



Amtrak Fact Sheet, Fiscal Year 2012

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 FY12 Amtrak served the following North Dakota locations:

<u>City</u>	<u>Boardings + Alightings</u>
Devils Lake	5,505
Fargo	20,304
Grand Forks	20,271
Minot	37,169
Rugby	7,057
Stanley	10,234
Williston	54,324
Total North Dakota Station Usage:	154,864 (up 40.7% from FY11*)

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

Procurement/Contracts

Amtrak spent \$3,793,930 on goods and services in North Dakota in FY12. Most of this was in the following locations:

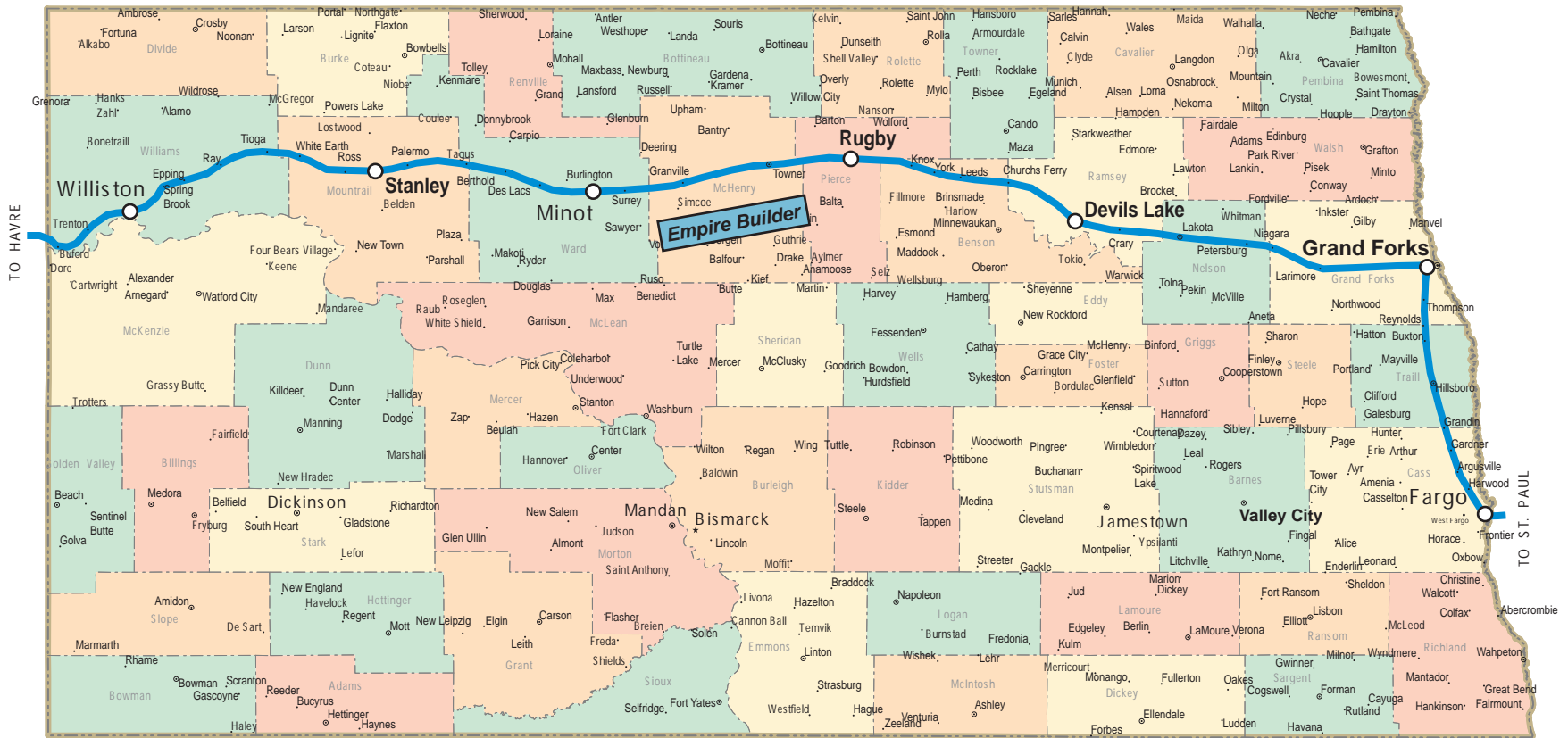
<u>City</u>	<u>Amount</u>
Fargo	\$ 1,213,906
Minot	\$ 2,546,032

Employment

At the end of FY12, Amtrak employed 10 North Dakota residents. Total wages of Amtrak employees living in North Dakota were \$635,344 during FY12.

Flooding issues

- **Devils Lake:** BNSF substantially completed the first of a two-phase, two-year project to elevate 15 miles of railroad in the northeastern part of the state. Amtrak service on this and other BNSF lines was interrupted for extended periods during spring and summer 2011 because of severe flooding in the Devils Lake basin. *Empire Builder* service to Grand Forks, Devils Lake, and Rugby also had 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 successful North Dakota DOT application for a federal TIGER grant to fund one-third of the projected cost. Amtrak and BNSF each agreed to fund the other two-thirds. Elevation of the BNSF line used by the *Empire Builder* preserves passenger rail service to Grand Forks, Devils Lake and Rugby.
- **Minot:** During the summer of 2011, Minot was crippled by a 100-year flood of the Souris River. As floodwaters covered the BNSF line used by Amtrak, passenger service was interrupted for most of two summer months. The former Great Northern Railway Depot, extensively renovated in recent years, was inundated by floodwaters. Amtrak awarded bids for reconstruction and a second restoration of the station in fall 2012. Restoration should be complete in 2013.



TRACK OWNERSHIP	
█ Amtrak	█ NS
█ UP	█ CP
█ BNSF	█ CN
█ CSX	█ Other

AMTRAK ROUTES IN NORTH DAKOTA