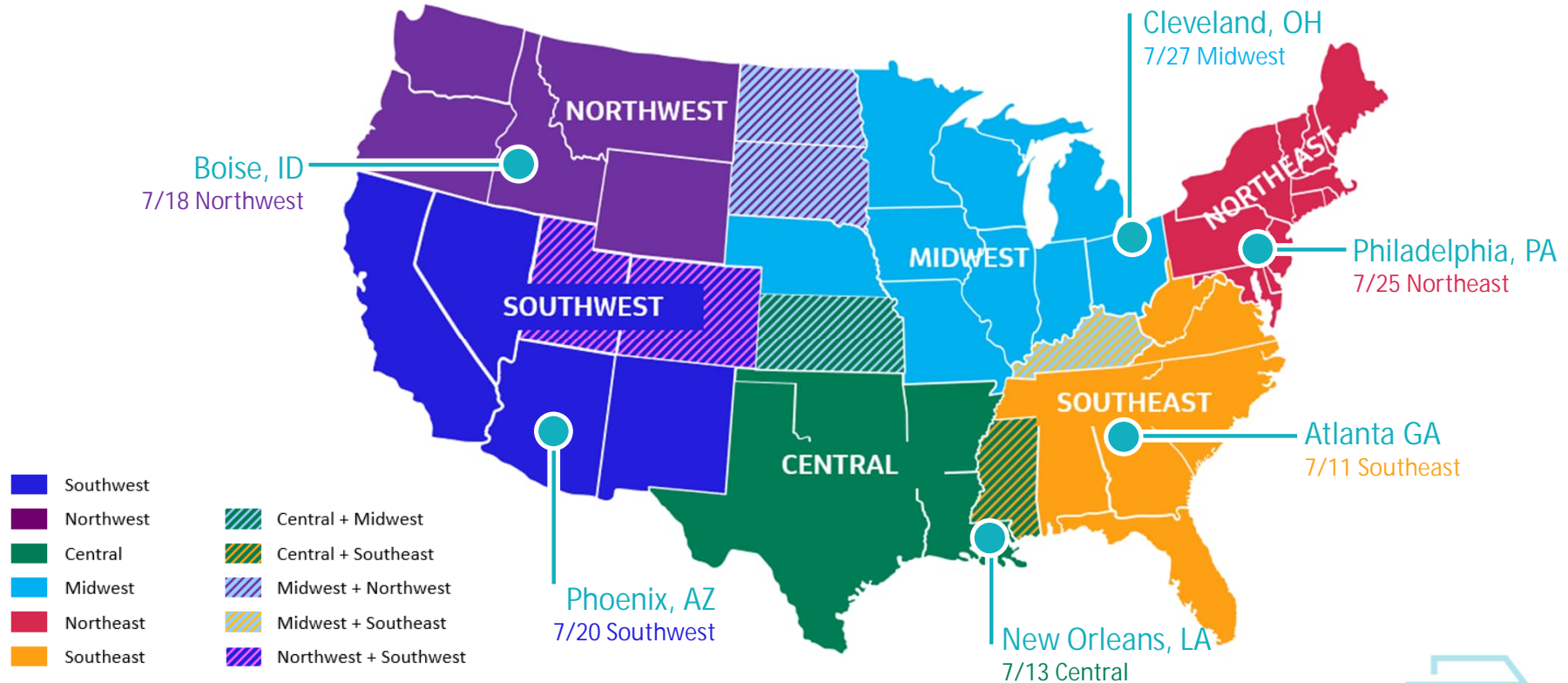




Southwest Working Group Meeting 2 – Regional Enhanced Network Development Slides

July 20, 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

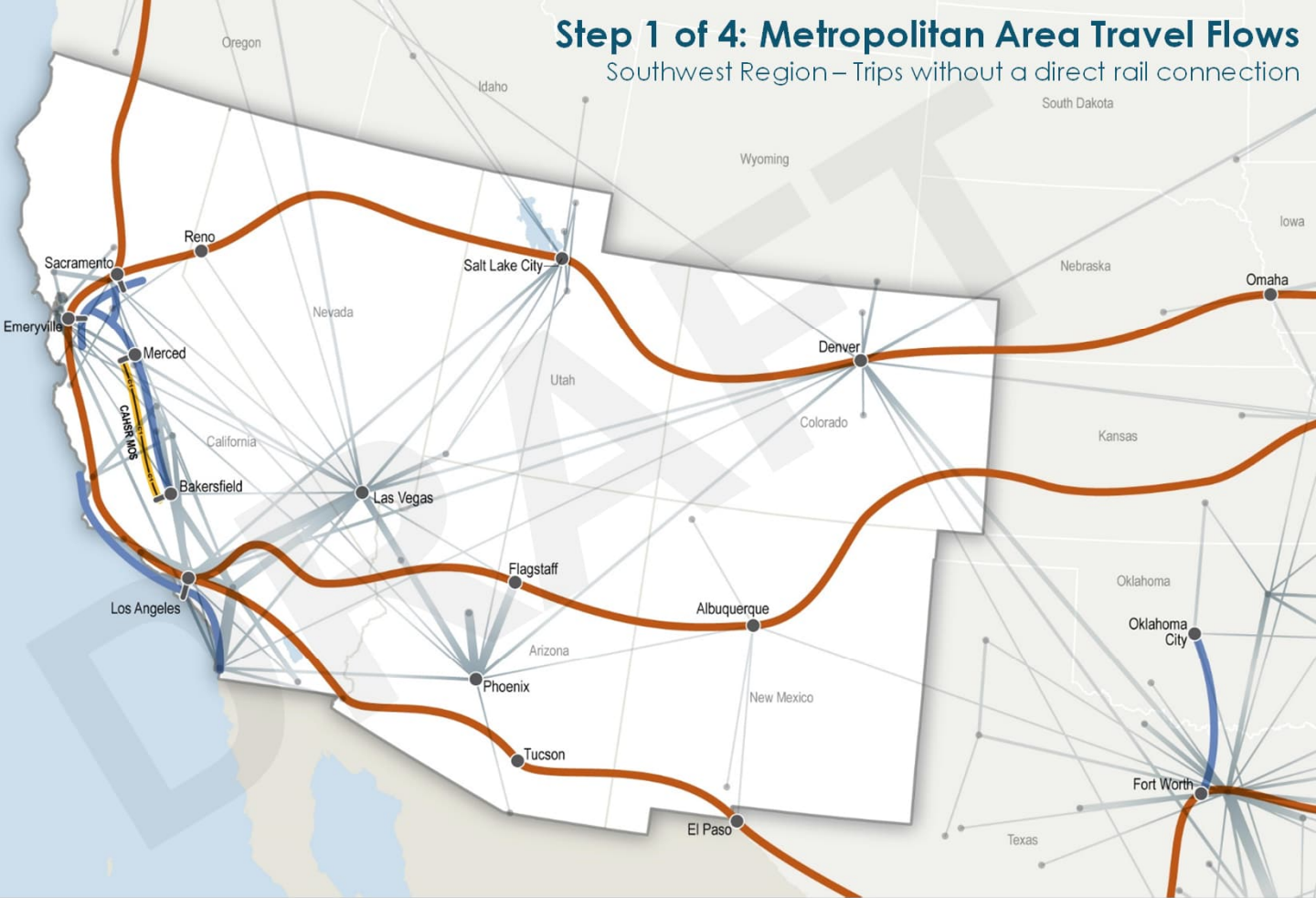


Existing Route and Station Data provided by Amtrak 2022; Baseline Projects Data provided by FRA 2023

STEP 1 OF 4: METROPOLITAN AREA TRAVEL FLOWS REGIONAL EXAMPLES

Step 1 of 4: Metropolitan Area Travel Flows

Southwest Region – Trips without a direct rail connection



Legend

Baseline Network

- Amtrak Routes
- Long-Distance
- State-Supported

Baseline Projects

- CAHSR MOS

