

# MIPRC

Midwest Interstate  
Passenger Rail  
Commission



*Working to implement a 21<sup>st</sup> 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 2014 Annual Meeting**

*June 12, 2014*

*Kansas City, Missouri*

# **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
- 



# The State of Rail in Illinois

MIPRC

June 12, 2014



Illinois Department of Transportation

# Chicago-St. Louis Work Update

- Concrete tie and track replacement virtually complete
- Dwight-Pontiac segment operating at 110 mph since fall 2012
- Focus of 2014-15 work: 13 new sidings and continued grade crossing improvements
- PTC installation also expected to begin in late '14, with testing in early '15
- 30 minutes to come off CHI-STL timetable by end of '15, with another 30 minutes to be cut by end of '17
- New equipment for STL route, and most other corridors, to be delivered between mid-'16-mid'18



# Joliet Station Project

- \$50 million project funded by \$42 million Illinois Jobs Now capital program, City of Joliet, and UP & BNSF Railroads
- New parking lot complete
- New Metra Rock Island platform east of UP/BNSF diamond to be finished in summer '14
- Overall completion by end of '15





# Amtrak New Service – Linking More of Illinois

- Chicago-Rockford
  - Difficulties with original CN-owned route led to switch to UP route in April '14
  - One round trip at 59 mph maximum to be in place by end of '15
  - Second round-trip and 79 mph operation to be finished by end of '16 after UP signal installation is completed
  - Funded exclusively by grant from Illinois Jobs Now state capital program
  - Rockford-Dubuque still in future plan, but funding need to be identified
- Chicago-Quad Cities
  - Federal grant providing \$177 million, state matching with \$78 million from Illinois Jobs Now program (match increased from \$45 million)
  - Additional infrastructure improvements needed on 53-mile segment owned by Iowa Interstate Railroad
  - Work on BNSF-owned 100+ mile segment to be accomplished in '14
  - Goal is for service to begin in 2016, with new equipment coming as early as 2017



# Other Studies Underway

- Chicago-Detroit EIS – participating in MDOT-led study
- St. Charles Air Line/Grand Crossing Second Connection – to establish a second means of access into/out of Chicago
- Tier 2 EIS's for Chicago-Joliet and Granite City-St. Louis
- Environmental Assessment for UP/NS flyover south of Springfield
- Feasibility study of Quad Cities-Danville route – would be first to not run through Chicago



# Questions?

- Joe Shacter – Director of Public and Intermodal Transportation
- [Joseph.shacter@illinois.gov](mailto:Joseph.shacter@illinois.gov)
- HSR website: [www.idothsr.org](http://www.idothsr.org)



**Illinois Department of Transportation**

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# INDOT Updates on Passenger Rail Developments

Bob Zier

Director of Multimodal, INDOT

MIPRC Annual Meeting, June 12



# Background

- Indiana entered into an agreement October, 2013 with the National Railroad Passenger Corporation (Amtrak) to financially support the “Hoosier State Service,” the passenger train between Indianapolis and Chicago that operates four times a week.



# Timeline

- **Indiana exercised its option under PRIIA Section 209 to provide a third party provider for this service.**
- **March 28 – Published a RFP seeking a new service provider.**
  - First state post PRIIA Section 209 to formally seek a provider other than Amtrak.





# Timeline

- April 16 – Pre-bid meeting at INDOT; 14 interested parties attended.

## RFP for Hoosier State Service

### *Bidders have these options:*

1. **Option (1):** Perform all functions presently performed by Amtrak on the Hoosier State Service;
2. **Option (2):** Bid on some portion of those functions; or
3. **Option (3):** Perform all functions presently performed by Amtrak, and add functions (e.g. WiFi, food service).



[www.in.gov/indot](http://www.in.gov/indot)

## RFP for Hoosier State Service

All questions, inquiries and/or requests for information relating to this RFP must be made in writing to [ContractsRFP@indot.in.gov](mailto:ContractsRFP@indot.in.gov) and received no later than

**10 a.m.  
Tuesday  
April 22, 2014**

<http://www.in.gov/indot/2730.htm>



[www.in.gov/indot](http://www.in.gov/indot)



# Timeline

- **May 21 – Initial proposal review with Hoosier State Partners:**
  - Cities of Indianapolis, Beech Grove, West Lafayette, Lafayette, Rensselaer, and Crawfordsville
  - Tippecanoe County
- **June 3 – In-person interviews with:**
  - Iowa Pacific
  - Herzog
  - Corridor Capital, LLC
  - Train Travel Holdings



Corridor Capital, LLC

**HERZOG**



# Contact Information

**Bob Zier**

**Director of Multimodal,  
INDOT**

**317-233-2376**

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Caption this photo



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# Kansas Report on Passenger Rail Initiatives

