

APPENDIX A:

ILLUSTRATIVE LIST OF INVESTMENTS

The 2014 state rail plan provided an illustrative listing of rail-related improvements that were identified and programmed through various state and regional plans. The project lists were the result of an organized and rigorous planning process. Over the five years since development of those lists, project priorities and funding has changed. This appendix provides an updated illustrative list of rail-related improvements reflecting state and regional priorities. This list is not fiscally constrained and not prioritized, and is intended to illustrate the needs for rail improvement in Washington state. Some of these projects are partially funded, while others may still be in the early planning stage and unfunded. The order of the projects listed is not indicative of their relative merit or potential funding priority.

Methodology

To update the 2014 illustrative rail project list, WSDOT sent a request for rail project information in August 2018 to all metropolitan planning organizations and regional planning organizations and encouraged them to coordinate with local jurisdictions. For validation purpose, projects must meet the following criteria:

- Included in the current Statewide Transportation Improvement Program; or
- Adopted in an official plan, such as a Regional Transportation Plan, TIP, or comprehensive plan for a city, county; or
- Vetted through an appropriate public process, such as a regional planning process.

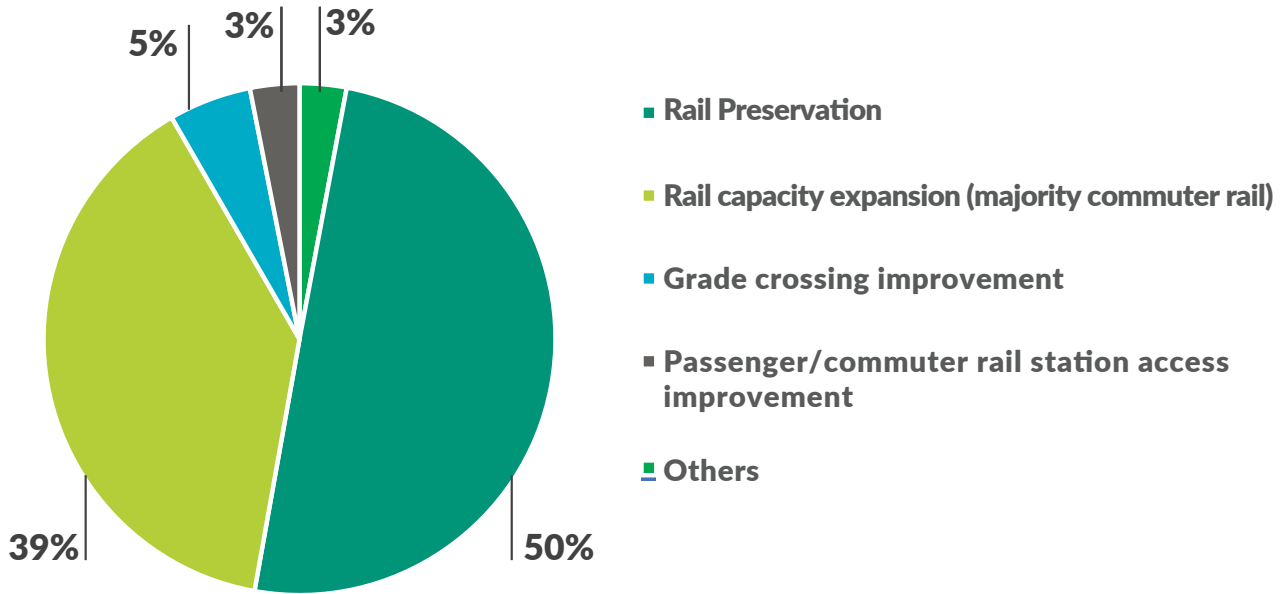
Five MPOs and RTPOs responded and submitted rail project information to WSDOT by October 2018. WSDOT reviewed received project information for consistency with screening criteria, and updated the illustrative list by including active and new projects and removing completed or obsolete projects. WSDOT also reviewed other publicly available sources and applied the same criteria to identify rail projects for inclusion, such as FMSIB road/rail conflict study phase 2, and 2017 Freight System Plan. The updated list also includes projects from Amtrak for station improvements.

List structure

There are a total of 74 projects included in the illustrative project list. For each project, available information is provided on the following elements: project name, project location, lead organization, source, brief description, project type, and expected completion year, project cost, funding source and amount, and submitting organization. All projects are categorized into five types: rail preservation, rail capacity expansion, grade crossing improvement, passenger/commuter rail station access improvement, and others, with a total cost estimated at \$3.7 billion¹. Exhibit A-1 shows the cost share by project types, with rail capacity expansion accounting for 50% of the total cost, and grade crossing improvements accounting for 39%.

¹ This number only accounts for projects with a cost estimate provided.

