

WELCOME TO THE MARCH 9, 2023

# SRTC Board of Directors Meeting



SRTC staff and Board members at the 01/26/23 WTS Awards Gala. SRTC Deputy Executive Director Eve McMenamy received the Rosa Parks Diversity Leadership Award and SRTC was recognized as 2022 Employer of the Year.

# Carbon Reduction Program (CRP) Funding

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SRTC Board of Directors

Kylee Jones, Associate Transportation Planner III

Agenda Item 4

Action

March 9, 2023

# Agenda

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- Requested Action
- Review Carbon Reduction Program (CRP)
- Overview of SRTC CRP Allocations
- Goal for this FFY 2023 process
- TIP guidebook policies
- Recommended set of projects to receive CRP funding
- Next Steps

# Requested Action

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Board approval of Resolution R-23-08 adopting the set of projects to receive Urban CRP allocations for 2022-2026, as shown in Attachment 1.

# What is the Carbon Reduction Program?

- New Federal funding source
- 5-year program (2022-2026)
- Reduce carbon emissions (CO2)
- CRP eligible projects = CMAQ eligible projects
- Split into suballocations
  - Urban, Urban Small, Rural



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# SRTC CRP Allocation Overview

- \$4.4 M in CRP to the region over the next several years
- SRTC is receiving 2022-2023 funds this year
- Assign CRP Urban Small & Rural in the future

Carbon Reduction Program (CRP) Allocations	Final Allocations		Draft Allocations			Total
	2022	2023	2024	2025	2026	
Urban	\$ 710,207	\$ 617,292	\$ 617,292	\$ 617,292	\$ 617,292	\$ 3,179,375
Urban Small (Cheney)	\$ 49,460	\$ 42,989	\$ 42,989	\$ 42,989	\$ 42,989	\$ 221,416
Rural	\$ 221,928	\$ 192,894	\$ 192,894	\$ 192,894	\$ 192,894	\$ 993,504
						\$ 4,394,295

# FFY 2023 Allocations

## Goal-

- Assign ~ 3.2M urbanized funds to projects
- Obligate as much of 2022 & 2023 allocations as possible
- Use Contingency Funding Process - TIP Guidebook adopted Dec 2022

Carbon Reduction Program (CRP) Allocations	Final Allocations		Draft Allocations			Total
	2022	2023	2024	2025	2026	
Urban	\$ 710,207	\$ 617,292	\$ 617,292	\$ 617,292	\$ 617,292	\$ 3,179,375

# Establishment of the Contingency List

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## Policy 4.7

SRTC will maintain a Contingency List selected through a regional process and approved by the SRTC Board of Directors. **Projects on the Contingency List may be selected for future funds available through the contingency funding process (see Policy 6.8).** The most recently approved Contingency List replaces and supersedes any previously approved priority list.



# Contingency Funding Process

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## Policy 6.8

**Contingency funds** become available... SRTC is responsible to reassign those funds...:

- ❑ **Evaluate the eligibility** of Contingency List projects that meet the technical requirements of the available funding sources;
- ❑ **Review project readiness** from the above identified projects to maximize project delivery;
- ❑ Review the capability of **available funding to complete a project or phase**;
- ❑ Analyze obligation authority targets and schedules to ensure the programming of SRTC-managed federal funds **meet project obligations targets**; and
- ❑ Provide a recommendation for the use of contingency funds

## 2024-2026 SRTC Contingency List

2024-2026 SRTC Contingency List							STBG		CRP	CMAQ	STBG Set-Aside		HIP	HIP-CRRSSA
							Urban	Rural	Urban	Inside AQ Boundaries	Urban	Rural	Urban Large Only	Urban Large Only
Priority Ranking	Agency	Project Name	Match	Final Score as %	Requested	Project Phase	\$13,734,000	\$1,767,000	\$3,179,375	\$11,650,000	\$4,238,000	\$511,000	\$341,772	\$2,440,778
1	SV	Pines Rd/BNSF Grade Separation	33.5%	86.0%	\$23,130,199	CN	\$1,525,600			\$4,879,000				
2	STA	Division St BRT Project Development	33.5%	80.8%	\$1,000,000	PE				\$1,000,000				
3	CoS	Sunset Highway Pathway - Royal St to Spotted Rd	33.5%	79.8%	\$4,437,000	PE, RW, CN	\$4,437,000							
4	SV	Bigelow-Sullivan Corridor: Sullivan/Trent Interchange	33.5%	77.7%	\$2,212,500	PE								
5	AH	SR2 Multi-Modal and Pedestrian Enhancements (w/ 2 Roundabouts)	13.5%	74.2%	\$876,991	PE	\$876,991							
6	STA	I90/Valley HPT Line Park & Ride Construction	33.5%	74.0%	\$1,200,000	RW, CN				\$4,879,000				
7	SV	Argonne Rd/I-90 Bridge	13.5%	72.1%	\$1,297,500	PE				\$1,000,000				
8	CoS	Pacific Ave Neighborhood Greenway	33.5%	71.0%	\$3,496,000	PE, RW, CN								
9	SV	Barker Corridor: Appleway to Sprague	33.5%	69.7%	\$2,095,072	PE, RW, CN	\$1,083,400							
10	CoS	US 195/Meadowlane J-Turn	33.5%	69.4%	\$2,417,000	PE, CN	\$1,607,204							
11	SC	Bigelow Gulch Road Project 2	33.5%	68.6%	\$6,000,000	CN								
12	CoS	Fish Lake Trail Connection Phases 1 (Phases 1-3: \$19,477,771)	23.5%	64.6%	\$4,931,719	PE, RW, CN			\$2,291,720					
12	CoS	Fish Lake Trail Connection Phases 2	23.5%	64.6%	\$7,653,201	PE, RW, CN			\$650,250					
12	CoS	Fish Lake Trail Connection Phases 3	23.5%	64.6%	\$6,892,851	PE, RW, CN								
13	CoS	Spokane Falls Blvd Reconstruction - Post St to Division St	33.5%	63.8%	\$9,074,000	RW, CN								
14	SC	Commute Trip Reduction Program	33.5%	63.0%	\$991,924	Program								
15	CoS	Broadway Ave Reconstruction - Ash St to Lincoln St	33.5%	63.0%	\$7,589,000	PE, RW, CN								
16	CoS	Millwood Trail - Children of the Sun Trail to Fancher	33.5%	62.7%	\$6,406,000	PE, RW, CN			\$237,405					
17	CoS	Palouse/Freya Roundabout	23.5%	62.3%	\$4,900,000	PE, RW, CN								
18	CoS	Riverside Ave - Monroe to Wall Reconstruction	33.5%	61.8%	\$5,343,000	CN								
19	CoS	Cook St Greenway	33.5%	61.7%	\$1,682,000	CN								
20	SC	Harvard Rd Phase 2	13.5%	60.0%	\$5,481,000	PE, RW, CN	\$2,271,000			\$3,210,000				
21	SC	Cascade Way Reconstruction & Stormwater Project	23.5%	59.7%	\$1,123,000	PE, CN	\$1,123,000							
22	SC	Nevada Rd Reconstruction: Hawthorne to US 2	23.5%	59.3%	\$1,234,000	PE, CN								
23	CoS	Signals - Maple & Rowan and Ash & Rowan	33.5%	57.7%	\$1,966,000	PE, RW, CN								
24	CoS	Wellesley Ave, Freya to Havana	33.5%	57.4%	\$379,000	PE, RW, CN								
25	SC	Argonne Rd & Upriver Driver Intersection	13.5%	57.3%	\$260,000	PE								
26	SV	Barker Corridor: 4th Ave Roundabout	33.5%	56.6%	\$2,272,157	PE, RW, CN								
27	SV	Barker Corridor: Sprague to 4th	33.5%	56.2%	\$1,735,025	PE, RW, CN								

FLT Phase 1 - CN phase  
Can obligate funds by 2026  
\$2,291,720

FLT Phase 2 - PE phase  
Can obligate funds in 2023  
\$650,250

FLT Phase 3 - PE, RW, or CN  
is not ready to receive funding  
at this time

Millwood Trail - PE Phase  
Can obligate funds by 2023  
\$237,405

# Set of projects – Draft CRP Allocations

## 2022 & 2023 CRP allocations:

- Fish Lake Trail – Phase 2 – Design (PE) – Fully funded (\$650,250)
- Millwood Trail – CoST to Fancher – Design (PE) – Fully funded (\$237,405)

## 2024-2026 CRP allocations:

- Fish Lake Trail – Phase 1 – Construction – Partial Funding (\$2,291,720)

Line Item	Category	Project Name	CRP %	CRP %	CRP Amount	CRP Type	CRP Amount	CRP Amount	CRP Amount
10	CoS	US 195/Meadowlane J-Turn	33.5%	69.4%	\$2,417,000	PE, CN	\$1,607,204		
11	SC	Bigelow Gulch Road Project 2	33.5%	68.6%	\$6,000,000	CN			
12	CoS	Fish Lake Trail Connection Phases 1 (Phases 1-3: \$19,477,771)	23.5%	64.6%	\$4,931,719	PE, RW, CN			\$ 2,291,720
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17	CoS	Palouse/Freya Roundabout	23.5%	62.3%	\$4,900,000	PE, RW, CN			

# Next Steps

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- Jan 25 – TAC & TTC Info Item
  - Feb 9 – Board Info Item
  - Feb 14 – TIP Working Group (review policies, procedures & eligible projects)
  - Feb 22 – TAC & TTC Action (CRP urban allocations)
  - Mar 9 – Board Action (CRP urban allocations)
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## **TIP Amendment Process:**

- Mar 22 – TAC & TTC TIP Amendment recommendation
- Apr 13 – Board TIP Amendment approval
- ~May 15 – Statewide TIP approval through FHWA – funds available to projects.

