

AAWA Pasco passenger rail summit moves eastern Washington service a step forward

All Aboard Washington's Sept. 16 rail summit in Pasco had over 50 people in attendance as we heard how to continue moving forward in our efforts to establish daytime passenger rail service from Seattle to Pasco (and on to Spokane) via Ellensburg and Yakima on the BNSF Stampede Pass line.

After a welcome by AAWA President Harvey Bowen, board member Mark Foutch explained how the state has worked to expand and grow passenger rail in the Northwest Corridor and now it's time to turn attention to this project. He reviewed past efforts and the groundwork that AAWA has been laying the last several years. The takeaway: know that it's possible; make it come true – prediction of five years.

Executive Director Lloyd Flem reiterated the need for local support and commitment and candidly stated it will be a long and slow, sometime painful process.

Harvey Bowen then introduced Dr. John Bowen, chair of the Dept. of Geography at Central Washington University; Noah Westbay, recent geography graduate of CWU; and Brett Lucas, planner for the city of Cheney. Dr. Bowen discussed factors in support of passenger rail service to the Yakima Valley:

- Economic development
- Growth in student enrollment at CWU



Pasco Rail Summit legislative panel, from the left: Sen. Curtis King, Sen. Judy Warnick, Rep. Matt Manweller, Sen. Maralyn Chase and Rep. Larry Haler.

Photo by Zack Willhoite

- 1200 people commute from Kittitas County to King County at least once a week
- Tourism – especially the growing wine industry

Dr. Bowen and Westbay discussed the passenger rail survey they have been conducting. The survey was designed and tested by Bowen's students. They conducted face-to-face interviews and then moved online – stampedepassrail-study.com – with about 2200 responses to date. They have done many TV and radio interviews to increase interest in the project.

In 2005 Lucas did his master's thesis working with WSDOT on that year's Stampede Pass passenger rail study. It is time to revisit that work now. Developing up to date ridership estimates needs to be a key part of a future study.

Rob Easton, director of Government Affairs West for Amtrak talked about how Washington and Oregon's *Cascades* passenger rail is a model for the rest of the country and recapped for the attendees the service. Amtrak would be an interested operator for service to the Yakima Valley.

AAWA Vice President Luis Moscoso then moderated a state legislative panel. Panelists were:

- Sen. Curtis King (R-Yakima) – Senate Transportation Committee chair
- Sen. Judy Warnick (R-Moses Lake) – Legislative Rail Caucus (LRC) co-chair
- Rep. Matt Manweller (R-Ellensburg) – (LRC) co-chair
- Sen. Maralyn Chase (D-Shoreline) - LRC co-chair
- Rep. Larry Haler (R-Richland)
- Rep. Brad Klippert (R-
(See **Pasco**, page 5)

**Expanded Amtrak
Cascades service starts
December 18 – page 4**

WSDOT secretary speaks at AAWA picnic meeting in Lacey

At the annual All Aboard Washington picnic meeting in Lacey on Aug. 12 our main speakers were WSDOT's Secretary Roger Millar and Jason Biggs, Rail Operations Program Manager.

Millar became WSDOT secretary in Aug. 2016 after coming onboard as deputy secretary in Oct. 2015. He stated that rail is an important part of the WSDOT portfolio. We are an example of "doing it right" in how the state managed the FRA grant for the infrastructure improvements to the BNSF Northwest Corridor.

He noted that the Legislature provided \$300,000 for a very preliminary [study](#) of true high speed rail between Vancouver, BC and Portland. This quick analysis is due to the governor's office by the mid-December.

Biggs then publicly unveiled for the first time the new Amtrak *Cascades* schedule, showing the two additional roundtrips each day (see page 4).

AAWA again raised the issue of parking for the new Amtrak facility at Tacoma Dome Station, paid or free, especially on weekdays. WSDOT considers this an urban station like Seattle and feels the private market and transit will take care of the issue. But even King St Station has about ten free 1-hour parking spots and secure paid overnight parking in the adjacent King St Center. TDS will have a couple 3-minute loading spots and no long term parking. The TDS commuter parking garages are at or near capacity on weekdays and are problematic for Amtrak customer parking. And parking in the garages is limited to 24 hours. Across D St from Freighthouse Square is a paid lot but there are no provisions for overnight parking. The parking must be paid for via a smartphone app. AAWA will be monitoring (see **Lacey**, page 5)



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

Trading Scenery for Efficiency; Passenger Rail's Bi-Partisan Legislative Allies; The Loss of Friends

A couple of us from the South Sound may well have taken our final train trip where we can view some of the finest rail travel scenery in our part of North America. We are trading views of the recently nature-reclaimed Nisqually Delta, Puget Sound with its waters and islands, and the man-made elegance of the Narrows Bridges for, well, Ponders Corner and South Tacoma!

