

Transportation Advisory Committee Meeting

Wednesday, October 26, 2022 | 3:00 PM

Items in highlighted text had presentations, which follow this page.

Time Item

- | | | |
|------|---|-------------------------------------------------|
| 3:00 | 1 | Call to Order / Record of Attendance |
| 3:02 | 2 | Approval of September 2022 TAC Meeting Minutes |
| 3:03 | 3 | Public Comments |
| 3:05 | 4 | TAC Member Comments |
| 3:10 | 5 | Chair Report on SRTC Board of Directors Meeting |

ACTION ITEMS

- | | | |
|------|---|-----------------------------------------------------------------------------------|
| 3:15 | 6 | CY 2023 Transportation Improvement Program Guidebook (Kylee Jones) |
| 3:25 | 7 | Coordinated Public Transit-Human Services Transportation Plan (Jason Lien) |

INFORMATION AND DISCUSSION ITEMS

- | | | |
|------|----|----------------------------------------------------------------------------------------------------------------|
| 3:35 | 8 | Human Services Transportation Plan: Consolidated Grant Ranking Process (Jason Lien) |
| 3:45 | 9 | Equity Planning Framework (Michael Redlinger) |
| 3:55 | 10 | Unified List of Regional Transportation Priorities & Legislative Priority Statements (Eve McMenamy) |
| 4:05 | 11 | Transportation Performance Management: Introduction (Mike Ulrich) |
| 4:10 | 12 | TAC Officer Elections (Jason Lien) |
| 4:15 | 13 | Passenger Rail (Guest Speaker: All Board Washington) |
| 4:25 | 14 | Agency Update (Jason Lien) |
| 4:30 | 15 | Adjournment |

Coordinated Public Transit-Human Services Transportation Plan

October 26, 2022

Transportation Advisory Committee

Agenda Item 7, Pg. 9

Requested Action

Recommend approval of the 2022 CPT-HSTP to the Board of Directors

What is the CPT-HSTP?

- Planning effort to:
 - Assess needs / gaps and identify strategies for public transportation
 - Benefit people with special transportation needs
 - Low-income
 - Seniors
 - People with disabilities
- Plan update every 4 years



Draft Plan

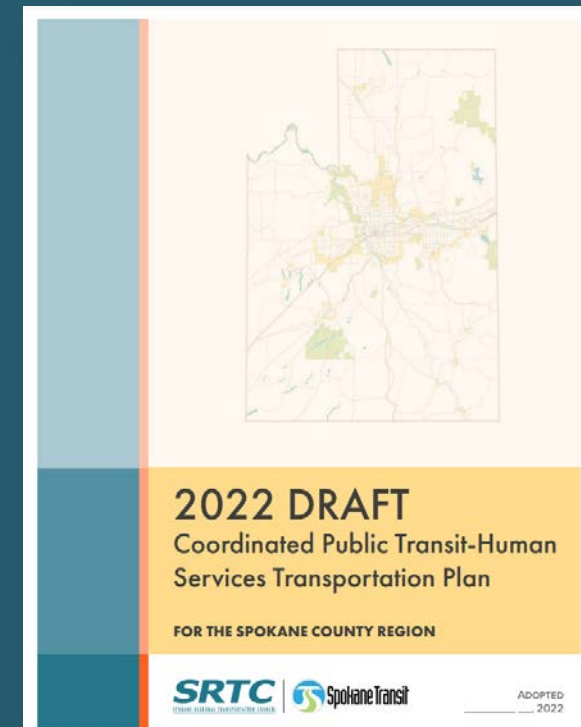
- Community outreach + Survey over several months
- Draft CPT-HSTP released on 9/1
- Public review period ended 10/14

Key Sections of Plan

- Regional Context
- Current Service Inventory
- Assessment of Transportation Services
- Strategies to Meet Regional Needs

Final Draft CPT-HSTP

- Posted to SRTC site and Project Page



Timeline

| Feb | March - July | July-Aug | Sept | Sept-Oct | Nov | Dec |
|----------|-----------------------------|--------------------|------------------------------|--------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|---------------------------------|
| Kick-Off | Outreach & Needs Assessment | Develop Draft Plan | Draft Plan complete (Sept 1) | Draft Review to 10/14. Final Draft complete.  | Final Plan and SRTC Board approval | Consolid. Grant project ranking |

Requested Action

Recommend approval of the 2022 CPT-HSTP to the Board of Directors

Thank You

Jason Lien

jlien@srtc.org

509.343.6370



Consolidated Grant Ranking Process

October 26, 2022

Transportation Advisory Committee

Agenda Item 8, Pg. 10

2023-2025 WSDOT Consolidated Grants

- **Support for human services public transportation**
 - Capital or Operating
- **Consolidated application for state and federal funding sources**
- **Application deadline 10/27**

Rankings

- **TTC volunteers needed to score applications**
- **Combined with TAC volunteers**
- **Scores will determine ABC rankings**

Ranking Timeline

- Scoring kick-off next week
- Individual scoring done by 11/9
- Bring suggested rankings before the TTC/TAC on 11/16
- TTC/TAC ranking recommendation for Board action in December

