



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.



MIPRC 2015 Annual Meeting
 September 23, 2015
 St. Paul, Minnesota

The Status of Passenger Rail Improvements in the Region and Plans for the Future

State Reports

- ▶ **Illinois**
- ▶ Indiana
- ▶ Kansas
- ▶ Michigan
- ▶ Minnesota
- ▶ Missouri
- ▶ North Dakota
- ▶ Wisconsin

IDOT Report On Passenger Rail Infrastructure

MIPRC

September 23-24, 2015



Illinois Department of Transportation



Illinois Department of Transportation

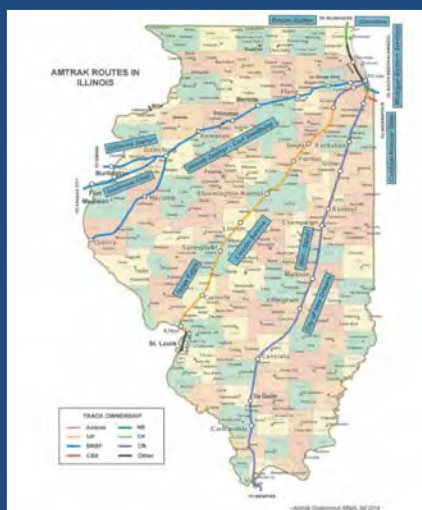
AMTRAK

- Operates 56 trains in and through Illinois.
- Serves nearly 5 million riders at Illinois stations.
- Illinois subsidizes 30 state-sponsored trains that provide service in 4 regional corridors, with 2 million annual riders.



Illinois Department of Transportation

AMTRAK



Illinois Amtrak Corridors:

- Chicago – Milwaukee
(Jointly supported with Wisconsin)
- Chicago - St. Louis
- Chicago - Quincy
- Chicago - Carbondale



Illinois Department of Transportation

**Illinois
HSR Project**

- The Chicago-St. Louis High Speed Rail (HSR) Project involves upgrading the existing railroad corridor between Chicago and St. Louis to accommodate passenger train speeds of up to 110 mph.
- The project includes reconstruction of main track, new and rebuilt sidings, grade crossing improvements, new fencing, new and rebuilt structures, upgraded stations and installation of Positive Train Control.
- Construction activities along the corridor began in 2010 and are scheduled to be largely complete in 2017 (some activities continuing into 2018).



Illinois Department of Transportation

**Illinois
HSR Project**

- The overall benefits of the project can be summarized as follows:
 - Overall travel time between Chicago & St. Louis - reduced by 1 hour;
 - New passenger cars and high efficiency diesel locomotives;
 - On time performance at 85% and above, compared to the current 75%;
 - Four quadrant gates, fencing, and related improvements will significantly improve safety at crossings.
- The overall cost of the improvements is \$1.89 billion, of which \$1.6 b. consists of federal funds (primarily HSIPR).



Illinois Department of Transportation

Illinois HSR Project

Chicago – St. Louis HSR Work Update

- Upgraded main track installed from Joliet to East St Louis area
- Dwight-Pontiac segment now operating at 110 mph
- Work in 2015-2017 concentrating on:
 - Installation of Positive Train Control (PTC) throughout corridor
 - New sidings to add capacity
 - Safety improvements at 200+ grade crossings
 - Improvements to existing bridges and structures
 - Station rehabilitation/construction at many stations throughout the corridor

Chicago to St. Louis High-Speed Rail Route



Illinois Department of Transportation

Equipment Procurement



Contract awarded to Siemens,
Spring 2014

- In conjunction with other states, Illinois is purchasing new passenger cars and high efficiency diesel locomotives.
- Delivery of the new equipment will begin in 2016.



COACH CAR

Contract awarded to Nippon Sharyo,
Fall 2012



Illinois Department of Transportation

**Additional
Studies
Underway**

- **Chicago-St. Louis Tier 2 study of Springfield UP/NS Flyover**
- **Quad Cities-Danville feasibility study (Amtrak study)**
- **More Chicago-Champaign round-trips (Amtrak study)**



Illinois Department of Transportation

**CREATE
Program**

- **“Chicago Region Environmental and Transportation Efficiency”**
- **70 rail-related projects, including highway/rail grade separations**
- **Main goals:**
 - **Reduce rail and road congestion**
 - **Improve quality of life and motorist safety**
 - **Improve economic competitiveness**



Illinois Department of Transportation

**CREATE
Program**

\$3.8 B. Infrastructure Program

\$1.9 M	Federal Rail Line Relocation Funds
\$10.1M	Chicago DOT (Property & GS Designs)
\$100.0M	SAFETEA-LU PNRS
\$110.4M	ARRA TIGER I & IV Grant (8 Projects)
\$126.0M	ARRA High Speed Rail (Englewood)
\$234.0M	Railroad Partners
\$410.0M	Illinois DOT (IL Jobs Now, IL First & Match)
\$236.6M	Other & Pre-CREATE Funding (Various)
\$1.2B	Funding Committed to Date



Illinois Department of Transportation

**CREATE
Program**

Map of CREATE Projects

- 25 projects are complete as of July 2015
- 9 projects are in construction
- 14 projects in environmental study phase
- 2 projects in final design
- 20 remain to be funded





Illinois Department of Transportation

Chicago Union Station


- Recently awarded \$3 million from the FRA for a Terminal Planning Study: Service Development Plan (matched \$2 million State/\$1 million Metra/\$1 million TIF Chicago - \$7 million total).
- To cover train and passenger operations at CUS and the Chicago Terminal Area.
- Study will benefit freight, passenger and HSR corridors terminating at CUS and recommend future operating plan for the region.



