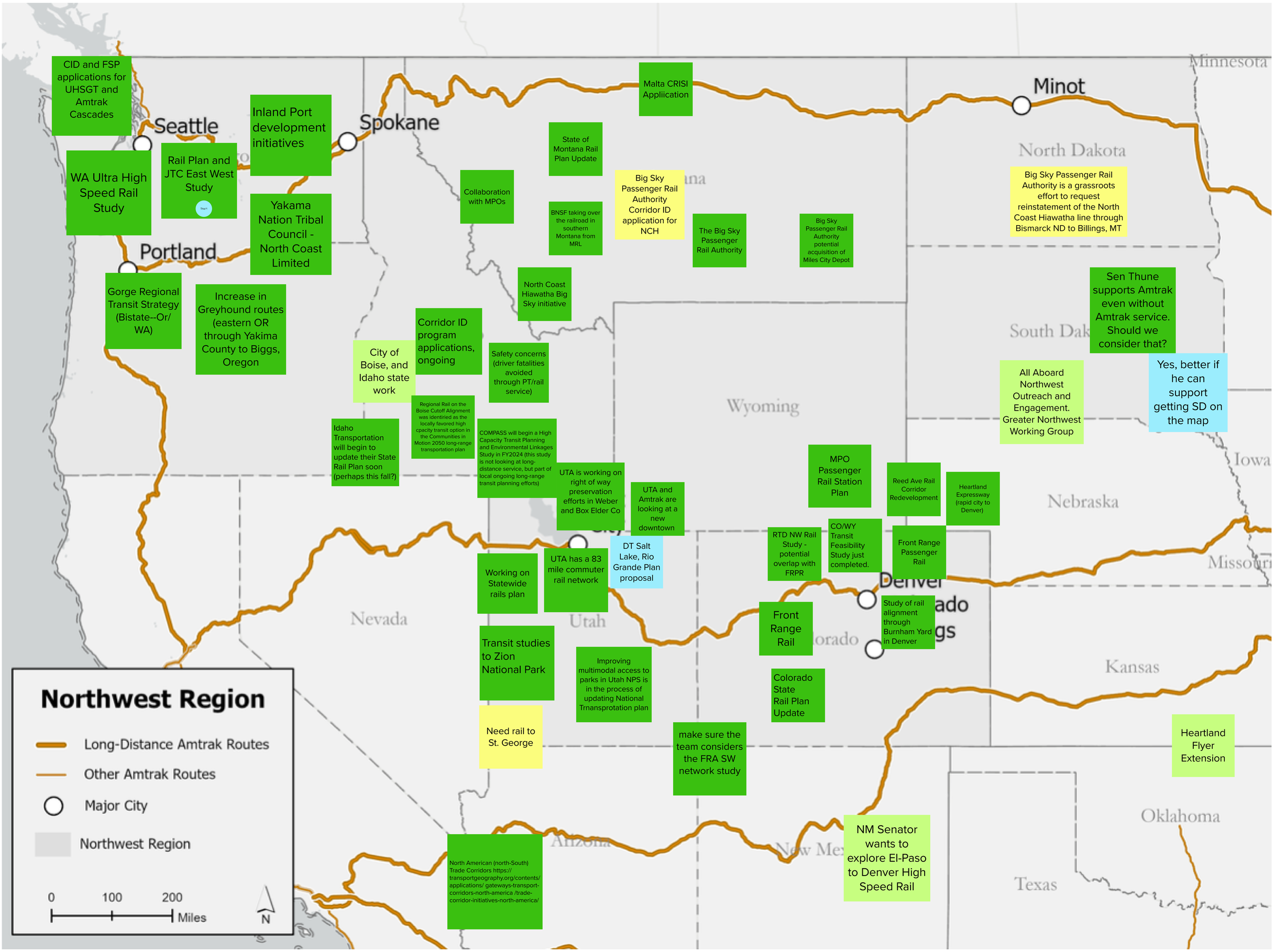
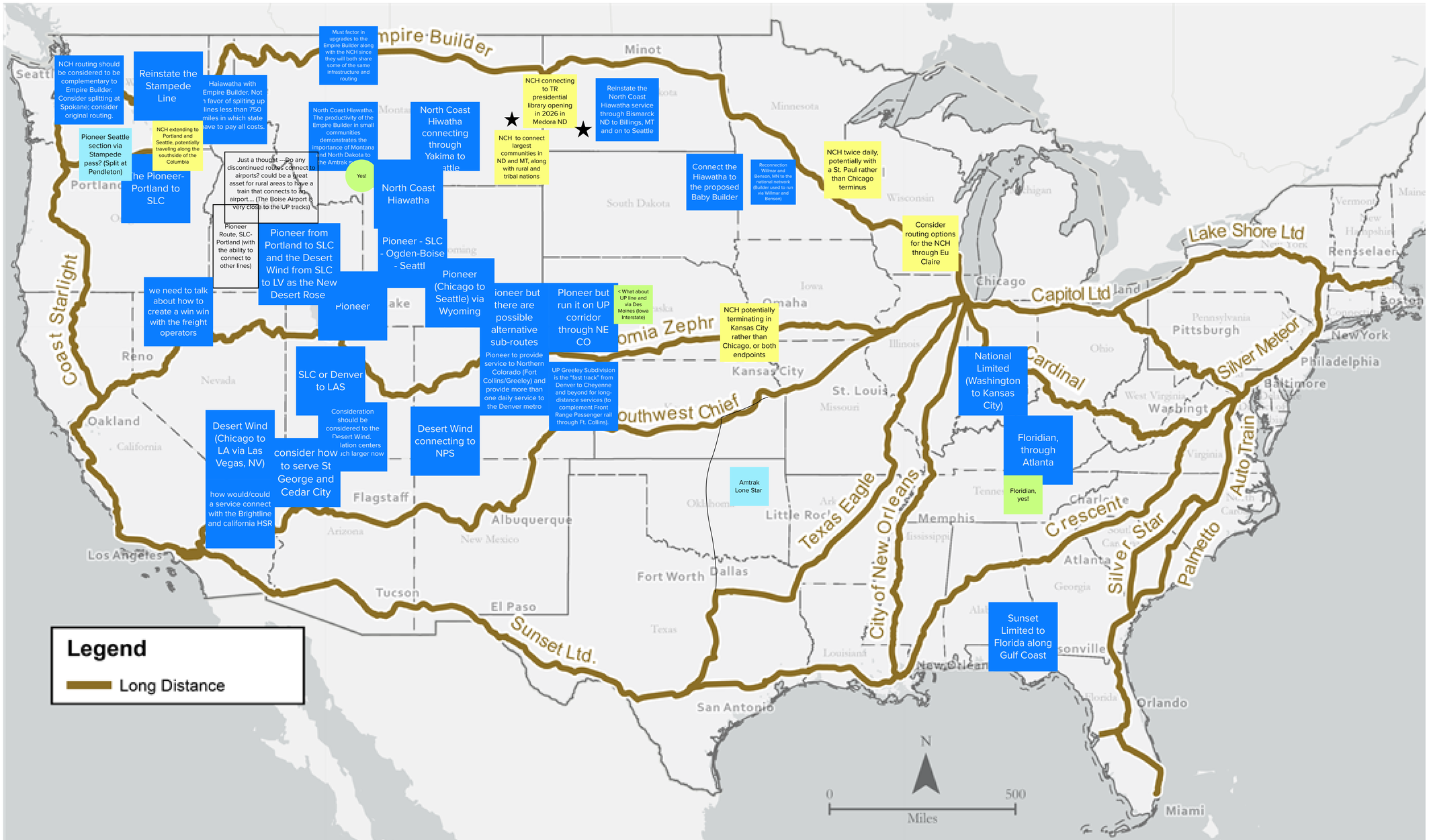
Part 1 Brainstorming and Discussion: Routes, Service Changes, and Markets

