

Moving Washington Forward:

State and Ports working together for freight mobility in reauthorization

Andrew Wood

Deputy Director - State Rail and Marine

Association of Port Authorities
Tacoma, Washington
July 13, 2010



Working with ports for data collection

- Worked with Washington Ports on the 2009 Marine Cargo Forecast
- Collaborated on Washington State Rail Plan
- Semi-annual data sharing between WPPA and WSDOT
- Project updates



State Rail Plan

- Update of the *Washington State Freight Rail Plan 1998 Update* in 2008
- Compliance with Federal Railroad Administration (FRA) requirements that the state establishes, updates, and revises a rail plan in order to receive federal assistance.
- Fulfillment of Washington State requirements—under RCW 47.76.220—that WSDOT prepare and update a state rail plan that identifies, evaluates, and encourages essential rail services.
- To be integrated into 2010 Statewide Multimodal Transportation Plan and aligned with the National Rail Plan.



State Rail Plan

Purposes

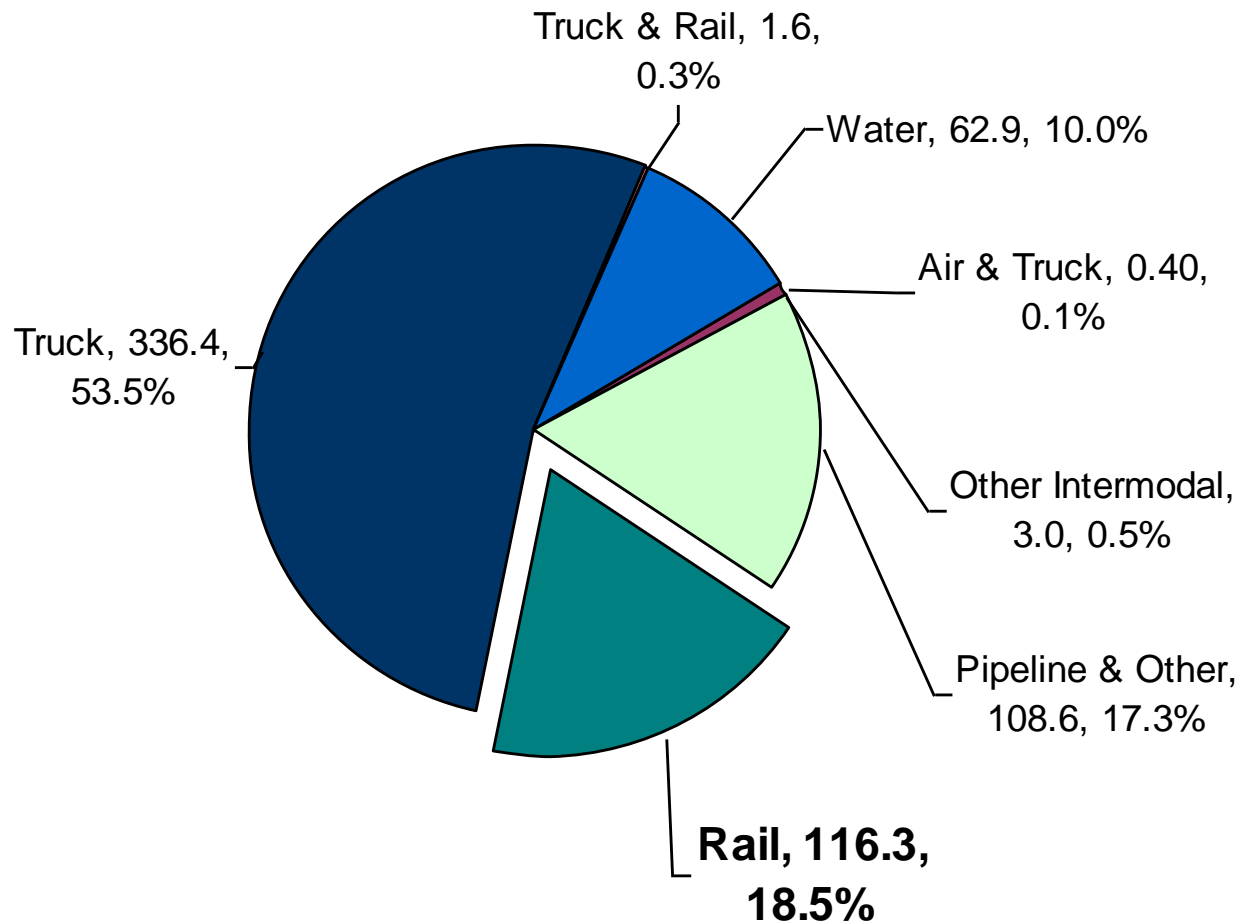
- Develop vision, goals, and strategies for freight rail in terms of public interests.
- Provide statewide information of the freight rail system and assess the demand and capacity of freight rail system.
- Identify key issues (port access and railroad abandonment, state roles and authority) and the needs of statewide infrastructure improvements.
- Provide guidance on investment criteria and priorities for the state's freight rail system.
- Address key policy and management issues related to freight rail system capacity and performance (funding, authority, public interests, state roles).

