



WASHINGTON RAIL NEWS

AUGUST/SEPTEMBER 2009

www.AllAboardWashington.org

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

\$103 billion in nationwide High Speed Rail requests for the \$13 billion available; WSDOT: \$1.8 bill. request for Northwest Corridor projects in Washington

July 10 was the deadline for states and other government agencies to turn in their pre-application submittals for the \$13 bill. in high speed rail funding available over the next five years (\$8 bill. in American Recovery and Reinvestment Act (ARRA) stimulus money and \$1 bill. a year for the next five years in regular appropriations). However, on July 23, the U.S. House

passed a \$123.1 bill. fiscal 2010 appropriations bill for Transportation and Housing that contains \$4 bill. for high speed rail, \$3 bill. above what the president requested. (See page 5 for more details on the 2010 appropriation process.)

Secretary of Transportation Ray LaHood announced that the Federal Railroad Administration has received

278 pre-applications for grant funding totaling \$103.545 bill. "The response has been tremendous and shows that the country is ready for high-speed rail," LaHood said. "It's time to look beyond our highways and invest in public transportation services like rail, which will enhance regional mobility and reduce our carbon footprint."

WSDOT submitted a project list totaling \$1.817 bill. for improvements to our state's part of the Northwest Corridor.

Oregon DOT's submittal totaled \$2.13 mill. In all, pre-application submittals were received from 40 states.

Funding for the submittals to FRA falls into 4 "tracks" or categories. The tracks, as detailed on WSDOT's website,

Scenes from the opening of Central Link light rail: turn to page 5.

are shown below.

Track 1 – Projects

This track is intended to satisfy the economic recovery goals of ARRA through construction of "ready-to-go" intercity passenger rail projects. Eligible projects include the acquiring, constructing, improving, or inspecting equipment, track and structures, or a facility; expenses incidental to the acquisition or construction of them (including designing, engineering, location surveying, mapping, environmental studies, and acquiring rights-of-way); payment for capital cost of rail trackage rights; highway-rail grade crossing improvements; mitigating environmental impacts; communication and signalization improvements; acquiring, constructing, relocating, and rehabilitating replacement housing; and rehabilitating, remanufacturing, or overhauling rail rolling stock. Environmental and preliminary engineering activities for these projects are generally complete.

Track 2 – Service Development Programs

This track is intended to develop new high-speed and intercity passenger services, including substantial upgrades to existing services. Projects do not need to be ready-to-go and the Federal Government may commit to fund the entire program through a Letter of Intent, and obligate funds through cooperative agreements that establish deadlines for completion of environmental, engineering, design and other work. Eligible projects are essentially the same as those listed in Track 1.

Track 3 – Service Planning Activities

Funded under the FY 2009 and FY 2008 DOT Appropriations Acts, this track is aimed at helping establish a (See **High Speed Rail**, page 4)



The Canadian government presented citizens of the Northwest U.S. an Independence Day present on July 3 by announcing Amtrak had been cleared to extend Cascades trains 513 & 516 from Bellingham to Vancouver, BC. According to a press release by the Canadian Border Services Agency, the extension will begin in August and will extend through the Vancouver Olympic and Paralympic Winter games early next year. Amtrak was ready to extend the trains last summer after needed track improvements had been completed by BNSF. Then CBSA demanded C\$1500 a day to inspect the passengers arriving in Vancouver as a "new facility." The existing train and airlines currently don't pay this fee. A firestorm of protest followed; not only is the fee unfair as immigration processing is a government responsibility but many saw this as an attempt by CBSA to push it on to other carriers. The Canadian government called waiving the fee a pilot project and said they would reevaluate after the Olympics to see if the expanded Amtrak service is popular enough to be continued. All Aboard Washington has no doubt the additional option for travel to Vancouver will be popular and will bring substantial additional tourist revenue to British Columbia. Amtrak has not yet announced the extension date but it is expected happen in late August. This will be the first one-day all rail trip between Portland and Vancouver, BC in years.

Above, train 513 passes through Marysville on it's way to Seattle and Portland.

Photo by Zack Willhoite



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

**Our Work Will Not Soon End;
Washington State's "Stimulus"
Dollars;
A Good Ride; O Canada Two**

Passenger train advocates nationwide should continue to be pleased at the unprecedented gains in acknowledgement and acceptance of rail's being an important part of the USA's future transportation mix. Acceptance has now grown into general public support and the few shrill voices opposing, generally, all forms of passenger rail (from trolleys to plans for ultra high speed) have a small and decreasing audience.

