

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."

Americans: we want more Amtrak service; critical 2003 funding stalled in Congress

As the 2003 federal fiscal year started on Oct. 1, Congress had yet to pass any of its 13 appropriations bills. While the Senate, with bipartisan support approved \$1.2 bill. for Amtrak for 2003 months ago, the House Appropriations committee, on a party line vote rejected that amount in favor of \$762 mill., a figure that will not get Amtrak through the year.

The House bill also caps money spent on the long distance trains at \$150 mill., another unworkable figure. Although no less devastating, according to NARP, it's less specific than the earlier proposal to eliminate six long distance trains that have a claimed per-passenger lost of \$200 or more. This phony measurement is not used by other modes of

intercity passenger travel. More accurate measurements are lose or profit per passenger mile, or the operating ratio (revenues divided by expenses).

The bill may never reach the House floor because of a broader disagreement pitting House leaders and the Bush Administration against the Senate

and the rest of the House. NARP reports the dispute may end up being settled by the four senior appropriators—Sens. Robert Byrd (D-WV) and Ted Stevens (R-AK)

and Reps. Bill Young (R-FL) and David Obey (D-MN)—who have a reputation for getting things done.

"A large majority of Americans favor continuing federal subsidies to Amtrak" according to an Aug. 5 *Washington Post* article on its public opinion poll

conducted in late July. It's hard to comprehend what over 30 years of Congresses and Administrations don't get. The citizens of this country support increased and expanded intercity passenger rail service, both potential high speed corridors such as our *Cascades* service, and long distance trains such as the *Empire Builder*, *Coast Starlight* and the defunct *Pioneer*.

This view is shared by many state and local politicians including governors, mayors and legislators; state DOTs (who wait in vain for federal financial participation in development of their corridors) and a majority of the media.

The *Post's* poll first told those called that "...Amtrak lost over a billion dollars last year and relies (See *Amtrak*, page 5)

"We literally spend more collecting the road kill off the nation's highways than we spend on the entire passenger rail system of this country in one year."

—John Robert Smith

Amtrak Chairman and Meridian, MS Mayor AP State & Local Wire, August 27, 2002



Amtrak *Cascades* train 761 passes the Everett Transportation Center on it's way to the Bond St. station stop. The train is adjacent to the new Amtrak platform that's finally under construction. Sound Transit was originally to build the platform as well as its Sounder platform and spur tracks. But BNSF and ST have yet to reach an agreement on ST's use of the BNSF right-of-way. Amtrak finally obtained right-of-entry from BNSF and signed it over to the city so that construction could begin. Amtrak expects to move its operations to the new station before the end of October. Photo by Warren Yee

WashARP board takes positions on R-51, I-776 and I-267

As reported in the last issue, the WashARP board of directors approved a resolution at the June 8 meeting urging support for **Referendum 51**, the transportation improvement measure sent to the voters by the Legislature. Although we would like to see more balance in what the referendum funds, it does contain. \$169.6 mill. for Northwest Rail Corridor capital improvements, \$94.5 mill. for the Freight Rail Assistance program and \$2.3 mill. for the Washington Fruit Express. Northwest Corridor track and signal improvements between the Oregon and British Columbia borders, and purchase of 16 high speed locomotives and 7 additional train sets will allow up to eight roundtrips between Seattle and Portland and three roundtrips between Seattle and Vancouver, BC. Speeds would reach up to 110 mph in selected rural area. The funding assumes a federal partnership that's been lacking but would be created with passage of the High Speed Rail Investment Act. Unfortunately, there is no funding for the King St. Station restoration project though there is money for additional track and platform improvements to would allow as many eight Amtrak and Sounder trains at a time in the station. See www.wsdot.wa.gov/projects/r51/rail.htm for more details.

At its Sept. 14 meeting the WashARP board passed a resolution to **oppose** the ill-conceived and probably unconstitutional **Eyman Initiative 776**. For a commentary on the flaws of I-776, see WashARP President Tony Trifiletti's editorial on page 4.

Also at the that meeting the board voted to **oppose** Eyman's latest, **Initiative 267**. This one is to the Legislature and signatures are now being gathered. **Don't sign I-267**. It would divert sales taxes collected on the sale of vehicles solely to road building. This would reduce funding available for education, parks, social services, prisons, transit and, most importantly to us, intercity passenger rail service. A severe squeeze on the passenger and freight rail programs could end *Cascades* service, short line freight rail assistance (leading to abandonment of many lines) and any hope of east-west passenger train service.