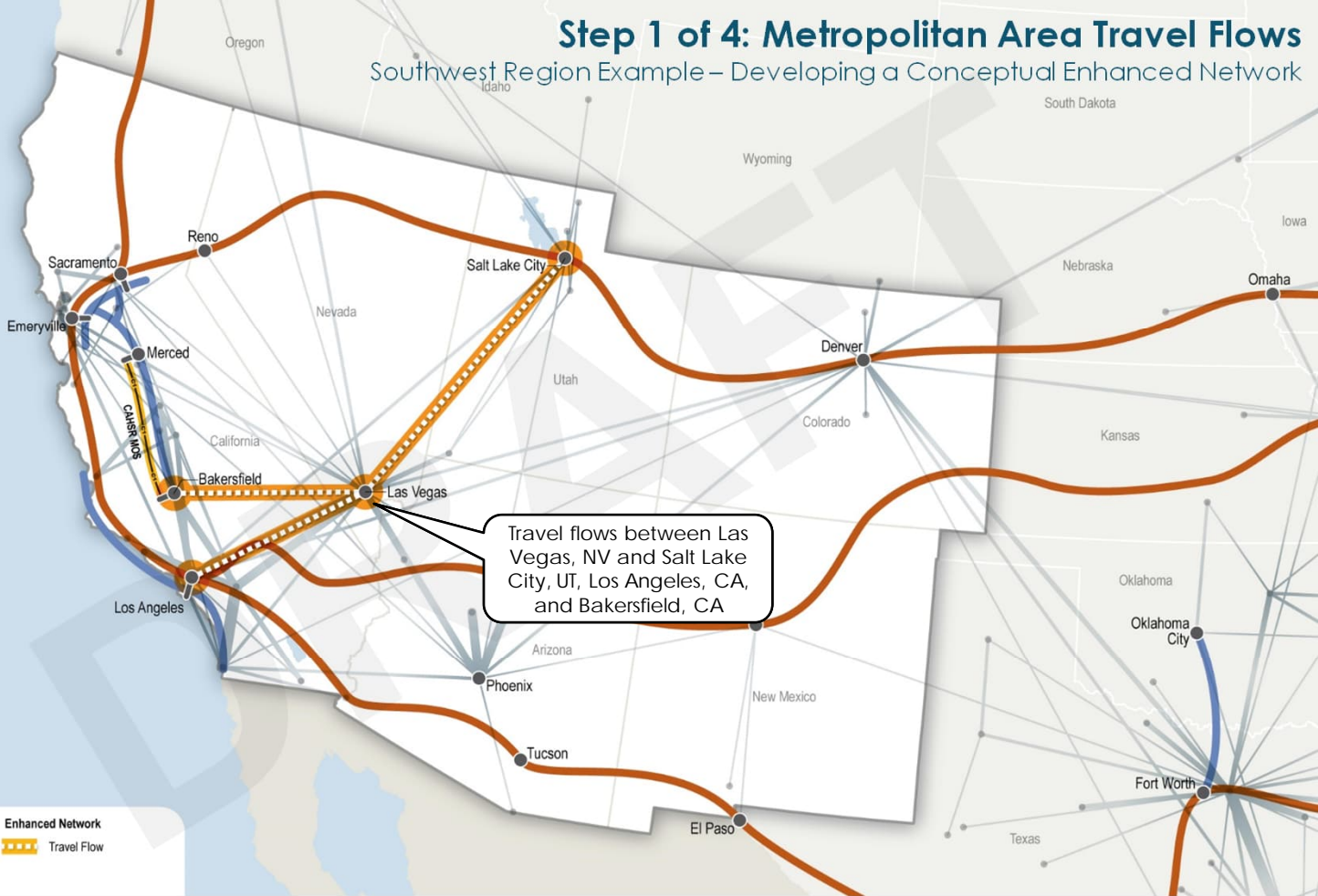
Travel Flows

- 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

Southwest Region Example – Developing a Conceptual Enhanced Network

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



Travel flows between Las Vegas, NV and Salt Lake City, UT, Los Angeles, CA, and Bakersfield, CA

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

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

New segment connecting Bakersfield, CA, Las Vegas, NV, and Salt Lake City, UT consistent with portions of the San Francisco Chief and Desert Wind discontinued routes

