

ABOUT MINNESOTA HIGH-SPEED RAIL



Union Depot, Suite 200
214 4th Street East
St. Paul, MN 55101
651-266-2760

www.mnhighspeedrail.com

RIVER ROUTE MEMBERS:

Dakota County
Regional Rail Authority

Goodhue County
Regional Rail Authority

Ramsey County
Regional Rail Authority

Wabasha County,
Regional Rail Authority

Winona County
Regional Rail Authority

Cottage Grove

Goodview

Hastings

La Crosse

Lake City

Prairie Island Indian Community

Red Wing

St. Charles

St. Paul

St. Paul Park

Utica

Wabasha

Winona

CORRIDOR

Running 417 miles from the Twin Cities to Milwaukee and Chicago, this intercity transportation corridor is forecast to carry 11.3 million trips annually by 2030 using all modes of transportation.

MINNESOTA CORRIDOR

126 miles along the Mississippi River between the Twin Cities and La Crescent.

STATIONS

4 in Minnesota: Minneapolis, St. Paul, Red Wing, Winona.

6 (tentative) in Wisconsin: La Crosse, Tomah, Wisconsin Dells, Portage, Columbus, Milwaukee.

2 in Illinois: Glenview, Chicago.

PROJECTED RIDERSHIP

1.7 million trips by 2030.

CONSTRUCTION COST

\$2.4 billion or \$7.1 million per mile (2009 dollars) from St. Paul to Milwaukee (the Milwaukee to Chicago portion is a separate project). By comparison, according to a 2003 Federal Highway Administration study, it would cost \$12.2 million per mile to add a lane of highway in each direction between St. Paul and Milwaukee.

DEVELOPMENT AGENCIES

Minnesota Department of Transportation (Mn/DOT) – Passenger Rail office
Minnesota High Speed Rail Commission (representing 18 local governments)

MILESTONES

November 2011 – Federal Railroad Administration and Mn/DOT select the River Route as the preferred route for high-speed rail between the Twin Cities and Chicago.

November 2011 – Alternatives Selection Report completed.

January 2011 – In his State of the Union address President Barack Obama called for 80 percent of Americans to have access to high-speed rail within 25 years.

June 2009 – Minnesota High Speed Rail Commission formed.

1996 – Midwest Regional Rail Initiative completed. The Chicago-Milwaukee-St. Paul corridor had the best operating ratio of any major system city-pairs.

HIGH-SPEED RAIL IS GOOD FOR THE MISSISSIPPI RIVER ROUTE



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HIGH-SPEED RAIL:

PROVIDES A SAFE, COMPETITIVE TRANSPORTATION ALTERNATIVE

- High-speed rail expands the opportunities for business people, families and senior citizens to travel to great destinations within and outside of the Mississippi River Route.
- Travel time and cost for passenger rail riders will be competitive with air and auto travel.
- Business and leisure travel passengers can avoid the parking and traffic congestion of major cities.
- It's weather proof, convenient and fun!

SAVES MONEY AND THE ENVIRONMENT

- This needed investment:
 1. Increases the speed and frequency of passenger service
 2. Increases freight rail capacity, avoiding more expensive truck transport.
- Use of increased capacity in passenger and freight rail service avoids the use of cars and trucks for transportation. Railroads are on average four times more fuel efficient than trucks, which reduces greenhouse gas emissions by 75 percent.

GROWS OUR ECONOMY

- High-speed rail along the Mississippi River Route will provide up to \$2.3 billion in economic benefits for the state.
- It would create 1,600 permanent jobs in Minnesota, and 15,000 construction jobs needed to complete the project.
- It offers an alternative means of transportation for business and tourism along the Mississippi River Route.
- It is expected to encourage businesses to expand their operations more widely across the region and spur economic development.