Amtrak President David Gunn visited the Northwest on Sept. 25. See Lloyd Flem's column for his thoughts on Mr. Gunn's visit.

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

**Grumble,
Grumble; So
OK, let's work
on the issues**

For those of
you who don't
want to read
complaints, but

want to learn what can be done about the problems, skip the first section here!

One wearies of the outrageous double standard which public funding for passenger rail versus other transportation modes must forever endure. Just weeks ago, a prominent Florida congressman waxed eloquent about the waste of tax monies and the financial losses associated with Amtrak. He would offer support only for the "profitable" (sic) Northeast Corridor and a train serving his affluent Florida snowbirds. Now the same congressman delivers a speech on the need for billions to "...assist this industry that is so vital to our national economy" in the event of war with Iraq. Which industry? Commercial airlines, of course.

I have no quarrel with public-sector support for the airlines, for roads and highways, for commercial waterways, all of which are essential to the economic and social well-being of our country. But it is infuriating that when investment in the rail mode is considered, many of the same people who unhesitatingly vote whatever funds are needed (or wanted) for non-rail modes, apply a standard of extreme frugality to rail. This bizarre anomaly of rail having to meet a set of profitability standards, unlike other modes, is unique to the United States and, to a lesser degree, Canada, among the advanced capitalist democracies. American rail advocates must fight to hold on to one or two percent of transportation budgets for passenger rail. Meanwhile our "peer nations" like France, Germany, and Switzerland will be investing 30, 40, 50 percent or more of their surface transportation budgets to improve already superb rail passenger systems. Yeah, the fight here in North America can get old. And don't buy the nonsense that we lack enough population density to warrant passenger rail. Our Northwest Corridor region has patterns of population density and urban location equal to that of the European heartland and in excess of Scandinavia and Australia, which are also making major new passenger rail investments. The same patterns can be seen for most of the other proposed and existing US corridors where the bulk of planned rail monies would be invested.

Another grumble: I truly wish advocates of ALL modes of high-capacity urban transportation would join in support of ALL high-capacity modes, attack those policies that would weaken the high-capacity choices we have while pushing investments in only more pavement for single-occupant vehicles, and cease picking at those other high-capacity modes not their first choice! I

have, in Olympia, lobbied in behalf of transit buses, carpool lanes, commute-trip reduction, commuter rail (of course), ferries—car and pedestrian, bike and ped investments, and, are you paying attention guys?, light rail AND the MONORAIL! To have fans of some of the above picking at each other, while the real enemy is a world of evermore urban scatteration and sprawl, massive construction of only general purpose (read SOV) road capacity, thinning down of our existing transportation alternatives, and even the conversion of our relative few, but effective HOV lanes so everyone can drive alone 'cause, dag-gummit, they want to, is unproductive, to say the least! (From the standpoint of traditional market economics, HOV lanes are the proper conservative allocation of scarce urban road resources. The KVites, who are adamant in opposition of HOV lanes, are wrong on this, as they are on nearly all transportation issues, from a traditional conservative perspective.)

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Enough grumbling. So what can we do? Support elected officials and candidates who have or will work for rail and other "balanced transportation" investments. WashARP cannot endorse candidates. You and I, as individuals, can and should. In late August I attended a luncheon supporting the reelection of 3rd District Congressman Brian Baird (D-Vancouver) who is on the House Transportation and Infrastructure Committee and has become a strong supporter of federal investment in passenger rail. Baird's featured guest speaker was Rep. Jim Oberstar (D-MN), ranking member of that committee. I, plus representatives of Talgo, WSDOT, and Amtrak's West Coast leadership were able to speak with Rep Oberstar about our very successful Northwest Corridor and federal rail investment. (Amtrak and WSDOT people did not attend the luncheon. They supplied information to the congressmen while we all enjoyed a flawless trip on the Amtrak *Cascades* between Vancouver and Kelso.) Baird the next week rode the *Cascades* from Vancouver to Seattle, telling me after of how excellent and productive our corridor train travel is.

Nearly all elected officials are open to constituent concerns. And yes, donations to campaigns can help gain, not necessarily agreement with one's position, but access to presenting that position. Oh, I have also donated to two pro-rail Republican state house members. Hopefully, they will be among the GOP leadership in the 2003-4 legislative session. You too can effect what Olympia and DC do. Work with and for candidates of your choice.

