

# Amtrak's Economic Contribution





# Amtrak's Benefits to State and Local Economies

**T**he 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:

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

For details, see page 8.

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

- \$8.3 billion annually (excluding Amtrak fares).
- Support over 80,000 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 100,000 when the indirect impacts of tourism and supplier impacts are considered.

Using 2015 as a guide, *this represents a net contribution of \$6.9 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 21,000 people from 46 different states, generating an annual payroll exceeding \$1.6 B 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 \$1.7 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







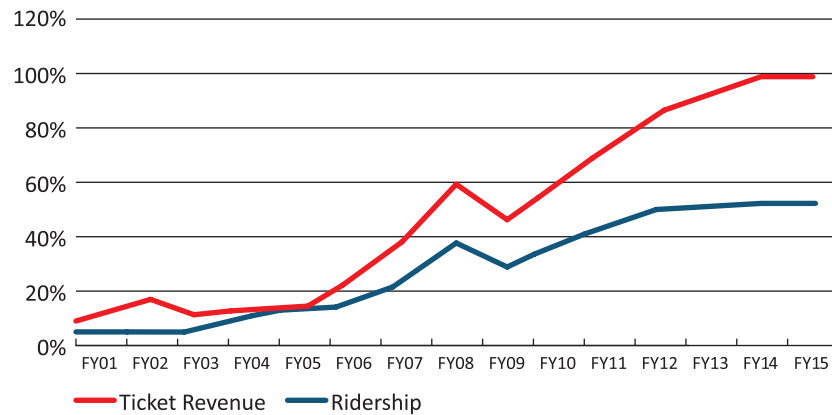
## What Services Does Amtrak Currently Provide and Where?

