



FRA's Long Distance Service Study Update: Results & Conclusions

July 10, 2024, TIC Presentation



MONTANA
Department of Transportation

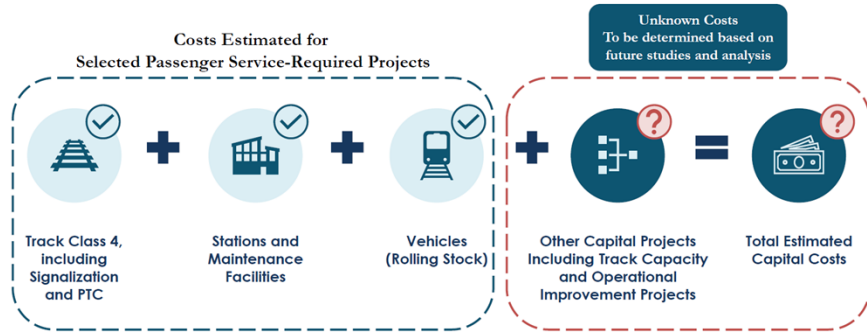


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Purpose of the Long-Distance Service Study (LDSS)

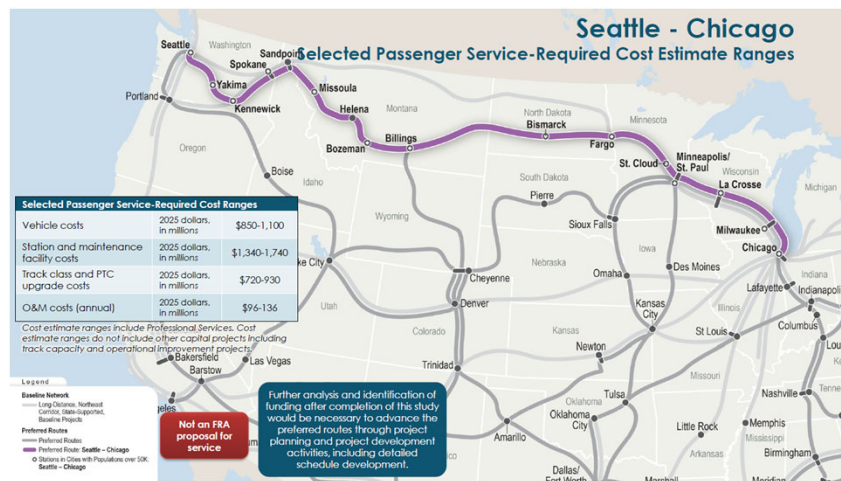
- IJJA/BIL required FRA to conduct a study to evaluate the restoration of daily passenger rail service along:
 - Any Amtrak Long-Distance routes that were discontinued
 - Any Amtrak Long-Distance routes that occur on a non-daily basis
- Study was designed to be a high-level analysis for establishing a national vision for enhanced long-distance passenger rail
 - Results include estimated costs, route details, and a prioritization score for each route studied

Determining Estimated Capital Costs*



* Graphic provided from LDSS Meeting #4

Analysis of the NCH: Seattle to Chicago



* Graphic provided from LDSS Meeting #4

Initial Route Rating & Prioritization

Preferred Route	Score
Houston – New York	14
Chicago – Miami	11
Dallas/Fort Worth – New York	11
Denver – Houston	9
Los Angeles – Denver	9
Phoenix – Minneapolis/St. Paul	9
San Francisco – Dallas/Fort Worth	9
Detroit – New Orleans	9
Dallas/Fort Worth – Atlanta	9
San Antonio – Minneapolis/St. Paul	8
Denver – Minneapolis/St. Paul	8
Seattle – Denver	7
El Paso – Billings	5
Seattle – Chicago (NCH)*	N/A
Daily Cardinal (Chicago – New York)*	N/A
Daily Sunset Limited (Louisiana – California)*	N/A
* Included in the CID Program	

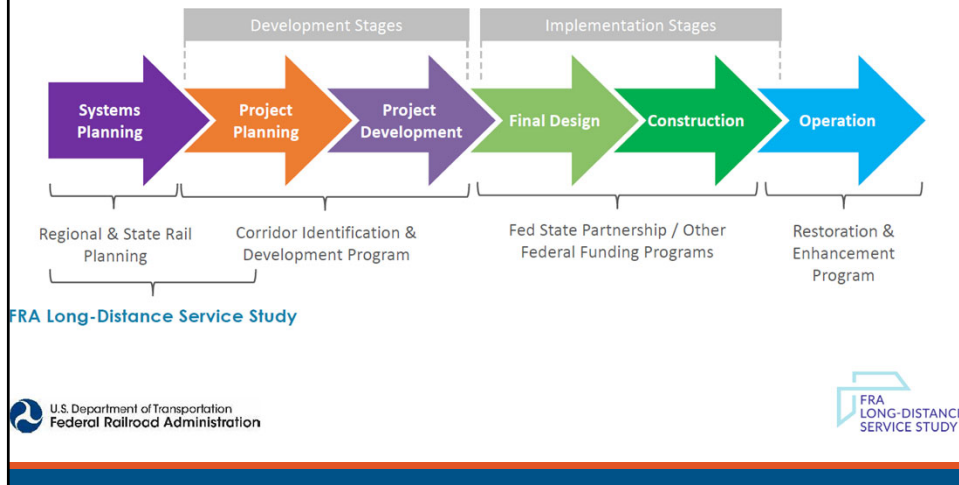
} Selected for the Corridor ID Program

Corridor Identification Development Program – 3 Steps

Steps 1, 2, and 3

Grant	Step 1: Scoping the Service Development Plan	Step 2: Preparing or Updating Service Development Plan	Step 3: NEPA / Preliminary Engineering
Funding	Up to \$500k / 0% match	\$X / 10% match <i>(SX determined during Step 1)</i>	\$X / 20% match <i>(SX determined during Step 2)</i>
Scope	<ul style="list-style-type: none"> Using Service Development Plan SOW framework, sponsor develops scope, schedule, and budget for Corridor SDP, accounting for work on-going and/or undertaken to date 	<ul style="list-style-type: none"> Sponsor develops a service development plan in accordance with Step 2 SOW 	<ul style="list-style-type: none"> In coordination with FRA, sponsor completes preliminary engineering for capital projects Sponsor completes environmental review in coordination with FRA for capital projects
Notes	<ul style="list-style-type: none"> After Step 1 grant obligation, FRA will review work undertaken to date Step 1 grant deliverable is corridor-specific scope, schedule, and budget for service development plan 	<ul style="list-style-type: none"> Final service development plan includes a Capital Project Inventory as part of the Phased Implementation Plan Capital projects identified in SDP may advance into Step 3 Project Development, at FRA's discretion based on a project's readiness (i.e., funding, governance, risk assessment, etc.). 	<ul style="list-style-type: none"> Capital projects that complete Step 3 will move to Project Pipeline and may be prioritized for funding under Fed-State Partnership Program

FRA Project Lifecycle and Program Framework



In Closing...

- FRA did not prioritize the NCH given it was selected into the CID
- FRA has stated that there is currently no sustained funding to advance the operation of any restored or enhanced passenger rail route
- Restoration of the NCH will require coordination among the 7 states affected by the route

Thank you.
Questions?

