

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



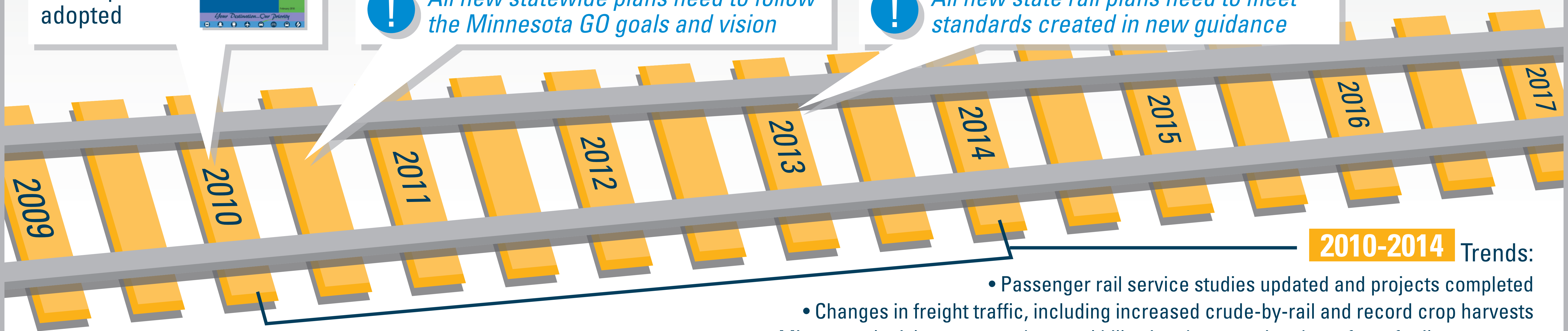
All new statewide plans need to follow the Minnesota GO goals and vision

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



2010-2014 Trends:

- 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

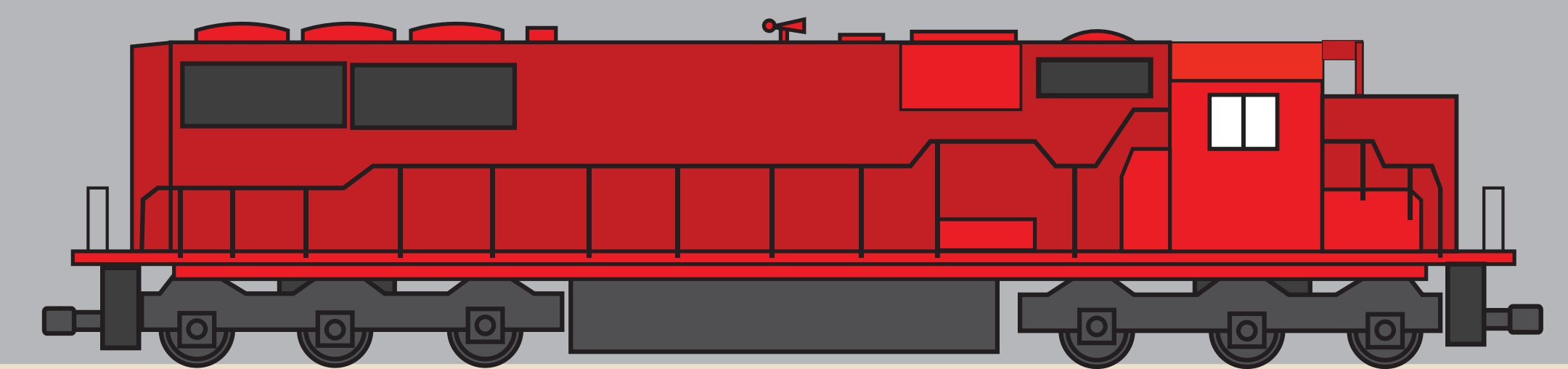
4 Class I Railroads

17 Other Railroads

? **What's a Class I Railroad?** U.S. Class I Railroads are line haul freight railroads with 2013 operating revenue of **\$467.0 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.

What products are shipped by rail in Minnesota?

