

All Aboard
NORTHWEST

All Aboard Northwest

Regional action, local impacts

1/21/2025

Greater Northwest Coalition

What we've done

- Informal discussions started summer 2019; grown since that time.
- Started as a focus on the North Coast Hiawatha & Pioneer Routes; broadened to focus on total regional needs.
 - Need to take a different approach instead of trying the same old thing and not seeing results (i.e 2008 PRIIA studies).
- Greater Northwest calling for an FRA Working Group, December 2021
 - US Senate Sign-on Letter, December 2021
- All Aboard Northwest started January, 2022 as a full regional organization; we ensure ***all people*** have a stake.

World-Class Transportation Benefits Communities

Passenger rail is an ideal option for addressing ‘the 3 Es’



Economy

Intercity passenger trains help strengthen local economies across the Northwest.



Environment

Intercity passenger trains provide low-emissions regional transportation.



Equity

Intercity passenger trains connect communities small and large.

All Aboard NORTHWEST

(People live here....)

- Amtrak National Network
 - New Services
 - Enhanced Services
 - Service Suspended
- (Not all stations are shown)



Modified Version: Dan Bilka,
All Aboard Northwest

Build A Full Regional Network

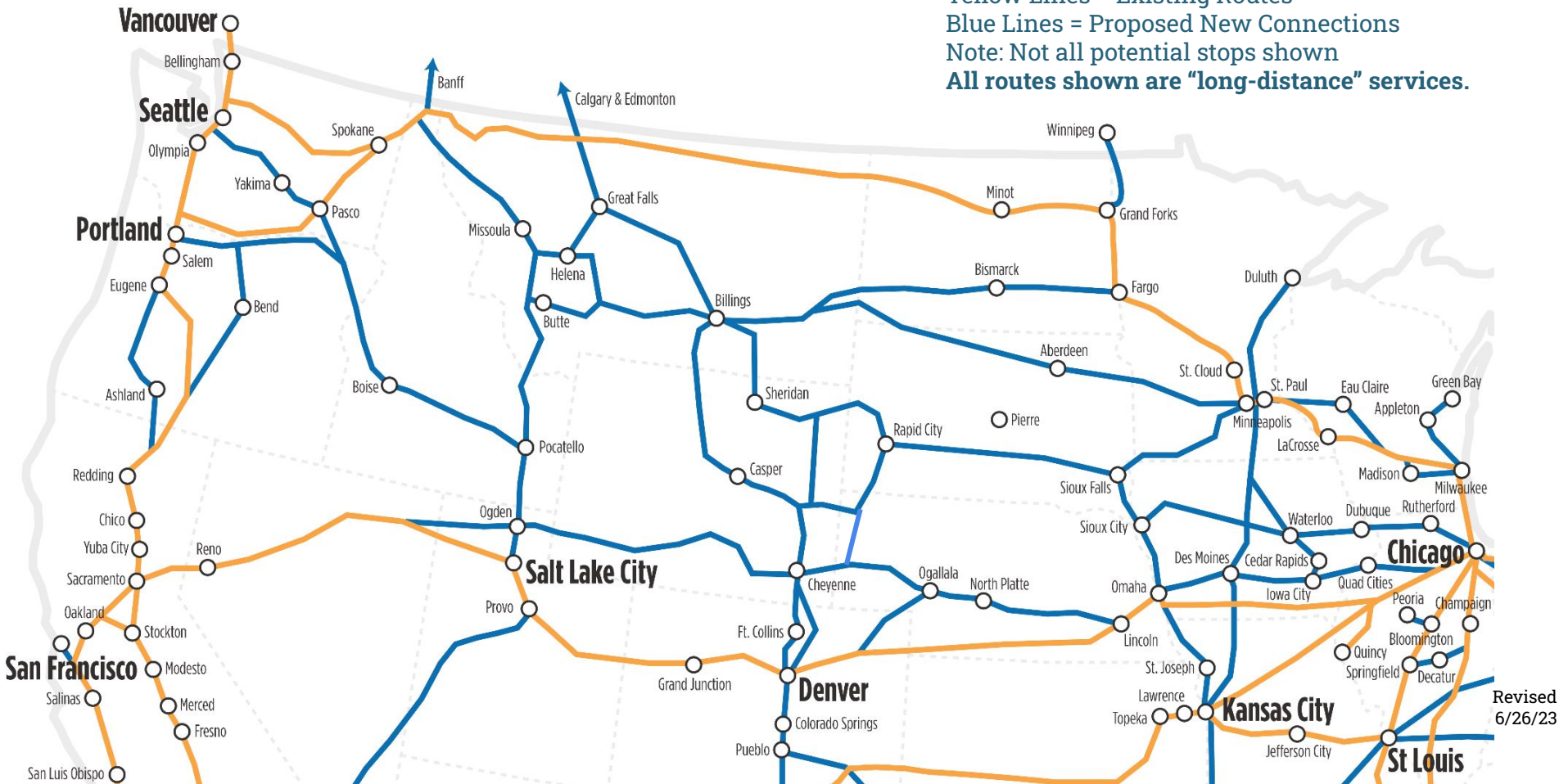
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Yellow Lines = Existing Routes

Blue Lines = Proposed New Connections

Note: Not all potential stops shown

All routes shown are "long-distance" services.



