

Washington State Rail Plan

Integrated Freight and Passenger Rail Plan

2013-2030

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What is the Purpose of the State Rail Plan?

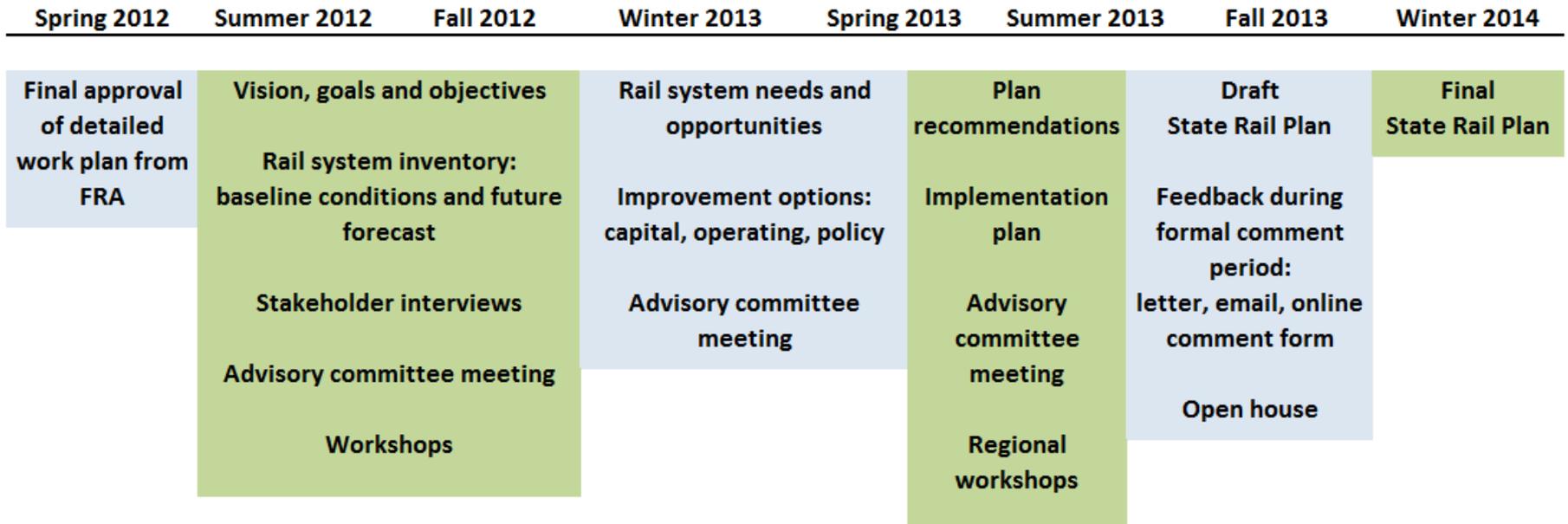
- Fulfills federal and state requirements.
- Provides an integrated plan for freight and passenger rail, including 5- and 20-year funding strategies, that meets federal and state requirements.
- Builds on previous plans and guides future efforts.
- Serves as a strategic blueprint for future public investment in the state's rail transportation system.



Years of collaborative, consistent planning and substantial state investment prepared WSDOT to compete for and secure nearly \$800 million in federal funds for passenger rail improvements.

It's time to be thinking about what's next for freight and passenger rail.

State Rail Plan Timeline



2014 and prior

← Amtrak Cascades Mid-Range Plan, December 2008

Washington State Long-Range Plan for Amtrak Cascades, February 2006

Washington 2010-2030 Freight Rail Plan

Washington Transportation Plan

2014 and beyond – Plan Implementation

→ Incorporate results into State Freight Plan and Washington Transportation Plan

Continue collaborative planning with stakeholders and partners to refine and focus investment priorities

Initiate scoping and project development to prepare for future funding opportunities

Public Involvement

- Stakeholder interviews
- Internal and external advisory committees
- Statewide workshops
- Region workshops (co-sponsored by MPOs/RTPOs)
- 70 briefings and work sessions



State Rail System

Washington State Rail Network



Freight Rail in Washington State

Class I Railroads: BNSF and UP

- Privately-owned enterprises.
- Fund their own system improvements.
- Own the majority of the rail infrastructure.
- Occasionally partner with the public sector on capital projects (grade crossings, etc.).
- State and local governments do not regulate or otherwise control the frequency, schedule or type of rail traffic.



