

Amtrak's Economic Contribution



Amtrak's Benefits to State and Local Economies

The Amtrak national network of intercity passenger rail service is engaged in interstate commerce, supports the development of state and local economies, and connects small town America to the national economy. In key markets such as the Northeast Corridor, Amtrak bolsters the productivity of the U.S. business sector, supports the long-term economic growth of the region and enhances the global competitiveness of the United States. America's Railroad® is a large employer in its own right and supports thousands of direct jobs with millions of payroll income that yields additional jobs, spending and state tax revenues. Recognizing these economic benefits, and that Amtrak improves the quality of life in the communities that it serves, 18 states have partnered with Amtrak to use their own resources to fund service or increase frequencies on 30 routes in their states. In key corridor markets such as the Northeast Corridor and other commuter markets, Amtrak bolsters the productivity of the business sector, supporting the long-term competitiveness of this multi-state region.

.....

State supported corridors include the following Amtrak routes:

Pacific Surfliner	Wolverine
Capitol Corridor	Pennsylvanian
San Joaquin	Chicago-Carbondale (Illini/Saluki)
Vermont	New Haven-Springfield
Ethan Allen	Chicago-Quincy (IL Zephyr/Carl Sandburg)
Hoosier State	Albany-Niagara Falls-Toronto
Adirondack	Blue Water
Pere Marquette	Washington-Lynchburg
Heartland Flyer	Washington-Newport News
Downeaster	Washington-Norfolk
Cascades	Washington-Richmond
Carolinian	Kansas City-St. Louis (MO River Runner)
Maple Leaf	Chicago-St. Louis (Lincoln Service)
Piedmont	Hiawatha
Keystone	Empire (NYP-ALB)

.....

For details, see page 8.

Across the U.S., Amtrak and its passengers generate economic impacts of

- \$7.9 billion annually (excluding Amtrak fares).
- Support over 90,000 jobs through its daily operations, about the size of a small urban area such as Tuscaloosa, Alabama or Champaign-Urbana, Illinois.
- This job impact rises to over 110,000 when the indirect impacts of tourism and supplier impacts are considered.

Using 2014 as a guide, *this represents a net contribution of \$6.5 billion to the U.S. economy* when adjusted for Amtrak's federal funding.

A summary of some of the tangible economic benefits provided by Amtrak to the U.S. economy:

- Amtrak employs more than 20,000 people from 46 different states, generating an annual payroll exceeding \$1.5B annually. Also, nearly six jobs are created across the U.S. for every job in the rail transportation industry. These jobs are particularly beneficial to local economies as the railroad is a relatively stable industry. The health of the passenger rail industry and the benefits that it generates are not subject to cyclical swings as seen in many other industries.
- Amtrak purchases roughly \$1.6 B annually in goods and services from a variety of industries across the U.S., which supports additional jobs in manufacturing, service, transportation and other industries. Amtrak proudly supports "Buy America" standards which generally require 51% of components come from "local" or U.S. suppliers. For example, when Amtrak purchased 70 new locomotives to replace parts of its aging fleet, the equipment was assembled in Sacramento, California, with major components built in Ohio and Georgia. The supplier and production chain included more than 60 suppliers, manufacturers and distributors from more than 50 cities and 20 states.
- Amtrak undertakes significant construction activity each year to repair, maintain and replace its aging infrastructure. Dollars spent on construction support the communities where the work activities take place. For example, Amtrak spent more than \$800 M in 2014 on infrastructure renewal and station construction work. For every \$1M Amtrak spends on this work, 23 jobs are supported across the U.S. economy. These jobs include the direct construction work as well as suppliers and the re-spending of these wages through the economy. ■

Individual economic opportunity, business competitiveness, and community quality of life are all strengthened by the availability of intercity passenger rail service. These benefits support small urban, large metropolitan, and rural communities alike. The nation's large metropolitan areas are its engines of growth—passenger rail service helps manage their expansion so that they retain their attraction for workers and business alike. The U.S. is more than large cities, however, and Amtrak helps the nation's small urban areas maintain their distinct quality of life. And in the rural areas of the U.S., Amtrak connects residents to larger urban markets and the broader network.

