

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 2013 Annual Meeting

October 7 & 8, 2013

Chicago, Illinois

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

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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

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Michigan's Intercity Passenger Rail System



Current Amtrak Services in Michigan

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



Michigan Line — Kalamazoo to Dearborn

- ✧ 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

Michigan Line

- 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

Service Improvements on Michigan Amtrak Lines



Michigan Line — Stations

- ✧ 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



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Robert Zier

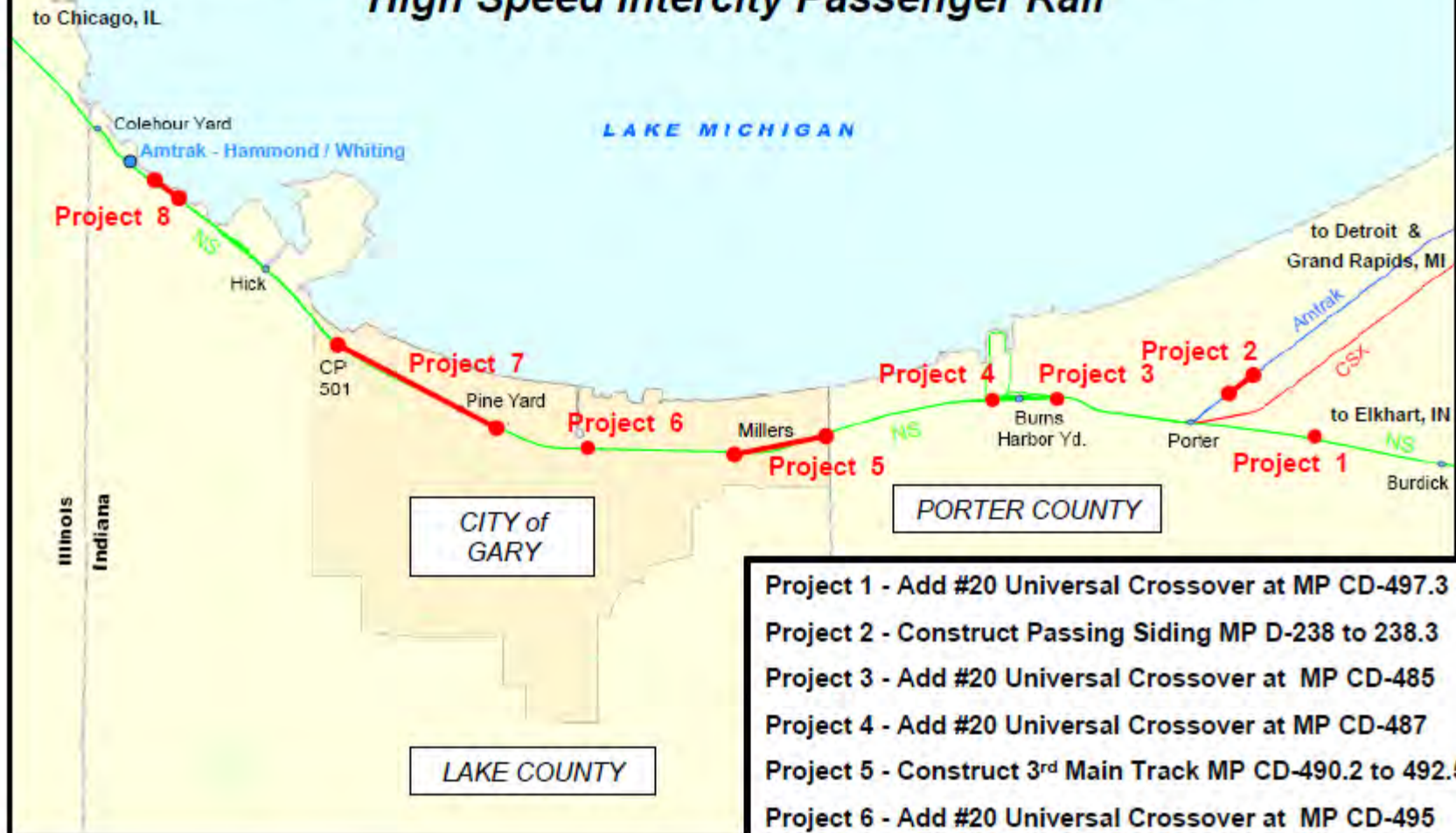
INDOT

Director, Multimodal Planning and Programs



INDIANA GATEWAY PROJECTS

High Speed Intercity Passenger Rail



- 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



THE RECOVERY ACT
and the
U.S. DEPARTMENT OF
TRANSPORTATION



Hoosier State

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



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Kansas Report on Passenger Rail Initiatives