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

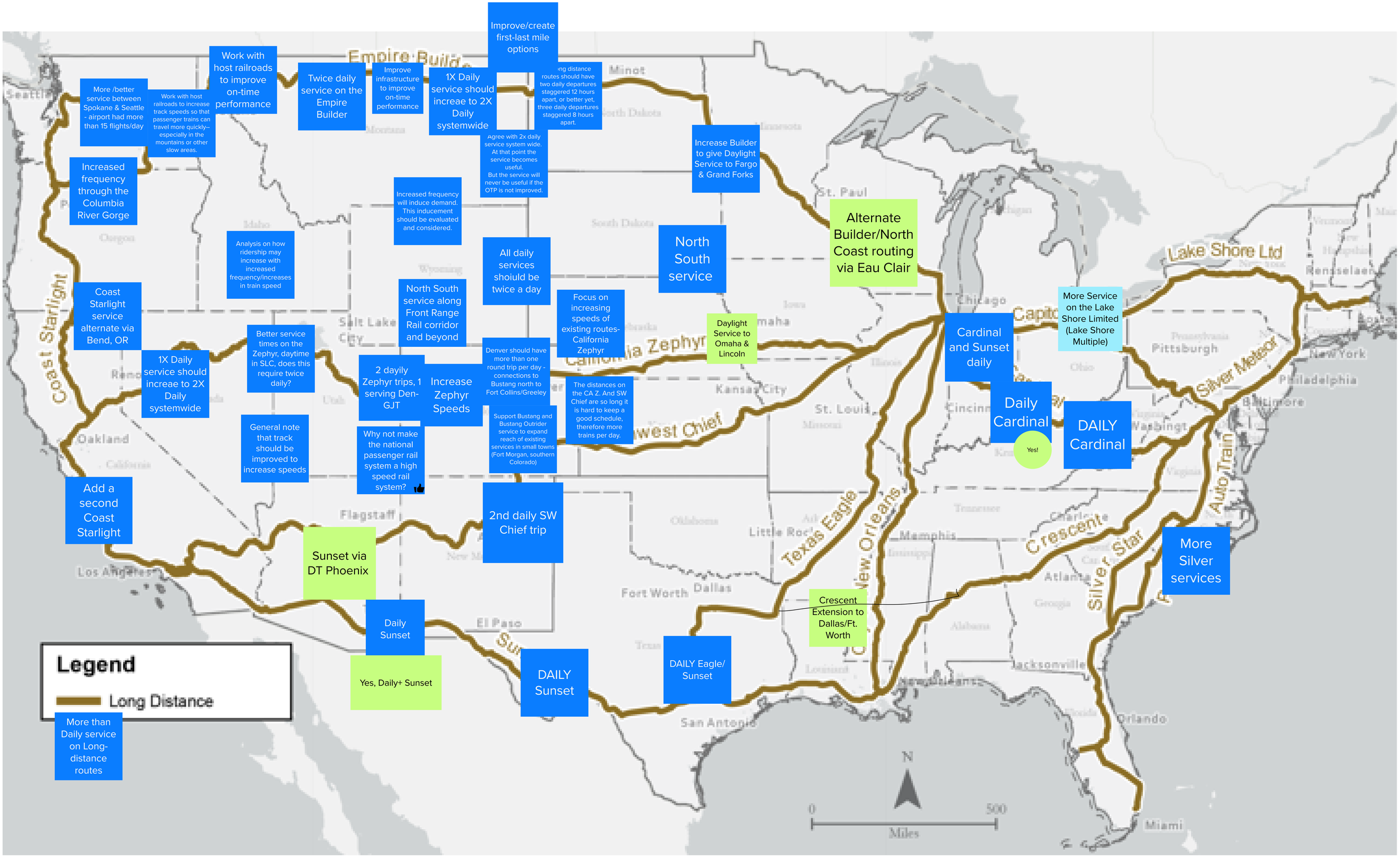


Part 1_Q2

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

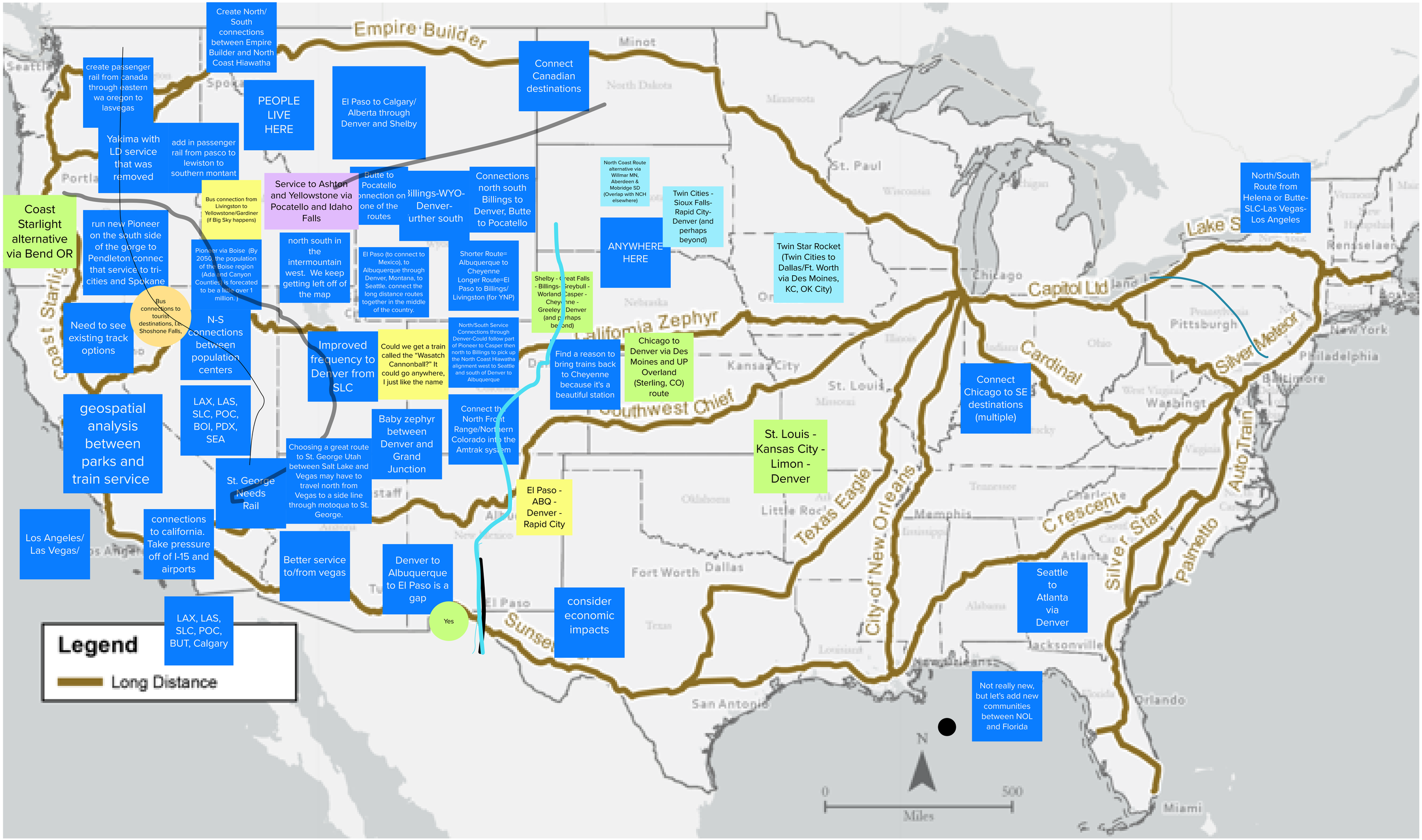


In thinking about existing Long-Distance routes - what new frequencies and service changes should we consider?



Part 1_Q4

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

Connections & Access

- Number of large and small communities (total and new) that route would connect: 7
- Number of rural areas that route would connect: 12
- Number of connections to tribal lands: 7
- Number of communities that lost service that would have service restored: 5
- 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): 1
- Number of connections route would provide to regional bus service (including Thruway): 3
- Number of communities on route that do not have intercity passenger rail or other long-distance transportation (such as nearby access to commercial air serv: 2
- Availability of local transit and other first/ last-mile connections in station communities along route: 8
- Number of additional frequencies created for state-supported service, NEC, or other corridor service: 0
- Number of areas with higher-than-average disadvantaged populations that route would serve: 8
- Number of city pairs with highest ridership market potential that route would serve: 3
- Ridership: 9
- Schedule convenience and frequency: 3
- Activity centers served (medical/healthcare, universities/education, military): 4
- Recreation areas served (parks/public lands, sports, entertainment, gaming): 8
- Access to commercially served airports to allow for creation of rail-air and air-rail connections, with through ticketing: 4

Cost & Revenue

- Capital costs: 1
- Operating costs and revenues: 1
- Cost-effectiveness: 3

Community Benefits & Support

