



# Laying the Track Forward: Intercity Passenger Rail Enhancing Mobility and Economic Development

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Crestline, OH

Ismael Cuevas, M.A.  
Government Affairs Manager







# Our Top Priorities

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- Rebuild the business
- Modernize our assets, and
- Improve and expand the network through partnerships

*Roanoke passengers waiting to board on first day of increased service, July 11, 2022*

# Investing in Our Fleet

Amtrak is rolling out a modern fleet to transform the customer experience

- New intercity trainsets
- New ALC-42 Charger locomotives for long distance services
- New *Acela* fleet
- State-acquired *Venture* cars
- Long distance equipment refresh and long-term fleet replacement initiative



# Investing in Stations



**Moynihan Train Hall**



**Penn Station**



**Philadelphia  
30<sup>th</sup> Street Station**



**Cincinnati Museum Center**



**Chicago Union Station**



**Elyria/Lorain County TC**

# Investing in Accessibility

ADA station investments benefit all our passengers

- Amtrak has invested \$550M to date, bringing 103 stations into full ADA compliance
- With \$1.2B in planned investments, we're on track to meet **100% ADA compliance by 2028** at all Amtrak-responsible stations



*Improvements to the 7<sup>th</sup> Ave & 32<sup>nd</sup> St entrance at Penn Station New York will add an elevator where none exists currently*

