

All Aboard
NORTHWEST

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

August, 2022

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)

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.

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.

Economic Benefits

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

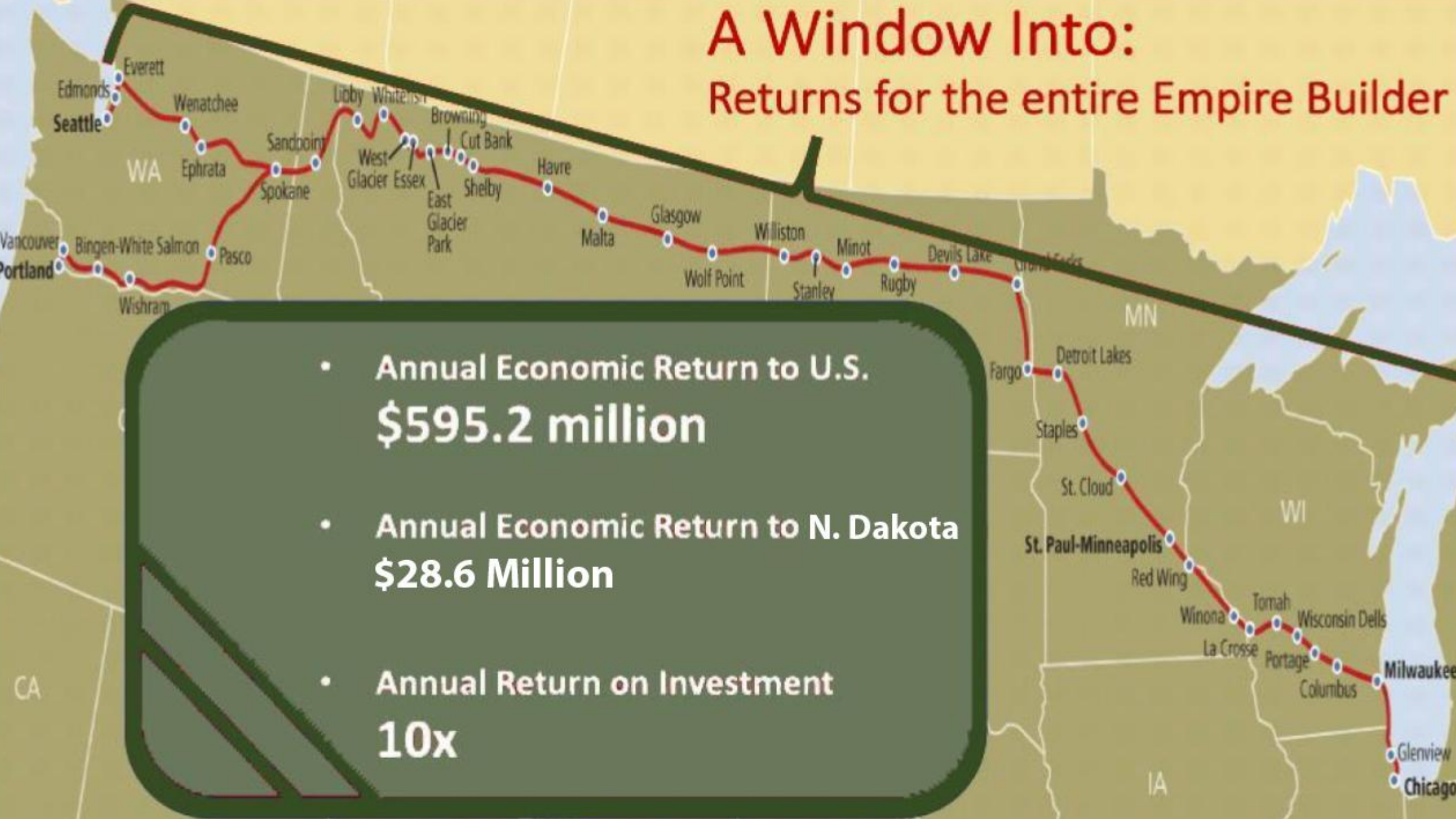
- Providing a single seat ride in many overlapping city pair markets;
- Combining many small markets to generate economic volumes.