WashARP also went right to the people on the weekend of 7-8 September. WashARP members were at nearly all Washington state Amtrak stations during that weekend to talk with rail passengers, those meeting passengers, and others at

the stations. Our goals were to encourage those whom we met to contact state and federal elected officials urging passenger rail funding, to support R-51 because of its strong commitment to rail investments, to get respondents' views on rail, and hopefully, to have some join WashARP. Our weekend's efforts were a moderate success. When WashARPer's approached passengers and others, response was nearly totally pro-rail. We learned that it was better to politely approach folks than to wait for them to walk up to the table, an approach not all WashARPer's were always comfortable with, though there was virtually no negative reaction from those people WashARPer's spoke to. We found many did not know much about R-51 and few knew it had a major rail component. What people wanted was more rail service. Trains through, not ending in, Seattle were frequent wishes of people from northwest and southwest Washington. Few if any said that high speed was what they wanted. Frequency and time-reliability were foremost. On-board service and the trains themselves got high marks. WashARP gave self-addressed stamped envelopes to those saying, "I'll join WashARP." Time will tell whether that aspect of our efforts succeeded.

Most WashARP volunteers felt the campaign was such that we'll likely repeat in about March, with tactical improvements based upon valid suggestions and concerns of WashARP participants.

More positive action: while some rail-interest lobbyists have in past years met and worked together informally at the Capitol during legislative sessions, we will be working together on a more scheduled and sustained basis from now on. A recent meeting at Talgo's Seattle HQ yielded alternative strategies for the 2003 session. Whether R-51 passes, as the rail community fully supports, or if the voters turn it down, rail investments must be a larger part of Washington's transportation future and rail people will be working for it.

Still more: Tuesday evening, 24 Sept., at the request of the R-51 campaign leadership, I testified in behalf of rail interests to the Olympia City Council encouraging their endorsement of the transportation investment referendum. My presentation had two points: R-51 has essential monies for intercity passenger and short-line freight rail (a fact the public debate on R-51 has, to date, rarely considered); and, while "green" opponents of R-51 may express a vision many WashARPer's can sympathize with, we do not believe a 2003 Legislature would come up with a "better" package should the voters defeat R-51. This second point was also made by Olympia's transportation-alternative-friendly House members Sandra Romero and Sam Hunt. The Oly Council tentatively approved support for R-51, based upon the thoughtful and studied af- (See Lloyd, page 5)

## So what's wrong with I-776? Everything!

By Tony Trifiletti, WashARP President

Just when you thought it was safe to go back into the voting booth, Tim Eyman emerges from under his rock to offer yet another poorly drafted initiative to the people of Washington, this time Initiative 776. One wonders what caliber of legal talent Mr. Eyman employs that time and time again they produce initiatives that violate the state Constitution's single subject requirement. Having seen Initiative 695 struck down by the courts, one would think he would learn from his mistakes.

Aided and abetted by the legislature, Mr. Eyman used I-695 to wreck Referendum 49, which would have raised the funding necessary to build a twenty year backlog of transportation projects, including a great many highway projects. One Eyman initiative after another claimed to support the building of highways—always at the expense of every other mode—yet each attempted to cut the taxes necessary to pay for them. One must point out here the Ironclad Law of Government Services: "There ain't no such thing as a free lunch."

Mr. Eyman claims that our state's transportation bureaucracy wastes so much money in a year that one could build a whole new urban freeway from the amount squandered. Granted, no government bureaucracy is a model of parsimony, but there isn't enough money wasted by WSDOT in a year to build a cow path in Whitman County.

I-776 is yet another vile concoction made up of half-baked ideas, dipped in rancid grease and jammed together to make an unconstitutional mess.

Let's start with the Holy Grail of Eymanism, the sacred \$30 car tabs. Unpleasant though it is, the Motor Vehicle Excise Tax (MVET) permits at least *some* money to be spent on something other than roads, a point that is critical to the densely populated west of the state. To get to a \$30 car tab, Mr. Eyman would end the \$15 fee that four counties collect for highway projects. He would end the \$3.50 processing fee that goes to county auditors, taking that expense from the \$30. He claims he wants to build highways, but then he violates the Ironclad Law and strips the money away. Where is the logic in this?

