



Amtrak Fact Sheet, Fiscal Year 2012 State of Minnesota

Amtrak Service & Ridership

Amtrak operates one long-distance train through Minnesota, the *Empire Builder* (daily Chicago-St. Paul/Minneapolis-Seattle/Portland).

During FY12 Amtrak served the following Minnesota locations:

<u>City</u>	<u>Boardings + Alightings</u>
Detroit Lakes	4,602
Red Wing	10,289
St. Cloud	13,740
St. Paul-Minneapolis (Midway Station)	120,515
Staples	7,931
Winona	24,458
Total Minnesota Station Usage:	181,535
	(up 6.7% from FY11*)

*Empire Builder service was greatly impacted by flooding during FY11.

Procurement/Contracts

Amtrak spent \$19,644,239 on goods and services in Minnesota in FY12. Most of this amount was in the following locations:

<u>City</u>	<u>Amount</u>
Hamel	\$ 7,228,257
Minneapolis	\$ 11,356,015

Employment

At the end of FY12, Amtrak employed 40 Minnesota residents. Total wages of Amtrak employees living in Minnesota were \$3,444,226 during FY12.

Station Improvements

Amtrak has provided guidance in the redevelopment of the St. Paul Union Depot. Ramsey County acquired the facility and secured \$238 million in federal, state, and local funds to remake the structure as

a multi-modal passenger station for downtown St. Paul. Union Depot opened in 1923 and closed to rail traffic in 1971. Amtrak will return passenger rail service to Union Depot once necessary track and signal work is complete, expected in late 2013. Construction on non-rail aspects of Union Depot is complete and includes local transit and intercity buses. Union Depot will also be served by light-rail service to Minneapolis beginning in 2014.

Expansion Planning

Amtrak is conducting an analysis for the Minnesota and Wisconsin Departments of Transportation of potential ridership, revenue, and operating costs for a second, daily, state-supported round-trip between St. Paul-Minneapolis and Chicago, supplementing the existing *Empire Builder* long-distance train. The report also will provide a “high-level” examination of capital start-up costs, such as equipment acquisition and infrastructure improvements needed to accommodate the additional operation.

The Federal Railroad Administration announced that the existing route is the preferred alignment for high-speed service between St. Paul and Chicago. This determination allows the next phases of project development to begin, which are completion of an environmental impact statement and preliminary engineering.

Amtrak has participated in efforts by Minnesota DOT to develop a state passenger and rail freight plan. Amtrak served on the Minnesota Passenger Rail Forum and the Minnesota State Rail Plan Policy Advisory Committee.

The East Metro Rail Capacity Study is a combined effort by freight railroads, Amtrak, the Ramsey County Regional Railroad Authority, and the State of Minnesota. The goal of the study is to identify infrastructure improvements that will increase the fluidity of current freight and passenger train movements while allowing for future growth of all train operations, including new intercity passenger rail and commuter services.

AMTRAK ROUTES IN MINNESOTA

