



Washington Rail News

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Publication of the Washington Association of Rail Passengers
A Not-for-profit Consumer Organization
"...getting the Pacific Northwest on the right track."

Amtrak Cascades post record-breaking ridership in 2000

Amtrak ridership in the Northwest Corridor and on the Cascades reached another record level in calendar year 2000. The number of people passing through our state's train stations is the highest in decades, topping one million passengers. (See chart and graph on page 4.)

The number of passengers riding

Cascades service trains between Vancouver, BC and Eugene, OR in 2000 totaled 530,218, a 17.4% increase over 1999 and 24.7% over 1998. Total corridor ridership, which includes extra holiday service and passengers riding the *Coast Starlight* within the corridor was 640,142, a 13.4% increase over 1999 and 15.5% over 1998. The great year

was boosted by exceptionally strong ridership in November (55,508 corridor riders, up 14.6% over 1999) and December (61,849 corridor riders, up 23.1% over 1999).

Ridership on the *Coast Starlight* and *Empire Builder*, the long distance trains serving Washington, continues to be flat. A shortage of Superliner equipment squeezes out many riders during the peak summer and holiday periods.

The number of passengers using stations north of Seattle increased dramatically. Bellingham was up 142% over 1999, Mt. Vernon up 71%, Edmonds up (See Record, p. 4)

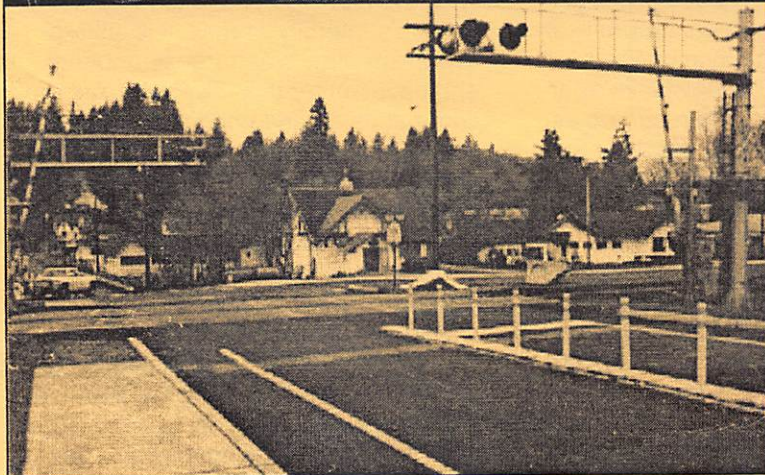
The High Speed Rail Investment Act was reintroduced in the U. S. Senate on Jan. 31. Majority leader Trent Lott (R-MS) and minority leader Tom Daschle (D-SD) have promised quick affirmative action on the bill. Last year's bill was blocked at the last minute in the Senate (after passing the House) in December by Sens. John McCain (R-AZ) and Phil Gramm (R-TX). The legislation was the last thing under consideration before adjournment. The new bill (S. 250) is for \$12 bill., an increase of \$2 bill. over the previous version. Sen. Patty Murray has become an original cosponsor but Sen. Maria Cantwell has not yet signed on.

WashARP hears about the successes of Amtrak's Capitol Corridor

At the Dec. 2 WashARP meeting in Centralia, Gene Skoropowski, Managing Director of the Capitol Corridor Joint Powers Authority and long time NARP director, explained how he and his team have turned the moribund Sacramento-Oakland-San Jose corridor into Amtrak's third busiest. Caltrans was on the verge of cutting this Amtrak service when day-to-day management was transferred to the JPA, a division of the Bay Area Rapid Transit system.

Last year ridership grew 45.2% and in the Fall monthly growth rates exceeded 75%. How has this come about? By using the equipment more efficiently, daily round-trips have increased from three to seven. The corridor then reached a crucial point where the increased frequency led to a huge surge in ridership. Hopelessly congested highways and soaring housing costs in the Bay Area are driving people farther and farther out. Many people are daily riders. Gene said the key is providing high quality service that is safe, fast, frequent and reliable.

Our meeting was hosted by Lynn West of Destination Centralia. Our meeting was the first "mini-convention" they hosted.



