



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."

Need for balanced transportation critical as Amtrak ridership swells after terrorist attacks

In the immediate aftermath of the Sept. 11 terrorist attacks on the World Trade Center and the Pentagon, Amtrak ridership soared by more than 20% (to over 70,000 passengers a day) as the federal government shut down all aviation in the U.S. for more than three days. Three weeks later ridership remains more than 15% of normal levels.

Long distance trains saw the biggest jump (about 35%) as people scrambled for a better alternative than driving long distances. However, as trains like the *Empire Builder* and *Coast Starlight* quickly sold out, Amtrak's lack of equipment meant most trains could be expanded by only a car or two. Over 50 coaches and sleeping cars await repair work that Amtrak does not have the capital funds to perform. Still, Amtrak added about 1600 seats a day on its long distance trains.

The Seattle Mariners, stranded in southern California, looked to Amtrak but could not be accommodated before Sunday Sept. 16. The baseball team was able to secure a charter flight on the 14th instead.

A Seattle woman who was in Grand Forks, ND looked at renting a car to drive to Billings, MT and meet her husband driving from Seattle. However, the rental company wanted over \$2000 for the one-way rental and she opted to travel home on the *Builder*.

In the Northeast Corridor, all travel was down because of the devastation in New York and Washington. However, with National Airport in Washington remaining closed and new security measures increasing time spent in the airport by one to two hours, ridership on Amtrak trains between Boston, New York and Washington has climbed substantially. Amtrak has added 2000 seats a day in the NEC.

In the West, Amtrak added 300 seats a day, mostly in California. Our fixed consists on the *Cascades* trains limit the ability to add seats.

Amtrak has also substantially increased the amount of mail it handles, carrying an additional 237 carloads in the first week after the attack. The company has also been running *Clara Barton* specials in conjunction with the

Red Cross to deliver medical and other relief supplies to New York.

The apple growers of our state donated an entire carload of apples to the relief efforts. The car, filled with 200,000 apples, left Wenatchee on Sept. 17 on the *Empire Builder*. Amtrak and Express-Trak, Amtrak's (See Amtrak, p. 5)

East-West passenger rail service doable but obstacles remain

In 1993, the state legislature set a goal of introducing high-speed ground transportation between Seattle and Spokane by 2030. About three years ago Jim Neal, WashARP vice president, worked to develop a coalition of politicians, business interests and citizens east of the Cascades to push for a feasibility study on east-west passenger rail service. In 1999, the Legislature funded a study to look at all three cross-Cascade routes. However, I-695, which resulted in repeal of the motor vehicle excise tax, eliminated most of the funding for the study. Enough money remained to conduct a limited study on one route. The ex-Northern Pacific Stampede Pass route through Ellensburg and Yakima was chosen because it currently does not have passenger rail service.

The study, conducted by consultants for WSDOT, found daylight passenger rail service on the Stampede Pass route is physically and operationally feasible. However, further analysis is needed in the future to obtain more accurate ridership, scheduling and cost information.

The study projects that \$350 mill. in infrastructure improvements would be needed to start the first daily round-trip train between Seattle and Spokane via Yakima and the Tri Cities. Improvements needed include 16 miles of second main track or sidings; centralized traffic control between Auburn and Pasco; new or renovated stations; grade crossing enhancements; and purchase or lease of train equipment. These improvements would also enhance freight operations and provide capacity for more passenger service in the future.

Travel time from Seattle to Spokane is projected to be between 7 hours 21 (See **East-West**, page 4)



The first two Washington Fruit Express refrigerator cars, loaded with central Washington apples and pears bound for the east coast, couple onto the *Empire Builder* very early in the morning on Sept. 13. The train originated in Seattle at 11:30 p.m. on the 12th, nearly 7 hours late due to the need to turn the equipment from the late arriving westbound train. Like all other trains nationwide, it was stopped after the terrorist attack until the safety of the rail infrastructure could be assured.
Photo by Steve Anderson, WSDOT Rail Office

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

Passenger Rail Follow- ing 9-11; Continuing Economic Geography Lesson

On the pleasant morning of Tuesday 11 Sept., four of the WashARP delegation (Chairman Chuck Mott, President Tony Trifiletti, Treasurer Hans Mueller and myself) traveling to the long-planned West Coast Passenger Rail Summit, had just finished an excellent breakfast aboard Amtrak's *Coast Starlight* near Martinez, CA when we heard the increasingly terrible news from the American Northeast. Canceling a planned half day enjoying the sights and varied public transit modes of San Francisco, we continued on the *Starlight* to San Jose, caught a northbound Caltrain to San Carlos, and, like most of the world, then watched the awful results of the work of the most despicable of fanaticism.

