



Passenger Rail Planning Update



presented by:

Minnesota Department of Transportation

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Your Destination...Our Priority





Presentation Outline

- Passenger Rail Office
 - Legislative Activities
 - 2009 State Bonding
 - Governance and Funding Study
- Project updates
 - MWRRI Regional - Twin Cities to Milwaukee
 - Northern Lights Express
 - Rochester Zip Rail
 - St. Paul Union Depot / Mpls. Transportation Interchange
 - 2nd Daily Train Minnesota to Chicago



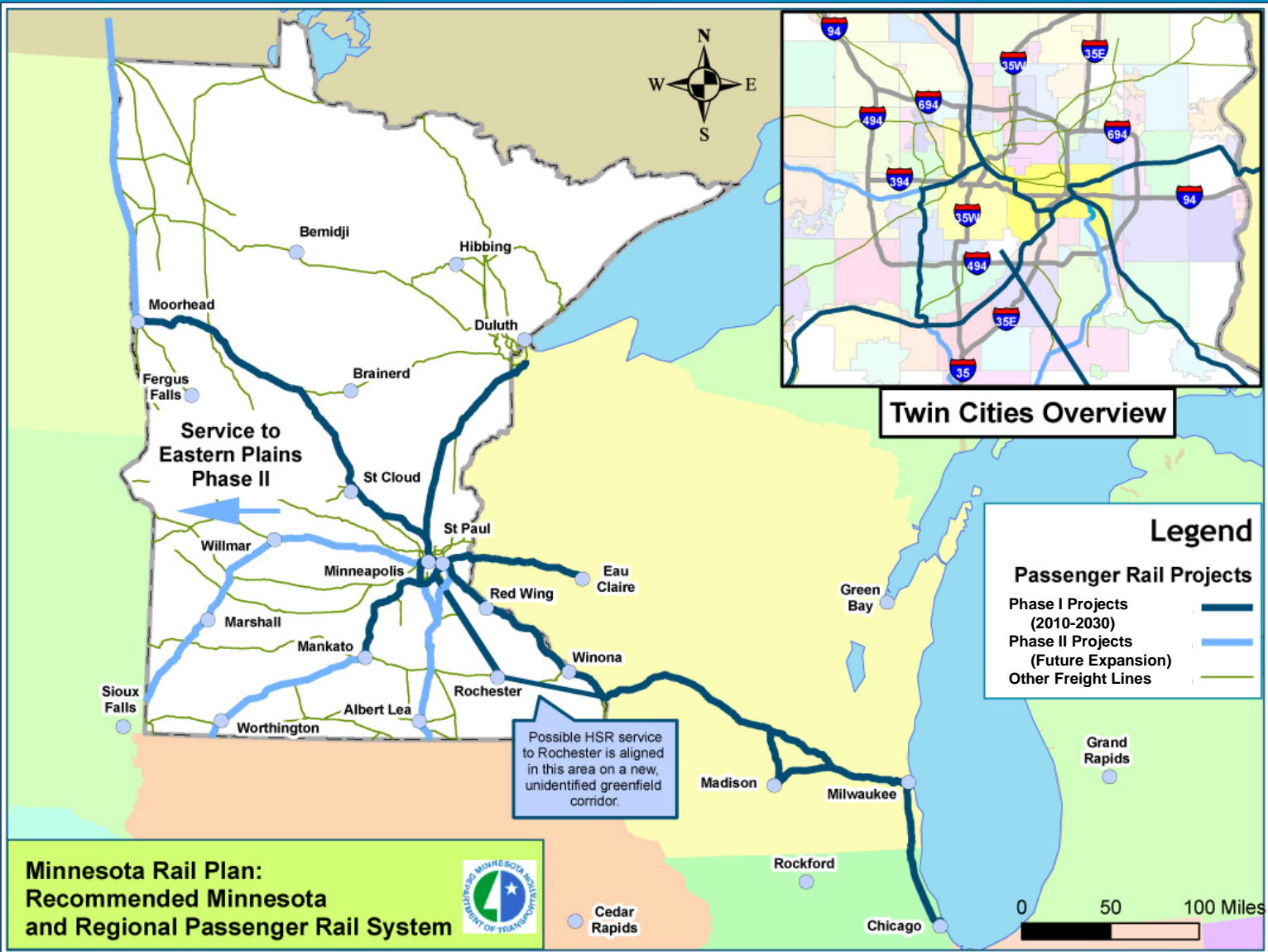


State Rail Plan

Priority Passenger Rail Projects

- Develop a robust intrastate and interstate passenger rail system in Minnesota; enhanced connections between and facility improvements in the Twin Cities
- High speed service between the Twin Cities –Milwaukee-Chicago, Twin Cities and Duluth; Twin Cities and Rochester
- Enhanced conventional passenger rail service (up to 90mph) from the Twin Cities to St. Cloud, Moorhead, Mankato, Eau Claire, and between Mpls. and St. Paul
- Advance projects incrementally and simultaneously as demand warrants and funding is identified







Passenger Rail Office Accomplishments

- In the past two years since office created:
 - Completed State Rail Plan
 - Cost / Benefit study began
 - Governance and Funding Study completed
 - Submitted 2 rounds of ARRA grants; 2 rounds of TIGER grant applications , 3rd in process (2 ARRA, 1 TIGER funded)
 - Obligated approximately \$17m in State bond funds as match for federal passenger rail program funding
 - Partnered with WI and local interests to continue work on MWRRI Phase VII, TC – Milw., NLX, MTI and Union Depot, East Metro Freight Capacity Study, Gateway Corridor Study





2011 Legislative Summary

Passenger Rail Office

- Governor proposed office funding at current level
- Legislature proposed no funding (some bipartisan support in House and Senate during session)
- Final transportation bill had no funding - vetoed
