



## Travelers' Savings

**State support for low-cost passenger rail allows travelers to save money over existing transportation. And, in three out of four states, traveler savings exceed the state's financial support for the trains.**

- In North Carolina, traveler savings were nearly six times greater than the state's support.
- In Oregon, traveler savings were 3.4 times greater than the state's support.
- Other states which had savings less than the state's annual support enjoyed additional economic benefits (station-area real estate development, increased employment, etc.).

States supporting intercity passenger rail services	Travel Corridor(s)	2008 Total travelers' savings per state	2008 state operating support for passenger rail	Ratio of state support to travelers' savings
California	Oakland-Bakersfield; Sacramento-San Jose; Santa Barbara-LA-San Diego;	\$148 million	\$76.6 million	1.9
Illinois	Chicago-Carbondale Chicago-Milwaukee Chicago-St. Louis Chicago-Quincy	\$69.8 million	\$28 million	2.5
Maine	Portland-Boston	\$6.4 million	\$7.2 million	0.9
Michigan	Grand Rapids-Chicago Port Huron-Chicago	\$17.6 million	\$6.1 million	2.9
Missouri	Kansas City-St. Louis	\$10.3 million	\$7.4 million	1.4
New York	New York City-Montreal	\$7.9 million	\$4.3 million	1.9
North Carolina	Charlotte-New York City Charlotte-Raleigh	\$29.4 million	\$4.9 million	5.9
Oklahoma	Oklahoma City-Fort Worth	\$1.5 million	\$2.3 million	0.7
Oregon	Portland-Eugene	\$14.3 million	\$4.2 million	3.4
Pennsylvania	Philadelphia-Harrisburg	\$22.1 million	\$7.2 million	3.2
Texas	Fort Worth-Oklahoma City	\$1.5 million	\$2 million	0.8
Vermont	St. Albans-New York City Rutland-New York City	\$8.2 million	\$4 million	2.1
Washington	Vancouver BC-Seattle-Portland	\$14.3 million	\$11.2 million	1.3
Wisconsin	Milwaukee-Chicago	\$2.8 million	\$7.1 million	0.4

- Ridership, revenue and state operating support data from National Railroad Passenger Corp. Government Affairs, September 2008;
- Data on modal diversions to rail is from Ohio Hub Study 2005 (avg. 80% of trips are diverted from auto, 10% from bus, 4% from air, 6% new travel);
- Travel cost data for other modes is per IRS median driving deduction 2007 (divided by 1.2 occupants/car), Greyhound 2009, U.S. Air 2009, United Airlines 2009, American Airlines 2009, Southwest Airlines 2009, Alaskan Airlines 2009, Jet Blue 2009.
- Average distance traveled per route is derived by multiplying ridership by average per mile rail fare = X, then divide train revenues by X;
- NOTE1: Where states jointly support service, 50% of the traveler savings were shown in each state's row while the operating support amounts shown were NRPC's actual 2008 contract with each state;
- NOTE2: Ohio has more population density (277 people/square mile) than all but one of the sponsoring states (New York, 402 people/square mile) according to the U.S. Census.