The Summit, scheduled for Wednesday 12 Sept. in San Carlos was canceled, but the four of us plus WashARP's Ron Sheck, and Oregon rail advocates Ken and Dan McFarling (who also had traveled by train) and two Bay Area Californians informally discussed the potential future of intercity passenger trains on the West Coast in a post-2003 world where changes in Amtrak funding, function, and organization are quite possible. The cloud of the previous day's events and the potential changes they might bring to American transportation made our musings speculative, to be sure.

With all air traffic grounded, Amtrak trains became rapidly full nationwide. Our previous reservations for the return home ensured a safe and comfortable passage. Little or no complaint when our northbound *Starlight* was halted for nearly four hours near Redding CA as railroad authorities checked track, tunnels, and bridges for possible sabotage. (None whatsoever found.) We experienced fine Amtrak personnel, superb meals, and fellow passengers commenting that this was the safest and best way to travel in troubled times.

The terrible tragedy of 9-11 does open the door for passenger rail advocacy. I joined NARP's Ross Capon in feeling we must approach our advocacy work with tact and sensitivity, however. I do not feel we ought to exploit the irrational fears of commercial air travel millions now harbor. I for one support public expenditures to make flying safer and to increase confidence in this mode. But now that the initial shock of this century's Day of Infamy is passing, we must redouble our efforts to influence transportation policies and investments that give passenger rail a place now substantially absent in North America, yet abundantly and increasingly present in the rest of the affluent capitalist world. It is not "in

bad taste," while approving much of the public expenditure proposed for airline safety and even airline bailouts, to clearly remind decision makers and the media that this is yet another subsidy for the air mode. The ludicrous myth that only Amtrak and transit are "subsidized" whereas drivers and airline passengers "pay their own way" can now be further exposed.

So OK, help the airlines with our tax dollars, **BUT** let us now acknowledge the mistake of near total reliance on air and road as seen on that fateful Tuesday. Amtrak and commuter trains served as lifelines in New York City and Washington DC. A lack of coach capacity—trains were full nationwide—kept even more from using the rail mode. From a strategic and defense position, it is plain bad policy to not have rail as a major part of national transportation mix. And it is a poor allocation of resources to continue making massive investments in airport infrastructure, airport security, air traffic control, etc. to serve redundant short-hop commercial flights where passenger trains would be far less costly economically and environmentally and are even more time-efficient from door to door than by air! Perhaps we will at least glance at western Europe and Japan, where governments and even airlines have invested in fast trains. Air France has essentially ceased flying between Brussels and Paris; the Thalys train is a much better trip. Lufthansa now tickets their airline passengers arriving in Frankfurt for Stuttgart on Deutschebahn trains, saving slots at Rhein-Main Airport for much more valuable international flights. Given the safety-security delays which will remain universal at U.S. commercial airports for the foreseeable future, the much anticipated rail service beginning this November between Portland, ME and Boston should, for example, be an instant success. Though not high speed, the Train to Maine will travel from downtown Portland to downtown Boston in far less time than the sums of ground transportation, flight time, and especially the long pre-flight waits.

I attended a town meeting in Chehalis 19 Sept. hosted by Brian Baird (D-Vancouver), our Third District congressman, who is also scheduled to be a guest speaker at the 10 November WashARP meeting in Vancouver. I intended to not mention rail at this meeting, instead seeking Baird's view on the possibility of terrorist possession of biological and chemical weapons. (Unfortunately, the answer appears to be that the likely perpetrators can get access to such.) Baird, in seeing my raised hand, proceeded to introduce me to those attending and gave a strong endorsement for the need for more rail investments before I could speak! Brian told me many of his colleagues feel similarly. As this newsletter's lead article says, editorial support for rail is high and widespread and 16 U.S. senators want rail infrastructure and safety investments to be

part of any federal air traffic funding package.