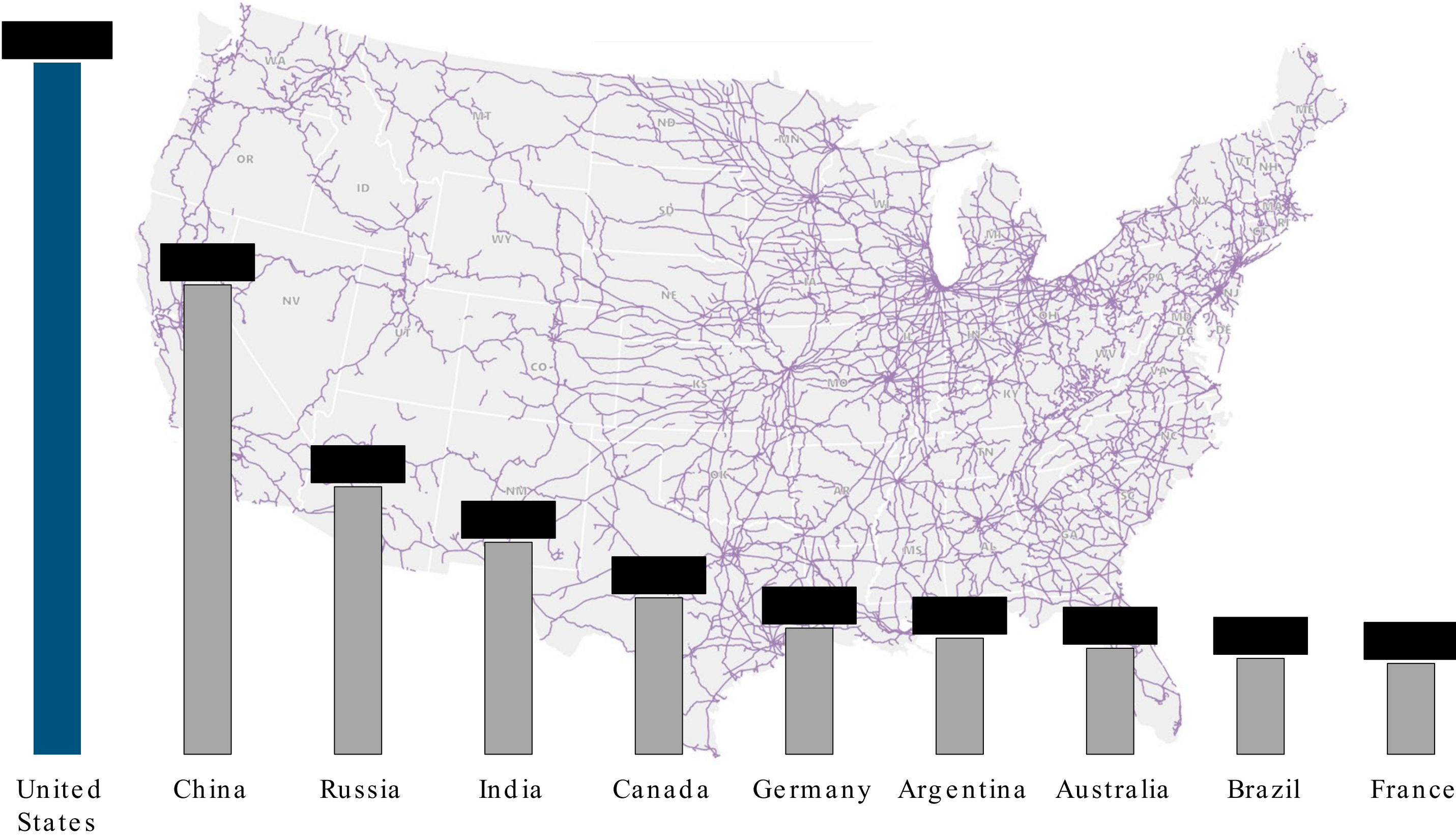


# Near-term Service Expansion



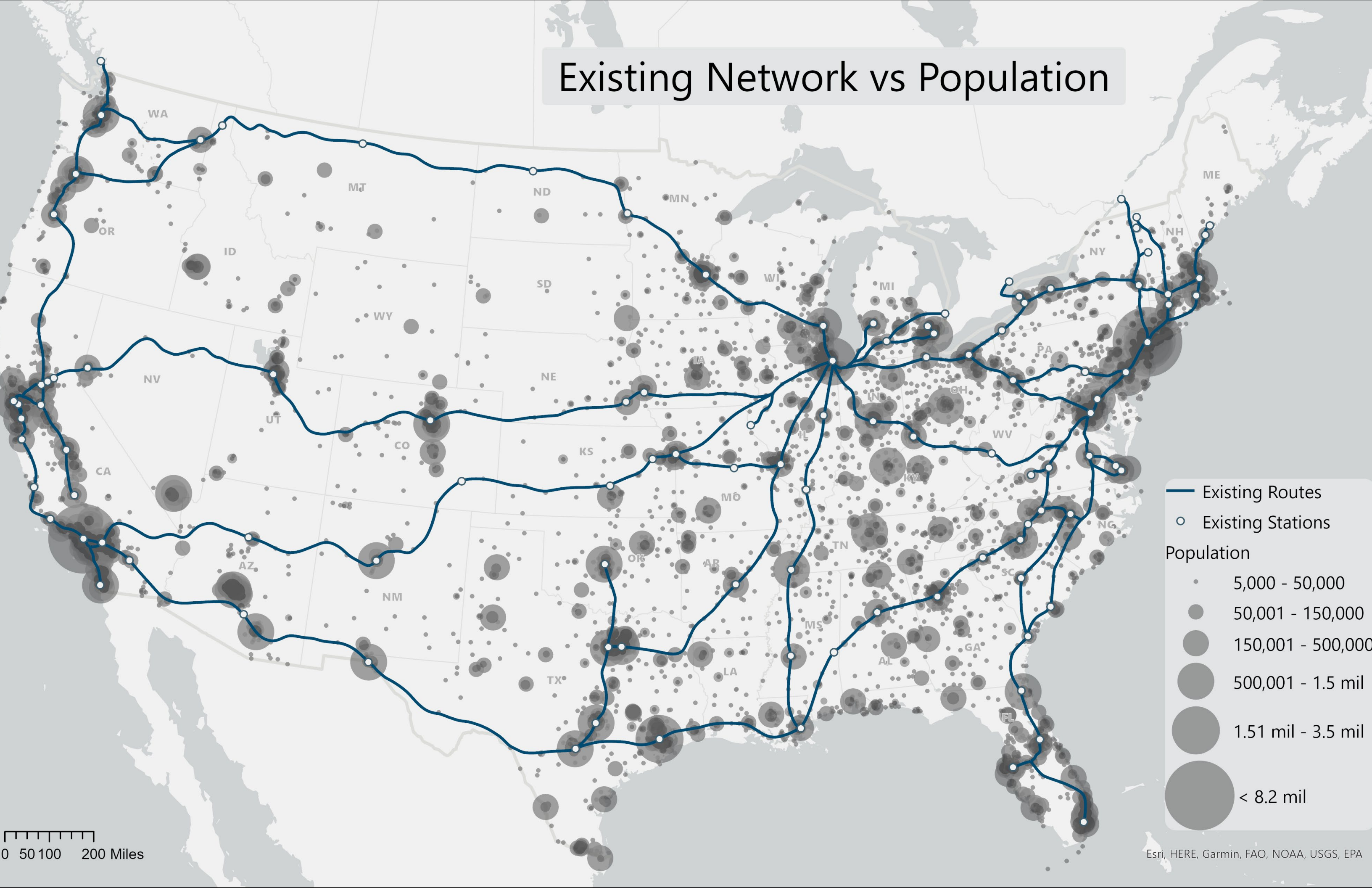
Route	Launch
<i>Berkshire Flyer</i>	July 8, 2022
Second NYC-Roanoke	July 11, 2022
Third NYC-Norfolk Train	July 11, 2022
<i>Ethan Allen</i> Burlington Extension	July 29, 2022
Fourth <i>Piedmont</i> Train (Charlotte-Raleigh)	Last monday
Twin Cities – Milwaukee - Chicago	Fall 2023
Gulf Coast (New Orleans-Mobile)	TBD