Exhibit A-1: Cost share of illustrative rail projects by types



These projects are at various phases of development, which range from being under construction in 2019 to conceptual planning phase, with costs and completion timelines still to be determined. Projects are also at various phases of funding status, with some partially funded and others unfunded.

Exhibit A-2: Illustrative Rail Project List in Washington State

No	Project Name	Project Location	Lead Organization	Source	Railroad Involved	Brief Description	Project Type	Expected Completion Year	Project Cost (millions)	Funding Source and Amount(s)	Submitting Organization
1	BNSF Rail Bridge over Skagit River	Skagit County	City of Burlington	Skagit 2040 Regional Transportation Plan	BNSF	BNSF Skagit River bridge replacement for flood risk reductions. Project would add additional set of railroad tracks over the river.	Rail capacity expansion	2040	\$98.8		Skagit Council of Governments
2	Grant County Port District No. 1 (Port of Quincy) Industrial Park No. 4 Intermodal Terminal Infrastructure Expansion Project	Quincy, Grant County, WA	Port of Quincy (Grant County Port District No. 1)	2014 Washington State Rail Plan	BNSF	Improvements to the Grant County Port District No. 1 Intermodal Yard/Terminal at Industrial Park No. 4 to include the installation of over 6,000 feet of rail track extension within the Intermodal Yard/Terminal and also east of Industrial Park No. 4, turnouts, and rail appurtenances; the construction of a rail track bridge over a U.S. Bureau of Reclamation major canal and irrigation wasteway; improvements to the intersection of the rail track extension and County Road "O" NW to the east of Industrial Park No. 4; the placement of approximately 34,000 tons of granular material over three acres of the Port District's Intermodal Yard to accommodate the expansion of container storage facilities; and the purchase of accompanying properties east of the current intermodal terminal for rail track right-of-ways.	Rail Capacity Expansion and Other (Improve Short-Haul and Long-Haul Intermodal Capacity)	If funding is successfully obtained, the expected completion year is 2023.	\$20	The Port of Quincy has submitted funding and grant requests to the Washington State Legislature and to USDOT	Quad County Regional Transportation Planning Organization
3	Port of Warden - Rail Infrastructure Expansion - Phase 2	Grant County, Warden WA	Port of Warden	2015 Connecting Washington funding package	CBRW	The project would provide additional rail infrastructure for industrial, food processing and agricultural rail shipper(s) including infrastructure shuttle / unit train operations.	Rail Capacity Expansion and Other	Phase 1 is nearly completed, while Phase 2 would be completed by 2021, depending on if funding for Phase 2 is available.	\$3	Phase 1 funded from Washington State Legislative Transportation Package. Phase 2 will be requested in 2019-2021 biennium from Washington State Transportation Budget.	Quad County Regional Transportation Planning Organization
4	Connell Rail Interchange	Downtown Connell, where the Columbia Basin Railroad line intersects with the BNSF line.	City of Connell & Port of Moses Lake	BFCG 2017 Regional/ Metropolitan Long Range Transportation Plan	CBRW, BNSF	Rail congestion and safety issues are caused by the current facilities, which are outdated, inefficient, and undersized. This project will improve multi-modal safety and freight mobility, resulting in greater regional economic development. The current interchange serves as a pinch-point for rail transportation, and causes vehicle traffic delays in the downtown. The project site provides access to a three-county region, predominantly agriculture and industry. The improvements aim to improve safety, reduce rail congestion, and promote industrial and economic growth in the three county region	Rail capacity expansion	2019 if funded	\$28.7	Local-----\$.1 million; FMSIB (pending)-----\$2.0 million; Connecting WA ---\$10.0 million; Federal Request---\$16.6 million	Benton-Franklin Council of Governments