But acknowledgement, acceptance, and support still does not mean that much of the general public has information about our current passenger train availability. As a result, this public still rarely rides the trains we have. Just my latest example: I was recently on a conference call, dealing with environmental issues, and one of the conferees, a well-informed, strongly pro-rail, publicly active woman, expressed concern that "...the Amtrak train from Seattle to Vancouver, WA doesn't leave until 5:30 p.m...." She, in referencing *Cascades* 509, was unaware that there are four other southbound Amtrak trains throughout the day and, as a result, has rarely considered intercity passenger trains for travel in our Northwest Corridor.

Others here in the Capital City, also well-informed adults, express pro-rail sentiments as they lament, "I-5 is so unpleasant; I wish there were trains between here and (Seattle, Portland)." There is widespread affirmation for increased passenger train service in the Northwest and throughout the country. I believe if this support were coupled with the simple knowledge of already existing service, demand would force a faster-than-planned investment in more trains.

Our work as advocates and educators will not soon end. In cooperation

with Amtrak, WSDOT and other pro-balanced-transportation interests, those reading this column, whom I assume have much more information on available passenger train service than the average citizen, have an obligation to educate the rest of what I believe to be a receptive public. I'll offer a few specifics in the next newsletter.



I have proposed, and had endorsed by Amtrak-Seattle and WSDOT Secretary Paula Hammond, that as AAWA's Executive Director, I write individual letters to the seven west-of-Cascades congressmen and our two US senators with the message that they remind the FRA and USDOT that ARRA monies for intercity passenger rail (\$8 bill. at this time) be allocated based upon merit, not on the size of a

I believe if support [for increased passenger rail service] were coupled with the simple knowledge of already existing service, demand would force a faster-than-planned investment in more trains.

state's electoral vote, or in the case of Nevada, the home of a given US senator! Washington state has fulfilled all of the past criteria to be at or near the top of any list. However, I just learned in a meeting with Paula Hammond and WSDOT-Rail's Scott Witt, that the Feds have added "economically distressed areas" as a criterion for ARRA rail dollars consideration. Certainly, parts of our Northwest Corridor would qualify, though other areas, while property values are down and unemployment is up, cannot be justified as really "distressed." I will ask several AAWA members to also contact their congressman. But all reading this are encouraged to contact DC on this issue of getting our Washington its justly-earned share. I'll be pleased to offer for you "talking (or writing) points," but your own words are vital.

Another caution is what originally happened to the ARRA request for ferries. Our largest-in-the-USA state ferry system was originally granted but a pittance, much below states with relatively insignificant ferry service, until Senator Patty Murray weighed in. Governor Chris Gregoire, Paula Hammond and much of the informed population of west-central and northwest Washington were aghast by the original little grant.

We cannot let that happen to our state when it comes to ARRA rail funding either.



The Amtrak *Cascades*: A Good Ride. While we all are working for more service on the *Cascades* (California's Capital Corridor can serve as an example of frequent service with 16 weekday roundtrips), and on-time reliability still has a ways to go, trips along the Northwest Corridor have, for me at least, become almost routinely satisfactory. I contrast today's service with the bad old days of the pre-Amtrak "pool trains" and early Amtrak, when on Wednesdays, the Olympia area had no train service, and our "rail station" consisted of a dirty lean-to on an often-car-impassible patch of gravel.

Our Amtrak *Cascades* have heavy patronage, cars are clean and comfortable, the physical ride is good, on board crew is generally excellent and on-time performance has been increasingly improving. A Talgo technician is on board every *Cascades* trip

and is able to quickly alleviate any (usually very minor) equipment problem. I recall trips in the bad old days, following the one or two of us who boarded at the aforementioned East Olympia lean-to, that I thought, "Golly, I'm actually riding a passenger train; this is great" then ignoring the glaring shortcomings in the very limited service offered. Now, when the dozen or more passengers get off and a dozen or more board at Olympia-Lacey's Centennial Station, my little thrill of taking the train remains, but the broader pleasure of seeing these dozens, from all walks of life, accepting American passenger trains as a normal form of intercity transportation dominates. We are not there yet, but I anticipate in a few years train travel will, for increasing numbers of Northwesterners, be a routine Good Ride.



In my recent meeting with Paula Hammond and Scott Witt I also offered my service and the service of AAWA to help ensure that the Second Train to Vancouver, BC succeeds and continues beyond the Winter Olympics. A glitch or two needs to be straightened out before the scheduled August start up, but it appears at last we'll have more than one daily round trip to that magnificent British Columbia city.