- Special Session - Transportation Omnibus Bill included funding at current level for 2012-2013
- No additional State G.O. bonds





2009 State Bonding

	<u>Proposed</u>	<u>Obligated</u>
• Twin Cities to Milwaukee HSR Corridor	\$ 550,000*	\$ 550,000
• Northern Lights Express	\$10,000,000*	\$ 925,000
• St. Paul Union Depot	\$ 9,767,500	\$ 9,767,500
• Mpls. Transportation Interchange	\$ 3,682,500	\$ 3,682,500
• <u>Rochester Zip Line Corridor</u>	<u>\$ 2,000,000</u>	<u>\$ 2,000,000#</u>
• TOTAL	\$26,000,000	\$ 16,975,000

- * Includes PRO project management
- # contract pending





Governance and Funding

- No formal governance structure or sustainable funding sources for passenger rail in Minnesota
- How are we positioned to participate with the nine state Midwest Regional Rail Initiative?
- What are the roles of the various interests (local, county governments, railroads, advocates)?
- What funding options exist to implement state supported services?





Governance and Funding

- Governance model unique to Minnesota
 - Statutory, constitutional regulatory issues
- Roles of internal partners
 - State – design, build, secure equipment, rail negotiations
 - RRAs and local governments – advocacy, momentum, station area planning and economic development
- Relationship to partner states of the MWRRI
 - Cross route subsidization, shared equipment





Governance and Funding Study

- Identification of **possible** funding mechanisms for passenger rail capital and operating funding
 - Currently available : Local tax increment financing for station development, Local government funding, Public-private partnerships for project development, State capital budget for matching federal and local planning, capital funding
 - New potential source: Reallocate state general property tax on railroad property to a new State Railroad Development Fund
 - Up to \$9 million annually, No impact to local/district property taxes assessed



