

Amtrak Cascades

Corridor Policy for Station Stops



*Advisory Committee Meeting #1
Vancouver, WA
October 30, 2015*



Today's agenda topics

- Welcome, safety briefing and introductions
- Project goal, work plan and schedule
- Roles and expectations
- Amtrak Cascades service overview
- Interim policy discussion
- Wrap-up and next steps

Welcome!

Ron Pate

Director
WSDOT Rail Division and
Cascades Rail Corridor Director

Hal Gard

Administrator
ODOT Rail and Public Transit Division



Project goal, work plan & schedule

What is the work?

- Finalize station stop policy for Cascades Service
- Develop guidance for station stop proposals

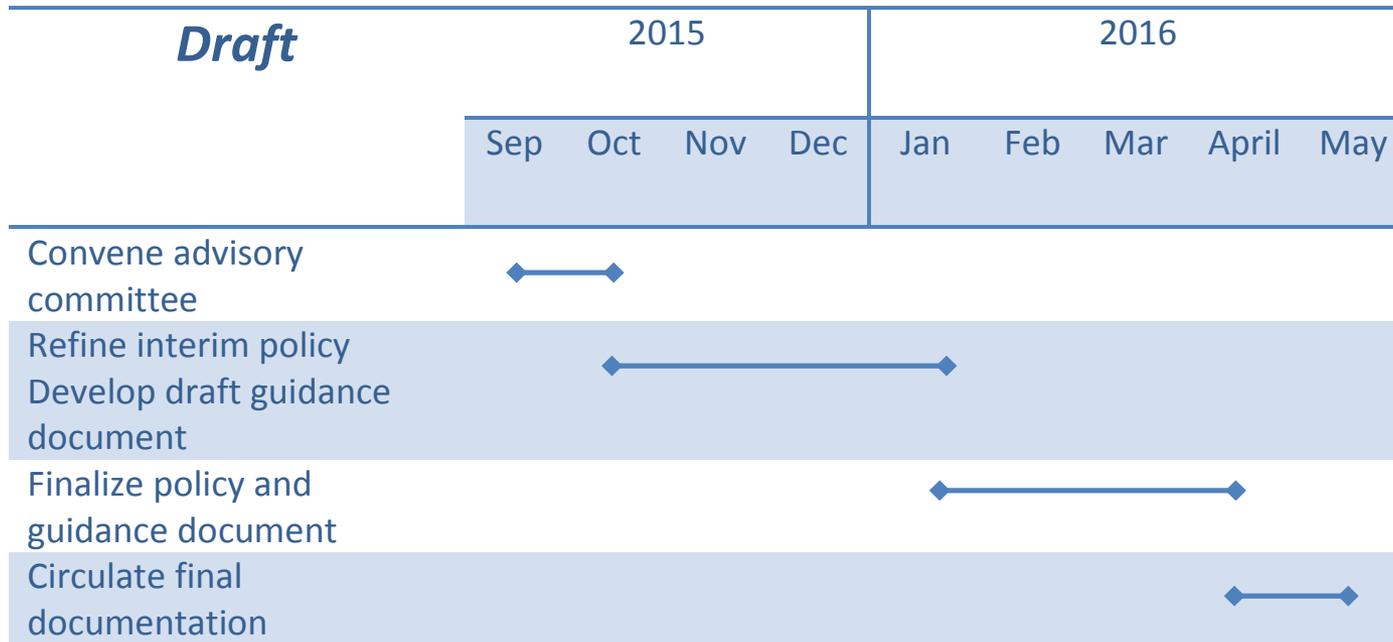
How will we accomplish this task?

- Interactive meetings for input and feedback
- Development and review between meetings
- Outreach to other stakeholders

Project goal, work plan & schedule

Timeframe?

- Now and Spring 2016



Roles and expectations

The role and expectation of the Advisory Committee is to:

- Provide meaningful input and feedback
- Be a conduit for external project communications
- Maintain a corridor-wide perspective

Cascades Service Overview presentation

Amtrak Cascades Service in the Northwest



Jeremy Jewkes
Rail Planning Engineer

Jennifer Sellers
NW Rail Corridor Project Manager

October 30, 2015

What to expect in the next 40 minutes

- **Introduction: a taste, starter, briefing, primer, highlight**
- Information on three topics:
 - **Importance**
 - **Constraints**
 - **Implications**

Please note:

- Use the **parking lot** for issues that will exceed our time limits
 - we only have 40 minutes, including questions
 - stay out of the weeds
- Most figures will be **rounded numbers**
- This is a **systems approach** “How it works”

Amtrak Cascades

Many Parts, One Corridor

Importance

Passengers

Basics

Responsibility

Constraints

State Goals

Operations

Demand

Implications

Stations

Connections

Finances

Amtrak Cascades Importance

Passengers	Basics	Responsibility
<ul style="list-style-type: none">• Reason for passenger rail• Mode of transportation• Performance	<ul style="list-style-type: none">• Different types of passenger rail• Service area• Backbone service	<ul style="list-style-type: none">• WSDOT and ODOT• Railroads• Communities... And more!

