



Unfunded High Priorities

This chapter is the WTP's approach to meeting the challenges identified in the previous chapters. The approach is strategic—make targeted, prioritized investments to achieve the greatest benefits attainable with limited funding.

We must make wise investments to preserve our transportation system and keep it functioning safely and effectively. We must ensure that the system has the connectivity and continuity needed to address ever-increasing demands for travel and options for travel. We will also need new and innovative mechanisms for financing that will sustain transportation revenue requirements in coming years.

In addition, we recognize that other areas will require attention. Strengthened regional partnerships and collaboration will be required to provide regional investments to fund, build, operate, and maintain additional transportation services and facilities. Such investments will be tailored to promote regional economies and improve the quality of life, promote goods movement to and through ports and border crossings, and support programs aimed at developing the state's economic clusters across all modes.

Making Strategic Choices is Critical

Beginning in 2004, through a series of outreach efforts and conversations with transportation professionals, stakeholders, and the public, 85 transportation program options were described as strategic needs. A diverse group of agencies, associations, and entities that are responsible for Washington State's Transportation System initially identified these needs. The Washington Transportation Plan recognizes that the need for continued investment in our infrastructure and services remains paramount even with the recent boosts in project funding. Totalling nearly 38 billion dollars (2005 dollars), these 85 unfunded program options are critical to address statewide transportation needs over the next 20 years.

Recognizing that securing revenue at this significant level was not probable over 20 years, the Transportation Commission prioritized the needs into high, medium, and low priorities. The evaluation of each program investment option considered the feedback collected from regional transportation planning organizations, cities, counties, tribes, and various organizations and associations, as well as people who use or have an interest in the statewide transportation system.

High Priorities

The list of high priority programs totals approximately \$26 billion dollars (2005 dollars). These high priorities were compared to the 20-year vision of the WTP to set the policy framework for future investments and define five areas where emphasis should be placed when additional revenue is available. Each high priority program was assigned to one of the prioritized investment guidelines.

The WTP confirms that most, if not all, of the transportation investments have multiple benefits. For example, ramp meters can smooth traffic flow, reduce congestion, increase throughput, and improve safety, while leading to improved economic productivity. A new passing lane increases freight mobility while enhancing the recreational experience for visitors traveling a scenic byway, both contributing to economic vitality and safety. Most investment in preservation of existing infrastructure also address the other priorities by improving safety, economic viability, mobility, and the environment.

In addition, all projects consider environmental issues and nearly all projects improve environmental conditions through collaborative design or mitigation. Environmental issues are considered to be a core part of the planning, design, engineering, and project delivery processes, even when the primary project scope is to improve safety or enhance system efficiencies. Improved accountability is essential.

Local, regional, and state transportation providers must base infrastructure investments on performance measurements and performance-based decision-making. This will ensure the right projects are delivered when needed and maintain the public's confidence in government's ability to meet their needs. Stable transportation funding is needed to provide sound plans and programs and to prevent expensive, inefficient project starts/stops/starts. Stable funding also supports the economy and local land use decisions. Innovative financing, public-private partnerships, and toll facilities or system management approaches will provide additional funding capacity and system management tools.

20-year Transportation Vision

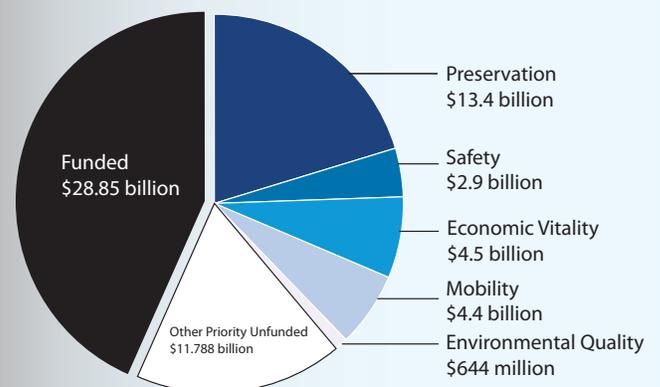
Washington's transportation system should serve our citizens' safety and mobility, the state's economic productivity, our communities' livability, and our ecosystem's viability.

