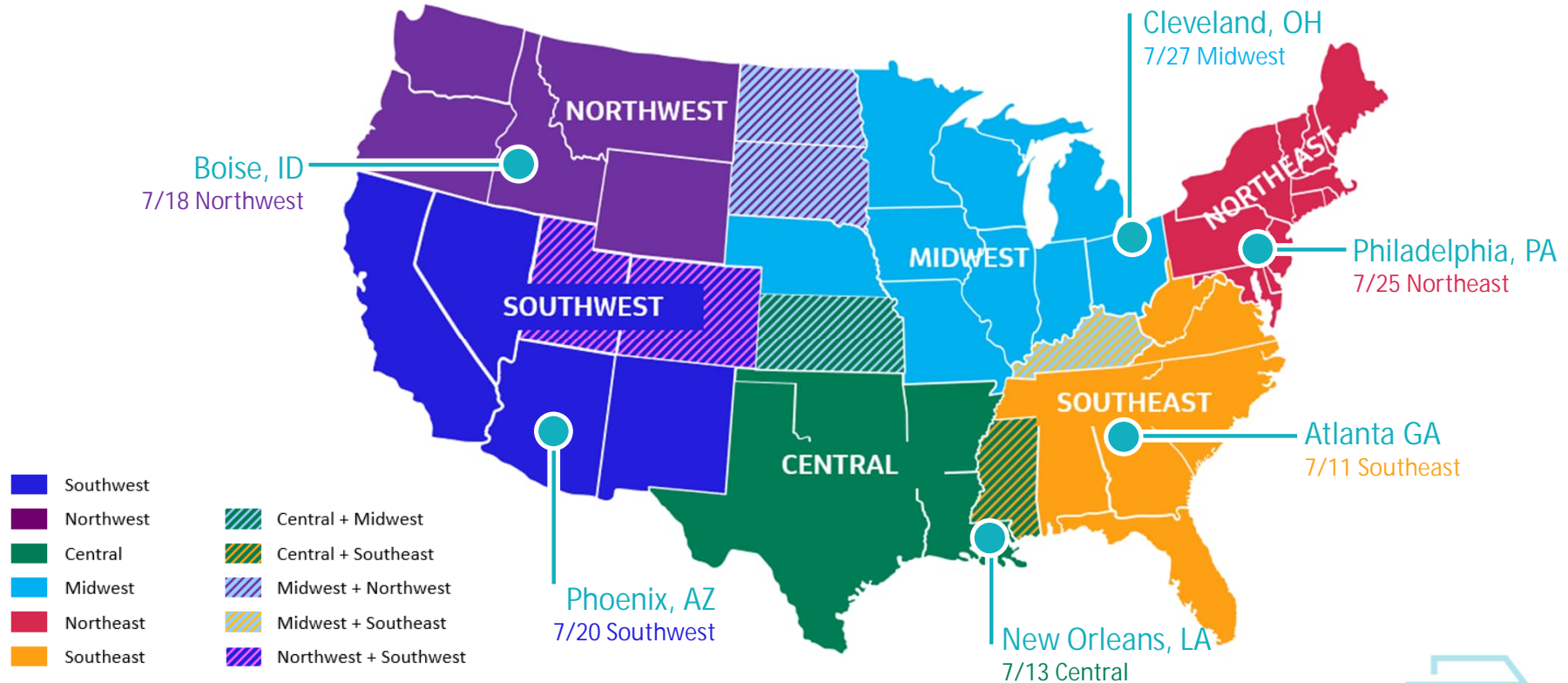




Northwest Working Group Meeting 2 – Regional Enhanced Network Development Slides

July 18, 2023

Long-Distance Service Study Regions: Stakeholder Group Meetings



STEP 1 – METROPOLITAN AREA TRAVEL FLOWS

Step 1 of 4: Metropolitan Area Travel Flows

Developing a Conceptual Enhanced Network



Segments are conceptual building blocks for consideration in developing potential new long-distance routes

Legend

Baseline Network

- Amtrak Routes
- Long-Distance
- Northeast Corridor
- State-Supported

Baseline Projects

- Brightline
- Gulf Coast Passenger Rail
- Twin Cities-Milwaukee-Chicago
- CAHSR MOS

Enhanced Network

- Segments
- Segment Options

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

STEP 1 OF 4: METROPOLITAN AREA TRAVEL FLOWS REGIONAL EXAMPLES

Step 1 of 4: Metropolitan Area Travel Flows

Northwest Region – Trips without a direct rail connection

Segments are conceptual building blocks for consideration in developing potential new long-distance routes



