

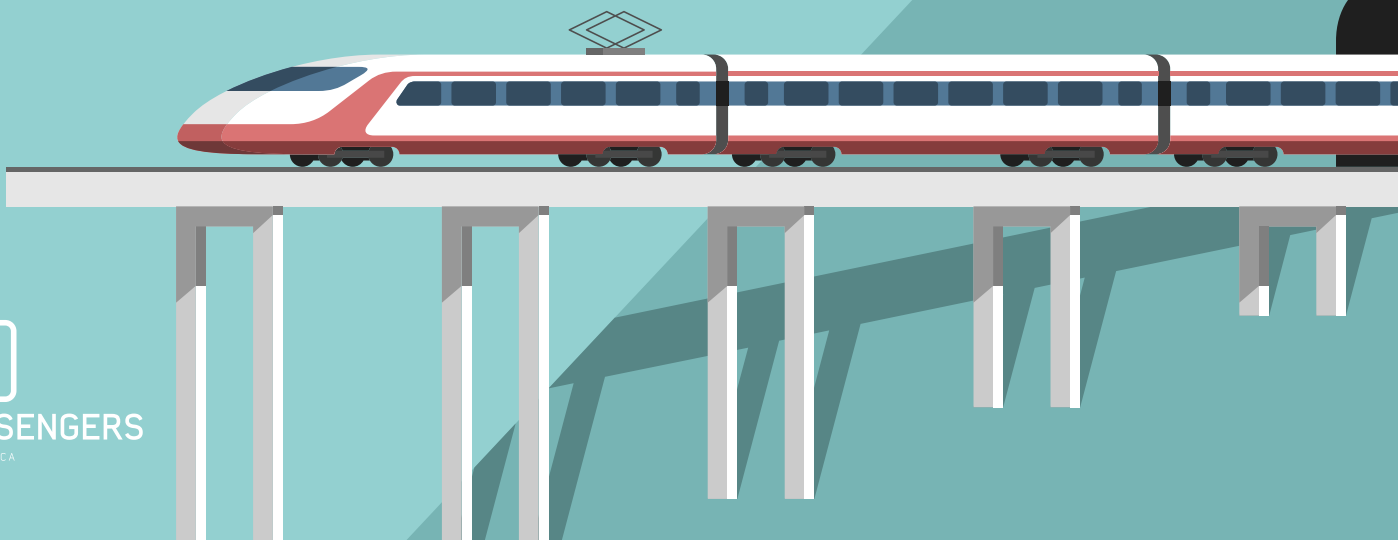
# DISMANTLING A NATIONAL TRANSPORTATION NETWORK

TOWNS  
WITHOUT  
TRAINS



The faulty assumptions behind proposals to preserve passenger rail service only for the Nation's wealthiest travelers.

September 2017



RAIL PASSENGERS  
A CONNECTED AMERICA

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# Part 1 Introduction

The Trump Administration's FY2018 budget proposal calls for eliminating Amtrak's long distance passenger rail service while preserving service for the Northeast Corridor (NEC) and state supported routes.<sup>1</sup> The justification for the proposal is that Amtrak's long distance routes aren't "profitable."

Similar proposals have been offered in the past by a few public policy organizations such as the Heritage Foundation and the Cato Institute. These organizations have periodically persuaded their allies in Congress to call for a vote on eliminating Amtrak subsidies. Those efforts failed by substantial margins.

In 2015, for example, the U.S. House of Representatives considered an amendment by Rep. Tom McClintock (R-California) that would eliminate all federal funding for Amtrak. The amendment failed

by a vote of 147 ayes to 272 noes (35% aye - 65% no).<sup>2</sup> Also in 2015, Rep. Mo Brooks (R-Alabama) offered an amendment to eliminate all operating subsidies for Amtrak. It failed by a vote of 143 ayes to 283 noes (34% aye - 66% no).<sup>3</sup>

Despite Congress' rejection of deep cuts, the Trump Administration has resurrected the idea of dismantling Amtrak's national network of passenger rail service routes.

This discussion of eliminating "unprofitable" Amtrak routes is occurring while the nation's transportation infrastructure is deteriorating<sup>4</sup> and the nation is struggling to reach a consensus on how to address a decades-long pattern of underinvestment in our infrastructure.

The grim state of our national transportation infrastructure requires well-informed leadership, both in the Administration and the Congress.

Consequently, the purpose of this report is to explore the rationale behind the Trump Administration proposal and provide a factual basis for any discussion of passenger rail service, particularly as Congress develops legislative remedy for our ailing transportation infrastructure.



<sup>1</sup> Executive Office of the President. "America First; A Budget Blueprint to Make America Great Again."

<sup>2</sup> Clerk of the House. Roll Call 110. March 4, 2015.

<sup>3</sup> Clerk of the House. Roll Call 303. June 4, 2015.

<sup>4</sup> American Society of Civil Engineers. "2017 Infrastructure Report Card."

# Part 2 Amtrak's National Network: A Brief Overview

To fully grasp the impact of the Trump Administration's proposal, it is important to understand the two basic components of Amtrak's national network.

**Long Distance Routes:** As one might deduce from the name, long distance routes traverse large swaths of land, connecting the major regions of the country. Each of the 15 long distance routes, shown in orange on the map below, are anchored at either end by major cities but make numerous stops at stations in smaller cities and towns along the way. These routes would be eliminated under the Trump Administration's proposal.

**Corridors:** Corridors are shorter, high traffic paths between two points within a state or region of the country.

- The Northeast Corridor, shown in purple on the map above, covers a densely populated, high traffic line stretching from Washington, DC to Boston, MA. It includes both the faster and more costly Acela Express service and the slower and less expensive Northeast Regional service.
- State-supported corridors, shown in yellow on the map above, are financially supported by state taxpayer dollars through cooperative agreements between Amtrak and the relevant state transportation agencies. Per the "Passenger Rail Investment and Improvement Act of 2008," state partners provide 85% of the funding and Amtrak provides 15%.<sup>5</sup> There are 29 state supported corridors in 18 states. An example of a state-supported corridor is the Heartland Flyer, which provides daily

service between Oklahoma City, OK, and Fort Worth, TX, with stops at five smaller cities and towns along the line.

Although routes and corridors are sometimes discussed as if they were separate, distinct pieces, they are actually intertwined through passenger choice. It is important to bear in mind that passengers often transfer from a corridor to a long distance route or vice versa.

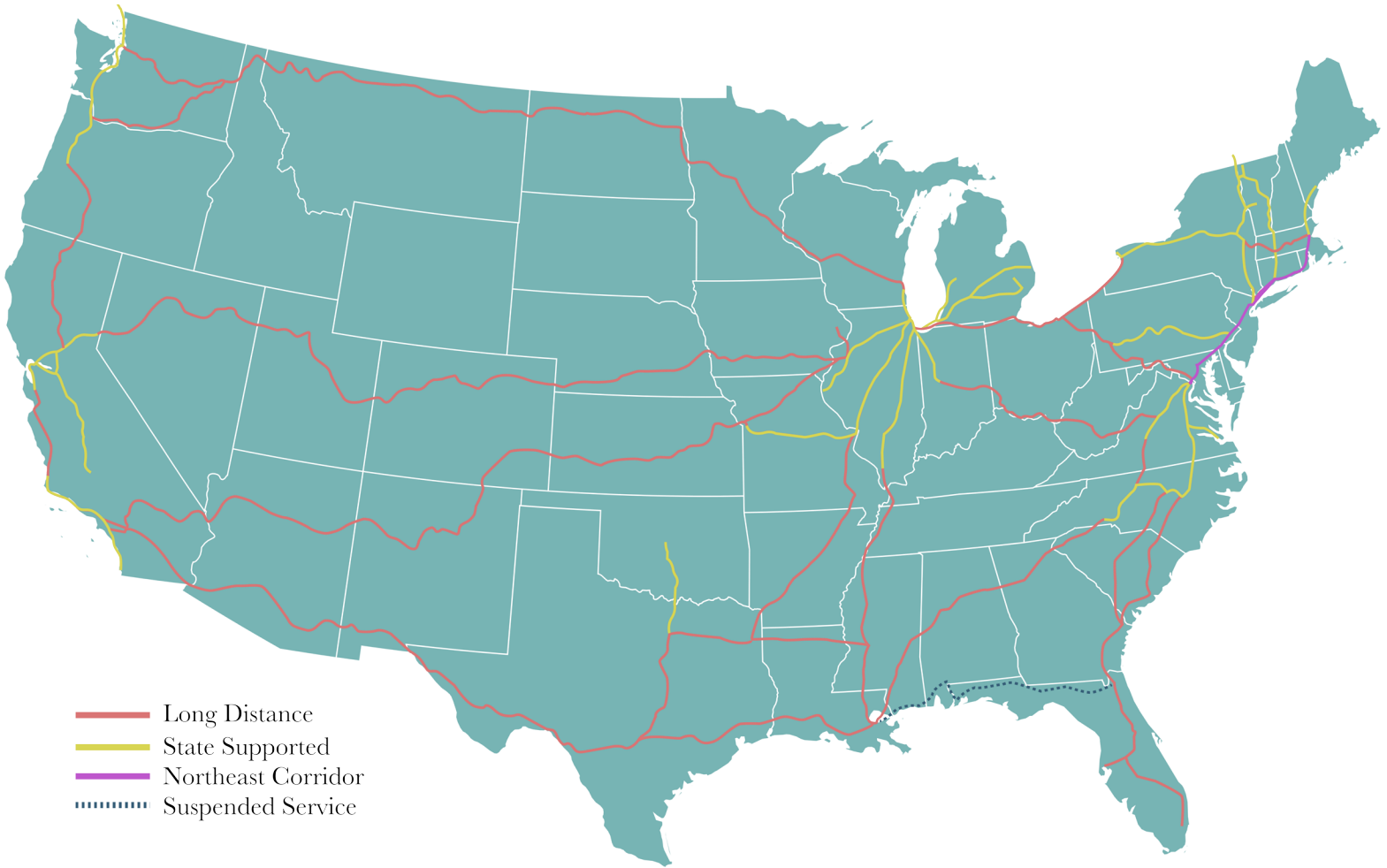
To better understand this relationship, it might be helpful for some readers to compare Amtrak's national network to Washington DC's subway system. A passenger might begin a daily commute on the Red Line from a station in an Upper Northwest residential neighborhood, transfer to the Blue Line at Metro Center, and disembark at the Capital South station. Both the Red Line and the Blue Line are critical components of that daily trip. Without one component, the passenger is likely to choose a different mode of transportation.