Prioritized Investment Guidelines

- 1. Preservation**—Preserve and extend prior investments in existing transportation facilities and the services they provide to people and commerce. (P)
- 2. Safety**—Target construction projects, enforcement and education to save lives, reduce injuries, and protect property. (S)
- 3. Economic Vitality**—Improve freight movement and support economic sectors that rely on the transportation system, such as agriculture, tourism, and manufacturing. (EV)
- 4. Mobility**—Facilitate movement of people and goods to contribute to a strong economy and a better quality of life for citizens. (M)
- 5. Environmental Quality and Health**—Bring benefits to the environment and our citizens' health by improving the existing transportation infrastructure. (EQ)

20-Year Transportation Investment Needs
\$67 Billion (2005 dollars)

*Unfunded High Priorities
By Investment Guideline*





Wenatchee—August 2, 2006

Public Comment Validates and Reshapes the WTP

Public comment collected in July and August 2006 validated and strengthened the key messages of the WTP. On the following pages the unfunded high priorities are grouped by investment guideline.

The following issues are discussed for each investment guideline:

- Recommended program investment levels
- Desired outcomes and benefits
- A comparison of the investments underway and the unfunded needs
- Key issues identified during the public comment period



Vancouver—August 22, 2006

Overall, validation and support for the vision statement and the investment guidelines were frequently mentioned by the public. While not all comments indicated agreement with the high priorities, strong support for preservation and safety as the foremost priorities was evident throughout public comment received.



Mt. Vernon—August 24, 2006



“The Washington Transportation Plan establishes the strategic direction for future transportation investments, shaped by the input from people across the state that use or share the responsibility for delivering the statewide system.”

Washington Transportation Commission

Preservation—\$13.379 billion

Highway Pavement Preservation—\$483.5 million

- Rehabilitate concrete pavement on interstate routes—\$483.5 million (P) (EV) (M)

Highway Bridge Preservation—\$6.8 billion

- Retrofit seismically vulnerable bridges in lower risk zones—\$650 million (P) (S) (EV) (M)
- Replace major seismically vulnerable and aging bridges and replace seismically vulnerable bridges on remaining critical highway corridors:
 - Alaskan Way Viaduct and SR 520 Floating Bridge—\$4.8 billion (P) (S) (EV) (M)
 - I-5 Columbia River crossing—\$750 million (P) (S) (EV) (M)
- Replace city and county short-span and high-cost bridges—\$645 million (P) (S) (EV) (M)

Other Facility Preservation—\$6.05 billion

- Preserve electrical systems and drainage facilities—\$50 million (P) (S) (EV) (M)
- Preserve, maintain, and operate city streets—\$6 billion (P) (EV) (M)

Investment Benefits

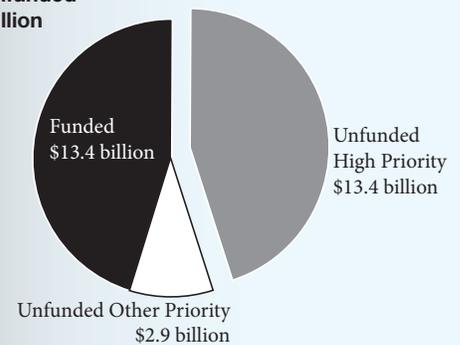
- Extend the service life of the highway system, which leads to increased efficiency, safety, and delay reduction
- Eliminate city street maintenance and preservation backlog
- Extend the service life of bridges in the local road network

► **Preservation**—Invest to preserve and extend prior investments in the transportation systems we have today and the services they provide to people and commerce.

Legend:

- (P) Preservation
- (S) Safety
- (EV) Economic Vitality
- (M) Mobility
- (EQ) Environmental Quality and Health

**Preservation
Total Unfunded
\$16.3 billion**



Public Comment Highlights

- Preserving the system is important at all jurisdictional levels and for all modes.
- Preservation of county roads should be of higher priority.
- Investments on state highways benefit communities where the highway also serves a mainstreet function.
- Cities make investments on state highways with non-state dollars.