Legend

Baseline Network

- Amtrak Routes
- Long-Distance
- State-Supported

Baseline Projects

- CAHSR MOS

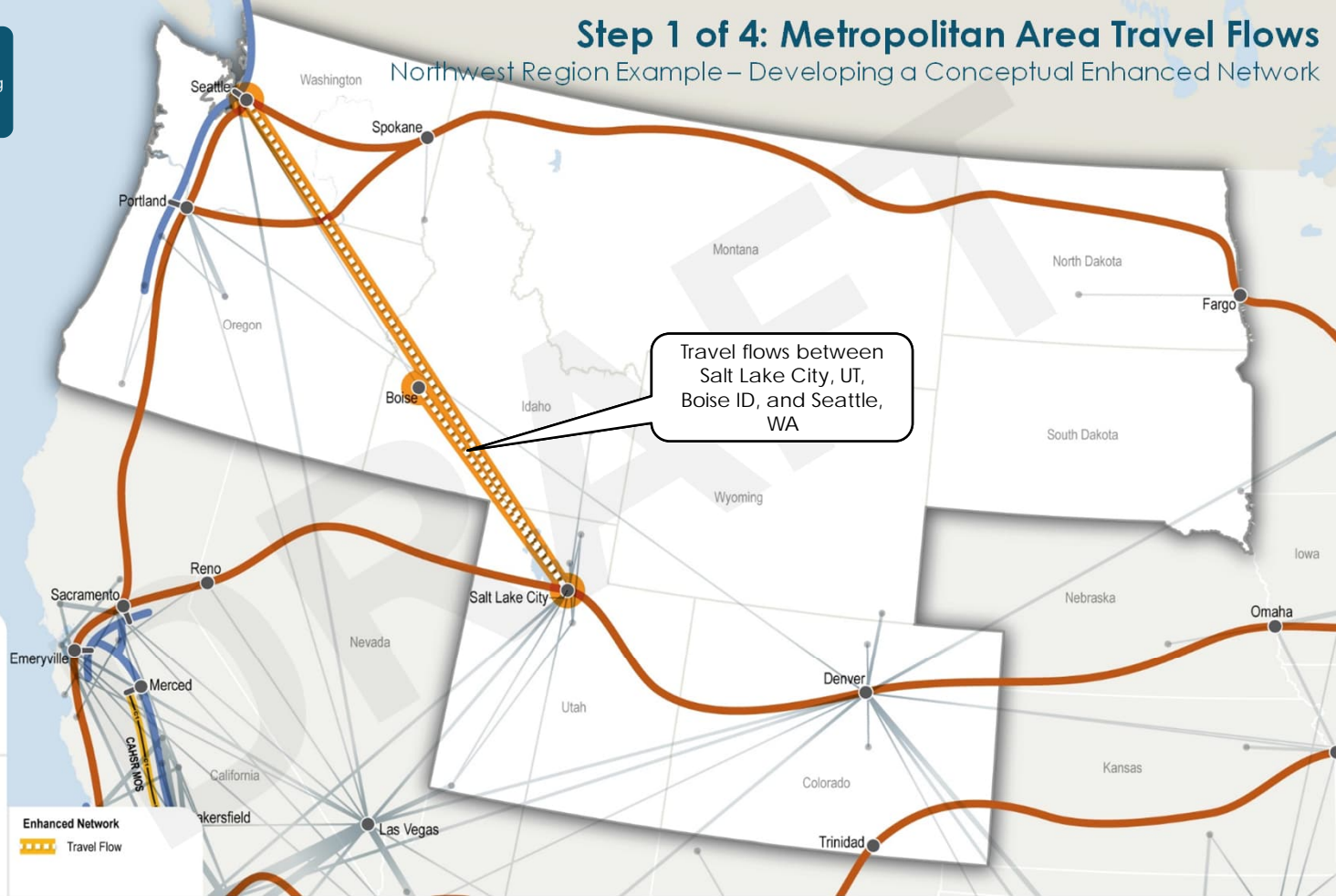
Travel Flows

- 500,000 to 1,000,000
- 1,000,001 to 2,000,000
- 2,000,001 to 3,000,000
- 3,000,001 to 5,000,000
- 5,000,001 to 10,000,000
- >10,000,000

Step 1 of 4: Metropolitan Area Travel Flows

Northwest Region Example – Developing a Conceptual Enhanced Network

Segments are conceptual building blocks for consideration in developing potential new long-distance routes



Travel flows between Salt Lake City, UT, Boise ID, and Seattle, WA

Legend

Baseline Network

- Amtrak Routes
- Long-Distance
- State-Supported

Baseline Projects

- CAHSR MOS

Travel Flows

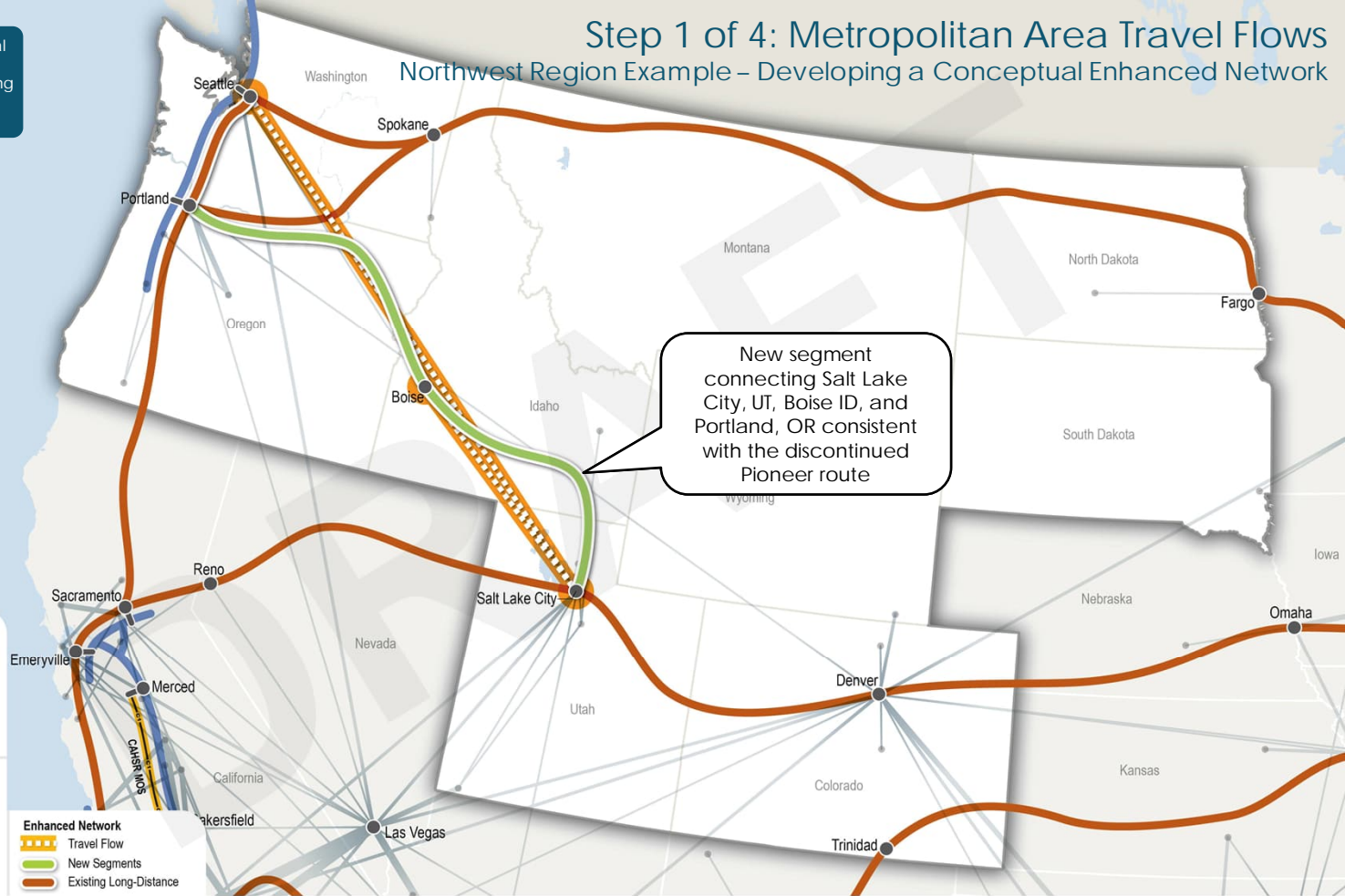
- 500,000 to 1,000,000
- 1,000,001 to 2,000,000
- 2,000,001 to 3,000,000
- 3,000,001 to 5,000,000
- 5,000,001 to 10,000,000
- >10,000,000

Enhanced Network

- Travel Flow

Step 1 of 4: Metropolitan Area Travel Flows Northwest Region Example – Developing a Conceptual Enhanced Network

Segments are conceptual building blocks for consideration in developing potential new long-distance routes



Legend

Baseline Network

- Amtrak Routes
- Long-Distance
- State-Supported

Baseline Projects

- CAHSR MOS

Travel Flows

- 500,000 to 1,000,000
- 1,000,001 to 2,000,000
- 2,000,001 to 3,000,000
- 3,000,001 to 5,000,000
- 5,000,001 to 10,000,000
- >10,000,000

Enhanced Network

- Travel Flow
- New Segments
- Existing Long-Distance

New segment connecting Salt Lake City, UT, Boise ID, and Portland, OR consistent with the discontinued Pioneer route

