



WASHINGTON RAIL NEWS

FIRST QUARTER 2017

www.AllAboardWashington.org

Publication of All Aboard Washington
A Not-for-profit Consumer Organization
"Moving forward... On Rail."

Northwest Corridor projects on track to completion so new *Cascades* runs can begin

Janet Matken, WSDOT Rail Communications Manager, updated All Aboard Washington on the capital investment projects on BNSF's Northwest Rail Corridor between the Canadian border and the Columbia River during a Jan. 18 interview. This work is mostly funded by \$767 mill. in federal money. Here is a review of projects still under construction or completed in the last year.

Corridor Reliability Upgrades: These projects improve the tracks between Nisqually Jct and Vancouver, WA, and between Everett and the Canadian border. WSDOT's funding adds to annual maintenance funds programmed by BNSF, resulting in improved track quality for faster travel times and increased passenger comfort. The north project was completed in March 2016. The south project will be finishing up in the next several months. Tie replacement is complete. Crews continue to clean ballast and resurface tracks. Previous work included new welded rail installation and upgrading 12 control points (track crossovers) with 50 mph turnouts.

Advanced Wayside Signal System: This project provides the backbone for an upgraded digital signal system at all control points, sidings, turnouts and other locations between Blaine and Vancouver, WA and is now complete. The work supports Positive

Train Control deployment. PTC is mandated by the federal government and will result in:

- improved safety
- added rail capacity
- increased reliability
- the potential for future higher speed travel

PTC will go live between Seattle and Vancouver, WA in the second half of 2017. It is already active on several other BNSF subdivisions in Washington and being used by some freight trains. BNSF will start requiring Amtrak trains to implement it by this summer wherever the system is operational.

Mudslide mitigation: Six mitigation projects between Mukilteo and Everett were constructed between 2013 and 2015. The work includes retaining walls to catch debris, slide detection fences to provide advance warning, improved drainage and erosion control. The Legislature's 2015 transportation budget included \$1 million to do another small project. WSDOT is asking for additional funding in the 2017-19 budget. WSDOT is also supporting local storm water management projects. There are bimonthly meetings of the Landslide Mitigation Working Group and a yearly community meeting is held. The six mitigated areas have had no track blocking events since they were completed. So far this winter, there has been only one track closure in an area not yet mitigated.

(See **Corridor**, page 4)



Left, major track and signal reconstruction at the south end of King St. Station will increase operational flexibility and capacity. The new early afternoon Sounder is departing on the left. Right, construction of the new Tacoma Amtrak Station is well underway at Freighthouse Square. In the background, the second platform is also under construction. *Photos: Jim Hamre*



All Aboard Washington creates Estate Fund

By Harvey Bowen

Our year is off to an auspicious start. I'm pleased to announce that we have received a bequest from the estate of Nancy Davis of Burlington, WA of over \$100,000. There are no instructions or limitations regarding the bequest. We first learned the details of this gift in mid-January, just a few hours after our board of directors meeting.

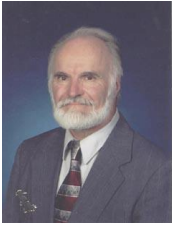
This is more than four times our annual budget, and we have a great responsibility to both our organization and the donor to use it wisely. The initial responsibilities are to accept the money, plan for its use, and determine how it affects our organization's IRS reporting requirements, charity registration and similar administrative requirements. Fortunately we are receiving this at the beginning of the year and so have some time to make these plans. We have members who have worked for or with non-profits (including NARP) that recently received large gifts to whom we can turn for their advice and experiences.

As a first step, the board has tentatively decided to place the money in an Estate Fund, combining it with the prior estate gift of Tom Martin. The initial value of the estate fund will be \$150,000 and will be invested under terms which allow for up to 10% of the fund's value to be withdrawn each year. Any further unrestricted legacy gifts will be added to the Estate Fund.

The board of directors plans to hold a special meeting on February 12th in Tukwila to confirm the details of this plan. Members are always invited to board meetings, however for this meeting the volume of work to be done means that we will not have a guest speaker, report from Lloyd, or opportunities for members to speak.

Going forward, the board has agreed that our intent is to spend between 5% and 10% of the Estate Fund each year, though there will be no requirement to spend any of it and any money not spent will allow more to be spent in future years.

