

All Aboard
NORTHWEST

Returning Passenger Trains to a
Station Near You: Why and How

July, 2023

What is World-Class Transportation?

A seamless network that lets people get from here to there.

Connections Between Sidewalks, Bike Lanes, Transit...



And, Of Course, Trains!



World-Class Transportation Benefits All Passengers

30% of Americans do not drive

because they are

- too young
- too old
- too poor
- disabled
- living in places where weather limits mobility
- or choose not to drive because of concerns about the future of the planet.

This population is growing.

We will always need cars, especially in rural areas. But we need to ensure that our communities provide transportation access to those for whom driving is not an option.

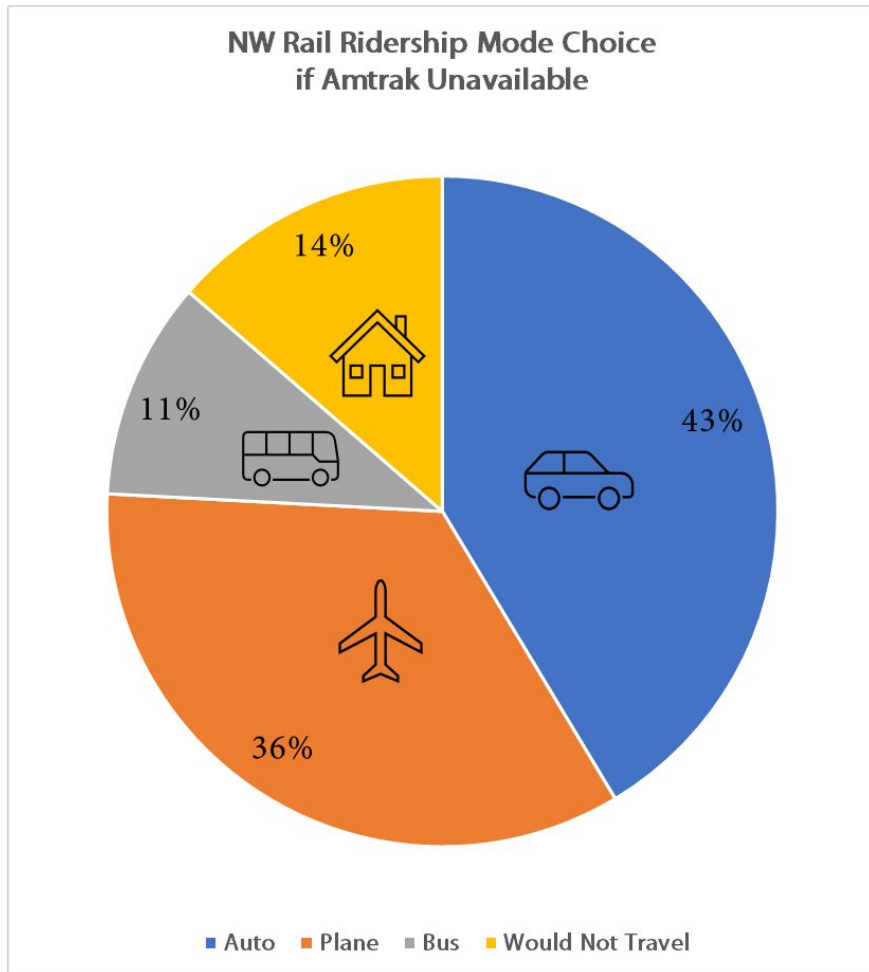
Transportation Options are Limited

		Time By Car	Time By Transit
Seattle to Walla Walla	Wineries	4 hours 31 minutes	14 hours
Seattle to Pullman	Washington State U.	4 hours 30 minutes	11 hours
Portland to Ashland	Shakespeare Fest.	4 hours 33 minutes	7 hours 21 minutes (tomorrow)
Portland to Boise	Boise State U.	6 hours 42 minutes	19 hours 27 minutes (day after tomorrow)
Boise to Salt Lake	Stargazing	4 hours 58 minutes	8 hours 40 minutes (tomorrow)
Pendleton to Billings	Rail Summit	10 hours 59 minutes	18 hours 48 minutes (tomorrow)
Salt Lake to Billings	Rail Summit	8 hours 31 minutes	12 hours 38 minutes (overnight)
Fargo to Billings	Rail Summit	8 hours 52 minutes	11 hours 59 minutes (overnight)

Yet, People Do Ride Trains

Who rides trains? Not who you expect.