Step 1 of 4: Metropolitan Area Travel Flows

Northwest Region Example – Developing a Conceptual Enhanced Network

Segments are conceptual building blocks for consideration in developing potential new long-distance routes



Legend

Baseline Network

- Amtrak Routes
- Long-Distance
- State-Supported

Baseline Projects

- CAHSR MOS

Travel Flows

- 500,000 to 1,000,000
- 1,000,001 to 2,000,000
- 2,000,001 to 3,000,000
- 3,000,001 to 5,000,000
- 5,000,001 to 10,000,000
- >10,000,000

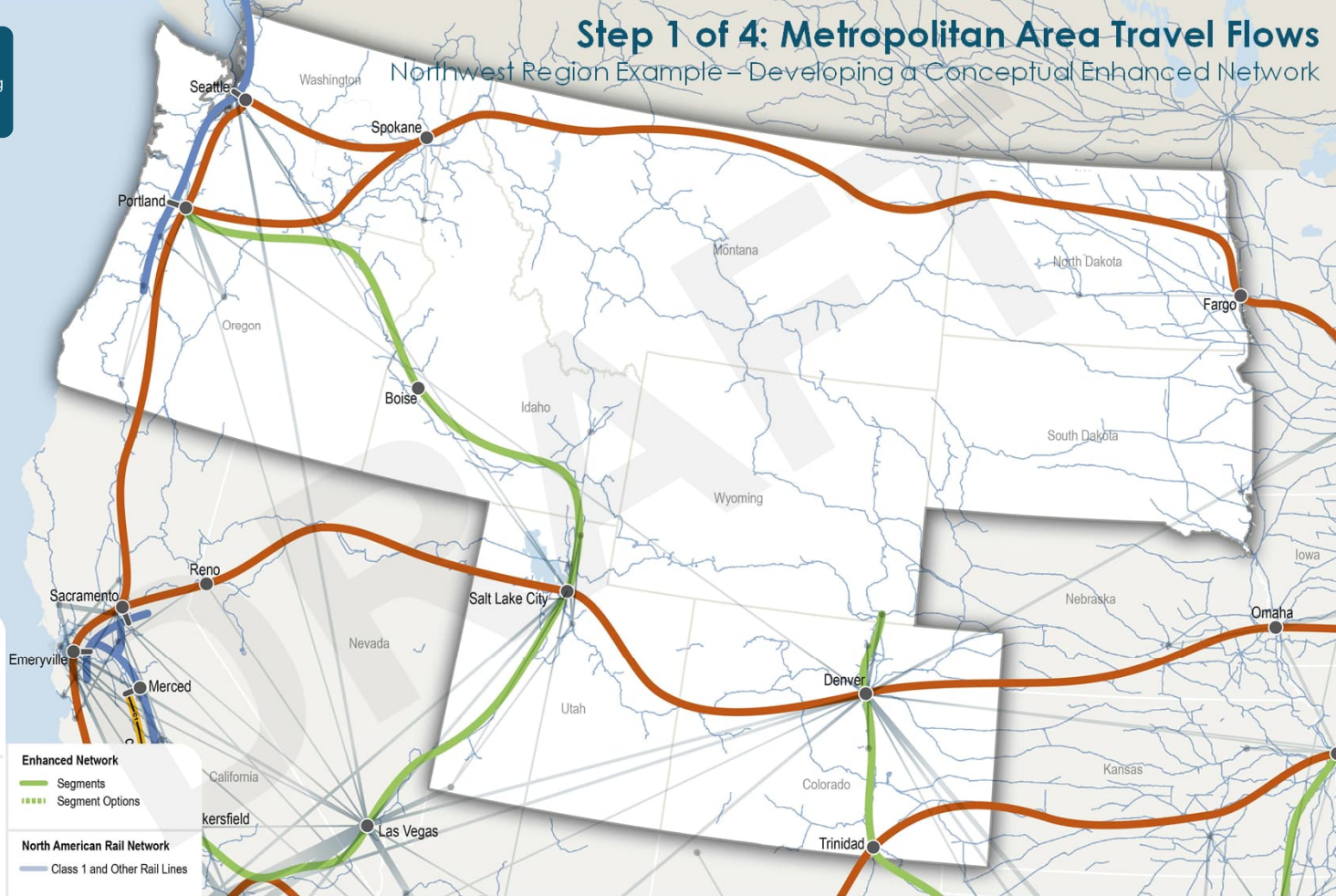
Enhanced Network

- Segments
- Segments Options

Step 1 of 4: Metropolitan Area Travel Flows

Northwest Region Example – Developing a Conceptual Enhanced Network

Segments are conceptual building blocks for consideration in developing potential new long-distance routes



Legend

Baseline Network

- Amtrak Routes
- Long-Distance
- State-Supported
- Baseline Projects
 - CAHSR MOS

Travel Flows

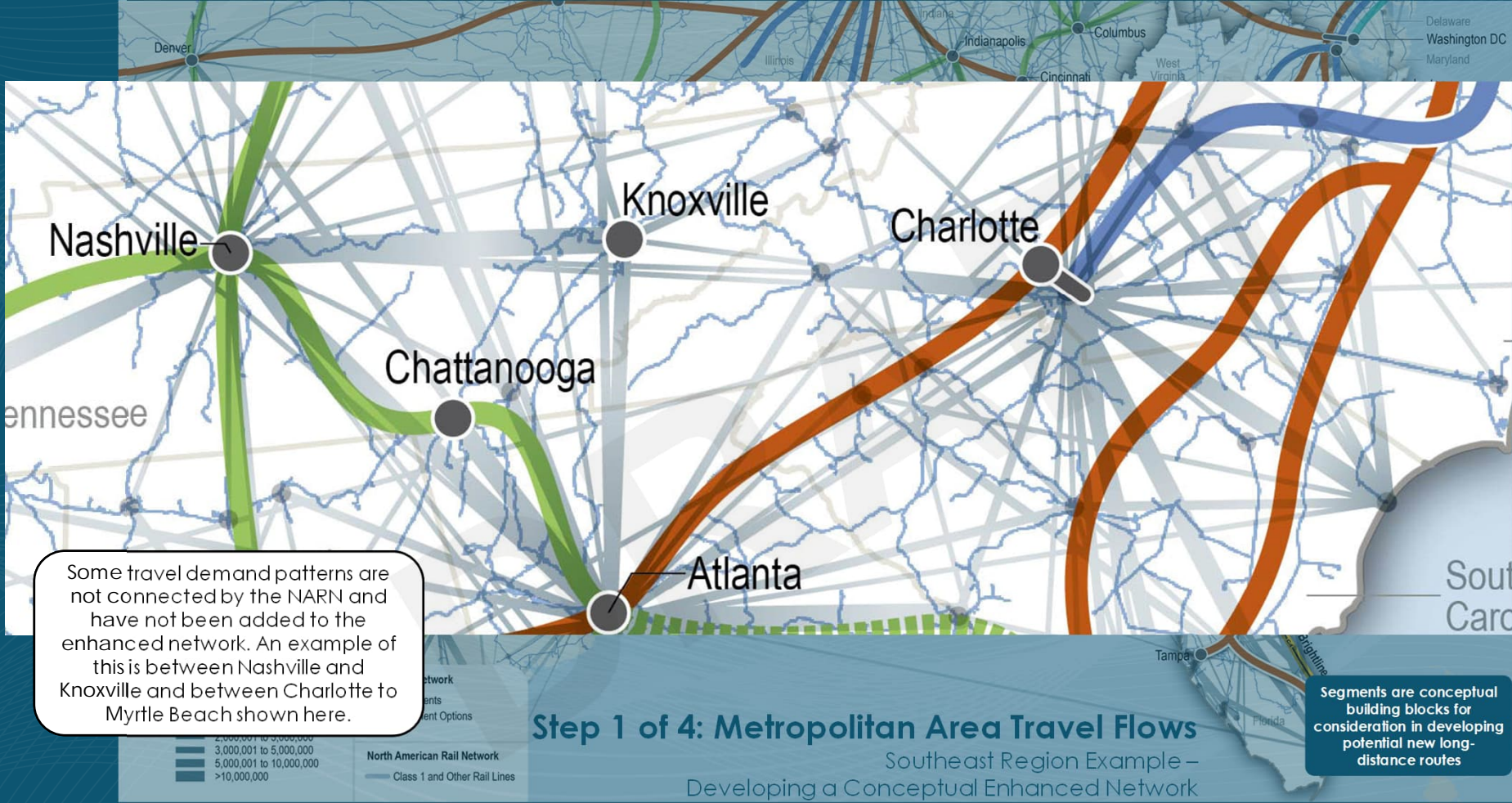
- 500,000 to 1,000,000
- 1,000,001 to 2,000,000
- 2,000,001 to 3,000,000
- 3,000,001 to 5,000,000
- 5,000,001 to 10,000,000
- >10,000,000