**A**mtrak 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

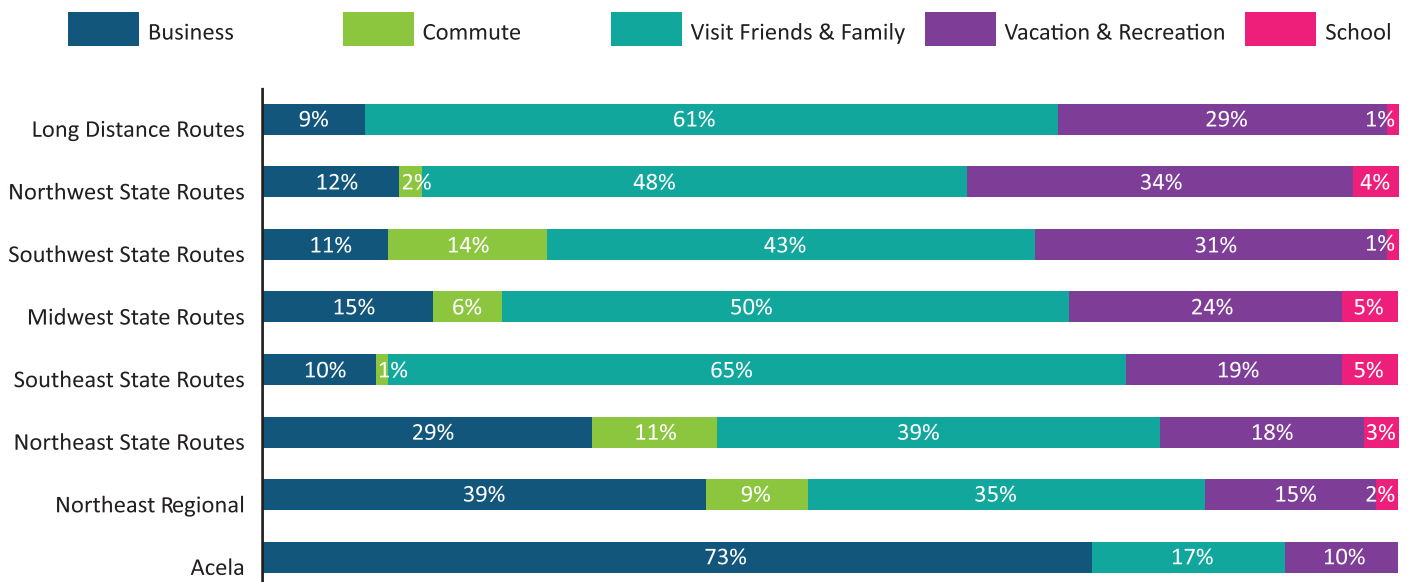
long-distance train routes, defined as 750 miles or longer; Amtrak's Auto Train is an example of service in this market. Of note, long-distance trains do not serve long-distance travelers exclusively; in addition to serving long-distance markets, most long-distance trains also provide a basic transportation 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 13 percent between 2001 and 2015. Amtrak ridership grew by 50 percent over the same period. Growth occurred across all markets. Long-distance trips were up 16%; Acela/Metroliner jumped 31%; and state corridor ridership grew by a whopping 70% 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 2015	Ridership Growth, 2009 to 2015	Number of Stations	Boardings in 2015 (A)	Share of Travelers Who Would Not Have Made Trip if Amtrak Were Not Available
Alabama	2.1%	27%	3	30,000	11.8%
Arizona	7.6%	27%	8	55,000	8.6%
Arkansas	2.8%	6%	6	17,000	8.7%
California	5.9%	17%	76	5,483,000	10.6%
Colorado	9.7%	14%	9	112,000	14.7%
Connecticut	0.8%	10%	12	835,000	6.0%
Washington, DC	13.5%	16%	1	2,395,000	9.2%
Delaware	6.1%	10%	2	354,000	8.8%
Florida	8.7%	5%	18	508,000	2.9%
Georgia	6.2%	-2%	5	81,000	6.6%
Idaho	6.5%	39%	1	4,000	14.0%
Illinois	0.5%	11%	30	2,377,000	9.4%
Indiana	2.5%	7%	11	67,000	9.8%
Iowa	3.0%	-13%	6	29,000	19.3%
Kansas	2.8%	25%	6	25,000	9.4%
Kentucky	2.5%	11%	4	5,000	6.3%
Louisiana	4.0%	20%	7	110,000	12.8%
Maine	0.0%	9%	6	132,000	5.4%
Maryland	4.8%	7%	6	923,000	10.8%
Massachusetts	4.2%	23%	13	1,555,000	6.9%
Michigan	0.2%	11%	22	411,000	11.3%
Minnesota	3.9%	-27%	6	68,000	11.0%
Mississippi	1.1%	-1%	10	53,000	10.2%
Missouri	2.1%	21%	12	345,000	9.5%
Montana	5.0%	-23%	12	56,000	20.3%
Nebraska	4.6%	24%	5	26,000	14.5%
Nevada	7.7%	3%	3	39,000	23.3%
New Hampshire	1.1%	-3%	4	84,000	8.6%
New Jersey	2.3%	5%	6	799,000	7.0%
New Mexico	2.4%	17%	7	66,000	17.3%
New York	2.5%	31%	25	6,098,000	8.0%
North Carolina	6.3%	36%	18	469,000	7.6%
North Dakota	13.8%	4%	7	60,000	8.2%
Ohio	0.7%	13%	7	71,000	4.5%
Oklahoma	5.2%	-7%	5	36,000	12.6%
Oregon	5.8%	-5%	7	397,000	12.2%
Pennsylvania	1.1%	20%	24	3,047,000	9.5%
Rhode Island	0.3%	21%	3	441,000	2.8%
South Carolina	6.7%	1%	11	108,000	7.8%
Tennessee	4.7%	38%	2	38,000	4.3%
Texas	10.8%	16%	19	188,000	10.5%
Utah	10.0%	22%	4	23,000	11.5%
Vermont	0.2%	25%	11	51,000	9.1%
Virginia	5.8%	52%	20	744,000	5.4%
Washington	7.5%	-1%	19	597,000	11.5%
West Virginia	-0.2%	3%	10	27,000	15.6%
Wisconsin	1.8%	11%	8	442,000	6.8%
<b>United States</b>	<b>4.8%</b>	<b>18%</b>	<b>517</b>	<b>29,881,000</b>	<b>8.2%</b>