Box Cars and Port of Vancouver, Wash., Robert Gaskin. April 2013. Flickr. September 24, 2013. www.flickr.com/photos/24039825@N06/8649193535/

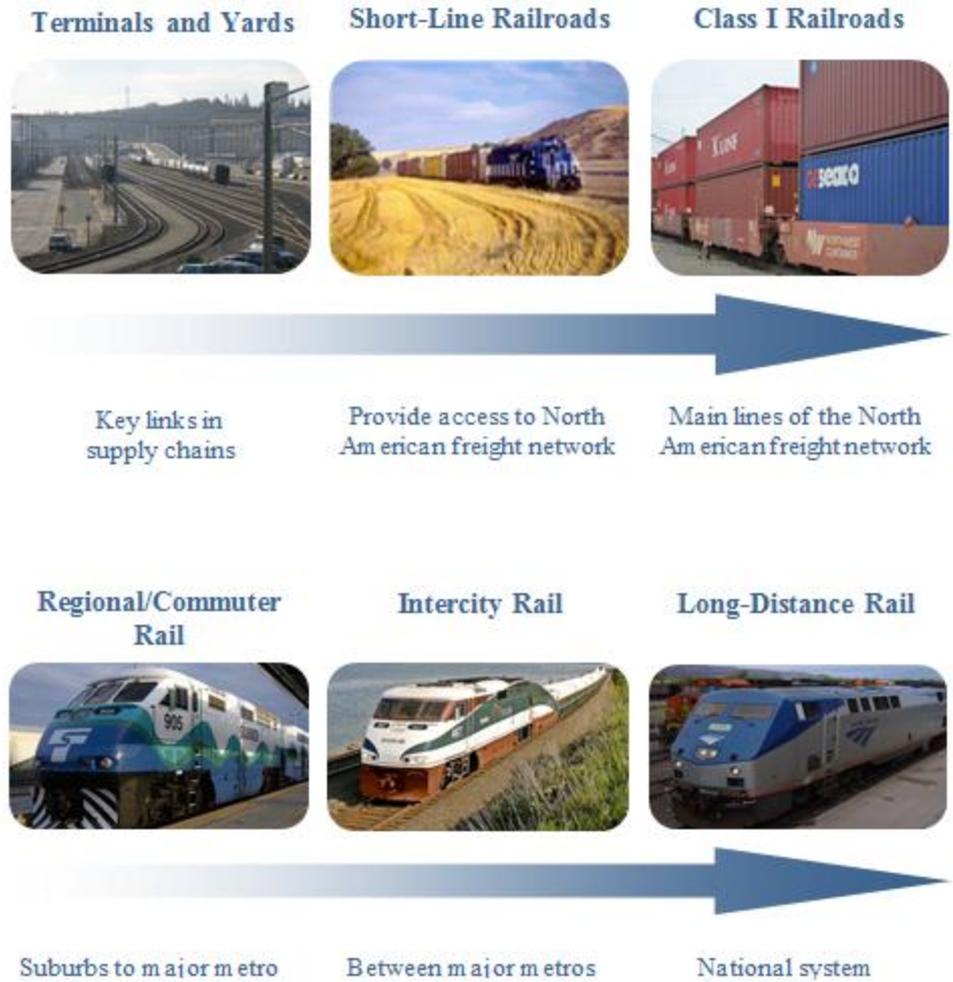
Freight Rail in Washington State

Short-line and switching or terminal railroads:

- 25 throughout Washington.
- 40% of rail mileage in the state.
- 50% is publicly owned (by mileage).
- WSDOT programs:
 - Freight Rail Assistance Program (grants)
 - Freight Rail Investment Bank (loans)



