



Amtrak Fact Sheet, Fiscal Year 2017 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 FY17 Amtrak served the following Minnesota locations:

<u>City</u>	<u>Boardings + Alightings</u>
Detroit Lakes	4,667
Red Wing	8,557
St. Cloud	10,325
St. Paul-Minneapolis	92,271
Staples	5,676
Winona	17,595
Total Minnesota Station Usage:	139,091

Procurement

Amtrak spent \$63,286,092 on goods and services in Minnesota in FY17. Most of this amount was in the following locations:

<u>City</u>	<u>Amount</u>
Hamel	\$ 7,339,398
Minneapolis	\$ 15,294,238
Minnetonka	\$ 38,142,097

Employment

At the end of FY17, Amtrak employed 38 Minnesota residents. Total wages of Amtrak employees living in Minnesota were \$3,127,246 during FY17.

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: In FY17, Amtrak completed 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 Twin Cities-Chicago 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.

Northern Lights Express: A joint powers board of counties between Minneapolis and Duluth continue to spearhead an effort to establish intercity passenger rail between the two cities. The Minneapolis-Duluth/Superior Passenger Rail Alliance was successful at securing Federal grants and Minnesota state bonds to pay for environmental studies and preliminary engineering for the Northern Lights Express (NLX). As proposed, NLX service would operate on 152 miles of existing railroad right-of-way with four daily round trips at speeds up to 90 miles per hour with an end-to-end trip time of approximately 2.5 hours. Projected development cost is in the \$500-\$600 million range. Amtrak has been retained by Minnesota Department of Transportation to provide advice on advancing this project.

AMTRAK ROUTES IN MINNESOTA