The U.S. increasingly competes in a dynamic global market where changing technology and market forces determine the economic winners and losers. Maintaining and enhancing the comparative advantage of state and local economies is critical to success in this fluid environment. This is challenge to be met on many fronts. Communities across the U.S. are seeking ways to support individuals, foster business activity, and protect local quality of life. Provision of quality passenger rail service can aid communities in addressing each of these goals.

The health and vibrancy of the U.S. economy rests on the health of its state and local economies. Even as the fortunes of the U.S. are increasingly intertwined with those of the global economy, U.S. residents still raise families and go to work in local communities. The provision of passenger rail service makes these communities better places for all of us.

Would drive if Amtrak unavailable	53%
Would fly if Amtrak unavailable	27%
Would use the bus if Amtrak unavailable	11%
Would not travel if Amtrak unavailable	8%

- A cleaner environment is a potential impact from use of rail transportation rather than auto or air modes. By moving trips from other modes to rail, emissions per passenger mile is reduced. The value of avoided emissions is \$17.5 million annually.
- Similarly, by diverting passenger trips from auto to rail, travelers are shifted to a safer mode of travel with a lower accident rate. The value of accidents avoided (fatalities and injuries) is \$253 million annually.
- In recent years, rail stations themselves have become the focus of community re-development activity. A potential byproduct of rail investment is the impact on land development around the station. By increasing the number of people traveling through the corridor, and by potentially drawing from a greater distance due to service improvements, the market potential of locations around the train stations is expanded. This impact can increase the rents generated on existing locations. Moreover, rising rents can spark additional retail and office development as builders react to the rising rental prices and invest. ■



The Value of Passenger Rail to Local Communities



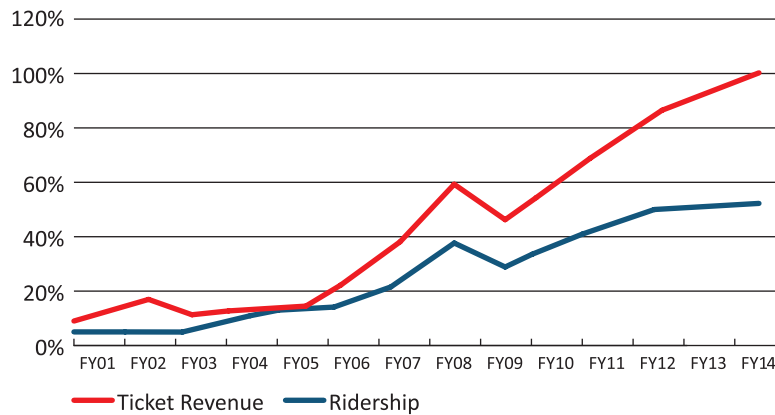
What Services Does Amtrak Currently Provide and Where?

Amtrak provides intercity passenger rail and connecting bus services throughout most of the United States; about 267 daily trains (excluding commuter trains) traverse about 23,000 miles of rail that connect over 500 communities in 46 states. Amtrak provides two complementary types of rail service: corridor and long-distance trains.

In corridor markets, the primary focus is on providing frequent and reliable transportation service to customers. Corridor rail ridership and ticket revenue are highly correlated with these performance measures. Outside of the Northeast Corridor, corridor services are provided in partnership with states. In long-distance markets, the focus is more typically on providing a quality travel experience to customers who are spending many hours on the train. There are 15

