Working to implement a 21st century passenger rail system by adding the Midwest Regional Rail Initiative network and additional state-supported corridors to the region’s existing passenger rail infrastructure.
The Status of Passenger Rail
Improvements in the Region
and Plans for the Future
Midwestern States’ HSIPR Awards Totals

$2,564,839,563

$1,453,456,313

By Corridor:

Chicago–St. Louis–Kansas City: $1,379,208,545
Detroit–Chicago: $598,084,573
Chicago–Omaha: $231,000,000
MSP–Milwaukee–Chicago: $64,798,718
MSP–Duluth: $5,000,000
Kansas City–Oklahoma City: $250,000

Joint Equipment Purchase (8 corridors): $268,201,084

Non–Corridor Specific: $18,296,643
Current action to improve the Midwest’s passenger rail system

- Illinois
- Michigan
- Indiana
- Kansas
- Minnesota
- Missouri
- Wisconsin
- NGEC/joint equipment purchase
Chicago-St. Louis Work Update

• First 110 mph segment now in operation between Dwight-Pontiac
• Upgrading of track to FRA Class VI with new rail and concrete ties complete between Dwight and Alton (183 miles)
• 2013 focused on rehabilitation of 14 bridges, as well as grade crossing work
• New signaling and sidings to be installed in 2014-15
• Railcars now being manufactured; locomotive manufacturer to be chosen in early 2014
• 3 Tier 2 EIS’s now underway for:
  – Alton-Mississippi River
  – UP/N-S flyover south of Springfield
  – Chicago-Joliet on Rock Island corridor
Upcoming Chicago-St. Louis Tier 2 Studies

• Tier 2 study is next stage of design and environmental review; once complete, construction can begin if funding is available

• State putting $47 million of Illinois Jobs Now funds toward these studies

• First study to be complete in mid-’14; others in 2015

• South end study includes design of either rebuilt bridge over Mississippi River, or new one
Joliet Station Project

- $50 million project funded by $40 million Illinois Jobs Now capital program, City of Joliet, and BNSF Railroad
- First phase – new parking lot - finished
- New platform for Metra service now in construction
Other Corridors

• Contributed $200,000 toward Michigan-led Tier 1 EIS for Chicago-Detroit
• Provided $6.7 million in matching funds to $126 million HSIPR grant for Englewood Flyover on Chicago’s South Side
• Chicago-Moline construction to begin in fall 2013
• Chicago-Rockford-Dubuque project delayed by infrastructure budget negotiations with host Canadian National Railway
Current action to improve the Midwest’s passenger rail system

- Illinois
- Michigan
- Indiana
- Kansas
- Minnesota
- Missouri
- Wisconsin
- NGEC/joint equipment purchase
Michigan’s Intercity Passenger Rail System
Amtrak Services in MI

- **Wolverine**
  - Chicago-Detroit-Pontiac
  - 304 miles
  - 3 Round-trips
  - Basic System – most impacted by PRIIA Sec 209

- **Pere Marquette (PM)**
  - Chicago – Grand Rapids
  - 176 Miles
  - 1 Round-trip
  - State supported

- **Blue Water (BW)**
  - Chicago – Port Huron
  - 319 Miles
  - 1 Round-trip
  - State supported
MDOT acquired 135 miles between Kalamazoo and Dearborn in December 2012 from Norfolk Southern Railway.

Construction to enhance this segment of the corridor for accelerated speeds up to 110 mph has begun and will be completed over the next three construction seasons.

Amtrak will operate and maintain the line.

Norfolk Southern will continue freight service.

As part of the acquisition, Norfolk Southern also retained fiber and billboard rights.
Amtrak owns 97 miles between Kalamazoo and Porter, Indiana
  - This portion of the corridor is designed to allow train speeds up to 110 mph.

MDOT owns 135 miles between Kalamazoo and Dearborn
Troy-Birmingham
- $8.5 million ARRA funded new station construction

Dearborn
- $28 million ARRA funded new station construction

Battle Creek
- $3.6 million ARRA funded station renovation/update

New Center
- $1.6 million FTA funded clean-up and preliminary work for future intermodal facility
- Currently leased for downtown parking and Amtrak and transit users

Pontiac
- $2 million demolition of old station and construction of new intermodal station

Ann Arbor
- $3.5 million ARRA funded PE/NEPA grant for new station

Kalamazoo
- $7.8 million FTA-funded remodel of historic station to include hub for local transit

Niles
- $500,000 site and platform renovation at historic station in 2003

New Buffalo
- MDOT approved public-private partnership between City, Amtrak and developer to relocated platform from state-subsidized line to Amtrak’s national network
Troy-Birmingham Station Construction
Dearborn Station Construction
Battle Creek Station Construction
Current action to improve the Midwest’s passenger rail system