# Requested Action

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Board approval of Resolution R-23-08 adopting the set of projects to receive Urban CRP allocations for 2022-2026, as shown in Attachment 1.





# Thank you!

**Kylee Jones**

Associate Transportation Planner III

Spokane Regional Transportation Council

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# **Next Agenda Item**

# Congestion Management Process (CMP) Update

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SRTC Board of Directors  
Agenda Item 5 | Page 19

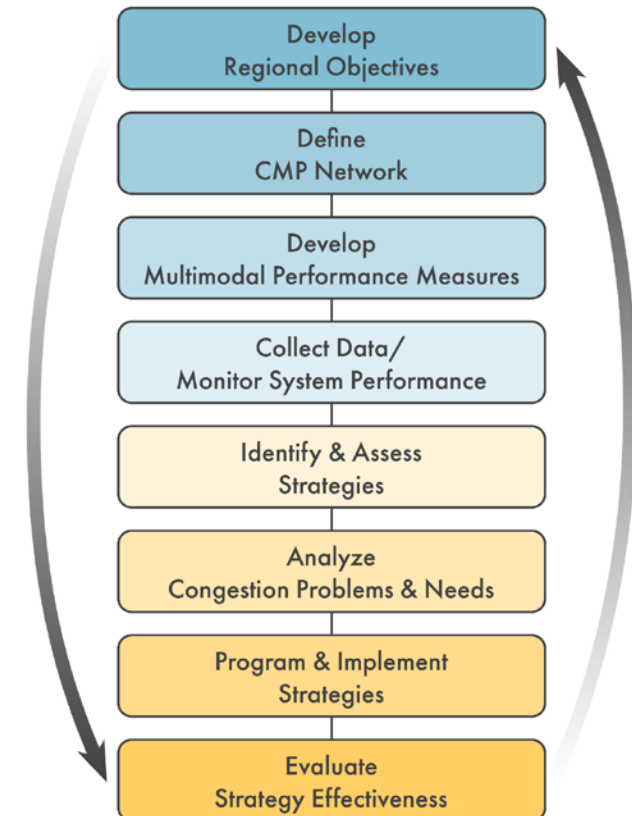
March 9, 2023

# What is the CMP?

Comprehensive regional approach to managing congestion.

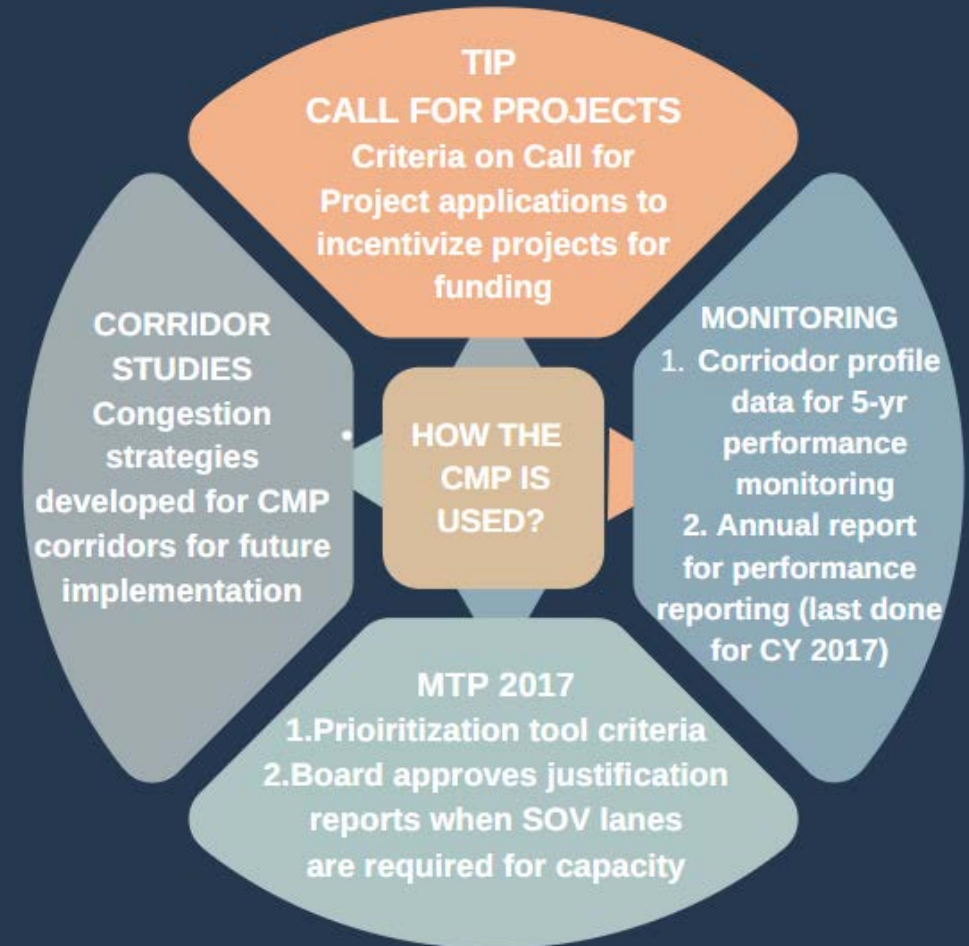
Federally required for all urban areas with a population over 200,000.

## Congestion Management Process (CMP) Steps



# CMP at SRTC

Developed by multi-jurisdictional stakeholder group + approved by the SRTC Board in December 2014.



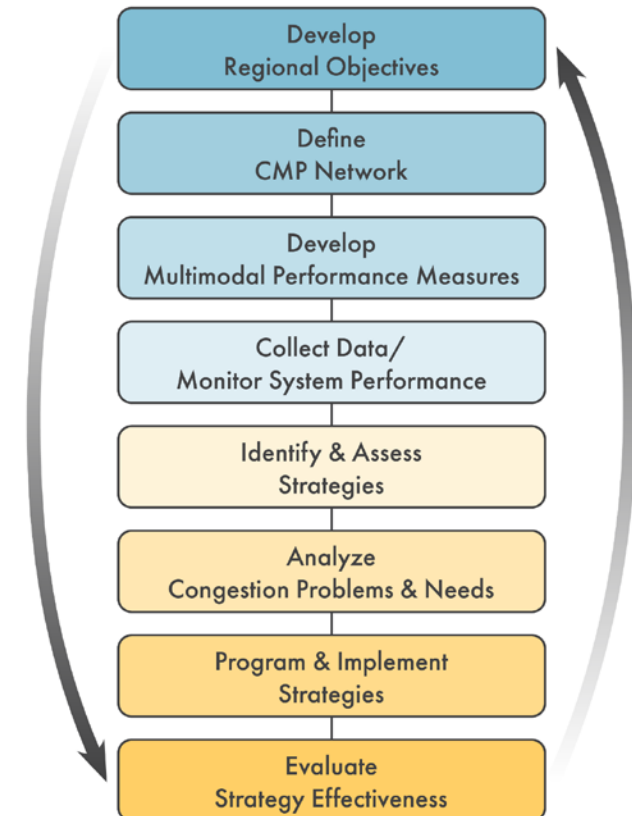
# Why Update the CMP?

Incorporate new and updated data

Consider recent regional growth trends + forecasts from Horizon 2045

Evaluate existing processes of integrating the CMP with other SRTC planning efforts—TIP, MTP, etc.