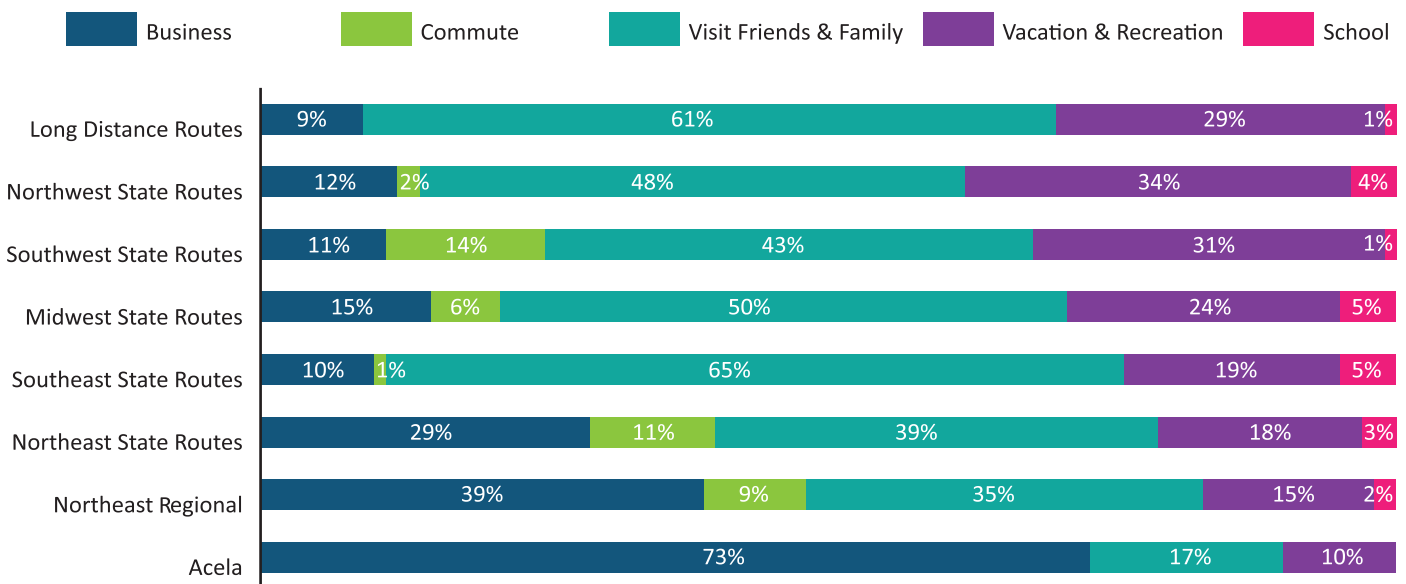
long-distance train routes, defined as 750 miles or longer; Amtrak's Auto Train is an example of service in this market. Of note, long-distance trains do not serve long-distance travelers exclusively; in addition to serving long-distance markets, most long-distance trains also provide a basic transportation service in many shorter-distance markets throughout the United States, sometimes adding a frequency to a corridor market and thus supporting the corridor market. The map above shows where these two types of services are currently provided nationwide. ■

Market Trends



The U.S. population expanded by about 12 percent between 2001 and 2012. Amtrak ridership grew by 40 percent over the same period. Growth occurred across all markets. Long-distance trips were up 18%; Acela/Metroliner jumped 39%; and state corridor ridership grew by a whopping 78% over the same period, demonstrating strong demand for passenger rail service.

Rail service provides an important transportation alternative in many communities. In many corridor markets, rail is the dominant non-auto mode.



Not all rail corridors are the same; they serve different markets and have different “personalities.” The Northeast Regional and Acela corridors have a strong focus on business travel. By contrast, the top trip purpose for state corridor routes and long-distance trains is to visit family and friends. There is also considerable variance across

demographics. For example, college students comprise 11% of travelers on state corridor routes but 2% or less in other markets. On long-distance routes, about 45% of riders are employed. By contrast, over 80% of Acela riders are employed, consistent with that market’s business travel focus. ■