Illinois Department of Transportation

Additional Information

- IDOT website: www.idot.illinois.gov
- HSR Project website: www.idothsr.org
- Illinois Passenger Rail Website: www.illinoisrail.org
- CREATE website: www.createprogram.org

	Illinois Department of Transportation	Contact Information
Illinois Department of Transportation		
Todd A. Popish Passenger Rail Operations Section Chief		
Division of Public & Intermodal transportation 100 W. Randolph, Suite 6-600 Chicago, IL 60601 Tel: (312) 793-3507 Todd.Popish@illinois .gov		

	Illinois Department of Transportation	Contact Information
Illinois Department of Transportation		
John Oimoen Deputy Director, DPIT RR		
Division of Public & Intermodal transportation 100 W. Randolph, Suite 6-600 Chicago, IL 60601 Tel: (312) 793-4222 John.Oimoen@illinois .gov		

State Reports

- ▶ Illinois
- ▶ **Indiana**
- ▶ Kansas
- ▶ Michigan
- ▶ Minnesota
- ▶ Missouri
- ▶ North Dakota
- ▶ Wisconsin

Indiana Update on Passenger Rail Developments

Katie England
Director of Multimodal Planning & Programs
Indiana DOT



Hoosier State

- The Hoosier State operates four round trips weekly between Indianapolis and Chicago.
- <https://www.hoosierstatetrain.com/>



2

Hoosier State

- Indiana first funded the Hoosier State in September 2013 and issued an RFP in 2014 for a third party service provider in addition to Amtrak.
- Negotiated a letter agreement with the Federal Railroad Administration (FRA) that assures federal safety compliance requirements will be met.
- Finalized long-term agreements with Amtrak and Iowa Pacific Holdings (IPH) and transitioned the service on August 1, 2015.



3

Hoosier State

- **INDOT's cost is capped at \$3,054,331 per FY, payable collectively to both vendors:**
 - \$226,000 monthly to Amtrak
 - \$28,000 monthly to IPH
- **Monthly reconciliation of costs and revenue may impact estimated monthly payments.**
- **If revenues exceed IPH's costs for any given month, INDOT will receive 25% of the revenues.**
- **Partners are contributing \$245,331 in year one and \$351,960 in year two.**
- **INDOT has a full-time contract manager and is in the process of hiring a mechanical consultant.**



4

Indiana Gateway

- **\$71 million project with eight separate sub-projects from MI state line to IL state line.**
- **Funded through FRA HSIPR grant (100% federal)**
- **Both passenger and freight trains will move through the area more efficiently.**
- **Expected completion is December 2016.**



5

Other Projects

- Chicago – Ft. Wayne, IN – Columbus OH passenger rail project
- Chicago – Detroit/Pontiac passenger rail study
- South Shore commuter rail extension project



6

Contact Information

- Katie England
- Director, Multimodal Planning & Programs
- (317) 234-7911 or kengland1@indot.in.gov



7

State Reports

- ▶ Illinois
- ▶ Indiana
- ▶ **Kansas**
- ▶ Michigan
- ▶ Minnesota
- ▶ Missouri
- ▶ North Dakota
- ▶ Wisconsin



MIDWEST INTERSTATE PASSENGER RAIL COMMISSION

Kansas Report on Passenger Rail Initiatives



September 23 and 24, 2015 – St. Paul, Minnesota

Passenger Rail Initiatives in Kansas



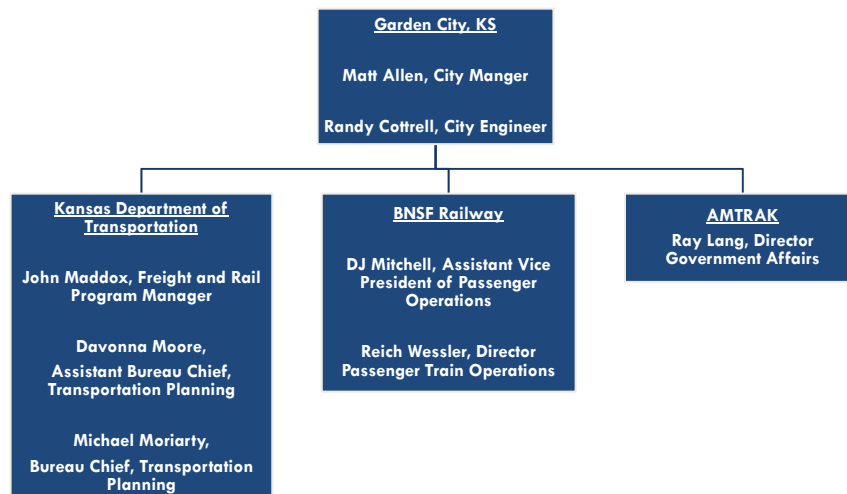
- **Kansas City-Wichita-Oklahoma City- Fort Worth Corridor**
 - Amtrak Feasibility Study completed in March 2010
 - Service Development Plan (SDP) Completed in November 2011
 - Report prepared jointly for KDOT and OKDOT
 - No additional analyses has been completed
 - AMTRAK Heartland Flyer passenger count down 11% from 2012 - 2014

