



La Crosse Area Planning Committee

Metropolitan Planning Organization
Serving the La Crosse/La Crescent Urbanized Area

Bob Gollnik, Executive Director Erin Duffer, Transportation Planner
La Crosse County Administrative Center
212 6th Street North ☎ Room 1600 ☎ La Crosse, WI 54601
PH: 608.785.5977 Web: www.lacrossecounty.org/mpo

DATE: **MAY 2, 2024**
FROM: **ERIN DUFFER, TRANSPORTATION PLANNER**
TO: **TECHNICAL ADVISORY COMMITTEE**
SUBJECT: **MAY 8, 2024, TECHNICAL ADVISORY COMMITTEE MEETING**

The meeting of the La Crosse Area Planning Committee TAC will be held on **Wednesday May 8, at 2:30 p.m.** in person in Room 1107 and as a virtual meeting. If you cannot attend in person, please use the information provided below to join the Teams meeting.

AGENDA

1. Approval of [minutes](#) of the March 13, 2024, meeting.
2. Recommendation to approve Supporting the Designation of the Mississippi River Trail (MRT) Within the Limits of LAPC's Metropolitan Planning Area (MPA).
3. Recommendation to approve amending the [2024-2027 Transportation Improvement Program \(TIP\)](#).
4. Update on WisDOT Project Ready Federal Redistribution application.
5. Update on MnDOT Carbon Reduction Program (CRP) [application](#) solicitations for LAPC's MPA (MN-side).
6. Metropolitan Transportation Plan (MTP) community survey.
7. Update on SS4A application.
8. Update on TCMC.
9. Update on National Planning Conference.
10. July 2024 agenda items: MTP updates
11. Other business; Adjourn; Next meeting to be announced.

Public Access: Any person may access the meeting utilizing the following options.

MEETING ACCESS/MONITORING INSTRUCTIONS:

Option 1: Use the link below to join the TEAMS meeting on your desktop/laptop/phone to stream audio, video or both. If you do not have TEAMS on your desktop/laptop/phone, after you activate the link "Click here to join the meeting" you will have to follow several prompts to join the meeting.

[Click here to join the meeting](#)

Meeting ID: 229 675 299 594 Passcode: ABfmYe

[Download Teams](#) | [Join on the web](#)

Or call in (audio only)

[+1 262-683-8845,,130665329#](#) United States, Kenosha

Phone Conference ID: 130 665 329# [Find a local number](#) | [Reset PIN](#)

If you need assistance participating in this meeting, please contact Erin Duffer at 608-785-5597 or at eduffer@lacrossecounty.org at least one week in advance of the meeting.

Technical Advisory Committee

Voting Members: Chris Dahl, Matt Gallagher, Ken Harwood, Charlie Handy, Jarrod Holter, Jim Krueger, Paula Silha, Joe Langeberg, Christina Peterson, Erika Shepard, Loren Schwier, Andrea Trane, Lauren Koss, Voni Vegar, Bill Waller, Kurt Wayne

Non-voting Members: Jason Nordberg, Evan Gross, Matthew Sorensen, Joshua Pearson, Francis Schelfhout



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PH: 608.785.5977 Website: www.lacrossecounty.org/mpo

Minutes of Technical Advisory Committee Meeting, March 13, 2024

Minutes of the meeting of the Technical Advisory Committee held at 2:30 pm on Wednesday, March 13, 2024, in room 1107 of the La Crosse County Administrative Center and by Microsoft Teams.

Members Present/On Call: Voting: Stephanie Sward for Matt Gallagher, Charlie Handy, Jarrod Holter, Paula Silha, Kurt Wayne, Joe Langeberg, Erika Shepherd, Loren Schwier, Chris Dahl, Jim Krueger, Lauren Koss. Non-voting: Francis Schelfhout, WisDOT; Matthew Sorenson, WisDOT.

Members Excused: Andrea Trane, Bill Waller, and Voni Vegar. **Guests and Staff:** Bob Gollnik, Erin Duffer, Chelsey Boldon, and Nikki Kvam.

Bob Gollnik called the meeting at 2:30pm.

1) Approval of minutes of the January 10, 2024, Meeting:

Charlie Handy motioned to approve the minutes of the January 10, 2023, meeting; Joe Langeberg seconded. All were in favor.

2) Recommendation to approve amending the 2024-2027 Transportation Improvement Program (TIP):

Erin Duffer provided an overview of the items being amended:

- Addition of one (1) State of Wisconsin Rail Safety project to the TIP List (243-24-015), Town of Shelby, Losey Boulevard (BNSF RR Xing 0798275), Geometric Improvements, Design Anticipated in 2024, and Construction Not Currently Scheduled or Obligated.
- Amendment to the TIP Document, Page 26, Table 12, the Public Transit Safety Plan (PTASP) has been updated to include 2024 targets for the La Crosse MTU and the Onalaska Shared Ride (DriftLink).

Francis provided more context to the Wisconsin Rail Safety Project, sharing that it is to get this project on the shelf and ready if funding were to become available.

Stephanie Sward motioned to recommend to the Policy Board to approve amending the 2024-2027 Transportation Improvement Program; Charlie Handy seconded. All were in favor.