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5	Pines Rd / BNSF Grade Separation Project	Spokane Valley	City of Spokane Valley	STIP	BNSF	Realign Pines Rd (SR 27) to go under the BNSF mainline railroad tracks and reconstruct the intersection of Pines and Trent Ave (SR 290). Benefits include reduced travel time, improved rail and roadway safety, reduced noise pollution, and economic benefits from improved access to nearby land and businesses.	Grade crossing improvement	2024	\$29	Total Funds: \$7.85 million City funds: \$4.M for PE and ROW phases. Federal funds from SRTC (STBG funds): \$1.9M for ROW phase. Federal funds from FRA's CRISI program: \$1.25M for PE phase.	Spokane Regional Transportation Council
6	Sullivan Road Bridge	Spokane Valley	City of Spokane Valley	MTP	BNSF	Reconstruct and widen the Sullivan Rd bridges over the BNSF railroad tracks @ Trent Ave. Benefits include improved roadway travel times and maintaining roadway and rail safety benefits of the grade separation.	Grade crossing improvement	2030	\$27	Unfunded	Spokane Regional Transportation Council
7	Park Rd / BNSF Grade Separation Project	Spokane Valley	City of Spokane Valley	MTP	BNSF	Railroad grade separation project raising Park Rd over the BNSF railroad tracks and developing and constructing an at grade intersection on Trent Ave (SR 290). Benefits include reduced travel time for roadway users, improved rail and roadway safety, reduced noise pollution, and economic benefits by improving access to nearby land and businesses.	Grade crossing improvement	2030	\$25	Unfunded	Spokane Regional Transportation Council
8	Trunk Rail Extension Phase 2	Spokane, WA	Spokane Airports	TBD	Washington Eastern	Continue rail development on non-aeronautical property	Others	TBD	\$2	TBD; TBD	Spokane Regional Transportation Council
9	Fish Lake Trail Rail Crossing	Spokane	City of Spokane	City of Spokane Comp Plan (p. 4-40)	UP. BNSF	The Fish Lake Trail leaves West Spokane and runs south to Queen Lucas Lake, which is 1.5 miles north of the trail's ultimate planned destination, Fish Lake Regional Park. The remaining 2.5 miles of the trail will cross active railroad tracks and connect to Fish Lake Park and Cheney's trail. A safe way to get people across the tracks is needed and bridges will most likely be the safest solution.	Grade crossing improvement	2040	\$6	Unfunded	Spokane Regional Transportation Council
10	Spokane Tribe Rail Spur	Spokane County	Spokane Tribe	Tribal Site Plan	BNSF	The Spokane Tribe of Indians is actively planning for a green industrial park on 155 acres of fee land located adjacent to an active rail line and the City of Airway Heights. At present, a fee to trust process has been established with the Bureau of Indian Affairs to convert the fee parcels to trust parcels in an effort to leverage the economic competitive advantages associated with tribal sovereignty. Visions of a rail spur or rail siding are actively being explored by the Spokane Tribe as the industrial park planning process continues.	Grade crossing improvement	2022	\$0.5	Unfunded	Spokane Regional Transportation Council

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11	70th Avenue E Railroad Crossing	From: Approximately 600' north of the tracks To: Approximately 600' south of the tracks	Fife	PSRC RTP (Project ID: 5577)	UP	70th Avenue E grade separated (4-lane) crossing of the UP tracks. Segments of 70th Avenue E, north and south of the railroad crossing have been improved to a 5-lane roadway.	Grade crossing improvement	2025	\$26.2		Puget Sound Regional Council
12	SODO Rail Corridor Grade Separation	From: S Dearborn St; To: S Spokane St	Seattle DOT	City of Seattle Freight Master Plan, September 2016; PSRC RTP(Project ID: 5252)	BNSF	Improve access to manufacturing and industrial center and Port of Seattle facilities. May include non-motorized grade separation to increase safety and reduce modal conflicts.	Grade crossing improvement	2035	\$145	City of Seattle / partnerships	Puget Sound Regional Council
13	Edmonds Street Waterfront Connector (formerly Edmonds Street Flyover)	From: Edmonds St. @ Sunset Ave. To: SR-104 @ Railroad St.	Edmonds	PSRC RTP(Project ID: 5581); Edmonds Capital Improvements Plan	BNSF	This project consists of the addition of a grade-separated crossing over the railroad tracks as an extension of Edmonds Street, connecting to Brackett's Landing north park. This project will provide on-going access for pedestrians and bicycles. Emergency vehicles can utilize the Connector and off-load passenger vehicles from the ferry would be able to utilize the overpass during an extended closure of the railroad tracks crossings.	Grade crossing improvement and Others (multimodal)	2027	\$29.9		Puget Sound Regional Council
14	Williams Ave S and Wells Ave S Conversion Project	Williams Ave S and Wells Ave S at the intersections with Houser Way S.	Renton	PSRC TIP (ID: REN-40)	BNSF	The project will also include railroad crossing safety improvements on Williams Ave S and Wells Ave S at the intersections with Houser Way S.	Grade crossing improvement	2020	\$6.3		Puget Sound Regional Council
15	Taylor Way Rehabilitation		Tacoma	PSRC TIP (TAC-107)	Tacoma Rail	Improvements include reconstructing the roadway surface to heavy haul standards (Fife to E. 11th St.), widening the SR 509/ Taylor Way intersection to include dedicated thru and turn lanes, removing or upgrading existing railroad crossings...	Other	2022	\$19.7		Puget Sound Regional Council
16	6th Avenue		Tacoma	PSRC TIP (TAC-116)	BNSF	Construct railroad crossing improvements at the 6th Avenue and Titlow Beach rail crossing.	Grade crossing improvement	2020	\$1.2		Puget Sound Regional Council
17	Park Avenue North Extension	Extend Park Ave N to the north of Logan Ave N	Renton	Renton TIP, TIP No.20	BNSF	The project will also include railroad crossing safety improvements on Park Ave N at the 757 Ave crossing north of Logan Ave N.	Grade crossing improvement	2021	\$7.5		Puget Sound Regional Council

