



Amtrak Fact Sheet Fiscal Year 2022 State of Washington

Amtrak Service & Ridership

At the end of FY 2022, Amtrak operated six trains per day in Washington, as part of the following routes:

- **Long Distance**
 - Coast Starlight** (daily Los Angeles-Oakland-San Francisco Bay Area-Sacramento-Eugene-Portland-Seattle)
 - Empire Builder** (daily Chicago-St. Paul-Seattle/Portland)
- **State Supported**
 - Cascades** (three roundtrips daily Eugene-Portland-Seattle-Vancouver, B.C.)

Stations Served

During FY 2022, Amtrak trains served the following locations in Washington.

City (Code)	Ridership
Bingen-White Salmon (BNG)	2,191
Centralia (CTL)	16,339
Edmonds (EDM)	4,223
Ephrata (EPH)	2,441
Everett (EVR)	11,914
Kelso-Longview (KEL)	19,711
Leavenworth (LWA)	6,624
Olympia-Lacey (OLW)	40,882
Pasco (PSC)	15,038
Seattle (King St.) (SEA)	384,726
Spokane (SPK)	34,053
Tacoma (TAC)	66,689
Tukwila (TUK)	23,337
Vancouver (VAN)	73,546
Wenatchee (WEN)	9,002
Wishram (WIH)	872
Total Washington Station Usage:	711,588

Amtrak maintains the Great American Stations website (<https://www.greatamericanstations.com/>), which includes detailed profiles of every Amtrak station. Information available includes a brief history of each station, a review of what organization or organizations are responsible for the various portions of each facility, a list of routes serving each station, contact information for the appropriate Amtrak representative for that station, and relevant local community links.

Host Railroads & On Time Performance

Amtrak relies heavily on the cooperation of other railroads to operate routes using tracks that Amtrak does not own or control. 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 customer on-time performance (OTP) in FY 2022:

Service	Host Railroad (s)	FY22 OTP
<i>Coast Starlight</i>	BNSF, Union Pacific, Southern California Regional Rail Authority	53%
<i>Empire Builder</i>	BNSF, Canadian Pacific, Metra	48%
Cascades	BNSF, Union Pacific	56%

Customer OTP measures what proportion of customers arrive at their destination on time. For *Acela* trains, the margin is within ten minutes of the schedule and the margin is 15 minutes for all other trains. Thus, if a train is 16 minutes late to its final stop, and all its riders are headed for that stop, then even if the train is on time at every intermediate stop, customer OTP would be 0%, reflecting the passengers' experience.

Amtrak Guest Rewards

At the end of FY 2022, there were approximately 14.4 million members of Amtrak Guest Rewards (AGR), with 327,519 members listing an address in Washington. For more information about AGR, please see: <https://www.amtrak.com/guestrewards/home>

Procurement

In FY 2022, Amtrak procured goods and services worth \$2.85 billion, and 99.0% of that figure was sourced from firms headquartered domestically. In Washington, Amtrak spent \$149,002,395, broken down in the following locations:

City	Amount (\$)
Bellevue	488,876
Chehalis	448,650
Everett	9,604,938
Gig Harbor	190,199
Kenmore	171,535
Kent	1,710,510
Kirkland	538,788
Mukilteo	259,571
Puyallup	144,777
Redmond	5,039,684
Renton	654,881
Seattle	5,797,777
Spokane	118,417,520
Tacoma	4,971,855
Vancouver	394,359

Employment & Wages

At the end of FY 2022, Amtrak employed 18,689 people, including 421 Washington residents. Total FY 2022 wages were \$1.92 billion, of which Washington residents earned \$37,499,390.

Additional Information

Amtrak operates two long distance trains with daily service in Washington: the *Empire Builder*, which makes a total of eleven station stops in Washington and provides service at both Seattle's King Street Station and Portland's Union Station to and from Chicago via Spokane; and the *Coast Starlight*, which makes six station stops in Washington, providing service between Seattle and Los Angeles. Amtrak, in partnership with the states of Oregon and Washington, also operates Amtrak Cascades providing frequent, daily service in the Pacific Northwest from Eugene to Vancouver, B.C. In addition, Amtrak provides an extensive network of Thruway Motorcoach services to link communities that otherwise have no direct rail access to the Amtrak system.

