



## Amtrak Fact Sheet, Fiscal Year 2011 State of Minnesota

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### Amtrak Service & Ridership

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

During FY11 Amtrak served the following Minnesota locations:

<u>City</u>	<u>Boardings + Alightings</u>
<a href="#">Detroit Lakes</a>	3,917
<a href="#">Red Wing</a>	8,956
<a href="#">St. Cloud</a>	10,614
<a href="#">St. Paul-Minneapolis (Midway Station)</a>	116,785
<a href="#">Staples</a>	5,961
<a href="#">Winona</a>	23,928
<b>Total Minnesota Station Usage:</b>	<b>170,161</b>

(down 9.9% from FY10\*)

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

### Procurement/Contracts

Amtrak placed orders valued at \$9,053,677 for goods and services in Minnesota in FY11. Most of this was in Hamel, \$7,995,767.

### Employment

At the end of FY11, Amtrak employed 41 Minnesota residents. Total wages of Amtrak employees living in Minnesota were \$3,510,040 during FY11.

### Station Improvements

Amtrak supports efforts by Ramsey County and the City of Saint Paul to restore passenger rail service to St. Paul Union Depot, which was opened in 1923 and closed to rail traffic in 1971. Amtrak has agreed to begin service at Union Depot once necessary track work and other related investments are made. Union Depot is being redeveloped as an intermodal facility to include local transit, intercity bus, and possibly commuter rail. In November 2010, the project was awarded a \$35-million, federal TIGER grant to be used toward the renovation.

## 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 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 been an active supporter and participant 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.

Amtrak is a participant in the East Metro Rail Capacity Study, a combined effort by the affected 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.