

Seamless, Statewide Transportation

Charlie Hamilton
Co-Executive Director
All Aboard Washington
July 6, 2023

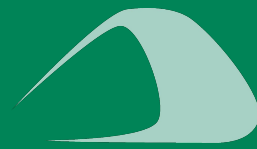
**IT TAKES
TRANSPORTATION**

What is World-Class Transportation?



And Trains!





It Really Boils Down to One Simple Question

**Is it reasonably easy to
get from here to there?**

Far Too Often, It Isn't Easy At All

Pasco to Spokane: 1 trip per day

3 hours 11 minutes

← from Pasco, Washington 99301
to Spokane, Washington

9:06 PM (Wednesday) -
12:17 AM (Thursday)
(3 hr 11 min)

None

9:06 PM from Amtrak Pasco Station

[Add to Calendar](#)

9:06 PM ○ Pasco
Washington 99301

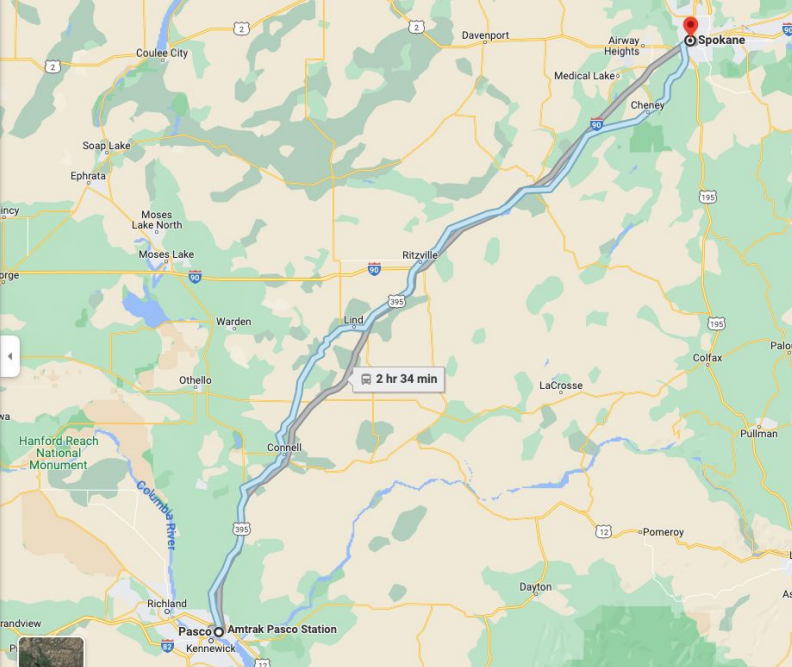
9:06 PM ○ Amtrak Pasco Station

None 28 Chi
3 hr 11 min (non-stop)

12:17 AM ○ Spokane, Washington

12:17 AM ○ Spokane
Washington

Tickets and information
Amtrak



Far Too Often, It Isn't Easy At All

Pasco to Portland: 1 trip per day

4 hours 32 minutes

6:45 AM (Friday) -
11:17 AM (4 hr 32 min)



Cnoc / None

6:45 AM from Amtrak Pasco Station

[Add to Calendar](#)

