

Washington State Rail Plan



August 2013

State Rail Plan Overview

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 ultimately 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.

Plan Methodology

- **Establish the vision:** What are we trying to accomplish?
- **Identify strengths and challenges:** In what ways are we achieving the vision? What obstacles are keeping us from getting there?
- **Develop options:** What strategies/projects will help us overcome the obstacles?
- **Evaluate and prioritize:** How well do the strategies/projects work? What are the advantages and disadvantages? How much do they cost? In what ways do the strategies/projects support the vision?
- **Create recommended implementation plan:** How do we implement the changes to achieve our vision?

State Rail Plan Timeline



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 Participation

- Website and Email Updates
- Comment Form
- Stakeholder Advisory Committee
- Statewide Public Workshops
- Industry Interviews
- Briefings (34 to date)
- Regional Rail Workshops
- Open House

Next event:

Regional Rail Workshop
Monday, September 30
Centralia Library
1pm to 4pm

*Hosted by: Cowlitz-Wahkiakum Council of Governments,
Thurston Regional Planning Council, Grays Harbor
Council of Governments and Lewis County
Transportation Strategy Council*



State Rail System

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.).

Short-line railroads:

- 23 throughout Washington.
- Mixture of private and public ownership.

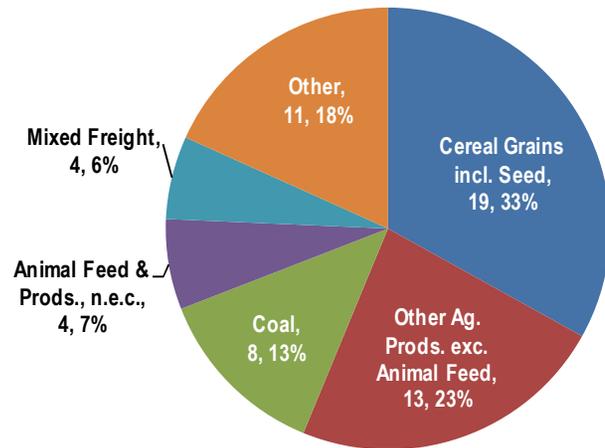


Freight Rail Volumes

- Data sources: 2010 Surface Transportation Board (STB) Confidential Carload Waybill Sample data, Freight Analysis Framework Version 3.3 (FAF3) commodity flow database.
- Freight rail volumes are expected to more than double by 2035. Our estimates suggest volumes will grow from approximately 116 million tons in 2010 to 268 million annual tons of cargo by 2035. This amounts to an average compound annualized growth rate of about 3.4 percent.
- For the purposes of the rail plan analysis, rail service composition in 2035 is anticipated to remain similar to that of 2010. Bulk coal forecasts shown do not consider the growth in coal traffic due to proposed coal export facilities on the West Coast, since these movements are not yet captured in FAF3 – the main commodity flow data source used in this study.
- Potential new coal export terminals are not included in the current commodity flow forecast. If completed, these projects could further increase the demands placed on the State's rail system. Other trends that would influence future freight rail volumes include:
 - Increase in worldwide demand for dry bulk commodities, including potash, ore, and other dry bulk cargo demand, is also expected to rise worldwide.
 - Fluctuating fuel costs
 - Global supply chain changes

Annual Commodities by Rail, 2010

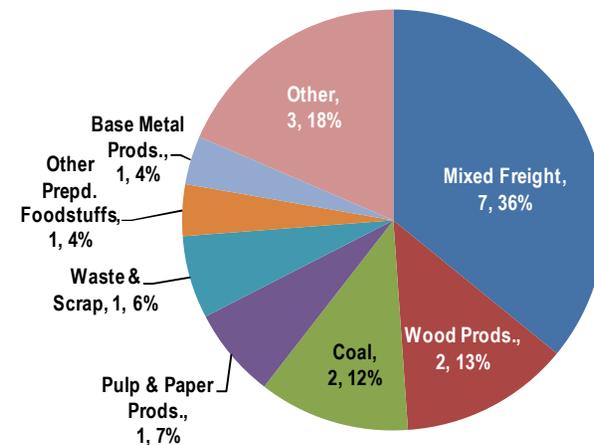
Top Commodities Moved Inbound by Rail in Washington, 2010
In Millions of Tons



Source: 2010 STB Confidential Carload Waybill Sample Data; CS' Standard Transportation Commodity Code seven-digit commodity code to Standard Classification of Transported Goods (SCTG) two-digit commodity code Crosswalk.