Another goal of Eymanism is to reduce weight fees for light trucks. The

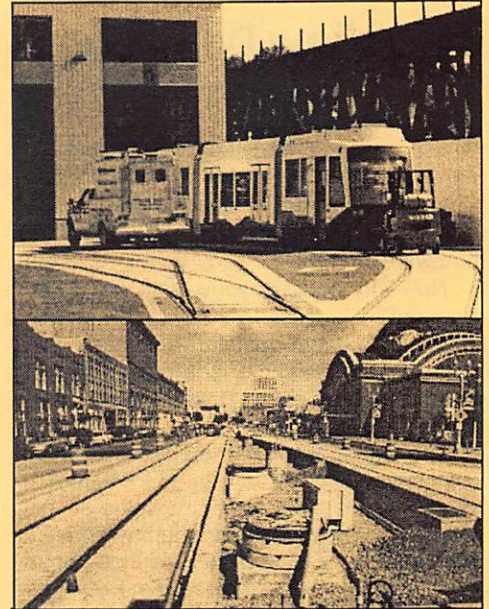
equation that ties road wear and damage to truck weight is exponential to the fourth power, not linear. If one were to approach this under the rules of strict cost accounting, weight fees for trucks would increase dramatically. With this provision, Mr. Eyman transfers the costs of highway maintenance to automobile drivers in order to subsidize trucks. Where is the justice in this?

His last goal is to remove MVET funding for any transportation services not related to roads. Kiss those Talgo trains goodbye! This includes not just light rail, but everything related to Sound Transit. Mr. Eyman not only wants to use I-776 as a back door to end the Link light rail project, but to end Sounder commuter rail, ST express buses, transit centers and HOV access ramps. Where is the intelligence in this?

When Sound Transit sold bonds authorized by the Sound Move referendum of 1996 the bond covenants became a legal and binding contract protected by the US Constitution. The bond covenants require a percentage of MVET money to be applied to service the bonds for a fixed period of time. No initiative, referendum or act of the legislature can alter those covenants while the bonds are being serviced—unless it appropriates enough money to redeem those bonds. Eyman's slippery legal language "suggests" that the bonds be retired from reserve funds or other sources and then re-issued, but the language does not appropriate money for the actual redemption. What reputable lawyer would sign his name to this kind of legal slight-of-hand?

Should I-776 pass, the financial institution acting as the bondholders' trustee would simply go to court with a brief consisting of two pages of text and ten pages of footnotes quoting every bond covenant precedent since Alexander Hamilton's day. The judge would have no choice but to issue a summary judgment against the initiative.

The most astonishing thing about I-776 is that Mr. Eyman has the entire state voting on an affair whose impact is restricted to the metro three-county area and whose taxes are derived from the same. This goes far beyond the single subject rule and bond covenant precedents. It is not merely unconstitutional. It is absurd! It is like having the entire state vote on the local tax scheme to finance the Walla Walla



Tacoma Link light rail cars arrived in early Sept. from the Czech Rep. Here one of the three cars is parked outside the maintenance base on 25<sup>th</sup> St. In the background is the Tacoma Rail trestle that will see Sounder commuter rail trains by late 2003 when the permanent Tacoma station opens at Freighthouse Square. Lower photo: Tacoma Link construction on Pacific Ave. On the left is the University of Washington-Tacoma and on the right is the Federal Courthouse at Union Station and (out of the picture) the state history museum.

Photos: Zack Willhoite (top) and Jim Hamre

### Public Library!

When one sees slipshod legal wording that would collapse at the first court challenge, one has to ask, "Why does Tim Eyman do these things? Doesn't he know his initiatives won't pass constitutional muster?"

Oh, he knows all right. He just doesn't care.

Most states have only one governor. But for the past three years Washington has had two governors: Gary Locke and Tim Eyman, one duly elected and one not. Mr. Eyman has become addicted to the limelight and can't bear returning to the shadows—not even after getting caught with his hand in the cookie jar and being fined by the state. Eymanism is not about creating genuine public debate or making sound public policy. It's about lobbing bombs into public discourse because it feels good. It's about Tim Eyman.

It's time for the public to face up to the crisis that Eymanism has caused in Washington, repudiate the man from Mukilteo and send him back to private life once and for all.

# The View Down the

## Tracks =====

with Jim Cusick

"Don't tax me, don't tax thee, tax that man behind the tree!" (unknown author)  
I really don't mind paying taxes.