- 2.25 Million Annual Amtrak Passengers from PNW (WA, OR, ID, MT) States
 - ~1 Million diverted **car trips**
 - ~700,000 diverted **plane trips**
 - ~300,000 would have **stayed home**
 - ~240,000 diverted **bus trips**



Our Vision

A transportation network to

PROVIDE

seamless, door-to-door connectivity to everyone

OFFER

economic, environmental and equity benefits to all

SERVE

low income, tribal, disability and rural communities

Our Goal

We must build a transportation network that will allow anyone to get to where they need to go – **work, school, medical care, family and friends – even if they don't use a car.**

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.

Economic Benefits

Long-distance trains generate high volumes and load factors by:

- Providing a single seat ride in many overlapping city pair markets;
- Combining many small markets to generate economic volumes.

Selected Economic Benefits Assessments (FY 2019)						
	City Of New Orleans	Empire Builder	Silver Services	Southwest Chief	Texas Eagle	Crescent
<i>Cities Served</i>	20	46	36	38	44	33
<i>States Served</i>	5	8	11	8	7	13
<i>Ridership</i>	235,670	433,372	743,461	338,180	321,694	295,180
Annual Federal Investment	\$17.9m	\$57.5m	\$76.2m	\$47.0m	\$25.4m	\$33.7m
Annual Economic Return	\$133.8m	\$595.2m	\$381.8m	\$484.8m	\$555.3m	\$232.8m
Return on Taxpayers' Equity	7.47X	10.35X	5.01X	10.31X	21.86X	6.91X

Source: Rail Passengers Association modeling estimate

*Indirect effects include community-level effects such as sales taxes, real-estate, local employment and other similar factors

Benefits to the Economy and Taxpayers

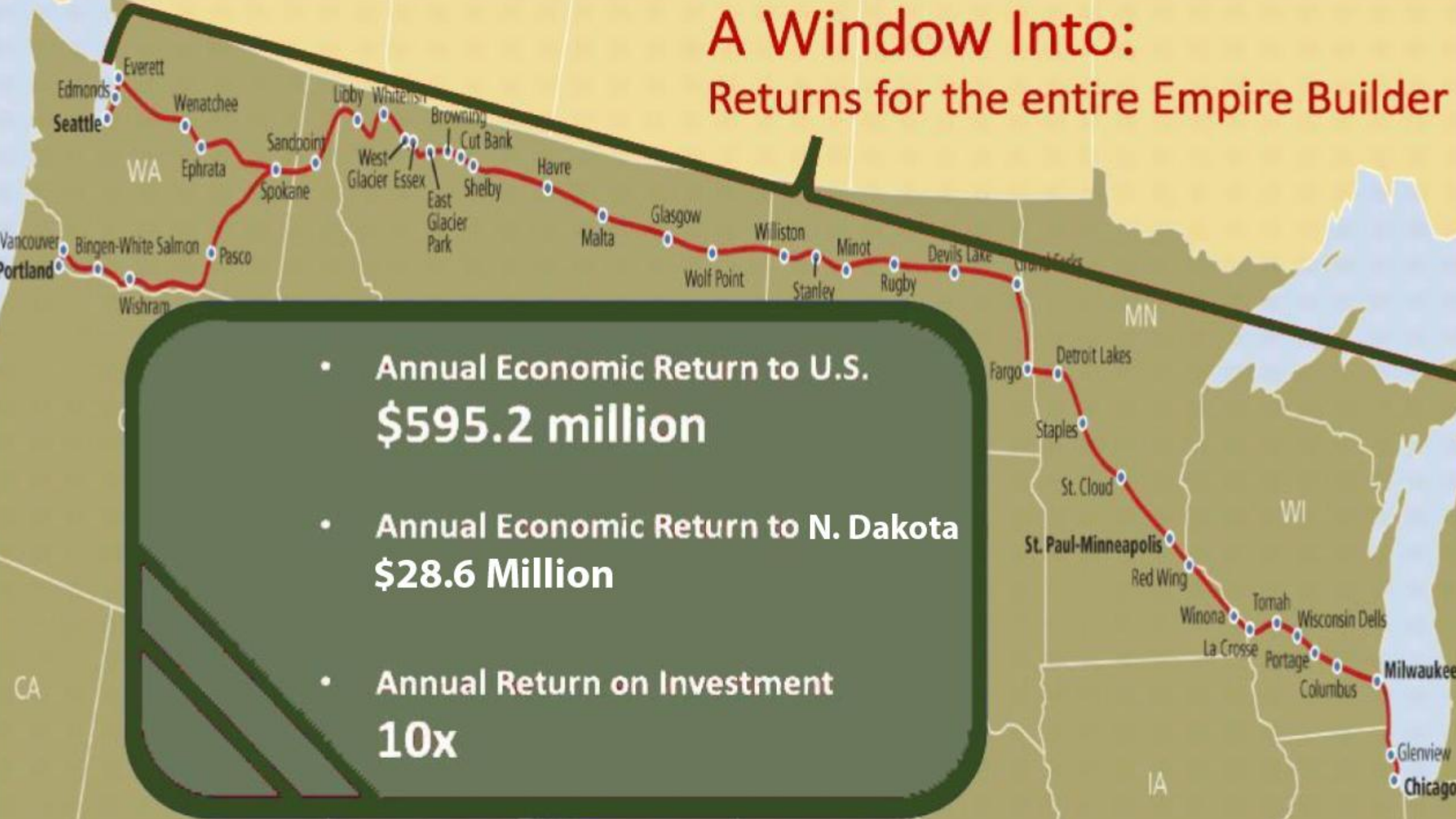
Easy travel options help strengthen local economies.