Passengers

Reason for Passenger Rail

Passengers are our *Raison d'être*

WSDOT's Vision

To be the best in providing a sustainable and integrated multimodal transportation system

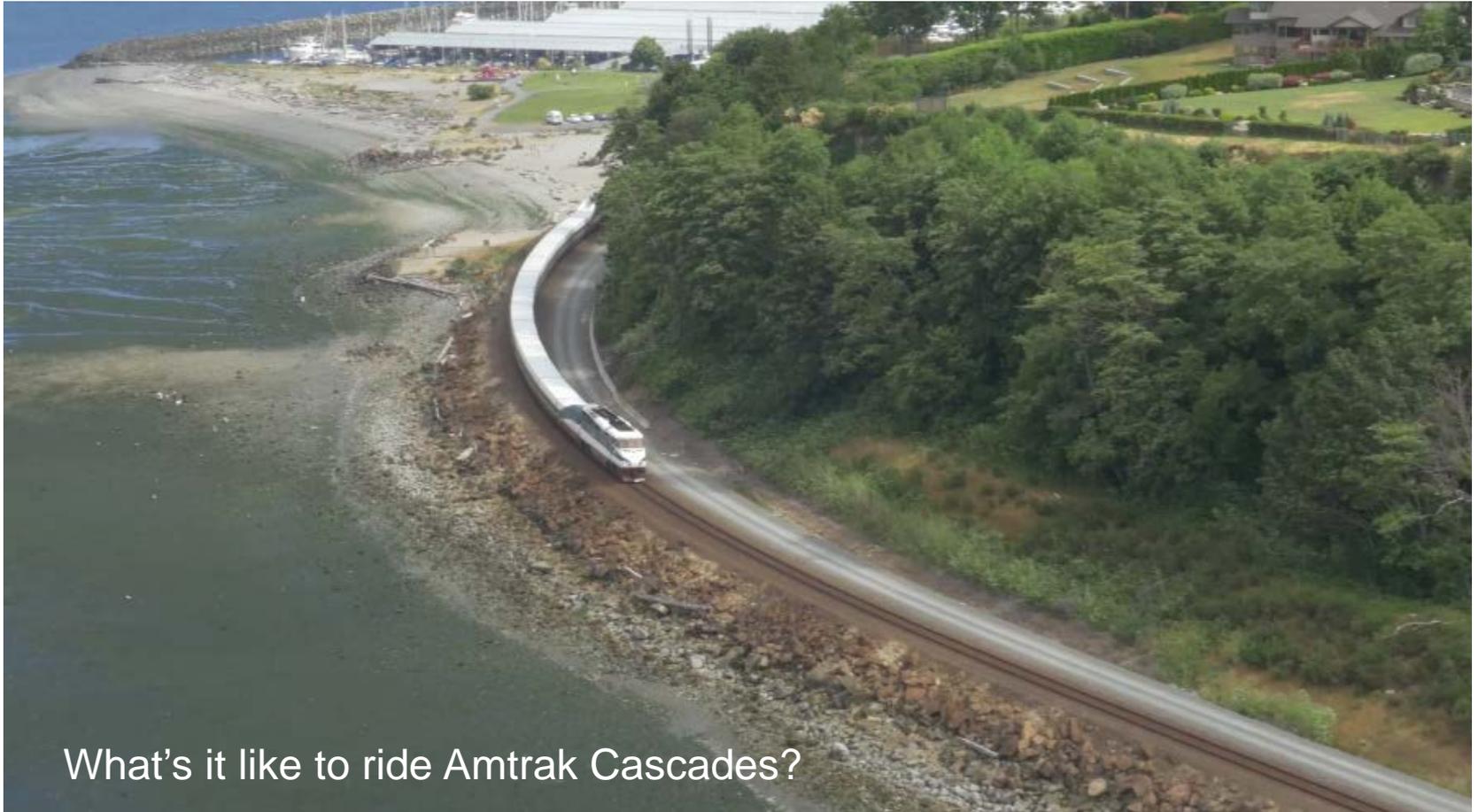
ODOT's Mission

To provide a safe, efficient transportation system that supports economic opportunity and livable communities for Oregonians