(I heard that!! Ha!! He's a SOCIALIST!! I knew it!!)

Now why would anyone think that taxes are good?

Maybe a better question would be "Should a staunch Libertarian feel guilty about driving on paved roads to his rural abode?"

The last question came about because of a conversation I had with a Libertarian relative where the issue of the value of government came up. Community "barn raising" type projects were within his frame of acceptable government style activities. I then raised the issue of whether that same group of people could actually afford to pave a road from the nearest town to the community he lived in. His answer was obviously—NO.

Why should taxation of the masses for the benefit of a few be a good thing in his case? Good question. One that he had no answer for.

This is not a position that's unique to his situation. I've encountered this same argument with other road proponents in suburban areas. How does it constitute a re-distribution of wealth even in that case? Because the cost of building a freeway in that environment is much higher than that of a country road.

Lets go back to the figures supplied to us on the I-405 committee outlining average costs of roadways. For each lane of roadway built to Interstate design standards, it costs \$8.7 million per mile at grade, \$50 million if it were elevated, and around \$200 million if they were built to the standards used for the lidded portion of I-90 on Mercer Island. In the Puget Sound region, according to the I-405 consultant, the average is \$20 mill. per lane mile.

But who really pays for that?

Is the gas tax a true user fee?

That depends on the answer to the question: what is the gas tax a user fee for?

The roads?

All roads?

Just the roads that I drive on?

Since most of my driving is on uncongested suburban back roads, and off-peak on the interstates, why should I be taxed when I drive under those circumstances to make it easier for someone else to commute?

Why should I be taxed for something I hardly use?

How interesting. That's exactly the same argument used against rail transportation, isn't it?

Rail detractors usually consider themselves capitalists, and that seems to vali-

date their arguments, in their mind. However, it seems the claim of a transportation mode "paying for itself" is curiously absent from the argument around the question "How does a ROAD pay for itself?"

Well, guess what?

### ROADS DON'T PAY FOR THEMSELVES.

To argue that one mode must "pay for itself" and another is excused for it's purported "social benefits" is disingenuous of any true believer a in pure capitalist system, isn't it?

To make a truly valid comparison between rail and roads, you should entertain the idea of having the trucking companies build, maintain, and use their own roads. Then they could charge the rest of us a TOLL, which would be comparable to how the railroads deal with the freight/passenger question now.

What most of us want is a balance, where the same rules apply for all modes. In some cases the extra cost is worth it, regardless of "profitability," and yes, that even applies to some road projects.

When I asked the question "Does a road pay for itself?," out of curiosity, I worked through the following calculation on a stretch of suburban road that comes the closest to doing that (high usage and average cost).

The cost of that average freeway lane is \$20 million per mile. A two lane freeway is then \$40 million per mile.

The "life span" of a road is 30 years before any major rebuilding needs to be done. A freeway "couplet" (two lanes) carries 65,000 vehicles per day.

Here's the calculation: \$40,000,000 / 30 years = \$1,333,333 cost per year;  
\$1,333,333 / 365 days = \$3,653 cost per day;  
\$3,653 / 65,000 vehicles = \$0.056, the cost per day, per driver for that one mile of the average freeway, two lanes wide.

What that says is that every day, each person should pay 5.6¢ for every mile they drive on that freeway lane. However, the amount of gas tax they pay when driving on that one mile of freeway is only around 1½¢ per mile. In this best case, the "users" are paying less than 25% of the cost!! And this optimistic scenario does not include the cost of roadway maintenance over the 30 years.

Where does the rest come from?

From you and me.

When we drive on uncongested roads.

When we drive during uncongested times.

When we go shopping.

When we take the kids to an evening event.

When we take the 95% of our trips that are NOT on the freeway, we pay for that freeway lane.

We SUBSIDIZE someone else's CHOICE of travel.

We SUBSIDIZE someone else's CHOICE of housing location.

My calculations also ignore the fact that local roads aren't being cared for either. Local road improvements also don't get all their funding from only the gas tax. They only get around 60% with the rest coming from other local taxes.

Look, my dear conservative, anti-rail friends, using the "bad government-subsidized mode" argument against rail (and transit in general) is disingenuous, to say the least.

What's really being said is: "My Subsidy is Better than Your Subsidy."