State By State Summary

State	Population Growth, 2009 to 2014	Ridership Growth, 2009 to 2014	Number of Stations	Boardings in 2014 (A)	Share of Travelers Who Would Not Have Made Trip if Amtrak Were Not Available
Alabama	1.9%	32%	3	31,000	11.8%
Arizona	6.1%	21%	8	52,000	8.6%
Arkansas	2.4%	11%	6	18,000	8.7%
California	5.0%	13%	102	5,265,000	10.6%
Colorado	7.7%	2%	9	100,000	14.7%
Connecticut	1.0%	11%	12	847,000	6.0%
Washington, DC	11.3%	16%	1	2,407,000	9.2%
Delaware	4.9%	10%	2	354,000	8.8%
Florida	6.7%	10%	19	534,000	2.9%
Georgia	5.0%	6%	5	88,000	6.6%
Idaho	5.1%	50%	1	4,000	14.0%
Illinois	0.7%	14%	30	2,442,000	9.4%
Indiana	2.1%	19%	11	74,000	9.8%
Iowa	2.4%	-14%	6	28,000	19.3%
Kansas	2.5%	24%	6	25,000	9.4%
Kentucky	2.2%	11%	4	5,000	6.3%
Louisiana	3.5%	26%	7	116,000	12.8%
Maine	0.0%	38%	6	167,000	5.4%
Maryland	4.3%	10%	6	952,000	10.8%
Massachusetts	3.5%	24%	11	1,557,000	6.9%
Michigan	0.1%	15%	23	425,000	11.3%
Minnesota	3.3%	-26%	6	69,000	11.0%
Mississippi	1.2%	1%	10	54,000	10.2%
Missouri	1.7%	27%	12	363,000	9.5%
Montana	4.0%	-19%	12	59,000	20.3%
Nebraska	3.8%	14%	5	24,000	14.5%
Nevada	5.8%	11%	4	41,000	23.3%
New Hampshire	0.8%	14%	4	98,000	8.6%
New Jersey	2.1%	7%	6	813,000	7.0%
New Mexico	2.4%	12%	7	63,000	17.3%
New York	2.3%	28%	25	5,970,000	8.0%
North Carolina	5.2%	38%	22	477,000	7.6%
North Dakota	11.2%	14%	7	65,000	8.2%
Ohio	0.6%	21%	7	76,000	4.5%
Oklahoma	4.3%	7%	5	41,000	12.6%
Oregon	4.2%	-2%	7	411,000	12.2%
Pennsylvania	1.0%	17%	24	2,984,000	9.5%
Rhode Island	0.1%	16%	3	425,000	2.8%
South Carolina	5.3%	4%	11	112,000	7.8%
Tennessee	3.9%	39%	2	36,000	4.3%
Texas	8.7%	26%	19	205,000	10.5%
Utah	8.1%	36%	4	26,000	11.5%
Vermont	0.3%	35%	11	53,000	9.1%
Virginia	5.1%	50%	21	736,000	5.4%
Washington	5.9%	2%	19	616,000	11.5%
West Virginia	0.1%	6%	10	28,000	15.6%
Wisconsin	1.6%	11%	8	440,000	6.8%
United States	3.1%	17.4%	549	29,776,000	8.2%