Passengers

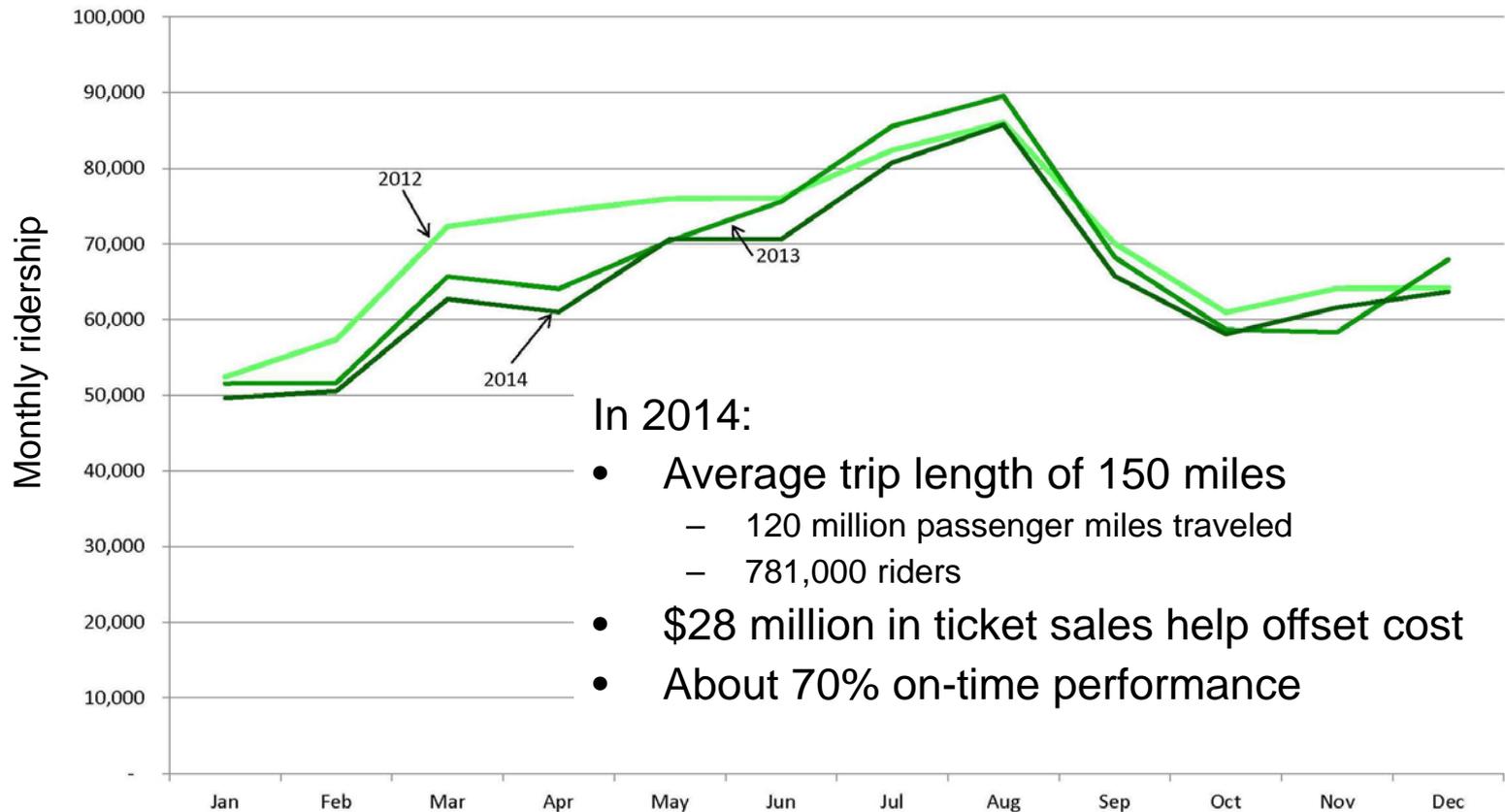
Mode of Transportation



What's it like to ride Amtrak Cascades?

Passengers

Performance



In 2014:

- Average trip length of 150 miles
 - 120 million passenger miles traveled
 - 781,000 riders
- \$28 million in ticket sales help offset cost
- About 70% on-time performance