# Miles of Rail Lines by Country





# Existing Network vs Population



- Existing Routes
- Existing Stations

Population

- 5,000 - 50,000
- 50,001 - 150,000
- 150,001 - 500,000
- 500,001 - 1.5 mil
- 1.51 mil - 3.5 mil
- < 8.2 mil

0 50 100 200 Miles

39

→ New routes

25

→ Enhanced routes

160

→ New stops

20 million

→ More riders

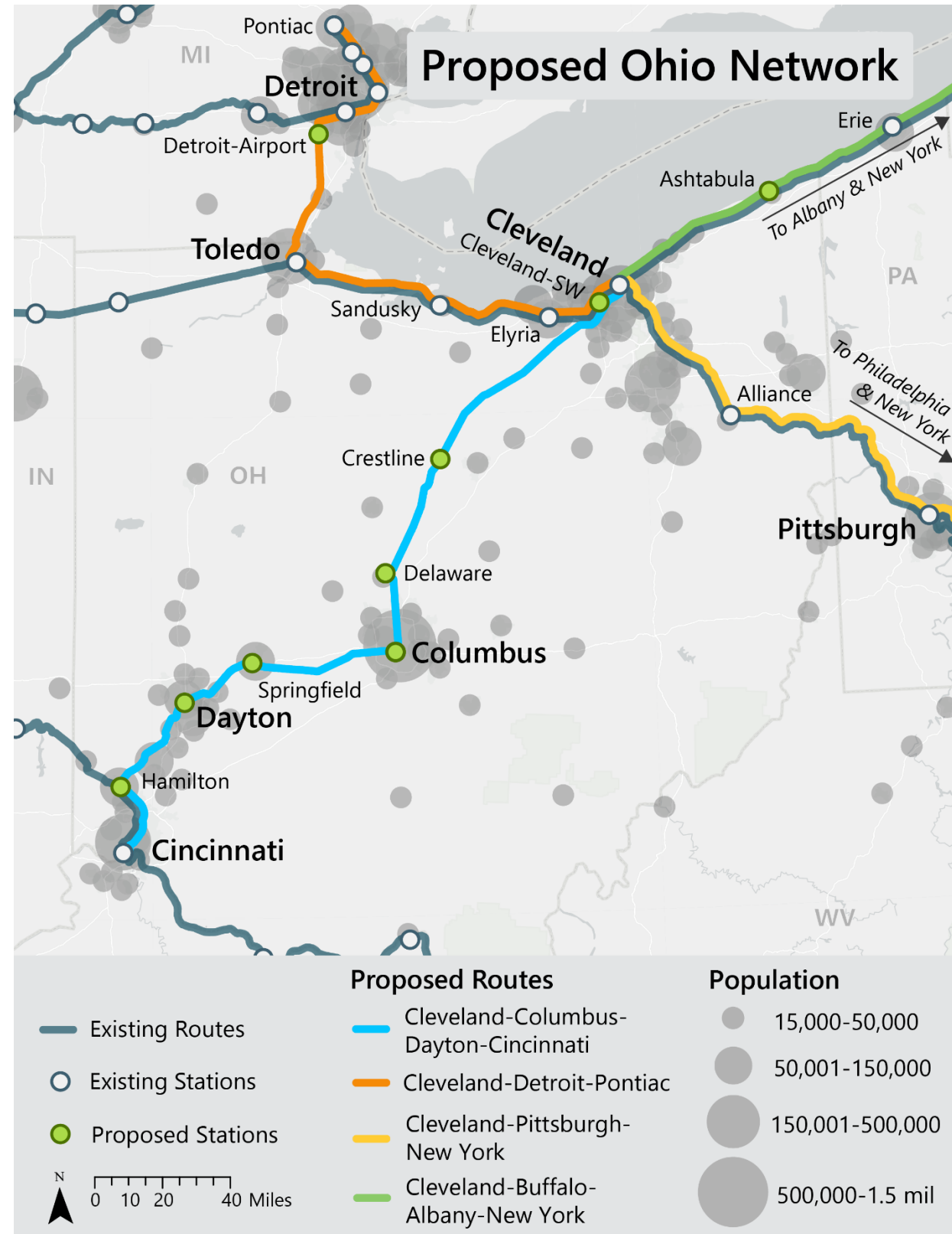
All 50

→ Largest metro areas served



**This vision was just a starting point – Amtrak is eager to work with states to advance new and improved corridors**

# Amtrak Connects US Ohio Corridors



# Economic Impacts of Passenger Rail Investment

**States and other stakeholders are beginning to communicate the economic impacts of passenger rail**

- American Public Transit Association Intercity Passenger Rail Return on Investment Study
- Two examples of states' recent economic impact analysis for passenger rail from Wisconsin and Missouri

<b>1. User Benefits</b>
