

# Minnesota Statewide Freight and Passenger Rail Plan

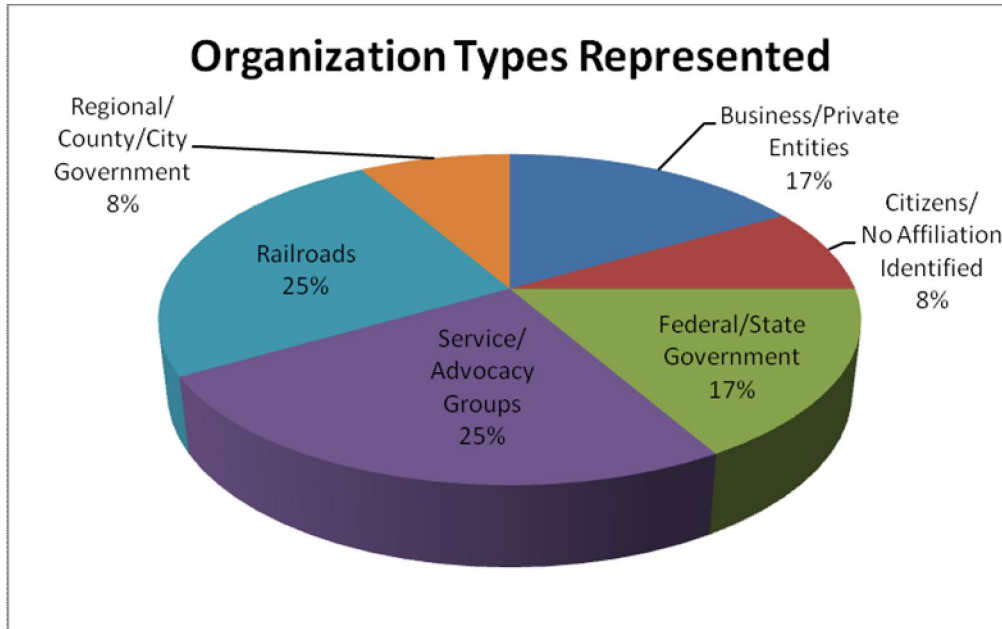
## OPEN HOUSE SUMMARY – MOORHEAD

Thursday, May 14, 2009

Minnesota State Community and Technical College – Room C116

5:00PM – 7:00 PM

**TOTAL NUMBER SIGNED IN: 12**



**WRITTEN COMMENTS SUBMITTED: 1**

### SUMMARY OF COMMENTS AND QUESTIONS: *(as summarized by staff)*

- Provide an overview of the advisory committees. Who are members of the Passenger Rail Forum?
- How far is consultant on projecting freight demand. Regulatory and political issues that will direct future freight demand should be considered.
- Since 911, border security has impacted both passenger and freight rail. There is still a lot of problem getting freight across borders. Will the plan look at this?
- How will this plan be incorporated into the State Transportation Plan?
- Midwest rail and feeder bus lines: I-94 corridor would make less sense than Highway 10 as there are more population centers along Highway 10. Terminus in Staples.
- Have you looked at freight projections in 20 years?
- MRSI program should be protected from funding drains that might come with passenger rail projects. This funding is needed by shippers and short lines, few other options exist.
- MRSI should be expanded, demand exists for financing.
- Minnesota should actively support remaining short lines, especially with capital investments. Short lines do not have the revenue stream to absorb a major unforeseen cost, such as bridge replacement.

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- Captive shipper issues for grain shippers, others, should be addressed in Plan.
- Dilworth intermodal yard (Fargo/Moorhead, on BNSF) should be reactivated and improved, is desperately needed for competitive market access for area shippers. Commenters understand negative issues with container supply and railroad's investment strategies, but still need this rail service availability. There was a study done by NDDOT (Wilbur Smith) on intermodal development, look at that study.
- Interest expressed in a Fargo/Twin Cities passenger rail service that operates at convenient times, such as daylight hours, more than daily frequency.
- Questions as to whether Willmar, Grand Forks, Winnipeg are being considered for passenger services.

## **MAIN THEMES:**

- More investment in freight rail is necessary.
- There is interest in passenger rail serving western Minnesota.