

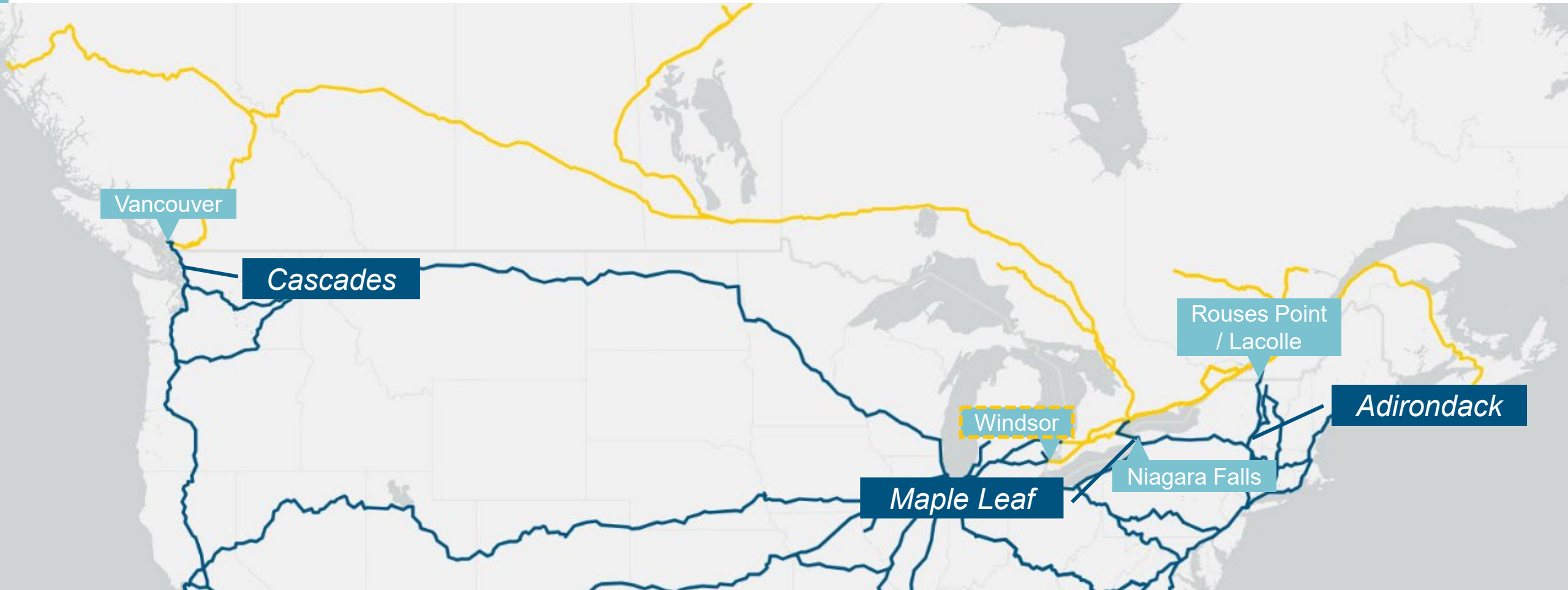
Intercity Passenger Rail Cross-Border Service Improvement Projects



