



## Amtrak Fact Sheet Fiscal Year 2021 State of Minnesota

### Amtrak Service & Ridership

At the end of FY 2021, Amtrak operated two trains per day in Minnesota, as part of the following routes:

- **Long Distance**  
*Empire Builder* (daily Chicago-St. Paul-Seattle/Portland)

### Stations Served

During FY 2021, Amtrak served the following locations in Minnesota.

City (Code)	Ridership
Detroit Lakes (DLK)	2,410
Red Wing (RDW)	3,802
St. Cloud (SCD)	5,422
St. Paul-Minneapolis (MSP)	42,662
Staples (SPL)	4,339
Winona (WIN)	7,192
<b>Total Minnesota Station Usage:</b>	<b>65,827</b>

Amtrak maintains the Great American Stations website (<https://www.greatamericanstations.com/>), which includes detailed profiles of every Amtrak station. Information available includes a brief history of each station, a review of what organization or organizations are responsible for the various portions of each facility, a list of routes serving each station, contact information for the appropriate Amtrak representative for that station, and relevant local community links.

### Host Railroads & On Time Performance

Amtrak relies heavily on the cooperation of other railroads to operate routes using tracks that Amtrak does not own or control. Host railroads are statutorily required to provide Amtrak trains “preference” over freight transportation. However, on time performance on most host railroads is poor and continues to decline largely due to hosts ignoring their statutory responsibilities.

Listed below are the Amtrak services that operate in Minnesota with each service’s host railroads and customer on-time performance (OTP) in FY 2021:

Service	Host Railroad (s)	FY21 OTP
<i>Empire Builder</i>	BNSF, Canadian Pacific, Metra	59.3%

Customer OTP measures what proportion of customers arrive at their destination on time. For *Acela* trains, the margin is within ten minutes of the schedule and the margin is 15 minutes for all other trains. Thus, if a train is 16 minutes late to its final stop, and all its riders are headed for that stop, then even if the train is on time at every intermediate stop, customer OTP would be 0%, reflecting the passengers’ experience.

**Amtrak Guest Rewards**

At the end of FY 2021, there were approximately 13.5 million members of Amtrak Guest Rewards (AGR), with 72,963 members listing an address in Minnesota. This is a 5.7% increase from FY 2020. For more information about AGR, please see: <https://www.amtrak.com/guestrewards/home>

**Procurement**

In FY 2021, Amtrak procured goods and services worth \$2.63 billion, and more than 99% of that figure was sourced from firms headquartered domestically. In Minnesota, Amtrak spent \$54,577,030, broken down in the following locations:

City	Amount (\$)
Hamel	15,095,178
Minneapolis	13,464,713
Minnetonka	24,479,115
Saint Paul	1,087,238

**Employment & Wages**

At the end of FY 2021, Amtrak employed 17,055 people, including 29 Minnesota residents. Total FY 2021 wages were \$1.54 billion, of which Minnesota residents earned \$3,538,247.

**Additional Information**

**Bipartisan Infrastructure Law**

Enacted in November 2021, the Infrastructure Investment and Jobs Act (IIJA), or “Bipartisan Infrastructure Law,” provides \$66 billion in guaranteed funding for intercity passenger and freight rail over the next five years. That includes \$22 billion in dedicated Amtrak funding – for fleet modernization, state-of-good-repair work, and other specified project types – and another \$44 billion for FRA-administered grants. This historic federal investment will rebuild crumbling infrastructure, improve accessibility onboard and at our stations, enable overdue service expansions, and transform U.S. passenger rail service.

**Amtrak Connects US**

In 2021, Amtrak released the Amtrak Connects US vision for growing America’s passenger rail system and meeting the needs of both fast-growing metro areas and other underserved communities. Our vision proposed 39 new routes, 25 enhanced routes, and 160 new stops to serve 20 million new riders across the United States. Since then, the Federal Railroad Administration has launched the Corridor Identification & Development Program to establish a pipeline of intercity passenger rail projects ready for federal investment and technical assistance.

Importantly, the Amtrak Connects US vision was only a starting point. Amtrak is ready to work with States and other eligible entities to begin or expand service anywhere – regardless of whether the route was included in the vision.

### **Station Improvements**

Amtrak has begun the design phase for a new ADA-compliant passenger boarding platform at Winona in coordination with track upgrades necessary to accommodate additional train frequencies as part of the TCMC project.

**Staples:** Amtrak has FY 2023 plans to modify the station to ensure ADA compliance. This will include providing an accessible route from the public right of way to the platform, constructing a new platform with associated ramps, stairs, railings, and signage, and providing platform city identifier signs.

