

2015 FRA Rail Program Delivery



Washington State: Planning for Success

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WA state rail network



300 miles of Amtrak
Cascades service

- Total PNW corridor is 467 miles
- Railroads own tracks
- States fund service
- Amtrak runs the trains

3,000 freight track
miles

1,400 short line track
miles

Amtrak Cascades

Program Milestones

Year	Milestone
2015	10 HSR projects complete; 9 in construction; 1 in design; all complete by 2017
2014	ODOT's two new train sets put into service New Tukwila Station
2013	ODOT and WSDOT now pay all costs of service
2010	Wi-Fi service added to trains
2009	WSDOT awarded \$800 million for passenger rail improvements Second daily train service to Vancouver B.C.
2006	Fourth daily trip between Portland to Seattle added
2000	Second daily round-trip between Portland and Eugene
1995	ODOT sponsors daily service extension to Eugene
1994	Service begins, one daily trip between Seattle and Portland

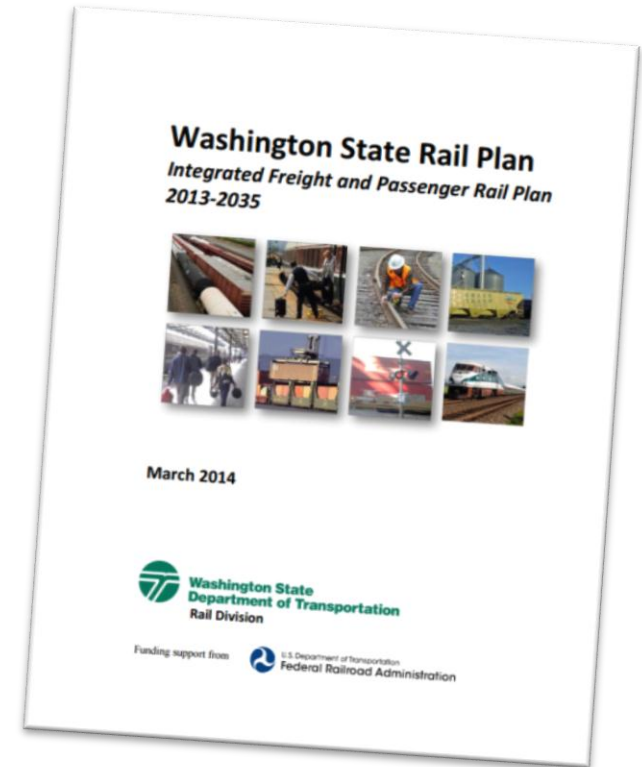
Consistent planning

History of plans

- 2006 Long-Range Amtrak Cascades Plan
- 2008 Mid-Range Plan
 - ❑ Included projects needed for Amtrak Cascades service growth
- 2010 Freight Rail Plan

2014 State Rail Plan

- Integrates passenger and freight rail planning into one comprehensive plan
- Focused on Amtrak Cascades future
- Outgrowth of previous plans/investments



Planning for growth

Prior to 2009, previous planning work helped WSDOT identify:

What we had in passenger rail:

Existing 467-mile PNW corridor with Amtrak Cascades service from Eugene, Oregon to Vancouver, British Columbia

What we wanted:

Expanded service options, higher speeds, enhanced travel experience

How we were going to get there:

Capital program, fleet and service outcome plans, building capacity for future expansion

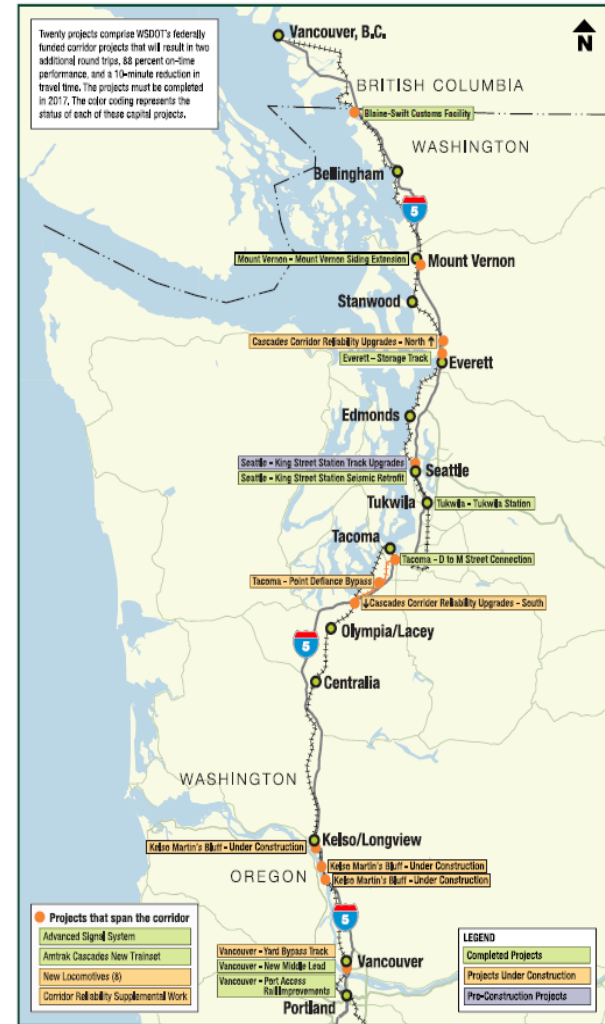


Planning paid off

Years of consistent planning and significant state investments prepared WSDOT to successfully compete for the ARRA passenger rail improvements grants

\$800 million awarded in 2009

- 20 capital projects underway
- Work will be completed and new service implemented in 2017