Eastern Border Transportation Coalition Conference
May 6, 2025

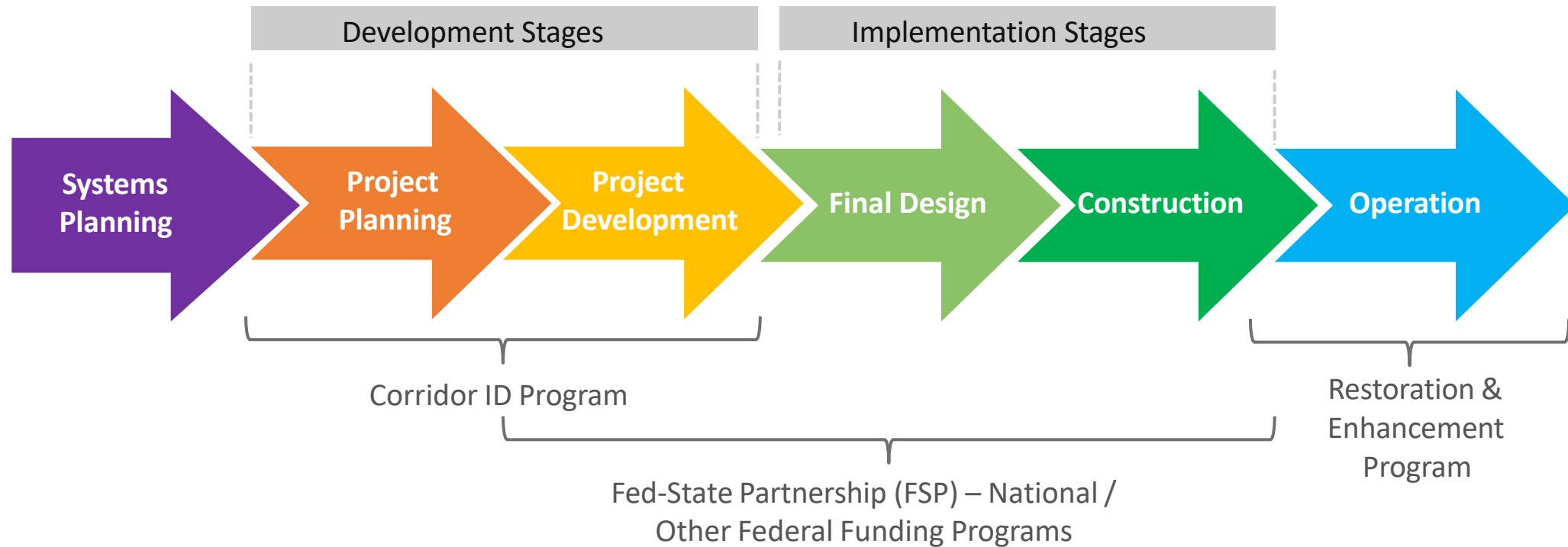


Amtrak Cross-Border Services

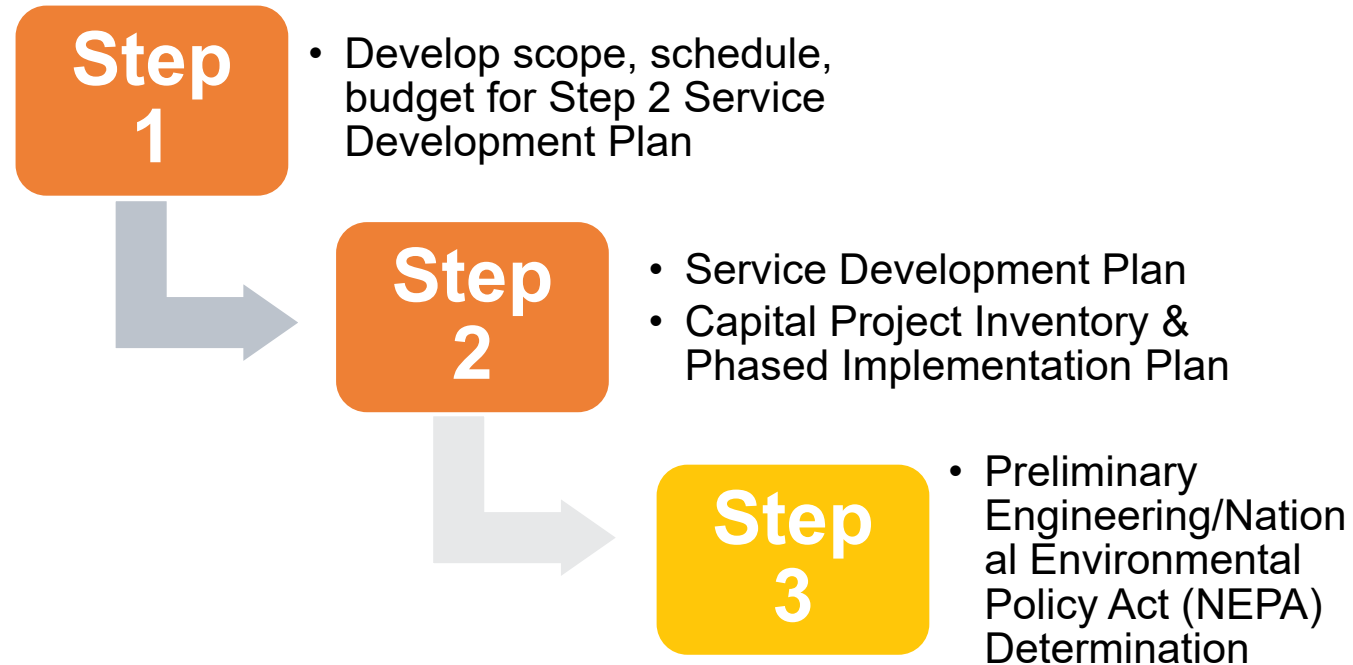


Federal Railroad Administration Corridor ID Program

Corridor Identification and Development (Corridor ID) program creates a foundational framework for identifying and developing new or improved intercity passenger rail services



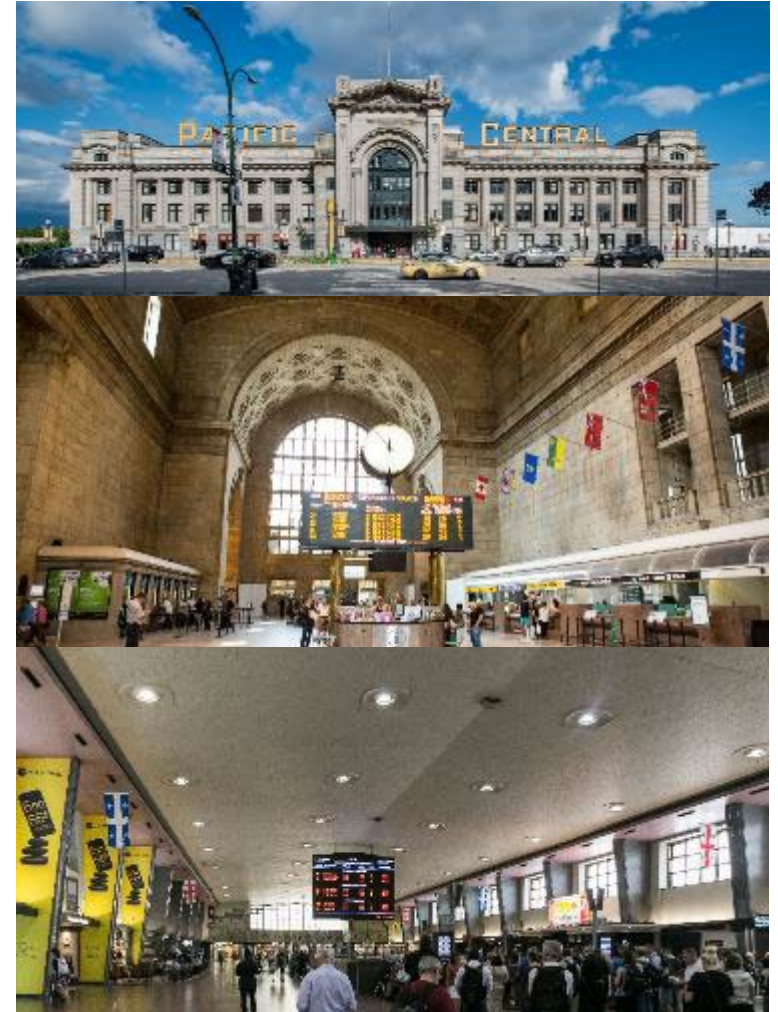
Corridor ID Three Step Process



Grant	Step 1: Scoping	Step 2: Service Development Plan	Step 3: Preliminary Engineering / NEPA
Funding	\$500k / 0% match	\$X / 10% match (<i>\$X determined during Step 1</i>)	\$X / 20% match (<i>\$X determined during Step 2</i>)

Cross-Border Rail Service Improvement Projects

- West:
 - Transition pre-inspection at Vancouver Pacific Central Station to preclearance for Amtrak Cascades.
- East:
 - Implement CBP preclearance and CBSA arrivals at Montreal Central Station for Adirondack
 - Through Corridor ID, extend Amtrak Vermonter service to Montreal once preclearance/arrivals facility is in place
- Central:
 - Extension of Michigan's Amtrak Wolverine service from Detroit, MI to Windsor, ON with connecting VIA service to Toronto. CBP pre-clearance and CBSA arrivals at Windsor.