June 12, 2014

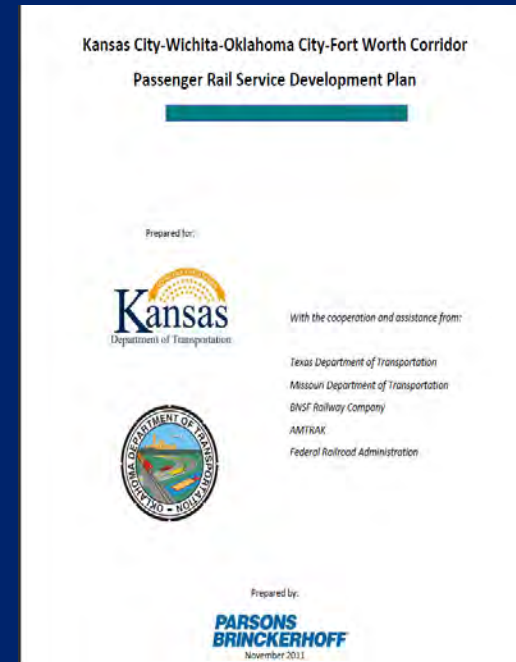


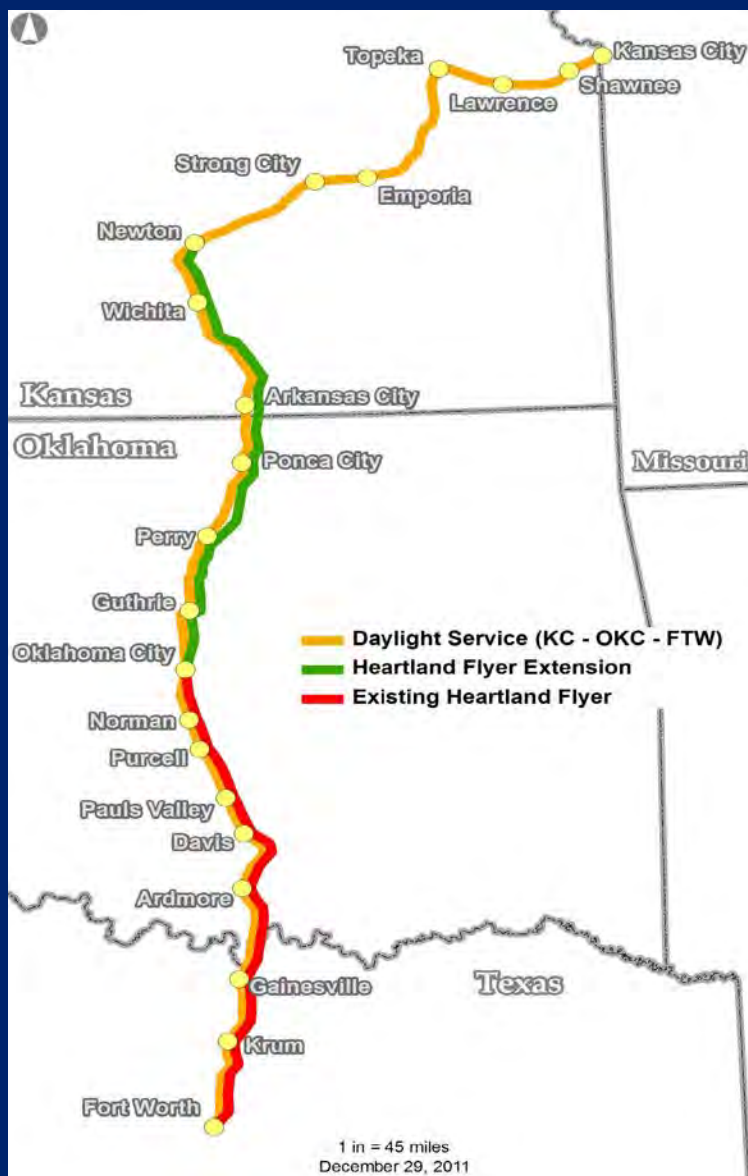
# Passenger Rail Initiatives in Kansas

- Kansas City-Wichita-Oklahoma City-Fort Worth Corridor
- Amtrak's Southwest Chief passenger rail service in Kansas, Colorado, and Oklahoma

# 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 VI application submitted by the City of Wichita
  - Project and service level environmental reviews for the Heartland Flyer Extension
  - Total cost: \$5.625 million
    - Federal TIGER request: \$3 million
    - KDOT match: \$1.5 million
    - Oklahoma DOT match: \$1.1 million
    - Wichita match: \$25,000
- Currently awaiting a decision by USDOT on the application

# 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 may make the 700 mile Newton, KS to Albuquerque route unusable for passenger rail service
- Amtrak’s agreement with BNSF ends in January 2016
- If the current route can’t be improved it may be necessary to reroute the Chief to the “Transcon” line



# Amtrak Southwest Chief

## EXISTING ROUTE AND POTENTIAL ALTERNATIVE



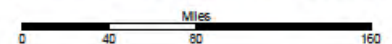
Amtrak Stations

Southwest Chief Existing Route

Southwest Chief Alternative

Amtrak Nationwide Routes

KANSAS DEPARTMENT OF TRANSPORTATION  
BUREAU OF TRANSPORTATION PLANNING



PREPARED BY THE

# Preserving the Current Route

- Improvements and maintenance to the track will be needed for service to remain on the current route
- Amtrak proposed that the three states, BNSF and Amtrak share costs equally
  - One-time capital investment: \$100 million
  - Annual maintenance costs: \$10 million
- Decisions and financial commitments are needed by end of 2014
- A lot has to happen by then to preserve the current route
- TIGER grant funding is being sought

# Recent Activity

- TIGER VI application submitted by the City of Garden City
- Rail rehabilitation work on approximately 55 miles of track between Hutchinson and Las Animas, CO
- Total cost: \$ 24.27 million
  - Federal TIGER request: \$14.97 million
  - Amtrak: \$4 million
  - KDOT: \$3 million
  - BNSF: \$2 million
  - Kansas and Colorado cities: \$300 k
- Currently awaiting a decision by USDOT on the application

