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MARCH 2026

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THE ECONOMIC IMPACT OF SUPPLYING US RAIL

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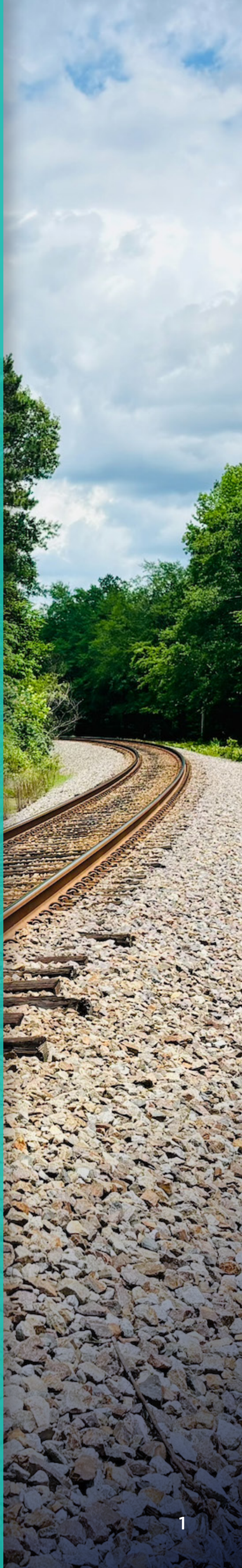


EXECUTIVE SUMMARY

The rail supply industry is the network of firms that produce the goods and services required to operate and invest in the nation's freight and passenger rail systems. This report estimates the full economic footprint of that industry in 2024—the most recent full-year of data available as of publication—measured across the activity that takes place within supplier firms, the activity supported through their domestic supply chains, and the activity supported by the wages they pay. It updates Oxford Economics' previous assessments of the rail supply industry for 2016 and 2020 and expands the scope to encompass suppliers serving transit, commuter, and intercity passenger rail, including Amtrak. This broader definition provides a more complete picture of the passenger side of the rail system and the markets that shape demand for rail suppliers.

Since our last report covering 2020, funding for freight and passenger rail has increased significantly due to the passage of the Infrastructure Investment and Jobs Act (IIJA), the largest federal investment in rail in decades. IIJA authorized $22 billion in direct funding for Amtrak, $44 billion in discretionary rail grants for passenger and freight improvements, approximately $108 billion for public transit programs, such as light rail, commuter rail, and urban transit systems, and additional funding for various freight rail initiatives that focus on safety, reliability, and efficiency of the rail network. This funding, often distributed over multiple years, has significantly boosted demand for rail-related products and services from the rail supply industry from 2021 to the present.

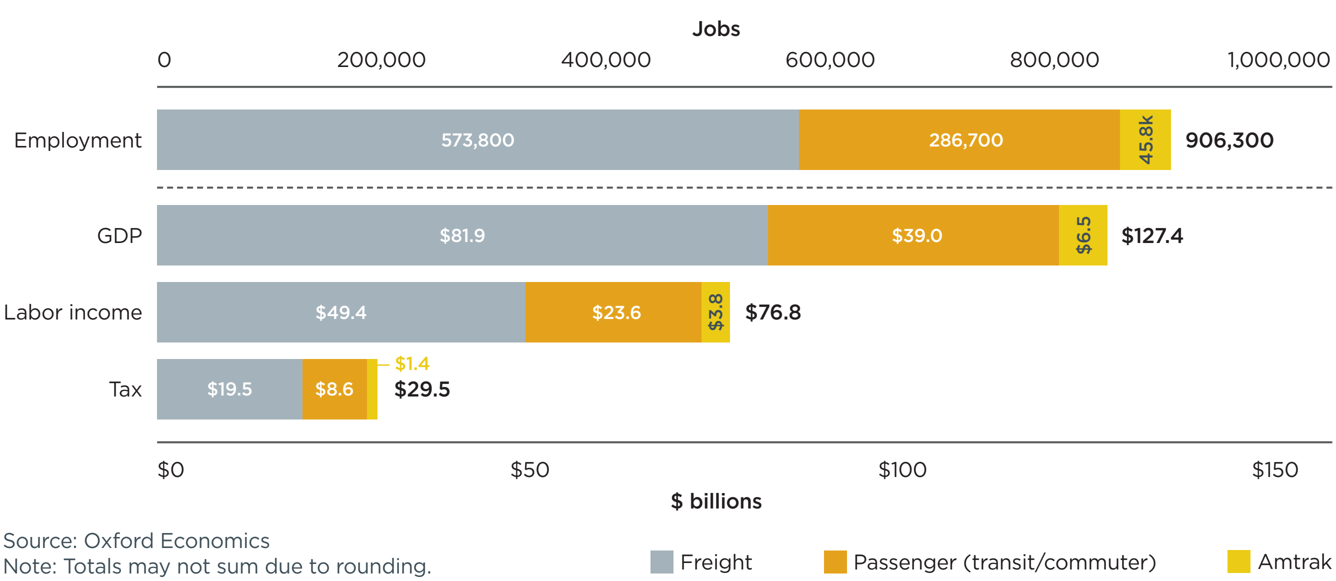
In 2024, the rail supply industry supported **906,300 jobs**, **$127 billion in GDP**, **$77 billion in labor income**, and **$30 billion in tax revenues** across the United States. These totals combine direct activity within rail supplier firms, indirect activity in those firms' domestic supply chains, and induced activity supported by workers' spending out of wages. The rail supply industry had a jobs multiplier of **2.7**, meaning each direct job at a rail supplier supported 1.7 additional jobs elsewhere in the economy. Its GDP multiplier was **2.6**, meaning each dollar of direct value added by rail suppliers generated an additional $1.60 of GDP elsewhere in the economy through the indirect and induced channels. This reflects the extensive supply chain linkages and above-average compensation levels that characterize the rail supply industry, with direct channel workers earning roughly 24% more than the US economy-wide average.

Suppliers serving the freight railroads accounted for the largest share of the industry's footprint. In 2024, freight rail supply represented **63% of total jobs**, **65% of GDP**, and **64% of labor income** supported by the rail supply industry. Passenger rail supply, which includes transit rail, commuter rail, and intercity passenger rail, accounted for the remaining share. Freight, transit, commuter, and intercity passenger rail systems are all capital-intensive and maintain a supplier network with national impacts. Overall, freight rail suppliers sustained **573,800 jobs** and **$81.9 billion in GDP**; transit and commuter rail suppliers stimulated **286,700 jobs** and **$39.0 billion** in GDP, and Amtrak suppliers supported **45,800 jobs** and **$6.5 billion in GDP** in 2024.

The rail supply industry operates in every state, though impacts are concentrated in regions with large rail networks, major transit systems, or clusters of supplier activity. The top five states by freight rail supply employment were **Texas, Pennsylvania, Illinois, California, and New York**. The top five states by passenger rail supply employment were **New York, California, Illinois, New Jersey, and Pennsylvania**. These patterns reflect both the scale of freight rail operations and the geographic distribution of major transit agencies and intercity passenger rail corridors.

The rail supply industry remains a significant contributor to the US economy. Its footprint reflects the combined effects of private freight and passenger rail capital investment programs, and the broad set of domestic industries that support rail operations and construction. The expanded definition used in this report provides a more complete view of the markets that drive demand for rail suppliers and the economic activity they support across the country.

Fig. 1: Economic impacts of the rail supply industry by rail type



Source: Oxford Economics
Note: Totals may not sum due to rounding.

THE ECONOMIC IMPACT OF RAIL SUPPLIERS IN THE UNITED STATES

In 2024, rail suppliers drove economic activity in the United States:

906,300 JOBS

$127.4bn GDP

$76.8bn LABOR INCOME

$29.5bn TAXES

2024 ECONOMIC IMPACTS

Direct impacts represent the economic activity at rail suppliers themselves.

Indirect impacts represent the economic activity in rail suppliers' supply chains.

Induced impacts represent the economic activity supported by direct and indirect workers' spending.

EMPLOYMENT IMPACT

TOTAL JOBS SUPPORTED IN THE UNITED STATES **906,300**

338,000 DIRECT

224,100 INDIRECT

344,200 INDUCED

332,500 PASSENGER (ALL)

45,800 AMTRAK

573,800 FREIGHT

Every direct job in the rail supply industry supports an **additional 1.7 jobs** elsewhere in the US economy.

GDP IMPACT

TOTAL CONTRIBUTION TO NATIONAL GDP **$127.4bn**

$49.8bn DIRECT

$33.5bn INDIRECT

$44.1bn INDUCED

Every $100 in direct GDP generated by the rail supply industry supports an **additional $160** in GDP elsewhere in the US economy.

LABOR INCOME IMPACT **$76.8bn**

$97,410 AVERAGE ANNUAL COMPENSATION per direct employee in the US rail supply industry

TAX IMPACT **$29.5bn**

$18.2bn FEDERAL

$6.3bn STATE

$5.1bn LOCAL

The rail supply industry represents the full economic footprint of the operational and capital spending of the US freight and passenger rail transportation industry. It excludes the direct activity and employment of the rail transportation industry itself. All impacts are for 2024.

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SECTION 1: INTRODUCTION

The **rail supply industry** is the industry behind the US rail industry. It represents the production of all the goods and services that freight railroads, transit and commuter rail agencies, and Amtrak purchase to operate and invest in their rail networks. **In this report, the rail supply industry is defined as all economic activity supported by the operational and capital spending of these rail operators, while explicitly excluding the operations, employment, and output of the rail transportation industry itself.** This definition is broad and encompasses all the inputs used to keep America's rail network operating, but it is anchored in a distinctive set of rail specific products and capabilities. These include locomotives and railcars; track components such as ties, rail, and fasteners; signaling and train control systems; and the maintenance of way equipment and services that keep the network functioning safely and efficiently.

This report, which was primarily sponsored by the Railway Supply Institute (RSI), estimates **the full economic footprint of the US rail supply industry in 2024**, including the activity that takes place within domestic rail supplier firms themselves, the activity along these firms' supply chains, and the activity supported by the wages they pay. It updates Oxford Economics' two previous economic impact assessments of the rail supply industry, which estimated economic impacts for 2016 and 2020.

Unlike those two earlier reports, which focused on suppliers to the rail transportation industry as defined in the North American Industry Classification System (NAICS), the present report broadens the definitional scope of the rail supply industry to also include spending by transit rail operators as defined in the Federal Transit Administration's National Transit Database (NTD).[1] This broader definition aligns the analysis with a more intuitive image of the passenger side of rail transportation, encompassing subways, metros, commuter rail, and intercity passenger rail systems.

- **Section 4** of this report breaks out the economic impacts geographically by state.
- **Section 5** offers concluding remarks.
- **Appendix A** discusses methods and provides sources for each of the industry segments listed in Fig. 2.
- **Appendix B** provides detailed impact results for each state.

1 Including heavy rail, light rail, commuter rail, and streetcar rail.

Since the last edition of this report, which analyzed the industry's economic impacts in 2020, Congress enacted the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58).[2] Relative to the previous surface transportation authorization, IIJA significantly increased federal support for rail. The law provided approximately $108 billion for public transit programs, including new funding for rail fleet replacement as well as investments to improve and expand transit networks. IIJA also authorized $66 billion for rail, directing substantial resources to Amtrak and to federal grant programs that support passenger rail expansion. Further, the law boosted funding for freight rail initiatives that enhance the safety, reliability, and efficiency of the nation's freight rail network.

The headline national economic impact of the rail supply industry, measured in jobs, GDP, labor income, and taxes, is presented in **section 2**. In **section 3** of this report, we separate these impacts between:

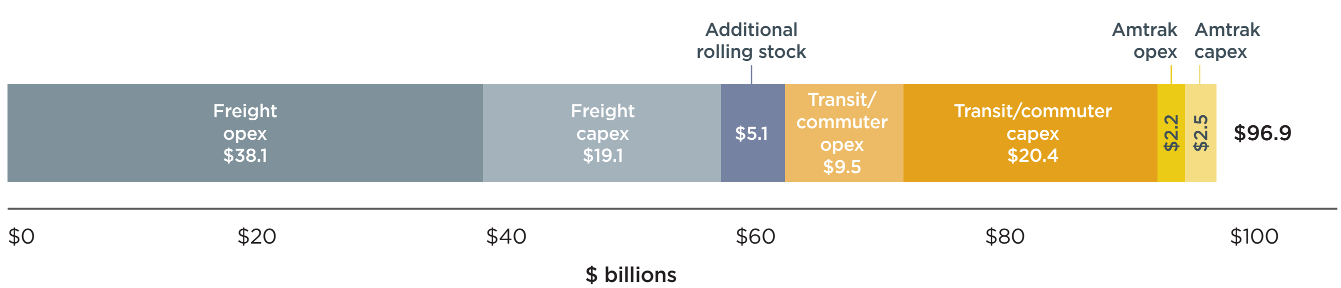
- **Freight rail supply**, serving the privately-owned freight railroads.
- **Passenger rail supply**, covering the systems that provide passenger mobility, which includes:
  - **Transit rail and commuter supply**, serving NTD defined urban and commuter rail systems, **and Brightline supply**.[3]
  - **Amtrak supply**, serving the national intercity passenger rail operator. Amtrak is included within the passenger results but is also presented separately where appropriate.

This segmentation allows the analysis to reflect the different markets and spending patterns that shape demand for suppliers across the rail system.

As in our prior economic impact analysis of the rail supply industry in 2020, we define the rail supply industry and build the inputs for our economic impact modeling, primarily using official US government data on the spending of the rail industry, divided over several segments, as shown in Fig. 2. Inputs associated with the freight rail supply impacts presented in section 3 (totaling $62 billion) are shown in grays; those associated with the passenger rail supply impacts (totaling $35 billion) are shown in yellows. These inputs include the operational and capital spending of freight and passenger rail, as well as additional output of the US railroad rolling stock manufacturing industry not already accounted for (grouped with freight).

