.50	$ 41,908	$ 1.95	$ 2.28	$27,331	$69,239	
		Chamois	90	90		97.6	97.9	0.3	0.6			F	8		110		1.4	278.0	279.3				0.6									$ 2.99	$ 3.50	$ 5,238	$ 1.95	$ 2.28	$3,416	$8,655	
100	Chamois	Ames	90	90		97.9	106.9	9.0	18.0			F	8		110		1.4	278.0	279.3				18.0									$ 2.99	$ 3.50	$ 157,154	$ 1.95	$ 2.28	$102,492	$259,646	
	Ames	0	90	90		106.9	107.1	0.2	0.4			F	8		110		1.4	278.0	279.3				0.4									$ 2.99	$ 3.50	$ 3,492	$ 1.95	$ 2.28	$2,278	$5,770	
		0	90	90		107.1	108.9	1.8	3.6			F	8		110		1.4	278.0	279.3				3.6									$ 2.99	$ 3.50	$ 31,431	$ 1.95	$ 2.28	$20,498	$51,929	
		0	90	90		108.9	109.1	0.2	0.4			F	8		110		1.4	278.0	279.3				0.4									$ 2.99	$ 3.50	$ 3,492	$ 1.95	$ 2.28	$2,278	$5,770	
		0	90	90		109.1	109.9	0.8	1.6			F	8		110		1.4	278.0	279.3				1.6									$ 2.99	$ 3.50	$ 13,969	$ 1.95	$ 2.28	$9,110	$23,080	
		0	90	90		109.9	113.9	4.0	8.0			F	8		110		1.4	278.0	279.3				8.0									$ 2.99	$ 3.50	$ 69,846	$ 1.95	$ 2.28	$45,552	$115,398	
		0	90	90		113.9	114.1	0.2	0.4			F	8		110		1.4	278.0	279.3				0.4									$ 2.99	$ 3.50	$ 3,492	$ 1.95	$ 2.28	$2,278	$5,770	
		0	90	90		114.1	115.6	1.5	3.0			F	8		110		1.4	278.0	279.3				3.0									$ 2.99	$ 3.50	$ 26,192	$ 1.95	$ 2.28	$17,082	$43,274	
		Bonnot Junction	90	90		115.6	116.8	1.2	2.4			F	8		110		1.4	278.0	279.3				2.4									$ 2.99	$ 3.50	$ 20,954	$ 1.95	$ 2.28	$13,666	$34,620	
	Bonnot Junction	0	60	60		116.8	117.1	0.3	0.6			F	8		110		1.4	278.0	279.3		0.6											$ 1.01	$ 1.18	$ 1,770	$ 1.94	$ 2.27	$3,399	$5,168	
		0	90	90		117.1	121.6	4.5	9.0			F	8		110		1.4	278.0	279.3				9.0									$ 2.99	$ 3.50	$ 78,577	$ 1.95	$ 2.28	$51,246	$129,823	
		Moreau	90	90		121.6	123.7	2.1	4.2			F	8		110		1.4	278.0	279.3				4.2									$ 2.99	$ 3.50	$ 36,669	$ 1.95	$ 2.28	$23,915	$60,584	
	Moreau	Jefferson City	90	90		123.7	124.3	0.6	1.2			F	8		110		1.4	278.0	279.3				1.2									$ 2.99	$ 3.50	$ 10,477	$ 1.95	$ 2.28	$6,833	$17,310	
	Jefferson City	Jefferson City	60	60		124.3	128.1	3.8	7.6			F	8		110		1.4	278.0	279.3		7.6											$ 1.01	$ 1.18	$ 22,414	$ 1.94	$ 2.27	$43,052	$65,466	MP 125.5 - Jefferson City Station
	Jefferson City	River Junction	90	90		128.1	128.4	0.3	0.6			F	8		87		1.4	219.8	221.2				0.6									$ 2.99	$ 3.50	$ 5,238	$ 1.95	$ 2.28	$3,416	$8,655	
	River Junction	River Terminal	90	90		128.4	129.9	1.5	3.0			F	8		87		1.4	219.8	221.2				3.0									$ 2.99	$ 3.50	$ 26,192	$ 1.95	$ 2.28	$17,082	$43,274	
	River Terminal	0	90	90		129.9	132.3	2.4	4.8			F	8		87		1.4	219.8	221.2				4.8									$ 2.99	$ 3.50	$ 41,908	$ 1.95	$ 2.28	$27,331	$69,239	
150		Sedalia	90	90		132.3	188.9	56.6	113.2			F	8		87		1.4	219.8	221.2				113.2									$ 2.99	$ 3.50	$ 988,327	$ 1.95	$ 2.28	$644,561	$1,632,887	MP 140 - Centertown
	Sedalia	Sedalia	60	60		188.9	189.6	0.7	1.4			F	8		87		1.4	219.8	221.2		1.4											$ 1.01	$ 1.18	$ 4,129	$ 1.94	$ 2.27	$7,931	$12,060	MP 188.9 - Sedalia Station
250	Sedalia	Independence	90	90		189.6	271.2	81.6	163.2			F	8		87		1.4	219.8	221.2				163.2									$ 2.99	$ 3.50	$ 1,424,867	$ 1.95	$ 2.28	$929,261	$2,354,127	MP 259.8 - Lees Summit Station
	Independence	Independence	60	60		271.2	271.3	0.1	0.2			F	8		87		1.4	219.8	221.2		0.2											$ 1.01	$ 1.18	$ 590	$ 1.94	$ 2.27	$1,133	$1,723	
	Independence	Rock Creek	79	79		271.3	276.8	5.5	11.0			F	8		87		1.4	219.8	221.2			11.0										$ 1.01	$ 1.18	$ 32,441	$ 1.94	$ 2.27	$62,313	$94,754	MP 273.2 - Independence Station
	Rock Creek	Broadway	60	60		276.8	282.5	5.7	11.4			F	10		125		1.7	315.9	317.6		11.4											$ 1.01	$ 1.18	$ 42,026	$ 1.94	$ 2.27	$80,723	$122,750	
	Broadway	Kansas City	30	30		282.5	283	0.5	1.0			F	10		125		1.7	315.9	317.6	1.0												$ 1.01	$ 1.18	$ 3,687	$ 1.94	$ 2.27	$7,081	$10,768	MP 273.0 - Kansas City Station
									283.0	566.0											3.8	33.6	28.4	500.2	0.0							$ 188.74	$ 220.80	$ 4,577,004	$ 144.75		$3,242,064	$ 7,819,068	
										566.0																								Matrix 41					

Note: Infrastructure and speeds assumed to "ballpark" maintenance and cyclic capital costs. Capacity anaylis required to determine infrastructure required.
*State of Missouri Specified Maximum Authorized Train Speed
Amtrak believes that UPRR will permit a Maximum Authorized Train Speed of 79 mph.