## Congestion Management Process (CMP) Steps



# CMP Regional Objectives

Guiding Principle	Regional Objective
<b>Economic Vitality</b>	Raise awareness that congestion is related to economic vitality and ensure that the benefits of congestion outweigh the disadvantages
<b>Cooperation &amp; Leadership</b>	Sustain coordination and follow-through with a multijurisdictional CMP working group
<b>Stewardship</b>	Invest in projects that maximize the use of existing facilities across modes in identified CMP corridors
<b>System Operations, Maintenance &amp; Preservation</b>	Pursuing solutions that are low cost/high benefit toward maintaining and preserving reliable transportation corridors and networks
<b>Quality of Life</b>	Accessible, multi-modal transportation for all abilities; facilities should blend in with or enhance the human environment (context sensitive design) and limit impacts to the natural environment
<b>Choice &amp; Mobility</b>	Prioritize future investments to align with regional priority networks to improve connectivity and mobility
<b>Safety &amp; Security</b>	Improve safety and reduce non-recurring congestion by reducing collisions



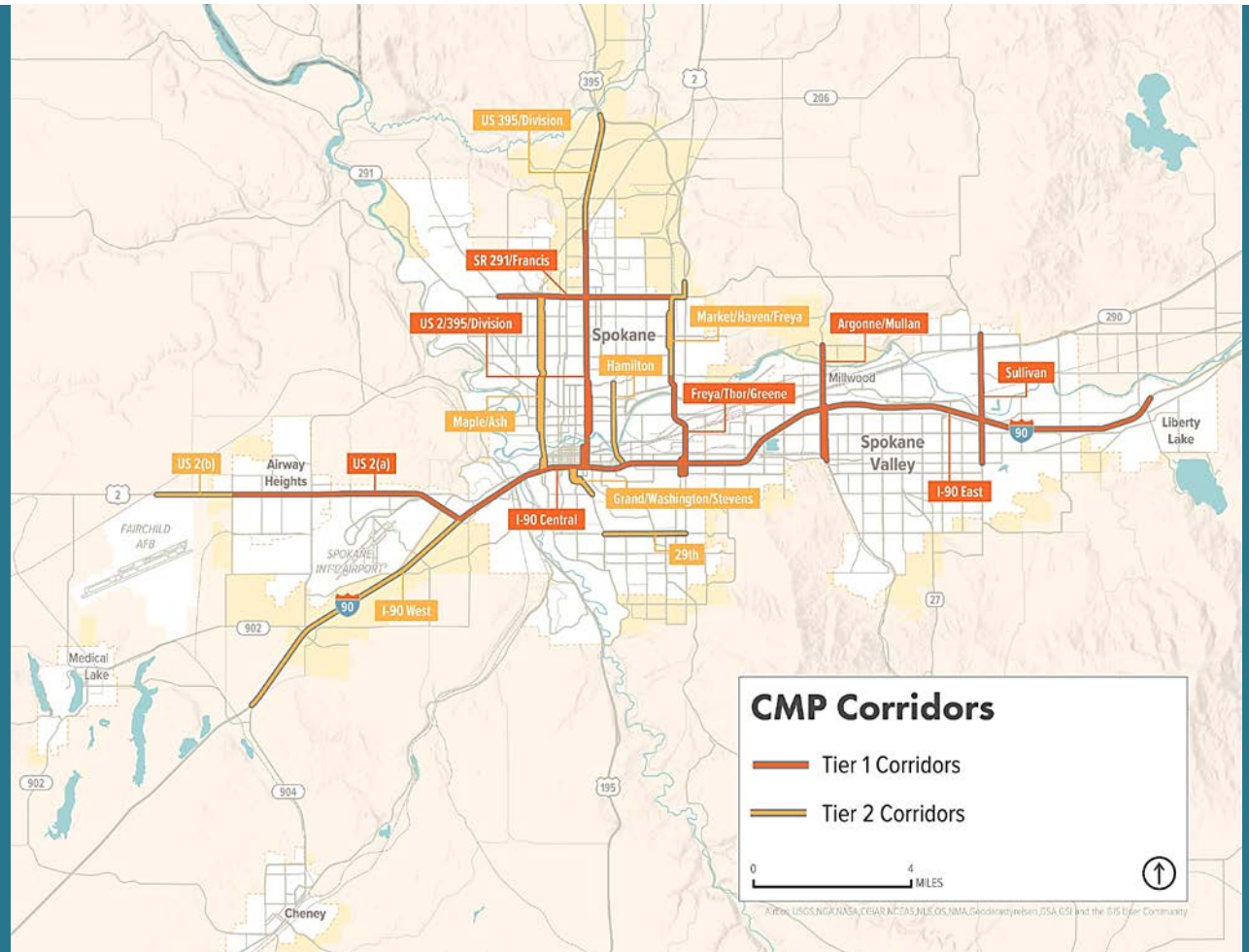
# Defining the CMP Network

## Tier 1 Corridors

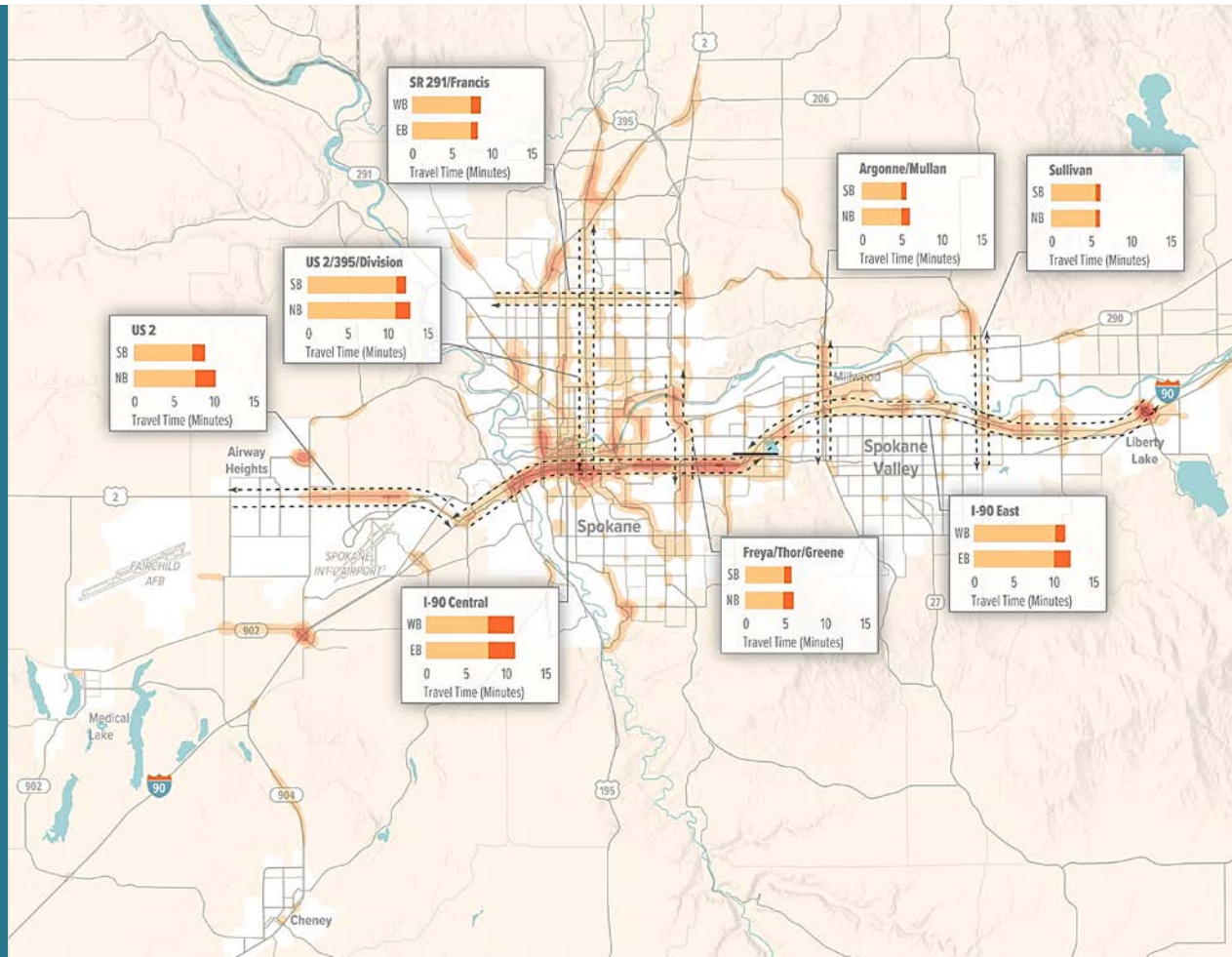
- Regionally important corridors with highest congestion levels
- Detailed congestion management strategies

## Tier 2 Corridors

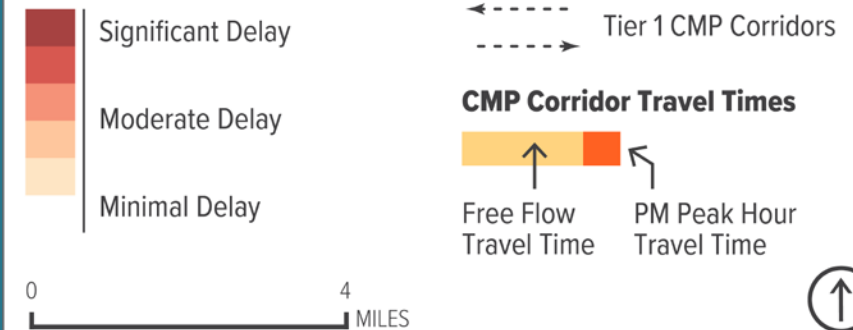
- Regionally important corridors selected for monitoring
- Performance tracked—strategies not assigned until conditions worsen