<sup>5</sup> Amtrak News Release. "Amtrak and State Partners Reach Agreement to Preserve All Corridor Routes." October 15, 2013.



## Amtrak's Long Distance Routes and Corridors



# Part 3 The Assumption of Survivability

The Trump Administration's proposal assumes that it will be a simple matter to break up Amtrak's national network into pieces, discard the "unprofitable" pieces, and allow service to continue on the "profitable" remnants. It would be prudent to challenge the assumption that the remnants of the network – the Northeast Corridor and the state supported corridors – would be able to survive in the aftermath.

As with any network, Amtrak's corridors and long distance routes have a symbiotic relationship; both feed passengers, and thus revenue, to the other. Without one, they both suffer.

For example, consider a passenger who is traveling from Battle Creek, MI to Denver, CO. The passenger begins the journey on a Michigan-supported state corridor train from Battle Creek to Chicago and then transfers to a federally supported long distance train for the Chicago to Denver leg of the trip. If the federally supported long distance train running from Chicago to Denver is eliminated, then the passenger has no reason to use the state supported train. Consequently, this state-supported corridor would experience a revenue loss.

As connecting ridership, and thus revenue, drops on the state supported corridor trains, the amount of money the states would have to pay for their corridor service would rise. State budgets have been under enormous pressure for the past decade, making it unlikely that most states could sustain a new drain on revenues for an extended period of time. At some point, the states may say "enough is enough" and make the difficult decision to halt funding for their corridors, which would then lead to their elimination.

In addition to lost passenger revenues on state-supported routes, Amtrak's relatively fixed overhead costs would have to be divided up among the fewer and fewer remaining corridors, which would drive up the cost of providing service on the remnants of the network.

The talking points for eliminating Amtrak's long distance routes might present a rosy picture of a clean, simple breakup but eliminating long distance routes would certainly trigger a downward spiral for the remaining corridors.



# Part 4 The Profitability Argument

The justification for eliminating Amtrak's long distance routes is that only the corridors are "profitable" or financially self-supporting. To the casual observer, that might seem like a reasonable explanation and a sound strategy for frugal use of tax dollars.

The casual observer might also recall that gas taxes paid by car drivers are used to construct highways and wonder why the Trump Administration's proposal is even remotely controversial.

The simple truth of the matter is that no mode of transportation pays for itself. Let's take a look at the numbers.

**Roads:** The Interstate Highway System is, theoretically, financed entirely by user fees. Each and every time someone fills the gas tank of a car or motorcycle, a fee of 18.4¢ per gallon is delivered to the Highway Trust Fund. But maintaining our network of roads costs more money than is collected by the Highway Trust Fund. So Congress has supplemented the Highway Trust Fund with money from the general fund.

Between FY 2008 and FY 2016, Congress transferred \$143 billion to Highway Trust Fund to keep it solvent.<sup>6</sup> That is more than three times the total amount of taxpayer dollars awarded to Amtrak since it was created in 1971.

Very simply, our roads are not profitable. The Department of Transportation doesn't receive sufficient funds from the gas tax to properly maintain our network of interstate highways and relies upon infusions of taxpayers' dollars to keep our roadways functioning.

**Aviation:** Like our network of roads, the U.S. aviation system is supplemented by infusions from the general treasury fund. The price of an airline ticket might make it profitable for an airline to carry you from Point A to Point B, but the federal excise taxes on that ticket don't cover the full cost of our national aviation system. The annual revenue from aviation excise taxes tends to rise and fall with the health of our economy and demand for air travel, so the extent to which supplemental funding is needed varies from year to year. Between FY 2012 and FY 2016, the trust fund provided between 71% and 93% of the Federal Aviation Administration's total appropriations, with the remainder coming from the general fund of the U.S. Treasury.<sup>7</sup> In FY 2016 alone, some \$2 billion of general funds were transferred from the general fund.

Like our network of highways, the national aviation system is not profitable. Individual carriers might make a profit in a given year, but the aviation system that airlines utilize loses money almost every year.

**Ferry Service:** In geographic areas where crossing a large body of water is essential to connect people, jobs, and communities, ferry service may be offered either by a governmental agency or a private company. The operator of a particular ferry service may be profitable, but the infrastructure needed to provide the service is often subsidized by the federal government.

Under the recently-enacted Fixing America's Surface Transportation (FAST) Act, the U.S. Department of Transportation is authorized to

<sup>6</sup> Congressional Research Service. "Department of Transportation (DOT): FY2017 Appropriations."

<sup>7</sup> Congressional Research Service. "The Airport and Airway Trust Fund (AATF): An Overview."



spend up to \$80 million each year for the construction of ferry boats and terminal facilities.<sup>8</sup> In FY 2016, \$75.9 million was made available for this program.<sup>9</sup>

**Passenger Rail:** The cost of a ticket doesn't cover all of Amtrak's operating and capital expenses. Between FY 2010 and FY 2014, the capital and operating grants awarded to Amtrak ranged from \$1.3 to \$1.5 billion per year.<sup>10</sup>

Clearly, the Trump Administration's profitability argument lacks merit because none of our national transportation networks are profitable.

**“There is no transportation system in the world of any kind that pays for itself out of the fare box.”**

**John Robert Smith**  
Chairman, Transportation for America  
Former Mayor of Meridian, MS  
Former Chairman of the Board, Amtrak

If the profitability argument were to be applied uniformly to all modes of transportation, then the federal government would cease to support any means of transportation. Under that scenario, movement of passengers and goods would either be controlled by for-profit businesses or entirely reliant upon investment by the individual States.



<sup>8</sup> Congressional Research Service. "Surface Transportation Funding and Programs under the Fixing America's Surface Transportation Act."

<sup>9</sup> U.S. Department of Transportation. "Ferry Boat Program (FBP) FY2016 Full Year Distribution of Funds." November 20, 2016.

<sup>10</sup> Congressional Research Service. "Issues in the Reauthorization of Amtrak."