3) Update on STP-Urban Application and Final Allocation:

Bob Gollnik shared that WisDOT notified us that LAPC was allocated more money in STP-U than originally notified of. Instead of \$1,379,646, LAPC was allocated \$2,556,600. Upon meeting with La Crosse County's Joe Langeberg and City of Onalaska's Jarrod Holter, both agreed to funding their remaining eligible two projects each at 70%.

No approval necessary for this item.

4) Update on Miovision Equipment:

Bob Gollnik shared that LAPC purchased the traffic counter product, Miovision and is now available for dues-paying member communities to conduct various traffic studies, including bicycle and pedestrian counts. LAPC staff worked with Onalaska to test the traffic counter on County Road SS. Bob showed the members how the elements look on the interface.

- 5) **March 2024 agenda items:**
TIP amendment and Mississippi River Trail (MRT) resolution.
- 6) **Other business; adjourn; next meeting to be announced:**

Jim Krueger motioned to adjourn at 3:18pm; Ken Harwood seconded. All were in favor.

DRAFT

La Crosse Area Planning Committee

RESOLUTION 3 – 2024

SUPPORTING THE

DESIGNATION OF THE MISSISSIPPI RIVER TRAIL WITHIN THE LIMITS OF LAPC'S METROPOLITAN PLANNING AREA (MPA)

WHEREAS, bicycle tourism is a growing industry in North America, contributing \$47 billion a year to the economies of communities that provide facilities for such tourists; and

WHEREAS, the Mississippi River Trail is a national bicycle route, along the length of the Mississippi River, through ten states, from the headwaters at Lake Itasca to the Gulf of Mexico; and

WHEREAS, the Mississippi River Trail was designated as one of only 16 National Millennium Trails which honor the past and imagine the future by preserving and commemorating major events and aspects of America's history and culture; and

WHEREAS, the Mississippi River Trail provides access to and promotes the scenic, historic, archaeological, cultural, recreational and natural qualities of the Mississippi River and its amenities; and

WHEREAS, the Mississippi River Trail is located primarily on the Wisconsin All-American Great River Road National Scenic Byway (WIS 35) between Prescott and Illinois State Line, but also routed on other state and county highways, local roads or alternative routes for bicycling; and

WHEREAS, the Wisconsin Mississippi River Parkway Commission and the La Crosse Area Planning Committee, with the cooperation of the Wisconsin Department of Transportation, Wisconsin Department of Natural Resources and other stakeholders, have proposed a specific route to be designated as Mississippi River Trail; and

WHEREAS, the Mississippi River Trail implements Wisconsin Statutes Chapters 1.11, 84.01(35), 84.60, and 85.02, 349.23 and Wisconsin Administrative Code Chapter Trans 400 which required that "due consideration to establishing bikeways and pedestrian ways in all new highway construction and reconstruction projects"; and

WHEREAS, the Mississippi River Trail adds value to existing roads and trails; and

WHEREAS, the Mississippi River Trail is largely ready to sign and market, and many suggested improvements are already planned; and

WHEREAS, the Mississippi River Trail will contribute to sustainable economic development in 33 Wisconsin Mississippi River communities; and

WHEREAS, the proposed route for the Mississippi River Trail comes through the Metropolitan Planning Area and can therefore provide a benefit to our residents and businesses; and

WHEREAS, the Mississippi River Trail will provide increased recreational and transportation choices for individuals to enjoy the outdoors as well as provide health, economic, and quality of life benefits; and

WHEREAS, the Mississippi River Trail continues Wisconsin's tradition of honoring and enhancing the Mississippi River by offering multiple bicycling experiences, each in a unique river landscape; and

WHEREAS, we have investigated the proposed route and found it to be a suitable route, and desire that the route be designated so that it can be mapped and signed, thereby promoting bicycle tourism in our area; and

NOW, THEREFORE, BE IT RESOLVED, that the La Crosse Area Planning Committee in order to receive full benefit of the Mississippi River Trail, hereby expresses its approval and support for the development of the Mississippi River Trail, and requests that the appropriate officials see to it that the route is officially designated along the following segments within the limits of the Metropolitan Planning Area:

SOUTHBOUND: Great River State Trail from the north Metropolitan Planning Area (MPA) boundary south to the Great River Landing at the intersection of WIS 35/2nd Avenue South and WIS 157/Main Street, proceed east on WIS 157/Main Street to the intersection with 3rd Avenue South, turn right and continue south on 3rd Avenue South to the intersection with Oak Avenue South, continue straight and south on Oak Avenue South to the intersection with Oak Forest Drive, turn right and continue west on Oak Forest Drive to the intersection with WIS 35/2nd Avenue South, continue west through the intersection and turn left to enter the multi-use path along the west side of WIS 35, continue south on the multi-use path along the west side of WIS 35 to the intersection with Livingston Street, turn left and continue east on Livingston Street to the intersection with Avon Street, turn right and continue south on Avon Street to the intersection with Monitor Street, turn left and continue east on Monitor Street approximately 500-feet to the intersection with the Jim Asfoor, La Crosse River Marsh Trail, turn right and continue southwest on the Jim Asfoor, La Crosse River Marsh Trail to the intersection with the Vietnam Veterans, La Crosse River Marsh Trail, turn right and continue west on the Vietnam Veterans, La Crosse River Marsh Trail to the intersection with Veterans Memorial Drive, turn right and continue south on Veterans Memorial Drive to the intersection with La Crosse River Walk, turn right and continue south on La Crosse River Walk to the intersection with Front Street/King Street, stay straight and continue east on King Street to the intersection with 2nd Street, turn right and continue south on 2nd Street to the intersection with Market Street, turn right on Market Street and continue west on Market Street until it ends, stay straight and continue south on Houska Park Trail to the intersection with Marco Drive, turn left and continue east on the trail/bridge to the intersection with Cook Street, turn right and continue south and east on the trail until the trail splits, turn right and continue east on the trail to the intersection with Maple Street, stay straight and continue east on Maple Street to the intersection with West Avenue, turn right and continue south on West Avenue to the intersection with Bennett Street, turn left and continue east on Bennett Street to the intersection with 13th Street, turn right and continue south on 13th Street to the intersection with Chase Street/Riverside Drive, stay straight and continue south on Riverside Drive to the intersection with Thompson Street, turn left and continue east on Thompson Street to the intersection with 15th Street, turn right and continue south on 15th Street to the intersection with Gladys Street, turn slight left and continue south and east on Gladys Street to the intersection with East Avenue, turn right and continue south on East Avenue to the intersection with Shelby Road, stay straight and continue south on East Avenue/Bank Drive to the intersection with East Burr Oak Street, turn left and continue east on East Burr Oak Street to the intersection with Markle Road, turn right and continue south on Markle Road to the intersection with South Richard Drive, turn left and continue east on South Richard Drive to the intersection with Robin Hood Drive, turn right and continue southeast on Robin Hood Drive to the intersection with Nottingham Avenue, turn right and continue south on Nottingham Avenue to the intersection with Scarlett Drive, turn left and continue east on Scarlett Drive to the intersection with Regional Route 1/Pammel Creek Bridge, turn right and

continues south on Regional Route 1/Pammel Creek Bridge to the intersection with Rivercrest Drive North, turn left and continue south on Rivercrest Drive North to the intersection with 33rd Street South, turn left and continue east on 33rd Street South to the intersection with WIS 35/Mormon Coulee Road, turn right on the multi-use path along the west side of WIS 35/Mormon Coulee Road and continue south on the multi-use path to the intersection with County Trunk Highway (CTH) GI, stay straight and continue south on WIS 35 to the south MPA boundary.

NORTHBOUND: WIS 35 from the south MPA boundary north to the intersection with CTH GI, stay straight and continue north on the multi-use path along the west side of WIS 35/Mormon Coulee Road to the intersection with 33rd Street South, turn left and continue west on 33rd Street South to the intersection with Rivercrest Drive North, turn right and continue north on Rivercrest Drive North to the intersection with Regional Route 1/Pammel Creek Bridge, turn right and continue north on Regional Route 1/Pammel Creek Bridge to the intersection with Scarlett Drive, turn left and continue west on Scarlett Drive to the intersection with Nottingham Avenue, turn right and continue north on Nottingham Avenue to the intersection with Robin Hood Drive, turn left and continue northwest on Robin Hood Drive to the intersection with South Richard Drive, turn left and continue west on South Richard Drive to the intersection with Markle Road, turn right and continue north on Markle Road to the intersection with East Burr Oak Street, turn left and continue west on East Burr Oak Street to the intersection with Bank Drive, turn right and continue north on Bank Drive/East Avenue South to the intersection with Shelby Road, stay straight and continue north on East Avenue to the intersection with Gladys Street, turn left and continue north and west on Gladys Street to the intersection with 15th Street, turn slight right and continue north on 15th Street to the intersection with Thompson Street, turn left and continue west on Thompson Street to the intersection with Riverside Drive, turn right and continue north on Riverside Drive to the intersection with Chase Street/13th Street, stay straight and continue north on 13th Street to the intersection with Bennett Street, turn left and continue west on Bennett Street to the intersection with West Avenue, turn right and continue north on West Avenue to the intersection with Maple Street, turn left and continue west on Maple Street until it ends, stay straight and continue west on the trail until the trail splits, turn left and continue north and west on the trail to the intersection with Cook Street, turn left and continue west on the trail/bridge to the intersection with Marco Drive, turn right and continue north on Houska Park Trail to the intersection with Market Street, stay straight and continue east on Market Street to the intersection with 2nd Street, turn left and continue north on 2nd Street to the intersection with King Street, turn left and continue west on King Street to the intersection with Front Street/La Crosse River Walk, turn right and continue north on La Crosse River Walk to the intersection with Veterans Memorial Drive, turn left and continue north on Veterans Memorial Drive to the intersection with Vietnam Veterans, La Crosse River Marsh Trail, turn left and continue east on Vietnam Veterans, La Crosse River Marsh Trail to the intersection with the Jim Asfoor, La Crosse River Marsh Trail, turn left and continue northeast on the Jim Asfoor, La Crosse River Marsh Trail to the intersection with Monitor Street, turn left and continue west on Monitor Street to the intersection with Avon Street, turn right and continue north on Avon Street to the intersection with Livingston Street, turn left and continue west on Livingston Street to the intersection with WIS 35, cross WIS 35 to the multi-use path along the west side of WIS 35, turn right on the multi-use path along the west side of WIS 35 and continue north on the path to the intersection with Oak Forest Drive, turn right and continue east on Oak Forest Drive to the intersection with Oak Avenue South, turn left and continue north on Oak Avenue South to the intersection with 3rd Avenue South, continue straight and north on 3rd Avenue South to the intersection with WIS 157/Main Street, turn left and continue west on WIS 157/Main Street to the intersection with WIS 35/2nd Avenue South, proceed west to the Great River Landing on the west side of this intersection, turn right and continue north on the Great River State Trail to the north MPA boundary.