Note: All estimates in 2005 dollars

Safety—\$2.921 billion*

Highway Safety—\$620.6 million

- Improve state highway safety by reducing risk on rural two-lane highways by providing passing lanes, intersection improvements, and new interchanges or overpasses—\$275 million (S) (EV) (M)
- Continue bringing interstate highways up to current safety standards—\$100 million (S) (EV) (M)
- Address impaired, seatbelt use, aggressive driving, and motorcycle safety by providing behavioral programs—\$210 million (S) (EV) (M)
- Make small-scale safety enhancements on state highways, including warning signs, ramp signal coordination, rumble strips, vehicle detection loops, and collision data reporting—\$35.6 million (S) (EV) (M)

Local Road Safety Improvements—\$2.3 billion

- Improve rural two-lane county road safety by implementing low-cost safety improvements—\$200 million (S) (EV) (M)
- Improve safety by addressing accident locations on city streets—\$800 million (S) (EV) (M)
- In larger cities, improve safety on city streets that are state routes by addressing accident locations and corridors—\$1.3 billion (S) (EV) (M)

Investment Benefits

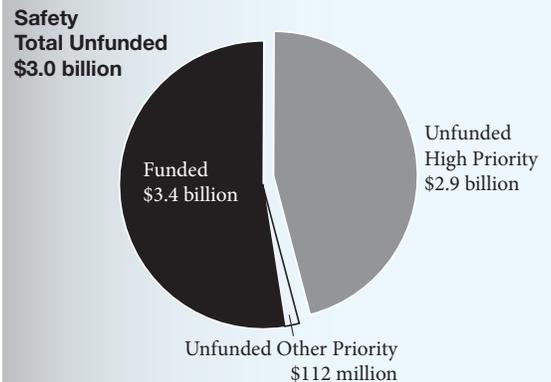
Reduce societal costs of collisions on the interstate system, state highways, county roads, and city streets by:

- Separating cross traffic
- Providing safe passing zones
- Improving intersections
- Reducing the incidence and risk of collisions on the interstate
- Reducing fatal and disabling collisions related to behaviors such as driving under the influence, failure to properly use seat belts, and aggressive driving

▶ **Safety**—Invest in key safety targets to save lives, reduce injuries, and protect property.

Legend:

- (P) Preservation
- (S) Safety
- (EV) Economic Vitality
- (M) Mobility
- (EQ) Environmental Quality and Health



Public Comment Highlights

- ▶ Safety is paramount.
- ▶ The goal of zero deaths is admirable, but difficult to achieve because driver behavior is a challenge to control.
- ▶ Having access to transportation services for medical appointments is a personal safety issue.

*Note: All estimates in 2005 dollars

Economic Vitality—\$4.504 billion

Address Freight Constraints in the I-5 corridor—\$3.46 billion

- Complete missing links on the major north-south freight corridor system—\$3.46 billion (S) (EV) (M)
- Replace vulnerable and failing structures critical to freight movement (Funding needs associated with this target appear in the Preservation discussion.)

Freight Rail

- Support growth in east-west main line rail capacity and port-rail connections, and preserve metro rail yards. Cost is unknown and will be examined in the Transportation Commission’s Rail Study (P) (S) (EV) (M)

Weather-Related Constraints on Freight Routes—\$1 billion

- Reduce severe-weather closures and eliminate low-clearance structures on major east-west highway freight corridors (I-90 at Snoqualmie Pass)—\$813 million (EV) (M)
- Develop a statewide core all-weather county road system—\$200 million (EV) (M)

Technology for Freight Movement—\$31 million

- Complete the Commercial Vehicle Information Systems and Networks (CVISN) / Weigh-in-Motion (WIM) system—\$31 million (S) (EV) (M) (EQ)
- Continuously improve traffic management and incident response

