## Amtrak's Contributions to Utah

<table>
<thead>
<tr>
<th>Earnings supported by Amtrak in Utah</th>
<th>Employment supported by Amtrak in Utah</th>
<th>Value added* supported by Amtrak in Utah</th>
</tr>
</thead>
<tbody>
<tr>
<td>$10,985,000</td>
<td>190</td>
<td>$3,499,000</td>
</tr>
</tbody>
</table>

### State Snapshot

- **Number of Stations**: 4
- **Number of Local Riders**: 25,581
- **Local Revenue**: $2,814,177
- **Number of Rail Passenger Miles**: 19,504,869

**Routes:** *California Zephyr*

### Population and Amtrak Ridership Growth 2011-2016

- **Population**: 8.35%
- **Ridership**: 7%

### Provo, UT (PRO)

A new station shelter opened in Provo in 2002 at a cost of $120,000, which was split between the city, Amtrak and a federal grant. Some Provo city departments provided in-kind contributions. The new structure, made partially of brick, is evocative of depots of the past. It is comprised of three separate shelters with one enclosed and heated. The previous station, built by the Rio Grande Railroad in 1911, was razed in 1986. A small shelter was used in the intervening years. The station serves the *California Zephyr* route. In 2016, 5,537 passengers passed through the station and provided revenue valued at $567,412.

### Amtrak's Effect on Tourism and Broader Economy

- **Emission reductions from traveling by Amtrak trains vs. traveling by car**: $76,000
- **Cost savings from the lower risk of traveling by train vs. traveling by car**: $624,000

<table>
<thead>
<tr>
<th>Tourist spending generated from Amtrak passengers</th>
<th>$181,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of tourists that utilize Amtrak services</td>
<td>12,000</td>
</tr>
<tr>
<td>Percent of total riders that are tourists</td>
<td>49%</td>
</tr>
<tr>
<td>Federal taxes generated for Utah from tourist spending</td>
<td>$15,000</td>
</tr>
<tr>
<td>State taxes generated for Utah from tourist spending</td>
<td>$10,000</td>
</tr>
<tr>
<td>Local taxes generated for Utah from tourist spending</td>
<td>$3,000</td>
</tr>
</tbody>
</table>

*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.\)
Utah is served by the *California Zephyr* train route and 4 stations Green River, Helper, Provo, and Salt Lake City. Salt Lake City is the state’s busiest station.

Ridership in Utah is up 7 percent over the past five years. An estimated 72 percent of the population lives within 30 miles of an Amtrak rail or bus station.

Among Amtrak riders in the state, 12 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.

Amtrak purchased over $3.3 million in goods and services from Utah’s economy in FY16. In addition, 45 Utah residents worked for the railroad, collectively earning over $4.1 million in FY16.

### Profile of Amtrak Customers

#### Travel Mode Preference if Amtrak Unavailable

- 35% Would drive if Amtrak unavailable
- 52% Would fly if Amtrak unavailable
- 11% Would use the bus if Amtrak unavailable
- 2% Would not travel if Amtrak Unavailable

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

- Utah, 12%
- United States, 8%

#### Income Distribution of Amtrak Travelers in Utah

- < $25k: 20.0%
- $25k - $49.9k: 25.0%
- $50k - $74.9k: 20.0%
- $75k - $99.9k: 25.0%

---