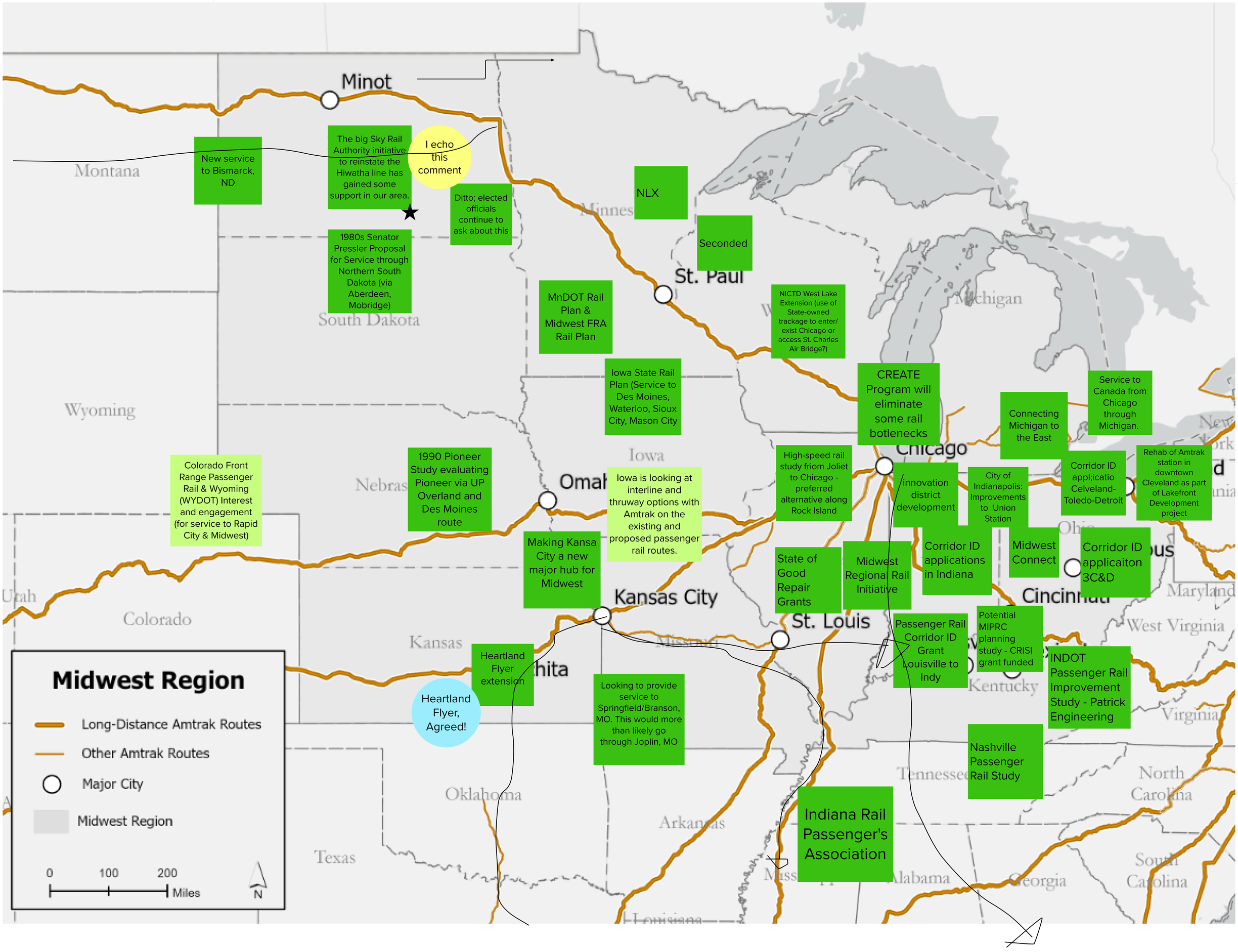
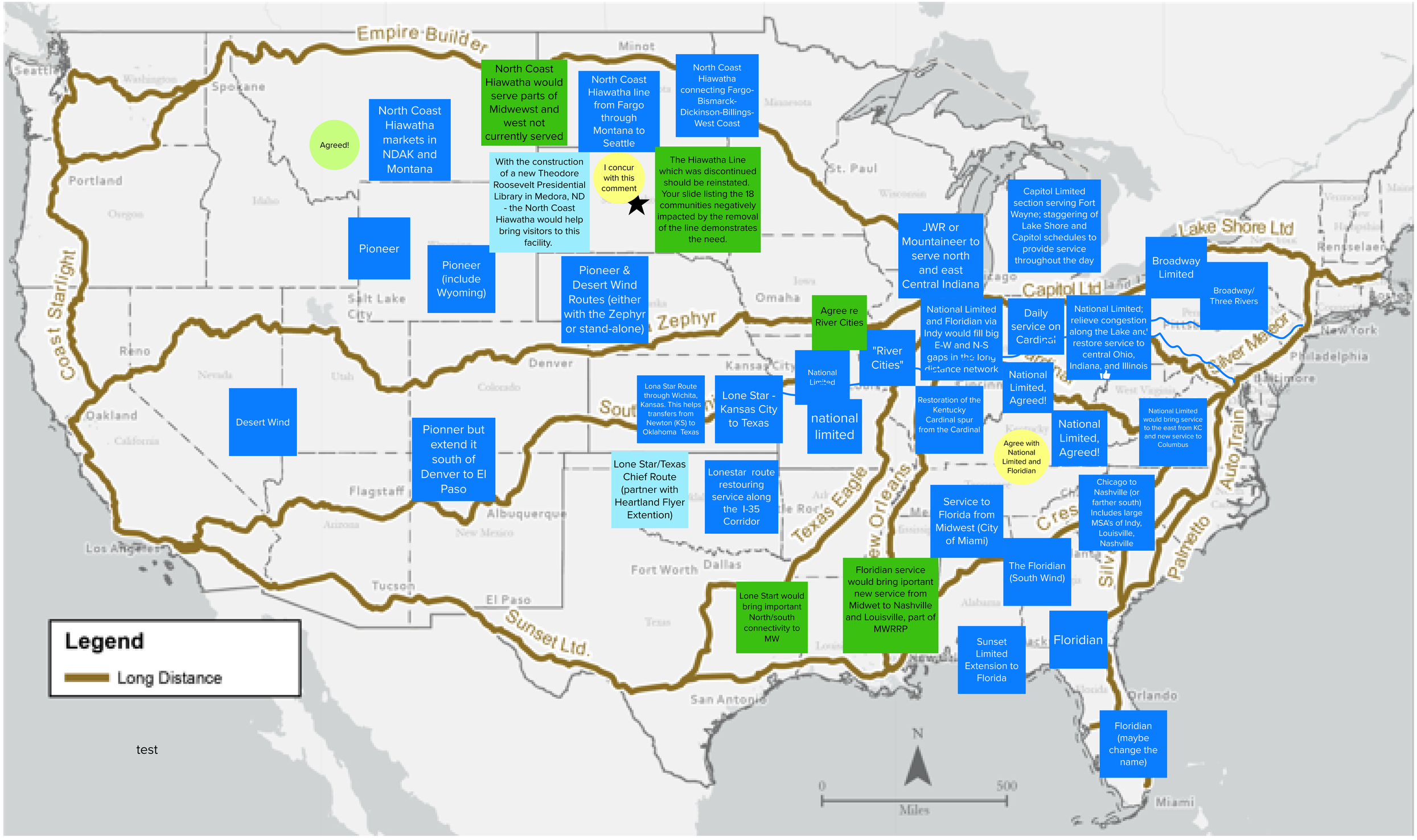
Part 1 Brainstorming and Discussion: Routes, Service Changes, and Markets

