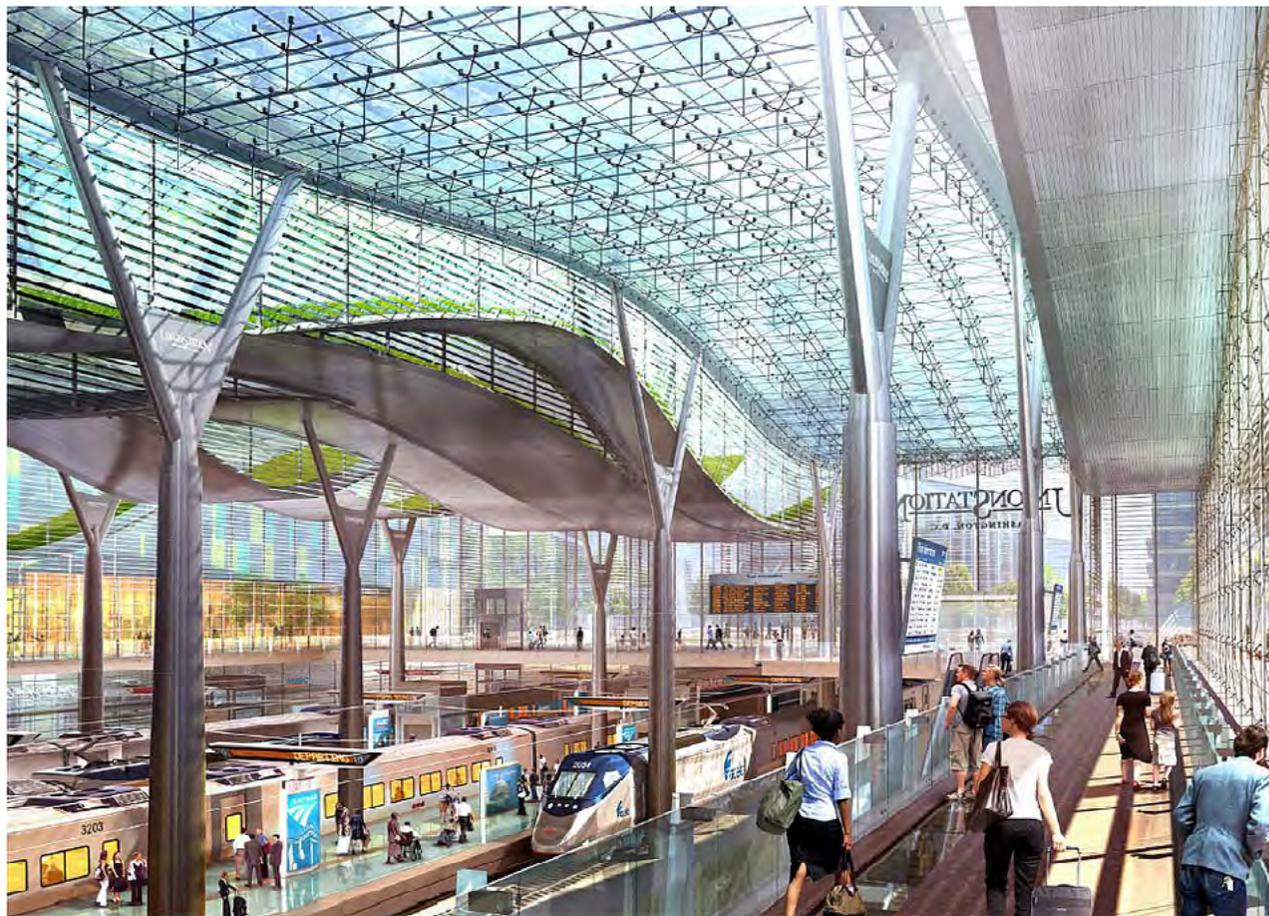


A L L A B O A R D

Amtrak Announces Plans for Washington Union Station Upgrades

Amtrak recently announced plans for a substantial upgrade to its facilities at Union Station in Washington, D.C. – its second-busiest station after New York’s Penn Station – to support future high-speed rail service and allow for more train capacity for its existing routes as well as Maryland’s MARC and Virginia’s VRE commuter rail systems. The \$7 billion project would add six underground tracks dedicated for Amtrak’s proposed high-speed rail service, which the railroad envisions linking Washington and New York with 93-minute express service on new infrastructure by 2030. Additionally, new and upgraded platforms would allow for greater train frequencies on Amtrak’s other routes based out of Union Station, which stretch as far as Montreal, Quebec, Chicago, Ill., New Orleans, La., and Miami, Fla.