Enhanced Network

- Segments
- Segment Options

North American Rail Network

- Class 1 and Other Rail Lines



STEP 2: RURAL ACCESSIBILITY

Step 2 of 4: Rural Accessibility

Developing a Conceptual Enhanced Network



Legend

Baseline Network

Amtrak Routes

— Long-Distance

— Northeast Corridor

— State-Supported

Baseline Projects

— Brightline

— Gulf Coast Passenger Rail

— Twin Cities–Milwaukee–Chicago

— CAHSR MOS

Enhanced Network

— Segments

— Segment Options

Segments are conceptual building blocks for consideration in developing potential new long-distance routes

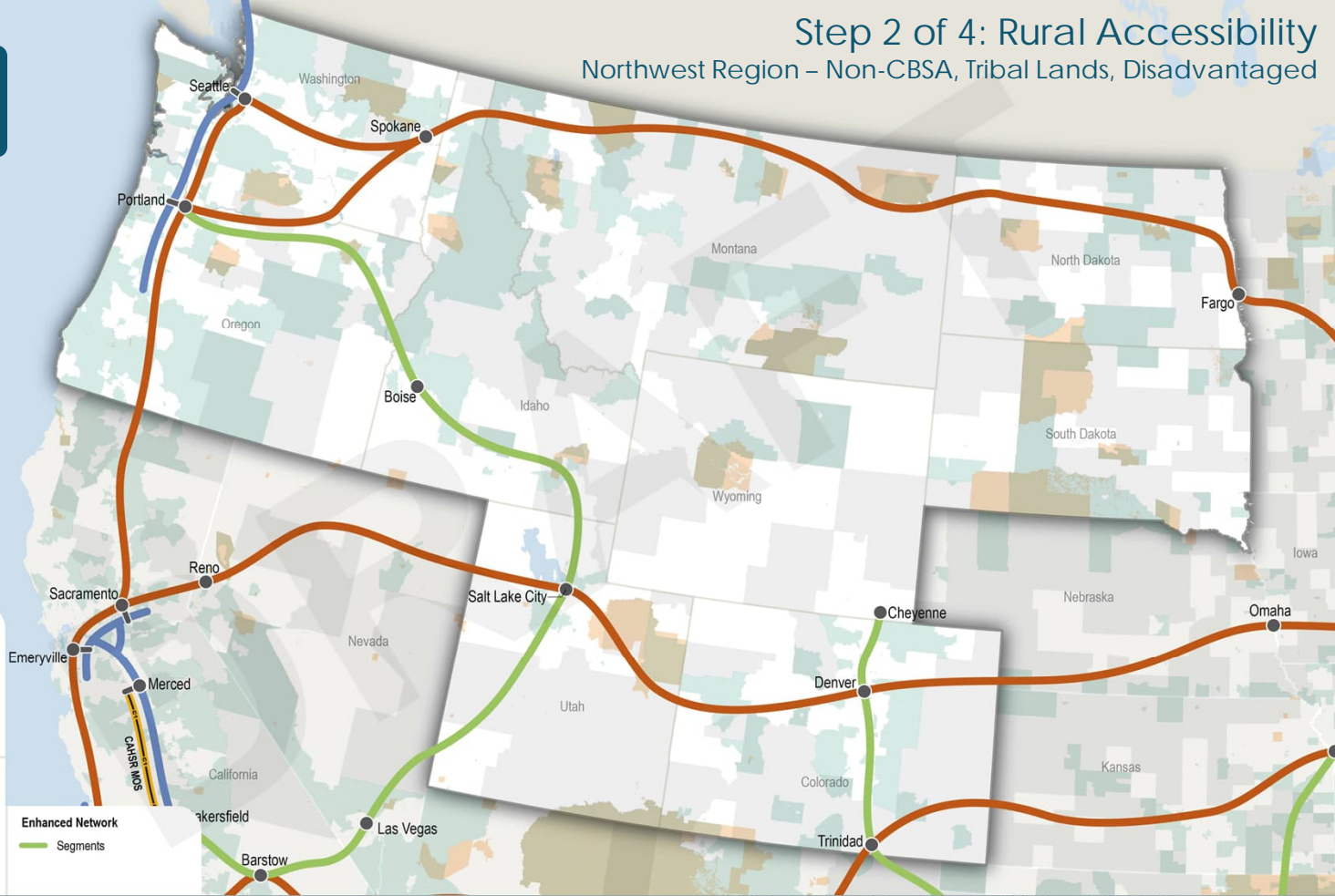


STEP 2 OF 4: RURAL ACCESSIBILITY REGIONAL EXAMPLES

Step 2 of 4: Rural Accessibility

Northwest Region – Non-CBSA, Tribal Lands, Disadvantaged

Segments are conceptual building blocks for consideration in developing potential new long-distance routes



Legend

Baseline Network

- Amtrak Routes
 - Long-Distance
 - State-Supported

Baseline Projects

- CAHSR MOS

Rural Accessibility

- Non-CBSA (non-Core-Based Statistical Area)
- Tribal Lands
- Justice 40 Disadvantaged