(See **Estate Fund**, page 5)



From the desk of the Executive Director by Lloyd H. Flem

Yakima Valley Trains; Rail in the Trump Administration; Once Again, Get Active; Thanks and Welcome!

AAWA continues to strongly support the work of WSDOT Rail Division. But while our job is to praise the fine efforts of the Rail Division, it is also to push for more future rail passenger service in our state and beyond.

We firmly support restoration of passenger trains to and through the Yakima Valley on the original Northern Pacific (Stampede Pass) line. We are under no illusion that this will be quick or easy, nor without significant costs. But with the enthusiasm of the private and public sectors and citizens of the Yakima Valley, tenacity of effort and patience, we believe trains can again serve such communities as Cle Elum, Ellensburg, Yakima and Toppenish, on to Pasco, with connections on the west to Auburn and Seattle, and east to Spokane.

Vain wishes? I vividly recall the snickers of derision in what was then the Senate Highways Committee when one committee member suggested our state look at the possibility of passenger trains. I recall the designed-to-discourage study done about returning passenger train service to Vancouver, BC. And I remember nay-sayers insisting "nobody" would ride express buses and Sounder trains between Tacoma and Seattle because "everybody" wants to drive and the duty of the state was to provide enough pavement so everybody could drive alone! We of course now have one of the better systems of state-supported intercity passenger trains, we have trains to that beautiful Canadian metropolis, crowded express buses, and Sounder trains that are the choice of increasing numbers whose sense of personhood is not determined by their contributing to the daily gridlock on I-5. One would hope for similar success about returning passenger train service to central Washington citizens.

Movement is underway to do some objective demand studies for restoration of Yakima Valley passenger trains. The tough work of determining capital costs, who will pay for them, and whether Amtrak or another entity

will operate the trains would follow. Again, sustained effort by those who wish these trains to return, particularly citizens of the Yakima Valley, is required. We will be working with Yakima Valley legislators during the 2017 Session. Their interest and support is essential for this idea to move forward.



There is agreement that our 45th President will have as distinctive an administration as he had a campaign! The only comments here will concern Trump's position on rail, particularly passenger rail. Rail advocates were cautiously optimistic when then-candidate Trump included the word "railways" when making general remarks about The United States' need for massive infrastructure investment. "Railways" were also mentioned in the inauguration address.

Now, we are a bit more encouraged that, of the list of fifty major infrastructure project President Trump may be proposing, eleven

With the enthusiasm of the private and public sectors and citizens of the Yakima Valley, tenacity of effort and patience, we believe trains can again serve such communities as Cle Elum, Ellensburg, Yakima and Toppenish, on to Pasco.

are for rail investments. Three are for intercity trains, seven for regional and transit rail, one explicitly for freight rail. A list of projects during the first week of the new administration is far from the funding and building of these projects, but it is good to see passenger trains are being considered, as well as highways, air and waterways, along with non-transportation infrastructure projects.

Two factors have probably influenced Trump. He likes to build things. These projects would be a tangible legacy of his administration. And as a New Yorker, he has seen and experienced the importance of functioning transportation systems, including particularly transit and regional passenger rail.

Trump will likely find stronger support from Democrats for big infrastructure expenditures than from the fiscally-conservative members of his Republican party. Stay tuned.



While President Trump's project list has some positive features, ultra-conservative "think tanks" such as Heritage have some influence over members of the Administration. Their recommendations are to phase out federal support for Amtrak and for programs supporting regional/urban transit as well. This would contradict Trump's desire to build

things. In that regard, NARP urges all passenger rail advocates to contact their congressional representatives. Many of you know what to say or write. (Note I'm not saying "Tweet"!) But if you would like a talking point or two, do contact me!. Very important that more than just a few AAWA board members and I make pro-passenger train wishes known.

Here are contact resources from NARP: call your elected official today and deliver two key points:

- 1. I support a bipartisan transportation bill that invests in safe, efficient passenger trains and transit.
2. Investing money in new equipment for Amtrak and high-speed rail will put Americans back to work and boost U.S. manufacturing jobs.

Congress needs to hear this critical message from day one. If you can't call, NARP has set up an email tool here. However, we

encourage you to reach out in person to convey this important message.

