



**U.S. Department of Transportation • Federal Railroad Administration (FRA)
Capital Assistance to States–Intercity Passenger Rail Service Program
Project Summary for the State of Washington**

<i>Project</i>	<i>Location in Washington</i>	<i>FRA Program Share</i>	<i>Matching Funds from Other Sources</i>	<i>Total Project Cost</i>
Point Defiance Bypass Design, Engineering, and Right-of-Way, D to M Street Tacoma	Tacoma	\$6,000,000	\$20,606,000	\$26,606,000

Benefiting Intercity Passenger Train Routes: *Cascades* (4 round-trips/day, Bellingham/Seattle–Portland/Eugene), *Coast Starlight* (1 round-trip/day, Seattle–Los Angeles)

Project Description: Washington State DOT will undertake preliminary engineering, environmental review, and right-of-way acquisition for the 1.2 mile D to M street segment of the 19.5 mile Point Defiance Bypass project on the Pacific Northwest Designated High Speed Rail Corridor currently underway by the State of Washington and SoundTransit. Components of the D to M street project will include new track and signal systems on a realigned right-of-way, and a grade-separated railroad crossing at Pacific Avenue in Tacoma. The Pacific Northwest Corridor serves six intercity passenger train round trips serving various segments between Vancouver, British Columbia, Seattle, Washington, and Portland and Eugene, Oregon; this includes the four Washington State-supported *Amtrak Cascades* round trips and the *Coast Starlight* long distance service.

Project Benefits: The Point Defiance Bypass project will enable the State of Washington to operate two additional round trip *Cascades* trains between Portland and Seattle, and SoundTransit to extend commuter rail service to Lakewood. Upon completion of this project, all passenger rail and transit services in Tacoma will be consolidated to SoundTransit's newly constructed Freighthouse Square station on the new alignment. Ultimately, the Point Defiance Bypass project will reduce travel time by six minutes between Portland and Seattle, and allow passenger trains to avoid freight traffic interference currently experienced along the current route.

Source(s) of Matching Funds: Local (Sound Transit) (\$16,396,000), Federal Highway Administration (\$4,210,000)

