

Intercity Rail Background/ Statewide Freight and Passenger Rail Plan Update

Metropolitan Council

November 12, 2008

Topics

- Definitions
- Current Minnesota Service
- Federal Programs
- Minnesota Projects
- AASHTO Reauthorization
Recommendations
- Statewide Rail Plan

Definitions

- Traditional Rail
 - Less than 80 mph
- Incremental Improvement
 - 80 mph to 110 mph
- High Speed Rail
 - Greater than 110 mph
 - Grade separation required above 124 mph



Current Minnesota Service

- Amtrak's Empire Builder
 - St. Paul – Chicago: ~ 8 hrs
 - St. Paul – Portland/Seattle: ~ 37 hrs



Federal Programs

- FRA's Intercity Passenger Rail Service Program
 - \$30 million awarded to 15 projects in 2008
 - All had local matching funding at least equal to federal funding awarded
 - "Supports projects that reduce delays and expand capacity on intercity passenger rail routes or establish new service where none exists"

Federal Programs

- Railroad Safety Enhancement Act of 2008
- Capital Assistance for Intercity Rail Service
 - \$1.9 billion over 5 years: 2009-2013
 - To states or groups of states
 - 80/20 federal/local
 - For acquiring, constructing, improving, or inspecting equipment, track, or track structures or facilities for intercity passenger rail service
 - Includes environmental, engineering, property acquisition
 - Costs associated with state rail plans
 - First dollar liability costs for insurance

Federal Programs

- Railroad Safety Enhancement Act of 2008
- Congestion Grants
 - \$325 million over 4 years: 2010-2013
 - To states or Amtrak in cooperation with states
 - 80/20 federal/local
 - “For financing the capital costs of facilities, infrastructure, and equipment for high priority rail corridor projects necessary to reduce congestion or facilitate ridership growth in intercity rail passenger transportation”

Federal Programs

- Railroad Safety Enhancement Act of 2008
- High Speed Rail
 - \$300 million per year over 5 years: 2009-2013
 - To states, corridors or Amtrak
 - 80/20 federal/local
 - “For acquiring, constructing, improving, or inspecting equipment, track or track structures or a facility of use in or for the primary benefit of high speed rail service”

Minnesota Projects

- Midwest Regional Rail Initiative (MWRRI)
- Northern Lights Express
- Other Minnesota projects of interest
 - Rochester inclusion in MWRRI
 - St. Paul Union Depot

Midwest Regional Rail Initiative



Midwest Regional Rail Initiative

- Nine state hub centered on Chicago
- Speeds up to 110 mph
- \$297,000 from FRA for AA, updating cost estimates, equipment, outreach
- St. Paul-Chicago in 5½ hours
- St. Paul-Milwaukee-St. Paul/Green Bay leg costs \$1.86 billion in 2002 dollars
 - Minnesota portion roughly \$400 million

Northern Lights Express



Northern Lights Express

- Duluth to Minneapolis
- Speeds up to 110 mph
- \$1.1 million from FRA for Programmatic EIS
- 2 hours one way
- \$362-\$394 million in 2006 dollars
 - Includes platforms, but excludes other station development