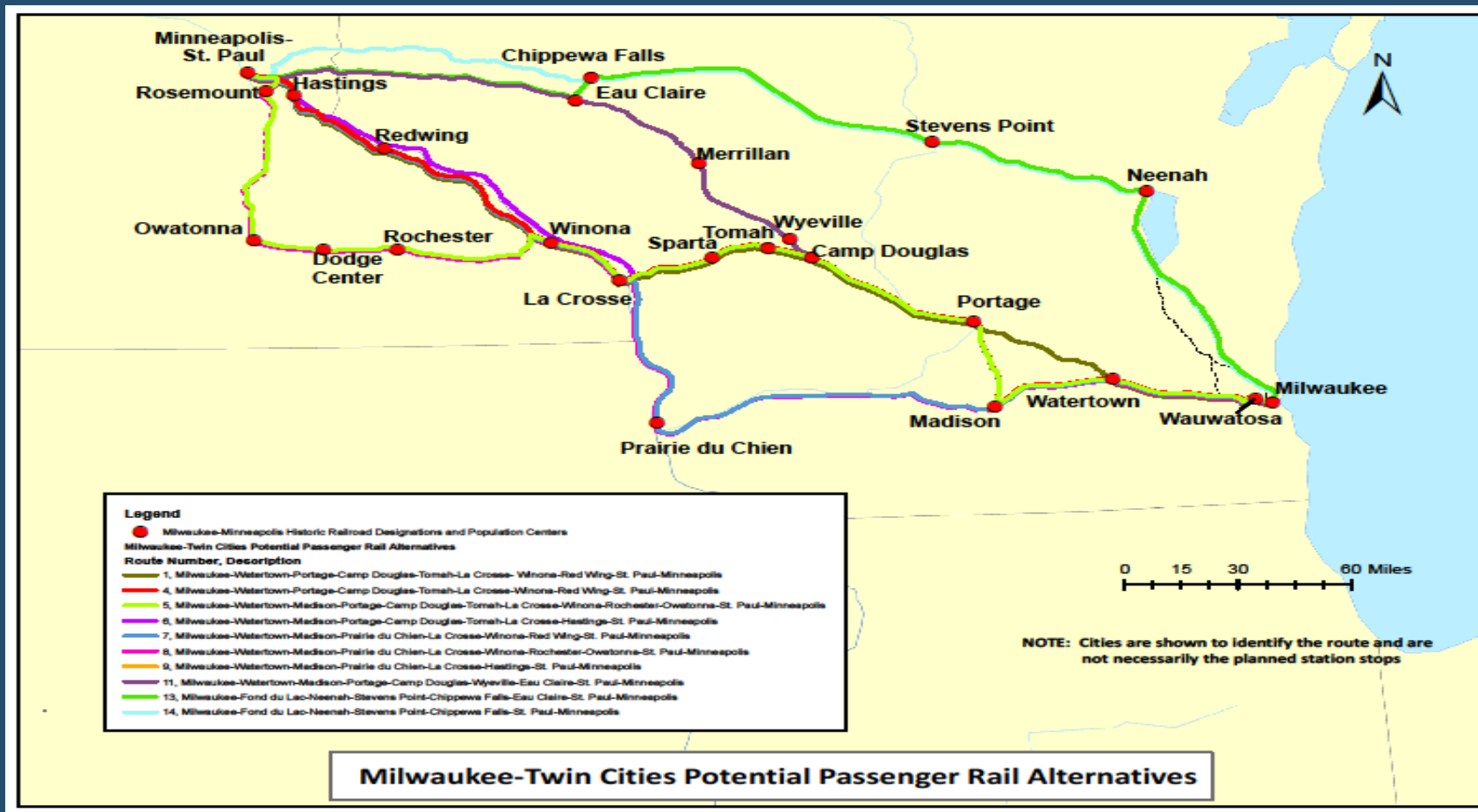


Twin Cities to Milwaukee HSR Update

- Finalizing preliminary environmental work as part of MWRRI Phase VII
 - Narrowing of potential corridors from fourteen to four (reasonable and feasible alternative passenger rail corridors)
 - Complete Draft Alternatives Selection Report
- Next Steps:
 - Continued negotiations with state and federal partners
 - » Complete Tier 1 environmental documentation
 - » Tier 2 EIS / preliminary engineering



Fourteen Routes Evaluated as “Build Alternatives”





Northern Lights Express

- **The Northern Lights Express (NLX)- to re-establish regional passenger rail service from Duluth to Minneapolis**
 - track and signal improvements ,speeds up to 110 mph
- **Current Status:**
 - Finalizing environmental assessment
 - \$5M of ARRA funds preliminary engineering, design work to begin next spring
 - Service could commence in 2014-15*