Enhanced Network

- Segments

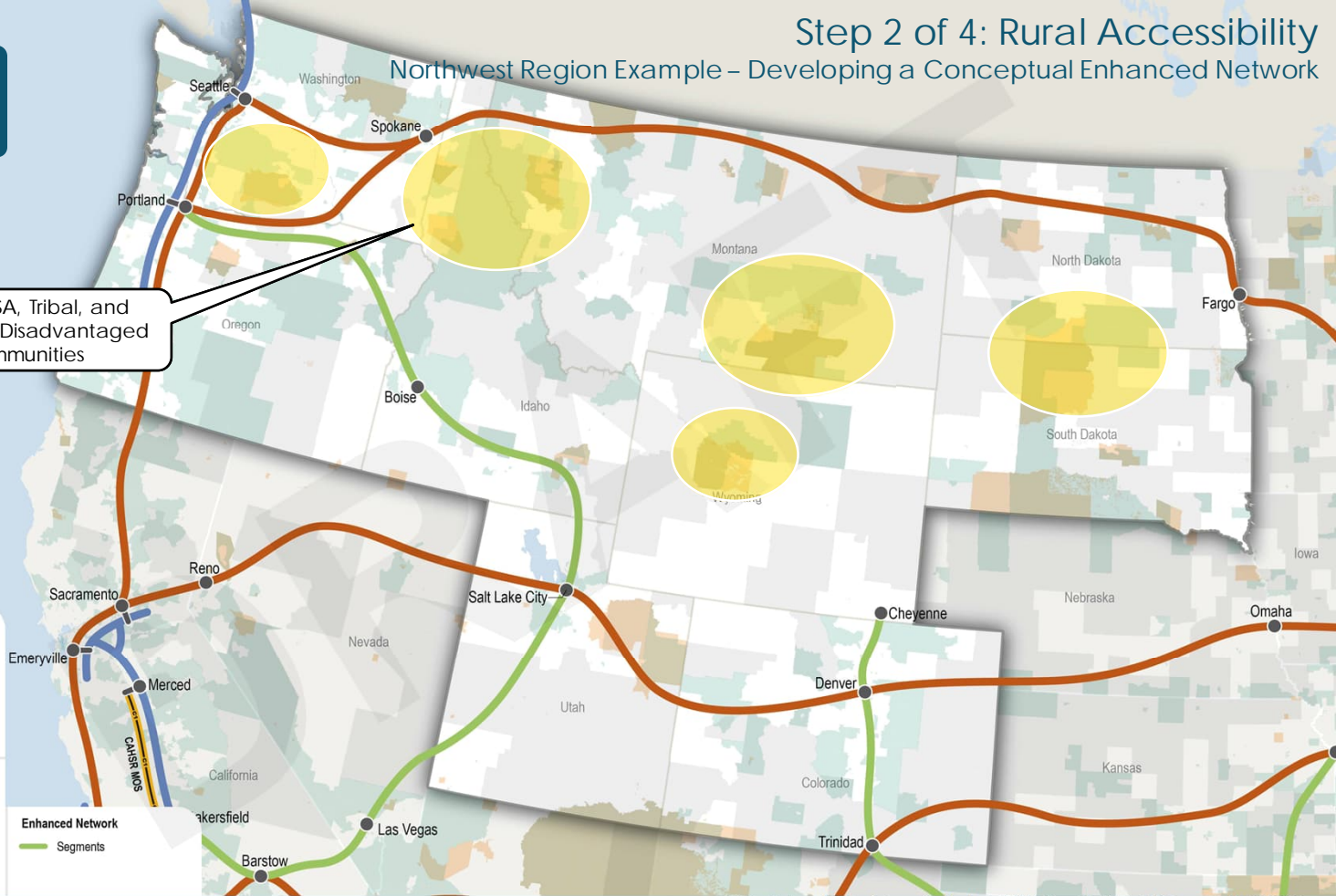
Existing Route and Station Data provided by Amtrak 2022; Committed Projects Data provided by FRA 2023

Step 2 of 4: Rural Accessibility

Northwest Region Example – Developing a Conceptual Enhanced Network

Segments are conceptual building blocks for consideration in developing potential new long-distance routes

Non-CBSA, Tribal, and Justice 40 Disadvantaged communities



Legend

Baseline Network

- Amtrak Routes
- Long-Distance
- State-Supported

Baseline Projects

- CAHSR MOS

Rural Accessibility

- Non-CBSA (non-Core-Based Statistical Area)
- Tribal Lands
- Justice 40 Disadvantaged

Enhanced Network

- Segments

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

Step 2 of 4: Rural Accessibility

Northwest Region Example – Developing a Conceptual Enhanced Network

Segments are conceptual building blocks for consideration in developing potential new long-distance routes

