



Minnesota

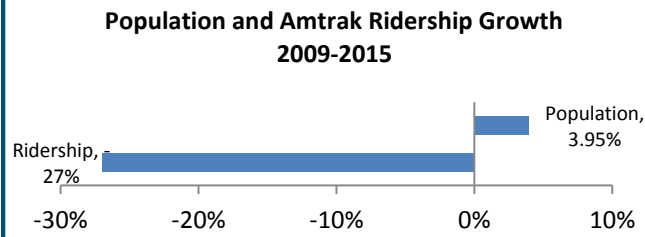
Amtrak's Contributions to Minnesota

Earnings supported by Amtrak in Minnesota	Employment supported by Amtrak in Minnesota	Value added* supported by Amtrak in Minnesota
\$35,525,000	660	\$55,792,000

State Snapshot

Number of Stations	6
Number of Local Riders**	68,448
Local Revenue	\$6,138,254
Number of Rail Passenger Miles***	37,822,610

Routes:
Empire Builder



Source: Amtrak



Minneapolis St. Paul, MN (MSP)

Amtrak relocated service in the Twin Cities from the Midway Station to St. Paul Union Depot on May 7, 2014. Before Amtrak took over the nation's intercity passenger rail service in 1971, passenger trains to Minnesota's capital city served Union Depot. Completed in 1923, Union Depot rose on the approximate site of a previous union station, which had opened in 1881 to consolidate the passenger needs of almost one dozen railroads then serving the city. The station currently serves the *Empire Builder* route. In 2015, 92,090 passengers passed through the station and provided revenue valued at \$8,752,424.

Amtrak's Effect on Tourism and Broader Economy

Emission reductions from traveling by Amtrak trains vs. traveling by car:	\$102,000
Cost savings from the lower risk of traveling by train vs. traveling by car:	\$1,479,000
Tourist spending generated from Amtrak passengers	\$435,000
Number of tourists that utilize Amtrak services	31,000
Percent of total riders that are tourists	46%
Federal taxes generated for Minnesota from tourist spending	\$72,000
State taxes generated for Minnesota from tourist spending	\$36,000
Local taxes generated for Minnesota from tourist spending	\$11,000

* 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.

PROFILE

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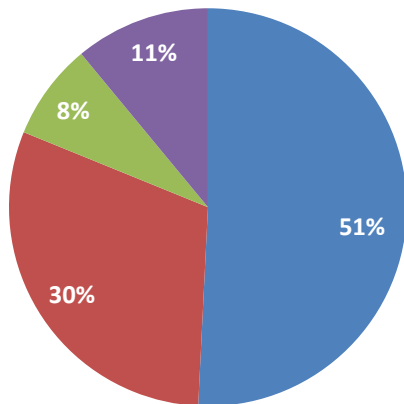
Minnesota is served by the *Empire Builder* train route and 6 stations, of which St. Paul-Minneapolis is the state's busiest. An estimated 70 percent of the population lives within 30 miles of an Amtrak station.

Among Amtrak riders in the state, 11 percent report that they would not have made the trip but for the availability of Amtrak service, demonstrating that 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.

Amtrak spent over \$59 million on goods and services from Minnesota's economy in FY15. In addition, over 40 residents worked for Amtrak, earning over \$3.8 million collectively in wages and salaries.

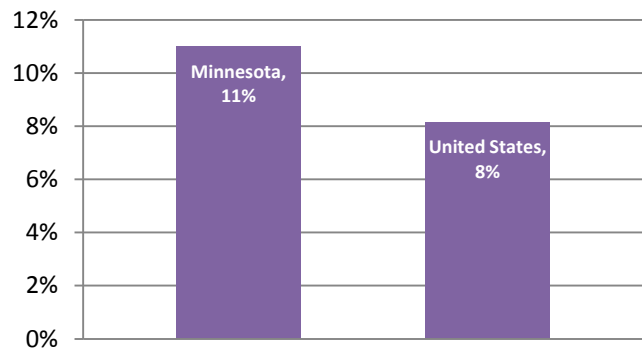
Profile of Amtrak Customers

Travel Mode Preference if Amtrak Unavailable

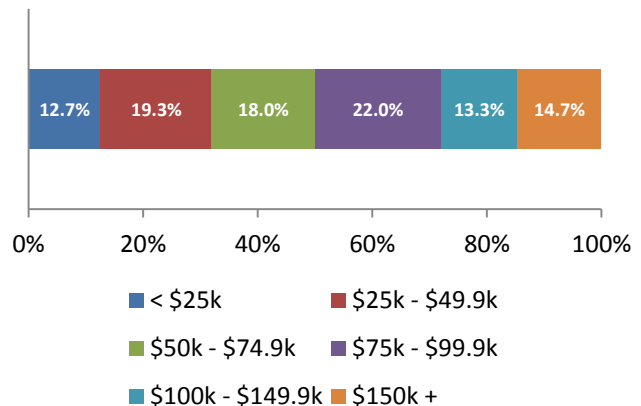


- Would drive if Amtrak unavailable
- Would fly if Amtrak unavailable
- Would use the bus if Amtrak unavailable
- Would not travel if Amtrak Unavailable

Percent of Riders who Would Not Travel if Amtrak was Unavailable



Income Distribution of Amtrak Travelers in Minnesota



Percent of population within 30 miles of a rail or bus station served by Amtrak

70%

Amtrak emissions data courtesy of Climate Registry Information System. Automobile emissions per mile data courtesy of EPA. Emissions damage costs courtesy of Corporate Average Fuel Economy for MY2017-MY2025 Passenger Cars and Light Trucks (August 2012), page 922. Vehicle injury and fatality statistics courtesy of TIGER BENEFIT-COST ANALYSIS (BCA) RESOURCE GUIDE. Railroad passenger injury and fatality statistics courtesy of the Federal Railway Administration (FRA). Average vehicle operations cost per mile courtesy of AAA, Your Driving Costs, 2013.

Station information and pictures courtesy of <http://www.greatamericanstations.com/>. Brochure prepared by AECOM.