December 17 is scheduled to be the final day passengers on the Amtrak Cascades and Coast Starlight will skirt Puget Sound between Olympia-Lacey and Tacoma, as the inland route will start the next day.

But along with the notable aesthetic decrease comes an improvement in scheduled times between Seattle and Portland. (AAWA shall soon push for more than the currently agreed-upon ten minute decrease.) Very importantly BNSF is guaranteeing 88% on time for the Cascades (except for problems over which they have no control such as stalled Amtrak engines or track-blocking mudslides).

Also we'll be enjoying two new Seattle-Portland round trips, earlier and later than the current runs, and with new environmentally sound and energy efficient locomotives. While lamenting the loss of the fine views, which helped the Cascades to be judged as one of North America's best train trips, we applaud the considerable good stuff coming for our intercity passenger train service by year's end.



All Aboard Washington has worked for decades to encourage bi-partisan support among local and state-level elected officials for investment in intercity passenger trains. In all too many states and in Congress, Democrats have been more supportive than have Republicans. We won't labor over the reasons here, except that Republicans have increasingly been dominant in rural areas and Democrats in urban and suburban districts, where private motor vehicles are caught in traffic jams not often found in the

country side.

Even in our Washington more Democrats than Republicans have assumed leadership for passenger train service in the Legislature. But since WashARP/AAWA began rail advocacy efforts in Olympia in the mid-1980s, there have always been key GOP legislators willing to advocate and vote for rail investment. In the early 1990s, the development of Olympia-Lacey's Centennial Station was almost literally a community barn raisin' with few taxpayer funds (and none from DC). Then Senate Transportation Chair Pat Patterson (R-Pullman) said such commitment to passenger rail by local mostly-private citizens convinced him to endorse state funding for

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trains.

Twice efforts were made to eliminate passenger rail funding in our state. Both proposals were by Republican senators, both were quickly quelled by other Republican senators. Except for your executive director's near panic attacks, no damage was done!

The Legislative Rail Caucus, which supports both freight and intercity passenger train service, is strictly bi-partisan. For the last four years, usually in February, when AAWA has hosted the LRC at a Capitol Reception, Democrats and Republicans attend in equal numbers.

And central Washington Republican legis-

lators have expressed support for the campaign to restore passenger trains to the Yakima Valley. Five attended the recent Pasco events (as well as Democratic Sen. Maralyn Chase). The Yakima Valley Republicans were appropriately cautious about the potential funding of train restoration. I'd have been stunned if they weren't!

The point AAWA makes to other states about Washington's bi-partisan rail support is, at least in whatever ways our relatively small rail advocacy organization can help, that we have always made a concerted effort to include our entire state, with its dramatic regional political as well as physical differences. And we avoid being subsumed into a large coalition of liberal urban causes and interests, of which intercity passenger train service may be but a small and oft-forgotten part.



Three men who have impacted our state's rail passenger program have recently left us. Former state Sen. Ted Haley of the Tacoma area died at the

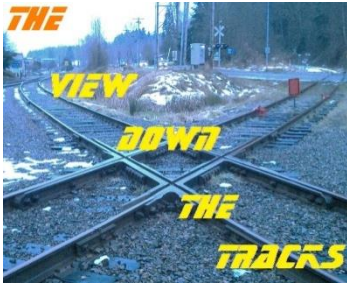
age of 96 in late Sept. Republican Haley, along with Democrats Donn Charnley and Lowell Petersen, were the first legislators I met with concerning a state role for passenger train service. This in 1983 or 1984.

Former Congressman John Miller, a moderate Republican with strong environmental credentials, was not a passenger rail advocate until Cascadia/AAWA activist Bruce Agnew, who had served as Rep. Miller's chief of staff, turned him around on support for trains. Miller, age 79, died Oct. 4.

Finally, Clint Johnston, a long-time AAWA member from Tacoma, passed away on August 26. Clint attended many AAWA meetings and events, often with wife Janice. Clint, a physically large but quiet gentleman, loved trains, from model railroads to Superliners. Condolences to Janice. AAWA will miss Clint.

