Why We’re Here

To update the Minnesota Statewide Rail Plan.

Why do we need an update?

CHANGES AND TRENDS SINCE 2010:

- **2010** Current Rail Plan developed and adopted
- **2010** Statewide vision and goals for transportation in Minnesota developed and adopted – called Minnesota GO
  - All new statewide plans need to follow the Minnesota GO goals and vision
- **2013** New State Rail Plan Guidance adopted by the Federal Railroad Administration
  - All new state rail plans need to meet standards created in new guidance

• Passenger rail service studies updated and projects completed
• Changes in freight traffic, including increased crude-by-rail and record crop harvests
• Minnesota legislature passed several bills aimed at ensuring the safety of rail movements

Rail plan goals and priorities need to address these recent trends
Minnesota Rail Facts

What’s a Class I Railroad? U.S. Class I Railroads are line haul freight railroads with 2013 operating revenue of $407.0 million or more. Class II, Class III, and Private Railroads are shorter with less operating revenue. Minnesota has one Class II and 16 Class III and Private Railroads.

4,449 MILES
Minnesota ranking among states in total rail mileage
8TH

4,500 PUBLIC GRADE CROSSINGS

280
Number of trucks a single freight train can take off of Minnesota’s highways

What products are shipped by rail in Minnesota?

DATA FROM 2011

WHAT COMES TO MINNESOTA BY RAIL
(Percentages based on tonnage, through movements are not included)

Iron Ore (53%)
Coal (21%)
Farm Products (6%)
Chemicals (5%) 
Stone, Sand, Gravel (2%)
Other (11%)

WHAT LEAVES MINNESOTA BY RAIL
(Percentages based on tonnage, through movements are not included)

Iron Ore (55%)
Farm Products (18%)
Food Products (8%)
Other (8%)
Chemicals (4%)
Stone, Sand, Gravel (7%)
Other (11%)

Minnesota is a top-ten state for transporting these products by rail

10TH
Chemicals
2ND
Farm products
7TH
Nonmetallic minerals
3RD
Food products
1ST
Metallic ores
6TH
Petroleum and coal products

3,526,800
Number of carloads of freight carried by Minnesota railroads in 2011

$658 MILLION
Amount of trade with Canada by rail through International Falls, MN
What’s Going on in Minnesota?

Freight Rail Updates Since 2010

- Major traffic increases including rapid growth in crude-by-rail
- Record crop harvests throughout the Midwest
- Service delays due to harsh winter weather

CURRENT IMPACTS

- Rail system congestion, slower turn times, lack of rail cars
- Rail shipping delays have cost Minnesota farmers nearly $100 million due to lower prices
- American Crystal Sugar slowed production
- Minnesota Power idling four coal-fired generation units

SAFETY

Highway-railroad grade crossing safety improvements—including signal and crossing upgrades, closures, sight lines and geometrics—have improved rail safety from 392 crashes in 1970 reduced to 45 in 2013. Fatalities have been reduced from 56 in 1970 to 6 in 2013.
What’s Going on in Minnesota?

Passenger Rail Updates Since 2010

NEW SERVICES

• Saint Paul Union Depot – re-developed to accommodate long-distance rail service for Amtrak’s Empire Builder
• Target Field Station – phase 1 station development with future passenger connections planned

HIGH SPEED RAIL PLANNING ACTIVITIES UNDERWAY

• Minneapolis/Saint Paul – Milwaukee – Chicago; Tier I EIS
• Twin Cities – Rochester (Zip Rail); Tier I EIS
• Minneapolis – Duluth/Superior (Northern Lights Express); Tier 2 Project Level Environmental Review

CONVENTIONAL SPEED PLANNING ACTIVITIES UNDERWAY

• Minneapolis/Saint Paul – Milwaukee – Chicago; second daily Amtrak train
<table>
<thead>
<tr>
<th>Rail Modes</th>
<th>Passenger Rail Type</th>
<th>Minnesota Example</th>
<th>Average Speed</th>
<th>Typical Station Spacing</th>
<th>Typical System Length</th>
<th>Typical Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger Rail</td>
<td>Conventional Intercity Rail</td>
<td>Amtrak service through Twin Cities, connecting Chicago and Seattle/Portland</td>
<td>Up to 79 mph</td>
<td>10+ miles</td>
<td>100 – 1,000+ miles</td>
<td>Varies: daily, or up to 20 or more round-trips per day</td>
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<tr>
<td></td>
<td>High Speed Rail (HSR)</td>
<td>No example in Minnesota (corridors under study)</td>
<td>Regional: 80 – 110 mph Express: Greater than 150 mph</td>
<td>Connects major and moderate population centers 100 – 500 miles apart with some intermediate stops</td>
<td>500 miles</td>
<td>Varies: up to 20 or more round-trips per day</td>
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<tr>
<td>Transit</td>
<td>Light Rail Transit (LRT)</td>
<td>Blue Line LRT and Green Line LRT</td>
<td>20 mph</td>
<td>½ – 1 mile</td>
<td>10 – 20 miles</td>
<td>Every 10 minutes</td>
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<tr>
<td></td>
<td>Heavy Rail Transit</td>
<td>No example in Minnesota</td>
<td>30 mph</td>
<td>½ – 5 miles</td>
<td>10 – 20 miles</td>
<td>Every 5 – 10 minutes</td>
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<tr>
<td></td>
<td>Commuter Rail</td>
<td>Northstar commuter rail between Minneapolis and Big Lake</td>
<td>18 – 50 mph</td>
<td>2 – 7 miles</td>
<td>20 – 50 miles</td>
<td>Every 30+ minutes</td>
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</tbody>
</table>
This plan will recommend improvements to Minnesota’s rail network. What improvements do you recommend? Provide feedback on comment cards and MetroQuest survey available at Freight Plan station.