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18	4th Ave S Viaduct Replacement (4th Ave S grade crossing over Union Pacific Railroad Argo Yard)	From: S Industrial Way; To: S Dawson St	Seattle DOT	City of Seattle Freight Master Plan, September 2016	UP	Replace the viaduct structure spanning the UP yard at the conclusion of its service life, which is expected to occur within the 20-year planning timeframe (by 2035). The new structure will increase vertical clearance above the railroad tracks to improve safety and rail operations. Columns and pier walls will be removed to increase and optimize rail yard functionality and operations.	Rail preservation	2035	\$55	City of Seattle/partnerships	Puget Sound Regional Council
19	1st Ave S Viaduct Replacement (Grade crossing over UP Argo Yard)	From: S Andover St; To: S Hudson St	Seattle DOT	City of Seattle Freight Master Plan, September 2016	UP	Replace the existing viaduct structure spanning the UP rail yard at the end of its useful life span.	Rail preservation	2035	\$55	City of Seattle/partnerships	Puget Sound Regional Council
20	East Marginal Way S / S Hanford Street Intersection Improvements	E Marginal Way S / S Hanford St	Seattle DOT	City of Seattle Freight Master Plan, September 2016	UP	Rebuild intersection of East Marginal Way S / S Hanford St and improve access to Whatcom storage tracks adjacent to and serving Port terminals. Upgrade the signal, improve the railroad crossing pavement, and install railroad crossing gates for safety at the track crossings.	Grade crossing improvement	2025	\$2	City of Seattle/partnerships	Puget Sound Regional Council
21	East Marginal Way S / 8th Ave S / S Myrtle St Intersection Improvements	From: E Marginal Way S/S Myrtle St; To: 8th Ave S	Seattle DOT	City of Seattle Freight Master Plan, September 2016	UP	Improve intersection roadway geometry adjacent to three UP crossings, upgrade drainage, and rehabilitate pavement at railroad tracks.	Grade crossing improvement	2025	\$5.6	City of Seattle/partnerships	Puget Sound Regional Council
22	S Hanford St Reconstruction	From: E Marginal Way S; To: 1st Ave S	Seattle DOT	City of Seattle Freight Master Plan, September 2016	BNSF, UP	Rebuild the segment of S Hanford St between the East Marginal Way S and 1st Ave S to Heavy Haul route standards, including new pavement at railroad crossings. May include rail crossing gates or other devices.	Grade crossing improvement	2035	\$8.6	City of Seattle/partnerships	Puget Sound Regional Council
23	W Galer St Interchange Ramp	From: Alaskan Way W, To: Elliot Ave W	Seattle DOT	City of Seattle Freight Master Plan, September 2016	BNSF	Construct ramp to improve access around BNSF mainline tracks and storage yard.	Rail capacity expansion	2035	\$23	City of Seattle / partnerships	Puget Sound Regional Council
24	SR 509 Arrival / Departure Tracks		NW Seaport Alliance	2017 Washington State Freight System Plan	Tacoma Rail	Extend a number of SR-509 rail corridor tracks 1,300' east, construct a new rail bridge across Wapato Creek, and relocate utilities.	Rail capacity expansion	2028	\$45		Puget Sound Regional Council
25	North Intermodal Rail Yard Alignment		NW Seaport Alliance	2017 Washington State Freight System Plan	Tacoma Rail	Align North and South Intermodal Yards, which will increase capacity of the rail yard and add additional train staging capacity to accommodate longer trains	Others	2028	\$50		Puget Sound Regional Council
26	Terminal 5 Rail Improvements		NW Seaport Alliance	2017 Washington State Freight System Plan	BNSF	Expansion of intermodal rail yard capacity on T-5—almost doubling the number of containers that can be loaded on a train on the terminal. Would provide additional train staging tracks and a new rail switch to improve access	Others	2028	\$40		Puget Sound Regional Council