KING 5 TV reports that two additional mudslide mitigation projects under way between Everett and Seattle. In south Everett an existing catchment wall is being extended 600 feet. BNSF is driving 30 foot steel beams 20 feet into the ground. Between the beams will go precast concrete panels. After that, a 1,000-foot wall will go up along the mainline in Mukilteo., a \$2 mill. project funded by WSDOT. So far, the state has spent \$16 mill. on these walls to improve Amtrak and Sounder reliability. BNSF says it's spending millions on its own on maintenance, debris removal, drainage and other expenses. BNSF's Gus Melonas said, "Last year if they weren't in place, we would have possibly 75 percent more slides that would have impacted the roadbed."

Pasco Rail Summit handout



WITH
JIM
CUSICK

Fly, drive, or ... ?

Where was I that kept me from my last column? On vacation, of course.

How? Wheels&Rails, Wings&Air, Hull&H₂O, and Rubber&Asphalt (Trains, Planes, Boats and Automobiles).

Why, I was the Master of Modes!!

My trip started how? Well, for this suburbanite, the 'last mile' is to make use of the classic American conveyance – the automobile.

However, to be able to arrive where I could fly, I had to roll over to where I could float, and then ... take the train!!

What was the point of this vacation?

ROAD TRIP!!

Why Road Trip, and not Train Trip you ask?

Well, scheduling issues forced the decision late enough that a trip on the train back to Washington State didn't work out. All the sleeper accommodations were **SOLD OUT**. How can that happen? I mean, after all ... nobody takes the train!! Of course not ... it's **TOO BUSY!!**



Do you know what my 2017 SS Chevrolet Camaro suggests?

My Mid-Life Crisis? (Okay, at my age, I have to rent

my mid-life. Note it has a Maryland license plate.)

This is the vehicle that took me and a visiting friend from the UK across the country. This is what's called a 'make up time' vehicle. (Within reason, it is attention-getting yellow, after all).

For the most part, my travel companion was shall we say ... 'impressed' with how really, REALLY, REALLY big the United States is. Let's just say that in Ireland, there are no overnight



trains. Five hours (driving) gets you all the way across Ireland. Six and

a half hours if you take  **Iarnród Éireann Irish Rail**.

One fascinating thing, other than her getting used to the idea that we were driving (from her perspective) on the **WRONG**.Side.of.the.Road, she did notice that people tended to camp out in the fast lane.

She also observed that nobody was doing the speed limit. (Especially the Texans driving

through Oklahoma.) For the most part, people did move to the right when I approached them. (Augh! I'm being chased by a gigantic bumblebee!)

Except, of course, in Washington State, where the terrible blind spots of the Priuses and Subaru cause so many problems, which I'm sure is why they camp out in the left lane.

The reason they were 'camping in the left lane' in the rest of the country was because the right lane, where the semis 'camp out' had taken on a washboard texture. That's interesting, because if roads pay their way, wouldn't the user fees of the vehicles who are causing that damage keep these highways in tip-top shape? (One semi = 40,000 Toyotas in damage. Look at how long the North Cascades Highway has lasted.)

But isn't that a subsidy, you ask? Well, maybe, but having a working road network is critical, isn't it? Ah, but why the argument against having a complete passenger rail network? It seems the double standard must not be challenged.

We can ignore the highway subsidy, right?

For whom the road tolls

It seems our elected officials and those with only the 'through the windshield' perspective do. As conditions on I-405 get worse, and certain politicians seem to be pandering to the 'I want everything and I don't want to pay for it' crowd ... I am amused.

You see, in the beginning my approach to rail travel did have a nostalgic flavor to it. Train travel is relaxing and enjoyable.

But as I studied things, even though I started with the incorrect but popular assumption that trains are nice but don't pan out for cost-effectiveness, I discovered something.

Reality is the exact opposite of that popular belief. Trains, full ones, can pay for themselves.

If you understand demand pricing, such as how airline tickets are priced, where those who book early get a deeply discounted price, and latecomers pay a high price, it would all come down to one assumption.

If a train or plane is full, then it would need to collect x dollars in fares to be profitable. If you could guarantee a full train or plane, then everyone could be charged an average price that would be lower overall than the high last minute fares.