Rochester on MWRRI



St. Paul Union Depot



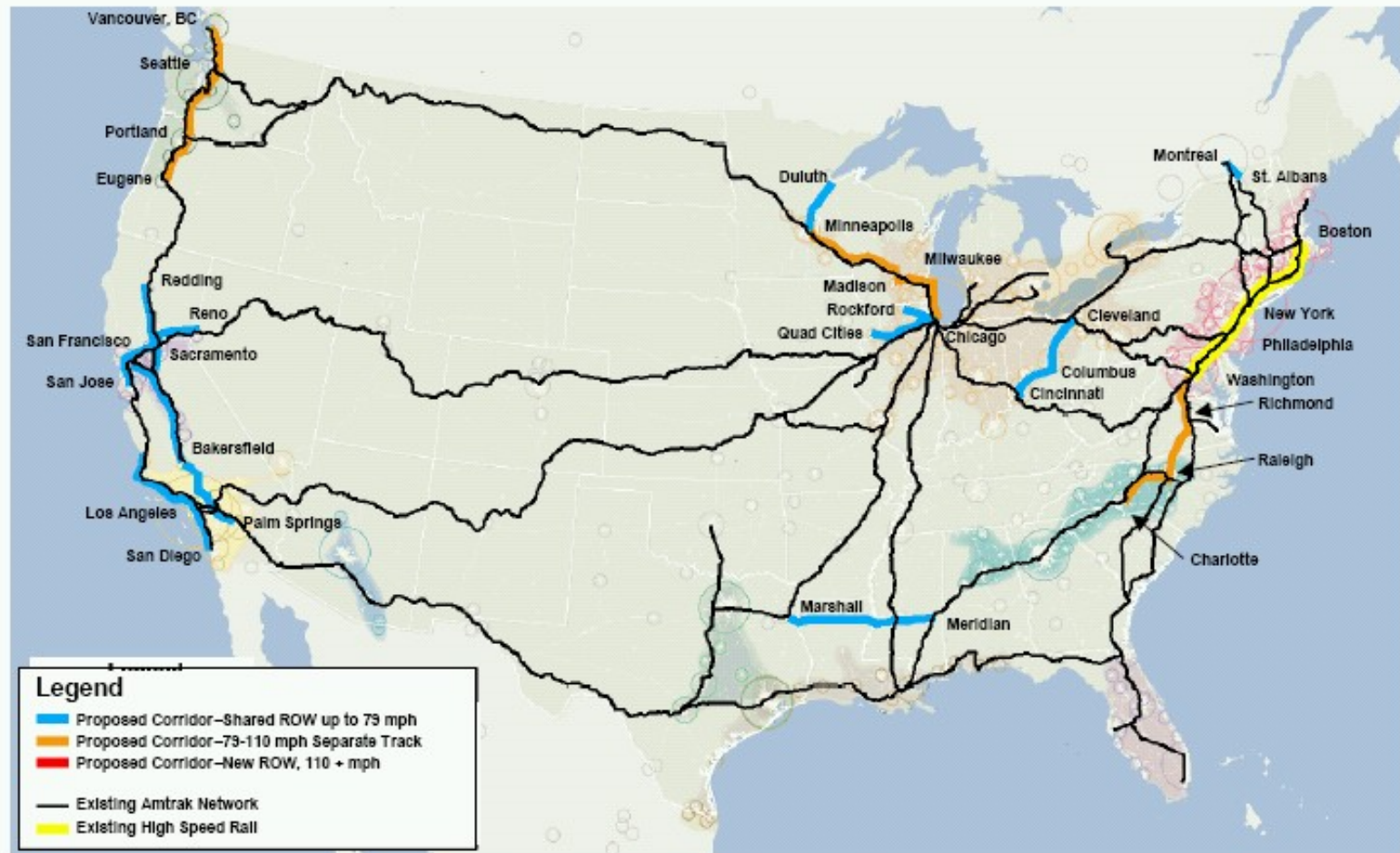
St. Paul Union Depot

- \$50 million grant from FHWA
 - Expectation of multi-modal hub
- Amtrak and buses in 2012
- Central Corridor LRT in 2014
- MWRRI, others in future?



AASHTO Reauthorization

2015 PRWG Proposed Intercity Passenger Rail Network



Background map based on "America 2050: A Prospectus", www.america2050.org, Regional Plan Association

AASHTO Reauthorization

2030 PRWG Proposed Intercity Passenger Rail Network



Background map based on America 2050: A Prospect www.america2050.org, Regional Plan Association

AASHTO Reauthorization

2050 PRWG Proposed Intercity Passenger Rail Network



Background map based on "America 2050: A Prospectus", www.america2050.org, Regional Plan Association

Statewide Rail Plan

- 2008 legislative directive
- Covers freight and passenger rail
- Scoping session held Oct 3
- Hire consultant late 2008/early 2009
- Policy Advisory Committee
- Technical Advisory Committees
 - Freight and Passenger

Potential Plan Elements

- Create a vision for rail in Minnesota
- Establish investment needs
- Identify passenger system network
- Role of private vs. public sector
- Parameters for corridor priority
- Institutional guidance
- Funding

Questions?

Thank you

Mike Schadauer

Mn/DOT Office of Transit

651-366-4161

mike.schadauer@dot.state.mn.us