



AAWA
ALL ABOARD WASHINGTON

Welcome!



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Ellensburg Train Trek

Saturday, September 19, 2020



Welcome, Background, Introductions

- *Gary Wirt, AAWA*
- *Luis Moscoso, AAWA*

Please post questions to the chat

Current State of Passenger Rail in WA

Professor John Bowen
Department of Geography
Central Washington University



Restoring Scheduled Passenger Rail Service on the Stampede Pass Corridor

John Bowen
Department of Geography
Central Washington University
Ellensburg, WA
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with input from CWU Geography students including: Noah Westbay (research assistant, summer 2017), Jennifer Allen, Brandon Baxter, Floyd Bull, Kurtis Carpenter, Drew Houghton, Nick Moore, Tyler Murray, Cullan Paridon, Danielle Rockey, Gavin Schag, Zac Schepp, David Thompson, Ian Williams, Mikel Zichittella





Snoqualmie Pass

**Stampede
Pass**

© 2017 Google

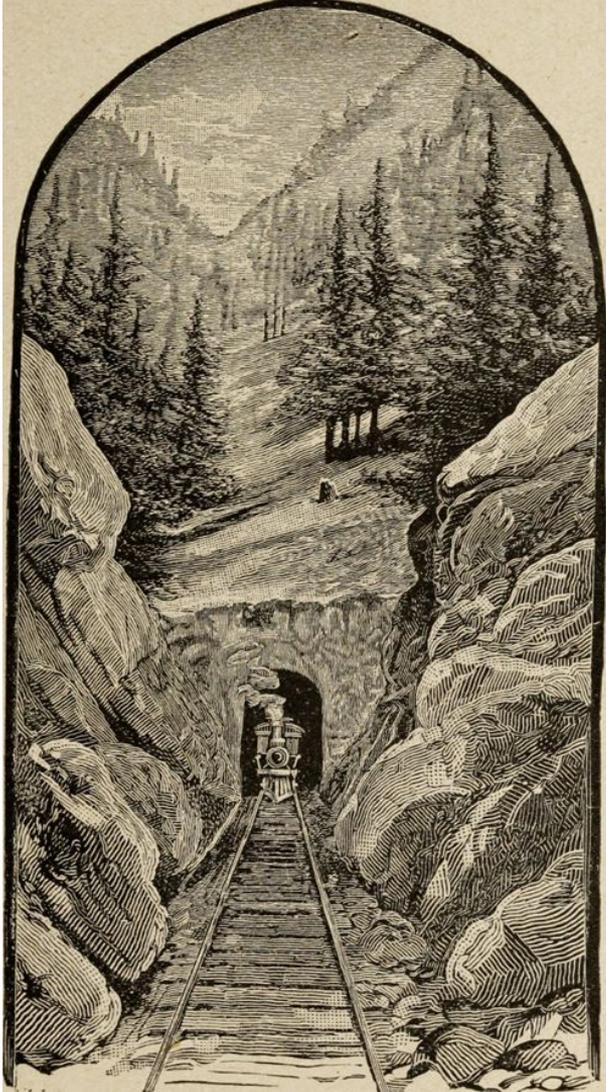
Google Earth

Completion of the Stampede Pass route, 1887

Image source: University of Washington Libraries – Special Collections (2017)

<http://blackdiamondnow.typepad.com/.a/6a00e5513924e688330192ac805601970d-pi> (accessed May 5, 2017).





Artist's Impression of Western Portal of Stampede Pass, 1899 from the official Northern Pacific Railway guide.

Northern Pacific Railway Company Riley, W. C. Source: Wikimedia Commons.

THIS IS THE TRAIN THAT HAS EVERYTHING!



It is the only train between Chicago and the North Pacific Coast that offers you the attention of a friendly Stewardess-Nurse. Other extras, too... 4 Vista-Domes... the fascinating new Traveller's Rest buffet-lounge... truly superb meals. This train is Northern Pacific's...

VISTA-DOME *NORTH COAST LIMITED*

One of the world's *EXTRA FINE* trains
... no extra fare!

The view's terrific on Northern Pacific! Send now for "Northwest Adventure", free booklet of scenic trips to or from the Northwest and California. Write G.W. Rodine, 247 Northern Pacific Railway, St. Paul 1, Minnesota.



Luxury has a western flavor in the handsome, colorful "Traveller's Rest" buffet-lounge!



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PORTLAND • TACOMA • SEATTLE



Ad for Northern Pacific Railroad's North Coast Limited.

The Saturday Evening Post. Image source: Wikimedia Commons.



Northern Pacific Depot – Ellensburg, WA Circa 1910-20

Image source: Washington Rural Heritage (2017) TRN336 - Northern Pacific Railroad Depot, Ellensburg, Washington, circa 1910-1920.

<https://www.washingtonruralheritage.org/digital/collection/ellensburg/id/1174/> (accessed September 18, 2020).

Amtrak Empire Builder at Ellensburg, WA 1974

Image source: TrainWeb (2017) Ellensburg Washington.
<http://www.trainweb.org/usarail/ellensburg.htm> (accessed May 5, 2017)





Stampede Pass Tunnel, 2003

Image source: Railfanning BNSF's Northern Lines – Stampede Sub (2017)

http://www.qstation.org/Northern_Lines/Stampede_Sub/stampede_gallery_2.html (accessed May 5, 2017).

Timeline

- 1970 Burlington Northern railroad created through merger of four railroads
- 1971 Service through Stampede Pass taken over by Amtrak *North Coast Hiawatha*
- 1981 Last passenger train through Stampede Pass
- 1983 Freight services through Stampede Pass discontinued
- 1996 Line rehabilitated and freight service resumed (\$150 million investment)
- 1996 BNSF created through merger of BN and Atchison, Topeka & Santa Fe Railroad

East-West Passenger Rail Feasibility Study: A Preliminary Analysis

As a result of funding constraints, the scope of the 2001 WSDOT study was limited to evaluating the technical feasibility of daily Amtrak service on the Stampede Pass corridor.

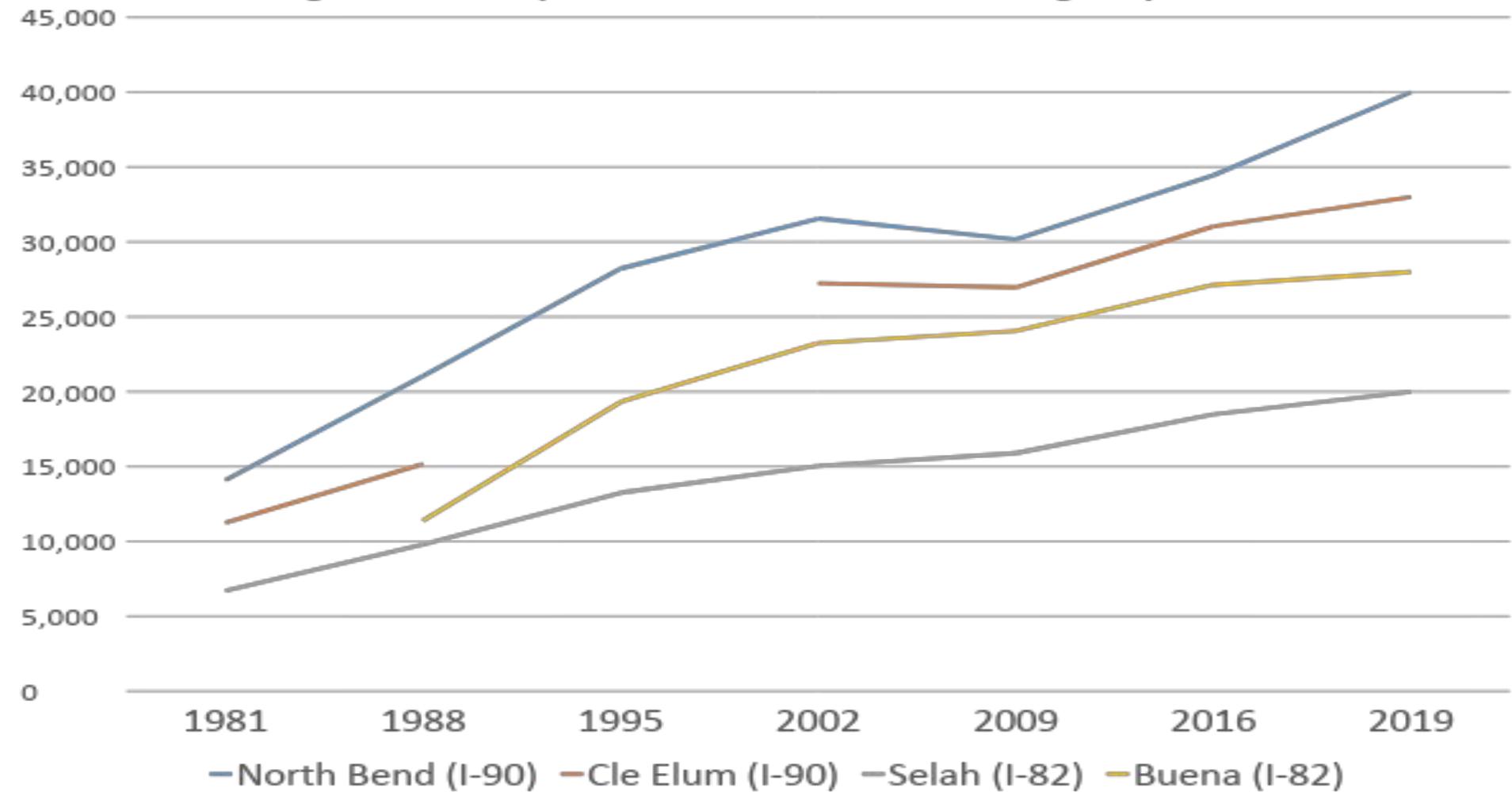
Conclusions:

- 1) Restoration of passenger services was technically feasible;
- 2) Necessary infrastructure improvements were identified including 16 miles of new track or sidings; new stations, centralized train control between Auburn and Pasco; grade crossing improvements; and new purchased or leased train equipment;
- 3) The cost of these improvements was estimated to be at least \$350 million (approximately \$500 million to \$600 million in today's dollars)

“It will take many years to make new East-West passenger rail service a reality. This preliminary analysis indicates that the service along the Stampede Pass rail corridor is physically and operationally feasible. However, costs identified for the introduction of the service are very expensive, and it is unlikely that partnership funding of this magnitude could be obtained under the state’s current transportation funding mechanisms and the backlog of transportation projects already identified.”

From WSDOT (2001) *East-West Passenger Rail Feasibility Study: A Preliminary Analysis*, p. vii.

Average Annual Daily Traffic at Selected Interstate Highway Locations



I-90 Snoqualmie Pass Snowfall and Highway Closure Data

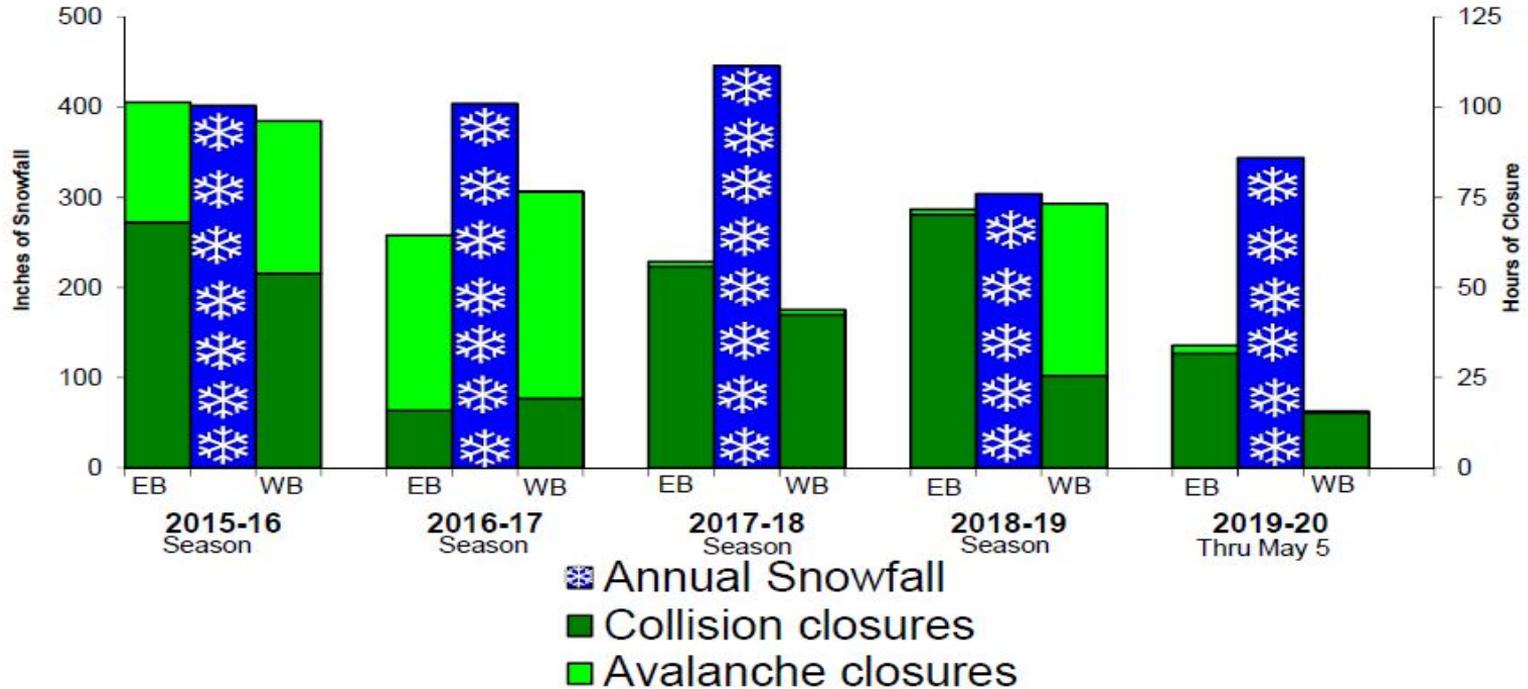


Image source: Washington State Department of Transportation.

<<https://www.wsdot.com/winter/snoqualmie-snowfall.htm>> (accessed September 9, 2020).

Residence County to Workplace County Commuting Flows

Number of Commuters for Reference Week, 2011-2015

	County of Work					
		King	Kittitas	Yakima	Benton	Franklin
Residence County	King	932,634	358	148	153	25
	Kittitas	1,218	15,245	887	57	N/A
	Yakima	326	462	90,984	2,935	322
	Benton	201	9	2,306	62,549	10,432
	Franklin	68	N/A	286	11,916	17,716

Data source: Residence County to Workplace County Commuting Flows for the United States and Puerto Rico Sorted by Residence Geography: 5-Year American Community Survey, 2009-2013.

<https://www.census.gov/hhes/commuting/> (accessed May 5, 2017).





Top 5 CWU Source Counties

King (24 percent)

Pierce (13 percent)

Snohomish (10 percent)

Yakima (9 percent)

Kittitas (9 percent)

A SURVEY OF THE STAMPEDE PASS CORRIDOR COMMUNITIES



Survey conducted in two phases:

Face-to-face: April 18-25, 2017

Number completed: 93

Online: April 18-November 1

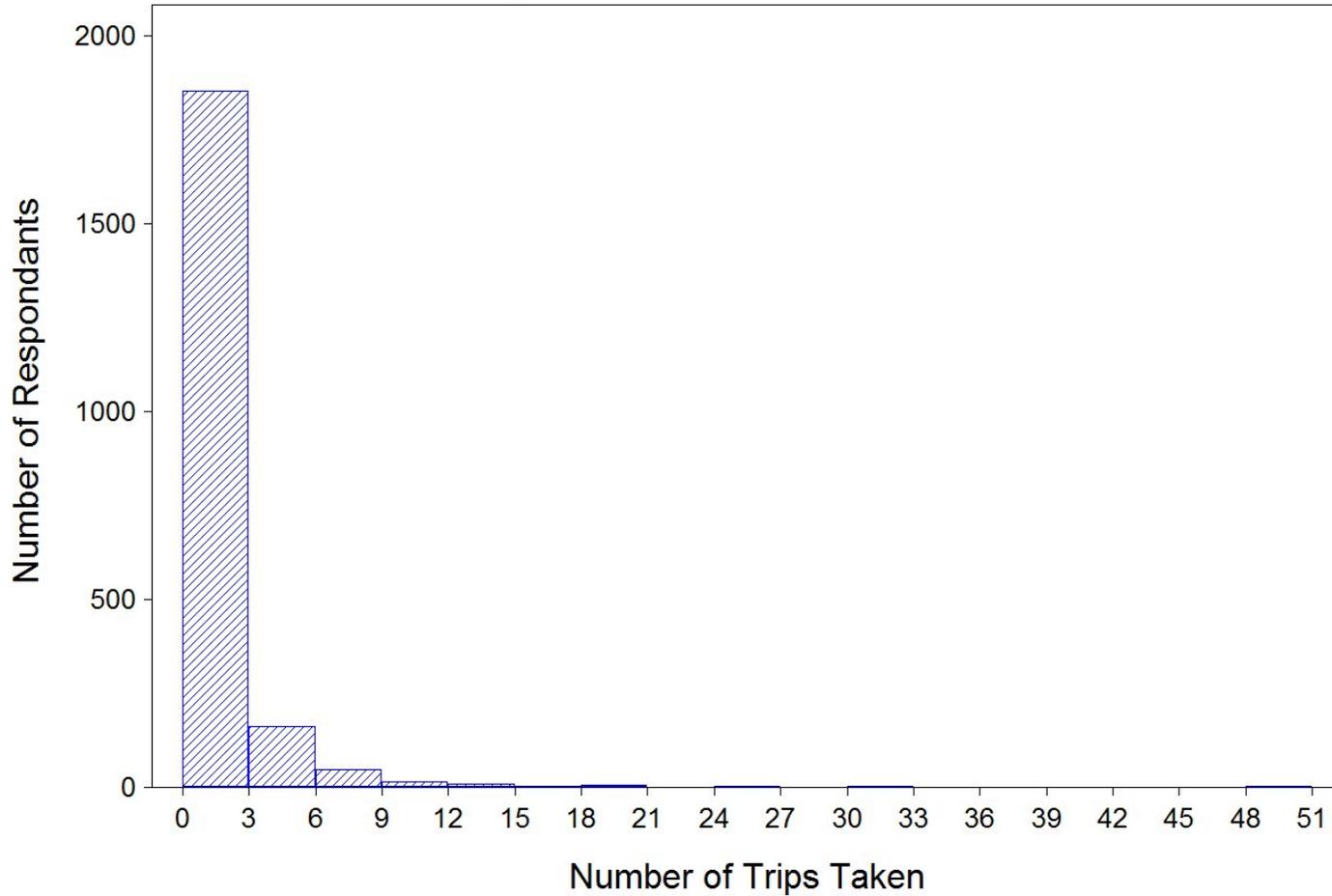
Number completed: 2,707



[Qualtrics Survey](#)



Intercity Train Trips Taken in Last Year



Median= 0

Mean= 2.3

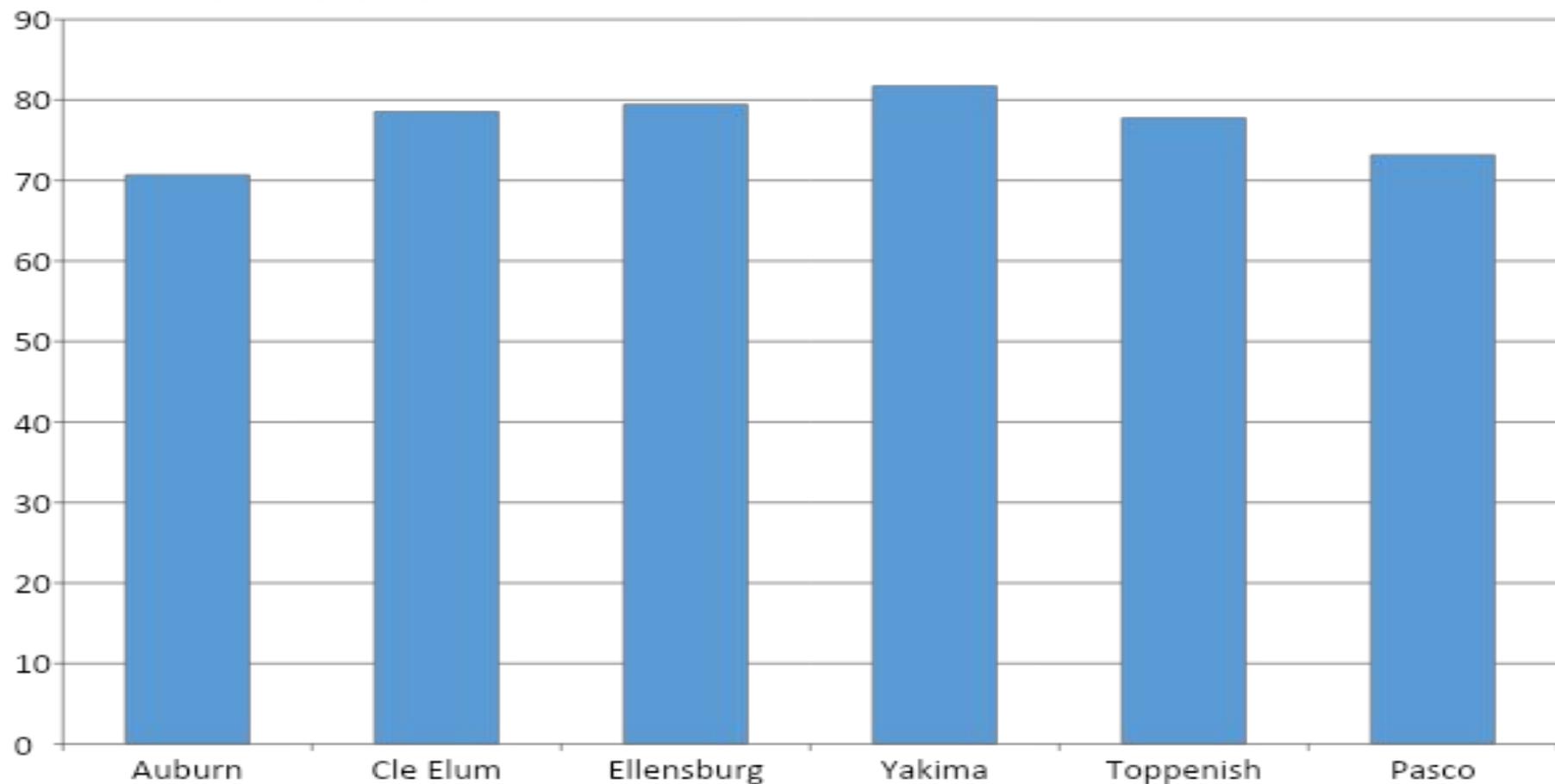
Percent Responding

Zero= 69%

11 high outliers
excluded from graph
for clarity.

Average Measure of Importance for Corridor Cities

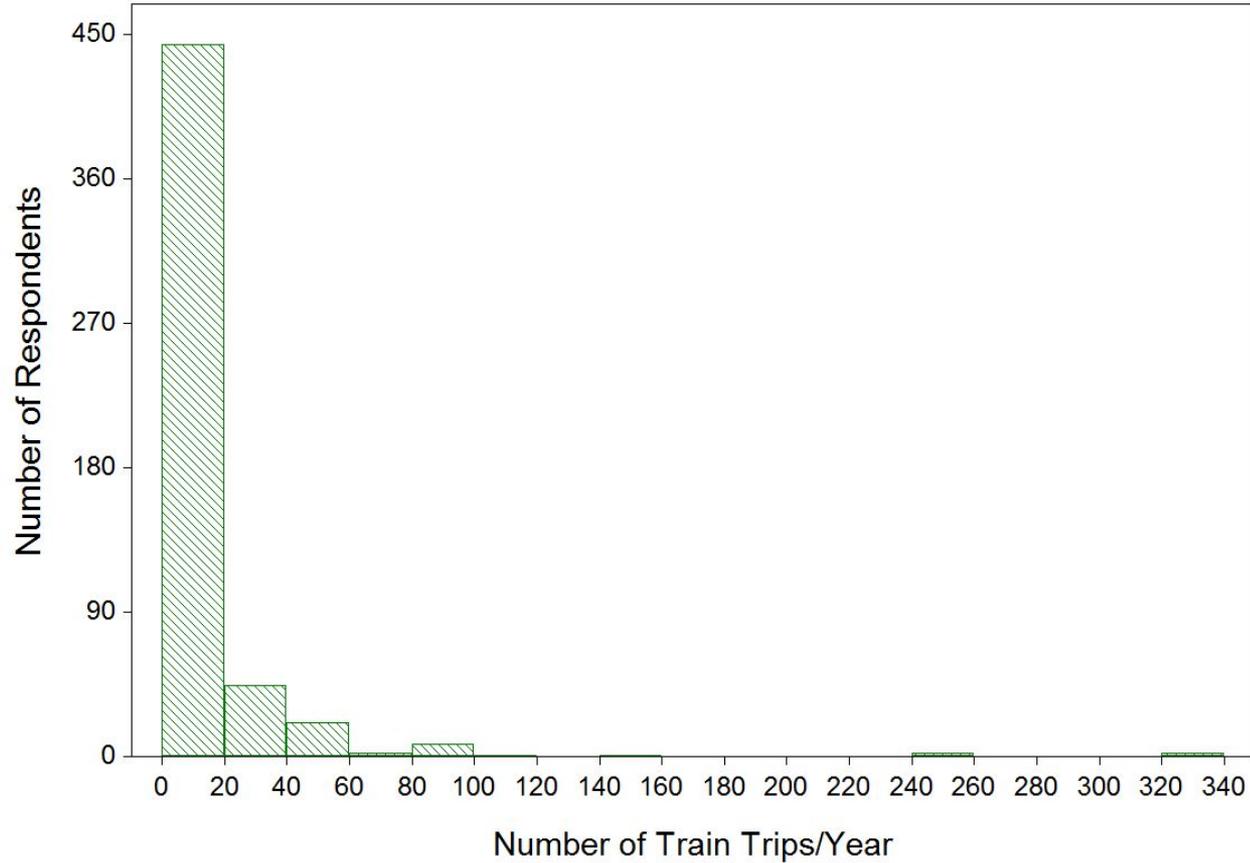
"On a scale of 0 to 100, how important is it to you to see scheduled passenger trains running again in the Stampede Pass corridor, where 0 indicates the idea is completely unimportant and 100 indicates the



