

The states of Washington and Oregon are planning for a future where trains provide a fast, reliable and affordable option for intercity travel in their growing region.

Pacific Northwest corridor-wide improvements: \$70.2 million in HSIPR funding will provide next generation locomotives or up to two trainsets to improve operations on the corridor. An additional \$57.4 million will go towards improving wayside signals and prepare the corridor for Positive Train Control (PTC).

Seattle to the Canadian border: More than \$86 million in HSIPR funding will provide significant congestion relief and better service reliability through track, signal and siding improvements, as well as new customs inspection tracks near the border. Work also includes improvements to reduce vulnerability to mudslides and slope failures that cause passenger train delays and annulments.

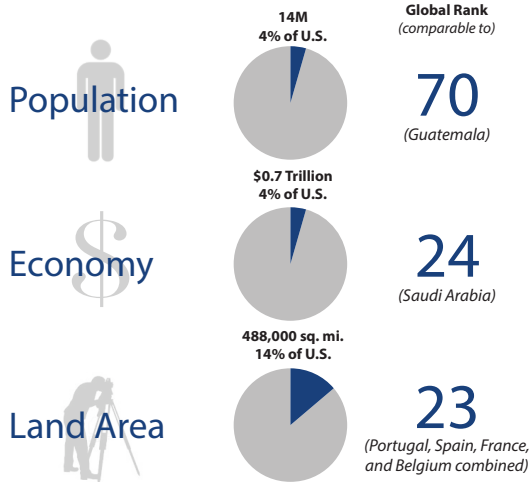
Enhancing facilities in Seattle: HSIPR funds totaling \$67.1 million will go towards improving the building, track, signal and yard improvements at the King Street Station. The improvements add track capacity, signalize all yard tracks, and modify station platforms and canopies to accommodate an increase in Amtrak passenger and Sound Transit commuter train traffic. The work also will bring the facility up to modern building standards while retaining its historic character.

Improvements between Seattle and Portland: FRA issued a Finding of No Significant Impact (FONSI) for the Point Defiance Bypass project, which will construct a bypass between Tacoma and Nisqually, WA, as well as a 1.4-mile single-track passenger main line in downtown Tacoma, and enhance stations. With an investment of \$110.4 million in HSIPR funds, these improvements will allow passenger trains to circumvent significant freight traffic, increasing reliability on the corridor. Additional HSIPR investments of more than \$145 million in this corridor will reduce slow orders and congestion and improve train performance.

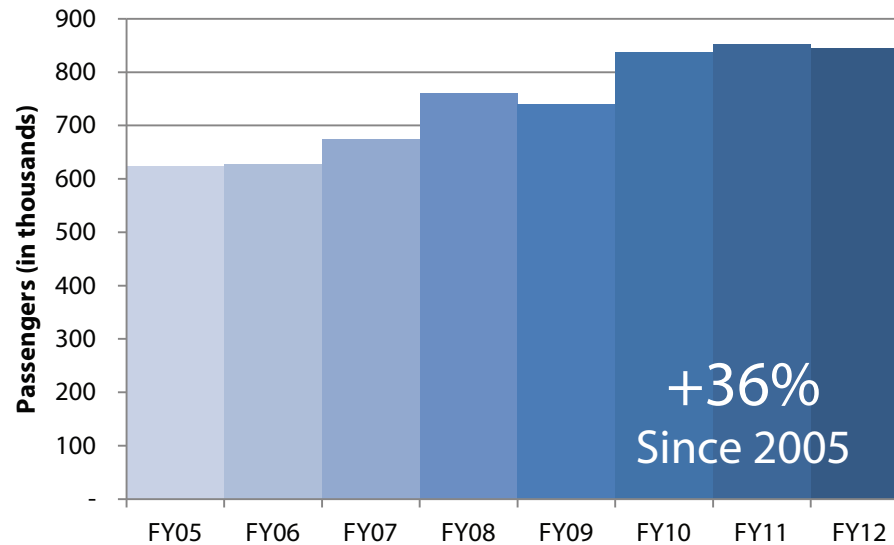


Northwest Region

Region Characteristics

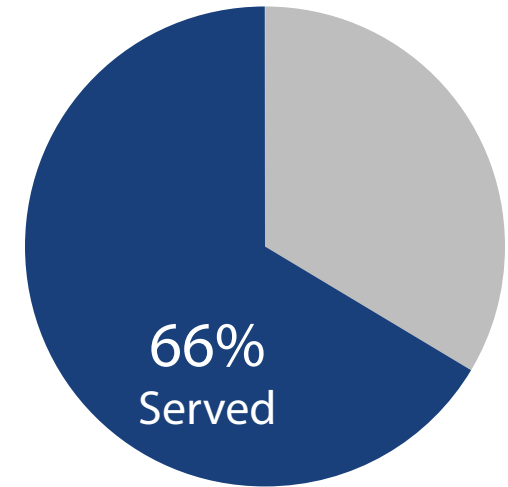


Ridership Growth



Population Served

Population within 30 miles of a passenger station that receives at least one daily intercity train.



Corridor Details

Corridor	Distance (miles)	Federal Investments (\$M, 2008-2012)					Investment Description	Service Improvements			
		HSIPR	TIGER	RRIF	Other	Total		More Trains/ New Service	Faster Travel	Better Reliability	Improved Stations/ Equipment
Eugene - Portland	123	\$19	-	-	-	\$19	Upgrades to stub tracks at Eugene-Springfield Station.				✓
Portland - Seattle	187	\$791	\$10	-	-	\$801	Track and signal improvements to allow for two additional daily round-trips; station upgrades; enhanced safety and reliability.	✓	✓	✓	✓
Seattle - Vancouver BC	157	\$3	-	-	-	\$3	Extension of a siding at Mount Vernon Station, improving shared freight-passenger service.	✓	✓	✓	✓
Other Corridors / Freight Investments	n/a	-	-	\$5	\$8	\$13	Improvements to freight corridors/facilities throughout the region.	varies			
State Rail Plans	n/a	\$1	-	-	-	\$1	Planning to lay groundwork for future rail service.	planning			
TOTAL		\$815	\$10	\$5	\$8	\$838					