Two examples of grade crossing safety projects along the Northwest Corridor: Top, the *Coast Starlight* passes under the new Allen St. bridge over the Cowlitz River in Kelso. This high level bridge eliminated an unsafe grade crossing at the east end of the old bridge. Bottom, in Winlock, this crossing was improved by eliminating a large "hump" to get over the tracks while a second nearby crossing will be closed. Major funding for both was from state and federal sources. Photos by Jim Hamre

From the Executive Director's Desk by Lloyd H. Flem

Continue working for rail; Short on time? Then ride the train or

bus; Member newsbits

While Amtrak service in our state continues to grow in patronage and is a modest but real success, more investment is needed to meet growing demand for more intercity passenger and freight rail service in Washington and the Northwest. The victory for multimodal transportation shown by the huge defeat of Initiative 745 plus the significant role for rail found in the Governor's and WSDOT's proposed transportation budgets should not lull rail advocates into inaction, however. While my visits to a dozen or so state legislators (thus far) have been affirmative in the support for rail being part of the mix, two concerns still caution any premature optimism. First, a strong House supporter of rail and transit feels many of his colleagues, while not necessarily anti-rail or transit, still think "more roads" when transportation needs are considered. Rail and transit advocates must continue to tactfully remind their legislators that, while the dramatic growth of our state's population does call for increased spending on rubber-tire infrastructure, rail and transit are seen by our citizens as vital parts of a transportation system and must also have investment. (I do not ignore water transportation here. The movement of goods and people by watercraft is essential to Washington. The Feds traditionally take care of freight waterways, but we in the state must maintain our aquatic highways, the state ferries.)

The great news out of DeeCee on 31 January, that 51 US Senators sponsored the High Speed Rail Investment Act, means we must work not only the U. S. House for full passage of the HSRIA, but the Washington Legislature for the \$40 million needed to match the \$160 million HSRIA bond money very likely to be available for rail investment in our state's Northwest Corridor. If we don't provide this 20% match, the \$160 million, which Washington has "earned" with our fine record of partnered rail investments in recent years, might well go to other corridors.

That brings us to the second concern: the to-date puzzle as to the

source of needed new state transportation dollars for rail, transit, ferries and highway improvements! After two years of study, the 40-some extremely varied members of the Governor's Blue Ribbon Commission on Transportation unanimously agreed on two fundamentals: Washington state needs massive investment in transportation infrastructure; efficiencies, though important, cannot come close to funding the many transportation needs seen as essential for our state's continued economic and social well-being. Those who suggest our transportation needs can be paid for by simply "eliminating waste" and "reordering priorities" are deluding themselves and the public. Bottom line: we, the citizens of this state, should prepare to pay a bit more for the transportation nearly all agree we need. Oh, the proposed rail budget's state monies are less than one percent of the proposed total transportation budget for this biennium. About the cost of two urban interchanges or a few feet of a potentially double-decked I-405! Indeed, the relatively modest sums proposed for rail are a top priority!

I admire those legislators who are willing to assume their classic role in our constitutional republic and make tough but needed decisions. If the legislature takes the road of raising taxes and fees sufficient to make at least a down payment on our multimodal transportation needs, advocates of all forms of transportation should praise and support them. However, as a practical matter, it now appears more likely the transportation funding decision will occur in the form of a legislative referendum to the voters. Then our job as advocates will be to help educate the electorate that they need to make the right decision if they are really serious about attacking "the traffic mess."

Later in this legislative session I will be writing to many of you concerning your contacting your legislators on rail and transportation funding issues. Not all, however. Don't feel ignored if you don't hear from me. And do not feel you need to wait for my letter to communicate with your state senators and representatives on rail and transportation issues!



While some private vehicle drivers are so attached to their cars, SUVs, vans and trucks they say they'd "never" take a train or bus, and even scoff at

carpools, many of our fellow North-westerners talk the good talk about non-single-occupancy-vehicle transportation if convenient or "...if my time wasn't so valuable." I submit I virtually always take Amtrak Cascades, bus, or at least carpool to Seattle or Portland/Salem because to do so saves my time! Driving, assuming no wrecks, or between 10 and 3, or during parts of the weekend, sometimes, my total elapsed time behind the wheel is less than if I rode the train or Pierce or Sound Transit's fine express bus services. But I-5 is white-knuckle time. All my attention (OK, so I have Classic KING on the radio) is and should be on, for myself and other motorists, the act of driving. Those conducting "business" cell phone conversations while roaring past the Tac Dome at 75mph...ah... shouldn't be, to say the least!