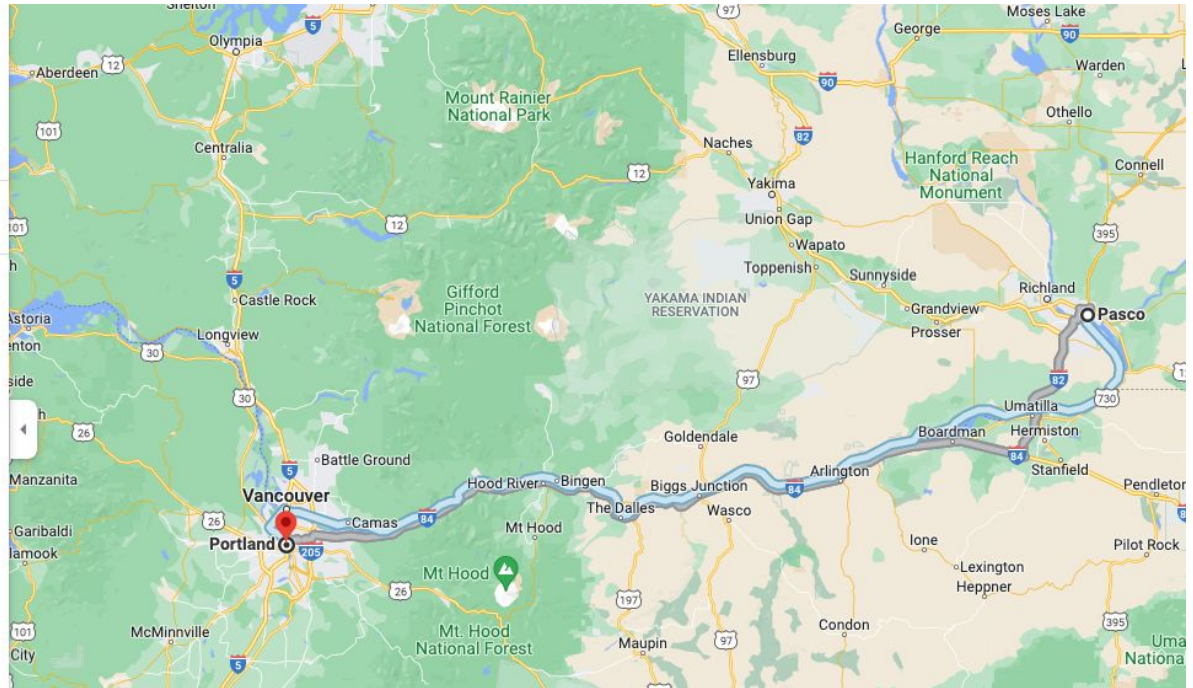
6:45 AM ○ Pasco
Washington 99301

6:45 AM ○ Amtrak Pasco Station

Cnoc 987 PDX
4 hr 32 min (4 stops)

11:17 AM ○ Portland Union Station

11:17 AM ○ Portland
Oregon



Far Too Often, It Isn't Easy At All

Pasco to Seattle – Driving: 3 hours 10 minutes

Rail: 1 trip / day: 8 hours 40 minutes

← from Pasco, Washington 99301 to Seattle, Washington

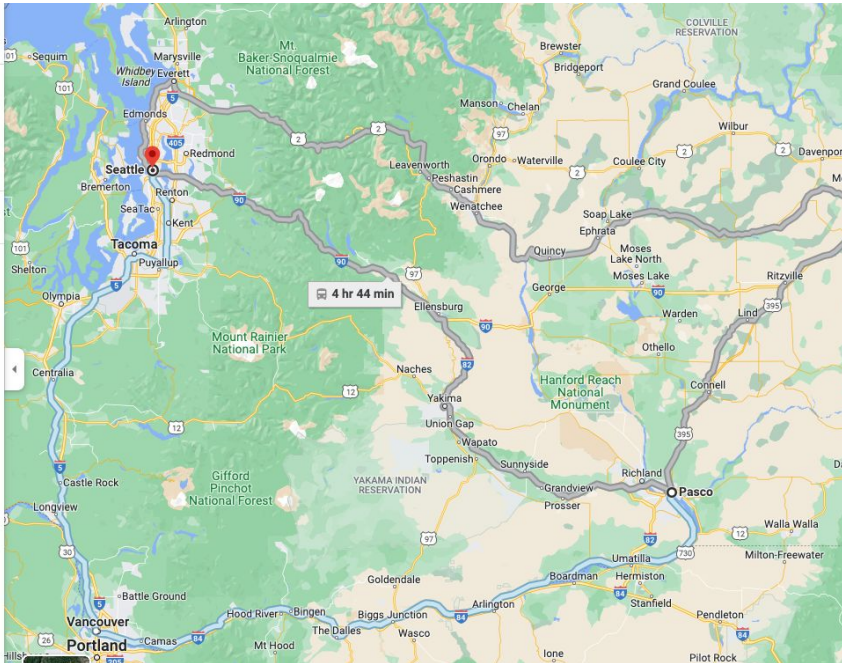
6:45 AM (Friday) - 3:25 PM (8 hr 40 min)

Cnoc > Amtrak Cascades

6:45 AM from Amtrak Pasco Station

[Add to Calendar](#)

