

WSDOT Summary of Track 1 Projects



High Speed Intercity Passenger Rail Program Funding Application

August 2009

Introduction

On February 17, 2009 President Obama signed into law the American Recovery and Reinvestment Act (ARRA) which contained \$8 billion of federal funding for High Speed Rail.

The applicants are restricted to state transportation departments and Amtrak. Additionally, only applicants in a federally designated High Speed Rail Corridor are considered eligible.

The Pacific Northwest Rail Corridor (PNWRC) is one of the 11 federally designated high speed rail corridors. It spans the Interstate 5 corridor from Eugene, Oregon to Vancouver B.C.

This investment is the first major federal investment in High Speed Passenger Rail outside the North East corridor. The Federal Railroad Administration (FRA) was mandated within the legislation to issue guidance for state DOT grant applicants no later than June 17, 2009 and make all awards under the program by February 17, 2010.

On April 16, President Obama announced a new vision for developing high speed rail in America and sought comments on the legislation. At this announcement he stated that the \$8 billion ARRA funds would not require any matched funding and that guidance on the application process would be issued no later than June 17, 2009.

When the guidelines were issued, a requirement to qualify using a pre-application process was announced. The pre-application process required that states submit a standard form that would register them and validate them for the formal application process. This pre-application was due by July 10, and failure to submit would disqualify the applicant

At the same time, four separate funding “Tracks” were announced that would be considered for grants. Tracks 1, 3 & 4 requires final submission no later than August 24, 2009. Track 2 requires final submission no later than October 2, 2009.

What are the different Tracks?

The difference between the tracks includes project readiness and the type of work for which the grant is being applied. Tracks 1 and 2 can be funded to 100% of the costs. Tracks 3 & 4 require a 50% local match.

Track 1: Ready to go projects that can be completed within 2 years of obligation and have independent utility.



BNSF crews install new ties and rails near Stanwood, WA

(Subsequently the FRA divided Track 1 into a Track 1A and Track 1B – see later list of projects.)

Track 2: High speed passenger rail corridor projects that bring a benefit greater than the sum of individual projects.

Track 3: Planning for future development. Funded from sources outside the ARRA and limited to \$9 million. Requires projects be on the STIP.

Track 4: The same requirements as Track 1 but require matched funds and the ability to be completed in five years (rather than two). Funds limited to around \$83 million and requires projects be on the STIP.

Initial Pre-application Process

WSDOT approached the pre-application process in connection with all the stakeholders within the corridor.

As Washington State has completed a Long Range and Mid-Range plan for high speed passenger rail, projects were already listed in these documents in a progressive and planned approach. This became the basis for the first draft list.

WSDOT also discussed plans for the corridor with ODOT and the Government of British Columbia. The timing of the application coincided with the launch of the second daily service to Canada and marketing plans are currently underway with the B.C. government to maximize ridership and revenue.

Separate meetings were held with the Ports, Washington Public Ports Association (WPPA), cities, Council of Governments (COGS), BNSF, Amtrak, Talgo, and user groups who have an interest in rail.

Several of these groups proposed projects along the corridor and every one was seriously considered. A requirement of the application was that Amtrak and BNSF must also support the process to confirm its eligibility, and each of the proposals received from the Ports, cities, and others was discussed with BNSF and Amtrak to gain their support.

Several projects were suggested, but after discussion with the proponent were withdrawn when it was obvious they would fail to qualify. In many cases support was given and in each case passenger benefits were quantified. In some instances this support was withheld and these projects were dropped from the proposed list.

Projects that were considered but which could not be supported and were dropped from the list included the following:

- Centralia – Yard re-signaling to move trains more quickly to the Blakeslee Junction branch and on to Grays Harbor.

- Skagit River Bridge replacement - following claims by the city of Burlington that the bridge was at the end of its useful life.
- Rye Junction (Vancouver) – Clark County Line connection to move trains onto the branch line and avoid main line delay.

At all times WSDOT has ensured the projects that are submitted do not put sound projects at risk by discrediting the state.

WSDOT submitted projects into Track 1 and Track 2 and met the pre-application deadline of July 10.

Outcome from the Pre-application Process

Following the pre-application process on July 10, FRA held a series of one-on-one meetings with states. WSDOT met with the FRA on July 27.