These inputs define the size of the rail supply industry for modeling purposes. They represent the expenditures and production that directly support suppliers' activities and, through supply chain linkages and wage-supported spending, generate broader economic impacts.

Fig. 2: Rail supply industry spending (economic impact model inputs)[4]



Source: Oxford Economics

2 *Infrastructure. Investment and Jobs Act.*

3 Throughout the report, Brightline is grouped with transit and commuter supply. While technically Brightline is an intercity passenger rail, it currently operates as a regional, short-distance rail, which aligns it more closely with commuter rail.

4 In this chart, transit/commuters category includes transit rail, commuters, and Brightline.

BOX 1: INTRODUCTION TO ECONOMIC IMPACT ANALYSIS

Economic impact modeling is a standard tool used to quantify the economic contribution of a company or an industry in a region. Impact analysis traces the economic contribution of an industry through three separate channels:

- **Direct impact** represents the economic activity of the rail supply industry itself—the workers the industry employs and the value those workers create.
- **Indirect impact** refers to the economic activity generated by rail suppliers' purchases of intermediate inputs to production. This channel includes domestic suppliers of suppliers and extends to the industry's full US-based supply chain, but it excludes purchases of imports.
- **Induced impact** refers to economic activity generated when employees of the industry—and those in its supply chain—spend their wages on goods and services in the wider US economy.

The impacts in each of the three channels are measured in terms of:

- **Employment**, measured in terms of headcount.
- Value-added contribution to **gross domestic product** (GDP).
- **Labor income**, a component of GDP along with capital income and certain taxes, which is the sum of employee compensation and earnings by the self-employed.
- **Taxes** at the federal, state, and local level generated by this economic activity.

Additional details on sources and methods are presented in Appendix A. Unless stated, all monetary data are represented in 2024 US dollars.

Fig. 3: Impact channels

SECTION 2:
RAIL SUPPLY INDUSTRY IMPACTS

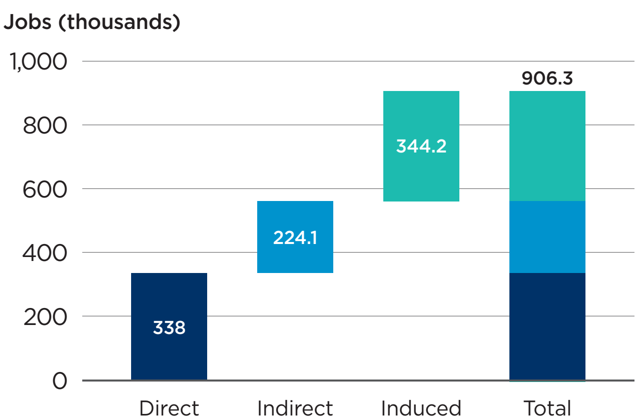
This section presents the national economic impact of the rail supply industry in 2024. The results reflect the full footprint of the industry, measured across the activity that takes place within supplier firms, the activity supported through their domestic supply chains, and the activity supported by the wages paid to workers in both. These three channels—direct, indirect, and induced—capture the total economic activity associated with the goods and services that freight railroads, transit and commuter rail agencies, and Amtrak purchase to operate and invest in their networks.

The analysis begins with the combined national impacts of the rail supply industry, measured in terms of employment, GDP, labor income, and tax revenues, presented in this section. In section 3, these impacts are split between freight and passenger rail systems (including transit, commuter, and intercity passenger rail), and in section 4, the impacts are broken out by state.

2.1 EMPLOYMENT IMPACT

In 2024, combining all channels of impact (direct, indirect, and induced), the total employment impact was **906,300 jobs** (Fig. 4), or roughly one in every 242 jobs in the US.[5] This included **338,000** direct jobs at first-tier rail suppliers (37% of the total impact), **224,100** indirect jobs supported through the rail supply industry's own supply-chain (25% of the total), and another **344,200** induced jobs supported through worker spending out of wages (38% of the combined impact).

Fig. 4: Employment impact of the rail supply industry by channel

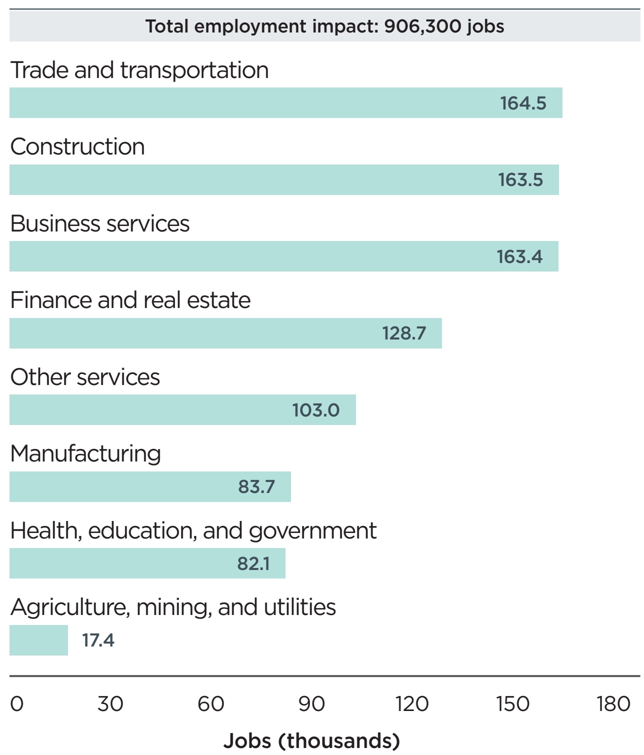


Source: IMPLAN, Oxford Economics

A useful way to summarize how the rail supply industry's activity ripples through the broader economy is to compare the total number of jobs it supports with the number of people it employs directly. **This ratio is the jobs multiplier, defined as the total number of jobs supported divided by the number of direct jobs in the industry itself (i.e., at first-tier rail suppliers).** In 2024, the rail supply industry had a jobs multiplier of **2.7**.[6] This means that each job at a rail supplier supported **1.7** additional jobs elsewhere in the national economy through supply chain purchases and wage-supported household spending. Multipliers of this size are typical of industries with substantial domestic supply chains and above average compensation (see section 2.3), both of which characterize the rail supply industry.

The distribution of these jobs across the economy reflects the wide range of goods and services required to operate and invest in the nation's rail networks. The largest employment impact was in the trade and transportation sector, which accounted for just over 18% of all jobs supported by the rail supply industry. Construction and business services followed closely, each contributing about 18% of total jobs (Fig. 5). This pattern highlights the industry's dependence on specialized construction activity, logistics and distribution services, and a broad set of professional and technical services that support rail operations, maintenance, and capital projects.[7]

Fig. 5: Employment impact of the rail supply industry by impacted industry



Source: IMPLAN, Oxford Economics
Note: Totals may not sum due to rounding.

5 Based on IMPLAN's 2024 US employment total of 219 million, which includes self-employment.

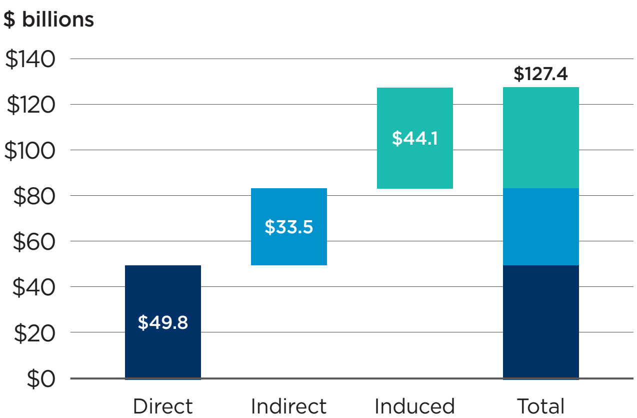
6 2.7 = 906,000 ÷ 338,000.

7 The industry categories shown in Fig. 5 are amalgamations of two-digit NAICS industries. Business services include professional, scientific, and technical services; management of companies and enterprises; administrative and support services; and information. Other services include accommodation and food services; arts, entertainment, and recreation; maintenance and repair services; and personal and laundry services.

2.2 GDP IMPACT

Across all channels of impact, the rail supply industry supported **$127.4 billion** in US GDP in 2024—an amount comparable in scale to the economies of New Hampshire or Idaho. Of this total, **$49.8 billion** reflected the direct value added generated within rail supplier firms themselves. An additional **$33.5 billion** was supported through suppliers' purchases of goods and services from domestic industries (indirect impact). Wage payments made within the rail supply industry, together with wages supported across its supply chain, stimulated a further **$44.1 billion** in value added through household spending (the induced impact). The distribution of this GDP impact across channels of impact is shown in Fig. 6.

Fig. 6: GDP impact of the rail supply industry

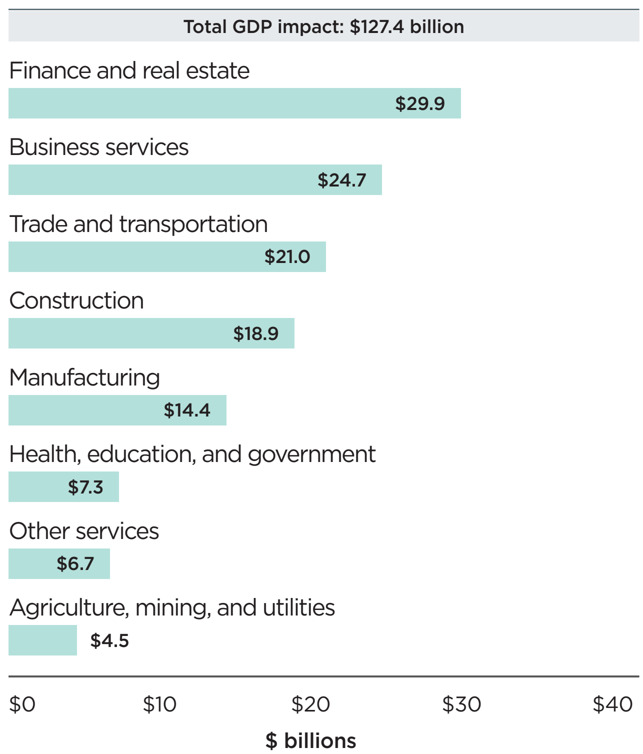


Source: IMPLAN, Oxford Economics

Just as the jobs multiplier summarizes how the industry's employment impact spreads through the economy, comparing total and direct GDP provides a similar summary of how the industry's value-added impact ripples through the wider economy. **This ratio is the GDP multiplier, defined as the ratio of the total GDP impact to the direct GDP impact.** In 2024, the rail supply industry had a GDP multiplier of **2.6**, meaning that every dollar of value added generated directly by rail suppliers supported **$1.60** of additional GDP elsewhere in the economy through supply chain activity and household spending.

The distribution of GDP impacts across industries reflects the types of goods and services that rail suppliers purchase and the economic activity their payrolls support. The largest GDP impact was in the finance and real estate sector, which accounted for 23% of the total GDP impact. Business services followed with 19%, and trade and transportation ranked third at 17% (Fig. 7). This pattern is consistent with the industry's reliance on leased equipment, insurance, professional and technical services, and the logistics activity associated with rail operations and investment.

Fig. 7: GDP impact of the rail supply industry by impacted industry

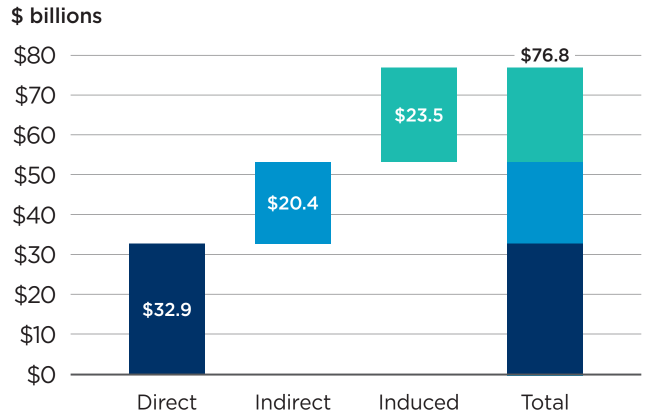


Source: IMPLAN, Oxford Economics
Note: Totals may not sum due to rounding.

2.3 LABOR INCOME IMPACT

The total labor income contribution of the rail supply industry was **$76.8 billion** (Fig. 8). This included wages and salaries, bonuses, benefits (e.g., health and retirement contributions), payroll taxes, and payments made to self-employed individuals. Direct impact accounted for 43% of the total impact at **$32.9 billion**; **$20.4 billion** in indirect labor income amounted to 26% of the total impact; and **$23.5 billion** in induced labor income accounted for the remaining 31% of the total labor income contribution.

