



Freight Rail System in the Twin Cities Metro Area

Transportation Committee

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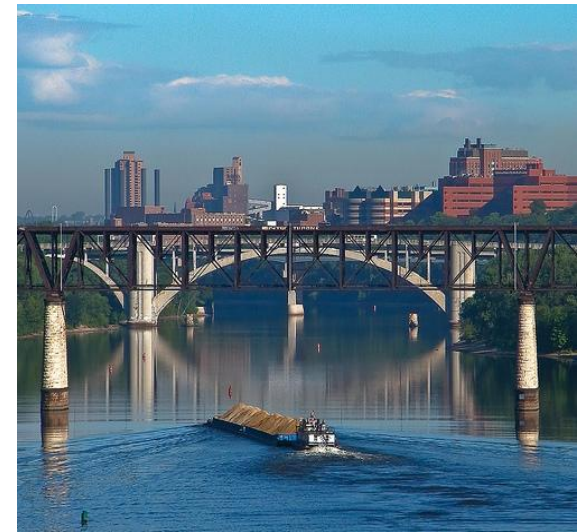


Introduction

Purpose of Presentation

- Provide background on regional freight rail system
- Identify agency roles in rail planning
- Describe relationships between freight & passenger rail systems
- Inform about ongoing rail planning & potential improvements

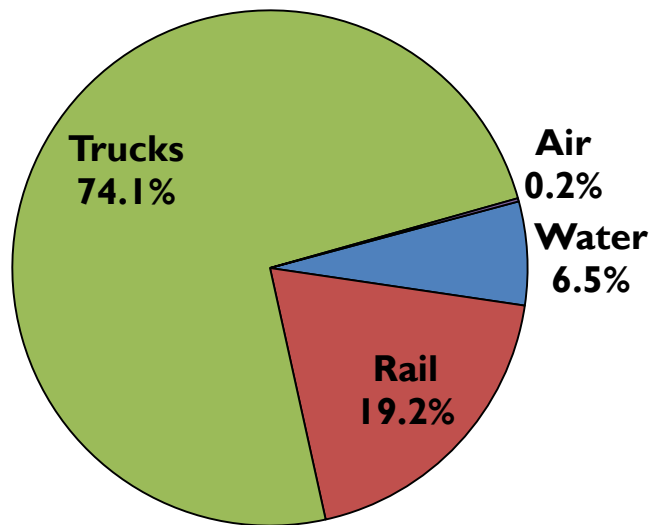
Freight Uses Many Modes



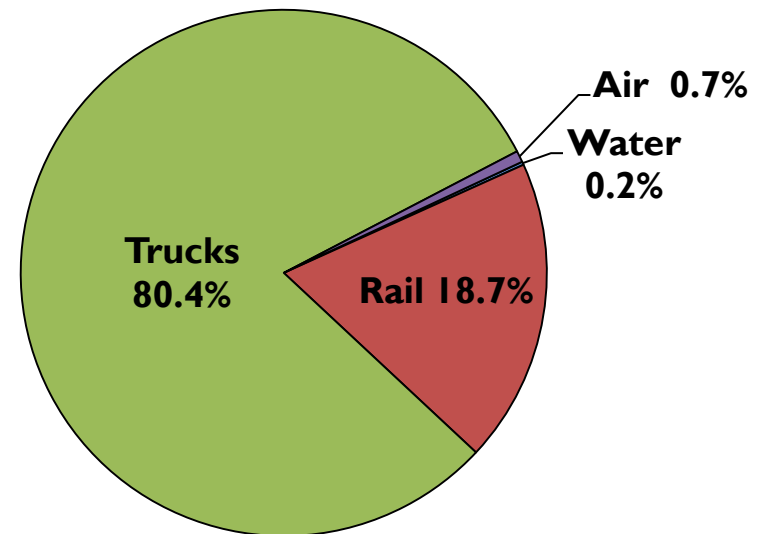
Freight By Mode

Rail is region's second most prominent mode by tonnage and value.