The View Down the Tracks

=====
with Jim Cusick

Carry me away

So I said I was getting carried away when I predicted the second train to Vancouver, BC in my last column. So I know I ended the last article with no hint about when the second train would go to Vancouver.

So What Do I Know?

So what does the Canadian government do?

Try to make me look like a monkey's uncle! They decided, as a pilot program, to go ahead with extending the evening Portland to Bellingham train. That means it would be getting into Vancouver somewhere around the 11:00 p.m. hour.

The train leaving in the morning would probably have to leave around 6:30 in the morning.

What will be of interest is how it will affect travel patterns.

Will Canadians come down to Seattle for a day trip? Will US citizens use the later train to make it easier to check into hotels in Vancouver, getting a fresh, early morning start on purchasing the ubiquitous hockey jerseys and maple cookies?

Just who will this affect?

Good question, but the weekend regulars taking #516 up to Bellingham (Western Washington University students), might find it a bit crowded, paying higher fares if they buy tickets at the last minute. Worse yet, they might run into sold out trains.

Plus, during the Olympics, along with increased security, the early morning train up (#510) and its late evening return (#517), might end up becoming through-type service. That is, no intermediate station boarding/detraining. In effect, a Seattle to Vancouver Olympics Special.

Sounds like it's time for a 3rd train!

Take the Train All the Way!

Sounder has a new schedule, as of June 1.

The important change on this is that now you will be able to take the earliest train (#1701) from the north end (Everett/Mukilteo/Edmonds) and hop on over to the reverse commute train (#1503) heading south to Tacoma and intermediate points.

You could have done that before this change, but the difference is, now you can take the train all the way back home

in the evening.

All you have to do is pick up the northbound train out of Tacoma (#1514) and make the connection at King St. Station to last northbound out of Seattle (#1706). Just don't dawdle and miss it; it's only across the platform, for heaven's sake!

If you do miss it, and you have a Monthly Pass good on Sounder, all is not lost. You can ride Amtrak Cascades 516 all the way to Everett.

Just remember, Amtrak does NOT stop in Mukilteo. Also, Amtrak does NOT accept the new ORCA regional fare card. They have no readers onboard to check the value of your "purse."

It also assumes 516 isn't SOLD OUT!

It will be interesting to see how the ridership adjusts.

We've grown up!

Has it really happened? Does the Pu-

Has it really happened? Does the Puget Sound Region actually have at least the beginnings of a normal mass transit system?

get Sound Region actually have at least the beginnings of a normal mass transit system?

Granted, all the transportation wonks and many mayoral candidates, it seems, were on the inaugural run of Central Link light rail on July 18. What will it mean? Under full day to day operations all the quirky problems will get worked out, suggestions, observations of the customers and all the other things will have this system performing just as smoothly as Sounder does now, generating the typical harried, late commuter, waiting until the last minute, stampeding to the train.

Why they've become just like commuters in all the other cities!

What did I think?

People remarked how it seemed the train was fast. Given that it was going the 35 mph speed limit on Martin Luther King Way, this seems counterintuitive.

What I perceived was that, with its signal priority, Link was giving the smoothest, most consistent travel times. Even those driving can actually benefit by staying at the same speed as the train.

I'll say one thing, I thought the elevated section running up the hill to the Tukwila station looked high from the ground.

It feels **really** high when you're up there! And I'm not one given to a fear of heights either! I felt like the Lord and Master of all I could see...Okay, so I'm getting carried away again!



Sound Transit CEO Joni Earl and Jim Cusick enjoy the moment as the inaugural Central Link light rail train pulls out of the Mt. Baker station.

Photo by Warren Yee

I can't help it!

Light Rail has arrived, **FINALLY**.

Everybody was celebrating!

Sound Transit CEO Joni Earl was acting like a drunken sailor, occasionally stumbling about. Why? (Not that she didn't deserve to have tipped a few in celebration.)

Have I tipped a few too many while writing this? What else could have caused that permanent grin on her face, a fact that was even

noted by Mayor Nickels in the ribbon cutting ceremony?

Okay, I'll make nice.

The inaugural ride was smooth overall, except for a few jerky starts in the beginning.

So Joni Earl's stumbling in the car while we were discussing things rail, was due to the operator. Let's hope it was a technical issue, rather than a show for the media! Even the media noted the occasional roughness. However, at least they didn't catch Joni...well now that I have REVEALED it to all...Boy am I in trouble!

