



Amtrak Fact Sheet, Fiscal Year 2013

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 FY13 Amtrak served the following Minnesota locations:

<u>City</u>	<u>Boardings + Alightings</u>
Detroit Lakes	5,103
Red Wing	9,525
St. Cloud	13,537
St. Paul-Minneapolis (Midway Station)	116,991
Staples	6,359
Winona	23,507
Total Minnesota Station Usage:	175,022

(down 3.6% from FY12)

Procurement/Contracts

Amtrak spent \$21,022,232 on goods and services in Minnesota in FY13. Most of this amount was in the following locations:

<u>City</u>	<u>Amount</u>
Hamel	\$ 7,226,385
Minneapolis	\$ 12,358,113

Employment

At the end of FY13, Amtrak employed 41 Minnesota residents. Total wages of Amtrak employees living in Minnesota were \$3,755,454 during FY13.

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 February 2014. 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 study is expected to be completed in 2014.

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.

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