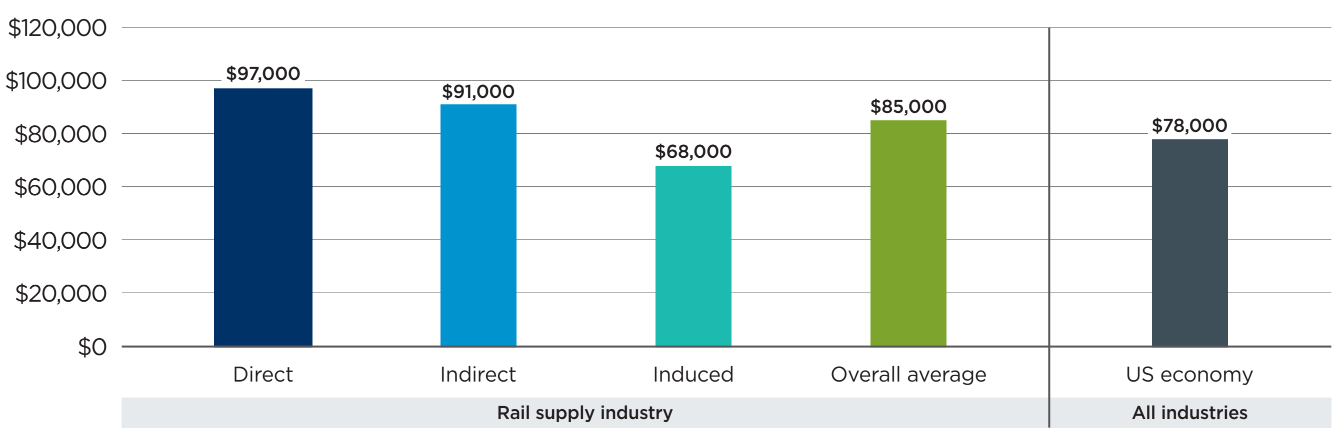
Fig. 8: Labor income impact of the rail supply industry



Source: IMPLAN, Oxford Economics

Dividing labor income by impact channel (Fig. 8) by employment by impact channel (Fig. 4) yields average compensation per worker for the rail supply industry by channel and overall (Fig. 9). For the direct rail supply industry—that is, rail industry suppliers themselves—average annual compensation per worker was **$97,000**, 24% higher than the US economywide average of **$78,000** per worker. Compensation per worker in the indirect channel—suppliers of rail industry suppliers—compensation was **$91,000**, or 17% higher. Compensation per worker in the induced channel was **$68,000** per worker, which is expected in the consumer-facing industries supported by worker spending.[8] Overall, compensation per worker in the rail supply industry was 9% higher than for the US economy as a whole, which is a factor in the rail supply industry's relatively large induced impact.

Fig. 9: Average compensation per worker for rail supply industry by channel



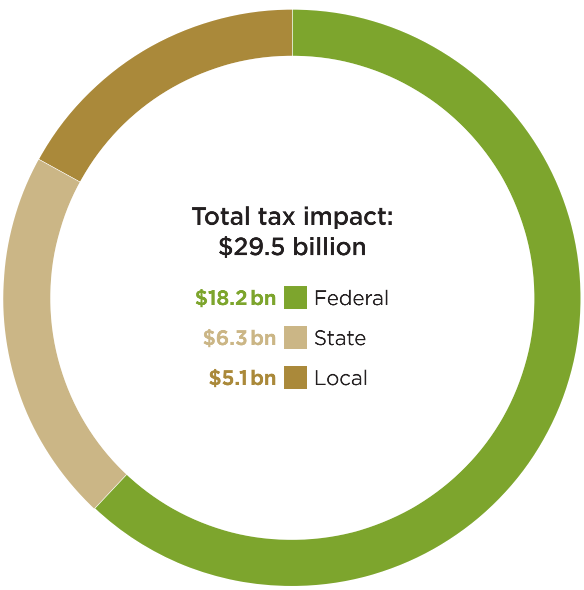
Source: IMPLAN, Oxford Economics

8 It should be noted that these compensation per worker figures are based on the industry profiles of the industries in each channel. We do not have data specifically on how compensation for companies that supply the rail industry differs from that of other companies in the same industry classification.

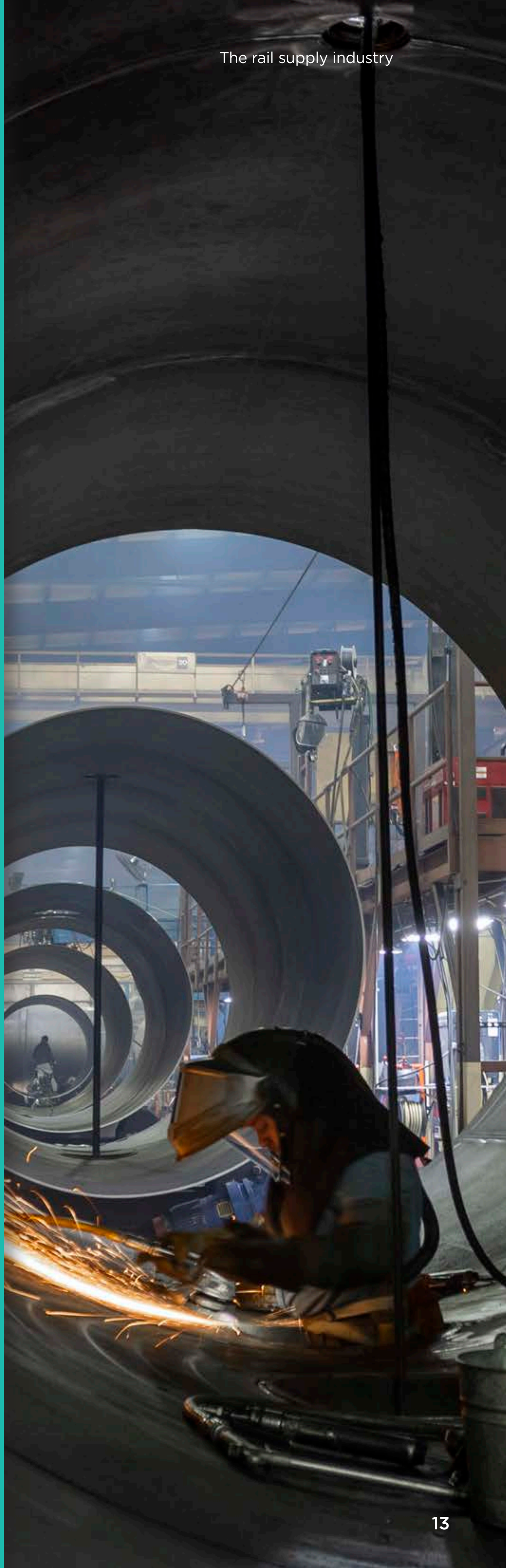
2.4 TAX IMPACT

Across all three channels of impact—direct, indirect, and induced—the rail supply industry supported **$29.5 billion** in tax revenue in 2024 (Fig. 10). This total included **$18.2 billion** in federal taxes, **$6.3 billion** in state taxes, and **$5.1 billion** in local taxes. These revenues reflect both the scale of the industry's payrolls and the breadth of its supply chain activity. To put the magnitude in perspective, **$29.5 billion** in tax revenue would be sufficient to fund public education for nearly **1.9 million** students nationwide.[9]

Fig. 10: Tax impact of the rail supply industry



Source: Oxford Economics
Note: Totals may not sum due to rounding.



9 Calculated using $15,633 spending per student (Source: US Census Bureau, ***Spending per pupil in public schools averaged $15,633, up 8.9% in FY2022***, 2024).

SECTION 3: FREIGHT AND PASSENGER RAIL SUPPLY IMPACTS

This section examines the economic impacts of the rail supply industry by major market segments: freight rail, transit and commuter rail, and Amtrak. It is important to distinguish among these segments because each serves customers with different equipment needs, technologies, and service requirements. The regulatory environment also differs: freight rail is largely privately owned and funded, while passenger rail is predominantly public, which affects how inputs are sourced and how contracts are awarded, including compliance with Buy America provisions.

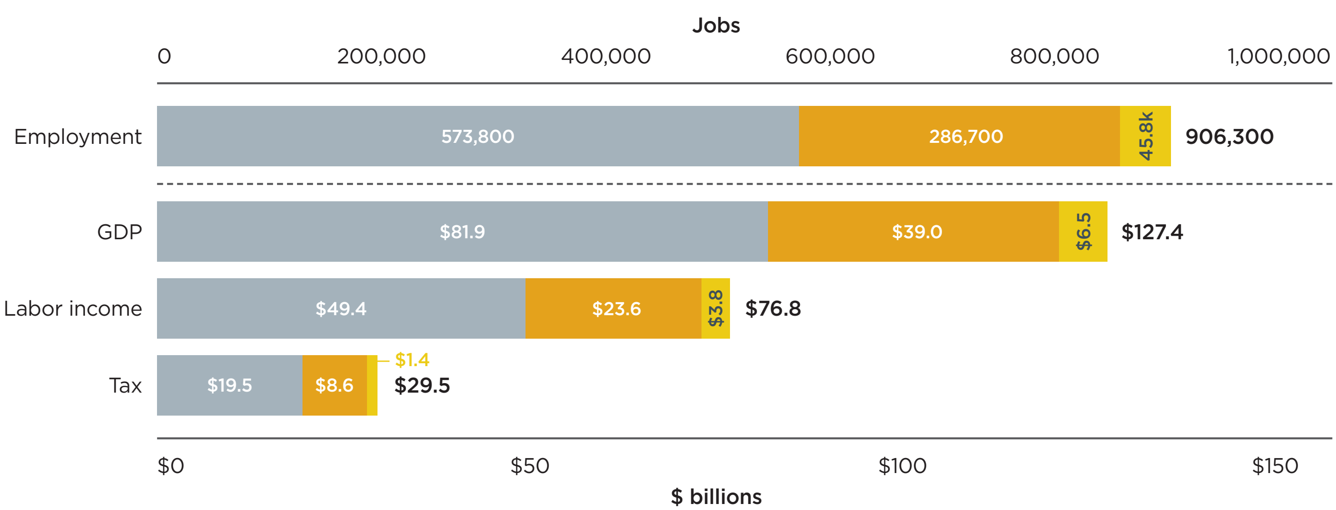
Section 3.1 presents an overview of the economic contributions associated with freight rail, transit and commuter rail, and Amtrak suppliers, highlighting the quantitative and qualitative differences across segments. Section 3.2 then provides a focused assessment of Amtrak's supplier footprint, reflecting its distinct role within the passenger rail market and its importance to this study.

3.1 RAIL SUPPLY INDUSTRY IMPACTS BY MARKET SEGMENT

Freight rail is the largest segment of the US rail system by nearly every measure—track mileage, revenue, and capital investment. That scale is reflected in the rail supply industry's economic footprint. In 2024, suppliers serving the freight rail segment accounted for 63% of the total employment impact, 65% of total GDP contribution, 64% of total labor income, and 63% of supported tax revenue. Fig. 11 summarizes the distribution of economic impacts across the freight rail and passenger rail segments, including separate figures for Amtrak suppliers.

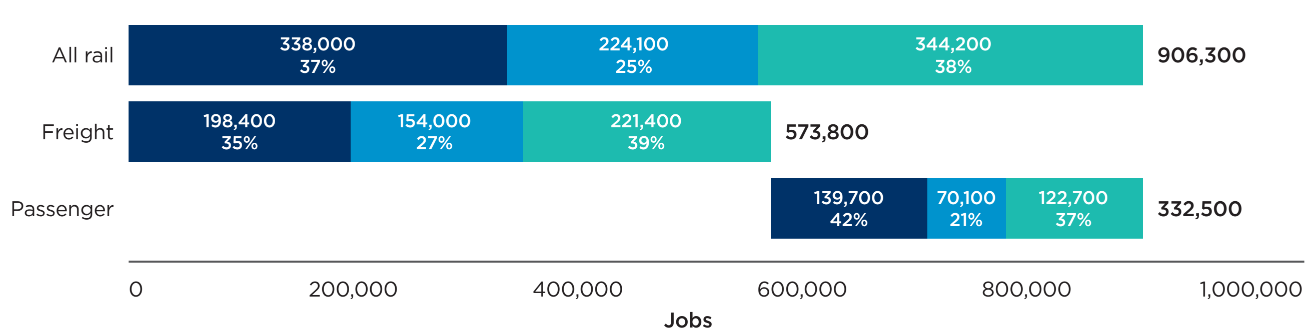
Fig. 12 shows the distribution of employment impacts across direct, indirect, and induced channels for freight and passenger rail suppliers. While both segments support substantial indirect and induced employment through supply-chain activity and household spending, passenger rail suppliers show a slightly higher share of direct employment. This likely reflects the labor-intensive nature of transit-related manufacturing and services, though the overall structure of impacts is broadly similar across segments.

Fig. 11: Economic impacts of the rail supply industry by rail type



Source: Oxford Economics
Note: Totals may not sum due to rounding.

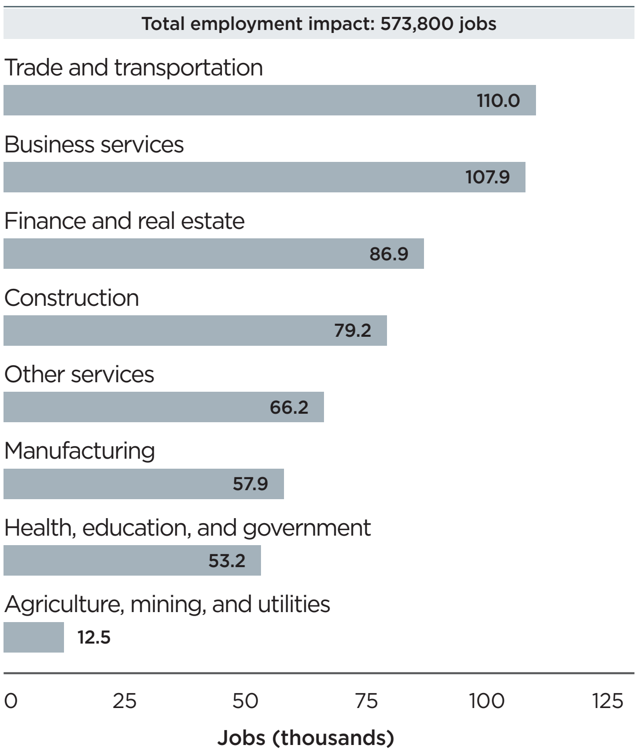
Fig. 12: Employment impact of the rail supply industry by rail type and channel



Source: IMPLAN, Oxford Economics
Note: Totals may not sum due to rounding.

