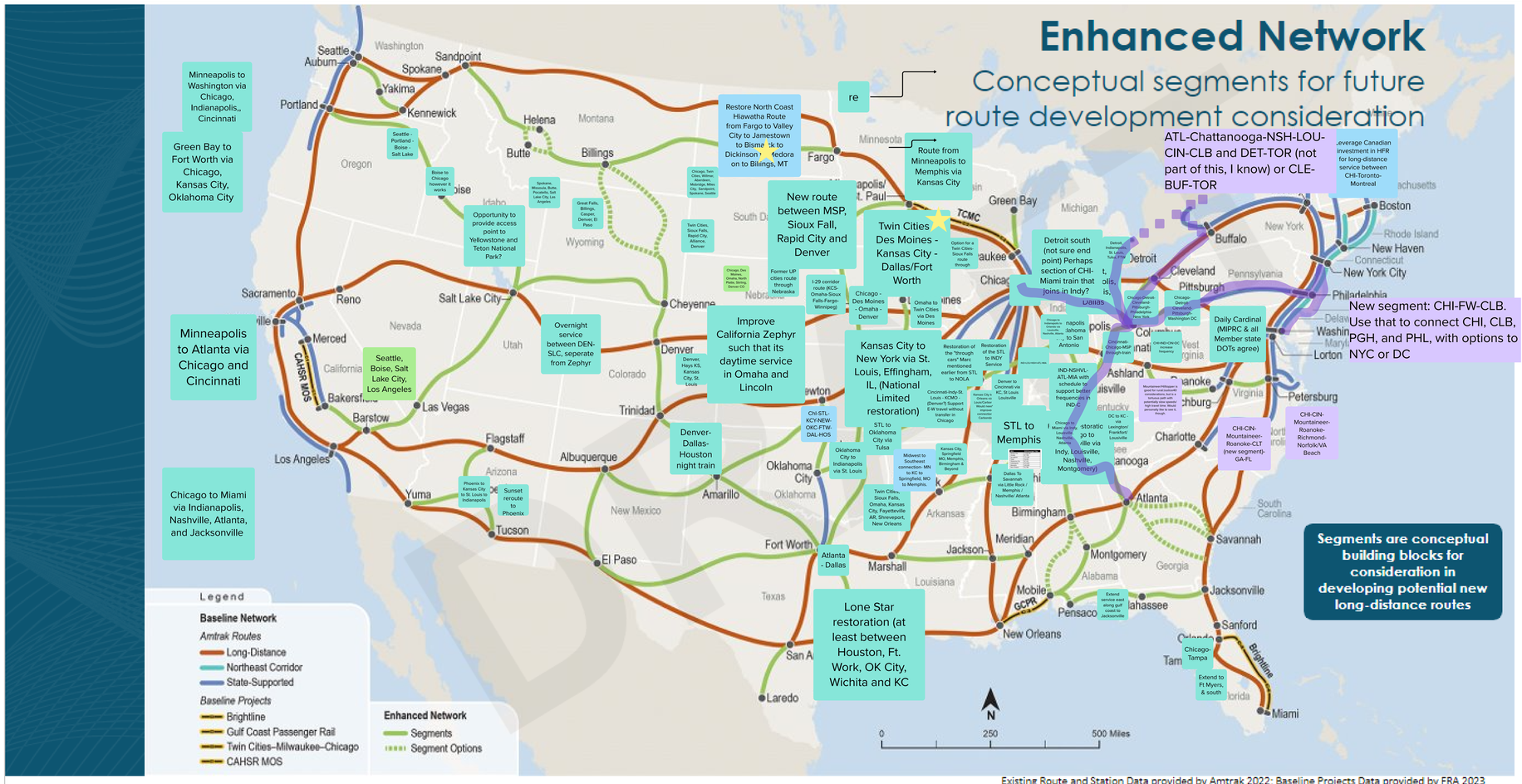
FRA Long-Distance Service Study
Midwest Regional Working Group Meeting #2