- Illinois
- Michigan
- Indiana
- Kansas
- Minnesota
- Missouri
- Wisconsin
- NGEC/joint equipment purchase
Robert Zier
INDOT
Director, Multimodal Planning and Programs
Project 1 - Add #20 Universal Crossover at MP CD-497.3
Project 2 - Construct Passing Siding MP D-238 to 238.3
Project 3 - Add #20 Universal Crossover at MP CD-485
Project 4 - Add #20 Universal Crossover at MP CD-487
Project 5 - Construct 3rd Main Track MP CD-490.2 to 492.5
Project 6 - Add #20 Universal Crossover at MP CD-495
Project 7 - Construct 3rd Main Track MP CD-497 to 501
Project 8 - Add #20 Universal Crossover & Construct 3rd Main Track MP CD-505.9 to 506.5
Under PRIIA Section 209, Indiana will need to start paying for *Hoosier State* service starting this month.

The service runs 4 times a week between Chicago and Indianapolis (it complements *Cardinal* long-distance service, which runs 3 times a week between Chicago and New York, via Indianapolis).

**During the 2013 session, the Indiana Legislature allowed INDOT to contract with Amtrak to provide service and/or purchase equipment.**

**Language is within INDOT’s budget section:**

“After review by the budget committee and approval by the budget agency, money appropriated to the department of transportation under this SECTION for any purpose may instead be expended by the department to carry out an agreement with the National Railroad Passenger Corporation (AMTRAK) to provide service in Indiana and to provide for the purchase of equipment.”
Indiana

- Study released
- Service provided does not equal cost benefit
- Suggestions for improving service
- Three month contract
- 1 year contract
- Negotiations started
Current action to improve the Midwest’s passenger rail system

- Illinois
- Michigan
- Indiana
- Kansas
- Minnesota
- Missouri
- Wisconsin
- NGEC/joint equipment purchase
Kansas Report on Passenger Rail Initiatives

October 7, 2013
Passenger Rail Initiatives in Kansas

- Kansas City-Wichita-Oklahoma City-Fort Worth Corridor
- Amtrak’s Southwest Chief passenger rail service in Kansas, Colorado, and Oklahoma
- South Central Rail Working Group
Kansas City-Wichita-Oklahoma City-Fort Worth Corridor

- Amtrak Feasibility Study completed in March 2010
- Service Development Plan (SDP) completed in November 2011
- Report prepared jointly for KDOT and OKDOT
- SDP Posted on KDOT’s passenger rail web page
  - [http://www.ksdot.org/PDF_Files/PDF-Passenger-Rail-SDP.pdf](http://www.ksdot.org/PDF_Files/PDF-Passenger-Rail-SDP.pdf)
Service Options
Recent Activity

• TIGER V application submitted by the City of Wichita
  – Preliminary engineering, environmental reviews, and final design for the Heartland Flyer Extension
  – Total project cost: $12.7 million
  – KDOT committed $3 million to the match if Oklahoma also commits $2.3 million

• Project was not selected for funding
Southwest Chief Passenger Rail Service

- BNSF has shifted freight traffic from the route of the Southwest Chief to its “Transcon” route
- BNSF does not require higher track speeds and improved ride quality for its low volume freight business needs
- Reduced track speeds will make the 700 mile Newton, KS to Albuquerque route unusable for passenger rail service
- Alternatives appear to be funding maintenance on the current route or rerouting the Chief to the “Transcon” line
Preserving the Current Route

• Maintaining service on the current route will involve annual maintenance and capital plus one-time major capital investment
  – Annual maintenance costs: $10 million
  – One-time capital investment: $100 million
• Proposal is for Amtrak, BNSF, Kansas, Colorado, and New Mexico to share costs equally
• Decisions and financial commitments is needed by end of 2014
• Otherwise, steps will be needed to reroute the Chief
Recent Activity

• TIGER V application submitted by the City of Garden City
  – Rail rehabilitation work on a portion of the alignment between Hutchinson and Cimarron, Kansas
  – KDOT, Amtrak, and the partnership communities contributed matching funds for the application

• Project was not selected for funding
South Central Rail Working Group

• DOT representatives, public officials, and passenger rail advocates from Kansas, Oklahoma, Texas, Missouri, Arkansas, and Louisiana recently met in Arlington, TX
• Discussed passenger rail studies and initiatives in the region
• Updated on FRA planning tool: CONNECT
South Central Rail Working Group (cont.)