In addition to expanded capacity for intercity and commuter rail service, the project would introduce a new mixed-use development district using the air rights above its infrastructure. A blend of office, residential and hotel space would be constructed on decks above rail platforms and tracks, complementing nearby development and neighborhoods as well as the forthcoming H Street-Benning Road Streetcar, which the District of Columbia will complete in 2013 and will serve Union



Station directly. The development district is expected to spur more than \$1.5 billion in rail-oriented development.

“It is a state-of-the-art design that they are bringing in,” said Victor Hoskins, D.C. Deputy Mayor for Planning and Economic Develop-

ment. “It’s going to allow for light and air and flow in the train station like never before.”

John Porcari, U.S. deputy secretary of transportation, said Amtrak had put forth “a strong, clearly articulated vision for the whole Northeast corridor and Union Station is an

integral element of it.

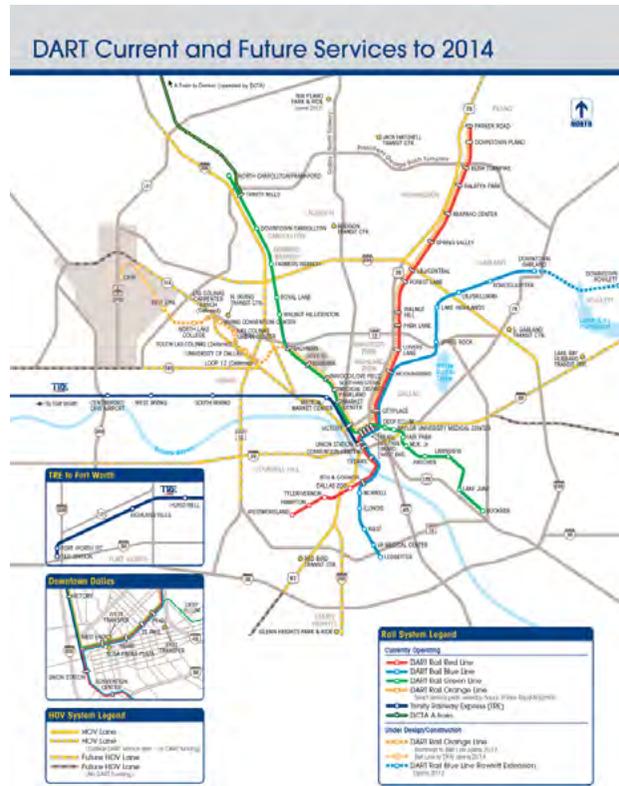
(For more on Washington's Union Station, see RAIL #2 – ed)

DART Readies Orange Line Light Rail

July 30 will mark the first day of service on Dallas Area Rapid Transit's (DART) Orange Line light rail, adding 5.4 miles to the region's continually-growing light rail network. The Orange Line's first phase stretches from the existing Bachman station on the Green Line to the Irving Convention Center station, with two intermediate stops. The project's second phase – a 3.8-mile expansion to Dallas-Fort Worth International Airport (DFW) – will open in December 2014, with a subsequent extension reaching Belt Line Road this December.

Orange Line trains will serve the University of Dallas and the Las Colinas Urban Center on the new route – the later connecting to the 1.4-mile Las Colinas Area Personal Transit people mover system – while also travelling through downtown Dallas and its northern suburbs on the existing Red Line corridor to Richardson and Plano. When the Orange Line's second phase is completed, DART's light-rail system will span more than 80 miles, adding to the scope of what's already the nation's largest light rail operation.

“With the opening of the Orange Line, thousands of people now can reach one of the region's densest employment centers via public transit,” said DART President and Executive Director Gary Thomas. “That makes it easier



for people to not only find jobs, but also pursue careers.”

