



Washington, DC

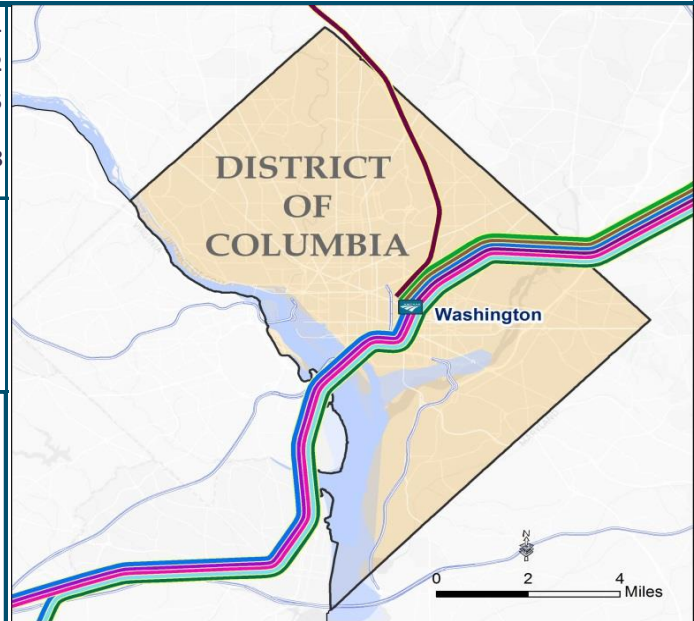
Amtrak's Contributions to Washington, DC

Earnings supported by Amtrak in Washington, DC	Employment supported by Amtrak in Washington, DC	Value added* supported by Amtrak in Washington, DC
\$29,602,000	870	\$13,071,000

District Snapshot

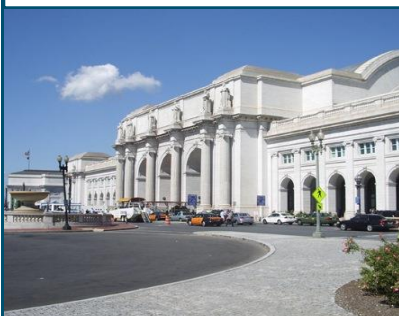
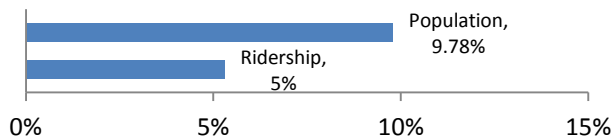
Number of Stations	1
Number of Local Riders**	2,460,792
Local Revenue	\$271,206,485
Number of Rail Passenger Miles***	522,346,398

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



Source: Amtrak

Population and Amtrak Ridership Growth 2011-2016



Union Station (WAS)

Union Station was completed in 1908 and resulted from City Beautiful movement. The station's construction removed rail lines from the center of the National Mall and brought two major railroads, the Pennsylvania and the Baltimore & Ohio, into one terminal. The station connects regional rail, Metro subway trains and buses, taxis, tourist buses, intercity buses and Capital Bikeshare. The building is the number one destination for tourists in Washington, D.C. Union Station currently serves ten routes. In 2016, 5,098,562 passengers passed through the station and provided revenue valued at \$551,996,037.

Amtrak's Effect on Tourism and Broader Economy

Emission reductions from traveling by Amtrak trains vs. traveling by car:	\$2,096,000
Cost savings from the lower risk of traveling by train vs. traveling by car:	\$17,241,000
Tourist spending generated from Amtrak passengers	\$18,562,000
Number of tourists that utilize Amtrak services	1,460,000
Percent of total riders that are tourists	59%
Federal taxes generated for Washington, DC from tourist spending	\$1,522,000
State taxes generated for Washington, DC from tourist spending	\$0
Local taxes generated for Washington, DC from tourist spending	\$1,293,000

* 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.

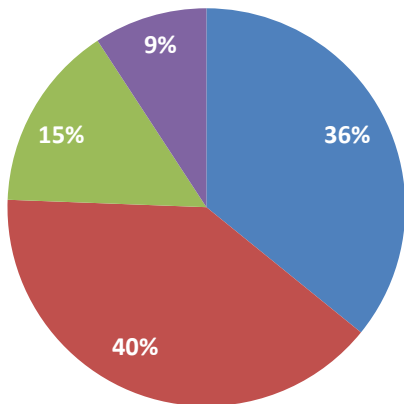
Washington, DC is served by 9 train routes and the historic Union Station. Union Station’s proximity to the National Mall and other Washington, DC landmarks makes for convenient access for tourists visiting the capital. The station is a major transportation hub for the metro area, combining Amtrak, Maryland and Virginia commuter rail services, WMATA transit service, intercity bus options, taxis, rental car, and bike share. The station also houses a number of tourist /excursion services, as well as numerous retail and shopping venues. A typical day sees the station connecting 100,000 train, bus and subway passengers. Washington DC also is the location of a maintenance facility in the Ivy City Yard.

Fully 100 percent of the District’s population lives within 30 miles of an Amtrak station. Ridership in Washington, DC is up 5 percent over the past five years. Among Amtrak riders in the District, 9 percent report that they would not have made the trip but for the availability of Amtrak service.

Amtrak spent over \$20 million on goods and services within the District. In addition, Amtrak employed 240 Washington, D.C. residents who earned nearly \$20 million.

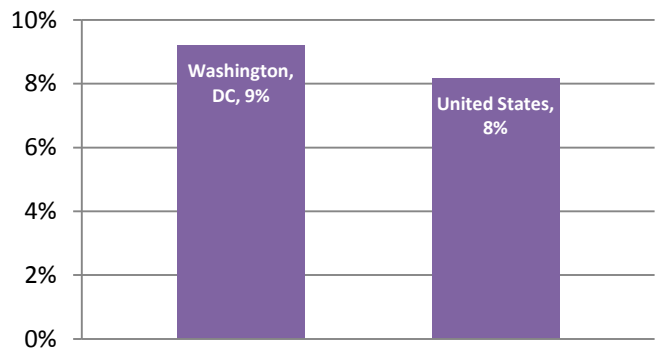
Profile of Amtrak Customers

Travel Mode Preference if Amtrak Unavailable

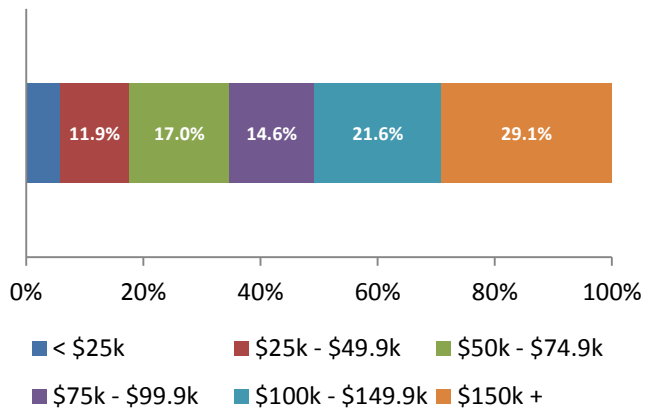


- Would drive if Amtrak unavailable
- Would fly if Amtrak unavailable
- Would use the bus if Amtrak unavailable
- Would not travel if Amtrak Unavailable

Percent of Riders who Would Not Travel if Amtrak was Unavailable



Income Distribution of Amtrak Travelers in Washington, DC



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

100%

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, 2016. Station information and pictures courtesy of <http://www.greatamericanstations.com/>. Brochure prepared by AECOM.