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# MICHIGAN UPDATE

MIPRC ANNUAL MEETING, KANSAS CITY, MO

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





# Battle Creek – Renovation



# Troy/Birmingham – New Build



# Dearborn – New Build





# Jackson – Stabilization (future Renovation)



# Grand Rapids – New Build





# Ann Arbor – Planning/NEPA (future Design/New Build)



# East Lansing – Design (future New Build)





# Michigan Line – 2014 Construction

- 16 miles & 6 signal intermediates were cutover from the old signals to the new signals by Jan 16<sup>th</sup>
- Install 9 miles of new double track east of Wayne to east of new Dearborn Train Station
  - This includes up to 20 grade crossing replacements, 9 miles of new track, and installing new turnouts and crossovers
- Replace grade crossings from Kalamazoo to Battle Creek
- Install new turnouts from Kalamazoo to Battle Creek
- Perform curve modifications from Kalamazoo to Battle Creek
- Continue signal upgrades & ITCS installation
- Troy & Dearborn Station Openings



# Michigan Line – 2015 & 2016

## 2015

- Complete the double track project
- Start curve modifications from Battle Creek to Jackson
- Begin to install new turnouts from Battle Creek to Jackson
- Start grade crossings replacements from Battle Creek to Jackson
- Install an additional 26,000 thousand ties from Battle Creek to Jackson
- Continue with signal and ITCS installation

## 2016

- Finish curve modifications, turnout installations, grade crossing replacements from Battle Creek to Jackson
- Finish with signal and ITCS installation



# Next Generation Equipment - Rail Car Procurement

- Exploring fleet management duties
- Researching maintenance requirements
- Joint effort between California, Illinois, Michigan, and Missouri
  - Led by Caltrans
  - Competitive bid for 130 cars
  - Midwest - 88 car base order scheduled for delivery by September 2017
  - Options for additional cars
- Awarded in November 2012 to Nippon Sharyo, USA (Rochelle, IL)
  - 100% Buy American Program
  - Mock-up tour completed
  - Entering manufacturing phase summer 2014





# Next Generation Equipment - Locomotive Procurement

- ◎ Joint effort between Illinois, California, Michigan, Missouri, and Washington
  - IDOT will lead this effort
  - For at least 32 next-generation diesel locomotives
  - Siemens awarded contract
    - Completed the master agreement, ordering agreement, and NTP
    - Official kickoff meeting April 14-15 in Sacramento at Siemens plant
  - FRA has allocated \$808 million to build this equipment (for both locomotives and rail cars)
  - Optional locomotives possible

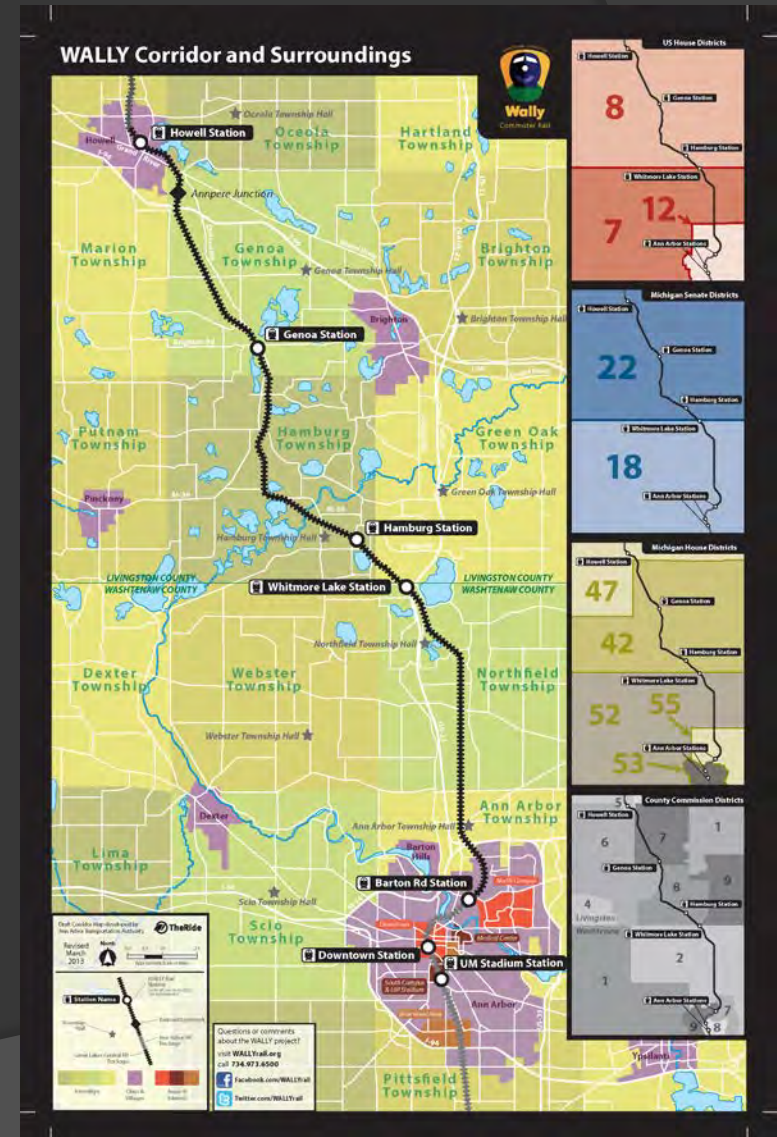
# Ann Arbor – Detroit Commuter Rail

- Capacity Analysis
- West Detroit Junction– Pontiac
- Environmental Assessment
- Stations
- Proposed Level of Service
- Commuter rail cars completely refurbished
- Static Displays
- Amtrak Special Trains