The Right Tool for the Right Job



Passenger Rail in Washington State

Service	Sponsors	Daily Round Trips
Long Distance - Coast Starlight and Empire Builder		
Coast Starlight: Seattle to LA	Amtrak	1
Empire Builder: Seattle to Chicago	Amtrak	1
Intercity Passenger Rail - Amtrak Cascades		
Seattle to Vancouver, B.C.	WSDOT	2
Seattle to Portland, OR	WSDOT, ODOT, Amtrak	4
Portland to Eugene	ODOT	2
Regional/Commuter - Sounder		
Seattle to Everett	Sound Transit	4
Seattle to Tacoma/Lakewood	Sound Transit	9



Amtrak Cascades Intercity Passenger Rail

Partnerships make it possible:

- BNSF, UP and CN own the tracks
- Amtrak operates the service
- Talgo and Amtrak maintain equipment

2013 performance*:

- 11 daily trains = 4,015 annually
- Ridership exceeded 807,000
- Ticket revenues \$29 million
- FFY Farebox recovery 59.5%

**Per WSDOT Ridership and Revenue Database*



www.wsdot.wa.gov/rail
www.AmtrakCascades.com



Intercity Rail Connecting Major Economic Centers



Vancouver, B.C. (Metro)
 2.5 million residents
 141,000 on/off



Seattle (Metro)
 3.5 million residents
 461,000 on/off



Portland (Metro)
 2.3 million residents
 462,000 on/off



*On-Offs are a measurement of how many passengers got on and off the train at each station.

**Unidentified passengers either deferred their trip to another day or were unidentified by Amtrak.

***RailPlus are riders transferring from Sound Transit to Amtrak Cascades.

High-Speed Rail Capital Investments

American Recovery and Reinvestment Act - \$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 schedule reduction between Seattle-Portland
- 20 projects in Washington building additional rail-line capacity and upgrading tracks, safety features, utilities, signals, passenger stations and advanced warning systems



Rail System Needs

Strengths and Challenges

Strengths:

- Currently providing good mobility for existing train volumes.
- Extensive network connects citizens and industry.
- Supports industries that contribute \$106 billion to GDP and support 1.2 million jobs.
- Most fuel-efficient mode and produces the least amount of carbon.

Challenges:

- Bottlenecks, constraints and access issues on Class I system.
- Delays and reliability concerns.
- Deferred maintenance degrading level of service on short-line railroads.
- Access to national and global markets.
- Meeting future demand.
- Maintaining a safe rail system.

Rail System Needs

“What”

Rail Operations and Infrastructure Needs

“Why”

Rail’s Role in Economic Development

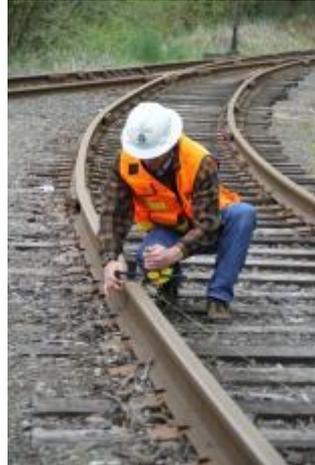
“How”

Rail System Priorities and Goals

What: Rail Operations and Infrastructure

Needs

- Address constraints to ensure that future capacity meets future demand.
- Preserve existing rail capacity and infrastructure.
- Enhance the efficiency and reliability of existing services.



Recommendations

- State action and investment based on performance measures.
- Continue incremental improvement of intercity passenger rail.
- Assess short-line railroad system conditions and needs.
- Seek cost effective approaches.

Why: Rail's Role in Economic Development

Needs

- Rail should support Washington's economy by providing access to people and industry.
- Preserve access to global markets by ensuring access to Washington's ports.

Recommendations

- Include "first and last mile" connectivity in investment priorities.
- Include support or enhancement of domestic or international trade in investment priorities.



How: Rail System Priorities and Goals

Needs

- Prioritize cost-effective investments into the state's rail system.
- Strengthen rail to maximize benefits and minimize negative impacts.
- Continue to support safe and secure passenger and freight rail movement.

Recommendations

- Use performance measures to assess funding needs.
- Consider expansion of funding partnerships.
- Communicate the benefits of rail.
- Support state and federal programs that promote rail safety and security.