- **Southwest Chief Route Improvement Project (TIGER VI Grant)
– Grant Recipient: Garden City, KS**
 - Total project budget - **\$21,769,963**
 - Federal TIGER VI Grant amount - **\$12,469,963**
 - KDOT - **\$3,000,000**
 - BNSF - **\$2,000,000**
 - AMTRAK - **\$4,000,000**
 - Local units of government in Kansas and Colorado - **\$300,000**

Southwest Chief Route Improvement Project



TIGER VI Project Management Team



Southwest Chief Route Improvement Project



AMTRAK Southwest Chief Route

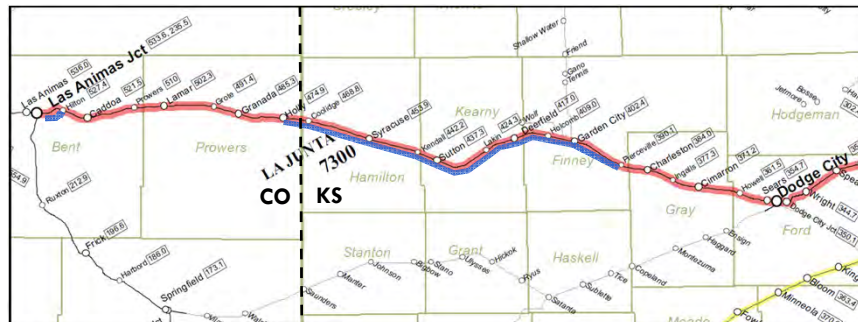


Partners: Garden City, KS; KDOT; BNSF Railway; AMTRAK; Dodge City, KS; Newton, KS; La Junta, CO; Lamar, CO; Bent County, CO; Las Animas County, CO; Otero County, CO; Prowers County, CO; Pueblo County, CO; Colorado 1-25 Coalition; Colorado Rail Passenger Association; and the FRA

Southwest Chief Route Improvement Project



Garden City TIGER VI Project Map (MP 391.00 – MP 530.161)



Southwest Chief Route Improvement Project includes the following elements for design and construction:

- Rail replacement
- Switch replacement where rail is being replaced
- The rehabilitation of grade crossing surfaces impacted by the replacement of rail
- Return to 79 MPH operating speed on improved track segments
- Project will also benefit freight rail operation efficiencies

Southwest Chief Route Improvement Project



- Replace approximately 45 miles of bolted rail with new 136 pound continuous welded rail (CWR) and other track materials (OTM) on the BNSF Railway La Junta Subdivision
 - Approximately 40 miles in Kansas
 - Approximately 5 miles in Colorado
- Restore approximately 10 miles of previous spot repairs made with CWR at associated locations within the project parameters
- Approximately 23 turnouts will be replaced in conjunction with CWR rail relay
- Approximately 12 at-grade crossing will be repaired/restored
- 1,050 tons of ballast will be applied
- Project will begin in September 2015 and be completed in November 2016
- BNSF Railway will serve as contractor for project
- KDOT staff will assist Garden City staff with reviewing and processing invoices, FRA reports and other project –associated activities

Southwest Chief Route Improvement Project



- **Phase 1 – Calendar Year 2015 – Kansas**
 - Through September 28: replacing crossties along approximately 10 miles of previous spot repairs made with CWR within the project parameters
 - October 19 – November 16: rail replacement
 - October 19 – October 26: ballast and surfacing
 - Early to mid-November: Phase 1 site review – BNSF, Garden City, KDOT and FRA

Southwest Chief Route Improvement Project



■ Project Performance Measures

1. **FRA Track Classification (IV) establishes track quality rating and maximum allowable operating speed**
 - Pre-project (baseline) Measurement: certification of track classification year prior to initiating work under FRA grant agreement
 - Report is due no later than December 31, 2015
 - (After) Project Performance Measurement: yearly for a period of three (3) years after the line segments within the project parameters opens for operation under normal condition – submit annually on March 1
2. **Annual number of minutes under slow order restrictions due to rail condition (speed on rail line below establish [normal] operating speed**
 - Pre-project (baseline) Measurement: annual average for year prior to initiating work under FRA grant agreement
 - Report is due no later than December 31, 2015
 - (After) Project Performance Measurement: yearly for a period of five (5) years after the line segments within the project parameters opens for operation under normal condition – submit annually on March 1