# WALLY Commuter Rail

- Proposed 27-mile long north-south commuter rail service to connect Ann Arbor and Howell, with several intermediate stops
- Cost-effective alternative to ease traffic congestion along US-23
- Promote economic development and job creation in the region
- WALLY Coalition comprised of government and business leaders, area residents and other community groups



# 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



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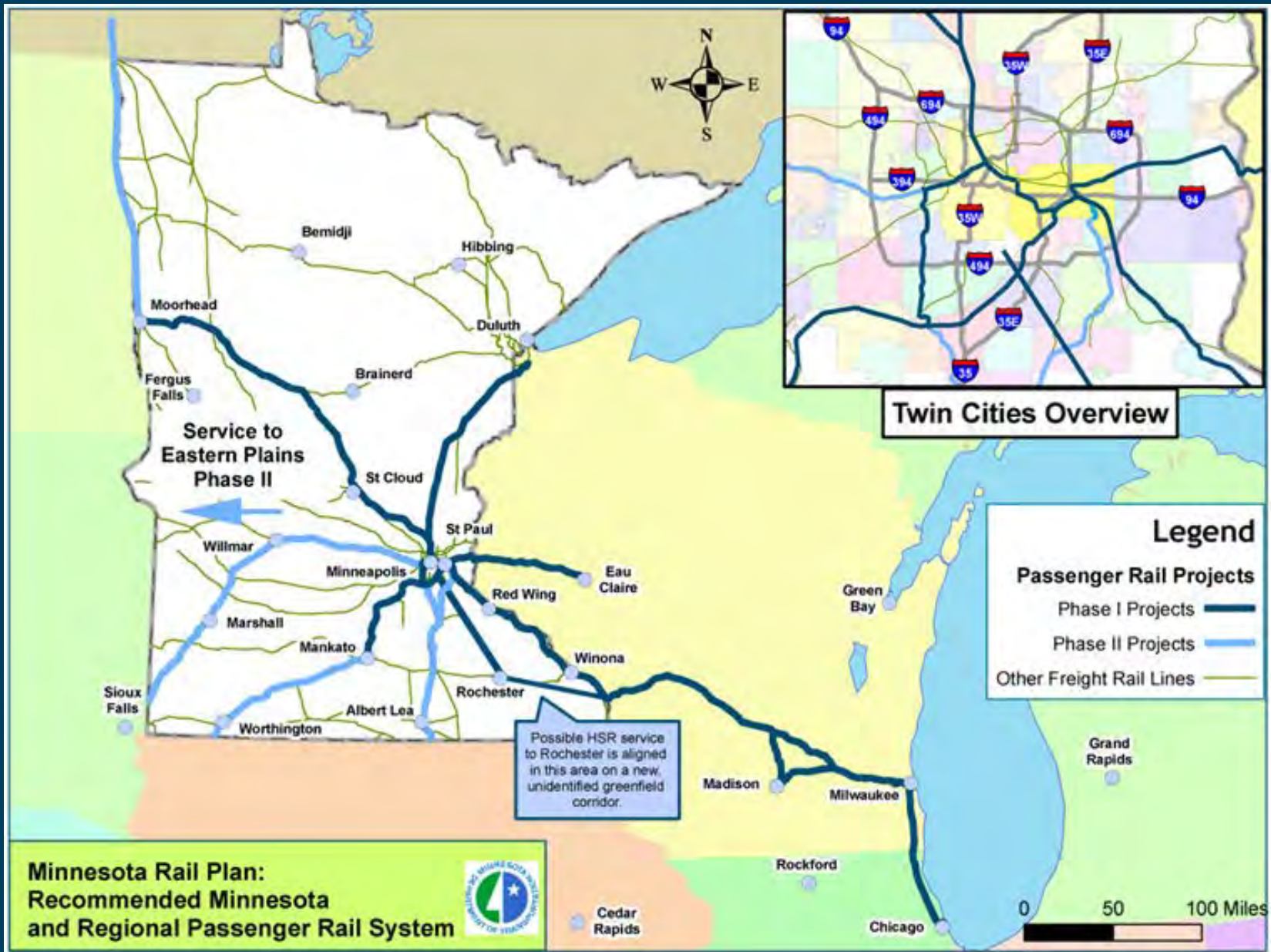
# Minnesota's Passenger Rail Program



June 2014

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





# Update on Minnesota Corridor Development Activities

- ▶ Three passenger rail corridors under development (five studies underway)
  - Twin Cities to Chicago HSR Tier 1 EIS
  - 2<sup>nd</sup> 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



