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 (5-year) Investment and Implementation Plan:
Funding from existing sources is very limited.

Capital Improvements:
• WSDOT capital program for Amtrak Cascades (federal grants, High-Speed Intercity Passenger Rail Program).
• Sound Transit 2 plan projects for Sounder (regional taxing authority, federal grants).
• Projects funded through Freight Rail Investment Bank (FRIB) program and Freight Rail Assistance Program (FRAP) (state grants and railroad funding).
• Port projects (local, state and federal funds).
• BNSF Railway (BNSF) and Union Pacific Railroad (UP) projects. This includes positive train control, funded in large part by the Class I railroads.

Policy and Program Initiatives
• Incorporate rail system findings in the Washington Transportation Plan, Washington State Freight Mobility Plan and other relevant state and regional transportation plans.
• Multimodal Regional Planning: Examples in the central Puget Sound include the city of Seattle Freight Master Plan and the Port of Seattle Container Terminal Access Study.
• Facilitate state-level discussion about funding strategies to address local community impacts resulting from increased rail traffic at at-grade crossings.
• Consider Climate Change in Transportation Plans and Design Efforts: Since 2009 WSDOT has directed project teams to consider climate change during environmental review under the national and state environmental policy acts (NEPA and SEPA).
• Short-Line Railroad Plan: Collect data and develop state performance measures for short-line railroad infrastructure to guide FRIB and FRAP programs.