



Amtrak Fact Sheet, Fiscal Year 2014

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 FY14 Amtrak served the following Minnesota locations:

<u>City</u>	<u>Boardings + Alightings</u>
Detroit Lakes	4,225
Red Wing	7,587
St. Cloud	10,431
St. Paul-Minneapolis*	94,077
Staples	5,624
Winona	20,318
Total Minnesota Station Usage:	142,262

(down 18.7% from FY13)

* Service moved from Midway Station to St. Paul Union Depot, 5/7/14

Procurement/Contracts

Amtrak spent \$24,788,551 on goods and services in Minnesota in FY14. Most of this amount was in the following locations:

<u>City</u>	<u>Amount</u>
Hamel	\$ 7,477,399
Minneapolis	\$ 14,415,072
St. Paul	\$ 1,277,696

Employment

At the end of FY14, Amtrak employed 43 Minnesota residents. Total wages of Amtrak employees living in Minnesota were \$3,979,071 during FY14.

Station Improvements

St. Paul: Amtrak 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 returned passenger rail service to Union Depot on May 7, 2014, once necessary track and signal work was complete. Construction on non-rail aspects of Union Depot was completed earlier and included light rail, local transit, and intercity buses.

Expansion Planning and Service Improvements

Additional Chicago-Twin Cities service: 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.

Along with that study, 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.

East Metro Rail Capacity Study: This 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