Same for our Legislature here in Olympia. At the very least, it is important to keep the idea of passenger train service before your legislators. Again, I'll make appointments for

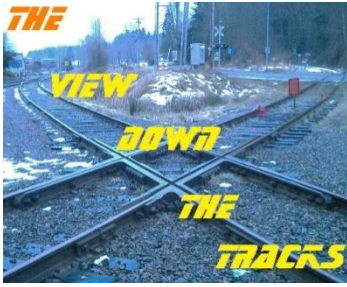
you, help with talking points, customized to the individual House or Senate member, and shuttle you from Centennial Station to the Capitol.



Thanks, Karen Keller, for your two years of rail advocacy service as our AAWA president. Karen brought a detailed knowledge of current Amtrak service and developed an excellent rapport with the on-board crews on our trains. Karen practices as she preaches: she is a regular, devoted Amtrak passenger. Karen also serves as a Centennial Station volunteer host.

I plead guilty to being proud of the Thurston County people, who built our elegant little station with no direct federal money and only modest state funding. Centennial Station has been a community project in the best sense of the word. Station volunteers, like Karen, are justly praised by travelers. I know some folks outside of Thurston County may weary of my bragging. So be it!

Welcome to our new AAWA President, Harvey Bowen. Harvey brings a different, but equally good energy, to the office. His organizational skills and ideas for the structure of (See Flem, page 5)



WITH
JIM
CUSICK

Gadgetbahn

Ugh ... that term again.

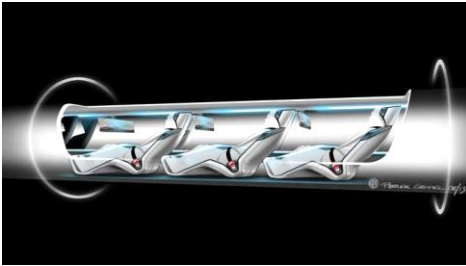
Or more accurately – **WHY** do I have to use that term again?

Gadgetbahn, that English/German pejorative slang term for “futuristic” systems that only exist in a person's mind, and possibly written up in a “White Paper,” a document that is meant to distract from solutions that are current, feasible and cost effective.

So what's the latest in the pipeline?

Elon Musk's Hyperloop – that's the latest.

According to a Seattle Times report [a group of UW students](#) is developing a way to get from Seattle to Portland in just 15 minutes based on Mr. Musk's [dream](#) of travelling in a windowless vacuum tube at 700 mph.



Super Duper fast conveyances – with no real engineering logistics worked out, no real costs fleshed out.

No peer review, or even some example of a system resembling it.

No **REAL** Benefits, other than Flash Gordon speeds for one trip segment. (There are other towns and cities that this “solution” seems to ignore.)

Is there a system that does come close?

Gadgetbahn, that English/German pejorative slang term for “futuristic” systems that only exist in a person's mind, and possibly written up in a “White Paper,” a document that is meant to distract from solutions that are current, feasible and cost effective.

The Shanghai Maglev train is a rough equivalent, a 19 mile system built for 1.3 billion in US dollars.

Questions will arise as to what the true yuan/dollar exchange rate should be, and the differences in what the Chinese government and US government must deal with as far as environmental impact issues and right-of-way acquisition restraints.

For comparison, 19 miles is the distance from Seattle to Kent.

Link light rail has a roughly higher cost per mile (accounting for the cost of tunneling and numerous station stops that don't exist on the hyperloop/Maglev scenarios).

Where are these futuristic systems feasible? Look to China, since they are willing to experiment.

See how the ['Bus that drives over traffic'](#) did?



Okay, [bad example](#). It didn't work and is now a giant roadblock.

But Mr. Musk's plans are a bit optimistic, given that he must deal with the same right-of-way issues that current high speed rail projects do.

Aha! That's it!

Once Tesla, and other electric vehicles have taken over completely there will be no need for any oil pipelines, so that right-of-way would become available.

Ignore the hills, curves, and other various issues ... well ... just ignore ... a lot.

Something is already being built here

But what is already working its way around those pesky hills are the current rail solutions.

One of which is the Point Defiance bypass that is currently being tested, and will go into service later this year.

Will it be “hyper speed”? No.

Will there be a dramatic decrease in travel time between Portland and Seattle? Only by about 10 minutes.

What it will do is allow two more round-trips per day between the two cities.

That will be the trigger.

The same thing that opening the Husky Stadium station did for Link light rail, will happen for the Amtrak *Cascades*.

