

Rail Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

Region	County	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in WTP, Rail Capacity and Needs Study, or in industry interviews conducted during 2004 to 2008	Status	Project Web Page	Revenue Package	Estimated Cost at Completion (Million \$)	State 2003 Funding Package (Million \$)	State 2005 Funding Package (Million \$)	Federal, Local and Non State Funds (Million \$)	Total Funding Available (Million \$)	Full Project Construction/Completion Fully Funded (Y/N)	Estimated Funding Gap (Million \$)	Project Complete?	Completion or Expected Completion Date
Rail	Clark	P01005A	Vancouver - Rail Bypass and W 39th Street Bridge	Right of way funds include earmark for 39th St. grade separation. Construction funds include \$11,000,000 of Federal funds for the construction of the 39th St. grade separation project.	High	Increases through-put of the key E-W/N-S intersection of the rail system. Increases speeds of trains moving between the N-S and E-W main tracks in all directions. Allows trains to change crews clear of the N-S main line. Provides space for modern 7000'+ long UPRR and BNSF trains to wait for Columbia River bridge openings. Improves switching efficiency in the busy yard; Integrates with rail improvements sponsored by the Port of Vancouver. Provides reliable secondary track route out of the west Vancouver industrial area.	Rail Capacity and Needs Study, WTP, STIP	Under construction	http://www.wsdot.wa.gov/Projects/Rail/PN_WRC_Vancouver/	Nickel	\$ 142.05	\$ 98.72		\$ 13.00	\$ 114.95	N	\$ 27.10	No	6/30/2012
Rail	Columbia, Walla Walla	F01021A	Port of Columbia/Wallula to Dayton - Track Rehab	Rehabilitates the 69-mile line from Wallula to Dayton and spur tracks. Allows for continued operation of the line that serves rail dependent shippers in Columbia & Walla Walla Counties, preserving 1,160 jobs.	Medium	Keeps the marginal rail line open and available to agricultural shippers in Columbia and northern Walla Walla Counties.	Rail Capacity and Needs Study	Design	http://www.wsdot.wa.gov/Projects/Rail/PC_C_PtColumbia/	Nickel	\$ 5.31	\$ 5.31		\$ 5.31	Y		No	4/1/2012	
Rail	Cowlitz	P01006A	Kelso to Martin's Bluff - 3rd Mainline and Storage Tracks	Constructs additional main line and storage tracks along an 18-mile corridor. Project is part of the improvements to support the 5th Amtrak Cascades round trip. Assumes BNSF will pay remaining \$320 million. Currently in the environmental phase.	High	The overall project will eliminate a major choke point in the N-S main line, used by both UPRR and BNSF. Improves rail access to the Ports of Kalama, and Longview and also benefiting all shipper in Puget Sound.	Rail Capacity and Needs Study, WTP	Design	http://www.wsdot.wa.gov/Projects/Rail/PN_WRC_KelsoMartin/	Nickel	\$ 53.07	\$ 53.07		\$ 53.07	Y		No	4/1/2019	
Rail	Douglas, Lincoln, Spokane, Whitman	F01111A	Palouse River and Coulee City RR - Acquisition	Purchase 296-mile Palouse River and Coulee City (PCC) RR, plus prior expenditures for first phase of PCC acquisition.	High	Kept the poorly maintained lines from being abandoned in the near future. Rail dependent agricultural shippers rely on the PCC-system to get their products to market in an economical way.	Rail Capacity and Needs Study (combined with Rehab)	Complete	http://www.wsdot.wa.gov/Projects/Rail/PC_C_Acquisition/	Nickel	\$ 15.34	\$ 15.34		\$ 15.34	Y		Yes	11/1/2004	
Rail	Douglas, Lincoln, Spokane, Whitman	F01111B	Palouse River and Coulee City RR -- Rehabilitation	Rehabs Palouse River and Coulee City RR track & bridges in Grant, Lincoln, Spokane & Whitman counties over the railroad's 296-mile system.	Medium	Makes badly needed capital repairs to all three lines, keeping them from deteriorating further. Rail dependent agricultural shippers rely on the PCC-system to get their products to market in an economical way.	Rail Capacity and Needs Study (combined with Acquisition)	Going to Construction	http://www.wsdot.wa.gov/Projects/Rail/PC_C_Acquisition/	Nickel	\$ 3.60	\$ 3.60		\$ 3.60	Y		No	6/30/2009	