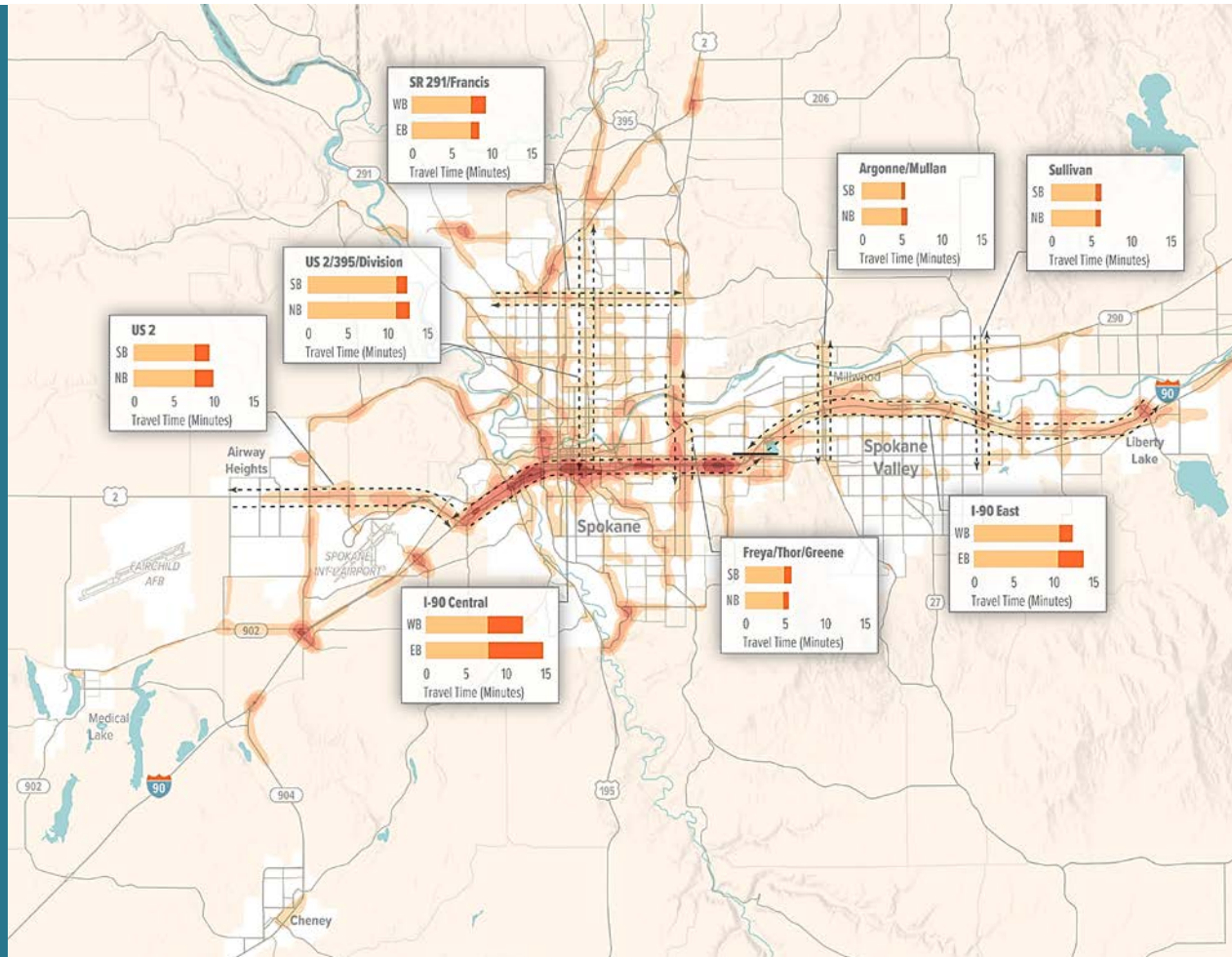
# 2019 Delay | Tier 1 CMP Corridors



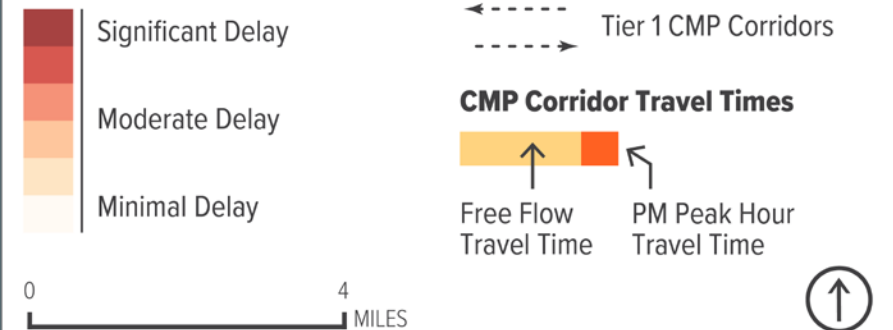
## PM Peak Hour Delay 2019 Base Model



# 2045 Delay | Tier 1 CMP Corridors



## PM Peak Hour Delay 2045 Build Model





# Multimodal Performance Measures

Guiding Principle	Performance Measure
Economic Vitality	Transportation + housing costs % of median income   Freight tonnage   Assessed land value
Cooperation & Leadership	Attendance at CMP working group meetings, committees & public meetings
Stewardship	SRTC call for projects expenditures on CMP projects vs. all projects
System Operations, Maintenance & Preservation	Transit performance   Travel Time Index averages and peaks   Cost of project vs. Planning Time Index improvement   Transit reliability factor
Quality of Life	Total regional miles of bike network   Miles of sidewalk gaps filled on CMP network   % of households within half mile of transit
Choice & Mobility	Same as Quality of Life measures
Safety & Security	Collision rate per VMT   Incidence clearance on I-90

# Monitoring System Performance

Travel Time Index

Planning Time Index

AADT

AWDT

Transit Service & Facilities

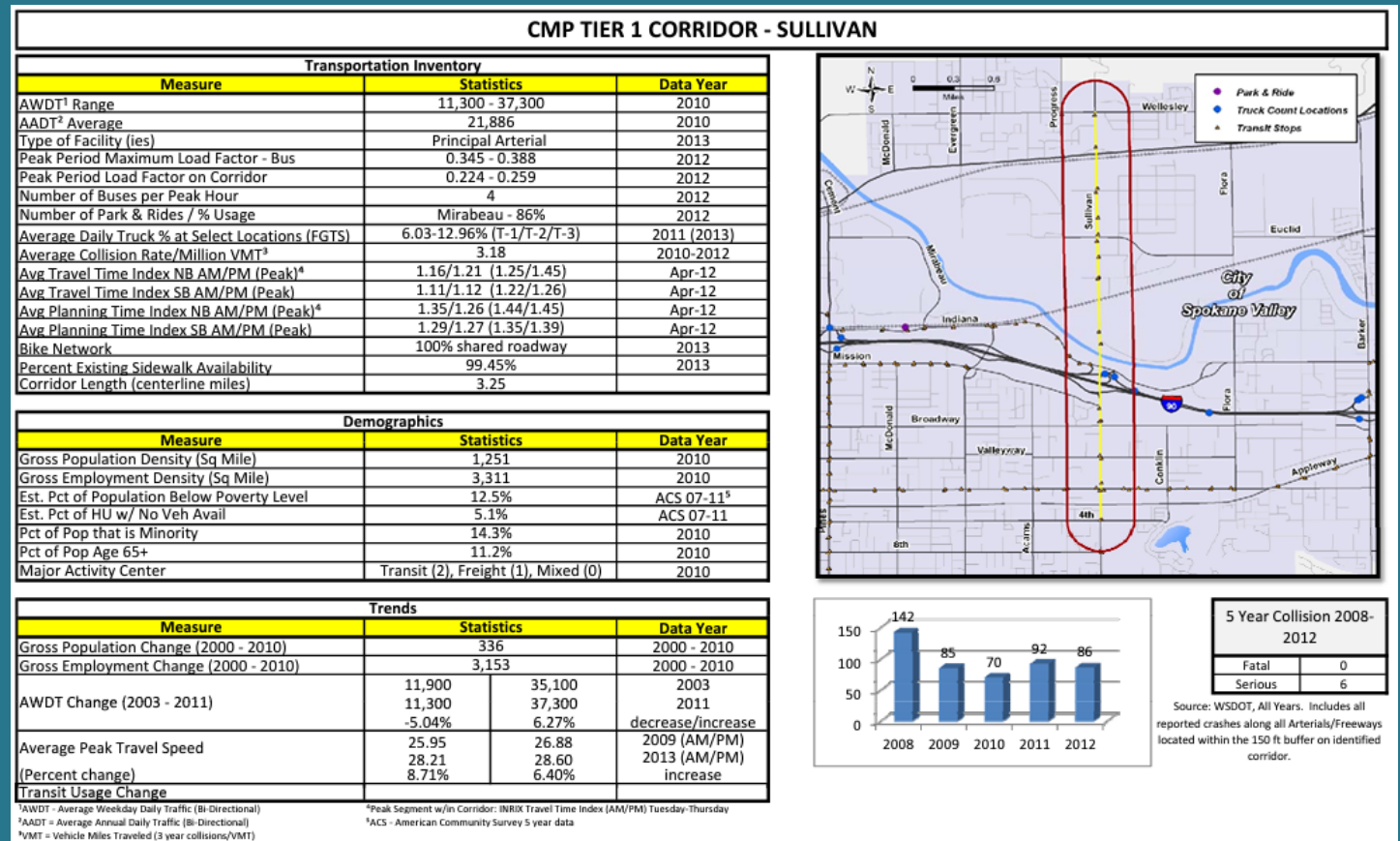
Bike/Ped Facilities

Crash History






Population & Employment Density

Forecasted Growth

Demographics



# Identifying & Assessing Strategies

CMP Toolkit Strategy Categories	
	Travel Demand Management (TDM)
	Operational Improvements/ Intelligent Transportation Systems (ITS)/ Transportation System Management (TSM)
	Transit Operational Improvements
	Freight/Goods Movement
	Roadway Capacity improvements