Investment Benefits

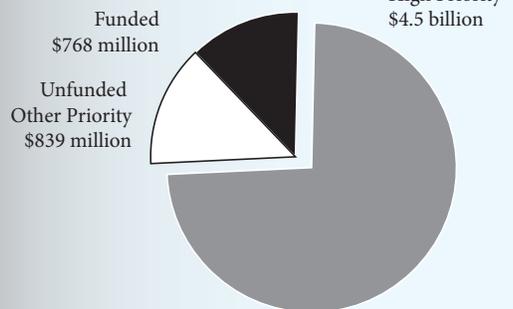
- Support our state’s growing economy, improve safety, maintain freight access to major markets and seaports, lower business costs, and sustain jobs in manufacturing, agribusiness, construction, warehousing, and transportation.
- Complete the north-south freight corridor to ensure intrastate market access and connectivity.
- Relieve congestion in the Puget Sound region by improving I-5 and creating better access for freight.
- Ensure freight rail capacity is able to accommodate future demand and remain a viable option for the movement of goods.
- Prevent increased congestion on alternative corridors and support growth of regional and national trade.
- Reduce severe-weather closures on Snoqualmie Pass and other major east-west highway freight corridors.
- Ensure that Washington State agricultural growers and processors, manufacturers and timber/lumber businesses, and freight-dependent industries can ship products to market year-round and support the state’s ability to remain competitive.
- Reduce travel delay, safety hazards, and congestion for commercial vehicles and minimize air quality impacts from vehicle idling, while ensuring the state’s highway system is protected from overweight and illegal vehicles.

▶ **Economic Vitality**—Invest in ways to improve freight movement and support economic sectors that rely on the transportation system.

Legend:

- (P) Preservation
- (S) Safety
- (EV) Economic Vitality
- (M) Mobility
- (EQ) Environmental Quality and Health

Economic Vitality
Total Unfunded
\$5.34 billion



Public Comment Highlights

- ▶ Keeping I-90 open year-round is important to eastern and western Washington.
- ▶ All-weather roads are important.
- ▶ Statewide, high interest in the outcome of the rail study.

Note: All estimates in 2005 dollars

The movement of freight is a key issue in the WTP. The need for a statewide system of all-weather roads was voiced at numerous freight summits, meetings with shippers, manufacturers, growers, ports, and other businesses. Up to two months per year, Washington State agricultural growers and processors, manufacturers, and timber/lumber businesses can not ship their products to market due to weight restrictions on county roads. In a global marketplace, the inability of Washington State producers to meet buyers' requirements causes loss of customers and, ultimately loss of the state's competitive advantage.

Establishing a Network of County All-Weather Roads

The proposed \$200 million investment level would establish the program, define criteria for selecting key routes on county roads, prioritize projects, and begin investment in the design and construction of the highest priority projects.

Mobility—\$4.446 billion

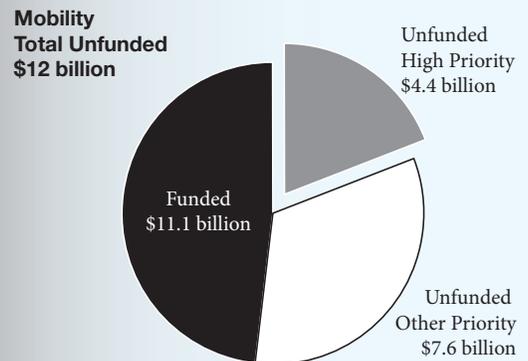
Transportation Access—\$890 million

- Distribute operating funds to transit agencies for special needs transportation in order to maintain fixed-route bus service—\$860 million (EV) (M)
- Support the Agency Council on Coordinated Transportation's performance measurement activities and re-establish support for community coalitions of providers—\$30 million (EV) (M)

Investment Benefits

- Maintain the current level of special needs transportation service without diminishing fixed-route service
- Increase access to jobs, medical care, education, and communities for people who cannot or do not drive
- Increase numbers of people with access to intercity bus service

- ▶ **Mobility**—Invest in ways to improve the movement of people and goods to contribute to a strong economy and better quality of life for our citizens.



Public Comment Highlights

- ▶ More emphasis on inter- and intra-city public transportation.
- ▶ Increased funding for public transportation is key to mobility.