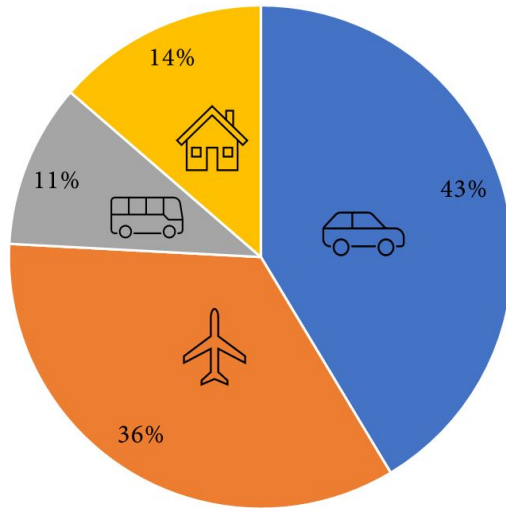
- 6:45 AM Pasco
Washington 99301
- 6:45 AM Amtrak Pasco Station
- Cnoc 987 PDX**
✓ 3 hr 50 min (3 stops)
- 10:35 AM Vancouver
12:18 PM
- Amtrak Cascades 504 Sea**
✓ 3 hr 7 min (6 stops)
- 3:25 PM King Street Station
- 3:25 PM Seattle
Washington



The map displays a driving route from Pasco, WA to Seattle, WA. A white box with a car icon and the text "4 hr 44 min" is overlaid on the route. The map shows major highways (I-5, I-90, I-520) and various cities and towns in the region, including Tacoma, Everett, and Olympia.

People Already Ride Trains

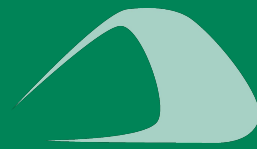
NW Rail Ridership Mode Choice
if Amtrak Unavailable



■ Auto ■ Plane ■ Bus ■ Would Not Travel

Who rides trains? Not who you expect.

- 2.25 Million Annual Amtrak Passengers from PNW (WA, OR, ID, MT) States
 - ~1 Million diverted **car trips**
 - ~700,000 diverted **plane trips**
 - ~300,000 would have **stayed home**
 - ~240,000 diverted **bus trips**



Two Types of Rail Service

- Long-Distance (Federally funded)
 - More than 750 miles
 - Operated by Amtrak
 - Examples: *Empire Builder, Coast Starlight*
- State-Supported (State funded)
 - 750 miles or less
 - Operator determined by state
 - Federal discretionary grants available
 - Examples: *Amtrak Cascades, California Capitol Corridor*

July 2020 JTC/STEER Study Findings

- Commissioned by the Legislative Joint Transportation Committee and produced by STEER
- Amtrak service along Stampede Pass is **technically and operationally feasible**
- As this was a preliminary high-level study, **further work will be required to confirm or refine its findings**
- Start up cost \$420 million (equipment & infrastructure); assumes 2 daily Seattle-Spokane round trip trains daily
- High level of community support
- Estimated ridership to be above or comparable to other Amtrak State supported services