Legend

Baseline Network

- Amtrak Routes
 - Long-Distance
 - State-Supported

Baseline Projects

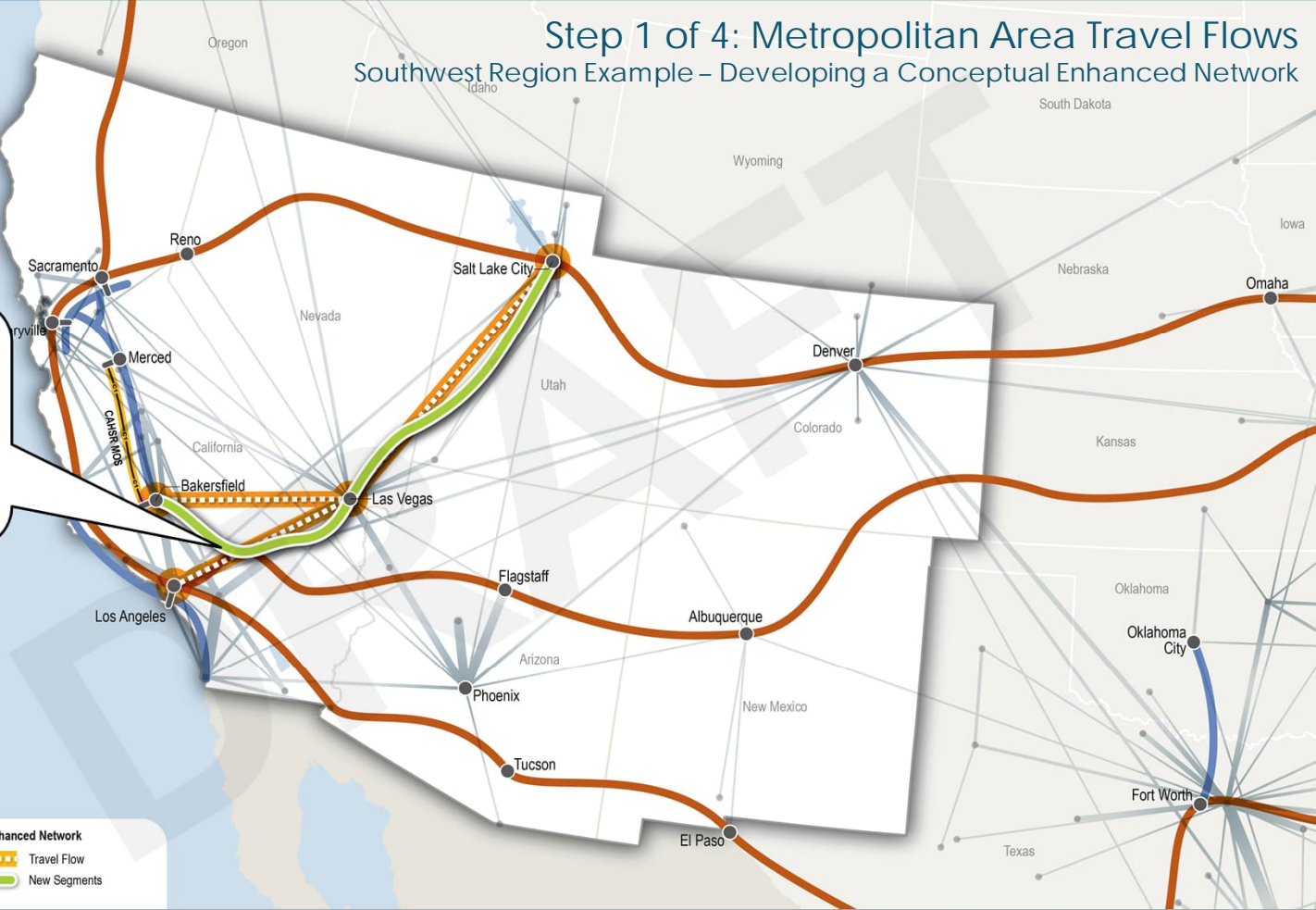
- CAHSR MOS

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

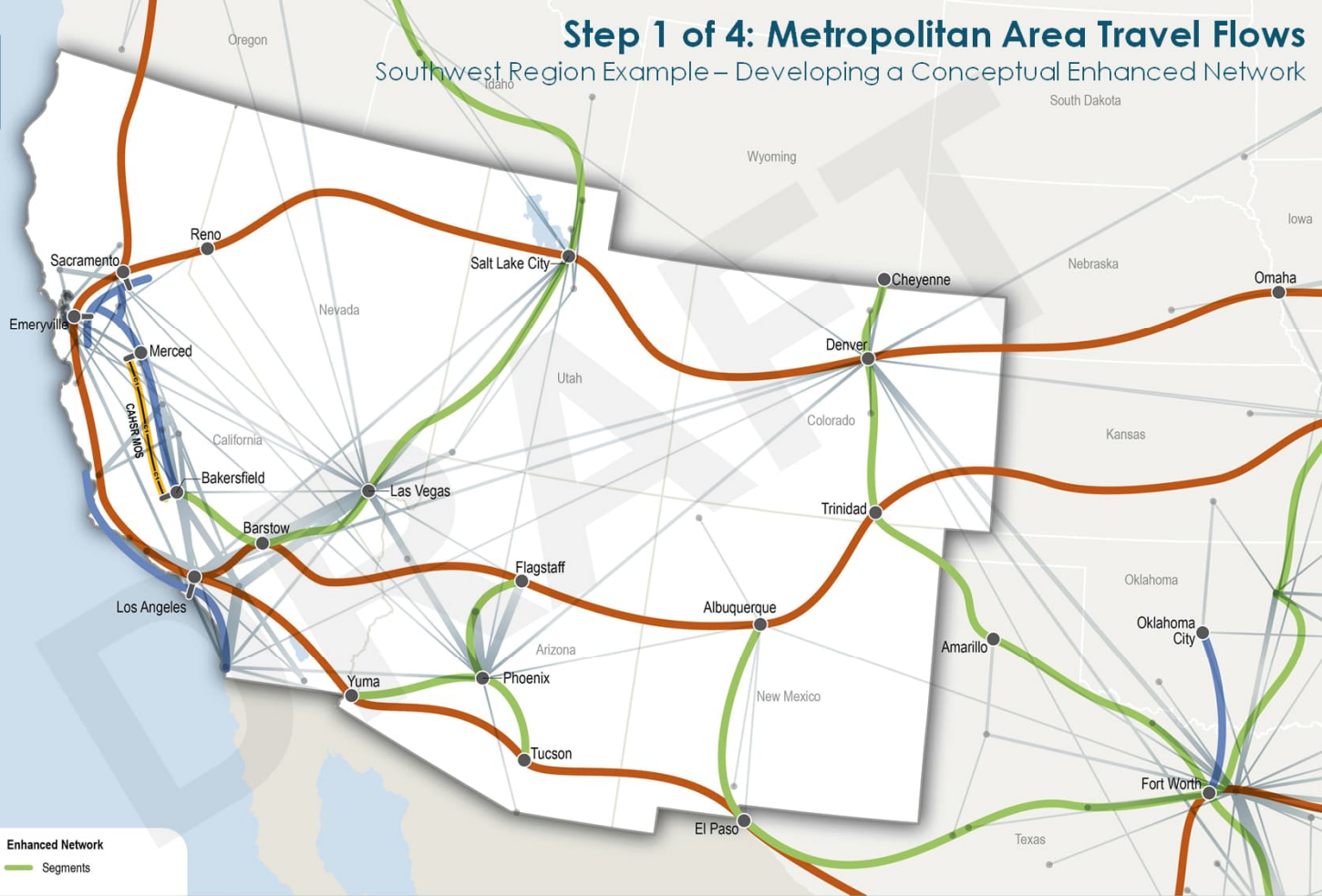
- Travel Flow
- New Segments



Step 1 of 4: Metropolitan Area Travel Flows