What the I-405 corridor is showing us is that there is No Free Lunch. Adding road capacity costs BIG BUCKS, and for 15 years after the Final EIS for the corridor was finished, the legislature did NOTHING. They were afraid to admit they had to raise money somehow. Either through tolls or gas tax increases.

We're not only behind the curve for a working rail system, we're behind the curve for a working road system.

Will the cycle ever change?

Now that I live over on the Kitsap Peninsula, I'm seeing the same thing over there. **Denial.**

Denial that even though 'no one lives there' and it doesn't look dense enough, it's fast becoming the Everett to Tacoma corridor.

The mini me of highways ... SR-305 (Poulsbo to Bainbridge Island) is the little cousin to I-405. SR 3 is the mini I-5. And sadly, they're approaching it the same way.

Not in My Backyard. No new taxes.

While the Eastside might have tossed away the opportunity for rail, the Kitsap Peninsula unfortunately doesn't have an old rail line to use (just the active spur to the Bangor submarine base).

So, what did I find out on my road trip?

Driving is NOT fun anymore.

If you have driven a convertible, you understand it's best enjoyed at slow speeds. Country road speeds ... smell the trees, enjoy the breeze speeds.

This particular road trip, the top was always up. Why? At 70-80 mph on the interstates, what would [the rest of] my hair look like? The bride of Frankenstein's – that's what it would resemble.

Back to Rails

So, in what situations do trains work? All of them.

One interesting thing I've discovered on my various flights to both Newark and Heathrow (on my way to Dublin), is that systems do connect to and from other transit systems. The Airtrain in Newark has its last stop at the Amtrak/NJ Transit Liberty Airport station.

Same with Heathrow, and there the trains continue on and operate as a regular part of the system.

So this trip began with the last mile problem. But in many areas, that's where the car is the perfect fit. I've said it before, as an affirmed gearhead and auto enthusiast, my car is NOT SCREWED to my BUTTOCKS. You are allowed to use other modes, and in a lot of cases, it's a lot more flexible.

Look what's happens with GPS. There are many times it puts you on the 'wrong side of the tracks,' both figuratively and literally.

Here's what happens when you put in the address for the Edmonds train station, 211 Railroad Avenue.



So if you want to take an airplane across the country, this station is a fine example of using non-automotive methods to get there.

From here at Edmonds one can board Sounder or Amtrak. Take a relaxing 30 minute ride to King Street Station. Then a short 10 min walk to the Downtown Seattle Transit Tunnel to catch Link light rail to the airport, and another 5-55 minute walk. Five minutes if it's Alaska airlines – okay I'm exaggerating with the 55 (See **Cusick**, page 5)



New schedule starting December 18, 2017

SOUTHBOUND

Train Number	501**	511	503	513	11	517	505	507	509**	519
Days of Operation	Daily	M-F	Daily	SA/SU/Holy	Daily	Daily	Daily	Daily	Daily	Daily
Vancouver, B.C.	Depart					6:35A				5:45P
Bellingham						8:34A				7:44P
Mount Vernon						9:03A				8:13P
Stanwood						9:21A				8:35P
Everett						9:53A				9:07P
Edmonds						10:16A				9:30P
Seattle	Arrive Depart	6:00A		8:40A	9:50A	11:30A	2:15P	6:10P	7:45P	10:10P
Tukwila		6:14A		8:54A		11:44A	2:29P	6:24P	7:59P	
Tacoma		6:45A		9:25A	10:38A	12:15P	3:00P	6:55P	8:30P	
Olympia		7:15A		9:55A	11:19A	12:45P	3:30P	7:25P	9:00P	
Centralia		7:35A		10:15A	11:43A	1:05P	3:50P	7:45P	9:20P	
Kelso		8:15A		10:55A	12:27P	1:45P	4:30P	8:25P	10:00P	
Vancouver, Wash.	Arrive	8:51A		11:31A	1:10P	2:21P	5:06P	9:01P	10:36P	
Portland	Arrive Depart	9:20A	9:45A	12:00P	12:30P	2:25P	5:35P	9:30P	11:05P	
Oregon City			10:08A		12:53P		6:33P			
Salem			10:51A		1:36P	3:37P	7:16P			
Albany			11:20A		2:05P	4:10P	7:45P			
Eugene	Arrive		12:20P		3:05P	5:03P	8:40P			

