

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.
- Facilitate state-level discussion about funding strategies to address local community impacts resulting from increased rail traffic at at-grade crossings.
- Short-Line Railroad Plan: Collect data and develop state performance measures for short-line railroad infrastructure to guide FRIB and FRAP programs.
- 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.
- 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).