HNTB
1-Feb-04
CHQ

	Maintenance	Capital	Total
High	$4,577,004	$3,242,064	$7,819,068
Median	$3,798,913	$2,690,913	$6,489,826
Low	$3,020,822	$2,139,762	$5,160,585

CHICAGO TO CARBONDALE

Global MP	From Station	To Station	Main #1	Main #2	Main #3	MP Begin	MP End	Segment Length	Total Track Miles	Predom. Traffic P	Predom. Traffic E	Predom. Traffic F	No of Trains P	No of Trains F	Curr Tons F	RR Escall. %	2022 Tonnage P	2022 Tonnage F	2022 Tonnage Tot	FRA Track Class 2	FRA Track Class 3	FRA Track Class 4	FRA Track Class 5	FRA Track Class 6	MGT < 5	MGT 5-15	MGT 15-30	MGT > 30	Curvature Lgt	Curvature Mod	Curvature Sev	Matrix 41 Cost/Mile	Convert Cost/Mile to a 312 day year	ZT Maint Cost x Track Miles x # of Annual Train Miles	Cyclic Capital Cost Per Train Mile Wood (Max) Z-T Matrix 42	Convert Cost/Mile to a 312 day year	Cap. Cost Per Train Mile Times Total No. of Miles	Total Cost Capital Cost Plus Maint. Cost	Remarks
0	Chicago	21 Street	45	45	45	523.0	520.9	2.1	6.3	P			10	0	0.0	0.015	1.7	0.0	1.7		6.3											$ 2.05	$ 2.40	$ 47,140	$ 2.53	$ 2.96	$ 58,177	$ 105,317	MP 0.0 - Chicago
	21 Street	Englewood	79	79		520.9	516.3	4.6	9.2	P			10	0	0.0	0.015	1.7	0.0	1.7			9.2										$ 2.05	$ 2.40	$ 68,839	$ 2.53	$ 2.96	$ 84,957	$ 153,796	
	Englewood	Englewood	45	45		516.3	515.2	1.1	2.2	P			10	0	0.0	0.015	1.7	0.0	1.7		2.2											$ 2.29	$ 2.68	$ 18,389	$ 2.60	$ 3.04	$ 20,878	$ 39,267	
	Englewood	Gr. Xing	79	79		515.2	513.7	1.5	3.0	P			10	0	0.0	0.015	1.7	0.0	1.7			3.0										$ 2.05	$ 2.40	$ 22,448	$ 2.53	$ 2.96	$ 27,704	$ 50,151	
	Gr. Xing	Gr. Xing	45	45		513.7	513.4	0.3	0.6	P			10	0	0.0	0.00	1.7	0.0	1.7		0.6											$ 2.29	$ 2.68	$ 5,015	$ 2.60	$ 3.04	$ 5,694	$ 10,709	
	Gr. Xing	N. Kensington	79	79		10.0	13.0	3.0	6.0	P			10	0	0.0	0.02	1.7	0.0	1.7			6.0										$ 2.05	$ 2.40	$ 44,895	$ 2.53	$ 2.96	$ 55,407	$ 100,302	
	N. Kensington	Kensington	79	79		13.0	14.2	1.2	2.4		E		10	1	0.8	0.02	1.7	1.2	2.9			2.4										$ 1.44	$ 1.68	$ 12,614	$ 2.18	$ 2.55	$ 19,097	$ 31,711	
	Kensington	CN Junction	79	79		14.2	23.5	9.3	18.6			F	10		11.2	0.02	1.7	16.3	18.0			18.6										$ 0.96	$ 1.12	$ 65,174	$ 1.92	$ 2.25	$ 130,349	$ 195,523	
	CN Junction	Stuenkel	79	79		14.4	31.6	17.2	34.4			F	10		24.6	0.02	1.7	35.8	37.5			34.4										$ 0.96	$ 1.12	$ 120,538	$ 1.92	$ 2.25	$ 241,075	$ 361,613	MP 17.9 - Homewood
	Stuenkel	Manteno	90	90		31.6	49.5	17.9	35.8			F	10		34.7	0.02	1.7	50.6	52.3				35.8									$ 2.85	$ 3.33	$ 372,410	$ 1.92	$ 2.25	$ 250,886	$ 623,296	
50	Manteno	Kankankee	79	79		49.5	55.2	5.7	11.4			F	10		34.7	0.02	1.7	50.6	52.3			11.4										$ 0.96	$ 1.12	$ 39,946	$ 1.92	$ 2.25	$ 79,891	$ 119,837	
	Kankankee	Kankankee	50	50		55.2	56.4	1.2	2.4			F	10		34.7	0.02	1.7	50.6	52.3		2.4											$ 0.96	$ 1.12	$ 8,410	$ 1.92	$ 2.25	$ 16,819	$ 25,229	MP 55.3 - Kankankee
	Kankankee	S. Otto	79	79		56.4	61.2	4.8	9.6			F	10		34.7	0.02	1.7	50.6	52.3			9.6										$ 0.96	$ 1.12	$ 33,638	$ 1.92	$ 2.25	$ 67,277	$ 100,915	MP 61.1 - Gilman
	S. Otto	Gilman	90	90		61.2	80.5	19.3	38.6			F	10		34.7	0.02	1.7	50.6	52.3				38.6									$ 2.85	$ 3.33	$ 401,537	$ 1.92	$ 2.25	$ 270,509	$ 672,045	
	Gilman	Gilman	60	60		80.5	81.2	0.7	1.4			F	10		36.4	0.02	1.7	53.0	54.7		1.4											$ 0.96	$ 1.12	$ 4,906	$ 1.92	$ 2.25	$ 9,811	$ 14,717	
100	Gilman	Rantoul	90	90		81.2	113.0	31.8	63.6			F	10		36.4	0.02	1.7	53.0	54.7				63.6									$ 2.85	$ 3.33	$ 661,599	$ 1.92	$ 2.25	$ 445,709	$ 1,107,308	
	Rantoul	Rantoul	60	60		113.0	114.0	1.0	2.0			F	10		36.4	0.02	1.7	53.0	54.7		2.0											$ 0.96	$ 1.12	$ 7,008	$ 1.92	$ 2.25	$ 14,016	$ 21,024	MP 113.8 - Rantoul
	Rantoul	Rantoul	79	79		114.0	115.8	1.8	3.6			F	10		38.0	0.02	1.7	55.4	57.1			3.6										$ 0.96	$ 1.12	$ 12,614	$ 1.92	$ 2.25	$ 25,229	$ 37,843	
	Rantoul	Leverett	90	90		115.8	124.1	8.3	16.6			F	10		38.0	0.02	1.7	55.4	57.1				16.6									$ 2.85	$ 3.33	$ 172,682	$ 1.92	$ 2.25	$ 116,333	$ 289,014	
