



NORTH DAKOTA STATE RAIL PLAN

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



Incoming Freight

Of the 4.3 million tons of sand, gravel, and stone that terminated in North Dakota in 2014, 3.1 million tons were related to the energy industry consisting of sand shipments used in **hydraulic fracturing**.



Outgoing Freight

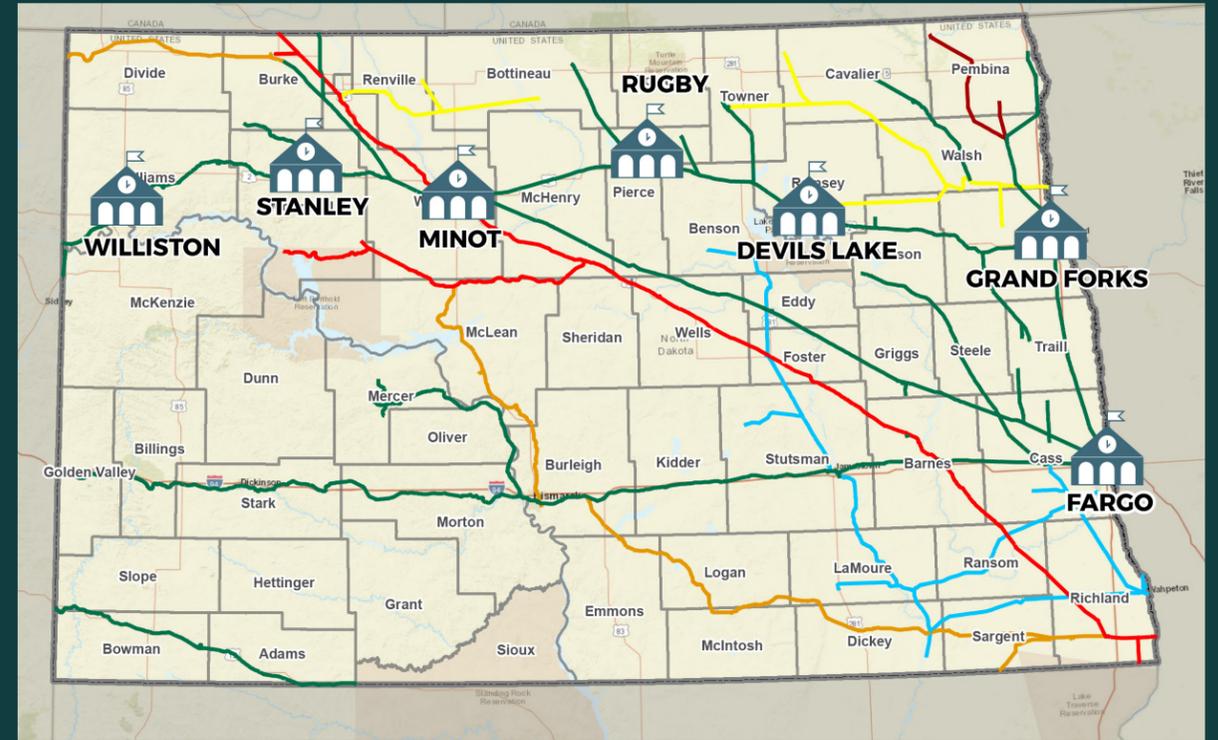
In 2014, crude oil combined with farm products, coal and food products comprised nearly **98%** of all originating tonnage in North Dakota. The emergence of crude oil as the top commodity in the recent past was the result of energy development in the Bakken oil fields. North Dakota currently serves as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



Moving People

The seven Amtrak stations serving the **Empire Builder** provide accessibility to many of the large 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 extreme winter weather conditions.

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



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.



From the U.S. National Archives: "One last photograph before passengers board the Empire Builder at Fargo, North Dakota, enroute from Chicago to East Glacier Park, Montana, and Seattle, Washington." Photo by Charles O'Rear

Rail Crossings

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



RAIL IN NORTH DAKOTA

- Class 1 Railroads**
 - Burlington Northern Santa Fe
 - Canadian Pacific
- Short Line Railroads**
 - Dakota Northern Railroad
 - Dakota Missouri Valley & Western
 - Northern Plains
 - Red River Valley & Western
- Passenger Stations**
 - Amtrak Passenger Stations

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.

1 gallon of fuel moves 1 ton an average of 468 miles by rail, four times more energy efficiently than trucks

2X less gallons spilled per million ton-miles than transported by truck

17X 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

MOVING

FORWARD

Stakeholder and public outreach meetings, shipper interviews, an on-line survey, analysis, benchmarking other states, and prior studies led to recommendations targeting the following areas:



Improved Hazardous Materials and Crossing Safety



Upgraded Rail Infrastructure (Short Line Railroads)



Expanded Communications and Coordination



Addressing Rail Stakeholder Concerns

A total of 68 projects, worth more than **\$318M** are proposed in the State's Rail Investment Program, in four groups of projects:

	<i>No. of projects</i>	<i>Est. \$</i>
Short Line Infrastructure Program	32	\$105M
Industrial Access Projects	11	tbd
State and Local Agency Projects	17	\$192M
NDDOT State Transportation Improvement Plan (STIP)	8	\$21M

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.