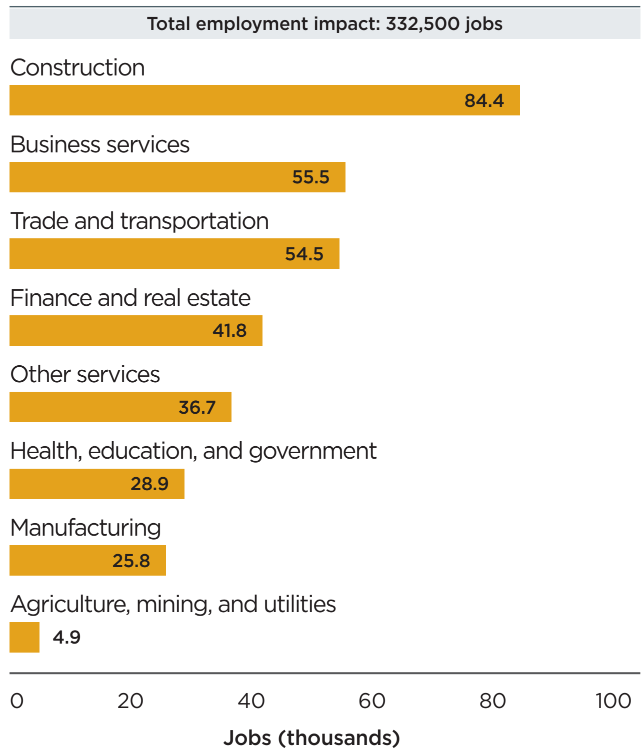
Fig. 13 and Fig. 14 show the distribution of employment impacts across industry sectors for freight and passenger rail suppliers, respectively. In both cases, the largest impacts were concentrated in service-oriented sectors such as business services, finance and real estate, and trade and transportation. The most notable difference is the prominence of construction in the passenger rail supply chain, which accounted for the largest share of employment impacts in that segment. This reflects the capital-intensive nature of transit infrastructure projects, the role of public investment in driving demand for construction services, and the high labor intensity of the construction sector. By contrast, trade and transportation was the top employment sector for freight rail suppliers, consistent with the segment's extensive logistics footprint and commercial supply chain.

Fig. 13: Freight rail supply industry employment impact by industry



Source: IMPLAN, Oxford Economics

Fig. 14: Passenger rail supply industry employment impact by industry



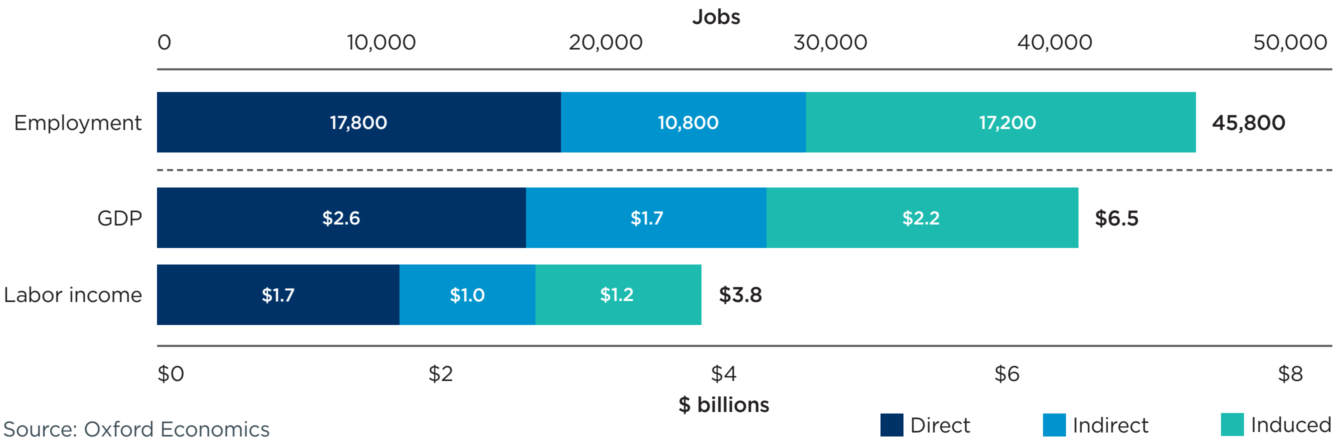
Source: IMPLAN, Oxford Economics

3.2 AMTRAK RAIL SUPPLY IMPACTS

Amtrak's supplier footprint represents a distinct segment of the US passenger rail supply industry, shaped by its Northeast Corridor (NEC), state-supported, and long-distance service models, and publicly funded capital programs. The impacts presented in this section reflect the economic activity supported by **Amtrak's suppliers**, not Amtrak's own operations. Specifically, the **direct impacts** refer to first-round suppliers—firms that manufacture equipment, provide engineering and construction services, or deliver other goods and services to Amtrak—not Amtrak employees themselves. This distinction is important for interpreting the results, especially for readers focused on Amtrak's broader economic contribution.

The figures below summarize Amtrak's national economic impacts in terms of employment, GDP, labor income, and industry composition. A more detailed breakout of Amtrak's state-level impacts is shown in **Section 4.3**.

Fig. 15: Amtrak rail supply economic impacts



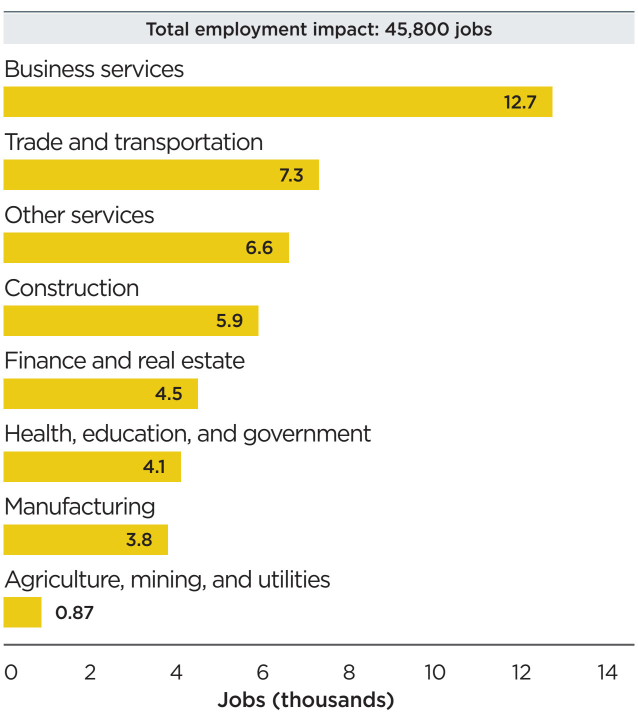
Source: Oxford Economics

In 2024, Amtrak's supplier network supported **45,800** jobs, **$6.5 billion** in GDP, and **$3.8 billion** in labor income across direct, indirect, and induced channels (Fig. 15). Roughly **39%** of the employment impact was direct, with the remainder split between supply-chain activity and household spending.

Amtrak's supplier activity supported jobs across a wide range of industries. The largest employment impacts were in **business services** (a broad category that includes engineering, design, consulting, IT, and other professional and technical services commonly used in rail capital and operating programs), followed by **trade and transportation**, **other services**, and **construction**. This reflects the mix of professional services, logistics, and capital projects involved in Amtrak's procurement footprint (Fig. 16).

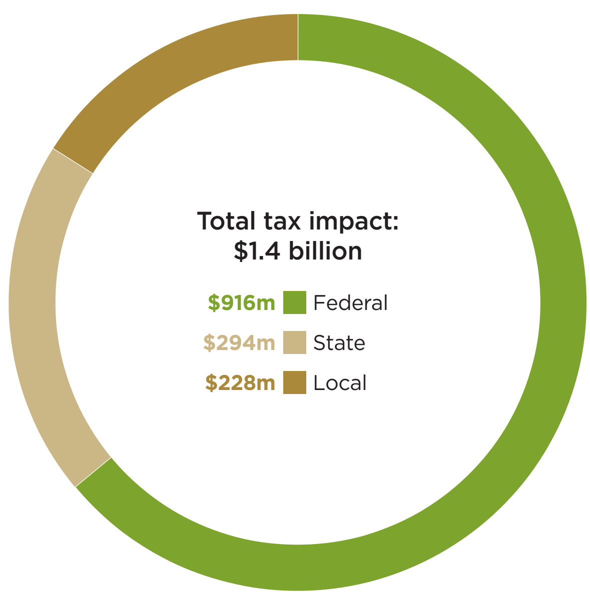
Amtrak-related supplier activity generated **$1.4 billion** in tax revenue in 2024. Of this total, **$916 million** was paid in federal taxes, **$294 million** in state taxes, and **$228 million** in local taxes (Fig. 17).

Fig. 16: Amtrak rail supply employment impact by industry



Source: IMPLAN, Oxford Economics
Note: Totals may not sum due to rounding.

Fig. 17: Amtrak rail supply tax impact



Source: IMPLAN, Oxford Economics

SECTION 4: STATE-LEVEL IMPACTS

4.1 RAIL SUPPLY INDUSTRY STATE-LEVEL IMPACTS

Previous sections covered the nationwide footprint of the rail supply industry. This section examines the state-level economic impacts. The rail suppliers operated in all 50 states, as illustrated in Fig. 18 and Fig. 19; however, the economic impacts were not distributed evenly across states. Regionally, the largest impacts occurred in the Mid-Atlantic, the Midwest, and the Pacific.

Fig. 18: Employment impact of the rail supply industry by state

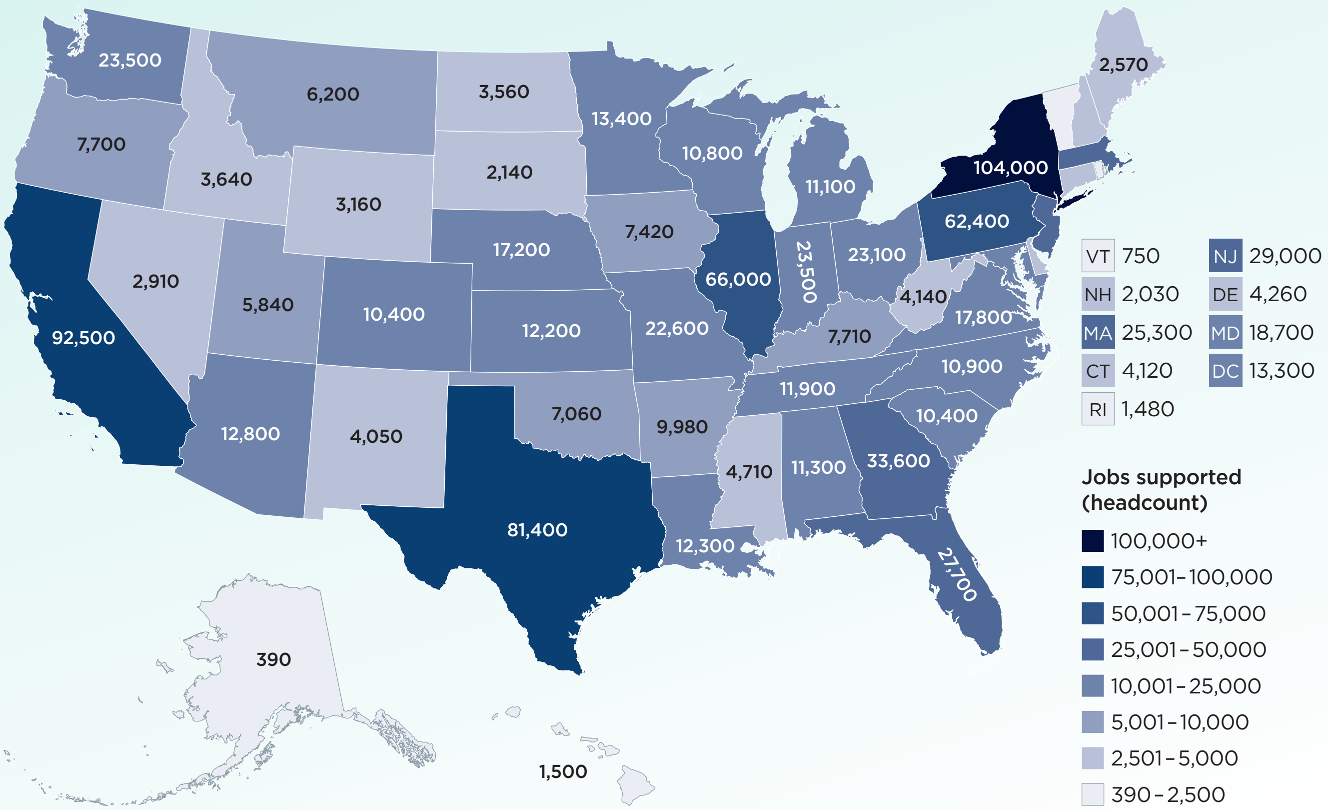
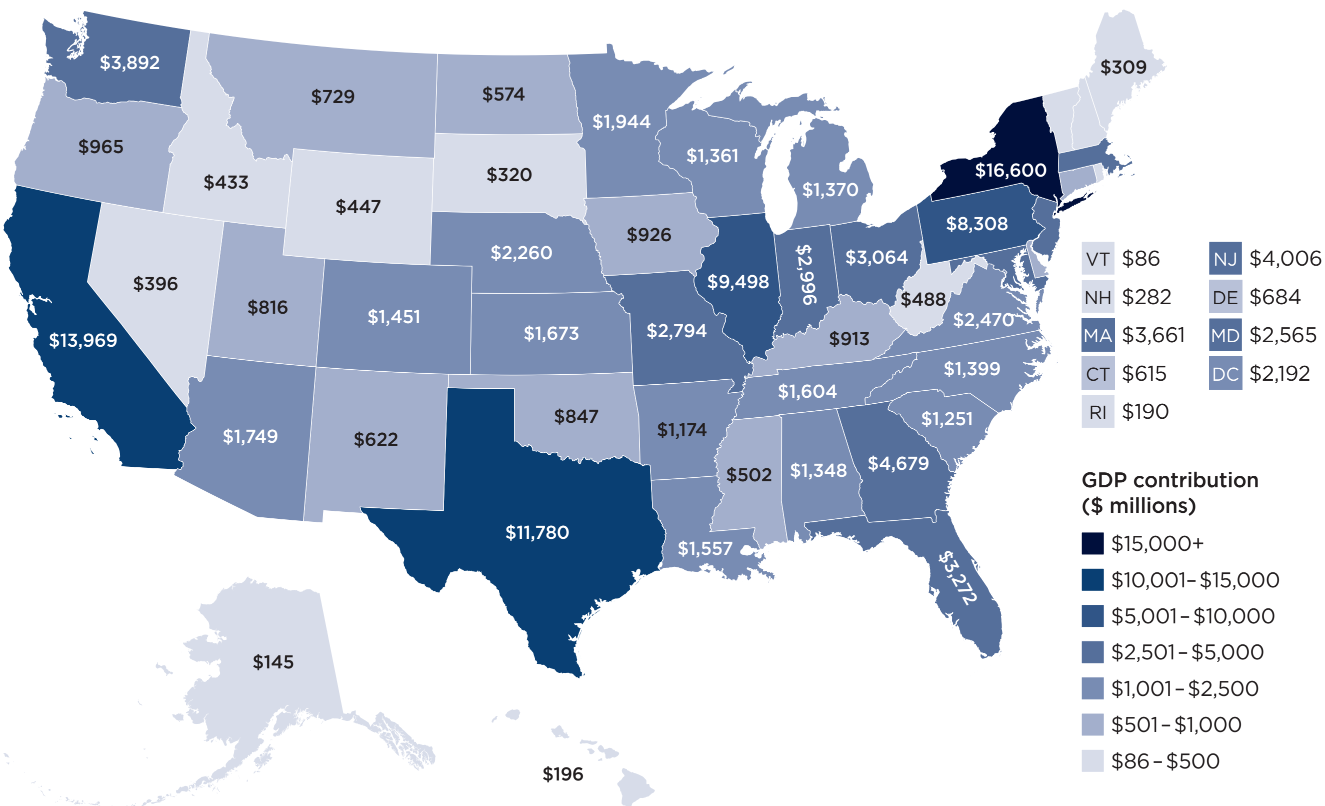