Travel Time Savings
Travel Time Reliability
Travel Cost Savings
Induced Travel
<b>2. Societal Spillover Benefits</b>
Emissions
Safety
<b>3. Spatial Connectivity Benefits</b>
Regional Economic Integration
Intermodal Access to Broader Markets
Regional Equity
<b>4. Risk Reduction Benefits</b>
Resilience/Redundancy
Sustainable Economic Future
<b>5. Local Land Impacts</b>
Local Land Development
<b>6. Operator Impact</b>
Revenues
Life Cycle Costs

# Economic Impacts of Passenger Rail Investment: TCMC

## *Twin Cities-Milwaukee-Chicago (TCMC) State-Supported One Daily Round-trip*

Ongoing operating costs:  
\$7.2M;

WI annual operating share:  
**\$3.6M**

WI annual operating support  
after federal funding  
assistance for first year of full  
service: \$720,000

Benefits from rail operations and visitor  
spending (direct, indirect, and induced):

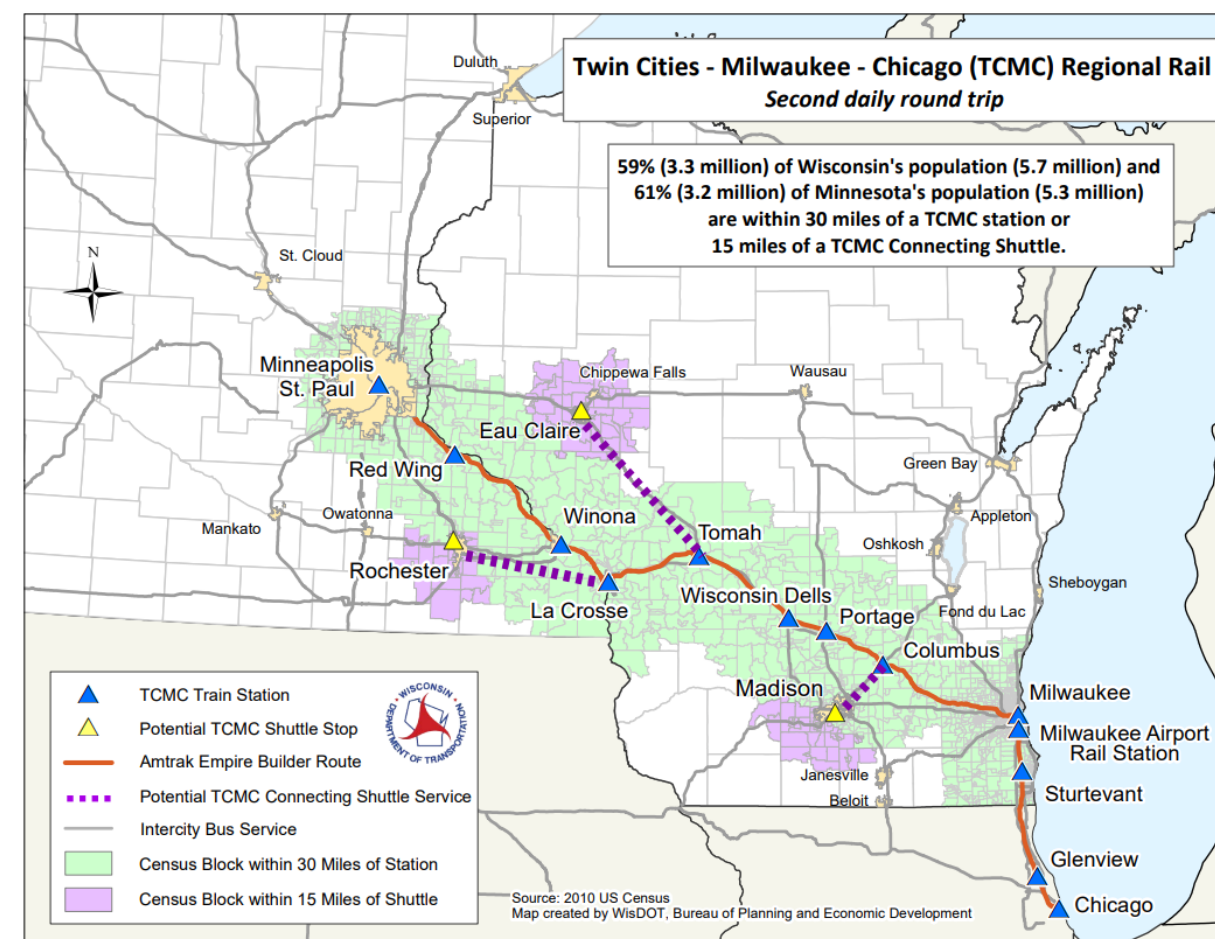
**Total annual economic benefit to WI:  
\$25M**