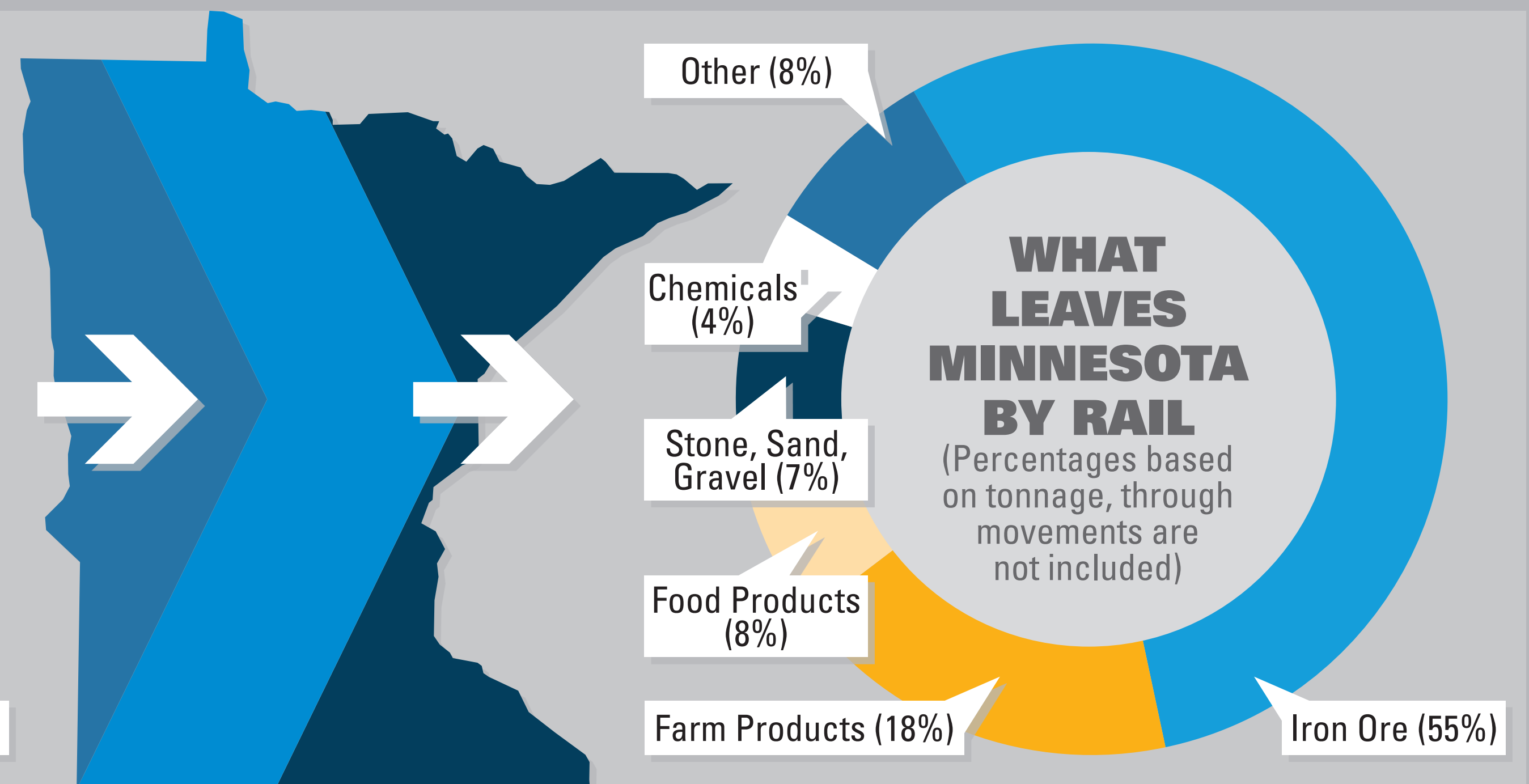