Contact



Jason Lien

jlien@srtc.org

509.343.6370

EQUITY PLANNING FRAMEWORK

Transportation Advisory Committee
Information Item: Equity Planning Framework
Agenda Item 9, Page 11

October 2022

Equity Planning Framework - Review

- SRTC developing equity planning framework - CY 2022
- Framework includes recommendations related to equity in SRTC's planning and outreach
- Recruited work group of TAC, TTC (+ Board) members to help discuss, formulate recommendations
- Will be returning to the TAC and TTC next month with refined framework document (action item)


Timeline

[illegible]

Equity Framework - Attachment

- Attached in packet: Draft Framework
- Opportunity to review, ask questions, provide comments

DRAFT


SPOKANE REGIONAL TRANSPORTATION COUNCIL

Equity Statement

The Spokane Regional Transportation Council's (SRTC's) mission is to ensure that all Spokane County residents have access to safe and reliable transportation options that support economic opportunity and quality of life regardless of a person's economic, social, ethnic, race, age, sexual orientation, physical, mental, or geographic circumstances. SRTC is committed to equitable delivery of its programs and services – and to pursuing equitable outcomes in the Greater Spokane community.

Equity is defined as action to promote fairness of opportunity for all people. This means removing barriers in day-to-day decisions, existing practices, and laws that deny everyone from fully participating in society.¹

Washington State Office of Financial Management (OFM) further defines equity as “the act of developing, strengthening, and supporting procedural and outcome fairness in systems, procedures, and resource distribution mechanisms to create equitable (not equal) opportunity for all people. Equity is distinct from equality which refers to everyone having the same treatment without accounting for differing needs or circumstances. Equity has a focus on eliminating barriers that have prevented the full participation of historically and currently oppressed groups.”² The United States Department of Transportation defines equity as “the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment.”³

Equity gives all people a fair and just shot in life despite historic patterns of racial and economic exclusion. The ideal outcome of this work would be that transportation system burdens and benefits, as well as opportunities for all people, are no longer predictable by race or other identifiers.

What is the Equity Planning Framework?

The proposed equity planning framework includes the primary themes and recommendations which emerged from the 2022 equity planning work group and framework development process. The document has also incorporated additional feedback from SRTC's Transportation Technical Committee (TTC), Transportation Advisory Committee (TAC), and Board of Directors.

¹ Washington State Department of Transportation, “Open Your Equity Lens”, accessed October 14, 2022, <https://wsdot.wa.gov/sites/default/files/2022-02/Equity-Lens.pdf>
² Washington State Office of Financial Management, “Diversity, Equity and Inclusion – Glossary of Equity - Washington,” accessed October 14, 2022, <https://ofm.wa.gov/sites/default/files/public/shr/Diversity/SubCommit/DIGlossaryofEquityRelatedTerms.pdf>
³ The Transportation Planning Capacity Building Program, “What is Equity in Transportation,” Transportation Equity - Transportation Planning Capacity Building Program (United States Department of Transportation), accessed October 14, 2022, https://www.planning.dot.gov/planning/topic_transportationequity.aspx

4

Equity Framework – Draft Document

- **Draft document includes...**
- Introduction, definition, equity statement
- Overview
- Equity work group members, development process
- Recommendations
- Documentation of all tools and strategies we discussed throughout the year

DRAFT

SRTC
SPOKANE REGIONAL TRANSPORTATION COUNCIL

Equity Statement

The Spokane Regional Transportation Council's (SRTC's) mission is to ensure that all Spokane County residents have access to safe and reliable transportation options that support economic opportunity and quality of life regardless of a person's economic, social, ethnic, race, age, sexual orientation, physical, mental, or geographic circumstances. SRTC is committed to equitable delivery of its programs and services – and to pursuing equitable outcomes in the Greater Spokane community.

Equity is defined as action to promote fairness of opportunity for all people. This means removing barriers in day-to-day decisions, existing practices, and laws that deny everyone from fully participating in society.¹

Washington State Office of Financial Management (OFM) further defines equity as “the act of developing, strengthening, and supporting procedural and outcome fairness in systems, procedures, and resource distribution mechanisms to create equitable (not equal) opportunity for all people. Equity is distinct from equality which refers to everyone having the same treatment without accounting for differing needs or circumstances. Equity has a focus on eliminating barriers that have prevented the full participation of historically and currently oppressed groups.”² The United States Department of Transportation defines equity as “the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment.”³

Equity gives all people a fair and just shot in life despite historic patterns of racial and economic exclusion. The ideal outcome of this work would be that transportation system burdens and benefits, as well as opportunities for all people, are no longer predictable by race or other identifiers.

What is the Equity Planning Framework?

The proposed equity planning framework includes the primary themes and recommendations which emerged from the 2022 equity planning work group and framework development process. The document has also incorporated additional feedback from SRTC's Transportation Technical Committee (TTC), Transportation Advisory Committee (TAC), and Board of Directors.