On train or bus one can read, study, prepare a speech, or, particularly on our Amtrak Cascades, even relax in preparation for or in celebration of that important reason that causes one to travel I-5. Or yes, use the laptop or even the infernal cell phone on our trains. It's just that we Americans outside the Northeast Corridor have gotten so habituated with driving, we just rarely if ever consider the options for these "medium" distances, while paying them lip service when asked about these non-car choices. Or we do not learn the simple skills involved in reading and using rail and transit schedules or even how to ride a bus or train. As one who also often uses the Capital Region's Intercity Transit, it is instructive to see how smart transit-dependent, developmentally-disabled folks become at using and understanding their transit system. Let us advocates of balanced transportation make a bit more effort at practicing as we preach.



To a more relaxing topic: Wash-ARPer's riding the trains.

Recently Ron and Marilyn Sheck of Seattle completed a cross-continental round-trip by rail, enjoying the trains of both Amtrak and Via Rail Canada. Ron reports Via is beginning to regain the excellence they had once enjoyed. They returned refreshed and ready for their work.

Jack and Luellen Charneski of Olympia traveled by *Coast Starlight* to witness and help celebrate our beloved Washington Huskies victory in the (See **Lloyd**, page 3)

Trackside Talk

With Erik Griswold

Societal Costs

I have never had to use the services of Harborview Medical Center, and I hope none of you ever have to either. But I am very glad we have it, and indeed our region could not function if we did not. Harborview is the only Level One trauma center in the region and as such it serves the entire state, **and** many others including Alaska, Idaho and Montana. The hospital has 351 beds. In 1928 it cost \$2.75 mill. to build (\$26.5 mill. today adjusted for inflation*); in 1987 funding of \$176 mill. (\$266.5 mill. today) was collected to expand it to its present size; and it is estimated to need \$257 mill. for seismic upgrades. That's a total of \$550 mill. **capital costs** for just the physical plant in today's dollars. Of course Harborview has other capital and operational costs, such as medical equipment and staffing. But why analyze a hospital we desperately need? Because, based on the 351 beds (Harborview's maximum nightly "capacity"), Harborview has a cost of just under \$1.6 mill. per bed.

For the purposes of this column I'll refer to this as \$1.6 mill. per daily "rider," because that is a term one hears banded about these days.

First lets get some definitions straight. "Cost per rider" is the cost of a project per daily rider in one of the directions of travel of a corridor or transit line. It is assumed a person traveling in one direction will return to the place he or she came from via the same road or route. "Cost per new rider," often used to disparage rail transit, is the cost of the rider of a transit (usually bus) line who was not a rider on a previous transit line that the new rail line is considered to replace.

For example, if we want to find the "new ridership" generated by Sounder from the Tacoma Dome Sounder station to Seattle with its introduction in Sept., we might look at the bus ridership on the Seattle-Tacoma express (ST Express Bus routes 590, 591 & 594). These are the bus routes that served the two points prior to Sounder. It is assumed that all the bus riders will move to the train and that the parallel bus will be eliminated. The express bus wasn't because there are various reasons the ST Express bus can be a better option for some riders and it isn't exactly a parallel bus as it follows I-5 and not the Kent Valley. In addition, when looking at Sounder costs, one really should look at the benefits for the commuter who lives in Puyallup, Sumner, Auburn, Kent and soon, Tukwila.

As always there are riders and then there is capacity. Automobile occupancy today averages 1.1 **riders** per car, or just over 20% for the 5-passenger **capacity**.