Tonnage



Value





Rail Planning Roles

MnDOT

- Develop Statewide Rail Plan
- Plan intercity passenger rail
- Plan for high-speed passenger rail
- Lead Passenger Rail Forum

Met Council

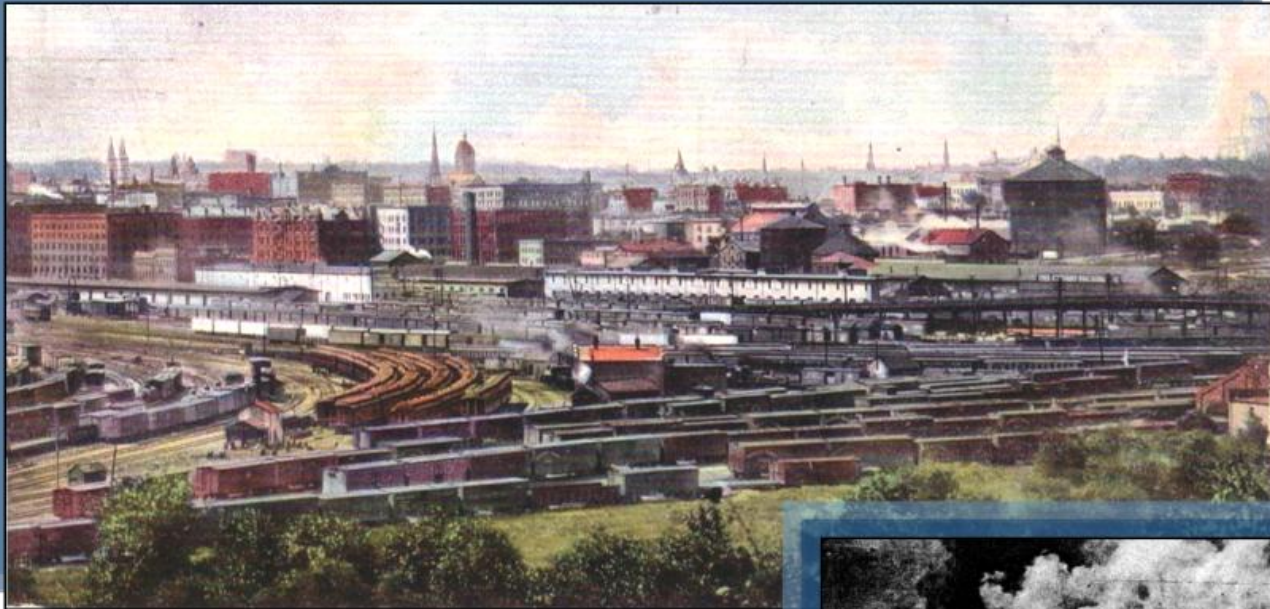
- Plan/operate commuter rail
- Plan/operate LRT system
- Coordinate with MnDOT in freight rail planning



Freight Planning & TPP

- Chapter 7 devoted to Freight
- Key policy supports an “effective & efficient regional freight system...”
- Regional Freight Study to inform TPP

Metro Freight Railroads





Metro Freight Railroads

4 Class I Railroads (national)

- Burlington Northern Santa Fe
- Canadian National
- Canadian Pacific
- Union Pacific

3 Short-line railroads (regional)

- Twin Cities & Western
- Minnesota Commercial
- Progressive Rail



Metro Freight Railroads

- 2,000 Employees
- 800 route-miles of track
- Own and maintain all locomotives and infrastructure
- Pay corporate and property taxes