At this meeting FRA announced:

- Pre-applications from states had resulted in a request for \$103 billion when only \$8 billion was available.
- Applications had been received from non-eligible entities (e.g. not states).
- Track 1 is to be divided into Track 1A – Final Design (FD) and Construction projects and Track 1B – Preliminary Engineering (PE) and Environmental (NEPA).
- Other aspects impacting Track 2 (not part of this summary).
- All WSDOT Track 1 projects as submitted met the requirements and WSDOT was approved to go ahead.

How did WSDOT select the projects proposed on the list that follows?

As the first priority, WSDOT used the criteria set out in the FRA Guidelines to select projects. The major issue with Track 1 projects is that they are required to be completed within two years of obligation of the funds. All the projects will be carried out with partners and WSDOT met with all the partners to ensure that project plans were sound, that all risks had been mitigated, and that the projects could be completed within two years. WSDOT has also obtained a written assurance from the partners confirming the schedule meets the two year rule.

WSDOT is satisfied that this is the case with all projects listed below. WSDOT has confirmed from the FRA that there will not be any penalty raised against WSDOT in the event of failure. The FRA has set out clear rules and their contract with WSDOT will require that the state must make “best effort” to complete the project within two years. Any circumstances beyond the control of WSDOT, (such as extreme weather, supplier failure etc.) will be accepted by FRA for delay beyond the two year deadline. WSDOT will establish clear reporting mechanisms to ensure that any delays are documented and reported to the FRA.

The criteria on which the FRA award grants are set out in the guidelines and WSDOT has selected projects that fit within it.

The ranking criteria for Track 1 is:

1. Economic recovery.
2. Transportation benefits.
3. Project Management Approach.
4. Timeliness of project.
5. Sustainability of benefits.
6. Other public benefits.

Washington State High Speed Intercity Passenger Rail Proposed Projects

Project Location Key

Track 1A Application – Construction

1. Blaine – Swift Customs Facility Siding (WA-PNWRC-Blaine-Swift Customs Siding)
2. Cascades Corridor Reliability Upgrades – North (Everett to Blaine) (WA-PNWRC Corridor Reliability Upgrades N)
3. Cascades Corridor Reliability Upgrades – South (WA-PNWRC Corridor Reliability Upgrades S)
4. Everett – Storage Track (WA-PNWRC-Everett-Storage Track)
5. Kelso Martins Bluff – New Siding (WA-PNWRC-KMB New Siding)
6. Seattle (King Street Station) – Seismic Retrofit (WA-PNWRC-King St. Sta. Seismic Retrofit)
7. Tacoma – D to M Street Connection (WA-PNWRC-Tacoma-D to M St. Connection)
8. Tacoma – Point Defiance Bypass (WA-PNWRC-Tacoma-Pt. Defiance Bypass)
9. Vancouver – W. Side Port Associated Trackage (WA-PNWRC-Vancouver-W. Side Port Trackage)
10. Vancouver – Yard Bypass New Middle Lead (WA-PNWRC-Vancouver-New Middle Lead)

11. Vancouver – Yard Bypass Track (WA-PNWRC-Vancouver-Yard Bypass Track)

Track 1A Application – Final Design

12. Amtrak Cascades – New Train Sets (WA-PNWRC-Amtrak Cascades-New Train Sets)

Track 1B Application – PE/NEPA

13. Bellingham Main Line Relocation (WA-PNWRC-Bellingham Mainline Relocation)
14. Centralia – Station Modifications (WA-PNWRC-Centralia-Station Modification)
15. Everett – Curve Realignment (WA-PNWRC-Everett-Curve Realignment)
16. Kelso Martins Bluff – Toteff Siding Extension (WA-PNWRC-KMB-Toteff Siding Extension)
17. Kelso Martins Bluff – Kelso to Longview Junction (WA-PNWRC-Kelso-Longview Jct.)
18. Kelso Martins Bluff – Kalama New Main Line (WA-PNWRC-Kalama-New Main Line)
19. Seattle – King Street Station Track Upgrades (WA-PNWRC-King St. Station Track Upgrade)
20. Tacoma – Trestle Replacement (WA-PNWRC-Tacoma-Trestle Replacement)



Projects that Span the Corridor **2 3 12**

Proposed List of Projects – Track 1A Final Design and/or Construction

*Final Design Only**

Amtrak Cascades – New Train Sets - \$1.1 million (* this project is intended to be included in Track 2 for the construction element)

To expand the train service to eight round trips each day between Seattle and Portland will require the purchase of new rolling stock. Talgo equipment that is identical to the existing equipment is no longer manufactured. Purchases of additional train sets will be through a competitive equipment acquisition. This project is intended to develop a specification in connection with Amtrak so that if funds are provided in Track 2, a detailed specification is ready to enable WSDOT to go to bid.