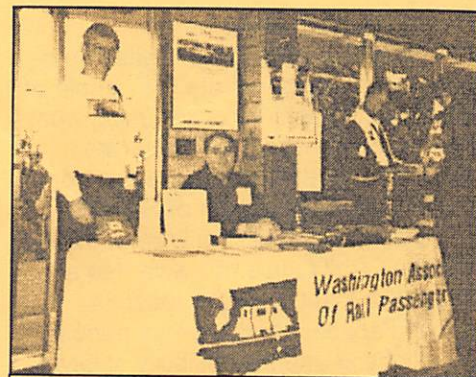
Of course we need a Level One trauma center, just as we need fire engines, sewers, parks, etc. even if we individually never

use **all** these facilities. They are societal costs that we pay, and our forebearers have invested in, in order that we might have a certain quality of life. Even if you believe that the role of government should be very limited, you may agree that certain facilities are needed by this region in order to compete with other regions for employment providers. Good luck in finding that top-notch employee if there are no emergency medical services in your company's area.

This region certainly also needs transportation facilities to function. Now let's look at some previously built transportation corridors in our region, none of which were voted on:

- The Tacoma Narrows Bridge cost \$6.4 mill. in 1938, which is \$74.2 mill. today. Of course that bridge ("Gallopig Ger-tie") had to be replaced (more capital). But using the 1938 costs of the first bridge adjusted to today, and dividing for the 32,000 vehicles that use the bridge in one direction with their 1.1 riders, we come up with a cost of \$2108 per rider. Of these, how many were "new riders" I cannot say since I have no data for the Tacoma to South Kitsap ferry services the bridge replaced.
- The SR 520 Evergreen Point floating bridge cost \$24.8 mill. to build in 1963 (\$136.4 mill. today) and generated \$60 mill. by 1971 to pay off its bonds. What cost \$60 mill. in 1971 would cost \$257 mill. today, but of course factoring inflation in bonds-retirement is a bit more complicated. But using that 257 million present-day dollars figure, each rider on the 520 cost us about \$3900. To find any "new-rider" data, one must ask if one should look at the Madison Park-to-Kirkland ferry ridership, or at any reduction of traffic on the existing I-90 floating bridges.

These bridges are called "at capacity" today, even though they only carry under 30% of the passengers they could carry if every **seat** traveling via the corridors were being used. Where is the outcry over such low "ridership"? Both of these bridges are slated for capacity-expansion, but what will this cost? Let's look at the 520 bridge. The Trans-Lake Study has thus far estimated that adding one general-purpose lane in each direction will cost, at the least, close to \$1 bill. Adding two lanes to four increases the capacity of the 520 bridge by 50%, which will undoubtedly be filled by "new riders" in their cars on the day of opening. 50% of the present day "ridership" of the 520 is 33,000. If the \$1 bill. cost does not rise (it will), this would amount to \$30,300 capital cost per "new rider," and this assumes no impact mediation on any adjacent arterials. Surely someone should lose their job over these outrageous numbers as has happened at Sound Transit, but given our acceptance of highway costs without referenda, I suspect no one will.



Jim Cusick and Paul Scott staff the WashARPer table at the Edmonds station open house on Dec. 9. Noted rail artist and WashARPer J. Craig Thorpe, at right, displays his beautiful rail paintings and prints. *Photo by Jim Hamre*

While you contemplate these capital costs, remember that property values have, for the most part risen at a rate much higher than inflation, and tend to rise even more when a customer with specific needs such as a transportation-corridor-builder comes "shopping." Just remember them when you hear about the costs per rider/new-rider of any rail transportation service. And don't forget, the existence of these services tend to create growth that adds to their own ridership.

Sounder commuter rail service to Kent and Puyallup began Feb. 5th. Tukwila is slated for March 12; check www.sounder.org for updates. Our next section meeting will be at Andy's Diner on March 15th at 6:30 p.m. I plan to ask a representative from Sounder to attend so that we can learn about their latest developments.

(Note the new easier-to-remember e-mail address for WashARPer's Commuter Rail Transit Advocacy section; see p. 5. If you'd like e-mail or fax updates about the CRTA section, let me know.)

* All figures adjusted for inflation into present-day funds with the assistance of "The Inflation Calculator" at www.westegg.com/inflation.

Lloyd, from page 2

Rose Bowl and earn a number three national ranking among football powers. Jack and Luellen are Chehalis High School friends where we attended...several years ago!

Anne Davis, a current Chehalis neighbor and new WashARPer, took her first-ever train ride with our Lewis County contingent to the January WashARPer meeting in Seattle. Anne was very impressed with the Amtrak *Cascades* trains and service. Another of our party was Mrs. Estelle Wicks, a highly articulate and publicly involved 93-year old from Centralia, who is an active advocate for passenger rail and transit.