Based on Amtrak's schedules and fares in other markets, a train from Ellensburg to Seattle might take about 2 hours 50 minutes and cost about \$21 one way (value fare). If the train cost this much and took this long, approximately how many trips per year to the Seattle area do you think you personally would make by train? Assume that the train schedule worked well for your needs (for instance, that the train left around the time you wanted to leave).

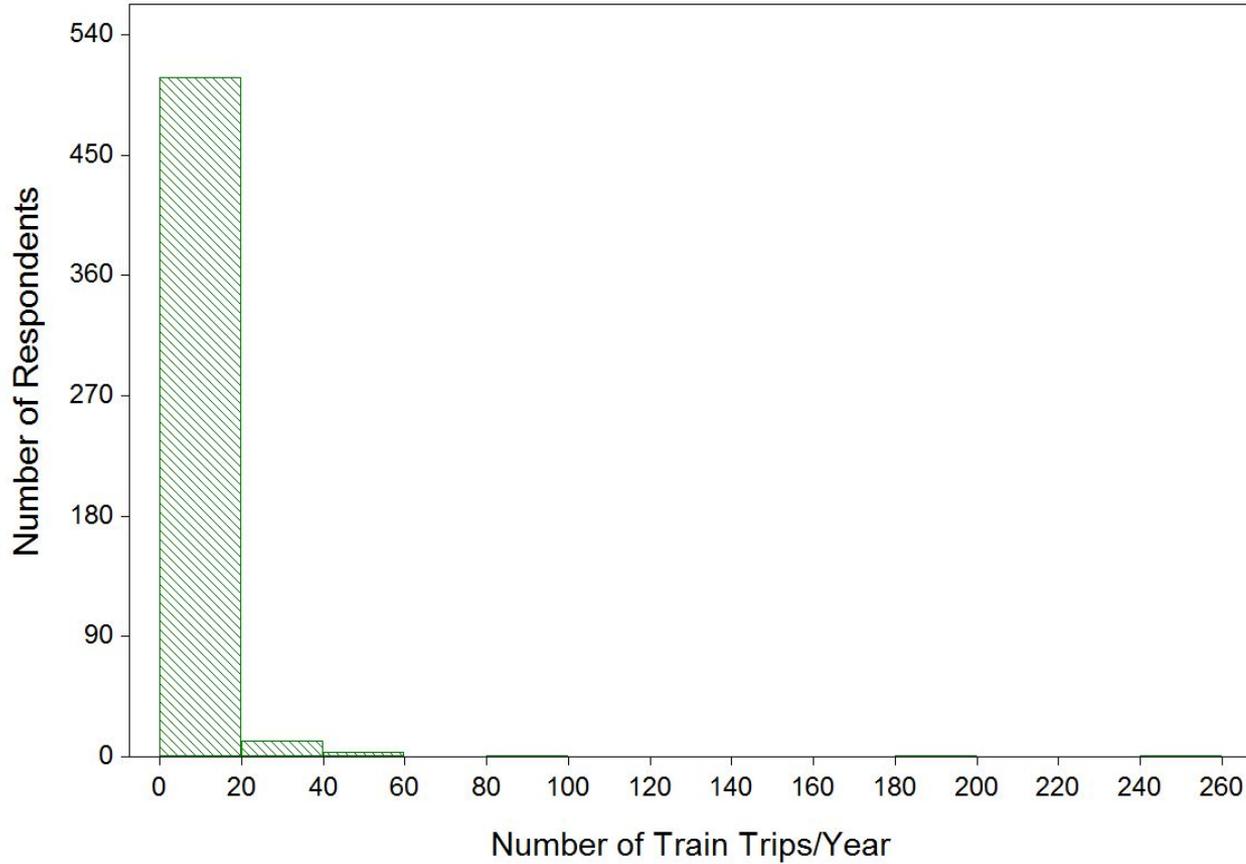


Projected Trips - Ellensburg to Seattle



Median= 6
Mean= 14.7
Percent
Responding
Zero= 8%

Projected Trips - Ellensburg to Pasco



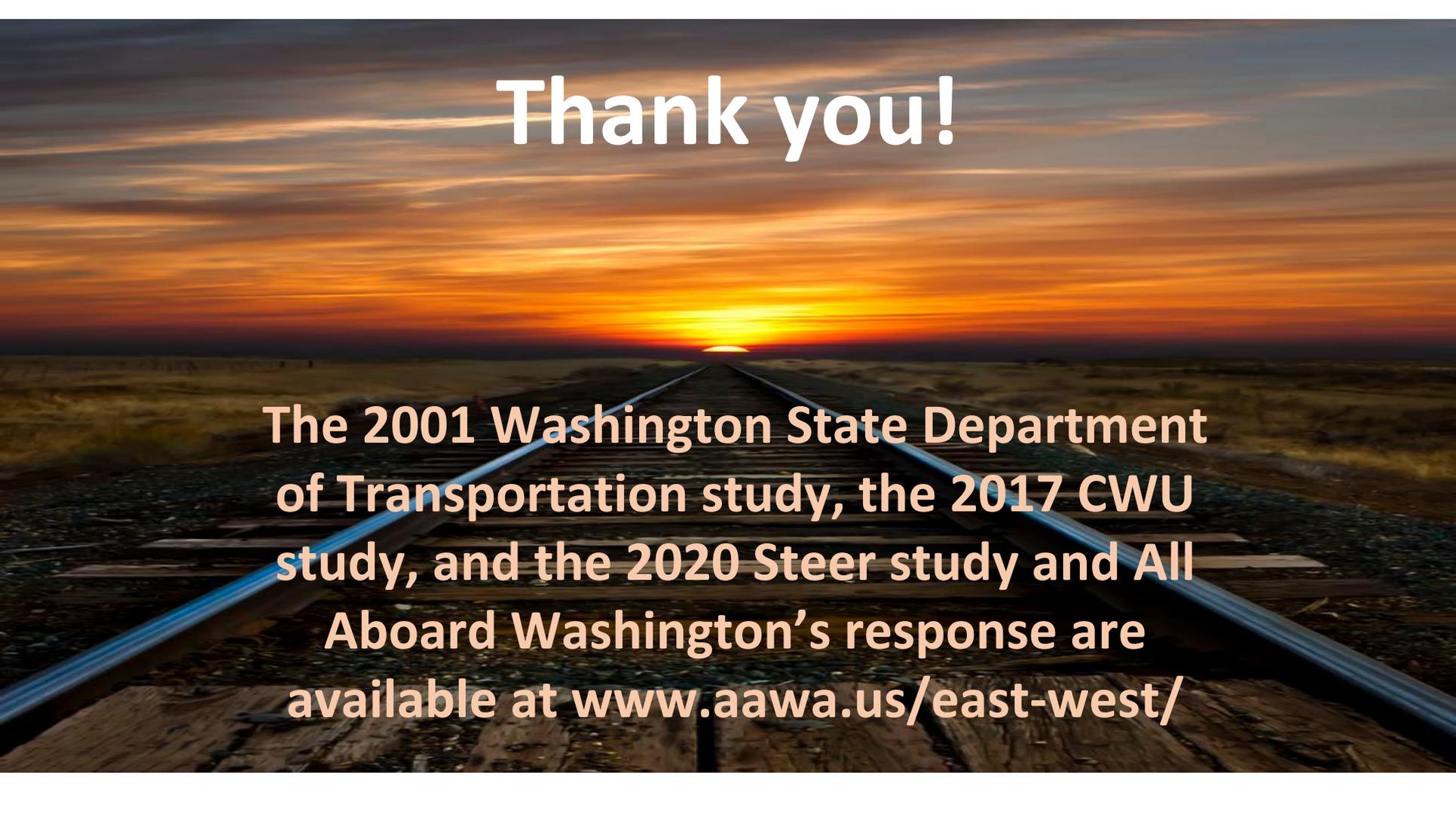
Median= 1

Mean= 4.7

Percent

Responding Zero=

37%

A photograph of a sunset over a long, straight railway track that stretches into the distance. The sun is low on the horizon, creating a bright orange and yellow glow that transitions into a darker orange and red as it moves away from the horizon. The sky is filled with horizontal streaks of light, suggesting a long exposure. The railway tracks are made of wooden ties and metal rails, and they lead the eye towards the horizon where the sun is setting. The overall mood is peaceful and contemplative.

Thank you!

The 2001 Washington State Department of Transportation study, the 2017 CWU study, and the 2020 Steer study and All Aboard Washington's response are available at www.aawa.us/east-west/

Student Case for E-W Passenger Rail

Edgar Espino

Director of Governmental Affairs

**Associated Students of Central
Washington University**



Passenger Rail's Return on Investment

Jim Mathews
Rail Passengers Association





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Growing New Prosperity: Why Washington Should Add Passenger Rail Service

Jim Mathews / President & CEO / Rail Passengers Association



Bottom-Line Up Front

- Republicans And Democrats In Congress Agree
 - Several **multi-trillion dollar** infrastructure proposals began to emerge last Fall
 - Senate, House, President Trump, Joe Biden are all offering competing infrastructure proposals
 - Coronavirus-related stimulus plans also include sustained infrastructure spending
- Passenger Rail Works, Here In Washington And Elsewhere
- **Will Washington Be Ready When The Dam Breaks?**
Communities that lay the groundwork today will be first in line when **somebody's** infrastructure program is passed – Republican or Democrat



Bottom-Line Up Front

- Trains ***deliver value to the served communities*** six, seven or more times the dollars invested in the service
 - The “profit” goes to the communities, and the Nation, not Amtrak
 - Mississippi, Louisiana and Alabama are close to launching new Mobile-New Orleans service that will return least **\$170.7 million** to the local economies every year for a roughly \$5 million - \$7 million annual operating investment
- The ***important*** conversation is taxpaying citizens collecting the “Return on Equity” for their federal dollars invested, rather than simple route profitability