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	\$12.3	\$11.2	\$1.3	\$1.9	\$0.2	\$0.3	\$27	110	70	0	180
Arizona	\$1.7	\$1.5	\$1.9	\$2.9	\$0.3	\$0.5	\$9	20	80	10	110
Arkansas	\$0.8	\$0.6	\$2.4	\$2.9	\$0.1	\$0.1	\$7	10	90	0	100
California	\$190.0	\$227.8	\$185.0	\$339.1	\$37.0	\$62.3	\$1,041	1,760	11,510	900	14,170
Colorado	\$12.9	\$14.8	\$6.2	\$11.3	\$1.1	\$1.8	\$48	130	320	30	480
Connecticut	\$22.2	\$18.3	\$58.3	\$78.8	\$3.6	\$6.1	\$187	160	2,350	90	2,600
Washington, DC	\$24.2	\$8.0	\$18.5	\$15.7	\$18.2	\$30.5	\$115	20	540	440	1,000
Delaware	\$9.7	\$9.1	\$88.2	\$136.0	\$2.0	\$3.4	\$248	60	4,130	50	4,240
Florida	\$33.1	\$30.7	\$55.6	\$86.5	\$0.9	\$1.6	\$208	320	3,590	20	3,930
Georgia	\$63.4	\$61.8	\$5.0	\$8.1	\$0.3	\$0.6	\$139	580	330	10	920
Idaho	\$1.0	\$0.6	\$0.2	\$0.2	\$0.0	\$0.1	\$2	10	10	0	20
Illinois	\$180.4	\$232.5	\$106.9	\$225.8	\$17.1	\$28.8	\$792	1,740	7,250	420	9,410
Indiana	\$24.7	\$23.2	\$54.3	\$77.6	\$0.5	\$0.8	\$181	210	3,240	10	3,460
Iowa	\$1.1	\$0.7	\$0.6	\$0.7	\$0.3	\$0.6	\$4	10	20	10	40
Kansas	\$3.5	\$2.6	\$1.0	\$1.2	\$0.2	\$0.3	\$9	20	50	0	70
Kentucky	\$9.0	\$8.4	\$0.1	\$0.2	\$0.0	\$0.0	\$18	80	10	0	90
Louisiana	\$0.7	\$0.6	\$15.2	\$23.4	\$1.1	\$1.8	\$43	10	960	30	1,000
Maine	\$2.8	\$2.1	\$3.6	\$4.4	\$0.4	\$0.7	\$14	20	140	10	170
Maryland	\$47.9	\$43.6	\$195.0	\$338.0	\$6.4	\$10.8	\$642	370	9,310	160	9,840
Massachusetts	\$50.8	\$44.4	\$60.1	\$96.8	\$8.2	\$13.8	\$274	370	2,850	200	3,420
Michigan	\$14.9	\$12.8	\$19.2	\$26.7	\$3.5	\$6.0	\$83	130	1,010	90	1,230
Minnesota	\$59.2	\$55.9	\$3.9	\$5.9	\$0.4	\$0.7	\$126	490	160	10	660
Mississippi	\$0.2	\$0.2	\$5.9	\$7.4	\$0.3	\$0.5	\$14	0	310	10	320
Missouri	\$50.9	\$46.6	\$6.9	\$11.2	\$2.1	\$3.6	\$121	410	370	50	830
Montana	\$0.3	\$0.2	\$4.6	\$5.2	\$0.7	\$1.2	\$12	0	170	20	190
Nebraska	\$3.5	\$2.0	\$1.9	\$1.7	\$0.2	\$0.4	\$10	20	60	10	90
Nevada	\$0.3	\$0.2	\$2.3	\$2.8	\$0.7	\$1.1	\$7	0	80	20	100
New Hampshire	\$11.9	\$10.7	\$3.2	\$4.7	\$0.4	\$0.7	\$32	90	160	10	260
New Jersey	\$51.1	\$54.7	\$144.2	\$274.3	\$3.5	\$5.8	\$534	390	6,900	80	7,370
New Mexico	\$0.3	\$0.2	\$5.2	\$6.8	\$0.7	\$1.2	\$14	0	200	20	220
New York	\$252.2	\$211.8	\$132.9	\$176.8	\$40.2	\$67.7	\$882	1,730	5,660	980	8,370
North Carolina	\$65.7	\$58.7	\$13.3	\$19.6	\$2.3	\$3.8	\$163	590	720	60	1,370
North Dakota	\$3.9	\$2.8	\$0.9	\$0.9	\$0.3	\$0.5	\$9	30	30	10	70
Ohio	\$23.5	\$24.3	\$4.2	\$7.4	\$0.2	\$0.3	\$60	210	240	0	450
Oklahoma	\$0.5	\$0.5	\$0.0	\$0.0	\$0.3	\$0.6	\$2	0	0	10	10
Oregon	\$4.2	\$3.5	\$6.4	\$9.2	\$3.3	\$5.5	\$32	40	320	80	440
Pennsylvania	\$257.2	\$293.7	\$222.4	\$415.1	\$21.4	\$36.0	\$1,246	2,440	11,910	520	14,870
Rhode Island	\$2.1	\$1.6	\$26.4	\$37.5	\$0.8	\$1.4	\$70	10	1,330	20	1,360
South Carolina	\$19.3	\$17.8	\$4.9	\$7.6	\$0.5	\$0.9	\$51	180	250	10	440
Tennessee	\$4.2	\$4.1	\$1.0	\$1.7	\$0.1	\$0.1	\$11	40	40	0	80
Texas	\$35.6	\$47.3	\$16.5	\$33.0	\$1.3	\$2.3	\$136	370	980	30	1,380
Utah	\$3.1	\$3.7	\$4.1	\$7.7	\$0.2	\$0.3	\$19	30	250	0	280
Vermont	\$1.2	\$0.7	\$0.3	\$0.3	\$0.3	\$0.5	\$3	10	10	10	30
Virginia	\$117.1	\$105.2	\$82.5	\$116.6	\$2.4	\$4.1	\$428	950	3,400	60	4,410
Washington	\$27.1	\$26.8	\$37.0	\$56.8	\$4.2	\$7.1	\$159	230	2,090	100	2,420
West Virginia	\$3.8	\$2.8	\$3.4	\$4.7	\$0.3	\$0.5	\$15	30	150	10	190
Wisconsin	\$13.4	\$9.9	\$4.8	\$6.3	\$1.8	\$3.1	\$39	100	250	40	390
United States	\$1,719	\$1,741	\$1,618	\$2,699	\$191	\$321	\$8,289	14,530	83,900	4,650	103,080