(For more on DART's light-rail network, see RAIL #13 – ed)

Arlington Approves Columbia Pike Streetcar Plan

On Tuesday, July 24, the Arlington County Board in Northern Virginia approved streetcars as the locally-preferred alternative for the Columbia Pike corridor. The 4.5-mile route will stretch from the Pentagon City Metro station along Columbia Pike east to the Skyline and Bailey's Crossroads districts in Fairfax

County, which has participated in the planning process along with Arlington County. The designation as the locally-preferred alternative ends the alternatives analysis phase of the project's planning and allows Arlington and Fairfax leaders to seek federal investment. A mix of federal, state and local investment is expected to support the \$249 million project.

Columbia Pike already hosts one of Northern Virginia's most active transit corridors, with the Washington Metropolitan Area Transportation Authority's 16 Line buses and Arlington's 41, 45 and 75 routes combining to move over 15,000 daily riders with service as frequent as every two minutes during rush hours. Streetcars are expected to augment the existing bus service, add additional capacity with larger vehicles and drive new development along the corridor, complimenting the Columbia Pike Neighborhoods Area Plan – approved by the County Board hours before the streetcar project. A total of 19 stops are planned in each direction utilizing a fleet of 13 modern streetcar vehicles.





“I see light rail and streetcars as the next generation of a real rail system,” said Arlington County Board member Jay Fiset. “This is an investment.”

Miami Metrorail Arrives at MIA

On Saturday, July 28, Miami-Dade Transit – the regional transit provider in Miami and surrounding Dade County – initiated its Orange Line Metrorail service between the Miami Intermodal Center at Miami International Airport (MIA), the city’s downtown and the Dadeland South station. The new route represents the first direct rail service from downtown Miami to MIA, which will cost just \$2 and take under 20 minutes from the Miami Intermodal Center to the Government Center station downtown. Orange Line service was made possible through a 2.4-mile, \$506 million extension from the existing Green Line Metrorail route from Earlington Heights to the Intermodal Center.

Metrorail’s Orange Line station at the Intermodal Center adds local rail transit service to the growing portfolio of mobility connections offered at the facility. Already in place is the 1.2-mile MIA Mover automated people mover



system connecting the Intermodal Center with MIA’s central terminal as well as a new rental car facility. By mid-2013, Amtrak’s *Silver Meteor* and *Silver Star* as well as Tri-Rail commuter rail trains will serve the Intermodal Center as the southern terminal of their routes, along with intercity, regional and local bus lines. More than 150,000 daily passengers are expected to travel through the facility when completed.

“This is really exciting,” said Ysela Lloret, Director of Miami-Dade Transit. “It’s the first time since the Metrorail began in 1984 that we have a second line in the system.”

(For more on Miami’s Metrorail system, see RAIL #19 – ed)

Late-Night Rail Options Expand in Southern California

By expanding service on all its heavy-rail metro and light-rail lines until 2:00 a.m.,

beginning on the weekend of Friday, July 27, the Los Angeles County Metropolitan Transportation Authority (Metro) made its ever-expanding rail network more accessible for the Southern California region. The Red and Purple heavy-rail metro lines and Blue, Green, Gold and Expo light-rail lines operate from midnight until 2:00 a.m. under the expanded service hours. The Orange Line bus rapid transit route also operates until 2:40 a.m. to meet the final Red Line train at the North Hollywood station.

Metro opened its most recent light-rail line – the Expo Line between Union Station in downtown Los Angeles and Culver City on April 28 – stretching 15.3 miles and serving 19 stations – along a former Pacific Electric interurban right-of-way. Construction will begin this fall on an 11.3-mile extension of the Gold Line along a former Atchison, Topeka and Santa Fe Railway corridor to Azusa scheduled to open for service by July 2015, as well as an expansion of the Expo Line to Santa Monica in 2016. Other new rail lines will be constructed through the 30/10 initia-



tive championed by Los Angeles Mayor Antonio Villaraigosa.

