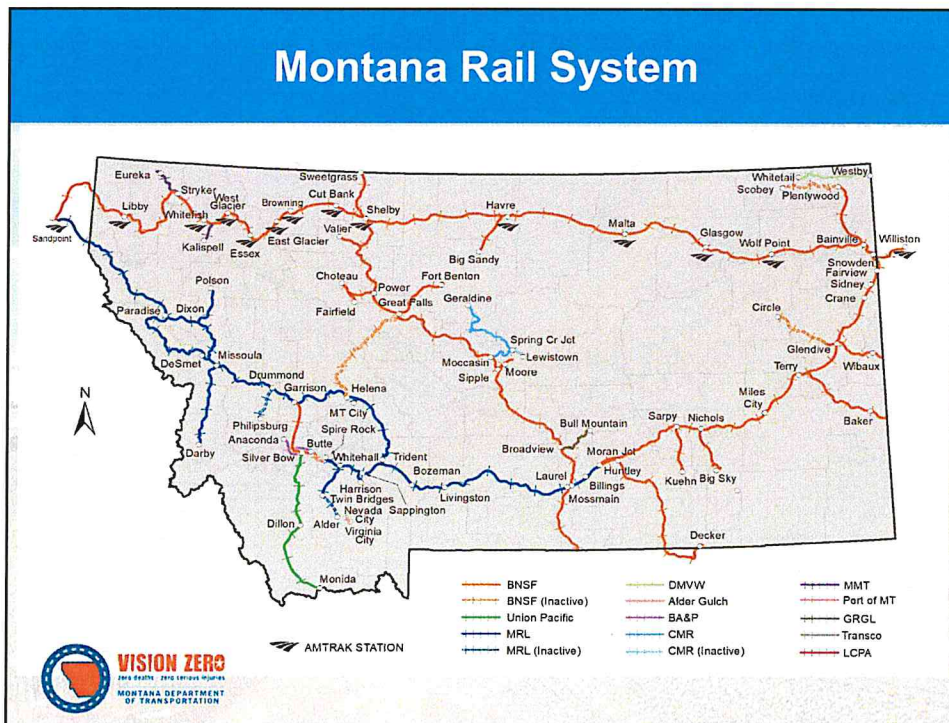


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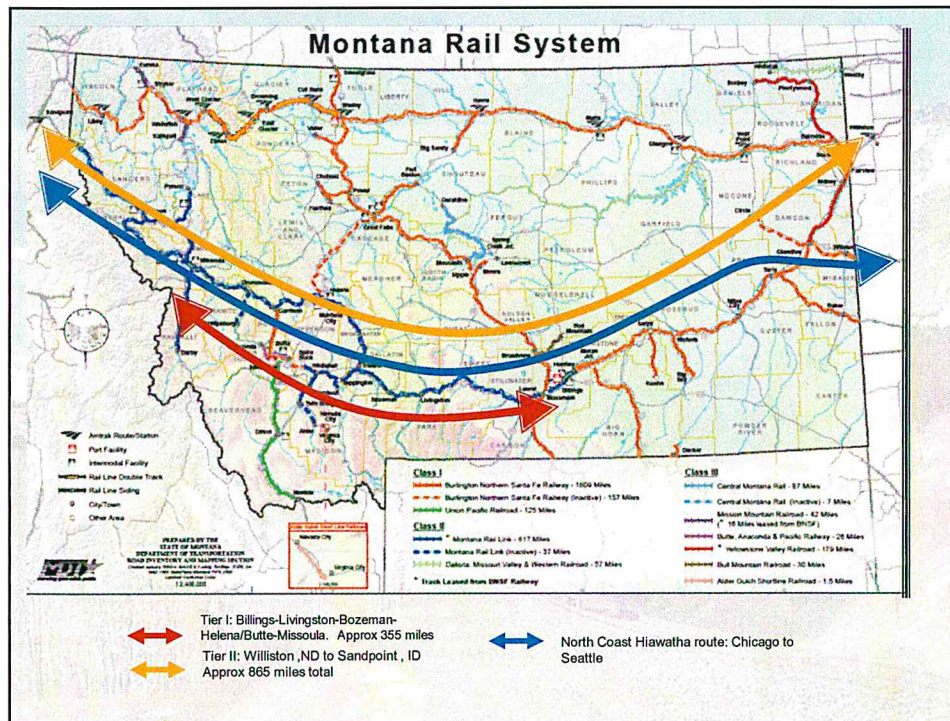
## 2010 Montana State Rail Plan and Associated Studies

