

economic growth, and improve air quality across our state.

- Two additional daily round trips will be added between Seattle and Portland, for a total six, by 2015.
- Travel time on the corridor will be reduced by at least 5 percent.
- On-time reliability will increase substantially, from 62 to 88 percent.
- Major construction projects will be completed that will include building bypass tracks to allow for increased train frequency and multiple upgrades to existing track and signal systems.
- Several safety-related projects will also be completed, including grade separations and positive train control.

For more information on WSDOT's capital rail projects, visit: www.wsdot.wa.gov/projects/rail

How does Washington State fund rail projects?

The majority of state money for investment in rail projects comes from the "Multimodal Transportation Account" which is funded from interest from the Emergency Revenue Account; licenses, permits and fees; rental car tax; sales tax on new and used cars; 100% of treasury deposit earnings; federal grants and aid; and transfers from the Motor Vehicle and Highway Safety account. Rail projects do not receive funds from gas tax receipts.

Washington State funded rail improvements made in last five years: (Jan 2005 – Dec 2010)

Freight	\$49,887,972
Passenger	\$131,928,063
Total	\$181,816,035

How could rail transportation look in 2020?

Freight rail

- Less rail congestion on Washington rail lines.
- More efficient movement of freight.
- Improved access to ports.
- Reduced transportation related congestion and air pollution.

Passenger rail

- Faster, more reliable, and more frequent Amtrak *Cascades* service.
- Improved travel times.
- More travel options for commuters and business travelers.
- Reduced transportation related congestion and air pollution.

Moving Washington with Rail Transportation

January 2011

State Rail and Marine Office



For more information:

WSDOT State Rail & Marine Office

rail@wsdot.wa.gov

www.wsdot.wa.gov/rail

360-705-7900

For more information on WSDOT's capital rail projects, go to: www.wsdot.wa.gov/projects/rail

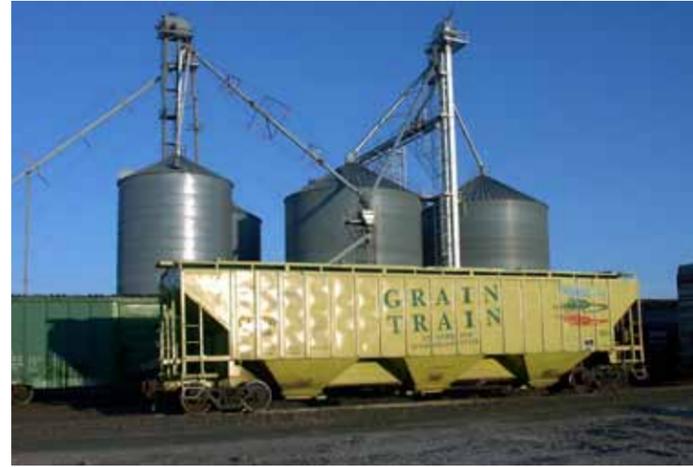


Americans with Disabilities Act (ADA) Information: Materials can be provided in alternative formats: large print, Braille, cassette tape, or on computer disk for people with disabilities by calling the Office of Equal Opportunity (OEO) at (360) 705-7097. Persons who are deaf or hard of hearing may contact OEO through the Washington Relay Service at 7-1-1.

11-01-0404

Title VI Statement to Public: It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin and sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For Title VI complaint forms and advice, please contact OEO's Title VI Coordinator at (360) 705-7098.





What is the role of WSDOT's State Rail and Marine Office?

The State Rail and Marine office directs and manages the state's freight and passenger rail capital programs and operations. It enacts the direction of the Legislature as it impacts rail and marine initiatives and manages rail system improvements that support economic development, move people and goods, relieve road and airport congestion, and reduce greenhouse gas emissions.

How does the State Rail and Marine Office fulfill its role?

WSDOT's State Rail and Marine Office has capital rail projects proposed, funded, or underway to support freight and passenger rail mobility in Washington State. When completed, these projects will result in enhanced freight mobility, improved safety, reduced rail congestion, track upgrades, and improved frequency of the state supported Amtrak Cascades passenger rail service. In addition to managing these capital projects, the department works with railroads, ports, communities, and other organizations to improve the state's rail system. WSDOT is also responsible for rail project identification, strategic rail transportation planning, development of state rail and marine data, and state grant programs administration.