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27	54th Avenue E Railroad Undercrossing	From: Approximately 400' north of the tracks To: Approximately 600' south of the tracks	Fife	City of Fife Comprehensive Plan	UP	54th Avenue E grade separated (2-lane) crossing under the UP tracks, with pedestrian and bicycle facilities.	Grade crossing improvement	2027	\$52		Puget Sound Regional Council
28	156th St NE RR Overcrossing		Marysville	Marysville Comprehensive Plan, 6 year TIP project #57	BNSF	Construct a new railroad overcrossing at 156th St NE and the Burlington Northern Santa Fe mainline west of the future interchange improvement at I-5/156th St NE as funded by Connecting Washington.	Grade crossing improvement	2030	\$12.4		Puget Sound Regional Council
29	172nd St NE Railroad Crossing Improvements		Marysville	Marysville Comprehensive Plan, 6 year TIP project #34	BNSF	Widen 172nd St NE (SR531) to 2/3 lane roadway with pedestrian/bicycle facilities and railroad crossing improvements in accordance with the Lakewood Neighborhood Master Plan.	Grade crossing improvement	2021	\$1.9	WSDOT FRA Safety \$ (amount unknown)	Puget Sound Regional Council
30	Puyallup Station Improvements	Sounder Station @ Puyallup	Sound Transit	PSRC RTP and TIP (RTP ID: 4084; TIP ID: RTA-88)	BNSF	Design (100%) and right-of-way for approximately 670 new parking stalls, along with sidewalk and bicycle improvements, pedestrian lighting and a pedestrian bridge from the garage over 5th Street NW to the Sounder Station platform.	Passenger / commuter rail station access improvement	2021	\$66.3		Puget Sound Regional Council
31	Auburn Station Improvements		Sound Transit	PSRC RTP and TIP (RTP ID: 4081; TIP ID: RTA-91)	BNSF	Design (100%) for approximately 500 new parking stalls, transit speed and reliability improvements, and pedestrian and bicycle improvements such as new or enhanced crosswalks, sidewalks, bicycle lanes and/or secure bicycle parking.	Passenger / commuter rail station access improvement	2023	\$37		Puget Sound Regional Council
32	Kent Station Access Improvements	Sounder Station @ Kent	Sound Transit	PSRC RTP (RTP ID: 2644)	BNSF	Construct capital improvements to facilitate access to Kent Station for pedestrians, bicyclists, and drivers. Improvements include additional parking facilities (+/- 450 spaces), pedestrian access improvements, bicycle route improvements and bicycle storage.	Passenger / commuter rail station access improvement	2023	\$35.3		Puget Sound Regional Council
33	Sumner Station Improvements	Sounder Station @ Sumner	Sound Transit	PSRC RTP and TIP (RTP ID: 4083; TIP ID: RTA-89)	BNSF	Station access improvements. Construct a new, approximately 623-stall parking garage at the current station parking site. Project also include sidewalk and lighting improvements	Passenger / commuter rail station access improvement	2022	\$50.5		Puget Sound Regional Council
34	Sounder extension to DuPont	From: Lakewood Station To: Southwest of Dupont Station	Sound Transit	PSRC RTP (Project ID: 2533)	Sound Transit	Extend Sounder commuter rail service from Lakewood to DuPont with new stations at Tillicum and DuPont. Includes new parking facility at Tillicum station (+/- 125 spaces) and additional trackage for train operation and storage (extent dependent upon service plan).	Rail capacity expansion	2036	\$374.7		Puget Sound Regional Council

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35	Sounder South Capital Improvements Program	From: King Street Station To: DuPont Station	Sound Transit	PSRC RTP (Project ID: 4087)	BNSF	This project establishes a program of capital elements for improving South Sounder access, capacity and service in response to increases in demand. Program elements may include platform extensions, easement acquisition, track and signal upgrades, fleet expansion, and other infrastructure that facilitates adding capacity and expanding access to the system by pedestrians, bicycles, buses, private and other vehicles.	Rail capacity expansion and Passenger / commuter rail station access improvement	2036	\$1,077		Puget Sound Regional Council
36	Seaport Modernization		Port of Everett	Port of Everett CIP	BNSF	Includes rail upgrades, dock strengthening, warehouse relocation, new cargo handling equipment and new dredging investments	Rail capacity expansion and Others	2020	\$57.2		Puget Sound Regional Council
37	Lenora St / BNSF Rail Line Overcrossing		Everett	Everett Comprehensive Plan Appendix A-3; Everett 6 year TIP project #33	BNSF	This project will create a grade separated crossing and eliminate conflicts of vehicles and pedestrians. It will also improve a bottom out clearance on the vertical curve over the tracks.	Grade crossing improvement		\$2.3		Puget Sound Regional Council
38	East Everett Avenue / BNSF Overcrossing		Everett	Everett Comprehensive Plan Appendix A-3, Everett 6 year TIP project #35	BNSF	Grade separation project	Grade crossing improvement		\$17.2		Puget Sound Regional Council
39	Chestnut St. / Eclipse Mill Road Improvements from Pacific to 36th		Everett	Everett Comprehensive Plan Appendix A-3, Everett 6 year TIP project #37	BNSF	Crossing Improvements and/or possible grade separation.	Grade crossing improvement		\$4.3		Puget Sound Regional Council
40	Grove St RR Overcrossing		Marysville	Marysville Comprehensive Plan, 6 year TIP project #58	BNSF	The Grove Street Overcrossing project would span the Burlington Northern Santa Fe railway track on Grove Street from State Avenue to Cedar Avenue. The tracks run between, and nearly parallel to, Interstate 5 and State Avenue/State Route 529. The tracks impede the east-west flow of traffic into and through the downtown core, serving to compound the lack of sufficient traffic capacity between State Route 9 and Interstate 5. The City desires to alleviate congestion and increase overall east/west connectivity along key corridors in its downtown.	Grade crossing improvement	2028		\$850,000 for 30% PE (\$500k State + \$350K City)	Puget Sound Regional Council
41	Zehnder Street BNSF Crossing at-grade improvements		Sumner	Sumner Transportation Plan	BNSF	Zehnder Street, Pease Ave to Wood Ave RR Crossing Improvements. Project will study, design, and construct at-grade railroad crossing improvements to improve safety at the complex intersection	Grade crossing improvement				Puget Sound Regional Council