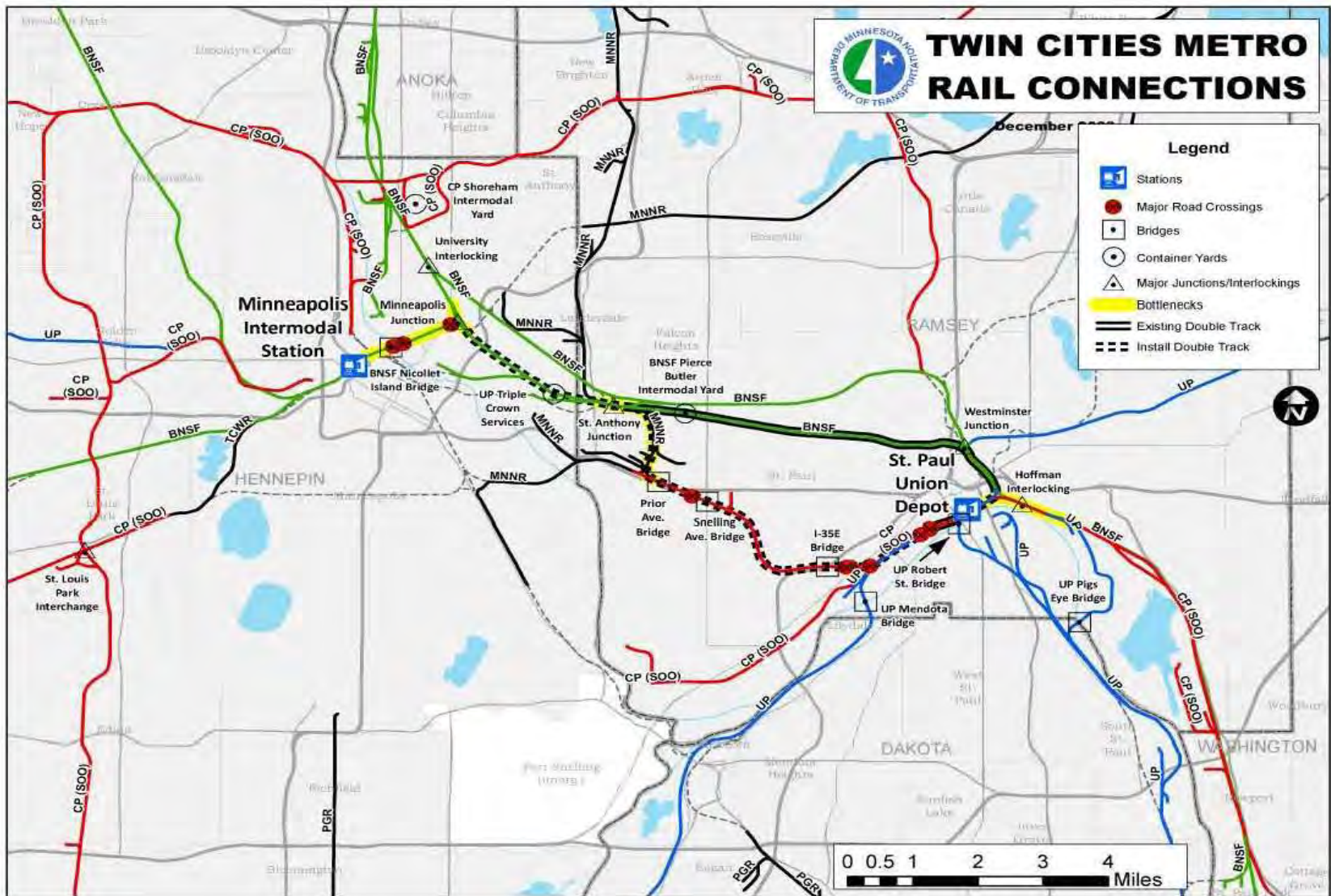


# Twin Cities to Chicago High Speed Rail Corridor





# TWIN CITIES METRO RAIL CONNECTIONS





# Twin Cities to Chicago 2<sup>nd</sup> daily train feasibility study

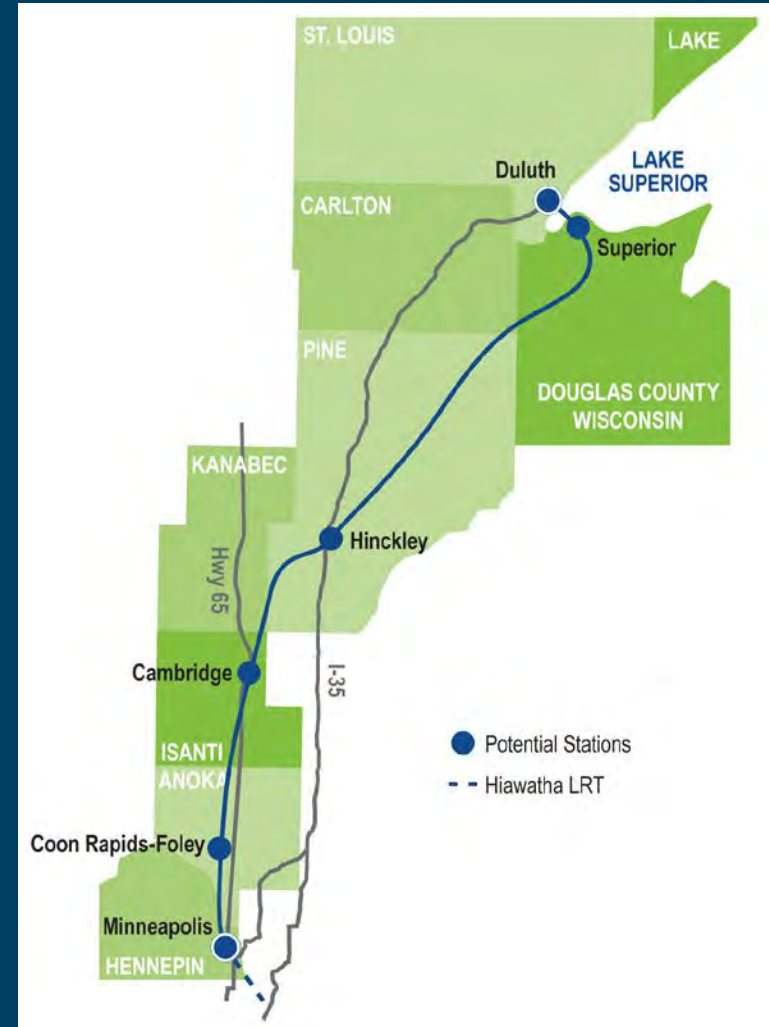
- ▶ One additional round trip train along the existing Empire Builder corridor at conventional speeds
- ▶ Potential termini in Twin Cities:
  - Union Depot
  - Target Field Station
  - Northstar commuter rail station in lieu of TFS
  - St. Cloud
- ▶ RTC modeling, ridership, revenues, operating & capital costs
- ▶ To be completed in 2014