Vancouver Preclearance Update

- **Facility Upgrades Underway**

- January 2025: Construction commenced
- June 2025: Substantial completion and project closeout

- **Next Steps**

- USCBP camera system order and install
- Transport Canada Designation of Facility after construction is complete
- Platform improvements for FIFA 2026

Adirondack Land Port of Entry Upgrades

Lacolle - Northbound

- Safety and security upgrades at existing LPoE through **partnership** between CBSA, Amtrak, and Canadian National

Rouses Point - Southbound

- USCBP and General Services Administration close to **initiating construction** on new road and rail LPoE
- **Moves inspection point** to be adjacent to US-Canada border
- Will **continue to provide beneficial use** after USCBP preclearance facility opens in Montreal



Image courtesy General Services Administration

Montreal Preclearance and Service Expansion Updates

- Updated USCBP preclearance and CBSA arrivals facility **feasibility study** nearly completed
- **Monthly coordination** meetings with Amtrak, New York State Department of Transportation (NYSDOT), Vermont Agency of Transportation (VTrans), and Quebec Ministry of Transportation and Sustainable Mobility (MTMD)
- Drafting **project fact sheet** for use by project partners
- Developing **business case** for USCBP
- States DOTs **pursuing service improvements and expansion** on *Adirondack* and *Vermont* through Corridor ID




Montreal Preclearance Next Steps

- Finalize project **fact sheet**
- Identify **funding** for next steps in facility design and construction
- By end of 2025, finalize and share **Business Case** with USCBP to designate official project and assign a project manager.

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**MONTREAL CENTRAL STATION
CUSTOMS & PRECLEARANCE FACILITY**




The New York State Department of Transportation (NYSDOT) and the Vermont Agency of Transportation (VATrans) have reached a preliminary understanding for the proposed Montreal Central Station Customs & Preclearance Facility. The project is a key component of the New York State and Vermont's efforts to improve cross-border travel and trade.

Background

The Montreal Central Station Customs & Preclearance Facility is a proposed facility located at the Montreal Central Station in Montreal, Quebec. The facility is designed to provide a secure and efficient environment for the processing of customs and preclearance for passengers traveling between the United States and Canada.

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**MONTREAL CENTRAL STATION
CUSTOMS & PRECLEARANCE FACILITY**

Next Steps

- Support** – The project needs support from the community, business, and industry.
- Funding** – The project needs funding to design and build the new customs facility in Montreal Central Station.
- Design** – To learn more about this project, reach out to the partners listed in the footer.





CONTACT US

800-287-0808 or montreal@nydot.ny.gov
www.nydot.ny.gov or www.vatrans.vermont.gov
 Don't hesitate, contact us today to get involved in this project.

Amtrak-VIA Rail: Chicago-Detroit-Windsor-Toronto Connection

- Michigan DOT contracts with Amtrak to operate the Chicago-Detroit-Pontiac Amtrak Wolverine service.
- Project extends Wolverine through CPKC Detroit River Tunnel to Windsor where it connects with VIA Rail service to/from Toronto.
- New station in Detroit at Ford's Michigan Central development
- Passengers will clear customs and immigration and change trains at a new joint border facility at Windsor station
- Adds ridership and revenue to Amtrak Wolverine and VIA Southwest Ontario service

Initial rail cross border ridership estimate:
66,500 in first year of service



Amtrak-VIA Rail: Chicago-Detroit-Windsor-Toronto Connection Objectives

- Link three major North American economic epicenters
- Address lack of Chicago – Detroit – Toronto rail service and limited transportation alternatives between Michigan and Ontario
- Bridge 9-mile gap between two existing rail passenger corridors
- Leverage existing Amtrak and VIA Rail resources for a cost-effective solution
- Promote commerce and economic development
- Address population and traffic increases



Intercity passenger rail service already exists on 97% of the route between Chicago and Toronto, and this project closes the remaining gap.