# Part 5 The Fairness Test

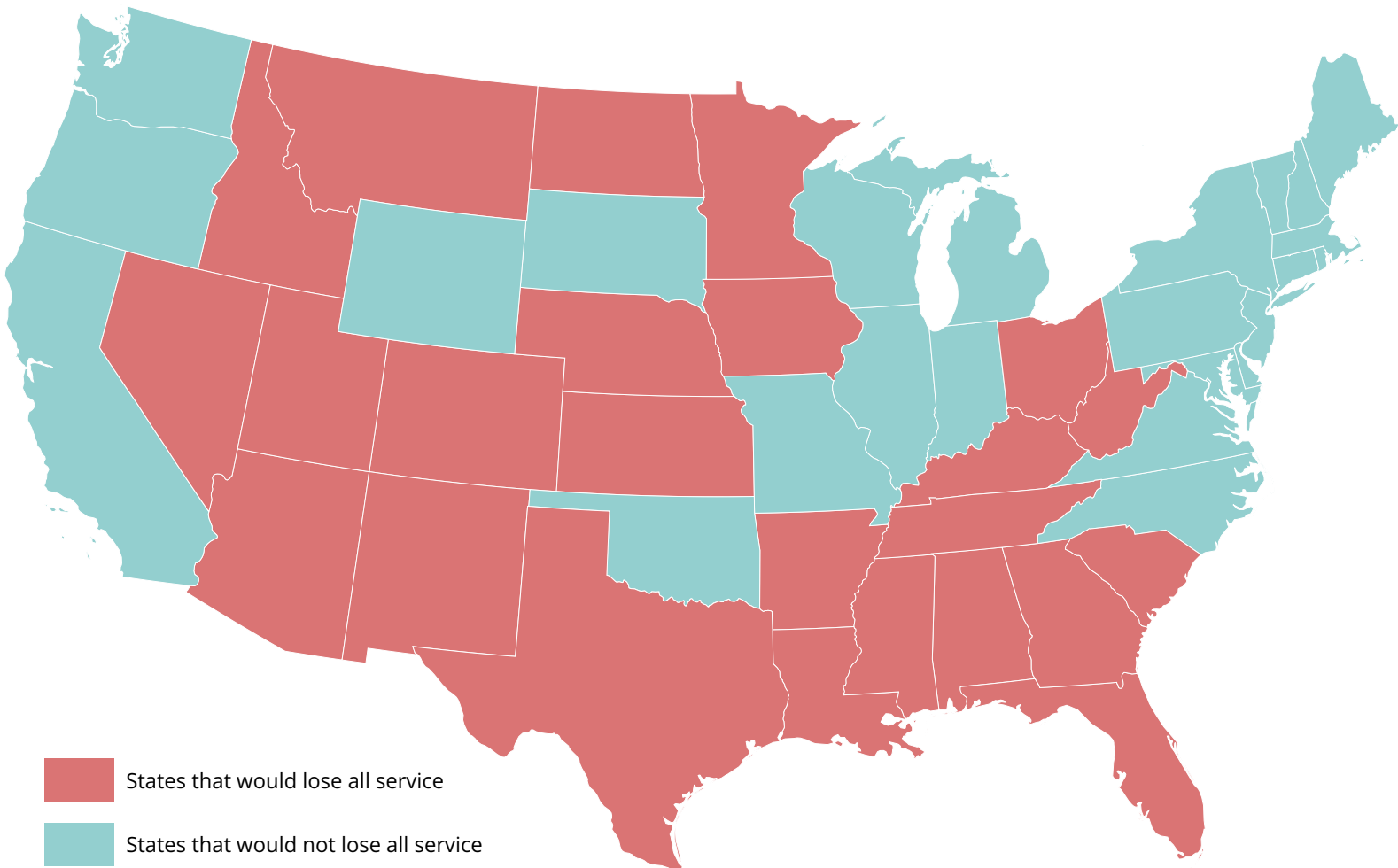
Transportation debates on Capitol Hill frequently delve into the fairness of how investment dollars are distributed. Formulas are scrutinized to ensure fairness for all States. Lawmakers from rural areas routinely act to ensure that a portion of transportation funding is directed exclusively to rural areas. In short, fairness in the distribution of public infrastructure dollars is expected and demanded from both taxpayers and lawmakers alike.

Given that the Trump Administration's proposal would preserve intercity passenger

rail service for some people but eliminate it for other people, the question of fairness must be raised. On a national scale, the practical impact of this proposal is that 144 million American taxpayers – that's 45% of our population – living in 220 communities would lose access to passenger rail service.

Twenty-three states would lose all access to Amtrak passenger rail service. Another 12 states would experience a loss of service to some but not all stations.

## 23 States Would Lose All Access to Intercity Passenger Rail



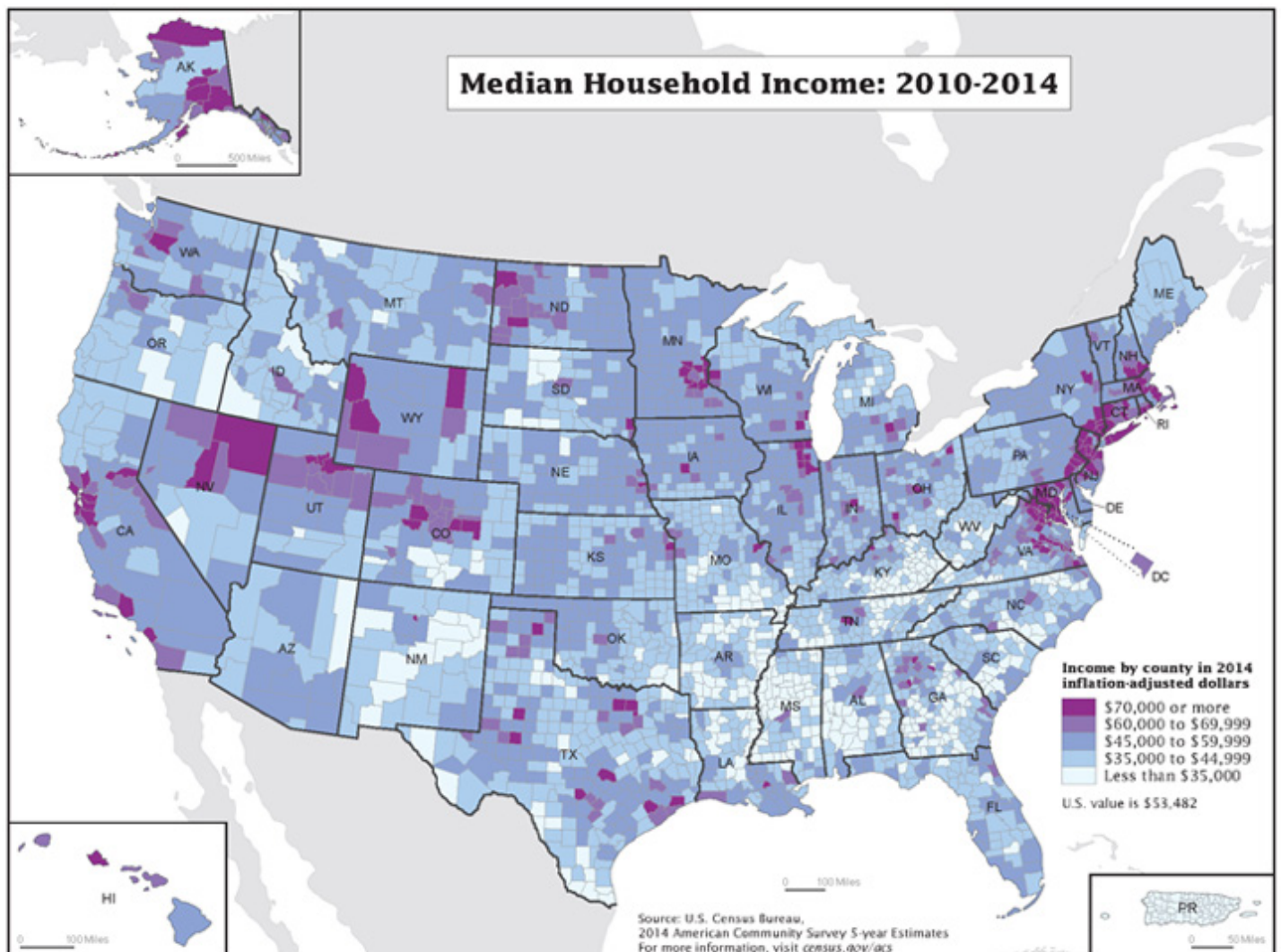
Let's take a close look at a few of the regions that would be impacted, both positively and negatively, and compare the results.

There is also no dispute that Northeast Corridor is a vital economic engine, producing 20% of the nation's Gross Domestic Product.

## The Northeast Corridor

The Northeast Corridor is, without question, an outstanding market for Amtrak and other forms of public transportation. With 17% of the nation's population living on just 2% of the U.S. land area, mobility in the Northeast Corridor is utterly dependent upon the smooth operation of multiple transportation networks, particularly passenger rail.

Yet it cannot be denied that the single largest geographic concentration of high income earners in the U.S. reside along and near the Northeast Corridor. Half of the wealthiest counties in America are located in the Northeast Corridor region. This concentration of wealth can be clearly seen in the graphic below.



# Acela Express Route

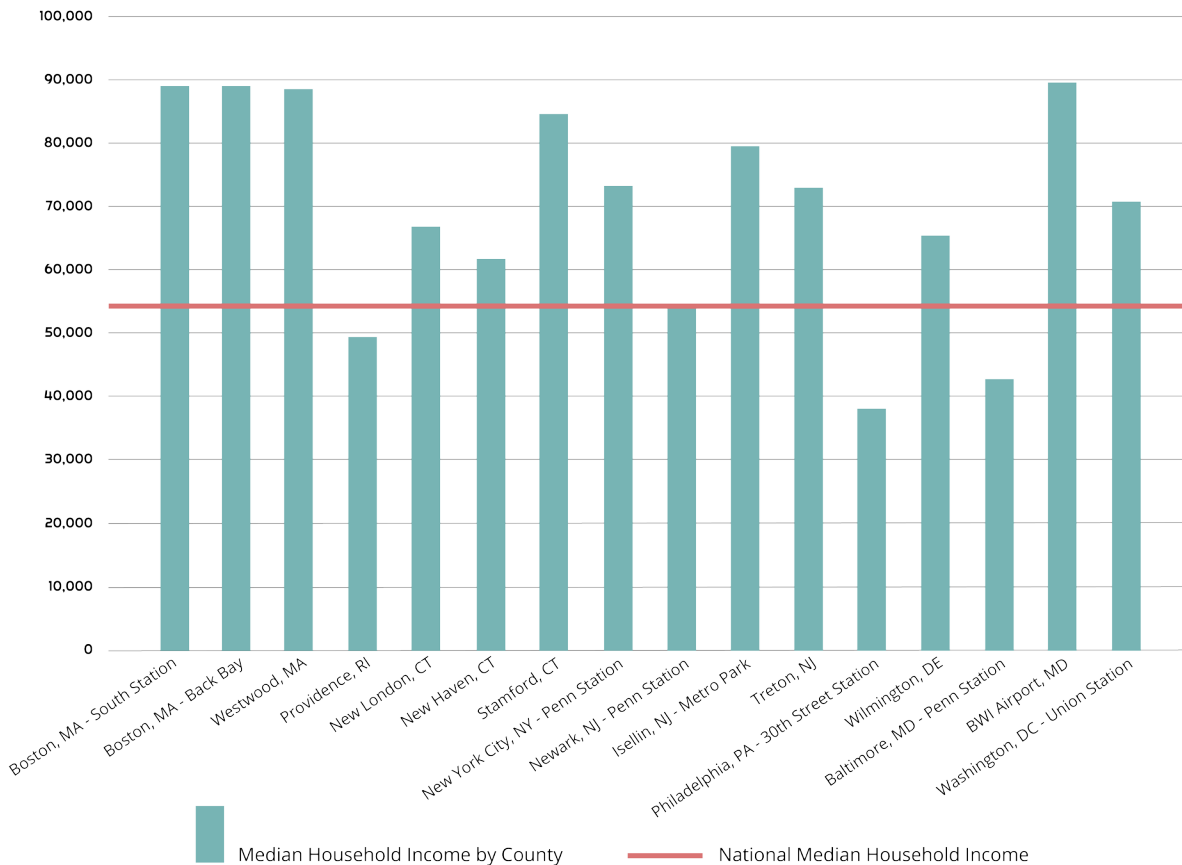
The Acela Express, Amtrak's premium service, is available only in the Northeast Corridor. The service runs from Washington, DC, to Boston, MA.

