



AAWA
ALL ABOARD WASHINGTON

Welcome!



AAWA
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Spokane Train Trek

Thursday, August 27, 2020



Welcome, Background, Introductions

- *Harvey Bowen, AAWA*
- *Gary Wirt, AAWA*
- *Mark Foutch, AAWA*
- *Luis Moscoso, AAWA*

Please post questions to the chat

Current State of Passenger Rail in WA

- *Ron Pate*

*Washington State DOT
Rail, Freight, and Ports Division*



The Passenger Rail Dividend

Passenger Rail's Return on Investment & Community
Economic Recovery

- *Abe Zumwalt, AAWA, RLBA*



The Passenger Rail Dividend

- *Context in the time of COVID-19*
- *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, we get:

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

+

\$7m+ in Visitor Spending

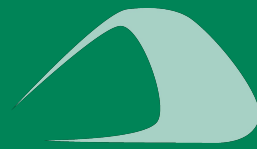
+ **\$300k** Pollution saved + **\$8m** Airfare saved

Challenges Presented by STEER's Work

- Ridership profile does not match Amtrak data
- Estimating regional impacts given only gross ridership estimates
- A proper corridor to the Tri-Cities not contemplated

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

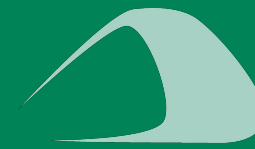
***Cascades* and East-West Can Help**

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:

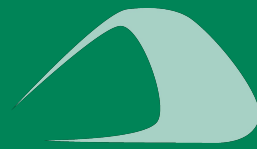
- Cars = 371 grams CO₂/PaxMile*
- Trains = 177 grams CO₂/PaxMile*

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

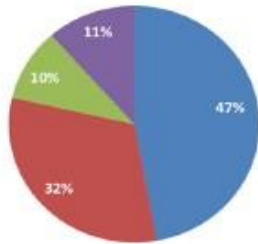


Just Car Trips Avoided?

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 Riders who Would Not Travel if Amtrak was Unavailable



Income Distribution of Amtrak Travelers in Washington



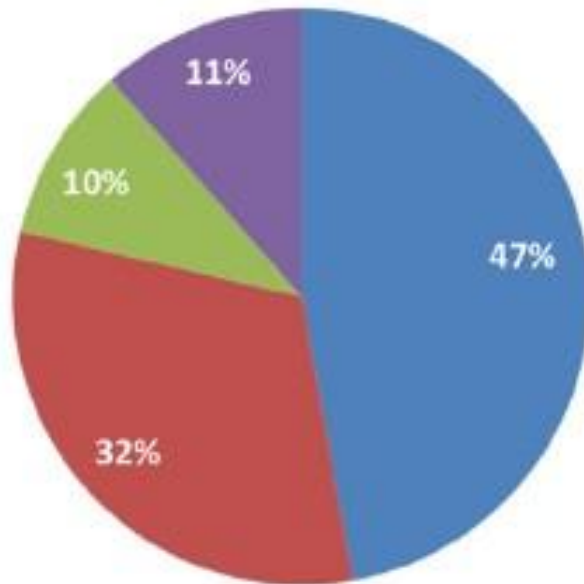
Percent of population within 30 miles of a rail station served by Amtrak

88%

- 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

Travel Mode Preference if Amtrak Unavailable



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

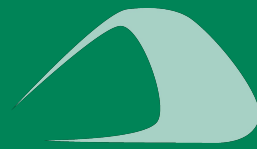
- Would drive if Amtrak unavailable
- Would fly if Amtrak unavailable
- Would use the bus if Amtrak unavailable
- Would not travel if Amtrak Unavailable

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

Average travel costs per mile:

- Airfare: **\$.47***
- Amtrak *Cascades* Fare: **\$.25****

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

*BTS 2018 Air Carrier Profile

**Amtrak 2018 Origin-Departure Data - (Average Fare \$38 / Average trip 156 miles)

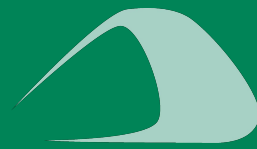
Saving Washingtonians Money

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

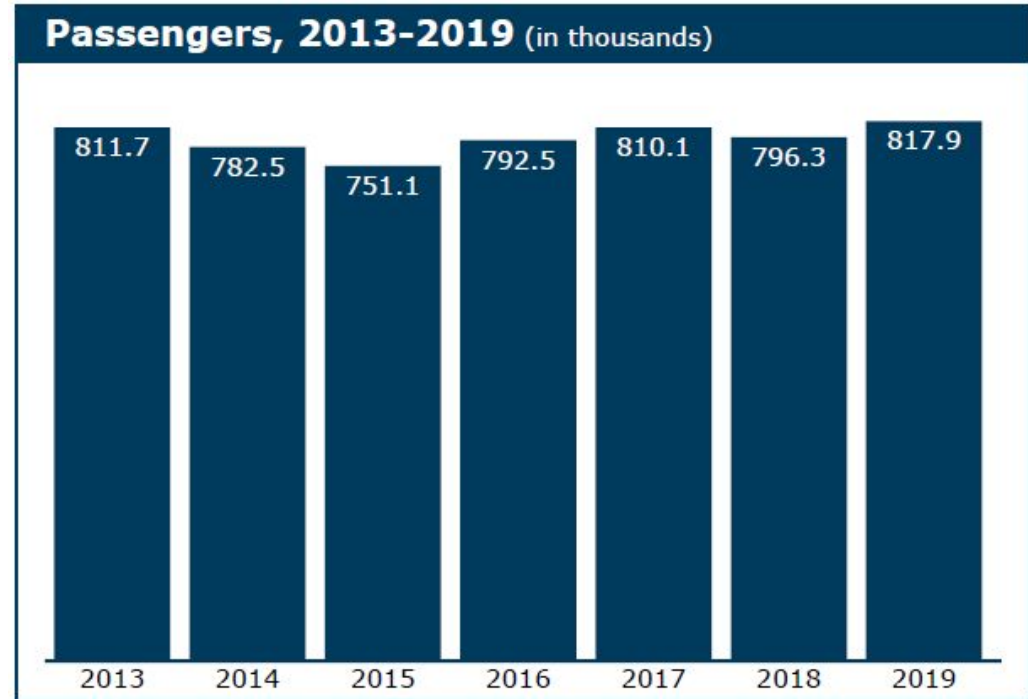
The same analysis shows, in 2019, the *Cascades* in WA **was worth \$89.8M:**

- \$54.3M in Road Maintenance
- \$1.6M in reduced vehicle fatalities
- \$900k in pollution saved
- \$19.3M in airfare saved
- \$13.6M in visitor spending