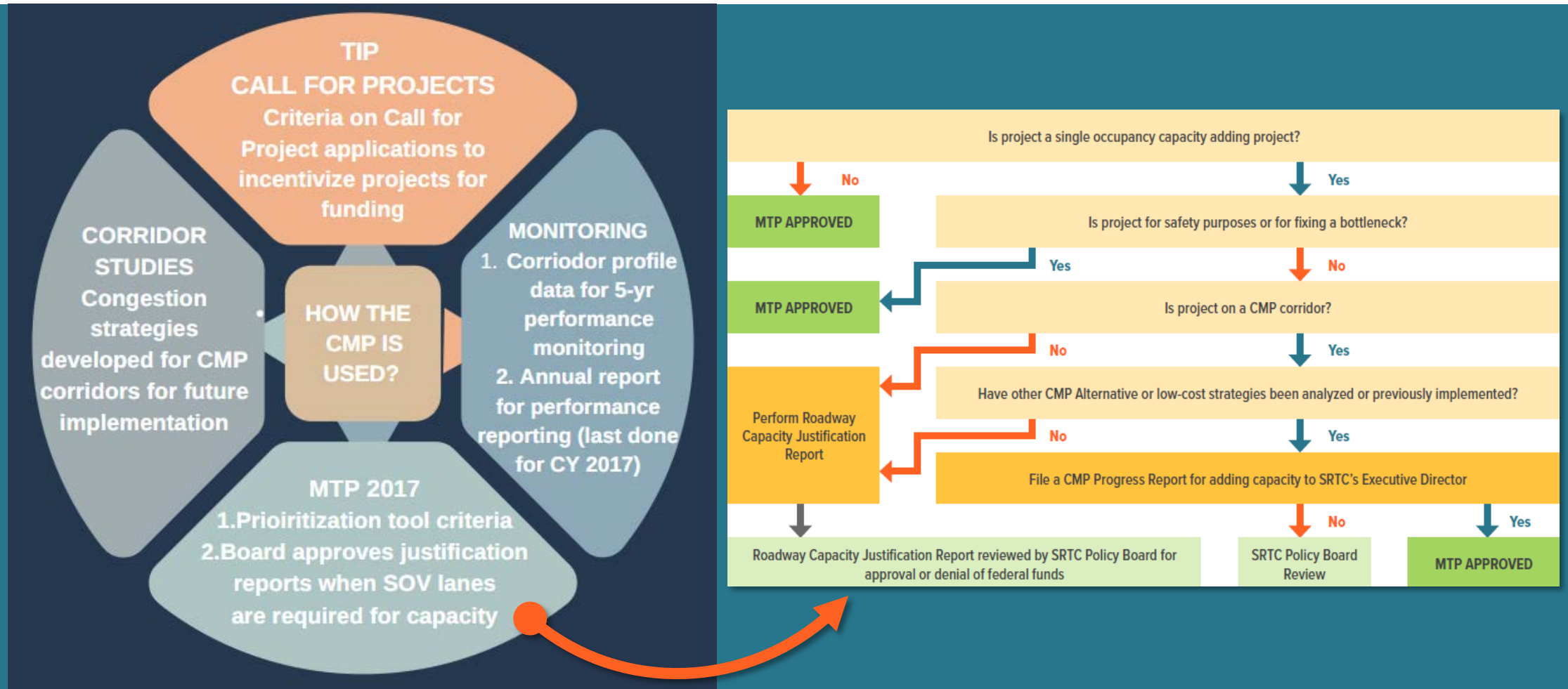
# Analyzing Congestion Problems & Needs

## Argonne / Mullan

### CMP Strategies Recommended for Corridor

Category	Strategy	Notes
Travel Demand Management (TDM)	Walking Improvements	Sidewalks, crosswalks, paths, crossing signals, ADA accessibility
TDM	Biking Improvements	Bike lanes, shared-use markings, route signage, intersection improvements, Centennial Trail undercrossing
Transit Improvements	Transit Service Expansion	New bus routes, extension of existing service, increased frequency
Transit	General Infrastructure Improvements	Stop improvements, enhanced safety, pedestrian access, improved fare collection
Transit	Park and Ride Facilities – New or Improved	Future Argonne/I-90 Park & Ride
Operational Improvements, ITS, TSM	Signal Improvements	Expanded timing/coordination, modernization, adapt to traffic volumes, cross traffic treatment (at Montgomery, Upriver, and through Millwood)

# Program & Implement Strategies



# 2023 CMP Update Schedule/Work Plan

	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	06 13 20 27	06 13 20 27	03 10 17 24	01 08 15 22 29	05 12 19 26	03 10 07 24 31	07 14 21 28	04 11 18 25	02 09 16 23 30	06 13 20 27	04 11
<b>Project Tasks</b>											
<b>Project Development</b> Convene working group, review data source + needs	●										
<b>1. Develop Regional Objectives</b> Review and update existing regional objectives		●	● ●	● ●	●						
<b>2. Define CMP Network</b> Review current CMP network, identify key corridors + destinations, develop 2023 CMP corridors map											
<b>3. Develop Performance Measures</b> Review + update CMP performance criteria, update corridor data + profiles, etc.					●						
<b>4. Collect Data/Monitor System Performance</b> Review + update existing performance monitoring + data collection practices											
<b>5. Identify &amp; Assess Strategies</b> Review + update CMP Toolkit of Strategies								●	● ●	● ●	●
<b>6. Analyze Congestion Problems + Needs</b> Evaluate existing + anticipated problems + needs on CMP network											
<b>7. Program + Implement Strategies</b> Review + update existing CMP integration methods											
<b>8. Evaluate Strategy Effectiveness</b> Review + establish practices for evaluating effectiveness of CMP strategies											

# CMP Working Group

**We anticipate 5 to 6 CMP working group meeting to inform the process**

- 2 in spring — CMP regional objectives, network, performance metrics
- 1-2 in summer — CMP network evaluation + analysis
- 2 in fall — CMP needs + strategies development

**CMP working group representation**

- WSDOT
- STA
- Spokane County
- City of Spokane
- City of Spokane Valley
- SRTMC
- TAC Representative

# Questions?

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SRTC Board of Directors  
Agenda Item 5 | Page 19

March 9, 2023



# **Next Agenda Item**



# Bicycle Level of Traffic Stress

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SRTC BOARD OF DIRECTORS

MARCH 9, 2023

JASON LIEN

AGENDA ITEM 6, PG. 26





# Purpose of LTS

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- ❑ Grading system to rate bicycling comfort on the bike network
- ❑ Data point for SRTC and partners to gauge function of regional priority network
- ❑ Better understand barriers on the system, particularly for broader category of potential cyclists