Fig. 19: GDP impact of the rail supply industry by state ($ millions)



The 10 states with the largest concentration of the rail supply industry—New York, California, Texas, Illinois, Pennsylvania, Georgia, New Jersey, Florida, Massachusetts, and Indiana—accounted for 60% of total jobs impact and 62% of total GDP contribution (Fig. 20).

Fig. 20: Economic impacts of the rail supply industry in the top 10 states by employment impact

STATE	JOBS SUPPORTED	GDP CONTRIBUTION (BILLIONS)
New York	104,000	$16.6
California	92,500	$14.0
Texas	81,400	$11.8
Illinois	66,000	$9.5
Pennsylvania	62,400	$8.3
Georgia	33,600	$4.7
New Jersey	29,000	$4.0
Florida	27,700	$3.3
Massachusetts	25,300	$3.7
Indiana	23,500	$3.0

Source: IMPLAN, Oxford Economics

4.2 FREIGHT AND PASSENGER RAIL SUPPLY STATE-LEVEL IMPACTS

As with the overall rail supply industry, freight rail supply and passenger rail supply are represented in every state, though the geographic distribution varies between these two segments (Fig. 22 and Fig. 23).

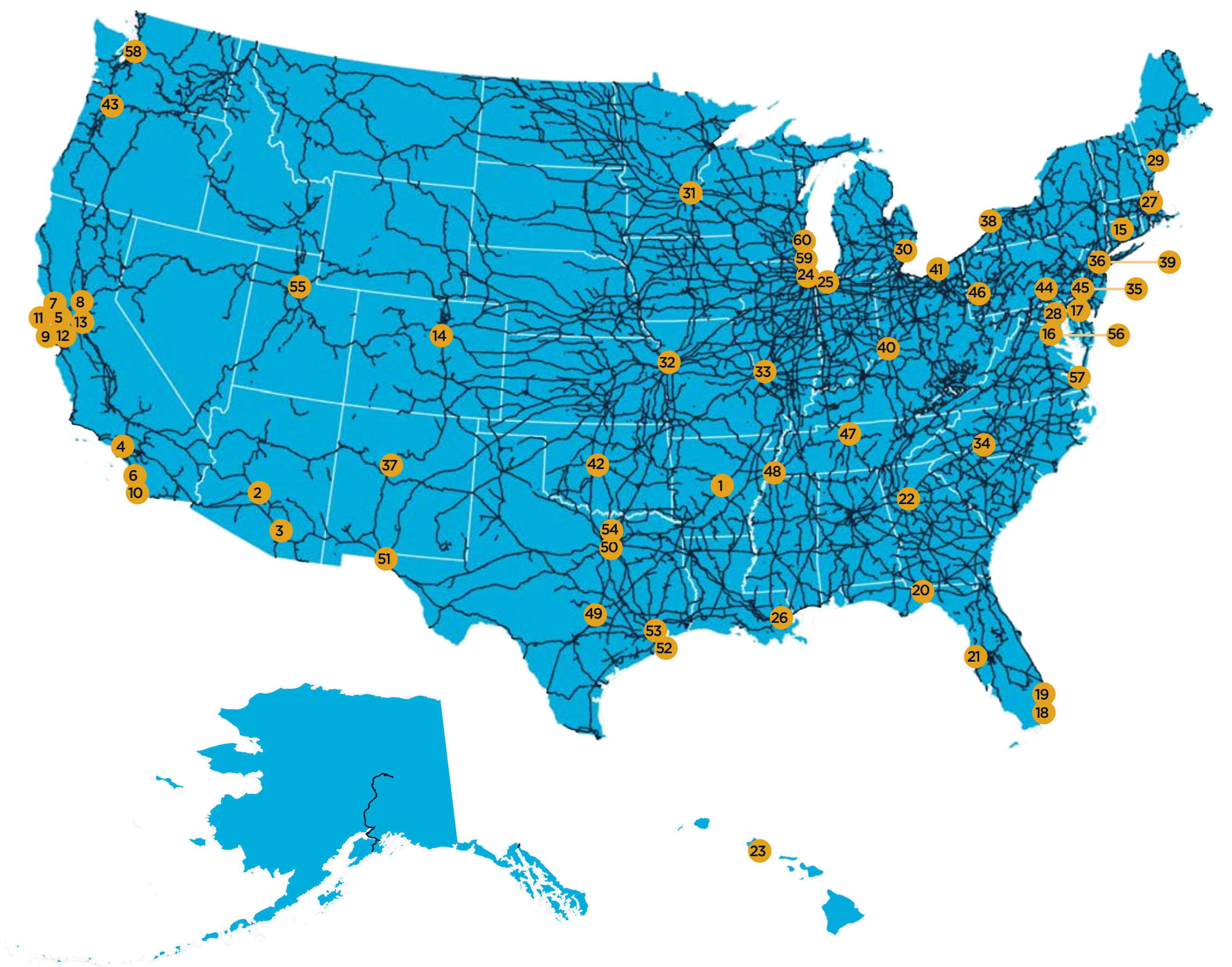
The geographic distribution of freight rail supply impacts (Fig. 22) broadly aligns with the major clusters of the national rail network—most prominently in the Midwest, the MidAtlantic and Northeast, and extending into the Southeast (Fig. 21)—suggesting that rail suppliers often locate their facilities near regions of high demand, especially when they provide services or products that are regularly needed and difficult to transport. These locations also benefit from access to rail transport, which is advantageous for logistical purposes. However, other factors, such as the availability of skilled labor, land availability, and historical and legacy factors, also affect the location of rail suppliers and contribute to the uneven regional distribution of economic impacts. Fig. 21 provides a national view of the freight rail network and the metropolitan areas served by transit, commuter rail, and intercity passenger rail systems.

Similar regional patterns emerge for passenger rail supply. States with larger economic impacts tend to have high transit, commuter, and intercity passenger rail ridership.

The top 10 states with the largest employment impacts from **freight rail supply** were Texas, Illinois, California, Pennsylvania, New York, Georgia, Ohio, Indiana, Missouri, and Florida. Together these states accounted for 56% of the total jobs impact and 57% of the total GDP contribution.

The largest employment impacts from **passenger rail supply** were in New York, California, Illinois, New Jersey, Pennsylvania, Massachusetts, Washington, Texas, the District of Columbia, and Maryland. These top 10 states accounted for 77% of total jobs impact and 80% of GDP contribution.

Fig. 21: National rail network and cities with intercity passenger rail and commuter rail systems



Cities with intercity passenger rail and commuter rail systems

1 North Little Rock, AR
2 Phoenix, AZ
3 Tucson, AZ
4 Los Angeles, CA
5 Oakland, CA
6 Oceanside, CA
7 Petaluma, CA
8 Sacramento, CA
9 San Carlos, CA
10 San Diego, CA
11 San Francisco, CA
12 San Jose, CA
13 Stockton, CA
14 Denver, CO
15 Newington, CT
16 Washington, DC
17 Dover, DE
18 Miami, FL
19 Pompano Beach, FL
20 Tallahassee, FL
21 Tampa, FL
22 Atlanta, GA
23 Honolulu, HI
24 Chicago, IL
25 Chesterton, IN
26 New Orleans, LA
27 Boston, MA
28 Baltimore, MD
29 Portland, ME
30 Detroit, MI
31 Minneapolis, MN
32 Kansas City, MO
33 Saint Louis, MO
34 Charlotte, NC
35 Camden, NJ
36 Newark, NJ
37 Albuquerque, NM
38 Buffalo, NY
39 New York, NY
40 Cincinnati, OH
41 Cleveland, OH
42 Oklahoma City, OK
43 Portland, OR
44 Harrisburg, PA
45 Philadelphia, PA
46 Pittsburgh, PA
47 Madison, TN
48 Memphis, TN
49 Austin, TX
50 Dallas-Fort Worth, TX
51 El Paso, TX
52 Galveston, TX
53 Houston, TX
54 Lewisville, TX
55 Salt Lake City, UT
56 Alexandria, VA
57 Hampton, VA
58 Seattle, WA
59 Kenosha, WI
60 Milwaukee, WI

Fig. 22: Freight rail supply industry employment impact by state

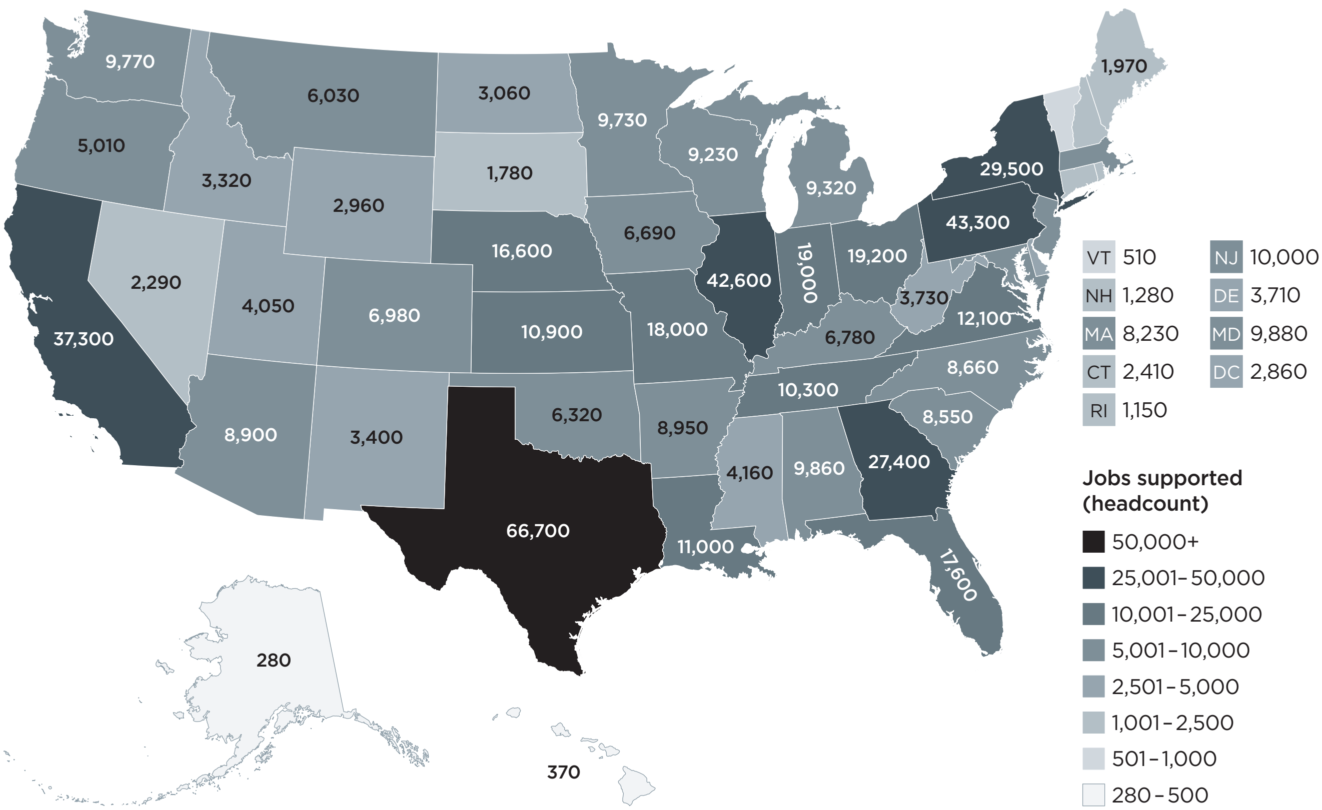
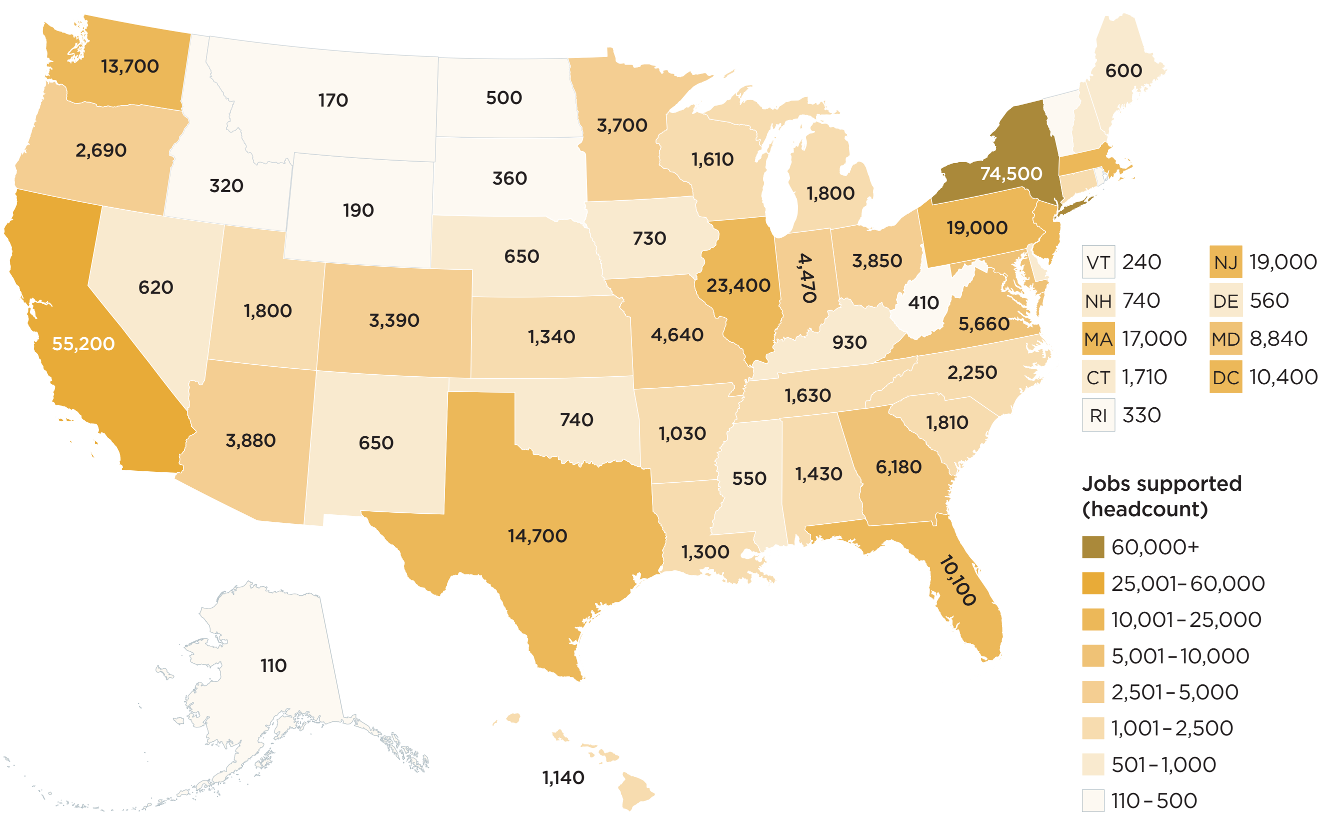


