

THE BENEFITS OF PASSENGER TRAINS: GROWING AMERICA'S ECONOMY

As users of public transportation, including Amtrak and other rail services, we believe that our nation and its economy would be strengthened by policies that create a larger role for alternatives to auto and air service. Investment in trains will promote greater mobility and economic development, create jobs, encourage energy efficiency and enhance Americans' standard of living.

CREATING JOBS, REVITALIZING AMERICAN MANUFACTURING

Long range investment in new locomotives, cars and facilities is essential. A strong passenger train program will provide well-paying jobs that can't be exported. These jobs will help rebuild, modernize, and strengthen America's industrial capacity.

- The U.S. DOT has a commitment from 30 foreign and domestic rail manufacturers to locate or expand operations in the U.S. if selected to do high-speed-rail work.
- 20,000 new jobs are created for every \$1 billion invested in rail.
- By that metric, implementing a high-speed and intercity rail network could create as many as 1.6 million construction and manufacturing jobs.
- U.S. rail manufacturing industry as a whole supports 90,000 jobs in total.
- More than 750 companies in at least 39 states manufacture components for passenger rail.
 - 212 companies in 32 states manufacturing passenger rail cars, locomotives or major components and systems for these vehicles.
 - More than 540 additional companies manufacture sub-components, materials, track and infrastructure.
- Passenger and freight rail account for more than 300,000 well-paid, trained jobs in America.
- Amtrak alone employs 24,000 men and women in the U.S.

TRANSIT ORIENTED

Investing in trains also fosters real estate development around stations served by passenger rail and transit, a synergy known as Transit Oriented Development (TOD). This promotes many non-rail jobs, walkable communities, and energy-efficient lifestyles. TOD can, in turn, be used to fund passenger rail investment through the use of Business Improvement Districts (BID's) and the nationally proven concept of Tax Incremental Financing (TIF).

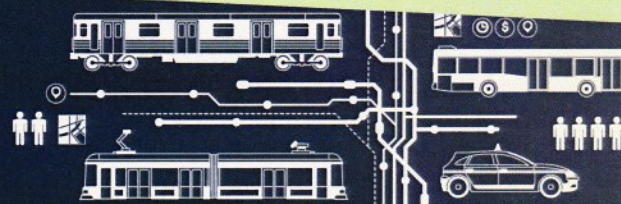


THE COST OF DOING NOTHING

America's population is growing fast, as are the population's transportation needs. Without an adequate national transportation infrastructure that provides rail and other mass transit services, people are continuing to spend enormous amounts of money and time on driving, which also clogs our roads.

- Road congestion cost the U.S. \$160 billion—or \$960 per American commuter – up from an inflation-adjusted \$94 billion in 2000, and \$24 billion in 1982.
- In 2011, congestion caused 3 billion gallons of fuel to be wasted.
- Americans wasted 7 billion hours in traffic, or an average of 42 hours per commuter (up from 16 hours in 1982).
- Approximately 36,000 Americans were killed in automobile accidents in 2015.

REMAINING GLOBALLY COMPETITIVE



To remain globally competitive, America must invest in a world-class infrastructure. Promotion of intercity rail passenger service and better public transit will create a more efficient transportation system, cutting travel times and costs for travelers and businesses.

How much of Gross Domestic Product do major economies reinvest in their infrastructure:

- China – 9 percent
- India – 7 percent
- Europe – 5 percent
- U.S. – only 2.4 percent



NEEDED ACTIONS

- Policy makers must identify a dedicated funding source for passenger train investment. A stable, multi-year source of funding will stimulate investment in the passenger train supplier industry and permit transportation officials and Amtrak to do proper planning work.
- "Level the playing field," so rail gets full consideration when transportation investments are decided. Increase flexibility in how states can use federal funds, so that state transportation leaders can use all modes to meet regional transportation goals and objectives.
- Invest in a railroad network—including rail infrastructure and a robust fleet of equipment—that will provide adequate capacity for steadily increasing demand. Develop financing mechanisms that will encourage federal, state, and private sector involvement.



About The National Association of Railroad Passengers | The National Association of Railroad Passengers (NARP) is the only national organization speaking for the nearly 40 million users of passenger trains and rail transit. We have worked since 1967 to expand the quality and quantity of passenger rail in the U.S. Our mission is to work towards a modern, customer-focused national passenger train network that provides a travel choice Americans want. Our work is supported by more than 28,000 individual members nationwide. Learn more at www.nartrail.org.