	Leverett	Leverett	79	79		124.1	125.9	1.8	3.6			F	10		38.0	0.02	1.7	55.4	57.1			3.6										$ 0.96	$ 1.12	$ 12,614	$ 1.92	$ 2.25	$ 25,229	$ 37,843	
	Leverett	Champaign	60	60		125.9	127.3	1.4	2.8			F	10		38.0	0.02	1.7	55.4	57.1		2.8											$ 0.96	$ 1.12	$ 9,811	$ 1.92	$ 2.25	$ 19,622	$ 29,434	
	Champaign	Champaign	79	79		127.3	128.0	0.7	1.4			F	10		38.0	0.02	1.7	55.4	57.1			1.4										$ 0.96	$ 1.12	$ 4,906	$ 1.92	$ 2.25	$ 9,811	$ 14,717	MP 127.8 - Champaign
	Champaign	Tolono	90	90		128.0	137.0	9.0	18.0			F	4		38.0	0.02	0.7	55.4	56.0				18.0									$ 2.85	$ 3.33	$ 74,898	$ 1.92	$ 2.25	$ 50,458	$ 125,356	
	Tolono	Tolono	60	60		137.0	137.2	0.2	0.4			F	4		39.7	0.02	0.7	57.8	58.5		0.4											$ 0.96	$ 1.12	$ 561	$ 1.92	$ 2.25	$ 1,121	$ 1,682	
150	Tolono	Mattoon	90	90		137.2	172.3	35.1	70.2			F	4		40.7	0.02	0.7	59.3	60.0				70.2									$ 2.85	$ 3.33	$ 292,102	$ 1.92	$ 2.25	$ 196,785	$ 488,887	
	Mattoon	Mattoon	60	60		172.3	174.6	2.3	4.6			F	4		43.5	0.02	0.7	63.4	64.1		4.6											$ 0.96	$ 1.12	$ 6,447	$ 1.92	$ 2.25	$ 12,895	$ 19,342	MP 172.4 - Mattoon
	Mattoon	N. Effingham	90	90		174.6	198.0	23.4	46.8			F	4		43.5	0.02	0.7	63.4	64.1				46.8									$ 2.85	$ 3.33	$ 194,735	$ 1.92	$ 2.25	$ 131,190	$ 325,925	
200	N. Effingham	Effingham	60	60		198.0	202.0	4.0	8.0			F	4		43.5	0.02	0.7	63.4	64.1		8.0											$ 0.96	$ 1.12	$ 11,213	$ 1.92	$ 2.25	$ 22,426	$ 33,638	MP 199.2 - Effingham
	Effingham	Odin	90	90		202.0	244.1	42.1	84.2			F	4		49.5	0.02	0.7	72.1	72.8				84.2									$ 2.85	$ 3.33	$ 350,356	$ 1.92	$ 2.25	$ 236,029	$ 586,386	
	Odin	Odin	60	60		244.1	244.7	0.6	1.2			F	4		36.2	0.02	0.7	52.7	53.4		1.2											$ 0.96	$ 1.12	$ 1,682	$ 1.92	$ 2.25	$ 3,364	$ 5,046	
250	Odin	Sandoval	90	90		244.7	250.7	6.0	12.0			F	4		36.2	0.02	0.7	52.7	53.4				12.0									$ 2.85	$ 3.33	$ 49,932	$ 1.92	$ 2.25	$ 33,638	$ 83,570	
	Sandoval	Centralia	60	60		250.7	252.0	1.3	2.6			F	4		28.4	0.02	0.7	41.4	42.1		2.6											$ 0.96	$ 1.12	$ 3,644	$ 1.92	$ 2.25	$ 7,288	$ 10,932	
	Centralia	Centralia	35	35		252.0	252.4	0.4	0.8			F	4		28.4	0.02	0.7	41.4	42.1		0.8											$ 0.96	$ 1.12	$ 1,121	$ 1.92	$ 2.25	$ 2,243	$ 3,364	
	Centralia	Centralia	60	60		252.4	253.1	0.7	1.4			F	4		28.4	0.02	0.7	41.4	42.1		1.4											$ 0.96	$ 1.12	$ 1,962	$ 1.92	$ 2.25	$ 3,924	$ 5,887	
	Centralia	31 Switch	60	60		253.1	253.3	0.2	0.4			F	4		34.6	0.02	0.7	50.4	51.1		0.4											$ 0.96	$ 1.12	$ 561	$ 1.92	$ 2.25	$ 1,121	$ 1,682	MP 253.2 - Centralia
	31 Switch	Tamarda	90	90		253.3	279.0	25.7	51.4			F	4		34.7	0.02	0.7	50.6	51.2				51.4									$ 2.85	$ 3.33	$ 213,875	$ 1.92	$ 2.25	$ 144,084	$ 357,960	
	Tamarda	Tamarda	60	60		279.0	281.0	2.0	4.0			F	4		36.0	0.02	0.7	52.4	53.1		4.0											$ 0.96	$ 1.12	$ 5,606	$ 1.92	$ 2.25	$ 11,213	$ 16,819	
	Tamarda	Duquoin	90	90		281.0	287.6	6.6	13.2			F	4		36.0	0.02	0.7	52.4	53.1				13.2									$ 2.85	$ 3.33	$ 54,925	$ 1.92	$ 2.25	$ 37,002	$ 91,927	MP 287.5 - Duquoin
	Duquoin	Eldorado	60	60		287.6	288.7	1.1	2.2			F	4		36.0	0.02	0.7	52.4	53.1		2.2											$ 0.96	$ 1.12	$ 3,084	$ 1.92	$ 2.25	$ 6,167	$ 9,251	
300	Eldorado	Carbondale	90	90		288.7	307.8	19.1	38.2			F	4		36.0	0.02	0.7	52.4	53.1				38.2									$ 2.85	$ 3.33	$ 158,950	$ 1.92	$ 2.25	$ 107,082	$ 266,032	
	Carbondale	Carbondale	20	20		307.8	309.0	1.2	2.4			F	4		36.4	0.02	0.7	53.0	53.7	2.4												$ 0.96	$ 1.12	$ 3,364	$ 1.92	$ 2.25	$ 6,728	$ 10,092	MP 308.1 - Carbondale
																																		$ -						
																																		$ -						
	Total Route Miles		308.4										Note 1	Note 2						2.4	43.3	103.2	488.6	0.0								$ 69.54	$ 81.35	$ 3,576,150			$ 3,009,239	$ 6,585,388	
HNTB	Total Track Miles		637.5																																				
1-Feb-04			637.5																																				
CHQ																																							