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

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

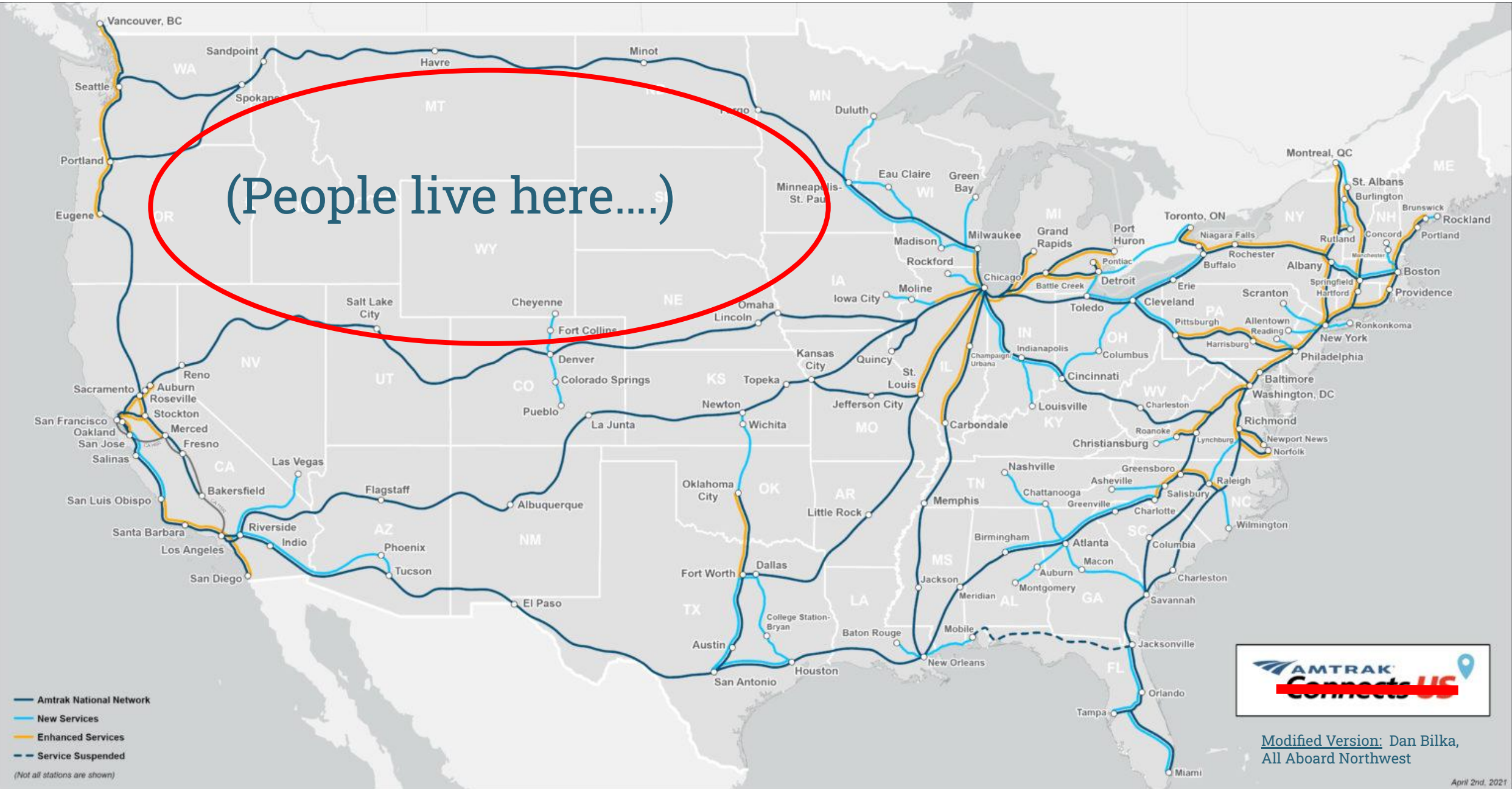
A good freight and passenger rail network contributes to high quality of life in our region to all, including **low-income, tribal, disability and rural communities**, locations where transportation alternatives are limited, and those who cannot drive.

“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**



More Than Lines On A Map

Our vision is for a transportation network that

- Provides **seamless, door-to-door connectivity** to everyone in the region; and...
- Offers **economic, environmental and equity** benefits to all, including **low-income, tribal, disability and rural communities**, locations where transportation alternatives are limited, and those who cannot drive.
- Develops **geographic equity**, facilitates passenger rail **access** to people and communities within their localized regions; not an undue burden to access it.