Topics for the Washington Transportation Plan

- Long-term vision: High speed rail, east/west passenger rail service.
- East/West freight rail corridor.
- Last-mile connectivity for freight and passenger.
- Role of short line rail in multimodal freight transportation system.



Implementation and Investment Plan

- 5- and 20-year strategies.
- Priorities for state-owned and state-sponsored assets.
- Capital projects (identified in adopted transportation plans) that address system needs.

Near-term priorities:

(Funding from existing sources is very limited)

- Deliver funded projects.
- Maintain and preserve existing infrastructure.
- Establish short line system inventory.
- Support *State Freight Mobility Plan* effort to define freight priorities.
- Improve efficiency.
- Manage costs and maintain revenues for Amtrak Cascades

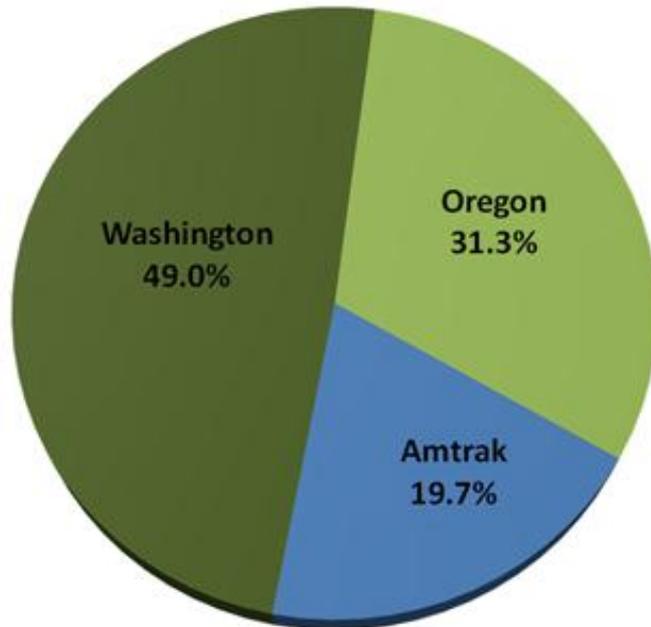
Amtrak Cascades Operations

Funding Responsibilities Changed Dramatically

A federal act requires states to pay operating subsidies

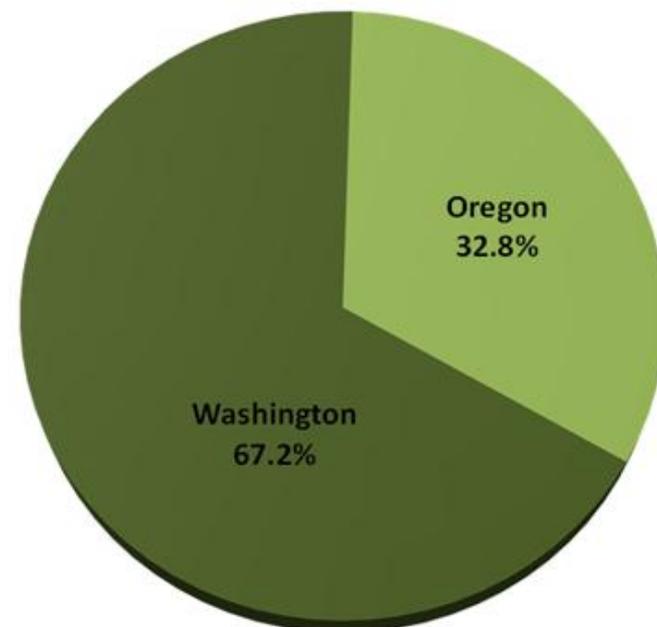
Prior to Oct. 1, 2013:

Cost sharing for 2011-2013,
based on subsidy

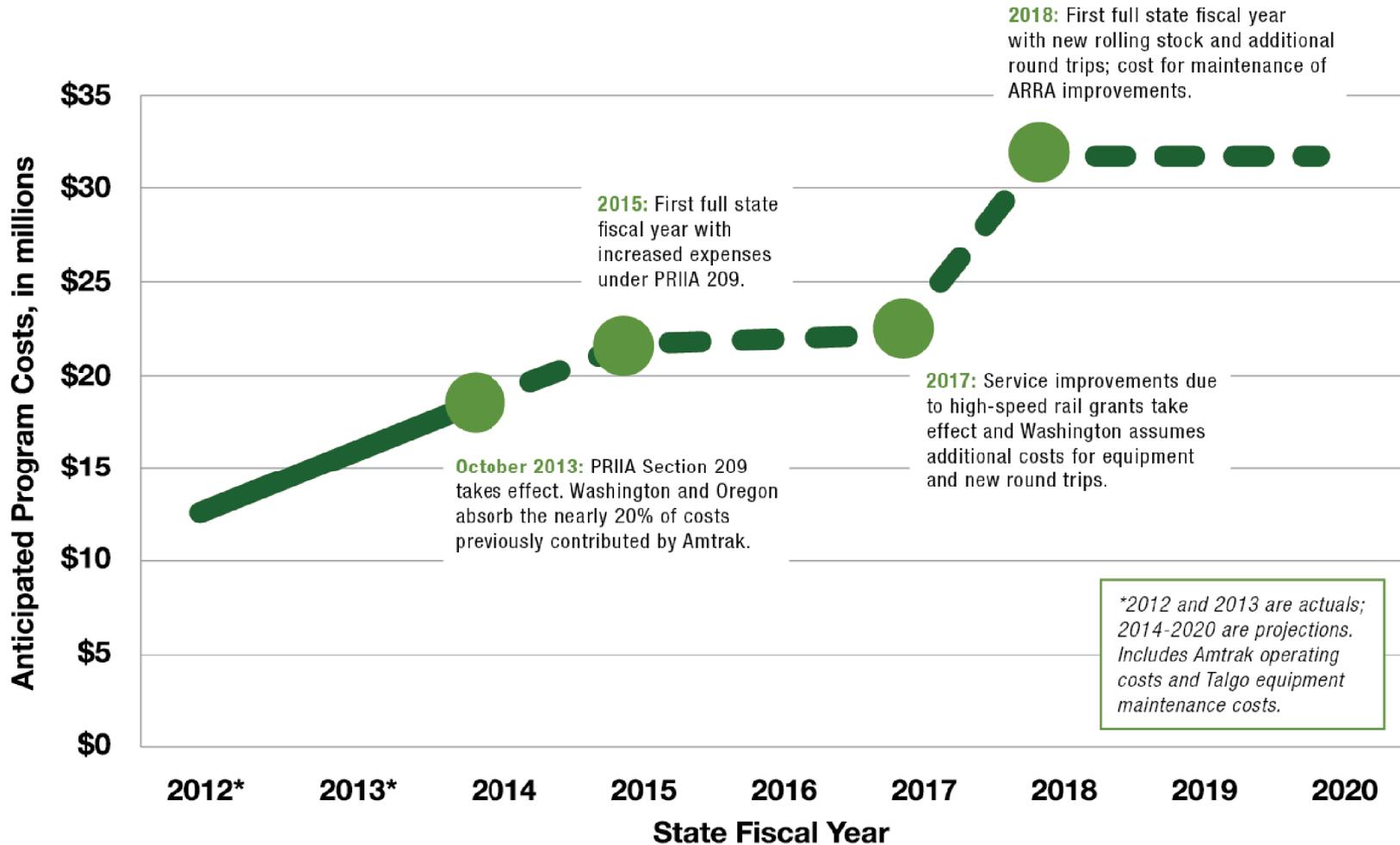


After Oct. 1, 2013:

Washington pays approximately
\$6.5 million more per year



Service Costs Will Continue to Rise



*Actuals

Note: Locomotive Maintenance included in PRIIA 209 cost for the current level of equipment. Increase in equipment level is included in "2 New Round Trips." Inflation is not included in these numbers.

Cost and Revenue Strategies

In addition to our efforts to continually improve quality and customer service, WSDOT is pursuing these strategies to manage costs and revenues:

- PRIIA 209 Working Groups
- Station Costs
- Food and Beverage
- Partnership with Oregon
- Event Trains
- Marketing Partnerships
- Service Optimization
- Preclearance
- Multi-modal Connectivity



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