

Chapter 1: Role of Rail in Statewide Transportation

Key Goals

- Improve existing infrastructure
- Improve critical bottlenecks
- Improve safety
- Maintain Midwest Regional Rail Initiative
- Develop regional rail system
- Establish long-term, dedicated rail funding sources

▶ PLAN CHANGES FROM 2010

- Meets 2013 Federal Railroad Administration Guidance for State Rail Plans
- Aligns with Minnesota GO Vision
- Addresses new trends
- Includes project list

New Trends



Safety and congestion issues from
Bakken Oil shipments



Record harvests



Delays getting coal to power plants



Scarce and competitive funding and
no dedicated source for rail

Chapter 2: Minnesota's Existing Rail System

Freight Rail

- 4,387 miles of rail lines in Minnesota
- Class I companies are investing in infrastructure
- In 2012, 253 million tons of freight moved over Minnesota's rail system. By 2040, it is projected to rise to 649 million tons, valued at \$34.1 billion

Passenger Rail

- 1 active passenger rail service
 - Amtrak Empire Builder
- On-time performance declining
 - Largely due to Bakken Oil train congestion

Major Terminals

- There are numerous major freight terminals in Minnesota, including two container terminals
- Target Field Station and Union Depot are major passenger terminals in Minneapolis and St. Paul

Existing Funding

- No dedicated funding source for rail in Minnesota
- MN Rail Service Improvement Program helps rail shipping facilities
- Transportation Investment Generating Economic Recovery (TIGER) Grants have been awarded to rail projects

Chapter 3: Proposed Passenger Rail Improvements and Investments

Minnesota has Three Tiers of Priority for Passenger Rail Corridors:

In Advanced Planning

- Twin Cities to Duluth: Northern Lights Express HSR
- Twin Cities to Rochester: ZipRail HSR
- Twin Cities to Milwaukee/Chicago: HSR, 2nd Amtrak frequency

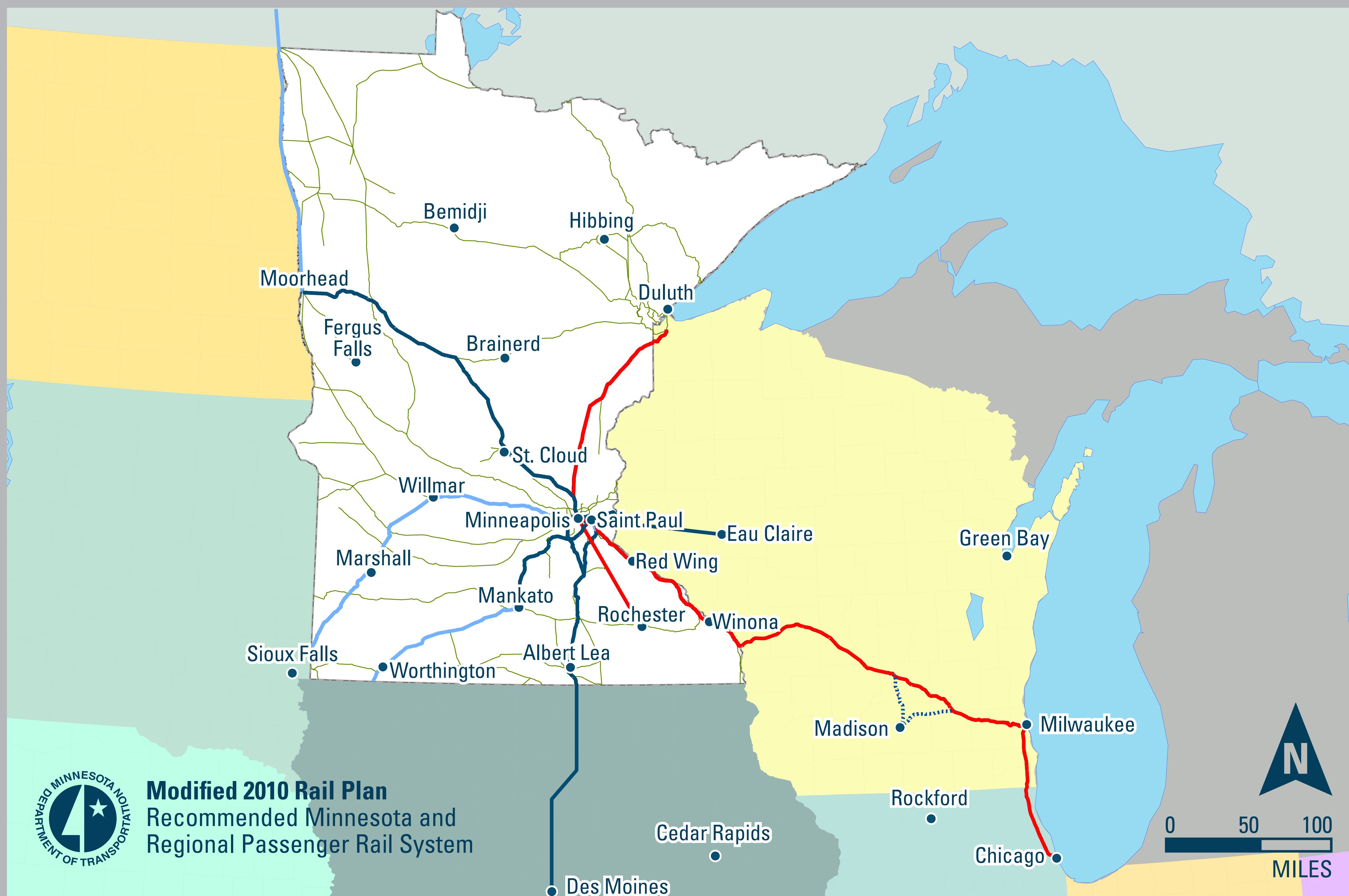
Tier I Corridors (0-20 year implementation horizon)