 - Many examples of this **working today** – Amtrak Virginia service, the *Downeaster* in Maine, the *Hiawatha*, the *Empire Builder...and many more!*

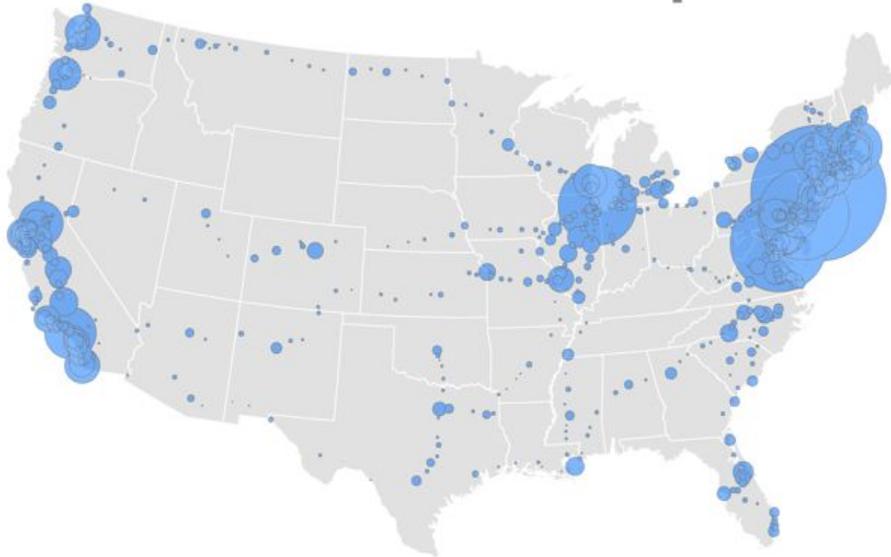


MYTHS VS. REALITIES

Measuring Trains' Overall Utility:

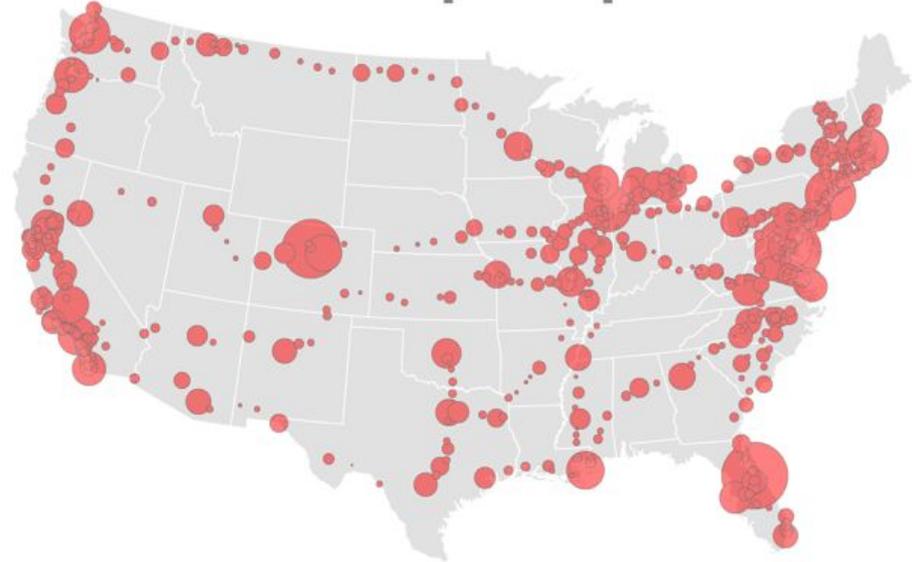
Look Beyond Raw Ridership To Account For Frequency

2018 Total Ridership



Myth: 'Trains Only Make Sense In Big Cities'

2018 Riders per Departure



Reality: When Available, Trains Are Heavily Used!

For more, go to <http://www.railpassengers.org/ridership>



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Examples Of How Passenger Rail Benefits Other States

CONNECTING VIRGINIA A Decade Of Growth:

Virginia Dept. of Rail and Public Transportation + Amtrak



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- ✓ \$1.4 billion in economic returns to Virginia
- ✓ Created or sustained 1,400+ jobs each year
- ✓ \$390 million in new tourist spending
- ✓ Profitable “above the rail” - \$17.58 per passenger in 2018

- Two new trains + three NEC extensions
 - Total Amtrak service increase of 31%
- 6.8 million Virginians served
 - 8.6% of the U.S. armed forces
 - 85% of Virginia’s higher-education students
- Ridership is up 101% since 2003
- Four of Amtrak’s five best financial performing regional corridors
- 600 million vehicle-travel miles removed from Virginia highways

Sources: Virginians for High Speed Rail, Rail Passengers Association

GROWTH ENGINE

Downeaster Means Business:

Northern New England Passenger Rail Authority + Amtrak



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- Five daily roundtrips between Portland and Boston
 - Two add'l extended to Freeport and Brunswick
- More than half a million riders each year
 - More than doubled since 2005
- Catalyst to attract private capital
 - \$105 million invested in Thompson's Point complex adjacent to Portland station

- ✓ Directly employs 100 people / \$6.2 million
- ✓ Buys \$5 million in goods from 155 vendors
- ✓ Brings 100,000 annual visitors to Maine...
- ✓ ...who together create \$29 million in tourism revenue

PROPELLING AN ECONOMY

Hiawatha Spurs Economic Competitiveness: Wisconsin, Illinois + Amtrak



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- ✓ Ridership up 103% from 2001
- ✓ Amtrak spent \$12.7 million on goods and services in Wisconsin in 2017
- ✓ Annual ridership growth approaches 6%, in line with population growth
- ✓ Amtrak employs 62 in Wisconsin, at a payroll of \$4.7 million

- Service increased to seven daily roundtrips
 - 858,000 passengers in 2018
- States studying another increase to 10 frequencies
- Businesses running their own private shuttle to *Hiawatha* service
 - Coalition of businesses clamoring for more frequencies to support growth

Sources: Rail Passengers Association

Virginia, Maine, Wisconsin and WASHINGTON are already leveraging these federal benefits. WHY NOT MORE?