	Maintenance	Capital	Total
High	$3,576,150	$3,009,239	$6,585,388
Median	$2,968,204	$2,497,668	$5,465,872
Low	$2,360,259	$1,986,098	$4,346,356

FRA Class 2	30 - 25			**FRT**	**PASS**
FRA Class 3	60 - 40	**PP**	1	16	
FRA Class 4	80 - 60	**E**	2	16	
FRA Class 5	90 - 80	**PF**	6	16	
FRA Class 6	110 - 80				

550
5900
1.170

Note 1: CN (O'Brien) Furnished 2002 Tonnage Data 12-05-03
Note 2: CN (O'Brien) Furnished Annual Growth Figures 01-05-04

Upload #3

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000149
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1b Projects (Preliminary Engineering/National Environmental Policy Act) Chicago Terminal
Status:	Submitted
Document Title:	FRA Assurances and Certifications

ASSURANCES - NON-CONSTRUCTION PROGRAMS

Public reporting burden for this collection of information is estimated to average 15 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0040), Washington, DC 20503.

PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.

NOTE: Certain of these assurances may not be applicable to your project or program. If you have questions, please contact the awarding agency. Further, certain Federal awarding agencies may require applicants to certify to additional assurances. If such is the case, you will be notified.

As the duly authorized representative of the applicant, I certify that the applicant:

1. Has the legal authority to apply for Federal assistance and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project cost) to ensure proper planning, management and completion of the project described in this application.

2. Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.

3. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.

4. Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.

5. Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§4728-4763) relating to prescribed standards for merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).

6. Will comply with all Federal statutes relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps; (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§290 dd-3 and 290 ee 3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

7. Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal or federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases.

8. Will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

9. Will comply, as applicable, with the provisions of the Davis-Bacon Act (40 U.S.C. §§276a to 276a-7), the Copeland Act (40 U.S.C. §276c and 18 U.S.C. §874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§327-333), regarding labor standards for federally-assisted construction subagreements.

10. Will comply, if applicable, with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is $10,000 or more.

11. Will comply with environmental standards which may be prescribed pursuant to the following: (a) institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514; (b) notification of violating facilities pursuant to EO 11738; (c) protection of wetlands pursuant to EO 11990; (d) evaluation of flood hazards in floodplains in accordance with EO 11988; (e) assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§1451 et seq.); (f) conformity of Federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§7401 et seq.); (g) protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and, (h) protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93-205).

12. Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.

13. Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. §470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§469a-1 et seq.).

14. Will comply with P.L. 93-348 regarding the protection of human subjects involved in research, development, and related activities supported by this award of assistance.

15. Will comply with the Laboratory Animal Welfare Act of 1966 (P.L. 89-544, as amended, 7 U.S.C. §§2131 et seq.) pertaining to the care, handling, and treatment of warm blooded animals held for research, teaching, or other activities supported by this award of assistance.

16. Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.

17. Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and OMB Circular No. A-133, "Audits of States, Local Governments, and Non-Profit Organizations."

18. Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing this program.

SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL	TITLE
George E. Wise	Bureau Chief
APPLICANT ORGANIZATION	**DATE SUBMITTED**
Illinois Department of Transportation	August 24, 2009

Standard Form 424B (Rev. 7-97) Back

Upload #4

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000149
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1b Projects (Preliminary Engineering/National Environmental Policy Act) Chicago Terminal
Status:	Submitted
Document Title:	FRA Assurances

U.S. Department of Transportation
Federal Railroad Administration

Certifications Regarding Debarment, Suspension and Other Responsibility Matters, Drug-Free Workplace Requirements and Lobbying

PART A: Certification Regarding Debarment, Suspension and Other Responsibility Matters – Primary Covered Transactions (Pursuant to 2 CFR Part 180)

(1) The grantee certifies to the best of its knowledge and belief, that it and its principles:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this application been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal of State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application had one or more public transactions (Federal, State or local) terminated for cause or default.

(2) Where the grantee is unable to certify to any of the statements of this certification, he or she shall attach an explanation to this application.

PART B: Certification Regarding Drug-Free Workplace Requirements (Pursuant to 49 CFR Part 32)

A. The grantee certifies that it will or continue to provide a drug-free workplace by:

(a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;

(b) Establishing an ongoing drug-free awareness program to inform employees about—
(1) The dangers of drug abuse in the workplace;
(2) The grantee's policy of maintaining a drug-free workplace;
(3) Any available drug counseling, rehabilitation, and employee assistance programs; and
(4) The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace;

(c) Making it a requirement that each employee to be engaged in the performance of the grant be given a copy of the statement required by paragraph (a);

(d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
   (1) Abide by the terms of the statement; and
   (2) Notify the employer in writing of his or her conviction for a violation of criminal drug statute occurring in the workplace no later than five calendar days after such conviction;

(e) Notifying the agency in writing, within ten calendar days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction. Employers of convicted employees must provide notice, including position title, to every grant officer on whose grant activity the convicted employee was working, unless the Federal agency has designated a central point for the receipt of such notices. Notice shall include the identification number(s) of each affected grant;

(f) Taking one of the following actions, within 30 calendar days of receiving notice under subparagraph (d)(2), with respect to any employee is so convicted—
   (1) Taking appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; or
   (2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;

(g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (e) and (f).