Amtrak-VIA Rail: Detroit-Windsor Connection

Transportation & Border Crossing Challenges for MI and ON

- Detroit is the busiest US-Canada land border crossing: Over 4 million crossings from Canada to the US at Detroit.
- Windsor-Detroit has 1/3 of all border crossings between US and Canada.
- Crossings at the US CBP land port of entry in Detroit grew 9% year-over-year between FY23 and FY24.
- Between 2008 and 2018, cross border air travel demand between Toronto/London and Detroit/Chicago increased 37%.

Amtrak-VIA Rail: Detroit-Windsor Connection

Transportation & Border Crossing Challenges for MI and ON

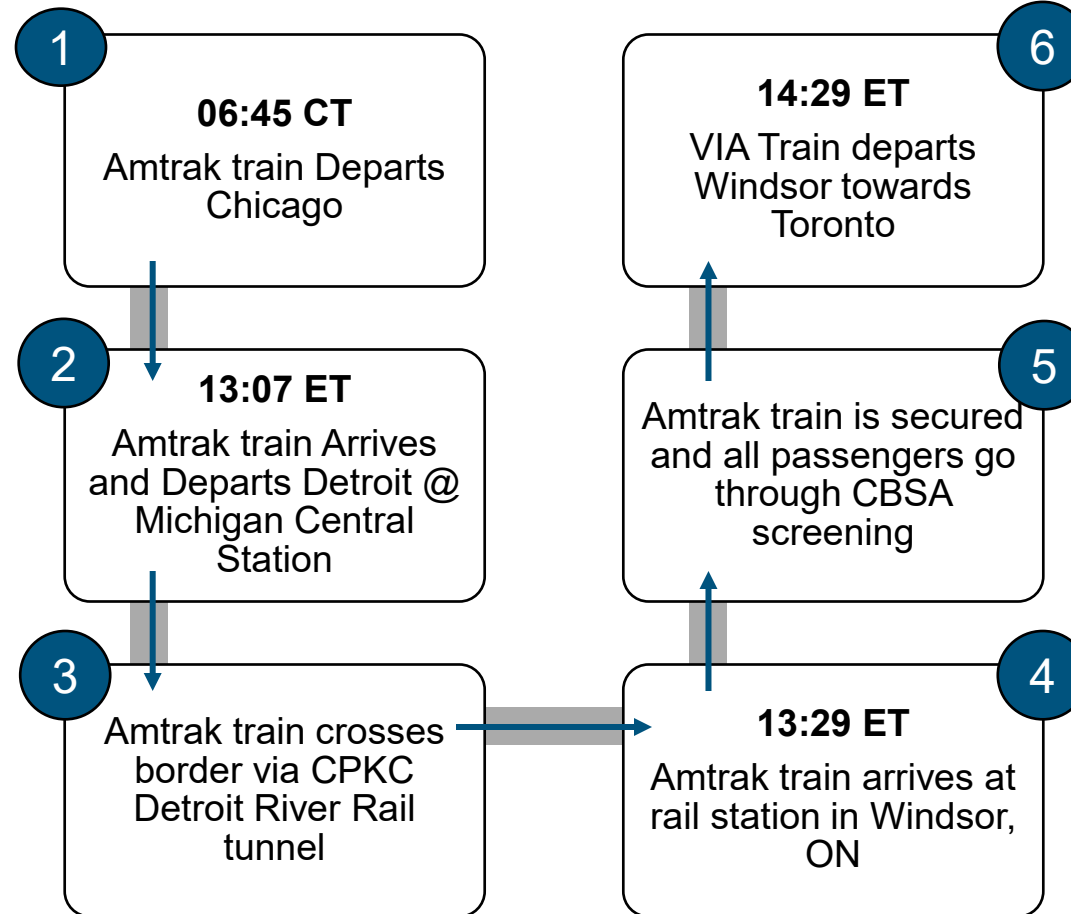
- No convenient way for travelers to connect between Amtrak Chicago-Detroit service and VIA Windsor-Toronto service
- Limited intercity bus options between Chicago and Toronto, with no direct service and travel time of 14 hours.
 - Most buses do not serve intermediate cities in Michigan and Ontario.
- No direct air service between Ontario and other Michigan cities such as Kalamazoo, Jackson, and Battle Creek.