WORKING FOR A CONNECTED AMERICA

The Heartland's Economic Engine:

Small Towns Across America Collect Amtrak's 'Profit'



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**CONTRIBUTING \$7.4 BILLION
TO THE U.S. ECONOMY, PLUS TIPS.**

*Lori Mock and Nykolos Alford serve up smiles
for Amtrak® customers at Weidmann's Restaurant
in Meridian, Mississippi.*

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WORKING FOR A CONNECTED AMERICA

The Heartland's Economic Engine:

Generating Billions of Dollars in 30+ States



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CONTRIBUTING \$7.4 BILLION

TODAY'S SERVICE	City Of New Orleans	Empire Builder	Silver Services	Southwest Chief	Texas Eagle	Crescent	SELECTED ROUTES TOTAL	12 INTERCITY PAX TRAINS
Direct Economic Benefits*	\$ 54,186,556	\$ 240,961,842	\$ 154,574,269	\$ 196,290,146	\$ 224,798,179	\$ 94,263,255	\$ 965,074,247	\$ 1,930,148,494
Indirect Economic Benefits**	\$ 79,654,237	\$ 354,213,908	\$ 227,224,175	\$ 288,546,515	\$ 330,453,323	\$ 138,566,985	\$ 1,418,659,143	\$ 2,837,318,286
TOTAL ANNUAL ECONOMIC BENEFITS TO SERVED STATES	\$ 133,840,792	\$ 595,175,750	\$ 381,798,444	\$ 484,836,662	\$ 555,251,502	\$ 232,830,240	\$ 2,383,733,390	\$ 4,767,466,779

AFTER REDUCTION TO THREE TIMES WEEKLY	City Of New Orleans	Empire Builder	Silver Services	Southwest Chief	Texas Eagle	Crescent	SELECTED ROUTES TOTAL	12 INTERCITY PAX TRAINS
Direct Economic Benefits*	\$ 18,578,248	\$ 82,615,333	\$ 52,996,892	\$ 67,299,479	\$ 77,073,661	\$ 32,318,830	\$ 330,882,443	\$ 661,764,886
Indirect Economic Benefits**	\$ 27,310,024	\$ 121,444,539	\$ 77,905,432	\$ 98,930,234	\$ 113,298,282	\$ 47,508,680	\$ 486,397,191	\$ 972,794,383
ADJUSTED TOTAL ECONOMIC BENEFITS TO SERVED STATES	\$ 45,888,272	\$ 204,059,872	\$ 130,902,324	\$ 166,229,713	\$ 190,371,944	\$ 79,827,511	\$ 817,279,635	\$ 1,634,559,269

Source: Rail Passengers Association modeling estimate

* Direct Economic Benefits include visitor spending, avoided vehicle-miles traveled, etc.)

** Indirect Economic Benefits include local sales tax receipts, community-level payrolls, etc.)

WORKING FOR A CONNECTED AMERICA

The Heartland's Economic Engine:

3x Service Inflicts Catastrophic Community Losses



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CONTRIBUTING \$7.4 BILLION

ECONOMIC LOSSES TO SERVED COMMUNITIES	City Of New Orleans	Empire Builder	Silver Services	Southwest Chief	Texas Eagle	Crescent	SELECTED ROUTES TOTAL	12 INTERCITY PAX TRAINS
Direct Losses	\$ 35,608,308	\$ 158,346,509	\$ 101,577,377	\$ 128,990,668	\$ 147,724,518	\$ 61,944,425	\$ 634,191,804	\$ 1,268,383,607
Indirect Effects*	\$ 52,344,213	\$ 232,769,368	\$ 149,318,744	\$ 189,616,281	\$ 217,155,041	\$ 91,058,304	\$ 932,261,951	\$ 1,864,523,903
Total National Impact (Annualized)	\$ 87,952,521	\$ 391,115,877	\$ 250,896,120	\$ 318,606,949	\$ 364,879,559	\$ 153,002,729	\$ 1,566,453,755	\$ 3,132,907,510
TOTAL NATIONAL IMPACT (Adjusted to Nine Months)	\$ 65,964,390	\$ 293,336,908	\$ 188,172,090	\$ 238,955,212	\$ 273,659,669	\$ 114,752,047	\$ 1,174,840,316	\$ 2,349,680,632

Source: Rail Passengers Association modeling estimate

*Indirect effects include community-level effects such as sales taxes, real-estate, local employment and other similar factors

AMTRAK
amtrak.com

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We Need Your Voice NOW:

Rail Passengers' Advocacy Tools Online



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- **SOCIAL MEDIA:** Twitter, Facebook + Instagram Graphics To Share
 - <https://bit.ly/3xservice>
- **WRITE AN EMAIL:** Use our Action Page to Send a Message to Your Members of Congress
 - <https://www.votervoice.net/NARPRAIL/campaigns/77006/respond>
- **MAKE A PHONE CALL:** Our Tool Gives You a Script to Read and Connects You to Congressional Offices
 - <https://www.votervoice.net/NARPRAIL/campaigns/77007/respond>

ALL THE LINKS ABOVE ARE ON OUR CAMPAIGN PAGE

<http://www.railpassengers.org/savetrains>



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QUESTIONS

- More questions? Reach out to narp@narprail.org
- 202-408-8362
- www.railpassengers.org

The Passenger Rail Dividend

Passenger Rail's Return on Investment
& Community Economic Recovery

Abe Zumwalt

Board Member, AAWA

Transportation Analyst

R.L. Banks & Associates, Inc.



The Passenger Rail Dividend

- *Draft Benefits of East-West (Spokane) Service working from STEER's Feasibility study*
 - *Benefits Methodology*
- *Benefits of the Cascades Service*
- *How to grow our Passenger Rail Dividends*

COVID-19 and Train Travel

- Recent studies show that transit is not a significant vector of viral spread
- Air recirculates on Amtrak equipment every 5 minutes



Basic E-W Economic Analysis

For \$15m - \$30m in annual operations costs (STEER), we get:

\$33.5m - \$36m in state savings from Car Trips Diverted

+

\$7m+ in Visitor Spending

+ **\$300k** Pollution saved + **\$8m** Airfare saved

Avoiding Car Trips Saves Money

- Initial STEER estimates of East-West ridership only consider diverted automotive trips
- Cost savings of avoided **Vehicle Miles Travelled** (VMT) by cars is vastly underappreciated



Savings per VMT Avoided

\$2.00 on road wear & tear

12¢ on accidents & deaths

-47% CO2 emissions reduction

Victoria Transport Policy Institute general averages for the US
from AASHTO Reporting

VMT Reduction: It's The Law

2008 Washington State enacted VMT Reduction Goals per capita from 2006:

- 18% Drop by 2020 (!)
- 30% by 2035
- 50% by 2050

***Cascades* and East-West Can Help**

Regional Ridership from STEER Report

Table 6.2: Origin and Destination Pairs for All Survey Participants

Origin	Destination								
	Auburn	Cle Elum	Ellensburg	Seattle	Spokane	Toppenish	Tri-Cities	Yakima	Total
Auburn		0.6%	1.0%	8.6%	1.2%	0.3%	0.3%	0.4%	12.3%
Cle Elum	0.4%		0.7%	2.4%	0.3%	0.3%	0.1%	0.4%	4.6%
Ellensburg	0.4%	0.3%		3.6%	0.6%	0.1%	0.3%	1.0%	6.2%
Seattle	9.0%	2.2%	3.7%		10.2%	0.8%	3.7%	6.1%	35.9%
Spokane	1.1%	0.1%	1.1%	6.9%		0.1%	2.5%	1.9%	13.9%
Toppenish	0.0%	0.0%	0.6%	0.8%	0.1%		0.7%	0.8%	3.0%
Tri-Cities	0.4%	0.1%	0.7%	3.6%	2.2%	0.4%		1.9%	9.4%
Yakima	1.0%	0.3%	2.2%	5.3%	2.2%	1.0%	2.8%		14.7%
Total	12.3%	3.6%	10.0%	31.2%	16.9%	3.0%	10.4%	12.6%	100.0%

Source: Steer (2020) analysis.