Looking for the truly balanced solution, which includes a LOT more rail, would go much further towards solving the Puget Sound transportation problems than the captious arguments made by those who won't take a critical look at their own philosophical point of view.

In the spirit of fair play, I will now whine about my liberal friends.

Why do you think that rail transportation, and transit in general, must be defended by the fact that it's needed by the poor unfortunate souls who can't drive, such as the physically handicapped? I have had physically challenged friends and I would characterize them as people who never felt that they needed sympathy. One friend even shunned the wheelchair parking and parked in an out of the way spot because he felt that it was somewhat demeaning using special services. I admit, he was quite a character.

But think about this for a moment, Grand Central Terminal was built in the early part of the 20<sup>th</sup> century, before the Americans with Disabilities Act came into being. In fact, WAY BEFORE it came into being. However, it met almost all the standards even back then.

Why is that?

Because good, efficient design WORKS FOR EVERYONE!

Grand Central Terminal was built to move people, luggage and goods in the most efficient manner and it just so happens that that's also the way to make it easier for the physically handicapped to move about.

Rail transit, and transit in general, is desirable not because only the "automotively challenged" need it.

Rail transit is desirable because I want it!! And so do you!! We already know it's value, so there is no need to mask the argument.

I'll also bet that in most major metropolitan cities that have rail transit, it's not only liberals that are using it!

Thank you, I feel better now.

In the next newsletter, I explore another book that I've found invaluable in dealing with transportation issues and the way they are presented. Stay tuned for "The Visual Display of Quantitative Information" or "I don't know everything, but I know 'Chart Junk' and the 'Lie Factor' when I see it!"

**Amtrak**, from page 1

on loans and subsidies from the federal government to keep running." People were then asked to pick from three options on what to do about Amtrak: 51% said to keep funding at current levels; 20% said to increase funding; 17% said to end all funding. A follow-up question to those that said to keep funding at current levels asked people if they were more inclined to increase federal funding or to end it. Of that 51%, 58% leaned toward increasing funding while 19% leaned to ending all funding. The *Post* said that combining the results of the two questions means 49% lean toward or favor increased funding, 7% favor current funding and 31% lean toward or favor eliminating Amtrak.

Democrats and Republicans alike supported an intercity rail system as did all age groups, education levels and income ranges. Those in the 18-34 age group were "overwhelming" in their support.

However, the Administration remains stuck on its "shutdown" \$521 mill. request for Amtrak and the \$768 mill. working it's way through the House doesn't get us to where we need to be. In fact, new Amtrak President David Gunn has already said even with the \$1.2 bill. proposed by his predecessor and approved in the Senate 2003 will still be a very tough year at Amtrak. The company is struggling with soft ridership in a recession, mechanical problems with its *Acela Express* trainsets, and a severe shortage of Superliner equipment due to recent derailments and dozens of unrepaired cars sitting in storage. NARP's Ross Capon says, "The poll should send a message to the Administration about focusing on how to preserve and expand service, rather than just minimizing federal funding." WashARP members need to remind their representative and senators that they should be supporting an improved, expanded and more efficient intercity passenger rail system for our country.

Foutch. Foutch's position was that while R-51 was imperfect, its passage would much more likely encourage a more balanced response from future legislatures than would a voter rejection. An interesting point is that the opposition to R-51 at the Olympia hearing was entirely from the "green left." No one opposed it based upon "higher taxes" or "government waste," which is the case nearly everywhere else but in Olympia and Seattle. Revealing is that Olympia and Seattle legislators, as well as others traditionally supportive of multi-modal transportation, recognize this statewide political reality and are universally pro R-51, again an imperfect plan, but the best that can presently be accomplished.

On 25 Sept. I was invited to a meeting with David Gunn, Amtrak's new president. Mr. Gunn is very positive on our state's passenger rail partnerships, the resultant Amtrak *Cascades* service, and agrees that we are a model of what he would like to see further developed nationwide. He emphasized that our Talgo-built trains "work." I was prepared to plead for "our trains," but only needed to reinforce the Amtrak president's developed high opinion of what has been accomplished here. He is strongly supportive of our incremental approach at achieving higher speeds and better service, rather than attempting a very costly leap to a headline-grabbing 125 or 150 MPH top speed which would bring only modest travel time improvements in corridors like ours. Gunn acknowledged the completeness of WSDOT-Rail's plans for continued future incremental improvements and growth in rail service for the Northwest corridor. He sees that ours is not just an on-paper wish for the future but an ongoing story of passenger rail success. I am extremely pleased with our meeting with David Gunn and understand his entire visit to the Pacific Northwest, including his travel by train, went universally well. (Gunn traveled by his Amtrak trains all the way from DC. He meets and gets the views of the employees wherever he goes. Yes, I am impressed.) Others at the meeting I attended included Rep. Ruth Fisher (D-Tacoma); Gov Locke's transportation assistant Andrew Johnsen;