Detroit-Windsor Connection Route



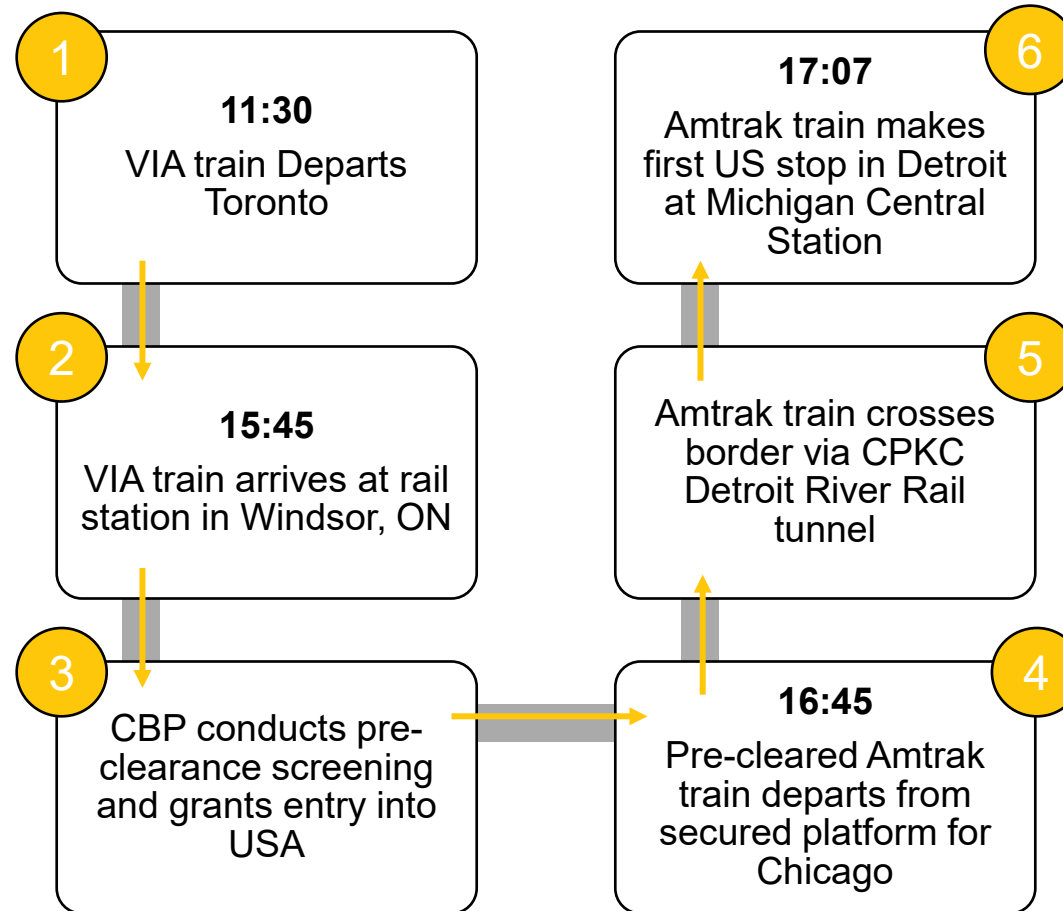
Chicago-Detroit-Windsor-Toronto Connection

Eastbound Travel (Departure from US)



Toronto-Windsor-Detroit-Chicago Connection

Westbound Travel (Arrival in US)



Amtrak-VIA Chicago-Detroit-Windsor-Toronto

Detroit-Windsor Connection *Status*

- Host railroad agreements are in place or underway
- Preliminary design and cost estimates for improvements in Windsor are complete
- Funding for improvements in US is secured through State of Michigan and Amtrak
- Business case provided to Transport Canada in fall 2024
- VIA Rail federal budget request for improvements in Windsor submitted in fall 2024