**TCMC Construction Cost in Wisconsin:**

**\$12.3M**

**Economic Impact of construction in Wisconsin:**

**\$35M**



# Economic Impact of Passenger Rail Investment: Missouri River Runner

*St. Louis and Kansas City State Supported 2 Daily Round-Trips*



## Investment

\$12M state annual  
operating support

## Economic Impact from operations, Amtrak business activity, and tourism

\$65M annual labor income (1,250 jobs  
annually)

\$208M annual economic activity

\$22M in annual tax revenue

\$28.9M: Amtrak annual spending in  
Missouri

# Normal Uptown Station anchors revived downtown

2012 station linchpin of redevelopment in home of Rivian, State Farm, ISU

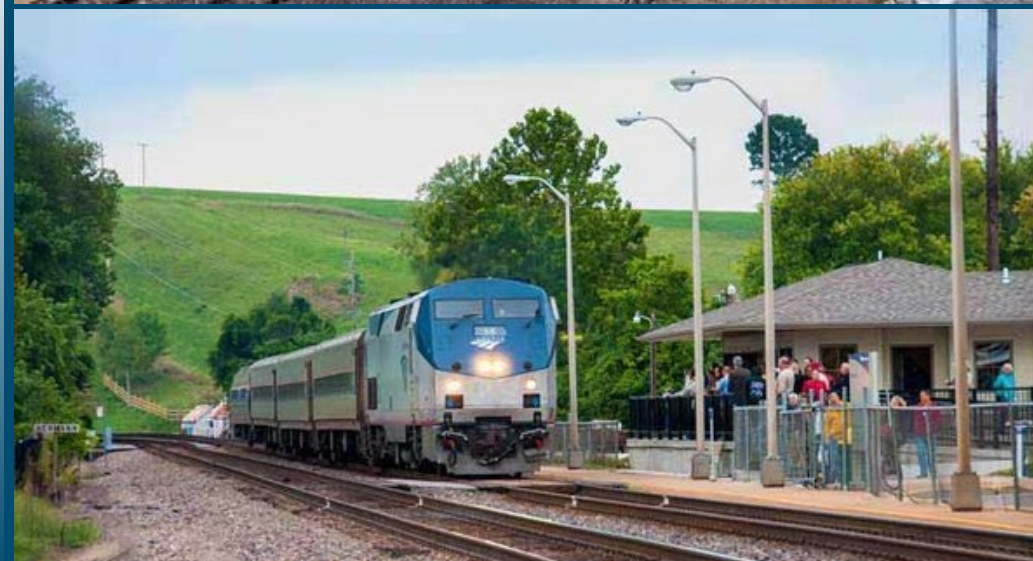
- \$45.6 million multi-modal transportation center serves Amtrak, intercity and local bus, airport shuttles and regional trail.
- Municipal offices, council chambers, a community room and 380-car parking garage.
- Financed with TIGER/ARRA, FTA, IDCEO, and local bonding.
- Award winning downtown redesign includes restoration of 18 district structures
- Spurred millions \$ in private sector development including Marriott and Hyatt Place Hotels, children's museum, residential

The screenshot displays the website for Normal, IL Economic Development, specifically the page for Uptown Normal. The page features a navigation menu with links for Site Selection, Demographics, Resources, Development, Welcome to Normal, and Accessibility. A sidebar on the left contains social media icons for Facebook, Instagram, Twitter, and YouTube, along with a search bar and a 'How Can We Help?' button. The main content area includes a header for 'Uptown Normal' and a descriptive paragraph: 'Uptown Normal is a vibrant community center featuring world-class entertainment venues, an eclectic mix of dining and retail establishments, and premier lodging and housing options that are all centrally located in an attractive and inviting environment.' Below the text are several small images showing the station and surrounding area. The website is viewed in a browser window with the URL 'normalil.gov/1503/Uptown-Normal' visible in the address bar. The browser's taskbar at the bottom shows the date as 10/3/2022 and the time as 5:35 AM.