Rochester ZIP Rail HSR Corridor

- State Rail Plan identifies need for new connection to Rochester
- Implement 110 mph service between Rochester and the Twin Cities via a green field alignment.
- Project development timeline is substantially longer to completed
 - Environmental work will be comprehensive
 - Extensive R/W required
 - Access into suburban Metro Twin Cities and to MSP will be complex
- Beginning Alternatives Analysis and Tier 1 environmental work



Passenger Rail Facilities

- **St. Paul Union Depot**
 - Multimodal hub
 - Amtrak's return 2012
 - Construction underway
- **Minneapolis Transportation Interchange**
 - Multimodal facility
 - Adjacent to the Twins Stadium
 - Completed by 2014



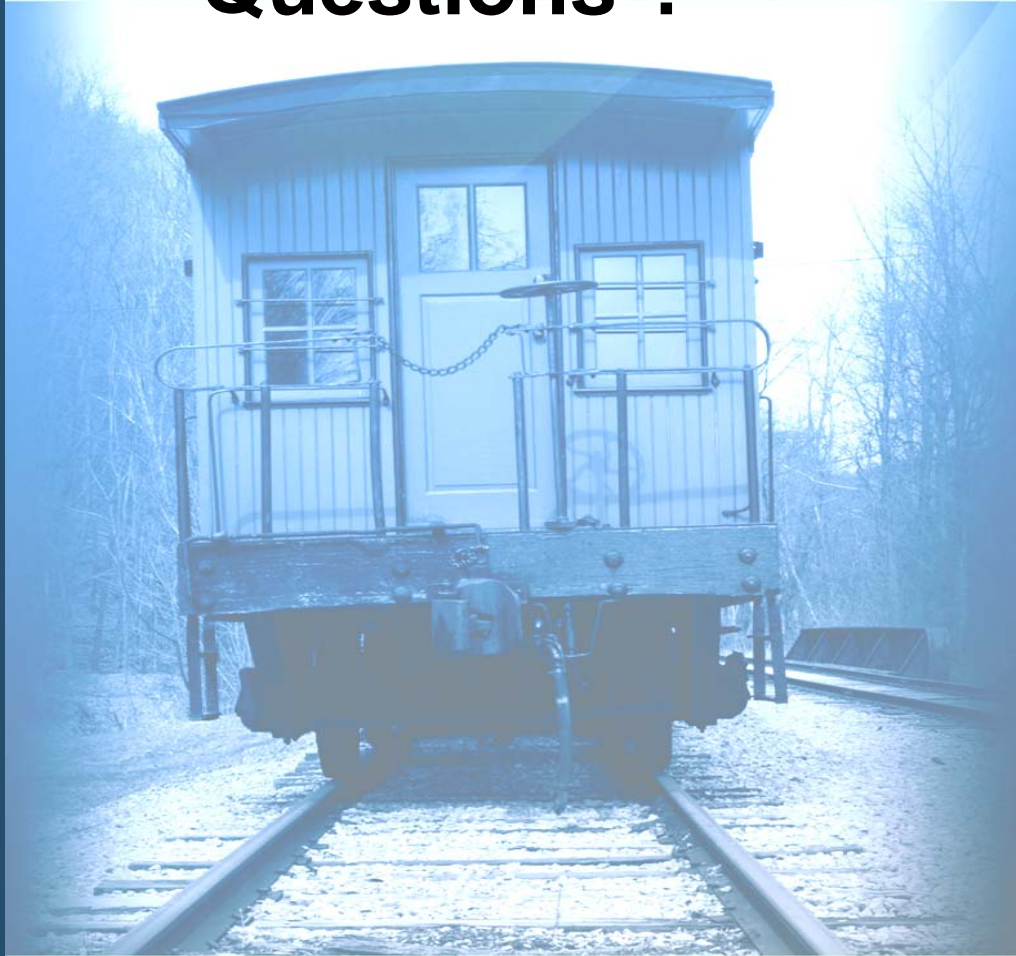


Minnesota – Chicago Second Daily Passenger Train Feasibility Study

- One additional train along the existing Empire Builder corridor at conventional speeds.
- Operating scenarios, Chicago to:
 - St. Cloud
 - Minneapolis Transportation Interchange
 - Northstar station in lieu of MTI
 - St. Paul Union Depot
- Ridership, revenues, operating /capital cost
- Completed by mid 2012



Questions ?



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