Amtrak's Contributions to Michigan

<table>
<thead>
<tr>
<th>Earnings supported by Amtrak in Michigan</th>
<th>Employment supported by Amtrak in Michigan</th>
<th>Value added* supported by Amtrak in Michigan</th>
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<td>$42,717,000</td>
<td>850</td>
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State Snapshot

- Number of Stations: 22
- Number of Local Riders**: 372,228
- Local Revenue: $14,199,218
- Number of Rail Passenger Miles***: 71,113,800

Routes:
- Pere Marquette, Blue Water, Wolverine

Population and Amtrak Ridership Growth 2011-2016

- Ridership, -11%
- Population, 0.53%

Durand, MI (DRD)
The Durand Union Station was completed in 1903 for the Grand Trunk Railway and the Ann Arbor Railroad. Less than two years later, the station burned, reopening in 1905. It was purchased by the city in 1979. In 1990, the state of Michigan announced that the depot would become the home of the Michigan State Railroad History Museum, Information Center and Archives. The station currently serves the Blue Water route. In 2016, 12,699 passengers passed through the station and provided revenue valued at $466,123.

Amtrak's Effect on Tourism and Broader Economy

- Emission reductions from traveling by Amtrak trains vs. traveling by car: $525,000
- Cost savings from the lower risk of traveling by train vs. traveling by car: $4,316,000

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* Value Added - enhancement a company or business gives its product or service before providing it to customers (value of the final outputs from Amtrak minus the value of the inputs such as raw materials).
** Local riders are defined as riders that boarded or alighted an Amtrak train in the state. May include out of state passengers transferring trains in the state.
*** Rail Passenger Mile - passenger rail miles are determined by multiplying the total number of passengers by the total number of miles traveled.
Michigan is served by 3 train routes (the Blue Water, Pere Marquette, and Wolverine) and 21 stations. Ann Arbor is the state’s busiest station. All three routes are supported by the state.

82 percent of the population lives within 30 miles of an Amtrak station.

Among Amtrak riders in the state, 11 percent report that they would not have made the trip but for the availability of Amtrak service. The service provides important mobility and access needs for a number of residents. Moreover, the service is used by the full spectrum of income groups across the state’s population.

Michigan has been proactive in developing policy tools to facilitate station-area development. The state rail plan reports an expanded array of redevelopment tax incentives and greater application of existing economic development funds for infrastructure within one-half mile of a rail station.

223 Michigan residents worked for Amtrak and collectively earned over $19 million in wages and salaries in FY16. In addition, Amtrak purchased nearly $11 million in goods and services from the Michigan economy over that same period.

### Profile of Amtrak Customers

#### Travel Mode Preference if Amtrak Unavailable

- Would drive if Amtrak unavailable: 12%
- Would fly if Amtrak unavailable: 10%
- Would use the bus if Amtrak unavailable: 12%
- Would not travel if Amtrak Unavailable: 66%

#### Percent of Riders who Would Not Travel if Amtrak was Unavailable

- Michigan, 11%
- United States, 8%

#### Income Distribution of Amtrak Travelers in Michigan

- < $25k: 12.1%
- $25k - $49.9k: 23.2%
- $50k - $74.9k: 20.3%
- $75k - $99.9k: 13.1%
- $100k - $149.9k: 17.2%
- $150k+: 14.0%