# Hermann, MO: Trains bring the people

Wineries and German heritage tourism rely on Amtrak for 1000s of visits monthly

- Tourist destination: 19<sup>th</sup> Century river town with shops restaurants and hotels
- 23,000 pre-pandemic annual train station on/offers - 6<sup>th</sup> highest ridership in State. Population: 2,400
- Reviving wineries is feeding tourism growth, & circulating trolleys bring rail passengers
- Multiple daily departures allow day trips or overnight stays from Kansas City or St. Louis metros (both have suburban stops)
- New train to Chicago (metro 9.5 million) has increased visitor counts, helped with recovery

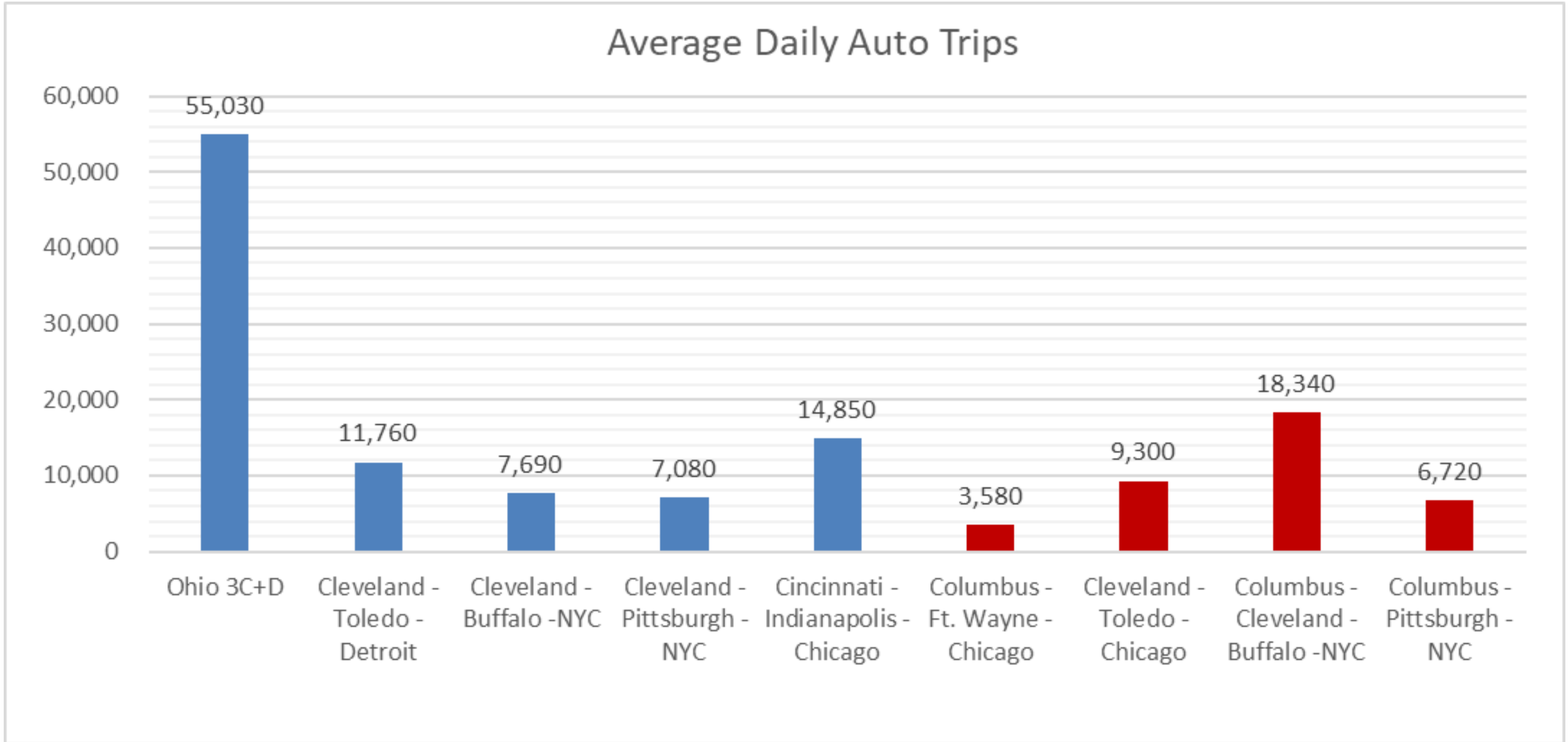


AMTRAK



# Travel Markets to/from Ohio Cities

## Streetlight Data (2019)



Amtrak Connects US Corridors

