



# California

## Amtrak's Contributions to California

Earnings supported by Amtrak in California	Employment supported by Amtrak in California	Value added* supported by Amtrak in California
\$625,406,000	14,170	\$208,289,000

### State Snapshot

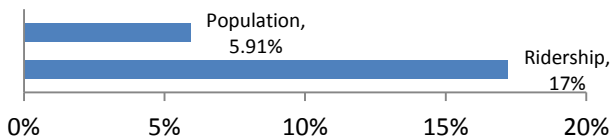
Number of Stations	76
Number of Local Riders**	5,482,948
Local Revenue	\$171,258,881
Number of Rail Passenger Miles***	835,361,341

Routes:  
*Texas Eagle (thru cars), Sunset Limited, San Joaquin, Pacific Surfliner, Coast Starlight, Capitol Corridor, California Zephyr, Southwest Chief*



Source: Amtrak

#### Population and Amtrak Ridership Growth 2009-2015



#### Los Angeles, CA (LAX)

The station was originally intended to consolidate Southern Pacific, Union Pacific, and Atchison, Topeka, and Santa Fe services. However, the onset of World War II created further necessity for the station, which was used to mobilize troops. Los Angeles Union Station, owned by the Los Angeles County Metropolitan Transportation Authority, currently serves as a hub for Amtrak intercity passenger rail, Metrolink commuter rail, and Metro rail and Metro bus services. In 2015, 1,589,391 passengers passed through the station and provided revenue valued at \$72,655,411.

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

Emission reductions from traveling by Amtrak trains vs. traveling by car:	\$2,447,000
Cost savings from the lower risk of traveling by train vs. traveling by car:	\$35,359,000
Tourist spending generated from Amtrak passengers	\$37,020,000
Number of tourists that utilize Amtrak services	2,766,000
Percent of total riders that are tourists	50%
Federal taxes generated for California from tourist spending	\$2,947,000
State taxes generated for California from tourist spending	\$1,602,000
Local taxes generated for California from tourist spending	\$881,000

\* 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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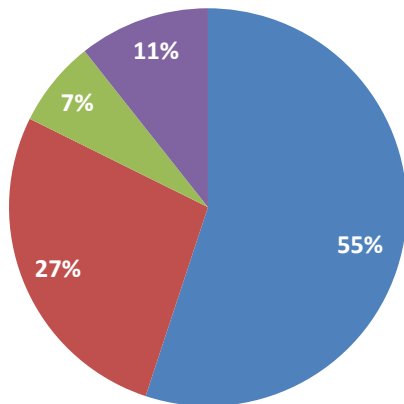
Amtrak operates all intercity rail services in California; these include both state-supported routes and long-distance routes. State-supported routes, which are funded by California, serve California travel markets; long-distance routes, which are funded by Amtrak, also serve California and interstate markets. The state's rail service is increasingly integrated with other modes to support the mobility needs of this large state. Amtrak's corridors in California are among the busiest in the system. The *Pacific Surfliner* (San Diego-Los Angeles-Santa Barbara-San Luis Obispo) was the 2nd-busiest corridor in the U.S. with over 2.6 million riders in FY15. The *Capitol Corridor* (San Jose-Oakland-Sacramento-Auburn) was the 4th-busiest with over 1.4 million riders, and the *San Joaquin* s (Bakersfield-Oakland/Sacramento) was the sixth busiest with nearly 1.2 million riders.

An extensive network of Amtrak dedicated Thruway buses support intercity passenger rail by providing dedicated connecting service to markets without direct passenger rail service. For example, along the *Capitol Corridor*, the bus routes function as direct extensions of the Amtrak system, with coordinated connections, guaranteed seating, integrated fares and ticketing procedures, and inclusion in Amtrak's central information and reservation system. A number of Amtrak rail stations provide important connections to airports throughout the State. The rail station is within walking distance of the terminal at Burbank airport. Los Angeles (LAX), San Francisco, and Oakland (under construction) each have shuttle services.

Ridership in California is up 17 percent over the past six years. An estimated 95 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. Amtrak spent \$190 million on goods and services in California, and employed 2,747 residents (\$185 million in wages) as part of its FY15 operating expenses.

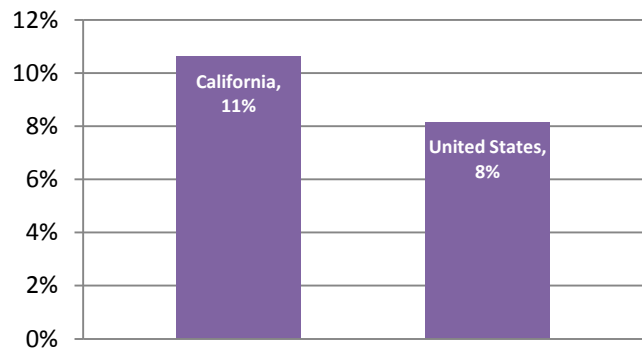
## Profile of Amtrak Customers

**Travel Mode Preference if Amtrak Unavailable**

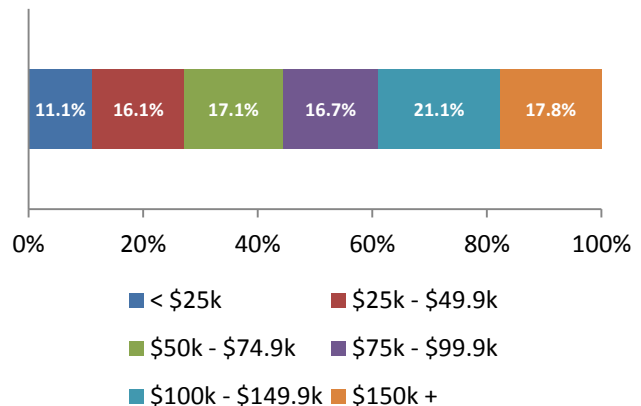


- Would drive if Amtrak unavailable
- Would fly if Amtrak unavailable
- Would use the bus if Amtrak unavailable
- Would not travel if Amtrak Unavailable

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



**Income Distribution of Amtrak Travelers in California**



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

**95%**

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.