Revised
6/26/23

FRA Long Distance Study

Long-Distance Service Study Regional Working Groups



Methods Align with the Legislative Considerations

1 Large and Small Communities

Identify metropolitan area travel flows not served by the existing passenger rail network



Link and serve large and small communities as part of a regional rail network

2 Focus on Rural

Identify rural and disadvantaged communities not served by existing passenger rail network



Advance the economic and social well-being of rural areas of the United States

3 Enhance Connectivity

Identify gaps in the passenger rail network, and reflect regional plans for passenger rail service



Provide enhanced connectivity for the national long-distance passenger rail system

4 Reflect Public Engagement

Check that Enhanced Network reflects stakeholder and public inputs

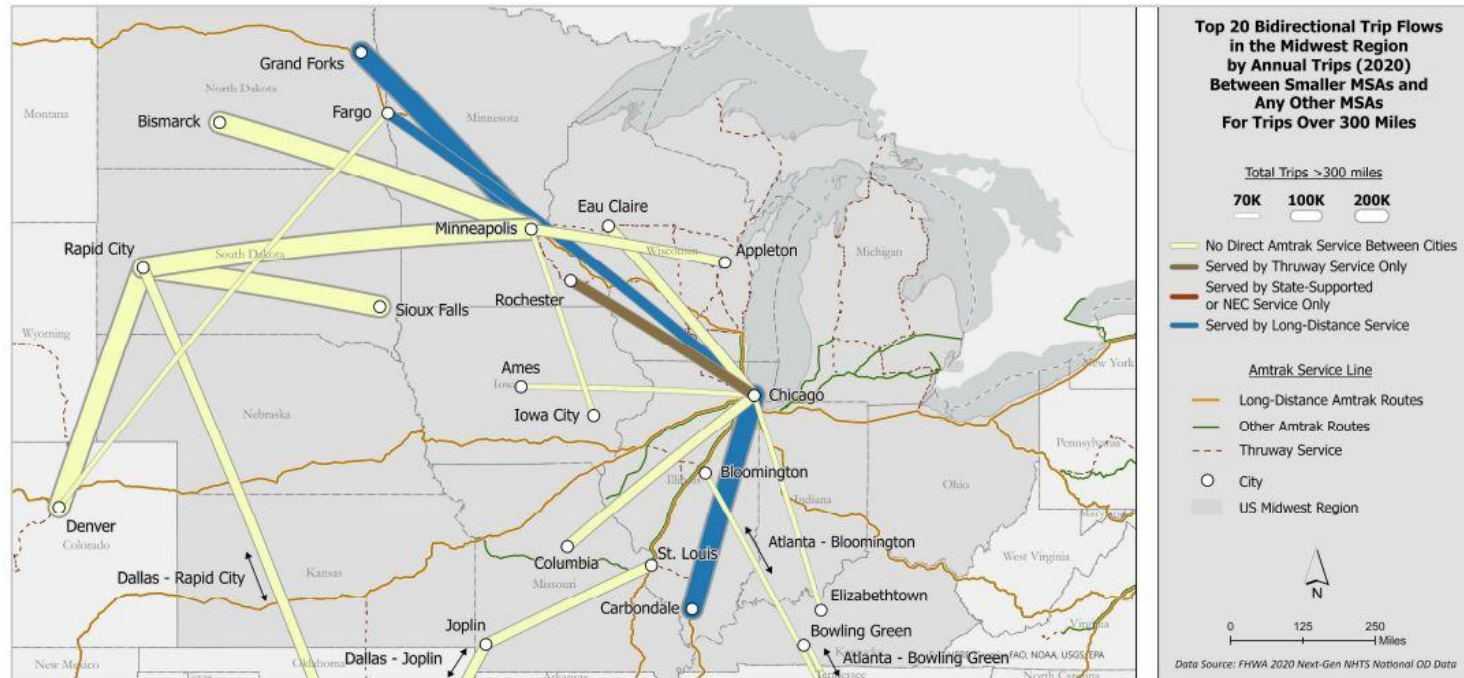


Reflect public engagement and local and regional support for restored passenger rail service

Midwest Region – Market Opportunities for Smaller MSAs

Top 15 Trip Flows Connecting Smaller MSAs

- Trip flows between MSAs with one trip end in a smaller MSA in the Midwest
- Total trips over 300 miles across all modes
- Top flows are mostly between MSAs not directly connected by Amtrak service