State By State Summary

	EXPENDITURES (\$ Millions)							ESTIMATED JOBS			
State	Direct Procurement Spending (millions)	Procurement Multiplier Effect (millions)	Direct Amtrak Wages (millions)	Amtrak Wages Multiplier Effect (millions)	Direct Tourist Spending (millions)	Tourist Multiplier Effect (millions)	Total Spending Impacts (millions)	Jobs Supported Through Purchases of Supplies and Materials	Jobs Supported by Amtrak Operations	Jobs Supported by Amtrak-related Tourism Jobs	Total Jobs
Alabama	\$18.0	\$16.4	\$1.4	\$2.0	\$0.2	\$0.3	\$38	170	70	0	240
Arizona	\$4.3	\$3.8	\$1.4	\$2.2	\$0.3	\$0.5	\$12	40	100	10	150
Arkansas	\$0.7	\$0.5	\$2.4	\$2.8	\$0.1	\$0.2	\$7	10	100	0	110
California	\$168.1	\$201.6	\$180.4	\$330.8	\$35.8	\$60.2	\$977	1,580	12,760	880	15,220
Colorado	\$14.7	\$16.9	\$6.4	\$11.5	\$0.9	\$1.6	\$52	150	390	20	560
Connecticut	\$41.3	\$34.2	\$60.6	\$81.9	\$3.7	\$6.3	\$228	300	2,560	90	2,950
Washington, DC	\$22.6	\$7.4	\$16.5	\$14.1	\$17.5	\$29.5	\$108	20	570	430	1,020
Delaware	\$8.0	\$7.6	\$85.9	\$132.4	\$2.1	\$3.5	\$239	50	4,440	50	4,540
Florida	\$38.3	\$35.6	\$55.8	\$86.8	\$1.0	\$1.6	\$219	370	4,280	20	4,670
Georgia	\$78.1	\$76.1	\$3.6	\$5.9	\$0.4	\$0.6	\$165	730	230	10	970
Idaho	\$2.7	\$1.6	\$0.2	\$0.2	\$0.0	\$0.1	\$5	20	10	0	30
Illinois	\$91.5	\$117.8	\$103.8	\$219.3	\$17.6	\$29.5	\$580	900	8,190	430	9,520
Indiana	\$20.1	\$18.9	\$52.6	\$75.2	\$0.5	\$0.9	\$168	170	3,530	10	3,710
Iowa	\$1.1	\$0.6	\$0.7	\$0.7	\$0.4	\$0.6	\$4	10	30	10	50
Kansas	\$33.4	\$24.8	\$0.9	\$1.0	\$0.1	\$0.2	\$60	220	50	0	270
Kentucky	\$9.9	\$9.2	\$0.1	\$0.1	\$0.0	\$0.0	\$19	80	0	0	80
Louisiana	\$1.0	\$1.0	\$14.7	\$22.6	\$1.2	\$1.9	\$42	10	1,090	30	1,130
Maine	\$3.5	\$2.6	\$3.3	\$4.0	\$0.6	\$1.0	\$15	30	140	10	180
Maryland	\$43.8	\$39.9	\$192.6	\$333.9	\$6.9	\$11.6	\$629	340	10,250	170	10,760
Massachusetts	\$25.4	\$22.2	\$61.2	\$98.6	\$8.0	\$13.5	\$229	190	3,150	200	3,540
Michigan	\$17.4	\$14.9	\$19.5	\$27.2	\$3.7	\$6.3	\$89	160	1,120	90	1,370
Minnesota	\$24.8	\$23.4	\$4.0	\$6.1	\$0.4	\$0.8	\$59	210	190	10	410
Mississippi	\$0.2	\$0.2	\$5.5	\$6.8	\$0.3	\$0.5	\$14	0	330	10	340
Missouri	\$61.7	\$56.4	\$6.8	\$11.0	\$2.2	\$3.8	\$142	500	420	60	980
Montana	\$0.5	\$0.4	\$4.8	\$5.4	\$0.8	\$1.3	\$13	0	180	20	200
Nebraska	\$5.9	\$3.3	\$2.0	\$1.9	\$0.2	\$0.4	\$14	40	80	10	130
Nevada	\$3.8	\$2.8	\$2.2	\$2.7	\$0.7	\$1.3	\$13	30	100	20	150
New Hampshire	\$18.3	\$16.5	\$3.3	\$4.9	\$0.5	\$0.9	\$44	150	170	10	330
New Jersey	\$73.3	\$78.6	\$145.5	\$276.8	\$3.5	\$5.9	\$584	570	7,740	90	8,400
New Mexico	\$0.1	\$0.1	\$5.2	\$6.8	\$0.7	\$1.2	\$14	0	240	20	260
New York	\$207.2	\$174.1	\$130.7	\$173.8	\$38.3	\$64.4	\$789	1,440	6,130	940	8,510
North Carolina	\$77.4	\$69.2	\$12.4	\$18.3	\$2.3	\$3.8	\$183	710	750	60	1,520
North Dakota	\$4.2	\$3.0	\$0.7	\$0.8	\$0.3	\$0.6	\$10	30	50	10	90
Ohio	\$24.2	\$25.0	\$4.1	\$7.1	\$0.2	\$0.4	\$61	220	240	10	470
Oklahoma	\$0.5	\$0.5	\$0.0	\$0.0	\$0.4	\$0.6	\$2	0	0	10	10
Oregon	\$4.3	\$3.6	\$5.8	\$8.4	\$3.4	\$5.7	\$31	40	360	80	480
Pennsylvania	\$235.3	\$268.7	\$220.5	\$411.5	\$21.1	\$35.5	\$1,193	2,270	13,270	520	16,060
Rhode Island	\$1.6	\$1.2	\$26.1	\$37.0	\$0.8	\$1.4	\$68	10	1,480	20	1,510
South Carolina	\$20.4	\$18.9	\$4.4	\$6.8	\$0.5	\$0.9	\$52	190	280	10	480
Tennessee	\$3.3	\$3.3	\$1.0	\$1.7	\$0.1	\$0.1	\$10	30	70	0	100
Texas	\$25.8	\$34.3	\$15.5	\$31.0	\$1.4	\$2.4	\$110	270	1,040	40	1,350
Utah	\$9.2	\$11.0	\$4.3	\$8.0	\$0.2	\$0.3	\$33	100	290	0	390
Vermont	\$0.6	\$0.4	\$0.2	\$0.2	\$0.3	\$0.5	\$2	0	10	10	20
Virginia	\$119.3	\$107.1	\$77.2	\$109.0	\$2.4	\$4.1	\$419	980	3,620	60	4,660
Washington	\$18.6	\$18.4	\$37.6	\$57.7	\$4.4	\$7.4	\$144	160	2,380	110	2,650
West Virginia	\$1.1	\$0.8	\$3.6	\$4.9	\$0.3	\$0.5	\$11	10	180	10	200
Wisconsin	\$19.3	\$14.4	\$4.7	\$6.3	\$1.9	\$3.2	\$50	150	310	50	510
United States	\$1,605	\$1,589	\$1,592	\$2,658	\$189	\$318	\$7,951	13,660	92,970	4,650	111,280

