
Passenger Rail Service in Washington State

Washington State Transportation Commission

Spokane

15 November 2017

- **Passenger Rail Service in Washington State**
 - National Long Distance Trains
 - *Amtrak Cascades* – State Supported Service
- **Amtrak in Washington State**
 - Amtrak Facility, Employment, and Investments
- **Economic Impact of Passenger Rail Service**
- **Public Transportation Issues, Challenges and Successes**

Amtrak National Long Distance Trains

- ***Empire Builder***

- Service between Chicago and Seattle/Portland
- 2 trains daily
- Seattle Amtrak Facility provides mechanical, inspection, and turn-around service



- ***Coast Starlight***

- Service between Los Angeles and Seattle
- 2 trains daily
- Seattle Amtrak Facility provides mechanical, inspection, and turn-around service



Amtrak Cascades – State Supported Corridor

- **Amtrak Cascades Corridor**

- 467 mile corridor total
- 18 stations
- 300 miles in WA State

- **Amtrak Cascades Service**

- Four (4) round trips Seattle-Portland
- One (1) round trip Portland-Eugene
- One (1) round trip Seattle-Eugene, via Portland
- One (1) round trip Portland-Vancouver, BC, via Seattle
- One (1) round trip Seattle-Vancouver, BC

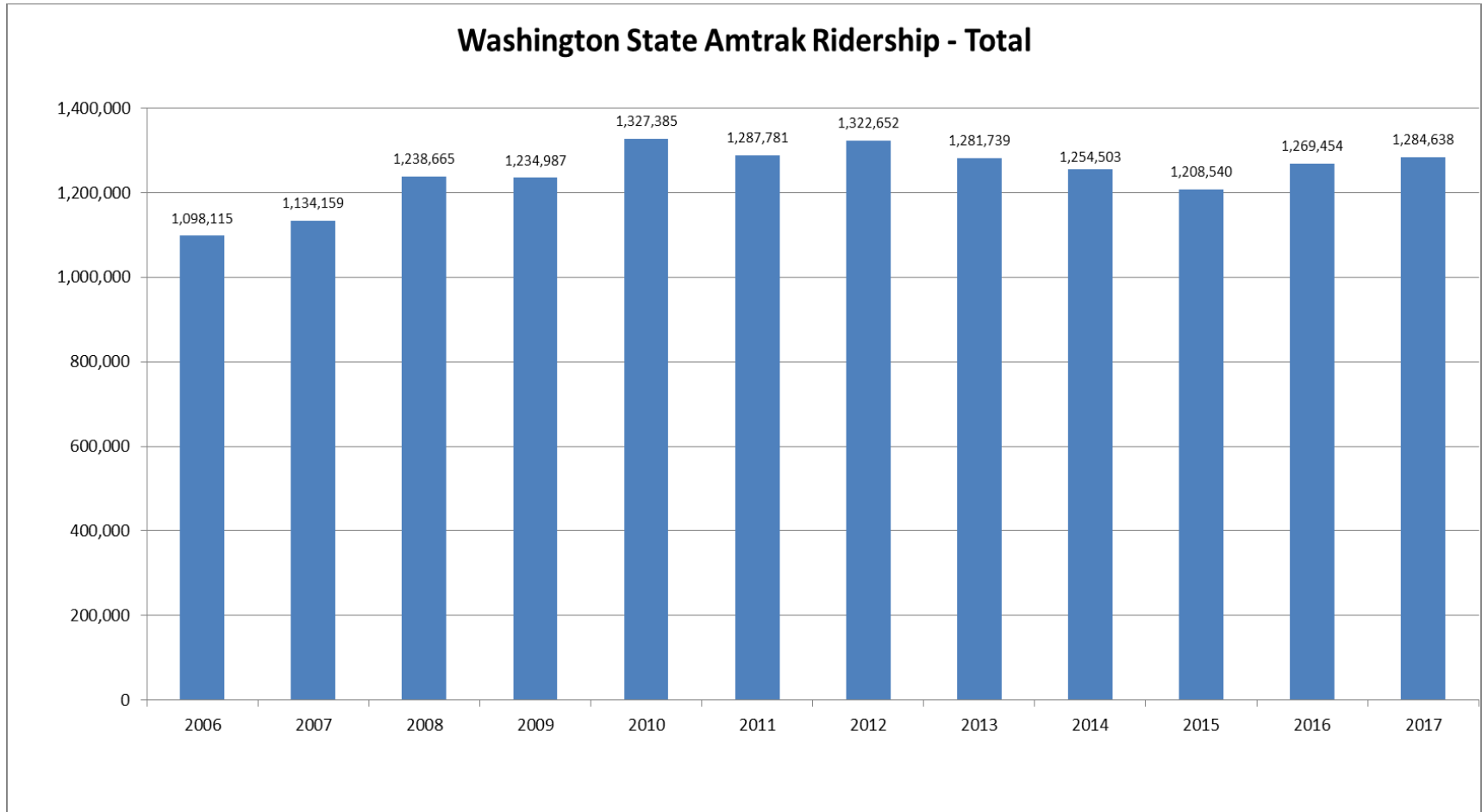
**A total of 6 round trips between Seattle and Portland-an increase of 2 round trips as a result of the Federal ARRA program