- Twin Cities to St. Cloud
- Twin Cities to Mankato
- Twin Cities to Fargo
- Twin Cities to Eau Claire, WI
- Twin Cities to Des Moines
- Minneapolis to St. Paul

Tier II Corridors (20+ year implementation horizon)

- Twin Cities to Cambridge
- Twin Cities to Sioux Falls, SD
- Twin Cities to Winnipeg

Chapter 3: Proposed Passenger Rail Improvements and Investments Map



Chapter 4: Proposed Freight Rail Improvements and Investments

BNSF Improvements

- 10 miles of double-tracking for Staples Subdivision
- Heavy investment on Staples and St. Croix Subdivision for Bakken Oil traffic

 Project needs total \$67.9 million

CN Improvements

- Track mostly near Duluth, Iron Range region

 Project needs total \$67.7 million

CP Improvements

- Track throughout Minnesota
- Investment on Paynesville Subdivision for Bakken Oil traffic

 Project needs total \$331.8 million

UP Improvements

- Track concentrated in southern Minnesota
- Expansion of South St. Paul yards

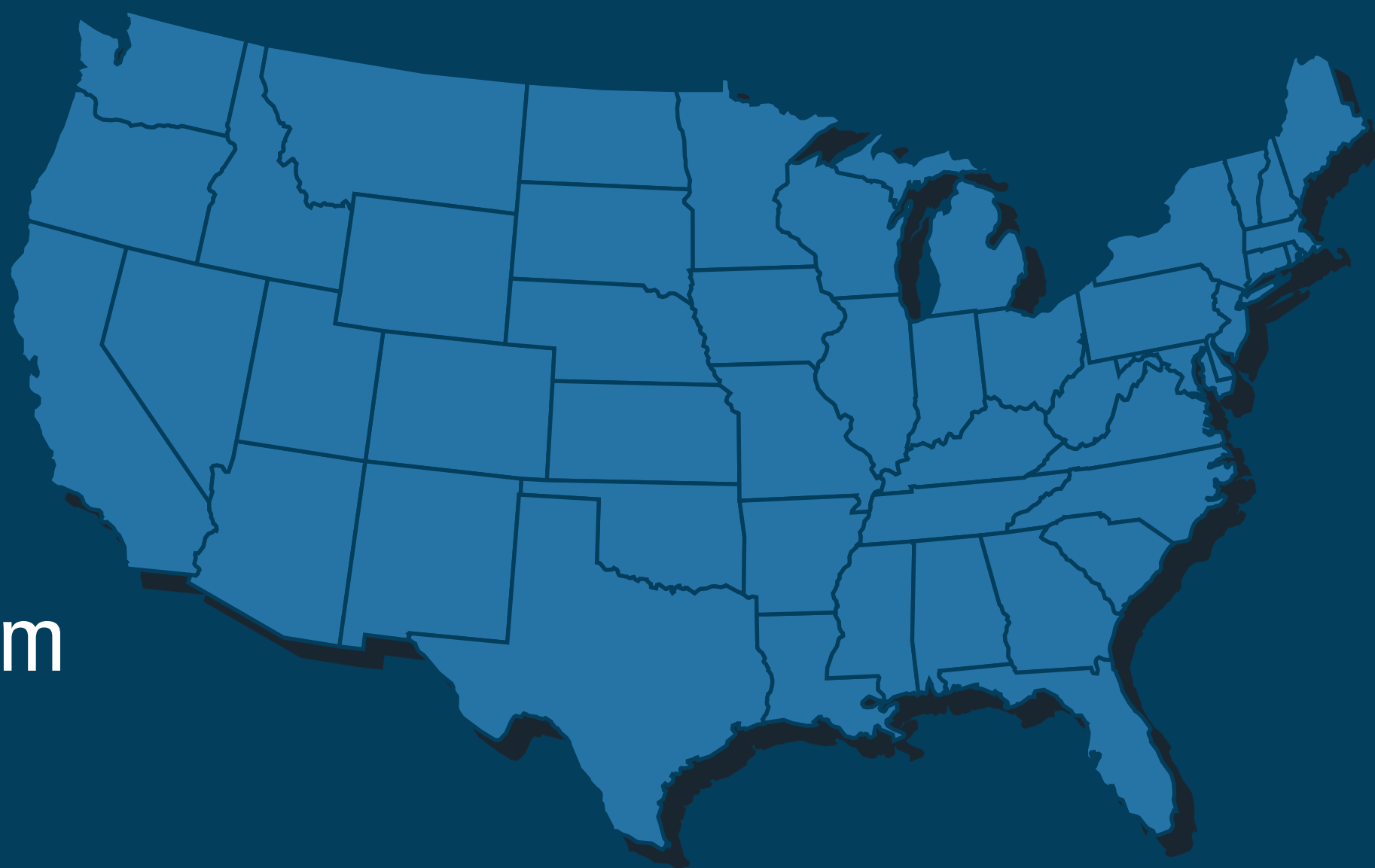
 Project needs total \$35.4 million

Other projects needed include: bridges, intermodal facilities and improved grade crossings

Chapter 5: MN Rail Service & Investment Program

Federal

- TIGER Grants
- Congestion Mitigation and Air Quality (CMAQ) Program



State

- No dedicated sources now
- Possible Minnesota Rail Service Improvement Program (MRSIP) expansion
- Potential future state transportation bill



Local

- County Railroad Commissions
- Regional Railroad Authority general funds, tax levies

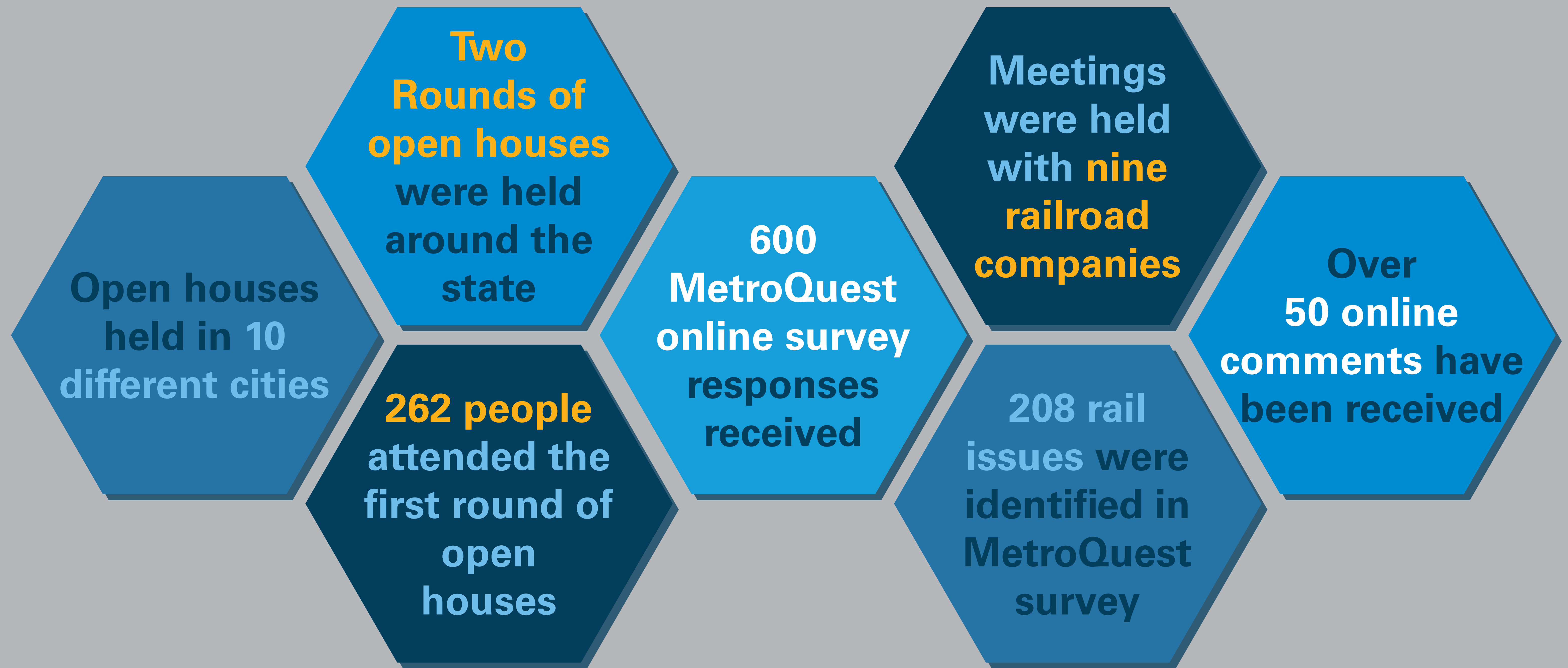


Private

- Freight company revenues
- Companies may be able to cover 74% of improvement costs on existing rail lines
- Private passenger initiatives



Chapter 6: Coordination & Review



The State Rail Plan will be part of the MnDOT Family of Plans