Record, from page 1

25% and Everett up 15%. These numbers clearly demonstrate the people of Northwest Washington are using what they've been asking for: better train service to Seattle with same-day connections to points south of Seattle.

In other northwest rail news, the WSDOT Rail Office has awarded a \$510,000 grant to add at least 54 parking spaces, and improve pedestrian lighting and accessibility at Olympia/Lacey's Centennial Station. The Transportation Improvement Board, WSDOT and Amtrak are also providing \$218,500 to Intercity Transit, the owner and operator of the station, for improvements to the main passenger loading platform. It will be lengthened by 200 feet, raised to 8 inches above top of rail and lighting will be improved.

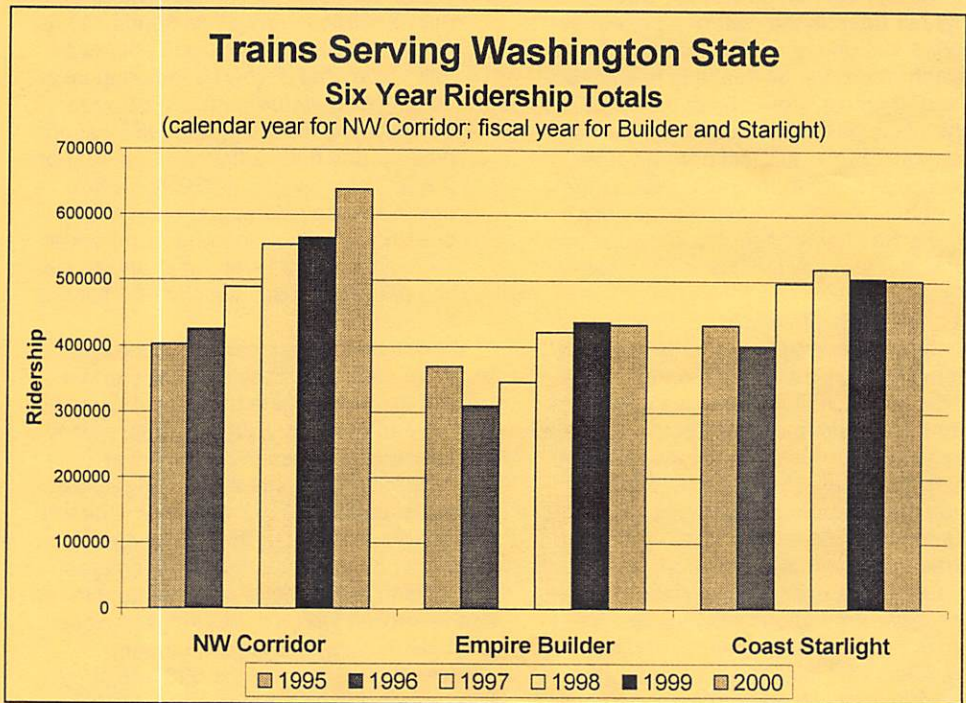
On Feb. 5, the departure of Cascades train 755 from Seattle was pushed back five minutes to 5:25 p.m. This is to accommodate the earlier departures of the evening Sounder runs to Tacoma. Arrival of 755 into Portland will be only two minutes later as the completion of track and signal work sponsored by Oregon DOT between the Columbia River and Portland Union Station has resulted in faster running time on this segment.

U. S. Customs Service, after nearly four years of conducting its inspections on Vancouver, BC-Seattle train 763 as it traveled from Blaine to Bellingham, announced to Amtrak that it was going to unilaterally begin a pilot program of holding the train at Blaine while the inspections were done. This action reneges on the agreement brokered by former Congressman Al Swift. Washington state lawmakers strongly objected. "Stopping the train at the border for inspections does not comply with our interpretation of federal law," said a letter signed by Sen. Patty Murray and Reps. Rick Larsen, Norm Dicks, Jay Inslee and Jim McDermott, all Democrats. After a meeting on Jan. 19, Customs has for now backed down on its pilot project.

