

# Cascades High Speed Rail Program

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# Program Vision

- Establish a dedicated high-speed track with trains operating at up to 150mph, with 13 daily round trips between Seattle and Portland.
  - Currently, Amtrak *Cascades* operates four daily round trips between Seattle and Portland at speeds up to 79 mph.
- Strategy:
  - Employ a cost-effective, step-by-step approach
  - Focus investments on projects that produce immediate benefits, while laying the groundwork for the future.



# Service and Ridership

## New ridership record for Amtrak *Cascades* in first quarter of 2010

- Increase of nearly 34,000 riders over 2009, making it the largest first quarter ridership since 1994.
- In February, ridership soared to 60,745 for the month for an amazing 34 percent increase over 2009.
- Growth due largely to the 2010 Olympic Games held in Vancouver, B.C.
- March recorded the highest ridership for the quarter at 67,039—an 11 percent increase over 2009.



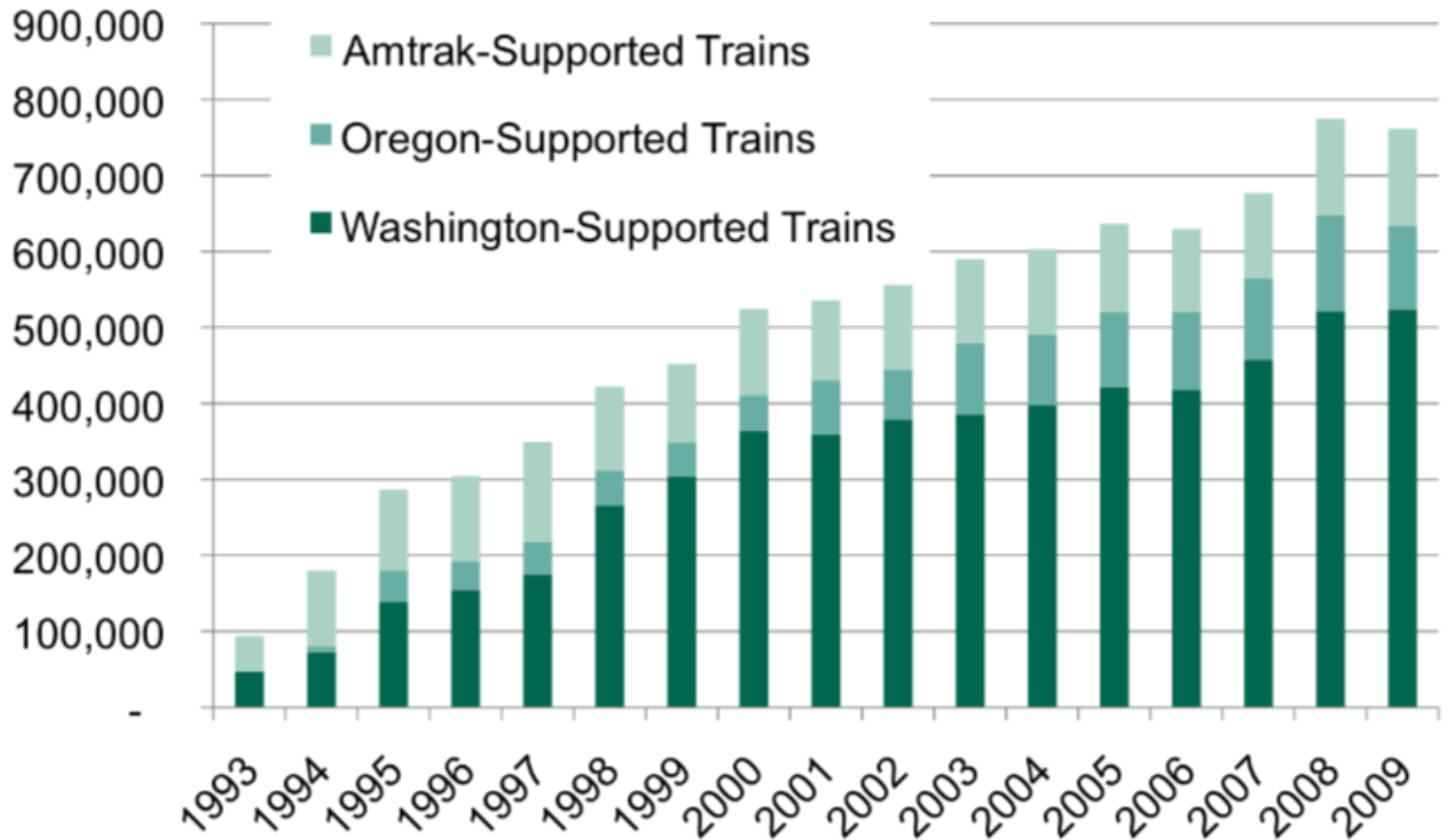
# Second train service to Vancouver, B.C.