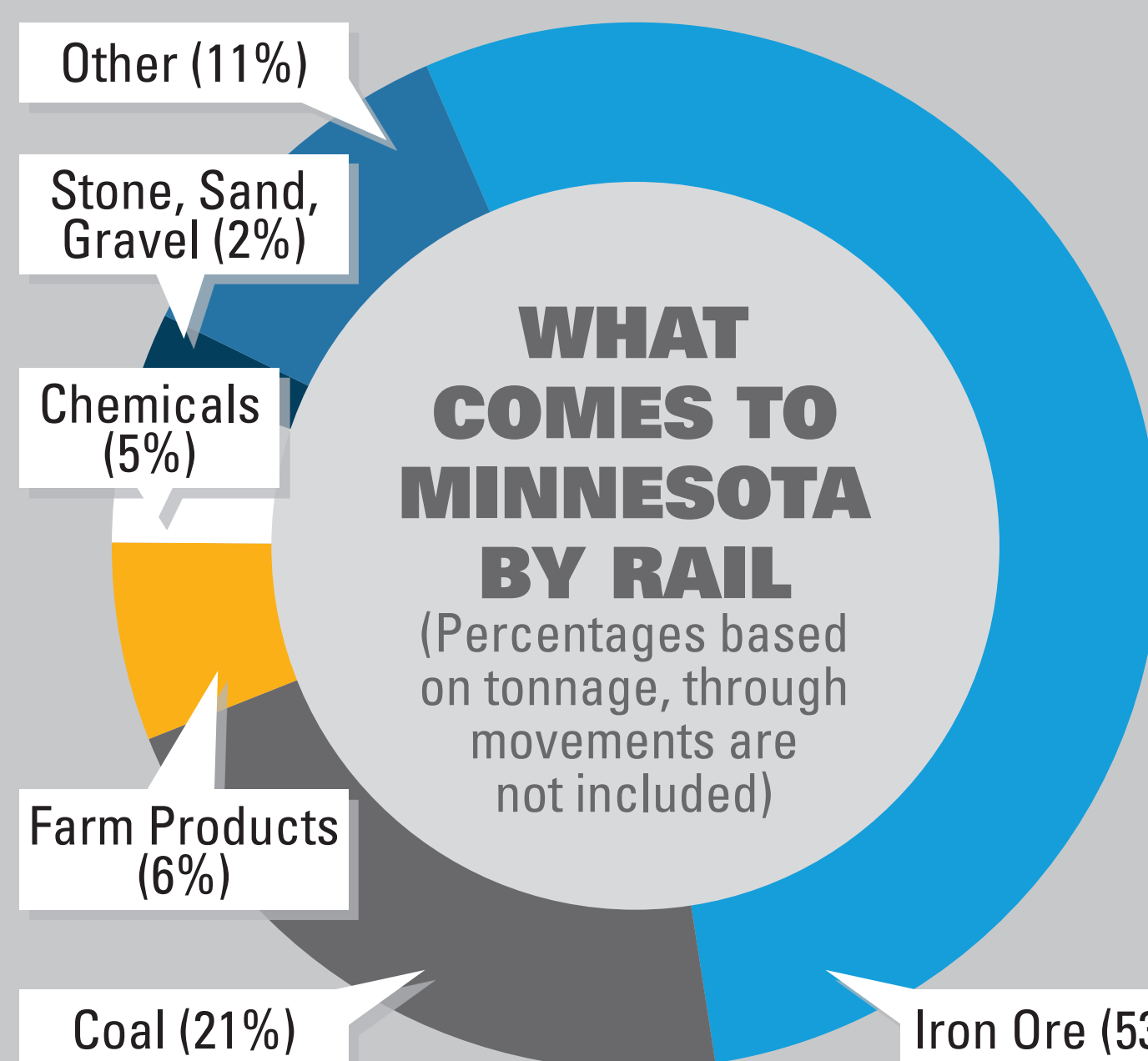
DATA FROM 2011