Why, Joni was just about ready to go up front and take over, no doubt saying "Give me those controls, I can run this thing as good as anyone!" And I'm not one to doubt her.

After all, she did get to run one of the light rail vehicles. Not out on the system, of course; FTA rules would prohibit that. She was given the chance to run one of them around the maintenance facility.

Good for her!

So I asked her, "What are you going to do now?"

She rolled her eyes and then I quickly reminded her "NO, not WORK! What are you going to do to relax, like, going to Disneyland?" (sheesh! The woman works way to hard!)

So she said she was going to hike the Grand Tetons!

I can't wait for pictures from the top!

High Speed Rail, from page 1
pipeline of future projects and service development programs by aiding applicants' advance planning activities for future implementation, requiring a 50 percent non-Federal match.

Track 4 – Appropriations-Funded Projects

This track provides an alternative for state applicants offering at least a 50 percent non-Federal share of financing through simplified grant agreement terms, and up to five years to complete projects. Eligible projects must be specifically included in an applicant's Statewide Transportation Improvement Plan (STIP) and are similar to those under Tracks 1 and 2.

Final applications for funding for Tracks 1, 3 and 4 are due by August 24, 2009. Applications for Track 2 are due by October 2, 2009.

Projects submitted by WSDOT are outlined below.

Track 1 Projects

These are ready to go. Benefits to the Amtrak *Cascades* include improving on-time performance from 62% to 90%. They continue adding capacity improvements, resulting in future additional passenger service.

Blaine – Swift Customs Facility Siding \$3.8 million

This project builds on work currently underway. It provides an additional siding to allow freight trains awaiting customs inspections to move out of the way of *Cascades* trains.

Kelso to Martin's Bluff – New Siding – Phase I \$28.3 million

Along this segment, many rail-served industries are adjacent to BNSF's mainline. This initial phase adds an arrival and departure track that would hold two full-length freight trains. Once all of the Kelso to Martin's Bluff projects are complete, the additional track will become a portion of the stand-alone 110 mph passenger corridor.

Cascades Corridor – Reliability Upgrade/Corridor Hardening \$97.4 million

WSDOT is working with BNSF to determine capitalized maintenance needed to increase the mainline track quality from Class IV to Class V standards, virtually eliminating slow orders and other speed restricted track between Blaine and Vancouver, WA. These funds would provide for a two-year program that is anticipated to improve on-time performance to more than 90 percent. The *Cascades*, *Empire Builder* and *Coast Starlight* will be the primary beneficiaries. This project will be required by BNSF as a "Corridor Hardening" project that will improve safety between higher speed passenger trains and freight trains sharing the corridor.

Vancouver – Port West Side Trackage \$21.7 million

This project constructs tracks and a

highway-rail grade separation inside the port to enable freight trains to immediately clear the mainline, eliminating delays to both freight and passenger trains.

Everett Storage Tracks – Phase I \$1.0 million

This project makes improvements to the mainline through Delta Yard to reduce freight and passenger conflicts and increase train speeds. Completion of these improvements guarantees continued operation of *Cascades* trains 513 and 516.

Track 2 Projects

These projects can have funds obligated by Sept. 30, 2012. They are listed in three groups (A, B and C) to mirror the project list in the 2008 Amtrak *Cascades* Mid-Range Plan and are listed in priority order.

Group A

All projects must be completed before adding one additional Seattle-Portland round-trip (total of five); maintains two Seattle-Vancouver, BC round-trips, and pushes on-time performance to 95%.

Vancouver – Yard Bypass and W 39th St. Bridge \$25.0 million

The project constructs capacity improvements that include a bypass around the Vancouver freight yard and eliminates the W. 39th St. grade crossing by constructing a bridge. Construction is already underway. This project would speed construction activities with the \$25 mill. in additional funds.

Tacoma – Pt. Defiance Bypass – Tacoma to Nisqually \$71.1 million

This project upgrades the tracks from 66th St. in Tacoma to Nisqually. It also includes a second main track from 66th St. to Bridgeport Way in Lakewood and a reconfigured junction with the BNSF mainline at Nisqually. Sound Transit is upgrading the tracks from M St. to 66th St. Construction between 66th St. and Bridgeport Way began in June 2009.