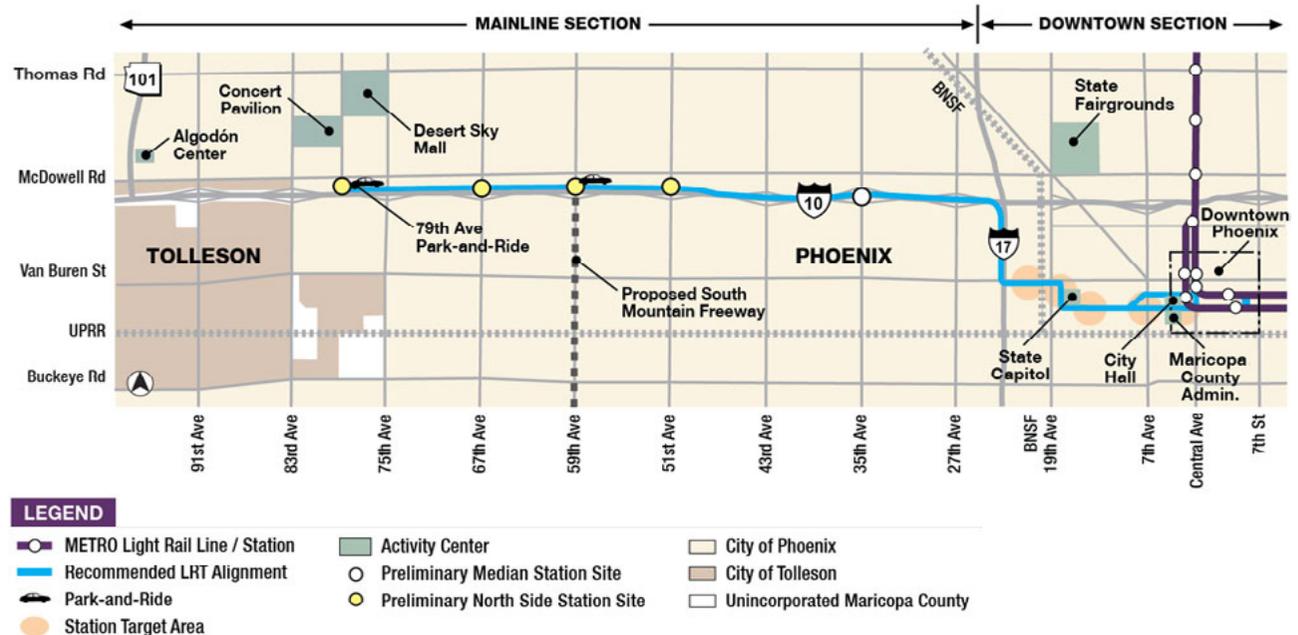
“In Downtown Los Angeles, Metro’s extended Friday, Saturday evening hours will allow more customers to enjoy the many exciting late-night venues we offer, as well as encourage more people to use public transportation,” said Los Angeles County Councilman Jose Huizar.

(For more on Los Angeles’ rail transit network, see RAIL #4, 11, 22 and 29 – ed)

Phoenix Area Leaders Approve Alignment for West Light-Rail Extension

Efforts to expand the Phoenix area’s Valley Metro light-rail network moved forward with the July 25 vote of the Maricopa Association of Governments – the region’s planning agency – to approve an alignment for an 11-mile extension from downtown Phoenix along the Interstate 10 (I-10) corridor. Utilizing the median of I-10 for much of its route, the new line would link the existing system in downtown Phoenix with the State Capitol district and the St. Matthew’s neighborhood before reaching 79th Avenue. The \$1 billion project is expected to open in 2023 if federal, state and local funding is secured.

The extension would mark the latest step in developing Valley Metro’s planned 57-mile light-rail network for the region. Already, construction is underway on a three-mile, four station expansion of the existing line in Mesa while Tempe is moving forward with



plans for a streetcar service. The current system may also expand by three miles in northwest Phoenix to reach 19th and Dunlap Avenues.

“Light rail is key to our city’s new economic future,” says Phoenix Mayor Greg Stanton. “It creates jobs, further connects our community with sustainable transportation options and creates a multitude of new business development opportunities.”