# 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)



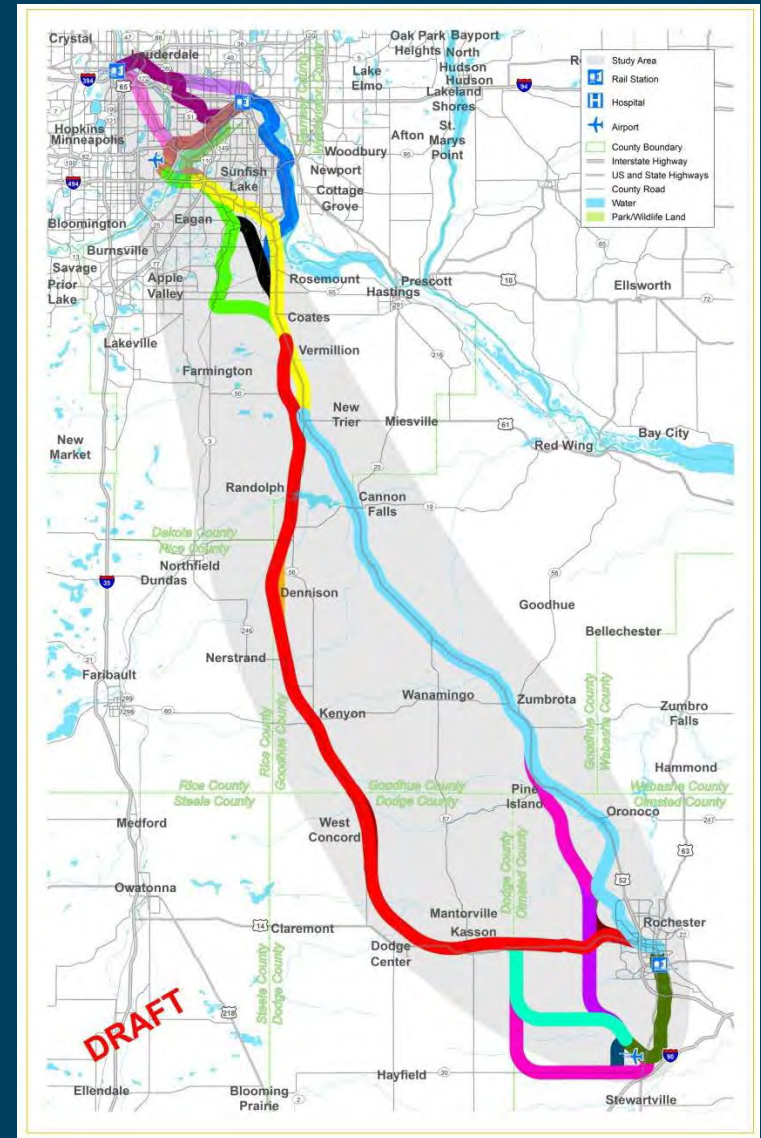
# Zip Rail

- ▶ 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 2014



# Zip Rail Alignments

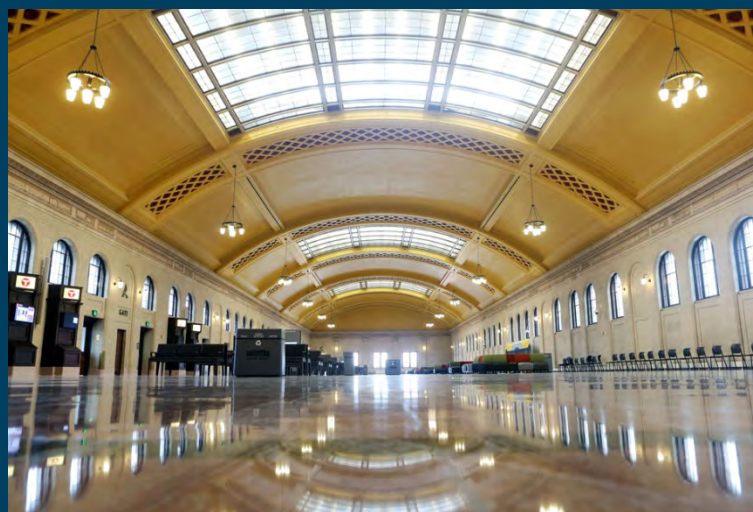
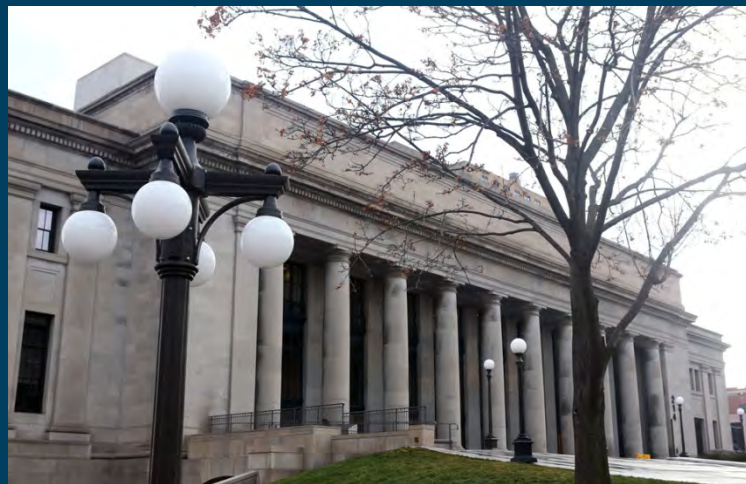
- ▶ 31 segments
- ▶ 1176 possible alignments
- ▶ 3 northern termini
- ▶ 2 southern termini





