



## The National Network: A Foundation for American Mobility

Amtrak's National Network forms the foundation of passenger rail service in the U.S., connecting congested urban areas and bringing economically viable mobility to rural areas and small towns. It is important to note that many of these areas are becoming more isolated from major cities as regional airline and intercity bus service disappears. Their importance has been proven by their resilience in the face of the pandemic, with Amtrak's Long-Distance Routes reaching 75% of their pre-pandemic ridership—despite service cuts and sold-out sleeper cars limiting capacity.

- **39 states** are served by long-distance trains
- **23 states** where long-distance trains are the only Amtrak service
- **\$523 million** in ticket revenue from long-distance trains

Of Amtrak's 15 long-distance trains, most have just one daily round-trip and two have just three a week. Nonetheless, these routes are heavily used. They would carry even more passengers if Amtrak had more equipment, greater frequencies and more routes. Lack of service rather than lack of demand limits usage.

Long-distance passenger train routes are ideal for connecting major urban areas with each other and with smaller cities and communities—many in rural areas—which are becoming more isolated as regional airline and intercity bus services disappear.

Long-distance trains generate high volumes and load factors by:

1. Providing a single seat ride in many overlapping city pair markets;
2. Combining many small markets to generate economic volumes.

These routes function as connected and overlapping corridors. Many passengers transfer between or among other Amtrak short-distance and long-distance routes. The utility and effectiveness of individual routes grow significantly when they become part of an integrated system.

### Case Study: Amtrak's Empire Builder

- Runs 2,200 miles from Chicago to Seattle/Portland with 45 intermediary stops, but only 9% travel from endpoint to endpoint.
- Is a lifeline to Native Americans, veterans, and the elderly living in the rural Northern Tier that gives them access to larger cities such as Spokane, WA and St. Paul, MN.
- Direct spending by non-residents in Montana traveling on the Empire Builder is approximately \$5.5 million, which creates \$500,000 in re-spending and 30 jobs.

- When Montana mayors were asked what the effect of losing the Empire Builder would mean, all responded: “Devastating.”
- *Rail Passengers* found that a second Amtrak train between Chicago and Minneapolis/St. Paul would bring \$25 million annually for the state of Minnesota, 8-10x the cost to operate the new service.
- Rail Passengers also found that the overall economic benefit for three states of Minnesota, Wisconsin and Illinois would be \$47 million annually—a return on investment of better than seven-to-one—much of which would flow to small towns along the route.

## Rural Mobility in America

### *Connecting Millions with Appropriate Access to Public Transit*

Amtrak’s National Network, with its 15 long-distance routes connecting a series of state-supported services, is such an essential transportation service to the 40 percent of the nation’s small and rural communities that it serves, establishing a vital link between Small Town and Big City America. 62 million people live in this so-called “flyover country,” a quarter of whom are veterans, another quarter are senior citizens over the age 65. With few alternatives, driving plays an outsized role, and it does so at a cost.

## Increasing Safety for Rural Americans

**19%** The percentage of Americans who live in rural communities.

**33%** How many more miles rural residents drive than urban residents.

**49%** The percentage that rural fatalities accounted for out of the total number of traffic fatalities nationwide.

## Rural Success Stories

### *How Public Transportation Can Transform Rural Communities*

**Meridian, MS**, with 39,000 residents on the Mississippi/Alabama line, invested \$7.5 million in a new Amtrak Intermodal Station. Over \$200 million has been invested within 3 blocks of the station in the last 20 years.

**Normal, IL**, a town of 59,000, invested \$49.5 million as part of the first TIGER project in the U.S. Investment since 2004 in Normal and Bloomington has exceeded \$220 million.

**Long Distance Routes:** Amtrak’s existing group of daily long-distance trains (excluding the Auto Train) collectively produce some \$4.7 billion in economic benefits which are widely distributed throughout America’s heartland.

	Kansas	North Carolina	North Dakota	Missouri
Direct Benefits	\$5,026,437	\$48,050,334	\$11,566,713	\$19,116,790
Indirect Benefits	\$7,388,863	\$70,633,992	\$17,003,068	\$28,101,682
<b>Total LDR Benefits</b>	<b>\$12,415,300</b>	<b>\$118,684,326</b>	<b>\$28,569,781</b>	<b>\$47,218,472</b>

[For a full breakdown of the economic benefits of long-distance routes, visit [RailPassengers.org/Econ](http://RailPassengers.org/Econ) for detailed outputs across 32 states.]

**For more information, please visit [RailPassengers.org/Leg.Resources](http://RailPassengers.org/Leg.Resources)**