As was shown when California expanded

rail service, when trains departures are roughly one to two hours apart, passengers, and potential passengers, don't have to put a lot of thought into the question of how to fit that train trip into their schedules.

Frequent, reliable service is the key.

More trains = more riders.

It will happen here.

Not some hypothetical hyperloop.

Unless you would like to take that Seattle-Portland trip in your Driverless Car.

When local light rail lines were being discussed, of course, driverless cars were touted as the way to solve all our mobility issues.

However, the public decided on the tried and true: ST3's light rail extensions, albeit with their not so perfect alignments.

But I have finally figured out how Personal Rapid Transit can work.

PRT for the last mile

So, let's look at driverless cars.

A [Google car hit a bus](#) in Mountain View, CA when it made the erroneous assumption the bus would yield to it.

An [Uber Car ran a red light](#) in San Francisco.

Maybe we shouldn't look at driverless cars! Although the article states the Uber driver was in control, can we be sure?

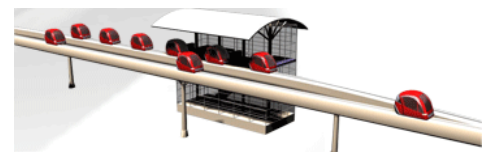
Remember the issues with Toyota's unintended acceleration problems? Who gets the blame? Ghosts in the machine, that's who! (The programmer blogs say it was probably [Stack Overflow](#).)

How can you prove it without an army of programmers who understand the proprietary software? You can't.

The major turning point will be if an innocent bystander is killed. But there is a way to prevent that.

Contrary to those who think humans are the problem, because you are not going to outlaw human drivers, and rather than restricting the driverless cars to such a “safe level” of driving parameters (slow ... slower ... safer ... essentially turning them into the classic Ballard driver), the real answer is ... something I spoke of a long, long time ago, after reading the white paper on PRT systems.

PRT, Personal Rapid Transit, is the forerunner to [Taxi 2000](#), in essence.



What I noticed back then was how much

(See [Cusick](#), page 5)

Modest ridership gains for Amtrak in 2016

Nationwide Amtrak ridership in fiscal year 2016 (ending Sept 30) was 31.27 mill., up 1.3% from 2015. Revenue was \$2.19 bill., up 0.3%.

Amtrak *Cascades* ridership increased in 2016, after falling for the last four years. So even before the infrastructure improvements are complete and reliability increases more people are riding the trains. Ridership was 792,481, up 5.5% from 2015. Revenue was \$29.72 mill., up 4.2%.

Empire Builder ridership was also up, as the train moved back into first place among long distance trains (slipping just ahead of the 2015 leader *Coast Starlight*). Two years of horrible on-time performance caused by booming freight traffic and hundreds of millions of dollars in capacity construction appear to be in the rear view mirror. Ridership was 454,625, up 3.7% from 2015. Revenue totaled \$51.80 mill., up 2.5%.

Ridership on the *Coast Starlight* was down a slight 0.6% last year at 453,131. Revenue was \$40.53 mill., down 1.4%.

Station	2011	2012	2013	2014	2015	2016	'15-'16 % Change
Bellingham	59,490	64,091	55,325	54,888	51,915	50,896	-2.0
Bingen	2,420	3,147	3,629	2,867	3,081	3,691	+19.4
Centralia	21,998	23,331	25,132	25,525	24,791	25,871	+4.4
Edmonds	30,472	32,896	29,250	29,604	30,012	31,389	+4.6
Ephrata	3,063	3,874	3,750	3,576	3,443	3,509	+1.9
Everett	42,288	44,576	43,115	42,225	40,693	41,544	+2.1
Kelso-Longview	26,972	26,560	28,892	30,326	31,017	31,660	+2.1
Leavenworth	8,028	12,751	9,231	11,307	7,538	7,957	+5.6
Mt. Vernon	18,747	18,561	16,719	18,225	18,193	18,319	+0.7
Olympia-Lacey	58,094	61,322	63,065	62,828	61,535	63,169	+2.7
Pasco	22,598	25,535	25,423	22,393	22,471	23,198	+3.2
Seattle	672,485	672,351	640,054	626,623	604,832	649,491	+7.4
Spokane	46,798	62,773	63,975	53,500	50,365	51,211	+1.7
Stanwood	4,134	4,237	4,255	4,674	4,499	4,975	+10.6
Tacoma	124,252	123,063	126,027	125,984	118,223	118,832	+0.5
Tukwila	26,549	26,759	29,434	28,636	28,503	30,148	+5.8
Vancouver	99,001	99,363	98,473	96,330	93,433	96,927	+3.7
Wenatchee	13,664	15,895	14,420	13,480	12,696	15,337	+20.8
Wishram	2,128	1,567	1,570	1,512	1,300	1,330	+2.3
TOTALS	1,283,781	1,322,652	1,281,739	1,254,503	1,208,540	1,269,454	+5.0