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42	Holgate St. Rail Crossing Improvements	From: Occidental Ave. To: 4th Ave S.	Seattle DOT	Seattle Freight Master Plan p. 93	BNSF	Develop a nonmotorized grade separation over the BNSF Railway mainline tracks, plus operational tracks supporting AMTRAK and BNSF SIG Yard. S Holgate St is the designated location for the final leg of the Region's Mountains to Sound Greenway. Evaluate dynamics at crossing following completion of S Lander St Grade Separation construction.	Grade crossing improvement	2035	\$50	City of Seattle/partnerships	Puget Sound Regional Council
43	Railroad Crossing Delay Warning System (Crossings at S Holgate St, S Lander St, and S Horton St)	At Grade Crossings on: S Holgate St, S Lander St, & S Horton St	Seattle DOT	City of Seattle Freight Master Plan, September 2016	BNSF	Use detection equipment to collect crossing blockage, both duration and time of day, data on various railroad crossings to understand traffic impacts resulting from blocked railroad crossings and mitigating delays.	Grade crossing improvement	2020	\$0.5	City of Seattle	Puget Sound Regional Council
44	Pedestrian overpass between Old Town Business District and Ruston Way		Tacoma	Tacoma Transportation Master Plan TMP #292	BNSF	Grade separated pedestrian link over the rail lines	Grade crossing improvement		\$40		Puget Sound Regional Council
45	Vertical separation of railroad and roadway	S 56th and Washington St	Tacoma	Tacoma Transportation Master Plan TMP #105	Sound Transit	Separates rail crossing and roadway	Grade crossing improvement		\$22.5		Puget Sound Regional Council
46	Vertical separation of railroad and roadway	Pine St and S Tacoma Way	Tacoma	Tacoma Transportation Master Plan TMP #25	Sound Transit	Separates rail crossing and roadway	Grade crossing improvement		\$22.5		Puget Sound Regional Council
47	Vertical separation of railroad and roadway	S 74th St and S Tacoma Way	Tacoma	Tacoma Transportation Master Plan TMP #109	Sound Transit	Separates rail crossing and roadway	Grade crossing improvement		\$22.5		Puget Sound Regional Council
48	Lander Street Grade Separation	From: 1st Ave S; To: 4th Ave S	Seattle DOT	City of Seattle Department of Transportation (FAST 2)	BNSF	Roadway overpass over BNSF railroad tracks connecting First Ave S and Fourth Ave S. Project is fully funded and currently under development. Final project costs TBD.	Grade crossing improvement	2020	\$100	City of Seattle, Port of Seattle, FMSIB, TIB, PSRC, FASTLANE/INFRA, Connecting Washington, NHFP, BNSF, King County	Puget Sound Regional Council
49	South 212th St Grade Separation	@ BNSF and UP Rail Line	Kent	RTP 1563; FMSIB	BNSF, UP	This project will construct RR grade separation at the BNSF and UP rail line. Benefits will mostly accrue to roadway users, but there may be community and rail safety benefits from the grade separation.	Grade crossing improvement	2025	\$99	FMSIB - \$10M; Unfunded - \$89 M.	Puget Sound Regional Council