¹ Washington State Department of Transportation, “Open Your Equity Lens”, accessed October 14, 2022, <https://wsdot.wa.gov/sites/default/files/2022-02/Equity-Lens.pdf>

² Washington State Office of Financial Management, “Diversity, Equity and Inclusion – Glossary of Equity - Washington,” accessed October 14, 2022, <https://ofm.wa.gov/sites/default/files/public/shr/Diversity/SubCommit/DIGlossaryofEquityRelatedTerms.pdf>.

³ The Transportation Planning Capacity Building Program, “What is Equity in Transportation,” Transportation Equity - Transportation Planning Capacity Building Program (United States Department of Transportation), accessed October 14, 2022, https://www.planning.dot.gov/planning/topic_transportationequity.aspx

Equity Framework - Themes



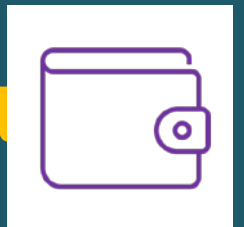
Engagement Processes

Increasing Access to Opportunities



Sustainability, Health and Safety

Equity Spending + Project Prioritization



Performance Evaluation Metrics

Equity Framework – Recommendations



- Recommendation: Equity should be included in the guiding principles. This would ensure equity is used as performance measure for major projects (such as the MTP, TIP, and Unified List) and allow the Board to set targets.



- Ask sponsors to report the level of engagement during project planning and outreach. Support projects with greater community support. Define what qualifies as meaningful engagement.



- Establish an equity work group or advisory group as a continuing activity. This would require Board action to establish the work group, including its composition and responsibilities.



- Add an equity statement into SRTC's Public Participation Plan as an update.

Equity Framework – Recommendations



- An equity planning assessment for projects (such as WSDOT's forthcoming environmental justice assessment tool or the University of South Florida's Center for Urban Transportation Research's Transportation Equity Toolkit).



- Track (year over year) investment levels likely to be used by / targeted towards EJ communities.



- Make use of origin/destination data – such as connectivity and access between EJ area origins and key destinations. This process could be utilized to help identify areas where projects may be impactful, as well as to help review project impact.



- Improve SRTC Safe & Complete Street Policy by identifying potential areas to improve transportation equity.

Equity Framework – Recommendations



- Regular staff-level training for SRTC staff and SRTC members. This could be coordinated by SRTC staff, or through a common third-party resource (such as WSDOT).



- Consider an SRTC policy (or Public Participation Plan update) to standardize compensation and incentives for public input in targeted outreach situations. This would include research on the most effective way(s) to utilize incentives as well as policy compliance with the federal and state government.



- Consider including equity in our annual Performance Management Framework (federally mandated measures). The tracking of investments over time and the forementioned equity work group or advisory group could play a role in pursuing this recommendation.



- Work on ensuring that design elements are implemented and built.

Equity Planning Framework

- Looking for Committee feedback
- Recommendations would still go through implementation processes
- Will be returning to the TAC and TTC next month with refined framework document
- Action item - recommendation for Board

Thank you!



SRTC
SPOKANE REGIONAL TRANSPORTATION COUNCIL

Michael Redlinger
Associate Transportation Planner 2
[*mredlinger@srtc.org*](mailto:mredlinger@srtc.org)

Spokane Regional Transportation Council
421 W Riverside Ave Suite 500 | Spokane WA 99201
(509) 343-6370 | www.srtc.org

Transportation Performance Management

Transportation Advisory Committee

Agenda Item 11 | Page 27

October 26, 2022

MAP - 21

The Moving Ahead for Progress in the 21st Century Act

- *funding and authorization bill to govern US federal surface transportation spending*
- *passed by Congress in June of 2012 and became law during the Obama administration.*

Section 1203 of MAP-21

defined seven goals to establish national performance measures for the Federal-aid highway program

TPM

Collectively, those rules establish transportation performance management (TPM) requirements that address:

- safety,
- infrastructure condition,
- system performance,
- traffic congestion,
- on-road mobile source emissions,
- and freight movement.

PM1 - Safety

| Measure | Applicable Facilities |
|-----------------------------------------------------------------------|-----------------------|
| Number of fatalities | All public roads |
| Rate of fatalities | |
| Number of serious injuries | |
| Rate of serious injuries | |
| Number of non-motorized fatalities and non-motorized serious injuries | |

Target Setting

TPM 1 – Safety:

annual target reported by WSDOT through the Highway Safety Improvement Program annual report

PM2 - Infrastructure

| Measure | Applicable Facilities |
|---------------------------------------------------------------------|------------------------|
| Percentage of pavements of the Interstate System in Good condition | The Interstate System |
| Percentage of pavements of the Interstate System in Poor condition | |
| Percentage of pavements of the non-Interstate NHS in Good condition | The non-Interstate NHS |
| Percentage of pavements of the non-Interstate NHS in Poor condition | |
| Percentage of NHS bridges classified as in Good condition | NHS |
| Percentage of NHS bridges classified as in Poor condition | |