Corridor, from page 1

King St. Station Track Improvements:

This project completes station track upgrades to the south by adding new automated signals and interlockings, and rebuilding the tracks, including the west track which is currently used only for storage or private cars. It will become an additional station track. There will be five tracks for Amtrak trains in addition to the existing two Sounder tracks, providing a much needed capacity increase and more operational flexibility. All station tracks will have access to all mainline tracks leaving and entering the station through a complex set of crossovers and interlockings. Amtrak designed the project and is managing the construction, which is expected to wrap in the next couple months. A large Seattle City Light electrical transformer between the station tracks and CenturyLink Field needs to be moved and an agreement on that is imminent.

Pt. Defiance Bypass: This project builds on what Sound Transit constructed to extend Sounder service from Tacoma Dome Station at Freighthouse Square to Lakewood. There are several parts:

- Track and signal upgrades between Lakewood and Nisqually are nearly complete. Testing of the signaling and grade crossing systems is in progress this month (Feb. 2017).
- A second main track has been built from

66th St to Bridgeport Way. Signal testing on this section is also underway.

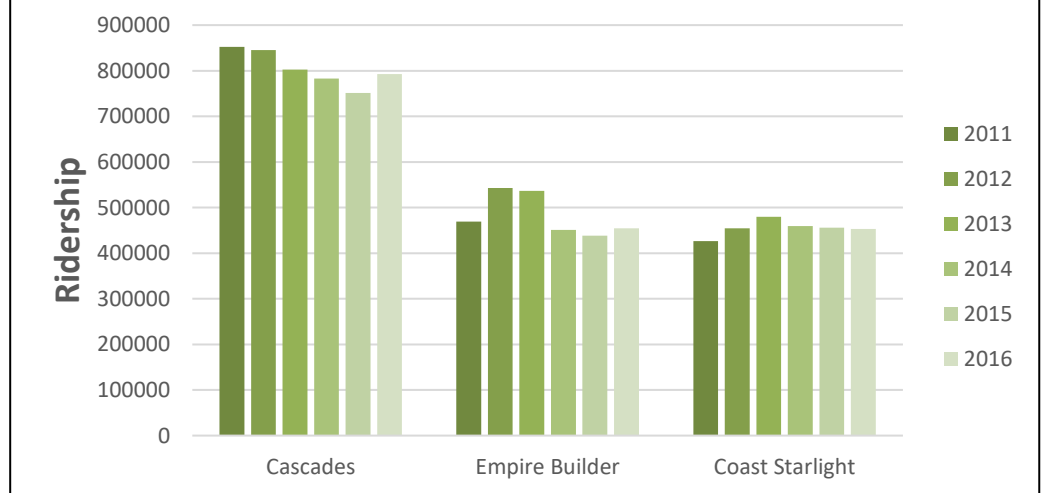
- Sound Transit is replacing the 0.65 mile long wooden trestle east from the Tacoma Dome Station with a double track concrete bridge. Included is a platform extension onto the new bridge to accommodate Amtrak's *Coast Starlight*. The new bridge is being half at a time so that train traffic can be moved to the new bridge and the old trestle can be removed. Cutover is scheduled in Feb. 2017, resulting in Sounder service run-

ning Puyallup to Seattle for about a week. Shuttle buses will take people to Tacoma and Lakewood stations.

New Tacoma Amtrak Station: The bypass project requires the Tacoma Amtrak Station be relocated to Freighthouse Square. The new station is under construction in the west-central part of the historic 100-plus year old Milwaukee Road Freight House. Removal and replacement of this section of Freighthouse Square was required to meet current building and seismic codes. The station is scheduled to be completed by the end of June 2017. This →

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(federal Fiscal year)



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All are evening numbers, except Lloyd's, which is available 8:00 a.m. to 9:00 p.m. daily.