Note: All estimates in 2005 dollars

Mobility—\$4.446 billion (continued)

System Efficiencies—\$1.56 billion

- Address increased maintenance and operations responsibilities with additions to the highway system—\$292 million (S) (EV) (M)
- Add maintenance facilities to support the increased need for maintenance and operations of highway system additions—\$2.1 million (S) (EV) (M)
- Add traffic management centers at high-volume locations to improve throughput and increase real-time travel information—\$16.3 million (S) (EV) (M)
- Integrate, maintain, and operate new technology—\$68 million (S) (EV) (M)
- Complete the 10-year ITS plan (capital and operations, but not security)—\$600 million (S) (EV) (M)
- Address the incident response shortfall—\$8 million (S) (EV) (M)
- Expand the commute trip reduction tax credit program, increasing the number of small employers in the program—\$20 million (EV) (M)
- Complete the Puget Sound high occupancy vehicle (HOV) lanes to reduce travel delay and increase travel-time reliability for transit and carpools—\$550 million (EV) (M)

Bottlenecks and Chokepoints—\$2 billion

- Reduce or eliminate bottlenecks and chokepoints at over 200 locations on highways around the state—\$2 billion (EV) (M)

Investment Benefits

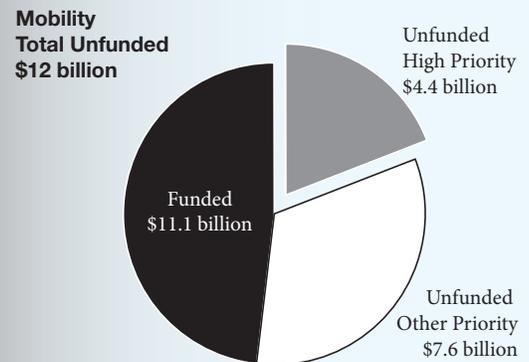
- Maximize safety, mobility, and the throughput capacity of the highways
- Improve traffic management and increase traveler information and incident response service
- Encourage more employers to create programs that reduce drive-alone commuting
- Increase travel-time reliability for all lanes
- Ensure that maintenance and operations keeps pace with the expansion of the transportation system

Note: All estimates in 2005 dollars

► **Mobility**—Invest in ways to improve the movement of people and goods to contribute to a strong economy and better quality of life for our citizens.

Legend:

- (P) Preservation
- (S) Safety
- (EV) Economic Vitality
- (M) Mobility
- (EQ) Environmental Quality and Health



Public Comment Highlights:

- Interest in intercity passenger rail statewide was voiced repeatedly. Increased frequency and more stations are both needed for medical, business, and recreational travel.
- Regardless of the traffic volumes in each community, when residents experience increases in congestion, their expectations of system performance are not met.
- Coordinated planning for all modes should anticipate growth and future congestion statewide using advanced technology to shape solutions that are multimodal.

Environmental Quality and Health —\$644 million

- Provide enhanced tribal transportation planning capacity, to increase staff levels and to provide technical resources, data collection, and analysis to tribes—\$11 million (S) (EV) (M) (EQ)
- Add sidewalks and trails between destinations in communities—\$75 million (EQ)
- Remove nearly 900 remaining fish passage barriers created by state highways—\$188 million (S) (M) (EQ)
- Complete the inventory of stormwater facilities on the state highway system to develop a strategic implementation plan, and begin retrofit installations at selected locations—\$340 million (EQ)
- Retrofit existing state highway shoulders and medians as part of the Integrated Vegetation Management program to improve filtration of stormwater runoff and establish desired vegetation—\$30 million (EQ)

Investment Benefits

- Improve tribal ability to plan needed transportation facilities
- Increase safety, access, and mobility for walkers and bicyclists and increase opportunities for physical activity
- Improve streams for fish habitat and watershed performance, improve fish passage, habitat connectivity, and water quality
- Improve water quality of runoff, improve performance of highway drainage facilities, and reduce damage to the highway system
- Decrease maintenance costs and herbicide use, reduce weeds and invasive species on roadsides, and improve water quality, while reducing runoff volumes by filtering contaminants

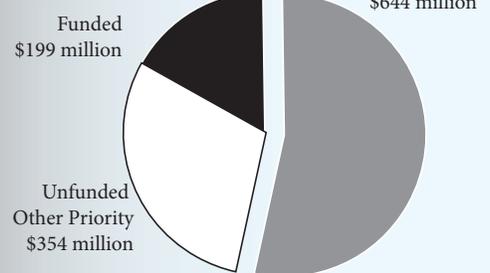
Note: All estimates in 2005 dollars

► **Environmental Quality and Health**—Invest in transportation improvements that provide benefits to the environment and to our citizens' health.