Most of the communities served by Acela trains enjoy a Median Household Income that is well above the national average.

Service along this route would be preserved and enhanced under the Trump budget proposal.



**Acela Express Stations  
Median Household Income**



Source: 2011-2015 American Community Survey 5-Year Estimates





This swath of wealthy communities would continue to receive service under the Trump proposal. At the same time, intercity passenger rail service – and the associated economic opportunities – would be eliminated for less affluent and less well-educated communities.

10 [townswithouttrains.com](http://townswithouttrains.com)

## Less Affluent Communities Elsewhere

Let's take a look at just a few of the 220 communities that would lose service while some of the most prosperous among us would keep their service.

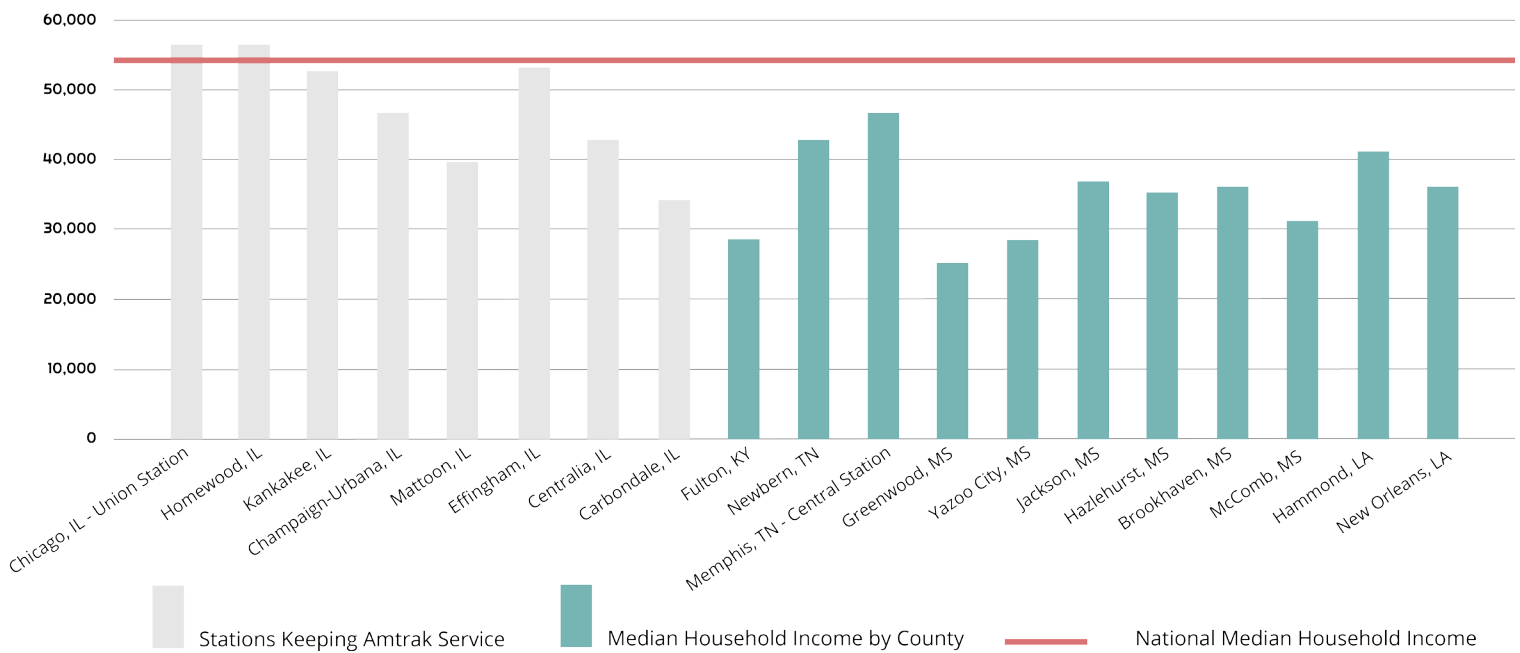


## “City of New Orleans” Route

The “City of New Orleans” route stretches from Chicago, IL, to New Orleans, LA. Although 2 of the 19 stations served by the “City of New Orleans” route enjoy a Median Household Income that is just slightly above the national average, the entire route serves working class cities and towns with relatively modest incomes. Under the Trump proposal, service to 11 of the 19 stations would be eliminated. All 11 stations serve communities where the Median Household Income falls well below the national average of \$53,889.<sup>11</sup>



### City of New Orleans Median Household Income



<sup>11</sup> Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates.

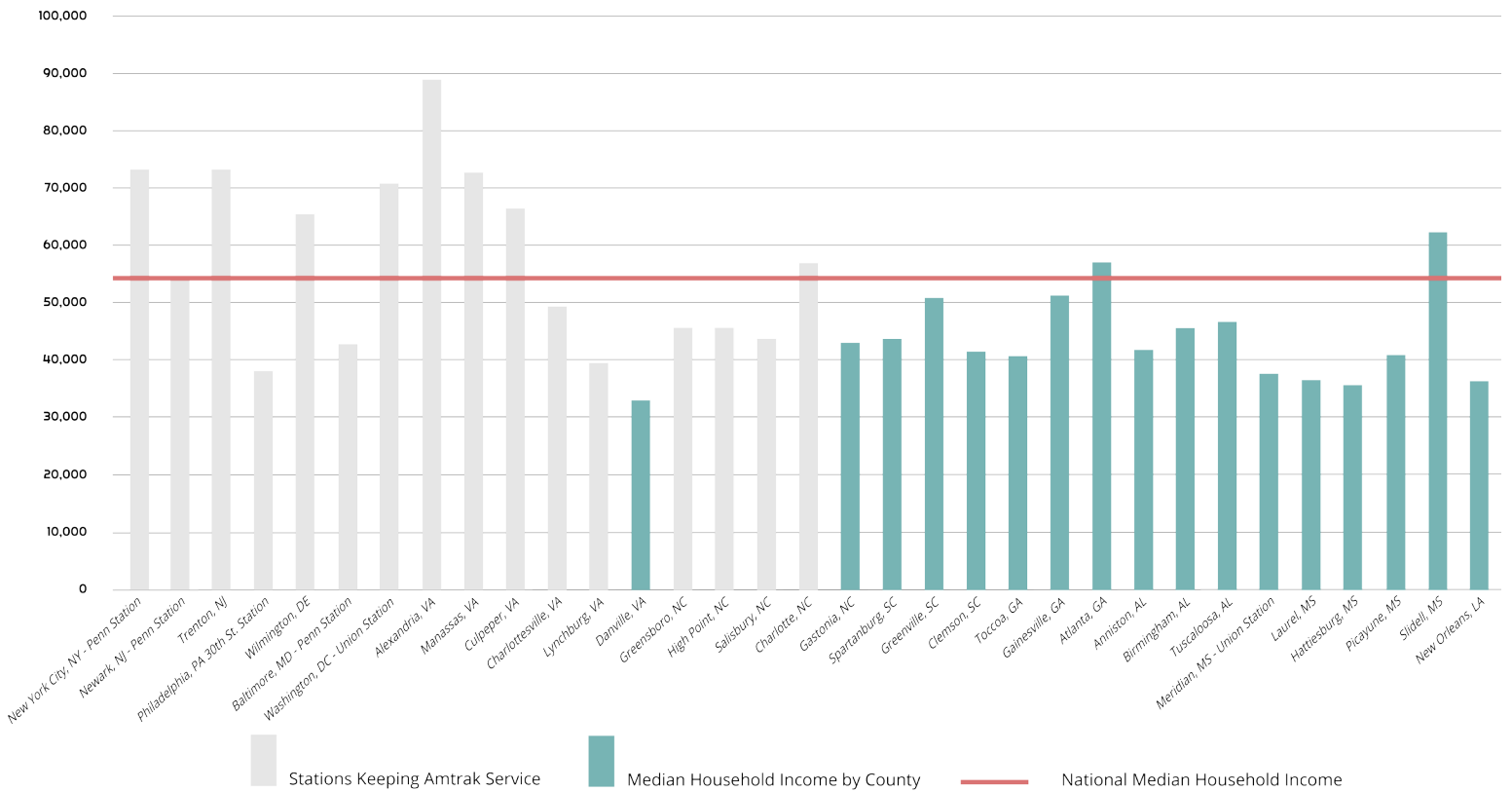
# "Crescent" Route

The "Crescent" route stretches from New York City to New Orleans. One-half of the stations served by the "Crescent" route are part of the Northeast Corridor or a state-supported corridor and service to these stations would be preserved.