Southwest 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

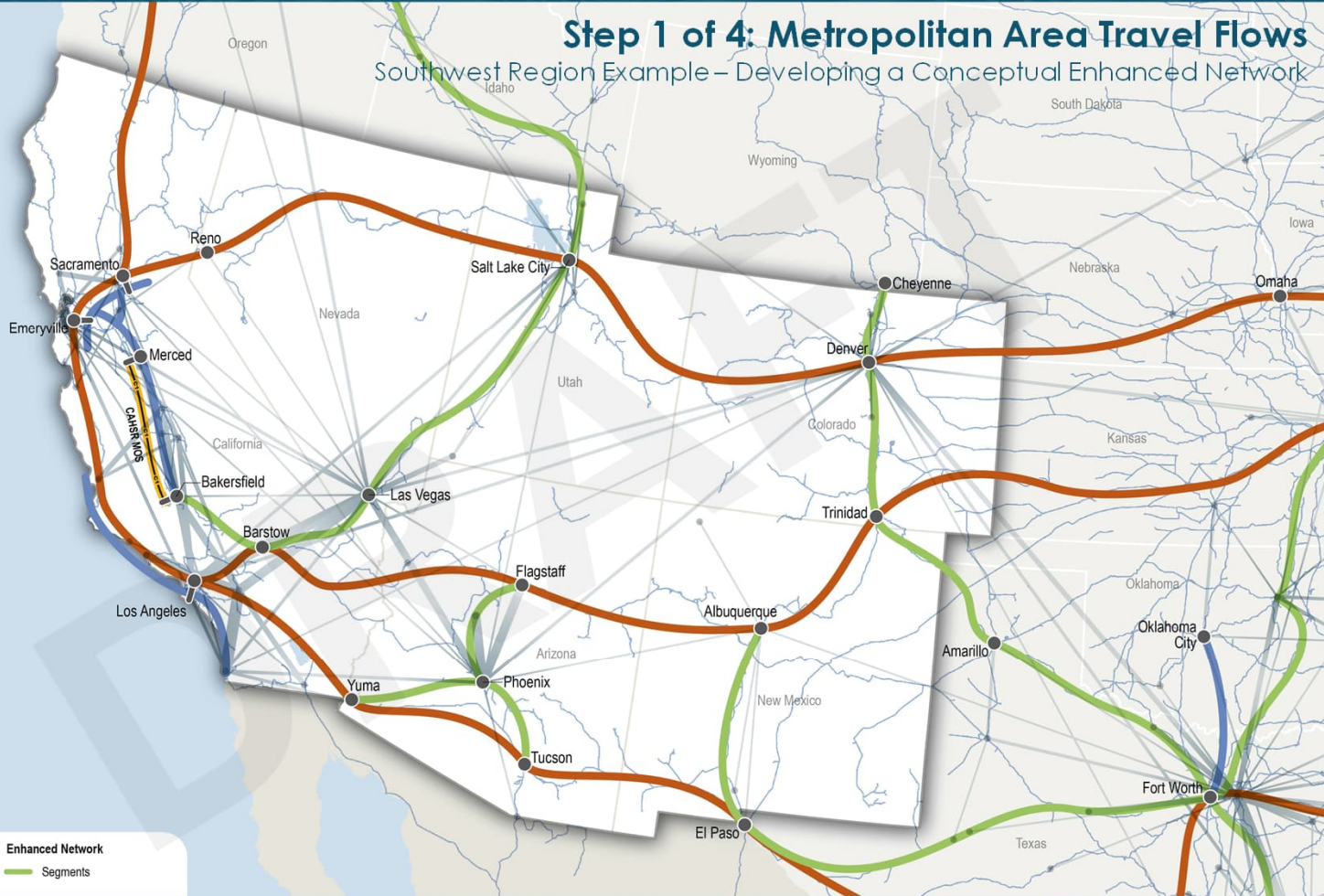
Enhanced Network

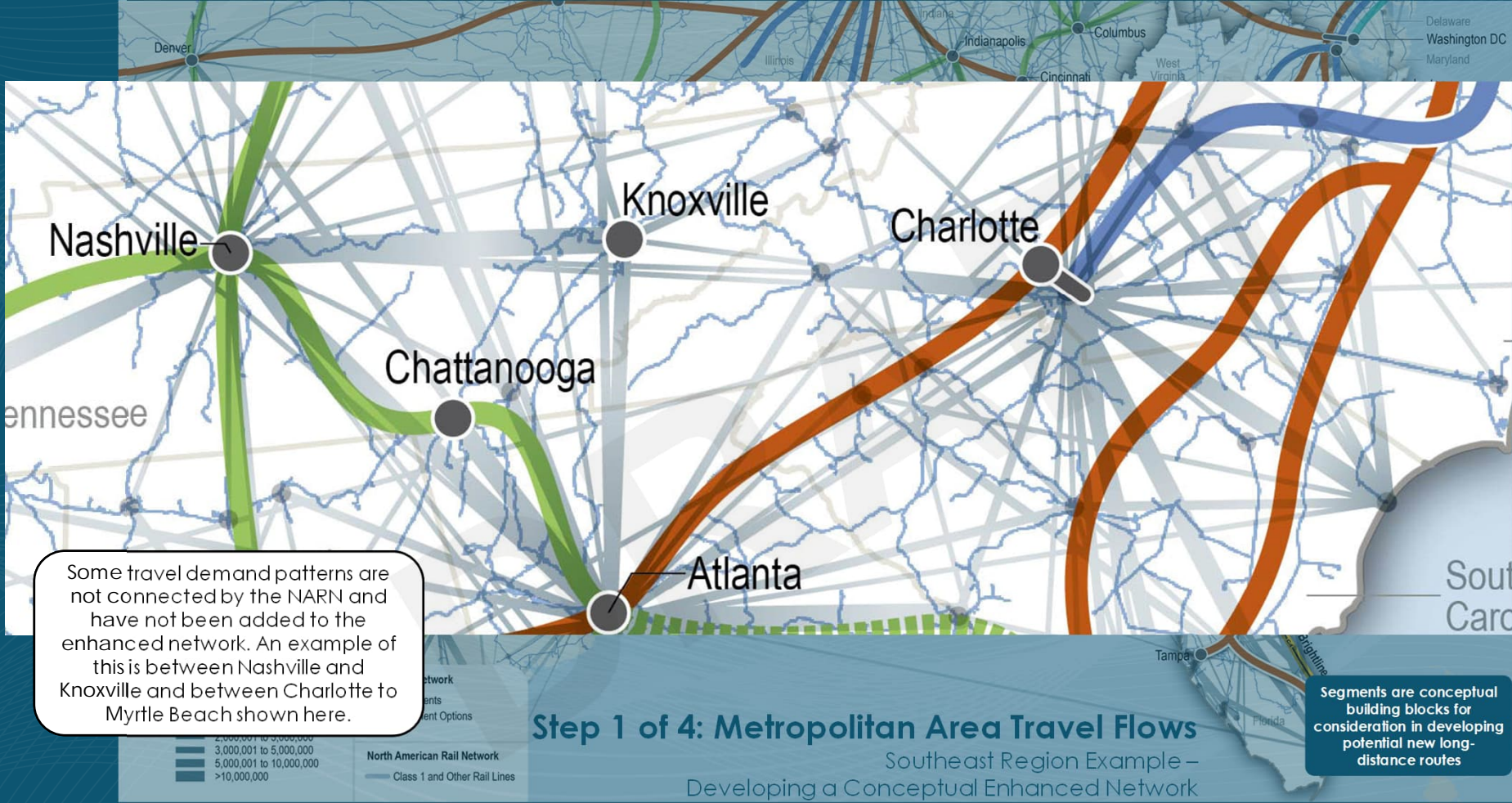
- Segments

Step 1 of 4: Metropolitan Area Travel Flows

Southwest Region Example – Developing a Conceptual Enhanced Network