# Union Depot, St. Paul

- ▶ Lead agency Ramsey Co. RRA
- ▶ Multimodal hub
- ▶ Construction completed in Dec 2012
- ▶ Amtrak's return 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 funding
- ▶ Update State Rail Plan – fall 2014



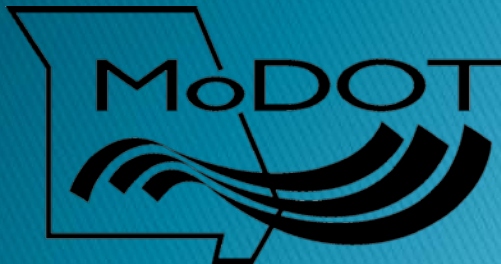


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# Passenger Rail Investment and Improvements in Missouri

MIPRC Annual Meeting  
Kansas City, Mo.



# Current Passenger Rail Improvements

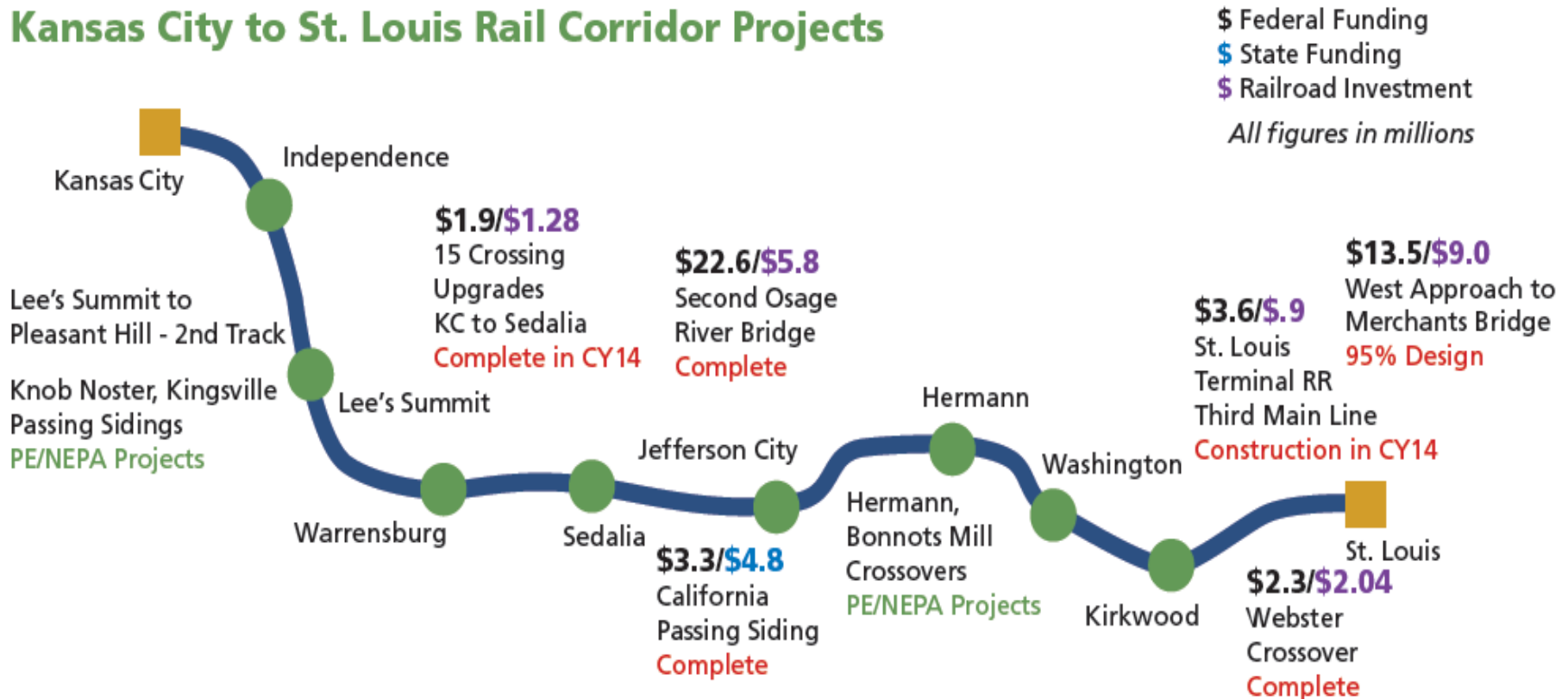
## ▶ Passenger Projects

- 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





# 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 – 95% designed**

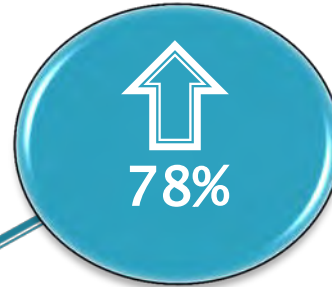


# New Equipment

- ▶ New locomotives and train sets for Missouri River Runner Service in 2016



# Investments = Results



• Ridership



• Revenue



• Customer Satisfaction



Eric Curtit  
Administrator of Railroads  
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# State Reports