- **Washington State Rail Plan**

- planned growth for hourly service between Seattle and Portland - 13 roundtrips daily

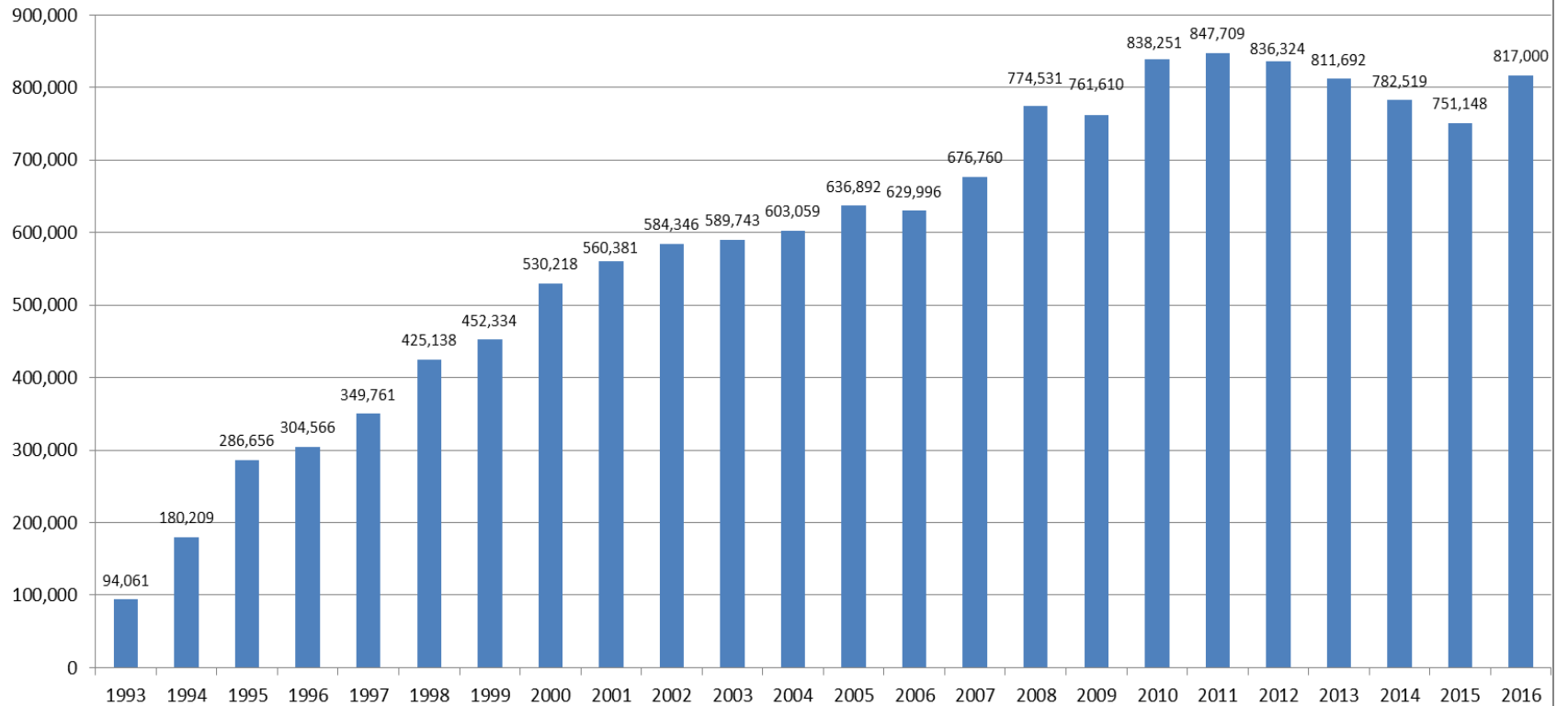


Passenger Rail Ridership in WA State – All Services



Passenger Rail Riders - State Supported Corridor

Amtrak Cascades Ridership



Amtrak in Washington State



Amtrak in Seattle and Washington State

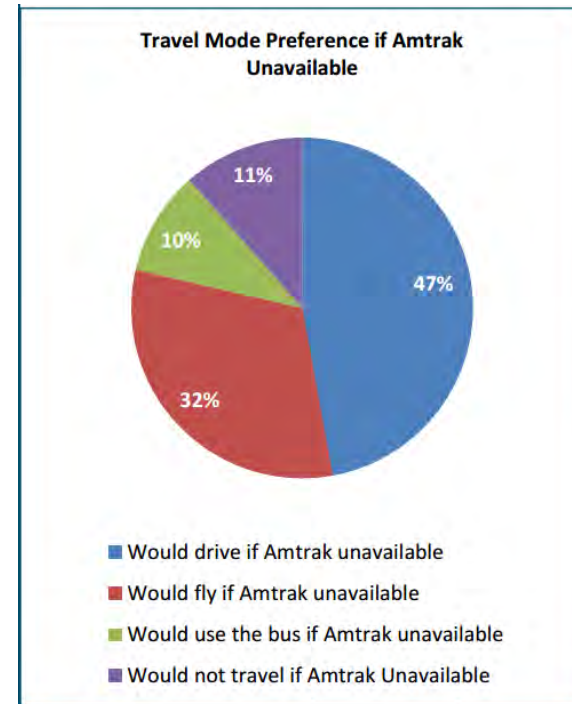
- Employment
 - At the end of FY16, employed 511 Washington residents with total wages of \$37,116,528
 - Over 300 employees at the S.Holgate facility that operates 24/7, 365 days/yr
- Procurement/Contracts
 - FY17 - Amtrak spent \$18,472,224 on goods and services, Kirkland, Redmond, Seattle, Spokane, & Tacoma
- Major Facilities
 - Seattle Amtrak Facility. Amtrak invested \$42 million in the first 2 phases of a comprehensive facility to address the needs of long distance, state-supported, and commuter partner trains.
 - Amtrak spent \$2 million design process for Phases 3 & 4
 - In 2017, Amtrak awarded a construction contract (approx. \$30M) for the new locomotive shop

Amtrak in Washington State: Seattle Facility



Economic Impact of Passenger Rail Service – FY 16

- Amtrak in WA State
 - Supports 1,740 jobs
 - \$84,428,000 in earnings
- Effect on Tourism/Broader Economy
 - Tourism
 - 49% of riders are tourist
 - \$4,457,000 in tourist spending
 - \$445,000 in federal taxes
 - \$141,000 in State taxes
 - Broader Economy
 - Emission reduction from traveling by train - \$966,000
 - Cost saving from lower risk of traveling by train - \$7,947,000



Public Transportation Issues, Challenges and Successes

- State Rail Plan

- Comprehensive document that has positioned the State to..

- Leverage federal funding
 - Incrementally grow the rail passenger service
 - North/South based on current plans
 - East/West service supported by long-term vision