Car Trips Avoided

Using STEER's Seattle - Spokane ridership numbers + Survey Results in the study, a sketch was made of potential Origin-Destination Pair Ridership

1 Daily Trip									
	Auburn	Cle Elum	Ellensburg	Seattle	Spokane	Toppenish	Tri-Cities	Yakima	Total
Auburn	0	1,152	1,920	16,512	2,304	576	576	768	23,808
Cle Elum	768	0	1,344	4,608	576	576	192	768	8,832
Ellensburg	768	576	0	6,912	1,152	192	576	1,920	12,096
Seattle	17,280	4,224	7,104	0	19,584	1,536	7,104	11,712	68,544
Spokane	2,112	192	2,112	13,248	0	192	4,800	3,648	26,304
Toppenish	0	0	1,152	1,536	192	0	1,344	1,536	5,760
Tri-Cities	768	192	1,344	6,912	4,224	768	0	3,648	17,856
Yakima	1,920	576	4,224	10,176	4,224	1,920	5,376	0	28,416
Total	23,616	6,912	19,200	59,904	32,256	5,760	19,968	24,000	191,616

Car Trips Avoided

(Ridership Pair / Average National Vehicle Occupancy (1.67)) × Trip Miles
 (Fastest Google Maps Mileage)
 × Saved VMT Maintenance and Safety Costs (\$2.12) =

Savings from Avoided VMT									
	Aubum	Cle Elum	Ellensburg	Seattle	Spokane	Toppenist	Tri-Cities	Yakima	
Aubum	\$0	\$123,601	\$265,569	\$597,654	\$830,957	\$120,623	\$154,874	\$140,975	\$2,234,252
Cle Elum	\$82,401	\$0	\$41,697	\$494,405	\$146,683	\$59,567	\$31,273	\$59,567	\$915,592
Ellensburg	\$106,228	\$17,870	\$0	\$956,048	\$257,627	\$13,899	\$75,948	\$89,350	\$1,516,969
Seattle	\$625,452	\$453,204	\$982,604	\$0	\$7,063,137	\$321,661	\$1,910,110	\$2,149,866	\$13,506,034
Spokane	\$761,711	\$48,894	\$472,315	\$4,778,004	\$0	\$49,887	\$881,093	\$905,416	\$7,897,321
Toppenist	\$0	\$0	\$83,394	\$321,661	\$49,887	\$0	\$105,979	\$41,697	\$602,618
Tri-Cities	\$206,498	\$31,273	\$177,211	\$1,858,485	\$775,362	\$60,560	\$0	\$99,030	\$3,208,418
Yakima	\$352,437	\$44,675	\$196,571	\$1,867,916	\$1,048,376	\$52,121	\$145,939	\$0	\$3,708,035
								TOTAL	\$33,589,239



Car Trips Avoided

Minimum Pollution Savings:

- Cars = 371 grams CO₂/PaxMile*
- Trains = 177 grams CO₂/PaxMile*

Conservative Price Per Gram:

- \$.0000371**

*2016 Comparative Energy Use & CO₂ Emissions by Mode

** VTPI Transportation Cost and Benefit Analysis II - Air Pollution Costs Page 5.10-21



Car Trips Avoided

By these conservative calculations:

East-West Service could save
Washington **\$368,320/year** in pollution
abatement expense

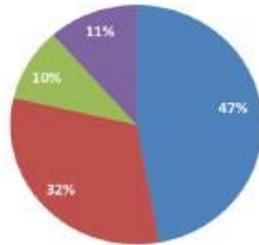


Just Car Trips Avoided?

WASHINGTON STATE

Profile of Amtrak Customers

Travel Mode Preference if Amtrak Unavailable



- Would drive if Amtrak unavailable
- Would fly if Amtrak unavailable
- Would use the bus if Amtrak unavailable
- Would not travel if Amtrak Unavailable

Percent of population within 30 miles of a rail station served by Amtrak

88%

Percent of Riders who Would Not Travel if Amtrak was Unavailable



Income Distribution of Amtrak Travelers in Washington



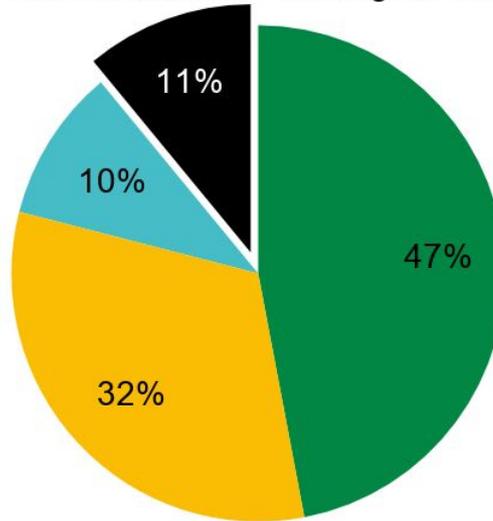
- STEER's ridership estimates were derived solely from car trips avoided.
- This does not reflect Amtrak's own data regarding ridership in Washington state.

Not Every Passenger Drives

- Amtrak data says **less than half** of potential riders in Washington drive
- This data implies that the STEER report therefore underestimated ridership **by half**

Passengers Without Trains Don't Just Take the Bus

Source: Amtrak Washington State Economic Impact Brochure



- Would drive if Amtrak unavailable
- Would fly if Amtrak unavailable
- Would use the bus if Amtrak unavailable
- Would not travel if Amtrak unavailable

Some Passengers Wouldn't Travel

Percent of Riders who Would Not Travel if Amtrak was Unavailable



- The report contemplates 'little induced ridership,' which is to say, riders who wouldn't otherwise travel.
- **Amtrak's own data shows above-average induced ridership for passenger rail in Washington.**



Induced Travel is Valuable

\$84 per day-trip visitor

\$366 per overnight visitor

Average spending generated, according to Experience Washington

Saving Washingtonians Money

The 32% of pax who would otherwise fly **save big:**

47¢* per mile for airfare

26¢** per mile for Amtrak *Cascades*

Average travel costs per mile

*Bureau of Transportation Statistics 2018 Air Carrier Profile

**WSDOT 2019 Amtrak *Cascades* Performance Data Report (average *Cascades* fare [\$40.10]/Average trip length [155.37 miles])



Saving Washingtonians Money

If enacted, East-West Service could save Washingtonians **\$8,121,235/year** over would-be air fare

Today's Reality for Eastern WA



If you can't afford plane tickets, then you'd better get on your knees and put some tire chains on.



Support in Eastern WA

STEER cited the 76% support rating for East-West trains as:

“one of the highest [rates of public support] that we’ve seen for any sort of community engagement we’ve done”



The Cascades Dividend

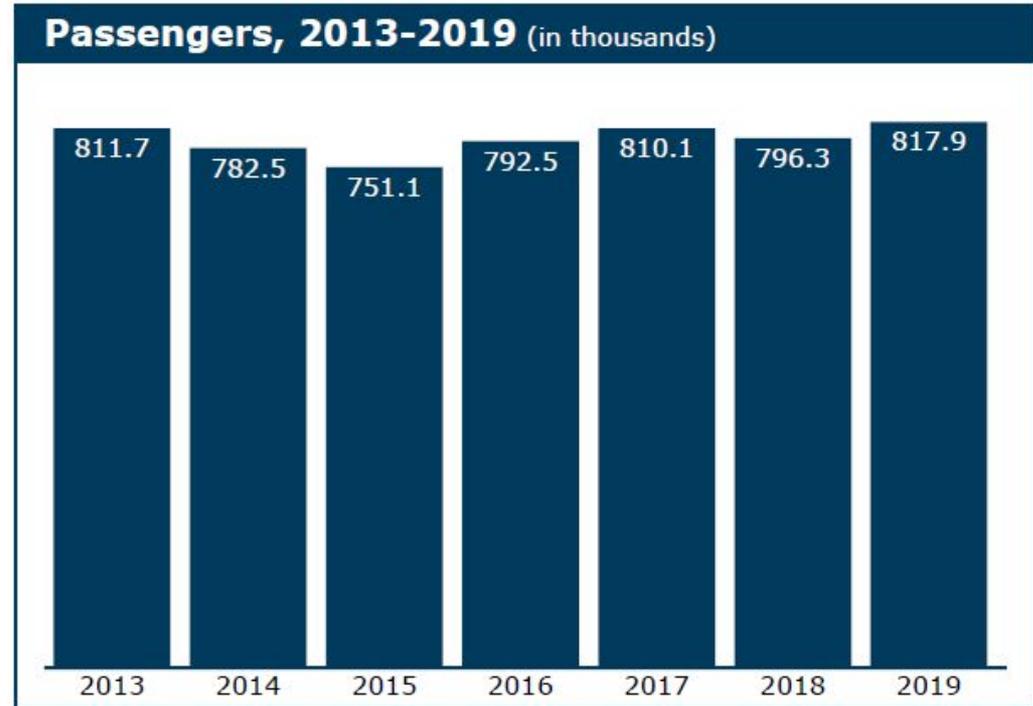
The same analysis shows, in 2019, the *Cascades* in WA **was worth \$88.2M:**