- On average, communities receive **\$84 per day-trip visitor**, and **\$366 per overnight visitor**, according to Experience Washington. Benefits are similar in other states.

Trains provide more mobility for significantly less cost.

- In Virginia, adding one highway lane for 52 miles would have cost **\$12.5 billion**. But when the project was finished in 10 years, the road would have been just as congested as when it started. Instead, they are building a statewide passenger and freight network for **\$3.7 billion** – a third of the cost.

A Window Into: Returns for the entire Empire Builder



- Annual Economic Return to U.S.
\$595.2 million
- Annual Economic Return to N. Dakota
\$28.6 Million
- Annual Return on Investment
10x

How Seamless Transportation Can Transform Rural Communities

Meridian, MS, with 39,000 residents on the Mississippi/Alabama line, invested \$7.5 million in a new Amtrak Intermodal Station. Over **\$200 million has been invested** within 3 blocks of the station in the last 20 years.

	Kansas	North Carolina	North Dakota	Missouri
Direct Benefits				
	\$5,026,437	\$48,050,334	\$11,566,713	\$19,116,790
Indirect Benefits				
	\$7,388,863	\$70,633,992	\$17,003,068	\$28,101,682
Total LDR Benefits				
	\$12,415,300	\$118,684,326	\$28,569,781	\$47,218,472

[For a full breakdown of the economic benefits of long-distance routes, visit RailPassengers.org/Econ for detailed outputs across 32 states.]

Benefits to the Environment

Rail is the optimal low-impact freight and passenger ground transportation option.

- Less Greenhouse Gas Emissions
- More Fuel Efficient
- Reducing Highway Congestion & Pollution
- Rail does not contribute to salmon die-off related to tires

Equity Benefits

A good freight and passenger rail network contributes to high quality of life in our region to all, including **low-income, tribal, disability and rural communities**, locations where transportation alternatives are limited, and those who cannot drive.

“Equity” (as it applies to passenger rail), is included in the BIL Corridor Identification and Development Program, §25101(c)12. Criteria 12 of the 14 criteria contained in this section states:

*“the “Secretary shall consider...whether the corridor would enhance the regional **equity** [emphasis added] and geographic diversity of intercity passenger rail service”*

In this context, the term “equity and geographic diversity” means fair and impartial consideration of the needs of citizens **regardless of their geographical location** within the United States.

All Aboard **NORTHWEST**

(People live here....)

- Amtrak National Network
- New Services
- Enhanced Services
- - - Service Suspended