(See attached map)

LA CROSSE AREA PLANNING COMMITTEE

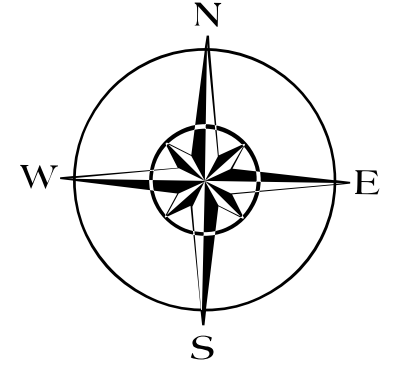
Patrick Barlow, Chair

Bob Gollnik, Executive Director

Dated: May 15, 2024

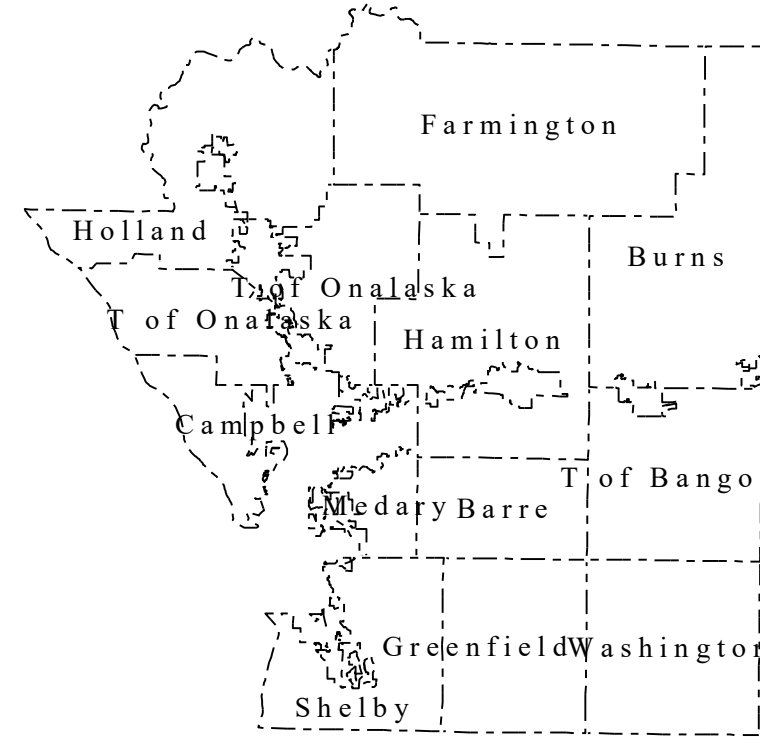
WISCONSIN DEPARTMENT OF TRANSPORTATION

**LA CROSSE
County**

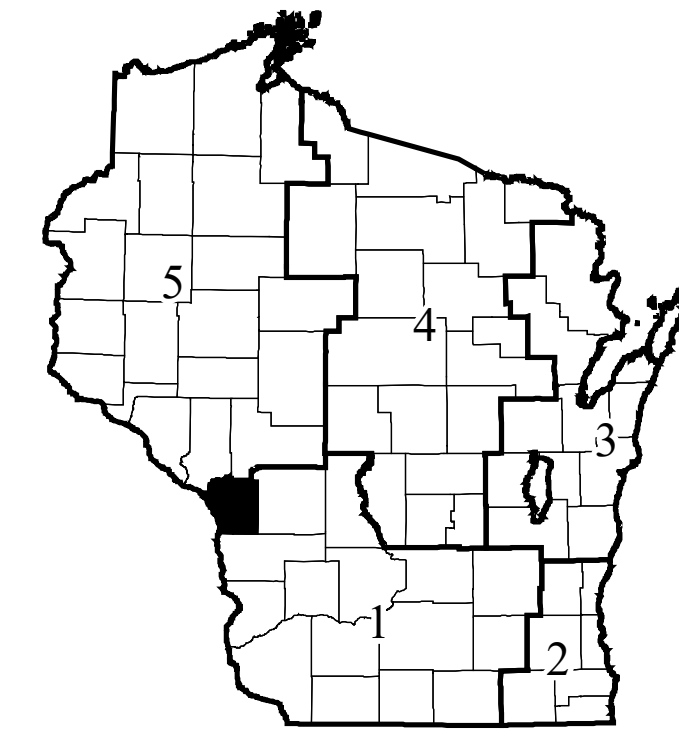


	DATE	COUNTY TRUNKS	COUNTY OTHER ROADS	
(1)	4-1-20	281.02	00.00	<div style="text-align: center;"> COUNTY TRUNK HIGHWAY & OTHER COUNTY ROADS <small>Certified in accordance with sec. 49.302 Wis. stat.</small> </div> <hr/> Signature: _____ Date: _____ Title: _____
(2)	1-1-21			
(3)	4-1-21			