Construction Projects

Blaine – Swift Customs Facility Siding - \$5.13 million

This project provides a second siding track to allow freight trains awaiting customs inspections to move out of the way of oncoming Amtrak *Cascades* trains. The new siding will allow freight train inspections to occur clear of the main line, helping ensure that passenger trains operate on-time.

With improved on-time performance, the ridership of the service will increase, reducing highway travel between Seattle and the border crossings at Blaine and Sumas and on to Vancouver, B.C. This will reduce highway congestion and accidents.

Inspection of the freight trains can be done more safely as the inspector will be further from the passing main line rail traffic. In addition, the upgrade to the existing active warning devices at the at-grade Loomis Trail Road will improve safety for motorists, rail workers, and passengers.

Cascades Corridor Reliability Upgrades – South (Nisqually to Vancouver WA) - \$94.10 million

This project is located on the BNSF mainline between milepost 26.5 at Nisqually Jct. to 36.48 in Vancouver, WA.

This project was identified through an operations analysis to address slow orders that often delay Amtrak *Cascades* trains. Without this project, these delays will continue, impacting on time performance. One of the Mid-Range Plan goals for the service is to improve overall on-time performance to over 90 percent, and this project will eliminate a major source of passenger train delays to help achieve that goal.

Specifically, this project would improve track quality, reliability, and passenger ride comfort by increasing track class of track infrastructure. Major components of the work include ties, track, ballast, lining undercutting, and surfacing.

Cascades Corridor Reliability Upgrades – North (Everett to Blaine) - \$58.44 million

This project is located on the BNSF mainline between milepost 8.8 in Everett to 119.1 in Blaine.

This project was identified through an operations analysis to address slow orders that often delay Amtrak *Cascades* trains. Without this project, these delays will continue, impacting on time performance. One of the Mid-Range Plan goals for the service is to improve overall on-time performance to over 90 percent, and this project will eliminate a major source of passenger train delays to help achieve that goal.

Specifically, the project would improve track quality, reliability, and passenger ride comfort by increasing track class of track infrastructure. Major components of the work include ties, track, ballast, lining undercutting, and surfacing.

Everett - Storage Track - \$3.61 million

This project is located on the BNSF mainline between milepost 8.8 and 9.9 in Everett.

This project was identified through a capacity modeling and operations analysis as a location where freight interference often delay Amtrak *Cascades* trains. Without this project, these delays will continue, impacting on time performance.

One of the Mid-Range Plan goals for the service is to improve overall on-time performance to over 90 percent, and this project will eliminate a major source of freight train interference to help achieve that goal.



Grading work underway at Everett

BNSF needs the additional tracks in Everett’s Delta Yard because the existing yard tracks are too short to handle long trains. This causes substantial congestion in and around the yard. The project is also a contractual requirement for the 2nd Amtrak *Cascades* round trip service to Vancouver, B.C.

Specifically, the project would construct two new departure/receiving tracks with a total length of approximately 13,000 ft. next to the existing Delta Yard tracks in Everett. Major components of the project is trackwork.

The project will reduce congestion, add rail capacity, and eliminate a substantial rail yard bottleneck. The additional yard track will allow freight trains to move into the Delta Yard and out of the way of oncoming Amtrak *Cascades* trains. It has independent utility due to its project termini.

NEPA documentation, minor wetland permitting with the Army Corps of Engineers, and final engineering design for the receiving/departure track is complete.

Kelso Martins Bluff – Phase 1 – New Siding - \$35.61 million



This project is on the BNSF mainline between milepost 105.5 and 108.8, in Kalama.

This project was identified as a location where freight interference often delays Amtrak *Cascades* trains. Without this project these delays will continue, making the service unreliable. BNSF Railway freight traffic will use the newly created siding.

Specifically, a 17,000 ft. siding will be created from running and storage tracks. The storage tracks will be replaced with new storage tracks. Two new control points will be built and a third existing one will be modified. One of the three control points will include universal crossovers between the two main tracks and the siding. The remaining two control points will have universal access to the adjacent main track. The crossovers at the control points will either replace or add eight crossovers and one single turnout. The replacement storage tracks will also require the replacement of six turnouts. The project provides a new receiving and departure siding to allow freight trains waiting to enter the Port of Kalama grain elevators to be clear of the main track and out of the way of Amtrak *Cascades* trains. Today, the adjacent main track is used to hold these trains. Reducing the need to use the main track to hold these trains will help ensure that passenger trains operate on time.