WSDOT's Jim Slakey, Ken Uznanski and Steve Anderson; and Amtrak's Gil Mallery, Liz O'Donoghue and Kurt Laird. Fisher and Johnsen underlined the importance of the passage of R-51 as essential for state funds to match future federal monies Mr. Gunn would like to see allocated to our corridor.

On this upbeat note, I conclude by again urging rail advocates to support R-51 and those congressional and legislative candidates who will work for rail as a growing part of our transportation future.

**Thanks from Lloyd**

Executive Director Lloyd Flem thanks the following WashARPer who volunteered to work Washington's Amtrak stations during the weekend of 7-8 Sept. Apologies to any that may have been inadvertently left off this list. For any on the list that didn't make it to your "shift" we hope to have you with us next time...probably March 2003: Jim Langston, Ford Hill, David Chen, Steve Inge, Chuck Mott, Mark Garcia, Sunny Swasey, Bob Lawrence, Tony Trifiletti, Jim Cusick, John Carlin, Stewart Adams, Robert Nicholson, Dave O'Brien, Jim McIntosh, Leroy Chadwick, Hans Mueller, Eleanor Stewart, Noel Hancock, Ray Alfred, Roger Mumm, Clint Johnston, Bruce Neihart, Anne Jacobson, Harriet Coleman, Dain Thomas, Don Peterson, Jim Longley, Joseph Casavubu, Rebecca Caron, Rich DeGarmo, Joe Bravo, Darleen Flem, Susie Q Sauer, Phil Meany, Chris Stubblefield, Kevin Farcas, Jim Holley, Ron Schauer, Noah Salvato, Todd Landwehr, Randall Rock, George Pollock, Ellie Jones, Georgette Proup, Harry Campbell, Dick Banks, John McIntosh, Paul Scott, Jim Hill, Robert Downing, DeWitt Clinton, Jim Hamre, Warren Yee, Alfred E Neuman, and Zack Willhoite. Special thanks for the assistance of Amtrak's Gay Banks-Olson and also that of several very cooperative Amtrak station agents.

*Acela Express* trains in the Northeast continue to draw huge numbers of passengers from the air shuttles between Boston, New York City and Washington, DC. Amtrak's market share has surpassed all the air shuttles combined.

**Lloyd**, from page 2

firmation by the meeting's chair, mayor protem (and long-time WashARPer) Mark

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All are evening numbers, except Lloyd's, which is available 7:00 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
- WashARP e-mail: washarp@scn.org
- 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 9:** WashARP meeting at **12:45 p.m.** at **Andy's Diner**, 2963 4<sup>th</sup> Ave S, **Seattle** (just north of Spokane St). Note: Grand Chinese has closed for remodeling and we didn't receive a commitment on when it would re-open so the meeting location has moved.

**November 21:** Commuter Rail Section meeting at **6:30 p.m.** at **Andy's Diner**, 2963 4<sup>th</sup> Ave S, **Seattle**.

**December 7** (this is 1<sup>st</sup> Saturday!): WashARP meeting, **10:30 a.m. to 1:30 p.m.**, at **Lloyd and Darleen Flem's home**, 82 NE North St, **Chehalis**. They will provide the food and drink but ask for a MAXIMUM \$5 contribution to help cover expenses (or get in free if you sign up and bring a new WashARP member). Ride the train! From the north: SB 501 arrives Centralia 9:18; NB 506 leaves at 2:02. From the south: NB 500 arrives Centralia 10:17; SB 507 leaves at 3:33. Transportation will be provided from fully-restored Centralia station to the Flem's. Lloyd encourages people to bring rail-related slides or photos to share. He has a projector. (If the train numbers look strange, Amtrak is changing Cascades numbers on Oct. 27.)