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 <sup>SM</sup>	Boston, Portland, Brunswick
Michigan	Blue Water <sup>SM</sup>	Chicago, Kalamazoo, E. Lansing, Port Huron
	Pere Marquette®	Chicago, Grand Rapids
	Wolverine® Service	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 Express®	New York, Albany, Castleton, Rutland
	Maple Leaf <sup>SM</sup>	New York, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto
North Carolina	Carolinian <sup>SM</sup>	New York, Philadelphia, Washington DC, Richmond, Raleigh, Charlotte
	Piedmont®	Charlotte, Raleigh
Oklahoma, Texas	Heartland Flyer®	Fort Worth, Oklahoma City
Pennsylvania	Keystone Service®	New York, Newark, Princeton, Trenton, Philadelphia, Lancaster, Harrisburg
	Pennsylvanian <sup>SM</sup>	New York, Newark, Trenton, Philadelphia, Lancaster, Harrisburg, Altoona, Johnstown, Pittsburgh
Vermont	Vermont <sup>SM</sup>	Washington, D.C., Baltimore, Wilmington, Philadelphia, New York, New Haven, Hartford, Springfield, Amherst, Brattleboro, White River Jct., Essex, St. Albans
Virginia	Northeast Regional <sup>SM</sup> -Lynchburg	Washington, D.C., Charlottesville, Lynchburg
	Northeast Regional <sup>SM</sup> -Newport News	Washington, D.C., Richmond, Newport News
	Northeast Regional <sup>SM</sup> -Norfolk	Washington, D.C., Richmond, Norfolk
	Northeast Regional <sup>SM</sup> -Richmond	Washington, D.C., Richmond
Washington, Oregon	Cascades®	Vancouver (BC), Everett, Seattle, Tacoma, Portland, Salem, Eugene
Wisconsin, Illinois	Hiawatha®	Chicago, Glenview, Sturtevant, Milwaukee