



## Amtrak Fact Sheet, Fiscal Year 2011 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

### 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 FY11 Amtrak served the following Washington locations:

| <u>City</u>                         | <u>Boardings + Alightings</u> |
|-------------------------------------|-------------------------------|
| <a href="#">Bellingham</a>          | 59,490                        |
| <a href="#">Bingen-White Salmon</a> | 2,420                         |
| <a href="#">Centralia</a>           | 21,998                        |
| <a href="#">Edmonds</a>             | 30,472                        |
| <a href="#">Ephrata</a>             | 3,063                         |
| <a href="#">Everett</a>             | 42,288                        |
| <a href="#">Kelso-Longview</a>      | 26,972                        |
| <a href="#">Leavenworth</a>         | 8,028                         |
| <a href="#">Mount Vernon</a>        | 18,747                        |
| <a href="#">Olympia/Lacey</a>       | 58,094                        |
| <a href="#">Pasco</a>               | 22,598                        |
| <a href="#">Seattle*</a>            | 672,485                       |
| <a href="#">Spokane</a>             | 46,798                        |
| <a href="#">Stanwood</a>            | 4,134                         |
| <a href="#">Tacoma</a>              | 124,252                       |
| <a href="#">Tukwila</a>             | 26,549                        |
| <a href="#">Vancouver</a>           | 99,001                        |

|                                        |                         |
|----------------------------------------|-------------------------|
| <a href="#">Wenatchee</a>              | 13,664                  |
| <a href="#">Wishram</a>                | 2,128                   |
| <b>Total Washington Station Usage:</b> | <b>1,283,781</b>        |
|                                        | (down 3.0% from FY10**) |

- \* *Seattle is the 14th busiest station in the national Amtrak System*
- \*\* *Empire Builder service was greatly impacted by flooding during FY11.*

## Procurement/Contracts

Amtrak placed orders valued at \$8,846,280 for goods and services in Washington in FY11. Most of this was in:

| <u>City</u> | <u>Amount</u> |
|-------------|---------------|
| Bellevue    | \$ 1,412,274  |
| Seattle     | \$ 4,477,525  |

## Employment

At the end of FY11, Amtrak employed 509 Washington residents. Total wages of Amtrak employees living in Washington were \$34,661,223 during FY11.

## 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 is expected to be completed in 2011. 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.

## **State-Assisted Services**

Of the total four daily round trips of the *Amtrak Cascades* between Seattle and Portland, the State of Washington contributes funds for the operation of three. The state also contributes funds for the operation of two daily round trips between Seattle and Vancouver, BC. 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 for another year, into October 2011. This agreement was extended again for Fiscal 2012.

With over 850,000 riders in FY11, the *Amtrak Cascades* is the seventh 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.

## **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 5 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 has 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 will provide a new, fully enclosed maintenance facility for Talgo trains, to be 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. 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 will begin early in 2012. 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.
- **Leavenworth:** The new "Icicle Station" opened to service on September 25, 2009, on the *Empire Builder* route. Leavenworth is on the eastern slope of the Cascade Mountains and is an important tourist destination, with over two million visitors a year.
- **Stanwood:** Washington funded the building of a new, \$4.2-million platform, which went into service on November 21, 2009. The new stop is on the *Amtrak Cascades* route between Everett and Mount Vernon.
- **Vancouver:** The City completed a station renovation project in January 2009. The City bought the station, built in 1904, from BNSF Railway in 2001.
- **Edmonds:** A \$12.9-million project to remodel the Edmonds station, built by the Great Northern Railway in 1956, was completed on July 8, 2011.

# AMTRAK ROUTES IN WASHINGTON