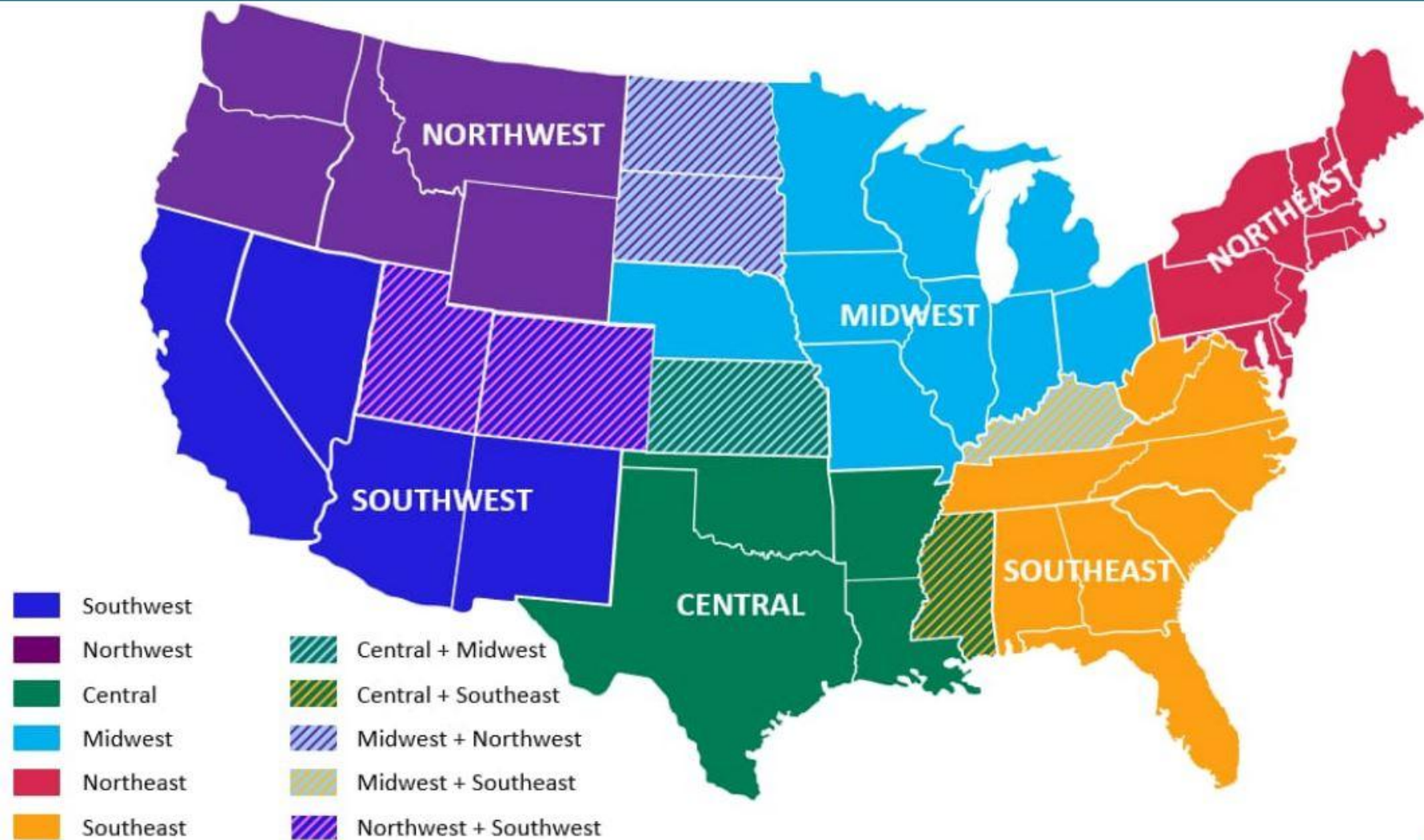
(Not all stations are shown)



Modified Version: Dan Bilka,
All Aboard Northwest



Long-Distance Service Study Regional Working Groups



Build A Full Regional Network

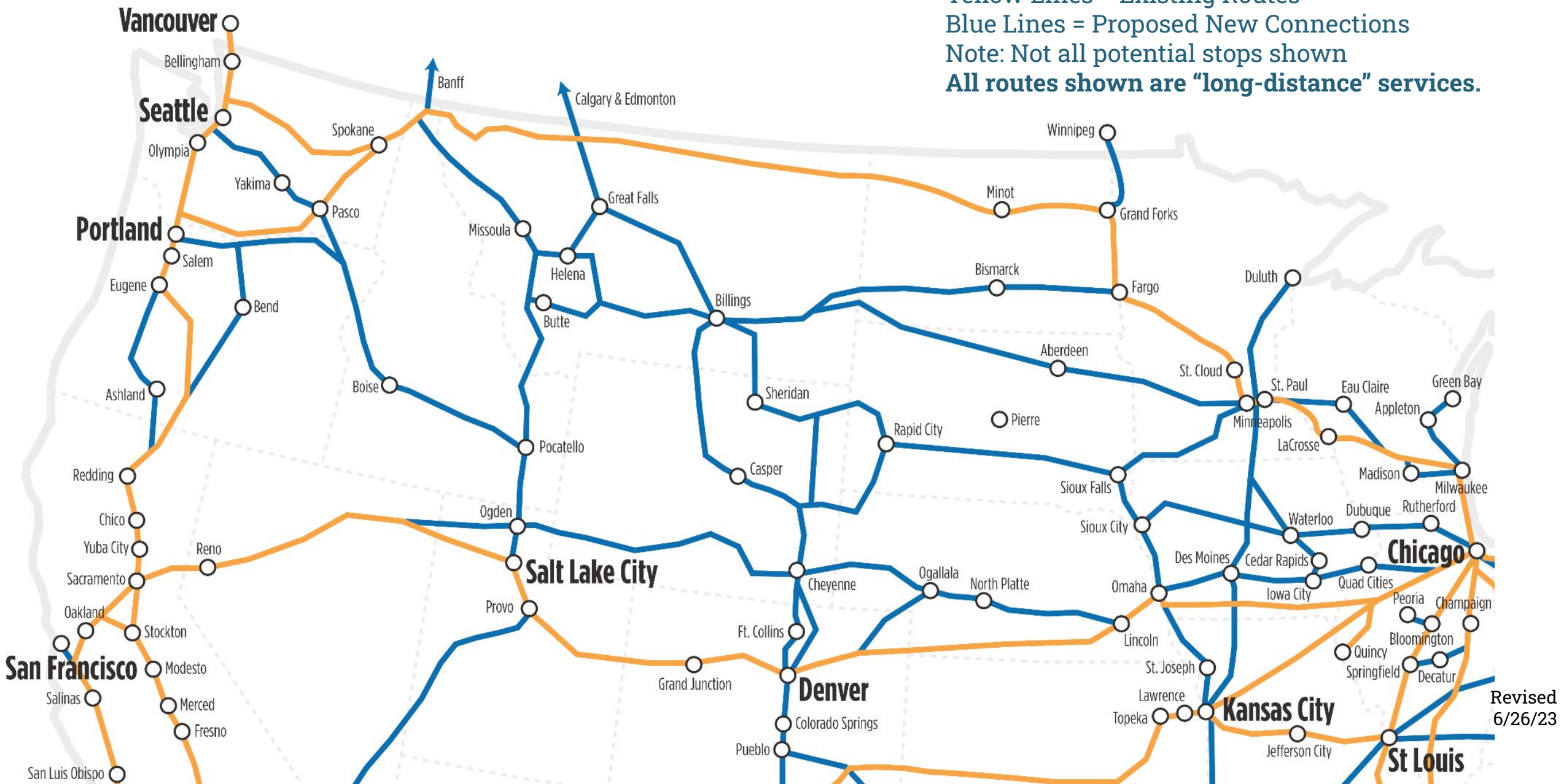
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Yellow Lines = Existing Routes