Are there state or local initatives that could inform potential new or restored Long-Distance services?

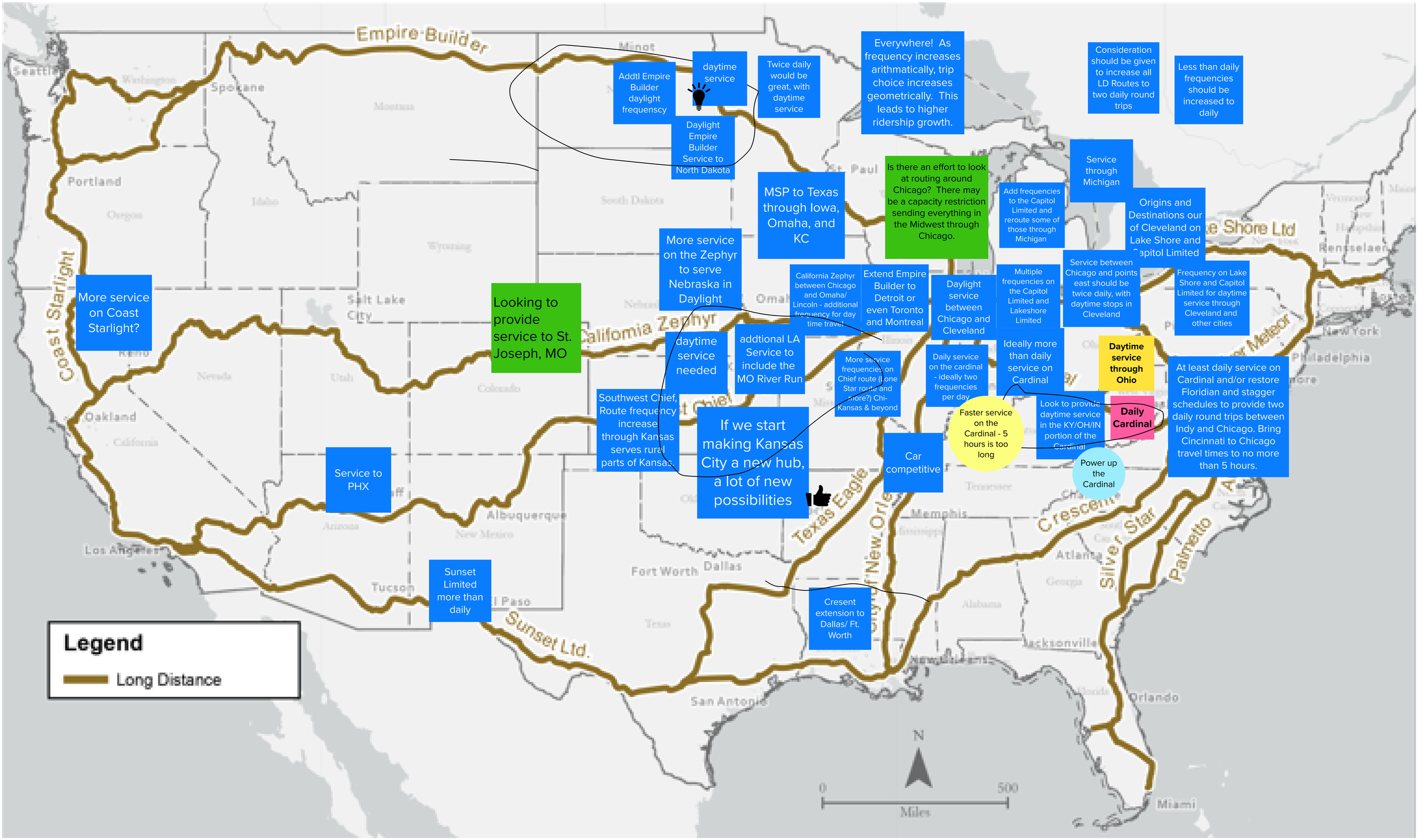


What previously discontinued Long-Distance services should we consider and why?



test

In thinking about existing Long-Distance routes - what new frequencies and service changes should we consider?



What new routes or communities do you want to extend Long-Distance service to and why?

Part 2 Draft Long Distance Network Development Evaluation Factors

Ranking the proposed factors, which do you think are *most essential* in evaluating routes?

Evaluation Factors

Drag 5 dots or multiple dots to the Factors you think are most important.

Connections & Access

- Number of large and small communities (total and new) that route would connect — 18
- Number of rural areas a route would connect — 8
- Number of connections route would provide to the National Long-Distance network — 3
- Number of connections route would provide to other Amtrak routes (state-supported, and NEC) — 0
- Number of communities that do not have intercity passenger rail or other long-distance transportation such as nearby access to commercial air servi — 6
- Number of areas with higher-than-average disadvantaged populations that route would serve — 10
- Number of connections route provides to regional bus service (including Thruway) — 1
- Number of additional frequencies provided for state-supported service, NEC, or other corridor service — 1
- Connections for communities that do not currently have intercity passenger rail or other long-distance transportation (such as nearby access to commercial air serv — 4
- Connections for communities which have lost intercity passenger rail service (the yellow highlighted communities), and percentage of disadvantaged populations in the community — 3
- Number of city pairs with highest ridership market potential that route would serve — 2
- Availability of local transit and first/last-mile connections in station communities along route — 0
- Ridership — 3
- Schedule convenience and frequency — 11
- Activity Centers served (medical/healthcare, universities/education, military) — 0
- Recreation areas served (parks/public lands, sports, entertainment, gaming) — 0

Cost & Revenue

- Operation costs and revenue — 4
- Capital costs — 0
- Cost-effectiveness — 1

Community Benefits & Support

- Public/local/regional support for route through Long-Distance Service Study stakeholder engagement — 2
- Economic benefits to communities along a route (e.g., increased state and local tax revenues, station area development potential) — 4
- State/regional/local policy support — 3
- Carbon reduction — 3
- Other leveraged investment and policy to support viability of service — 0
- Air quality benefits — 0

Other Factors

- Route implementation feasibility vs. known constraints — 0
- Potential for reduced freight interference — 2
- Equipment required vs. availability system-wide — 0
- Cost and schedule competitiveness with auto and air travel — 2

Are there any evaluation factors that you think are missing or should be added?

- Station capacity impacts at terminal stations — 1
- Competition for riders. For example, rail service would not need to compete with airlines for riders between small towns.
- New north-south and east-west connections for the Midwest — 4
- Service to the full continential 48, service to as many US congressional districts as reasonable (creating geographically accessible points)
- focus on legacy communities rather than new growth cities — 4
- Connections to large employment areas/universities/ attractions, etc
- Racial equity — 7
- Service to Native American/Tribal Nations lands (or as close as available system allows) An "accessible point"
- Estimated transit-oriented development potential in station areas and improvements to local tax bases — 1
- Airport connections: What opportunities exist or could exist, that are measurable, in which Amtrak can partner with air carriers to provide connecting trains to/from flights and incrorporate it into single booking? — 1
- Military bases, & University students and families use the routes — 1
- Return on investment for new/expanded rail corridors. For example, daily service on Cardinal would likely dramatically expand ridership for limited capital cost.
- degree to which new long distance linr supports strong corridor service — 1