Among the more irrational responses to the recent tragedy is the fear of all public transportation. USA Today quoted folks not only unwilling to fly, but who will also avoid trains and buses, choosing their own motor vehicles as "safest"! These frightened people will thus cause the already most dangerous mode to be even more so. Would I fly to, say, Orlando, tomorrow if it were essential? Of course, while still wary of the most dangerous parts of the trip, I-5 to Sea-Tac or virtually any highway in Florida!

Long distance trains lack the absolute time advantage corridor trains will have over air and must be justified in different contexts. It will always be quicker to fly to LA, Denver, Chicago, or Orlando than go by train. But for those who do not hold "time is money" as one of nature's universal truisms, long-distance train travel has taken on much greater potential since 11 September. (Again, I would rather people did not choose rail because planes are "unsafe," but millions who did not like flying much anyway are now pushed into the camp of other-then-air for long-distance travel.

Wearing the hat of NARP director, Jim Hamre, and I, as WashARP executive director, were featured speakers at the annual meeting of the Montana/Wyoming ARP on Saturday 22 Sept. About 35 attended, including lead staffers for Montana's two U.S. senators and their single congressman. TV and newspaper people also present. My interview was part of Montana statewide TV news that evening and the meeting generated two articles in the state's biggest paper, *The Billings Gazette*. My now-familiar "Praise and Push," "Work with, not against the Establishment" sermonette along with the budding success of the Washington Fruit Express as a model and means for helping preserve and increase long-distance passenger rail service were the themes. I opined that Congress might now be more open than ever to rail investments and for advocates to work affirmatively with their DeeCee delegation. The group is pushing a proposal for Spokane-Denver passenger rail service via southern Montana and central Wyoming.

Montana is a physically magnificent state. Their problems are different from ours in western Washington. Traffic congestion is a non-issue. Given Billings' location further from Amtrak service than any significant town in the 48, we had to drive. Enjoyed seeing old mining and mill towns of Butte and Anaconda, and Wallace, ID. While economically depressed, these are real places with character, history, and yes, soul, unlike the aimless burbs that have sprawled out from western Washington's cities in the past 50 years.

I give my best to MTWYarp and to our (See **Lloyd**, page 4)

The View Down the Tracks =====

with Jim Cusick

When twenty-twenty is not perfect vision

For members of this organization the view down the tracks is quite clear. As your new VP of WashARP's Transit and Commuter Rail section my job will be to give voice to the silent majority who agree rail is a major part of our transportation solution.

Before I introduce myself, I want to thank Erik Griswold for all of his hard work and dedication as the previous VP of this section. He has helped lay an excellent roadbed to build upon, and when he returns to the Puget Sound region in the future, he will have plenty more miles of rail to tour.

Who am I?

More than 20 years ago, I moved from Salt Lake City to the Puget Sound region. I moved here when the freeways were an example of a low cost but effective design that accommodated the free flow of traffic of the time. Since then they have moved to the "Who was the idiot that designed this?" category without any major infrastructure changes. When I moved to Salt Lake City from my boyhood home in suburban New York, I embarked on my first career in the automotive field. Upon moving to the Northwest, the first transportation related "office" I held was as vice president of the Evergreen State Camaro Club. I am no longer employed in the auto industry and also am not a car club member, but I still consider myself an auto enthusiast.

I developed a broader interest in regional transportation issues around the time the Growth Management Act came into being. I regularly attended the Bothell planning commission and city council meetings to keep track of what was going on. I was also invited to help in the development of my community at a number of these meetings. As the city wrestled with defining itself the most pressing issue was, and still is, how to retain the "small town" feel.

When my family and I made our regular excursions to visit our relatives in my boyhood hometown of Scarsdale, NY, I observed an interesting phenomenon. In an area that has roughly the same density and population characteristics as the cities that surround Lake Washington, it felt more pastoral than what I was used to in Bothell. In the years I was away, there had been quite a lot of development farther away from NYC, yet there was no equivalent increase in auto traffic. Even the yearly figures released by the Texas Transportation Institute confirm this. Why?

It took a few visits for me to realize what the reason was. The electrified commuter rail line, which was only about 125 ft. from my old bedroom window, was absorbing the commuter traffic, not the adjacent limited access highway. The rail line delivered

NYC bound commuters past my window efficiently and quietly. My boyhood home still felt like a small town.

What am I doing now?