Washington State

Amtrak Cascades
Mid-Range Plan



Washington State

Long-Range Plan for
Amtrak Cascades



Long-Term Goals — East-West Passenger Service

Past state transportation plans call for Amtrak Cascades-style east-west passenger service in Washington, and stakeholders continued to express interest in developing such as service during development of this plan. Although Amtrak provides daily service on two branches of the Empire Builder (between Spokane and Seattle via Ellensburg, and between Spokane and Portland via Pasco), this service is not at optimal times.

There are no immediate plans to expand intercity passenger service in eastern Washington. Amtrak Cascades-style east-west passenger rail service has and will continue to be part of the long-term vision for the state.

Public Transportation Issues, Challenges and Successes

- Challenges

- Constrained fiscal environment at both the State and Federal Level
- Federal Legislation
 - Passenger Rail Investment and Improvement Act of 2008 (PRIIA)
 - Section 209 – States must pay the operating costs on routes that are less 750 miles in length

- Opportunities & Observations

- State Rail Plan
- Federal Grant Programs
- Population of the State
 - Growth
 - Decline in use of automobiles: aging population & younger generation
- Type of Rail Passenger Service
 - Conventional and higher speed service
 - Providing efficient and productive transportation that is competitive with the car and air markets – city center to city center.
- Leverage, and increase, multimodal transit (bus/light rail) connections to intercity rail service-both state-supported and long distance
- Develop an integrated/layered passenger rail transportation system

Passenger Rail Service in Washington State

- Contact Information

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- Thank you