Legend:

- (P) Preservation
- (S) Safety
- (EV) Economic Vitality
- (M) Mobility
- (EQ) Environmental Quality and Health

Environmental Quality
Total Unfunded
\$998 million



Public Comment Highlights

- More attention should be given to improving air quality and to the topic of global warming.
- Healthy communities are critical to Washington's sustainable future. Transportation investments should link communities to increase personal mobility and to encourage walking and bicycling.
- Fish passage barriers exist on the local roadway network in the same watersheds as barrier removal efforts on state highways and are also connected to overall habitat health.

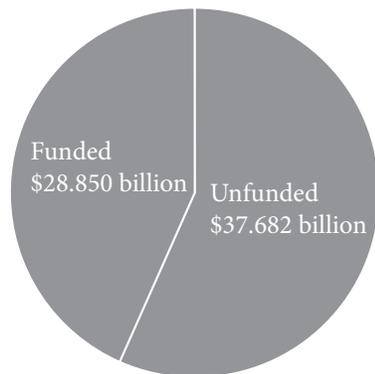
Remaining Unfunded Priorities

The Unfunded High Priorities described on the preceding pages are the core of the WTP. This section includes those program targets that the Transportation Commission prioritized as medium or lower priorities. Many of these proposed targets are either related to current Commission studies, determined to need further data, or were simply not considered the most strategic investments needing immediate attention.

Because future revenue increases will require increasingly creative financing solutions and demand the most strategic approach to garnering legislative, gubernatorial, and citizen support, not all program targets can be high priorities.

The medium and lower priorities should be reviewed further in the next two to five years, following Figure II-35

WTP Funded and Unfunded Amounts

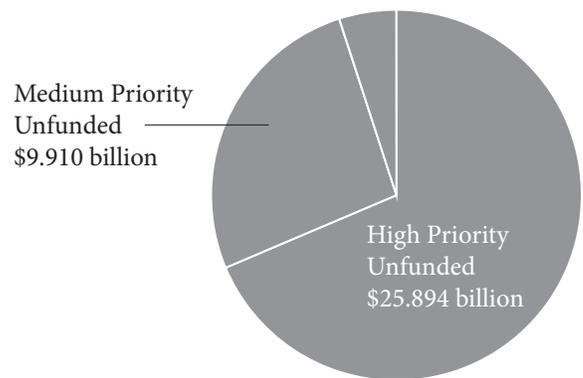


Source: WSDOT Transportation Planning Office

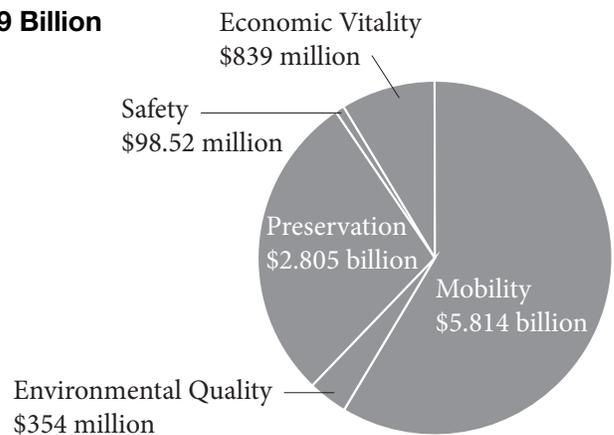
completion of the studies.

The chart above shows the relationship between the funded and unfunded program targets over the next 20 years. The chart to the right, at the top, shows the distribution of the all the program targets considered, grouped by high, medium, and lower priority ranking. The medium and lower priorities are grouped by the five investment guidelines as shown in the remaining charts to the right.