The remaining 17 communities would lose service. In 15 of those 17 communities, the Median Household Income falls below the national average.



**Crescent Route  
Median Household Income**



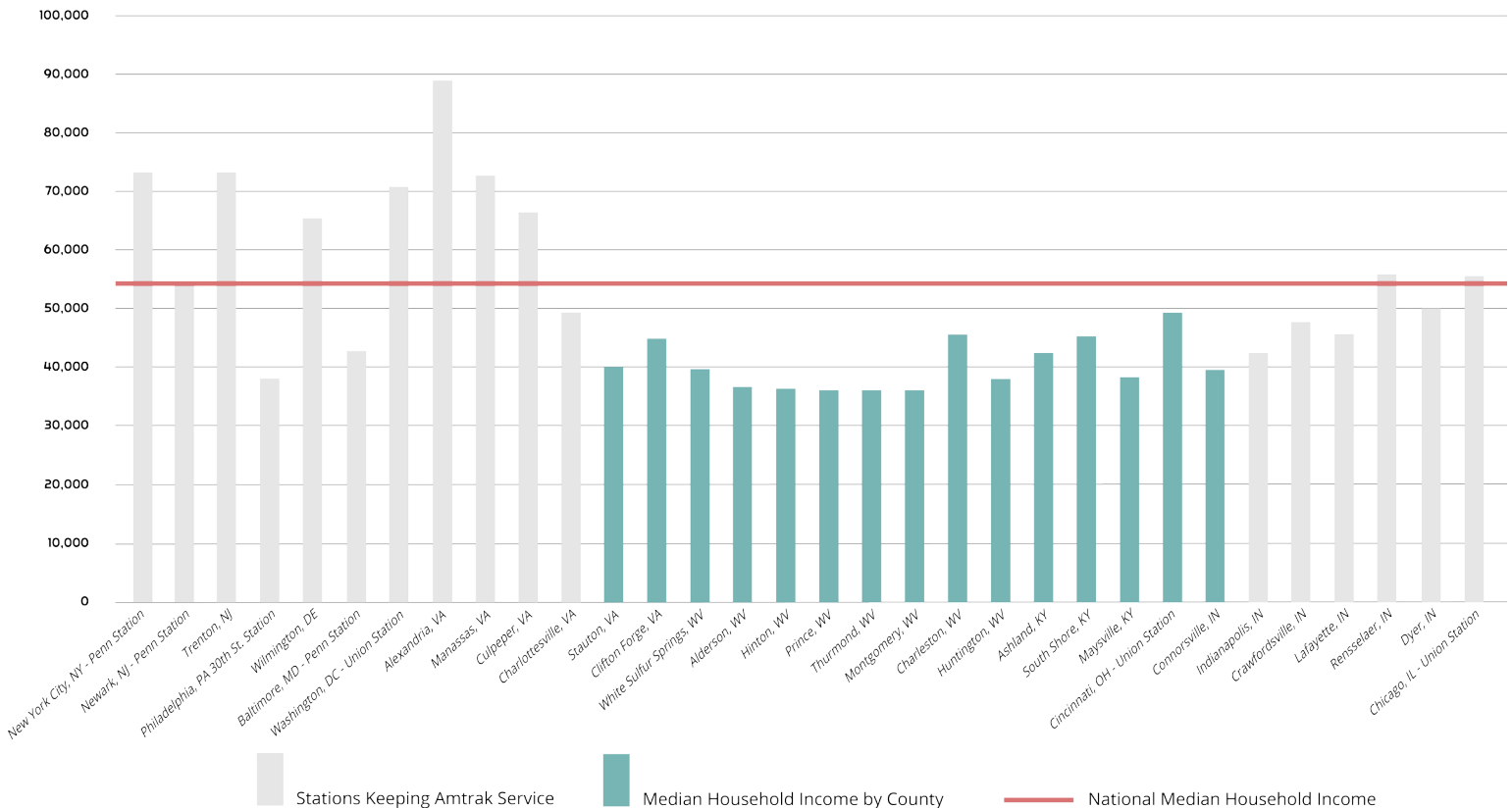
Source: 2011-2015 American Community Survey 5-Year Estimates

## “Cardinal” Route

The “Cardinal” route covers a mixture of prosperous suburban communities, mid-sized cities, and rural small towns. Together, these communities paint a recognizable picture of “average” American settings. Roughly half of these stations would continue to receive service under the Trump proposal; the other half would lose service. All of the communities that would lose access to passenger rail service have Median Household Incomes below the national average.



Cardinal Route  
Median Household Income



Source: 2011-2015 American Community Survey 5-Year Estimates

# Part 6 Economic Benefits of a National Network

The Trump Administration's proposal does not acknowledge the economic benefits of a national passenger rail network, nor does it acknowledge the economic pain that would occur as a result of the loss of rail service in most of the country. To fully evaluate Administration's proposal, it would be prudent to consider:

- How communities served by passenger rail have and could benefit from this transportation option;
- How Amtrak's role as a major employer impacts jobs across the country; and
- The role of passenger rail service in efforts to ensure the safety of the traveling public.

## 6a. Communities invested in passenger rail

Communities served by passenger rail and other forms of public transportation realize tangible economic benefits.

**Job Opportunities:** Individuals living in smaller communities can connect to job opportunities that might only be found in nearby metropolitan areas. Making it possible for people to access good jobs in metropolitan areas while continuing to live in smaller, outlying communities supports the tax base that makes it possible for smaller communities to thrive. Conversely, businesses have access to a wider labor pool and individuals with hard-to-find skills.

**Attract New Employers:** When making decisions about where to locate offices, facilities, and storefronts, many companies are favoring locations near public transportation stations. Many communities with passenger rail stations tout this feature when courting businesses seeking to locate a site for a new facility.

### Revenue from Tourism and Recreation:

Many communities depend, at least in part, on tourism dollars to support local jobs and tax revenues. For these communities, it is essential to maintain the multiple transportation modes that bring the tourists to their communities, including passenger rail. A survey of passengers traveling on Amtrak's long distance routes revealed that 29% were traveling for vacation or recreation and another 61% were traveling to see family and friends.<sup>12</sup>

**Attract Millennials:** Millennials are distinctly less enthusiastic about car ownership and driving than previous generations. A study by the University of Michigan's Transportation Research Institute revealed that the number of people aged 20-24 who have a driver's license has fallen from 91.8% in 1983 to 76.7% in 2014.<sup>13</sup> Another study found that Millennials are attracted to communities that offer multiple transportation choices.<sup>14</sup>

<sup>12</sup> Amtrak. "Amtrak's Economic Distribution."

<sup>13</sup> University of Michigan, Transportation Research Institute. "Recent Decreases in the Proportion of Persons with a Driver's License across All Age Groups." January 2016.

<sup>14</sup> American Public Transportation Association. "Millennials & Mobility: Understanding the Millennial Mindset." October 2013.



**Attract Private Investment:** Private developers are increasingly interested in bringing a combination of multifamily housing, office space, and retail space to areas surrounding public transportation stations.<sup>15</sup> For example, planning is currently underway to redevelop the Amtrak station in Memphis using this concept.<sup>16</sup>

**Reduce Traffic Congestion and Improve Mobility:** There is an escalating economic cost associated with the time and fuel wasted while enduring congested roadways and skies. The cost of roadway congestion alone has been estimated at \$1,200 per driver per year. Public transportation offers a safe, affordable alternative.

## Example: Meridian, Mississippi

Meridian, a city of 41,000 people, is located along Amtrak's Crescent route that runs between New Orleans and New York City.

In the 1990's, city officials saw Meridian's access to Amtrak as an economic development asset and capitalized on it by revitalizing their historic but declining train station into a multimodal transportation center. Residents and visitors had easy access not only to Amtrak but also local bus service and taxi cabs.

The revitalized train station became the most widely used public space in the city. New, private investments were made in the area surrounding the station. Property values and city tax receipts rose. Crime rates in the area surrounding the station fell.<sup>17</sup>



<sup>15</sup> New York Times. "Transit Hubs: A Growing Lure for Developers." May 23, 2017.

<sup>16</sup> Memphis Business Journal. "Transit-oriented development rolls into Memphis with Central Station project." May 2, 2017.

<sup>17</sup> Site Selection Magazine. "Look Homeward; The Co-chair of Transportation for America offers a small-town perspective on transport hubs as economic development drivers." November 2014.

## 6b. Jobs across the nation

In an era of economic uncertainty and frustration over stagnant wages, it is doubly important to understand the impact of any public policy proposal on American jobs. As the operator of a national passenger rail network, Amtrak has a significant workforce and supports additional jobs by purchasing goods and services.

**Payroll:** Amtrak is a large employer. More than 20,000 people in 46 states are employed by Amtrak, taking home a total of \$1.5 billion each year.<sup>18</sup> As with any large workforce, those salaries support purchases of housing, manufactured goods, and services provided by other American workers.

**Purchase of Goods and Services:** Amtrak purchases \$1.6 billion in goods and services each year. Those purchases support American jobs in a variety of manufacturing and service industries.

Large purchases, such as new rail cars for the Northeast Corridor, are often reported in the business section of the newspaper but smaller contracts are routinely awarded to companies across the U.S. For example, in March of this year Amtrak awarded a \$250,000 contract to a company in Jacksonville, FL, for security-related video monitoring system. A 2015 report on passenger rail manufacturing in the U.S. noted that at least 750 American companies in 39 states are manufacturing components for passenger rail and transit rail providers.<sup>19</sup>

**Construction:** A rail network, like every other infrastructure investment, requires repairs and new construction. In 2014, Amtrak spent more than \$800 million on station construction and infrastructure improvements across its network. Each \$1 million spent on construction supported 23 American jobs.

## 6c. Safety is an economic benefit

Our society rightfully expects and insists upon a safe transportation system. Indeed, one of the core functions of federal and state transportation agencies is to protect the traveling public from harm by preventing collisions and other accidents. To do so, transportation agencies establish rules and regulations governing the different modes of transportation, require licenses to operate transportation vehicles, require safety inspections of vehicles and other forms of carriage, and monitor trends in the use and safety of our transportation network so that innovative improvements can be made.

Statistics compiled by federal and state transportation agencies reveal differences in the safety records of the different modes of transportation and offer insights for transportation planners and policymakers for improving the safety of our transportation network.

**Safer than the Highway.** There is a consensus among transportation experts that traveling by rail is safer than traveling by car<sup>20</sup> and transportation fatality statistics show this to be the case.

<sup>18</sup> Amtrak. "Amtrak's Economic Contribution."

<sup>19</sup> Blue Green Alliance. "Passenger Rail & Transit Rail Manufacturing in the U.S." January 2015.

<sup>20</sup> USA Today. "Trains safer than cars, buses for passengers, experts say." April 4, 2016.



- 35,092 people were killed in motor vehicle accidents in 2015.<sup>21</sup> On average, more than 96 people died every day as a result of a motor vehicle accident.
- In contrast, a total of 247 people lost their lives in passenger rail accidents in 2015.<sup>22</sup> Of those 247 deaths, almost 93% of were the result of trains colliding with automobiles or pedestrians at highway rail grade crossings (78 fatalities) or striking people who were trespassing on railroad tracks (151 fatalities).

While the raw numbers of transportation fatalities are eye-opening, it is prudent to consider the rate of fatalities for roughly equivalent distances. One recent study did just that and found that “riding intercity passenger rail or commuter rail is, on average, more than 10 times safer than riding in a passenger car.”<sup>23</sup>

#### Economic Cost of Transportation Accidents.

Without diminishing the tragedy of lives cut short by transportation accidents and the grief experienced by surviving family members and friends, it is appropriate to consider the economic costs of transportation accidents so that transportation policies can be evaluated and modified in order to reduce the economic damage resulting from transportation accidents.

The U.S. Department of Transportation examined the tangible, traceable costs of motor vehicle accidents on the economy. Taking into account expenses such as property damage, medical bills, the cost of emergency service personnel, the loss of workplace

productivity, and other factors, the Department pegged the total economic cost of motor vehicle accidents at \$242 billion in 2010 or 1.2% of the nation’s Gross Domestic Product.<sup>24</sup>

To put this figure into perspective, the economic cost of auto accidents is substantially larger than the total annual cost of providing medical treatment for all cancer patients in the United States.<sup>25</sup> It’s larger than the total amount spent by all 50 states, combined, on transportation improvements in FY 2015,<sup>26</sup> and it’s nearly 40% of the total annual cost of providing elementary and secondary education in America.<sup>27</sup> By any reasonable standard, motor vehicle crashes represent a significant cost to the American economy.

**Economic Benefit of Transferring to Rail.** The heartbreaking number of traffic fatalities and the significant economic costs of motor vehicle accidents demand that we consider transportation policies that would encourage people to opt to use passenger rail, rather than a car, more often than is the case today.

What would happen if even a small percentage of people used passenger rail rather than a car for a portion of their travel? That question was considered in a recent transportation safety study.

One of the conclusions of that study was that “if just one percent of the nation’s approximately three trillion annual vehicle miles traveled by motor vehicle could be shifted to intercity passenger or commuter rail, approximately 200 lives would be saved each year.”<sup>28</sup>

<sup>21</sup> Bureau of Transportation Statistics. “Transportation Fatalities by Mode.”

<sup>22</sup> Ibid.

<sup>23</sup> OneRail. “Rail Safety in the United States.”

<sup>24</sup> U.S. Department of Transportation, National Highway Traffic Safety Administration. “The Economic and Societal Impact of Motor Vehicle Crashes, 2010.”

<sup>25</sup> National Institute of Health. “Cancer costs projected to reach at least \$158 billion in 2020.” January 12, 2011.

<sup>26</sup> National Association of State Budget Officers. “State Expenditure Report: Examining Fiscal 2014-2016 State Spending.”

<sup>27</sup> National Center for Education Statistics. “Fast Facts.”

<sup>28</sup> OneRail. “Rail Safety in the United States.”

Beyond the simple fact that 200 people would be spared an early death and their families saved from grief and loss, our economy suffers when productive lives are cut short.

For the purpose of conducting cost-benefit analyses of transportation safety improvement projects, the U.S. Department of Transportation has assigned a figure of \$9.4 million to the value of a statistical human life.<sup>29</sup> Using that figure, we can calculate that the economic value of saving 200 lives per year is \$1.88 billion per year.

Put in simple terms, \$1.88 billion of economic activity is lost each year because transportation policies fail to encourage even a modest transfer of passengers to a safer mode of transportation.

The infrastructure exists to spare our nation from that loss of life and the associated drain on the economy. Ironically, the Trump Administration's proposal would dismantle the infrastructure that could provide a safer alternative to traveling by car, which would prevent some of the horrific car crash fatalities and the corresponding loss of economic productivity.



<sup>29</sup> U.S. Department of Transportation. "Guidance on Treatment of the Economic Value of a Statistical Life (VSL) in U.S. Department of Transportation Analyses - 2015 Adjustment." June 17, 2015.



# Part 7 Conclusion

Congress acted appropriately when it overwhelmingly rejected proposals to make deep, fatal cuts in Amtrak's annual appropriation because the underlying assumptions are deeply flawed.

- The assumption that the surviving remnants of the network would be able to continue to offer service ignores the economic reality of interconnected transportation routes as well as the fixed costs associated with a network.
- The assumption that passenger rail is "unprofitable" while other modes of transportation and other modes of transportation are self-supporting is grossly inaccurate. Not one single mode of passenger transportation is "profitable."
- The cessation of intercity passenger rail service to large swaths of the country where less affluent citizens live, while preserving that service

for the most prosperous and best educated – the elite – of our citizenry, is a distinctly unequal distribution of publicly financed infrastructure.

In addition to the faulty assumptions underlying the Administration's proposal, it is important to recognize the economic contributions of passenger rail. Without that acknowledgement and awareness, any proposal involving the Amtrak's passenger rail network cannot be properly evaluated.

The talking points associated with any budget proposal almost always stress the positive elements and pointedly ignore any negative consequences. The Trump Administration's proposal to eliminate long distance passenger rail service was poorly conceived and if it were to be implemented, would inflict untold economic pain on hundreds of communities across the nation.