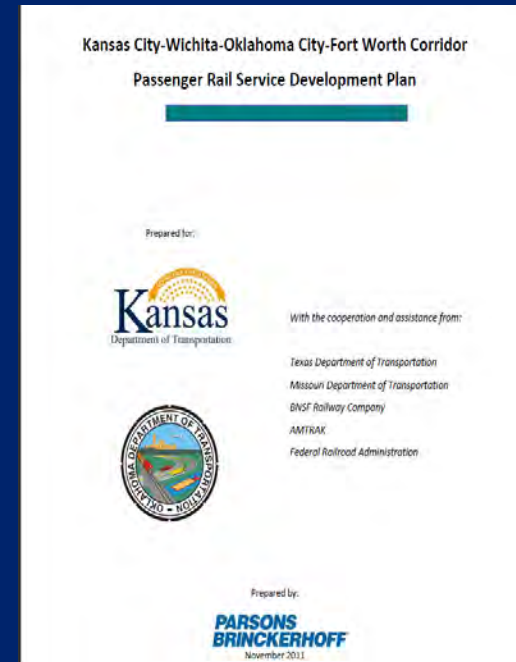
October 7, 2013

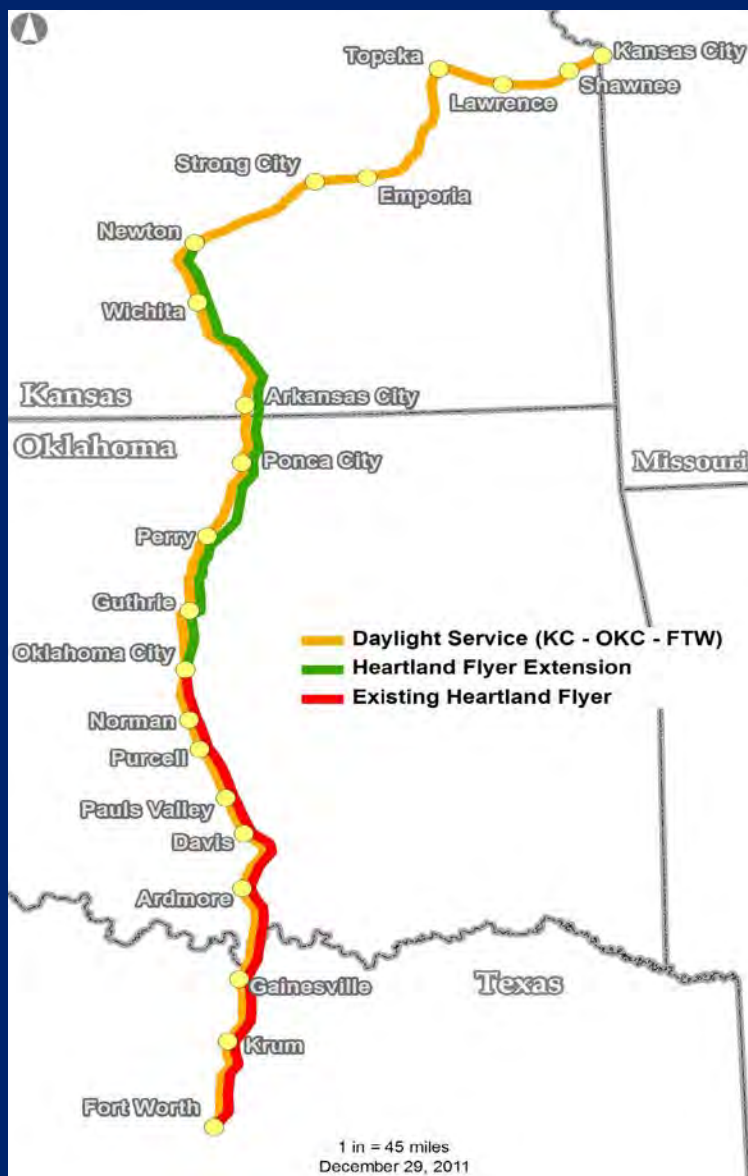
Passenger Rail Initiatives in Kansas

- 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





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

Amtrak Southwest Chief

EXISTING ROUTE AND POTENTIAL ALTERNATIVE



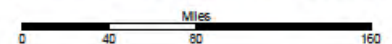
Amtrak Stations

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

- 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

Passenger and Freight Rail Lines

- Routes Under Study*
With FRA funding
- Routes Under Study*
Without FRA funding
- Existing Passenger Rail
- Class I Railroad
- Less than 2.5M tons/year
- 2.5M - 7.5M tons/year
- 7.5M - 25.0M tons/year
- More than 25.0M tons/year