Note: n.e.c. = not elsewhere classified, SCTG2 definitions in FAF3 Commodity Flow Database are used.

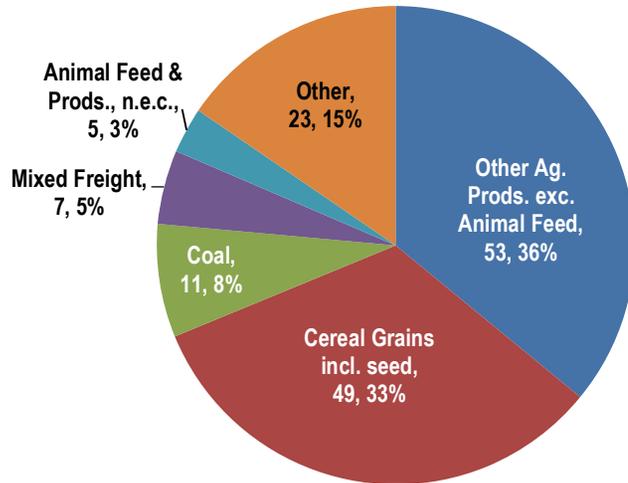
Top Commodities Moved Outbound by Rail in Washington, 2010
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Source: 2010 STB Confidential Carload Waybill Sample Data; CS' Standard Transportation Commodity Code seven-digit commodity code to SCTG two-digit commodity code Crosswalk.

Annual Commodities by Rail, 2035

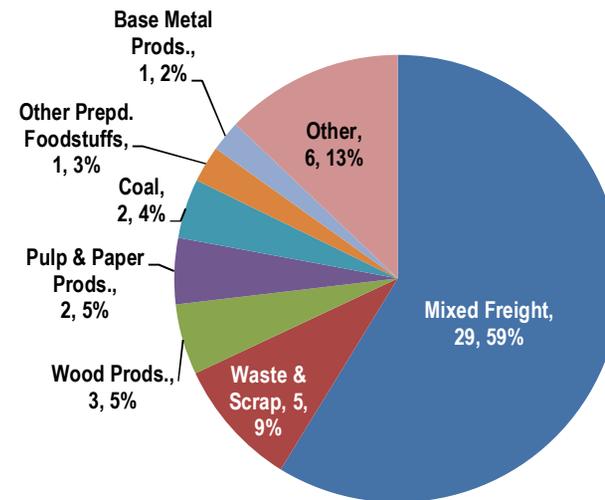
Top Inbound Annual Commodities by Rail, 2035
In Millions of Tons 2035



Source: Cambridge Systematics' 2035 Freight Rail Flows Forecasting.

Note: n.e.c. = not elsewhere classified, 2-Digit Standard Classification of Transported Goods (SCTG2) definitions in FAF3 Commodity Flow Database are used.

Top Annual Outbound Commodities by Rail, 2035
In Millions of Tons



Source: Cambridge Systematics' 2035 Freight Rail Flows Forecasting.

NOTE: n.e.c. = not elsewhere classified, SCTG2 definitions in FAF3 Commodity Flow Database are used.

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 |



Addressing the Challenges: Amtrak Cascades

Objectives:

- Deliver consistently on customer expectations for fast, reliable, and affordable high-speed rail
- Build revenue to cover the cost of operations
- Grow ridership in economic centers
- Pool resources for increased efficiencies
- Manage costs

Strategies:

- Preclearance
- Capital improvements
- Washington and Oregon corridor approach
- Washington and British Columbia collaboration



Rail System Needs

Rail System Needs

State Transportation Planning Goals set the direction for what we want to achieve and help us identify and prioritize needs.