WashARP welcomes the following new members in August and September: Barbara Hollingback, Rochester; Linzee Mortensen, Rochester; Howard Chubb, Kent; Guy Edwards, Seattle; Lynn Farrar, Bothell; Dennis Gardner, Seattle; Fred & Patty Griffith, La Conner; Robert Hubbert, Seattle; Donald Kumpula, Seattle; Linda Mooney, Edmonds; Dr. H. Eugene Roberts, La Center; John Withers, Seattle; Thomas & Beatrice Burch, Bremerton; Susan Lott,

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

Return Service Requested

Mill Creek; James Adams, Seattle; Howard & Eva Allred, Sacramento, CA; Jerry Franklin, Issaquah; Don Gillmore, Seattle; Ruth Massey, College Place; Max Power, Olympia; Vickie Pratt, Tacoma; Margaret Wild, Bellingham; Kay Wolfe, Everett; Kenneth Case, Bothell; Karen & David Erickson, West Richland; Robert Myers & Jennie Jaeger, Portland, OR. This fantastic increase in new members is a result of Washington State NARP members joining and our Sept. 7-8 station outreach efforts.

John Carlin of Edmonds, WashARP VP for finance, has been appointed to Community Transit's Citizens Advisory Board.

WashARP members contributing to this newsletter include: Zack Willhoite, Warren Yee, Bob Lawrence, Jim Cusick, Tony Trifletti, Lloyd Flem, Jim Neal and Susan Sauer.

## NOTICE OF ELECTION OF DIRECTORS

THE WASHINGTON ASSOCIATION OF RAIL PASSENGERS will elect a new Board of Directors consisting of fifteen members. Each member of Washington Association of Rail Passengers whose dues are current and who is a resident of this state is entitled to run for the office of Director and file a Declaration of Candidacy within the 32-day period commencing Wednesday, October 2, 2002, and terminating Saturday, November 2, 2002. The Declaration of Candidacy shall be in writing and shall be signed by the candidate and include the full name of the candidate, the mailing address, and the county of residence of the candidate and must be delivered by mail or otherwise to Rocky Shay, Secretary, 820 SW 356th Street, Federal Way, WA 98023; telephone: (253) 925-2085; e-mail: WasharpSecretary@cs.com. If not more than fifteen candidates have duly filed for

Director by November 2, 2002, all candidates who have filed Declarations of Candidacy will be deemed elected and the election will be canceled. If an election is required such election of Directors shall occur at a meeting of members commencing at 12:45 p.m. at Andy's Diner, 2963 4<sup>th</sup> Ave S., Seattle, Washington, on November 9, 2002. All members of Washington Association of Rail Passengers whose dues are current and who are residents of this state are entitled to be present at the membership meeting and vote for up to fifteen candidates for Director. All the votes for Eastern Washington candidates will be counted first. Candidates from Eastern Washington, but not more than two, who have the largest number of votes shall be deemed elected to the Board. All of the votes for all remaining candidates will be counted, including any additional Eastern Washington candidates, and the thirteen candidates who receive the largest number of votes shall be deemed elected to the Board. The new Board shall take office on January 1, 2003. For more information contact James Hamre, Vice-President West at (253) 848-2473 or Jim Neal, Vice-President East at (509) 754-3114.

ADOPTED by the Board of Directors at Puyallup, Washington, this 10th day of August, 2002.

/s/ Anthony M. Trifletti, President

Amtrak Cascades ridership in July was down 4.8% over 2001, attributable mostly to the publicity of Amtrak's possible early July shutdown. In August, ridership appears down 5.7% but in 2001 a glitch in counting multi-ticket riders meant several months worth of passengers were tabulated in August. Taking out this over-reporting, ridership was up 4.8%, a good result with the state of the Northwest economy.

Sounder ridership is growing since Labor Day. The week of Sept. 16-20 ridership was 14,108, the first time it has surpassed the 14,000 mark. A third daily roundtrip began Sept. 30. The earlier departure from Seattle will relieve overcrowding on the 5:10 p.m. train.

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O/N **MEMBERSHIP APPLICATION**  
**RENEWAL FORM**  
**ADDRESS CHANGE**

|                            |                  |
|----------------------------|------------------|
| Basic Membership .....     | \$25.00 per year |
| Student/Fixed Income ..... | \$17.00 per year |
| Family Membership .....    | \$35.00 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.

Jennifer Boteler  
WSDOT Library  
PO Box 47425  
Olympia WA 98504-7425