4,500 PUBLIC GRADE CROSSINGS

88 Number of trucks a single freight train can take off of Minnesota's highways

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



★ **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
- 5TH** 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
2013 Data

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

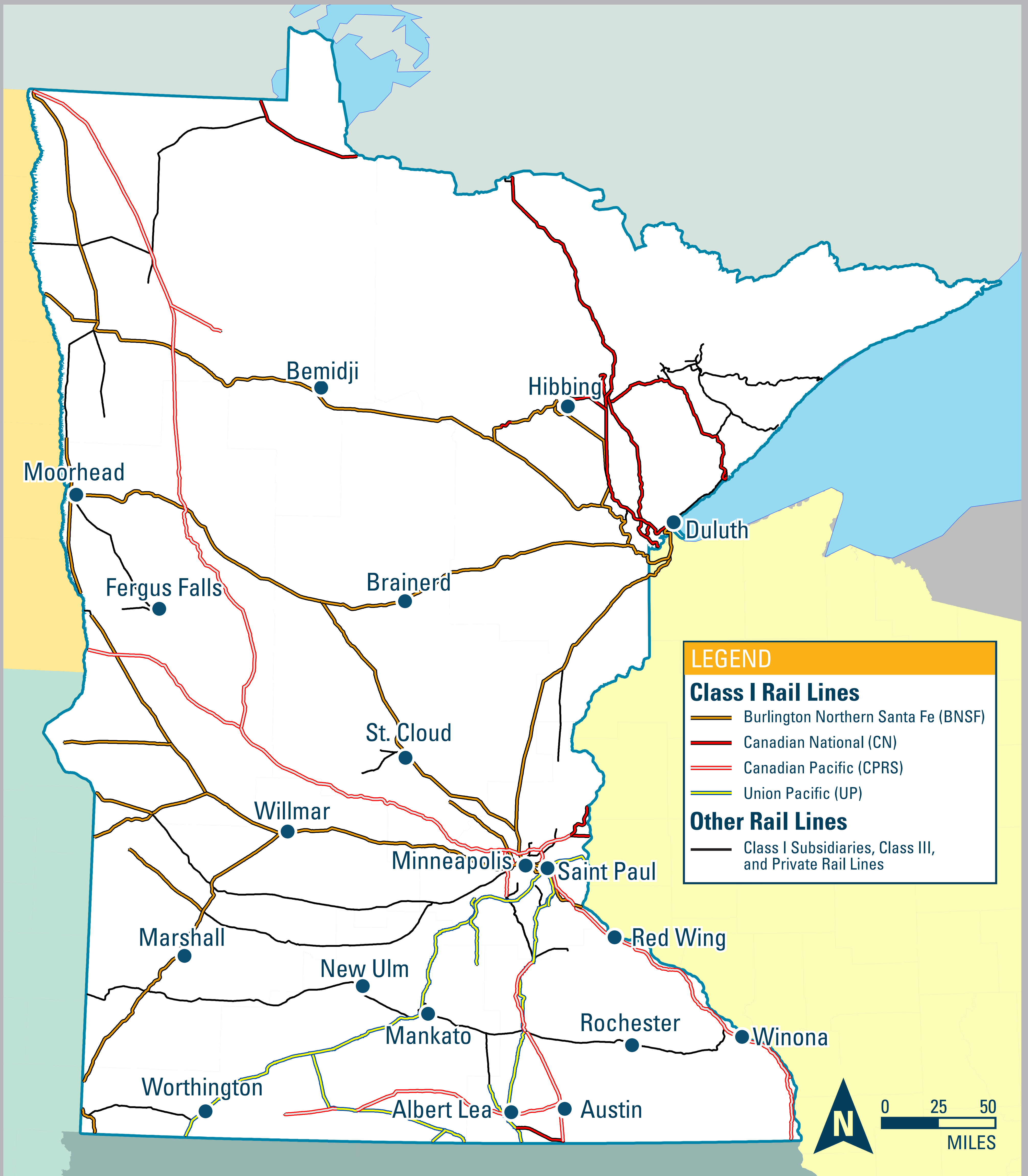
- Minneapolis/Saint Paul – Milwaukee – Chicago; second daily Amtrak train