Blue Lines = Proposed New Connections

Note: Not all potential stops shown

All routes shown are "long-distance" services.



Revised
6/26/23

Passenger rail service is back! Trains roll through Vergennes, Middlebury after 69 years



Well-wishers and passengers lined both sides of the track in Middlebury on Friday morning to greet the first Ethan Allen Express passenger train as it stopped in town on its way to New York City. Independent photo/John S. McCright

<https://www.addisonindependent.com/2022/07/29/passenger-rail-service-is-back-trains-roll-through-vergennes-middlebury-after-69-years/>

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It Can Be Done!

“ADDISON COUNTY, Vermont, **July 29, 2022** — With a toot of its horn and cheers of local rail enthusiasts, the first Amtrak train rolled through Addison County this morning.

“The Ethan Allen Express left Union Station in Burlington at around 10:30 bound for New York City...A large crowd gathered at the train stop to welcome the return of passenger rail service to Addison County. **The last passenger train to stop in these parts was in 1953.**

“The energy was high among the 200 people who waited at the train stop in Middlebury...

“A lot of the track and right of way had to be upgraded. Some \$117 million — **\$88 million in federal money and \$29 million in Vermont money** — was spent on upgrades.”

Now Is the Time to Put the Greater Northwest On The Map!

- US Department of Transportation Secretary Pete Buttigieg has spoken about the "massive push" to reinstate **passenger rail service to the Greater Northwest**.
- The Secretary said that this is **the best time for local communities to apply for route expansion** under the Corridor Identification Program, which is part of the **\$66 billion expansion of US passenger rail** included in the Bipartisan Infrastructure Law.



Who Pays for Trains?

Like other transportation modes, trains are paid for with a combination of local, state and federal dollars.

- Trains that travel **more than 750 miles** are paid for as part of Amtrak's "**national network.**"
- Trains that travel **less than 750 miles** are called "**state-supported**" because they are paid for by one or more states (such as the *Amtrak Cascades*, which are paid for by Oregon and Washington).
- Regional "commuter" trains are paid for by **local authorities** such as the California "joint powers authorities" that operate many corridors there.
- **Stations** are owned and operated by many local, state and Federal groups.
- Almost all **tracks and infrastructure** outside the Northeast are owned and operated by **private railroad companies**, such as BNSF and UP.