PM3 - System Performance

| Measure | Applicable Facilities |
|----------------------------------------------------------------------------------|--------------------------------------------------------|
| Percent of the person-miles traveled on the Interstate that are reliable | The Interstate System |
| Percent of the person-miles traveled on the non-Interstate NHS that are reliable | The non-Interstate NHS |
| Truck Travel Time Reliability (TTTR) Index | The Interstate System |
| Annual Hours of Peak Hour Excessive Delay Per Capita | SRTC and PSRC planning areas |
| Percent of Non-SOV travel | |
| Total Emissions Reduction | All projects financed with funds from the CMAQ Program |

Performance Period

January 1, 2022 to December 31, 2025

TPM 2 – Infrastructure: 2- and 4-year targets

TPM 3 – System Performance: 2- and 4-year targets

WSDOT

Sets statewide targets for each of the TPM measures

Option A

agree to plan and program projects so that they contribute toward the accomplishment of the relevant State DOT target for that performance measure

Option B

commit to a quantifiable target for that performance measure for their metropolitan planning area

Deadlines

| TPM | WSDOT Adoption | Proposed Board Action | MPO Adoption Deadline |
|--------------------------|------------------|-----------------------|-----------------------|
| PM1 – Safety | August 31 | January 12 | February 27 |
| PM2 – Infrastructure | Nov. 7 – Dec. 16 | February 9 | May 6 – June 14 |
| PM3 – System Performance | Nov. 7 – Dec. 16 | March 9 | May 6 – June 14 |

Questions?

Mike Ulrich, AICP

Principal Transportation Planner

mulrich@srtc.org | 509.343.6384

Better Passenger Rail in Central & Eastern Washington

- Background
- BIL Funding Opportunities
- Corridor ID Program
- What needs to be done

October 26, 2022

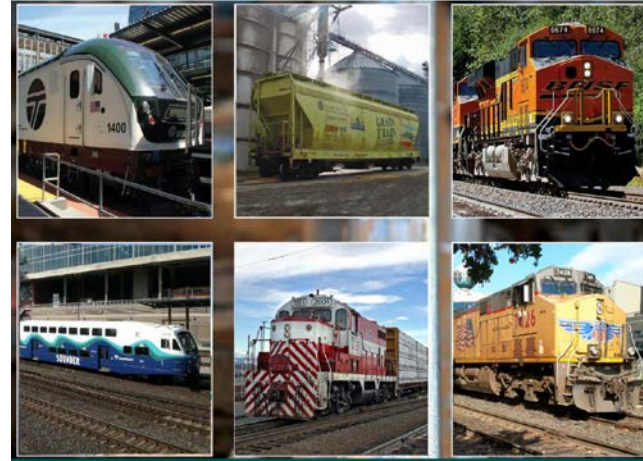


State Rail Plan

“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



July 2020 STEER Study Findings

- 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



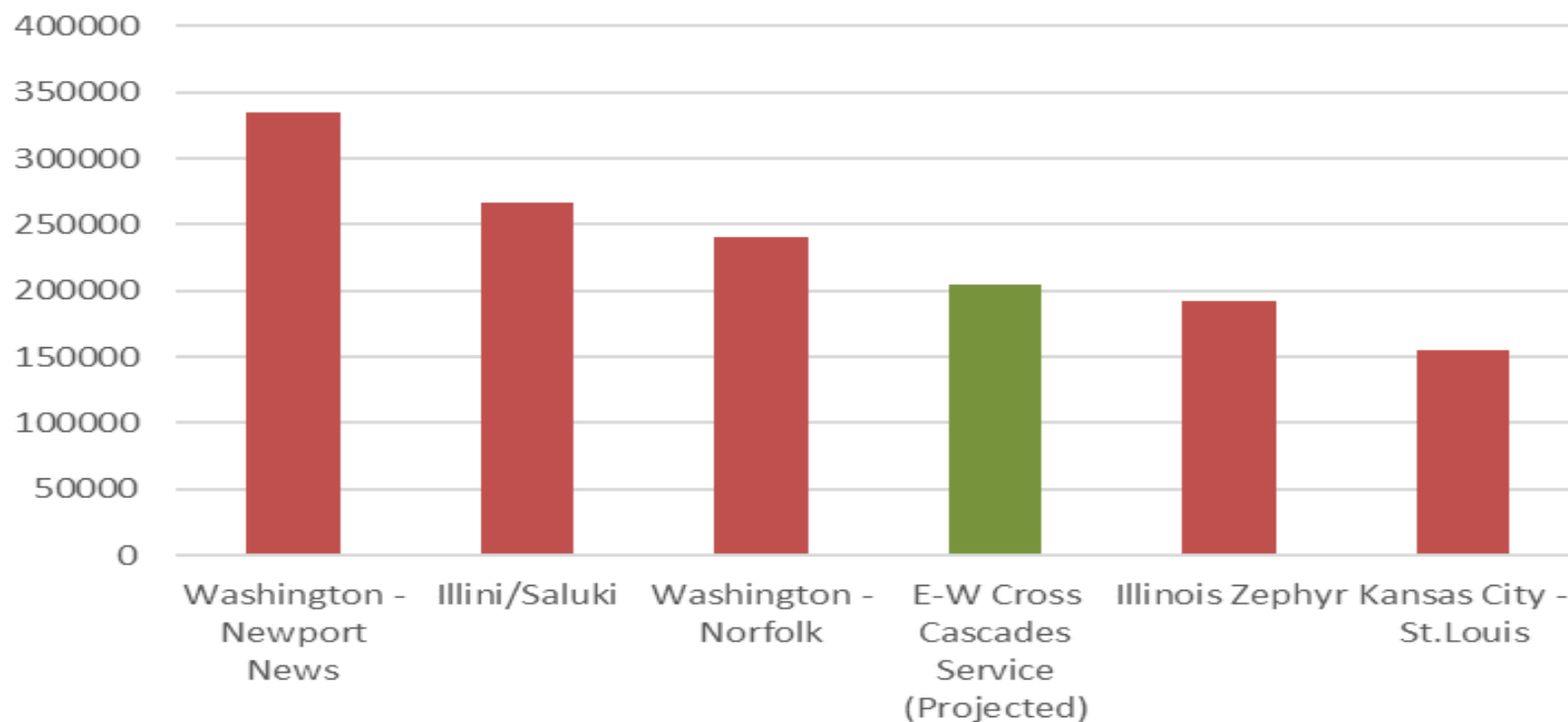
Washington State Joint Transportation Committee
Our ref: 23685001