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50	South 228th St BNSF /UP Grade Separation	@ BNSF and UP Rail Line	Kent	RTP 3643; FMSIB	BNSF, UP	This project to grade separate S. 228th St from railroad mainline traffic. It will decrease congestion, enhance safety, improve mobility, and provide connection to 40M sq. ft of industrial space. Benefits will mostly accrue to roadway users, but there may be community and rail safety benefits from the grade separation.	Grade crossing improvement	2020	\$60.1	City - \$15.9M; FMSIB - \$7.75 M; STP (PSRC) - \$10.2 M; TIB - \$3.5 M; Ports - \$1.19 M; Connecting WA - \$15 M; Railroad - \$971,400; Other - \$5.7 M.	Puget Sound Regional Council
51	Willis St (SR 516) Grade Separations	@ BNSF and UP Rail Line	Kent	RTP 5289; FMSIB	BNSF, UP	Grade separate Willis St from BNSF and UP to provide link through the warehouse/industrial center of Kent. Project will reduce delays, eliminate at-grade conflicts and allow increased train speeds. Benefits will mostly accrue to roadway users, but there may be community and rail safety benefits from the grade separation.	Grade crossing improvement	2025	\$87.5	FMSIB - \$3.25 M; Kent - \$2 M; Federal - \$3.12 M; Unfunded (anticipated) - \$79.13 M.	Puget Sound Regional Council
52	Strander Blvd./ SW 27th St Extension	From: West Valley Hwy To: Naches Ave.	Tukwila	PSRC RTP and TIP(Project ID: 4164; TIP ID: TUK-59)	UP	Design and construction of a railroad bridge at the UP (UP) railroad tracks and a four lane, grade-separated roadway connecting SW 27th St (in Renton) to Strander Blvd (in Tukwila). The project will also include a flyover bridge connection to the Tukwila Commuter Rail Station and a new bridge for the regional Interurban Trail.	Grade crossing improvement	2026	\$86		Puget Sound Regional Council
53	Canyon Road East Regional Connection	Pioneer Way East to 70 Avenue East	Pierce County	Pierce County 2019-2024 TIP; RTP 135; RTP 4475	BNSF	Construct an arterial roadway extension of Canyon Road from 1000' south of its current terminus at Pioneer Way connecting into 52 Street East and then across the Puyallup River connecting into 70 Avenue East in the City of Fife. The project includes a new grade separated crossing of the BNSF mainline, a new bridge over Clarks Creek and a new bridge across the Puyallup River. The project will increase safety and capacity for roadway freight and goods movement and provide a more direct route between the Port of Tacoma and the Frederickson Manufacturing and Industrial Center (MIC) and the Sunrise/ Thun Field employment centers.	Grade crossing improvement	2026	\$213	Federal - \$7.1 M; FMSIB - \$5.0 M; Pierce County - \$36.5 M; Unfunded - \$164.4 M	Puget Sound Regional Council
54	Sumner Connection		Port of Seattle	Port of Seattle Century Agenda	BNSF, UP	Construct connection between the UP and BNSF main lines in the Sumner area using partial existing right-of-way. Allows UP trains to operate over BNSF for the full distance between Black River and Reservation (Tacoma). BNSF trains to and from the Tideflats would operate over UP between Fife Yard and Sumner, and UP could directly access Stampede Pass. Requires agreement between BNSF and UP to permit co-production over their respective lines.	Other				Puget Sound Regional Council

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55	Duwamish Corridor Concept		Port of Seattle	Port of Seattle Century Agenda	BNSF, UP	Create a connection between the UP Argo yard and the BNSF Harbor Island line using a combination of UP and BNSF trackage. Requires agreement between BNSF and UP to permit co-production over their respective lines. Project was originally proposed in the Port of Seattle's January 1997, Intermodal Rail Access Study.	Other				Puget Sound Regional Council
56	Double-end Pierce County IMX Yard		Port of Tacoma	Port of Tacoma Strategic Plan 2012-2022	Tacoma Rail	Double end Pierce County Terminal intermodal yard to improve productivity, efficiency and connectivity to the overall rail system in the Tideflats. Key benefit will be the ability to allow concurrent train movements in area rather than single movements.	Other				Puget Sound Regional Council
57	Double-end Washington United Terminals IMX Yard		Port of Tacoma	Port of Tacoma Strategic Plan 2012-2022	Tacoma Rail	Connect northerly end of the Washington United Terminals IMX yard to rail line on the west side of the Port of Tacoma Yard.	Other				Puget Sound Regional Council
58	McKittrick Street Grade Separation, Wenatchee	Hawley St		FMSIB Road-Rail Conflicts Study Phase 2	BNSF	Following the 2015 Sleepy Hollow wildfire that destroyed 70+ acres of industrial property in the area, the city completed a redevelopment plan that relocates access across BNSF from Hawley Street south one block to McKittrick Street. The project provides for grade separated access to the industrial uses along the river.	Grade crossing improvement		\$25		
59	Regional Beltway Phase II, Union Gap	New Crossing		FMSIB Road-Rail Conflicts Study Phase 2	BNSF	New grade separation over BNSF rail line as part of the WSDOT Connecting WA funded South Union Gap Interchange Project. Connects to future Beltway project that is 30% designed and has recently received funding to purchase ROW. Expected construction in mid-2020's.	Grade crossing improvement		\$18	Secured fund \$400,000	
60	Division Street Crossing Safety & ADA Improvements, Cashmere	Division St		FMSIB Road-Rail Conflicts Study Phase 2	BNSF	Construct ADA compliant railroad pedestrian/bike crossing surfaces, install a four-quadrant gate Signal system with pedestrian gates, and update signs and markings.	Grade crossing improvement		\$1.5		
61	Miller St Grade Separation, Wenatchee	N Miller St		FMSIB Road-Rail Conflicts Study Phase 2	BNSF	One component of constructing a bypass corridor for SR 285, to connect downtown Wenatchee and the North Wenatchee waterfront district directly to the Olds Station industrial area and US 2.	Grade crossing improvement		\$30		
62	BNSF Wenatchee Switchyard Relocation, Wenatchee	Orondo St		FMSIB Road-Rail Conflicts Study Phase 2	BNSF	Relocating BNSF switchyards and operations Outside city limits. Project is a substitute for two grade separations. Includes new railroad siding and train control and a maintenance and operations building.	Grade crossing improvement		\$32		