Metro Freight Railroads

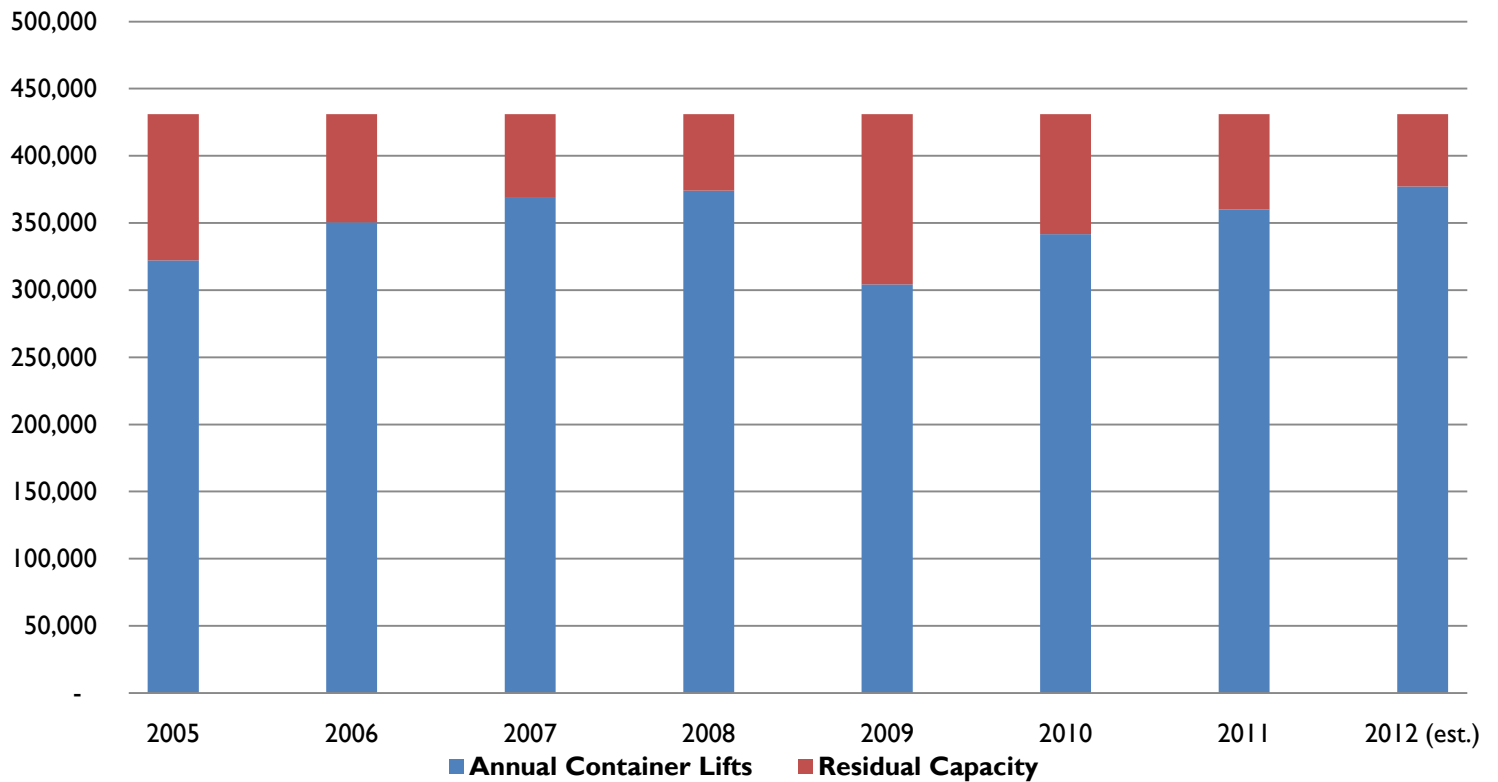
Unique Corporate Status

- Federally regulated
- Power of eminent domain
- Rights of way over highway traffic
- Current & future freight capacity is held harmless for passenger rail projects