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

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/>

All Aboard
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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.”

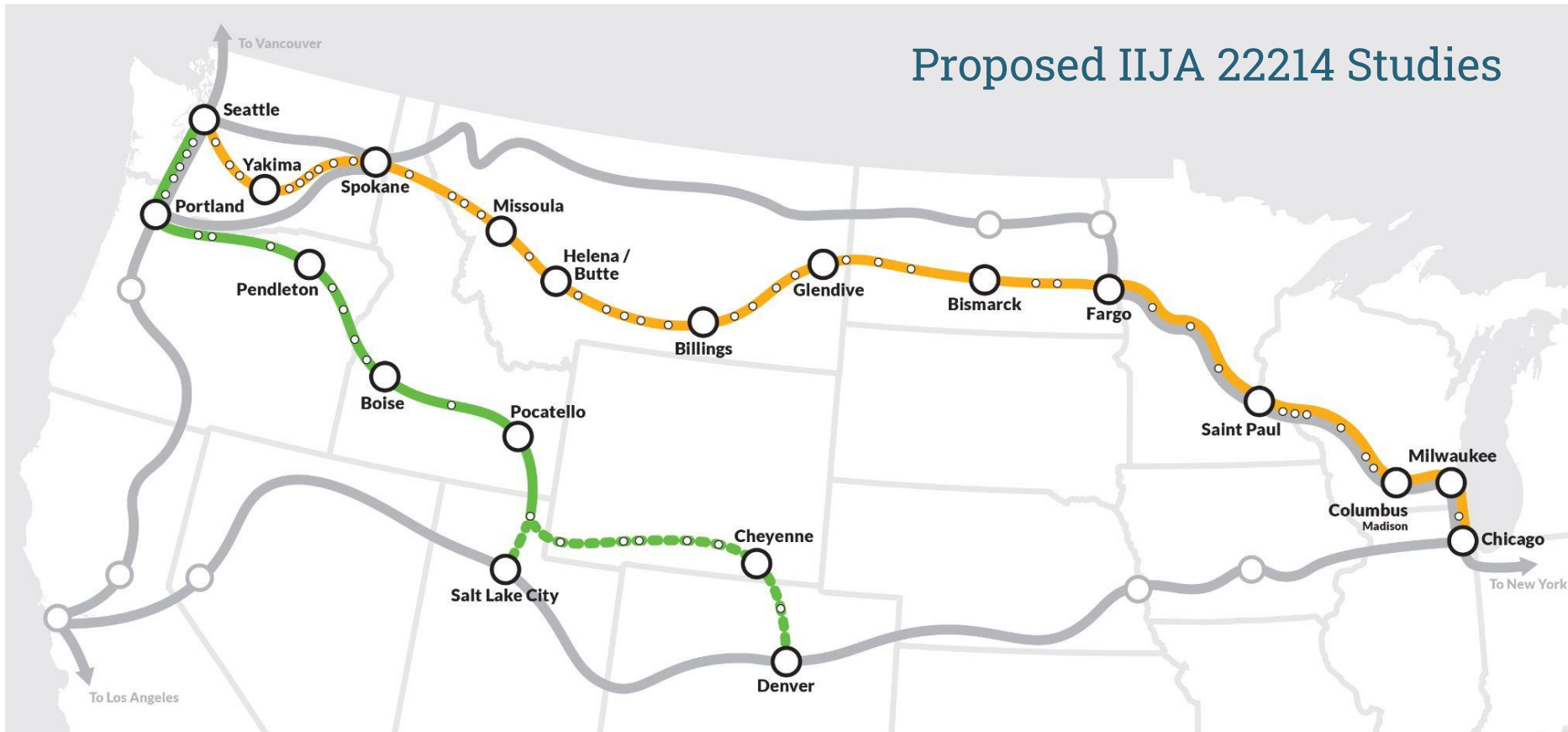
Now Is the Time to Put the Greater Northwest On The Map!

- 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.



Federal Passenger Rail Opportunities

- Communities can apply for competitive grants.
- Funding will require local support.



We must work together to ensure the needed local and state government support.

Sec. 22214 also allows for exploration of potential new long-distance routes.

Who Pays for Trains?