It has independent utility due to its project termini. NEPA documentation and preliminary engineering for the project are complete.

Seattle (King Street Station) – Seismic Retrofit - \$13.6 million



King Street Station at Night

King Street station is the central hub of the Pacific NW corridor that handles more passengers than any other on the route. The building was erected in 1906 by the architect who built Grand Central station in New York. It is however, vulnerable to earthquakes. The city of Seattle, since they acquired the station from BNSF, have replaced the roof and refurbished the brick exterior.

This project will retrofit the station to handle earthquakes. Subsequent phases will refurbish the station — last updated in 1960—to a terminal suitable for modern high speed service. A prerequisite of any refurbishment has to be to secure the building.

Tacoma – D to M Street Connection - \$34.4 million

This project, when combined with the Tacoma – Point Defiance Bypass project (separate application), will re-route Amtrak trains from the slower and more congested Seattle Subdivision route along Puget Sound and around Pt. Defiance to a lightly-used inland route along Interstate 5 and through south Tacoma. It will result in an Amtrak *Cascades* trip time that is six minutes shorter than today. The new route leaves the BNSF Railway's Seattle Subdivision at TR Jct. at MP 38.2X and returns to the Seattle Subdivision at Nisqually Jct. at MP 24.5. This project will construct 1.2 miles of new passenger rail between D Street and M Street in downtown Tacoma, Washington. Scope includes building new track over Pacific Avenue on a bridge located between 25th and 26th Streets, lowering Pacific Avenue to provide for grade-separation, and installation of state-of-the-art safety equipment. This project allows WSDOT's Amtrak *Cascades* Intercity Rail service to bypass the Point Defiance route and provide faster, more reliable service. The project also allows Sound Transit to extend commuter rail eight miles from the City of Tacoma to the City of Lakewood. With the D Street to M Street project, 52 passenger trains (26 round trips) will use this segment of new rail. Total passenger rail ridership on the D-M Street project is estimated to be nearly one million per year.

The D to M Street project is located in downtown Tacoma. Sound Transit owns the railroad assets and rights-of-way. WSDOT will have use of the facility for Amtrak *Cascades* Intercity Passenger Rail in perpetuity.

Tacoma – Point Defiance By-Pass - \$91.27 million

This project, when combined with the Tacoma - D St. to M St. Connection project (separate application), will re-route Amtrak trains from the slower and more congested Seattle Subdivision route along Puget Sound and around Pt. Defiance to a lightly-used inland route along Interstate 5 and through south Tacoma. It will result in an Amtrak *Cascades* trip time that is six minutes shorter than today. The new route leaves the BNSF Railway's Seattle Subdivision at TR Jct. at MP 38.2X and returns to the Seattle Subdivision at Nisqually Jct. at MP 24.5. The new route will use a segment of tracks already used by commuter rail operator Sound Transit and owned by the City of Tacoma to access the new station location at Freighthouse Square (Tacoma Dome Station). From this location the new route will use a new connection between East D St. to West M St. in Tacoma which is to be constructed as a separate project. From West M St., the new route uses the former Lakeview Subdivision to Lakeview Jct. (SW 108th St.) and Lakeview Spur from Lakeview Jct. back to Nisqually Jct. Lakeview Subdivision and the Lakeview Spur are former BNSF rail lines now owned by Sound Transit. The services that will benefit are Amtrak *Cascades* which serves Washington, Oregon and British Columbia, Canada. The commuter rail service which will share the route from TR Jct. to Lakeview Jct. will also benefit through their investment in the route.

The project is the final independent phase of the larger project. The heavily-used water-level route was identified as a location where capacity restricts the additional Amtrak *Cascades* service and creates delays. The tight curves, restrictive clearances, and a movable bridge restrict speeds on the route to no more than 60 mph and as little as 35 mph at some locations. The capacity resection of the single-track Nelson-Bennett and Ruston Tunnels are also obstacles to increasing Amtrak *Cascades* intercity passenger service. Freight interference on the water-level route often delays intercity passenger trains. Without the project, these delays will continue, making the service unreliable.