Final Report
July 2020

Feasibility of an East-West
Intercity Passenger Rail System
for Washington State



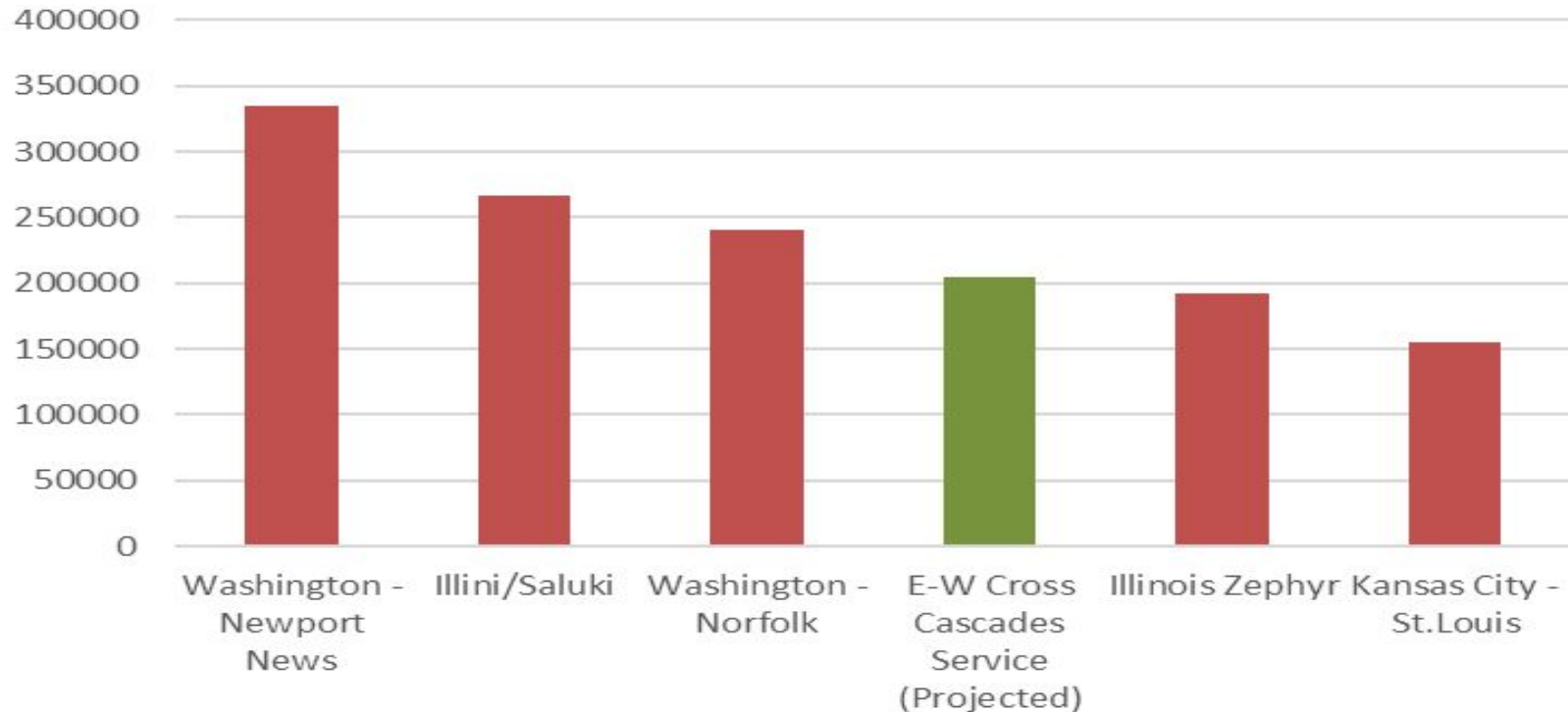
Washington State Joint Transportation Committee
Our ref: 23685001



steer



2019 Two Round Trip Frequency Ridership Amtrak State Supported Services



The Transportation Future Should Run on Rails

We need more frequent and faster trains running as soon as possible on existing infrastructure.

As called for in state law RCW 47.79 passed by the Legislature in 1993:

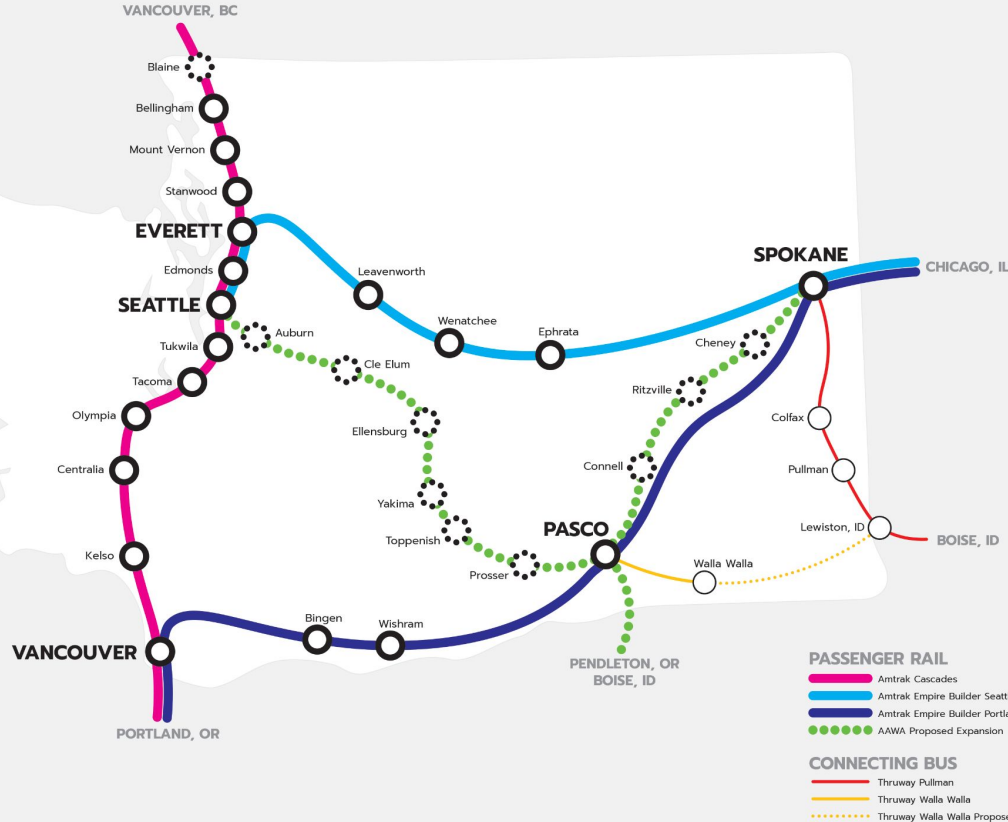
The legislature finds that high-speed ground transportation offers a **safer, more efficient, and environmentally responsible** alternative to increasing highway capacity. High-speed ground transportation can complement and enhance existing air transportation systems. High-speed ground transportation can be compatible with growth management plans in counties and cities served by such a system. Further, high-speed ground transportation offers a reliable, all-weather service capable of significant energy savings over other intercity modes.

Our Vision

A transportation network that:

- Provides **seamless, door-to-door connectivity** to everyone in the region; and
- Offers **economic, environmental and equity benefits** to all, including *low-income, tribal, disability and rural communities*, locations where transportation **alternatives are limited**, and **those who cannot drive**

WASHINGTON VISION MAP



Our Vision

- **Add East-West Service, Additional Frequencies, New Stations and Connecting Buses**
- Frequent Amtrak trains crossing the entire Northwest
- More stations
- A competitive freight rail system
- Better connections to other modes

Our Goal

We must build a transportation network that will allow anyone to get from their homes to where they need to go – **work, school, medical care, family and friends – even if they don't use a car.**

Non-drivers are [30 percent](#) of the population, including **the young, the old, the disabled, the poor,** and those who are **concerned about the planet's future.** And that percentage is increasing.

State Rail Plan

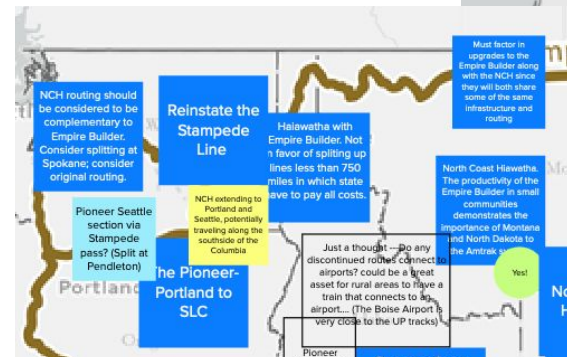
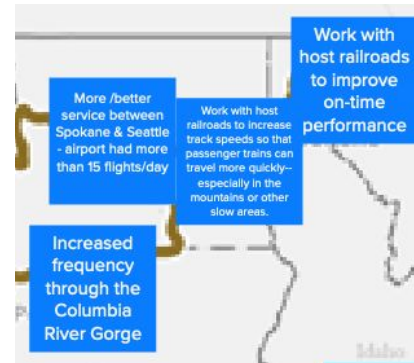
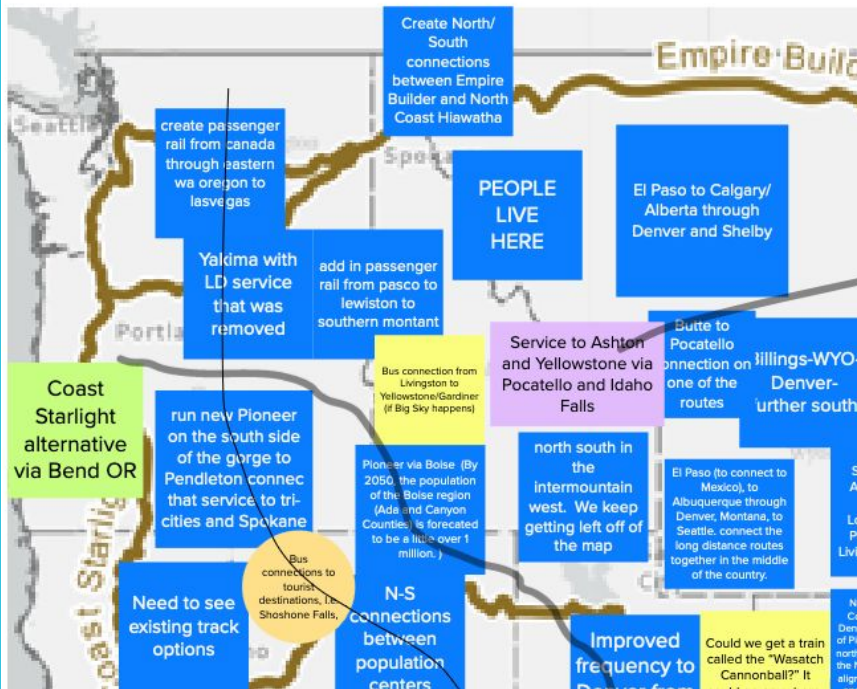
“To assess the current viability of establishing rail service between Seattle and Spokane, a **ridership analysis and an updated list of infrastructure improvements** are needed.”