B. The grantee may insert in the space below the site(s) for the performance of work done in connection with the specific grant:

Place of Performance (Street address, city, county, state, zip code)

_____

_____

_____

Check ____if there are workplaces on file that are not identified here.

PART C: Certification Regarding Lobbying (Pursuant to 49 CFR Part 20)

CHECK____IF APPLICABLE
CERTIFICATION IS FOR THE AWARD OF A GRANT OR COOPERATIVE AGREEMENT EXCEEDING $100,000
OR
A FEDERAL LOAN EXCEEDING $150,000

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award document for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 USC 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

As the authorized certifying official, I hereby certify that the certifications in Parts A, B, and C (if C is applicable) are true.

SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL

George Weber - Bureau Chief

TYPED NAME AND TITLE

08/21/2009

DATE

Upload #5

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000149
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1b Projects (Preliminary Engineering/National Environmental Policy Act) Chicago Terminal
Status:	Submitted
Document Title:	Map of Chicago Terminal Limits

Exhibit 12-7
Chicago Terminal Area

Upload #6

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000149
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1b Projects (Preliminary Engineering/National Environmental Policy Act) Chicago Terminal
Status:	Submitted
Document Title:	Map of Project Areas

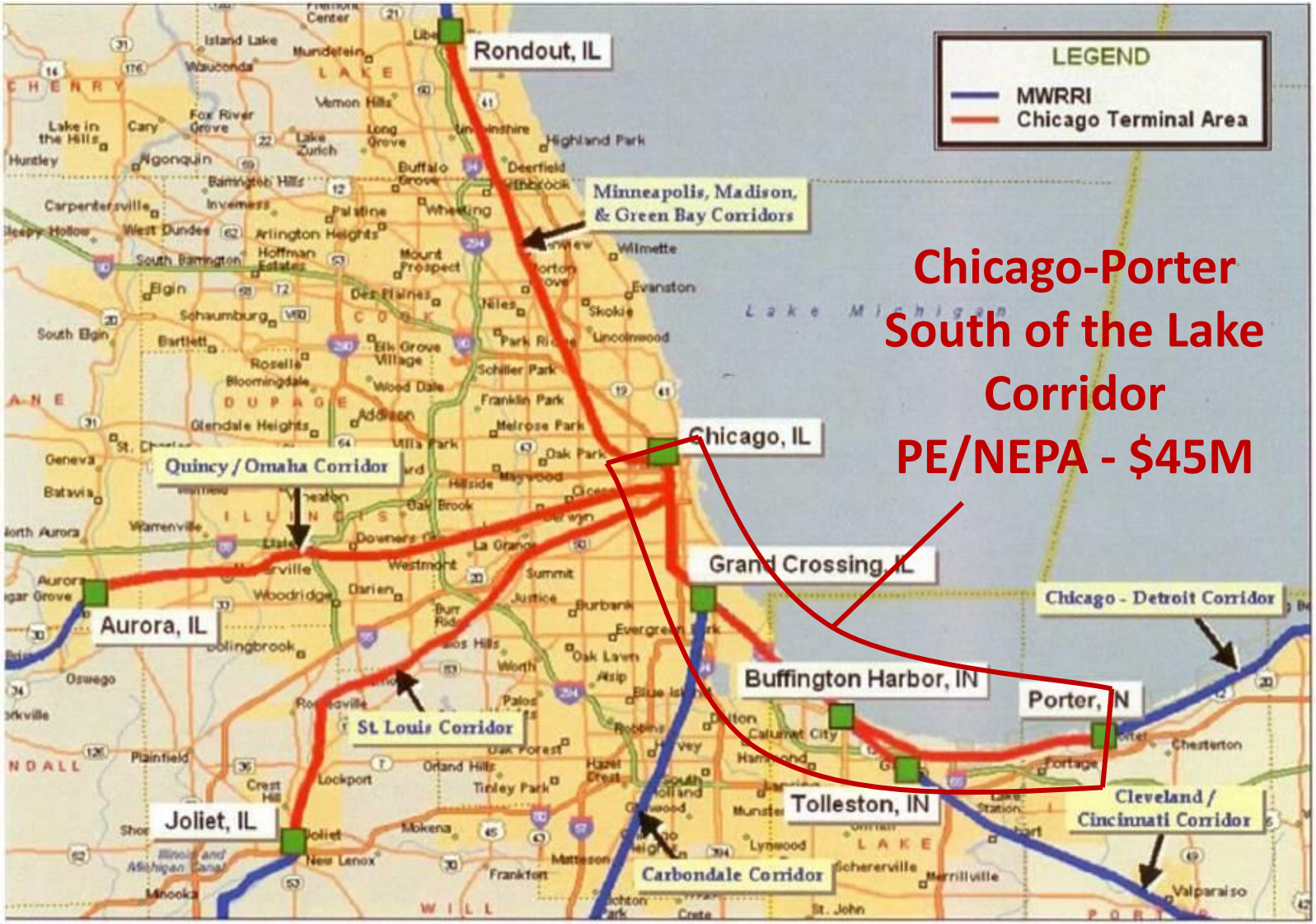
Chicago Terminal Limits PE/NEPA

Chicago-Porter
Chicago-Rondout
Chicago Aurora
Chicago-Dwight

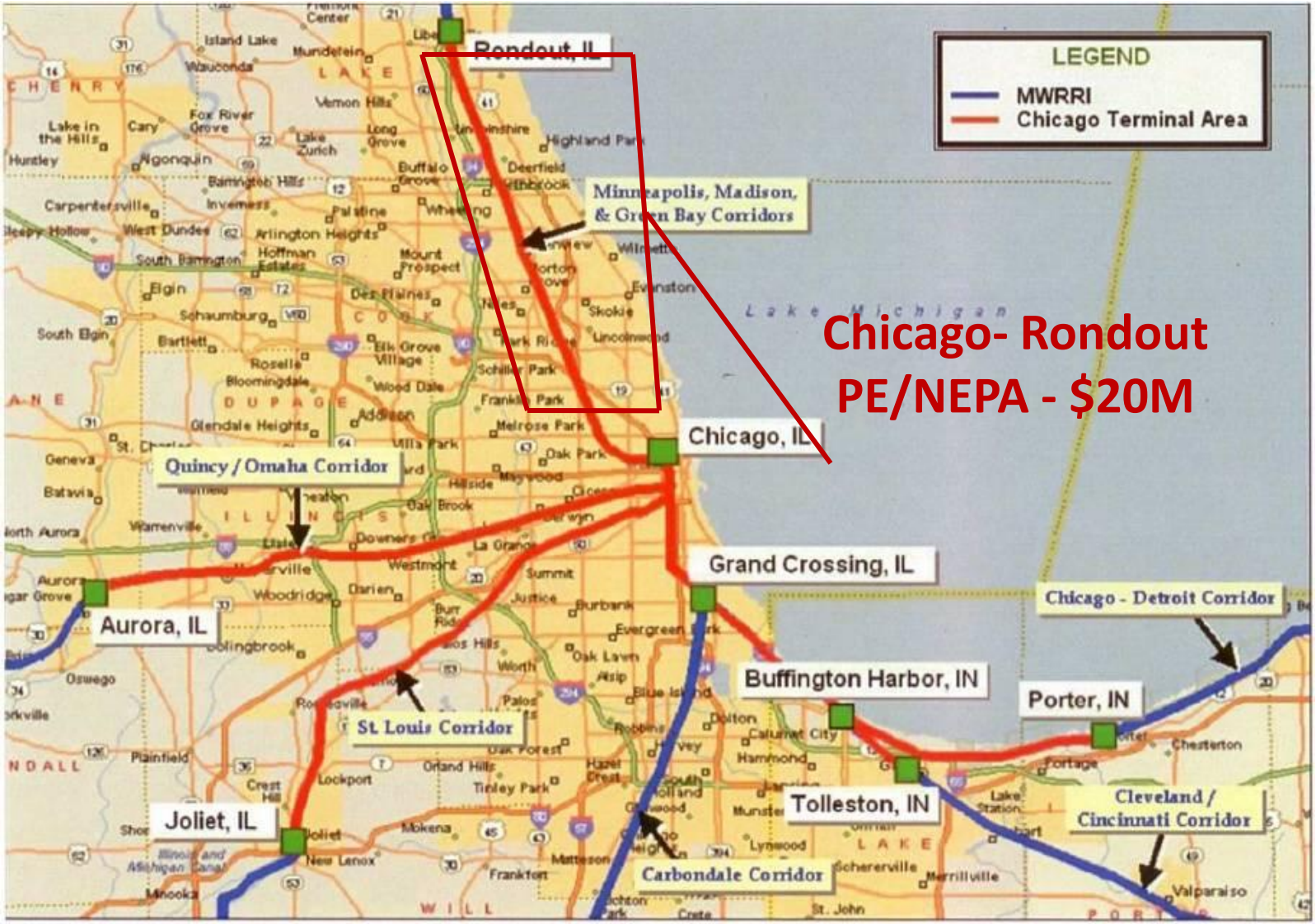
August 21, 2009

 © Quandel Consultants, LLC

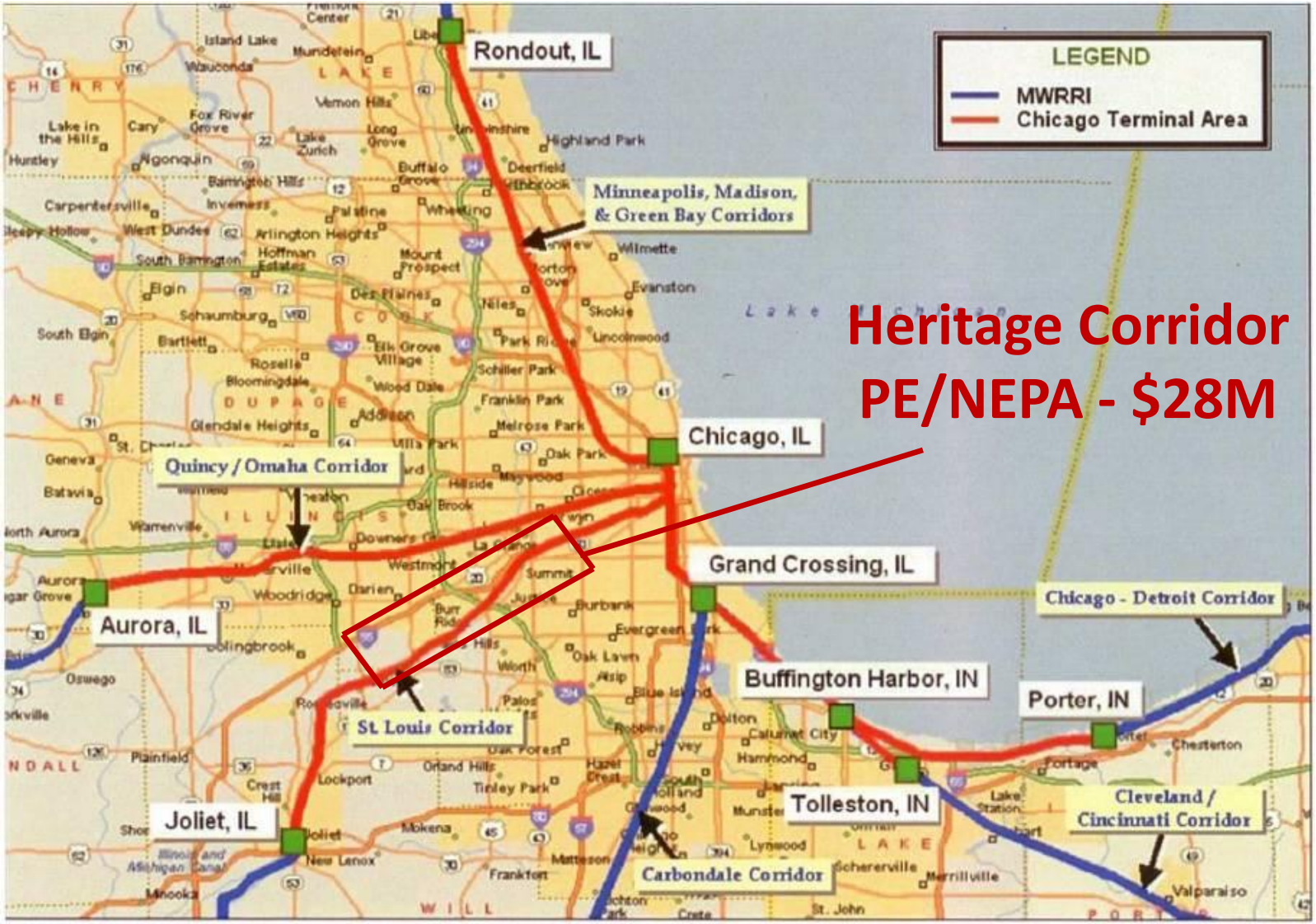
MWRRI – Chicago Terminal Limits PE/NEPA Illinois ARRA Project