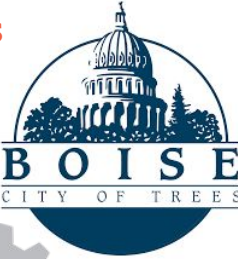
Like other transportation modes, trains are paid for with a combination of local, state and federal dollars.

- 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.

Work Together: Join Our Greater Northwest Coalition

Transportation Advocates

Communities



Environment, Labor, Disability,
Health Care



Puget Sound
Advocates for
Retirement
Action



Next Steps

- Learn More
- Work Together
- Conduct Outreach: Meetings and Publicity
- Convince Decision-Makers
- Complete Projects
- Build True *Regional* and *National* Networks

Learn More: Join Us In Billings

Greater Northwest Passenger Rail Summit: August 22-23

The Greater Northwest Passenger Rail Summit will bring passenger railroad organizations, advocates and enthusiasts together with local, state and federal elected officials and policymakers, host railroads and rail infrastructure experts to **educate, innovate and coordinate** for the **restoration, expansion and enhancement** of passenger rail service across the Greater Northwest.

Information and registration at <https://gnwprs.org>.

Outreach: Meetings

Discuss with city councils, chambers of commerce, service clubs, and the public



Conduct Community Meetings

- Lead discussions focusing on passenger rail benefits to your community
 - 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 + 0 Comments

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

All Aboard Washington

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

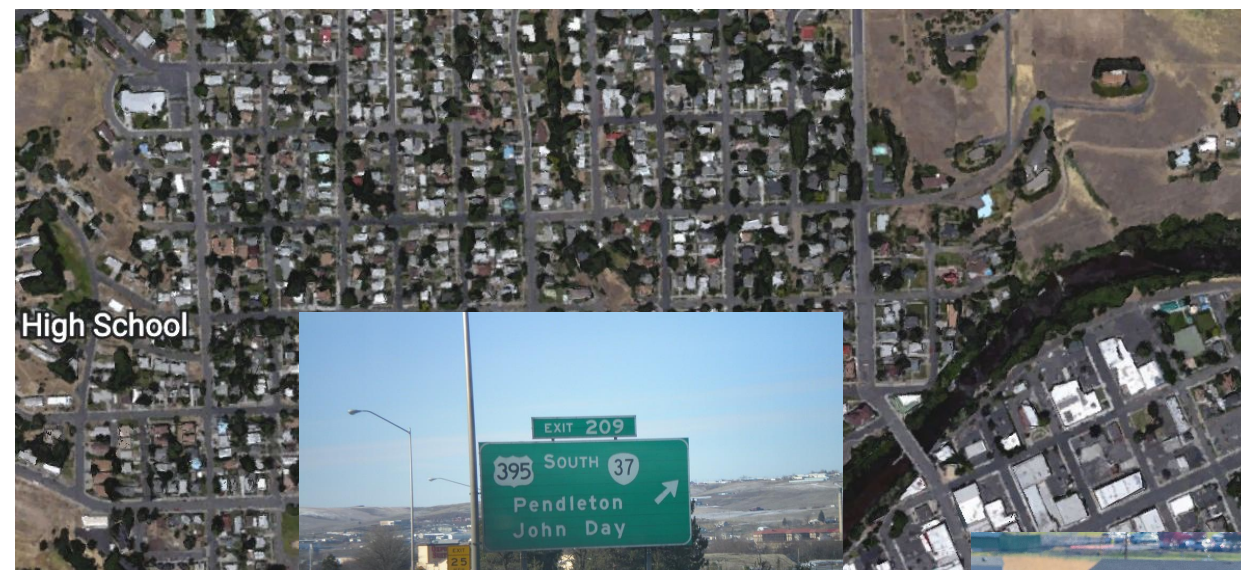
Washington Idaho

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-generational 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

In 2022

Federal grants are competitive programs. Other states will be applying.

1. Ask your Governor to submit an "expression of interest" for the Federal Corridor Identification and Development Program.
2. Ask your legislators to tell your state DOT to apply for the program later this year.

What to Ask For

In 2023 and beyond

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.

Conduct 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.