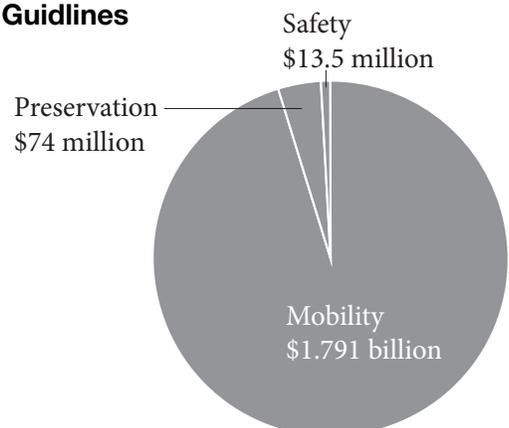
Figure II-36
High, Medium and Lower Priority Unfunded



Medium Priority Unfunded Investment Guidelines
\$9.9 Billion



Lower Priority Unfunded Investment Guidelines
\$1.9 Billion



Source: WSDOT Transportation Planning Office

UNFUNDED MEDIUM PRIORITIES**Preservation—\$2.805 billion**

- Rehabilitate concrete pavement on non-interstate—\$18 million
- Replace and rehabilitate to extend the service life of safety rest areas—\$15 million
- Replace aging support facilities such as maintenance sheds—\$181 million
- Preserve county roads and ferries—\$41 million
- Replace transit system bus capital—\$2 billion
- Address capital needs of public transit for new vehicles and equipment and replace facilities—\$550 million

Safety—\$98.52 million

- Provide better weather information to pilots—\$150,000
- Prevent railroad trespassing by installing fencing and signage and other methods (The dollar amount necessary for this target is unknown until completion of the rail study.)
- Improve air transportation safety and airport operations by restricting the encroachment of obstructions within airport runway approach and departure areas and other critical airspace surfaces—\$8.17 million
- Improve state highway infrastructure security by enhancing or establishing surveillance systems and reinforcing of bridges and structures—\$25 million
- Complete the highway security vulnerability assessment to identify additional security needs and guide implementation—\$50 million
- Add safety rest areas and make other necessary interstate system improvements to reduce driver fatigue and related collisions—\$15.2 million

Economic Vitality—\$839 million

- Prepare and respond to events of statewide significance such as the 2010 Vancouver Olympics—\$44.26 million
- Mitigate regional economic development and freight systems—\$793 million
- Study the benefits of a public-private truck-toll highway from Central Puget Sound to the Oregon border (possibly an extension of I-5)—\$500,000
- Create a plan for freight system security and restoration of service—\$175,000
- Study fuel pipeline capacity and distribution alternatives—\$750,000
- Develop a diesel emission reduction strategy for freight transportation—\$110,000

Mobility—\$5.814 billion

- Improve services for special needs populations in both rural and urban areas through demonstration projects—\$20 million
- Expand the existing web-based information system to enable people to plan detailed itineraries between communities throughout Washington and into Oregon—\$8 million
- Fund remaining needs for rural mobility grants to assist non-profit providers in areas of the state with limited transit service—\$364 million
- Connect communities and rural areas to urban centers with bus service—\$32 million
- Improve capacity at five ferry terminals: Clinton, Edmonds, Tahlequah, Seattle, and Southworth, and construct four new ferry vessels—\$520 million
- Connect urban area local corridors that span several jurisdictions—\$150 million
- Address a backlog of maintenance and operations facility upkeep to extend the life of facilities, reduce maintenance costs, and increase efficiency of operations based at these locations—\$208 million
- Address travel demand management and commute trip reduction needs—Currently unknown, data expected to be available in late 2006
- Expand the trip reduction performance program (part of Commute Trip Reduction) to fund cost-effective projects, implement recommendations to improve the program, and provide technical support to grant recipients—\$20 million
- Implement a park-and-ride program in coordination with transit systems, including alleviating overcrowding at existing lots, providing safety and security, and accommodating growing demand—\$200 million
- Provide incentives and support for local jurisdictions to develop Growth and Transportation Efficiency Centers, as employers located in these areas tend to have higher levels of trip reduction—\$32 million
- Provide additional funds for Commute Trip Reduction County Support to help counties experiencing highway congestion integrate regional and local plans to reduce solo-driving commute trips—\$25 million

- Educate the public and use marketing to increase travelers' use of commute options for Commute Trip Reduction—\$10 million
- Purchase more vans for the vanpool enhancement program—\$45.9 million
- Develop and sustain a vanpool rideshare incentive program, using vanpool financial incentives and technical assistance—\$12.5 million
- Conduct a statewide air transportation capacity and demand study (remainder of Phase II and Phase III of the study)—\$500,000
- Extend the state highway system, expand the corridors, improve interstate capacity, and complete non-interstate corridors—\$2.25 billion
- Develop interstate capacity projects in conjunction with the update of the highway system plan—\$2 billion