# Appendix

## What Would Happen to Amtrak Service at My Local Train Station?

State	Station	Eliminated	Preserved: Northeast Corridor	Preserved: State-supported Route
Alabama	Anniston	X		
	Birmingham	X		
Arizona	Tuscaloosa	X		
	Benson	X		
	Flagstaff	X		
	Kingman	X		
	Maricopa	X		
	Tucson	X		
	Williams Junction	X		
	Winslow	X		
	Yuma	X		
Arkansas	Arkadelphia	X		
	Hope	X		
	Little Rock	X		
	Malvern	X		
	Texarkana	X		
California	Walnut Ridge	X		
	Anaheim			Pacific Surfliner
	Antioch–Pittsburg			San Joaquins
	Auburn			Capitol Corridor
	Bakersfield			San Joaquins
	Barstow	X		
	Berkeley			Capitol Corridor
	Burbank			Pacific Surfliner
	Camarillo			Pacific Surfliner
	Carlsbad (Village)			Pacific Surfliner
	Carlsbad (Poinsettia)			Pacific Surfliner
	Carpinteria			Pacific Surfliner
	Chatsworth			Pacific Surfliner
	Chico	X		
	Claremont			
	Colfax	X		
	Corcoran			San Joaquins
	Davis			Capitol Corridor
	Denair			San Joaquins
	Dunsmuir	X		
Emeryville			San Joaquins	
Encinitas			Pacific Surfliner	
Fremont–Centerville			Capitol Corridor	
Fresno			San Joaquins	
Fullerton			Pacific Surfliner	
Glendale			Pacific Surfliner	
Goleta			Pacific Surfliner	

State	Station	Eliminated	Preserved: Northeast Corridor	Preserved: State-supported Route
	Goleta			Pacific Surfliner
	Grover Beach			Pacific Surfliner
	Guadalupe			Pacific Surfliner
	Hanford			San Joaquins
	Hayward			Capitol Corridor
	Irvine			Pacific Surfliner
	Lodi			San Joaquins
	Los Angeles			Pacific Surfliner
	Madera			San Joaquins
	Martinez			San Joaquins
	Merced			San Joaquins
	Modesto			San Joaquins
	Moorpark			Pacific Surfliner
	Needles	X		
	Oakland - Jack London Square			San Joaquins
	Oakland - Coliseum/Airport			
	Oceanside			Pacific Surfliner
	Ontario	X		
	Oxnard			Pacific Surfliner
	Palm Springs	X		
	Paso Robles	X		
	Pomona	X		
	Redding	X		
	Richmond			San Joaquins
	Riverside	X		
	Rocklin			Capitol Corridor
	Roseville			Capitol Corridor
	Sacramento			San Joaquins
	Salinas	X		
	San Bernardino	X		
	San Clemente			Pacific Surfliner
	San Diego - Old Town			Pacific Surfliner
	San Diego - Union Station			Pacific Surfliner
	San Diego - Sorrento Valley			Pacific Surfliner
	San Jose			Capitol Corridor
	San Juan Capistrano			Pacific Surfliner
	San Luis Obispo			Pacific Surfliner
	Santa Ana			Pacific Surfliner
	Santa Barbara			Pacific Surfliner
	Santa Clara - Great American			Capitol Corridor
	Santa Clara - Santa Clara University			Capitol Corridor
	Simi Valley			Pacific Surfliner
	Solana Beach			Pacific Surfliner
	Stockton - San Joaquin St. Station			San Joaquins
	Stockton - ACE Station			San Joaquins
	Suisun City			Capitol Corridor
	Surf			Pacific Surfliner
	Truckee	X		
	Van Nuys			Pacific Surfliner



State	Station	Eliminated	Preserved: Northeast Corridor	Preserved: State-supported Route
	Ventura			
	Victorville	X		
	Wasco			San Joaquins
<b>Colorado</b>	Denver - Union Station	X		
	Fort Morgan	X		
	Fraser - Winter Park	X		
	Glenwood Springs	X		
	Granby	X		
	Grand Junction	X		
	La Junta	X		
	Lamar	X		
	Trinidad	X		
<b>Conneticut</b>	Berlin		Northeast Regional	Vermont
	Bridgeport		Northeast Regional	Vermont
	Hartford		Northeast Regional	Vermont
	Meriden		Northeast Regional	Vermont
	Mystic		Northeast Regional	
	New London		Northeast Regional	
	New Haven		Northeast Regional	Vermont
	Old Saybrook		Northeast Regional	
	Stamford		Northeast Regional	Vermont
	Wallingford		Northeast Regional	Vermont
	Windsor		Northeast Regional	
	Windsor Locks		Northeast Regional	Vermont
<b>District of Columbia</b>	Washington DC - Union Station		Acela Express	
<b>Delaware</b>	Newark		Northeast Regional	
	Wilmington		Acela Express, Northeast Regional	
<b>Florida</b>	Deerfield Beach	X		
	DeLand	X		
	Delray Beach	X		
	Fort Lauderdale	X		
	Hollywood	X		
	Jacksonville	X		
	Kissimmee	X		
	Lakeland	X		
	Miami	X		
	Okeechobee	X		
	Orlando	X		
	Palatka	X		
	Sanford	X		
	Sebring	X		
	Tampa	X		
	West Palm Beach	X		
	Winter Haven	X		
	Winter Park	X		
<b>Georgia</b>	Atlanta	X		
	Gainesville	X		
	Jessup	X		

State	Station	Eliminated	Preserved: Northeast Corridor	Preserved: State-supported Route
	Savannah	X		
	Toccoa	X		
<b>Idaho</b>	Sandpoint	X		
<b>Illinois</b>	Alton			Illinois Service
	Bloomington			Illinois Service
	Carbondale			Illinois Service
	Carlinville			Illinois Service
	Centralia			Illinois Service
	Champaign–Urbana			Illinois Service
	Chicago–Union Station			Illinois Service, Hiawatha
	DuQuoin			Illinois Service
	Dwight			Illinois Service
	Effingham			Illinois Service
	Galesburg			Illinois Service
	Gilman			Illinois Service
	Glenview			Illinois Service, Hiawatha
	Homewood			Illinois Service
	Joliet			Illinois Service
	Kankakee			Illinois Service
	Kewanee			Illinois Service
	La Grange			Illinois Service
	Lincoln			Illinois Service
	Macomb			Illinois Service
	Mattoon			Illinois Service
	Mendota			Illinois Service
	Naperville			Illinois Service
	Plano			Illinois Service
	Pontiac			Illinois Service
	Princeton			Illinois Service
	Quincy			Illinois Service
	Rantoul			Illinois Service
	Springfield			Illinois Service
	Summit			Illinois Service
<b>Indiana</b>	Connersville	X		
	Crawfordsville			Hoosier State
	Dyer			Hoosier State
	Elkhart	X		
	Hammond–Whiting			Wolverine
	Indianapolis			Hoosier State
	Lafayette			Hoosier State
	Michigan City			Wolverine
	Rensselaer			Hoosier State
	South Bend	X		
	Waterloo	X		
<b>Iowa</b>	Burlington	X		
	Creston	X		
	Fort Madison	X		
	Mt. Pleasant	X		
	Osceola	X		

State	Station	Eliminated	Preserved: Northeast Corridor	Preserved: State-supported Route
Kansas	Ottumwa	X		
	Dodge City	X		
	Garden City	X		
	Hutchinson	X		
	Lawrence	X		
	Newton	X		
	Topeka	X		
Kentucky	Ashland	X		
	Fulton	X		
	Maysville	X		
	South Portsmouth	X		
Louisiana	Hammond	X		
	Lafayette	X		
	Lake Charles	X		
	New Iberia	X		
	New Orleans	X		
	Schriever	X		
	Slidell	X		
Maine	Brunswick			Downeaster
	Freeport			Downeaster
	Old Orchard Beach			Downeaster
	Portland			Downeaster
	Saco–Biddeford			Downeaster
	Wells			Downeaster
Maryland	Aberdeen		Northeast Regional	
	Baltimore–Penn Station		Acela Epress, Northeast Regional	
	Baltimore–BWI Airport		Acela Epress, Northeast Regional	
	Cumberland	X		
	New Carrollton		Northeast Regional	
	Rockville	X		
Massachusetts	Boston–Back Bay		Acela Epress, Northeast Regional	
	Boston–North Station			Downeaster
	Boston–South Station		Acela Epress, Northeast Regional	
	Farmingham	X		
	Greenfield			Vermont
	Haverhill			Downeaster
	Northampton			Vermont
	Pittsfield	X		
	Springfield		Northeast Regional	Vermont
	Woburn			Downeaster
Worcester	X			
Michigan	Westwood–Route 128		Acela Epress, Northeast Regional	
	Albion			Michigan Services
	Ann Arbor			Michigan Services



State	Station	Eliminated	Preserved: Northeast Corridor	Preserved: State-supported Route
	Bangor			Michigan Services
	Battle Creek			Michigan Services
	Dearborn			Michigan Services
	Detroit			Michigan Services
	Dowagiac			Michigan Services
	Durand			Michigan Services
	East Lansing			Michigan Services
	Flint			Michigan Services
	Grand Rapids			Michigan Services
	Holland			Michigan Services
	Jackson			Michigan Services
	Kalamazoo			Michigan Services
	Lapeer			Michigan Services
	Michigan City			Michigan Services
	New Buffalo			Michigan Services
	Niles			Michigan Services
	Pontiac			Michigan Services
	Port Huron			Michigan Services
	Royal Oak			Michigan Services
	St. Joseph–Benton Harbor			Michigan Services
	Troy			Michigan Services
<b>Minnesota</b>	Detroit Lakes	X		
	Red Wing	X		
	St. Cloud	X		
	St. Paul–Minneapolis	X		
	Staples	X		
	Winona	X		
<b>Mississippi</b>	Brookhaven	X		
	Greenwood	X		
	Hattiesburg	X		
	Hazelhurst	X		
	Jackson	X		
	Laurel	X		
	McComb	X		
	Meridian	X		
	Picayune	X		
	Yazoo City	X		
<b>Missouri</b>	Arcadia	X		
	Hermann			Missouri River Runner
	Independence			Missouri River Runner
	Jefferson City			Missouri River Runner
	Kansas City			Missouri River Runner
	Kirkwood			Missouri River Runner
	La Plata	X		
	Lee's Summit			Missouri River Runner
	Poplar Bluff	X		
	Sedalia			Missouri River Runner
	St. Louis			Missouri River Runner
	Warrensburg			Missouri River Runner