As the Sound Transit Sound Move plan was in its early stages, I became involved in various advocacy groups supporting the plan. Since I was convinced rail was the answer, one of the groups I joined was the Washington Association of RAIL Passengers. How did I get such a "View Down the Tracks?" I suppose the two times I volunteered as conductor/ticket agent for the Issaquah Trolley this year allows me to legitimately be in between the rails. However, the view has gotten clearer as a result of my participation in the I-405 Corridor Program as a member of the Citizens Committee.

From this work I have drawn a few conclusions about what I perceive are the root causes of our transportation planning problems in the Puget Sound region:

The public is seriously misinformed when it comes to transportation data, and the decisions made concerning transportation in the region. From seeing the raw data firsthand, and then seeing how it appears in the news media, I have lost confidence in the local news media's ability to accurately inform the public.

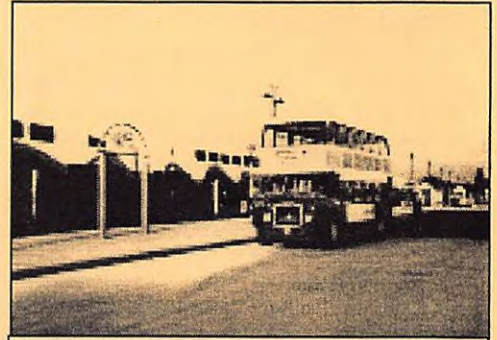
The horizon for the cost-benefit analysis that is performed for major projects is too short. The I-405 Program's cost benefit horizon is 2020. Even our assumption that rail is a solution whose benefits are realized in 50+ years is incorrect. My analysis of the data reveals that while roads are the correct solution for a 20-year horizon, a solution that includes only rail is a solution whose benefits are realized in only 40 years.

The "disbenefits" caused by construction are not factored into the calculations in the cost-benefit analysis. What this means is that while there are benefits realized after the facilities are built, the extra time lost during the construction years is not subtracted from the overall benefit amount.

Why I have no faith in the media when it comes to transportation issues

The first conclusion is the one that we as a group can address the easiest, and the most effectively. The most unfortunate example of the news media's lapse in accurate communication concerns a survey conducted by the I-405 Corridor Program staff. This was a random phone survey of residents in the corridor, with a set of questions ranging from what people perceive the problem is, what they don't want, and what they do.

Only one newspaper, the Seattle P-I, ran a back page column in the Local News section, reporting on the results of the survey. To say it was an incomplete report is an understatement. The news report correctly revealed that approximately 95% of the respondents did not think, "users of the



Sound Transit operated Sounder Fair specials from Seattle and intermediate points to Puyallup on the three Saturdays of the Puyallup Fair. Although not as well patronized as the standing-room-only Sunday afternoon Mariners specials, this is the first time for a special not oriented to Seattle. We look forward to more special runs in the future as regular service expands. Passengers had the option of walking the half-mile to the fairgrounds or riding a 1955 Bristol Lodekka Coach from the West Yorkshire Road Car Co. of Great Britain. The coach is from the Harold LeMay collection.

Photo by Zack Willhoite

system should pay for it." What this question was effectively saying, and the respondents were correctly assuming, was "Do you think there should be tolls on I-405?" They also correctly reported that about 75% said that they think new lanes are needed on I-405 (no specific amount was included in the question).

What wasn't reported at all was that almost the same amount (73%) agreed with the statement "Do you think Light Rail should be part of the solution on the Eastside?"

This is only one example of how the news media has done a poor job informing the public.

What can we do about it?

Get simple, accurate information into the public's hands. Lobbying our elected officials is only one part of the solution. Our booth at the Wallingford street fair revealed that most people are still asking basic questions about rail, and our group is best equipped to answer them.

What next?

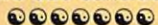
For your reading enjoyment, in the next column I plan to explain why I think we make the short-sighted decisions we do in this region, and how we have the numbers back them up. I also will explain why, to see clearer, we need twenty-four vision.

For those interested in pushing a little harder on commuter rail, I plan to engage more of you in discussions of how to effectively share our expertise with the general public, to clearly and simply explain the issues, and help them voice their unheard opinion when it comes to rail.

See you all at our Nov. 15 meeting.

Lloyd, from page 2

friends and fellow WashARPer in Shelby, MT who have worked so diligently to move product by rail to and through their small northern Montana community. We in the northwest quarter of the US need to work together to ensure that our rail transportation needs receive due consideration.