- The second Amtrak *Cascades* train service to Vancouver, BC continues to grow.
  - A total of 35,580 passengers rode the second Amtrak *Cascades* train between August 2009 and April 2010.
  - A total of 18,748 originated from Vancouver B.C. and 16,832 ended their trip in Vancouver.
  - Total ridership during the 2010 Olympics for both trains (February 11-March 1) was 11,403.
  - A total of 16 trains completely sold out during this time.



# Amtrak *Cascades* Annual Ridership (1993-2009)

Number of Passengers



# Washington State Funding

## Past and Future

### Operating

- \$199 million from 1994 through 2008
- \$29.1 million budgeted from 2009 to 2011

### Capital

- \$137 million spent from 1994 through 2008
- \$139 million projected from 2008 through 2013
- Nearly \$1.0 billion in capital and operating funds has been invested in high speed intercity passenger rail in the Pacific Northwest Rail Corridor since 1994.
- Washington State alone has invested over \$331 million in support of high speed passenger rail.

# ARRA High Speed Passenger Rail Program

- February 17, 2009 - President Obama signed into law the American Recovery and Reinvestment Act (ARRA) which contained \$8 billion of federal funding for High Speed Rail.
- First major federal investment in High Speed Passenger Rail outside the North East corridor.
- Eligibility limited to state transportation departments and Amtrak.
- The Pacific Northwest Rail Corridor (PNWRC) is one of the 11 federally designated high speed rail corridors.





# Vision for High Speed Rail in America





# ARRA HSIPR Program Report

- Washington applied for nearly \$1.3 billion.
- Washington was awarded \$590 million on January 27.
- A total of \$598 was awarded to the PNWRC.
- Washington received the fifth highest amount nationwide.
- FRA announcement said that this funding will:
  - Add two additional daily round trips between Seattle and Portland, for a total of six.
  - Reduce travel time by at least 5%.
  - Increase on-time performance from 62 to 88%.

STATE	MILLIONS
CALIFORNIA	\$2,344
FLORIDA	1,250
ILLINOIS	1,235
WISCONSIN	822
<b>WASHINGTON</b>	<b>590</b>
NORTH CAROLINA	545
OHIO	400
N.E. CORRIDOR	112
VIRGINIA	75
INDIANA	71
MASSACHUSETTS	70
VERMONT	50
CONNECTICUT	40
MICHIGAN	40
MAINE	35
MISSOURI	31
PENNSYLVANIA	27
IOWA	17
OREGON	8
TEXAS	4
MINNESOTA	1
OTHER (PLANNING)	6
<b>TOTAL</b>	<b>\$7,924</b>