steer

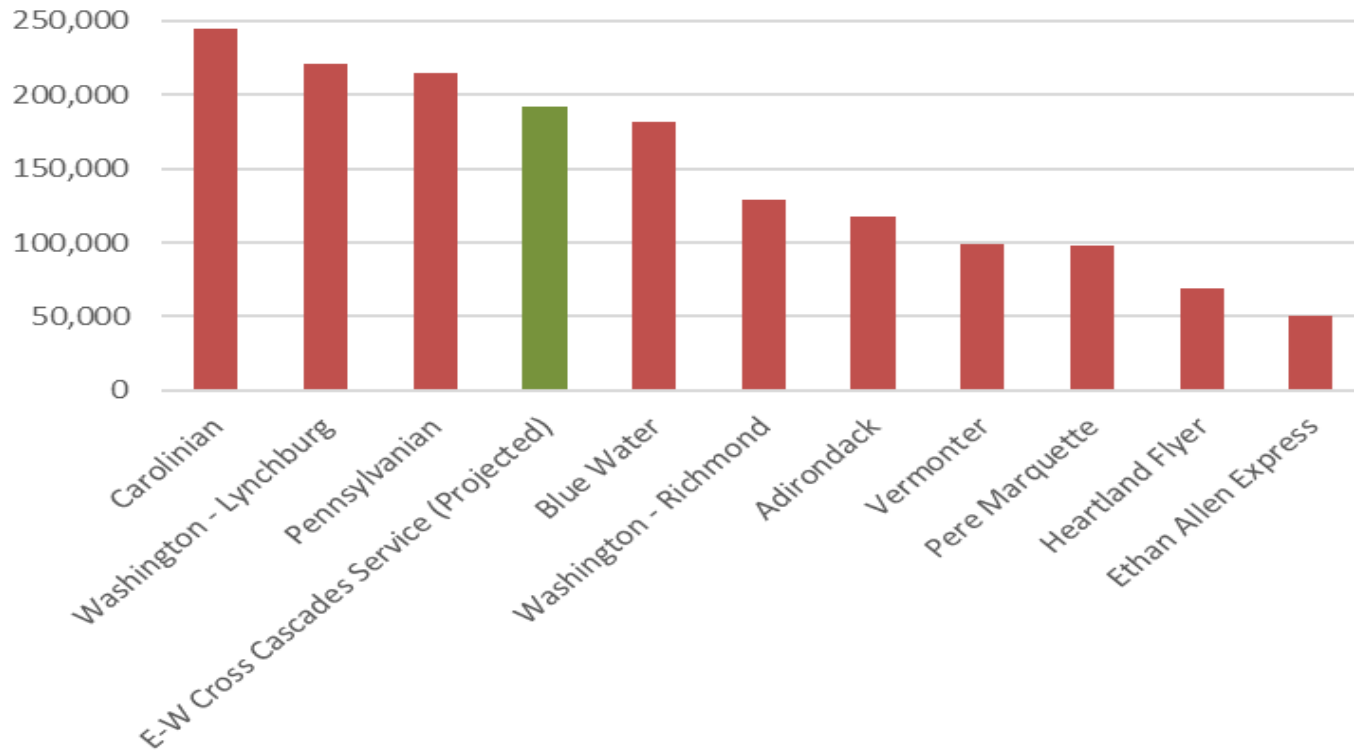


2019 Two Round Trip Frequency Ridership Amtrak State Supported Services





2019 Single Frequency Service Ridership Amtrak State Supported Services



BIL Fully Authorized Funding

Advanced Appropriations, in Millions/Billions

| Programs | FY22 | FY23 | FY24 | FY25 | FY26 | Total |
|---------------------------------------------------------------------------|----------------|----------------|----------------|----------------|----------------|--------------|
| Amtrak | \$4.4B | \$4.4B | \$4.4B | \$4.4B | \$4.4B | \$22B |
| • <i>Northeast Corridor</i> | \$1.2B | \$1.2B | \$1.2B | \$1.2B | \$1.2B | \$6B |
| • <i>National Network</i> | \$3.2B | \$3.2B | \$3.2B | \$3.2B | \$3.2B | \$16B |
| Discretionary Grants | | | | | | |
| • <i>Consolidated Rail Infrastructure and Safety Improvements (CRISI)</i> | \$1B | \$1B | \$1B | \$1B | \$1B | \$5B |
| • <i>Railroad Crossing Elimination</i> | \$600M | \$600M | \$600M | \$600M | \$600M | \$3B |
| • <i>Federal-State Partnership for Intercity Passenger Rail</i> | \$7.2B | \$7.2B | \$7.2B | \$7.2B | \$7.2B | \$36B |
| • <i>Restoration & Enhancement*</i> | \$50M | \$50M | \$50M | \$50M | \$50M | \$250M |
| Total Grant Funding | \$13.2B | \$13.2B | \$13.2B | \$13.2B | \$13.2B | \$66B |

* Grants for Restoration & Enhancement (advanced appropriations portion) are funded through "takedowns" from Amtrak NN account; not included in totals to avoid double-counting.

BIL Sections relevant to Central Washington passenger rail service

Sec. 22214: “The Secretary...shall conduct a study to evaluate the restoration of...any Amtrak **long distance routes** that...have been discontinued.”

- **The North Coast Hiawatha:** Seattle - Yakima - Pasco - Spokane - Missoula - Billings - Minneapolis - Chicago
- **The Pioneer:** Seattle - Portland - Pendleton - Boise - Salt Lake City - Denver

Sec. 25101: “The Secretary of Transportation shall establish a program to facilitate the development of **intercity passenger rail corridors.**”

- **Corridors** (defined as routes less than 750 miles) : Spokane - Seattle

Corridor Identification & Development Program

- FRA May 13, 2022 Federal Register announcement: Establishment of [Corridor Identification & Development Program](#)
- Encourages “expressions of interest” (now) by “eligible entities.”
- FRA notice soliciting proposals to participate in the Corridor ID program (to be issued 4th Quarter, CY-2022)

Entities Eligible to Submit Corridor ID Proposals

- Amtrak
- States
- Groups of States
- Entities implementing interstate compacts
- Regional passenger rail authorities
