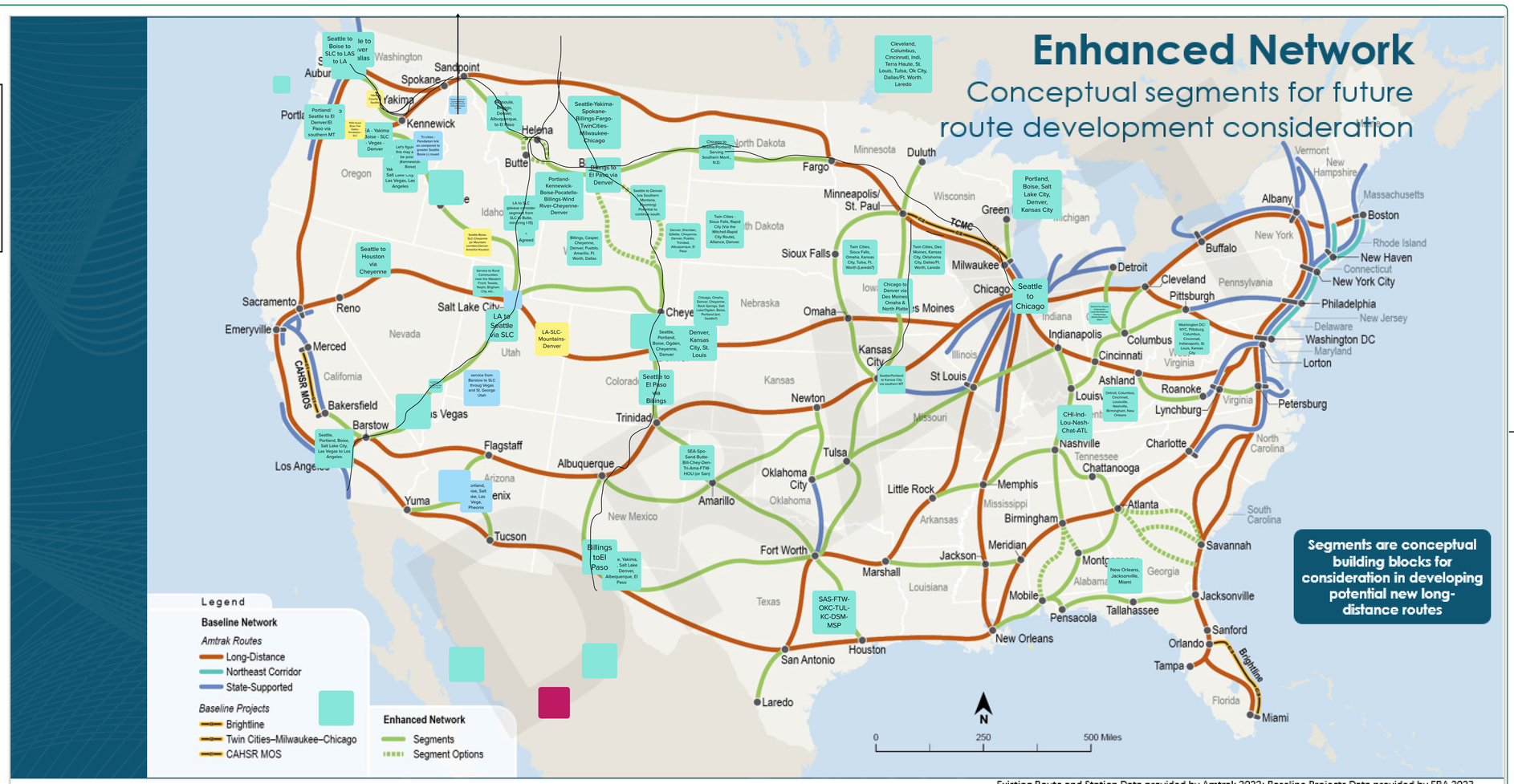
FRA Long-Distance Service Study

Northwest Regional Working Group Meeting #2

Activity 1 - Create a Route

Create a route by writing on a sticky note the termini and intermediate stations you'd like to see.

Example: Billings to Cheyenne via Western node.
Or L.A to Barstow to Las Vegas to Salt Lake City.



Existing Route and Station Data provided by Amtrak 2022; Baseline Projects Data provided by FRA 2023