Basics

Types of passenger rail

Light rail



Regional, commuter rail



Intercity passenger rail,
emerging high-speed



Long-distance rail



Shorter distance

Longer distance

Within a metro area

Suburbs to major metro area

Between major metro areas

Cross-country

**Local &
Regional**

**Local &
Regional**

State

Federal

Basics

Service Area, Backbone Service

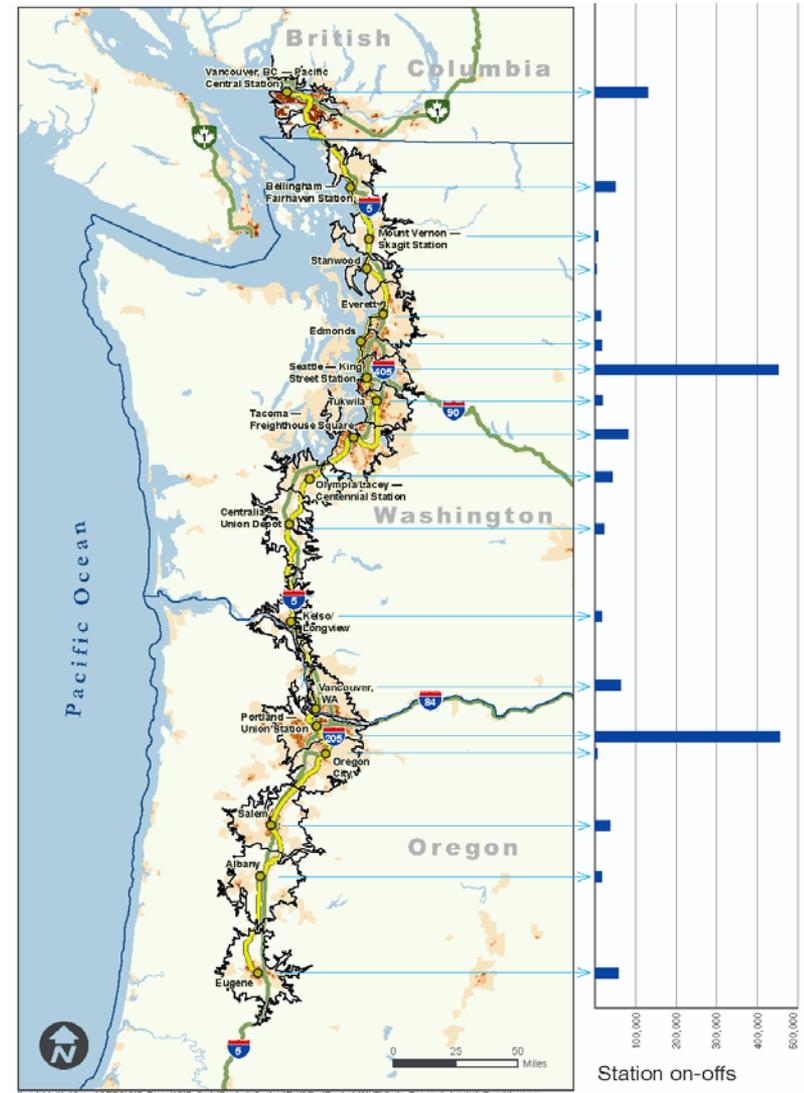
467-mile federally designated high-speed rail corridor

- 300 miles in Washington
- 134 miles in Oregon
- 33 miles in British Columbia

Administered by WSDOT and ODOT

Backbone:

Station catchment area is based on 30-minute drive time

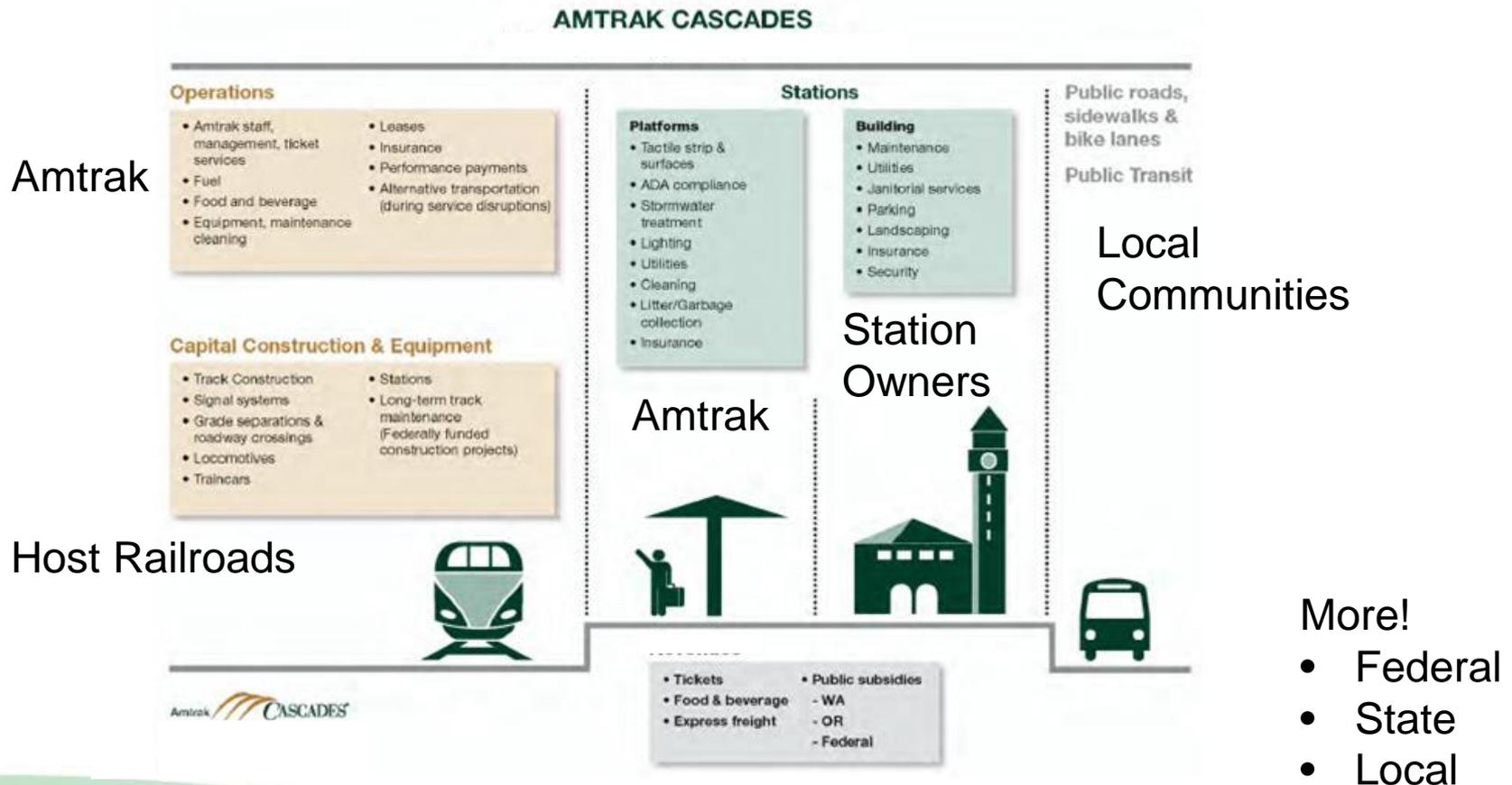


Existing stops and 2010/2011 population density

2012 Ridership by station based on the number of passengers who got on or off the train.

Responsibility

WSDOT, ODOT, Amtrak, Railroads, Communities and More!



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Amtrak Cascades Constraints

State Goals	Operations	Demand
<ul style="list-style-type: none">• Law• Commitments and Policy• Service Growth Goals	<ul style="list-style-type: none">• Infrastructure• Equipment• Logistics	<ul style="list-style-type: none">• Inputs• Modeling• Output

State Goals

Law

- Passenger Rail Investment and Improvement Act of 2008 (PRIIA)
- American Recovery and Reinvestment Act of 2009 (ARRA)
- Funding and authorization by Washington and Oregon legislatures



State Goals

Commitments and Policy

- Executive Orders
- Agreements
- Agency Policy

State Transportation Policy Goals			
		Wash.	Ore.
	Economic Vitality	✓	
	Environment	✓	
	Mobility	✓	✓
	Preservation	✓	✓
	Safety	✓	✓
	Stewardship	✓	✓
	Sustainability		✓

State Goals

Service Growth Goals

Washington State Rail Plan – Long Term Vision

- 110 mph max speed
- Seattle to Portland, 13 round trips, 2:30 travel time
- Vancouver, B.C. to Seattle, 4 round trips, 2:37 travel time

Oregon Passenger Rail Project

Studying options for improving passenger rail between Portland and Eugene

WSDOT's current federally mandated Service Outcomes

- 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

Operations

Infrastructure, Equipment and Schedules

Infrastructure – Tracks

Tracks owned by the host railroads: BNSF, Union Pacific,
VIA Rail (and Sound Transit in 2017)

Equipment – Seven trainsets:

- Washington owns three
- ODOT owns two
- Amtrak owns two

Schedules – For operations, consider:

- Equipment maintenance
- Crew rotations
- Other train traffic



Demand

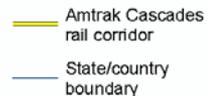
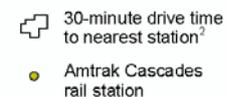
Inputs

- Demographics
- Population Density
- Historical Travel
- Employment
- Travel Time
- Frequency
- Other Modes
- Etc. as appropriate



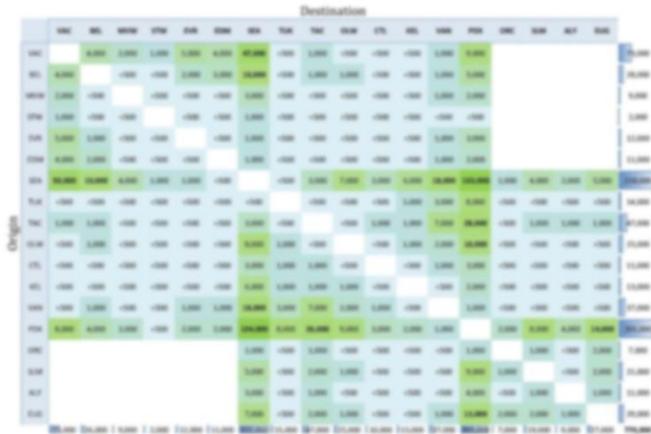
¹ Population density derived from 2010 US Census and 2011 Statistics Canada

² Rail station drive times were calculated using ESRI StreetMap North America 2012 data with standard impedances.