### **Expansion Planning and Service Improvements**

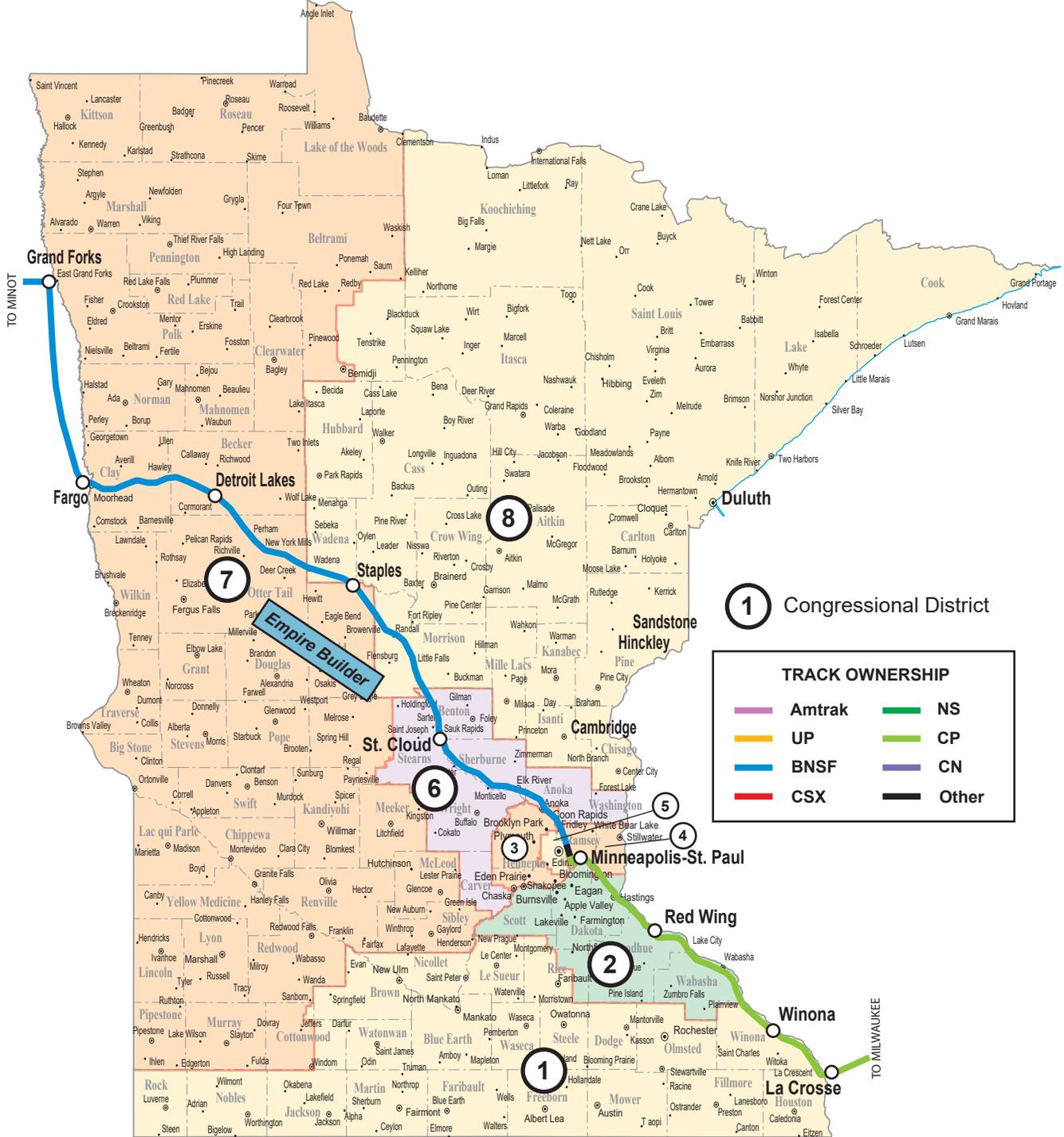
**Additional Chicago-Twin Cities Service (TCMC):** Amtrak conducted an analysis for the Minnesota and Wisconsin Departments of Transportation of potential ridership, revenue, and operating costs for a second, daily, state-supported roundtrip between St. Paul-Minneapolis and Chicago, supplementing the existing *Empire Builder* service. The report also provided a “high-level” examination of capital start-up costs, such as equipment acquisition and infrastructure improvements needed to accommodate the new service.

The TCMC project has been awarded a Restoration and Enhancement grant to support the first three years of operating funding and a Consolidated Rail Infrastructure and Safety Improvement grant for \$31.7 million to complete infrastructure improvements on the host railroad. Amtrak and the states of Minnesota and Wisconsin each contributed to reach the \$53 million capital cost. The partners hope to begin service in FY 2023.

**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). The Federal government issued a Finding of No Significant Impact, or FONSI, paving the way for design to begin on the project once funding is secured. As proposed, NLX service would operate on 152 miles of existing railroad right-of-way with four daily roundtrips 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 the Minnesota Department of Transportation to provide advice on advancing this project and continues to provide outreach support to policymakers and the public to build support.

Both routes were included in the Amtrak Connects US vision for service expansion.

# AMTRAK ROUTES IN MINNESOTA



① Congressional District

TRACK OWNERSHIP	
<span style="color: pink;">█</span> Amtrak	<span style="color: green;">█</span> NS
<span style="color: yellow;">█</span> UP	<span style="color: lightgreen;">█</span> CP
<span style="color: blue;">█</span> BNSF	<span style="color: purple;">█</span> CN
<span style="color: red;">█</span> CSX	<span style="color: black;">█</span> Other