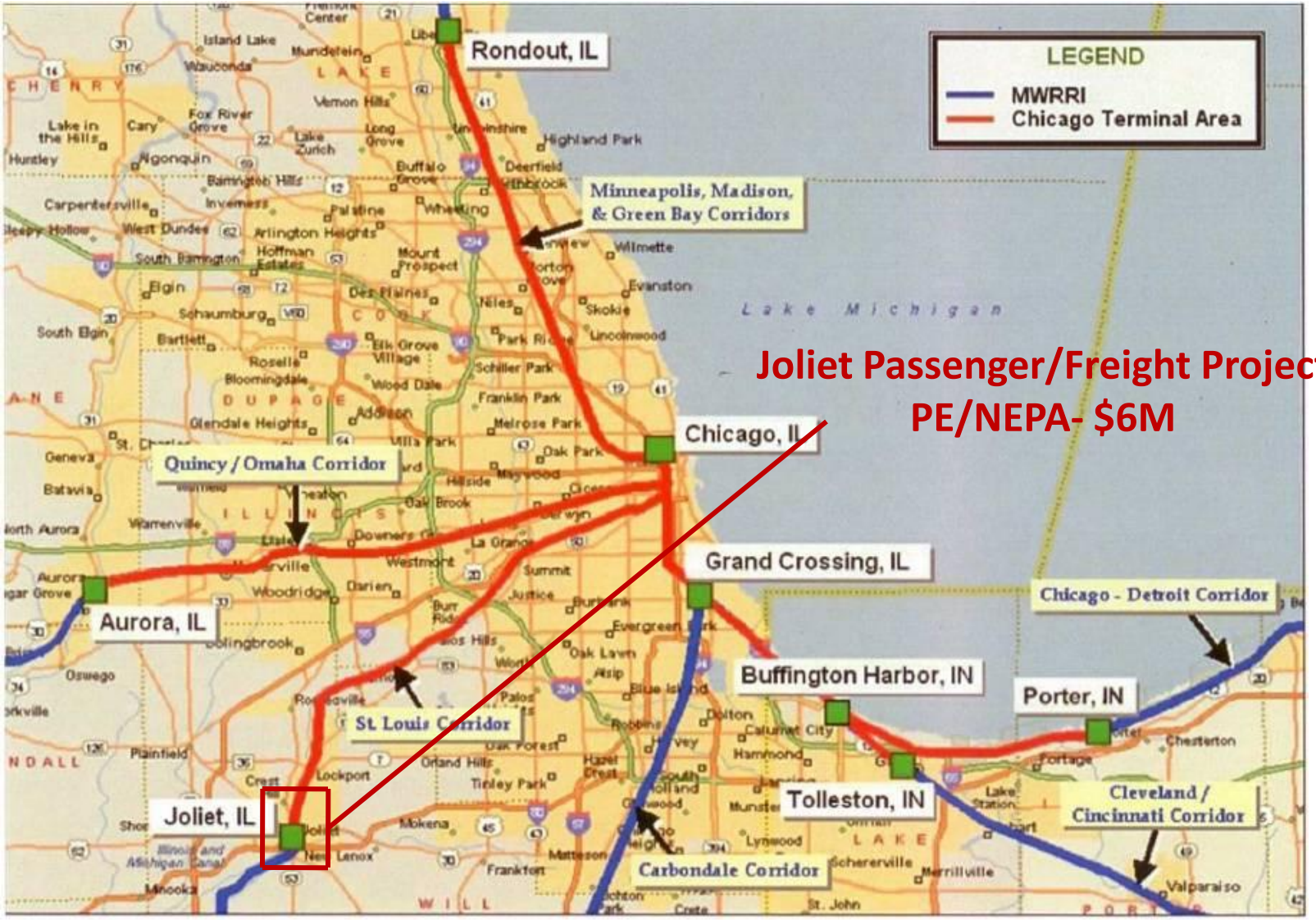

LEGEND
MWRRI
Chicago Terminal Area
Rondout, IL
Minneapolis, Madison, & Green Bay Corridors
Chicago-Porter South of the Lake Corridor PE/NEPA - $45M
Chicago, IL
Quincy / Omaha Corridor
Grand Crossing, IL
Chicago - Detroit Corridor
Aurora, IL
Buffington Harbor, IN
Porter, IN
St Louis Corridor
Tolleston, IN
Cleveland / Cincinnati Corridor
Joliet, IL
Carbondale Corridor