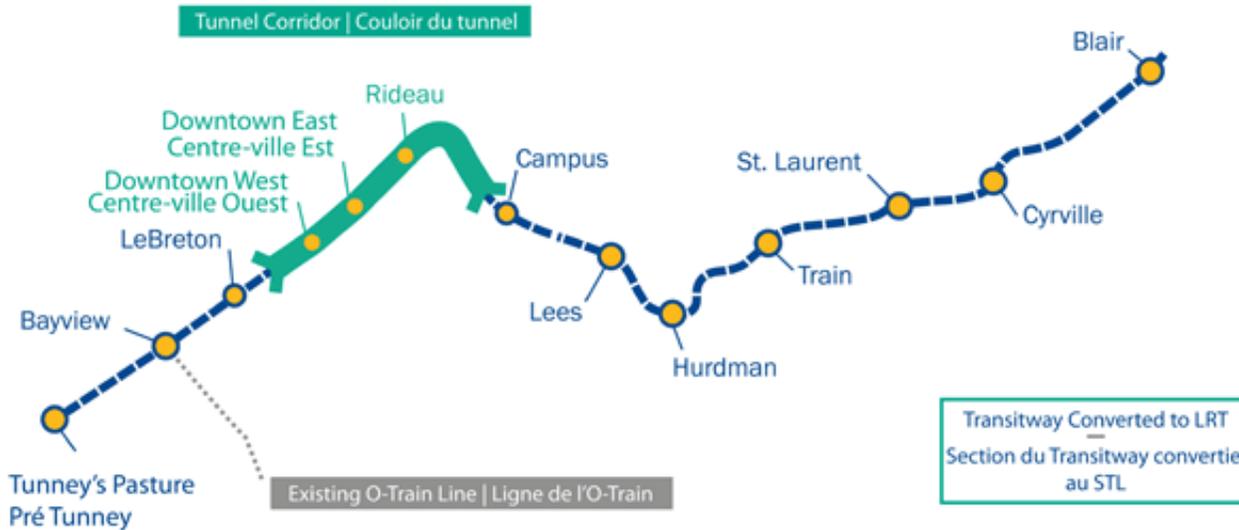
(For more on Phoenix’s light-rail network, see RAIL #17 – ed)

Canadian Officials Approve Ottawa Light Rail Environmental Assessment

The Canadian federal government recently approved the environmental assessment for a

light-rail system in the nation’s capitol city, Ottawa. The 12.5-kilometer (7.7-mile) line will span from Blair on the east side of downtown Ottawa to Tunney’s Pasture to its west, connecting with the existing O-Train regional rail line at the Bayview station and VIA Rail Canada’s Ottawa station. The \$2.1 billion (Canadian) project is expected to generate more than \$3.2 billion in development in the region, reduce carbon emissions by 94,000 tons and help raise transit ridership by 76 percent by 2031.

The project – overseen by the city of Ottawa – is currently selecting contractors to begin construction work in early 2013. Revenue service is expected to begin in June 2018 and carry more than 40,000 daily riders. The light-rail service would largely replace bus service



on the city's two dedicated transitways, which currently are approaching capacity with bus-only service, attracting more riders and reducing travel time on the corridor. The light-rail service will also include a 2.5-kilometer (1.5-mile) tunnel underneath downtown Ottawa.

"This project is the largest, most complex

infrastructure project in the City's history and today we have achieved a very important milestone," said Ottawa Mayor Jim Watson. "The federal government's endorsement of our approach is a critical step forward for us as we move towards finishing the request-for-proposals and selecting the team that will build this project."

(For more on Ottawa's O-Train, see RAIL #5 and 23 - ed)

Malvern Rail-Oriented Development Project Leverages Existing Regional Rail System

One of the nation's oldest commuter rail stations will benefit from expanded commercial, retail and residential activity through a \$47

million rail-oriented development project at the Malvern, Pa., rail station. Opened in 1900 and positioned along one of the longest continually operating passenger rail routes – the former Pennsylvania Railroad Old Main Line between Philadelphia and Harrisburg – the Malvern station has seen little ancillary development aside from suburban residential neighborhoods. A partnership of Eli Kahn Development and Cornerstone Communities will develop five acres of property adjacent to the station featuring multi-family residential units, street-level retail and community amenities such as a swimming pool, fitness center and outdoor courtyards.

The project is targeted for completion in the summer of 2013, and makes use of former light industrial and commercial sites. The Malvern station – originally constructed by the Pennsylvania Railroad – is served by the Southeastern Pennsylvania Transportation Authority's (SEPTA) Paoli / Thorndale Line along with its Route 92 bus line. About one-half of Paoli / Thorndale Line trains terminate at Malvern. Amtrak's *Keystone Corridor* and