Let's Make It Happen

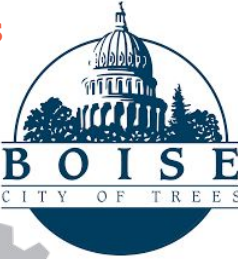
There is:

- **Unprecedented federal funding** available for transportation alternatives
- **Growing state and local interest** in rail and active transportation
- **Climate, local economic development, and equity** pressure
- **Existing rail, road, and urban infrastructure** available

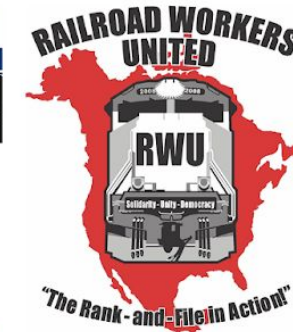
Work Together: Join Our Greater Northwest Coalition

Transportation Advocates

Communities



Environment, Labor, Disability,
Health Care



Puget Sound
Advocates for
Retirement
Action



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Outreach: Meetings

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Conduct meetings with chambers of commerce; service clubs; city and town councils; and tribal, state and provincial governments.



Conduct Community Meetings


- Meet with chambers of commerce; service clubs; city and town councils; and tribal, state and provincial governments.
 - In person, remote, or hybrid
 - AANW can help plan and lead meetings
- Needed
 - Local co-sponsor (government, economic development organization, service club, media outlet)
 - Logistical support (meeting venue, lodging if needed)
 - Local keynote speaker
 - Advance publicity
 - Sponsors and donations to cover costs

Outreach: Publicity

REVIVIN A RAIL REVOLU

Contributed by: Pa

Classifieds Directory Photos About Contact Advertise



Community Sports & Rec **News** Sports Opinion Entertainment Neighbors Obit

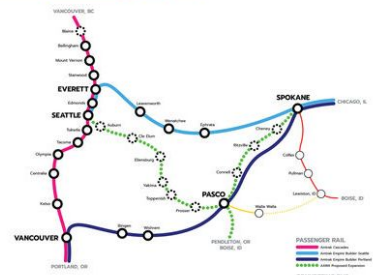
Enthusiasts push restoring passenger service

By Scott Davis
The Journal

Ritzville, Cheney host community meetings

Share Tweet Pin + 0 Comments

Last updated 9/9/2021 at 10:27am



RITZVILLE - A nonprofit railroad group is pushing to restore passenger service to several communities across the state.

Two weeks ago, All Aboard Washington leaders stopped in Ritzville and Cheney, among other communities, in their effort to solicit input on restoring passenger rail service linking Seattle, the Tri-Cities and Spokane.

The "2021 Train Trek" team presented a project that would renew daily rail travel across Stampede Pass to the Kittitas Valley, Yakima and into Eastern Washington by utilizing dormant tracks across the region.

The route could potentially utilize Ritzville and Cheney at an estimated cost of \$430 million.


"Our transportation network across the entire state, whether it's on the west side or the east side, is woefully inefficient; it's woefully insufficient for the needs that we have," All-Aboard Co-Executive Director Patrick Carnahan said.



FAST COMPANY

THE NORTH COAST HIAWATHA

When the North Coast Hiawatha line was inaugurated in the early 1970s, it connected Seattle and Chicago via six states. It ran for 10 years before budget cuts shuttered the line in 1980. In recent years, however, there has been a push to restore the corridor, which The Big Sky Passenger Rail Authority estimates would generate more than \$270 million in economic benefits.



360 at 6:30

Montana Train Derailment Highlights Train Safety

Pacific Northwest



All Aboard NORTHWEST

WYOMING PUBLIC MEDIA

Wyoming Public Radio
Science Friday

LISTEN PODCASTS NEWS ARTS & CULTURE MUSIC ABOUT SUPPORT

FCC Applications

Politics & Government

A non-profit organization is advocating for the return of passenger rail service in rural regions