- Regional planning organizations
- Political subdivisions of a State
- Federally-recognized Indian Tribes
- Other public entities, as determined by the Secretary

Corridor ID Funding—Development Stages

| | | Development Stages | | | |
|---------------------------|-------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | Expression of Interest | Submission of Corridor Proposal | Project Planning Step 1: SDP Scoping & Program Initiation | Project Planning Step 2: Service Development Planning | Project Development Step 3 |
| Key Activities | <ul style="list-style-type: none"> Submit expression of interest to docket | <ul style="list-style-type: none"> Submit corridor proposal in response to upcoming solicitation | <ul style="list-style-type: none"> Sponsor creates the capacity necessary to undertake the service planning effort Sponsor develops scope, schedule, and budget for planning effort | <ul style="list-style-type: none"> Sponsor, in collaboration with FRA, prepares service development plan for corridor | <i>For a Phase of Implementing Corridor</i> <ul style="list-style-type: none"> Sponsor completes environmental review Sponsor completes PE |
| Prerequisites | None | None | <ul style="list-style-type: none"> Selection of Corridor | <ul style="list-style-type: none"> Completion of Step 1 | <ul style="list-style-type: none"> Completion of Step 2 Phase likely to be implemented Phase likely to benefit IPR Service |
| Binding Commitment | None | None | Delivery of scope and cost estimate for SDP | Completion of SDP, approved by FRA | Completion of PE / NEPA for phase |
| Funding | None | None | ~\$500k “seed money,” 0% match <i>(Unspent funds carry forward)</i> | \$XX determined through scoping effort, 10% match | \$XX determined through SDP, 20% match |

14 Corridor Selection Criteria

1. Whether the route was identified as part of a regional or interregional planning study. (Yes, in part. STEER study & Washington State rail plan)
2. The projected ridership, revenues, capital investment, & operating funding requirements. (Yes, contained in STEER study)
3. Anticipated environmental, congestion mitigation, and other public benefits. (No. Requires benefit/cost analysis)
4. Projected trip times & their competitiveness with other transportation modes. (Yes, contained in STEER study)

14 Corridor Selection Criteria

5. Anticipated positive economic and employment impacts. (Requires Economic Impact Analysis)
6. Anticipated non-Federal funding for operating and capital costs. (TBD)
7. The benefits to rural communities. (TBD)
8. Whether the corridor is included in a State's approved State rail plan. (Yes)