The late Prof. James Vance at Berkeley was one of the nation's premier urban and transportation geographers. One of the principles of urban development Vance taught was the importance of transportation infrastructure's role in causing patterns of urban development, not in just being a response to "demand" as is so often assumed by those who do not look at historical precedents. That is a fault of those who oppose commuter rail or rail transit because "...there is not enough density to support rail." Vance illustrated that from the canals of Britain, to 19th century transcontinental railroads in North America, to streetcar suburbs of the early 20th century, to freeway interchange developments post-1956, the new infrastructure, improving the aggregate accessibility of places near the canal, railroad, trolley or interchange, soon had development vying for and occupying these newly accessible locations. Cities, commercial agriculture, major industry followed, not caused the western railroads. Places grew or not because the rails were present or absent. More recently locally-owned highway-oriented business on pre-interstate highways died as traffic moved and grew on the interstates. New interstate-oriented businesses, rarely locally-owned, near always copies of ubiquitous corporate franchises, got the prime sites.

One of the few bright spots on our California trip was observing this pattern developing between San Francisco and San Jose on the route of Caltrain, a commuter railroad which has evolved into a contemporary version of an interurban, that wonderful, safe and efficient mode of travel that all but disappeared 70 years ago with the advent of Henry's Models T and A and relentless pro-road, anti-rail government policies. New high-end town houses, quality shopping, office complexes, parks, bike facilities are all close to Caltrain station stops, a direct result of the continuing investments in this high quality rail transportation. Looked almost like wealthy south Germany, not car-culture California. Of course it will "work" in our state too, as it also has in Vancouver, BC, Portland, and now starting to in even ultra-conservative Salt Lake City. Our existing population densities are equal to those south of San Francisco. Our topographic and hydrographic constraints are similar.

As new rail investments help create patterns of development, so do new roads. It is just that rail, by its nature is less flexible than, say, bus transportation. This is

good, not bad. Rail induces more permanent investment, more stable communities. Rail is inherently more conservative of land, more fuel efficient, less polluting, and is somewhat safer than bus (I don't oppose bus transit; it is needed and valuable in many places!) and dramatically safer than private motor vehicle.

While I believe in Americans' freedom to live where we wish, travel legally as we wish, it is not the public's infinite obligation to provide free parking and free and fast asphalt for everyone forever! Developers in southern Pierce county have stuck new subdivisions on two-lane roads many miles from any services, thus inducing dramatic increases in "demand" for expensive investments in roads, which would in turn promote more development. While beneficial to oil companies, road builders, and early-in developers when the land is still cheap, ample data show that this scatteration is ultimately very costly to the community at large and not even satisfactory to the early residents who moved "to the country" thirty feet from neighbors and ten miles from a quart of milk. Western Washington is still a very attractive place and will continue to grow and develop, despite what appears to be some economic problems at the moment. We need to invest in transportation infrastructure, which in some cases means roads and highways. But let us look both to the past and to the future for overall patterns, costs, and benefits. If done, a significant percentage of those investments should be in rail and at least some of the road infrastructure should increasingly rely on direct user fees, as is currently the case when people choose to ride on our state's aquatic and steel highway—our ferries and trains.



In this extraordinarily difficult time I wish to praise the leadership President George W. Bush has shown in response to the terrible acts of 11 Sept.. While I will continue to differ with Bush on such issues as energy and environment, the approach he and his very talented and experienced First Team (Cheney, Rumsfeld, Powell), is studied, thorough, appropriate, and gets my support. His speeches are polished, like those of all Presidents, by speech writers. They have nonetheless earned the praise of nearly all segments of American public life. Particularly laudable is Bush's emphatic condemnation of those ignorant and sometimes violent fellow Americans who advocate "nuking" entire peoples, who stupidly treat anyone resembling what they perceive as an "enemy" with rudeness down to murder. Bush is right. Islam is not our enemy. People of Arab descent, regardless of religion, are not our enemies. Terrorists of whatever nationality or background are. I support the president and virtually the entire Congress in getting them. God bless America and peace-loving people of all nations, races, and religions.

East-West, from page 1

minutes and 7 hours 43 minutes depending on whether Talgo-style tilting equipment or conventional equipment is used.

Operating costs are estimated at \$14 mill. a year for one Seattle-Spokane daily round-trip. Due to the limited funding, the study did not estimate what ridership or ticket revenue would be.

