

RESOLUTION NO. 475

WHEREAS, the Washington State Transportation Commission has approved goals furthering the mobility alternatives for residents of the State of Washington as part of the State Transportation Policy Plan; and

WHEREAS, one goal of the State Transportation Policy Plan is to promote a positive quality of life by ensuring mobility alternatives that provide safe, reliable and convenient access to employment, educational, recreational, cultural, and social opportunities for all citizens in urban and rural environments, and reinforce a sense of community statewide; and

WHEREAS, the Department of Transportation's Six Year Rail Passenger Program will help achieve the goals list above and provide for the efficient and effective movement of people rather than vehicles by reinstating and enhancing existing rail service for passengers along the I-5 corridor and by continuing multi-modal facility improvements statewide;

WHEREAS, the Six Year Rail Passenger Program will provide a safe, efficient and environmentally responsible alternative (in terms of both air quality and energy conservation) to increasing highway capacity while complementing the existing air transportation system, and

WHEREAS, the Washington State Transportation Commission will continue to work closely with the Governor's Office, the Washington State Legislature, the Utilities and Transportation Commission and affected cities and counties to fully implement the Six Year Rail Passenger Program,

NOW, THEREFORE, BE IT RESOLVED that the Washington State Transportation Commission formally adopts the Six Year Passenger Rail Transportation Program including the 1993 - 95 Biennium Budget to be funded from the new revenue proposal (attached as Exhibit "A") to accomplish the following critical short term objectives:

1. Further the development of high quality intercity passenger rail service through continuing the incremental upgrading of existing rail service initiated in 1992 with the passage of ESHB 2553
2. Re-establishment of passenger rail service in the Seattle - Vancouver, BC corridor
3. Increase the frequency of passenger rail service and reduce the travel time in the Seattle - Portland corridor
4. Continue the enhancement of rail depots and multi-modal facilities statewide

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

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RESOLUTION NO. \_\_\_\_\_ CONTINUED

- 5. Ensure the High Speed Corridor designation by the Federal Railroad Administration for the Eugene, Oregon - Seattle, Washington - Vancouver, BC corridor is maintained by aggressively working toward the commitment to achieve the minimum speed standard of 90 mph
- 6. Ensure coordination of the passenger rail program with any future regional commuter rail program.

ADOPTED this 26<sup>th</sup> day of January, 1993.

WASHINGTON STATE TRANSPORTATION COMMISSION

Norm McKibben  
Norm McKibben, Chairman

ATTEST:

Chris Rose  
Chris Rose, Administrator

APPROVED AS TO FORM:  
Sharon [Signature]  
Assistant Attorney General

RESOLUTION NO. \_\_\_\_\_

# Statewide Rail Passenger Program\*

May 5, 1993

Base Level of Existing Service		Seattle - <u>Portland</u> 3 rd trips/day 3 hrs. 55 min.	Seattle - <u>Vancouver</u> No rd trips
<b>1993-95 Program</b>	<b>Cost</b>		
Operating Cost	\$ 4.5m	Add 1 rd trips	Add 1 rd trip
Track System Capital		Save 10 min.	
Seattle-Portland	\$ 2.5m		
Seattle-Vancouver BC	\$ 23.1m		
Depot/Track System under contract	\$ 1.7m		
Intermodal Facilities (Depots)	\$ 5.0m		
Acquisition of Train Set	\$ 0.0m		
Admin. planning services	\$ 3.4m		
<b>Subtotal</b>	<b>\$ 40.2m</b>	<b>4 rd trips/day 3 hrs. 45 min.</b>	<b>1 rd trip/day 3 hrs. 55 min.</b>
<b>1995-97 Program</b>	<b>Cost</b>		
Operating Cost	\$ 7.5m	Add 1 rd trip	Add 1 rd trip
Track System Capital		Save 7 min.	Save 20 min.
Seattle-Portland	\$ 27.9m		
Seattle-Vancouver BC	\$ 36.2m		
Intermodal Facilities (Depots)	\$ 10.0m		
Acquisition of Train Set	\$ 8.0m		
Admin. planning services	\$ 3.4m		
<b>Subtotal</b>	<b>\$ 93.0m</b>	<b>5 rd trips/day 3 hrs. 38 min.</b>	<b>2 rd trips/day 3 hrs. 35 min.</b>
<b>1997-99 Program</b>	<b>Cost</b>		
Operating Cost	\$ 16.5m	Add 1 rd trip	Add 1 rd trip
Track System Capital		Save 12 min.	Save 5 min.
Seattle-Portland	\$ 5.0m		
Seattle-Vancouver BC	\$ 6.2m		
Port Defiance Bypass	\$ 8.2m		
Intermodal Facilities (Depots)	\$ 10.0m		
Acquisition of Train Set	\$ 15.0m		
Admin. planning services	\$ 4.1m		
<b>Subtotal</b>	<b>\$133.0m</b>	<b>6 rd trips/day 3 hrs. 26 min.</b>	<b>3 rd trips/day 3 hrs. 30 min.</b>
<b>TOTAL</b>	<b>\$266.2m</b>		

\* Updated to reflect latest cost estimates