May not show all Thruway Bus Services

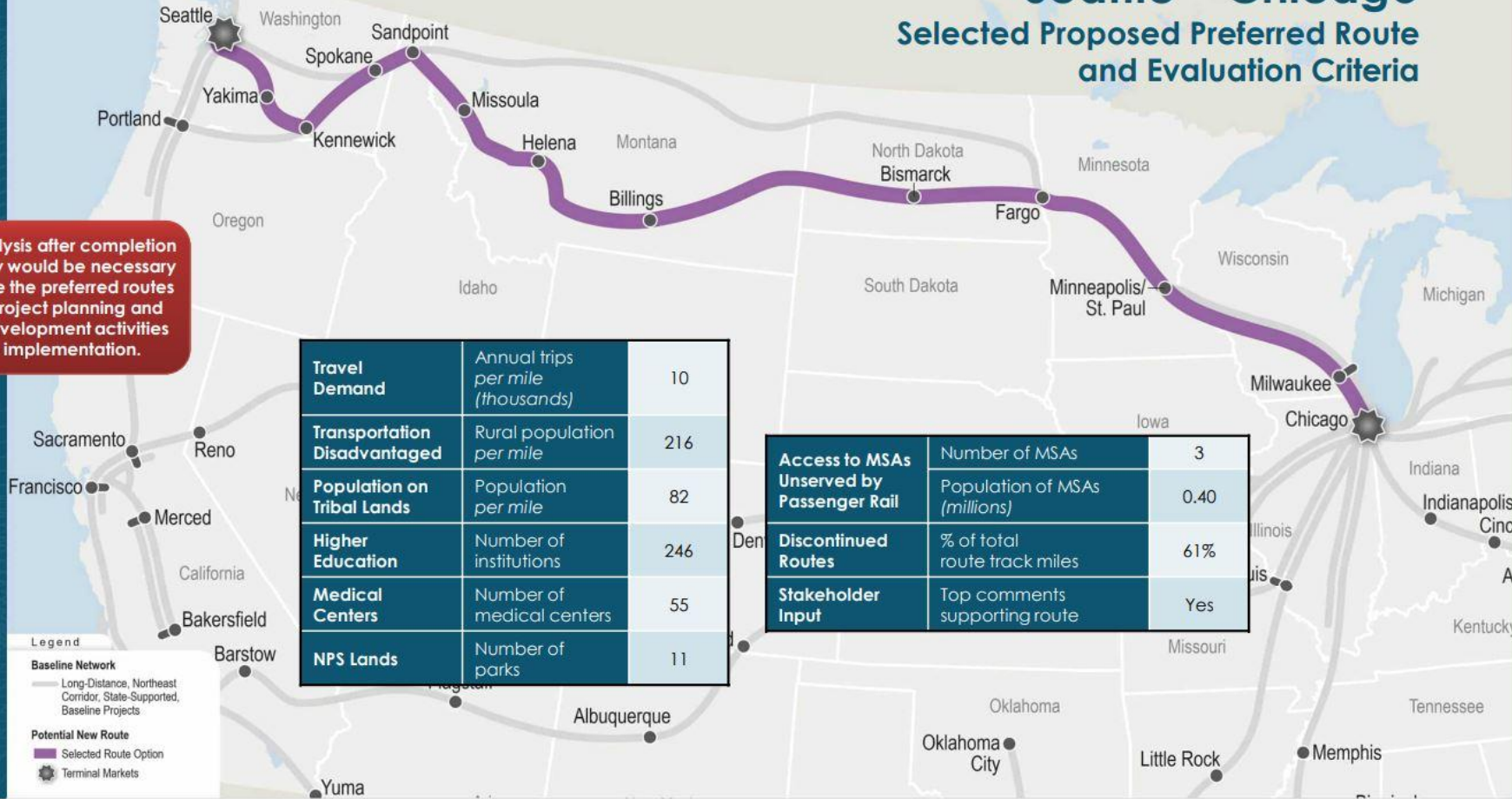
Proposed Network of Preferred Routes



Seattle – Chicago

Selected Proposed Preferred Route and Evaluation Criteria

Further analysis after completion of this study would be necessary to advance the preferred routes through project planning and project development activities prior to implementation.