A bill to allow WSDOT to enter into an agreement with a private non-profit corporation to facilitate the restoration of shabby King St. Station has been introduced in both houses of the state Legislature. Although the bill enjoyed broad support last Spring it did not survive the last minute rush to adjournment. WSDOT is hoping for early ac-

| Amtrak Ridership Data | | | | | | |
|---|----------------|----------------|----------------|----------------|------------------|-----------------|
| Five Year Washington State Station Totals (calendar year) | | | | | | |
| Station | 1996 | 1997 | 1998 | 1999 | 2000 | 99-'00 % Change |
| Bellingham | 8,225 | 8,689 | 9,967 | 22,345 | 54,129 | 142.24% |
| Bingen-White Salmon | 492 | 827 | 1,198 | 1,155 | 1,452 | 25.71% |
| Centralia | 16,575 | 18,127 | 20,337 | 19,286 | 18,769 | -2.68% |
| Edmonds | 14,016 | 14,382 | 17,119 | 20,138 | 25,213 | 25.20% |
| Ephrata | 1,235 | 1,378 | 2,158 | 2,552 | 2,989 | 17.12% |
| Everett | 16,223 | 18,945 | 24,487 | 27,653 | 31,863 | 15.22% |
| Kelso-Longview | 20,788 | 22,423 | 24,877 | 22,468 | 22,654 | 0.83% |
| Mt. Vernon | 5,832 | 5,150 | 7,194 | 9,589 | 16,421 | 71.25% |
| Olympia-Lacey | 27,265 | 32,362 | 38,531 | 39,241 | 41,543 | 5.87% |
| Pasco | 7,861 | 10,392 | 13,402 | 14,122 | 15,474 | 9.57% |
| Seattle | 405,866 | 467,471 | 533,598 | 575,924 | 632,078 | 9.75% |
| Spokane | 22,611 | 34,916 | 42,599 | 39,624 | 40,927 | 3.29% |
| Tacoma | 80,563 | 91,607 | 106,721 | 111,699 | 113,667 | 1.76% |
| Vancouver | 45,071 | 49,750 | 57,054 | 59,359 | 62,956 | 6.06% |
| Wenatchee | 5,687 | 6,498 | 18,609 | 15,228 | 13,950 | -8.39% |
| Wishram | 361 | 516 | 660 | 717 | 863 | 20.36% |
| TOTALS | 678,671 | 783,433 | 918,511 | 981,100 | 1,094,948 | 11.60% |

Information provided by WSDOT Rail Office
 Totals for 1998, 1999 and 2000 include Thruway bus ridership numbers.
 Wenatchee ridership for 1998 and 1999 includes excursions to Leavenworth.



tion on the legislation from both houses so the sorely-needed \$43 mill. project can move forward this summer (before the deadline for using the federal grant passes on June 30). The Senate held its first hearing on the bill Jan. 31.

Gov. Gary Locke's (D) 2001-03 transportation budget contains nearly \$266 mill. dollars for the state intercity rail program. However, \$160 mill. of

that is federal funds from the not-yet-passed HSRIA (see p. 1). Even the state share of the proposal is tenuous as the Legislature wrestles with ways to increase transportation spending while dealing with the serious budget constraints in place (see previous newsletter for details).

The work of the Blue Ribbon Commission

by Chuck Mott

The Blue Ribbon Commission on Transportation concluded its work, after meeting for nearly two and one half years, on November 29, 2000. Forty-six governor appointed commissioners, coming from business, labor, legislature, environmental and other advocacy organizations, struggled collectively to understand the complexities of funding and managing our present transportation system and, then, to find constructive and more efficient ways to help solve transportation gridlock. We are now projected to increase our population by 36% by 2020. Already, our Puget Sound area has the second worst traffic congestion in the nation and we are not keeping up with road and highway maintenance standards, let alone a transportation infrastructure to handle increased traffic, which historically increases at a faster rate than the population. Even though there was substantial diversity among individual commissioners regarding their perspectives and institutional allegiances, the commission was able to agree on eighteen major recommendations, eleven action-oriented benchmarks (20 year measurement goals), and a broad job description for a proposed Washington Transportation Accountability Board to replace the Washington Transportation Commission.

