



Amtrak Fact Sheet Fiscal Year 2018 *State of Washington*

Amtrak Service & Ridership

Amtrak operates two National Network routes through Washington:

- The **Coast Starlight** (daily Seattle-Centralia-Portland-Sacramento-Emeryville/Bay Area-San Jose-Los Angeles)
- The **Empire Builder** (daily Chicago-Minneapolis-Minot-Shelby-Sandpoint-Spokane-Seattle/Portland)

Amtrak also operates on State Supported route through Washington:

- The **Cascades** (several frequencies Vancouver-Seattle-Portland-Eugene).

During FY18 Amtrak served the following Washington locations:

City	Boardings & Alightings
Bellingham	49,669
Bingen-White Salmon	3,272
Centralia	28,218
Edmonds	28,999
Ephrata	3,503
Everett	38,997
Kelso-Longview	31,228
Leavenworth	7,584
Mount Vernon	16,815
Olympia/Lacey	66,442
Pasco	23,299
Seattle	686,426
Spokane	47,562
Stanwood	5,078
Tacoma	112,421
Tukwila	33,288
Vancouver	119,818
Wenatchee	17,301
Wishram	1,339
Total Washington Station Usage:	1,321,259

Host Railroads & On Time Performance

Amtrak relies heavily on the cooperation of other railroads in order to operate routes using tracks that are not owned or controlled by Amtrak. Host railroads are statutorily required to provide Amtrak trains “preference” over freight transportation. However, on time performance on most host railroads is poor and continues to decline largely due to hosts ignoring their statutory responsibilities.

Listed below are the Amtrak services that operate in Washington with each service’s host railroads and on-time performance (OTP) in FY18:

Service	Host Railroads	FY18 OTP
<i>Coast Starlight</i>	BNSF, Union Pacific, and Southern California Regional Rail Authority	53%
<i>Empire Builder</i>	BNSF, Canadian Pacific, and Metra	46.1%
<i>Cascades</i>	BNSF and Union Pacific	64.9%

“On-time performance” represents the percentage of stations at which the train arrives within 15 minutes of the scheduled arrival time.

Amtrak Guest Rewards

At the end of FY18, there were **204,935** members of the Amtrak Guest Rewards program in Washington. This is a 12.9% increase from FY17.

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 will increase to six trips in 2019. 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.

With over 806,000 riders in FY18, 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 buy 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 invested over \$60 million in equipment and facilities.

Also, 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, and most projects now have been completed. They included building bypass tracks to allow for increased train frequency, construction of numerous grade separations, and installation of new advanced-warning signal systems to improve safety. The Washington State Federal ARRA program concluded in 2017 with the completion of 20 individual projects. As a result, 2 additional roundtrips between Seattle and Portland (for a total of 6) will begin in 2019.

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 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.

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. In 2017, Amtrak awarded a \$34-million multi-year contract to PCL Construction Service to construct the

locomotive service and repair facility in Seattle. This facility will be completed in early 2019 and will be the third significant investment by Amtrak in Seattle and address the locomotive needs of the National Network trains, state-supported corridor service, and Sound Transit.

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 phase (Service and Inspection Facility) is contingent upon the availability of adequate capital funding.