NORTHBOUND

Train Number	516	500**	512	502	514	504	518	14	506**	508
Days of Operation	Daily	Daily	M-F	Daily	SA/SU/Holy	Daily	Daily	Daily	Daily	Daily
Eugene	Depart		5:30A		9:00A			12:36P		4:30P
Albany			6:11A		9:41A			1:22P		5:11P
Salem			6:41A		10:11A			1:55P		5:41P
Oregon City			7:24A		10:54A					6:24P
Portland	Arrive Depart		8:05A	8:30A	11:35A			3:32P	3:56P	7:05P
Vancouver, Wash.		6:20A		8:48A	12:00P	3:20P	3:56P	5:40P	7:25P	
Kelso		6:38A		9:21A	12:18P	3:38P	4:16P	5:58P	7:43P	
Centralia		7:11A		10:02A	12:51P	4:11P	4:51P	6:31P	8:16P	
Olympia		7:52A		10:23A	1:32P	4:52P	5:36P	7:12P	8:57P	
Tacoma		8:13A		11:00A	1:53P	5:13P	6:01P	7:33P	9:18P	
Tukwila		8:51A		11:29A	2:31P	5:51P	6:43P	8:11P	9:58P	
Seattle	Arrive Depart	7:45A	9:40A	11:50A	3:20P	6:40P	7:51P	9:00P	10:45P	
Edmonds		8:11A				7:27P				
Everett		8:36A				7:52P				
Stanwood		9:06A				8:22P				
Mount Vernon		9:22A				8:35P				
Bellingham		9:52A				9:05P				
Vancouver, B.C.	Arrive	11:45A				11:00p				

**New daily trains

WSDOT, ODOT, BNSF, Union Pacific, Amtrak and Sound Transit. On weekdays there will be 26 Sounder trips and 14 Amtrak trips a day between Seattle and Tacoma, in addition to the 30 or so BNSF trains. The two station tracks at the soon-to-be joint Amtrak/Sound Transit Tacoma Dome Station will be very busy during peak times, with four or five trains an hour arriving and departing.

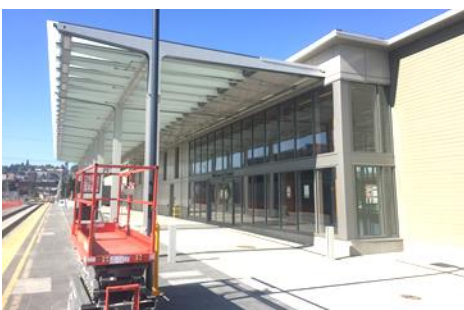
Travel times have been reduced ten minutes from the 3:30 schedules in place before the nearly \$800 mill. in infrastructure projects expected to account for construction delays. Passengers will now be able to get to Seattle and Portland by around 9:30 a.m. and leave the two cities after 7:00 p.m.!

The contract with BNSF guarantees a minimum 88% on time reliability on the part of the freight railroad.

The new Amtrak Tacoma Dome Station is mostly finished (below left). The one remaining project – projected to be completed by Nov. 30 – is the new Tacoma Trestle approaching Freight-house Square, which includes an 800-foot platform extension to accommodate the *Coast Starlight* (below right – photos by Jim Hamre).

WSDOT's new **Charger locomotives** are scheduled to go into service soon in *Cascades* service, perhaps before the end of Oct.

On September 18, the American Railway Engineering and Maintenance-of-Way (See *Cascades*, page 5)



The two additional **Amtrak Cascades roundtrips** are scheduled earlier in the morning and later in the evening than currently available. The expanded service begins Monday Dec. 18. "People can get where they're going sooner, with more schedule choices and better reliability," said Ron Pate, WSDOT Rail, Freight and Ports Division director.

Development of the schedules was a long and complex process, involving six parties:



All Aboard Washington Officers

Harvey Bowen - President 206 322-2729.. harveyb@allaboardwashington.org
 Jim Hamre, Puyallup - Vice President 253 848-2473.. jimh@allaboardwashington.org
 Luis Moscoso, Bothell - Vice President..... luism@allaboardwashington.org
 Rocky Shay, Federal Way - Secretary 253 925-2085.. harmos@allaboardwashington.org
 John Carlin, Edmonds - Treasurer..... 425 778-4529.. jcarlin@allaboardwashington.org
 Zack Willhoite, Puyallup - IT Director - Website..... zackw@allaboardwashington.org
 - Membership Inquiries membership@allaboardwashington.org

Lloyd Flem, Olympia.. Executive Director .. 360 943-8333
 LloydFlem@allaboardwashington.org
 620 Boundary St SE, Olympia 98501