Fig. 23: Passenger rail supply industry employment impact by state

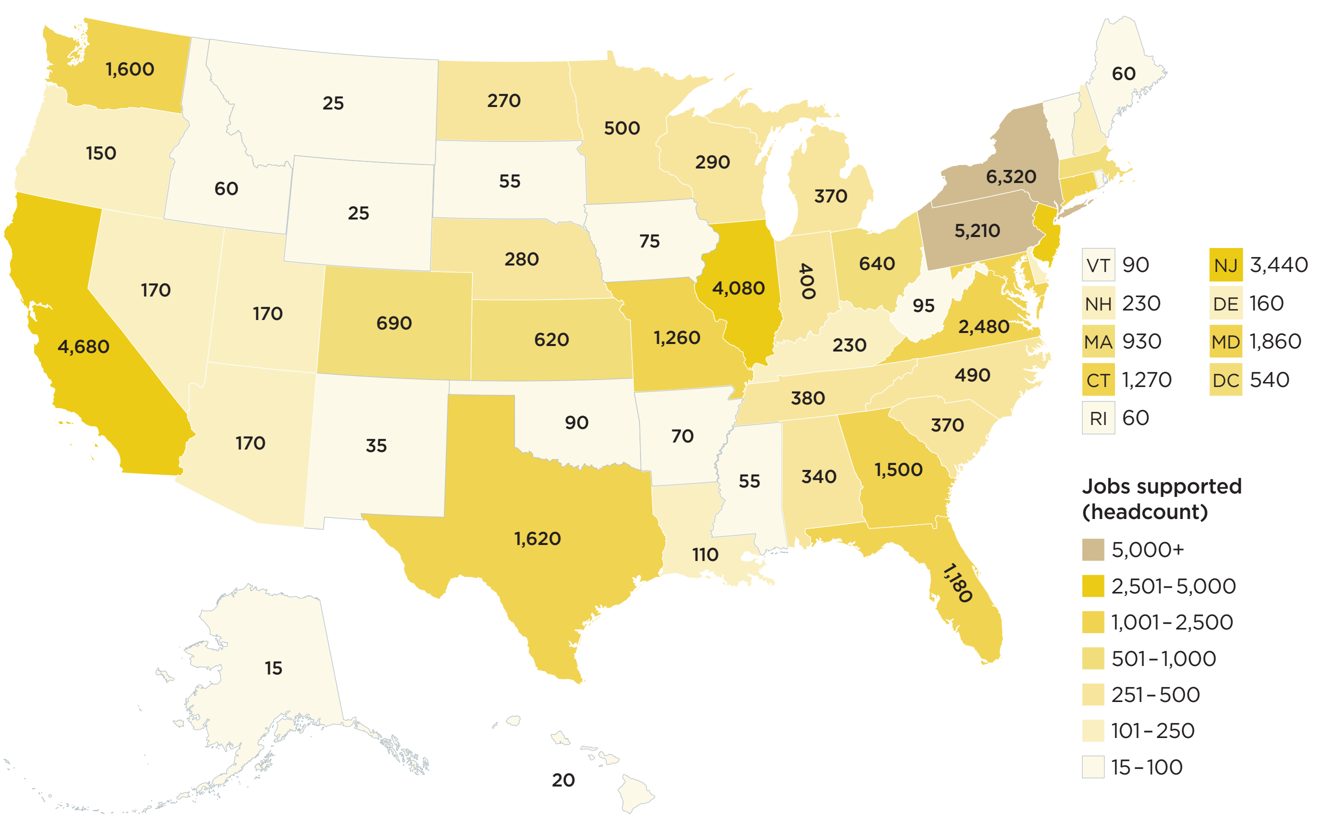


4.3 AMTRAK RAIL SUPPLY STATE-LEVEL IMPACTS

This section presents the state-by-state distribution of the economic activity supported by Amtrak's suppliers, showing how the national impacts described in Section 3.2 translate across the country. As noted earlier, these results reflect the footprint of Amtrak's supplier network, not Amtrak's own operations or employees. The direct impacts shown here represent first round suppliers—firms that manufacture equipment, provide engineering and construction services, or deliver other goods and services to Amtrak—not Amtrak staff.

The map below (Fig. 24) shows the geographic breakout of Amtrak's national supplier employment impact, which in 2024 totaled **45,800 jobs** across direct, indirect, and induced channels.

Fig. 24: Amtrak suppliers' employment impact by state



The largest job impacts of Amtrak suppliers were concentrated in New York, Pennsylvania, California, Illinois, New Jersey, Virginia, Maryland, Texas, Washington, and Georgia, with these 10 states accounting for 72% of total job impact and 74% of GDP contribution (Fig. 25).

Fig. 25: Economic impacts of Amtrak's supply in the top 10 states, 2024

STATE	JOBS SUPPORTED	GDP CONTRIBUTION (BILLIONS)
New York	6,300	$1.0
Pennsylvania	5,200	$0.7
California	4,700	$0.8
Illinois	4,100	$0.6
New Jersey	3,400	$0.5
Virginia	2,500	$0.3
Maryland	1,900	$0.3
Texas	1,600	$0.2
Washington	1,600	$0.3
Georgia	1,500	$0.2

Source: IMPLAN, Oxford Economics

SECTION 5: CONCLUSION

The rail supply industry plays a critical role in supporting the nation's freight and passenger rail systems, and its economic footprint extends far beyond the firms that manufacture equipment or provide specialized services for the rail transport industry. In 2024, the industry supported hundreds of thousands of jobs and generated substantial contributions to US GDP, labor income, and tax revenues through its direct operations, domestic supply chains, and wage-supported household spending. These results underscore the breadth of economic activity required to operate, maintain, and expand the country's rail networks.

This report builds on Oxford Economics' two previous economic assessments of the rail supply industry, which estimated impacts for 2016 and 2020. While those studies focused primarily on suppliers to the NAICS-defined rail transportation industry (freight rail and intercity passenger rail), the present analysis expands the scope to include transit and commuter rail. By incorporating the operational and capital spending of transit agencies that operate these systems, this report provides a more complete and intuitive picture of the markets that drive demand for rail suppliers. The breakdown between freight and passenger rail supply impacts also highlights the distinct procurement patterns, regulatory environments, and industry structures that shape supplier activity across segments.

While this report has provided a snapshot of the rail supply industry impact in 2024, the industry continued to grow in 2025. Billions of dollars authorized under the Infrastructure Investment and Jobs Act (2021) were invested in 2025, including Amtrak rail yard modernization projects to support the introduction of Airo trains in the Washington Cascades and Northeast Corridor, National Network grants to Amtrak, Federal–State Partnership funding for intercity passenger rail, and investments in rail infrastructure safety and improvement programs. This increased investment in rail, in turn, stimulates growth and investment in the rail supply industry.[10] These multiyear federal investments have supported additional activity in the rail supply industry, as suppliers expand capacity, modernize facilities, and position themselves to meet rising demand.

Examples in the passenger rail supply sector include Siemens Mobility building a new $220 million rail manufacturing facility in North Carolina[11] and Alstom's $162 million investment to modernize its rail manufacturing facilities in Hornell, New York.[12]

Funding provided in the Infrastructure Investment and Jobs Act will expire on September 30, 2026. As lawmakers begin drafting the next long-term surface transportation bill, the findings of this report underscore that the rail supply industry remains a significant contributor to the U.S. economy and a vital partner to both freight and passenger rail operators. As investment needs evolve through ongoing network maintenance, fleet modernization, and federally supported capital programs, the rail supply industry will continue to play an essential role in delivering safe, efficient, and resilient rail transportation nationwide.

10 Department of Transportation, ***Infrastructure Investment and Jobs Act Financial Summary as of August 31, 2025***.

11 ***Siemens Mobility to invest $220 million into North Carolina rail manufacturing facility***.

12 Includes two Alstom investments in Hornell: ***Alstom opens new state-of-the-art plant 4 facility in Hornell, NY, boosting U.S. rail manufacturing | Alstom***, and ***Alstom delivers America's fastest trains with the debut of Amtrak's NextGen Acela on the Northeast Corridor | Alstom***.


CRANE CAPACITY: 12,000 Lb.

APPENDIX A: METHODOLOGY

Box 1 presented a high-level overview of economic impact analysis and the three channels of impact. In this appendix, we discuss the methodology that was used to calculate these impacts, and the sources used for the modeling inputs. All results are for calendar year 2024 and expressed in 2024 dollars.

METHODS

Economic impacts were modeled in IMPLAN software, an industry standard tool for economic impact analysis. A national model was constructed with all of the seven inputs shown in Fig. 26 below (note that this is the same as Fig. 2 in the text) with each input as a separate event. The methodology behind each input number is discussed in the sources section below.

To calculate state-level impacts, we built 51 separate multi regional input output (MRIO) models, each consisting of two regions: a single state or Washington, DC, and the rest of the country. Each of the seven impact events was split into an in-state and out-of-state component for each state, with the impacts from both sets of events limited to those accruing in the state being modeled. The sum of the total impacts across the states was then scaled to the total impacts in the national model.

For the opex and capex events for freight and transit, we identified the purchase location of the spending on goods and services based on IMPLAN and NTD data on the location of freight and transit operations. IMPLAN trade flows were then used to model the production location for the purchased goods, just as IMPLAN trade flows trace the geography of subsequent rounds of supply chain spending (suppliers of suppliers) in the indirect modeling. The geography of Amtrak rail supply purchases was treated differently reflecting the different nature of these data—see the section on Amtrak rail supply below.

SOURCES

This section describes the sources for each of the seven major data inputs to the economic impact model. The magnitude of these different inputs is shown in Fig. 26.

Freight rail supply

With small adjustments discussed below, the freight rail industry is taken to be synonymous with the rail transportation industry as defined by NAICS industry 482.

The **operational spending** of the rail transportation industry is derived from IMPLAN intermediate input purchases for this industry, which are constructed based on the BEA's input-output tables and other government data sources. These IMPLAN estimates include breakouts of this total spending by industry/product as well as geographically by state.