- Public/local/regional support for route through Long-Distance Service Study stakeholder engagement: 6
- State/regional/local policy support: 5
- Economic benefits to communities along a route (e.g., increased state and local tax revenues, station area development potential): 11
- Other leveraged investment and policy to support viability of service: 2
- Carbon reduction: 2
- Air quality benefits: 0

Other Factors

- Route implementation feasibility vs. known constraints: 5
- Potential for reduced freight interference: 6
- Equipment availability: 0

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

- Ratio of community economic benefit to Fed $ invested (return on taxpayers' equity): 4
- Treaty obligation
- Tourism (access to airport, ski/ snowboard opportunities, national parks, etc.): 4
- connections to major urban centers: 1
- during winter Eastern washington is isolated. When the passes close to motor vehicles usually the air space closes also there is no alternative way to Trauma I level care
- Equity Screening: 2
- Beyoncé: 1
- Access to amenities (tourism, parks, medical, airport, etc) will often drive ridership. So perhaps account somehow for this?
- How remote the metros/ cities that might be served are from other metros and other transportation options: 2
- Ability to Relieve airport congestion: 2
- Station capacity impacts at terminals: 0
- Political support of members of Congress along the proposed routes: 1
- How well the travel needs would be met from St. George Utah: 4
- Congestion Mitigation in urban areas and urbanized corridors. Congestion Mitigation to provide carfree access to recreational areas: 1
- Consider economic benefits: Job creation and long term community benefits: 3
- Cost and schedule competitiveness with auto and air travel: 10
- reduce 6PPD chemicals entering watersheds that kills salmon
- what are the benefits to the road and air networks??: 4