# Washington State High-Speed Intercity Passenger Rail Proposed ARRA Projects

## Project Location Key

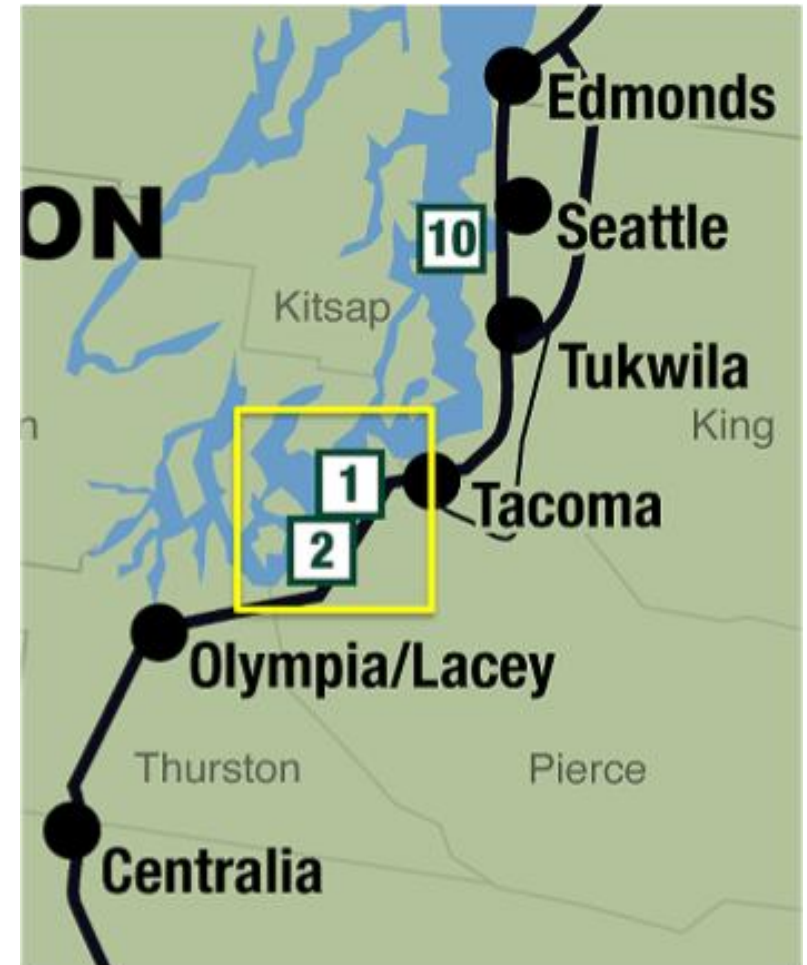
1. Tacoma – D to M Street Connection – WA-PNWRC-Tacoma-D to M St. Connection
2. Tacoma – Point Defiance Bypass – WA-PNWRC-Tacoma-Pt. Defiance Bypass
3. Vancouver – Yard Bypass Track – WA-PNWRC-Vancouver-Yard Bypass Track
4. Cascades Corridor Reliability Upgrades - South – WA-PNWRC-Corridor Reliability Upgrades S
5. Everett – Storage Track – WA-PNWRC-Everett-Storage Track
6. Amtrak Cascades New Train Set – WA-PNWRC-Amtrak Cascades-New Train Set
7. Kelso Martins Bluff - New Siding – WA-PNWRC-KMB New Siding
8. Kelso Martins Bluff - Toteff Siding Extension – WA-PNWRC-KMB Toteff Siding Extension
9. Kelso Martins Bluff - Kelso to Longview Jct. – WA-PNWRC-KMB Kelso - Longview Jct.
10. King Street Station Track Upgrades – WA-PNWRC-King St. Station Track Upgrade
11. Advanced Signal System - WA-PNWRC-Advanced Signal System



Projects that Span the Corridor 4 6 11

## Tacoma – D to M Street

- Extends Sounder commuter rail service to stations in South Tacoma and Lakewood
- Includes a 1.2 mile section of rail corridor connecting Tacoma Dome Station to existing rail right-of-way
- Grade separated rail crossing at Pacific Avenue, giving traffic unimpeded access north and south of the rail line.



## Tacoma – Point Defiance Bypass

- Proposes to reroute passenger trains to an existing rail line along the west side of I-5 through south Tacoma, Lakewood, and DuPont
- Proposes to reconstruct five at-grade crossings to improve safety, and accommodate higher speeds
- Avoids existing congested freight route along Point Defiance, and will improve on-time performance between Seattle and Portland





## Vancouver – Yard Bypass Track

- Builds a 15,000 foot bypass track within the BNSF rail yard in Vancouver
- One phase of the larger Vancouver Rail Bypass and W 39th St. Bridge project
- Increases Amtrak Cascades service reliability by separating freight and passenger traffic



# Cascades Corridor Reliability

- Makes improvements along the entire BNSF mainline corridor between Nisqually and Vancouver, WA.
- Improves on-time performance and reliability by improving track quality, eliminating track defects which slow trains down
- Makes improvement to track infrastructure including ties, track, ballast, lining undercutting, and surfacing.





## Everett – Storage Track

- Eliminates a major source of freight train interference by constructing two new departure/receiving tracks next to the existing Delta Yard tracks
- Reduces congestion, adds rail capacity and eliminates a substantial rail yard bottleneck.