# User Types

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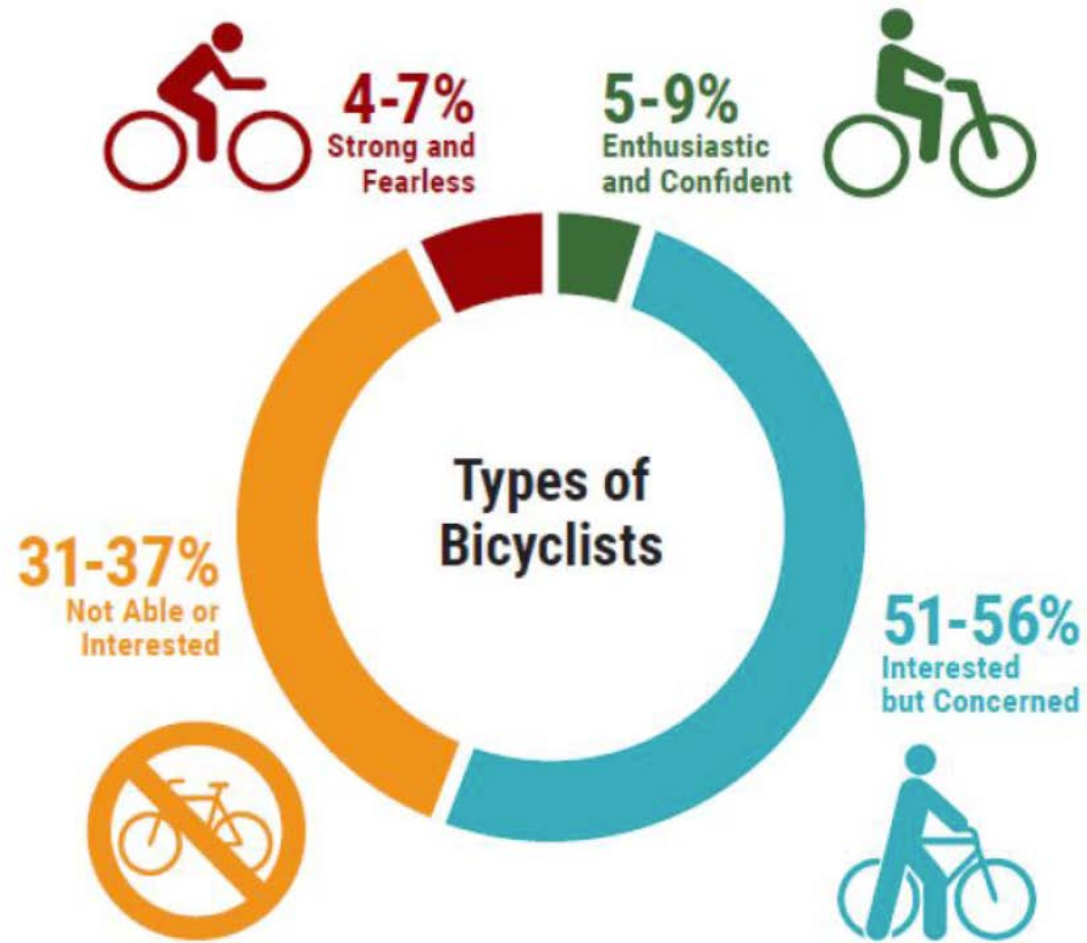
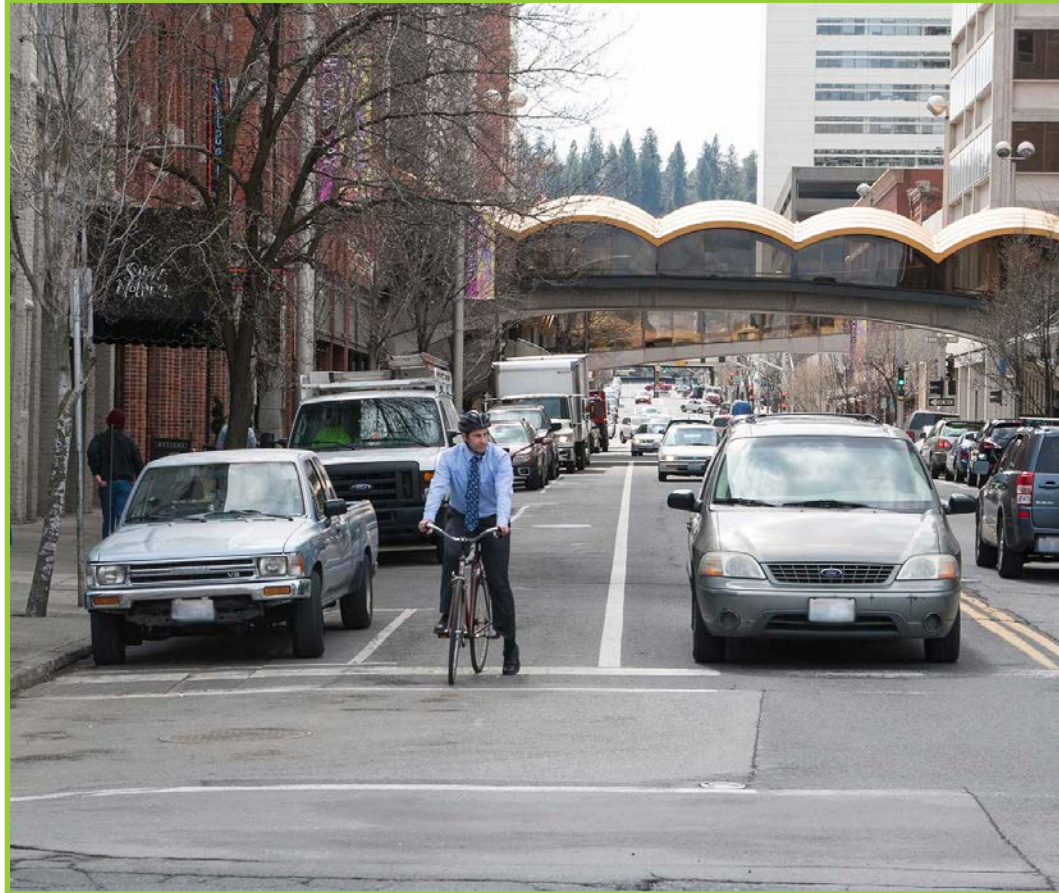


Image: Alameda County



# LTS Method

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- ❑ Compile data for street segments:
  - ❑ #Thru-lanes
  - ❑ Posted speed
  - ❑ Parking
  - ❑ Bike facility or shoulder width
  - ❑ Traffic volume
- ❑ Use data to categorize network segments into LTS 1-4





LTS 1



LTS 2



LTS 3

LTS 4



# Regional Bicycle Priority Network – Horizon 2045



# Next Steps

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- ☐ Complete data collection and verification
- ☐ Begin analysis
- ☐ TTC / TAC / Board updates
- ☐ Work complete in June



# Questions?

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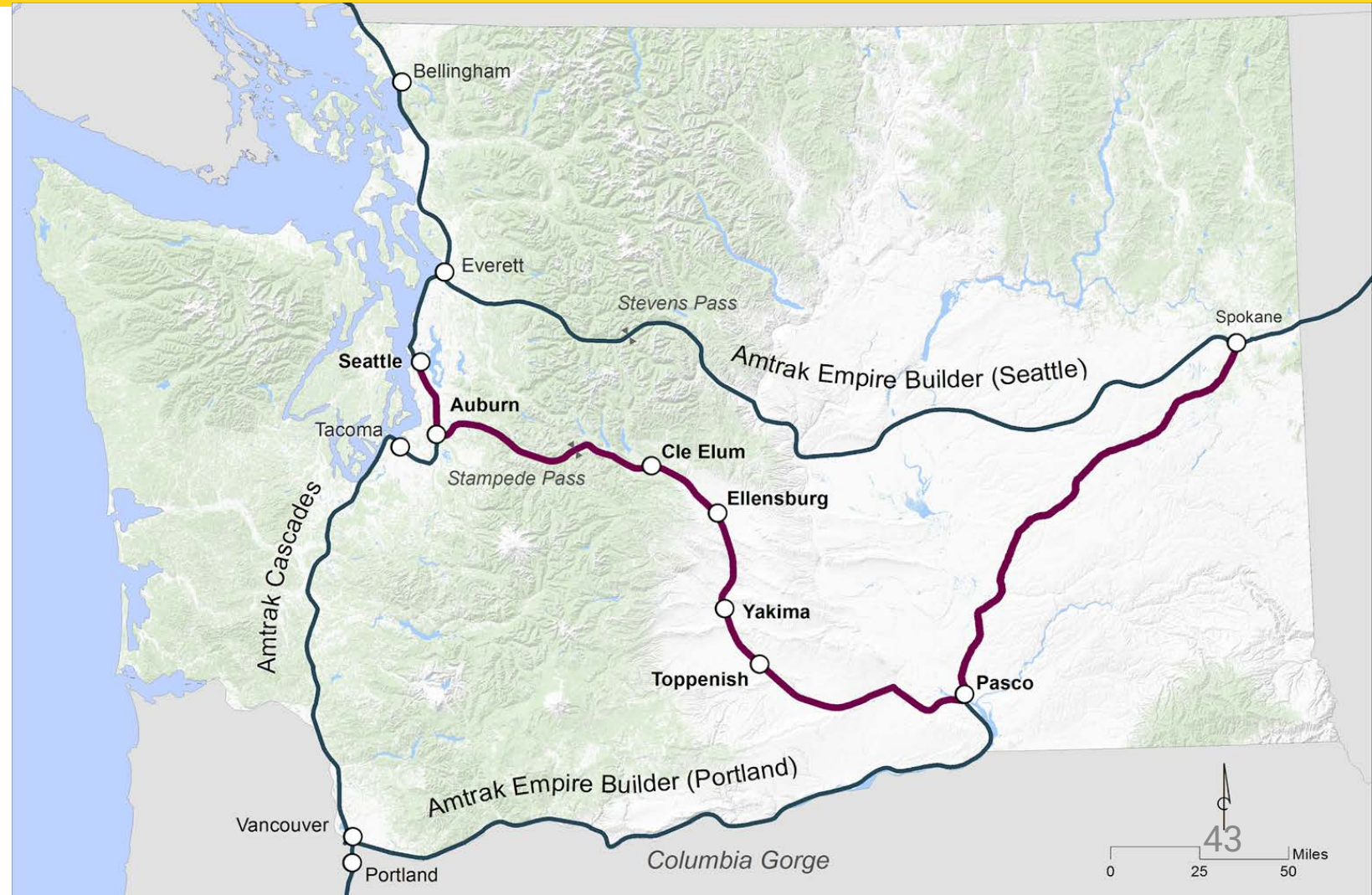