Service Expansion

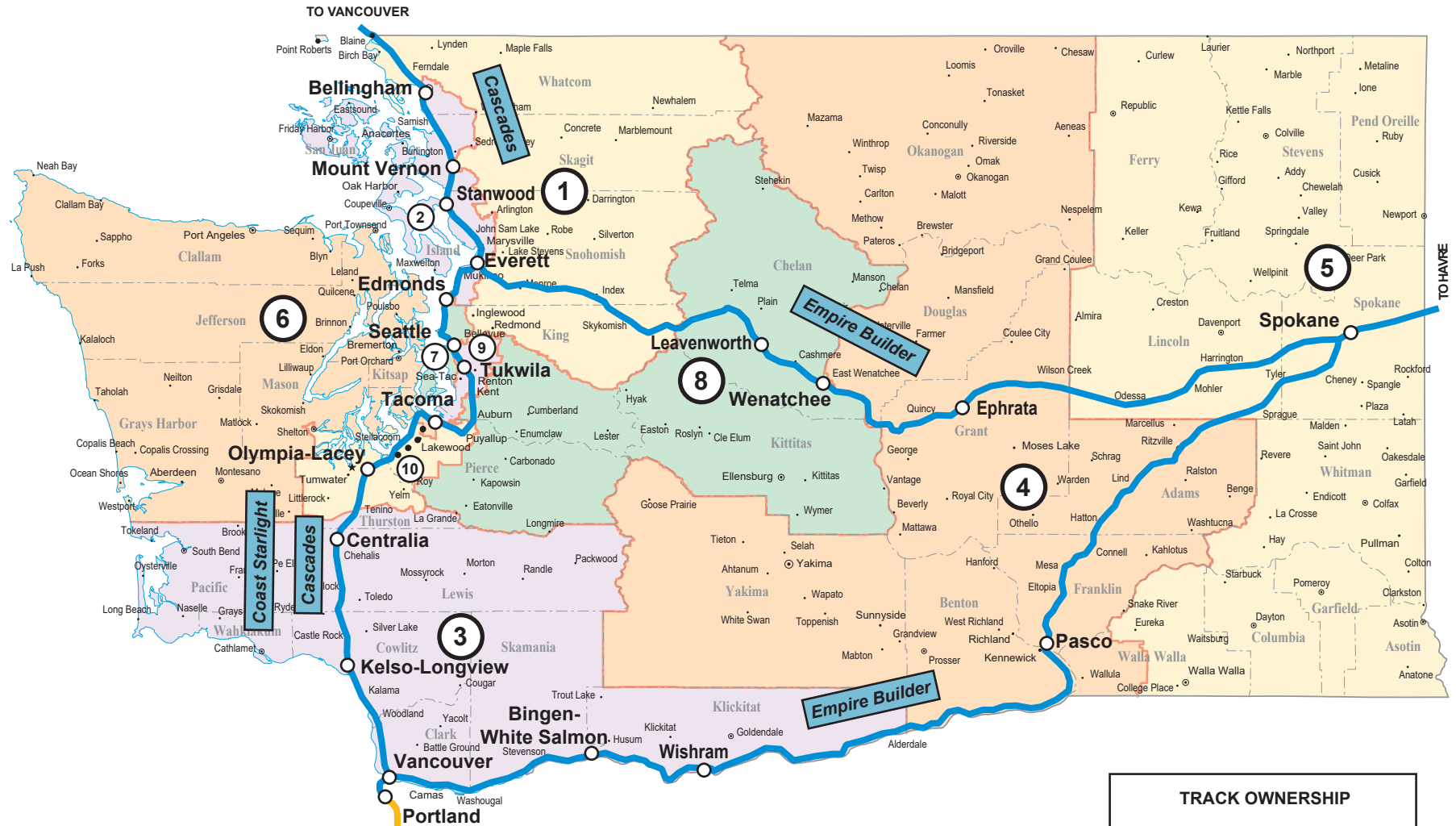
The Pacific Northwest Rail Corridor extends 466 miles from Eugene, Oregon, to Vancouver, B.C. The Washington State Department of Transportation's 20-year plan for the **Amtrak Cascades** calls for hourly daylight service (13 roundtrips) between Portland and Seattle, four roundtrips between Seattle and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

Station Improvements

Bingen-White Salmon: In 2017, Amtrak completed the construction of ADA improvements for this facility that included an accessible route to the parking, station, and platform. Modifications to the entrance ramp, station door and restrooms were made to meet ADA requirements. City identifier signs for the platform and station and parking signs were installed.

Tacoma: In 2019, 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.

AMTRAK ROUTES IN WASHINGTON



1 Congressional District