Specifically, the project will build 3.5 miles of second main track through Lakeview Jct., adjacent to a reconstructed main track currently under construction by Sound Transit. This double-track section will accommodate planned train meets and passes. From the southern end of the new second main track, the existing single main track will be reconstructed for 10.5 miles to Nisqually Jct. The crossovers and signal system at Nisqually Jct. will be reconfigured adding a new crossover. Within the project area, five at-grade crossings will be reconstructed to improve safety, and accommodate higher speeds. In addition, a new staffed station location for Amtrak service will be created within the existing Freighthouse Square shopping center adjacent to the existing commuter rail waiting area. The existing platform for the commuter rail service will be used for the new Amtrak station. The existing Tacoma Amtrak station will be closed.

Vancouver – West Side Associated Trackage - \$21.7 million

This project is located on Port of Vancouver property in Vancouver, WA. It is west of NW Gateway Ave between State Route 501 (aka NW Lower River Rd.) and the Columbia River.

The project was identified as a location where freight interference often delays Amtrak *Cascades* trains. Without the project these delays will continue, making the service unreliable. This project reduces delays for main line passenger trains by constructing rail infrastructure, including a loop track and a highway-rail grade separation, to allow freight trains entering the Port to immediately clear the BNSF main line. Freight trains from BNSF Railway and Union Pacific RR will use the newly created loop track.

Specifically, 35,831 ft. of new main track will be constructed forming a loop at the western end of the Port property. In addition a new roadway bridge will eliminate the at-grade crossing of NW Gateway Ave. Major components of the work include track and switches, highway bridge and approaches, and earthwork/grading.

The project provides a means of receiving incoming freight trains and staging outbound trains by eliminating “doubling” during which the North-South main tracks are blocked.

NEPA documentation, and final engineering design for the track center widening and the rerouting of the main line track is complete

Vancouver – Yard By-pass New Middle Lead - \$10.24 million

This project adds a second connection between the BNSF mainline at milepost 136.0 and 10.2 in Vancouver, WA.

The project is a phase of the larger Vancouver Rail Bypass and W 39th St. Bridge project. The project was identified as a location where freight interference often delays Amtrak *Cascades* trains. Without the project, these delays will continue, making the service unreliable. BNSF Railway freight traffic will use the newly created siding.

Specifically, a 1,300 ft. long segment of track will be constructed along with two parallel crossovers and a new turnout. The new main line turnouts will require reconfiguration of the signals in the vicinity. Construction of the new connecting track will require the relocation of the existing “drill” track for 500 ft, and the construction of two crossovers for access to the “drill” track from the main line. The relocation of the “drill” track will also require the replacement of two yard turnouts. The speed of the new connection will be at 20 mph, twice as fast as the current connection.

The project provides a second connection between the east-west line and the north-south line to more quickly clear the north-south main tracks to get out of the way of Amtrak *Cascades* trains. Today, the adjacent main track is used to hold these trains. Speeding the entrance and exit of freight trains from the north-south main line will help ensure that passenger trains operate on time.

NEPA documentation and final engineering for the project are complete.

Vancouver – Yard Bypass Track - \$29.18 million

This project builds a bypass track between the BNSF mainline at milepost 133.5 and 10.2 in Vancouver, WA.

The project is a phase of the larger Vancouver Rail Bypass and W 39th St. Bridge project. The project was identified as a location where freight interference often delays Amtrak *Cascades* trains. Without the project, these delays will continue, making the service unreliable. BNSF Railway freight traffic will use the newly created siding.

Specifically, a 15,200 ft. long segment of track will be constructed around the eastern side of the yard and maintenance facilities. Construction of the new track will require the relocation of the existing turntable and 1000 ft. of lead track as well as maintenance offices and storage buildings. The new bypass track will also require the removal of 4,500 ft. of industrial and spur tracks and associated turnouts. Earthwork and retaining walls will also be constructed to allow for the track construction. A new at-grade crossing for BNSF equipment and MOW access will be constructed with active warning devices. The speed of the new bypass track will be a minimum of 25 mph, two and half times as fast as the current connection.

The project provides a crew-change track and additional connection between the east-west line and the north-south line to more quickly clear the north-south main tracks for freight traffic to get out of the way of Amtrak *Cascades* trains. Today, the adjacent main track is used to hold these trains. Speeding the entrance and exit of freight trains from the north-south main line will help ensure that passenger trains operate on time. It has independent utility due to its project termini and benefits.

