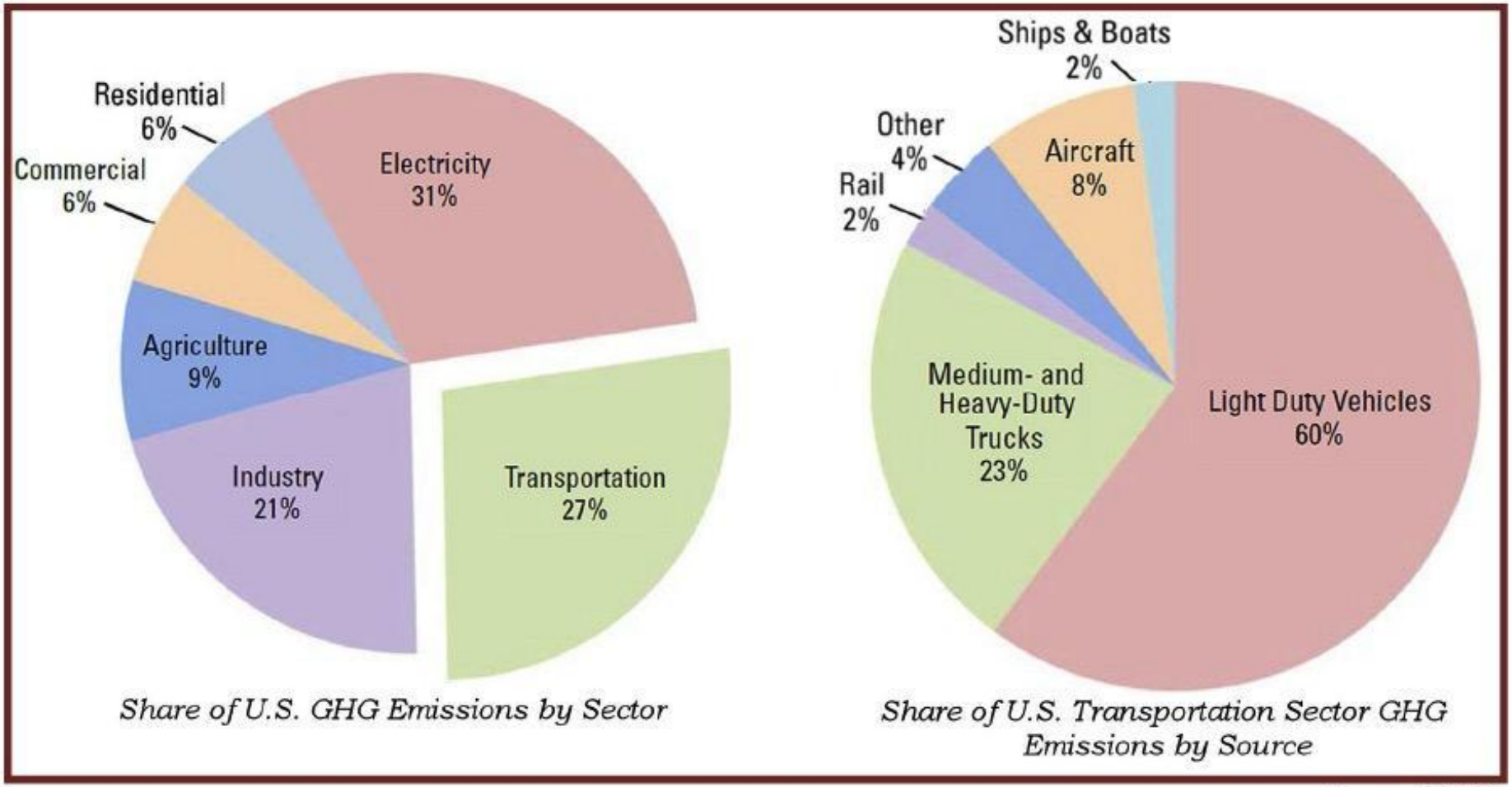
Amtrak Cascades Intercity Passenger Rail Service

Operated by Amtrak; Managed by Rail, Freight, and Ports Division of WSDOT within WA; Managed by ODOT within Oregon

Where US greenhouse gases come from.



Source: US EPA

Advantages of Trains

- Trains use 1/3 the energy required by cars and trucks
- Steel on steel (trains) more efficient than rubber on concrete (trucks)
- Freight moved from roads to rail:
  - Reduces wear and tear on roads and bridges
  - Reduces motorist-truck accidents
  - Improves air quality and public health
  - Reduces CO2/GHG emissions

URBAN MOBILITY REPORT 2019

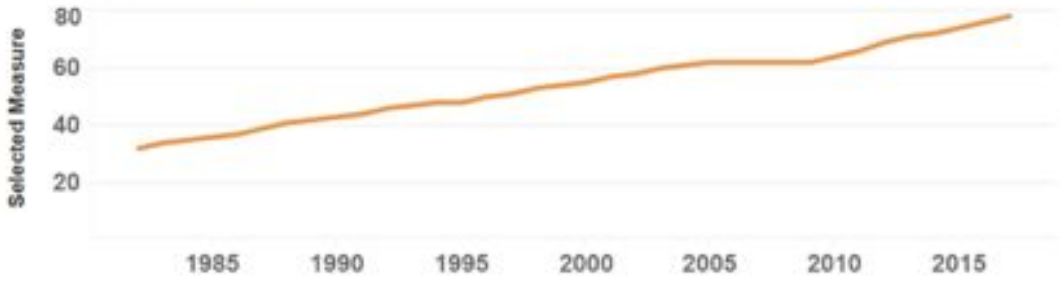
Texas A&M Transportation Institute

Seattle, WA

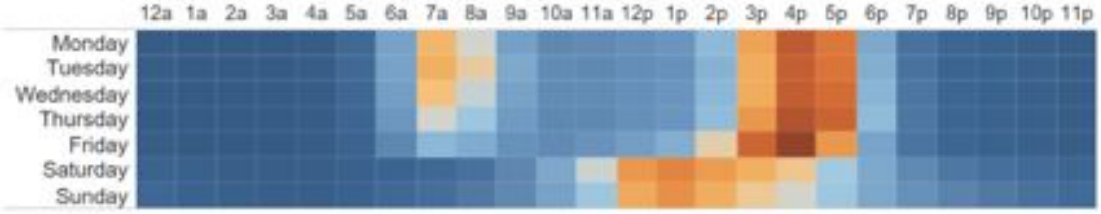
Year: 2017

Measure: Delay per Commuter

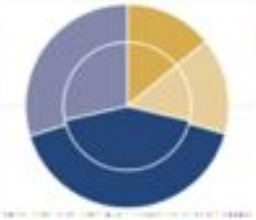
Delay per Commuter



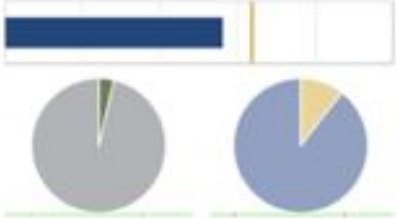
When Does Congestion Happen?



Delay Split



Cost Comparisons



2017 Congestion

Annual Total Delay:	167,384,000 Hours
Delay National Rank:	12
Annual Delay per Auto Commuter:	78 Hours
Delay per Auto Commuter National Rank:	7
Congested Weekday Hours:	5.0

Planning Time Index (PTI):	2.28
PTI National Rank:	7
Travel Time Index (TTI):	1.37
TTI National Rank:	5

Truck-Based

Annual Truck Delay:	7,030,000 Truck Hours
Annual Truck Delay National Rank:	12
Annual Congestion Cost (Trucks):	$359M
Congestion Cost (Truck) National Rank:	12

Economic

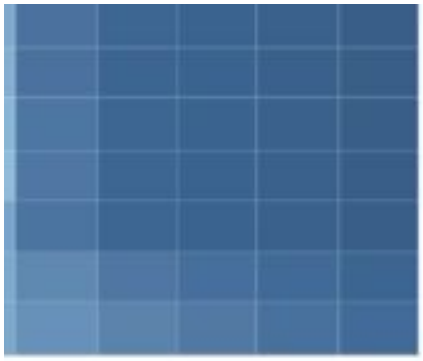
Annual Congestion Cost:	$3,405,000,000
Annual Congestion Cost National Rank:	12
Congestion Cost per Commuter:	$1,541
Congestion Cost per Commuter National Rank:	9

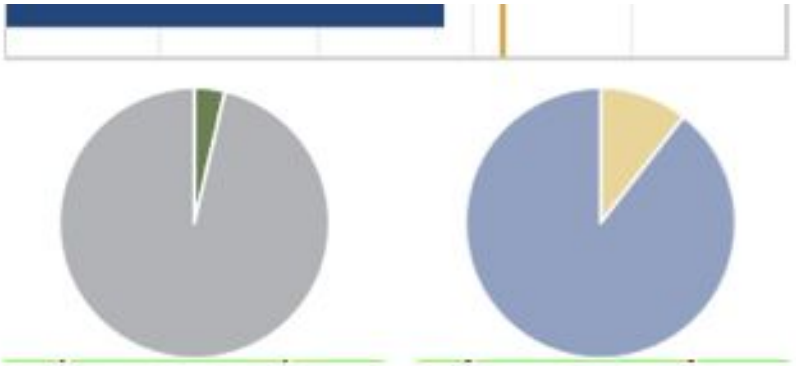
Cost Components

Value of Time:	$18.12/Hour
Commercial Value of Time:	$52.14/Hour
Avg State Gasoline Cost:	$2.83/Gallon
Avg State Diesel Cost:	$2.84/Gallon

Environmental

Annual Excess Fuel Consumed:	62,742,000 Gallons
Wasted Fuel National Rank:	14
Annual Wasted Fuel per Auto Commuter:	31.0 Gallons
Wasted Fuel per Commuter National Rank:	7





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nts

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Amtrak Cascades Long Range Plan

In Washington, advocates like the Climate Rail Alliance urge elected officials to utilize the rail plan they already have for the Pacific NW corridor.

Now is the perfect time to update the detailed infrastructure projects included in the Amtrak Cascades Long Range Plan.

Updating this plan to make its projects shovel ready provides a path toward immediate action for economic recovery and reducing carbon emissions, congestion, and achieving other public goods.

Washington State

Amtrak *Cascades* Operating and Infrastructure Plan Technical Report

VOLUME 1

Washington State Department of Transportation

February 2006

90% of the projects in the Amtrak Cascades LRP remain undone.

Exhibit 5-2
Whatcom and Skagit Counties Project Improvements

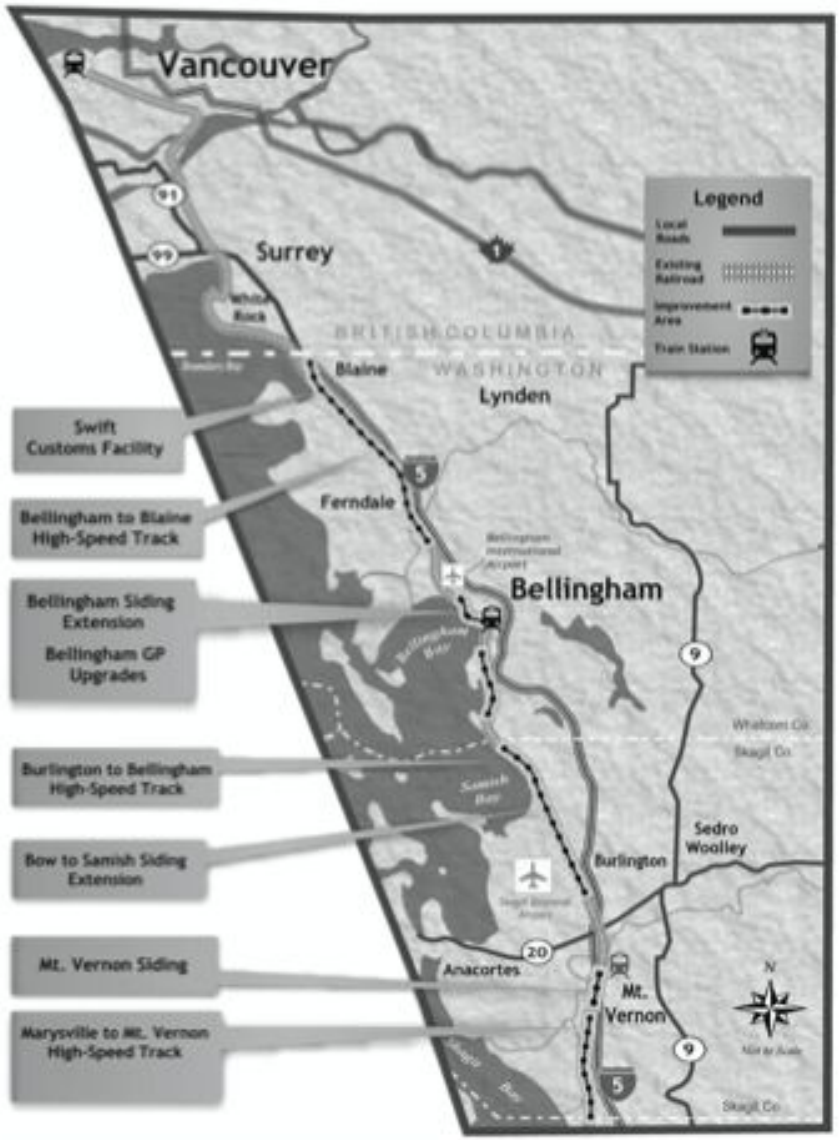


Exhibit 5-3
Snohomish County Project Improvements

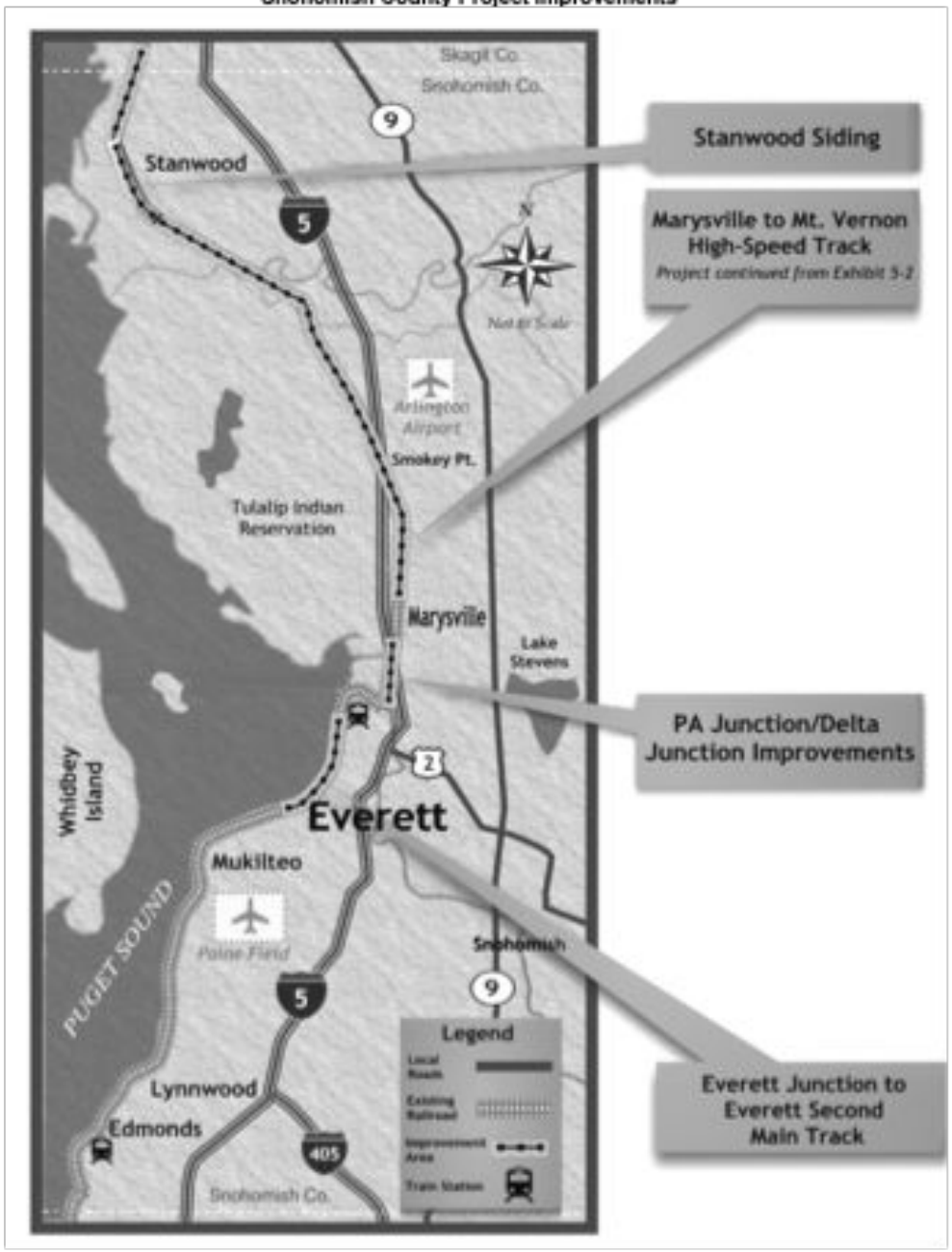


Exhibit 5-4
King County Project Improvements

Exhibit 5-5
Pierce and Thurston Counties Project Improvements

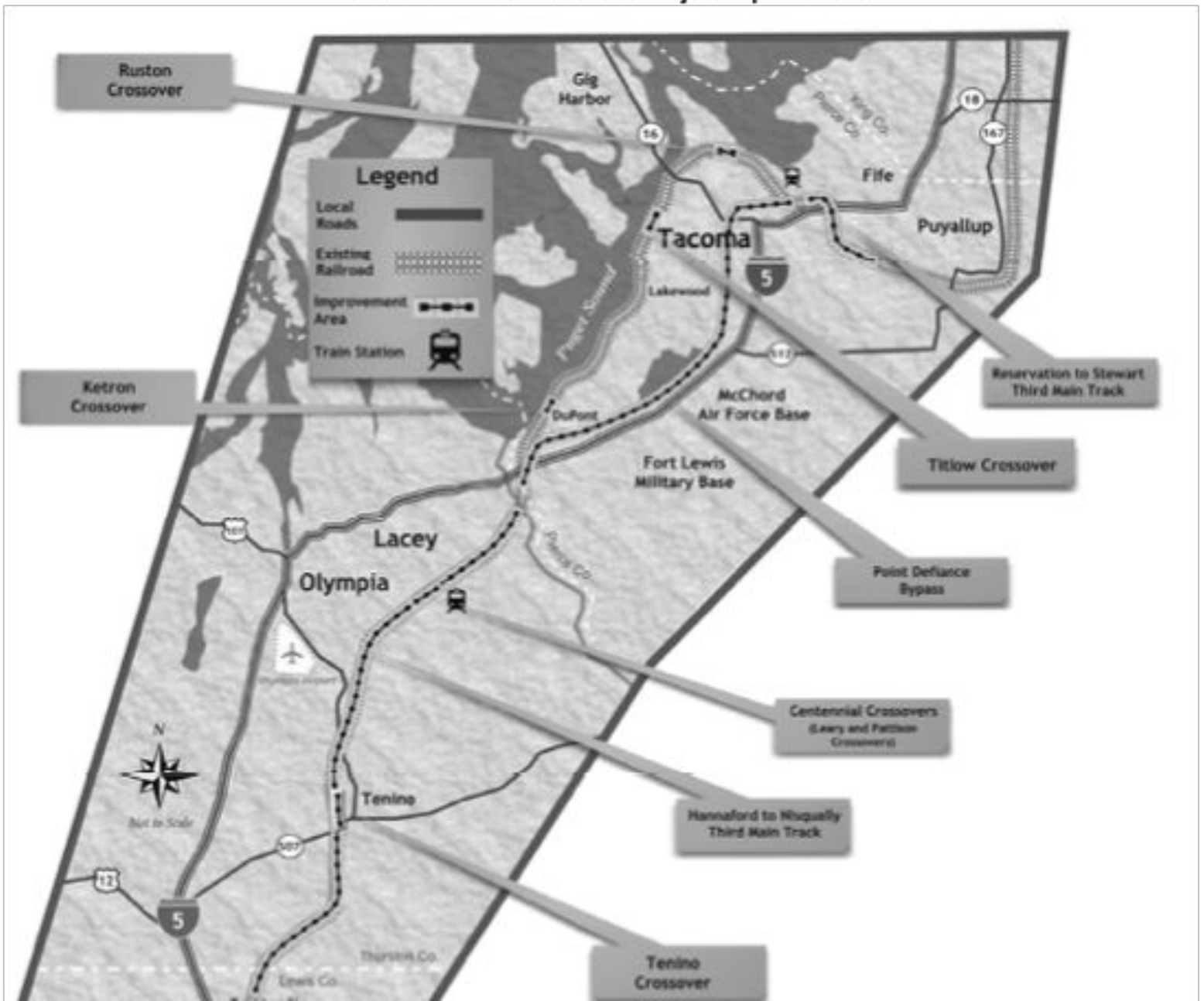
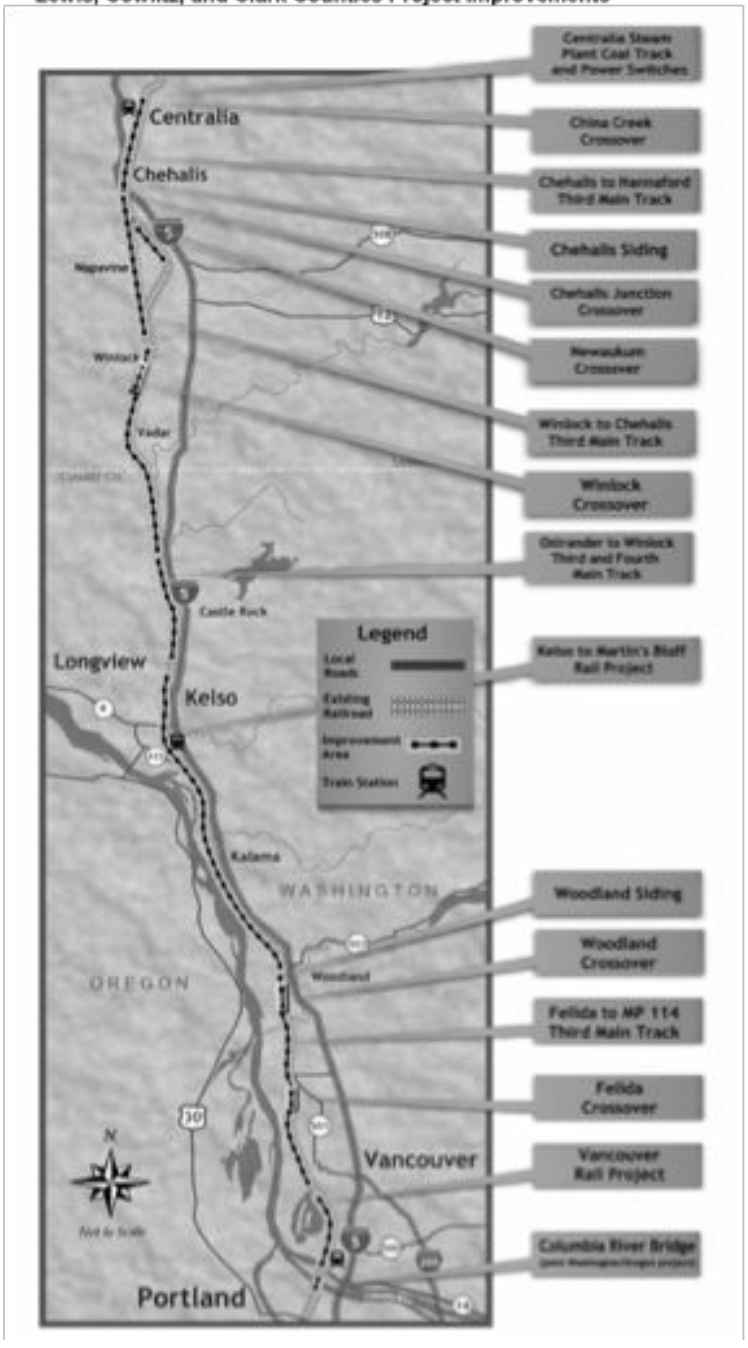