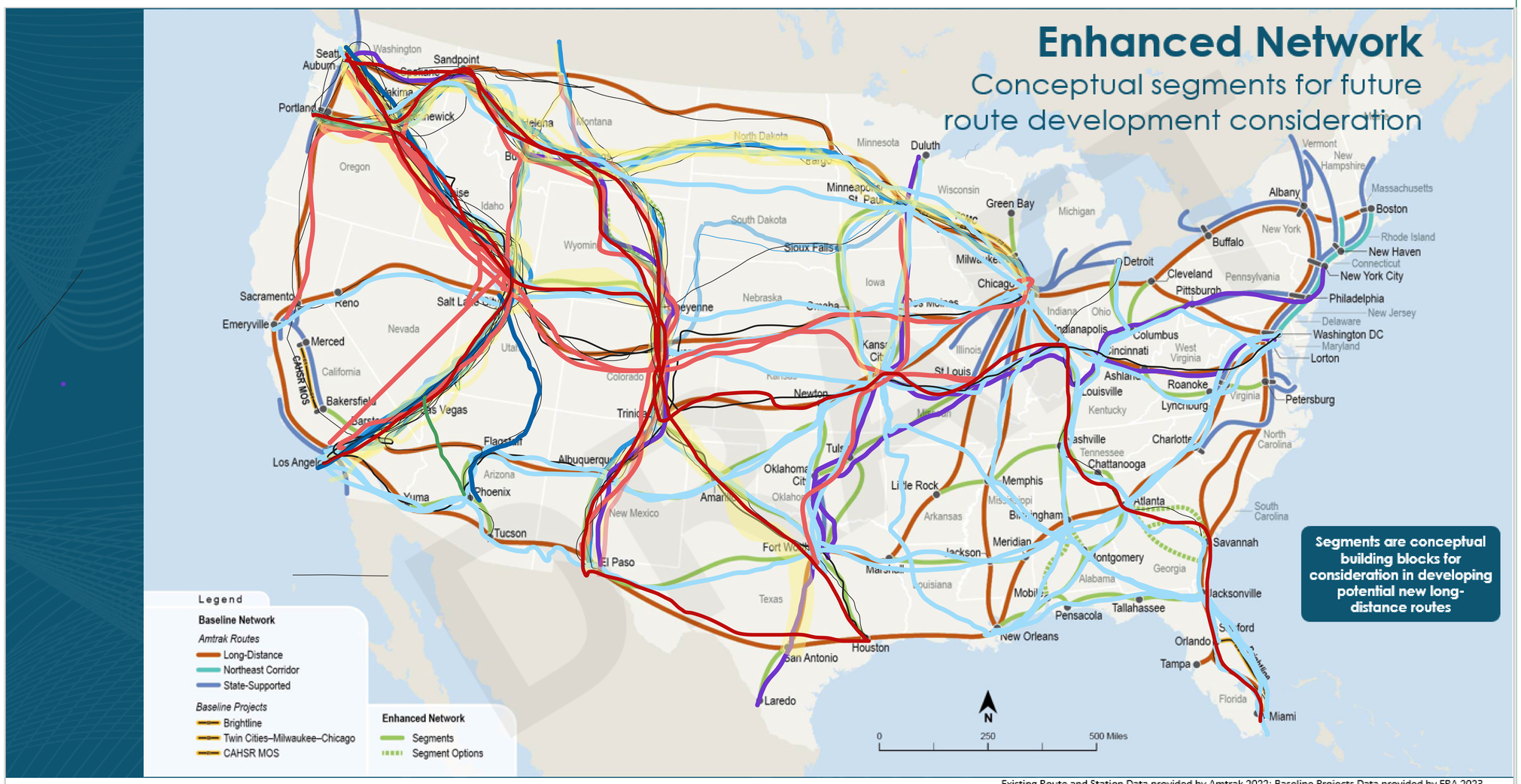
U.S. Department of Transportation
Federal Railroad Administration

Draft – Not for Distribution

Activity 2 - Draw a Route

Draw Your Route

Using the pencil icon on the left menu, draw the route that you created above.



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Activity 3 - Future Feedback Opportunities

? In moving the study forward, how can FRA and Amtrak best coordinate with stakeholders about long-distance service?

Current Long-Distance Service

Type of Input

- Under served metro areas
- be in state STIP and MPO TIP
- Capacity constrictions
- Station facility needs
- Timeliness
  Needed Frequencies
  Needed Connections
  Amenities
  Station Facilities
  Disability access
  TOD/Multimodal Opportunities
  Existing municipal/regional/ state master plans
- Impasct of scheduling on ridership
- OTP
- Improve access for special needs transportation uses to linking with existing routes
- First/ last-mile options
- Scheduling/ Timing
- On-time Performance
- Identify shared capital projects that can benefit freight, passenger, and even commuter rail where applicable
- Ability for transfers to local/rural transit (not necessarily "throughway" services)
- Cost competitiveness
- Understanding of freight inpacts.
- connections to destinations and communities
- Ridership Data
- Yakima to Seattle

Stakeholders to Involve

- Rural Transit Serivces/ needs
- MPOs, local electeds, STATE DOT
- Transportation Brokerages (Medicaid NEMT)
- Bus operators
- Community Based Organizations-- those representing the transportation disadvantaged
- Communities that previously lost a train depot
- Counties
- Projected ridership modeling based on frequency and time of day of service
- Seattle Sandpoint
  Billings Cheyenne
  Denver Trinidad
  Kansas City St. Louis
  Indianapolis Louisville
  Nashville Chattanooga
  Atlanta Savannah
  Miami
- COGs
  Mayors
  MPOs
  Transit agencies
  State DOTs
  Real Estate Developers
  TIF Districts
  Rail Passengers Association
- Municipalities
- Tourism Associations to increase travel interest
- Class I RR, Shortline operators and passenger
- (cont)
  Local rail advocates
  District office reps from congressional offices
  Hospitals/Medical Centers
  Rehabilitation Centers
  HBCUs
  Military training commands
- Freight railroads
- Amtrak, DOT's, Host Railroads, Transit Agencies
- Tribal nations
- Tribes
- Tribal Communities
- Communities currently served only late at night
- Ability for transfers to local/rural transit (not necessarily "throughway" services)