NEPA documentation and final engineering for the project are complete.

Total funding requested for track 1A projects - \$398.38m

Proposed List of Projects – Track 1B Preliminary Engineering and NEPA*

(* These projects are intended to be included in Track 2 for the construction element.)

Bellingham Main Line Relocation - \$1.8 million

This project will relocate and realign the main line through a former industrial area in downtown Bellingham. The new alignment roughly follows an alignment that was abandoned by the Milwaukee Road Railroad. It will allow passenger and freight trains to move through the area about one minute faster and will keep freight trains from slowing before they begin to climb a 1.1 percent grade northward. The bridge at Cornwall Avenue, built to accommodate 1950's Milwaukee Road clearances, will be replaced with a span that has improved clearances to accommodate modern rail traffic on the new track alignment. The new alignment and the new bridge avoid two at-grade crossings. A third at-grade crossing, Pine Street, may also be closed. This will also allow the city and port to redevelop the waterfront area. Some FHWA funds are being used to develop preliminary designs for the Cornwall Avenue Overpass. NEPA documentation needs to be completed.

BNSF Railway will perform the track relocation work and the city of Bellingham will build the new Cornwall Avenue overpass.

Centralia - Station Modifications - \$0.4 million



Centralia Station as it is today.

This project constructs a new eastside passenger second platform and passenger overcrossing at Union Station in Centralia. The station is located approximately half way between Seattle and Portland on the BNSF Seattle subdivision. The station is served by Amtrak *Cascades* and the *Coast Starlight* intercity rail passenger services. These rail services operate in California, Oregon, and Washington.

The project will improve safety by eliminating a center platform between tracks, reduce railroad congestion by eliminating crossover moves, and improve on-time performance by saving 4.5 minutes on average travel time between Seattle and Portland.

This project was identified through a BNSF operating analysis (after the Amtrak *Cascades* Mid-Range Plan) as a replacement to the China Creek Crossover project. The new pedestrian overcrossing would be publically owned (either by the city or WSDOT).

ARRA Track 1B funds would be used to develop conceptual and preliminary engineering plans, cost estimates and environmental documentation. It is anticipated that the project would be categorically excluded from NEPA. The project has independent utility.

It is anticipated that the new platform will be located on the BNSF right-of-way. The existing station is owned by the city of Centralia. The passenger overcrossing may be located on public or leased railroad property. Upon completion, the project will serve existing and future Amtrak *Cascades* service and the *Coast Starlight*.

Everett – Curve Realignment - \$5.3 million

This project realigns curves and upgrades grade crossings, bridges, and signals, and constructs a new track to improve speeds for passenger trains up to 50 mph, a 15-20 mph increase.

Phase II of the project was originally part of the initial scope of the Everett Curve Realignment and Storage Tracks, but the larger project was broken into separate project phases with independent utility in 2006. This project phase extends generally between C-Line Jct. and the Snohomish River Bridge on BNSF Railway's Bellingham Subdivision. It will involve realigning curves near the intersection of Pacific Avenue and Chestnut St. as well as the grade crossing at Railway Avenue and locations along the hills below East Grand Avenue. At a point where the main line is adjacent to the Snohomish River and travels under Interstate 5, main track would be realigned, which may require some of the river to be filled. A new main track will be built adjacent to the two storage tracks which today sit on the back of the existing main track. The new main track will then pass under the two SR 529 highway bridges in a location up to 200 ft southwest of where it passes through today. A private crossing under SR 529 will have to be protected with active warning devices or be closed. In addition, Bridge 37 (a.k.a Bridge 10) over the Snohomish River will be rehabilitated to accommodate higher train speeds, as will the entire CTC signal system.

This project will reduce the Seattle – Vancouver, B.C. schedule by at least two minutes and greatly improve on-time performance.

The project is presumed to be categorically excluded from NEPA, but wetland permits would be needed.

Kelso Martins Bluff – Phase 2 – Toteff Extension - \$2.7 million

This project would add a signalized arrival and departure track, associated switches and crossovers that would hold up to two full-length freight trains, and a grade separation of Toteff Road. The project would also clear the main lines, providing capacity necessary for additional and more reliable Amtrak *Cascades* service, and improve public safety. The Preliminary Engineering documents and NEPA documents will address this concept. A Preliminary Engineering Report will address feasibility of the concept, further design issues to be addressed in Final Design, and a likely schedule and cost for Final Design and Construction. The NEPA document will examine the natural and built environments and specifically address impacts to waterways, and contaminated locations as well as fish and wildlife.