Jim Hamre, Puyallup - Newsletter Editor ... 253 848-2473.. jimh@allaboardwashington.org
 Warren Yee, Seattle - E-newsletter 206 300-6918.. warreny@allaboardwashington.org

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

Important Addresses and Phone Numbers

U. S. House of Representatives:
 Washington, DC 20515
 U. S. Senate: Washington, DC 20510
 Capitol Switchboard (all members): 202 224-3121
 State Legislature: State Capitol, Olympia 98504
 Hotline for leaving messages: 800 562-6000
 Amtrak Reservations/Information: 800 872-7245
 All Aboard Washington: AllAboardWashington.org
 NARP: www.narprail.org
 NARP Hotline: www.narprail.org/news/hotline/
 Amtrak: www.amtrak.com
 Amtrak Cascades: www.amtrakcascades.com
 Sound Transit: www.soundtransit.org

Pasco, from page 1 Kennewick)

King noted that finding the money for this project is extremely difficult – but the Legislature found funding to replace the three failing steel electric ferries and build four new 144-car ferries. Can the service be justified, he asked. It needs to be sustainable. We must also be looking at all the options, including new technology.

Warnick told of how Manweller got her to join the LRC. There are lots of possibilities. Her 92 year old mother-in-law says use the European model for passenger trains. Warnick is a strong supporter of our state's short lines and the agricultural industry. Passenger rail can meld with freight rail.

Manweller said we have the right people in the room today for success – BNSF, Amtrak, members of the Legislature, local leaders, citizens. The previous study did no ridership or scheduling analysis. We need this information and we need new realistic capital costs. Funding for a complete and updated study needs to be found.

Haler stated that tourism could account for many passengers. There were 19,000 visits last year to the Hanford B-Reactor at the Manhattan Project National Historical Site.

Klippert said he loves trains and rail history. Taxpayer subsidies to passenger rail service are an important consideration – spend our dollars wisely. We must provide great customer service. He ended with a challenge: when something is important to you never give up. Think outside the box.

Ron Pate, WSDOT Rail Division manager, talked about partnerships and noted that freight rail is very important – both passenger and freight must be accommodated. We need accurate data and facts to provide to the Legislature.

Johan Hellman, BNSF executive director of Government Affairs explained how his railroad invests about \$200 mill. in capital and maintenance in Washington each year. Trade is critical to our state. He and Pate had spent the previous three days meeting with freight shippers

and short lines. Hellman feels our enthusiasm but we must make careful decisions.

A number of local people also spoke to offer support for moving forward.

Harvey Bowen wrapped up with a thank you for everyone's input and support. He reminded the gathering that while AAWA can and will facilitate the plan to bring passenger rail service to the Yakima Valley, local citizens and community leaders must lead the effort to move this forward and to provide support to their legislators.

Lacey, from page 1

be monitoring parking in Tacoma to see that it does not become a detriment to ridership growth that the new service should produce.

WSDOT and Amtrak are working to provide better information to the Olympia-Lacey station volunteers so they can better info passengers about service disruptions.

WSDOT's goal is to increase passenger train speeds in rural areas from 79 to 90 mph. BNSF is willing to discuss this but it is not in the immediate future.

Discussions also continue with BNSF on the its 48 hour shutdown of passenger trains after a mudslide event but no relief seems in sight.

Herb Krohn, state legislative director of the Transportation Division of SMART, honored Vice President Luis Moscoso, from his time in the Legislature, for helping push for safety regulation of shuttle vans used to transport train and engine crews. This law (supported by AAWA) finally passed earlier this year.

Former AAWA President Tony Trifiletti - now the newly hired executive director of All Aboard Arizona – gave a presentation on people becoming a champion of their local train station through the Our Trains Stations – Our Project. Go to ourtrainstations.net.

The highlight of the picnic was the awarding of AAWA's Tom Martin award to Mark Flanigan, who recently retired as an Amtrak Cascades conductor. Flanigan started with BNSF in Livingston, MT in 1975. After a short stint at the Rock

Island, he went back to BNSF and then came to Amtrak in 1987. Board member and Olympia-Lacey station volunteer Karen Keller presented



By Zack Willhoite

the award, described Flanigan as courteous, friendly and a problem solver. Flanigan first met Lloyd Flem on the old Mt. Rainier train. He said we're some of the best people on the trains and he considers AAWA an ally for passenger rail. The wording on the plaque says:

**All Aboard Washington presents to
 Mark Flanigan our Tom Martin Award
 for A Career of Exceptional Service on Amtrak
 Cascades Passenger Trains – August 12, 2017**

Cascades, from page 4

Association (AREMA) presented its 2017 Dr. William W. Hay Award for Excellence to BNSF and WSDOT for the infrastructure projects that are already improving both passenger and freight rail service and reliability between the Canadian border and the Columbia River.