Chicago-Detroit-Windsor-Toronto Connection Stakeholder Engagement

Steering Committee

Rail Operators and Host RRs

- Amtrak
- VIA Rail Canada
- Essex Terminal (Windsor)

Transportation Agencies

- Michigan Department of Transportation
- Federal Railroad Administration
- Transport Canada
- Ontario Ministry of Transportation

Local Stakeholders

- City of Detroit
- Ford Corporation
- City of Windsor, ON
- Michigan station communities
- Ontario station communities

Other Government/Legislative

- MI delegation and legislators
- Consulate General of Canada, Detroit

Partners and Stakeholders

Border Agencies

- US Customs and Border Protection
- Canadian Border Services Agency

Public Safety Oversight Agencies

- US Department of Homeland Security
- Public Safety Canada

Other Host Railroads (Amtrak MI reroute)

- Conrail
- CPKC

Border Agency Coordination and Involvement

- Amtrak and US CBP Preclearance Department quarterly meetings
- Project meetings with US CBP Detroit Field Operations and Office of Facilities and Asset Management, and CBSA Travelers Branch / Preclearance
- Provided preliminary designs to border agencies for review and received initial comments from US CBP (October 2024)
- US CBP Preclearance and Detroit Field Operations site visit to Amtrak Control Center and Maintenance Facility in Chicago (September 2024)

Capital Project Components

USA CANADA

Detroit: Station and Signal Improvements

- New station at Michigan Central Innovation District
- Installation of Positive Train Control signaling on 2 mi Conrail segment in Detroit

Windsor: Essex Terminal Railroad Improvements

- Upgrading tracks (2 miles in Windsor) to Class II standard
- Improve 9 grade crossings in Windsor to lights and gates

Windsor: Essex-VIA Connection Track

- New connection track over unused Ford property to VIA station

Windsor: Station Platform and Track Shifts

- Rebuilt platforms at Windsor station
- Secured/caged layover track and platform for Amtrak train
- Trackwork and new turnouts with power switches

Windsor: Station Border Clearance Facility

- Windsor station CBSA/CBP border facility
- US-bound passengers undergo CBP pre-clearance

