

Washington State Rail Program

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Federal Passenger Rail Funding Agreements

- **Obligated** - \$590 million in Recovery Act funding for corridor improvements for Seattle to Portland segment
- **Awarded** - \$161 million from money returned from Ohio and Wisconsin
- **Awarded** - \$31 million in 2009/2010 high speed rail appropriation for rail plan and station improvements
- Total awarded to date: **\$782 million**

Washington State Passenger Rail Funding

A Strong State Commitment

Operating

- \$199 million invested from 1994 through 2008
- \$31.6 million budgeted from 2009 to 2011

Capital

- \$215 million invested from 1994 through 2010
- \$150 million budgeted from 2009 through 2013

Nearly \$1.0 billion in capital and operating funds has been invested in higher speed intercity passenger rail in the Pacific Northwest Rail Corridor since 1994.

State Funded Capital Projects*

Completed Projects

- Tacoma Rail/Tacoma - Improved Locomotive Facility
- Port of Ephrata/Ephrata - Additional Spur Rehabilitation
- Everett - Curve Realignment and Storage Tracks
- Blaine - Customs Facility Siding

Open Projects

- Palouse River and Coulee City RR - Rail Authority-Sponsored Rehabilitation
- CW Line/Lincoln County - Grade Crossing Rehabilitation
- Chelatchie Prairie RR/Vancouver - Track Rehabilitation
- Lincoln Co. PDA/Creston - New Rail Spur
- Tacoma Rail/Tacoma - New Refinery Spur Tracks
- Port of Everett - New Rail Track (FRIB)
- New Creston Livestock Feed Mill Spur Track
- Port of Moses Lake/Northern Columbia Basin - RR Engineering and Environmental
- Port of Columbia/Wallula to Dayton - Track Rehabilitation
- Palouse River and Coulee City RR - Acquisition
- Palouse River and Coulee City RR - Rehabilitation
- Clark County/Chelatchie Prairie RR - Track Rehabilitation
- Port of Moses Lake/Northern Columbia Basin – Segments 2 & 3
- Vancouver - Rail Bypass and W 39th Street Bridge
- Tacoma - Bypass of Pt. Defiance
- Mt Vernon - Siding Upgrade
- Stanwood - Siding Upgrades
- King Street Station - Track Improvements
- Cascades Train Sets – Overhaul

Projects Funded in Future Bienniums

- Bellingham - Waterfront Restoration
- Geiger - New Transloader
- Tacoma Rail and Puget Sound and Pacific RR/Centralia - Reconfigure Rail
- Tacoma Rail and Puget Sound and Pacific RR - Reconfigure Rail Phase 1B
- Chehalis Junction - High Speed Crossovers
- Newaukum River - High Speed Crossovers
- Bellingham - GP Area Upgrades

Freight Rail Bank and Freight Rail Assistance Program

- \$5m allocated to the Freight Rail Investment Bank program
 - 7 applications received
 - 6 recommended to OFM
- \$2.75m for the Freight Rail Assistance program
 - 14 applications received
 - 6 recommended for awards to OFM

Ranking was performed by WSDOT and the Department of Commerce.

