

A L L A B O A R D

Northern Virginia Prepares for Silver Line Opening

Source: [Washington Post](#)

Saturday, July 26 will see the launch of one of the nation's largest public transportation projects as the first phase of Northern Virginia's [Silver Line](#) is added to the Washington Metropolitan Area Transportation Authority's ([WMATA](#)) Metrorail network. The 11.6-mile extension of service from the existing East Falls Church in Arlington County station to

the new Wiehle-Reston East station in Fairfax County will add five new stations to the current 86-station, 106-mile system, currently the second-busiest transit operation in the nation after the New York City Subway.

Opening ceremonies for the new Silver Line route will begin at the Wiehle-Reston East

station and continue as the first Silver Line train heads east through the four new stations serving Fairfax County's Tysons Corner suburban downtown district, the nation's 12th largest area of economic activity and the largest in Virginia. The residential population of Tysons Corner is expected to skyrocket from 20,000 to 100,000 over the coming decades with the Silver Line's arrival, with an additional 60 to 70 million square feet of new development fueled by the line. The new rail service is expected to generate 30,000 new daily Metrorail trips by 2030, adding to the existing network's average daily ridership of more than 750,000.

"The Silver Line is going to be a major driver, a game changer, because it opens up the Tysons market for easy access from the entire D.C. metro region," said Michael Caplin, Director of the Tysons Partnership, a consortium of developers, planners and other groups with a stake in the future of Tysons.

A second phase of the project will extend Silver Line service another 11.5 miles west in 2018 to reach the Fairfax County communities of Reston and Herndon as well as Washington Dulles International Airport and two additional stations at Routes 606 and 772 – Metrorail's first stations in Loudon County. Six new stations will be included with the Silver Line's second phase.

(For more information on the Metrorail network, see [RAIL #19](#). Additionally, stay tuned for a full-length feature profile of the Silver

Line – as well as passenger rail across Virginia – in the next edition of RAIL, #36 – ed)



Source: Rural Missouri

Ridership Booming on Amtrak's Illinois, Missouri Trains

Due to a number of capital investment projects in both [Illinois and Missouri](#), ridership on Amtrak trains travelling between Chicago, St. Louis and Kansas City is reaching new highs. Over the past year, ridership has doubled on the Chicago – St. Louis corridor, while *Missouri River Runner* between St. Louis and Chicago has also seen significant ridership growth.

Leaders in both states point to upgraded tracks, new passing sidings and improved signaling that has allowed for increased speeds and enhanced reliability for the entire corridor. On-time performance for the *Missouri River Runner* has improved from 64 percent to 90 percent following the installation of new passing sidings between St. Louis and Kansas City, while 110-mph service is now offered on a 15-mile stretch near Dwight, Ill. Over the

next five years, the majority of the Chicago – St. Louis route will be capable of 110-mph speeds.

“Ridership has more than doubled because there are more opportunities for people to arrive, more opportunities for people to go back and forth the same day,” says Amtrak Spokesman Marc Magliari. “In the next five years, we’re going to have two 110-mph routes from Chicago: one to St. Louis and one to Detroit.”

(For more information on Amtrak’s state-supported service in the midwest, see [RAIL #18](#) – ed)

Ontario Premier Proposes Toronto-Kitchener-London High-Speed Rail Within A Decade

Kathleen Wynne – the Premier of Ontario – recently argued that establishing Canada’s first high-speed rail line between Toronto and London could be possible within a decade. Wynne, who assumed Ontario’s top elected office in 2013, believes a combination of federal, provincial and local funding sources could make high-speed service through one of Canada’s most densely-populated corridors a reality by 2024. An in-depth report studying the roughly 190-

mile corridor is expected to be released later this summer, with a future expansion to reach Windsor to be included in the study.

“Yes it is, that’s what the engineers and experts have said is possible and that’s why the minister of transportation has talked about that time frame, that decade,” Wynne said in a recent interview with the Canadian Broadcasting Corporation. “We’re in the process right now of doing the environmental assessment” for the high speed rail, which includes the corridor to Windsor. That report is with the minister of transportation and we’ll make sure that the information is available.”

A high-speed rail line between Toronto, London and Windsor could compliment existing [VIA Rail intercity service](#) and [GO Train commuter rail](#) operations within the corridor. Currently, [Metrolinx](#) – the Ontario agency charged with transportation improvements



Source: AM980

in the Greater Toronto-Hamilton Area – is currently constructing the [Union-Pearson Express](#) (UP Express) rail service, which will connect Toronto’s historic [Union Station](#) with Canada’s busiest airport, Toronto Pearson with service every 15 minutes. UP Express is expected to begin operations in 2015 and its 14.5 miles of upgraded rail infrastructure could serve as the initial stage for Ontario’s high-speed rail line. Ontario is also working on increasing service frequency on its 63.8-mile Toronto – Kitchener GO Train route.

“As you know we added more trains, and we’ll be adding more trains immediately to the Kitchener-Waterloo line, but the full two-way, 15-minute GO service, that will take a couple of years,” said Wynne. “And we’ve committed to electrifying the whole system.”

Layton, Utah Opens Rail-Oriented Development Project

A mixed-use development project combining 2,000 square feet of retail space and 156 apartments opened in July adjacent to a [FrontRunner commuter rail](#) station in Layton, Utah. The [Kay’s Crossing development](#) is the first rail-oriented development project in Utah with the [Utah Transit Authority’s](#) (UTA) participation. The project utilized a compilation of public and private land near the FrontRunner’s Layton station north of Salt Lake City and is the precursor to future developments at the line’s Clearfield and Pleasant View stations. About 116 of the 156 residential units have been rented, with rents ranging from

Source: [Standard-Examiner](#)



The Kay’s Crossing rail-oriented development at the FrontRunner Layton station includes a swimming pool for residents.

\$835 to \$1,350 per month. A property across the street from Kay’s Crossing is also under development by the project’s backers to open a new restaurant and additional retail.

More than 20 percent of Kay’s Crossing residents are expected to utilize FrontRunner trains on a regular basis. The \$17 million project incorporated a mix of public and private investment, including tax increment financing options. FrontRunner opened its first line serving Layton between Salt Lake City and Ogden in 2008, with a southern extension to Provo opening in 2012. More than 14,500 daily riders travel on the 88-mile FrontRunner system each weekday.

“UTA is confident that by facilitating the adjacent development, additional riders will be generated due to both the proximity and convenience of the residential development to the rail line and the increase in associated amenities at this development that will now be available to all transit patrons,” said UTA General Manager Michael Allegra.

Substantial Streetcar System Eyed for Orange County

A C-shaped streetcar network may ultimately connect many of Orange County, California’s key urban areas and improve connectivity throughout southern California. Three of the county’s cities – [Anaheim](#), Garden Grove and [Santa Ana](#) – are collaborating on their previously disparate plans to initiate streetcar service within and between their downtowns. The proposed system would incorporate a mix of street-running sections as well as right-of-way of the former Pacific Electric network to cover 7.5 miles between the [Anaheim Regional Transportation Intermodal Center](#) – currently under construction – and the existing [Santa Ana Regional Transportation Center](#).