The recommendations included establishing a single point of accountability for statewide transportation (future secretary of transportation is to be appointed by the governor and accountable directly to him); conducting an independent review of WSDOT administrative practices and staffing levels; providing incentives to improve efficiencies in funding and delivery of transportation services, incorporating design-build, public-private partnerships in new project deliveries; raising local transportation funding tied to local projects and economic efficiencies; simplifying funding distributions; and encouraging existing regional transportation authori-

ties to come together into stronger organizations that have planning, funding and implementation authority to manage regional transportation projects.

The commission identified statewide transportation needs of over \$150 bill. in the next twenty years. Present funding streams will meet about \$50 bill. of these needs. Allowing for project duplication and future efficiencies, the commission recommended a series of measures that would double spending levels from present day—or raise about another \$50 bill. in the next twenty years to maintain, preserve and build new infrastructure in the most heavily congested transportation corridors on a priority basis.

The commission specifically targeted about \$11.5 bill. in new revenue needs for the next six years, which it

incorporated under its "early action strategies." Of this total, \$3.5 bill. would be generated by flexible funding (not restricted by the 18th Amendment) with funds coming from sales tax on the commodity price of fuel, a 2% surcharge on transportation goods, a \$20 annual flat vehicle charge; general fund transfers of sales tax on transportation projects, bonding funds and efficiency savings. Another \$4.2 bill. in funds would result from a six-cent gas tax increase (restricted by the 18th Amendment to highways and ferries only), gross weight fees on all vehicles, truck surcharges, extension of the \$30 license fee to all vehicles and higher ferry fare box recovery revenues. The final \$3.8 bill. in funds is to be raised at the regional level utilizing local sales taxes, VMT charges, local option vehicle license fees and bonding funds.

The Blue Ribbon Commission estimates additional costs statewide to the individual user would be about \$124 a year (about the cost of a latte per week). At the regional level, where local funding sources would be implemented, the cost to the individual user would be anywhere from \$0 to \$231 per year, depending on what level local taxes are imposed.

In conclusion, let me make these observations as a fiscally conservative small business owner. First, we can operate our transportation system more efficiently and save maybe a couple of hundred million dollars, but we will not meet future transportation needs if we are not willing to invest more money to pay for them—there is no free lunch here! Second, the report puts heavy emphasis on doing things more efficiently, including bringing in more private sector investments, design build projects and public/private partnerships. Third, a series of incentives are proposed to make: better use of existing land areas for higher density development (with better qualities of living resulting from more use of public and pedestrian transportation modes); all public (See **Blue Ribbon**, p. 6)

Important Addresses and Phone Numbers

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 U. S. Senate Washington, DC 20510
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 State Legislature State Capitol, Olympia, WA 98504
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All are evening numbers, except Lloyd's, which is available 7:00 a.m. to 9:00 p.m. daily.

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 NARP Hotline: www.narprail.org/hot.htm
 Amtrak: www.amtrak.com
 Amtrak Cascades: www.amtrakcascades.com
 Sound Transit: www.soundtransit.org

WashARP News

March 10: WashARP meeting at **1:00 p.m. at University Plaza Hotel**, 400 NE 45th St, Seattle (just west of I-5 Exit 169; on Metro route 44 and Sound Transit route 512).

March 15: Commuter Rail Section meeting at **6:30 p.m. at Andy's Diner**, 2963 4th Ave S, Seattle (just north of Spokane St).

March 31: Membership meeting. See enclosed flyer.

April 14: NO MEETING due to the membership meeting.

At the Jan. WashARP meeting, Paul Scott of Davenport, was elected to fill the remaining slot on the board of directors. The board also created four additional vice president slots: Transit & Commuter Rail, Finance & Strategic Planning, Marketing & Membership, and Public Relations & Government Affairs. The following were then elected as officers for 2001-02:

- Chairman of the Board: Chuck Mott
- Executive Director: Lloyd Flem
- President: Tony Trifiletti
- VP-Eastern Washington: Jim Neal
- VP-Western Washington: Jim Hamre
- VP-Transit & Commuter Rail: Erik Griswold
- VP-Finance & Strategic Planning: John Carlin
- VP-Marketing & Membership: Bob Lawrence
- VP-Public Relations & Government Affairs: Ron Sheck
- Secretary: Noel Hancock
- Treasurer: Hans Mueller

