

BENEFITS OF INTERCITY PASSENGER SERVICE  
(September 2020)

**A catalyst for economic activity**

- Generates \$8.5 billion annually for the U.S. Economy.
- Stimulates employment both directly and indirectly.
- Provides employers with a wider workforce region.

**Returns value to the communities served.**

- Attracts visitors bringing more tourist dollars into the local economy.
- Rail infrastructure improvements will enhance movement of both freight and passenger trains.

**Cost-effective; saves public money**

- Buys travel capacity at a much lower cost than expanding a freeway.
- Reduces the need to use taxes for expensive parking facilities (\$10,000 to \$30,000 per space).
- Intercity passenger services have a greater potential of recovering operating costs from user fees, than do urban transit systems.
- Railroad right of way is privately owned which makes it subject to taxes, producing revenue for the government.
- Improvement of rail infrastructure, unlike road-system improvements, does not take land off the tax rolls.

**Reduces greenhouse gas emissions**

- Uses significantly less fossil fuel and thus produces lower emissions than single-occupancy vehicles or air travel.
- Opportunity for battery-powered electric trains and buses.
- We can't reduce VMT without making an attractive alternative available.

**Land use benefits**

- Rail reduces the amount of land covered by impervious surfaces.
- Rail uses less land than rubber-tire vehicles, to transport goods and people.

**Notes:**

When frequencies are increased the patronage will grow at a greater rate than the multiple of the frequencies.

In Washington State, during the last seven years, the Amtrak Cascades service has produced over \$500 million in economic activity.

NOL-MOB an investment of \$5-7 million generates \$107 million in annual economic benefits.

Most of the Willamette Valley rail right of way is wide enough to permit up to three main tracks without the need to take additional land.

The estimated half billion dollar cost for widening I-5 through Portland's Rose Quarter would pay for modernizing much of the 80 rural miles on the Portland-Eugene Rail Corridor by adding double track and the latest signal technology.