Activity 1 - Create a Route

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

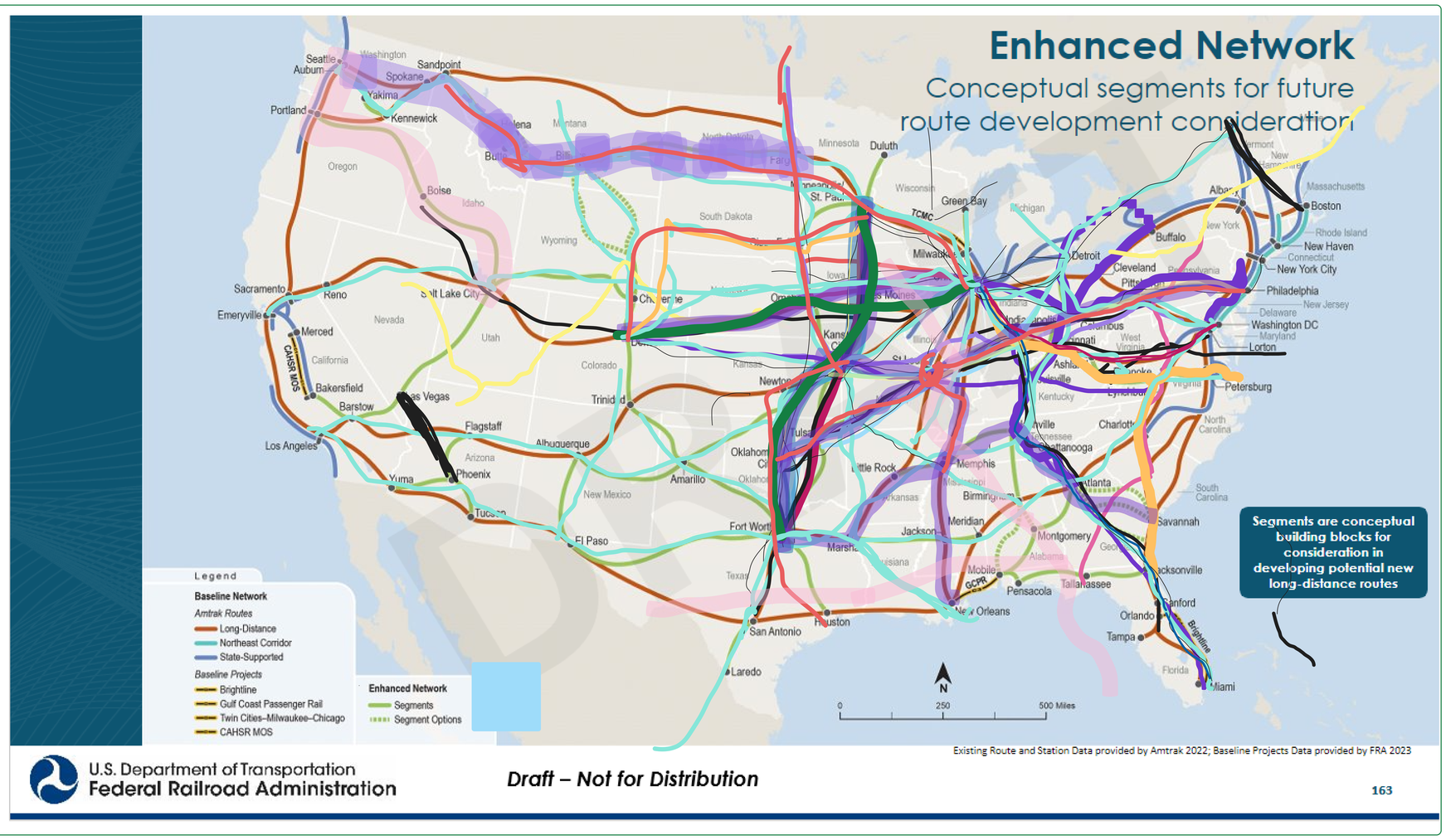
Example: Billings to Cheyenne via Western node.
Or L.A to Barstow to Las Vegas to Salt Lake City.