Looking Forward



- **TIGER VII Application – City of La Junta, CO**
 - TIGER application grant request - **\$16,000,000**
 - CDOT - **\$1,000,000**
 - NMDOT - **\$1,000,000**
 - KDOT - **\$1,000,000**
 - BNSF Railway - **\$2,000,000**
 - AMTRAK - **\$4,000,000**
 - Local Communities in CO, NM and KS - **\$176,000**
 - **TOTAL - \$25,176,000**
 - Improvements will be apportioned across CO, NM and KS based on local match contributions.
 - Approximately 52% of improvements will be in CO
 - TIGER VII grant recipients will be announced in mid-October

THANK YOU! QUESTIONS...



John W. Maddox, CPM
Freight and Rail Program Manager
Bureau of Transportation Planning
785-296-3228
johnm@ksdot.org

State Reports

- ▶ Illinois
- ▶ Indiana
- ▶ Kansas
- ▶ Michigan
- ▶ Minnesota
- ▶ Missouri
- ▶ North Dakota
- ▶ Wisconsin

MICHIGAN UPDATE

SEPTEMBER 2015

Tim Hoeffner
 Director, MDOT Office of Rail
 Chair, Midwest Interstate Passenger Rail Commission

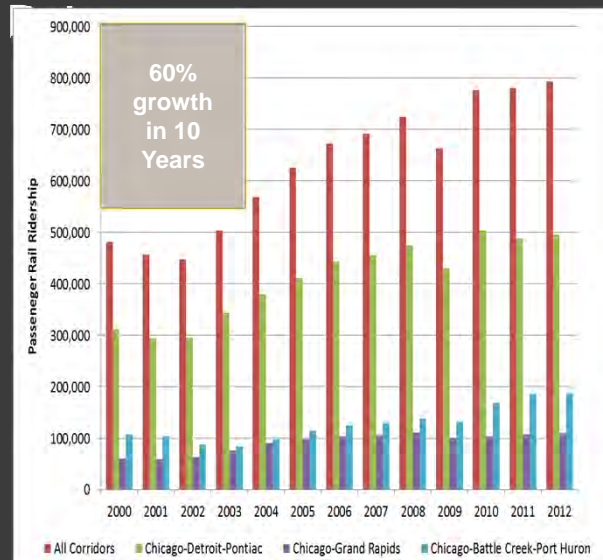


Michigan's Intercity Passenger Rail System

Three
AMTRAK
Services



Historical Michigan Rail Travel



Michigan Accelerated Rail Corridor



- Track signal system upgrades throughout the corridor (on-going)
- Adding second track from Wayne to Dearborn to relieve congestion and freight/passenger conflicts (on-going)

Michigan Accelerated Rail Corridor Program Status

Corridor Acquisition and Improvements Grant

⦿ ~~Acquisition~~ **COMPLETE, Dec. 2012**

⦿ ~~Transition~~ **COMPLETE, Feb. 2013**

⦿ *Double Track Project*

- Earthwork and pre-ballasting nearing completion
- Pre-plated tie installation underway
- November 1st, 2015 proposed completion date

⦿ *Project is on budget and on schedule*

Michigan Accelerated Rail Corridor Program Status

Service Development Program Grant

⦿ *Track Rehabilitation*

- Substantially complete
- Curve modifications, grade crossings, crossovers, spot ties
- 2015 work underway – derails, spot ties, punchlist

⦿ *Train Control/Signal Investments*

- Kalamazoo to Battle Creek - Cutover Complete
 - Private Crossings must be closed or gated prior to running 110MPH
- Battle Creek to Jackson cutover underway
- Battle Creek to Dearborn
 - Fiber Optic nearing completion
 - Signal Houses, Control Points and Wayside underway
- On schedule to be completed by December, 2016

Michigan Accelerated Rail Corridor Program Status

TIGER V Grant

- ◉ *MDOT managing the work*
- ◉ *CMGC Contractor Selected – RailWorks*
- ◉ *Advanced Materials Procurement Contract*
- ◉ *Design underway*
 - *60% June 1*
 - *90% August 1*
- ◉ *Final Price Negotiation – Sept 16*
- ◉ *Construction begins Fall 2015*

Michigan Accelerated Rail Corridor Financial Status – Program Budget Snapshot

Funding Source	MDOT	FRA Grant Award	Total
<i>Corridor Acquisition and Improvements Grant</i>	\$37.5	\$150.0	\$187.5
<i>Service Development Program Grant</i>	\$0.0	\$196.5	\$196.5
<i>TIGER 5 Grant, FY 2014</i>	\$3.7	\$9.4	\$13.1
<i>Anticipated Future Funding Needed to meet SOA/SOGR</i>	\$58.2	\$0.0	\$58.2
TOTAL			\$455.30