Wyoming Public Radio | By Hugh Cook
Published May 5, 2022 at 12:35 PM MDT



THE SPOKESMAN-REVIEW

Spokane, Washington Est. May 19, 1883

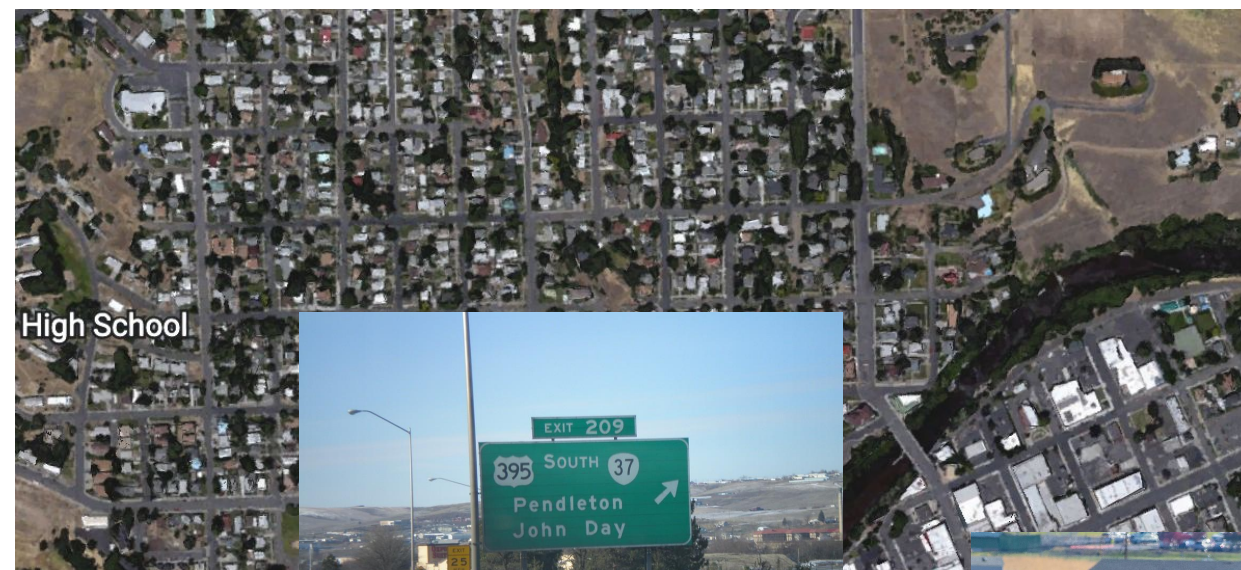
Washington Idaho

NEWS > PACIFIC NW

Pandemic relief bill would restore daily Empire Builder train service — and advocates push for more

Wed., March 10, 2021

Convince the Decision-Makers: Overcome What Some See



We See Our Communities As They Really Are





**Yellowstone Country
MONTANA**

313 W. Mendenhall St. | P.O. Box 3048 | Bozeman, MT 59722

Re: Letter of Support of Big Sky Passenger Rail Authority

To Whom It May Concern:

I respectfully submit this letter of support on behalf of the Yellowstone Country Montana Tourism Region's (YCMD) Board of Directors regarding the Big Sky Passenger Rail Authority's (BSPRA) effort to restore the former North Coast Hiawatha route.

Establishing safe, reliable, and affordable inter-city, long-distance passenger rail through southern Montana will be a transformational project for Montana. Reintroducing service following the same route used during the eight-year period passenger rail services were offered between 1971 and 1979, will provide multi-faceted life and economic benefits in a very heavily traversed corridor across the southern region of Montana.



September 9, 2021

Senator Mark Schoesler
PO Box 40409
Olympia, WA 98504

Dear Representative Schmick,

The City of Ritzville is writing in support of an East-West intercity passenger rail project. The state conducts a benefit-cost and economic impact analysis.

There is a lack of transportation options as the East-West trains via Stampede Pass in 1981 and the Seattle Empire Builder was rerouted over Stevens Pass. Greatly declined in many communities throughout the state.

All Aboard
NORTHWEST

Convince Decision-Makers: Submit Support Letters



Governor Doug Burgum



February 24, 2022

Amit Bose, Deputy Administrator
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Deputy Administrator Bose,

With the passage of Section 22214 of the Infrastructure Investment and Jobs Act (IIJA), the Secretary of Transportation and the Federal Railroad Administration (FRA) are empowered to convene working groups to assist with the Amtrak Daily Long-Distance Study. Efforts are currently underway to explore the possible restoration of the former North Coast Hiawatha passenger rail line that once serviced North Dakota communities along Interstate 94. The State of North Dakota requests that the FRA formally recognize the Greater Northwest Passenger Rail Working Group.

<https://allaboardnw.org/our-work/resolutions-and-letters-of-support/>

What to Ask For

Ask your Governor and your legislators to tell your state DOT to apply for Federal grants. Other states have received these grants.

- Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program
- Corridor Identification and Development (Corridor ID) Program
- Federal-State Partnership for Intercity Passenger Rail Grant Program
- Infrastructure For Rebuilding America (INFRA) Grants
- Interstate Rail Compacts Grant Program
- Magnetic Levitation Deployment Grants Program
- Multimodal Projects Discretionary Grant Program
- Railroad Crossing Elimination Grant Program
- Rail Research and Development Center of Excellence Grant Program
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants
- Restoration and Enhancement Grants Program

What to Ask For

An Interstate Rail Compact For Northwest States

An Interstate Rail Compact would make our states more competitive applicant for passenger rail grant opportunities that have been enabled by the Bipartisan Infrastructure Law, the Build America Bureau, and other federal agencies.

