Amtrak's Contributions to Pennsylvania

<table>
<thead>
<tr>
<th>Earnings supported by Amtrak in Pennsylvania</th>
<th>Employment supported by Amtrak in Pennsylvania</th>
<th>Value added* supported by Amtrak in Pennsylvania</th>
</tr>
</thead>
<tbody>
<tr>
<td>$761,763,000</td>
<td>14,870</td>
<td>$271,367,000</td>
</tr>
</tbody>
</table>

**State Snapshot**

- **Number of Stations**: 24
- **Number of Local Riders**: 3,046,815
- **Local Revenue**: $174,288,352
- **Number of Rail Passenger Miles**: 363,608,075

**Routes:**
- **Vermont**, **Silver Service/Palmetto**, **Pennsylvanian**, **Northeast Regional**, **Lake Shore Limited**, **Keystone**, **Crescent**, **Carolinian/Piedmont**, **Cardinal**, **Capitol Limited**, **Acela Express**

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

- **Population**: 1.07%
- **Ridership**: 20%

**Philadelphia, PA (PHL)**

30th Street Station was built between 1929 and 1933 by the Pennsylvania Railroad on the location of its former West Philadelphia station. It is a through-station that was designed to relieve congestion at the stub-end Broad Street Station downtown (closed in 1952). The station is rare in that it is one of the few in the country where trains arrive and depart from all four directions: from Boston in the north to Florida in the south, and from Atlantic City in the east to Pittsburgh in the west. A major transportation hub, 30th Street station currently serves eleven Amtrak routes on the Northeast and Keystone corridors and frequent commuter rail service. In 2015, 4,138,777 passengers passed through the station and provided revenue valued at $293,291,099.

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

- **Emission reductions from traveling by Amtrak trains vs. traveling by car**: $1,074,000
- **Cost savings from the lower risk of traveling by train vs. traveling by car**: $15,524,000

<table>
<thead>
<tr>
<th>Tourist spending generated from Amtrak passengers</th>
<th>$21,425,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of tourists that utilize Amtrak services</td>
<td>1,637,000</td>
</tr>
<tr>
<td>Percent of total riders that are tourists</td>
<td>54%</td>
</tr>
<tr>
<td>Federal taxes generated for Pennsylvania from tourist spending</td>
<td>$1,887,000</td>
</tr>
<tr>
<td>State taxes generated for Pennsylvania from tourist spending</td>
<td>$823,000</td>
</tr>
<tr>
<td>Local taxes generated for Pennsylvania from tourist spending</td>
<td>$347,000</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.
Pennsylvania is served by 13 train routes and 24 stations. Trains are a diverse mix of Northeast Corridor trains (the Northeast Regional, Acela Express and the Keystone) and longer distance trains including: the Capitol Limited, the Cardinal, the Crescent, the Lake Shore Limited, the Palmetto, the Silver Meteor, the Silver Star, the Pennsylvanian, the Carolinian, and the Vermonter. The state provides funding for the Pennsylvanian and the Keystone.

Ridership in Pennsylvania is up 20 percent over the past six years. An estimated 74 percent of the population lives within 30 miles of an Amtrak station.

Among Amtrak riders in the state, 1 in 10 (10 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 $257 million in goods and services from the Pennsylvania economy. About 2,700 Pennsylvania residents worked for Amtrak, collectively earning over $222 million in FY15. Amtrak owns and operates the Penn Coach Yard and Race Street Engine House equipment repair and maintenance facility at 30th Street. Also located in Philadelphia is one of Amtrak’s two reservation call centers.

Profile of Amtrak Customers

- Travel Mode Preference if Amtrak Unavailable
  - Would drive if Amtrak unavailable: 56%
  - Would fly if Amtrak unavailable: 14%
  - Would use the bus if Amtrak unavailable: 21%
  - Would not travel if Amtrak Unavailable: 9%

- Percent of Riders who Would Not Travel if Amtrak was Unavailable
  - Pennsylvania: 9%
  - United States: 8%

- Income Distribution of Amtrak Travelers in Pennsylvania
  - < $25k: 8.0%
  - $25k - $49.9k: 19.0%
  - $50k - $74.9k: 19.2%
  - $75k - $99.9k: 16.1%
  - $100k - $149.9k: 17.0%
  - $150k +: 20.6%

Percent of population within 30 miles of a rail or bus station served by Amtrak: 74%