Transporting high-value time-sensitive express freight, such as Washington tree fruit from the Yakima Valley, would increase revenues for this passenger train service. Cars could be transported beyond Spokane by the *Empire Builder* or a future train across southern Montana.

In the next several years, the study recommends that the state undertake a more detailed analysis of east-west passenger rail service all three cross-Cascade corridors that includes:

- Refined capital and operating cost estimates.
- Origin and destination analysis and ridership projections.
- A thorough assessment of east-west freight rail traffic data and growth projections.

WashARP sees this east-west passenger rail study as only a first step in a much more comprehensive analysis. WSDOT has been studying capacity and safety issues on I-90 over Snoqualmie Pass and is preparing an Environmental Impact Study to address widening the freeway and improving its geometric design. We will be working to see that the Legislature continues to take the rail study forward and includes the rail alternative as part of a complete transportation study of our state's main highway mountain pass.

More information is available at www.wsdot.wa.gov/pubtran/passrail/eastweststudy.cfm or by calling the Rail Office at 800-822-2015.

In July, *Cascades* ridership was up 10.6% over 2000 to 55,701 passengers. Total corridor ridership was 65,119, up 7.5%.

August saw a *Cascades* ridership total of 64,041, up 16.9% (with a caveat: passengers riding trains 750 and 755 south of Portland using multiride tickets had not been properly counted when they traveled for the last several months and the trips were credited in August). Total corridor ridership was 74,403, up 12.4%.

Amtrak, from page 1

express partner, donated the car and shipping costs to move the apples to New Jersey where they will be distributed to help feed the rescuers and others impacted by the attack. Also loaded on the car were encouraging letters, cards and posters from central Washington schoolchildren.

Just as the social and political landscape of our country has changed, so has what's ahead for travelers. USDOT Secretary Norman Mineta said, "Travelers will see increased security measures at our airports, train stations and other key sites." New airport security measures now make many Amtrak corridor services time competitive with flights of less than two hours, including Seattle-Portland.

Amtrak and the freight railroads are also increasing security. There is now more patrolling of tracks, bridges, tunnels and stations. Amtrak is planning to place its police officers on more trains. Passengers 18 years and older should carry and may be required to show government-issued photo identification to purchase tickets or check baggage.

As Amtrak President George Warrington has reiterated, transportation is a three-legged stool: air, highways and rail. But investment in intercity passenger rail has been woefully missing from the mix. Modest attempts to rectify this have met with limited success in Congress. In fact, the states have been the ones to step up and fund many passenger rail improvements despite the lack of support from Washington, DC.

Now more than ever, with our crippled air transportation system and over-capacity highways, we need a similar federal commitment to rail that highways and aviation have benefited from for decades. Unfortunately, government policies have actually weakened the financial health of rail. These include a Congressional mandate for Amtrak to be operationally self-sufficient by late 2004 without Congress providing the required capital in-

vestment that it promised, features in TEA-21 and AIR-21 that deny passenger rail is a form of transportation worthy of investment, and keeping highway and air funding tightly restricted to those modes even when rail is shown to be a better alternative.

Within days of the terrorist attack, Congress passed a \$15 bill. plan to assist the airlines with the crises and, for some, possible bankruptcy they face. Yet the modest 10-year \$12 bill. High Speed Rail Investment Act has languished in Congress for years, always with a promise of "next year."

On Sept. 18, 16 senators wrote to Mineta saying they had asked Amtrak for a proposed aid package resulting from the attacks and that Congress and

the White House need to fund the package. The 18-month, \$3.1 bill. proposal would provide \$1.5 bill. to improve passenger safety and security nationwide, including more Amtrak police and security officers, and accelerate life safety work on tunnels in New York, Baltimore (built in 1877) and Washington (passing almost directly under the U.S. Capitol). The additional \$1.6 bill. would go toward capacity expansion, including repair of damaged and stored cars and locomotives; improving track, catenary and bridges in the NEC; and perhaps an order for additional trainsets.

Support for a meaningful intercity passenger rail system has not been stronger since World War II. The citizens of our great country are (and have been) supportive of a vastly improved national system. The media has been filled with reports showing Amtrak's necessity. Newspapers from Spokane to Denver to Dallas to Milwaukee to Indianapolis to Washington, Philadelphia and New York City have editorialized in favor of an improved and expanded passenger rail system. Although the modest HSRIA has enjoyed strong bipartisan support in Congress, a tiny minority have been allowed by the leadership to continually tie it up.