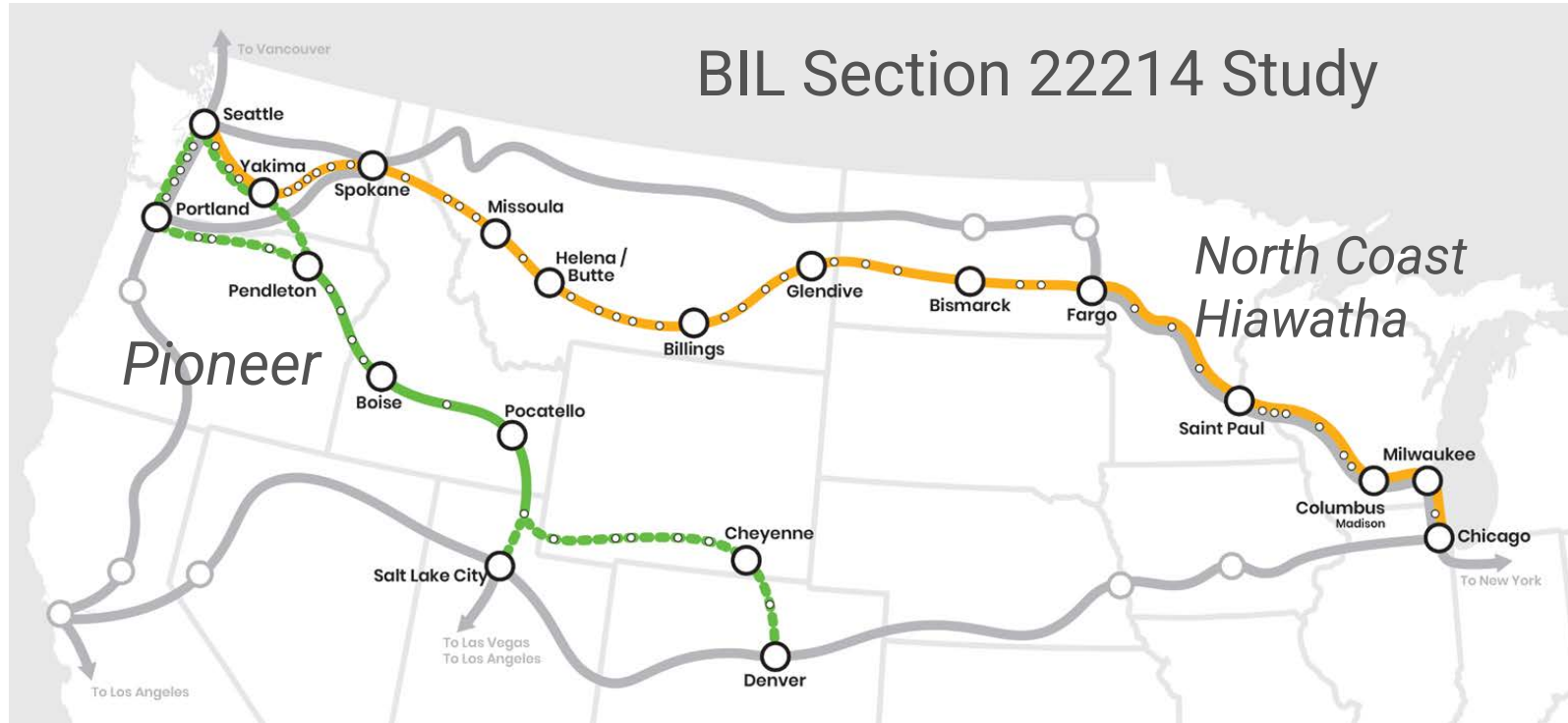
14 Corridor Selection Criteria

9. Whether the corridor serves historically unserved or underserved and low-income communities or areas of persistent poverty. (Yes)
10. Whether the corridor would benefit or improve connectivity with existing or planned transportation services of other modes. (Yes, TBD)
11. Whether the corridor connects at least 2 of the 100 most populated metropolitan areas. (Yes)