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





STEP 2: RURAL ACCESSIBILITY

Step 2 of 4: Rural Accessibility

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

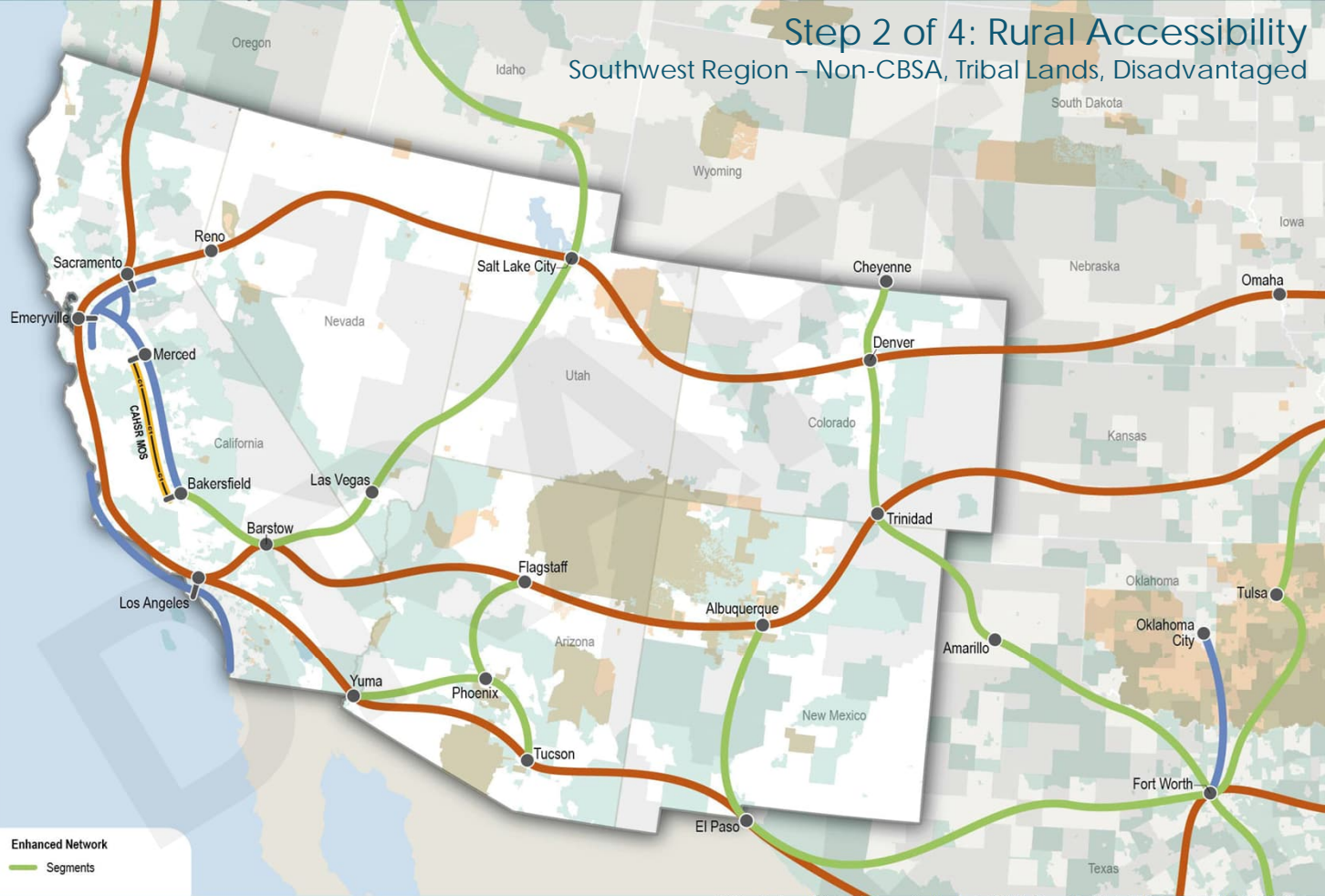
Existing Route and Station Data provided by Amtrak 2022; Baseline Projects Data provided by FRA 2023