West Detroit Connection Track Project

- Total project cost \$19 Million
- 3 parts to the project 1) Conrail Track improvements; 2) CN track Improvements; 3) Bridge replacement over Junction Ave.
- Federal Railroad Administration (FRA) is funding \$7.9 M of the project.
- Will reduce Amtrak travel time to downtown Detroit
- Separates freight traffic from passenger traffic
- Completion expected in 2016



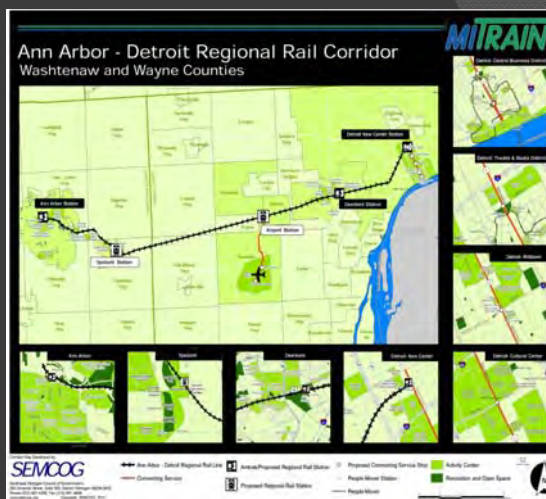
Amtrak Passenger Station Projects

- Completed
 - Troy Transit Center, Troy
 - Project cost: \$6.4 million
 - Opened October 14, 2014
 - Vernon J. Ehlers Amtrak Station, Grand Rapids
 - Project cost: \$6.1 million
 - Opened October 27, 2014
 - John D. Dingell Transit Center, Dearborn
 - Project cost: \$28.2 million
 - Opened December 10, 2014
- Underway
 - East Lansing Station, East Lansing
 - \$6.2 million FTA grant for new intermodal facility
 - Currently undergoing construction
 - Anticipated completion: September 2015
- Preparations
 - Ann Arbor
 - Detroit New Center



Ann Arbor – Detroit Commuter Rail

- Capacity Analysis
- Environmental Assessment
- Commuter rail cars completely refurbished
- Stations (Ann Arbor, Dearborn, Detroit New Center, Ypsilanti, Westland/Airport Connector)
- Rail infrastructure – layover tracks, siding, crossovers
- Proposed Level of Service – 5 daily round trips minimum
- Static Displays
- Amtrak Special Trains



North-South (WALLY) Commuter Rail

- \$800K TCSP Grant awarded by FTA/FHWA for Feasibility Study: study began in late 2014
- Proposed 27-mile commuter rail service for implementation between Ann Arbor and Howell, with intermediate stops
- Service would operate primarily on existing state-owned tracks to provide transportation option to ease traffic congestion along US-23
- Ridership estimates, service plans and operating schedules nearing completion; cost estimates and preliminary environmental work under way
- Engagement with local elected and appointed officials, citizen groups; multiple public meetings conducted in communities along the route
- Anticipated completion of feasibility study by late 2015 or early 2016



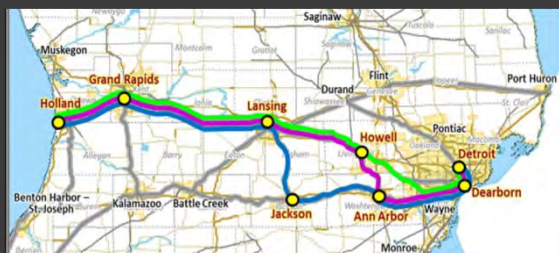
M-1 Light Rail



- 3.3-mile circulating streetcar along Woodward Avenue between Larned Street and West Grand Boulevard in Detroit, MI
- 20 stations serving 12 locations and connect riders to key destinations along Woodward Avenue
- Expected to provide major economic boost of \$500+ million in development for the Woodward corridor
- The first piece of a more robust regional transit strategy to connect Southeast Michigan
- Ridership preliminary estimates of 5,000 to 8,000 riders per day

Coast-to-Coast Passenger Rail Feasibility Study

- Feasibility study on Detroit-Lansing-Grand Rapids rail corridor
- Provide a renewed perspective on the prospects for implementing an effective passenger rail service in the Coast-to-Coast corridor
- 3 alternatives being studied between Holland to Detroit, as seen below
- Final report expected Winter 2016



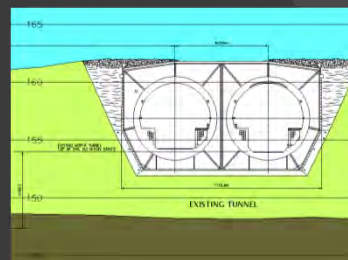
Ann Arbor to Traverse City (A2TC)



- Michigan Land Use Institute pre-feasibility study
- Establish passenger rail service between Ann Arbor and Traverse City
- NEPA expected to begin in 2018
- Final design & construction 2020-2023

Continental Rail Gateway Project

- A new high-capacity replacement rail tunnel, providing a vital link from the Port of Montreal to America's heartland
- Replaces existing twin-tube 1.6 mile long tunnel built in early 1900s
 - Currently carries approximately 400,000 rail cars per year
- Will handle trains carrying double-stacked 9'6" containers
- Will help Detroit-Windsor to further its vision of becoming an international logistics hub
- Currently working to secure all funding for project



THANK YOU!!