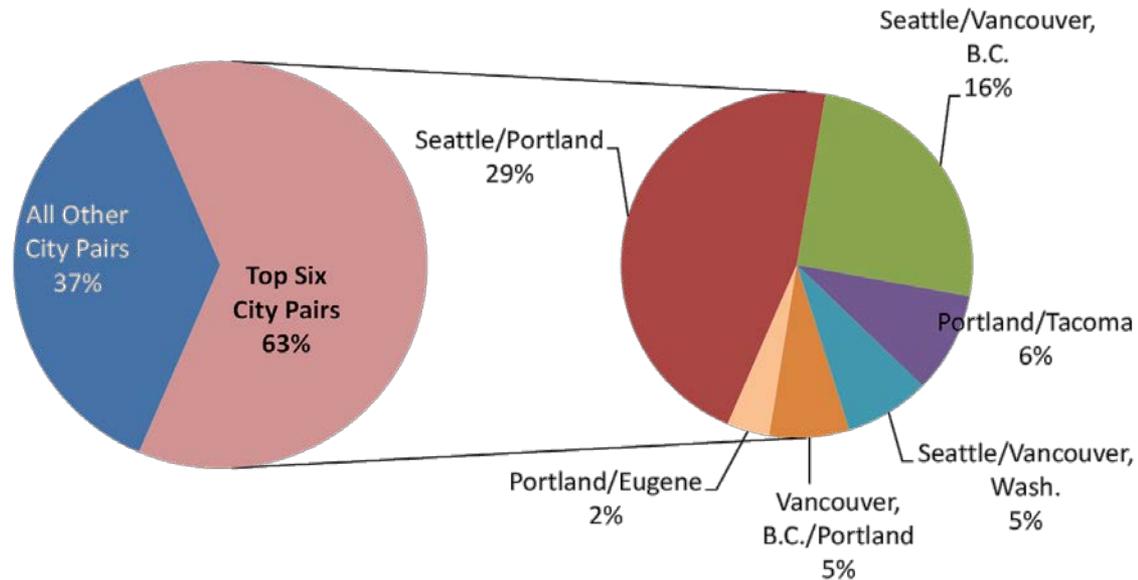


Demand

Modeling and Outputs



129 total city pairs



Six city pairs generated nearly 2/3 of revenue in 2014

Bottom Line:

- Projected **Passenger-Miles**
- Projected **Ridership**
- Projected **Revenue**

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Amtrak Cascades Implications

Stations	Connections	Finances
<ul style="list-style-type: none">• Placement• Amenities• Physical changes	<ul style="list-style-type: none">• First/last mile• Transportation hubs• Societal Benefits	<ul style="list-style-type: none">• Benefit/Cost• Farebox Recovery• Subsidy