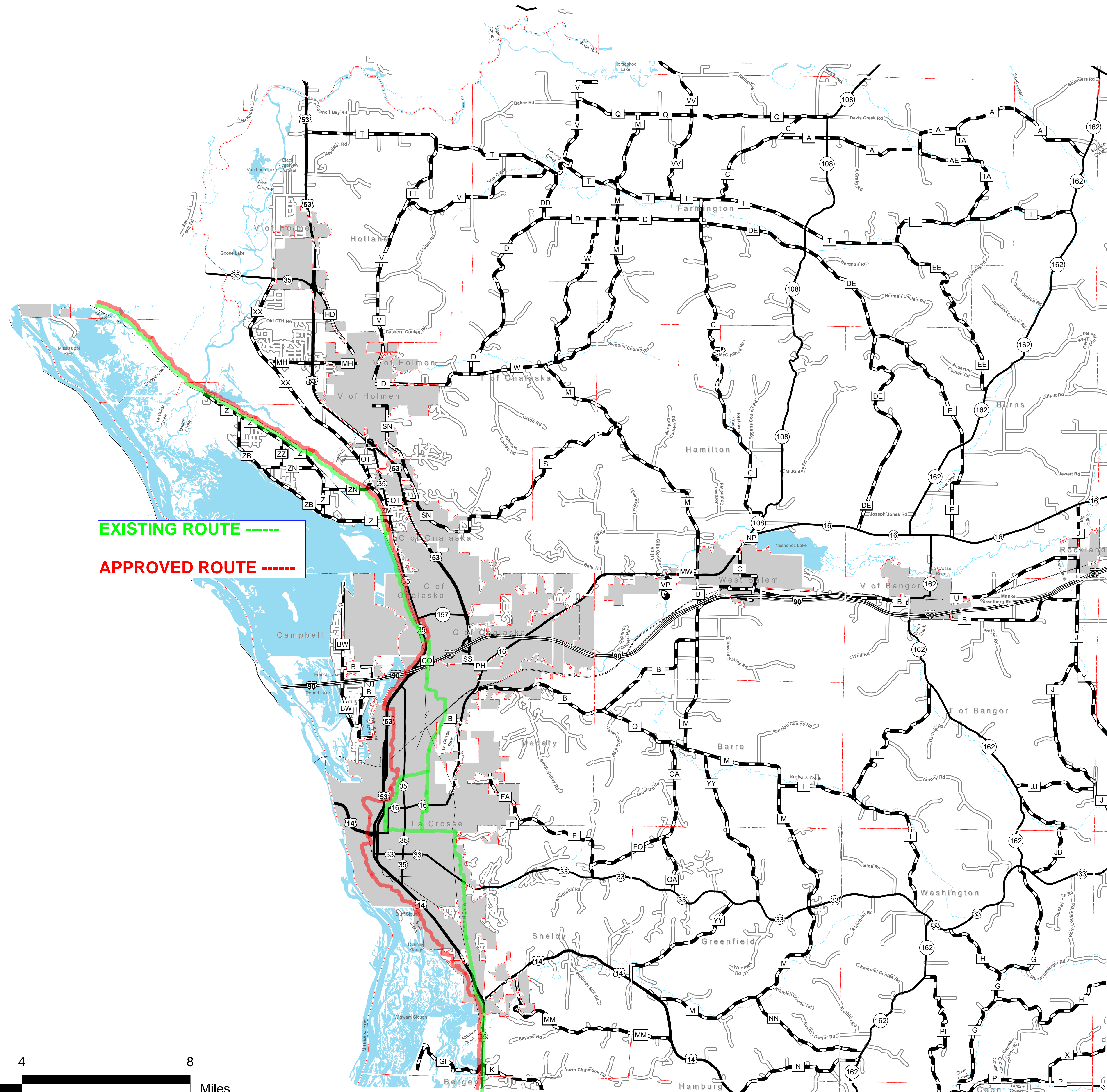
- (1) THIS DATA REPRESENTS THE LAST CERTIFIED MILEAGE AS CORRECTED BY THE HIGHWAY REGION
 (2) THE COUNTY HIGHWAY COMMISSIONER IS TO FILL IN THE MILEAGE TO BE CERTIFIED AS OPEN TO THE PUBLIC AS OF THE FOLLOWING JANUARY, INCLUDING THE NEW CHANGES THAT ARE MADE ON THE PLAT
 (3) THIS DATA REPRESENTS MILEAGE ADJUSTMENTS MADE BY THE D.O.T. REGION DUE TO FIELD VERIFICATION, INVENTORY, ANNEXATION, ETC.



