

Minnesota Statewide Freight and Passenger Rail Plan

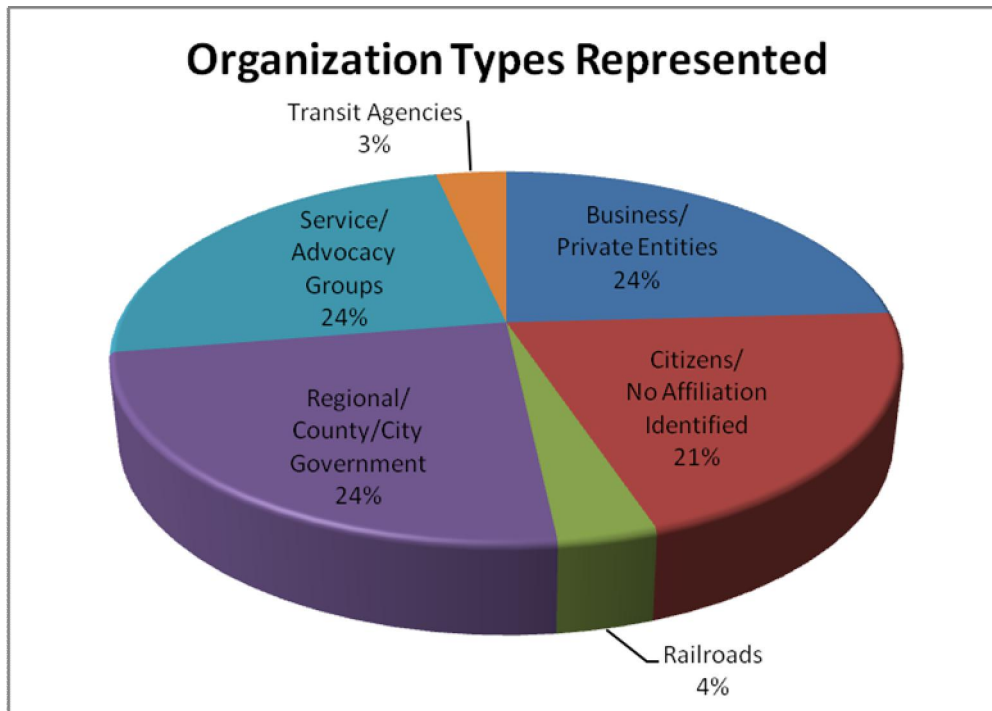
OPEN HOUSE SUMMARY – TWIN CITIES

Thursday, April 30, 2009

Mn/DOT Metro District Headquarters

5:00PM – 7:00 PM

TOTAL NUMBER SIGNED IN: 29



WRITTEN COMMENTS SUBMITTED: 2

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

- Check recent MNDOT Aviation Plan for sample performance metrics that may be suitable for use in the rail plan.
- Various queries about tasks and schedule.
- What is the schedule & funding for Northern Lights Express?
- Minneapolis needs to be part of the Chicago-Twin Cities service
- How is Mn/DOT coordinating with Wisconsin on Chicago-Twin Cities?
- Are all reasonable route options between Chicago-Twin Cities being seriously considered, including UP via Eau Claire?
- Are we considering impact of GHG reductions, Cap & Trade on futures?
- How are we communicating with Class I railroads? Is someone attending the MN Regional Rail Association in July?
- Increase frequency on existing routes (e.g. MSP to Chicago) as soon as possible
- Visioning - look beyond demographic trends, but specific directions of major MN industries such as grain, etc.
- Need to make sure outreach is extended to shortline railroads. Are we looking at IMX service in Minnesota and Minneapolis-St. Paul?

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- How can intermodal service be improved if BNSF is not willing to expand service/terminal space in the Twin Cities?
- We should be looking at new passenger alignments where appropriate.
- Where do politics play into shaping the study results?
- Freighters are unlikely to permit maximum speeds for passenger trains on shared track in excess of 90 mph.
- Rail plan should not be in a vacuum, but part of overall statewide transportation strategy. For example, if MSP-Duluth service added, don't expand I-35 capacity.
- National Association of Rail Passengers Rail Vision for MN (handout provided):
 - ▶ Add 2nd frequency between MSP and Chicago as soon as possible.
 - ▶ Montana study for re-introduction of North Coast Hiawatha provides great opportunity to do this right, e.g. retain daily service on full Empire Builder route, twice daily MSP-Fargo.
 - ▶ Add MSP-Albert Lea-Des Moines-Kansas City (UP "Spine Line") to map.
 - ▶ Add MSP-Winnipeg to map.

MAIN THEMES:

- Minneapolis to Chicago route should be supported and all route options explored.
- Close coordination with freight railroads should take place.
- There should be connectivity between St. Paul and Minneapolis.