Notes: Jobs and earnings shown are supported by Amtrak, not necessarily created by Amtrak. Fare revenues are excluded from the tourist spending.

State Supported Amtrak Corridors

States	Route Name	Major Cities
California	Capitol Corridor	San Jose, Oakland, Sacramento, Auburn
	Pacific Surfliner	San Diego, Los Angeles, Santa Barbara, San Luis Obispo
	San Joaquin	Los Angeles, Bakersfield, Stockton, San Francisco, Sacramento
Connecticut, Massachusetts	New Haven-Springfield	Springfield, Windsor Locks, Windsor, Hartford, Berlin, Meriden, Wallingford, New Haven
Illinois	Chicago-Carbondale (Illini/Saluki)	Chicago, Champaign-Urbana, Carbondale
	Chicago-Quincy (Il Zephyr/Carl Sandburg)	Chicago, Quincy
	Chicago-St. Louis (Lincoln Service)	Chicago, Springfield, St. Louis
Indiana	Hoosier State	Chicago, Indianapolis
Maine	Downeaster	Boston, Portland, Brunswick
Michigan	Blue Water	Chicago, Kalamazoo, E. Lansing, Port Huron
	Pere Marquette	Chicago, Grand Rapids
	Wolverine	Chicago, Ann Arbor, Detroit, Pontiac
Missouri	Kansas City-St. Louis (MO River Runner)"	St. Louis, Jefferson City, Kansas City,
New York	Adirondack	New York, Albany, Saratoga Springs, Westport, Montreal (QC)
	Albany-Niagara Falls	Albany, Rochester, Buffalo, Niagara Falls
	Ethan Allen	New York, Albany, Castleton, Rutland
	Maple Leaf	New York, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto
North Carolina	Carolinian	New York, Philadelphia, Washington DC, Richmond, Raleigh, Charlotte
	Piedmont	Charlotte, Raleigh
Oklahoma, Texas	Heartland Flyer	Fort Worth, Oklahoma City
Pennsylvania	Keystone	New York, Newark, Princeton, Trenton, Philadelphia, Lancaster, Harrisburg
	Pennsylvanian	New York, Newark, Trenton, Philadelphia, Lancaster, Harrisburg, Altoona, Johnstown, Pittsburgh
Vermont	Vermonter	Washington, D.C., Baltimore, Wilmington, Philadelphia, Newark, New York, New Haven, Hartford, Springfield, Amherst, Brattleboro, White River Jct., Essex, St. Albans
Virginia	Regional-Lynchburg	Washington, D.C., Charlottesville, Lynchburg
	Regional-Newport News	Washington, D.C., Richmond, Newport News
	Regional-Norfolk	Washington, D.C., Richmond, Norfolk
	Regional-Richmond	Washington, D.C., Richmond
Washington, Oregon	Cascades	Vancouver (BC), Everett, Seattle, Tacoma, Portland, Salem, Eugene
Wisconsin, Illinois	Hiawatha	Chicago, Glenview, Sturtevant, Milwaukee