Rail	Franklin	F01001R	Port of Pasco - Intermodal Facility Improvements	Creation of a better west end mainline connection, creation of a better east end connection so that locomotives can pull through the port facility, rather than blocking mainline traffic, and track upgrades to old tracks not used for decades.	Medium	Creation of a better west end mainline connection, creation of a better east end connection so that locomotives can pull through the port facility, rather than blocking mainline traffic, and track upgrades to old tracks not used for decades.	Rail Capacity and Needs Study	Completed		TPA	\$ 5.40		\$ 5.40	\$ 5.40	Y		Yes	6/30/2007	
Rail	Grays Harbor	F01001M	Port of Grays Harbor - Rail Access Improvements	Rail access improvements to increase capacity and allow rail traffic to move easily in the congested area.	Medium	Rail access improvements to increase capacity and allow rail traffic to move easily in the congested area.	Rail Capacity and Needs Study	Completed		TPA	\$ 0.77		\$ 0.77	\$ 0.77	Y		Yes	6/30/2008	

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Rail	Lewis	F01130C	Tacoma Rail and Puget Sound and Pacific RR/Centralia - Phase 1A	Upgraded rail, an additional switch and signaling would be installed to allow for routing of Puget Sound & Pacific trains around the congested Centralia yard area on Tacoma Rail's Mountain Division tracks.	Medium	This first phase will improve speeds onto and off the main line increasing overall rail system capacity between Tacoma and Vancouver, WA	Rail Capacity and Needs Study	Future Construction	http://www.wsdot.wa.gov/Projects/Rail/ChahalistoBlakeslee/	TPA	\$ 17.40	\$ 7.40	\$ 7.40	\$ 7.40	N	\$ 10.00	No	4/1/2013	
Rail	Lewis,Pierce	F01160B	Tacoma R.M.D. RR Morton Line Repairs-Phase 2	Constructs Phase 2 of Tacoma Rail Mountain Division's Morton line upgrade to restore rail service after 1996 floods, maintaining more than 200 jobs and potential to divert 16,000 heavy truck trips per year from state highways.	High	Constructs Phase 2 of Tacoma Rail Mountain Division's Morton line upgrade to restore rail service after 1996 floods, maintaining more than 200 jobs and potential to divert 16,000 heavy truck trips per year from state highways.	Rail Capacity and Needs Study	Completed		Nickel	\$ 3.18	\$ 3.18	\$ 3.18	\$ 3.18	Y		Yes	6/30/2005	
Rail	Pierce	P01008C	Tacoma - Bypass of Pt. Defiance	Constructs a 20-mile bypass route through Lakewood, in coordination with Sound Transit. This will result in a six-minute reduction in the Amtrak Cascades schedule between Seattle and Portland.	Medium	Removes passenger trains from the congested water-level line around Pt. Defiance and along the Tacoma Narrows; Frees-up capacity for BNSF and UPRR trains who share this route when servicing all their Western Washington customers, including the Ports of Tacoma and Seattle.	Rail Capacity and Needs Study; WTP; STIP	Design	http://www.wsdot.wa.gov/Projects/Rail/PN/WRC_PtDefiance/	Nickel and TPA	\$ 74.48	\$ 7.07	\$ 49.31	\$ 3.20	\$ 59.58	N	\$ 14.90	No	6/30/2012
Rail	Skagit	P01101A	Mt Vernon - Siding Upgrade	Completes contractual commitments with the host railroad to upgrade the existing rail siding for on-time reliability. Guarantees the continued operation of the second train on this route, currently operating between Seattle and Bellingham.	Medium	The longer siding in Mt. Vernon on the single-track main allows modern 7000'+ long freight trains to meet when traveling in opposite directions when not used twice a day by Amtrak Cascades trains.	Rail Capacity and Needs Study; STIP	Design	http://www.wsdot.wa.gov/Projects/Rail/PN/WRC_MtVernonSiding/	Nickel	\$ 3.80	\$ 3.80	\$ 3.80	\$ 3.80	Y		No	6/30/2009	
Rail	Snohomish	F01030D	Snohomish Riverfront Redevelopment (Rail)	Snohomish Riverfront Redevelopment (Rail)	Medium	Relocates 1.5 miles of BNSF rail line and installs a new junction to support the redevelopment of the Snohomish River waterfront in Everett.	Rail Capacity and Needs Study	Completed		TPA	\$ 1.80	\$ 1.80	\$ 1.80	\$ 1.80	Y		Yes	6/30/2007	