# Kelso Martins Bluff – Multiple Improvements

- New dispatcher controlled sidings to accommodate arrival and departure of unit freight trains clear of the existing two-track main line
- Builds third main track between Kelso Station and Longview Junction
- Allows passenger and freight trains to move around trains traveling into and out of the Ports of Kalama and Longview
- Improves passenger train reliability and accommodates increases in passenger train frequency



## Amtrak Cascades New Train Set

- Expanding train service to five or more round trips requires purchasing new rolling stock.
- Purchases will be through a competitive equipment acquisition.
- New train set will maneuver the specific geographic features of the corridor and accommodate 350 passengers.

## Advanced Signal System

- Installs an integrated command, control, communications, and information system for controlling train movements
- Helps reduce the probability of collisions between trains, roadway worker casualties and equipment damage by improving signal reliability.



# Seattle - King Street Station Track Upgrades

- Improves on-time performance for southbound trains entering or leaving King Street Station
- Improvements include track and platform upgrades, switches and interlocking signals to allow for Amtrak and Sound Transit passenger trains to simultaneously move in and out of the station.





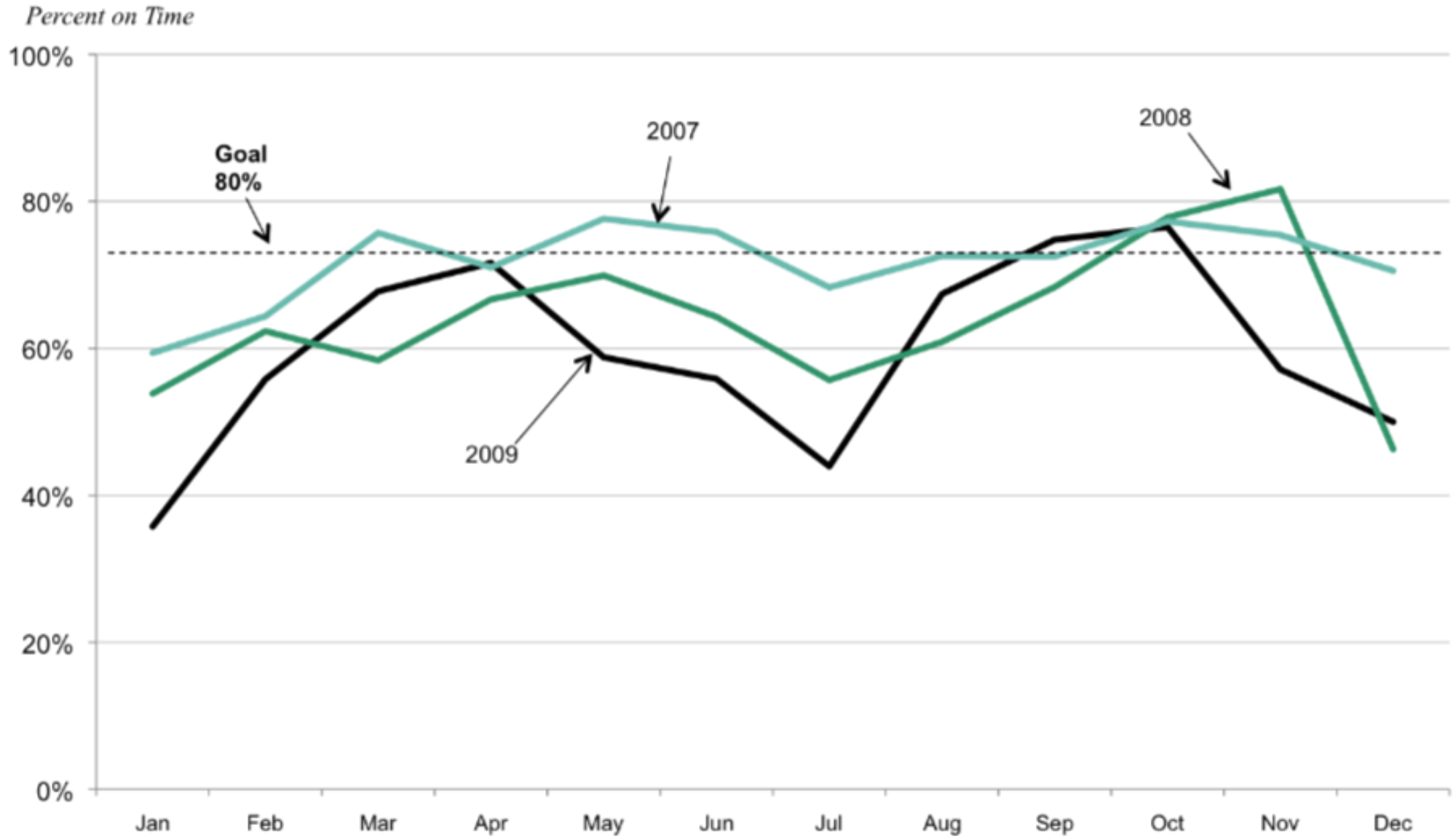
# The 5 Ingredients for High Speed Corridor Success

