



Amtrak Fact Sheet, Fiscal Year 2013

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 101,000 Washington residents are members of the Amtrak Guest Rewards frequent user program

Amtrak Service & Ridership

Amtrak operates one short distance train, the *Cascades*, (2 roundtrips Eugene-Portland, 4 round trips Portland-Seattle, 2 round trips Seattle-Vancouver, B.C.). Amtrak also operates two long-distance trains through Washington:

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

During FY13 Amtrak served the following Washington locations:

| <u>City</u> | <u>Boardings + Alightings</u> |
|-------------------------------------|-------------------------------|
| Bellingham | 55,325 |
| Bingen-White Salmon | 3,629 |
| Centralia | 25,132 |
| Edmonds | 29,250 |
| Ephrata | 3,750 |
| Everett | 43,115 |
| Kelso-Longview | 28,892 |
| Leavenworth | 9,231 |
| Mount Vernon | 16,719 |
| Olympia/Lacey | 63,065 |
| Pasco | 25,423 |
| Seattle | 640,054 |
| Spokane | 63,975 |
| Stanwood | 4,255 |

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|--|-----------------------|
| Tacoma | 126,027 |
| Tukwila | 29,434 |
| Vancouver | 98,473 |
| Wenatchee | 14,420 |
| Wishram | 1,570 |
| Total Washington Station Usage: | 1,281,739 |
| | (down 3.1% from FY12) |

Procurement/Contracts

Amtrak spent \$22,531,683 on goods and services in Washington in FY13. Most of this was in:

| <u>City</u> | <u>Amount</u> |
|-------------|---------------|
| Bellevue | \$ 1,220,119 |
| Seattle | \$ 15,346,680 |
| Spokane | \$ 1,848,381 |

Employment

At the end of FY13, Amtrak employed 500 Washington residents. Total wages of Amtrak employees living in Washington were \$35,878,787 during FY13.

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.

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 811,000 riders in FY13, 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 nearly \$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.

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 long distance 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 provides 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 long-distance and Sounder commuter trains, and a new locomotive servicing and repair building. Amtrak has provided \$2 million for the design work for Phases III and IV, to be finished in 2014. All the work will allow for more efficient servicing of equipment at current and future levels of service. The timeframe for completing the final two phases is contingent upon adequate capital funding from Congress.

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.
- **Bellingham:** In 2012, Amtrak installed new signage at the Bellingham station along with a wheel-chair enclosure. Additionally, the platform tactile safety strips were replaced and the concrete ramps for baggage equipment were widened.
- **Wishram:** Amtrak installed station signage and built a concrete platform and platform lighting, walkway ramps, hand railing, handicap parking stalls, and fence guard railing.

AMTRAK ROUTES IN WASHINGTON