State Reports

- ▶ Illinois
- ▶ Indiana
- ▶ Kansas
- ▶ Michigan
- ▶ **Minnesota**
- ▶ Missouri
- ▶ North Dakota
- ▶ Wisconsin

Minnesota's Passenger Rail Program

September 2015

We all have a stake in **A to B**



Update on Minnesota Corridor Development Activities

- ▶ Three passenger rail corridors under development (five studies underway)
 - Twin Cities to Chicago HSR Tier 1 EIS
 - 2nd daily Twin Cities to Chicago train
 - Northern Lights Express PE and NEPA
 - NLX Hinckley Loop Feasibility Study
 - ZIP Rail Tier 1 EIS
- ▶ Stations – Union Depot and Target Field Station
- ▶ Involved with new equipment specs, standardized service cost estimates, safety initiatives



Twin Cities to Chicago High Speed Rail Corridor



Tier 1 EIS (\$600,000 federal/\$600,000 state) scheduled to be completed in 2016



Twin Cities to Chicago 2nd daily train feasibility study

- ▶ One additional round trip train along the existing Empire Builder corridor at conventional speeds
- ▶ Potential termini in Twin Cities:
 - Union Depot
 - Target Field Station
 - Northstar commuter rail station in lieu of TFS
 - St. Cloud
- ▶ RTC modeling, ridership, revenues, operating & capital costs
- ▶ Completed in 2015; MnDOT and WisDOT working to start next phase of the study



Northern Lights Express

- ▶ Re-establish regional passenger rail service from Minneapolis to Duluth
- ▶ 155-mile corridor on existing BNSF track
- ▶ Train speeds up to 110 mph
- ▶ Proposed 16 trains per day (eight round trips)
- ▶ Tier 1 environmental Assessment completed [FRA issued a Finding of No Significant Impact (FONSI) August 21, 2013]
- ▶ \$5M federal funds & \$3M State Bond Funds for PE/NEPA (anticipated completion Feb. 2016)



Zip Rail

- ▶ Direct high speed connection between Twin Cities and Rochester (ultimately 150+mph)
- ▶ Initial feasibility study work building on previous studies
- ▶ Partnership between Olmsted County Regional Railroad Authority, MnDOT and FRA
- ▶ Determine feasibility, identify a general corridor, initiate high level environmental work, route analysis workshop
- ▶ Study completion date end of 2015



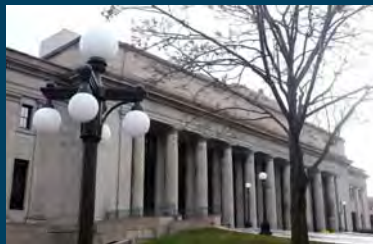
Zip Rail Corridor Alternatives Advanced to Tier 1 EIS

- ▶ One-mile wide corridors
- ▶ Eight corridors to be evaluated
- ▶ Combination of 4 northern corridors and 2 southern corridors



Union Depot, St. Paul

- ▶ Lead agency Ramsey Co. RRA
- ▶ Multimodal hub
- ▶ Construction completed in Dec 2012
- ▶ Amtrak returned in 2014



Target Field Station, Minneapolis

- ▶ Lead agency Hennepin Co. RRA
- ▶ Multimodal facility
- ▶ Adjacent to the Twins stadium
- ▶ Phase 1 completion in 2014



Looking Ahead

- Continue corridor development work
- Need to secure additional state and federal funding



For Further Information, contact:

- Dan Krom
- Director
- daniel.krom@state.mn.us
- Praveena Pidaparthi, AICP
- Planning Director
- praveena.pidaparthi@state.mn.us
- Passenger Rail Office
- Minnesota Department of Transportation
- 395 John Ireland Boulevard, MS 470
- St. Paul, MN 55155
- Phone: (651) 366-3199
- Fax: (651) 366-3721



State Reports

- ▶ Illinois
- ▶ Indiana
- ▶ Kansas
- ▶ Michigan
- ▶ Minnesota
- ▶ **Missouri**
- ▶ North Dakota
- ▶ Wisconsin