Rail Modes

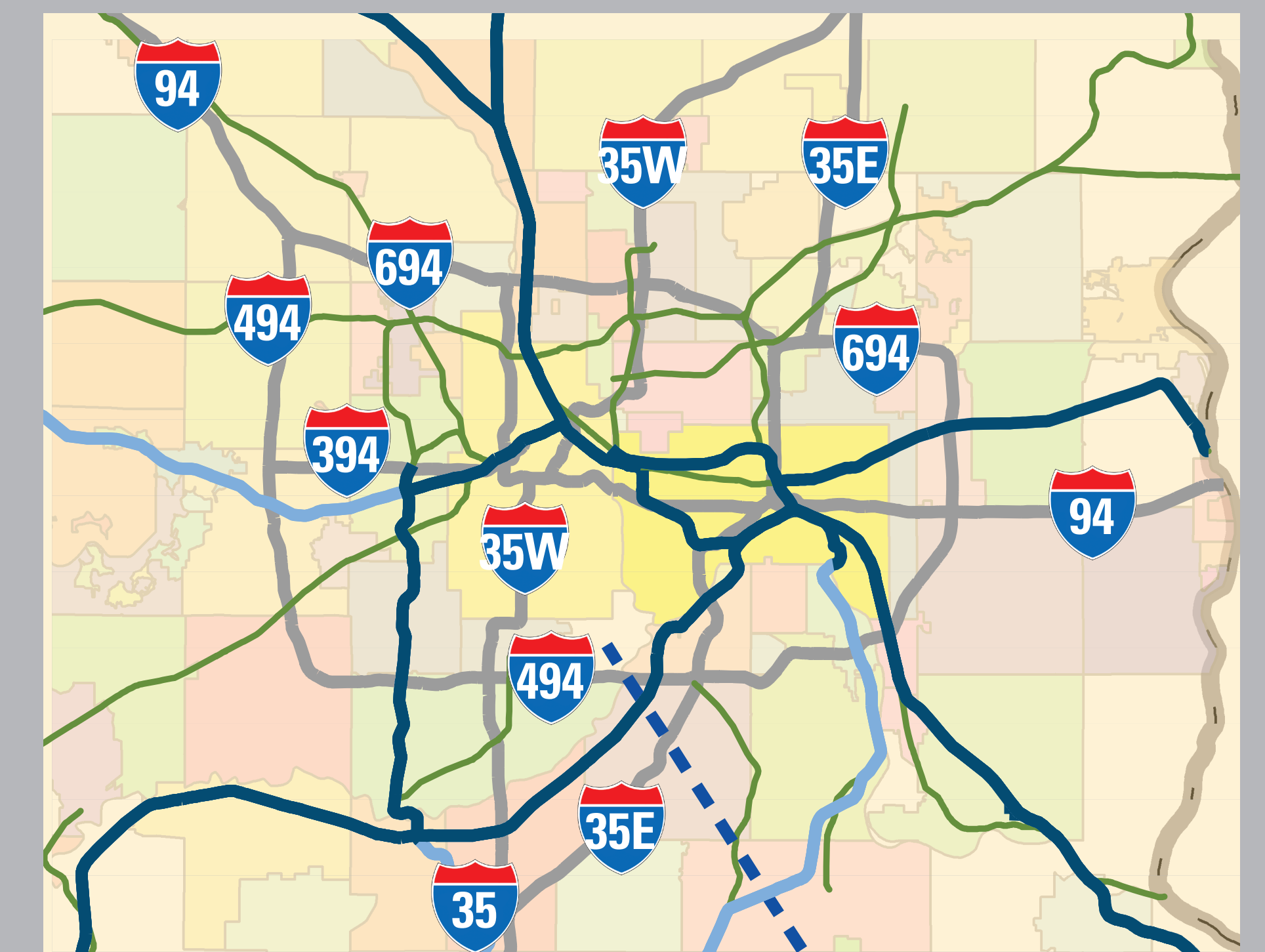
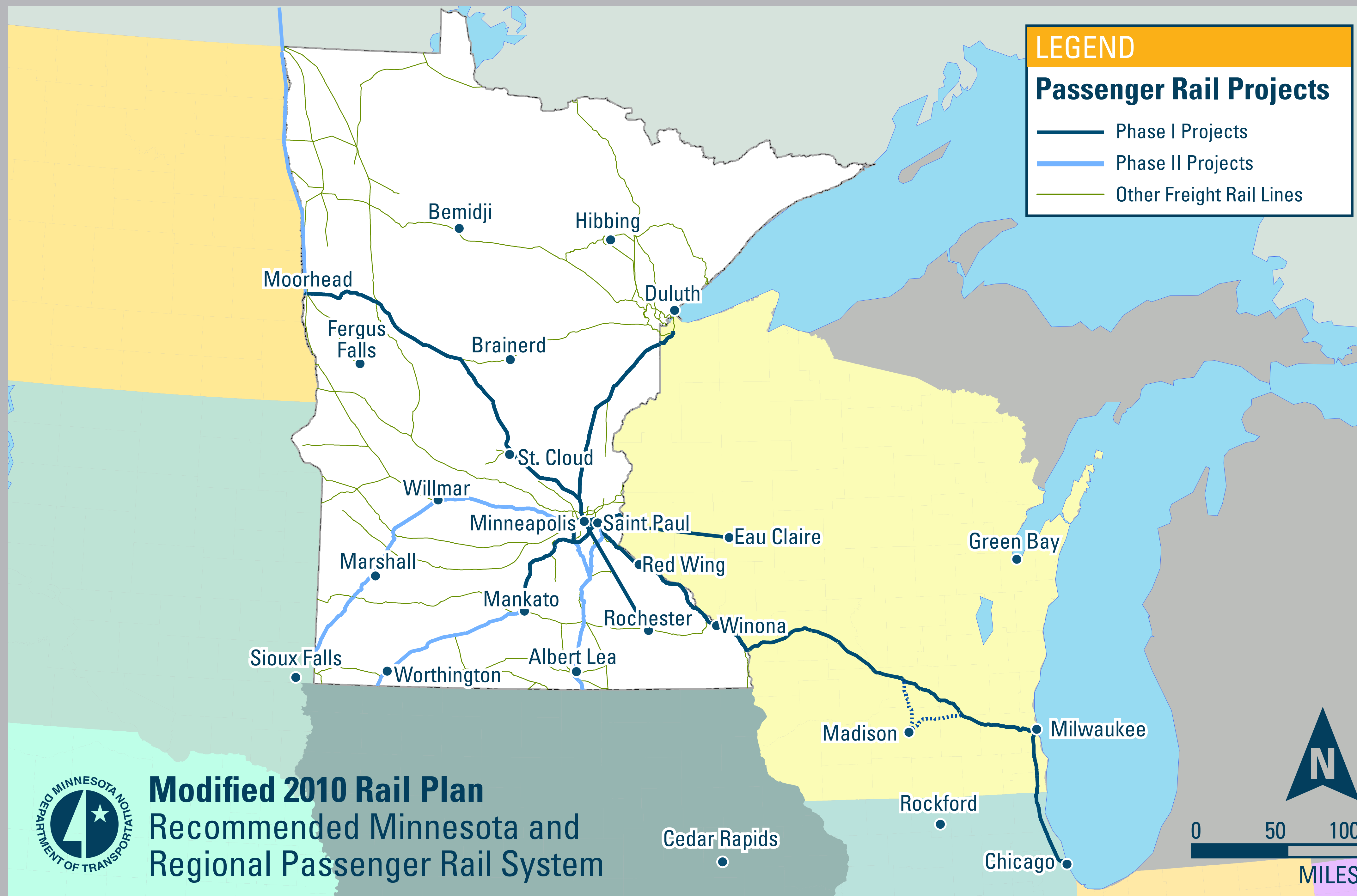
	Passenger Rail Type	Minnesota Example	Average Speed	Typical Station Spacing	Typical System Length	Typical Frequency
Passenger Rail	 Conventional Intercity Rail	Amtrak service through Twin Cities, connecting Chicago and Seattle/Portland	Up to 79 mph	10+ miles	100 – 1,000+ miles	Varies: daily, or up to 20 or more round-trips per day
	 High Speed Rail (HSR)	No example in Minnesota (corridors under study)	Regional: 80 – 110 mph Express: Greater than 150 mph	Connects major and moderate population centers 100 – 500 miles apart with some intermediate stops	500 miles	Varies: up to 20 or more round-trips per day
Transit	 Light Rail Transit (LRT)	Blue Line LRT and Green Line LRT	20 mph	½ – 1 mile	10 – 20 miles	Every 10 minutes
	 Heavy Rail Transit	No example in Minnesota	30 mph	½ – 5 miles	10 – 20 miles	Every 5 – 10 minutes
	 Commuter Rail	Northstar commuter rail between Minneapolis and Big Lake	18 – 50 mph	2 – 7 miles	20 – 50 miles	Every 30+ minutes

Rail System in Minnesota



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.

Passenger Rail Corridors



Twin Cities Overview