



2015 Impacts of State-supported Intercity Passenger Rail Service

"The investments that our state partners have made in the development of their services have likewise returned tremendous benefits. They have funded a wide range of services and developments, bringing significant transportation improvements that have translated into economic gains. The states of Michigan and Illinois have strongly supported the development of higher speed service between Chicago, Detroit, and St. Louis, and are partnering now with California for the next round of equipment capacity expansion. These improvements are the product of a carefully considered response to further growth in public demand, a growth that is driven by the public's perception that Amtrak service is a good value proposition. Although the NEC has tremendous visibility, the company's state-supported services have become a major source of ridership growth, with ridership almost doubling between 1998 and 2013. Today, nearly half of the passengers who ride an Amtrak train ride a state-supported train, and it is the vision of our state partners that has made this possible."¹

Amtrak serves approximately 500 stations nationwide—with State-supported routes serving 296 communities across America.

Amtrak transported almost 31 million passengers (percentages do not total 100% due to rounding)

- 48% on State-supported routes
- 38% on the Northeast Corridor
- 15% on Long-distance routes

Amtrak Operating Revenues of \$3.2 billion included

- \$788 million in State-generated operating revenues, 31% of Amtrak's national train service
- \$223 million in State operating payments, plus \$565 million passenger revenues or 26% of all Amtrak passenger revenues are generated from State-supported routes
- An estimated \$24 million in food service revenue, 19% of the total are from State-supported routes
- State Capital Payments to Amtrak totaled \$53 million

Amtrak Operating Revenues by Business Line

- 48% Northeast Corridor
- 31% State-supported
- 21% Long-distance services

On-time Performance by Business Line

- 77% on the Northeast Corridor
- 71% on State-supported routes
- 54% on Long-distance trains

Passengers on State-supported Routes Generate Economic Activity (2013 data)

- Spent \$3.43 billion during their travels
- Supported 38,600 jobs
- Generated \$523 million in tax revenues
- A yield of \$5 in economic benefits for every \$1 invested

¹ Amtrak 2015 Budget & Business Plan, Amtrak Monthly Performance Report for September 2015, Amtrak FY 2016 General and Legislative Report, and FY 2016 Budget Request Justification and FY 2015-2019 Five Year Financial Plan, National Railroad Passenger Corporation, February 2015



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- California: *Capitol Corridor* service (San Jose - Auburn), managed by the Capitol Corridor Joint Powers Authority; *Pacific Surfliner* service (San Luis Obispo - San Diego), managed by the LOSSAN Joint Powers Authority; and *San Joaquin* service (Bakersfield - Sacramento/Oakland), managed by the San Joaquin Joint Powers Authority. Plus an extensive system of connecting *Amtrak Thruway Motorcoach* routes.
- Connecticut: *Springfield Shuttles* and through trains (with Massachusetts) (Springfield - New Haven) and *Vermont* (with Massachusetts and Vermont) (St. Albans - New Haven)
- Illinois: *Hiawatha* service (with Wisconsin) (Chicago - Milwaukee), *Lincoln* service (Chicago - St. Louis), *Illini & Saluki* (Chicago - Carbondale) and *Illinois Zephyr & Carl Sandburg* (Chicago - Quincy)
- Indiana: *Hoosier State* (Chicago - Indianapolis)
- Maine (Northern New England Passenger Rail Authority): *Downeaster* service (Brunswick - Portland - Boston)
- Massachusetts: *Springfield Shuttles* and Through Trains (with Connecticut) (Springfield - New Haven) and *Vermont* (with Connecticut and Vermont) (St. Albans - New Haven)
- Michigan: *Wolverine* service (Pontiac/Detroit - Chicago), *Blue Water* (Port Huron - East Lansing - Chicago) and *Pere Marquette* (Grand Rapids - Chicago)
- Missouri: *Missouri River Runner* (Kansas City - St. Louis)
- New York: *Empire* service (New York - Albany - Buffalo/Niagara Falls), *Maple Leaf* (New York - Niagara Falls - Toronto), *Adirondack* (New York - Montreal), *Ethan Allen Express* (with Vermont) (New York - Rutland)
- North Carolina: *Carolinian* (Charlotte - Washington) and *Piedmont* services (Raleigh - Charlotte)
- Oklahoma: *Heartland Flyer* (with Texas) (Oklahoma City - Fort Worth)
- Oregon: *Amtrak Cascades* service (with Washington) (Eugene - Portland - Seattle - Vancouver, BC)
- Pennsylvania: *Keystone* service (Harrisburg - Philadelphia) and *Pennsylvanian* (Philadelphia - Pittsburgh)
- Texas: *Heartland Flyer* (with Oklahoma) (Fort Worth - Oklahoma City)
- Vermont: *Ethan Allen Express* (with New York) (Rutland - Albany) and *Vermont* (with Connecticut and Massachusetts) (St. Albans - New Haven)
- Virginia: *Northeast Regional* service from Washington to Lynchburg, Richmond, Newport News and Norfolk
- Washington: *Amtrak Cascades* service (with Oregon) (Vancouver, BC - Seattle - Portland - Eugene)
- Wisconsin: *Hiawatha* service (with Illinois) (Milwaukee - Chicago)

States also are conducting planning studies, developing environmental documents and other project development activities that will lead to new or additional services, restore suspended services and/or utilize new technologies.