New Trainsets For Amtrak Cascades

Amtrak Cascades is funded primarily by ticket revenues, with the balance of operating costs paid for by the states of Washington and Oregon. At full operation, Amtrak Cascades consists of two daily Amtrak Cascades roundtrips between Portland and Eugene, four daily roundtrips between Seattle and Portland, and two daily roundtrips between Seattle and Vancouver, B.C.

The Amtrak Cascades is one of the most heavily traveled corridors 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. Passenger rail in the Seattle to Portland corridor has successfully attracted much of the endpoint-to-endpoint travel share in the region from airlines.

As part of a nationwide program to update train equipment that is in many cases 40-to-50-years old, Amtrak has announced a \$7.3 billion investment plan to acquire 83 new, state of the art passenger trainsets and upgraded facilities. The new trainsets will be manufactured in California by Siemens AG and the first deliveries are expected by 2024, with the first eight new trainsets being delivered for service on the Amtrak Cascades. These new trains will feature: more comfortable seating; individual power outlets and USB ports; onboard Wi-Fi; enhanced lighting and panoramic windows; larger vestibules; a more contemporary food service experience, including self-service options; as well as state-of-the-art customer trip information, digital seat reservation system, and navigation display systems. The trains were designed with the latest health and safety standards, including enhanced HVAC, touchless restroom controls, and automated steps.

Service Expansion Plans and Benefits

The Pacific Northwest Corridor extends 466 miles from Eugene to Vancouver, B.C. and significant demand exists for more frequent, reliable passenger rail service in the region. As highlighted in Amtrak Connects US, Amtrak's vision to grow rail service across America, both the states of Washington and Oregon have established long-term plans for the service to meet expected demand in the region: Oregon's plans call for six roundtrips between Eugene and Portland; Washington's plans call for 13 roundtrips between Portland and Seattle and four roundtrips between Seattle and Vancouver, B.C.

In addition to the comfort and convenience benefits that such an expansion of service would bring to residents and visitors in the region, expanding passenger rail service is a tremendous opportunity to reduce hazardous air pollution, GHG emissions, and vehicle collisions and the accompanying injuries and fatalities.

Passenger rail is 46% more energy efficient than driving and 34% more efficient than flying, which means that by taking Amtrak between Seattle and Portland in 2019 instead of driving alone, our riders avoided 35 million pounds of CO2 emissions, the equivalent of eliminating over 39 million miles driven by average gasoline-powered passenger vehicles. Intercity passenger rail is also a safe mode of transportation, with a passenger death rate per billion passenger miles less than 6% that of the automobile.

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, Amtrak's largest facility in the Northwest. Contracting with local construction company PCL Construction Services of Bellevue to modernize and

expand the facility, Amtrak has invested over \$75 million over the last decade to develop a new maintenance warehouse, administrative building, a service and inspection building, and a locomotive service and repair facility in Seattle.

Corridor ID Grant Program

Washington (specify applicant or applicants) submitted an Expression of Interest to grow the network within the state for the FRA's Corridor ID (CID) Grant Program. An official application was submitted to the CID Grant Program for (clarify if it's for increased frequency on a route, a new corridor, etc.). The first round of this program gives selected applications \$500,000 for activities related to the initiation of an applicant's CID development efforts. This includes research into the scope, schedule, and cost for preparing a service development plan (SDP) for a corridor.

Station Improvements

Bellingham: Amtrak plans to modify the stations to ensure ADA compliance in FY 2024. This will include updating the station's entrances and waiting rooms to meet ADA requirements.

Edmonds, Kelso-Longview, Mount Vernon, Olympia/Lacey, Seattle (King St. Station), and Tukwila: Amtrak plans to modify the station to ensure ADA compliance in FY 2024. This will include providing train information and visual messaging in the station and/or on the platform to provide dual-mode ADA-compliant communications.

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