New segment consistent with the North Coast Hiawatha discontinued route

New segment consistent with the North Coast Hiawatha discontinued route

New segment Cheyenne, WY and Billings, MT

Legend

Baseline Network

- Amtrak Routes
 - Long-Distance
 - State-Supported

Baseline Projects

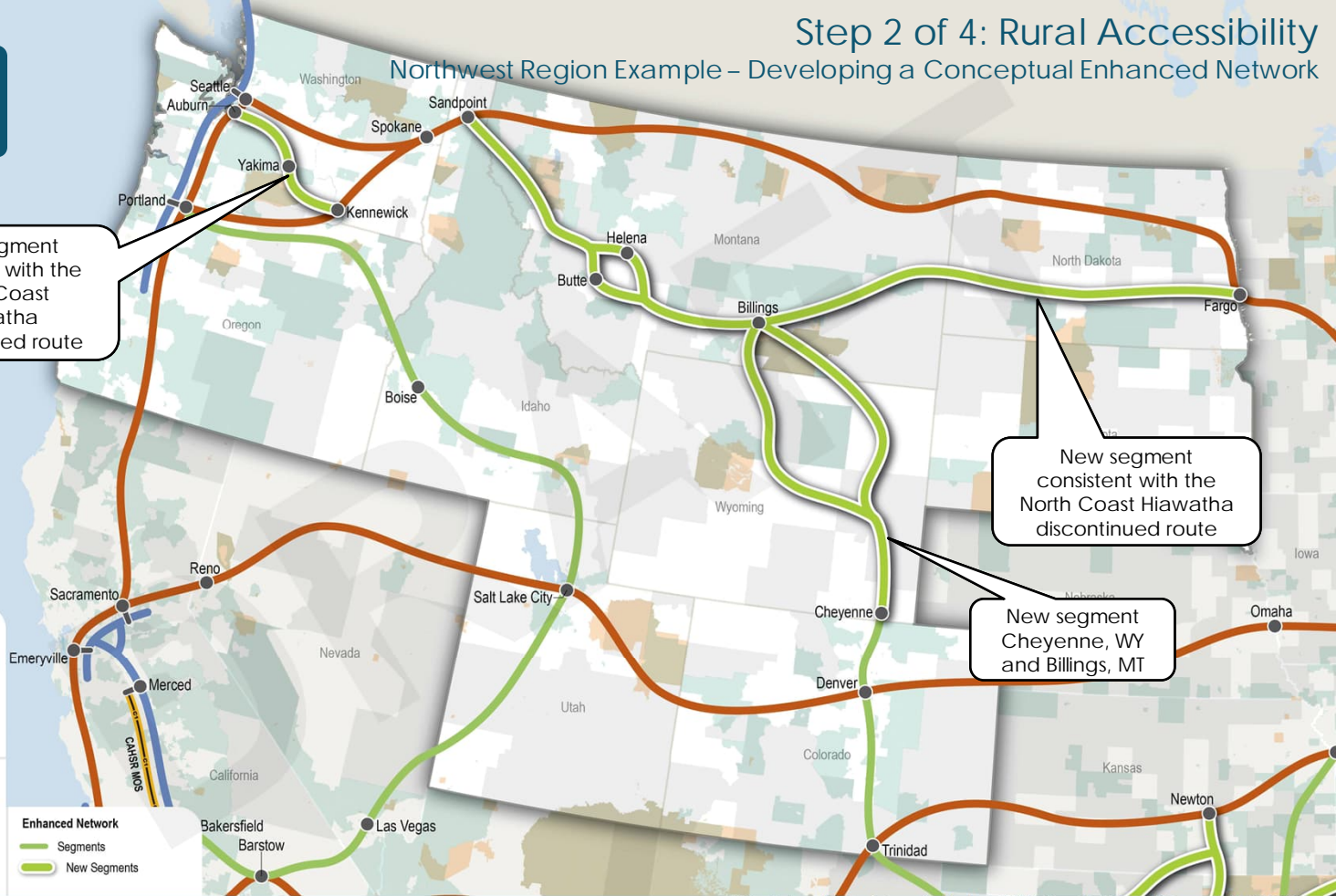
- CAHSR MOS

Rural Accessibility

- Non-CBSA (non-Core-Based Statistical Area)
- Tribal Lands
- Justice 40 Disadvantaged

Enhanced Network

- Segments
- New Segments

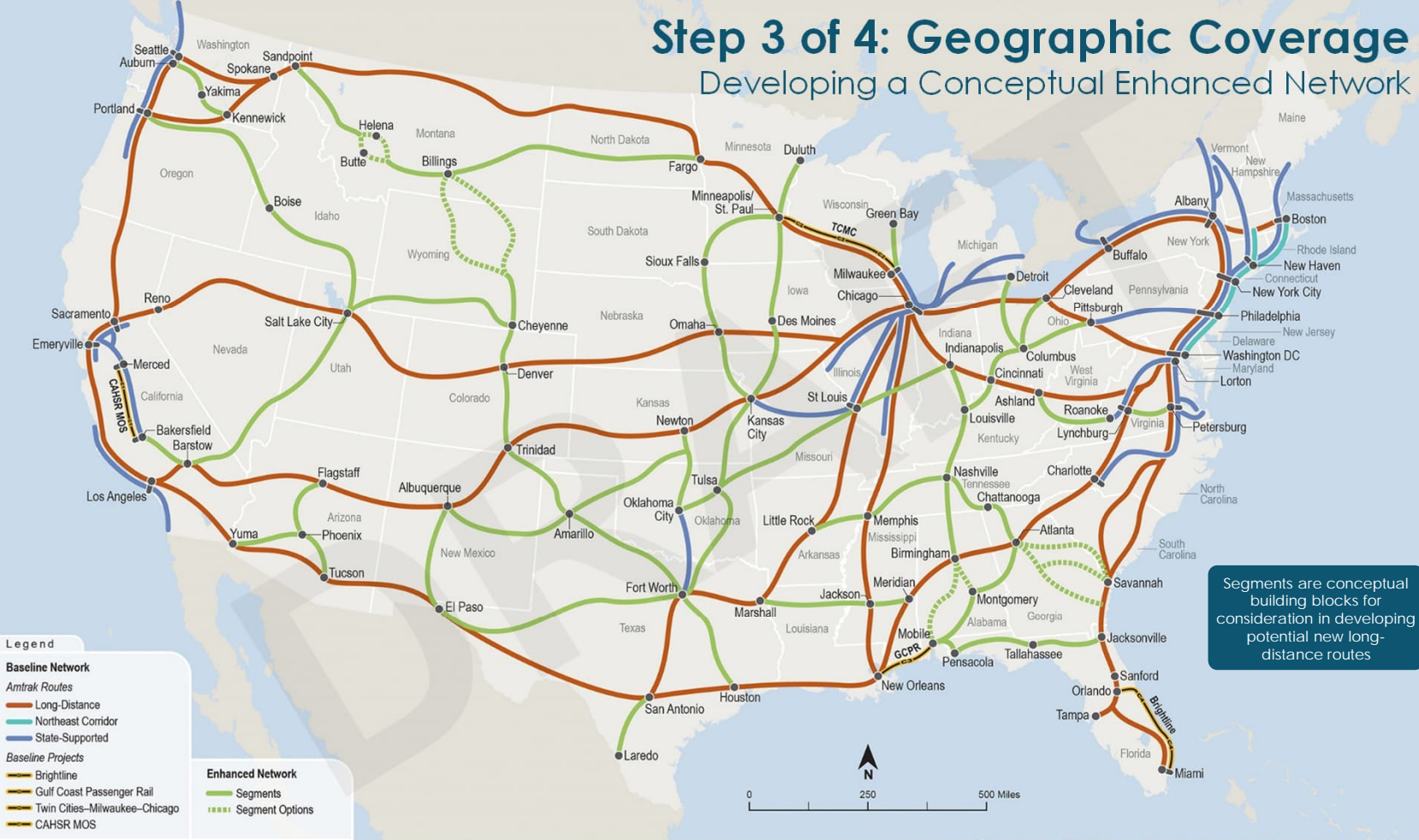


Existing Route and Station Data provided by Amtrak 2022; Committed Projects Data provided by FRA 2023

STEP 3 – GEOGRAPHIC COVERAGE/NETWORK CONNECTIVITY

Step 3 of 4: Geographic Coverage

Developing a Conceptual Enhanced Network



Segments are conceptual building blocks for consideration in developing potential new long-distance routes

Legend

Baseline Network

Amtrak Routes

- Long-Distance
- Northeast Corridor
- State-Supported

Baseline Projects

- Brightline
- Gulf Coast Passenger Rail
- Twin Cities–Milwaukee–Chicago
- CAHSR MOS