Service and Ridership

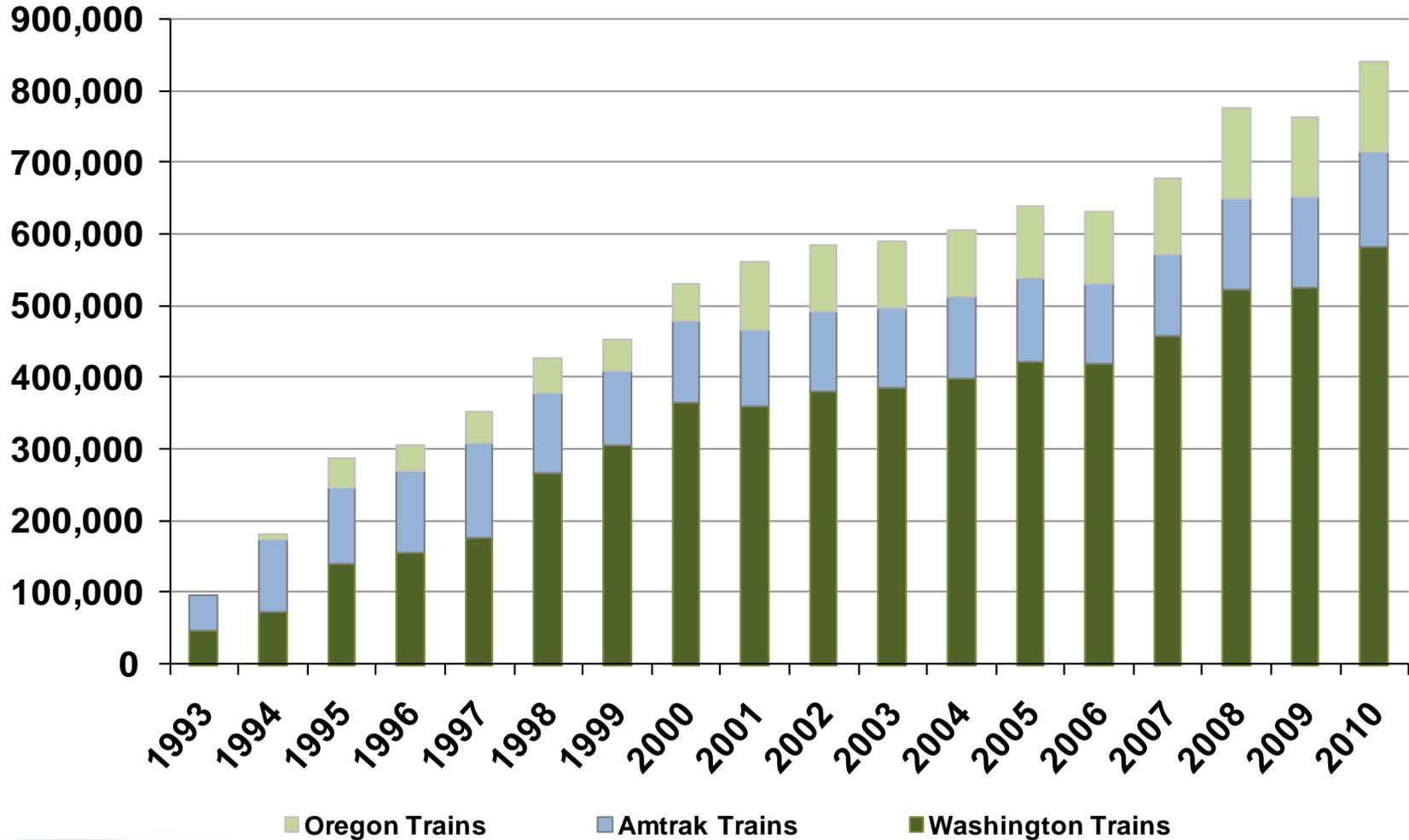
- Ridership up 10 percent in 2010
 - Double-digit ridership growth in 2010 and record-breaking totals each month
- Amtrak *Cascades* Ridership in 2010
 - Seattle to Portland Segment: 591,422 passengers
 - Total Corridor (Eugene, OR to Vancouver BC): 838,251 passengers
- Amtrak Coast Starlight* Portland to Seattle: 147,995 passengers
- Amtrak *Cascades* Washington Farebox Recovery Increasing
 - 2008 – 46%
 - 2009 – 54%
 - 2010 – 72%

* Coast Starlight is Amtrak's national service between Los Angeles and Seattle



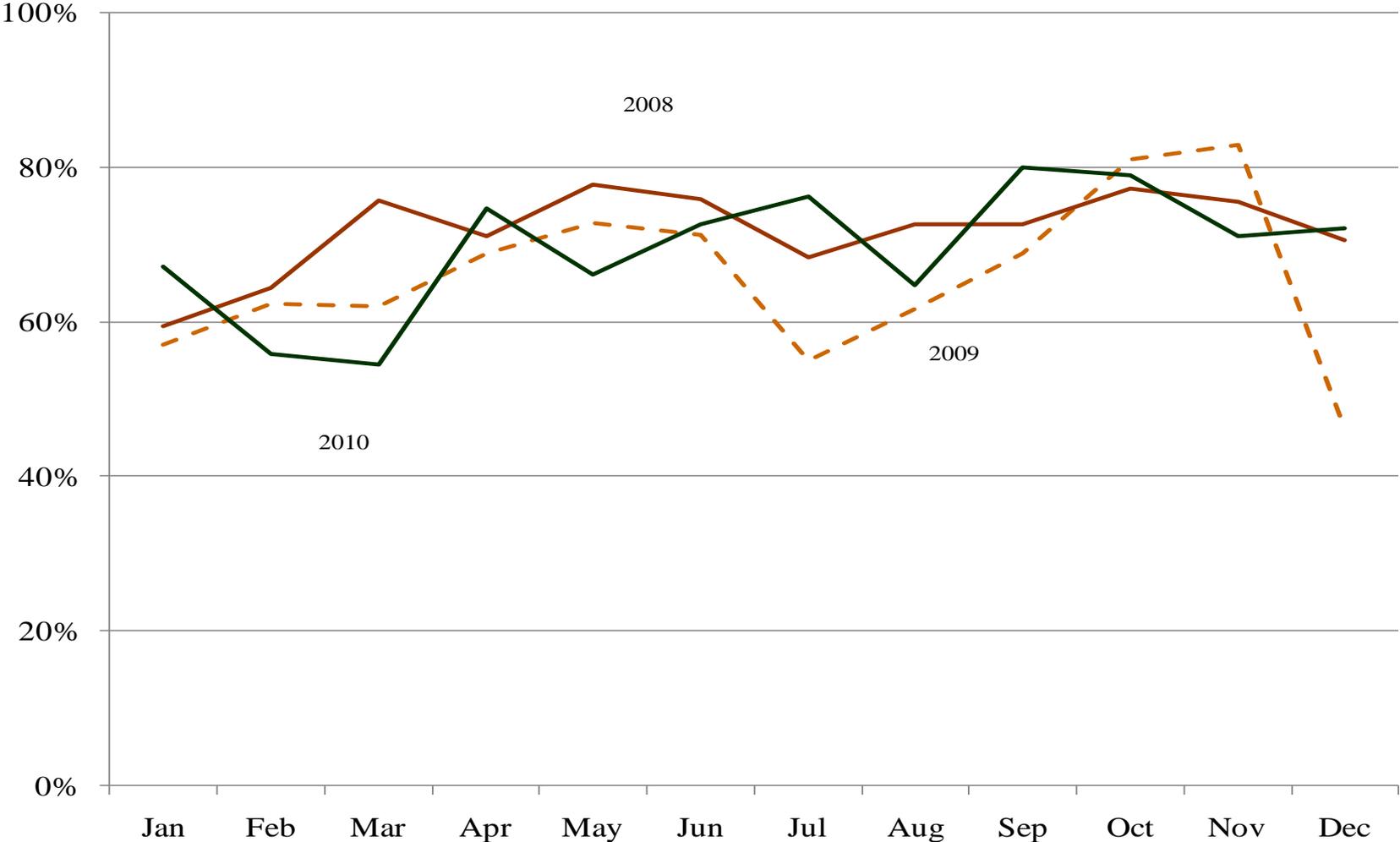
Amtrak Cascades Annual Ridership (1993-2010)

