The North Dakota State Rail Plan (SRP) serves as a practical roadmap for future rail investment and policies in North Dakota, guiding the advancement of the rail system used by the state’s freight shippers and rail passengers. The SRP provides an assessment of the rail system and offers recommendations for policies, programs, processes, and projects that will improve rail-related safety and service. The document includes input from rail stakeholders and the public on a variety of areas, including safety and community impacts, the movement of freight by rail, and passenger rail service in the state.

To view the full rail plan: https://www.dot.nd.gov/divisions/planning/railplan/
**WHAT RAIL MOVES IN NORTH DAKOTA**

**GROWTH PROJECTED**

Most growth in freight tonnage in North Dakota over the past 15 years was attributable to the significant increase in oil production and continuing growth in agriculture shipments. Future growth in North Dakota is anticipated to outpace that of the US as a whole.

- **Incoming Freight**
- **Outgoing Freight**

In 2014, crude oil combined with farm products, coal, and food products comprised nearly 98% of all originating tonnage in North Dakota. The emergence of crude oil as the top commodity in the recent past was the result of energy development in the Bakken oil fields. North Dakota currently serves as the nation's largest shipper of agricultural products.

- 54% of North Dakotans live 25 miles or less from an Amtrak Station
- 60% of North Dakotans live 50 miles or less from an Amtrak Station

The seven Amtrak stations serving the Empire Builder provide accessibility to many of the state’s population centers in the state, running along a corridor with little to no bus or air service, no parallel interstate highway for much of the route, and extremely winter weather conditions.

**RAIL IN NORTH DAKOTA**

Railroads are critical to the economic prosperity of North Dakota and serve as the financial engines in many of the State’s communities, providing a vital transportation link to the regional, national, and global economies. Many of the state’s businesses, particularly agriculture, depend on rail service. In addition to the economy, positive impacts from rail transportation are experienced in areas such as energy, environment, and safety.

- **Rail Crossings**
- **Incoming freight**
- **Outgoing freight**
- **Moving People**

There are 4,977 rail crossings in North Dakota, of which 75% are public crossings and maintained by the state; this is higher than the rest of the US, where 62% of grade crossings are public.

- 1 gallon of fuel moves 1 ton an average of 468 miles by rail, four times more energy efficiency than trucks
- 2 x less gallons spilled per million ton-miles than transported by truck
- 17 x less injuries than every mile transported by truck
- 62 percent of the State’s industries depend on rail

**245,000** additional metric tons of carbon emitted if ten percent of the ton miles originating or terminating in North Dakota was diverted to truck
A total of 68 projects, worth more than $318M, are proposed in the State’s Rail Investment Program, in four groups of projects:

<table>
<thead>
<tr>
<th>No. of projects</th>
<th>Est. $</th>
</tr>
</thead>
<tbody>
<tr>
<td>Short Line Infrastructure Program</td>
<td>32</td>
</tr>
<tr>
<td>Industrial Access Projects</td>
<td>11</td>
</tr>
<tr>
<td>State and Local Agency Projects</td>
<td>17</td>
</tr>
<tr>
<td>NDDOT State Transportation Improvement Plan (STIP)</td>
<td>8</td>
</tr>
</tbody>
</table>

Additionally, BNSF spent $1.1 billion and CP spent $134 million on infrastructure in North Dakota between 2011 and 2015. BNSF is planning to replace the existing rail bridge between Bismarck and Mandan in 2018.

Covers adapted from “Railway in Fargo,” photo by Fargo-Moorhead Convention & Visitors Bureau, ©2009.