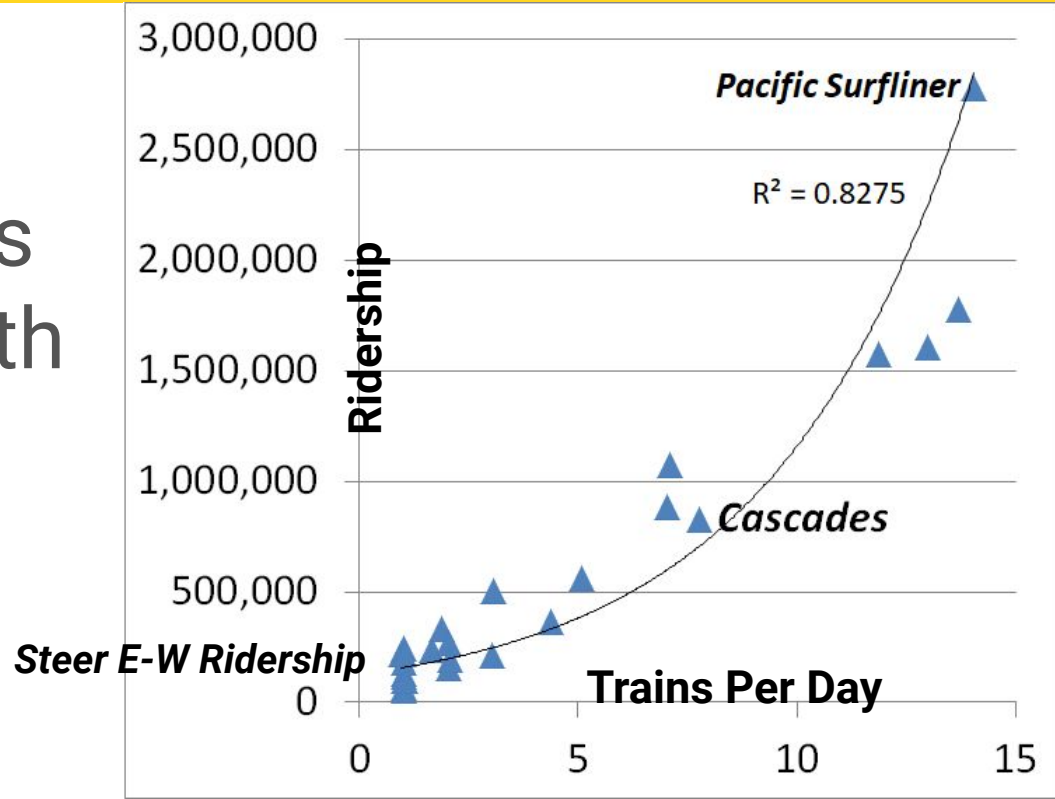
The *Cascades* Dividend

Since 2013,
over \$500M in
benefits 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

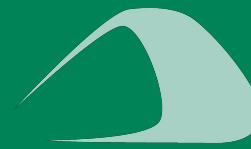
Growing the *Cascades* Dividend

At a projected future ridership of
2,995,300:

\$324.9 Million in Benefits Every Year

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)

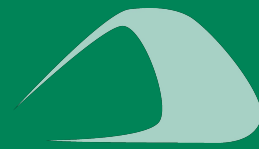
Contemplated Capital Costs for East-West Passenger Rail Service

\$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

(509) 213-0070

Future of Passenger Rail in WA

- *U. S. Rep. Denny Heck*



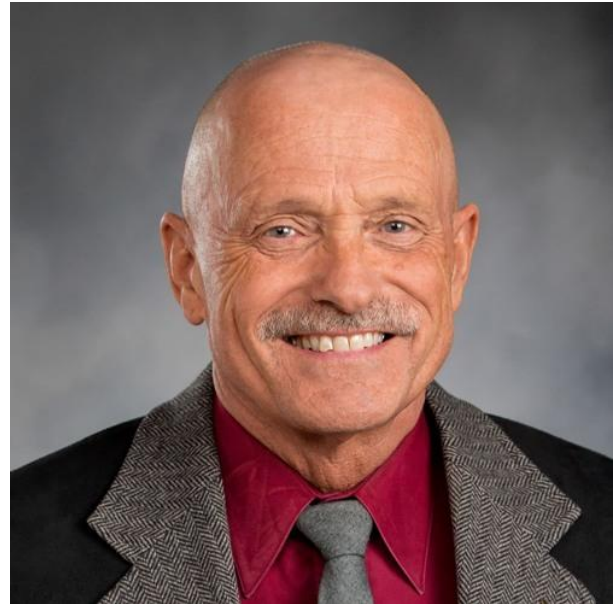
Overcoming Budget Constraints

- *State Sen. Marko Liias*



Communities Working Together

- *State Rep. Tom Dent*



Regional Rail Cooperation

- *Dave Strohmaier
Missoula County
Commissioner*



Assessing Statewide Transportation

- *Lawrence Krauter
Spokane Airports*



Next Steps and How You Can Help

- *Luis Moscoso, AAWA*

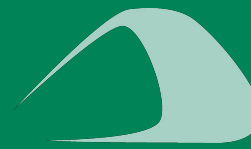


Give Every Washingtonian Their Fair Share

- 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.



How Can You Help?

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



Ellensburg - Saturday, September 19



Tri-Cities - Saturday, October 17

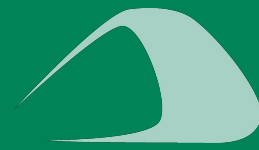


Cle Elum - Saturday, November 21



Auburn - Saturday, December 5





Toppenish



Visit aawa.us/east-west to Get Involved

Contact us, become a member, or donate:

All Aboard Washington

aawa.us

(509) 213-0070