- 2010 State Rail Plan
  - Technical Information about Montana’s rail system
    - Historical and forecasted freight trends, operating and system characteristics; and
    - Summarizes feasibility and cost to expand passenger rail services
  - Identifies key challenges for Montana
    - Impacts of 110-car grain shuttle loading facilities
    - Southern Montana passenger rail route
    - Rail competition



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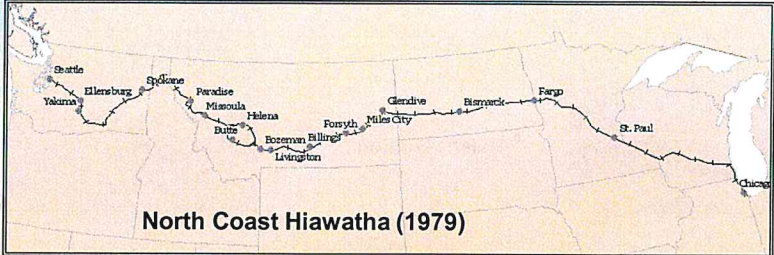
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## Southern Route Study – Williston, ND to Sandpoint, ID


Williston, ND to Sandpoint, ID - Route and Operating Characteristics



**North Coast Hiawatha (1979)**

Conclusions/challenges:

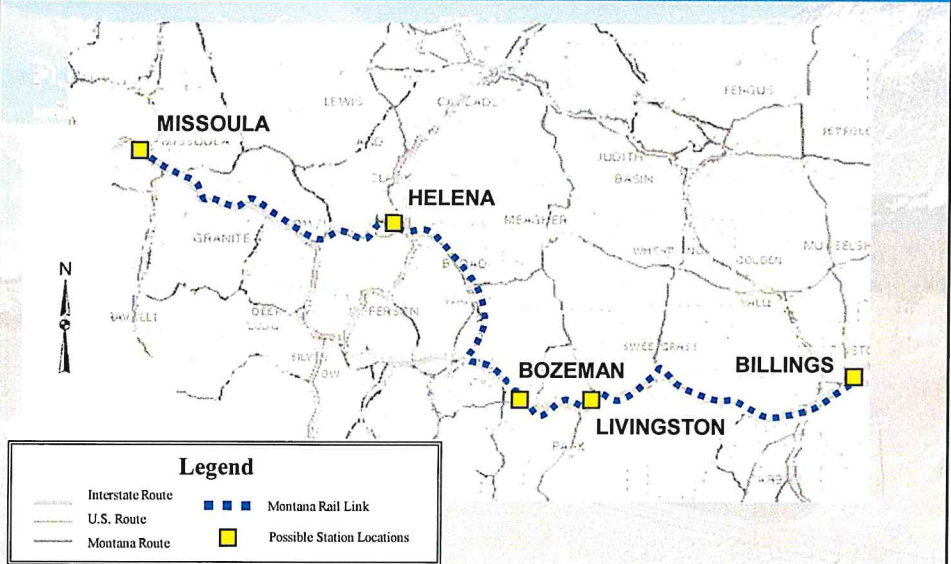
- Stations, operating and capital expenditures required
- Existing rail curves, tunnels and grades limit operating speeds
- Congestion
- Infrastructure upgrades needed to accommodate passenger rail