Freight rail transportation strengthens the economy

"The economy of the state will be best served by a policy of maintaining and encouraging a healthy rail freight system by creating mechanisms that keep rail freight lines operating if the benefits of the service outweigh the cost." RCW 47.76.200

Freight rail transportation is important to the economy because it:

- Encourages competition among modes to keep freight rates reasonable.
- Reduces long-haul truck traffic on state highways, reducing highway preservation costs.
- Supports Washington businesses and rural development – freight rail investments are often major job generators.
- Promotes an energy efficient mode of transportation and is environmentally cleaner.

The economic vitality of Washington State requires a strong rail system capable of providing its businesses, ports, and farms with competitive access to North American and international markets. WSDOT manages capital rail projects that support freight rail transportation by adding rail capacity and connectivity, improving areas of congestion, and managing rail assets.

Washington businesses rely on state rail assets

WSDOT is responsible for managing the state's freight rail assets: Palouse River and Coulee City Rail System, Washington Grain Train, and Produce Railcar Pool.

Palouse River and Coulee City (PCC) Rail System

In 2007 WSDOT completed the purchase of the debilitated PCC rail line to save it from abandonment. The PCC is the state's longest shortline freight rail system, spanning four counties in eastern Washington. It handles nearly one-fifth of Washington's grain harvest each year and eastern Washington farmers depend on the rail line to get grain to market. The State Rail and Marine office is coordinating the management and rehabilitation of the PCC Rail System.

The Washington Grain Train

The Grain Train is a financially self-sustaining freight transportation program that supports Washington's farmers, short-line railroads, and rural economic development. Serving over 2,500 cooperative members and farmers in one of the most productive grain-growing regions in the world, the Washington Grain Train helps carry thousands of tons of grain to deepwater ports along the Columbia River and Puget Sound. From there the grain is loaded onto ships bound for Pacific Rim markets.

Produce Railcar Pool

The Washington Produce Rail Car Pool project is a program created to assist the agricultural community by providing refrigerated rail cars that carry Washington grown produce to east coast states. Developed in 2006, this program has helped Washington farmers and businesses ship frozen, and fresh fruit and vegetables to national markets.

Passenger rail transportation provides travel options

Amtrak Cascades

Since 1994 WSDOT has worked with Amtrak, the state of Oregon, the Province of British Columbia, and the railroads to provide fast, reliable, and more frequent intercity passenger rail service along the I-5 corridor. The service, known as Amtrak Cascades, provides travelers transportation options for their intercity trips between Vancouver, B.C. and Eugene, Oregon and 16 cities in between.

Amtrak Cascades is a publicly funded service operating on a privately-owned rail line. This intercity passenger rail service is designed to carry travelers between major population centers and

connects with Amtrak long-distance trains, local and regional transit. It has 18 stations in two states and one Canadian province.

Ridership on Amtrak Cascades has seen steady increases every year since its beginning in 1994, and is projected to grow substantially over the next several years. Service has been increased to include additional trains resulting in three daily round-trips between Portland and Seattle; one daily round trip between Seattle and Vancouver, B.C. and one between Portland and Vancouver B.C.; and daily service between Eugene and Seattle, via Portland.

Washington State plans to improve Amtrak Cascades service over the next 20 years based on market demand, partnership investment, and legislative authorization. Improvements to track, safety systems, train equipment, and stations will reduce travel times, increase train frequency, and improve safety and reliability.

When public funds are used to invest in intercity passenger train services, the investment generates economic impacts that affect the state's economy, employment, people's income, business' profits, and taxes to governments. The estimated

economic impacts of Amtrak Cascades is support for 310 direct jobs each year and a contribution of \$19 million additional value to state GDP.

Passenger rail projects aimed at reliability and capacity

In 2010, Washington State was awarded \$782 million in American Recovery & Reinvestment Act (ARRA) stimulus funds for the Pacific Northwest Rail Corridor (PNWRC) from the \$8 billion available through the High Speed Intercity Passenger Rail (HSIPR) Program. The projects that will be completed with this ARRA funding will add rail line capacity and relieve rail line congestion, improve public safety, and allow for more frequent Amtrak Cascades intercity passenger rail service between Portland and Seattle.

Citizens will benefit from an improved and expanded Amtrak Cascades high speed passenger rail service that will provide more travel options and improved reliability. Washington will benefit from critical infrastructure investments that will improve mobility in congested areas along the corridor, create and preserve jobs, foster