Travel Demand	Annual trips per mile (thousands)	10
Transportation Disadvantaged	Rural population per mile	216
Population on Tribal Lands	Population per mile	82
Higher Education	Number of institutions	246
Medical Centers	Number of medical centers	55
NPS Lands	Number of parks	11

Access to MSAs Unserved by Passenger Rail	Number of MSAs	3
	Population of MSAs (millions)	0.40
Discontinued Routes	% of total route track miles	61%
Stakeholder Input	Top comments supporting route	Yes

Legend

Baseline Network

- Long-Distance, Northeast Corridor, State-Supported, Baseline Projects

Potential New Route

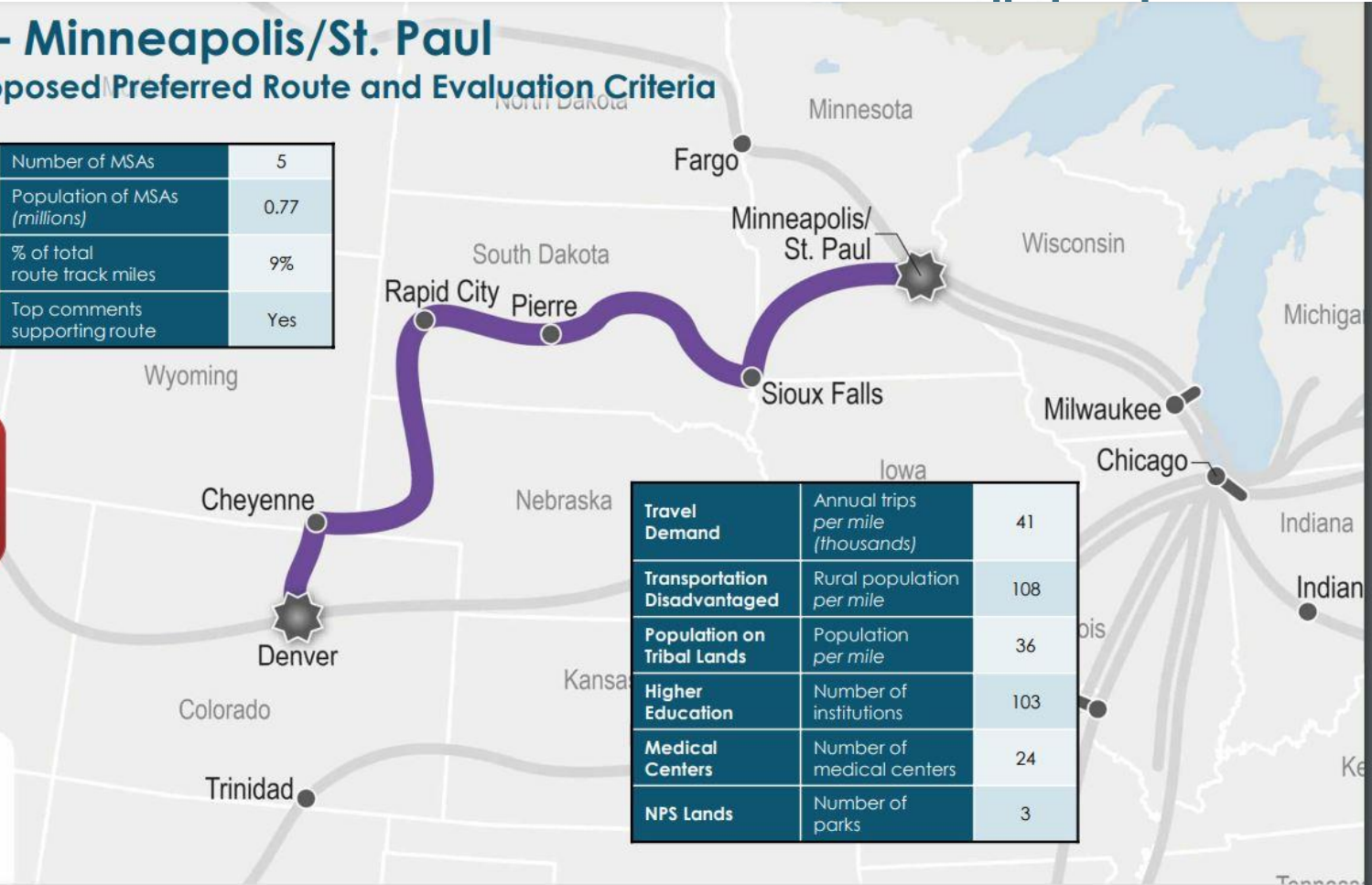
- Selected Route Option
- Terminal Markets

Denver – Minneapolis/St. Paul

Selected Proposed Preferred Route and Evaluation Criteria

Access to MSAs Unserved by Passenger Rail	Number of MSAs	5
	Population of MSAs (millions)	0.77
Discontinued Routes	% of total route track miles	9%
Stakeholder Input	Top comments supporting route	Yes

Further analysis after completion of this study would be necessary to advance the preferred routes through project planning and project development activities prior to implementation.



Travel Demand	Annual trips per mile (thousands)	41
Transportation Disadvantaged	Rural population per mile	108
Population on Tribal Lands	Population per mile	36
Higher Education	Number of institutions	103
Medical Centers	Number of medical centers	24
NPS Lands	Number of parks	3

Legend

Baseline Network

- Long-Distance, Northeast Corridor, State-Supported, Baseline Projects

Potential New Route

- Selected Route Option
- Terminal Markets

San Antonio – Minneapolis/St. Paul

Selected Proposed Preferred Route and Evaluation Criteria

Further analysis after completion of this study would be necessary to advance the preferred routes through project planning and project development activities prior to implementation.