Important Addresses and Phone Numbers

U. S. House of Representatives:
 Washington, DC 20515
 U. S. Senate: Washington, DC 20510
 Capitol Switchboard (all members): 202 224-3121

State Legislature: State Capitol, Olympia 98504
 Hotline for leaving messages: 800 562-6000

Amtrak Reservations/Information: 800 872-7245

All Aboard Washington: AllAboardWashington.org
 NARP: www.narprail.org
 NARP Hotline: www.narprail.org/news/hotline/
 Amtrak: www.amtrak.com
 Amtrak Cascades: www.amtrakcascades.com
 Sound Transit: www.soundtransit.org

project includes a second platform, which is also under construction, to provide improved operational flexibility for Sounder and Amtrak. By this fall there will be a nearly unbelievable 40 passenger trains a day between Seattle and Tacoma: 26 Sounders, 12 *Cascades* and 2 *Coast Starlights*.

Kelso to Longview Jct: Construction is well underway on this 3-mile project to construct a third main track from just south of the Kelso station through Longview Jct. This project will relieve congestion at a major chokepoint at Longview Jct where freight traffic moving to and from the Port of Longview often blocks one of the existing two mainlines. The track north of the Coweeman River is mostly complete. The new bridge over the river and work to the south is scheduled for completion in June 2017.

Kalama – New Sidings: One project adds a 4-mile siding by shifting the mainline to east and a second project extends the Toteff siding by 7400 feet. The Toteff siding extension was completed in Nov. 2016. The new Kalama siding will be finished in June. These projects eliminate conflicts between mainline trains and trains entering the Port of Kalama.

New Amtrak Cascades Locomotives: As part of a multi-state procurement, eight Siemens Charger high performance locomotives are under construction for WSDOT in Sacramento. A locomotive owned by Illinois is in the Northwest for testing, which is expected to happen this month (Feb. 2017). Delivery of WSDOT’s first Charger is expected in early March 2017. A public unveiling is planned.

For more information on these projects, visit WSDOT’s [High Speed Rail Projects](http://www.wsdot.wa.gov) page through www.wsdot.wa.gov.

All these projects will support expansion of and reliability for Northwest Corridor passenger (and freight) trains. WSDOT and Amtrak will increase *Cascades* service from four roundtrips a day to six. They have a contract with BNSF that guarantees a minimum of 88% on-time performance. Ten minutes will be removed from the running time, though AAWA feels running times can be reduced even more and we will be advocating for this once the expanded service

is running smoothly.

Though the new schedules have not been finalized, there will be trains departing both Seattle and Portland earlier in the morning and later in the evening than is now the case. These new options will help boost ridership.

The launch date for the expanded service has not yet been set but is expected in September or October. AAWA and our members will be fully participating in all the festivities.

Estate Fund, from page 1

The second step will be to create a process to consider proposals. Outgoing Board President Karen Keller will review and summarize the existing proposals from the goal setting process she lead in 2015 and 2016 to see if any should be brought forward for action at this time. After the board has reviewed proposals on hand, we will create a process for members to submit additional proposals.

The creation of the All Aboard Washington Estate Fund will allow us to fund more projects to advance our goals of more and better passenger train services in Washington State. Initiatives that have been on the shelf due to lack of funds may now be reconsidered. Past successful projects may be repeated. We will be able to do more things at the same time that we think would advance our goals. The current Estate Fund will increase our available funds by only around 20% per year for the first five years, and less than that thereafter unless it is replenished.

As we are creating this Estate Fund and a process to fund more of our good works, please consider including All Aboard Washington in your estate planning. Soon AAWA will have pre-packaged information for members who wish to plan a gift to us from there estate. Please watch for details.

The Estate Fund and its use will also be a major item of business at our April board meeting.

Cusick, from page 3

thought was put into operational efficiencies,

infrastructure, and the one major thing that was lacking back then was ... the software.

Take that driverless car software and isolate it from the rest of the world, so that any individual vehicle only has to deal with the other computer controlled vehicles.

Essentially, Taxi 2000 needs only to use the Google/Uber software, with a few modifications that would make faster speeds possible.

Make PRT great again!

Look how many times I have been spot on, So ...