*Not all alignment alternatives under consideration are depicted.

Other Features

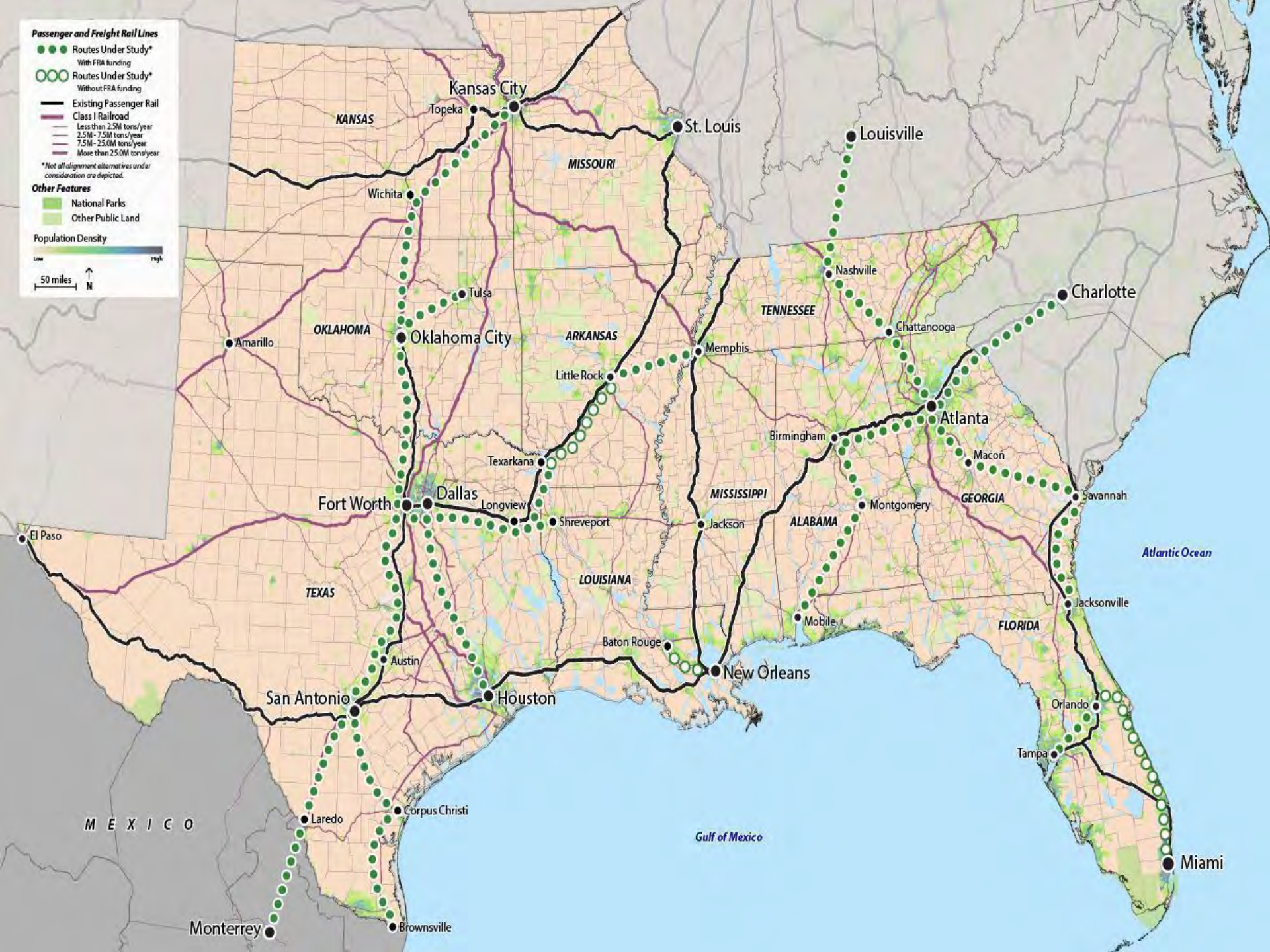
- National Parks
- Other Public Land

Population Density

Low High

50 miles

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MIPRC Passenger Rail Development in the Midwest: Minnesota Update



presented by:

Dan Krom, Director, MnDOT Passenger Rail Office

July 16, 2013

Your Destination...Our Priority

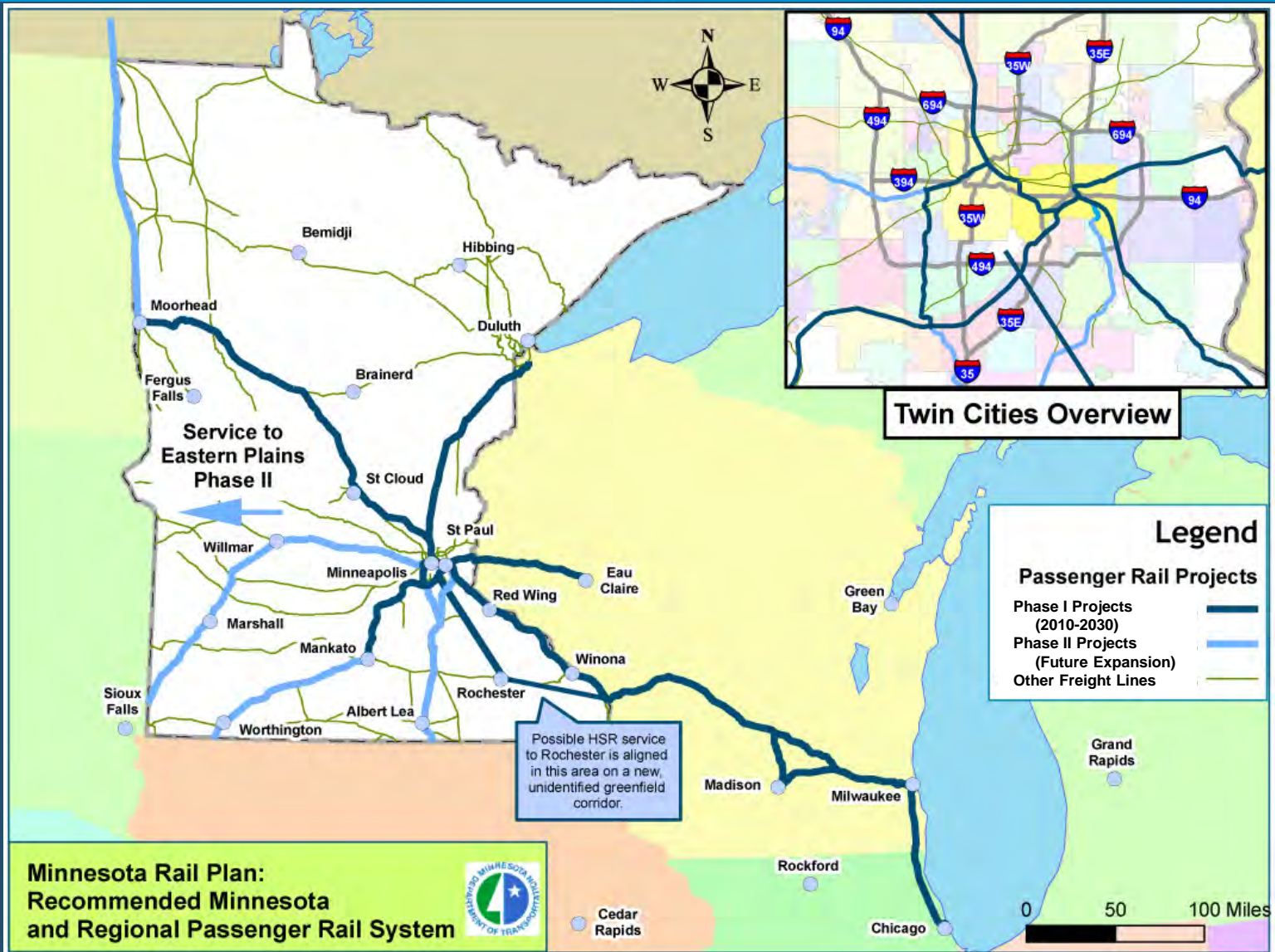




Presentation Overview

- 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



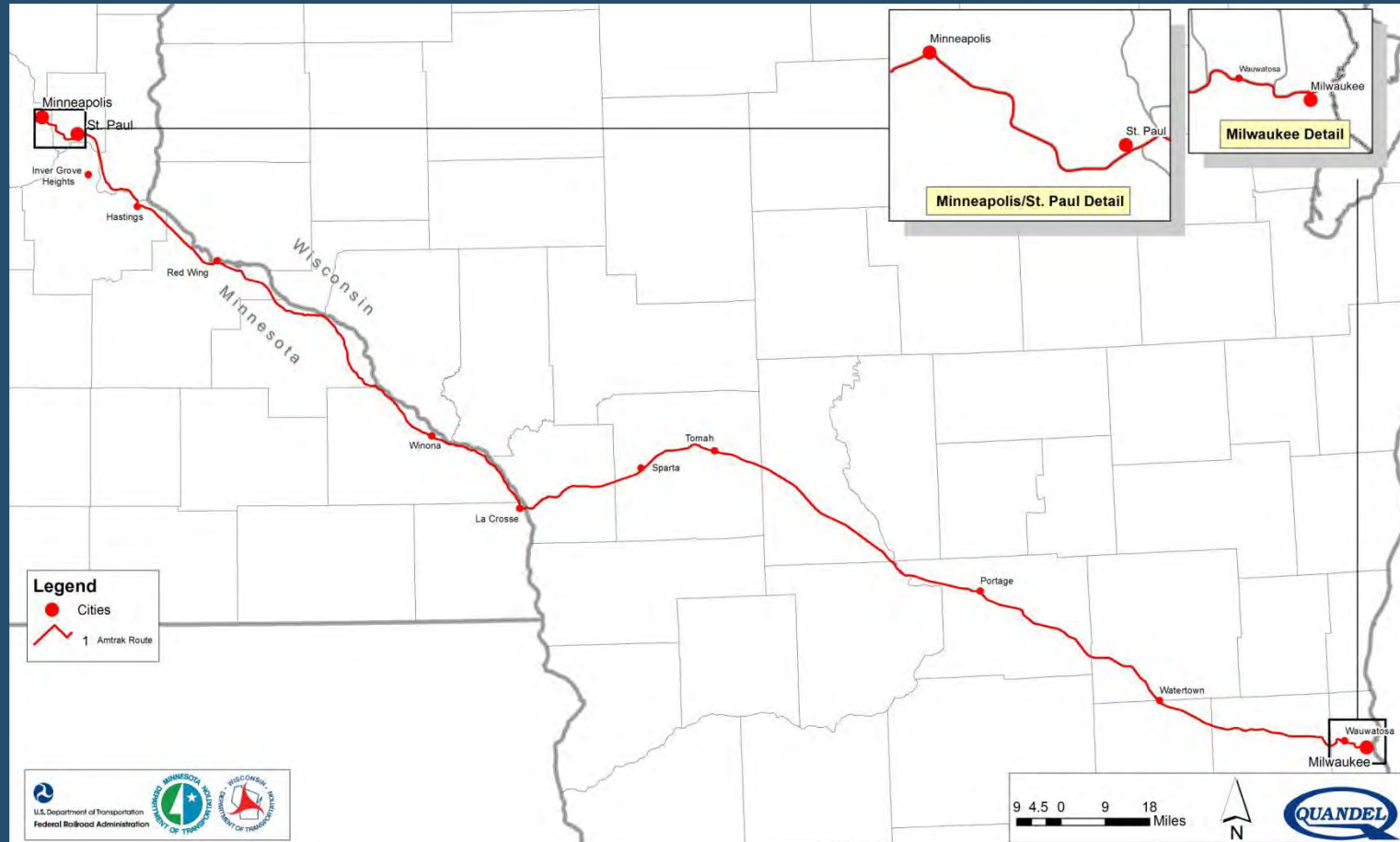




Twin Cities To Chicago High Speed Rail Corridor Development Work



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



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Improved passenger rail

Missouri update

Improved Passenger Rail

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



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



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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



Wisconsin

- 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.



2013 Wisconsin Amtrak Service



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PRIIA and NGECC

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