Access to MSAs Unserved by Passenger Rail	Number of MSAs	6
	Population of MSAs (millions)	1.73
Discontinued Routes	% of total route track miles	13%
Stakeholder Input	Top comments supporting route	Yes


Travel Demand	Annual trips per mile (thousands)	52
Transportation Disadvantaged	Rural population per mile	544
Population on Tribal Lands	Population per mile	498
Higher Education	Number of institutions	238
Medical Centers	Number of medical centers	58
NPS Lands	Number of parks	6

Legend

Baseline Network

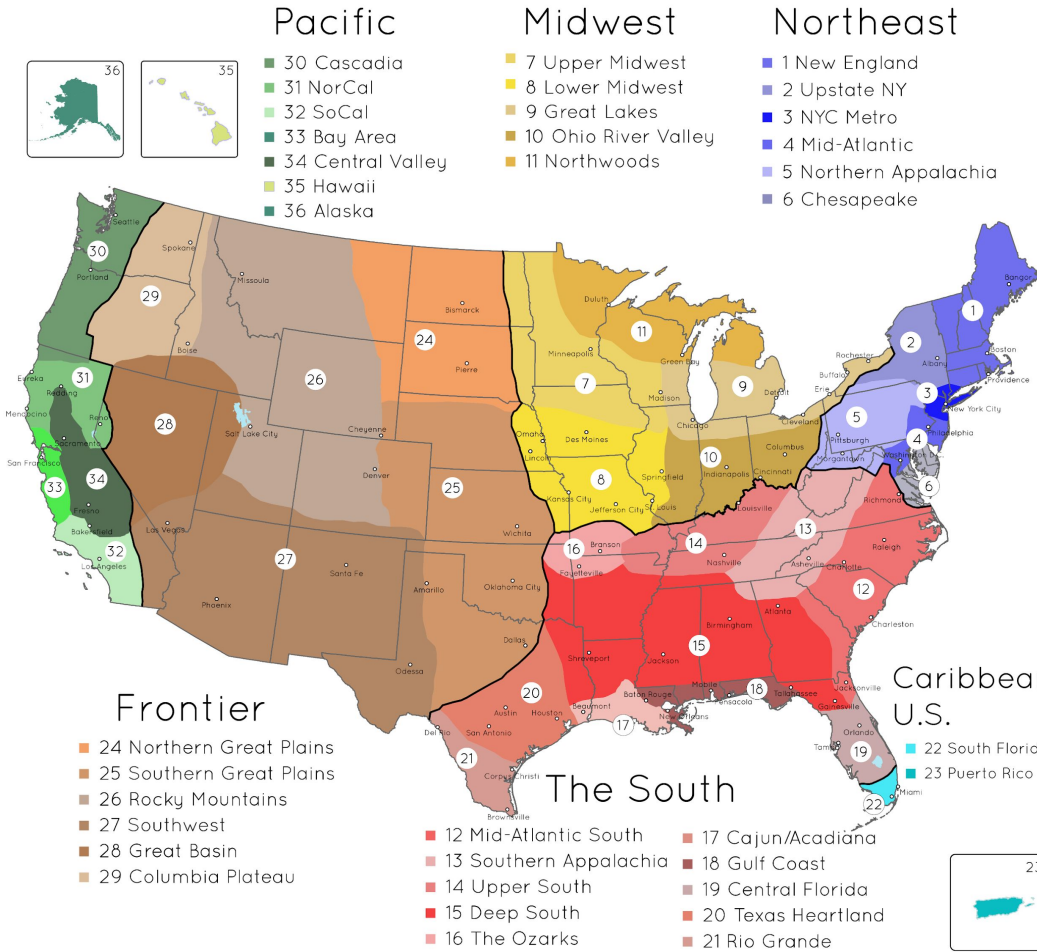
— Long-Distance, Northeast Corridor, State-Supported, Baseline Projects

