

Rochester-Twin Cities

Passenger Rail Corridor Investment Plan



Technical Advisory Committee Meeting

April 4, 2013



Meeting Overview

1. Introductions
2. Report on Secretary LaHood Meeting
3. Purpose and Need
4. Rationale
5. Alternatives
 1. Stations/Service Options
 2. Technologies
 3. Path on the Ground
6. Schedule/Next Steps



Introductions

Olmsted County Regional Rail Authority

- Ken Brown, Commissioner
- Chuck Michael, Project Manager

Minnesota Department of Transportation Passenger Rail Office

- Dan Krom, Director
- Praveena Pidaparthi, Planning Director
- Garneth Peterson, Environmental Coordinator



Meeting with Secretary LaHood



Purpose and Need

- NEPA required
- Establishes a basis for developing and evaluating alternatives required in an Environmental Impact Statement
- Drives identification and eventual selection of a Preferred Alternative
- Describes the transportation challenges and opportunities



Purpose and Need

Provide a convenient, safe and reliable connection between the Twin Cities, state's largest metropolitan area and Rochester, it's world-class medical & high-tech facilities

- Corridor Population Growth
- Economic Growth
- Increased Travel Demand
- Limited Existing Connections



Project Rationale

- Regional in nature
- Based on current transportation needs
 - 80-100 mile corridor too short to fly
 - Long enough to consider an alternate travel mode
- Project success will depend upon:
 - Capturing first time riders
 - Developing repeat business
 - Meeting passenger expectations
 - Avoiding operating subsidy



Project Rationale

- Expectations:
 - Reliability
 - On-board/passenger experience
 - Schedule to meet travel purposes
 - Ease of Use
 - Competitive trip time
- Access:
 - Intermodal Connections
 - Parking
 - Proximity to Destination



Alternatives - Stations

- Minneapolis-St. Paul International Airport
- Minneapolis Transportation Interchange
- St. Paul Union Depot
- Downtown Rochester
- Rochester International Airport
- Intermediate station(s) ?



Alternatives – Service Options

- Convenience is the key
- Design schedules for no wait transfers
- Cross platform transfers where possible
- Coordinate ticketing
- Design infrastructure to support schedule



Alternatives - Technologies

– Conventional

- 90 to 110 MPH
- Shared Track
- Off-the-shelf
- Experience
- Diesel Fuel
- Infrastructure
- Dual-mode



Alternatives - Technologies

– Super Interurban

- 110 to 125 MPH Diesel
- 140 MPH Electric
- Dedicated track*
- Worldwide use



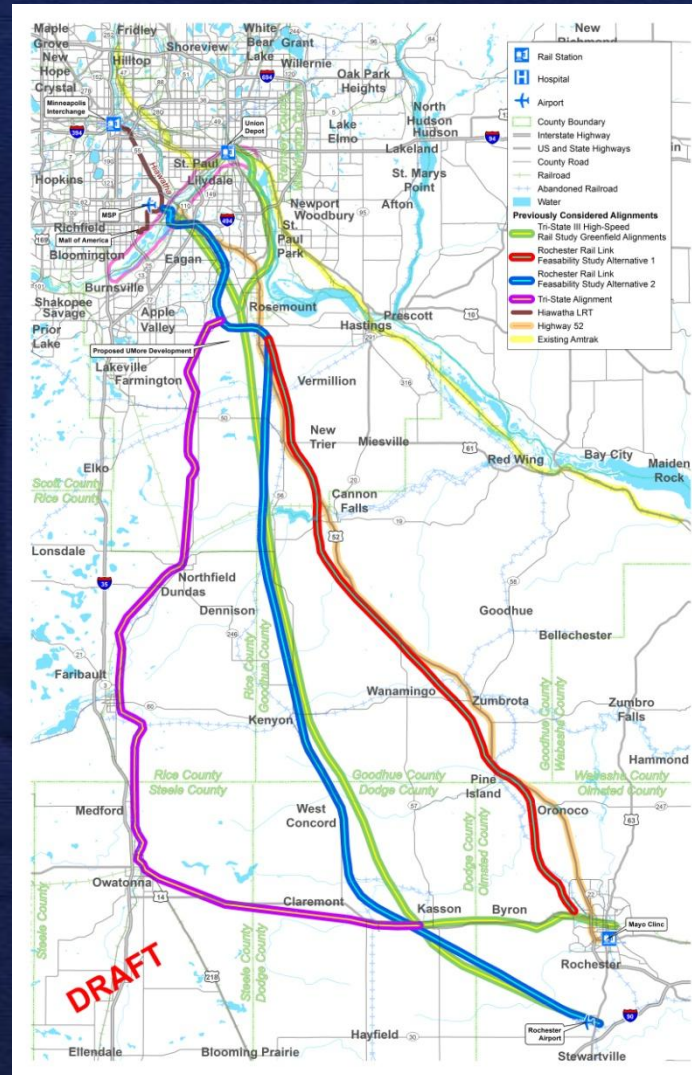
Alternatives - Technologies

– Euro-Asian HSR

- 150, 186, 220 MPH
- Electric
- Dedicated track*
- High-density lines



Alternatives - Previously Considered





–Twin Cities

– Rochester

Schedule – Next Steps

- Next TAC Meeting
- First Round of Public Meetings