Environmental Quality and Health—\$354 million

- Fix locations on state highways with recurring maintenance activities such as stream bank failures, which will reduce maintenance costs and protect the existing highway, reduce the risk of flooding, and improve habitat for important fish species—\$98 million
- Complete noise retrofit at the 60 remaining locations on state highways where high noise levels are present—\$205 million
- Increase habitat connectivity by providing safe highway crossing opportunities for wildlife migrations—\$50 million
- Complete the Cities and Counties Inventory and assessment of fish passage barriers, stormwater retrofits, habitat connectivity, and other environmental needs—\$1 million

Benefits include

- Extend service life of safety rest areas, lower the cost of operating and maintaining them, accommodate user demand, and increase energy efficiency.
- Reduce rail-trespasser fatalities.
- Increase highway security by focusing on the most vulnerable areas first.
- Reduce driver fatigue and related collisions.
- Assist travelers in reaching the 2010 Olympic Winter Games provide for positive visitor experiences before, during, and after the games, to support later recreational visits to Washington.

- Ensure balanced and continued economic growth for our state's distinct regions, as international trade and main line rail traffic grows. Optimize truck movements in metropolitan and local areas. Clarify the state's role regarding financial support of short line freight rail.
- Analyze the benefits of alternative options for adding capacity from Central Puget Sound to the Oregon border (truck-toll highway) to address long-range needs for freight capacity.
- Conduct a fuel pipeline capacity and distribution alternatives study to analyze fuel distribution constraints and the feasibility of the removal of obstructions.
- Ensure that there is a plan for timely restoration of freight service in the event of a major security disruption or natural disaster to prevent negative short-term and long-term impacts to Washington State's economy.
- Identify strategies and solutions that minimize the negative air quality impacts of freight-related diesel emissions.
- Improve maintenance and incident response on highways to provide greater safety, mobility, and reliability of the transportation system.
- Improve mobility for people and goods.
- Maintain current service standards on the ferry system.
- Improve service and reduce wait times for ferry travelers.
- Improve mobility and access on the local transportation network.
- Increased awareness of statewide aviation needs
- Reduce delay, improve travel time reliability, and increase capacity. Increase the capacity of the interstates by reducing the worst delay locations, reducing the next level of delay locations, and reducing the lower-level delay locations.
- Improve streams for fish habitat, increase potential for salmon recovery, and improve wildlife habitat and connectivity.
- Reduce the use of herbicides, presence of noxious weeds, and improve water quality

UNFUNDED LOWER PRIORITIES**Preservation—\$74 million**

- Maintain airport pavements at lowest life-cycle cost for those rural airports that are not part of the National Plan of Integrated Airport Systems. A large backlog in general aviation airport runway pavement projects is threatening the viability of many rural general aviation airports. Full preservation needs and costs will be developed as part of the Aviation System Plan update that is currently underway—\$74 million

Safety—\$13.5 million

- Institute an all-weather airport access program to include the installation of airport weather reporting equipment, development of instrument approaches, and installation of navigation aids and data communication systems—\$13.5 million

Mobility—\$1.791 billion

- Assist transit agencies to provide additional and new on-demand (Dial-a-Ride) service—\$1 billion
- Provide Amtrak *Cascades* intercity passenger rail service—\$471.7 million
- Analyze the Regional Mobility Grant Program for transit expansion.
- Provide Amtrak *Cascades* intercity passenger rail service. The long-range plan for intercity passenger rail service includes major construction projects and new train equipment to achieve long-range service goals, which will increase intercity passenger rail capacity—\$319 million

(The Transportation Commission is currently conducting a rail study. Findings from this study will provide further information on priority consideration of this target.)

Benefits include

- Increasing safety and operational efficiency of the transportation system as well as expanding economic development opportunities in many rural areas of the state.
- Provides increased safety during adverse weather conditions, increased accessibility to airports, and increased economic opportunities.
- Serves unmet needs for on-demand transit service.
- Improved passenger rail services and greater system efficiency on congested corridors. This means that travelers will have increased options for travel and they should notice increased reliability in trip duration and arrival times.