- **Economic Vitality:** To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.
- **Preservation:** To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.
- **Safety:** To provide for and improve the safety and security of transportation customers and the transportation system.
- **Mobility:** To improve the predictable movement of goods and people throughout Washington State.
- **Environment:** To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.
- **Stewardship:** To continuously improve the quality, effectiveness, and efficiency of the transportation system.

Washington's Rail System: Baseline Conditions

Strengths:

- 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.

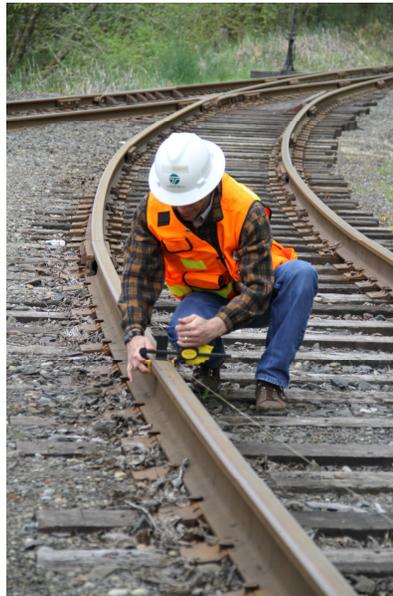


Three Categories of Rail Needs

- Rail Operations and Infrastructure Needs – ***“What”***
- Rail’s Role in Economic Development – ***“Why”***
- Rail System Priorities and Goals – ***“How”***

Rail Operations and Infrastructure Needs

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



Rail's Role in Economic Development

- Support economic development by providing access to people and industry.
- Preserve access to global markets by ensuring access to Washington's ports.



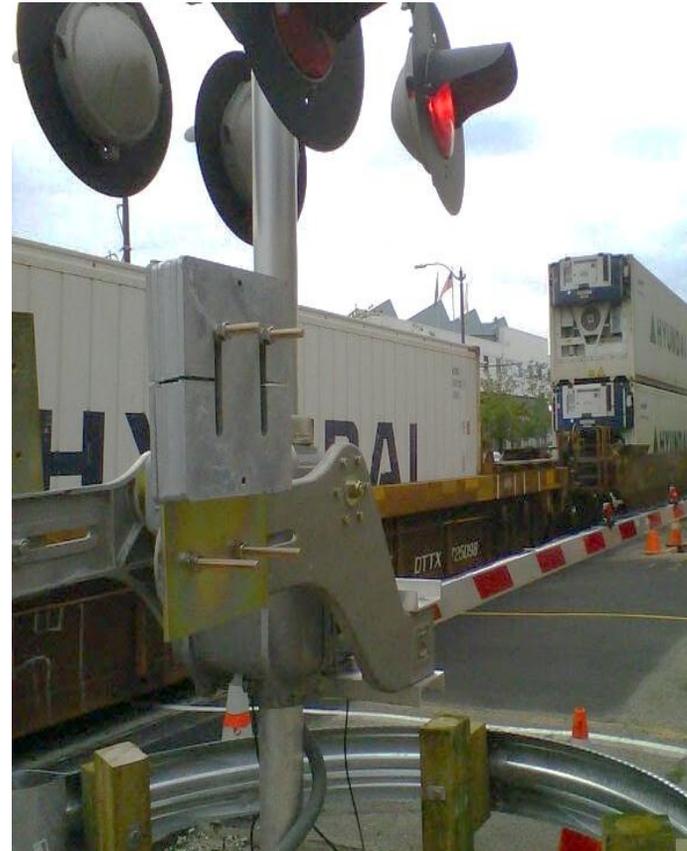
Rail System Priorities and Goals

- Prioritize cost-effective investments into the state's rail system.
- Strengthen rail as an environmentally and community-friendly mode of transportation.
- Continue to support safe and secure passenger and freight rail movement.



Next Steps in Plan Development

- Release draft Washington State Rail Plan for public review and comment in September 2013.
- Complete final Washington State Rail Plan in December 2013.
- Continue collaborative planning with stakeholders and partners to refine and focus investment priorities.



Contact Information

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