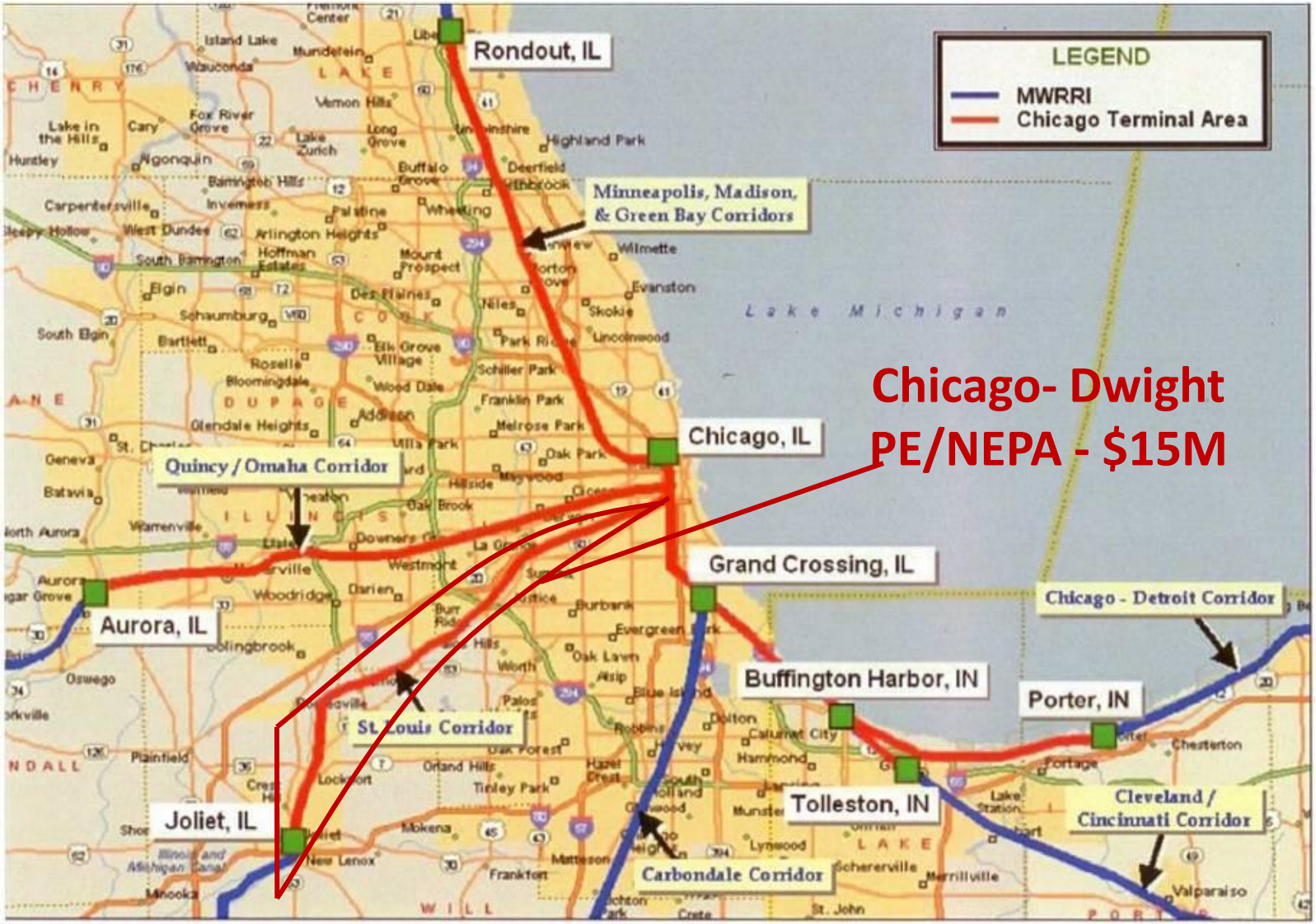
LEGEND
MWRRI
Chicago Terminal Area
Rondout, IL
Minneapolis, Madison, & Green Bay Corridors
Grand Crossing
CREATE P-4
PE/NEPA - $5M
Chicago, IL
Quincy / Omaha Corridor
Grand Crossing, IL
Chicago - Detroit Corridor
Aurora, IL
Buffington Harbor, IN
Porter, IN
St Louis Corridor
Tolleston, IN
Cleveland / Cincinnati Corridor
Joliet, IL
Carbondale Corridor


LEGEND
MWRRI
Chicago Terminal Area
Rondout, IL
Minneapolis, Madison, & Green Bay Corridors
Chicago- Rondout
PE/NEPA - $20M
Chicago, IL
Quincy / Omaha Corridor
Grand Crossing, IL
Chicago - Detroit Corridor
Aurora, IL
Buffington Harbor, IN
Porter, IN
St Louis Corridor
Tolleston, IN
Cleveland / Cincinnati Corridor
Joliet, IL
Carbondale Corridor
Lake Michigan

LEGEND
MWRRI
Chicago Terminal Area
Rondout, IL
Minneapolis, Madison, & Green Bay Corridors
Chicago-Aurora
PE/NEPA - $8M
Chicago, IL
Quincy / Omaha Corridor
Grand Crossing, IL
Chicago - Detroit Corridor
Aurora, IL
Buffington Harbor, IN
Porter, IN
St Louis Corridor
Tolleston, IN
Cleveland / Cincinnati Corridor
Joliet, IL
Carbondale Corridor


LEGEND
MWRRI
Chicago Terminal Area
Rondout, IL
Minneapolis, Madison, & Green Bay Corridors
Heritage Corridor
PE/NEPA - $28M
Chicago, IL
Quincy / Omaha Corridor
Grand Crossing, IL
Chicago - Detroit Corridor
Aurora, IL
Buffington Harbor, IN
Porter, IN
St Louis Corridor
Tolleston, IN
Cleveland / Cincinnati Corridor
Joliet, IL
Carbondale Corridor


LEGEND
MWRRI
Chicago Terminal Area
Rondout, IL
Minneapolis, Madison, & Green Bay Corridors
Joliet Passenger/Freight Project
PE/NEPA- $6M
Chicago, IL
Quincy / Omaha Corridor
Grand Crossing, IL
Chicago - Detroit Corridor
Aurora, IL
Buffington Harbor, IN
Porter, IN
St Louis Corridor
Tolleston, IN
Cleveland / Cincinnati Corridor
Joliet, IL
Carbondale Corridor
Lake Michigan


LEGEND
MWRRI
Chicago Terminal Area
Rondout, IL
Minneapolis, Madison, & Green Bay Corridors
Chicago, IL
Chicago- Dwight
PE/NEPA - $15M
Quincy / Omaha Corridor
Grand Crossing, IL
Aurora, IL
Chicago - Detroit Corridor
Buffington Harbor, IN
Porter, IN
St. Louis Corridor
Tolleston, IN
Cleveland / Cincinnati Corridor
Joliet, IL
Carbondale Corridor
Lake Michigan

LEGEND
MWRRI
Chicago Terminal Area
Rondout, IL
Minneapolis, Madison, & Green Bay Corridors
Chicago, IL
Chicago Union Station
PE/NEPA - $23M
Quincy / Omaha Corridor
Grand Crossing, IL
Chicago - Detroit Corridor
Aurora, IL
Buffington Harbor, IN
Porter, IN
St Louis Corridor
Tolleston, IN
Cleveland / Cincinnati Corridor
Joliet, IL
Carbondale Corridor
Lake Michigan

Upload #7

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000149
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 1b Projects (Preliminary Engineering/National Environmental Policy Act) Chicago Terminal
Status:	Submitted
Document Title:	Congressional Districts

424 (version 2)- Section #16 Congressional districts

In Illinois:

1, 2, 3, 4, 5, 6, 7, 9, 11, 13, 14

Indiana: 1 and 2