State	Station	Eliminated	Preserved: Northeast Corridor	Preserved: State-supported Route
	Washington			Missouri River Runner
<b>Montana</b>	Browning	X		
	Cut Bank	X		
	East Glacier Park	X		
	Essex	X		
	Glasgow	X		
	Havre	X		
	Libby	X		
	Malta	X		
	Shelby	X		
	West Glacier	X		
	Whitefish	X		
	Wolfpoint	X		
<b>Nebraska</b>	Hastings	X		
	Holdrege	X		
	Lincoln	X		
	McCook	X		
	Omaha	X		
<b>Nevada</b>	Elko	X		
	Reno	X		
	Winnemucca	X		
<b>New Hampshire</b>	Claremont Junction			Vermont
	Dover			Downeaster
	Durham–UNH			Downeaster
	Exeter			Downeaster
<b>New Jersey</b>	Iselin–Metropark		Acela Epress, Northeast Regional	
	New Brunswick		Northeast Regional	
	Newark–Penn Station		Acela Epress, Northeast Regional	
	Newark–Newark Liberty International Airport		Northeast Regional	
	Princeton Junction		Northeast Regional	
	Trenton		Acela Epress, Northeast Regional	
<b>New Mexico</b>	Albuquerque	X		
	Deming	X		
	Gallup	X		
	Lamy	X		
	Las Vegas	X		
	Lordsburg	X		
	Raton	X		
<b>New York</b>	Albany–Rensselaer			Adirondack, Empire Service, Ethan Allen Express, Maple Leaf
	Amsterdam			Empire Service, Maple Leaf
	Buffalo–Depew			Empire Service, Maple Leaf

State	Station	Eliminated	Preserved: Northeast Corridor	Preserved: State-supported Route
	Buffal–Exchange Street			Empire Service, Maple Leaf
	Croton–Harmon			Adirondack, Empire Service, Ethan Allen Express, Maple Leaf
	Ft. Edward			Adirondack, Ethan Allen Express
	Hudson			Adirondack, Empire Service, Ethan Allen Express, Maple Leaf
	New Rochelle		Northeast Regional	
	New York–Penn Station		Acela Epress, Northeast Regional	Adirondack, Empire Service, Ethan Allen Express, Maple Leaf
	Niagra Falls			Empire Service, Maple Leaf
	Plattsburgh			Adirondack
	Port Henry			Adirondack
	Port Kent			Adirondack
	Poughkeepsie			Adirondack, Empire Service, Ethan Allen Express, Maple Leaf
	Rhinecliff			Adirondack, Empire Service, Ethan Allen Express, Maple Leaf
	Rochester			Empire Service, Maple Leaf
	Rome			Empire Service, Maple Leaf
	Rouses Point			Adirondack
	Saratoga Springs			Adirondack, Ethan Allen Express
	Schenactady			Adirondack, Empire Service, Ethan Allen Express, Maple Leaf
	Syracuse			Empire Service, Maple Leaf
	Ticonderoga			Adirondack
	Utica			Empire Service, Maple Leaf
	Westport			Adirondack
	Whitehall			Adirondack
	Yonkers			Adirondack, Empire Service, Ethan Allen Express, Maple Leaf
<b>North Carolina</b>	Burlington			Carolina/Piedmont
	Cary			Carolina/Piedmont
	Charlotte			Carolina/Piedmont
	Durham			Carolina/Piedmont
	Fayetteville	X		
	Gastonia	X		
	Greensboro			Carolina/Piedmont
	Hamlet	X		
	High Point			Carolina/Piedmont
	Kannapolis			Carolina/Piedmont
	Raleigh			Carolina/Piedmont



State	Station	Eliminated	Preserved: Northeast Corridor	Preserved: State-supported Route
	Rocky Mount			Carolina/Piedmont
	Salisbury			Carolina/Piedmont
	Selma–Smithfield			Carolina/Piedmont
	Southern Pines	X		
	Wilson			Carolina/Piedmont
<b>North Dakota</b>	Devils Lake	X		
	Fargo	X		
	Grand Forks	X		
	Minot	X		
	Rugby	X		
	Stanley	X		
	Williston	X		
<b>Ohio</b>	Alliance	X		
	Bryan	X		
	Cincinnati	X		
	Cleveland	X		
	Elyria	X		
	Sandusky	X		
	Toledo	X		
<b>Oklahoma</b>	Ardmore			Heartland Flyer
	Norman			Heartland Flyer
	Oklahoma City			Heartland Flyer
	Pauls Valley			Heartland Flyer
	Purcell			Heartland Flyer
<b>Oregon</b>	Albany			Cascades
	Chemult	X		
	Eugene			Cascades
	Klamath Falls	X		
	Oregon City			Cascades
	Portland			Cascades
	Salem			Cascades
<b>Pennsylvania</b>	Altoona			Pennsylvanian
	Ardmore		Keystone	Pennsylvanian
	Coatesville		Keystone	
	Connellsville	X		
	Cornwells Heights		Northeast Regional, Kystone	
	Downington		Keystone	
	Elizabethtown		Keystone	Pennsylvanian
	Erie	X		
	Exton		Keystone	Pennsylvanian
	Greensburg			Pennsylvanian
	Harrisburg		Keystone	Pennsylvanian
	Huntingdon			Pennsylvanian
	Johnstown			Pennsylvanian
	Lancaster		Keystone	Pennsylvanian
	Latrobe			Pennsylvanian
	Lewistown			Pennsylvanian
	Middletown		Keystone	

State	Station	Eliminated	Preserved: Northeast Corridor	Preserved: State-supported Route
	Mount Joy		Keystone	
	North Philadelphia		Northeast Regional, Kystone	
	Paoli		Keystone	Pennsylvanian
	Parkesburg		Keystone	
	Philadelphia–30th Street Station		Acela Express, Northeast Regional, Kystone	Pennsylvanian
	Pittsburg			Pennsylvanian
	Tyrone			Pennsylvanian
<b>Rhode Island</b>	Providence		Acela Express, Northeast Regional	
	West Kingston		Northeast Regional	
	Westerly		Northeast Regional	
<b>South Carolina</b>	Camden	X		
	Charleston	X		
	Clemson	X		
	Columbia	X		
	Denmark	X		
	Dillon	X		
	Florence	X		
	Greenville	X		
	Kingstree	X		
	Spartanburg	X		
	Yemassee	X		
<b>Tennessee</b>	Newbern–Dyersburg	X		
	Memphis	X		
<b>Texas</b>	Alpine	X		
	Austin	X		
	Beaumont	X		
	Cleburn	X		
	Dallas	X		
	Del Rio	X		
	El Paso	X		
	Fort Worth		Heartland Flyer	
	Gainesville		Heartland Flyer	
	Houston	X		
	Longview	X		
	Marshall	X		
	McGregor	X		
	Mineola	X		
	San Antonio	X		
	San Marcos	X		
	Sanderson	X		
	Taylor	X		
	Temple	X		
<b>Utah</b>	Green River	X		
	Helper	X		
	Provo	X		
	Salt Lake City	X		

State	Station	Eliminated	Preserved: Northeast Corridor	Preserved: State-supported Route
Vermont	Bellows Falls			Vermont
	Brattleboro			Vermont
	Castleton			Ethan Allen Express
	Essex Junction			Vermont
	Montpelier			Vermont
	Randolph			Vermont
	Rutland			Ethan Allen Express
	St. Albans			Vermont
	Waterbury			Vermont
	White River Junction			Vermont
	Windsor			Vermont
Virginia	Alexandria		Northeast Regional	
	Ashland		Northeast Regional	
	Burke Center		Northeast Regional	
	Charlottesville		Northeast Regional	
	Clifton Forge	X		
	Culpeper		Northeast Regional	
	Danville	X		
	Fredericksburg		Northeast Regional	
	Lorton	X		
	Lynchburg		Northeast Regional	
	Manassas		Northeast Regional	
	Newport News		Northeast Regional	
	Norfolk		Northeast Regional	
	Petersburg		Northeast Regional	
	Quantico		Northeast Regional	
	Richmond–Main Street		Northeast Regional	
	Richmond–Staples Mill Road		Northeast Regional	
	Staunton	X		
	Williamsburg		Northeast Regional	
	Woodbridge		Northeast Regional	
Washington	Bellingham			Cascades
	Bingen–White Salmon	X		
	Centralia			Cascades
	Edmonds			Cascades
	Ephrata	X		
	Everett			Cascades
	Kelso–Longview			Cascades
	Leavenworth	X		
	Mount Vernon			Cascades
	Olympia–Lacey			Cascades
	Pasco	X		
	Seattle			Cascades
	Spokane	X		
	Stanwood			Cascades
	Tacoma			Cascades
Tukwila			Cascades	
Vancouver			Cascades	
Wenatchee	X			





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