- Discussed the possibility of forming a regional rail working group
- FRA will provide some basic resource support with CONNECT model
- Working Group to consider freight and passenger issues
- Currently verifying interest of DOTs to participate
Current action to improve the Midwest’s passenger rail system

- Illinois
- Michigan
- Indiana
- Kansas
- **Minnesota**
- Missouri
- Wisconsin
- NGEC/joint equipment purchase
MIPRC Passenger Rail Development in the Midwest: Minnesota Update

presented by:
Dan Krom, Director, MnDOT Passenger Rail Office
July 16, 2013
Presentation Overview

- Update on Corridor Development Activities
  - Twin Cities to Chicago High Speed Rail (HSR) Corridor
  - Minnesota to Chicago – 2nd daily frequency study
  - Northern Lights Express (Duluth corridor)
  - ZIP Rail (Rochester corridor)
  - Passenger facilities development
Twin Cities To Chicago High Speed Rail Corridor Development Work
Twin Cities – Chicago HSR Corridor

Preferred route currently being studied in Tier 1 EIS.
Twin Cities to Chicago HSR Project Timeline

- Milwaukee to Twin Cities Segment:
  - Tier 1 EIS to be completed by end of 2013
  - Preliminary Engineering 2013 - 2015
  - Design / Construction 2015 - 2017

- Twin Cities to Chicago service begins - 2017

*Subject to funding availability, successful negotiations with railroads, securing necessary federal approvals, minimal environmental mitigation factors, ability to secure necessary R/W, identified operating and maintenance funding, equipment availability, and continued legislative support.*
Minnesota Passenger Rail Projects

- St. Paul to Minneapolis HSR Connection
- Minnesota – Chicago Second Daily Passenger Train Feasibility Study
- Northern Lights Express Duluth to Twin Cities
- ZIP Rail - Rochester to Twin Cities
- Passenger Rail Facilities
Passenger Rail Facilities

St. Paul Union Depot
- Lead agency Ramsey Co. RRA
- Multimodal hub
- Construction completed in Dec. 2012
- Amtrak’s return 2013

Minneapolis Transportation Interchange (MTI)
- Lead agency Hennepin Co. RRA
- Multimodal facility
  • LRT, commuter rail, bus
- Adjacent to the Twins Stadium
- Phase 1 completion by 2014
Current action to improve the Midwest’s passenger rail system

- Illinois
- Michigan
- Indiana
- Kansas
- Minnesota
- **Missouri**
- Wisconsin
- NGEC/joint equipment purchase
Improved Passenger Rail

- Design and environmental work
- Projects
- New passenger cars and locomotives
- PRIIA and NGEC
Projects

- Osage River project
- Webster crossover
- Terminal third main
- Merchant’s west approach
- Crossing improvements
Design projects

- Bonnot’s Mill crossover
- Hermann crossover
- Strasburg Grade Separation
- Kingsville siding
- Knob Noster siding
- Lee’s Summit double track
Current action to improve the Midwest’s passenger rail system

- Illinois
- Michigan
- Indiana
- Kansas
- Minnesota
- Missouri
- Wisconsin
- NGEC/joint equipment purchase
Wisconsin

- Completed: ARRA-funded Truesdell crossover project on the Chicago-Milwaukee Hiawatha Service corridor to improve reliability.
- Completed: ARRA-funded platform and canopy extension at Milwaukee Airport Rail Station to accommodate high ridership at that station.
Wisconsin

- Construction beginning in early 2014 of a new Milwaukee Intermodal Station Train Concourse
  - new roof structure
  - pedestrian overhead access to platforms with escalators and elevators
  - new ADA compliant platforms
Partnering with Illinois DOT and FRA in the development of an Environmental Assessment and Service Development Plan for the Chicago-Milwaukee Hiawatha Service corridor to:

- add 3 additional daily round-trip frequencies, for a total of 10 round-trips daily
- reduce travel time.

Completion and FONSI: Summer 2014
Wisconsin

- Continued participation on a MnDOT-led feasibility study for a second frequency between Chicago and Minneapolis/St. Paul on the existing Empire Builder corridor serving existing stations.
  - The study is being completed by Amtrak with additional financial participation by La Crosse County. Completion: December 2013
- Continued participation with MnDOT on a capacity analysis for the 2nd frequency between Chicago and Minneapolis/St. Paul.
- Implementation of Wi-Fi service on the Hiawatha Service in early 2014.
- Participating in planning efforts related to deployment of the Midwest bi-level equipment being procured by Illinois.
Current action to improve the Midwest’s passenger rail system

- Illinois
- Michigan
- Indiana
- Kansas
- Minnesota
- Missouri
- Wisconsin
- NGEC/joint equipment purchase
PRIIA and NGEC

- Rethinking passenger rail
- Development of standardized specifications
- Lowering life cycle costs
- Improving intercity passenger rail