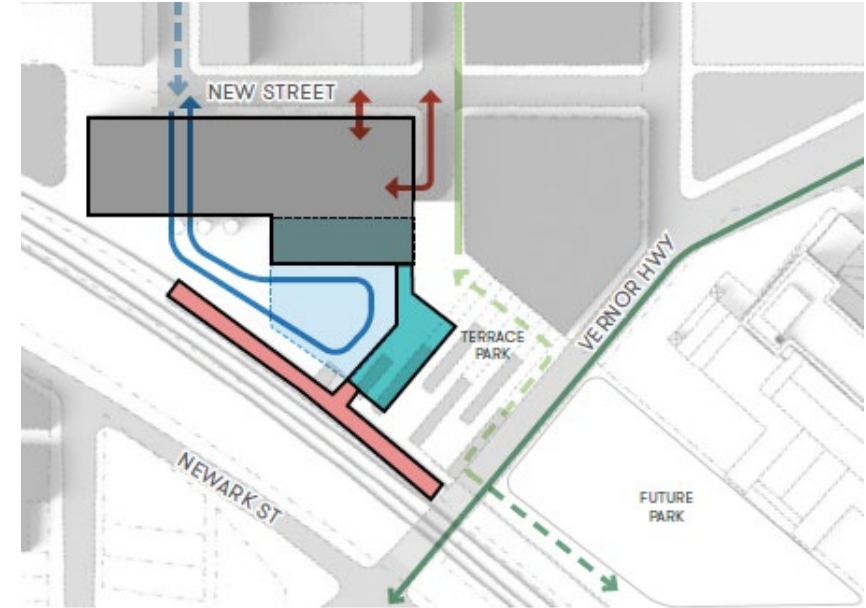
Funding secured

Revised Business Case & VIA Canadian budget submittal in October 2024



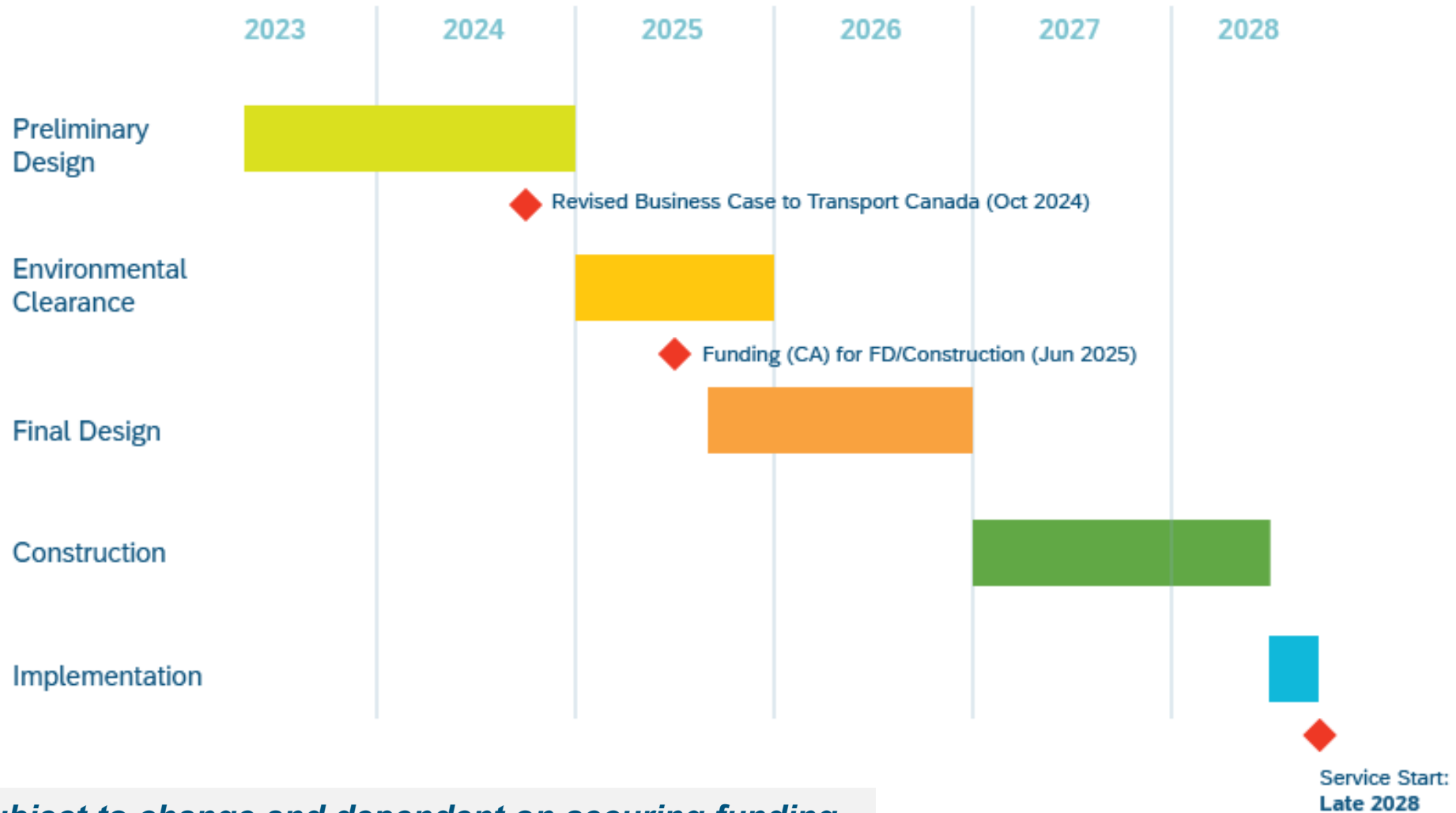
Detroit MI Central Station Needs for Windsor Extension

- New Detroit station stop at Ford Michigan Central will eventually be incorporated into larger multimodal facility
- To start Windsor service, platform on CPKC mainline track is needed
- In the future, more rail services may move to facility with development of additional station tracks



Detroit, MI - Windsor, ON Service Extension

Summary Schedule



Next Steps