Exhibit 5-6
Lewis, Cowlitz, and Clark Counties Project Improvements



How passenger rail is integral to our environmental goals and can help fight climate change

February 16, 2021

Sierra Club WA Chapter
Evergreen e-newsletter
by Patrick Carnahan, AAWA
and Tim Gould, Sierra Club

All Aboard WA website

Below are some documents that provide information about Amtrak *Cascades*, the East-West passenger rail project, and the proposed Northwest High-Speed Rail system.

2001 WSDOT East-West Passenger Rail Feasibility Study (PDF)

2006 Amtrak Cascades Long-Range Plan (PDF)

2014 Washington State Rail Plan 2013-2035 (PDF)

2016 WSDOT Station Stop Policy Guidance Document (PDF)

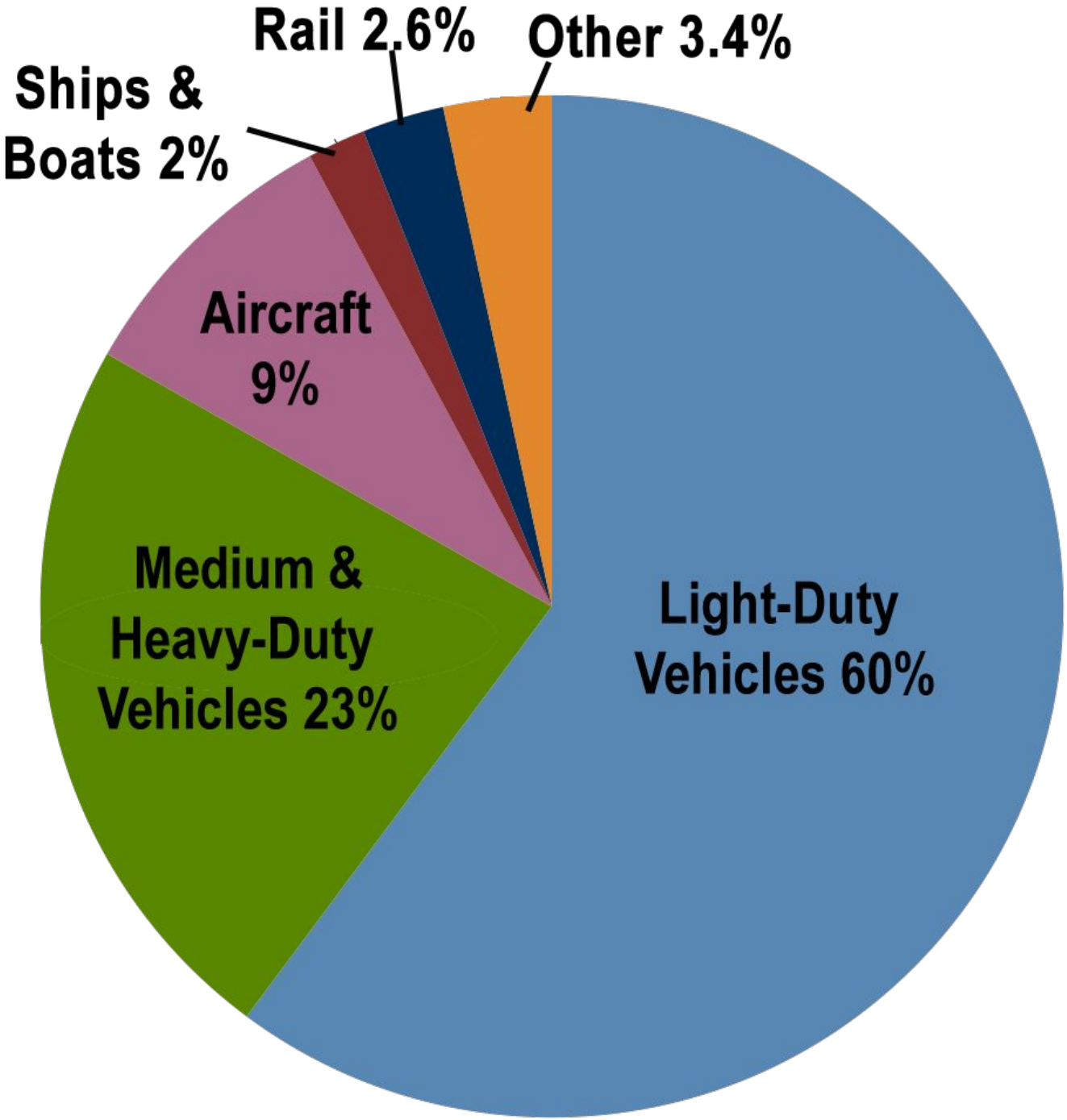
2017 Central Washington Stampede Pass Study (PDF)

2019 Ultra High-Speed Ground Transportation Business Case Executive Summary (PDF) + Final Analysis (PDF)

2019 Washington State Rail System Plan (PDF)

- Appendix A - Illustrative List of Investments (pdf 370 kb)
- Appendix B - Demand Forecasts (pdf 1.3 mb)
- Appendix C - Multimodal Connectivity Analysis (pdf 9.4 mn)
- Appendix D - Crosswalk between FRA Guidance and State Rail Plan (pdf 129 kb)

2020 Final Report: Feasibility of an East-West Intercity Passenger Rail System for Washington State (PDF)


Rail 2.6%
Other 3.4%
Ships & Boats 2%
Aircraft 9%
Medium & Heavy-Duty Vehicles 23%
Light-Duty Vehicles 60%