Corridors not included in Amtrak Connects US

# Comparable State Supported Corridors

## Similar Locations Served, Frequency, and Length

Existing Routes	Daily Roundtrips	Route Length (miles)	Metro Area Population Served Sum (>250,000)
River Runner (St. Louis-Kansas City)	2	283	5,001,334
Piedmont (Charlotte-Raleigh)	3	173	5,476,298
Heartland Flyer (Fort Worth-Oklahoma City)	1	206	9,063,082
Downeaster (Boston-Portland, ME)	5	145	5,480,132
Comparable Proposed Amtrak Connects US Ohio Routes	Daily Roundtrips	Route Length (miles)	Metro Area Population Served Sum (>250,000)
3C+D	3	267	7,235,175
Cleveland-Toledo-Detroit-Pontiac	3	197	7,009,894

1-Revenue earned per passenger per train mile

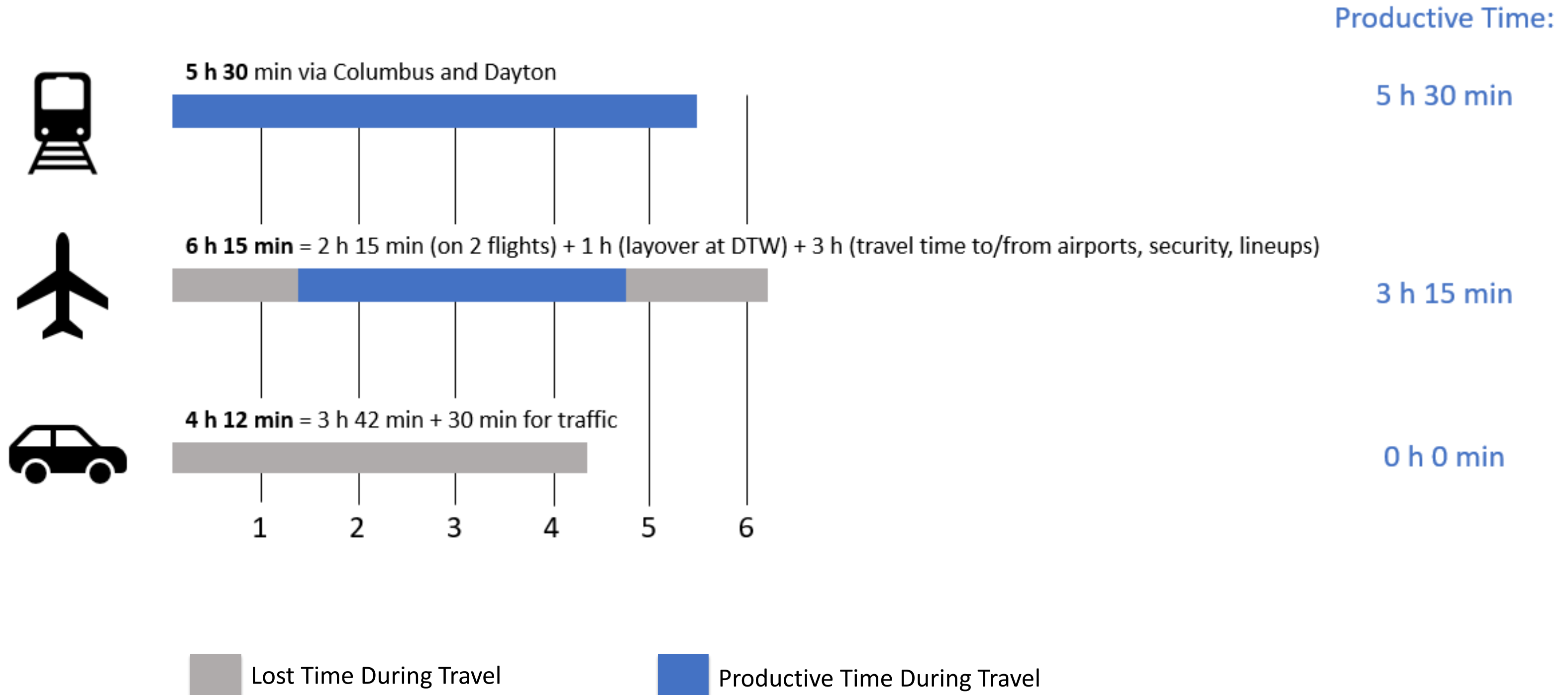
2-Does not include capital equipment use charge