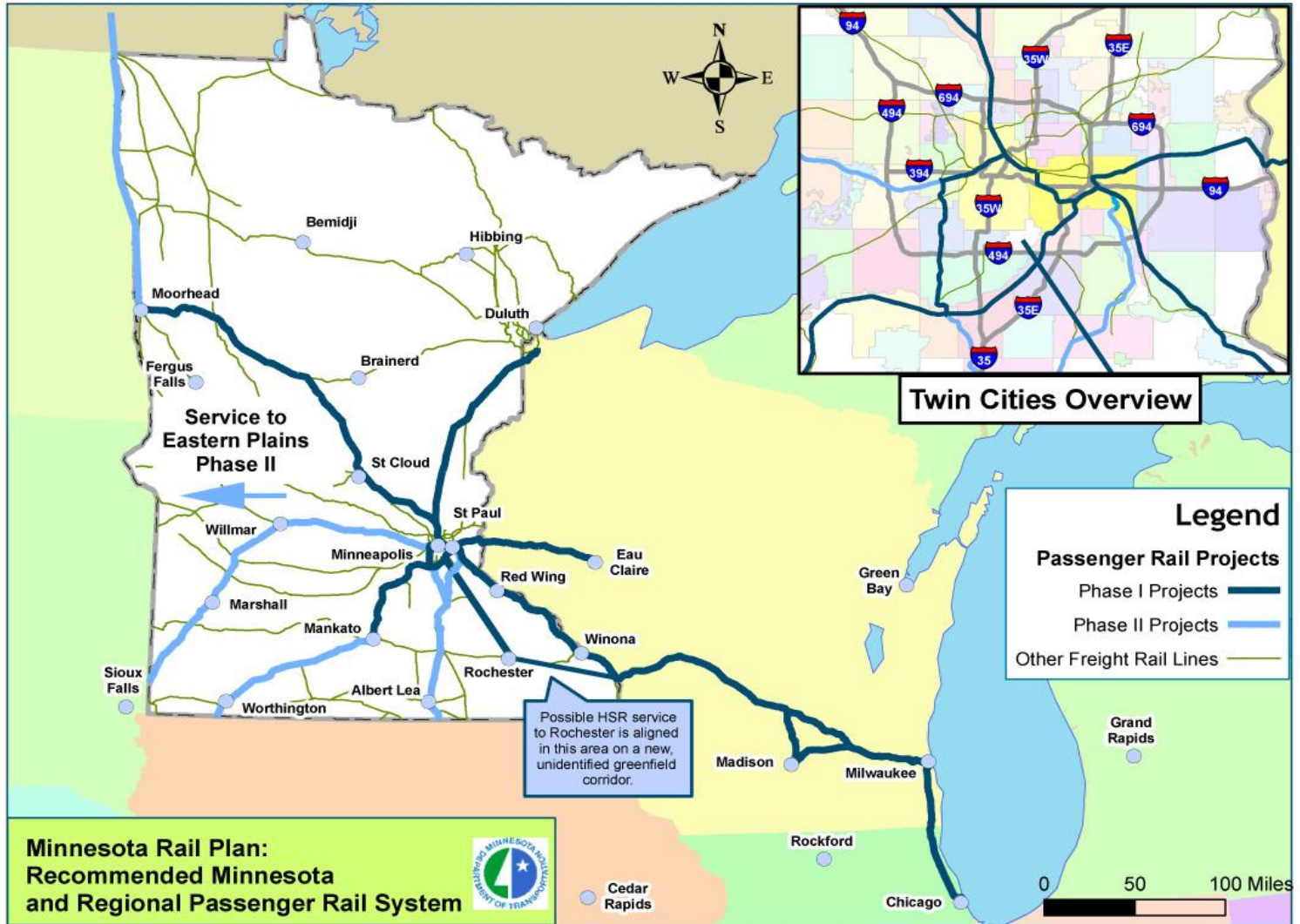
Metro Intermodal Freight Capacity



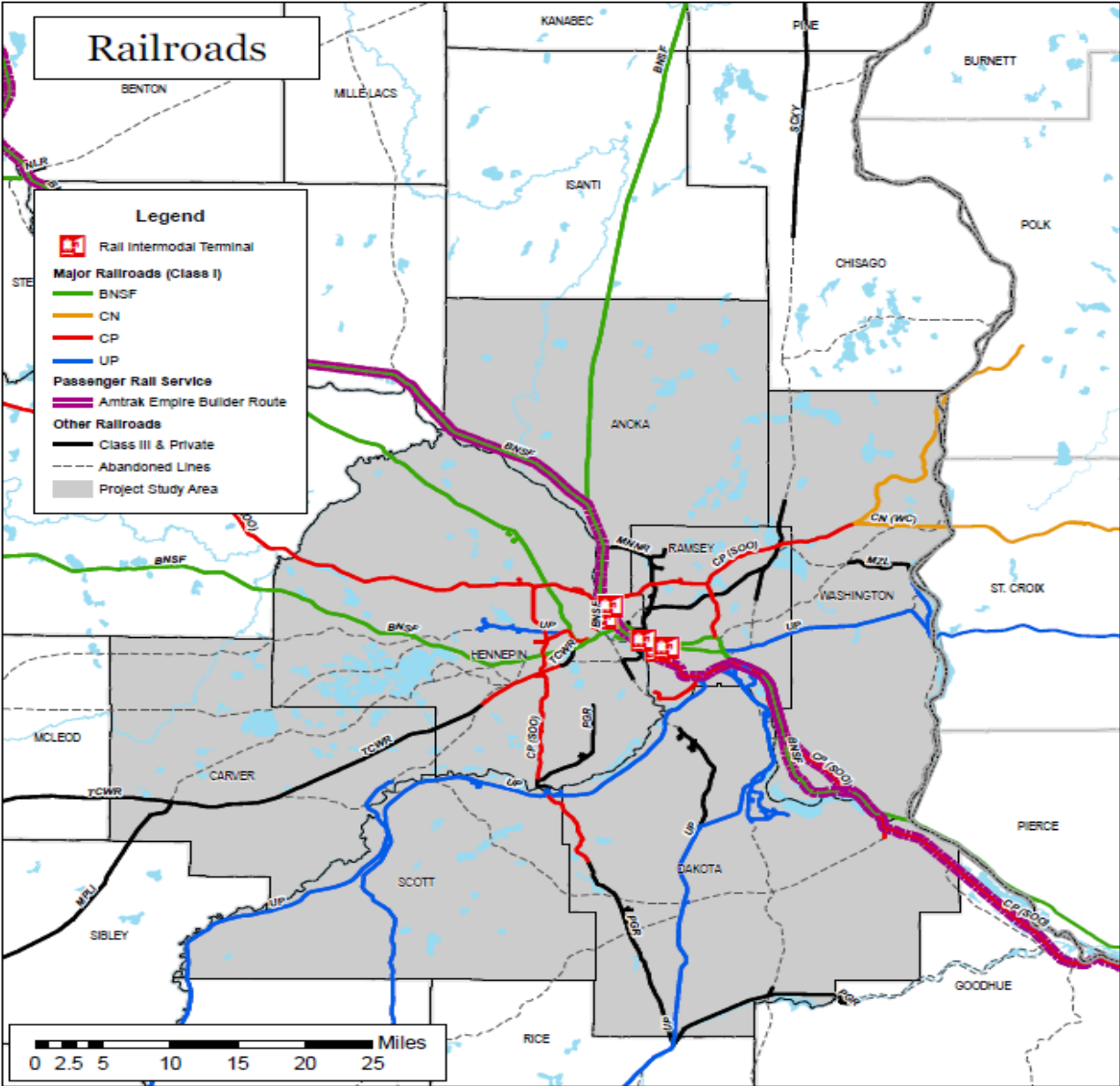
Annual Container Lifts vs. Capacity



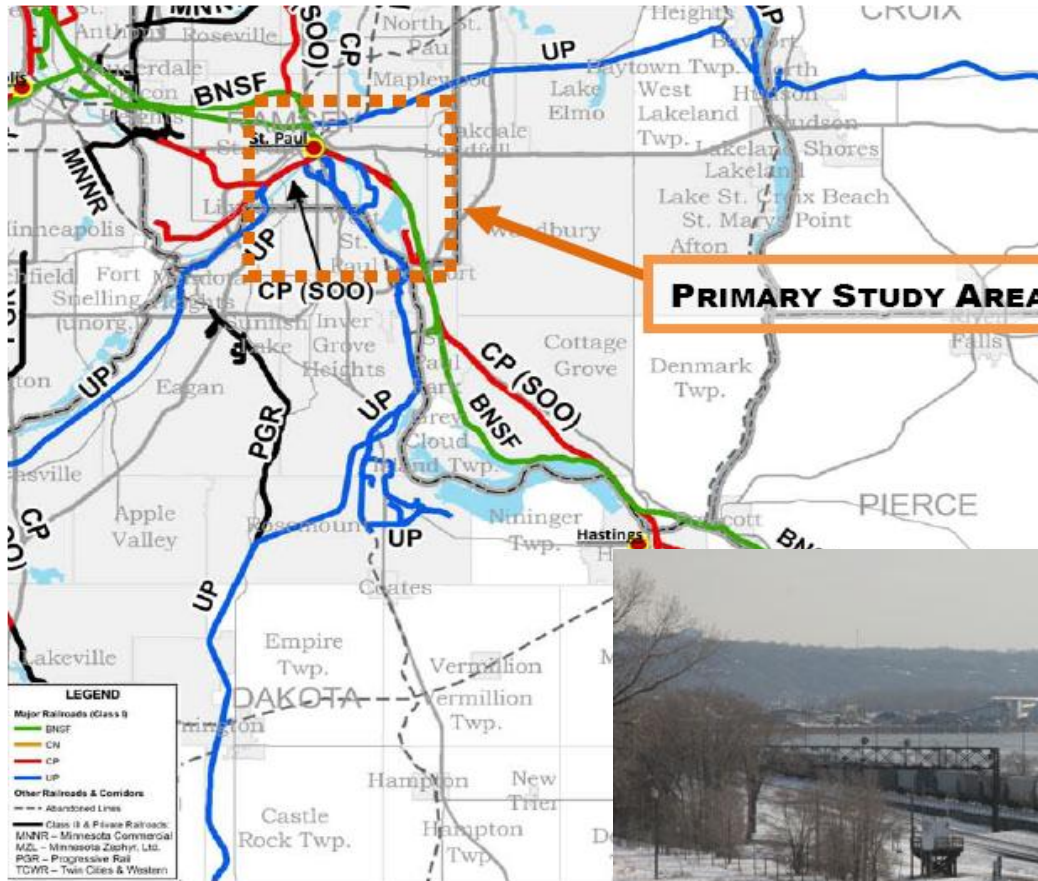
Statewide Rail Plan



Metro Freight Railroads



East Metro Rail Study





East Metro Rail Study

- Major national bottleneck: 5% of all US traffic thru Hoffman Junction
- Ramsey County RRA Study - \$2M project
- Full partnership with 5 railroads
- Identified upcoming gridlock and faults
(20 year RTC modeling with HSIPR)
- 4-Phase expansion designed
- Approved by partners, begins 'Next Steps'

Rail Capacity Improvements





Next Steps

- Finalize MOU's with metro railroads
- Continue work on Union Depot and Interchange passenger terminals
- Perform East Metro-type capacity analyses in other metro corridors
- Develop projects that benefit freight and passenger rail
- Incorporate projects in TPP and TIP/STIP, where appropriate