No	Project Name	Project Location	Lead Organization	Source	Railroad Involved	Brief Description	Project Type	Expected Completion Year	Project Cost (millions)	Funding Source and Amount(s)	Submitting Organization
63	Bridge Street Non-Motorized Grade Separation, Wenatchee	Bridge St		FMSIB Road-Rail Conflicts Study Phase 2	BNSF	New pedestrian extension west from the existing Columbia River pedestrian bridge to connect with Wenatchee Avenue in the vicinity of Bridge Street.	Others		\$4		
64	32nd Street/ Russell, Washougal	32nd St/ Russell		FMSIB Road-Rail Conflicts Study Phase 2	BNSF	Washougal is currently working through an alternatives analysis for either an overpass at 27th Street or an underpass at 32nd Street. Once the alternatives analysis is completed, the actual project will be defined.	Grade crossing improvement		\$17.9	Secured fund \$863,000	
65	College Way Railroad Grade Separation, Mount Vernon	College Way- SR 538		FMSIB Road-Rail Conflicts Study Phase 2	BNSF	Grade-separated crossing over or under BNSF railroad line.	Grade crossing improvement		\$22.7		
66	Cook Road Reconstruction, Skagit County	Cook Rd		FMSIB Road-Rail Conflicts Study Phase 2	BNSF	Grade-separated crossing over or under BNSF railroad line.	Grade crossing improvement		\$15.5		
67	Jones Road/John Liner Railroad Undercrossing, Sedro-Woolley	Jones Road		FMSIB Road-Rail Conflicts Study Phase 2	BNSF	New BNSF undercrossing and new arterial from E Jones Road to John Liner Road.	Grade crossing improvement		\$7.7		
68	Railroad Overpass Project, Burlington	Gilkey Road		FMSIB Road-Rail Conflicts Study Phase 2	BNSF	Construct overcrossing over BNSF rail tracks to connect east/ west sides of city.	Grade crossing improvement		\$17		
69	Bell Road - SR 548, WSDOT	Bell Road - SR 548		FMSIB Road-Rail Conflicts Study Phase 2	BNSF	Construct overcrossing over BNSF rail tracks as part of improvements to the I-5 Exit 274 interchange and SR 548.	Grade crossing improvement		\$13.4	Secured fund \$550,000	
70	East Aberdeen Mobility Improvements, Aberdeen	Yes		FMSIB Road-Rail Conflicts Study Phase 2	Puget Sound and Pacific	Improvements to SR 12 to provide improved access to adjoining commercial properties. Could result in four of seven at-grade crossings being closed.	Grade crossing improvement		\$30		
71	Industrial Rail Corridor Expansion		Port of Longview	2017 Washington State Freight System Plan	Longview Switching	Relocate rail corridor to the north to accommodate three new through tracks, six new sidings, and to allow for increased train clearance lengths.	Rail capacity expansion		\$62.6		
72	Barlow Point Terminal Railway Entry Development		Port of Longview	2017 Washington State Freight System Plan	Longview Switching	New rail infrastructure development from the terminus of the BNSF Reynolds Lead into the Barlow Point property to include two inbound and two outbound tracks.	Rail capacity expansion		\$43		

No	Project Name	Project Location	Lead Organization	Source	Railroad Involved	Brief Description	Project Type	Expected Completion Year	Project Cost (millions)	Funding Source and Amount(s)	Submitting Organization
73	Berth 4 Terminal Redevelopment Project (including rail infrastructure support)		Port of Longview	2017 Washington State Freight System Plan	Longview Switching	Redevelopment of facilities into a leased terminal. Project development will be in coordination with private development and may include storage, dock construction, and rail infrastructure improvements.	Rail capacity expansion		\$20		
74	Amtrak Centralia Station	Centralia	Amtrak	ADA Stations Program Fiscal Year 2019 Plan	BNSF	Provide an accessible route from the public right of way to the Platform. Construct a new platform with associated ramps, stairs, railings, and signage. Provide platform city identifier signs.	Passenger / commuter rail station access improvement		\$4.7	Secured fund \$4.7 million	Amtrak