Civil Towns



Regions

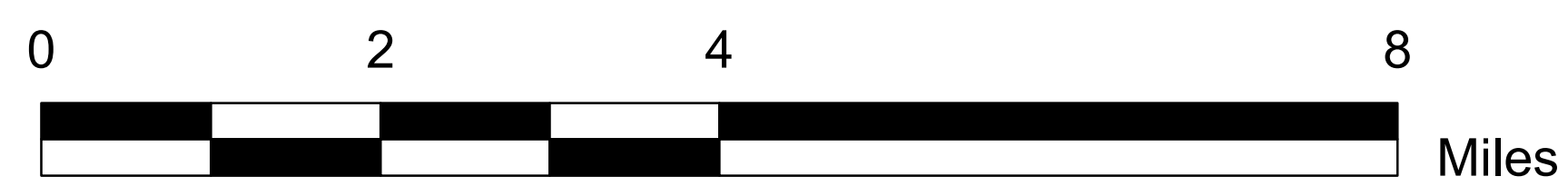


EXISTING ROUTE - - - - -

APPROVED ROUTE - - - - -

Legend

- Interstate
- US Highway
- State Road
- County Road
- Town Road
- Railroad
- Civil Town Border



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STATE OF WISCONSIN
WISCONSIN DEPARTMENT OF TRANSPORTATION
TOWN PLAT RECORD

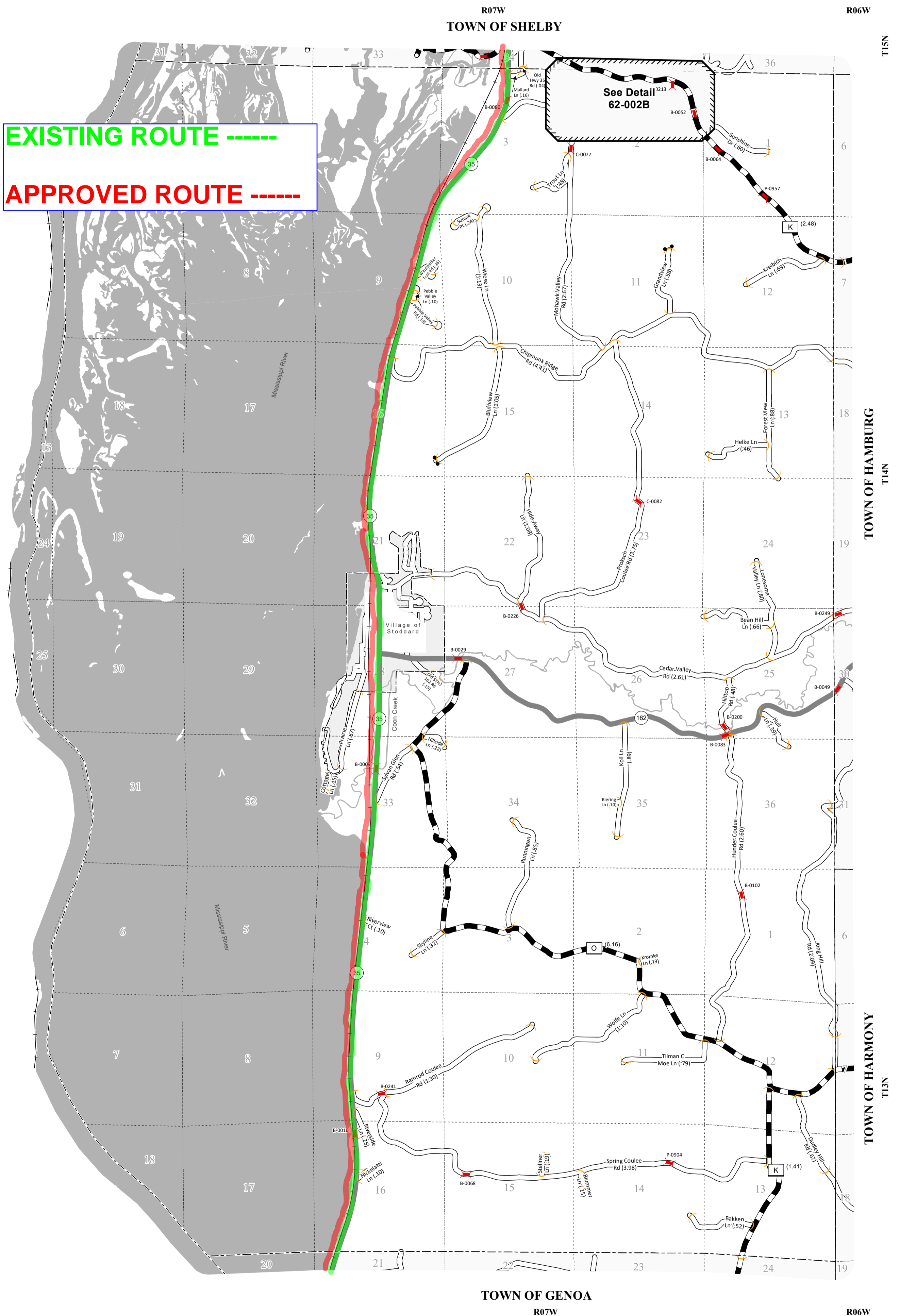
62-002A

TOWN OF
BERGEN
COUNTY: VERNON

DATE	MILEAGE FOR LOCAL ROADS/STREETS	LOCAL ROADS/STREETS Certified in accordance with sec. 86.30 Wis. stat.	
(1) 4-1-20	44.79		
(2) 1-1-21	.	Name:	Title:
(3) 4-1-21	.	Signature:	Date:

- (1) THIS DATA REPRESENTS THE LAST CERTIFIED MILEAGE AS CORRECTED BY WISDOT WHICH MAY HAVE BEEN USED FOR PAST TRANSPORTATION AIDS.
- (2) THE TOWN CHAIRMAN OR CITY/VILLAGE CLERK IS TO FILL IN THE MILEAGE TO BE CERTIFIED AS OPEN TO THE PUBLIC AS OF THE FOLLOWING JANUARY, INCLUDING THE NEW CHANGES THAT ARE MADE ON THE PLAT.
- (3) THIS DATA REPRESENTS MILEAGE ADJUSTMENTS MADE BY WISDOT DUE TO FIELD VERIFICATION, INVENTORY, ANNEXATION, ETC. TRANSPORTATION AID PAYMENTS MAY BE MADE BASED ON THIS FIGURE.

MILEAGE FOR COUNTY TRUNKS	MILEAGE FOR COUNTY OTHER ROADS
10.05	00.00



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FOR IMMEDIATE RELEASE
May 1, 2024

Introducing Amtrak *Borealis* trains with Expanded Service between St. Paul and Chicago via Milwaukee

New passenger train arrivals and departures in a partnership with Minnesota, Wisconsin and Illinois

ST. PAUL, Minn., and CHICAGO – Tickets are now available for a second daily Amtrak service between the Twin Cities and Chicago, via Milwaukee: new state-sponsored [Borealis](#) trains originate from St. Paul at midday and from Chicago in the late morning. Travelers seeking a more comfortable, sustainable and productive choice than driving will have double the current rail options, starting May 21, 2024.



Amtrak *Borealis* coach fares start at \$41 each way between St.

Paul and Chicago for adults, with [everyday discounts](#) for children ages 2-12, [students](#), seniors, veterans, military personnel and families, groups, and others.

Amtrak *Borealis* trains will offer Coach and Business Class in addition to a café car featuring regional items. Customers will enjoy wide reclining seats with ample legroom, no middle seats, free Wi-Fi, and views of the Mississippi River between St. Paul and La Crosse, Wisc., in daylight in both directions across Wisconsin.

The trains will make the current [Empire Builder](#) stops between St. Paul and Milwaukee and [Hiawatha](#) stops between Milwaukee and Chicago (see schedule below and attached). Another benefit of the Amtrak *Borealis* service is a new eastbound Amtrak origination from Ramsey County's Union Depot in St. Paul.

“A second daily passenger rail service connecting St. Paul to Chicago via Milwaukee is a welcome addition to our transportation system, providing more choices and travel flexibility for passengers,” said [Commissioner Nancy Daubenberger](#), Minnesota Department of Transportation. “We appreciate our partnerships with communities, federal, state and local governments, the host railroad CPKC, and Amtrak that were needed to get this service on-track,

[More>>>](#)

and to provide another safe, reliable transportation option. We look forward to continuing these partnerships as we work toward further building out passenger rail options in the Midwest.”

“This route includes eight stations in Wisconsin, and doubling the frequency of the service will better connect the many businesses, universities and tourist attractions along this corridor,” [WisDOT Secretary Craig Thompson](#) said. “This expansion is thanks to the work WisDOT was able to do together with Minnesota, Illinois and Amtrak, as well as the opportunities provided by the Bipartisan Infrastructure Law. We will continue to work with federal and state partners to explore more passenger rail options in Wisconsin.”

“We are proud to collaborate with neighboring states and our federal partners to offer more Amtrak service in the Midwest,” said [Illinois Transportation Secretary Omer Osman](#). “Ensuring passenger rail that’s safe, reliable and accessible is one of the many reasons Illinois continues to distinguish itself as the transportation hub of North America under Gov. JB Pritzker.”

The new service is sponsored by the states of Minnesota, Wisconsin, and Illinois. Amtrak now operates 29 state-supported routes with 18 state partners.

“Through the Federal Railroad Administration’s [Corridor Identification Program](#) we are working with grantees on dozens of other possible new Amtrak routes,” said [President Roger Harris](#). “Thanks to the Infrastructure Investment and Jobs Act, interest from state transportation departments and others for new or expanded Amtrak service across the country is at an all-time high.”

“This is a win for passenger rail expansion in America, and more importantly, it’s a win for a growing number of Americans who rely on passenger rail and benefit from it,” said [Federal Railroad Administrator Amit Bose](#). “Investments in rail have long helped Midwesterners and the region’s economy, and this new service will mean additional access for people traveling between Minnesota, Wisconsin, and Illinois while contributing to economic growth.

“The Federal Railroad Administration applauds the strong partnership between the states and Amtrak, and through President Biden’s infrastructure package, we know even more progress is underway,” Bose added.

About Amtrak®

For more than 50 years, Amtrak has connected America and modernized train travel. Offering a safe, environmentally efficient way to reach more than 500 destinations across 46 states and parts of Canada, Amtrak provides travelers with an experience that sets a new standard. Book travel, check train status, access your eTicket and more through the [Amtrak app](#). Learn more at [Amtrak.com](#) and connect with us on [Twitter](#), [Instagram](#), [Facebook](#) and [LinkedIn](#).

