



Maryland

Amtrak's Contributions to Maryland

Earnings supported by Amtrak in Maryland	Employment supported by Amtrak in Maryland	Value added* supported by Amtrak in Maryland
\$552,619,000	9,840	\$45,764,000

State Snapshot

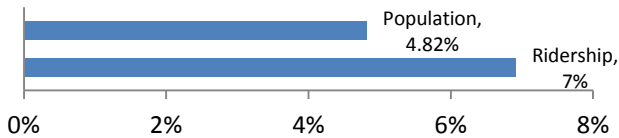
Number of Stations	6
Number of Local Riders**	922,885
Local Revenue	\$83,351,585
Number of Rail Passenger Miles***	145,644,624

Routes:
Vermont, *Northeast Regional*, *Crescent*,
Carolinian/Piedmont, *Cardinal*, *Capitol Limited*,
Acela Express, *Silver Service/Palmetto*



Source: Amtrak

Population and Amtrak Ridership Growth 2009-2015



Baltimore, MD (BAL)

Baltimore Penn Station is a vital intermodal center, built in 1911 to replace an earlier station. Amtrak kicked off a two-year master planning process in fall 2013 that will incorporate three components: State of Good Repair Study, Operations and Facilities Plan and Commercial Development Plan. The ultimate goal of the planning process is to set a vision for a first-class, transit-oriented development with optimized rail infrastructure that will provide for overall capacity growth on the Northeast Corridor. The station currently serves ten routes on the Northeast Corridor. In 2015, 993,721 passengers passed through the station and provided revenue valued at \$89,111,799.

Amtrak's Effect on Tourism and Broader Economy

Emission reductions from traveling by Amtrak trains vs. traveling by car:	\$417,000
Cost savings from the lower risk of traveling by train vs. traveling by car:	\$6,031,000
Tourist spending generated from Amtrak passengers	\$6,392,000
Number of tourists that utilize Amtrak services	430,000
Percent of total riders that are tourists	47%
Federal taxes generated for Maryland from tourist spending	\$704,000
State taxes generated for Maryland from tourist spending	\$309,000
Local taxes generated for Maryland from tourist spending	\$217,000

* 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.

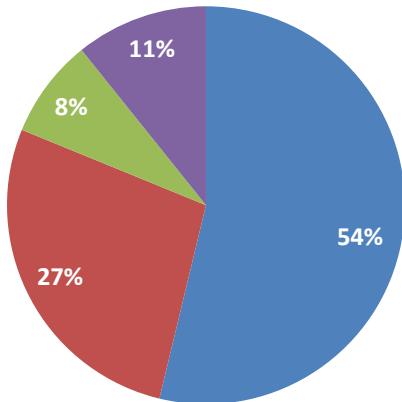
Amtrak operates a variety of services in Maryland—ranging from corridor and long-distance trains to commuter services through a partnership with MARC, the state transit operator. The majority of the routes that go through the state pass through the Northeast Corridor, taking passengers through Baltimore, the state’s busiest station and the nation’s 8th busiest. Maryland’s major airport, Baltimore/Washington International Thurgood Marshall Airport hosts the busiest station outside of downtown Baltimore, offering important multimodal connectivity. The BWI station is the 12th busiest in the US.

Despite modest overall population growth, ridership in Maryland is up 7 percent over the past six years. Over 90 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 operates an average of 57 MARC Penn Line commuter trains every weekday, on the Northeast Corridor (Washington Baltimore-Perryville) under a contract with the Maryland Transit Administration (MTA), which runs through June 30, 2018.

Over 2,300 Maryland residents worked for Amtrak and collectively earned almost \$195 million in wages in salaries in FY15. In addition, Amtrak purchased over \$47 million in goods and services from the Maryland economy.

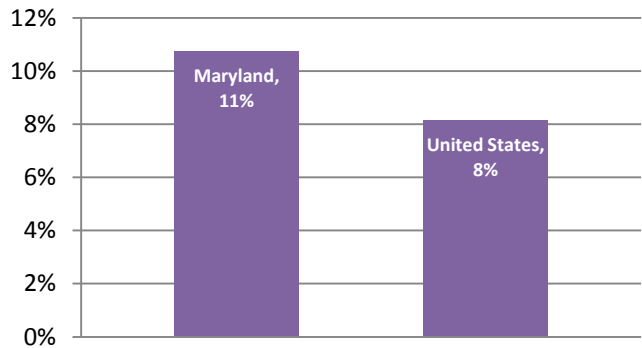
Profile of Amtrak Customers

Travel Mode Preference if Amtrak Unavailable

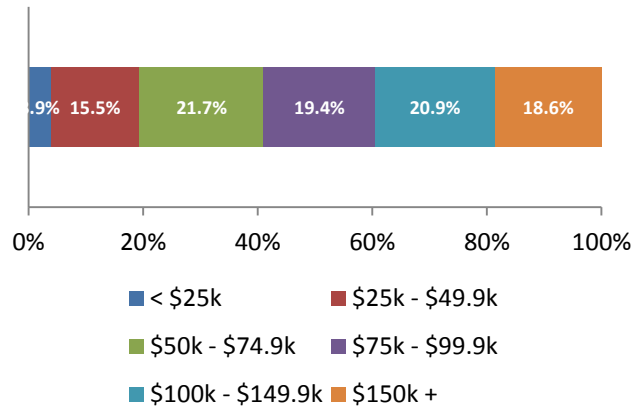


- Would drive if Amtrak unavailable
- Would fly if Amtrak unavailable
- Would use the bus if Amtrak unavailable
- Would not travel if Amtrak Unavailable

Percent of Riders who Would Not Travel if Amtrak was Unavailable



Income Distribution of Amtrak Travelers in Maryland



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

91%

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.