- Reliability
- Service frequency
- Journey time
- Accessibility
- Cultural acceptance



# State-Supported Amtrak Cascades

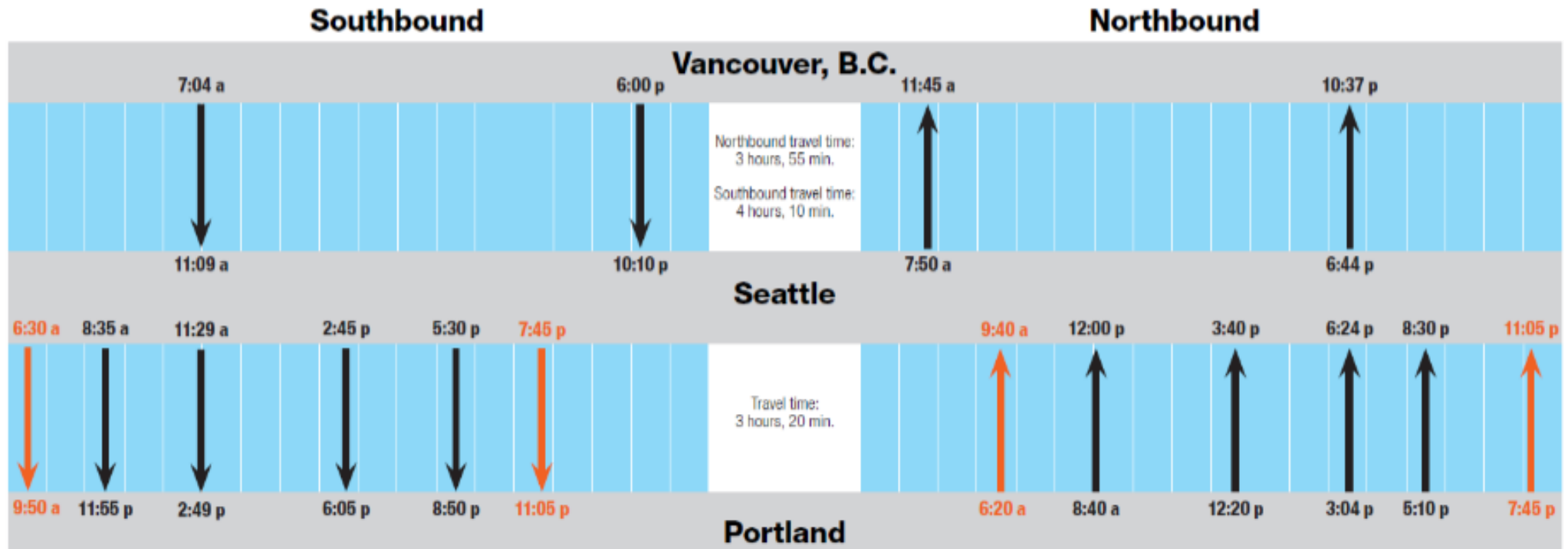
## On-Time Performance





# Amtrak Cascades Service Block 2

Adds two round trips between Seattle and Portland



Service Block 2 - Two new daily round trips

Existing Service with adjusted schedules

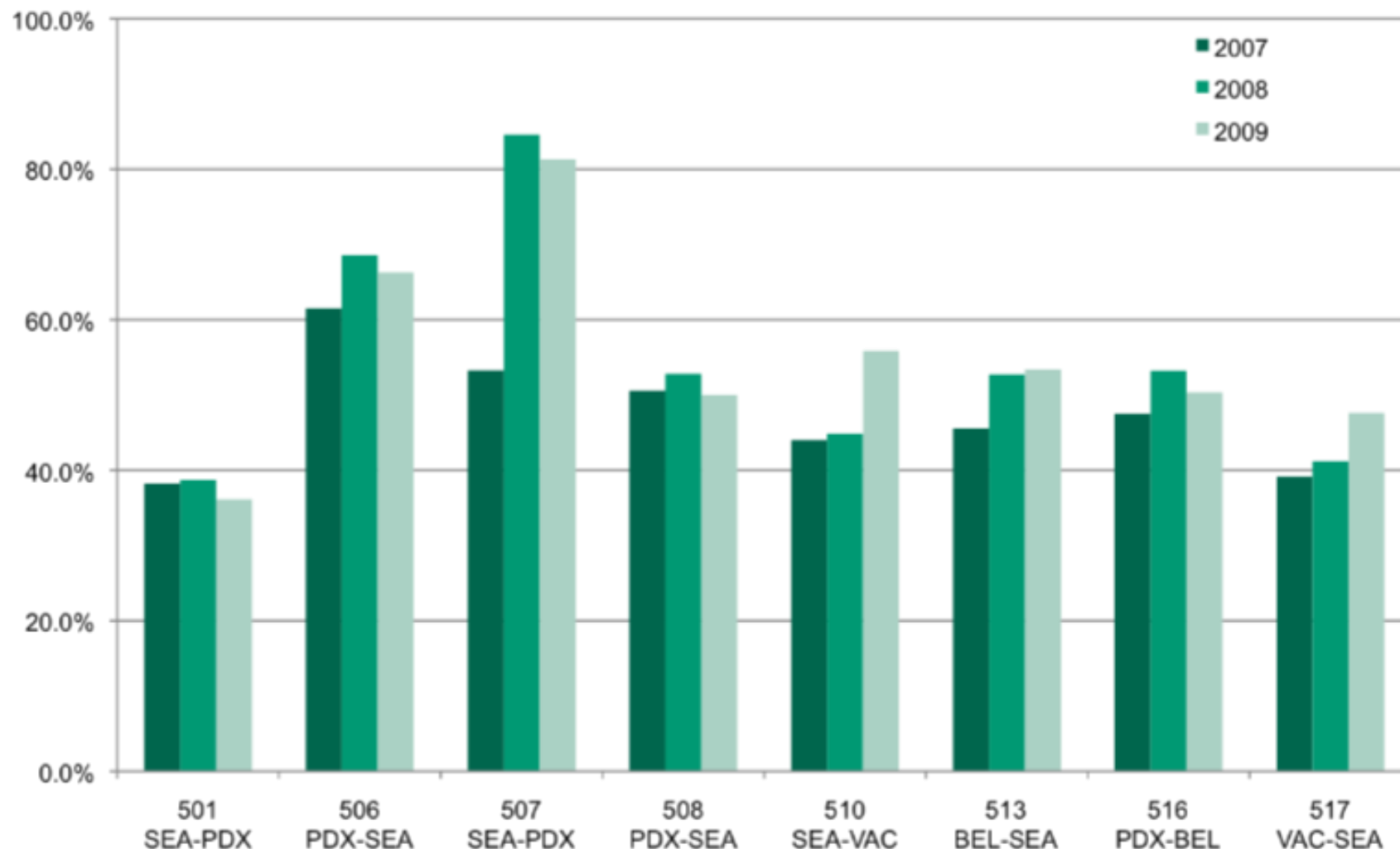
Notes:

- 1) The southbound trains departing Vancouver, B.C. are subject to a 15 minute on-board inspection by U.S. Homeland Security agents at the international border.
- 2) Train schedules accommodate Amtrak's long-distance *Coast Starlight* and *Empire Builder*.

# State-Supported Amtrak *Cascades*

## Farebox Recovery

FFY 2007-2009



Trains 513 and 516 extended their route to Vancouver, BC in mid-August 2009.



# Other funding

- Washington State has applied for additional funding for six planning and construction projects from the remaining 2009 DOT Appropriations Act funds.
  - Three planning projects: \$4.2 million
  - Three final design/construction projects: \$29.3 million.
- Washington will apply for more federal funding this year from the \$2.5 billion set aside for high speed rail in the federal transportation appropriations bill approved in December 2009.

# **For more information**

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