Burlington Northern Santa Fe Railway Company. Under city ownership, King Street Station will undergo a $26.5 million renovation.7

**Milwaukee Intermodal Station, Milwaukee, WI**

In November 2007, the Wisconsin Department of Transportation (WisDOT) completed a $17-million Milwaukee Intermodal Station funded with state, federal, city, and private sector funds. The award-winning station has become a downtown architectural landmark and serves Amtrak’s Hiawatha and Empire Builder services, as well as Greyhound and other intercity bus operators. Space is being leased for food service, retail, and commercial offices in the multi-story station. The City of Milwaukee provided $6 million in tax incremental financing for the station based on expected developmental benefits in the area. This is supported by a multi-state economic impact study, which projects a $227-million increase in land values around the station, along with up to 3,000 additional jobs in the Milwaukee area from improved rail service supported by the station.

In January 2005, Wisconsin completed a new $6.8 Milwaukee Airport Station (MARS) at General Mitchell International Airport south of the downtown. The MARS station is one of four stations in the country providing Amtrak Service to a major international airport (~15% of Hiawatha passengers board at this station).

In August 2006, the Village of Sturtevant opened a new $3-million train station at its Renaissance Business Park by using local funds to match federal Congestion Mitigation and Air Quality funds administered by WisDOT. Direct access to Amtrak’s Hiawatha service, which provides seven round trips between Milwaukee and Chicago, provides important transportation benefits to businesses locating in the Park.

**North Carolina Train Stations**

Since 1991, the North Carolina Department of Transportation (NCDOT) has collaborated with federal agencies and local governments to reinvigorate the state’s passenger rail network. As part of this effort, historic train stations have been restored across the state, which has thus far led to the investment of $74 million. Twelve stations have been renovated, with more to come. NCDOT’s initiative has sparked significant private investment in communities across the state. With scarce public finances and rising costs of highway construction and maintenance, preserving and revitalizing existing railroad infrastructure has become an attractive and cost-effective option.

**The Future**

Train stations have a resounding effect on vigorous economic growth in local communities, and taken together, in regional corridors. The key to multiplying this growth is the expansion of intercity passenger rail through capital for investment in infrastructure and equipment. Combined, a dedicated, 80–20 federal–state matching program and 30-year tax credit bonds would enable states to capture the benefits of rail. Such a financing package is the first step toward intercity passenger rail funding to the equivalent of other surface transportation programs. The economic benefits of doing so speak for themselves.

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1. Written Testimony, Kevin Corbett, Vice President, Corporate Development, DMJM Harris-AECOM, Subcommittee on Railroad, Pipelines and Hazardous Materials Committee on Transportation and Infrastructure, May 14, 2008, page 2.
Train stations serve as active catalysts for vibrant economic growth in the communities where they are located. Rail stations have the proven ability to revive urban downtown areas, to knit a community together, and to stimulate housing, business, and retail development. Increased rail ridership encourages the vigorous growth of the local economies that surround train stations.

### Rail Stations Stimulate Urban Development

**Philadelphia, PA**

Philadelphia’s Cira Centre, a Class A office tower adjacent to Philadelphia’s 30th Street Station, presents a prime example of how the Northeast Corridor can help focus and attract new real estate investment along the Corridor while increasing ridership, reducing the need for auto trips, and revitalizing the Northeast’s older industrial cities.

When completed in 2006, the Cira Centre was the first high-rise office building built outside of Center City Philadelphia in 12 years. Comprised of over 700,000 square feet, the Cira Centre is fully occupied by 22 tenants. The building, which is connected by an enclosed walkway to 30th Street Station, attracts major tenants from outside Pennsylvania whose employees travel for business on Amtrak’s Northeast Corridor. The Cira Centre project has been so successful that a mixed-use commercial, retail, and hotel development is planned to be constructed adjacent to the tower.

**Davis, CA**

With tens of thousands of students, the University of California–Davis provides a substantial portion of the passenger traffic on the 32 daily Capitol Corridor trains serving Davis Station, making Davis the second busiest train station along Northern California’s Capitol Corridor. By 2000, the City of Davis, CA, had completed its station restoration project of the historic Southern Pacific Depot, but the station location was still on the back side of most downtown buildings. The City thus removed a few buildings adjacent to the station road entry, which allowed for the station and its surrounding plaza to become a highly visible gateway to downtown Davis. This spawned new development around the station, with an influx of new restaurants and offices opening just steps from the train station.

At Davis Station, many of the more than 1,400 daily rail passengers bicycle to the station and Capitol Corridor trains. About half of the cyclists bring their bicycles onto the trains, and the other half secures their bicycles at Davis Station for use upon their return.

### Other U.S. Cities

Other examples of rail stations that have stimulated urban development include Union Station, a multi-modal transportation center in Meridian, MS, which sparked over $10 million of reinvestment in the surrounding downtown. In Washington, DC, one study found that 13 million square feet of privately developed office space followed Union Station’s restoration. The Lafayette train station project in Indiana prompted a $36-million development adjacent to the station.

### Train Stations Spark Economic Growth

In fall of 2007, Saco-Biddeford, ME, began developing a new train station on Saco Island as a result of the economic boon associated with the Downeaster Rail Station in Maine. An April 2008 report by the Center for Neighborhood Technology concluded that the Downeaster rail stop is a catalyst for new transit-oriented development (TOD) projects, which will generate $3.3 billion in construction investment and create more than 8,000 new jobs in Maine over the next 22 years. These TOD projects will lead to the contribution of more than $55 million in new state tax revenues annually, and new resident and business relocation associated with TODs will contribute nearly $1 billion in new purchasing power annually to Maine’s economy by 2030. The extension of service to Brunswick and Rockland would create an additional 2,582 jobs, generate an additional $16.5 million in annual tax revenues, and allow for $290 million in annual purchasing power by 2030.

### Train Stations As Bustling Economic Centers

In addition to providing transit service, rail stations often provide a thriving venue for a wide variety of shops, food courts, fine-dining establishments, movie theaters, meeting and reception spaces, and more. The continual throughput of passengers makes train stations attractive locations for both office and retail spaces. Washington’s Union Station contains 140 shops and restaurants, and the South Station project in Boston renovated 134,000 square feet of office space, 15,000 square feet of retail space, and subsequently accommodated ~60 new jobs within the station itself.

### Restoration of Train Stations

**King Street Station, Seattle, WA**

For over 100 years, King Street Station has served as a gateway for millions of travelers coming into Seattle and the Pacific Northwest. The station has spurred economic growth and has helped establish Seattle as a major metropolitan city. Unfortunately, heavy use and neglect have caused King Street Station to fall into disrepair.

On March 5, 2008, Mayor Greg Nickels marked the start of a new era for King Street Station with the City of Seattle’s purchase of the landmark building from the

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Inside of Milwaukee’s Intermodal Station. Inset: Outside view of Milwaukee’s Intermodal Station at dusk.