Number of Passengers



State-Supported Amtrak Cascades

Reliability and On-Time Performance



WSDOT Freight Rail Programs

The Washington Grain Train

- WSDOT owns and manages a fleet of grain cars to help Washington farmers move grain to consolidation facilities and coast ports.



Produce Railcar Pool

- Developed in 2006
- Helps carry Washington state produce to eastern states in refrigerated railcars.

Palouse River and Coulee City (PCC) Rail Line

- In 2007, WSDOT purchased this debilitated rail line to prevent abandonment.
- The state's longest short-line freight rail line, spanning four eastern Washington counties.



Higher Speed Intercity Passenger Rail Program

Program objectives

- Grow the Amtrak *Cascades*® service
- Make the service more reliable by reducing rail congestion on the main line
- Develop the passenger rail corridor for future growth.



Program outcomes

- Two additional daily round trips between Seattle and Portland, for a total of six;
 - Additional service starts in 2017
- Reduced travel time
- Improved reliability



What is Higher Speed Rail?

Conventional Rail	Emerging Higher Speed Rail (HSR)	HSR – Regional	HSR and Intercity Passenger Rail (IPR) HSR – Express
<ul style="list-style-type: none"> • Traditional intercity passenger rail services of more than 100 miles. • As little as one, to as many as 7–12 daily frequencies. • Top speeds of up to 79 mph to as high as 90 mph. • May or may not have strong potential for future higher speed rail service. • Generally shared track with freight trains. • Intended to provide travel options and to develop the passenger rail market for further development in the future. 	<ul style="list-style-type: none"> • Developing corridors of 100–500 miles. • Top speeds of up to 90–110 mph. • Strong potential for future HSR Regional and/or Express service. • Primarily shared track with freight trains. • Advanced grade crossing protection or separation. • Intended to develop the passenger rail market, and provide some relief to other modes. 	<ul style="list-style-type: none"> • Relatively frequent service between major and moderate population centers 100–500 miles apart, with some intermediate stops. • Top speeds of 110–150 mph. • Some dedicated and some shared track with freight. • Grade-separated. • Intended to relieve highway and, to some extent, air capacity constraints. 	<ul style="list-style-type: none"> • Frequent, express service between major population centers 200–600 miles apart, with few intermediate stops. • Top speeds of at least 150 mph. • Completely grade-separated, dedicated rights-of-way (with the possible exception of some shared track in terminal areas). • Intended to relieve air and highway capacity constraints.

*U.S. Department of Transportation/Federal Railroad Administration Higher-Speed Rail Strategic Plan - April 2009

VISION *for* HIGH-SPEED RAIL *in* AMERICA



Cascades High Speed Rail Program



Washington State Higher-Speed Intercity Passenger Rail Proposed ARRA Projects

1. Tacoma – D to M Street Connection
2. Tacoma – Point Defiance Bypass
3. Vancouver – Yard Bypass Track
4. Cascades Corridor Reliability Upgrades – South
5. Everett – Storage Track
6. Amtrak *Cascades*® New Train Set
7. Kelso Martins Bluff – New Siding
8. Kelso Martin's Bluff – Toteff Siding Extension
9. Kelso Martin's Bluff – Kelso to Longview Jct.
10. Seattle - King Street Station Track Upgrades
11. Advanced Signal System



Higher Speed Rail Project Delivery Challenges

- Federal Railroad Administration has not seen this level of funding
 - Transitioning from a regulatory and safety organization to project delivery and management
 - Complex agreements with multiple parties
- Using public funds on a private rail line
- Service outcomes
- Performance measures – defining success
- Reporting requirements



Making it Happen

- Leverage successful department delivery processes
- Use project delivery expertise from regions
- Build truly measurable performance outcomes with all players
- Balance passenger and freight demands
- Work with passenger and freight stakeholders throughout the state



Questions?

For more information on the Washington State Rail program,
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