State Rail Plan

Ports played important role in advisory committee

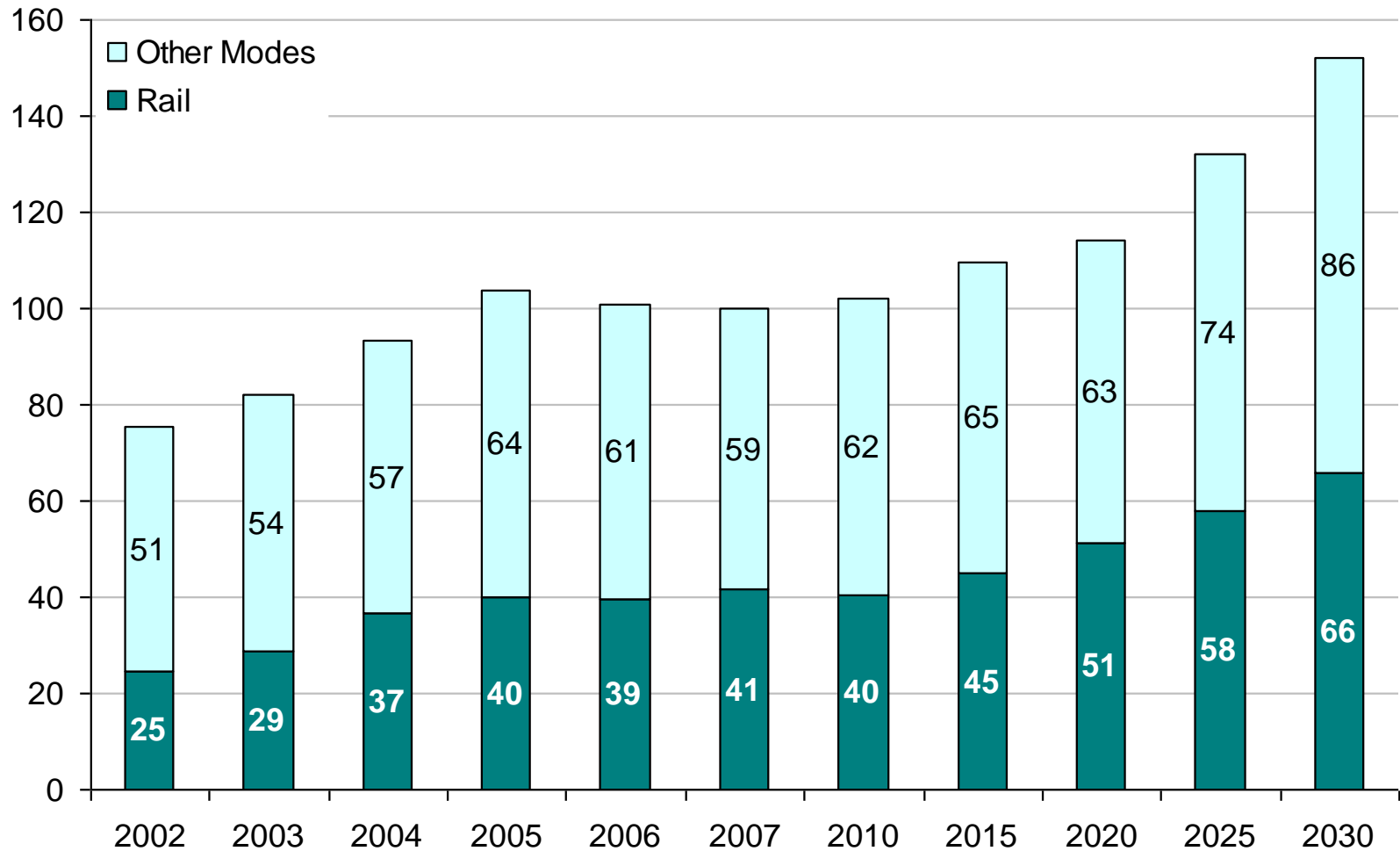
- Helped develop vision of the freight rail plan.
- Provided assistance to update information for freight rail system, capacity, and needs.
- Identified and assessed port access and rail abandonment issues.
- Helped assess and evaluate beneficial impacts of rail infrastructure improvements on society.
- Helped WSDOT understand concerns of local communities and organizations.

Freight by Mode - WA State 2007 (million tons)



Source: WSDOT State Rail and Marine Office - Analysis based on FHWA Freight FAF data and STB Waybill data.

Marine Cargo Trends – Rail vs. Other Modes 2002 to 2030 (Million Tons)



Source: 2009 WPPA/WSDOT Marine Cargo Forecast

Federal funding

ARRA High Speed Rail Program

- Washington awarded \$590 million on January 27.
- A total of \$598 awarded to the PNWRC.
- Washington received the fifth highest amount nationwide.