Tacoma – New D St. - M St. Rail Connection \$34.4 million

This project will construct 1.2 miles of new railroad between D St. and M St. in Tacoma, including a rail bridge over Pacific Ave. This is an important link in the Seattle-Portland corridor that will allow Amtrak to bypass the Point Defiance freight route, saving six minutes of travel time and improving on-time performance. The project is the last remaining improvement needed to extend Sounder service from Tacoma to Lakewood.

Group B

When combined with Group A, Group B projects result in two additional Seattle-Portland roundtrips (total of six); maintains two Seattle-Vancouver, BC roundtrips and 95% on-time performance.

Cascades – Four New Trainsets \$103.5 million

This project would purchase four new trainsets with a seating capacity of approximately 300 each, providing necessary

equipment for up to four additional daily Seattle-Portland round-trips. In addition, the existing fleet will be reconfigured to provide four trainsets (rather than the existing five) with a seating capacity of approximately 300 for consistency throughout the fleet. The eight trainsets will provide enough equipment to operate six round-trips Seattle-Portland and continue the current two round-trips Seattle-Vancouver, BC and the two Oregon-funded round-trips Portland-Eugene. (On July 17, the state of Wisconsin announced it had reached an agreement with Talgo to purchase two 400 seat trainsets for use between Milwaukee and Chicago.)

Kelso to Martin's Bluff – New Siding – Phase 2 \$66.3 million

This project builds on improvements made in Phase 1 under Track 1.

Kelso to Martin's Bluff – Kelso to Longview Jct. 3rd Main Track \$110.0 million

This project builds on phases 1 and 2 and constructs a 4.5 mile third mainline between Kelso Station and Longview Jct. with engineering for high speed running of 110/150 mph. Three bridges would be constructed, a 5,000 foot storage track would be converted to a mainline, and a new pedestrian underpass and roadway overpass would be constructed in Kelso.

Group C

When combined with Groups A and B, Group C projects result in four additional round-trip (total of eight) between Seattle and Portland; and maintains two Seattle-Vancouver, BC roundtrips and 95% on-time performance.

Kelso to Martin's Bluff – Kalama 3rd Main Track \$64.9 million

This phase builds on the other phases to construct a 2.9 mile mainline track around the Port of Kalama.

Cascades – Higher Speed Locomotives \$97.9 million

Washington State will purchase 18 new locomotives that are capable of operating consistently and economically at higher speeds (up to 150 mph) and have faster acceleration rates than the current locomotive fleet. This will provide two locomotives per trainset plus two reserves

WSDOT has also prioritized a list of additional projects not included in the Mid-Range Plan but nonetheless will provide important capacity, on-time, speed and safety benefits. These projects include:

- Completion of King St. Station track and signal improvements (\$120 mill.)
- Additional funds to complete King St. Station restoration (\$4.4 mill.)
- Assist BNSF with Positive Train Control deployment in the Northwest Corridor (\$32.0 mill.)
- Construction of an eastside passenger platform and pedestrian bridge over the tracks at the Centralia station

(See HSR, page 6)

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

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 Amtrak: www.amtrak.com
 Amtrak *Cascades*: www.amtrakcascades.com
 Sound Transit: www.soundtransit.org



Photo by Warren Yee

A huge throng of people join the politicians during the July 18 opening ceremonies for the first segment of Sound Transit's Central Link light rail line. The line runs from Westlake station at the north end of downtown Seattle to Tukwila International Blvd. station. A 1.5 mile extension to Sea-Tac Airport will open in December. The ribbon cutting took place at the Mt. Baker station, located at the east portal of the Beacon Hill tunnel. With the ribbon cut, invited guests, including a contingent from All Aboard Washington, boarded the inaugural train to ride south to Tukwila.



Photo by Zack Willhoite

The old and the new are on display at the soaring three level Tukwila International Blvd. Link station, just north of Sea-Tac Airport. Frequent shuttle bus service will connect this station with the airport until the Link extension opens in December. So far, the only park and ride lot for the line is at the Tukwila station. The bus in the picture is a 1959 General Motors transit coach. It was displayed at the station by the Metro Employees Historic Vehicle Assoc. The coach was originally operated by the suburban Lake Shore Lines which later became part of King County Metro Transit in 1972.



Photo by Zack Willhoite

A large crowd departs an arriving train at Westlake station at the north end of the downtown Seattle transit tunnel. Sound Transit did an excellent job of managing the crowds throughout the opening weekend. Entertainment was provided and water and portable toilets were available at most stations.

