FRA LONG-DISTANCE SERVICE STUDY

U.S. Department of Transportation Federal Railroad Administration

Northwest Regional Working Group Meeting

February 8, 2024

Prioritization Considerations

Part 1

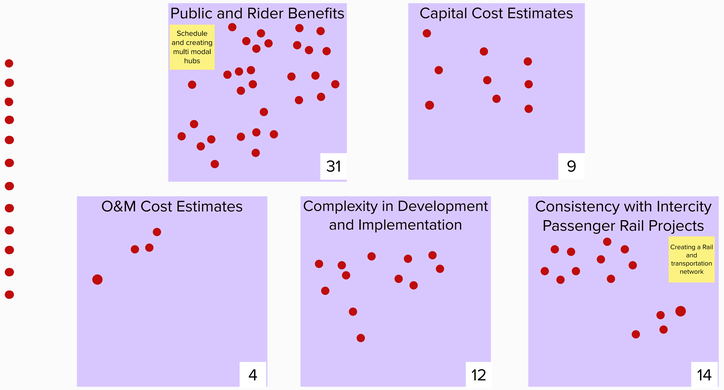
Proposed Preferred Routes

Part 2

What parameters are the most important to consider for prioritization?

10 minutes

Place the sticky dot on each "Category" that should be prioritized as we develop an implementation phasing plan. Please limit to 3 sticky dots.



Part 3

What other examples should be considered?

10 minutes

Provide input on the sticky notes below for any other examples you think should be considered.

Implementation Considerations

Category	Examples
Public and Rider Benefits	Access to new markets Passenger rail travel time savings Jobs and earnings supported by operations/construction Expanding geographic coverage of the long-distance network Increasing number of passenger rail connections
Capital Cost Estimates	Total capital costs Capital costs per mile
O&M Cost Estimates	Operating cost by route mile Operating cost by population served
Complexity in Development and Implementation	Number of host and operating railroads
Consistency with Intercity Passenger Rail Projects	Corridor ID selections for long-distance routes Benefit to state supported services

National Network service to full contiguous 48		Fulfill state/ national equity commitments	Emphasis on expanded access for rural/tribal communitie	operating subsidy	freight congestion	% of Route that ONLY would be served by long-distance services	Acces to medical & health care facilities	Access to National Parks/NPS units	Access to states with high percentage of federal land
Congressional Coverage	Time to launch of service (e.g. Daily Cardinal)	Fulfill state/ national equity commitments	Providing service for tribal areas	retoring previous route service	Utilization/ Rehabilitation of former Depot Facilities as cost savings	Abilty to link near parallel routes allowing more major city connections	western state access to rails		Greatest reduction in expanse of area continuous area without passenger rail services
Capital cost per rider mile or other cost rate	Economic Development for downtown centers	Provides robust network across all regions of US	Economic development for rural communities and Tribal nations		Access.connection to mulitmodal links and networks	Military Base Proximity	Funding support for states with very large percentages of public land (i.e. limited local tax base).	Resilence Planning	
Existing planning or installation of multimodal hubs	Decrease vehicle congestion and degradation of recreational lands	Existing mode choices for access from train to local locations							