Minnesota Intercity Passenger Rail Project Development

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4/21/2020
Minnesota State Rail Plan

- Northern Lights Express
  - Minneapolis to Duluth
- Twin Cities Milwaukee Chicago
  - St Paul to Chicago Second Train
- Northstar Commuter Rail
  - Minneapolis to St Cloud
- Emerging Corridors
  - Other regional connections
What is Northern Lights Express?

- Intercity passenger rail service
  - Between Minneapolis Target Field Station and the Depot in Duluth
- Four Intermediate Stations
  - (Coon Rapids, Cambridge, Hinckley, Superior)
- 152 miles
- Existing BNSF track
- Connections to regional transit systems
- Four Daily Round Trips
  - 90 mph Top Speed
  - 60 mph Average Speed
  - 2 ½ hour travel time (end to end)
- New modern equipment
Where Are We?

- Final Service Development Plan

- Tier 2 – Project Level EA
  - Identified a preferred alignment
  - PE for required track improvements
  - Assessed impacts of the alignment footprint
  - Documented mitigation commitments
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  - Approved – February 2018
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  - FONSI – February 20, 2018
  - Findings of Fact – March 2, 2018
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What is Happening Now?

• Discussions with Amtrak

• Discussions with BNSF
What is Next?

• Secure Capital Funding
• Secure Operating Funding
• Completion of all necessary agreements with BNSF and Amtrak
• Procurement of Equipment
• Final Design
• Construction
• Implementation of Service

• Funding for selected projects included in Capital Investment Committee Bonding Bill

• Service could begin about 2½ years from initiation of final design
What is TCMC?

• Intercity passenger rail service between Minneapolis, Milwaukee and Chicago
  • Saint Paul Union Depot
  • Milwaukee Intermodal Station
  • Chicago Union Station
• Ten Intermediate Stations
• Existing Empire Builder Route
  • About 400 miles
  • Hiawatha Route between Chicago and Milwaukee
• Existing Canadian Pacific, BNSF and Metra track
• TCMC

  • Second round trip frequency between Chicago and St Paul
  • Complementary schedule to the existing Empire Builder.

• Phase 1 Study - July 2016 to July 2018

  • Purpose and need
  • Route and service alternatives analysis
    • Alternative 1 – TCMC service operates as an extension of an existing frequency with respect to existing Hiawatha service.
    • Alternative 4a – TCMC service operates as a separate, additional frequency with respect to existing Hiawatha service.

  • Operations analysis
  • Proposed infrastructure improvements
  • Capital cost estimates

<table>
<thead>
<tr>
<th>EASTBOUND</th>
<th>EMPIRE BUILDER</th>
<th>ALTERNATIVE 1</th>
<th>ALTERNATIVE 4a</th>
</tr>
</thead>
<tbody>
<tr>
<td>St. Paul</td>
<td>8:00 am</td>
<td>11:47 am</td>
<td>12:45 pm</td>
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<tr>
<td>Red Wing</td>
<td>8:54 am</td>
<td>12:35 pm</td>
<td>1:33 pm</td>
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<td>Winona</td>
<td>10:11 am</td>
<td>1:39 pm</td>
<td>2:37 pm</td>
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<td>La Crosse</td>
<td>10:47 am</td>
<td>2:17 pm</td>
<td>3:15 pm</td>
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<td>Milwaukee</td>
<td>2:07 pm</td>
<td>5:40 pm</td>
<td>6:43 pm</td>
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<td>Chicago</td>
<td>3:55 pm</td>
<td>7:14 pm</td>
<td>8:12 pm</td>
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</tbody>
</table>
• Simulate railroad operations
  • Existing plus future trains
  • Identify where trains are delayed
• Identify capital improvements to track and systems to support:
  • Increased capacity
  • Increased speed
  • Reliable passenger operations
  • Reliable freight operations
• Improvements may include:
  • Add and/or upgrade main track
  • Lengthen and/or upgrade sidings
  • Upgrade turnouts
  • Install universal crossovers
  • Modify and/or upgrade signal systems
Alt 1: Extension of an existing frequency
Alt 4a: Separate, additional frequency

TABLE 1: SUMMARY OF CAPITAL COST ESTIMATES

<table>
<thead>
<tr>
<th>Cost category</th>
<th>Alternative 1</th>
<th>Alternative 4</th>
<th>Difference</th>
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<tbody>
<tr>
<td>Construction</td>
<td>$55,400,946</td>
<td>$38,543,349</td>
<td>$16,857,597</td>
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<tr>
<td>Professional services</td>
<td>$5,540,095</td>
<td>$3,854,335</td>
<td>$1,685,760</td>
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<tr>
<td>Unallocated contingency</td>
<td>$15,334,104</td>
<td>$12,429,768</td>
<td>$2,904,336</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$76,275,145</strong></td>
<td><strong>$54,827,452</strong></td>
<td><strong>$21,447,693</strong></td>
</tr>
</tbody>
</table>

- Professional services are estimated as a percentage of construction costs
- Unallocated contingency is estimated as a percentage of total costs
Phase 2 Study Being Led by WisDOT

- Service Development Plan
- Amtrak and CP Railway Coordination
  - Schedule and equipment utilization review
  - Ridership and Revenue
  - Operations and Maintenance
- Environmental review process
  - Categorical Exclusions
  - Environmental Surveys and Agency Coordination
- Benefit Cost Analysis

- Applications submitted for FRA Restoration and Enhancement grant and CRISI grant

- Service could begin about 4½ years from initiation of Phase 2
What is Northstar?

- Commuter rail service between Minneapolis Target Field Station and Big Lake
- Five peak trips – One reverse commute
- Five Intermediate Stations
- 40 miles
- Existing BNSF track
- Passenger service began on November 16, 2009
- Northstar Link bus service to/from St. Cloud
What is Happening?

- The Minnesota legislature passed a $600,000 appropriation to study extending the Northstar service to St Cloud.
- Study is underway
  - MnDOT is working with BNSF to establish operating scenarios that meet the intent of the legislation.
  - Scenarios will be presented to the legislature with projected capital cost and operating cost.
- **Funding to continue study included in Capital Investment Committee Bonding Bill**
- **Service could begin in two years**
Thank you!

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