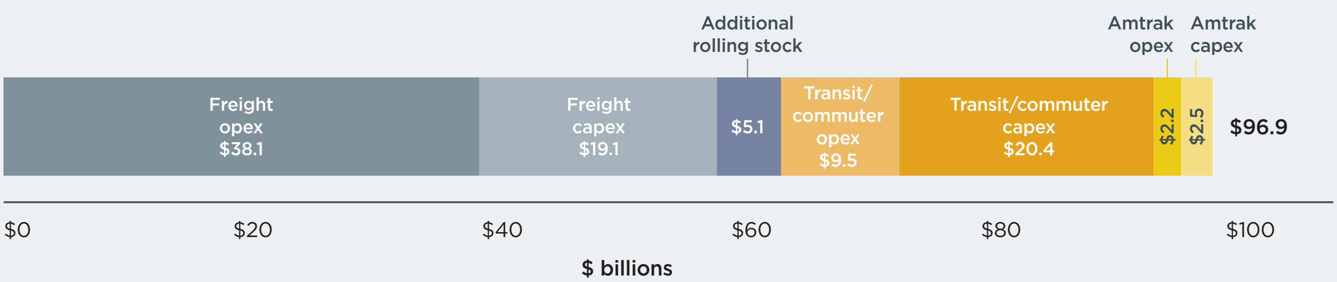
The **capital spending** of the privately owned rail transportation industry is derived from the BEA private investment in nonresidential fixed assets data.[13] Note that our prior economic impact assessment of the rail supply industry for 2020 used the Annual Capital Expenditure Survey instead. The product categories in the BEA data were mapped to IMPLAN commodity categories. The geography of the capital spending was assigned proportionally to the geography of the operational spending.

Because Amtrak and Brightline rail service are classified as part of the rail transportation industry, small adjustments are made to reallocate these impacts from freight to passenger rail.

Amtrak operational spending impacts, calculated from data collected directly from Amtrak (see below), are subtracted from the freight rail impacts and added to the passenger rail impacts. Because Amtrak capital spending is not part of the BEA capital spending for the privately owned rail transportation industry described above, Amtrak's capital spending impacts are added to the passenger rail supply impacts but not subtracted from the freight rail supply impacts.

Brightline operational expenditures were estimated at $177 million based on the company's 2024 financial statements.[14] Given the relatively small size of these impacts and the limited available detail on the product breakout of this spending, Brightline operational and capital spending patterns by industry were proxied by the rail transportation

Fig. 26: Rail supply industry spending (economic impact model inputs)



Source: Oxford Economics

13 See ***https://apps.bea.gov/national/FA2004/Details/Index.htm***.

14 Brightline Trains Florida LLC, Financial Statements as of December 31, 2024 and 2023 and for the years then ended (Apr. 30, 2025).

industry as a whole, with all purchases being made from Florida. These impacts were subtracted from the freight rail impacts and added to the passenger rail impacts. A proportional share of rail transportation capital expenditures was similarly shifted from the freight to passenger category. (Unlike Amtrak, Brightline capital spending was taken to be included in the BEA private capital investment data.)

Transit/commuter rail supply

As noted in the body of the report, transit and commuter rail **operational spending** and **capital spending** are derived from the National Transit Database (NTD). The categories of transit systems included in this report are heavy rail, light rail, commuter rail, and streetcar. (Excluded are systems such as buses, ferries, and other non-rail modalities.)

The product-level breakout of this spending is based on the categories of spending in the NTD, mapped to IMPLAN commodity categories. The geography of the spending is based on the system locations in the NTD as the purchase location.

Amtrak rail supply

Amtrak **operational spending** and **capital spending** are based directly on data provided to Oxford Economics by Amtrak. The product classification is based on the spending types provided by Amtrak, mapped to IMPLAN commodity codes. The geographic distribution of spending is based on Amtrak vendor data, with the vendor's registered location with Amtrak used as a proxy for the production location of purchases. (Note the difference with how geography is handled above, where the purchase location is known and the production location modeled using IMPLAN trade flows.)

As described in the text, transit/commuter, Amtrak, and Brightline rail supply impacts are combined and reported as passenger rail supply impacts, with Amtrak rail supply impacts results also reported separately in sections 3.2 and 4.3.

Additional railroad rolling stock

The output of the railroad rolling stock industry (NAICS 3365) is well reported in government statistical data. This production exceeded our estimate of railroad rolling stock purchases as part of the operational and capital spending described above. As we discussed in the 2022 impact report, in addition to railroad rolling stock produced for export, this additional railroad rolling stock not purchased by the freight or passenger rail industries largely represents freight railcars purchased and owned by industry or by leasing companies, which is the reason this category was classed with freight rather than passenger impacts.

For this analysis, we used the 2024 output of railroad rolling stock IMPLAN, as well as IMPLAN's state-level breakout of where this production takes place. Unlike the other six inputs (freight, transit, and Amtrak operational and capital spending), which were run as standard impact events, the railroad rolling stock impacts were run as a contribution event in IMPLAN, meaning that all subsequent purchases of railroad rolling stock in the indirect or induced channels are suppressed since 100% of US railroad rolling stock output is already accounted for in the rail supply industry's direct impact. To operationalize this, railroad rolling stock purchases in the operational and capital spending events above were stripped out, run as part of the contribution event, and then re-added to the appropriate results category (i.e., to freight, transit/commuter, or Amtrak opex or capex).

APPENDIX B: ALL STATE-LEVEL IMPACTS

NATIONAL IMPACTS

UNITED STATES	EMPLOYMENT	GDP ($m)	LABOR INCOME ($m)	TAXES ($m)
Total	**906,338**	**127,372**	**76,848**	**29,521**
Direct	338,041	49,756	32,928	12,745
Indirect	224,127	33,493	20,384	7,786
Induced	344,169	44,124	23,536	8,989
Freight	573,816	81,878	49,431	19,453
Passenger	332,522	45,494	27,417	10,068
Amtrak	*45,828*	*6,481*	*3,835*	*1,438*

STATE-LEVEL IMPACTS

ALABAMA	EMPLOYMENT	GDP ($m)	LABOR INCOME ($m)	TAXES ($m)
Total	**11,293**	**1,348**	**787**	**321**
Direct	3,723	494	312	130
Indirect	3,804	445	272	106
Induced	3,767	409	204	85
Freight	9,861	1,191	703	291
Passenger	1,432	156	85	31
Amtrak	*340*	*37*	*21*	*8*
ALASKA	**EMPLOYMENT**	**GDP ($m)**	**LABOR INCOME ($m)**	**TAXES ($m)**
Total	**387**	**145**	**35**	**31**
Direct	3	0	0	0
Indirect	250	128	25	28
Induced	133	16	9	3
Freight	281	118	27	26
Passenger	105	27	8	5
Amtrak	*15*	*5*	*1*	*1*
ARIZONA	**EMPLOYMENT**	**GDP ($m)**	**LABOR INCOME ($m)**	**TAXES ($m)**
Total	**12,784**	**1,749**	**1,006**	**374**
Direct	4,339	656	403	151
Indirect	3,316	422	264	92
Induced	5,129	671	339	131
Freight	8,900	1,259	729	278
Passenger	3,884	490	277	96
Amtrak	*166*	*21*	*12*	*4*

STATE-LEVEL IMPACTS

ARKANSAS	**EMPLOYMENT**	**GDP ($m)**	**LABOR INCOME ($m)**	**TAXES ($m)**
Total	**9,982**	**1,174**	**660**	**284**
Direct	3,467	419	254	112
Indirect	3,345	419	236	101
Induced	3,170	336	170	72
Freight	8,951	1,058	600	261
Passenger	1,032	115	60	23
Amtrak	*72*	*8*	*4*	*2*
CALIFORNIA	**EMPLOYMENT**	**GDP ($m)**	**LABOR INCOME ($m)**	**TAXES ($m)**
Total	**92,452**	**13,969**	**8,436**	**3,420**
Direct	37,459	5,532	3,762	1,530
Indirect	19,276	3,338	1,949	798
Induced	35,717	5,099	2,726	1,091
Freight	37,288	6,105	3,666	1,574
Passenger	55,164	7,864	4,771	1,846
Amtrak	*4,678*	*756*	*432*	*171*
COLORADO	**EMPLOYMENT**	**GDP ($m)**	**LABOR INCOME ($m)**	**TAXES ($m)**
Total	**10,370**	**1,451**	**892**	**320**
Direct	3,248	474	307	116
Indirect	2,722	392	278	89
Induced	4,400	585	306	116
Freight	6,979	1,014	633	229
Passenger	3,391	437	259	91
Amtrak	*692*	*96*	*57*	*20*
CONNECTICUT	**EMPLOYMENT**	**GDP ($m)**	**LABOR INCOME ($m)**	**TAXES ($m)**
Total	**4,121**	**615**	**409**	**149**
Direct	1,929	303	233	80
Indirect	948	147	95	33
Induced	1,244	165	82	37
Freight	2,413	375	258	92
Passenger	1,708	241	151	57
Amtrak	*1,270*	*178*	*115*	*43*
DELAWARE	**EMPLOYMENT**	**GDP ($m)**	**LABOR INCOME ($m)**	**TAXES ($m)**
Total	**4,261**	**684**	**353**	**127**
Direct	1,331	286	159	56
Indirect	824	122	60	24
Induced	2,106	276	133	48
Freight	3,705	611	318	114
Passenger	556	73	35	13
Amtrak	*157*	*21*	*11*	*4*

STATE-LEVEL IMPACTS

DISTRICT OF COLUMBIA	EMPLOYMENT	GDP ($m)	LABOR INCOME ($m)	TAXES ($m)
Total	**13,304**	**2,192**	**1,464**	**378**
Direct	9,443	1,400	949	255
Indirect	2,210	512	355	80
Induced	1,652	280	160	43
Freight	2,861	565	394	95
Passenger	10,444	1,627	1,070	283
Amtrak	*544*	*105*	*64*	*20*
FLORIDA	**EMPLOYMENT**	**GDP ($m)**	**LABOR INCOME ($m)**	**TAXES ($m)**
Total	**27,748**	**3,272**	**1,939**	**788**
Direct	9,478	1,155	745	315
Indirect	7,960	877	561	219
Induced	10,311	1,241	633	254
Freight	17,637	2,161	1,291	537
Passenger	10,112	1,111	648	251
Amtrak	*1,180*	*140*	*79*	*30*
GEORGIA	**EMPLOYMENT**	**GDP ($m)**	**LABOR INCOME ($m)**	**TAXES ($m)**
Total	**33,575**	**4,679**	**2,619**	**1,024**
Direct	11,597	1,912	1,102	450
Indirect	8,970	1,201	723	270
Induced	13,008	1,566	794	304
Freight	27,394	3,924	2,211	877
Passenger	6,182	755	408	147
Amtrak	*1,504*	*189*	*102*	*39*
HAWAII	**EMPLOYMENT**	**GDP ($m)**	**LABOR INCOME ($m)**	**TAXES ($m)**
Total	**1,504**	**196**	**107**	**50**
Direct	547	72	43	20
Indirect	522	68	36	18
Induced	435	56	27	12
Freight	366	50	26	13
Passenger	1,138	146	81	37
Amtrak	*20*	*3*	*1*	*1*
IDAHO	**EMPLOYMENT**	**GDP ($m)**	**LABOR INCOME ($m)**	**TAXES ($m)**
Total	**3,642**	**433**	**265**	**105**
Direct	1,385	167	114	44
Indirect	963	115	73	29
Induced	1,294	152	78	32
Freight	3,323	398	245	98
Passenger	318	36	20	7
Amtrak	*60*	*7*	*4*	*1*

STATE-LEVEL IMPACTS

ILLINOIS	EMPLOYMENT	GDP ($m)	LABOR INCOME ($m)	TAXES ($m)
Total	**65,962**	**9,498**	**5,815**	**2,336**
Direct	25,139	3,936	2,594	1,065
Indirect	15,466	2,322	1,458	568
Induced	25,358	3,241	1,763	704
Freight	42,612	6,417	3,977	1,634
Passenger	23,351	3,081	1,837	703
Amtrak	*4,077*	*577*	*341*	*134*
INDIANA	**EMPLOYMENT**	**GDP ($m)**	**LABOR INCOME ($m)**	**TAXES ($m)**
Total	**23,509**	**2,996**	**1,812**	**680**
Direct	8,885	1,192	772	296
Indirect	6,270	839	506	192
Induced	8,354	965	534	193
Freight	19,043	2,468	1,503	577
Passenger	4,466	528	309	104
Amtrak	*398*	*49*	*28*	*10*
IOWA	**EMPLOYMENT**	**GDP ($m)**	**LABOR INCOME ($m)**	**TAXES ($m)**
Total	**7,424**	**926**	**549**	**216**
Direct	2,932	390	263	100
Indirect	1,879	247	140	57
Induced	2,614	290	146	59
Freight	6,691	840	505	200
Passenger	733	87	44	16
Amtrak	*76*	*9*	*5*	*2*
KANSAS	**EMPLOYMENT**	**GDP ($m)**	**LABOR INCOME ($m)**	**TAXES ($m)**
Total	**12,238**	**1,673**	**1,074**	**387**
Direct	4,617	792	541	192
Indirect	2,927	350	244	85
Induced	4,693	530	289	110
Freight	10,896	1,523	987	356
Passenger	1,342	149	87	32
Amtrak	*621*	*69*	*41*	*16*
KENTUCKY	**EMPLOYMENT**	**GDP ($m)**	**LABOR INCOME ($m)**	**TAXES ($m)**
Total	**7,705**	**913**	**560**	**218**
Direct	2,739	349	228	91
Indirect	2,167	256	163	63
Induced	2,799	308	169	64
Freight	6,778	812	502	197
Passenger	927	101	58	20
Amtrak	*229*	*25*	*15*	*5*