# **Next Agenda Item**

# Better Passenger Rail in Central & Eastern Washington

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

March 9, 2023







## Two types of service

- Long-distance (Federally funded)
  - more than 750 miles
  - operated by Amtrak
  - examples: *Empire Builder, Coast Starlight*
- State sponsored (State funded)
  - 750 miles or less
  - operator determined by state
  - Federal discretionary grants available
  - examples: *Amtrak Cascades, California Capitol Corridor*

# Amtrak route map November 15, 1971

- March 1970 - 4 railroads merge to form Burlington Northern (GN, NP, SP&S, CB&Q)
- April 30, 1971 - Last *North Coast Limited* train operated by Burlington Northern
- May 1, 1971 - Amtrak takes over passenger routes; starts *Empire Builder* service
- November 14, 1971 Amtrak begins *North Coast Hiawatha* (3 times weekly); *Empire Builder* (daily)
- October 6, 1979 *North Coast Hiawatha* discontinued
- October 24, 1981 Last *Empire Builder* through Yakima & Ellensburg via Stampede Pass
- October 25, 1981 *Empire Builder* rerouted over Stevens Pass



# 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

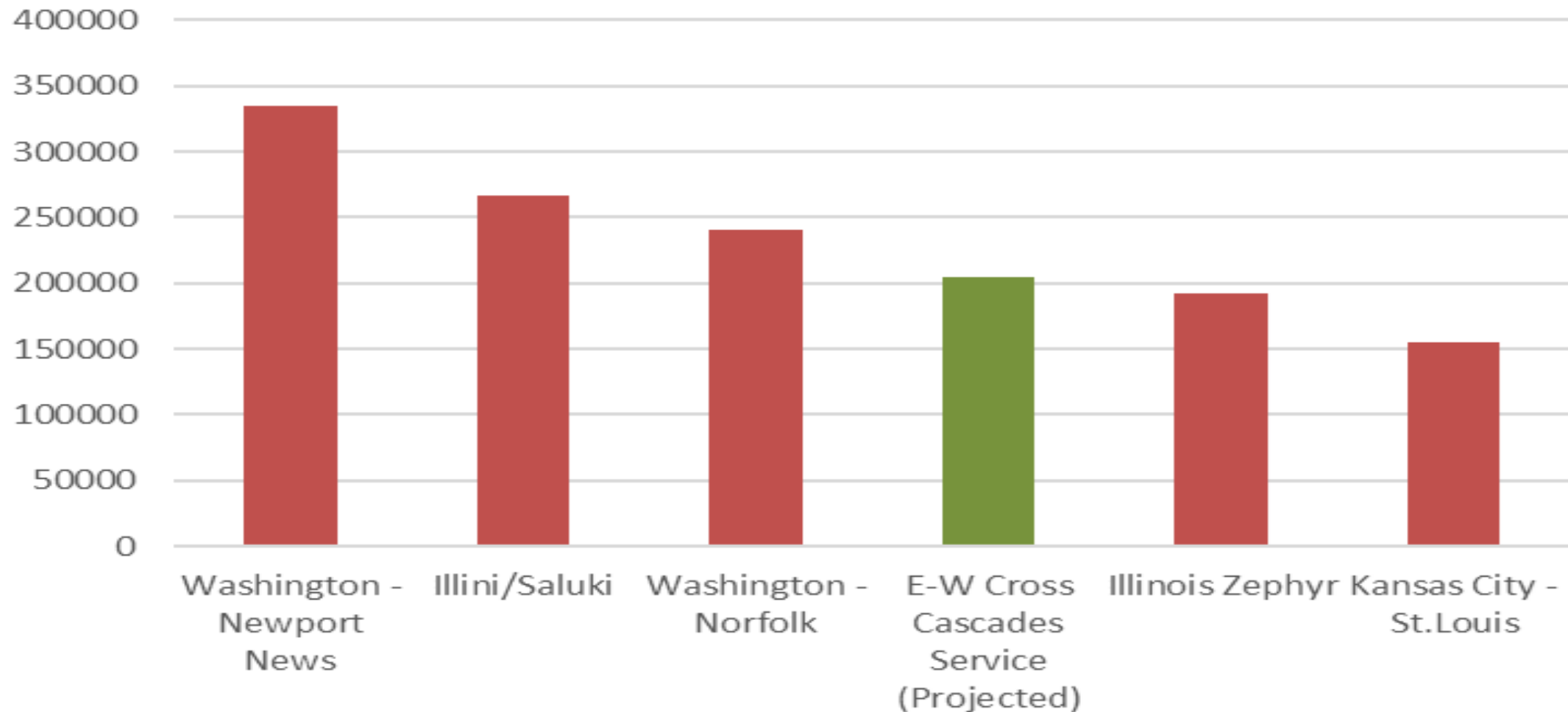
## Feasibility of an East-West Intercity Passenger Rail System for Washington State



Washington State Joint Transportation Committee  
Our ref: 23685001

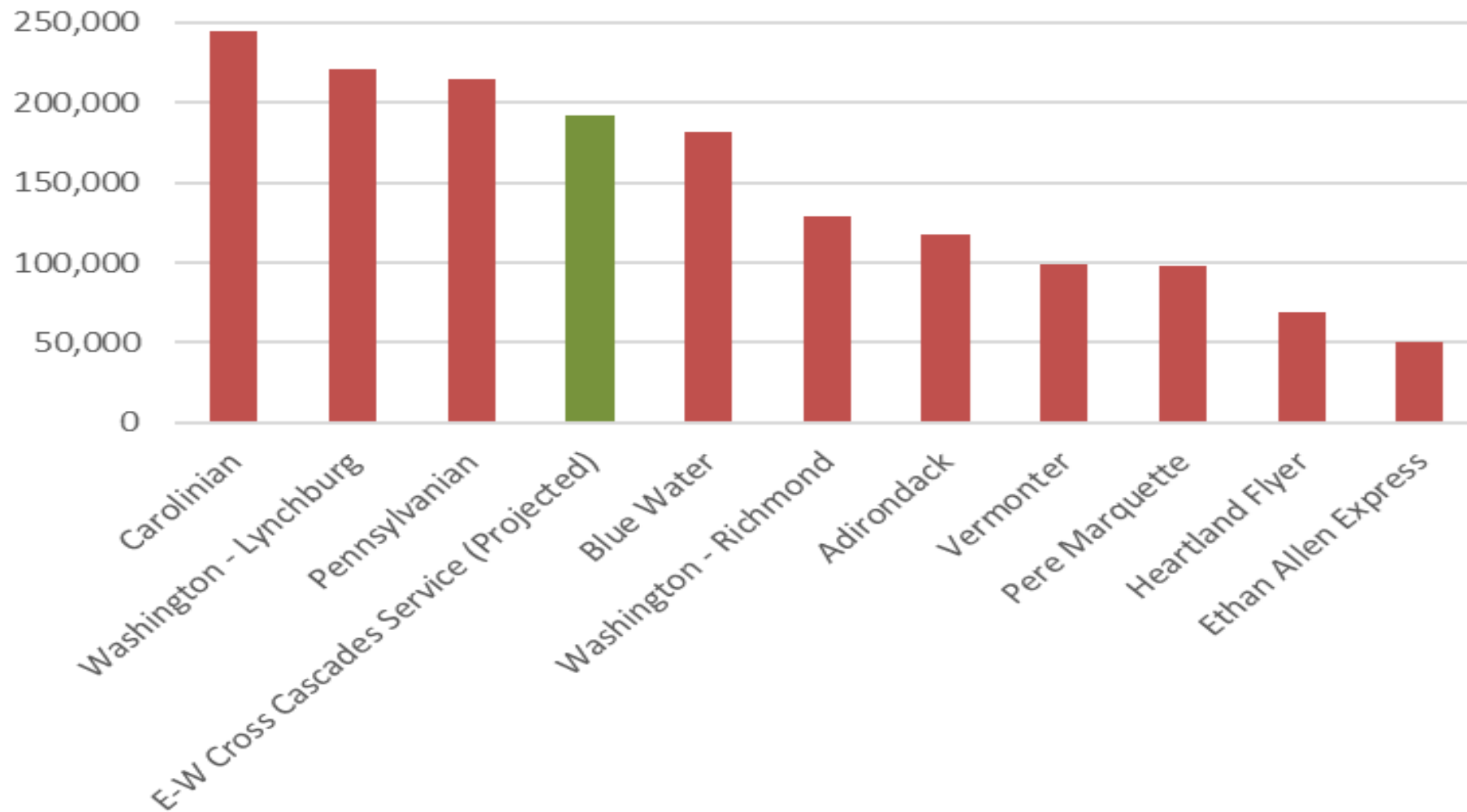


## 2019 Two Round Trip Frequency Ridership Amtrak State Supported Services





## 2019 Single Frequency Service Ridership Amtrak State Supported Services



## BL 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 750 miles or less): Spokane - Seattle



# Corridor Identification & Development Program

- FRA May 13, 2022 Federal Register announcement: Establishment of [Corridor Identification & Development Program](#)
- Encourages “expressions of interest” by “eligible entities.”
- FRA notice soliciting proposals to participate in the Corridor ID program through March 27, 2023



