Northwest Sub-region (Wisconsin, Minnesota, North Dakota, South Dakota, Iowa) Network Questions

1. What is the benefit in terms of ridership of using Milwaukee as a hub for service to Green Bay, Madison, and Minneapolis?

2. What is the potential demand for Minneapolis to act as regional hub for rail service to Duluth, Fargo, Sioux Falls, and Rochester?

3. What is the strength of the Rochester market as a branch connection to Minneapolis versus as a station on the main line service south to MKE/CHI?

4. What is the demand for travel between Green Bay and Chicago? For travel between Green Bay and other markets?

5. What is the strength of the Madison market as a branch connection into Milwaukee versus as a station on the main line service to CHI/MSP?

6. What is the market demand for branch service to Dubuque from Chicago?

7. What are the benefits in terms of ridership of using Rockford as a hub?

8. What is the demand for travel from Iowa to MSP, CHI, and other destinations?

9. For Core Express investment, which route maximizes ridership to the CHI-MSP market (ridership between Chicago and Minneapolis)?

10. For Core Express investment, which route maximizes ridership to the intermediate markets (excluding CHI-MSP as an origin-destination pair)?

11. For Core Express investment, which route maximizes total corridor ridership?

12. For Core Express investment, which route maximizes non-corridor ridership (i.e. ridership with an origin or destination off the mainline route of CHI-MSP)?
Northeast Sub-region (Illinois, Michigan, Indiana) Network Questions

13. What is the value in terms of ridership of routing Grand Rapids service via Kalamazoo as opposed to the current alignment?

14. At what service level/tier does South Bend become valuable as a hub?

15. What is the strength of the Fort Wayne market either via South Bend or direct to Chicago?

16. What is the strength of the Fort Wayne market as a terminal station versus as through station with connection to markets east and south?

17. What is the market demand for coast-to-coast service connecting Grand Rapids to Detroit?

18. Are there benefits to setting up Ann Arbor as a hub with connections in all directions?

19. What is the relative demand of Michigan Markets (Lansing, Flint, Port Huron) for travel to the west to Chicago versus to the east to Detroit/Toronto?

20. For Core Express investment, which route maximizes ridership to the CHI-DET market (ridership between Chicago and Detroit)?

21. For Core Express investment, which route maximizes ridership to the intermediate markets (excluding CHI-DET as an origin-destination pair)?

22. For Core Express investment, which route maximizes total corridor ridership?

23. For Core Express investment, which route maximizes non-corridor ridership (i.e. ridership with an origin or destination off the mainline route of CHI-DET)?
24. How does Kansas City service (either into St. Louis or directly connecting to Chicago) affect travel demand between St. Louis and Chicago?

25. What is the ridership value of a circumferential route connecting Champaign to Davenport with a hub at Bloomington?

26. Is the Quincy market best served by connecting to Galesburg or to Bloomington?

27. What is the travel demand between intermediate markets (i.e., market connections not to/from Chicago)?

28. What is the value of a Rockford alignment in serving Iowa markets?

29. What is the travel demand for markets beyond Kansas City (e.g., Topeka and Wichita) when there is a Core Express "gateway" at Kansas City?

30. For Core Express investment, which route maximizes ridership to the CHI-STL market (ridership between Chicago and St. Louis)?

31. For Core Express investment, which route maximizes ridership to the intermediate markets (excluding CHI-STL as an origin-destination pair)?

32. For Core Express investment, which route maximizes total corridor ridership?

33. For Core Express investment, which route maximizes non-corridor ridership (i.e. ridership with an origin or destination off the mainline route of CHI-STL)?
34. What is the demand for service south and east of Indianapolis?

35. At what service level/tier does Indianapolis become valuable as a hub for service connections to Louisville, Cincinnati, Dayton/Columbus, and Fort Wayne?

36. What is the strength of the Fort Wayne market either via South Bend or direct to Chicago?

37. What is the strength of the Fort Wayne market as a terminal station versus as through station with connection to markets east and south?

38. How does ridership change with Kankakee as route for Indianapolis service versus the current alignment?

39. What is the travel demand to new markets beyond Carbondale (e.g., Memphis)?

40. What is the travel demand to new markets beyond Louisville (e.g., Nashville)?

41. For Core Express investment, which route maximizes ridership to the CHI-IND market (ridership between Chicago and Indianapolis)?

42. For Core Express investment, which route maximizes ridership to the intermediate markets (excluding CHI-IND as an origin-destination pair)?

43. For Core Express investment, which route maximizes total corridor ridership?

44. For Core Express investment, which route maximizes non-corridor ridership (i.e. ridership with an origin or destination off the mainline route of CHI-IND)?
45. *Is Dayton a potential hub location connecting services to Cincinnati, Columbus, Indianapolis, and Fort Wayne?*

46. *What is the demand for the 3C service with connections to the east at Columbus, Dayton, and/or Cincinnati versus as a stand alone corridor?*

47. *What is the demand for service in the Cleveland-Youngstown-Pittsburgh corridor as stand alone versus connected to major markets to the west (Detroit/Chicago)?*

48. *What is the best route for connections to Pittsburgh – via Cleveland or to Columbus/Indianapolis?*

49. *What is the demand for service in the Cleveland-Erie-Buffalo corridor as stand alone versus connected to major markets to the west (Detroit/Chicago)?*

50. *What is the travel demand for Michigan Services to connect to destinations farther east such as Cleveland?*

51. *What is the strength of the Toledo/Cleveland market connected via Detroit/Ann Arbor/Kalamazoo to the rest of the Midwest vs via Fort Wayne?*

52. *What is the strength of the market to Toronto (and other markets in Ontario) from Detroit? Form other Michigan Markets? From all other Markets?*

53. *At what service levels do east coast markets (WAS, PHL, NYC) contribute significant ridership to the Midwest Network?*