Projects identified that benefit ports:

- Point Defiance Bypass
- Tacoma D-M Street
- Kelso-Martin's Bluff
- Everett Storage Track
- Vancouver Yard Bypass Track

STATE	MILLIONS
CALIFORNIA	\$2,344
FLORIDA	1,250
ILLINOIS	1,235
WISCONSIN	822
WASHINGTON	590
NORTH CAROLINA	545
OHIO	400
N.E. CORRIDOR	112
VIRGINIA	75
INDIANA	71
MASSACHUSETTS	70
VERMONT	50
CONNECTICUT	40
MICHIGAN	40
MAINE	35
MISSOURI	31
PENNSYLVANIA	27
IOWA	17
OREGON	8
TEXAS	4
MINNESOTA	1
OTHER (PLANNING)	6
TOTAL	\$7,924

Federal funding

Current opportunities:

ARRA Planning & Construction

- \$50 million in planning project funds appropriated under the FY 2010 DOT Appropriations Act, and approximately \$65 million in residual construction project funds appropriated under the FY 2009 DOT Appropriations Act.
- WSDOT submitted a total of six applications for three construction projects and three planning projects for a total of \$339.6 million on May 19. Selection announcements are expected during summer 2010.
- Projects applied for that benefit ports include:
 - Vancouver WA – Port Access Rail Improvements \$17.1 million
 - Integrated State Rail Plan \$400,000

FY 2010 \$2.5 billion ARRA High Speed Rail – Round 2

- Applications due August 6, 2010.
- Projects will require 20% match.

Rail projects that benefit ports

Kelso Martins Bluff

Three projects have been identified for construction using ARRA High Speed Rail funds:

- Kelso Martins Bluff – Kelso to Longview Junction
- Kelso Martins Bluff – Toteff Siding Extension
- Kelso Martins Bluff – New Siding

Final scopes of work are being negotiated with BNSF.

End benefits:

- Reduces mainline congestion near ports of Kalama and Longview.
- Reduced mainline congestion will result in better reliability for Amtrak *Cascades* and improve capacity for the ports.
- Creates sufficient capacity for additional Amtrak *Cascades* service between Seattle and Portland.



Rail projects that benefit ports

Port of Pasco Intermodal Facility Improvements

Currently under construction – completion scheduled for Sept. 2010

- The five-phase project includes removing and replacing older rails with modern tracks that can handle heavier and longer trains, container terminal tracks along the Columbia River, road/rail crossing improvements, and a second connection to the BNSF Railway main line tracks.
- The first three phases have been completed at a cost of \$5.4 million.

The End Result

- The completion of this project will provide a new eastern access point to the BNSF Railway's main line track.
- This new connection will allow trains to access the industrial center from both the east and west ends of the facility and permit hook and haul delivery.



Rail projects that benefit ports

Port of Moses Lake/Northern Columbia Basin RR

- \$2 million allocated for NEPA and Preliminary Engineering.
- NEPA completed in September 2009; PE underway.
- Additional \$2 million allocated in 2009 for construction.

The End Result

- Provide rail service to lands designated for industrial development in the northern part of the City of Moses Lake as well as to the south and east of the Grant County International Airport (GCIA).
- Enhance opportunities for economic development.
- Attract new rail-dependent businesses to those areas.



State Rail Grant and Loan programs

FREIGHT RAIL ASSISTANCE	FREIGHT RAIL INVESTMENT BANK
<ul style="list-style-type: none">• Grant program	<ul style="list-style-type: none">• Loan program
<ul style="list-style-type: none">• Open to public & private sector	<ul style="list-style-type: none">• Open to public sector only
<ul style="list-style-type: none">• Larger projects	<ul style="list-style-type: none">• Smaller projects
<ul style="list-style-type: none">• \$2.75 million available	<ul style="list-style-type: none">• Loans \$250,000 or more
	<ul style="list-style-type: none">• 20% match required

FRAP projects that were awarded funding

Port of Ephrata – Ephrata Spur Rehabilitation Completed November 2008

FRAP funds were used on this project to proactively rehabilitate an existing 1.5 mile rail spur located at the Port of Ephrata. This rail spur was built in the 1940's and had received little maintenance since it was built.



End benefits:

- Rehabilitation improved the only rail access for the Port to the BNSF mainline which benefitted existing shippers.
- The rail line rehabilitation played a key role in attracting new potential shippers.



Rail Bank projects that were awarded funding

Port of Everett - Secondary Rail Access Spur Currently under construction

Design and construction of a new rail spur to provide secondary access to the BNSF main line while also enhancing service to the Port of Everett's Pacific Terminal, Hewitt Terminal, and future expansion of South Terminal on Port Gardner Bay.

Project benefits:

- Increased connections to main line.
- Reduced product shipping costs.
- Reduced switching needs.

Project scheduled to be complete in March 2011.



Moving forward

- The connection between a strong transportation system and a healthy economy can't be overstated.
- Rebuilding Washington's economic vitality requires commitment to maintaining and preserving a strong and reliable transportation system.
- Investment must shift from moving vehicles to moving people and products.
- The state, cities, counties, tribes, ports, and transit agencies must work as partners to strategically invest in improvements that will make the system more efficient and more effective.



For more information contact:

Andrew Wood

Deputy Director WSDOT

wooda@wsdot.wa.gov

360-705-7938