U.S. House adopts 2010 transportation budget

The House passed a \$123.1 bill. fiscal 2010 appropriations bill for Transportation and Housing on July 23 by a 256-168 vote. The bill contains \$1.5 bill. for Amtrak and \$4 bill. for high-speed rail. The HSR money is in addition to the \$8 bill. in ARRA stimulus funding and is four times the president's \$1 bill. request for HSR. The \$4 bill. was included by committee chairman John Olver (D-MA). Many Republicans were not happy with the overall spending increases in the bill. Rep. Tom Latham (R-IA) offered an amendment to cut the HSR funding back to \$1 bill. His amendment was defeated 136-284. Our state split along party lines with all six Democrats voting against the reduction and the three Republicans voting for the reduction. Forty Republicans did vote no on the amendment. On the vote for final passage, our six Democrats and Republican Dave Reichert (Auburn) voted yes while our other two Republican representatives voted no. Only 16 Republicans voted for passage of the bill, crafted mostly by the majority Democrats.

The Senate Appropriations subcommittee, chaired by Sen. Murray (D), was to take up its version the last week of July.



Photo by Jim Cusick

All Aboard Washington member Warren Yee, left, joins King Council Councilman Larry Phillips and Sound Transit CEO Joni Earl on the July 18 inaugural run from Mt. Baker station to Tukwila.



Photo by Jim Hamre

Shortly after the free rides began at 10:00 a.m. on July 18 an arriving southbound train and a departing northbound train meet at the SODO station at Lander St. More than 92,000 people took advantage of the free rides on the sunny and warm opening weekend.

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All Aboard News

August 8: All Aboard Washington meeting at **noon** at **Jim Hamre's home**, 13307 104th Ave. Ct. E. on Puyallup's South Hill. Bring a potluck item. Hamburgers and beverages provided. Call or email Jim for more information. See p. 5. We will have rail-roadiana merchandise donated by All Aboard Washington members Frank Conlon, Carl Fowler and Tom Hamre for sale as a fund raiser. Bring your cash or checkbook!

September 12: All Aboard Washington meeting at **noon** in **Leavenworth**. Details are still being worked out. Contact Lloyd Flem or Jim Hamre (see page 5) for location and cost. After the meeting, we will tour the construction of the new Leavenworth Amtrak station.

November 14: Official annual All Aboard Washington meeting at **12:30 p.m.** at **F. X. McRory's**, 419 Occidental Avenue South, **Seattle**, just two blocks from King St. Station. More details in the October/November newsletter.

All Aboard Washington welcomed the following new members in June and July: Bob Myers, Portland, OR; Paul & Nadine Aldinger, Longview; Ralph Munro, Olympia; Mary & Doug Pitts, South Cle Elum; Bryan Flint; Tacoma; Mara Barnett, Lopez Island; Jim Moore, Seattle; Brandon Read, White Rock, BC; Zach Reed, Redmond.

All Aboard Washington is now on **Facebook** and **Twitter**. To find us on Facebook or follow us on Twitter go our website to sign up: www.allaboardwashington.org. Thanks to AAWA members Leigh Anne Dunkin and Zack Willhoite for setting up us on Facebook and Twitter.

All Aboard Washington members contributing to this newsletter include: Mike Skehan, Zack Willhoite, Lloyd Flem, Jim Cusick, Warren Yee, Carl Jackson, Dan McFarling, Ron Sheck and Steve Spear.

Two additional people have been added to the All Aboard Washington Board: Stephanie Weber of Kirkland and Jim McIntosh of Seattle. Welcome Stephanie and Jim.

Our membership director is Zack Willhoite. For questions on your membership contact Zack at the email address listed

on page 5. If you need to call, phone Jim Hamre and he'll pass along the information (number on page 5).

Executive Director Lloyd Flem has a new email address. See page 5.

Victor W. "Bill" Korf, Jr., a long time member of All Aboard Washington and Olympia-Lacey Centennial Station volunteer, passed away June 9. After a 29 year career at WSDOT, where he rose to the position Deputy Secretary, he became an executive vice president at HDR Engineering. The thoughts and prayers of the AAWA family go out to Bill's family and friends.

HSR, from page 4
(\$5.2 mill.)

- Curve realignment and Delta Yard storage tracks in Everett (\$76.1 mill.)
- Mainline relocation and overpass in Bellingham (\$25.2 mill.)

WSDOT has also outlined future vision projects and projects in conjunction with other agencies.

For state more details: www.wsdot.wa.gov/Funding/stimulus/passengerrail.htm
For national high speed rail information: www.fra.dot.gov/ and to view others states' requests: www.fra.dot.gov/us/content/2251