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

## 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)

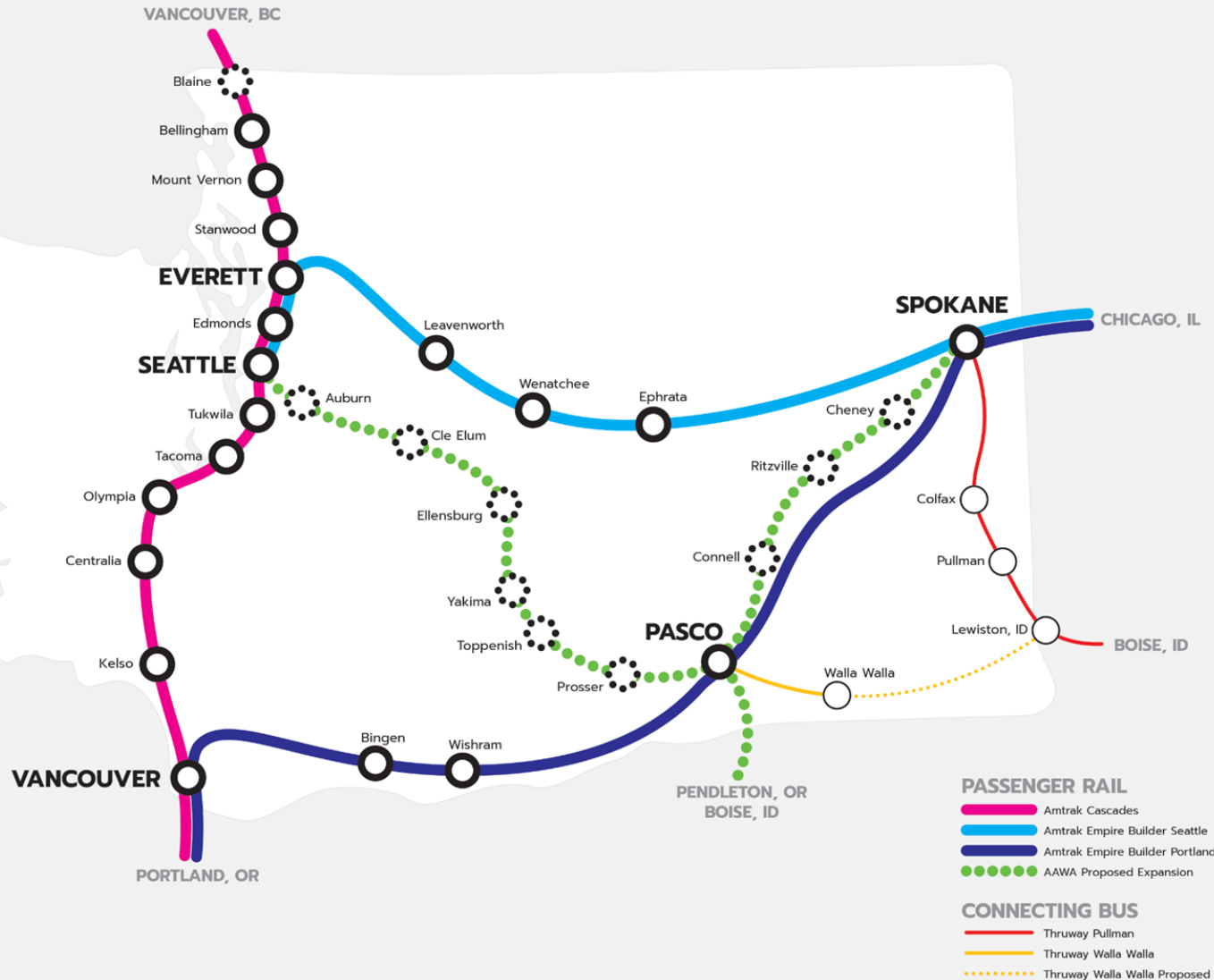
## 14 Corridor Selection Criteria

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)

## WASHINGTON VISION MAP

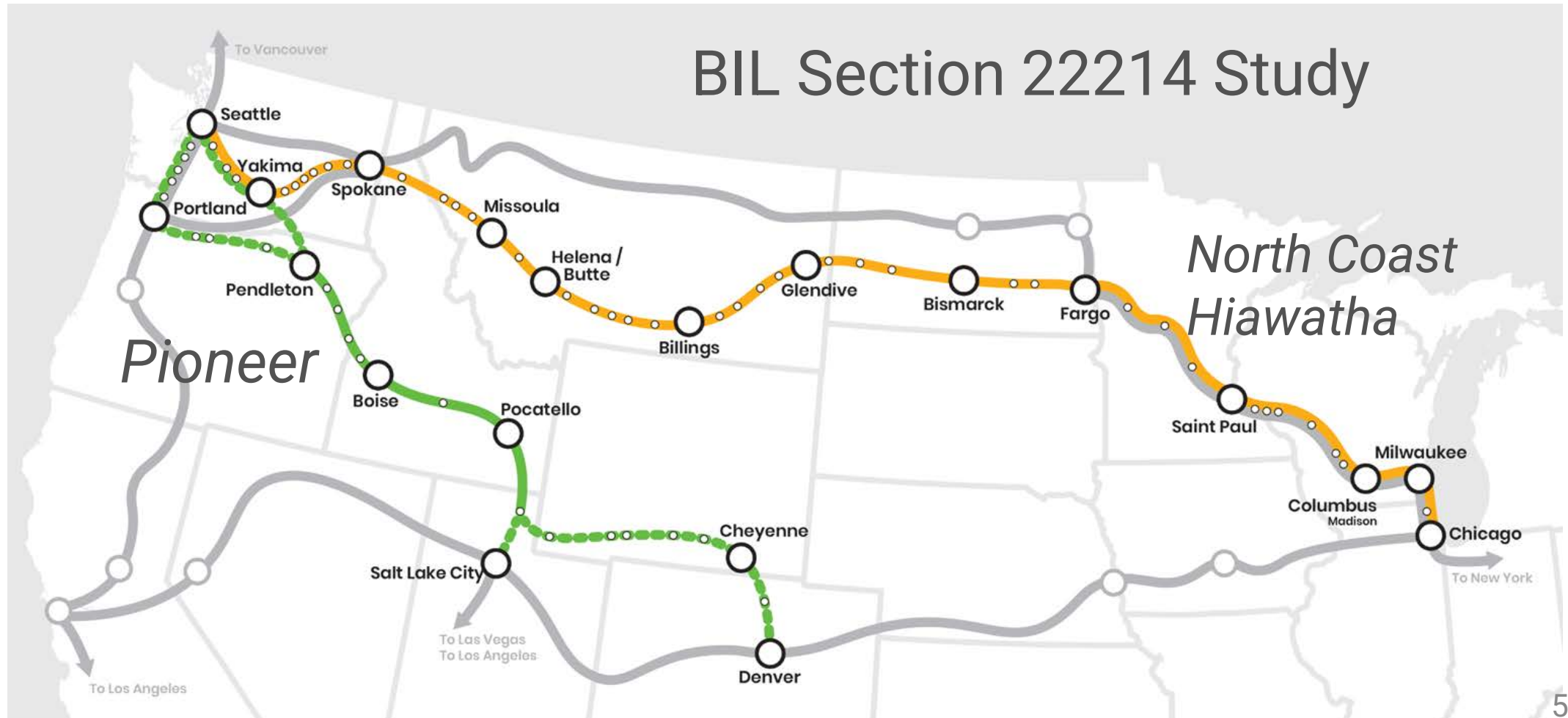


## AAWA's Vision

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



# Long Distance Service Restoration



# 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.”
- Conduct a Benefit/Cost Analysis.
- Conduct an Economic Impact Analysis.
- Convince our legislators to support funding for the service.

# Questions ?

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Amtrak's *Empire Builder* at Yakima, August 1971.

Photo: Drew Jacksich