“Go ahead. Ignore me.”



Flem, from page 2

AAWA are already being well demonstrated. Harvey has proven to be essential in the planning of our co-hosting the May 5 and 6 conference in Seattle along with the mostly East Coast oriented Rail Users Network.

Welcome, particularly to the substantive work of AAWA, former Washington State Representative and newly-minted AAWA Vice President Luis Moscoso. In just a half day with me at the Capitol, the great value of Luis to our work was amply demonstrated. Importantly, his being well-liked and respected by current members of both political parties, staffers, lobbyists and other habitués of Olympia’s Hill was very obvious. And in a half day, Luis also re-searched rail oriented bills with a speed and efficiency that I found impressive. With Rep. Moscoso on board, our efforts in Olympia will be increasingly effective.

So, thanks, Karen, and here we go, Harvey and Luis!

All Aboard Washington
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All Aboard News

February 12 (Sunday): All Aboard Washington special board meeting to discuss the Nancy Davis Bequest and establish an Estate Fund from **11:30-5:00 p.m.** (long meeting format) at **Basil's Kitchen**, Embassy Suites Hotel, 15920 W Valley Hwy, **Tukwila**, adjacent to the Sounder/Amtrak Station. This will be the only business conducted and we'll be meeting in a smaller room. If you plan to attend contact Harvey Bowen (info on page 5). Space is limited.

February 22 (Wednesday): All Aboard Washington will host its annual legislative reception with the Legislative Rail Caucus at **noon** on the **Capitol Campus**, lower level of the O'Brien House Office Building. Details will be posted to social media and our website when available. Lloyd Flem can also be contacted for details. This day also offers members an opportunity to schedule meetings with your state legislators.

March 4 (Saturday): All Aboard Washington joint membership meeting with NARP NW and Assoc. of Oregon Rail and Transit Advocates in **Portland**, at Union Station. \$20 registration; pay in advance (preferred) or at the door for box lunch. **RSVP to OregonRail@aol.com**. Details at www.aortarail.org under Events.

April 8 (Saturday): All Aboard Washington board meeting from **11:30-5:00 p.m.** (long meeting

format) at **Basil's Kitchen**, Embassy Suites Hotel, 15920 W Valley Hwy, **Tukwila**, adjacent to the Sounder/Amtrak Station.

May 5-6 (Friday/Saturday): All Aboard Washington and Assoc. of Oregon Rail and Transit Advocates will host the Rail Users Network (RUN) at the Columbia City Theater, 4916 Rainier Ave. S, Seattle (1/4 mi. east of Columbia City light rail station). The Conference will examine Northwest passenger rail and transit issues: recent success stories, which projects are moving forward and which are standing still and could use some help. We will also examine what rail advocates are doing in other parts of the country. Registration \$55 until Mar. 31, \$60 after that and \$65 at the door. Included: morning refreshments, lunch, afternoon refreshments and conference materials. Registration and details at: www.railusers.net/annual-conference/

At the AAWA membership meeting on Nov. 12 Harvey Bowen, George Barner and Mark Foutch were reelected to the board. Luis Moscoso was elected as a new board member.

At the AAWA board meeting on Jan. 14 Harvey Bowen was elected president and Luis Moscoso was elected a vice president. The following officers were reelected: Vice President Jim Hamre, Secretary Rocky Shay and Treasurer John Carlin.

All Aboard Washington recently welcomed the following new members: **Tony Trifiletti**, Lynden;

Kay Chase, Kalamazoo, MI; **Ed Niblock**, Renton; and **Anita Moscoso**, Mountlake Terrace.

All Aboard Washington members contributing to this newsletter include: Harvey Bowen, Dan McFarling, Mike Morrison, Barry Green, Josh Coran, Zack Willhoite, Jim Cusick and Lloyd Flem.

The AAWA board has decided to change the newsletter to four times a year as so much news is now available on a nearly real time basis. We'll be increasing our outreach to members through social media, emails and the website.



Photo by Zack Willhoite

All Aboard Washington presents to Luis Moscoso our Tom Martin Award for Exceptional Support for Passenger Trains as Founder of the Rail Caucus



Super passenger rail supporter and former state Rep. Luis Moscoso not only has joined the AAWA board but also received our Tom Martin Award at the Jan. 14 meeting. The plaque reads: