



Amtrak Fact Sheet, Fiscal Year 2016

State of Washington

Amtrak-Washington partnership

- *Amtrak Cascades* – four daily round trips, Seattle-Portland, two Seattle-Vancouver
- Amtrak has invested \$37 million in the first two phases of a project to modernize and expand the Seattle Maintenance Facility and is investing \$2 million for design of the next phases
- Over 157,000 Washington residents are members of the Amtrak Guest Rewards frequent user program

Amtrak Service & Ridership

Amtrak operates one State Supported route, the *Cascades*, (2 roundtrips Eugene-Portland, 4 round trips Portland-Seattle, 2 round trips Seattle-Vancouver, B.C.). Amtrak also operates two National Network trains through Washington:

- The *Coast Starlight* (daily between Los Angeles-Portland-Seattle)
- The *Empire Builder* (daily Chicago-Minneapolis-Spokane-Seattle/Portland)

During FY16 Amtrak served the following Washington locations:

<u>City</u>	<u>Boardings + Alightings</u>
Bellingham	50,896
Bingen-White Salmon	3,691
Centralia	25,871
Edmonds	31,389
Ephrata	3,509
Everett	41,544
Kelso-Longview	31,660
Leavenworth	7,957
Mount Vernon	18,319
Olympia/Lacey	63,169
Pasco	23,198
Seattle*	649,491

Spokane	51,211
Stanwood	4,975
Tacoma	118,832
Tukwila	30,148
Vancouver	96,927
Wenatchee	15,337
Wishram	1,330
Total Washington Station Usage:	1,269,454
	(up 5.0% from FY15)

**Seattle is the 15th busiest station in the national Amtrak System.*

Procurement/Contracts

Amtrak spent \$20,342,891 on goods and services in Washington in FY16. Most of this was in:

<u>City</u>	<u>Amount</u>
Federal Way	\$ 2,935,984
Ferndale	\$ 4,332,312
Redmond	\$ 1,269,745
Seattle	\$ 4,086,292
Spokane	\$ 2,460,488
Tacoma	\$ 2,576,261

Employment

At the end of FY16, Amtrak employed 511 Washington residents. Total wages of Amtrak employees living in Washington were \$37,116,528 during FY16.

PRIIA Section 209 and State-Assisted Services

The Passenger Rail Investment and Improvement Act of 2008 (P.L. 110-432) required, by October 2013, an equitable arrangement of cost sharing between Amtrak and state or public agency partners that provide funding for short-distance, intercity train services. Agreements were reached with all parties, including Washington, by the deadline, and the services continued to run without interruption.

The State of Washington provides funding for the four daily round trips of the *Amtrak Cascades* between Seattle and Portland, with additional support from Amtrak. This is to be increased to six trips late in 2017. The state also contributes funds for the operation of two daily round trips between Seattle and Vancouver, B.C. The State and Amtrak co-manage the service to ensure joint capital and operations planning, marketing and service development.

The second train to Vancouver began running on August 19, 2009, for a period running through March 31, 2010, after the end of the 2010 Olympic and Paralympic Games. The Canadian Border Services Agency (CBSA) approved provision of border clearance services to the second train as a pilot program to assess the viability of the service and to determine if an additional fee is required to cover the costs of customs

services. The CBSA approved an extension of the pilot program that allowed the second train to run through September 30, 2010. However, on September 17, the CBSA informed Washington DOT that it would begin collecting the additional customs services fee on November 1, which comes to about \$550,000 a year. After much public appeal, the Canadian government agreed to extend the arrangement.

With over 792,000 riders in FY16, the *Amtrak Cascades* is the eighth most heavily traveled corridor in the country and often viewed as a model partnership among two states, a Canadian province, Amtrak, freight railroads, a commuter railroad, and local communities.

Capital Projects

Since 1993, the State of Washington has invested \$446 million to upgrade track and signal systems, renovate stations and purchase state-of-the-art trains. Of this money, the Washington State Department of Transportation (WSDOT) has invested \$120 million, and Sound Transit has invested \$346 million. During the same period, Amtrak has invested over \$60 million in Washington State.

WSDOT completed a \$6 million passing siding project on the BNSF Railway south of the international border at Blaine in July 2008. There also is a \$14 million project to increase storage track capacity and straighten curves at Everett. Both projects will expedite movement of *Amtrak Cascades* trains.

WSDOT invested \$10 million in overhauls to the interiors of the three *Amtrak Cascades* Talgo equipment sets that are owned by the state. The project began in 2007 and was completed in 2013. Amtrak also committed funding to upgrade the interiors of the two sets it owns.