Activity 2 - Draw a Route

Draw Your Route

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



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

- Does your existing service meet the needs of the passenger rail clientel?
- Daytime Service
- Increased Frequency
- Connections with other Modes of Transportation
- Timing of daytime v. overnight segments
- first-last mile connections in rural areas
- on-time performance
- Enhanced station and on-board amenities that would drive more ridership
- schedules
- reliable and sufficient funding
- Operational efficiencies
- pricing of sleeping cars
- equipmnet needs

Stakeholders to Involve

- Rail Passengers
- State DOTs
- MPOs
- Regional Planning Agencies
- Communities along the route
- City and County Elected Officials
- Public- from FRA/ Amtrak
- tribes and disadvantaged communities
- Interstate rail compact commissions
- Congress and state leaders
- Colleges, University and Community College Students
- Major regional employers
- economic development entities
- Host railroads
- Native Nations

Future Long-Distance Service

Type of Input

- Coordinated planning for corridors shared with state supported routes
- What station amenities are most desirable and can reasonably be accomodated (sheltered waiting areas, luggage service, etc)?
- Freight and pax coexistence
- Economic an social cases to build political support
- Existing recommendations or studies on rail by local/regional organizations
- Travel needs currently unmet
- Travel trends post-covid
- Two-way partnership: Updates to zoning to support use of trains and transit; have businesses within walking distance of stations
- Daytime Service
- FRA needs to reach out more directly to communities, attending meetings of the Conference of Mayors, the League of Cities, National Association of Counties, national MPO meetings. Also specialized groups such as NPIB, Urban League, and rural development groups.
- Ongoing operational dollars past IIJA/BIL
- Coordination with State's Corridor ID plans
- Increased Frequency
- Construction of new routes vs. restoration of discontinued
- (Future and Current) - Business travel partnership opportunities
- presnetaion wto MPO policy Committees
- Needed connections, unmet existing travel needs (how lack of service currently is challenging to communities)
- Regional planning activities
- Number of people with disabilities served
- developing capacity for the near and long term
- competition with state supported routes
- Info on what type of service (frequency, location) would be required to incentivize new rail users / mode shift
- How can air + bus be better integrated into the national rail network to form a multi-modal system?
- Coordination with other Modes

Stakeholders to Involve

- Rail Passengers
- State DOTs
- MPOs
- Major regional employers
- messaging from FRA/ Amtrak to the public
- Public
- Passenger rail advocacy groups
- City and State Leaders
- State economic development corporations
- Local Communities along potential routes
- Tribes
- Private freight companies
- colleges and universities
- disadvantaged communities
- Interstate rail compact commissions
- Host railroads
- and Community College Students
- Airlines and bus companies
- Potential new host railroad (involve early and clear up misconceptions they may have)
- disadvantaged and minoritized communities
- Potential interested parties (even if not currently vocal to the FRA itself)
- Smallest interested communities along a potential route
- Host railroads
- Rider Unions
- Native Nations
- sustainability interests

Activity 3A - Future Feedback Opportunities

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

- Southern Rail Commission
- AMPO, NARC, etc.
- Interstate Rail Compacts / Authorities Authoritie
- AMPO, NACTO
- NLC
- Need for Federally-funded, inclusive, regional organizations/ groups in all regions (include all states)
- APTA
- Community Transportation Association of America (APTA but for small towns/ rural America)
- AASHTO
- Western Governors Association
- US Dept of Defense
- MAASTO Subcommittee oh Highway Transport - different topic, but good coordination among states for movement of OSOW vehicles. Crossing state lines, working with different regulatory frameworks, etc.
- Greater Northwest Passenger Rail Working Group, All Aboard Northwest
- States for Passenger Rail Coalition
- MIPRC