Stations

Placement

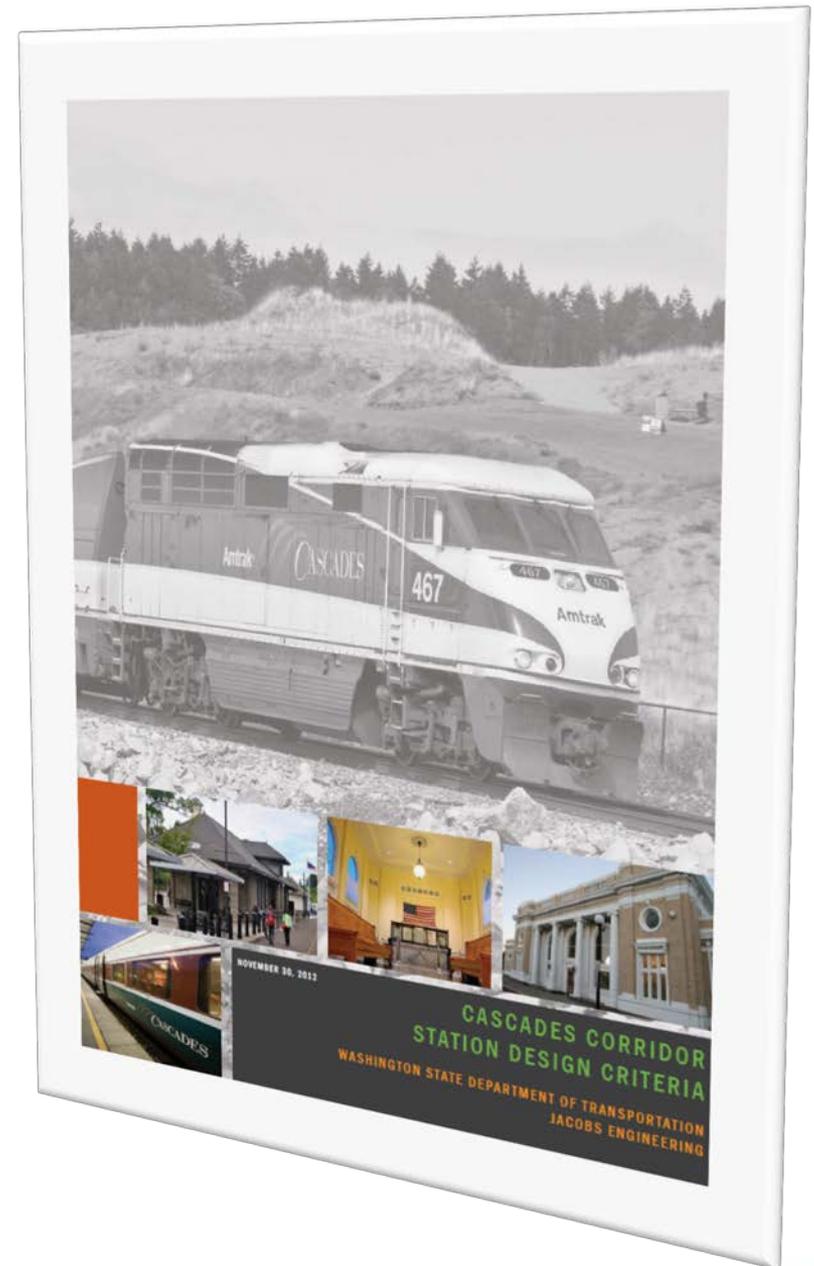
- **Location:** Optimize station location
- **Transportation:** Maximize station connections with other transportation modes
- **Development:**
 - Shape it through urban design
 - Focus infill development around the station



Stations

Amenities

- Arrival / departure area components
- Station building components
- Platform components
- Enhancements – opportunities for third-party investment in the Cascades Corridor



Stations

Physical changes

Cost estimates for physical changes are included in the total financial cost

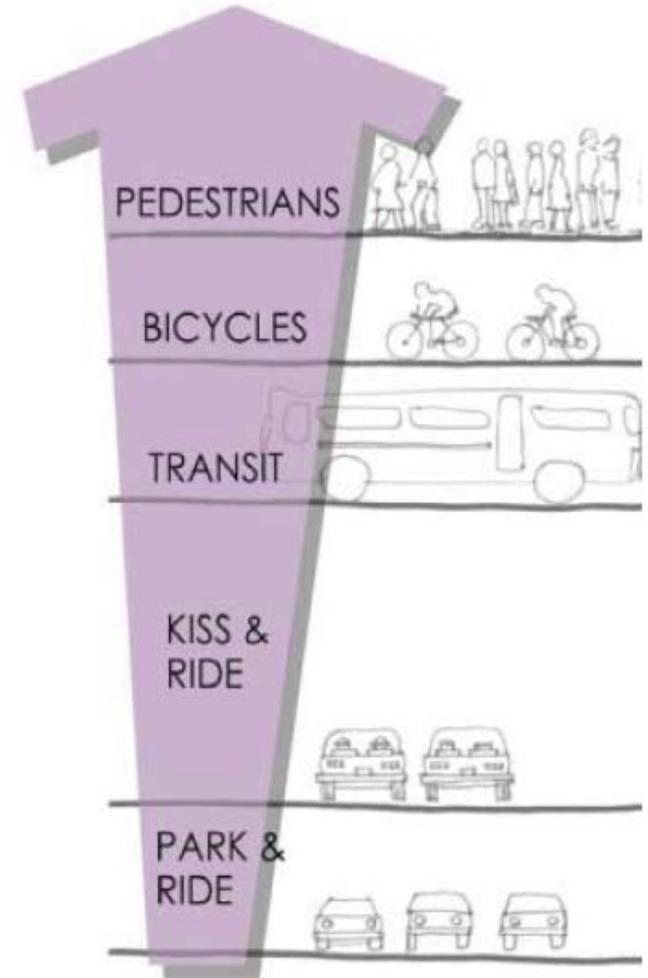
- Studies
- Design
- Right-of-way
- Environmental
- Community engagement
- Construction



Connections

First-last mile

Connecting the Amtrak Cascades backbone to the local system



Station Access Hierarchy

Source: California High-Speed Rail Authority
"Urban Design Guidelines"

Connections

Transportation hubs

Connecting a regional system to a national or international system

- Road: Interstate System
- Air: International Airports
- Sea: Ferry Terminals and Cruise Terminals
- Rail: East-west connectors



