

## **Additional Unresolved Train Passenger Issues**

- 1. Parking construction costs. Who will pay for 400 train traveler parking spaces (@ \$30,000 = \$12m)?**
- 2. Intercity Bus Facilities. (Costs are not included in station estimate.) Drop-off, pick-up location. Electronic status board in station. Ticketing. Baggage weighing/checking.**
- 3. Twin Cities service capacity. Station design allowance for future connection with Twin Cities (four daily Twin Cities-Chicago round trips)**
- 4. Empire Builder Connection. Until Twin Cities service begins, plan to connect Madison to western Empire Builder service via shuttle to Portage or Wisconsin Dells.**
- 5. Special Moves. Kohl Center and Camp Randall. Station design to accommodate, not preclude, these moves in future.**

## **Train sets**

**Seating. Customers should face forward. Trains through Madison are for intercity rail service, not commuter service. Eventual service between Twin Cities and Chicago is 418 miles.**

**We have heard that coach seating currently is planned to be fixed 1/2 one way and 1/2 the other way so that the seats do not have to be turned, or the train itself turned. This is UNACCEPTABLE.**

**We are not aware of any corridor train running in the Midwest in which this is the case. There are other ways to deal with this. The Cascades service (Oregon - Washington - Vancouver) has used Talgo equipment for 14 years. Seats are turned at end of each run.**

**We recommend that WisDOT do some research on this problem, including sending personnel dealing with Talgo to the Northwest to observe the Talgo operation and talk to key personnel.**