



# Amtrak Fact Sheet Fiscal Year 2019 *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 FY19 Amtrak served the following Washington locations:

<u>City</u>	<u>Boardings &amp; Alightings</u>
<a href="#">Bellingham</a>	53,659
<a href="#">Bingen-White Salmon</a>	3,060
<a href="#">Centralia</a>	26,558
<a href="#">Edmonds</a>	29,462
<a href="#">Ephrata</a>	3,977
<a href="#">Everett</a>	40,249
<a href="#">Kelso-Longview</a>	31,081
<a href="#">Leavenworth</a>	7,443
<a href="#">Mount Vernon</a>	16,367
<a href="#">Olympia/Lacey</a>	68,310
<a href="#">Pasco</a>	22,322
<a href="#">Seattle</a>	682,132
<a href="#">Spokane</a>	46,802
<a href="#">Stanwood</a>	5,856
<a href="#">Tacoma</a>	111,243
<a href="#">Tukwila</a>	35,117
<a href="#">Vancouver</a>	103,065
<a href="#">Wenatchee</a>	13,623
<a href="#">Wishram</a>	1,259
<b>Total Washington Station Usage:</b>	<b>1,301,585</b>

## 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 FY19:

<b>Service</b>	<b>Host Railroads</b>	<b>FY19 OTP</b>
<b><i>Coast Starlight</i></b>	BNSF, Union Pacific, and Southern California Regional Rail Authority	<b>49.4%</b>
<b><i>Empire Builder</i></b>	BNSF, Canadian Pacific, and Metra	<b>46.1%</b>
<b><i>Cascades</i></b>	BNSF and Union Pacific	<b>62.9%</b>

“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 FY19, there were **226,695** members of the Amtrak Guest Rewards program in Washington. This is an 11% increase from FY18.

### **Procurement**

Amtrak spent \$31,964,449 on goods and services in Washington in FY19, including at:

<b><u>City</u></b>	<b><u>Amount</u></b>
Bellevue	\$ 9,038,887
Everett	\$ 6,674,842
Redmond	\$ 1,357,823
Renton	\$ 2,012,894
Seattle	\$ 4,470,641
Tacoma	\$ 4,074,992

### **Employment**

At the end of FY19, Amtrak employed 470 Washington residents. Total wages during FY19 of Amtrak employees living in Washington were \$37,366,943.

### **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. 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 828,000 riders in FY19, the **Amtrak Cascades** is the ninth 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) is planned.

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 was completed in 2019 and is 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 allows 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**

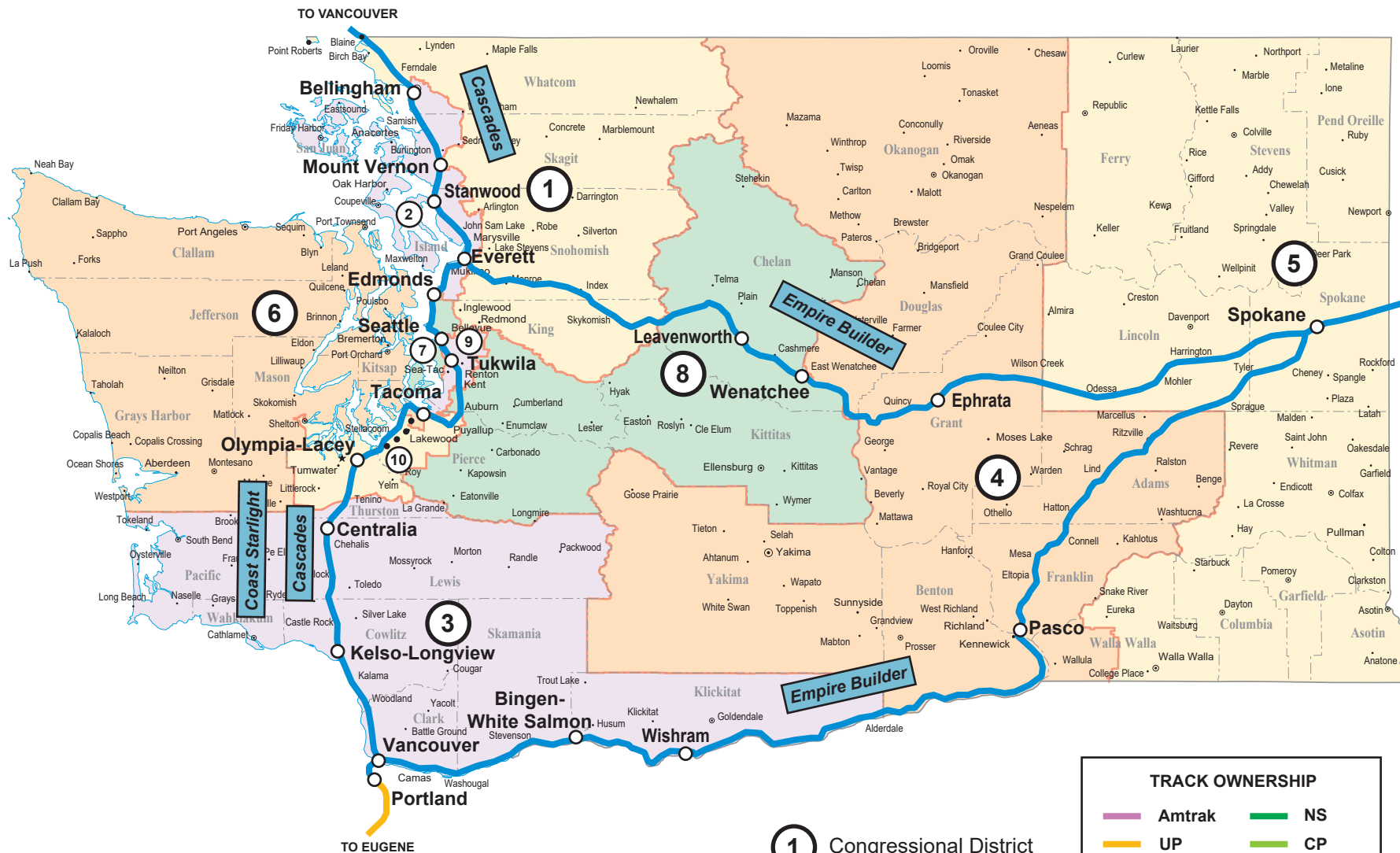
The Pacific Northwest Rail Corridor extends 466 miles from Eugene, Oregon, to Vancouver, B.C. The Washington State Department of Transportation’s 20-year plan for the **Amtrak Cascades** calls for hourly daylight service (13 roundtrips) between Portland and Seattle, four roundtrips between Seattle and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



TRACK OWNERSHIP			
<span style="color: purple;">█</span> Amtrak	<span style="color: green;">█</span> NS	<span style="color: yellow;">█</span> UP	<span style="color: lightgreen;">█</span> CP
<span style="color: blue;">█</span> BNSF	<span style="color: purple;">█</span> CN	<span style="color: red;">█</span> CSX	<span style="color: black;">█</span> Other

① Congressional District