Connections

Societal benefits

Must consider safety, congestion and environmental factors

Based on research in 2008, WSDOT's approach is calculated from passenger-mile projections to quantify benefits

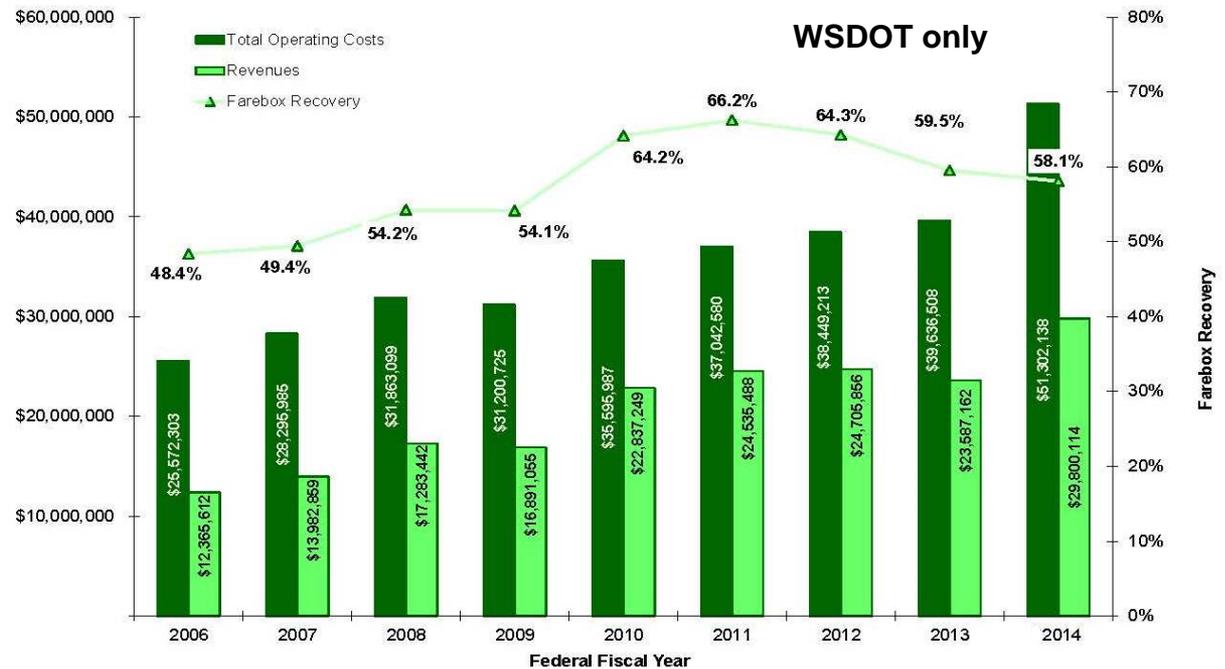


Finances

Benefit / cost, farebox recovery, subsidy

The service is paid for by passengers and states

- Benefit/cost – helps compare to options
- Farebox recovery – efficiency
- Subsidy – effect to state budget



Amtrak Cascades

Many Parts, One Corridor

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Questions?



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Ten Minute Break

Interim policy discussion

Five focus areas:

- Corridor-wide Approach
- Evaluation Criteria
- Impacts to Service
- Planning
- Future Service

Interim policy discussion

Focus area – Corridor-wide Approach

2013 Interim Policy:

- Washington and Oregon are working to manage their respective services together as a unified corridor. Both the WSDOT and ODOT operating budgets are very constrained: the WSDOT operating budget for Amtrak Cascades was cut by \$1 million in 2013-2015. The agencies will work together to reduce station costs and implement other cost saving alternatives.

Interim policy discussion

Focus area – Evaluation Criteria

2013 Interim Policy:

- WSDOT and ODOT will evaluate proposals to add station stops based on benefits and disadvantages for the entire service. Evaluation criteria include: Consistent with State Rail Plan; Operational Feasibility; Customer Demand; Station Suitability; Interconnectivity Benefits; and Fiscal Viability.

Interim policy discussion

Focus area – Impacts to Service

2013 Interim Policy:

- The addition of a station stop should not degrade service or add cost for WSDOT, ODOT, Sound Transit, BNSF, UP, Amtrak or other partners in intercity passenger rail service.

Interim policy discussion

Focus area – Planning

2013 Interim Policy:

- Rail planning budgets at WSDOT and ODOT are not sufficient to complete new stop studies without additional funds. Proponents should provide funding for new stop evaluation studies.

Interim policy discussion

Focus area – Future Service

2013 Interim Policy:

- Major service changes will not be implemented until after 2017 due to construction and service outcome agreement commitments.

Wrap-up and next steps

- Meeting summary
- Review action items
- Next steps
- Identify focus group volunteers
- Establish next meeting date

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