Passenger Rail Investment and Improvements in Missouri

MIPRC 2015 Annual Meeting



Current Passenger Rail Improvements

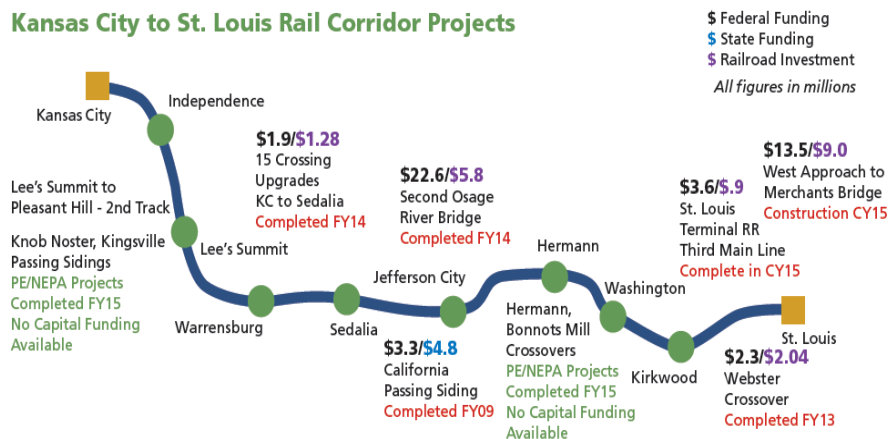
▸ Passenger Projects

- More than \$53 million in federal grants
- \$268 million multi-state grant for new cars and locomotives
- \$25,000/year for station improvements



Current Passenger Rail Improvements

Kansas City to St. Louis Rail Corridor Projects



Preliminary Engineering/ Environmental Review Completed

- ▶ Passing Sidings at Knob Noster and Kingsville
- ▶ Crossovers at Hermann and Bonnots Mill
- ▶ Second track from Lee's Summit to Pleasant Hill



Crossing Safety Upgrades

- ▶ 15 Highway-rail grade crossing improvements from Kansas City to Sedalia



Expanded Infrastructure

- ▶ New passing siding near California, Mo.



Expanded Infrastructure

- ▶ New railroad bridge over the Osage River near Jefferson City



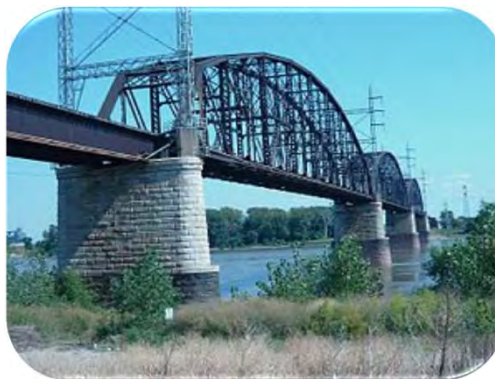
Expanded Infrastructure

- ▶ New crossover at Webster Groves



Expanded Infrastructure

- ▶ West approach to Merchants Bridge in St. Louis – under construction

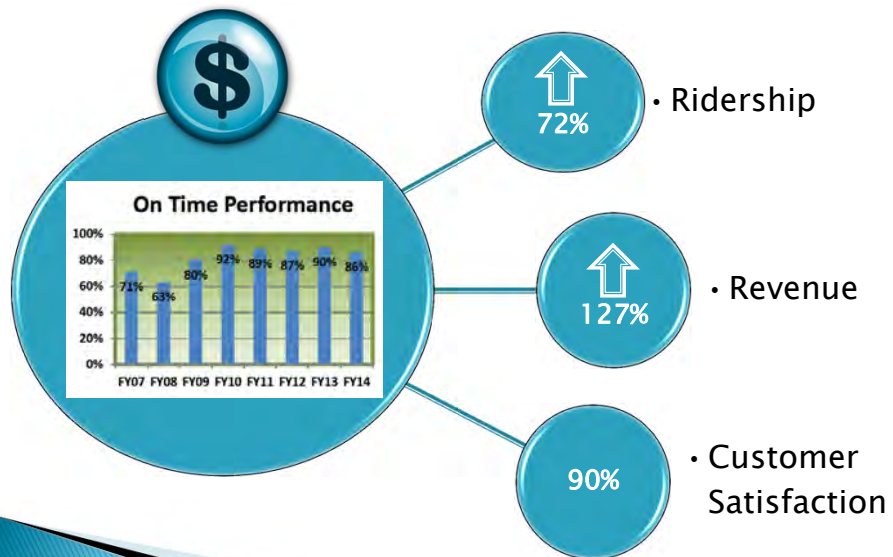


New Equipment

- ▶ New locomotives and train sets for Missouri River Runner Service before September 2017



Investments = Results





Eric Curtit
Administrator of Railroads
MoDOT
573-751-7476
eric.curtit@modot.mo.gov

State Reports

- ▶ Illinois
- ▶ Indiana
- ▶ Kansas
- ▶ Michigan
- ▶ Minnesota
- ▶ Missouri
- ▶ **North Dakota**
- ▶ Wisconsin

Intercity Passenger Rail Progress/Future Plans in North Dakota

September 23, 2015



Grand Forks, Devils Lake, Rugby Passenger Rail Service Disruptions

- Because of increased rail traffic and a severe winter season, last year BNSF rerouted the westbound *Empire Builder* line to bypass the Grand Forks, Devils Lake, and Rugby stations, requiring passengers at those stations to be bused to and from Fargo and Minot.
- Eastbound traffic maintained its usual route along the state's northern tier.
- Westbound service disruptions were:
 - January 30, 2014 to March 1, 2014
 - May 7, 2014 to January 12, 2015
- No further disruptions are anticipated, at this time.