STEP 2 OF 4: RURAL ACCESSIBILITY REGIONAL EXAMPLES

Step 2 of 4: Rural Accessibility

Southwest 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

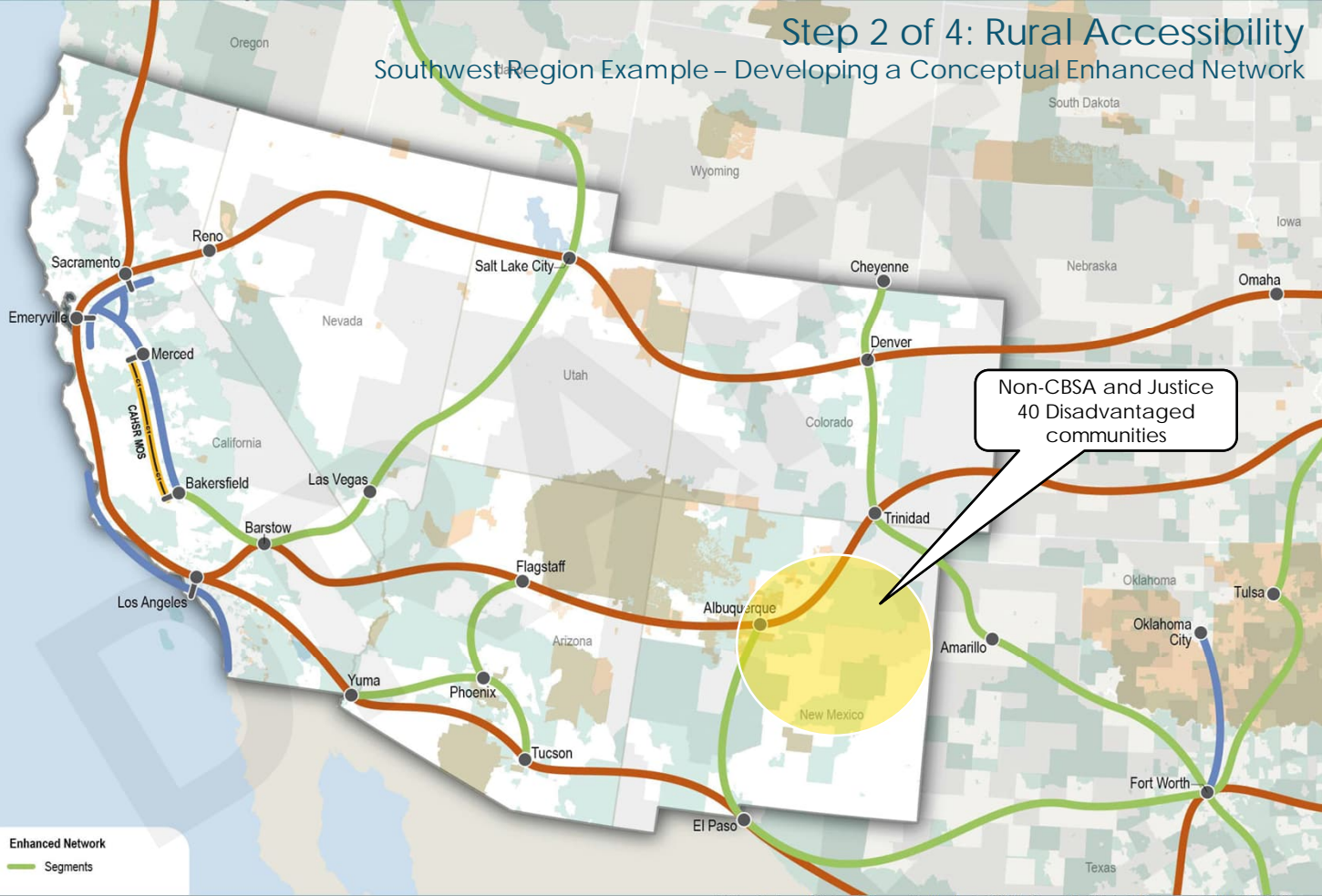
- Segments

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

Step 2 of 4: Rural Accessibility

Southwest 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

Rural Accessibility

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

Enhanced Network

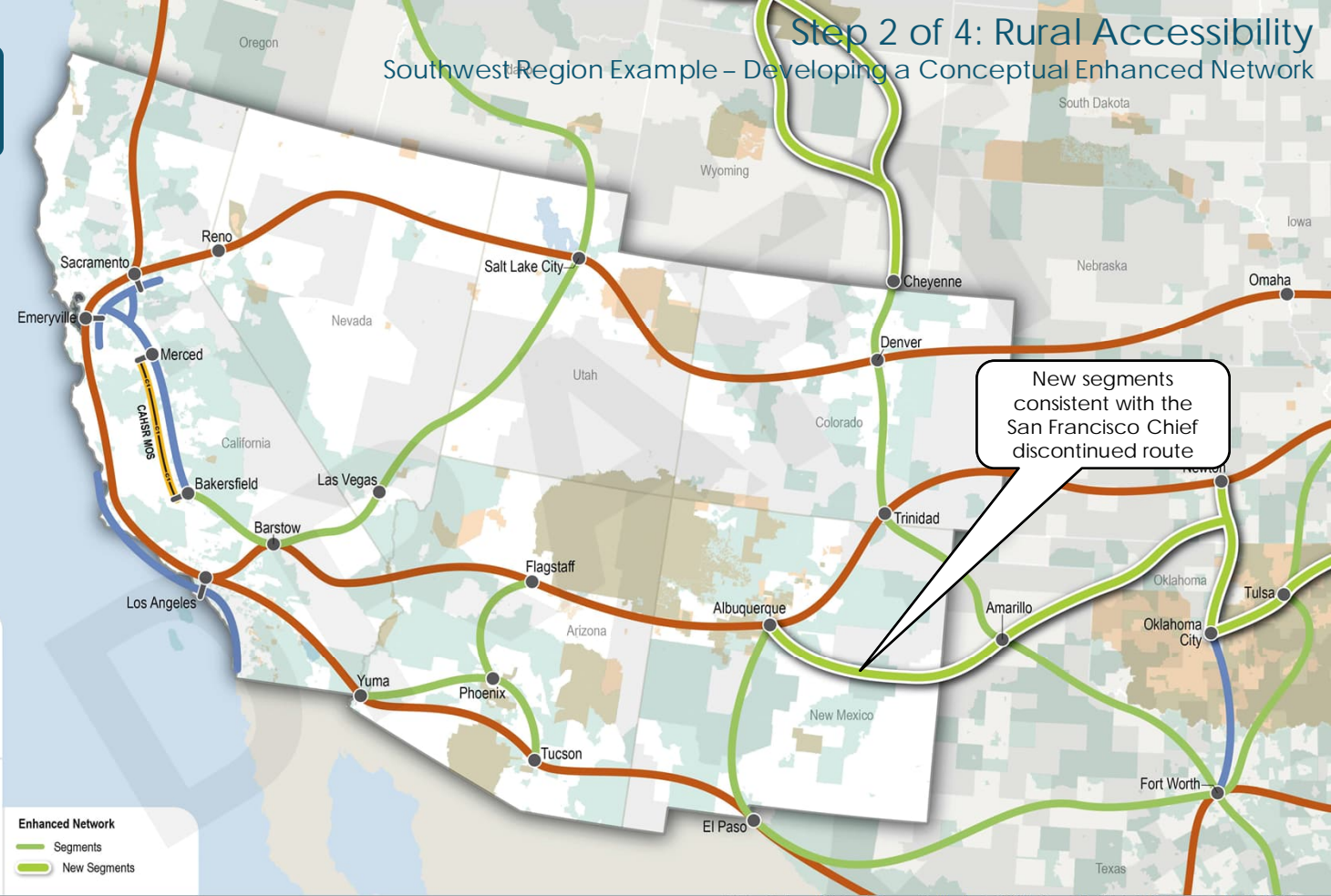
- Segments

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

Step 2 of 4: Rural Accessibility

Southwest 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
- 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