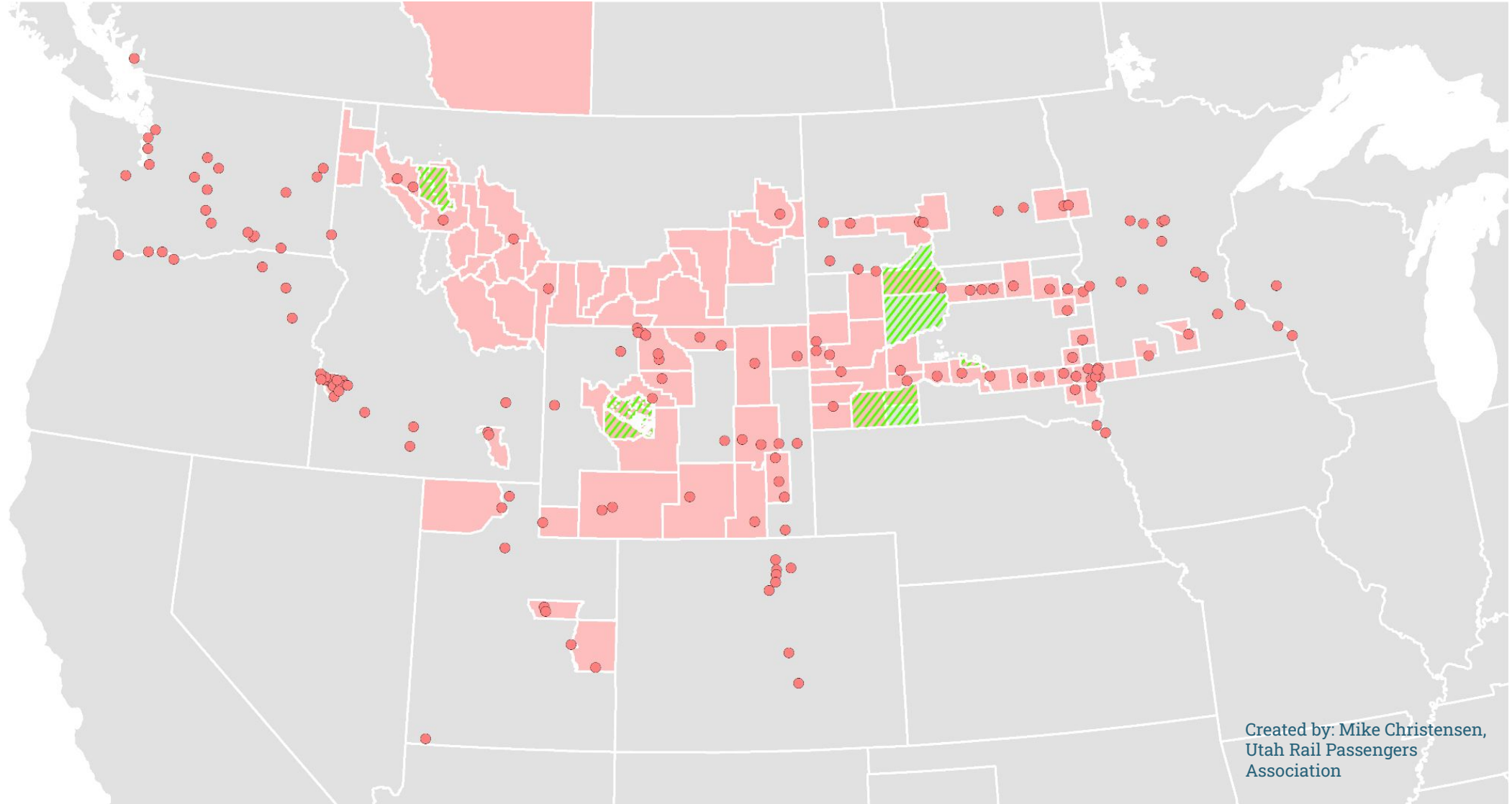
Capacity Upgrades Such as the Columbia River Rail Bridges

The BNSF rail bridges over the Columbia River have issues that affect rail and marine traffic. Replacing the existing swing span with a repositioned lift span would improve navigation dynamics for boats and increase reliability and capacity for Amtrak, regional, and freight trains.

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

- Our vision is for a transportation network that
 - Provides seamless, door-to-door connectivity to everyone in the region; and
 - Offers economic, environmental and equity benefits to all, including **low-income, tribal, disability and rural communities**, locations where transportation alternatives are limited, and those who cannot drive.
- All Aboard Northwest is a region-wide 501(c)(4) nonprofit organization that supplements, not replaces, existing rail & transit advocacy organizations.

Contact Us!

<https://allaboardnw.org/>

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