

1967



1990



2011



2017

RAIL PASSENGERS  
ASSOCIATION

NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

## Who We Are:

Founded in 1967, the Rail Passengers Association is the nation's largest passenger rail advocacy organization, serving as a voice for the country's more than 40 million rail passengers. Our mission is to improve and expand conventional intercity and regional passenger train services, support higher speed rail initiatives, increase connectivity among all forms of transportation and ensure the safety of our nation's trains and passengers



## What We Do:

**Advocate:** Rail Passengers is the only national organization that consistently advances the cause of commuter rail, regional rail and intercity rail as well as Amtrak's national network trains.

**Collaborate:** The Association's network of grassroots supporters, annual partners, and affiliated state-level passengers' organizations in nearly all of the continental United States amplifies the voices of travelers clamoring not only for more service, but for better service.

**Educate:** Rail Passengers works with a wide variety of constituents ranging from tourism bureaus to grassroots supporters, helping people across the nation find their voice and amplifying it in order to advocate for the specific transportation services they need as well as the direct and indirect economic and social impacts.

**Inform:** Rail Passengers is a trusted source for straightforward, factual information about the latest rail and transportation happenings across the country. The information is relied upon by the U.S. Department of Transportation, Amtrak management, local, state and federal lawmakers and reporters.

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## Economic Impacts of Passenger Rail:

Rail corridors generate value by acting as economic engines in the communities they serve—through jobs, retail, mobility, tourism and real-estate development. The “profit” goes not to the passenger rail system, but to the communities served, often to the tune of billions of dollars.

The Rail Passengers Association conducts research into the economic, social, civic and public policy impacts of passenger and commuter rail on communities. The economic benefits of a national passenger rail network, including commuter rail, are transformative for communities serviced. It’s prudent to consider the extension of benefits, the ripple effect of economic sustainability.

## Examples of Recent Research

### Impacts of Amtrak’s 3x Weekly Service Disruption:

The Rail Passengers Association, in coordination with Transportation for America, conducted research to quantify the economic impacts of Amtrak’s 3X weekly service disruption.

These service disruptions would drop a \$2.3 billion bomb on Flyover Country, a figure that could rise above \$3 billion if the cuts remain in place for the full year.

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

Cutting service to three times per week would cost the U.S. economy over \$3 billion per year. 12 of the 15 long distance routes that would be affected by these cuts; those routes together contribute about \$4.7B-\$4.8B to the economy. That’s the profit.\$39M of revenue, of connecting revenue, flows through Chicago alone. The down-line recipients are those communities along the connecting routes.

### Top Five States by Economic Losses:

These totals include direct losses and indirect effects which includes community-level effects such as sales taxes, real-estate, local employment and other similar factors.

- California - \$519,800,803
- Illinois - \$403,676,817
- Florida - \$278,443,713
- Texas - \$256,434,548
- Virginia - \$142,177,506

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## Impacts of Replacing Southwest Chief Service Over Raton Pass:

The Rail Passengers Association commissioned a study by the University of Southern Mississippi to research the socioeconomic impact on replacing the Southwest Chief rail service between Albuquerque, New Mexico and Dodge City, Kansas with charter buses.



### Among the Key Findings:

Replacing the Southwest Chief with a “bus bridge” would impose significant direct damage on the economies of New Mexico, Colorado, and Kansas.

There would be permanent direct economic losses of \$116.4 million across the three states every year: \$50 million in New Mexico, \$49 million in Colorado and nearly \$17 million in Kansas.

The three states would face permanent indirect losses in their communities, due to factors ranging from increased costs in pollution control, highway fatalities, highway maintenance, and forgone trips.

Compounded with the economic losses, 32 universities and 47 hospitals would no longer be served directly by train, and therefore would be rendered inaccessible to the more than 30,000 passengers who would travel no other way.

### **Partnerships:**

It is crucial local, state and federal political and business leaders understand the nature and magnitude of the direct economic impacts and indirect social impacts based on quantifiable methods. To that end, the Association welcomes the opportunity to partner so communities can understand the full impact of passenger rail and transit.



### SocioEconomic Study – Minimum of \$65,000 scalable based on final scope.

The socioeconomic study will look at the relationship between economic activity, social life, environmental impact, health implications, traffic repercussions and tourism due to passenger rail and transit in a defined geography.

This will require 90-120 days to complete after definition of scope. A 50-page minimum, Rail Passengers Association authored study will address the following:

- Executive Summary
- Acknowledgement
- Introduction
- Background
- Review of Previous Studies and Research, if applicable
- Methodologies to Quantify Potential Impacts
- Scenario Analysis
- Impact Quantification-Direct and indirect costs and benefits
- Limitations
- Bibliography
- Appendix
- Three (3) to (5) draft press releases prepared for sponsor use
- Up to three (3) unique presentation decks targeting predefined audiences will be crafted

### Output Numbers - \$2,500

The output number research effort will estimate economic gains or losses, indirect effects and ridership for a specific location in a single set of tables. This will require 30 days to complete after definition of scope.

- Direct and indirect impact output only
- One (1) draft press releases prepared for sponsor use

### Research Note - \$25,000

scalable based on final scope.

Research note is more limited in scope than a socio-economic study and focuses on one or two key assessments of new service, service enhancements or service reductions.

This will require 30-45 days to complete after definition of scope. Authored research note, 10-page minimum and 20-page maximum, to include:

- Summary
- Introduction
- Findings
- Methods and Approach
- Ridership Projections and Current Modal Choices
- Passenger Spending
- Environmental Impact
- Direct Operations Notes & Limitations
- Two (2) draft press releases prepared for sponsor use
- One (1) presentation deck prepared for sponsor use

### Fact Sheets - \$10,000

The fact sheets will provide information on a particular passenger rail/transit issue. This will require 30 days to complete after definition of scope. Authored Fact Sheets, maximum of 5-pages, to include:

- Summary
- Impact of service gains or losses
- Indirect economic summary
- One (1) draft press releases prepared for sponsor use

**FOR MORE INFORMATION  
ON HOW TO BECOME A RESEARCH PARTNER  
PLEASE CONTACT JONSIE STONE  
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