Rail	Snohomish	P01102A	Everett - Curve Realignments and Storage Tracks	Realigns curves to improve speeds for passenger trains up to 50 mph, a 15-20 mph increase. Results in a 2-minute reduction in Seattle-Vancouver, BC schedule. Also guarantees the continued operation of the second train on this route.	Medium	Increases through-put of the key E-W/N-S intersection of the rail system; As the current yard does not have long enough tracks, the addition of 2 tracks long enough to receive modern 7000'+ long freight trains, and the addition of a switching lead improves through-freight train capacity and improves switching efficiency in the busy yard.	Rail Capacity and Needs Study	Future Construction	http://www.wsdot.wa.gov/Projects/Rail/PN/WRC_Everett_PaJct/	Nickel	\$ 14.00	\$ 14.00	\$ 14.00	\$ 14.00	Y		No	6/30/2009	
Rail	Spokane	F01112A	Geiger Spur/Airway Heights - New Rail Connection	Connects Airway Heights industrial track to Palouse River & Coulee City Railroad at Medical Lake to avoid shutdown due to Fairchild AFB security issues. 250 existing jobs are affected.	Medium	Removing the line from Fairchild AFB guarantees the line will remain in operation for the existing rail-dependent shippers on the line and for planned future rail-dependent industries.	Rail Capacity and Needs Study; STIP	Construction Underway	http://www.wsdot.wa.gov/Projects/Rail/SR/S_GeigerSpur/	Nickel and TPA	\$ 7.00	\$ 5.30	\$ 1.50	\$ 0.20	\$ 7.00	Y		No	4/1/2009
Rail	Whatcom	F01030C	Bellingham - Waterfront Restoration	Relocates a 3/4-mile section of track to allow the site to be redeveloped for recreational, residential and commercial uses. Includes Federal Earmark Waterfront Redevelopment Project, Bellingham (WA282)	Medium	The mainline of the BNSF Railway track currently runs through a sharp curve at the Georgia Pacific plant. This project will relocate a 3/4-mile section of the track. This will allow the site to be redeveloped for recreational, residential and commercial use.	Rail Capacity and Needs Study	Future Construction		TPA & Other	\$ 17.50	\$ 5.00	\$ 0.50	\$ 5.50	N	\$ 12.00	No	6/30/2011	

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Rail	Whatcom	P01105A	Blaine - Customs Facility Siding	Construction of a joint facility that could be used for inspections would reduce border congestion, improve safety, address customs and security issues, and provide the opportunity for better utilization of the rail line.	Medium	The addition of a second inspection track at the freight rail inspection facility will double the inspection capacity of cross-border freight train movements.	Rail Capacity and Needs Study; STIP	Design	http://www.wsdot.wa.gov/Projects/Rail/SwiftCustoms/	TPA	\$ 6.00	\$ 3.00	\$ 3.00	\$ 6.00	Y		No	4/1/2009	
Rail	Yakima	F01171A	White Swan/Toppenish - Yakama Sawmill Traffic Upgrades	Upgrades existing Toppenish Simcoe & Western line for increased traffic from Yakama Tribe sawmill, supporting 225 jobs.	Medium	Makes needed capital repairs to the rail line, keeping it from deteriorating further. Rail dependent wood products shippers rely on the line to get their products to market in an economical way.	Rail Capacity and Needs Study	Construction Underway	http://www.wsdot.wa.gov/Projects/Rail/CBRR_YakamaSawmill/	Nickel	\$ 0.64	\$ 0.64		\$ 0.64	Y		No	6/30/2009	
Rail	State-wide	F01000A	Statewide - Freight Rail Investment Bank	Rail Investment Bank program initiated in the 2005 Legislative Session. No project list is available at this time. Funding is provided by a distribution transfer from the Multimode Transportation Account to the Transportation Infrastructure Account proviso	High	Operates as a "Bucket" of projects. Each project will have its own benefits, all of which will be more than the funds provided by the state.	Interviews (applications) in Fall 2007	Continuous	http://www.wsdot.wa.gov/Freight/Rail/GrantandLoanPrograms.htm	TPA	\$ 37.50	\$ 37.50		\$ 37.50	Y		No	N/A	