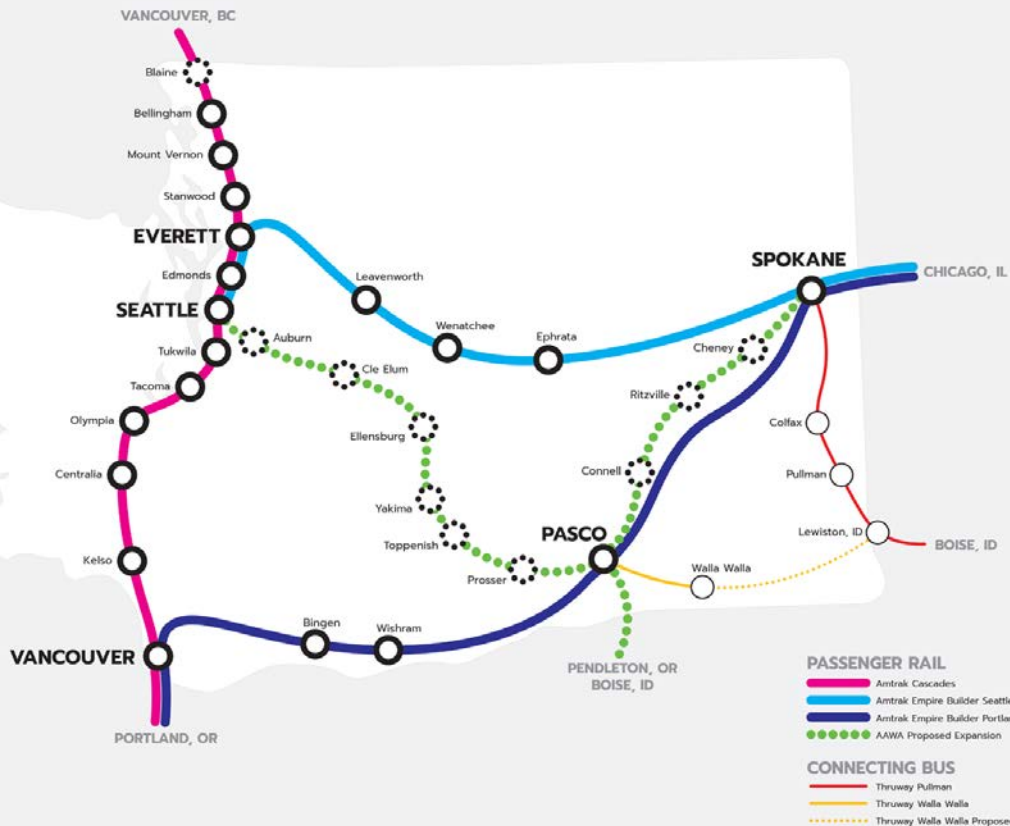
14 Corridor Selection Criteria

- 12. Whether the corridor would enhance the regional equity and geographic diversity of intercity passenger rail service. (Yes)
- 13. Whether the corridor is or would be integrated into the national passenger transportation system and would create benefits for other passenger rail routes and services. (Yes)
- 14. Whether a passenger rail operator has expressed support for the corridor. (TBD)

Long Distance Service Restoration



WASHINGTON VISION MAP



AAWA's Vision

- Daytime East-West passenger trains
- Frequent Amtrak *Cascades* service
- Better connections to local transit and other modes
- More stations

Environmental Benefits of Investing in Rail

Freight rail

- 11 times more energy efficient than trucks on a ton-mile basis.

Passenger rail

- 3 times more efficient than a car on a passenger mile basis at current occupancy levels.

Source: Michigan State University, Center for Railway Research and Education; Andreas Hoffrichter

Economic Benefits of Investing in Rail

Easy travel options help strengthen local economies throughout the Northwest.

On average, communities receive **\$84 per day-trip visitor**, and **\$366 per overnight visitor**.

Source: [Experience Washington](#)

What Needs to Be Done

- Convince our State to submit an “expression of interest.”
- Apply for FRA designation as a “Corridor.” (4th Q 2022).
- Conduct a Benefit/Cost Analysis.
- Conduct an Economic Impact Analysis.
- Convince our legislators to support funding for the service.



September 2nd, 2022

The Honorable Amit Bose
Administrator, Federal Rail Administration
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Administrator Bose:

We hope this letter finds you well. We are writing today to express our shared interest in the restoration of intercity passenger rail service specifically between Boise, ID and Salt Lake City, UT. Upon passage of the Bipartisan Infrastructure Law, which includes significant investments in ensuring an enhanced national rail network, we have been working to identify the best opportunities to restore passenger rail service to the Mountain West, including service throughout Idaho through the former Pioneer and Hiawatha lines. The newly established Corridor Identification and Development Program has encouraged our region to consider how we might better connect residents to the economic, educational and recreational opportunities that exist between this important city pair.

Intermountain and Greater Northwest area residents lack the intercity rail service that connect metropolitan areas in other parts of the country. As our region continues to grow, our residents look to us as local leaders to ensure that there is a diverse offering of transportation methods to ensure safe, reliable, and affordable movement between communities in our state and neighboring regions. We feel strongly that intercity rail service between the Boise area and Salt Lake City provides our residents just that opportunity at a time when local elected officials, state leaders, transportation stakeholders, the business community and education leaders have come together to explore and champion this cause.

On behalf of leaders across Southeastern Idaho, we respectfully request Boise, ID and Salt Lake City, UT be studied as a future city pair for passenger rail service as described in Docket No. FRA-2022-0031-0001. We stand ready to work with U.S. DOT, FRA and our Idaho partners to move this opportunity forward, in addition to ongoing conversations about restoring long distance service throughout Idaho.

If you need more information about our interest and transportation needs, please connect with Bre Brush, Mayor's Transportation Advisor, at bbrush@cityofboise.org.



Idaho Letter of Interest

Signed by

- Governor
- US Senator
- US Representative
- Director, Idaho Transportation Dept.
- Mayors
- City Council Presidents
- State Representatives
- Highway Districts
- University Presidents
- Economic Development Organizations
- MPOs
- Transit Districts

Questions ?

Contact Gary Wirt
at
(509) 213-0070
(360) 529-5552
or
aawa.us



Amtrak's **North Coast Hiawatha** at Yakima, August 1971.

Photo: Drew Jacksich