



Amtrak Fact Sheet, Fiscal Year 2015

State of Minnesota

Amtrak Service & Ridership

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

During FY15 Amtrak served the following Minnesota locations:

<u>City</u>	<u>Boardings + Alightings</u>
Detroit Lakes	4,383
Red Wing	8,004
St. Cloud	9,950
St. Paul-Minneapolis	92,090
Staples	5,238
Winona	18,966
Total Minnesota Station Usage:	138,631
	(down 2.6% from FY14)

Procurement/Contracts

Amtrak spent \$59,177,230 on goods and services in Minnesota in FY15. Most of this amount was in the following locations:

<u>City</u>	<u>Amount</u>
Hamel	\$ 6,223,723
Minneapolis	\$ 15,648,404
Minnetonka	\$ 34,155,393
St. Paul	\$ 1,768,457

Employment

At the end of FY15, Amtrak employed 39 Minnesota residents. Total wages of Amtrak employees living in Minnesota were \$3,854,503 during FY15.

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.

Improving ADA Accessibility: Amtrak is undertaking work at and around stations as part of a nationwide effort to gain compliance with the Americans with Disabilities Act. In FY16, Amtrak will complete projects to improve path of travel from the public right-of-way to the train platform at Detroit Lakes, Red Wing, St. Cloud, and Winona.

Expansion Planning and Service Improvements

Additional Chicago-Twin Cities service: Amtrak conducted a feasibility study 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. Cloud, St. Paul-Minneapolis, and Chicago, supplementing the existing ***Empire Builder*** National Network train. The report also provided a “high-level” examination of capital start-up costs, including equipment acquisition and infrastructure improvements needed to accommodate the additional service. The study was delivered to Minnesota Department of Transportation in FY15.

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.

AMTRAK ROUTES IN MINNESOTA