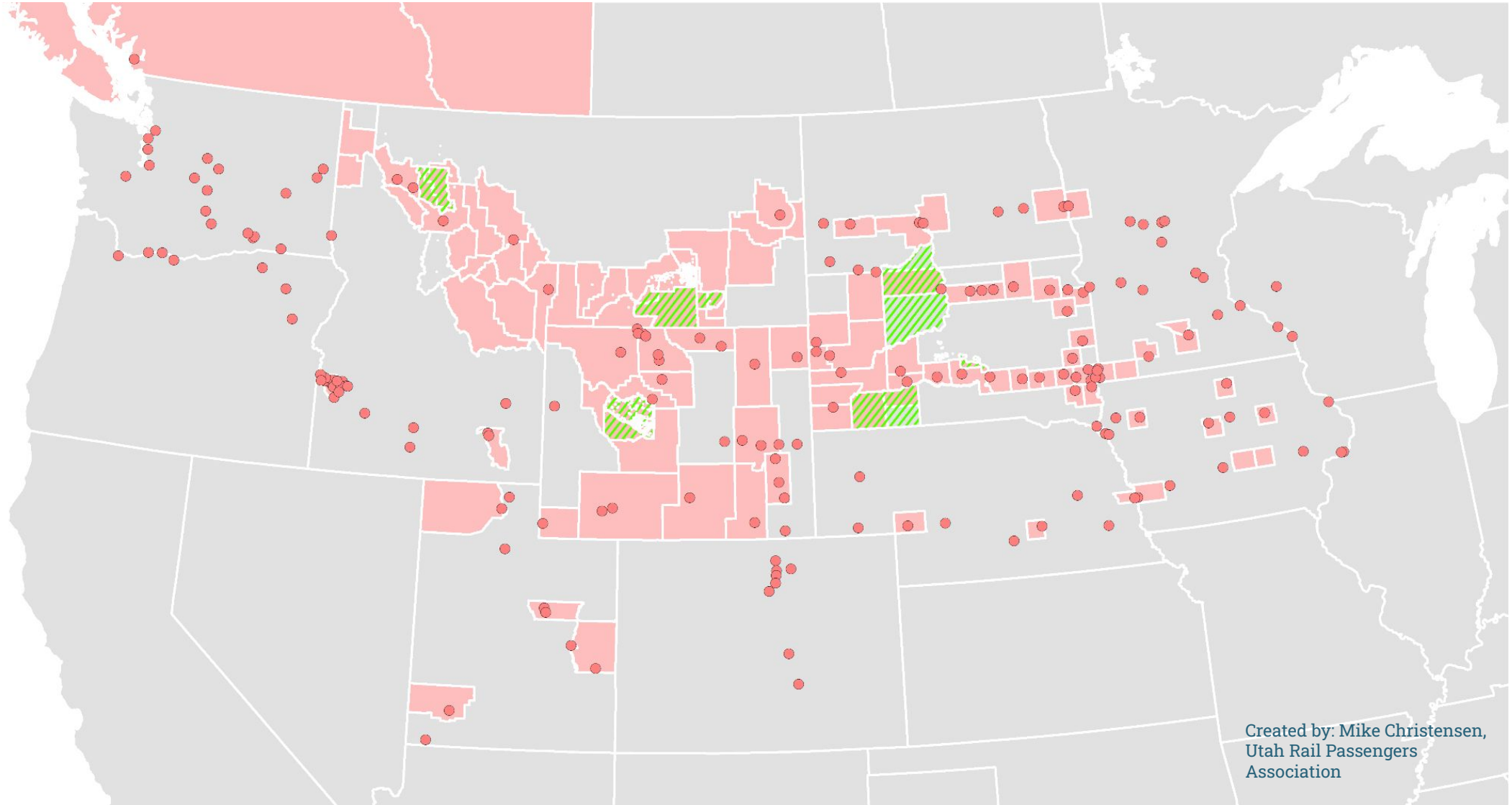
Economic and Benefit-Cost Analyses

Economic and benefit-cost analyses are needed for Federal grants, but some Federal programs provide funding to conduct these studies.

Develop Revenue Sources for Local Match

Federal funding always requires local matching funds. Each state and locality can develop the best funding sources meeting their needs. In-kind funding is generally accepted.

Our Community Outreach So Far



Created by: Mike Christensen,
Utah Rail Passengers
Association

About All Aboard Northwest

- AANW advocates for the needs of rail passengers in the Greater Northwest (GNW) region of the United States.
- We build relationships with infrastructure and transportation interests across state lines to promote rail investments that improve economic, environmental, and equity outcomes for our region's inhabitants.
- In 2021, All Aboard Northwest was created as the Greater Northwest Passenger Rail Working Group in response to a request from eight US Senators.
- All Aboard Northwest is a region-wide 501(c)(4) nonprofit organization that supplements, not replaces, existing rail & transit advocacy organizations.

Contact Us, and Help Us Help You!

<https://allaboardnw.org/>

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