Flooding in North Dakota along the Empire Builder route caused service disruptions

- Unless the rail grade was raised, the Empire Builder would have been rerouted to the south, ending service to Rugby, Devils Lake, and Grand Forks.
- Devils Lake Subdivision rail grade raise phase II is now complete
 - A TIGER grant of \$10 M in 2011 funded a portion of the rail replacement
 - Because the lake is currently below its natural outlet, Phase III to raise the track an additional 5 feet was suspended. If the lake rises to a level near the natural outflow, Phase III will be reconsidered, as needed.



NDDOT
North Dakota
Department of Transportation

85

Although service disruptions have affected service, ridership growth is strong in North Dakota

5-Year and 10-Year Growth on Boardings and Alightings at Amtrak Stations in North Dakota

Station	10-Year Growth (FY 2004 to FY 2014)	5-Year Growth (FY 2009 to FY 2014)	Boarding and Alightings 2014	Boarding and Alightings 2009	Boarding and Alightings 2004
Devils Lake	-26.5%	-38.1%	3,555	5,740	4,834
Fargo	50.8%	8.4%	23,314	21,514	15,456
Grand Forks	-3.2%	-21.0%	14,168	17,928	14,638
Minot	20.4%	-9.2%	35,521	39,136	29,511
Rugby	-26.7%	-31.4%	4,053	5,906	5,533
Stanley	161.8%	79.4%	7,036	3,921	2,688
Williston	164.2%	102.0%	44,013	21,793	16,659
Total	47.4%	13.6%	131,660	115,938	89,319

2040 ND State Rail Plan

➤ Updating North Dakota's State Rail Plan

➤ Objectives

- ❖ Shared Vision for North Dakota's rail system
- ❖ Recommended policies, programs, processes and projects to improve rail related safety and service
- ❖ Understanding of current and future issues & trends
- ❖ Guidance to enhance & optimize rail system & service
- ❖ Ensure PRIIA Compliance

➤ Schedule

- ❖ Parsons-Brinkerhoff was selected to develop the plan
- ❖ Currently project scope and approach are being finalized
- ❖ Anticipated completion late 2016

State Reports

- ▶ Illinois
- ▶ Indiana
- ▶ Kansas
- ▶ Michigan
- ▶ Minnesota
- ▶ Missouri
- ▶ North Dakota
- ▶ Wisconsin

Wisconsin

MIS Train Concourse

- Construction underway of a new Milwaukee Intermodal Station Train Concourse
 - ▣ new roof structure
 - ▣ pedestrian overhead access to platforms with escalators and elevators
 - ▣ new ADA compliant platforms and signage
 - ▣ Completion: Dec 2015



Wisconsin

Chicago-Milwaukee Corridor EA and SDP

- Partnering with Illinois DOT and FRA in 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: Winter 2016.



Wisconsin

2nd Empire Builder Frequency

- Completion of a feasibility study for a 2nd round-trip frequency between Chicago and Minneapolis/St. Paul on the *Empire Builder* corridor.
 - Train would serve existing stations at convenient times that complement the *Empire Builder* schedule
 - The study was led by MnDOT, and completed by Amtrak with financial participation by MnDOT, WisDOT, and La Crosse County.
 - Includes capacity analysis to determine infrastructure needs and costs.
 - Study is completed and was released in July of 2015.
 - MnDOT and WisDOT are discussing next steps, which would include further modeling, an EA/SDP and FONSI



Wisconsin

- State operating support for the Amtrak *Hiawatha Service* (Milwaukee-Chicago)
- Participating in planning and implementation efforts related to Midwest bi-level equipment procurement
- Participating in NGECC, SPRC, MIPRC, and Section 209 committees.





State Reports (addendum)

- ▶ Nebraska information provided during June Congressional staff briefing (created by MIPRC staff)

Nebraska is served by the *California Zephyr*

10-Year Ridership Trends for *California Zephyr* (entire route)

Route	Frequency	Five-Year Growth (FY 09 to FY 14)	Ten-Year Growth FY 04 to FY 14	Average Annual Growth (04 to 14)	Ridership FY 14	Ridership FY 09	Ridership FY 04
<i>California Zephyr</i> [Illinois; Iowa; Nebraska; Colorado; Utah; Nevada; California]	1 daily	6%	9%	1%	366,564	345,558	335,764

Even though the train comes through late at night/very early in the morning, ridership in Nebraska has increased far more than the overall route's ridership growth

5-Year and 10-Year Growth on Boardings and Alightings at Amtrak Stations in Nebraska

Station	10-Year Growth (FY 2004 to FY 2014)	5-Year Growth (FY 2009 to FY 2014)	Boarding and Alightings 2014	Boarding and Alightings 2009	Boarding and Alightings 2004
Omaha	5.8%	6.5%	24,336	22,846	23,007
Lincoln	44.3%	21.4%	13,313	10,968	9,228
Hastings	75.6%	20.9%	5,601	4,633	3,190
Holdrege	54.2%	29.2%	2,247	1,739	1,457
McCook	-0.3%	17.8%	3,414	2,899	3,423
Total	21.4%	13.5%	48,911	43,085	40,305