It's again time to urge your congressional representative and senators to support quick passage of both the safety and security package and HSRIA. See this page for addresses.

Portland's MAX light rail line opened its extension to Portland International Airport on Sept. 10. The new line is designated the Red line. It follows the existing line (now the Blue line) from downtown to Gateway Transit Center where it turns north for the 5.5 mile run to the airport. The line is an innovative public-private venture between the Port of Portland, TriMet, the City of Portland and Cascade Station Development Company, LLC. As part of the project, Cascade Station Development will also develop CascadeStation, a 120-acre transit-oriented project featuring hospitality, retail, entertainment and office space served by two light rail stations.

Important Addresses and Phone Numbers

U. S. House of Representatives .. Washington, DC 20515
 U. S. Senate Washington, DC 20510
 Capitol Switchboard (for all members) .. 202 224-3121
 State Legislature.....State Capitol, Olympia, WA 98504
 Hotline for leaving messages 800 562-6000
 Amtrak reservations/information..... 800 872-7245

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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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Important Web Addresses

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

WashARP News

November 10: WashARP meeting at 2:00 p.m. in Vancouver, WA at **The Crossing Restaurant**, 900 W 7th St, ¼ mile from Amtrak station. Buffet dinner will be served at 4:30. Advance registration required. See enclosed flyer for full details.

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

December 8 (not the 1st): WashARP meeting at 12:45 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).

WashARP welcomes the following new members in August and September: Laura Gleysteen, Silverdale; Mary Cavanaugh, Three Forks, MT; Kenneth Fisk, Lynnwood; William Lahr, Seattle; Roger and Gladys Morey, Longview; Barry Pfundt, Olympia; Robert Woodford, Seattle; and Alan Borning, Seattle.

At the invitation of Talgo, WashARP had an information table in Redmond July 28th for the Talgo-sponsored Criterium Bicycle Race, a Seafair event. Staffing the booth were John Carlin, Denny Chelemedos, Roger Mumm and Bob Lawrence.

Ron Sheck, WashARP vice president Public Relations, has been employed by WSDOT as Commuter/Intercity Rail Coordinator. In this capacity Ron will

assist in developing a coordinated and collaborative program between WSDOT, Sound Transit, Amtrak and BNSF that will ensure meeting the needs of intercity passenger rail, commuter rail and freight rail in the 81 mile shared-use corridor extending from Lakewood through Tacoma and Seattle to Everett.

WashARP members contributed \$209 toward the Jack Martin Memorial Garden that Amtrak has created at the Atlanta Amtrak station. Jack, long-time NARP president and retired Coca Cola executive, passed away in Sept. 2000.

WashARP members contributing to this newsletter include Zack Willhoite, Warren Yee, Steve Anderson, Jeff Schultz, Stan Suchan, Jerry Sheldon, Bob Lawrence, Hans Mueller, Tony Trifiletti, Lloyd Flem, Rocky Shay, Ron Sheck and Jim Cusick.

Rep. Doug Eriksen (R-Whatcom County), pictured at the right, was WashARP's guest at the Sept. 8 Bellingham meeting. He favors the Foothills transportation corridor that would circle the Puget Sound basin near the Cascades. The corridor would provide a rail, truck and pipeline utilities bypass of the urban area. A transporta-



WSDOT Secretary Doug MacDonal (standing) was a surprise guest at the annual WashARP bar-b-q on Aug. 11. He had thought he couldn't make it but was able to come for the end of our meeting, spending nearly an hour with us discussing issues. Items he talked about included the East-West rail study, his concerns about limited growth in Cascades ridership without additional frequencies; his efforts to get Sound Transit's Link light rail line moving forward again; and that Joni Earl, new ST executive director is doing a good job of turning around the agency. *photos by Jim Hamre*

tion revenue package evaded the Legislature but would have ended up before the voters either by the Legislature placing there or by referendum. The state is close to committing matching



funds for HSRIA. There's virtually unanimous support on the transportation committees. Eriksen

feels next session there will be smaller revenue package along with more permit streamlining, public/private partnerships, design/build projects and additional WSDOT benchmarking of accomplishments.

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Charles E. Mott 7/1/2002
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