WSDOT and its partners are planning festivities in early December to kick off the new Cascades service. Watch for announcements on social media.

Cusick, from page 3

minutes – but if you've got an international flight at the other end of the terminal, add another 10 minutes. It's a loong walk!

On this particular journey, arriving in Newark, their Airtrain also functions very well as a terminal shuttle.

This isn't rocket science. But as a population, we've so insulated ourselves from anything on the other side of the car windshield that we're really missing out on a whole lot of travelling flexibility.

Multi-modal personal travel really defines what freedom is about.

All Aboard Washington
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Seattle, WA 98127

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All Aboard News

December 9: All Aboard Washington annual membership meeting from 11:30 a.m.-4 p.m. at the **Seventeen51 Restaurant & Bistro** at [Panorama](#) in Lacey, **1751 Circle Lane SE** (off of Sleater-Kinney Rd). **RSVP required by Dec. 4 to ensure you will have a lunch.** Lunch cost will be \$18, payable at the door (cash or check preferred). We will again have a **silent auction** with a number of high quality items (payment by cash, check or credit card). Car shuttles will be provided from the Olympia-Lacey Amtrak Station. Contact Lloyd Flem (info on page 5) for your **required RSVP**, if you need transportation from the station or you have an auction donation.

January 20, 2018 (3rd Saturday): All Aboard Washington board of directors meeting starting at **11:30 a.m.** (short or long meeting format to be determined; check social media in January) at **Basil's Kitchen**, Embassy Suites Hotel, 15920 W Valley Hwy, **Tukwila**, adjacent to the Sounder/Amtrak Station. The board will be electing officers and developing plans and goals for 2018.

February 2018: All Aboard Washington plans

to host its **fifth annual reception for the Legislative Rail Caucus** at the State Capitol on a weekday to be determined. This also provides a good opportunity to meet with your legislators. If you are interested in participating contact Lloyd Flem (info on page 5). Transportation from the Olympia Lacey Amtrak Station is available.

All Aboard Washington recently welcomed the following new members: **Kerry Pay**, Martinez, CA; **Dave Cundiff**, Olympia; **Mark Flanigan**, Everett; **Singe Thorsen**, Steilacoom; and **Louis Kahn**, Washington, DC.

We also welcome the following people who attended, the Pasco Rail Summit and are receiving a complimentary trial membership: **Thomas White**, Mountlake Terrace; **Stephan Jones**, Pasco; **Joe Ficele**, Yakima; **Eleanor Ficele**, Yakima; **Thomas Suckow & Margaret Smoot**, Richland; **Andrew Stephenson**, Kenmore; **Ronald Holeman**, Richland; **Len Pavelka**, Richland; **Eric & Ann Anderson**, Ellensburg; **Alan Adolf**, Yakima; **Clinton & Donna Sue Staples**, Yakima; **William Allen**, Yakima; and **Marc Kirkpatrick**, Cle Elum.

ALL ABOARD WASHINGTON will elect four new members to its board. Each member of All Aboard Washington who is current in his or her dues and of sound mind is entitled to run for the office of Director and file a Declaration of Candidacy by December 2, 2017. The Declaration of Candidacy shall be in writing and shall include the full name and mailing address of the candidate and must be delivered by mail, email or otherwise to Rocky Shay, Secretary, 820 SW 356th St., Federal Way, WA 98023. (For Shay's contact information, see p. 5.) If no more than four candidates have duly filed for Director by 8 PM, December 2, 2017, 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 shall occur at the General Membership Meeting commencing at 11:30 at the Seventeen51 Restaurant & Bistro in Lacey on December 9, 2018. All members of All Aboard Washington (whose dues are current) are entitled to be present and vote. The new Board members shall take office on January 1, 2018.

All Aboard Washington members contributing to this newsletter include Harvey Bowen, Jason Biggs, Zack Willhoite, Jim Cusick and Lloyd Flem.