**VISION ZERO**  
ZERO DEATHS. ZERO SERIOUS INJURIES.  
MONTANA DEPARTMENT OF TRANSPORTATION

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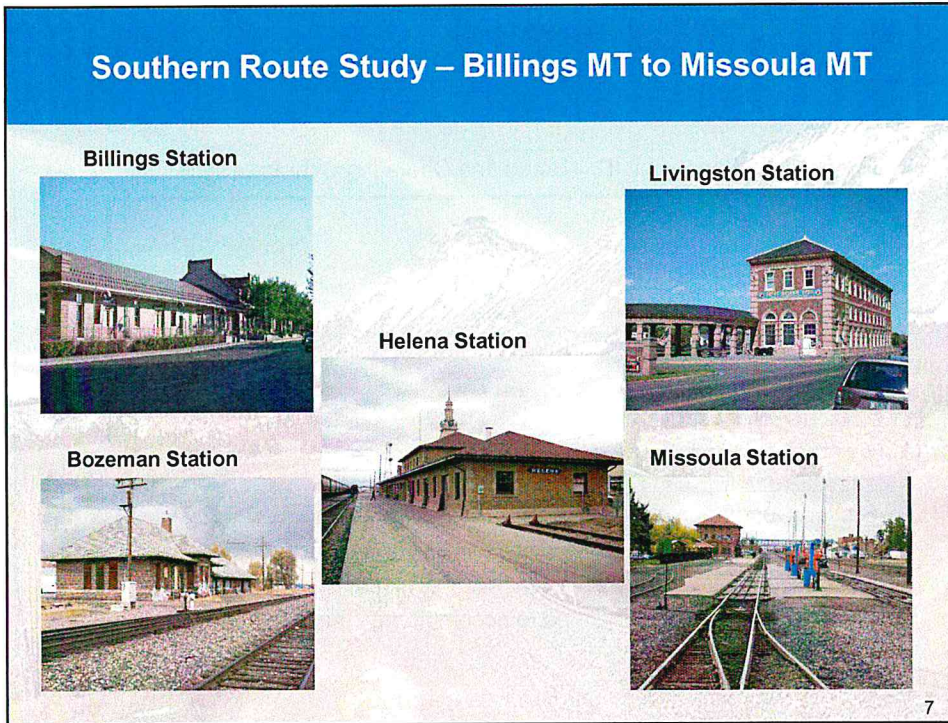
## Southern Route Study – Billings MT to Missoula MT



**Legend**

Interstate Route	Montana Rail Link
U.S. Route	
Montana Route	Possible Station Locations

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**Southern Route Study – Billings MT to Missoula MT**

Capital Costs	\$ Million
Estimated Rolling Stock Cost	\$95.0
“Order of Magnitude” Infrastructure Capital Cost	\$28.25
Estimated Mobilization Cost	\$2.8
Estimated Positive Train Control (PTC)	\$33.0
<b>Total One Time Capital Costs</b>	<b>\$159,050,000</b>

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### Southern Route Study – Billings MT to Missoula MT

- Revenue and Ridership Forecast Summary based on the proposed schedule:
  - Ridership – 15,300 annually
  - Ticket Revenue - \$381,000
- Estimated annual operating expense
  - Projected Annual Operating Expenses: \$12.6 million
  - Estimated Annual Operating Subsidy: \$12.2 million



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### Southern Route Study – Billings MT to Missoula MT

Amtrak Summary	\$ Million
Length of Route	357.7
No of Host Rail Carriers( MRL)	1
Maximum Operating Speed	79 MPH
Proposed Scheduled Running Time	8 HRS, 15 MIN
Estimated Annual Ridership	15,300
Estimated Annual Revenue	\$0.4
Estimated Annual Operating Expenses	\$12.6
Estimated Annual Operating Subsidy	\$12.2
Estimated Rolling Stock Cost	\$95.0 *
"Order of Magnitude" Infrastructure Capital Cost	\$28.25 *
Estimated Mobilization Cost	\$2.8*
Estimated Positive Train Control (PTC)	\$33.0 *
<b>*Total One Time Capital Costs</b>	<b>\$159,050,000</b>

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## Southern Route Study

Conclusion:

- Amtrak recommends that state policymakers determine if passenger rail service should be developed on this route and if so, the state should provide the required capital and operating funding.
- Amtrak will work cooperatively with public and private partners to establish the service if the state is willing to make this commitment.



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## Amtrak - North Coast Hiawatha Passenger Rail Study