# Travel Time and Productive Time Modal Comparison

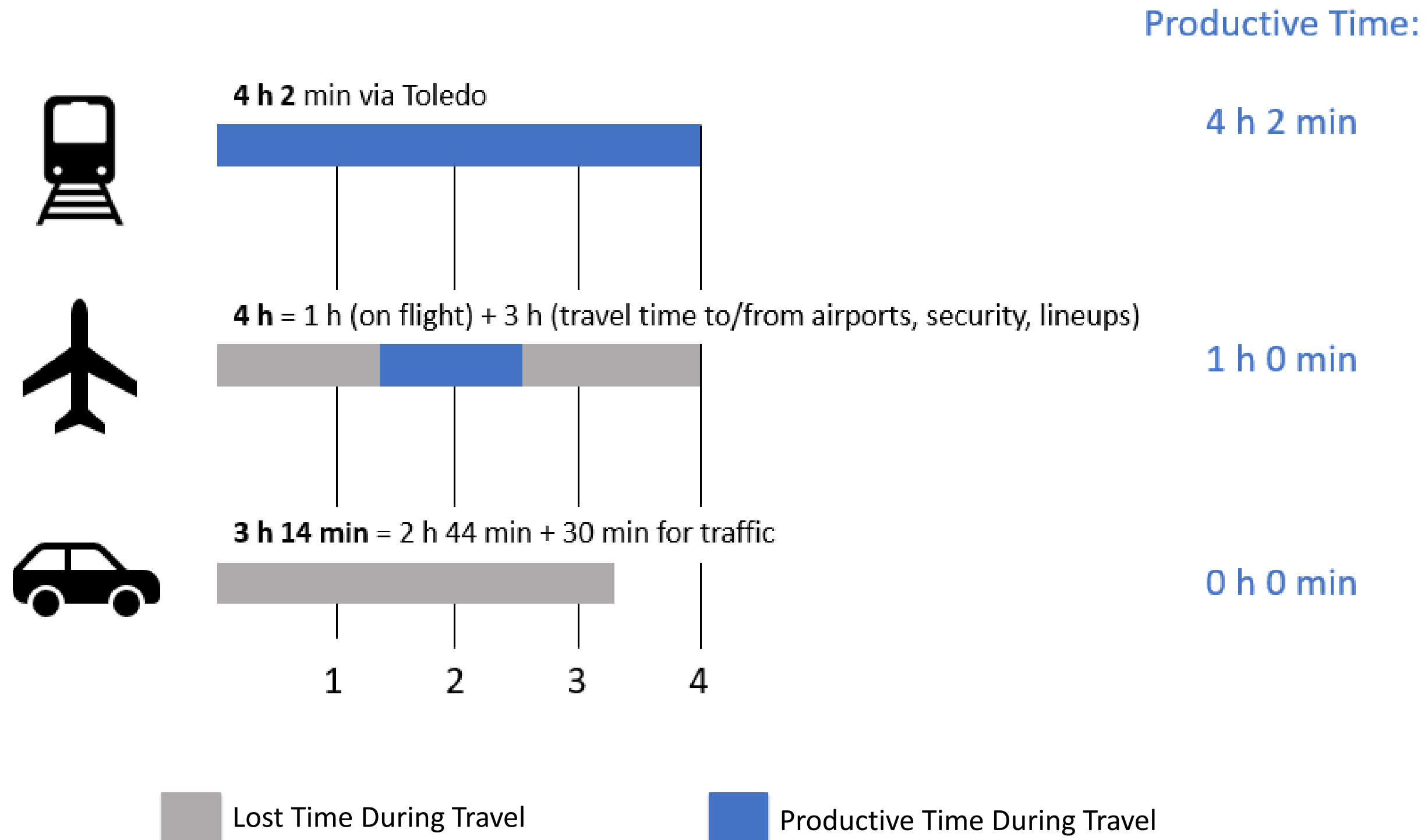
In addition to considering travel time, productive time is an important benefit to be considered for passenger rail over other modes of transportation. Productive time can be spent on work activities, leisure, rest, using personal devices, etc.



# Cleveland – Cincinnati: Travel Time and Productive Time Modal Comparison



# Cleveland – Detroit: Travel Time and Productive Time Modal Comparison





Thank you!

Contact Ismael Cuevas, Govt. Affairs  
[Ismael.cuevas@amtrak.com](mailto:Ismael.cuevas@amtrak.com)

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