STATE-LEVEL IMPACTS

LOUISIANA	EMPLOYMENT	GDP ($m)	LABOR INCOME ($m)	TAXES ($m)
Total	**12,259**	**1,557**	**879**	**355**
Direct	3,681	524	323	122
Indirect	4,157	564	318	136
Induced	4,422	469	238	96
Freight	10,964	1,411	802	325
Passenger	1,295	146	77	29
Amtrak	*114*	*14*	*7*	*3*
MAINE	**EMPLOYMENT**	**GDP ($m)**	**LABOR INCOME ($m)**	**TAXES ($m)**
Total	**2,571**	**309**	**184**	**74**
Direct	725	90	57	24
Indirect	1,054	120	77	29
Induced	791	99	51	21
Freight	1,971	240	145	59
Passenger	600	69	39	15
Amtrak	*61*	*7*	*4*	*1*
MARYLAND	**EMPLOYMENT**	**GDP ($m)**	**LABOR INCOME ($m)**	**TAXES ($m)**
Total	**18,721**	**2,565**	**1,498**	**606**
Direct	7,877	1,182	723	300
Indirect	3,767	498	317	120
Induced	7,078	884	458	186
Freight	9,880	1,419	848	351
Passenger	8,841	1,146	650	254
Amtrak	*1,861*	*251*	*143*	*57*
MASSACHUSETTS	**EMPLOYMENT**	**GDP ($m)**	**LABOR INCOME ($m)**	**TAXES ($m)**
Total	**25,253**	**3,661**	**2,481**	**835**
Direct	11,414	1,587	1,216	411
Indirect	4,332	704	479	159
Induced	9,508	1,370	787	266
Freight	8,228	1,338	891	315
Passenger	17,025	2,323	1,591	520
Amtrak	*926*	*148*	*92*	*32*
MICHIGAN	**EMPLOYMENT**	**GDP ($m)**	**LABOR INCOME ($m)**	**TAXES ($m)**
Total	**11,126**	**1,370**	**855**	**315**
Direct	2,996	409	281	106
Indirect	3,307	412	272	97
Induced	4,823	549	302	113
Freight	9,324	1,163	734	275
Passenger	1,802	207	121	41
Amtrak	*372*	*44*	*26*	*9*

STATE-LEVEL IMPACTS

MINNESOTA	EMPLOYMENT	GDP ($m)	LABOR INCOME ($m)	TAXES ($m)
Total	**13,429**	**1,944**	**1,191**	**457**
Direct	4,768	785	512	197
Indirect	2,935	440	282	105
Induced	5,726	719	397	155
Freight	9,732	1,464	902	353
Passenger	3,697	480	289	104
Amtrak	*500*	*67*	*40*	*14*
MISSISSIPPI	**EMPLOYMENT**	**GDP ($m)**	**LABOR INCOME ($m)**	**TAXES ($m)**
Total	**4,707**	**502**	**277**	**125**
Direct	1,503	175	103	46
Indirect	1,665	175	101	46
Induced	1,538	153	73	33
Freight	4,161	450	250	114
Passenger	545	52	27	11
Amtrak	*57*	*6*	*3*	*1*
MISSOURI	**EMPLOYMENT**	**GDP ($m)**	**LABOR INCOME ($m)**	**TAXES ($m)**
Total	**22,624**	**2,794**	**1,777**	**628**
Direct	8,921	1,171	815	290
Indirect	5,598	698	459	160
Induced	8,104	925	503	178
Freight	17,984	2,276	1,458	523
Passenger	4,640	518	319	105
Amtrak	*1,260*	*147*	*90*	*30*
MONTANA	**EMPLOYMENT**	**GDP ($m)**	**LABOR INCOME ($m)**	**TAXES ($m)**
Total	**6,199**	**729**	**459**	**184**
Direct	2,792	348	232	93
Indirect	1,521	175	113	49
Induced	1,885	206	114	42
Freight	6,026	710	449	180
Passenger	173	19	11	4
Amtrak	*24*	*3*	*2*	*1*
NEBRASKA	**EMPLOYMENT**	**GDP ($m)**	**LABOR INCOME ($m)**	**TAXES ($m)**
Total	**17,234**	**2,260**	**1,339**	**506**
Direct	8,521	1,147	745	270
Indirect	3,580	501	279	115
Induced	5,133	613	315	121
Freight	16,583	2,179	1,296	491
Passenger	651	81	43	15
Amtrak	*276*	*33*	*19*	*7*

STATE-LEVEL IMPACTS

NEVADA	EMPLOYMENT	GDP ($m)	LABOR INCOME ($m)	TAXES ($m)
Total	**2,908**	**396**	**213**	**96**
Direct	581	97	52	28
Indirect	1,057	131	80	32
Induced	1,270	168	81	35
Freight	2,288	318	173	79
Passenger	620	78	40	17
Amtrak	*173*	*23*	*12*	*5*
NEW HAMPSHIRE	**EMPLOYMENT**	**GDP ($m)**	**LABOR INCOME ($m)**	**TAXES ($m)**
Total	**2,025**	**282**	**193**	**62**
Direct	87	13	9	7
Indirect	1,020	142	115	31
Induced	918	127	69	23
Freight	1,282	182	130	42
Passenger	743	100	63	20
Amtrak	*231*	*32*	*19*	*7*
NEW JERSEY	**EMPLOYMENT**	**GDP ($m)**	**LABOR INCOME ($m)**	**TAXES ($m)**
Total	**29,004**	**4,006**	**2,583**	**994**
Direct	10,603	1,472	1,092	425
Indirect	5,701	834	548	207
Induced	12,700	1,700	944	362
Freight	10,037	1,485	946	389
Passenger	18,967	2,520	1,637	605
Amtrak	*3,441*	*505*	*311*	*120*
NEW MEXICO	**EMPLOYMENT**	**GDP ($m)**	**LABOR INCOME ($m)**	**TAXES ($m)**
Total	**4,048**	**622**	**292**	**166**
Direct	1,779	237	142	63
Indirect	1,234	267	93	78
Induced	1,035	118	57	25
Freight	3,395	538	253	145
Passenger	654	84	40	20
Amtrak	*36*	*7*	*2*	*2*
NEW YORK	**EMPLOYMENT**	**GDP ($m)**	**LABOR INCOME ($m)**	**TAXES ($m)**
Total	**103,992**	**16,600**	**9,957**	**3,879**
Direct	49,227	7,861	5,078	2,017
Indirect	18,005	3,334	1,939	729
Induced	36,761	5,405	2,940	1,134
Freight	29,476	5,179	3,144	1,262
Passenger	74,517	11,421	6,813	2,617
Amtrak	*6,323*	*1,003*	*626*	*235*

STATE-LEVEL IMPACTS

NORTH CAROLINA	EMPLOYMENT	GDP ($m)	LABOR INCOME ($m)	TAXES ($m)
Total	**10,910**	**1,399**	**829**	**307**
Direct	3,010	408	263	101
Indirect	3,454	441	283	100
Induced	4,446	550	283	106
Freight	8,660	1,130	677	255
Passenger	2,250	269	151	52
Amtrak	*488*	*61*	*35*	*12*
NORTH DAKOTA	**EMPLOYMENT**	**GDP ($m)**	**LABOR INCOME ($m)**	**TAXES ($m)**
Total	**3,558**	**574**	**297**	**132**
Direct	1,434	224	135	52
Indirect	1,129	242	99	61
Induced	996	109	63	19
Freight	3,060	506	263	118
Passenger	498	68	35	14
Amtrak	*269*	*33*	*18*	*7*
OHIO	**EMPLOYMENT**	**GDP ($m)**	**LABOR INCOME ($m)**	**TAXES ($m)**
Total	**23,087**	**3,064**	**1,722**	**666**
Direct	7,033	1,068	618	250
Indirect	6,720	923	542	203
Induced	9,334	1,073	562	213
Freight	19,236	2,612	1,469	579
Passenger	3,851	453	253	87
Amtrak	*643*	*78*	*44*	*15*
OKLAHOMA	**EMPLOYMENT**	**GDP ($m)**	**LABOR INCOME ($m)**	**TAXES ($m)**
Total	**7,063**	**847**	**531**	**194**
Direct	2,094	255	171	64
Indirect	2,145	286	198	71
Induced	2,824	306	162	59
Freight	6,320	766	485	178
Passenger	743	80	47	15
Amtrak	*90*	*10*	*6*	*2*
OREGON	**EMPLOYMENT**	**GDP ($m)**	**LABOR INCOME ($m)**	**TAXES ($m)**
Total	**7,700**	**965**	**624**	**224**
Direct	2,300	297	214	80
Indirect	2,329	301	204	72
Induced	3,071	367	207	72
Freight	5,010	652	424	157
Passenger	2,690	313	200	68
Amtrak	*147*	*18*	*11*	*4*

STATE-LEVEL IMPACTS

PENNSYLVANIA	EMPLOYMENT	GDP ($m)	LABOR INCOME ($m)	TAXES ($m)
Total	**62,367**	**8,308**	**5,332**	**1,965**
Direct	19,646	2,707	1,997	751
Indirect	16,037	2,378	1,491	562
Induced	26,684	3,224	1,843	652
Freight	43,347	5,954	3,867	1,456
Passenger	19,020	2,353	1,465	510
Amtrak	*5,206*	*679*	*421*	*150*
RHODE ISLAND	**EMPLOYMENT**	**GDP ($m)**	**LABOR INCOME ($m)**	**TAXES ($m)**
Total	**1,477**	**190**	**120**	**47**
Direct	290	42	29	12
Indirect	545	70	49	18
Induced	643	78	43	17
Freight	1,149	150	97	39
Passenger	329	40	24	9
Amtrak	*60*	*7*	*4*	*2*
SOUTH CAROLINA	**EMPLOYMENT**	**GDP ($m)**	**LABOR INCOME ($m)**	**TAXES ($m)**
Total	**10,364**	**1,251**	**714**	**307**
Direct	2,640	347	235	101
Indirect	3,713	439	263	107
Induced	4,011	466	216	98
Freight	8,550	1,048	608	264
Passenger	1,813	203	105	43
Amtrak	*369*	*41*	*22*	*9*
SOUTH DAKOTA	**EMPLOYMENT**	**GDP ($m)**	**LABOR INCOME ($m)**	**TAXES ($m)**
Total	**2,135**	**320**	**176**	**64**
Direct	656	94	61	21
Indirect	838	154	75	29
Induced	641	72	39	13
Freight	1,780	270	150	55
Passenger	355	50	25	9
Amtrak	*55*	*7*	*4*	*1*
TENNESSEE	**EMPLOYMENT**	**GDP ($m)**	**LABOR INCOME ($m)**	**TAXES ($m)**
Total	**11,917**	**1,604**	**1,002**	**360**
Direct	3,805	553	378	137
Indirect	3,370	439	287	101
Induced	4,742	612	336	123
Freight	10,289	1,400	884	320
Passenger	1,628	204	118	40
Amtrak	*381*	*51*	*30*	*11*

STATE-LEVEL IMPACTS

TEXAS	EMPLOYMENT	GDP ($m)	LABOR INCOME ($m)	TAXES ($m)
Total	**81,370**	**11,780**	**6,962**	**2,538**
Direct	23,469	3,523	2,323	819
Indirect	24,371	4,124	2,468	931
Induced	33,529	4,133	2,171	788
Freight	66,716	9,929	5,891	2,179
Passenger	14,653	1,851	1,071	359
Amtrak	*1,615*	*218*	*122*	*40*
UTAH	**EMPLOYMENT**	**GDP ($m)**	**LABOR INCOME ($m)**	**TAXES ($m)**
Total	**5,843**	**816**	**444**	**170**
Direct	1,590	271	153	61
Indirect	1,885	247	148	53
Induced	2,369	298	143	57
Freight	4,048	588	323	126
Passenger	1,795	227	121	45
Amtrak	*172*	*22*	*11*	*4*
VERMONT	**EMPLOYMENT**	**GDP ($m)**	**LABOR INCOME ($m)**	**TAXES ($m)**
Total	**747**	**86**	**52**	**23**
Direct	144	17	11	6
Indirect	362	41	25	11
Induced	241	29	15	6
Freight	512	60	37	17
Passenger	235	25	15	6
Amtrak	*91*	*10*	*6*	*2*
VIRGINIA	**EMPLOYMENT**	**GDP ($m)**	**LABOR INCOME ($m)**	**TAXES ($m)**
Total	**17,810**	**2,470**	**1,413**	**567**
Direct	5,572	844	526	226
Indirect	4,602	660	402	150
Induced	7,636	966	485	191
Freight	12,147	1,730	1,001	411
Passenger	5,663	740	412	156
Amtrak	*2,481*	*339*	*194*	*73*
WASHINGTON	**EMPLOYMENT**	**GDP ($m)**	**LABOR INCOME ($m)**	**TAXES ($m)**
Total	**23,494**	**3,892**	**2,318**	**921**
Direct	10,272	1,664	1,114	451
Indirect	4,611	825	517	197
Induced	8,611	1,404	687	273
Freight	9,768	1,807	1,051	459
Passenger	13,726	2,085	1,268	462
Amtrak	*1,601*	*275*	*150*	*63*

STATE-LEVEL IMPACTS

WEST VIRGINIA	EMPLOYMENT	GDP ($m)	LABOR INCOME ($m)	TAXES ($m)
Total	**4,138**	**488**	**286**	**114**
Direct	1,677	207	126	51
Indirect	1,097	134	81	32
Induced	1,365	147	79	31
Freight	3,726	444	261	105
Passenger	412	44	25	9
Amtrak	*96*	*10*	*6*	*2*
WISCONSIN	**EMPLOYMENT**	**GDP ($m)**	**LABOR INCOME ($m)**	**TAXES ($m)**
Total	**10,840**	**1,361**	**827**	**323**
Direct	3,227	415	294	113
Indirect	3,152	415	252	100
Induced	4,461	531	281	110
Freight	9,226	1,170	721	284
Passenger	1,614	191	106	39
Amtrak	*288*	*35*	*20*	*7*
WYOMING	**EMPLOYMENT**	**GDP ($m)**	**LABOR INCOME ($m)**	**TAXES ($m)**
Total	**3,155**	**447**	**239**	**106**
Direct	1,451	195	119	47
Indirect	1,015	181	88	44
Induced	689	71	32	15
Freight	2,963	417	225	99
Passenger	192	31	14	6
Amtrak	*23*	*4*	*2*	*1*

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