20 ARRA projects by 2017



**10 projects complete; 9 in construction;
1 in design**

**Projects will provide more frequent and
reliable Amtrak Cascades service:**



- Two additional round trips between Seattle and Portland, for a total of six in 2017
- Improved on-time performance to 88%
- 10-minute schedule reduction between Seattle-Portland

Positioned for expansion

Better reliability, more daily service, faster trips

Congestion relief

- New sidings
- New freight access to ports

Safety upgrades; new equipment

- Corridor reliability upgrades
- Landslide mitigation
- New locomotives

Station work

- Improvements to Seattle King Street Station and updated Tukwila Station
- New Amtrak station in Tacoma

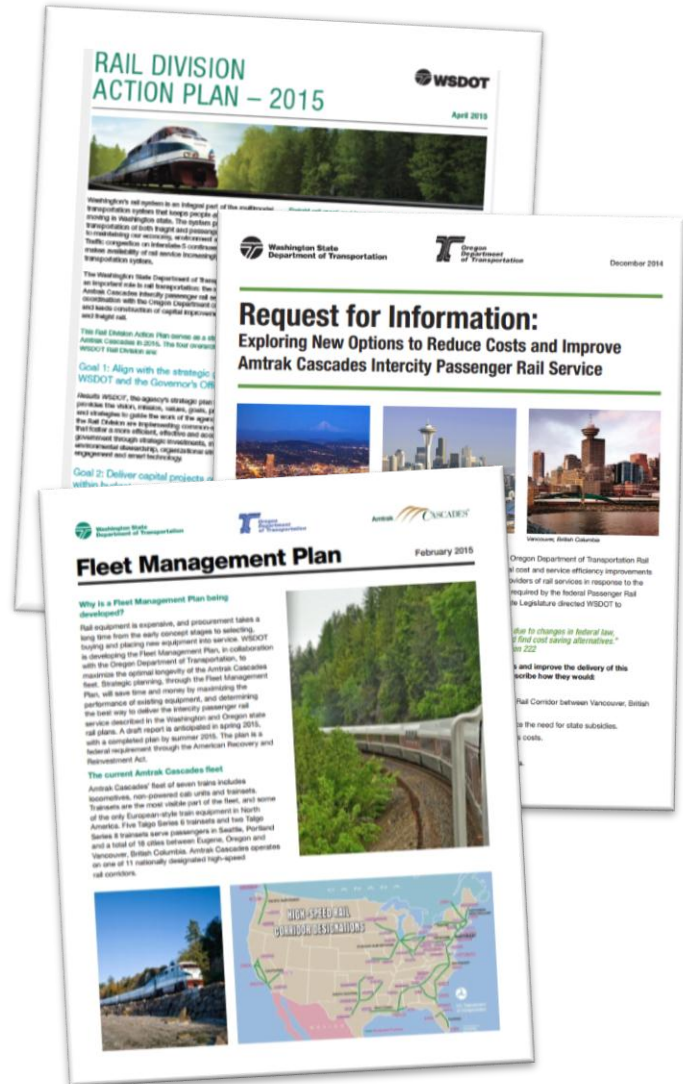


Always looking ahead

2015 Rail Division Action Plan --
guides the implementation of the
State Rail Plan

Request for Information -- helped
develop ideas for cost-saving and
service improvements

Fleet Management Plan -- helps
maximize fleet performance and
identify future needs



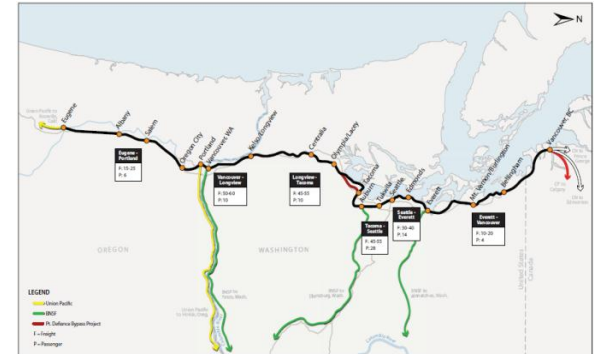
In development

Service Development Policy

- Draft SDP approved by FRA in 2011
- Focus on federal agreement and 2017 service delivery
- Validate previous demand and operational modeling to ensure 2017 service delivery consistency

Station Stop Policy

- Updating 2013 city-specific study for corridor wide approach.
- Finalizing in 2015-16
- Developing guidance/protocols for station stop proposals



Approximate weekday train volumes *prior* to program improvements

September 2015

Washington State Department of Transportation Amtrak CASCADES

New stop evaluation – Auburn

The Washington State Legislature directed the Washington State Department of Transportation (SDOT) to study the feasibility of an Amtrak Cascades stop at Auburn, and to conduct a market analysis of adding or changing stops on the route.

This opportunity comes at a challenging time for the program while we are implementing \$800 million in capital projects that will greatly improve the service, we are also facing increasing operating costs that will strain our budget. It is against this backdrop that the New Stop Evaluation – Auburn study provides an analysis of a potential Auburn stop based on benefits and disadvantages for the service, corridor-wide.

This approach is a first step toward establishing a transparent process for evaluating the many proposals for new stops. This technique will empower decision makers to consider how proposed changes to the service will affect the state's goals to increase reliability and manage costs.

Washington State Department of Transportation | New Stop Evaluation | Auburn

Future goals include:

Operations

- Maintain and preserve equipment and infrastructure
- Manage costs and maintain revenue
- Continue expanding multimodal connectivity

Growth

- Deliver capital program and attain service outcomes
- Continue work toward goal of attaining 110mph or higher on corridor
- Identify next round of improvement projects



Thank you

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