About MnDOT

Created in 1976, the [Minnesota Department of Transportation](#) (MnDOT) oversees transportation by all modes including land, water, air, rail, walking and bicycling. Its mission is to connect and serve all people through a safe, equitable and sustainable transportation system. Stay connected to MnDOT through [our Social Hub](#).

About WisDOT

The Wisconsin Department of Transportation (WisDOT) was officially established in 1967. It provides leadership in the development of a safe and efficient multimodal transportation system for the people of Wisconsin and the state's many visitors. Learn more about WisDOT at [wisconsindot.gov](#) and connect with WisDOT on [Twitter](#), [Instagram](#), [Facebook](#), [LinkedIn](#) and [YouTube](#) to stay up to date on the latest transportation news in Wisconsin.

About IDOT

The [Illinois Department of Transportation](#) (IDOT) has statutory responsibility for the planning, construction, operation and maintenance of Illinois' extensive transportation network, which encompasses highways and bridges, airports, public transit, rail freight and rail passenger systems. This vast transportation system supports the fifth largest state in the nation and more than 100 million visitors annually. [IDOT's Stay Connected](#) page serves as an interactive hub to facilitate transportation news, events, video and photo galleries, and to promote information through social media platforms targeting all transportation stakeholders.

###

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John DesRivieres

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Illinois Department of Transportation

Bureau of Passenger Rail and Transit

Scott Speegle

312 793.2794

Scott.Speegle@illinois.gov



New St. Paul – Chicago Amtrak Schedules: Effective May 21, 2024 Eastbound and Westbound

	St. Paul MN MSP	Red Wing MN RDW	Winona MN WIN	LaCrosse WI LSE	Tomah WI TOM	Wisconsin Dells WI WDL	Portage WI POG	Columbus WI CBS	Milwaukee WI MKE	Milwaukee Airport WI MKA	Sturtevant WI SVT	Glenview IL GLN	Chicago IL CHI
EMPIRE BUILDER Trains 8 and 28 inbound from west	8:50 AM	9:44 AM	11:01 AM	11:37 AM	12:16 PM	12:58 PM	1:17 PM	1:47 PM	3:05 PM	→		4:12 PM	4:45 PM
BOREALIS Train 1340 originates in MSP	11:50 AM	12:35 PM	1:40 PM	2:16 PM	2:57 PM	3:40 PM	3:58 PM	4:26 PM	5:45 PM	5:55 PM	6:08 PM	6:46 PM	7:14 PM

	CHI Chicago IL	GLN Glenview IL	SVT Sturtevant WI	MKA Milwaukee Airport WI	MKE Milwaukee WI	CBS Columbus WI	POG Portage WI	WDL Wisconsin Dells WI	TOM Tomah WI	LSE LaCrosse WI	WIN Winona MN	RDW Red Wing MN	MSP St. Paul MN
BOREALIS Train 1333 originates in CHI	11:05 AM	11:27 AM	12:05 PM	12:19 PM	12:39 PM	1:41 PM	2:13 PM	2:33 PM	3:17 PM	3:58 PM	4:36 PM	5:40 PM	6:29 PM
EMPIRE BUILDER Trains 7 and 27 originates in CHI	3:05 PM	3:29 PM	→		4:45 PM	5:55 PM	6:24 PM	6:42 PM	7:20 PM	8:04 PM	8:40 PM	9:42 PM	10:56 PM

Amtrak Midwestern Train Routes



Highlights from the National Planning Conference

Chicago's Cumulative Impact Assessment

- Co-designed with community-led environmental justice organization, Chicago created the Cumulative Impact Assessment that looks at how environmental burdens and other stressors can make an impact when project planning. Session mostly focused on how to share power and build trust between governments, nonprofits, and community partners.

Data-Driven Capital Planning: Unlocking a More Equitable City

- Baltimore and New York City planning departments use capital budget data to analyze how funding and assets are distributed across their cities through modeling and GIS.

Community-Driven CAV: Designing the Human-Centered Transportation Future

- MnDOT shared best practices in having an equity lens in planning for Connected and Automated Vehicles (CAV), especially for communicating and interacting with the public.

Planning Ethics and AI

- Methods and tools were shown to have ethical transparency in AI decision-making process, insights in potential biases in AI technologies and how to enable fair and inclusive community planning.

Bringing Health Equity into Long Range Planning

- Case studies from California showcased using the National Public Health Assessment Model (N-PHAM), designed by Urban Design 4 Health for the US EPA. This model combines population-level demographic data with built and environmental data to predict health outcomes. Case studies showed how they used the model to support transportation decision-making.

The Role of Gender in Travel Experiences

- MnDOT lead a study on effects of gender identity in travel behavior. Study showed the importance of better understanding gender diversity when doing transportation research and excluding it could result in potential disparities in transportation costs and benefits.

Enhancing Safety Action Plans with Human Centered Design

- Session focused on moving beyond traditional methods of study traffic safety trends (i.e., statistics of injuries and fatalities from motorized vehicles) and understanding motivation behind "risky" behavior and how to address them to achieve results in traffic safety. Through extensive engagement and education, community partners use projective scenario navigation to uncover motivation, incentives, barriers, and critical behaviors.