To date, the State of Washington has received over \$800 million in Recovery Act passenger rail funding. These funds are being used for improvements all along the north-south line between the borders with Canada and Oregon. Major construction projects are in the planning state and will include building bypass tracks, to allow for increased train frequency. The state also is using federal funds for multiple upgrades to existing track and several safety-related projects, including grade separations and the latest technology in advanced-warning signal systems. In 2011, the State of Washington committed to multiple projects that will enhance rail safety, improve congestion, and upgrade several stations.

Amtrak has invested \$5 million in the Seattle Maintenance facility to make improvements and additions to the track in the maintenance yard that supports Amtrak's contract work with Sound Transit, the State Supported *Amtrak Cascades* service, and the National Network trains. This work is currently in progress and was completed in mid-2016. This project supports, and is consistent with, Amtrak's capital improvement plan and business in the Pacific Northwest.

Contract Commuter Services

Amtrak maintains Sounder commuter rail equipment under contract with Sound Transit. This service operates between Everett and Seattle and between Seattle and Tacoma.

Major Facilities

Washington is home to Amtrak's Seattle Maintenance Facility. This complex maintains and services approximately 7 Talgo train sets, 15 locomotives and 23 passenger cars some of which are Sound Transit fleet and some *Amtrak Cascades*. The facility also performs turnaround servicing for two daily National Network trains.

Amtrak awarded a \$37-million contract to PCL Construction Services of Bellevue to complete the first two phases of a four-phased program to modernize and expand the Seattle Maintenance Facility. Work began on the first two, concurrent phases on April 1, 2010. Phase I provided a new, fully enclosed maintenance facility for Talgo trains and was completed early in 2012. Phase II, completed in December 2011, provided a new, three-story maintenance warehouse and administrative building, replacing functions formerly performed in trailers. The later Phases III and IV are for a service and inspection building for Amtrak National Network and Sounder commuter trains, and a new locomotive servicing and repair building. Amtrak provided \$2 million for the design of Phases III and IV—design plans were completed in late 2015. Amtrak has designated a majority of the funds needed for construction of the Locomotive shop. Construction is slated for 2017 but additional Amtrak capital funds must be approved for the work to continue into the next fiscal year. Amtrak investment in the Seattle facility will allow for more efficient servicing of equipment at current and future levels of service for both State-supported and National Network trains, as well as Sound Transit commuter service. The timeframe for completing the final two phases is contingent upon adequate capital funding from Congress to Amtrak.

Service Expansion

The Pacific Northwest Rail Corridor extends 466 miles from Eugene, Oregon, to Vancouver, B.C. The Washington State Department of Transportation's 20-year plan for the *Amtrak Cascades* calls for hourly daylight service (13 roundtrips) between Portland and Seattle, four roundtrips between Seattle and Vancouver, and three corridor through-trips between Portland and Vancouver.

Station Improvements

- **Seattle:** Amtrak, WSDOT, Seattle DOT, Sound Transit, and BNSF Railway all are partnering on a project to renovate Seattle King Street Station, built in 1906, and improve its track areas. The city bought the station from BNSF in March 2008 and planned a \$30.5 million interior and exterior restoration. This first phase of restoration was completed in 2011. WSDOT announced on November 21, 2011, it had secured an additional \$16.7 million in HSIPR funding to complete seismic upgrades and interior restoration. This award, combined with \$6 million from the City of Seattle, the State of Washington, and the Federal Transit Administration (total of \$22.7 million), will be phase 2 of the project, and the work was done in 2012. The waiting room reopened on April 24, 2013. Additionally, the \$15 million track project around King Street Station, which began in October 2006, has been expanded in scope with recent federal funding to the State. This expanded project will provide more capacity for train traffic of all types around King Street Station.
- **Tacoma:** In late 2017, Amtrak service will be relocated to a new location at Freight House Square. This \$149.9-million project includes significant track work, new platforms, and a new station. It is part of the State's ARRA award to improve the *Amtrak Cascades* route. The new

location in Tacoma will be the start of a redirected route that is further inland and bypasses Point Defiance, reducing the travel time between Seattle and Portland. This new station will be served by *Amtrak Cascades*, the *Coast Starlight*, and Sound Transit Sounder commuter trains—making Freight House Square another key rail facility that also connects to local and regional bus service

- **Tukwila:** A new, \$46-million Sounder commuter rail station opened on February 18, 2015. Amtrak also use the new facility. It replaces a temporary structure dating from 2000.

AMTRAK ROUTES IN WASHINGTON