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 3 OF 4: GEOGRAPHIC COVERAGE REGIONAL EXAMPLES

Step 3 of 4: Rural Accessibility

Southwest Region – Regional Rail Plans

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

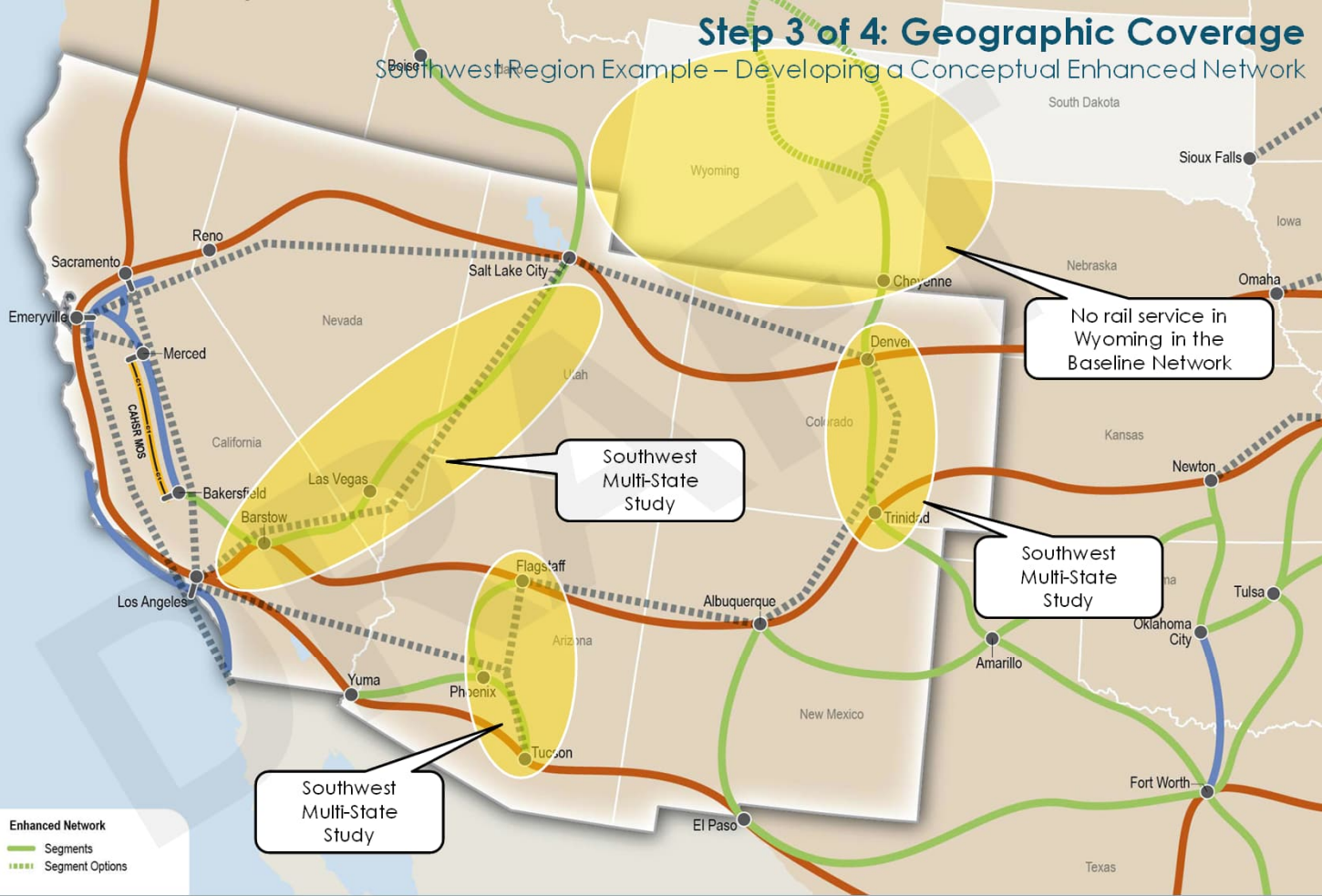
Enhanced Network

- Segments
- Segment Options

Step 3 of 4: Geographic Coverage

Southwest Region Example – Developing a Conceptual Enhanced Network

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



No rail service in Wyoming in the Baseline Network

Southwest Multi-State Study

Southwest Multi-State Study