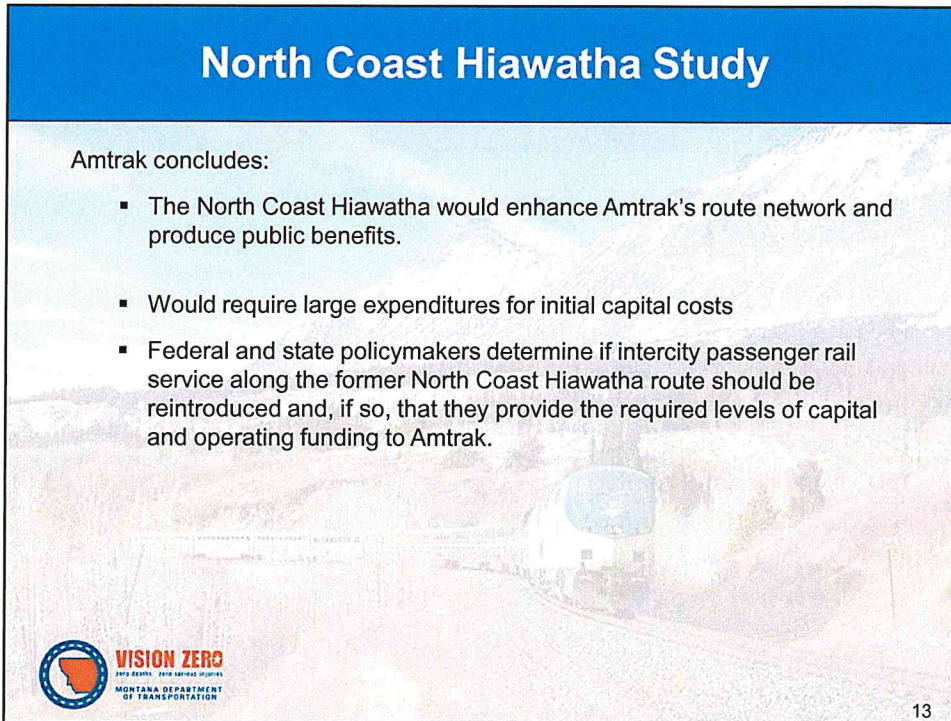
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## North Coast Hiawatha Study

Amtrak concludes:

- The North Coast Hiawatha would enhance Amtrak's route network and produce public benefits.
- Would require large expenditures for initial capital costs
- Federal and state policymakers determine if intercity passenger rail service along the former North Coast Hiawatha route should be reintroduced and, if so, that they provide the required levels of capital and operating funding to Amtrak.

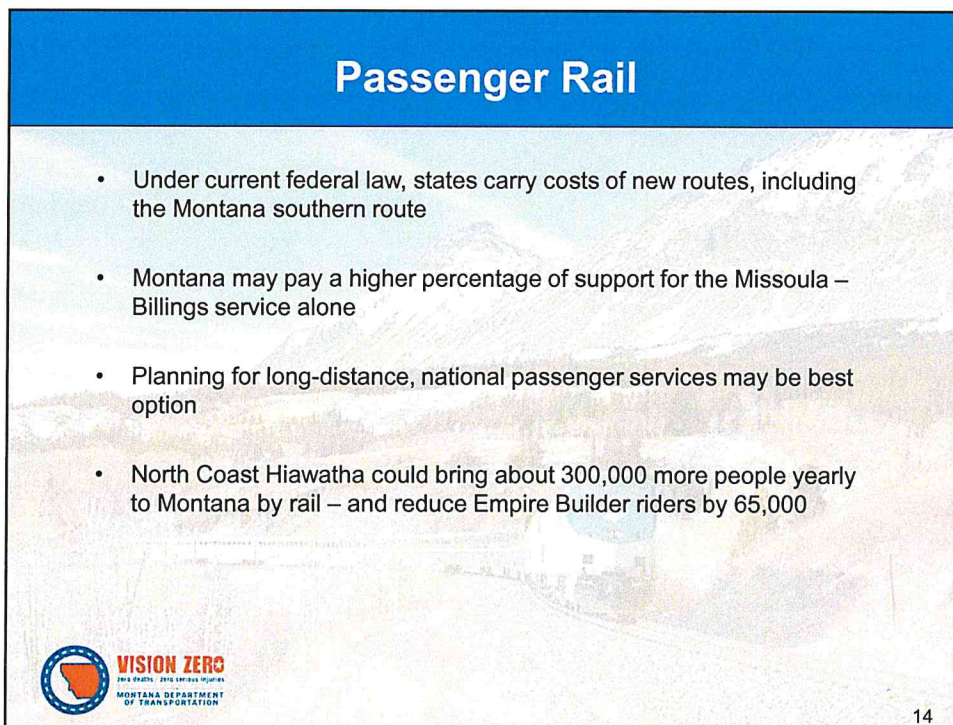




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## Passenger Rail

- Under current federal law, states carry costs of new routes, including the Montana southern route
- Montana may pay a higher percentage of support for the Missoula – Billings service alone
- Planning for long-distance, national passenger services may be best option
- North Coast Hiawatha could bring about 300,000 more people yearly to Montana by rail – and reduce Empire Builder riders by 65,000




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## Questions?

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