Enhanced Network

- Segments
- - - Segment Options

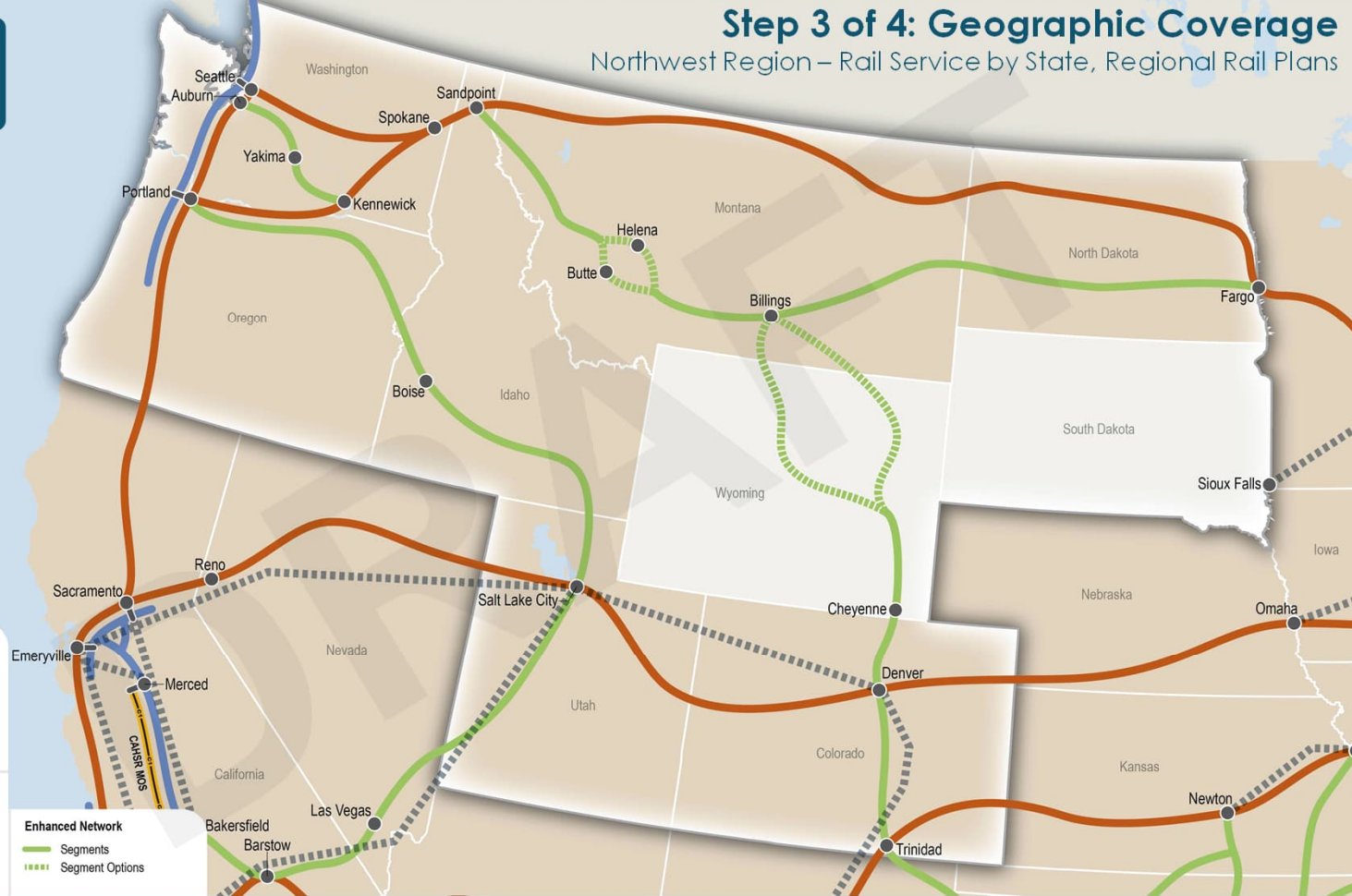
Existing Route and Station Data provided by Amtrak 2022; Baseline Projects Data provided by FRA 2023

STEP 3 OF 4: GEOGRAPHIC COVERAGE REGIONAL EXAMPLES

Step 3 of 4: Geographic Coverage

Northwest Region – Rail Service by State, Regional Rail Plans

Segments are conceptual building blocks for consideration in developing potential new long-distance routes



Legend

Baseline Network

- Amtrak Routes
 - Long-Distance (Orange line)
 - State-Supported (Blue line)
- Baseline Projects
 - CAHSR MOS (Yellow line)

Geographic Coverage

- State Supported and/or Long Distance Service (Brown area)
- Other Regional Rail Plan Recommendations (Grey dashed area)