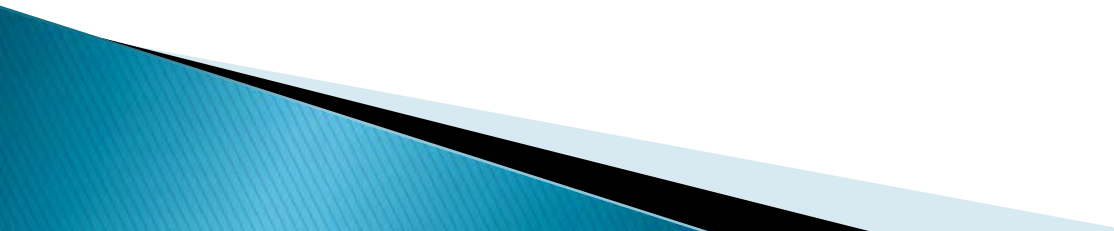
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# NORTH DAKOTA PASSENGER RAIL UPDATE

*Provided by Scott Zainhofsky,  
North Dakota DOT*



# Grand Forks, Devils Lake, and Rugby Passenger Rail Service Disruptions

- ▶ According to BNSF, because of increased rail traffic and a severe winter season, 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.
  - ▶ The service disruption, which lasted for several weeks, was ended on March 1, 2014. Eastbound traffic maintained its usual route along the state's northern tier. This unidirectional passenger service resulted from a BNSF decision to utilize the Grand Forks and Harvey subdivisions as a one-way pair to increase freight efficiency.
- 

# Grand Forks, Devils Lake, and Rugby Passenger Rail Service Disruptions

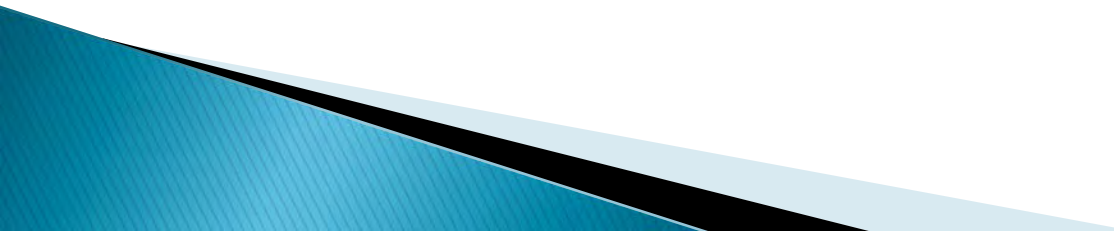
- ▶ It is not just passenger rail service that is suffering. According to a February 12, 2014 Grand Forks Herald article,
  - *North Dakota [agricultural shippers] have expressed concern that they aren't getting timely service to ship their products... Under normal conditions, rail cars arrive to pick up grain within three to four days of a prearranged schedule. Currently, they are being delayed up to three weeks. When delays are longer than the prearranged schedule, the end users impose a fine, which is absorbed by growers.*



# Grand Forks, Devils Lake, and Rugby Passenger Rail Service Disruptions

- ▶ According to BNSF, a second disruption of westbound passenger service is currently in effect, to facilitate track repairs, maintenance, and install new turnouts. According to an Associated Press article from May 7, 2014:
  - *BNSF is investing \$400 million in infrastructure in [North Dakota]. This includes three siding projects between Grand Forks and Minot and four siding projects between Fargo and Grand Forks. Other work along the route involves installation of new turnouts, high speed surfacing and shoulder ballast cleaning, replacement of ties, rail relay, and signal upgrades.”*
- ▶ This disruption is expected to last through the end of September 2014.

# Grand Forks, Devils Lake, and Rugby Passenger Rail Service Disruptions

- ▶ At a recent conference regarding crude oil production, exploration, and transportation in North Dakota, Matt Rose, Executive Chairman of BNSF, indicated he has been asked often how the railroad prioritizes between freight and passenger service.
  - ▶ The response he gives is BNSF doesn't want to prioritize between the two, but instead meet the needs of both customer groups, hence the significant planned investments in their system.
  - ▶ However, in the short term, keeping up with the demands of both freight and passenger service has proved impossible on both fronts, leaving both customer groups dissatisfied.
- 

# Devils Lake Area Rail Grade Raising and Rail Replacement

- ▶ The Devils Lake area rail grade raise is progressing, on schedule, with Phase II construction essentially complete (from a rail perspective – only highway crossing connection work remains).
- ▶ Because of the amount of work, the overall grade-raise and rail-replacement project was broken into three phases.
  - The first one, constructed in 2012, raised the rail grade approximately 5 feet.
  - Phase II, noted above, raised the grade approximately another 5 feet and replaced the bolted-jointed rail with continuous, welded rail. The TIGER project, which funded a portion of the rail replacement only, has been closed by FRA.
  - 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.

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# Wisconsin

## MIS Train Concourse

- Construction beginning in summer 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 and signage





# 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 2014/2015.



# Wisconsin

## 2nd Empire Builder Frequency

- Participating in a feasibility study for a 2<sup>nd</sup> 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 is led by MnDOT, and being completed by Amtrak with financial participation by MnDOT, WisDOT, and La Crosse County.
  - Includes capacity analysis to determine infrastructure needs and costs.
  - Completion expected this summer 2014.



# Wisconsin

- Completed Wisconsin Rail Plan 2030 in February 2014.
- Implementation of Wi-Fi service on the *Hiawatha Service* and other Midwest corridors in February 2014.
- Participating in planning and implementation efforts related to Midwest bi-level equipment.



# 2014 Wisconsin Amtrak Service