Potential New Route

— Selected Route Option
 Terminal Markets

Regionality Matters

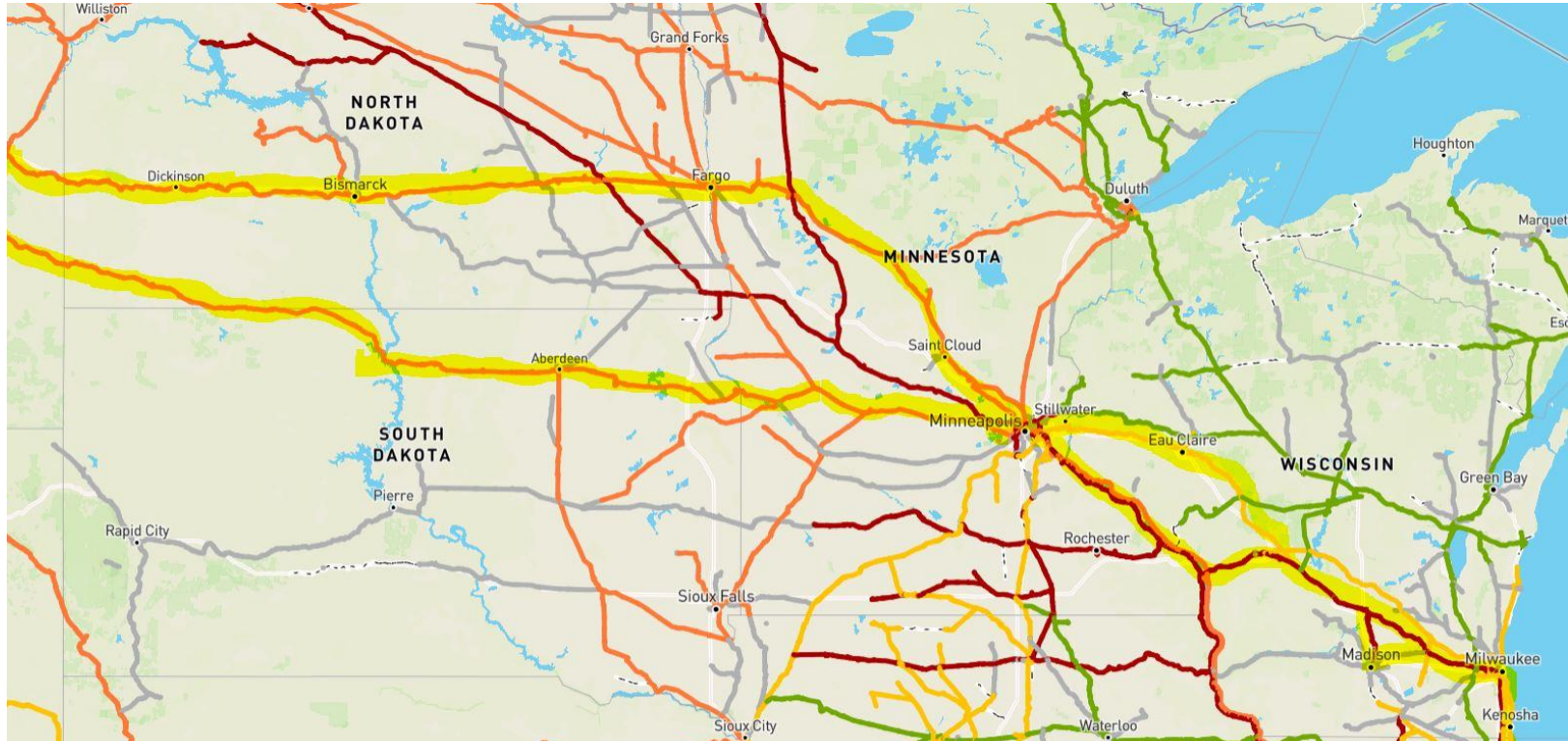
Cultural Regions of America



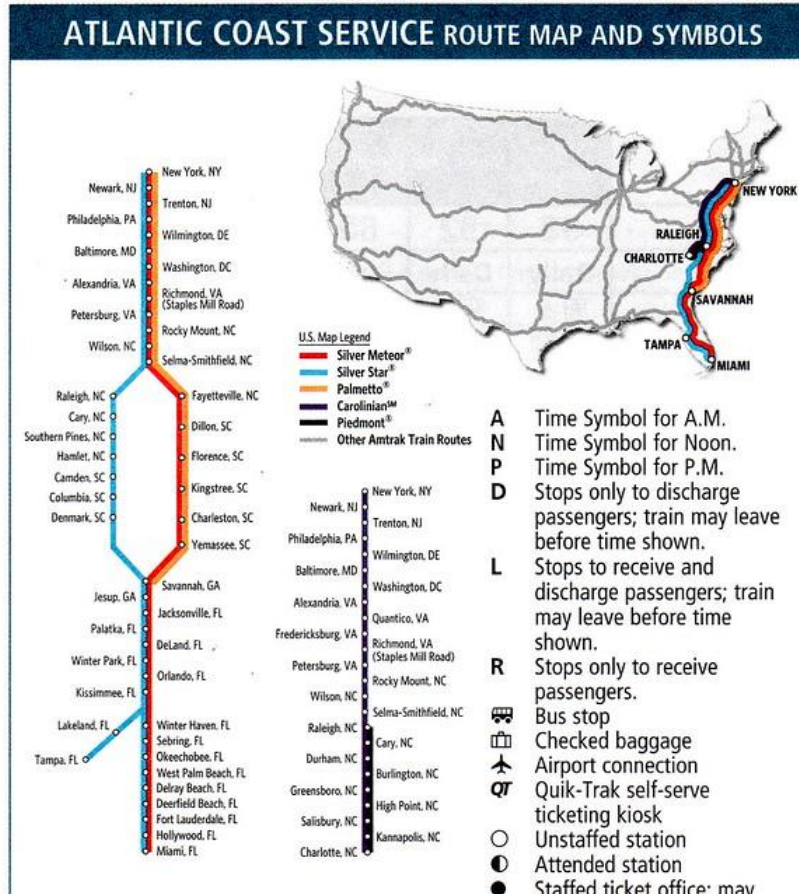
Long-Distance Service Study Regional Working Groups