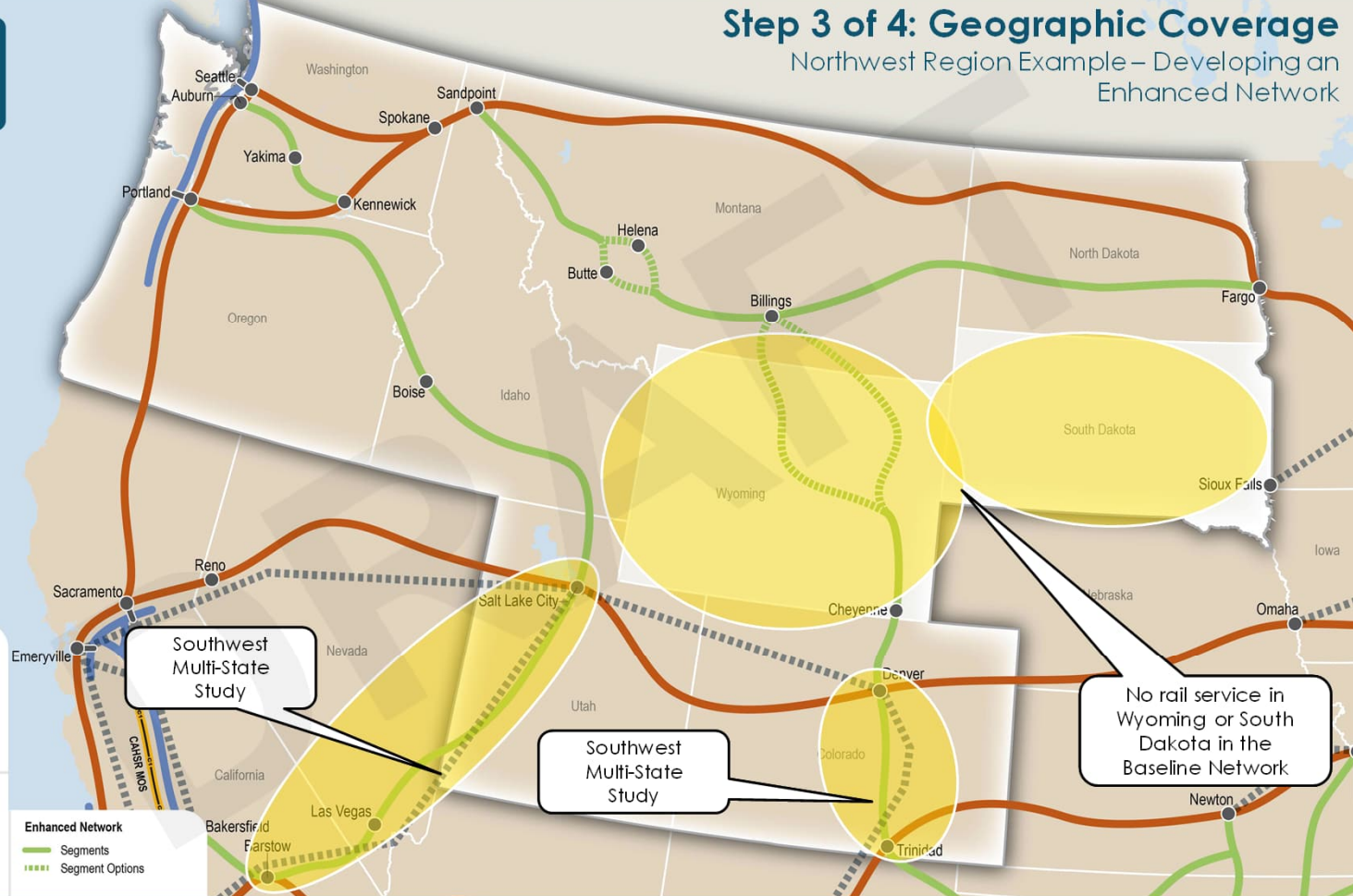
Enhanced Network

- Segments (Green solid line)
- Segment Options (Green dashed line)

Step 3 of 4: Geographic Coverage

Northwest Region Example – Developing an Enhanced Network

Segments are conceptual building blocks for consideration in developing potential new long-distance routes



Legend

Baseline Network

- Amtrak Routes
- Long-Distance
- State-Supported

Baseline Projects

- CAHSR MOS

Geographic Coverage

- State Supported and/or Long Distance Service
- Other Regional Rail Plan Recommendations

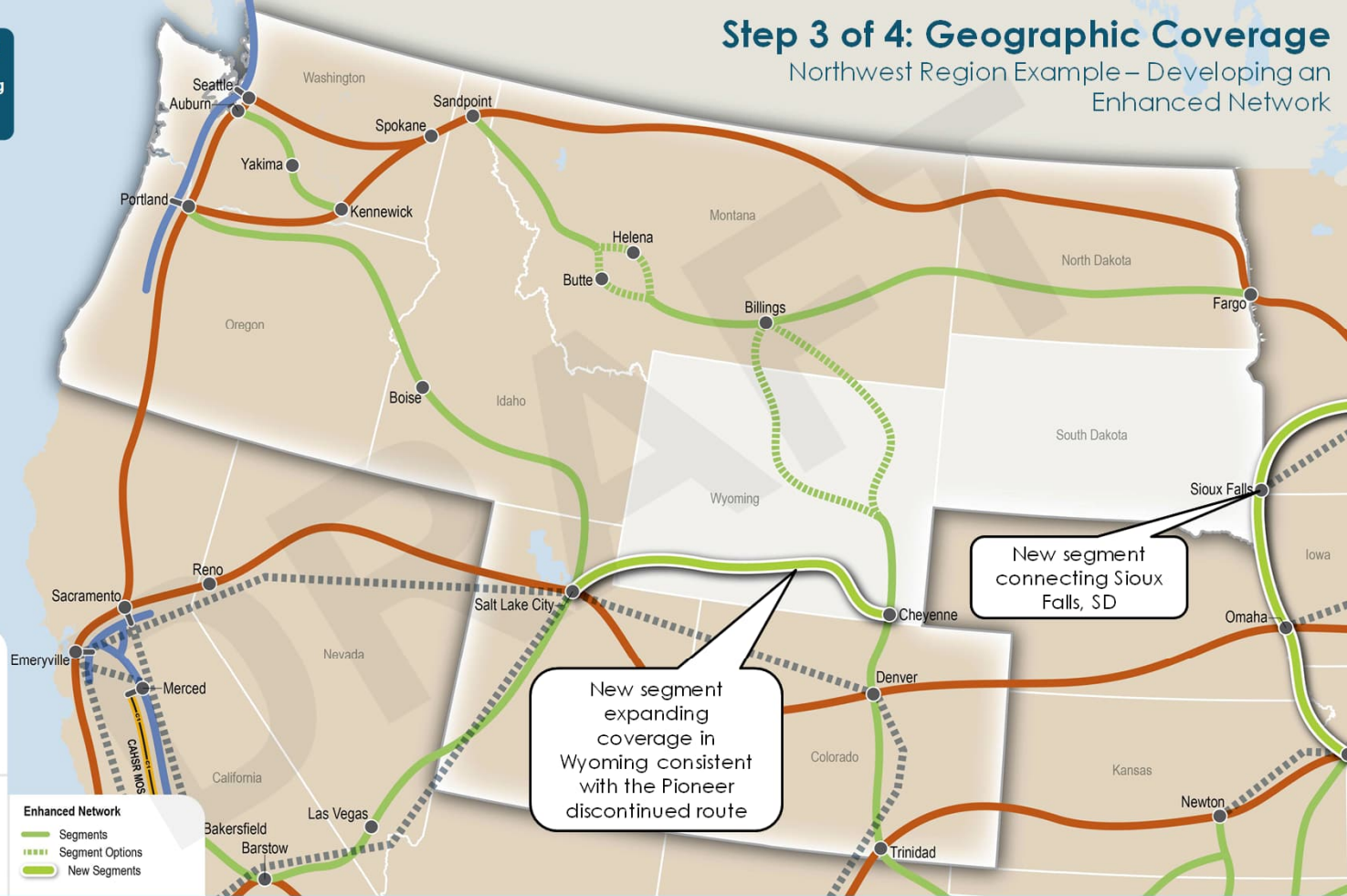
Enhanced Network

- Segments
- Segment Options

Segments are conceptual building blocks for consideration in developing potential new long-distance routes

Step 3 of 4: Geographic Coverage

Northwest Region Example – Developing an Enhanced Network



Legend

Baseline Network

- Amtrak Routes
- Long-Distance
- State-Supported

Baseline Projects

- CAHSR MOS

Geographic Coverage

- State Supported and/or Long Distance Service
- Other Regional Rail Plan Recommendations

Enhanced Network

- Segments
- Segment Options
- New Segments

STEP 4 – STAKEHOLDER INPUT

Top Places Suggested by Stakeholders



Yakima
Seattle
Spokane
Portland
Billings
Denver

Salt Lake City
Los Angeles
Las Vegas
Phoenix
Tucson

○ Top suggested places

Legend

Baseline Network

Amtrak Routes

- Long-Distance
- Northeast Corridor
- State-Supported

Baseline Projects

- Brightline
- Gulf Coast Passenger Rail
- Twin Cities-Milwaukee-Chicago
- CAHSR MOS

Enhanced Network

- Rail Corridors
- Rail Corridor Options

0 250 500 Miles

Chicago
Kansas City
Twin Cities
St. Louis
Detroit
Sioux Falls

New York City
Pittsburgh
Washington DC
Montreal
Boston

Segments are conceptual building blocks for consideration in developing potential new long-distance routes

Atlanta
Florida
Nashville
Miami
Jacksonville
Louisville

Dallas Fort Worth
New Orleans
San Antonio
El Paso
Houston
Wichita
Newton