



Amtrak Fact Sheet, Fiscal Year 2011

State of North Dakota

Amtrak Service & Ridership

Amtrak serves North Dakota with one long distance train, the *Empire Builder* (Chicago-St. Paul-Seattle/Portland service via Fargo, Grand Forks, Devils Lake, Rugby, Minot, Stanley and Williston).

During FY11 Amtrak served the following North Dakota locations:

<u>City</u>	<u>Boardings + Alightings</u>
Devils Lake	4,569
Fargo	16,968
Grand Forks	17,201
Minot	29,179
Rugby	6,106
Stanley	6,146
Williston	29,920
Total North Dakota Station Usage:	110,089

(down 10.6% from FY10*)

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

Procurement/Contracts

Amtrak placed orders valued at \$4,972,398 for goods and services in North Dakota in FY11, most of it in Minot, \$4,859,508.

Employment

At the end of FY11, Amtrak employed 7 North Dakota residents. Total wages of Amtrak employees living in North Dakota were \$662,748 during FY11.

Flooding issues

- **Souris River:** During the summer of 2011, Minot was crippled by a 100-year flood of the Souris River. As floodwaters covered the BNSF lines used by Amtrak, passenger service was interrupted during part of June and July. The former Great Northern Railway Depot, extensively renovated in recent years, was inundated. It was damaged badly enough that while the *Empire Builder* could operate through Minot when tracks were reopened, it could not serve passengers

there. After five months of repairs, including removal of debris, sanitizing, and restoration of plumbing and electrical systems, Amtrak service resumed Minot service on November 15, while additional repairs continued.

- **Devils Lake:** Amtrak service on BNSF lines was interrupted in eastern North Dakota for extended periods during spring and summer 2011 because of severe flooding in the Devils Lake basin and Red River valley. *Empire Builder* service to Grand Forks, Devils Lake, and Rugby has been threatened by a long-term rising of the lake level and flooding, especially on the north end of the lake near Church's Ferry. Devils Lake sits in a basin with no natural outlet, and the lake's surface area has expanded and water has consumed farmland and roads. Amtrak, BNSF, and North Dakota DOT jointly funded an engineering study that found that the cost to raise the BNSF line above flood levels is \$77 million. An additional \$20 million would be needed to restore segments of track. Amtrak supported a North Dakota DOT application for a federal TIGER grant to fund one-third of the projected cost. Amtrak and BNSF each have agreed to fund another third. If nothing is done, the *Empire Builder* would be rerouted away from the area and run directly from Fargo to Minot.