- \$54.3M in Road Maintenance
- \$1.6M in reduced vehicle fatalities
- \$900k in pollution saved
- \$17.8M in airfare saved
- \$13.6M in visitor spending



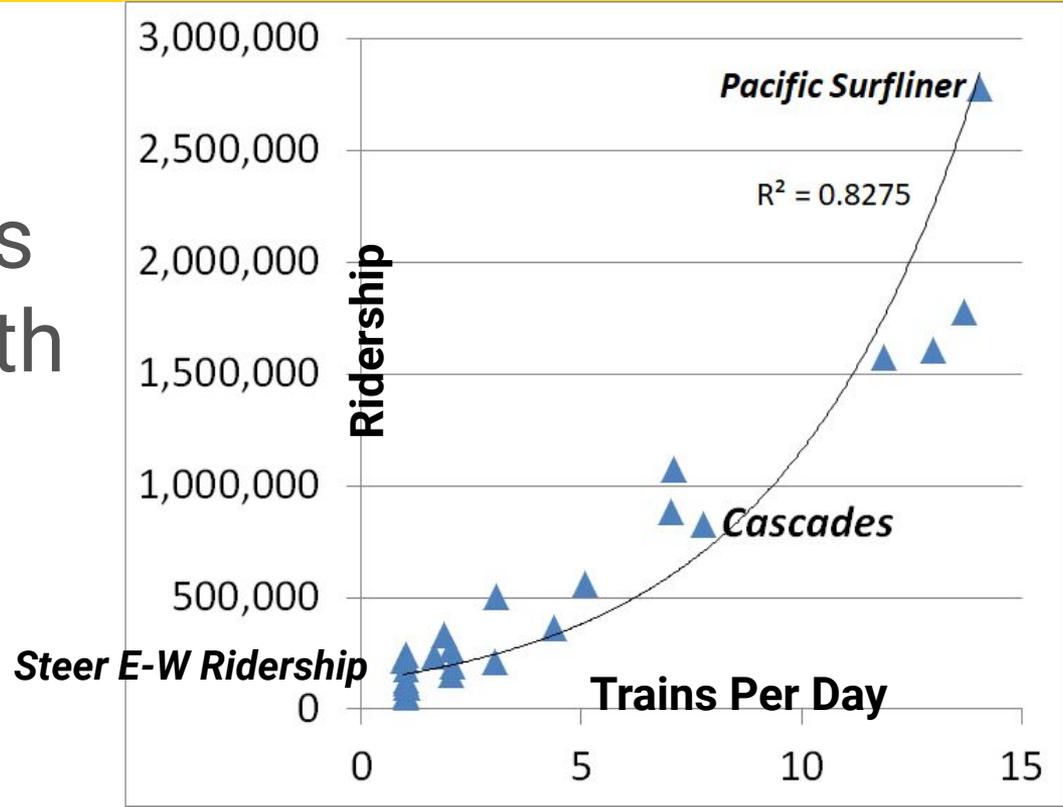
The *Cascades* Dividend

Since 2013,
nearly \$500M in
benefits have
accrued



Growing the *Cascades* Dividend

Ridership grows exponentially with Frequency



2023 *Cascades* Service Goals

- **2,995,300** annual riders
- **13 daily** Seattle-Portland round trips
- **4 daily** Seattle-Vancouver, B.C. round trips

Growing the *Cascades* Dividend

\$324.9 Million in Benefits Every Year

At a projected annual ridership of **2,995,300**

Investments in the *Cascades* Dividend

- Blaine Swift Customs Facility (rail milepost 114.6 to 118.3) (**\$13.8m**)
- Mount Vernon Siding Extension (rail milepost 65.5 to 67.5) (**\$8.4m**)
- King Street Station Track Improvements (rail milepost 0.2 to 0.5) (**\$92m**)
- Auburn South Third Main Track (rail milepost 20.9 to 24.2) (**\$23.9m**)
- Reservation to Stewart Third Main Track (rail milepost 38.2 to 33.9) (**\$48.3m**)
- Point Defiance Bypass (rail milepost 25.38 to 12.71) (**\$412m**)
- Kelso to Martin's Bluff Rail Project (rail milepost 96.3 to 113.9) (**\$469.3m**)
- Vancouver Rail Project (rail milepost 10 to 132.5) (**\$86.6m**)
- Advanced Wayside Signaling System (**\$536m**)
- **E-W PROJECTED IMPROVEMENTS (\$380m)**



Well-Needed Perspective

\$280m - \$380m (397 Miles)

Contemplated Capital Costs for East-West Passenger Rail Service

\$220m (~2 Miles)

One Southbound HOV lane, Portland Avenue - Port of Tacoma Road

\$283.5m (~6 Miles)

Snoqualmie Pass Lanes



Break

5 minutes

Join us or donate

aawa.us

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Financing with County Rail Districts

- County Rail Districts are already authorized in law
- A funding bill would allow State assistance similar to Public Facilities Districts
- A percentage of the State's share of Sales and Use Tax raised in the jurisdiction could be matched
- Funding could be used for freight or passenger improvements, such as stations



Louis Musso
AAWA

How Kittitas County Can Leverage Its CRD

Cory Wright

Kittitas County Commissioner



Next Steps and How You Can Help



Charlie Hamilton, AAWA



Luis Moscoso, AAWA

Who Can Make This Happen? Your Friends

- Young people
- Diverse demographics
- Recreation travelers
- People with disabilities
- Environmentally conscious
- Business travelers
- University students
- People who don't drive
- People who can't afford to fly
- Those who need to carry luggage and packages
- People who can't fly for medical reasons
- Elderly
- Those who travel during the winter
- Anyone who needs an alternative



Organizing for Success

What AAWA and Rail Advocates are working for:

A safe, accessible, and sustainable transportation network that connects and benefits all Washingtonians

Who Can Make This Happen?

The State Legislature and the Governor



How can we influence them?

Organized advocacy at the following levels:

- Grassroots
 - Rail Advocacy Groups
 - Community & Social Groups
 - Marginalized communities
 - Student Organizations

How can we influence them?

Organized advocacy at the following levels:

- Grasstops
 - Professional & Business Groups
 - Labor & Environmental Organizations
 - Industry & Consultant Groups
 - NGOs

How can we influence them?

Organized advocacy at the following levels:

- Municipal & Regional Planning Groups
- City and County Governments

How can we influence them?

Organized advocacy at the following levels:

- State Government
 - Transportation Commission
 - WSDOT
 - Legislature
 - Governor

How can we influence them?

Organized advocacy at the following levels:

- Federal Government
 - Amtrak & FRA
 - Congressional Delegation

Give Every Washingtonian Their Fair Share

- Passenger rail should be an important component of an integrated transportation system that:
 - Furthers economic recovery and development
 - Serves rural and urban communities alike
 - Helps create a fiscally and environmentally-sustainable future

The Time for East-West Service is Now

- Our state's 30-year mandate to develop “high-quality intercity passenger rail service through incremental upgrading of the existing [Amtrak] service” is long-overdue.
- A new train culture has emerged in Washington that is interested in creating a modern, expansive intercity passenger rail network serving communities of all sizes.
- It is time for us to press the Legislature to follow through on its promise for cross-state rail service connecting the Yakima Valley.



Let's Make It Happen

1. Contact your legislators and ask them to support an East-West economic impact analysis
2. Ask for resolutions of support for East-West service from your local governments
3. Talk with your county officials about using county rail districts to fund improvements
4. Donate to AAWA or join us as a member, volunteer, or director
5. Create or work with a local chapter of AAWA
6. Participate in our upcoming events

AAWA's 2020 Train Trek

- Dates and focus locations will be updated at aawa.us/events
- Virtual meetings until further notice



Tri-Cities - Saturday, October 17



Cle Elum - Saturday, November 21



Auburn - Saturday, December 5



Visit aawa.us/east-west to Get Involved

Contact us, become a member, or donate:

All Aboard Washington

aawa.us

(509) 213-0070