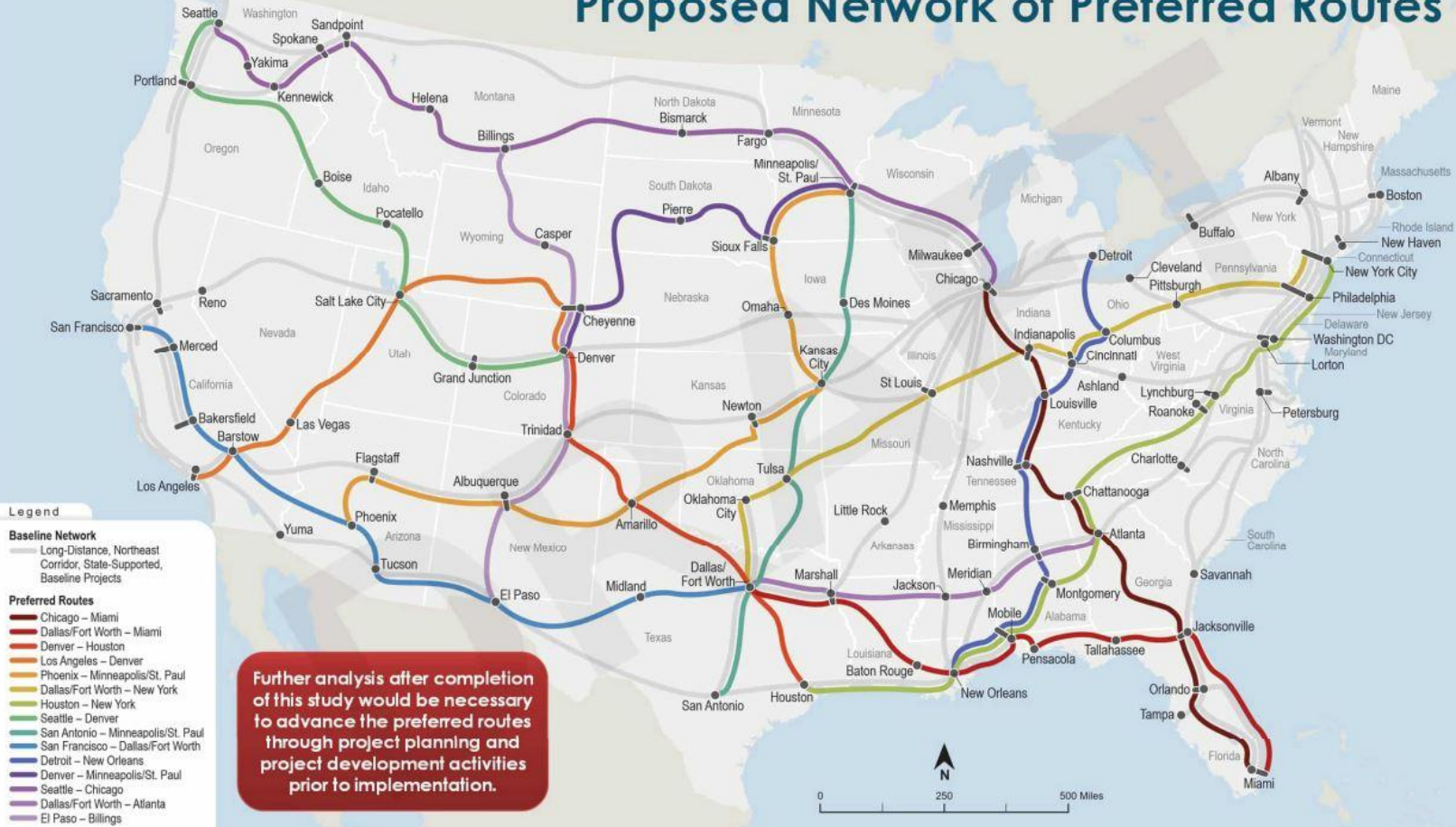
North Coast Routes (x2)



Silver Services



Proposed Network of Preferred Routes



Need for a National Commission

- People and commerce go over political jurisdictions, especially state borders.
- Recognize the part-to-whole relationship of individuals projects and visions and how they ***add up to a greater whole***.
- A national vision for national (Congressional) action.