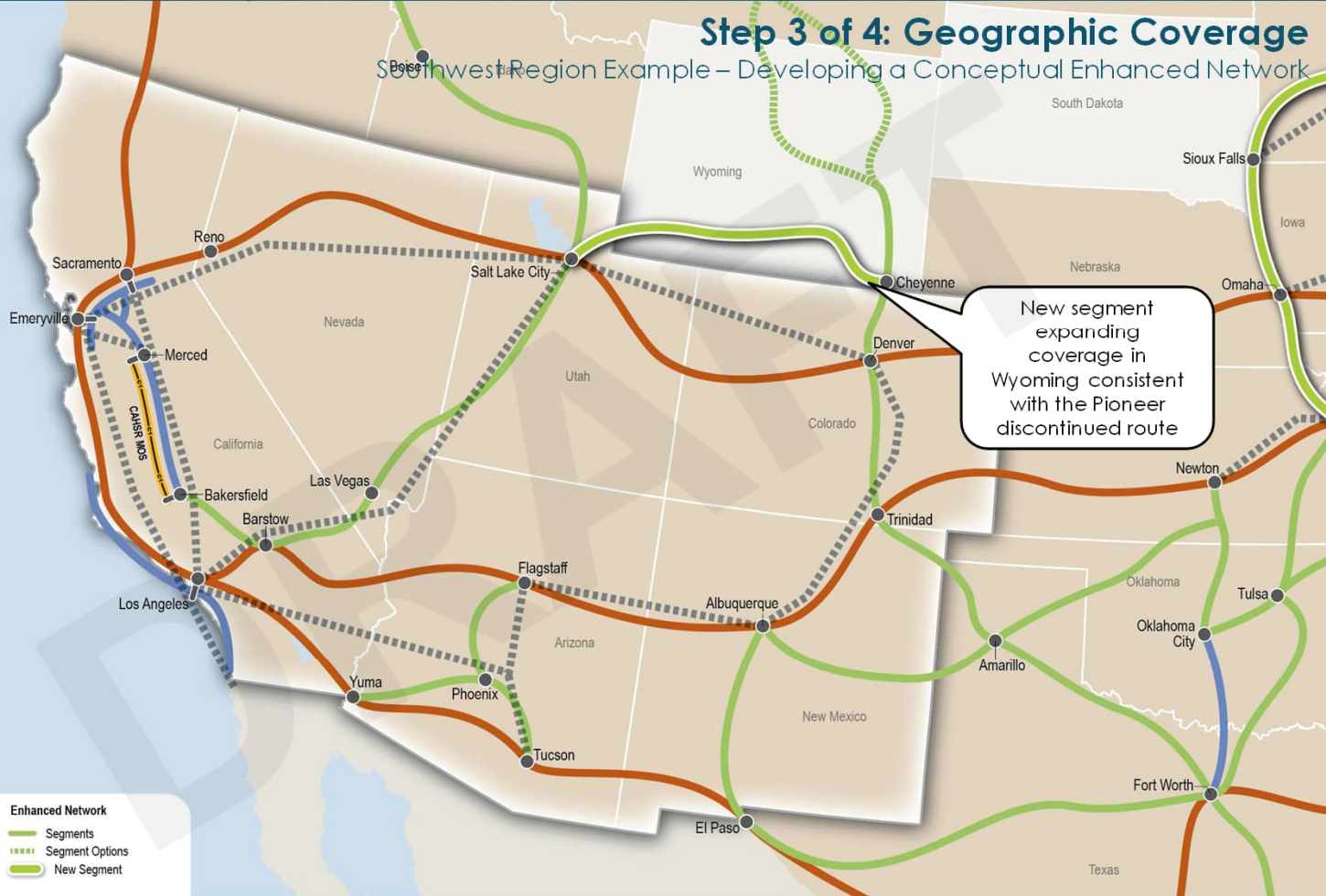
Southwest Multi-State Study

- 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 (Light Brown area)
 - Other Regional Rail Plan Recommendations (Dotted Gray area)
 - Enhanced Network**
 - Segments (Solid Green line)
 - Segment Options (Dotted Green line)

Step 3 of 4: Geographic Coverage

Southwest Region Example – Developing a Conceptual Enhanced Network

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



New segment expanding coverage in Wyoming consistent with the Pioneer discontinued route

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