Kelso Martins Bluff – Phase 3 - Kelso to Longview Junction - \$7.7 million

This project is a phase of a much larger project listed as Kelso to Martin's Bluff Rail Project in the Long-Range Plan. Since then, the larger project has been separated into six projects.

This project will build on other projects and construct a 4.5-mile third main line track from the passenger station in Kelso to Longview Junction South at the south end of Longview Yard. The Longview Yard is an area of congestion with trains of cars bound for and coming from the Port of Longview and the Weyerhaeuser paper mill. Here cars are switched by BNSF, Union Pacific Railroad (UP), and the Longview Switching Company. The third track would allow passenger and freight trains to move around freight trains leaving or bound for Longview Yard. A new rail bridge over the Coweeman River, as well as two bridges over private access roads, would also be built.

A 5,000-foot storage track in south Kelso would be replaced and converted to main track. This siding is crossed by Yew Street and Mill Street in Kelso at grade. This project will also require these two grade crossings south of the station to be closed or replaced. They are planned to be replaced by a new grade separation above or below the tracks, at an alignment near Hazel Street. south of both crossings.

Kelso Martins Bluff – Phase 4 – Kalama New Main Line - \$4.5 million

This project is a phase of a much larger project listed as Kelso to Martin's Bluff Rail Project in the Long-Range Plan. Since then, the project has been separated into six phases.

This project would build on other phases and construct a 4.4-mile third main track around the congested Port of Kalama area. Here, 7,000-foot BNSF and UP grain

trains move between the main tracks and one of the largest grain terminals on the west coast. These movements, on and off the main line, create congestion on the main tracks. The third main track would allow passenger and freight trains to move around freight trains that are waiting to enter or are leaving the Port of Kalama.

Seattle – King Street Station Track Upgrades - \$8.4 million

This project will build on work in the King Street Station – Track Improvements – Phase 1 project currently under way. It will allow access from all main lines to all station tracks and improves on-time performance for trains entering or leaving King Street Station from the north. Improvements include track upgrades, platform upgrades, switches and interlocking signals to allow for Amtrak long distance, Amtrak *Cascades* and *Sounder* commuter trains to move in and out of the station simultaneously both north and south-bound.

The extensive track work will also require the existing bridge above the tracks that carries the intersection of Second Avenue Extension and Jackson Street to be rebuilt to relocate bridge supports.

It is anticipated that the project would be categorically excluded from NEPA, but extension coordination with the city of Seattle and BNSF Railway will be necessary.

Tacoma – Trestle Replacement - \$4.4 million

This project, estimated to cost \$125.4 million, would design, permit, purchase necessary right-of-way, construct earthwork, and replace a 1910's era 1,700 foot-long timber trestle to accommodate two main tracks from Portland Avenue and Freighthouse Square. As part of the work, two bridges over city streets would be replaced and two main tracks installed and the signal system upgraded. Today, the intercity passenger trains share the single track alignment through the project



Tacoma Trestle from the North

area with both commuter and some freight trains. This single track will need to be able to accommodate two trains simultaneously once Amtrak *Cascades* service expands beyond eight round trips between Seattle and Portland.

The project is listed in the state's 2006 Long-Range Plan as part of another larger project for service

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ond eight Seattle-Portland round trips.

The project is presumed to be categorically excluded from NEPA, but some property acquisition with minimal relocations will likely be required.

Total funding requested for track 1B projects - \$36.6 million

Total funding requested for all Track 1 projects - \$434.98 million

Benefits of Projects

If all these projects are funded by grants from the FRA there are considerable benefits. These projects will create 3,112 direct jobs and 1,750 indirect making a total of 4,862 new jobs. There will be an 18.2% overall improvement in on-time performance that will eliminate 49,983 minutes of delay annually. It will enable an increase in seating capacity of 582,540 per year on the Amtrak *Cascades* service. Finally, there are improvements in safety created by diverting travelers to rail and environmental benefits which have been precisely enumerated for each project in the submission proposal.

Conclusion

This document provides the background concerning the high speed rail grant applications and explains the rationale behind projects that were selected for the process, and the consultation process that was undertaken.

For more in-depth information about any of these projects or the process involved please contact WSDOT Director, State Rail & Marine at (360) 705-7900.