WashARP member Susan Sauer suggested that each newsletter list our new members. An excellent idea that we've done occasionally over the years. To catch

up, here's our new members for 2000: Amtrak West, Donald Blankenship, Todd Boulanger, Marilyn Burke, Dick Burkhart, M. Clinton Cannon, Bradley Cassidy, William Chambers, Nicholas Chard, Allen Christensen, Rodney Cole, Tamara Conway, Anne Davis, Harry Dearth, Anne Deitz, Frank Edwards-Hill, Ian Fisher, Nora Friend, George Gaekle, Nancy Getz, Dan Gould, Tim Gould, Susan Grimes, Patrick Halstead, James Hatton, William Hewitt, Allan Hill, Phillip Hoffman, Steve Inge, T. Kevin Jacques, William Jensen, Johnny Johnson, Dudley Jones, Louis Kahn, W. Kerr, Bob Kipper, Mark Kiser, Gerald Knutsen, Ralph Knutson, Gary Lai, Elmer Larsen, Thomas Leitch, Link Transit, Russell Long, John McMahan, Gary Miller, David Mott, John Murphy, Bruce Neihart, David & Jean Peck, Charles Priebe, Al Runte, Paula Salewsky, Wendy Schauer, Gerald Schultz, Ron Sheck, Cindy Spence, Michael Steel, Marc Stenchever, Chris Stubblefield, Brad Swartzwelter, Joel & Lynne Thomas, Theodore Treleven, Ken Vogel, Theodore Walgamott, Bill Walker, Matthew Wanamaker, William Watson, Kenneth Weichel, Ira Worden, Richard Young.

Blue Ribbon, from p. 5
transportation agencies more accountable; and use of a series of measures to encourage commuter trip reduction. Fourth, invest more in new road projects, but also in other projects, such as transit, shortline and large railroads (using public/private partnerships) which can take more truck and passenger traffic off congested roads. Finally, streamline and simplify transportation planning, funding, permitting and delivery. Make the transportation system work harder for it's money and hold

2000 WashARP financial report

| Income | |
|----------------------|------------------|
| Renewals | 12,410.00 |
| New members | 1,992.86 |
| Appeal and donations | 13,166.98 |
| Memorials and grants | 1,000.00 |
| Luncheon receipts | 1,360.00 |
| Miscellaneous | 726.91 |
| Interest | 1,111.24 |
| Total | 31,767.99 |

| Expenses | |
|------------------------|------------------|
| Executive Director | 20,676.17 |
| Newsletter postage | 773.75 |
| Newsletter printing | 2,595.27 |
| Miscellaneous postage | 1,452.88 |
| Miscellaneous printing | 1,168.34 |
| Meeting expenses | 136.89 |
| Luncheon expenses | 2,479.65 |
| Membership promotion | 53.00 |
| Supplies | 1,495.82 |
| Miscellaneous expenses | 1,625.42 |
| Total | 32,457.19 |

WashARP membership stands at a bit over 500. We're growing slowly, but need our members' help in continuing to grow. Recruit new members or even provide a friend or relative with a gift membership.

Members contributing to this newsletter include: Bob Lawrence, Lloyd Flem, Chuck Mott, Tony Trifiletti, Erik Griswold, Hans Mueller, Jeff Schultz, and Stan Suchan.

the transportation spenders more accountable for what they do, or don't do.

If you have more interest in the Blue Ribbon Commission report, check the web site at www.brct.wa.gov. The ultimate implementation of the commission recommendations rests with our state Legislature. If you have specific thoughts, communicate them directly to your state senator and representatives.

Washington Association of
Rail Passengers
P. O. Box 70381
Seattle, WA 98107

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| F/M | MEMBERSHIP APPLICATION RENEWAL FORM ADDRESS CHANGE |
| _____ | Basic Membership\$20.00 per year |
| _____ | Student/Fixed Income\$15.00 per year |
| _____ | Family Membership\$30.00 per year |
| _____ | Patron.....\$50.00 per year |
| _____ | Extra Contribution\$ _____ |
| (always welcome and appreciated) | |
| Note: if you move, let us know in advance and save WashARP 75¢ for address correction service. | |

Name _____
Address _____
City/State/Zip _____
Phone _____