

# Point Defiance Bypass Project Update



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# Pacific Northwest High-Speed Rail Corridor

## Passenger Rail – Amtrak Cascades

467-mile corridor

- 300 miles in WA
- 134 miles in OR
- 33 miles in BC

## BNSF and UP own the tracks

## Amtrak operates the service

- WSDOT pays Amtrak via contract
- Amtrak pays the railroads

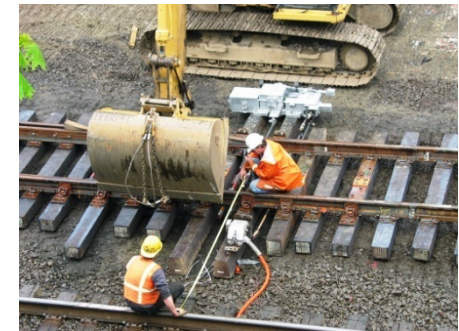
## Talgo and Amtrak maintain equipment

- Washington pays Talgo via contract
- Five trainsets:
  - Washington owns three
  - Amtrak owns two
  - Oregon will add two in 2013



# High-Speed Rail Capital Investments

- Federal high-speed rail funds - \$794.9 million
- Supports overall program goal of more frequent and reliable Amtrak Cascades service
  - Two additional round trips between Seattle and Portland, for a total of six
  - Improved on-time performance to 88%
  - 10-minute time savings
- 20 projects in Washington building additional rail-line capacity and upgrading tracks, utilities, signals, passenger stations and advanced warning systems
- Supports skilled construction and operating jobs for railroad crews and regional contractors



# HSR Capital Project Highlights

Five projects underway in 2012 and six more projects starting construction in 2013

- King Street Station Seismic Retrofit
  - Steel reinforcement continues, on track for 2013 completion
- New tracks complete in Everett
  - Cascades trains avoid congestion through busy rail yard
- Track upgrades underway from Seattle to Vancouver, WA
  - Improves track durability and reduces speed restrictions
- New elevated track going in at Port of Vancouver
  - Separates freight and passenger trains
- Slope stabilization work to prevent mudslides
  - FRA agrees to project scope, design work starts February 2013



*New steel in King Street Station's upper floor*



*New soldier pile wall for retaining the hillside next to the new track area*

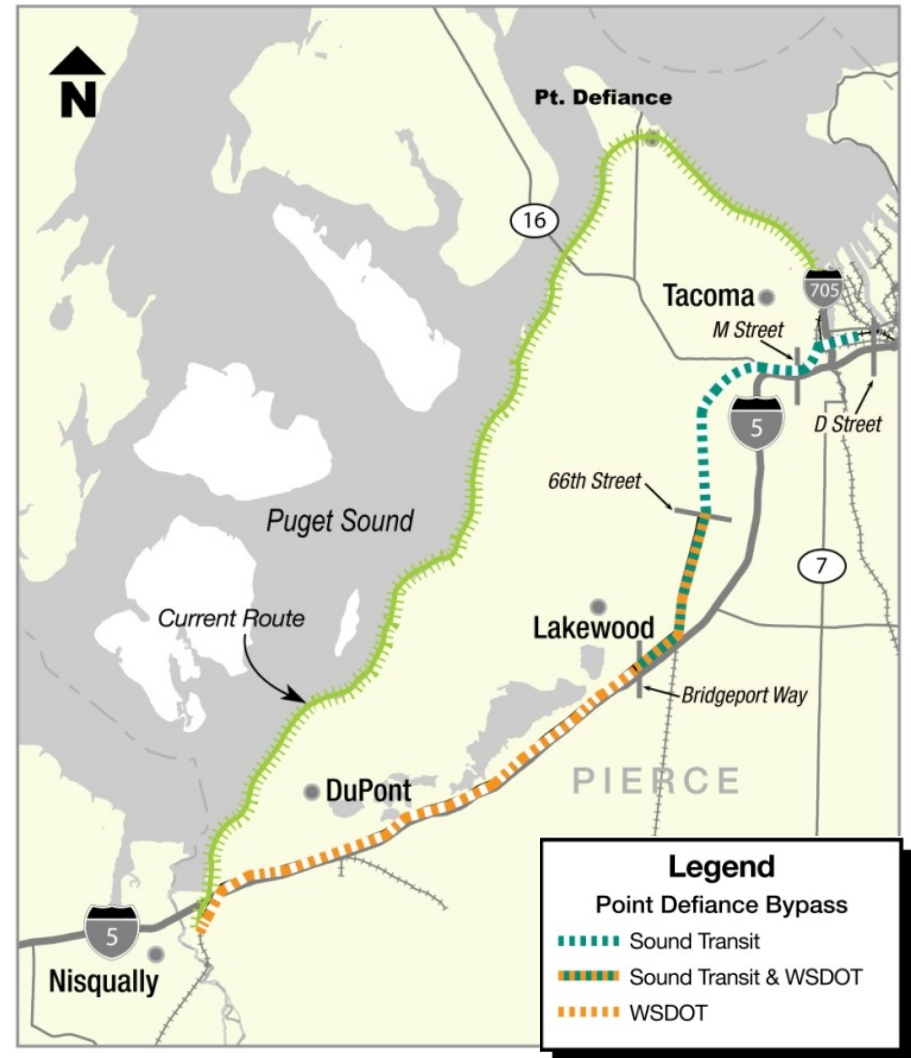


*BNSF crews replace worn track near Vancouver, WA*

# Helping to extend Sounder commuter rail

Sound Transit D-to-M Streets track and signal project

- Construction funded by 2009 federal Recovery Act
- Built 1.4 miles of new tracks and signal systems between East D and South M Streets in Tacoma
- Constructed a new railroad bridge over Pacific Avenue to keep traffic flowing from trains crossing overhead.
- Final link for the extension of Sounder commuter rail service to South Tacoma and Lakewood Stations.



# What is the Point Defiance Bypass Project?

- Existing line along lightly used freight corridor owned by Sound Transit
- Part of bypass route also used for “Sounder” commuter rail
- Work includes track upgrades, new tracks, safety equipment, and new station
- Results in added round trips between Seattle and Portland and improved on-time performance
- Construction to begin in 2015 with service starting in 2017



# Planned Transportation Improvements

- **Synchronized Traffic Signals**
  - Coordinated signal controllers
- **Upgraded warning devices**
  - Wayside horns
  - Updated crossing equipment
- **Pedestrian improvements**
  - Sidewalks



*Rendering of planned upgraded crossing in Lakewood*

# Relocation of Tacoma Amtrak Station

- **Freighthouse Square station needs**
  - lease and purchase options
  - building and platform access
  - passenger space
  - operational space
  - pedestrian and vehicle access
  - short and long-term parking



*Freighthouse Square in Tacoma*



# Next Steps

- WSDOT completes SEPA document
- Outreach to advisory groups and stakeholders
- Work continues:
  - Design advances spring 2013
  - Construction begins Spring 2015
  - Service on the bypass: 2017

## For more information

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