You're already doing it!

Business Sign-On Statement: Wisconsin Passenger Rail Support



Organizers

Laurie Radke, President & CEO, Greater Green Bay Chamber

Andrew Davis, Vice President of Governmental Affairs, Metropolitan Milwaukee Association of Commerce

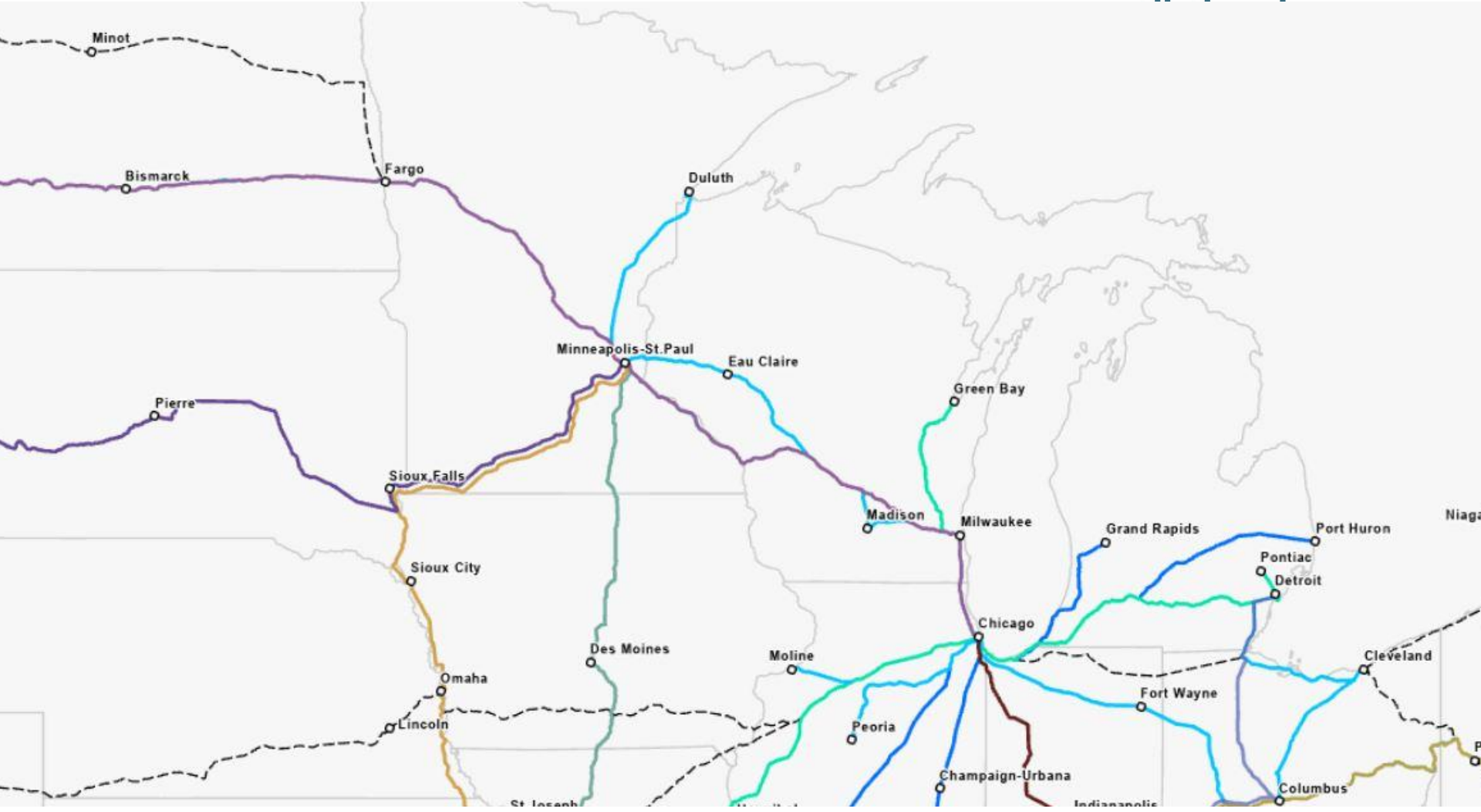
Jason Fields, President, Madison Region Economic Partnership

Becky Bartoszek, President, Fox Cities Chamber of Commerce

Scott Rogers, Vice President Governmental Affairs, Eau Claire Area Chamber of Commerce

What you can do

- Continue building statewide and regional coalitions and call on Congress to create a full nation-wide passenger rail system.
- Give a nod of recognition to people and visions elsewhere (and hope they reciprocate). It is not a zero-sum prospect.
- **Be vocally interested in these possibilities!!!**



Thank you!

Dan Bilka

Coordinator, Greater Northwest Passenger Rail
Coalition

President, All Aboard Northwest