WASHINGTON STATE RAIL PLAN
2019-2040



FRA Long-Distance Service Study





How About High Speed Rail?



North-South Corridor

- Major stations
- Major airport
- Local service

East-West Route

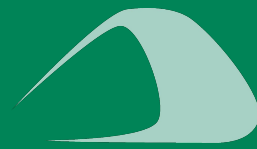
- Route option



Great, but will it get you to Pullman or Walla Walla, and sometime before 2040?

We Support High Speed Rail as Part of an Integrated System

- The High Speed Rail Alliance envisions an [integrated network approach](#) including high-speed, regional and shared-use lines.
- Almost all high-speed rail systems—including China, Japan and most of Europe—have been built on a foundation of a robust conventional rail system.
- We have a conventional rail system, but it is not robust.



Economic Benefits

Easy travel options help strengthen local economies throughout the Northwest.

On average, communities receive \$84 per day-trip visitor, and \$366 per overnight visitor, according to Experience Washington.

**ECONOMIC JUSTICE
TAKES TRANSPORTATION**

Environmental Benefits

Rail is the optimal low-impact freight and passenger ground transportation option.

Rail does not contribute to [salmon die-off related to tires.](#)



Equity Benefits

A good freight and passenger rail network contributes to high quality of life in our region for everyone.

- **Improves reach** of local services
- **Expands access** for all communities



**A BETTER FUTURE TAKES
TRANSPORTATION**

AAWA's Legislative Priorities

1. **Expand Research on a Complete, Statewide Passenger and Freight Rail Network**
 - Follow in [California](#) and [Virginia's footsteps](#)
 - Benefit-Cost Analyses and Economic Impact Analyses
2. **Submit an “expression of interest” letter to the Federal Railroad Administration (FRA)**
3. **Establish a working group leading to an Interstate Rail Compact**

How You Can Help

1. Ask Legislators to Support Local Match Funding
2. Rethink the Conversation on Transportation and Access
3. Join Our Events
<https://aawa.us/events/>
4. Support AAWA!
<https://aawa.us/support/>

Legislative Rail Caucus meeting,
Pasco, 9/28/22





Join Our Coalition



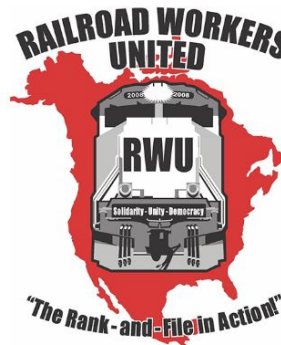
WASHINGTON PHYSICIANS
FOR SOCIAL RESPONSIBILITY



All Aboard
NORTHWEST



Puget
Sound
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