Future Long-Distance Service

Type of Input

- Access to rural healthcare
- Ridership and Travel Patterns on Other Modes (Essential Air Service, intercity bus, etc.)
- First-/ last-mile options
- Health care access
- Alternatives to other forms of travel
- Type of Input
  Timeliness
  Needed Frequencies
  Needed Connections
  Amenities
  Station Facilities
  Disability access
  TOD/Multimodal Opportunities
  Existing municipal/regional/ state master plans
- Realistic infrastructure planning funding for small jurisdictions
- Connections to destinations/ communities
- Current (as they become so) CID projects-how to align and complement .
- Year-round accessibility even under adverse weather.
- Economic benefits of restored/ renewed service
- Allow State DOTs the option to participate and to provide input throughout the planning process. Restored rail services could affect infrastructure that DOTs maintain. DOTs may also have data and information that can be used in the planning process.
- Potential cost sharing for track improvements along shared lines (such as state supported lines)
- Defining Geographic markets carefully
- community appropriate infrastructure requirements
- Tourism Data from Convention/Visitor Bureaus
- Service from LA to Boise via Barstow, Vegas, St. George, SLC
- Under served metro areas
- Tribal / municipal partnerships
- Unmet economic/ transportation needs in an area
- Opportunity to collaborate with freight needs along corridor
- Incorporate intercity passenger rail into state and regional transportation plans

Stakeholders to Involve

- University students
- Military members
- Municipalities
- Private investors for transit oriented development
- State DOTs
- State Municipal Leagues
- Tribal nations
- National Parks
- tourism orgaizations
- COGs
  Mayors
  MPOs
  Transit agencies
  State DOTs
  Real Estate Developers
  TIF Districts
  Rail Passengers Association
- (cont)
  Local rail advocates
  District office reps from congressional offices
  Hospitals/Medical Centers
  Rehabilitation Centers
  HBCUs
  Military training commands
- State Associations of Counties
- Community Transportation Association of America (APTA but for small town/ rural America
- Public transportation Providers
- allaboardnw.org
- air travelers and m auto drivers
- Host Railroads
- Regional Trail Partnerships
- State or Regional Passenger Rail Districts
- Smallest vocally active/interested communities along a current or potential route (highlight rural transport needs/ obstacles)
- Rural Aging Services
- Tribes
- Local Nonprofit Advocacy Groups
- Tribes, social service programs (lLocal and State based)
- Tourism Entities (for example, in Montana, Institute for Tourism and Recreation Research)
- The CDC has good alternatives to the term "stakeholder", which is ambiguous at best and represents unequal power at worst. https://www.cdc.gov/healthcommunication/Preferred_Terms.html
- Hospitals
- State Municipal Leagues, State Associations of Counties
- Resilence of transporation system

Activity 3A - Future Feedback Opportunities

? Are there other examples of organizational or coordinating groups that have worked well for efforts like these?

- APTA
- Destination Marketing Organizations
- SAIPRC
- MIPRC
- Oregon Regional Solutions is a great example of bringing state agencies, elected leaders, and private entities like the Railroads together to find solutions to wicked challenges: https://www.oregon.gov/gov/regional-solutions/pages/default.aspx
- Rail Passengers Association
- COGs
- Southern Rail Commission
- (Also, create a SAIPRC-like org for long-distance
- Southern Rail Commission is a good precedent
- Big Sky Passenger Rail Authority
- Real Estate Developers
- Local Transportation Advocacy Groups (Non-Profit)
- Medicaid / Senior Services Transportation Agencies
- Tourism Offices
- Major Employers (e.g. Microsoft + Cascadia Innovation Corridor)
- Regional tribal organizations
- National Associatoin of Counties
- Need groups that proactively work over state lines/ political boundaries and with multiple projects at once.
- Precedent: 1930s US Bureau of Roads Fed-State coordination work (transcending borders & silos), moving everyone forward
- Associations of Cities / Association of Counties
- Trails & Bike Ped Groups
- General Aviation Airports
- Healthcare foundations
- FRA Southwest Multi-State Planning Study
- Western Transportation Institute
- Don't leave out any states due to any potential lack of engagement from current structures
- National League of Cities
- ATNI (Tribal Assoications)
- Regionality: Ben Winchester (U of MN): "Middle of Everywhere exercise"
- Move Minnesota: "focus on not what is politically possible, but on what is needed"
- Community Transportation Association of America