
Greater Northwest Rail Working Group

— Congressional Meets: June 2021 —

(People live here...)



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

(Not all stations are shown)



New Approach, Partner Organizations

- All Aboard Washington
- All Aboard Minnesota
- All Aboard Wisconsin
- Association of Oregon Rail and Transit Advocates
- Big Sky Rail Authority
- COMPASS (Boise region MPO), City of Boise
- Utah Rail Passengers Association
- Rail Passengers Association
- Transportation for America
- Other People, businesses and localities.

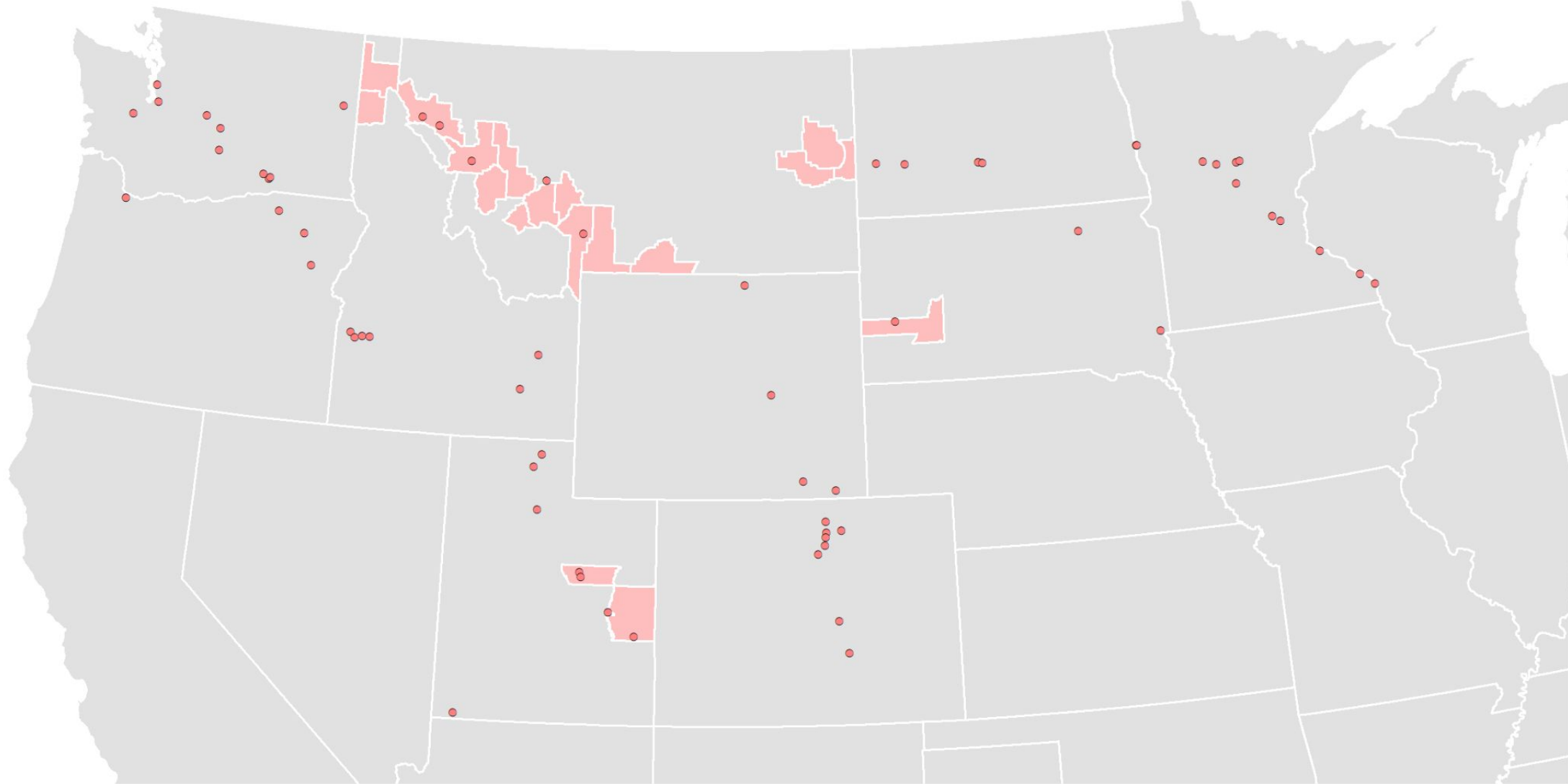
What is the need for GNWWG?

- The people collaborating on this issue are **not currently empowered** to work on meeting the demand of additional intercity passenger rail in the Greater Northwest Region.
 - Currently, we are a Facilitator, not the decider (we need this regional control, native effort empowered to act).
- Existing state structures [DOTs] are focused on a plethora of other issues.
- Existing rail structures and institutions are focused on moving freight not people.
- Both are **ill-equipped and unready** to conduct the passenger rail work that needs to be undertaken
 - Existing institutions are not in a position to directly apply for federal passenger rail funding collaboratively.
 - Passenger rail creates a burden of more work on already burdened systems without new resources

“You are here”.....

- There is no current established mechanism to realize the full intercity passenger rail system that is possible for the Greater Northwest Region; a state-level focus (siloed) is limiting, non-efficient, and will be less-competitive at the Federal level.
- This [Greater] Regional level is the best-positioned to coordinate, act-on, and realize the latent potential for passenger rail that is in our vibrant and diverse region; to the benefit of towns small and large.

Grassroots Community Engagement



Other Regions Already Coordinating....

- NEC & North Atlantic Rail Group
- Gulf Coast Working Group and Southern Rail Commission, SE FRA Study
- MIPRA (Midwest Rail), Midwest High-speed, Midwest FRA Study
- Southwest FRA Regional Rail Study
- Daily Cardinal (Ohio-West Virginia) Working Group Potential

Three-Legged Stool: Policy Action Items

- Support the Greater Northwest Passenger Rail Working Group Congressional Authorizing Language
 - perhaps in concert with working group in OH/WV.
- Support a Rural Allocation: In both CRISI and PRIME allocate 25% of funding for rural routes. Include this in any US Infrastructure Proposal 2021 as well.
 - Envisioned as ¼ of proposed allotment for railroad projects since rural population is ¼ of the US total.
 - Create clear eligibility within the allocation for the “North Coast Limited/Hiawatha” Route & “Pioneer” explicitly tying these to work completed by working groups and compacts.
 - Potential to partner with other underserved rural areas to get this passed, build a coalition. i.e. Daily Cardinal & Sunset, “Floridian”, Heartland Flyer Extension, etc.
- Support Enabling Legislation in reauthorization for Regional Rail Compacts/Commissions.