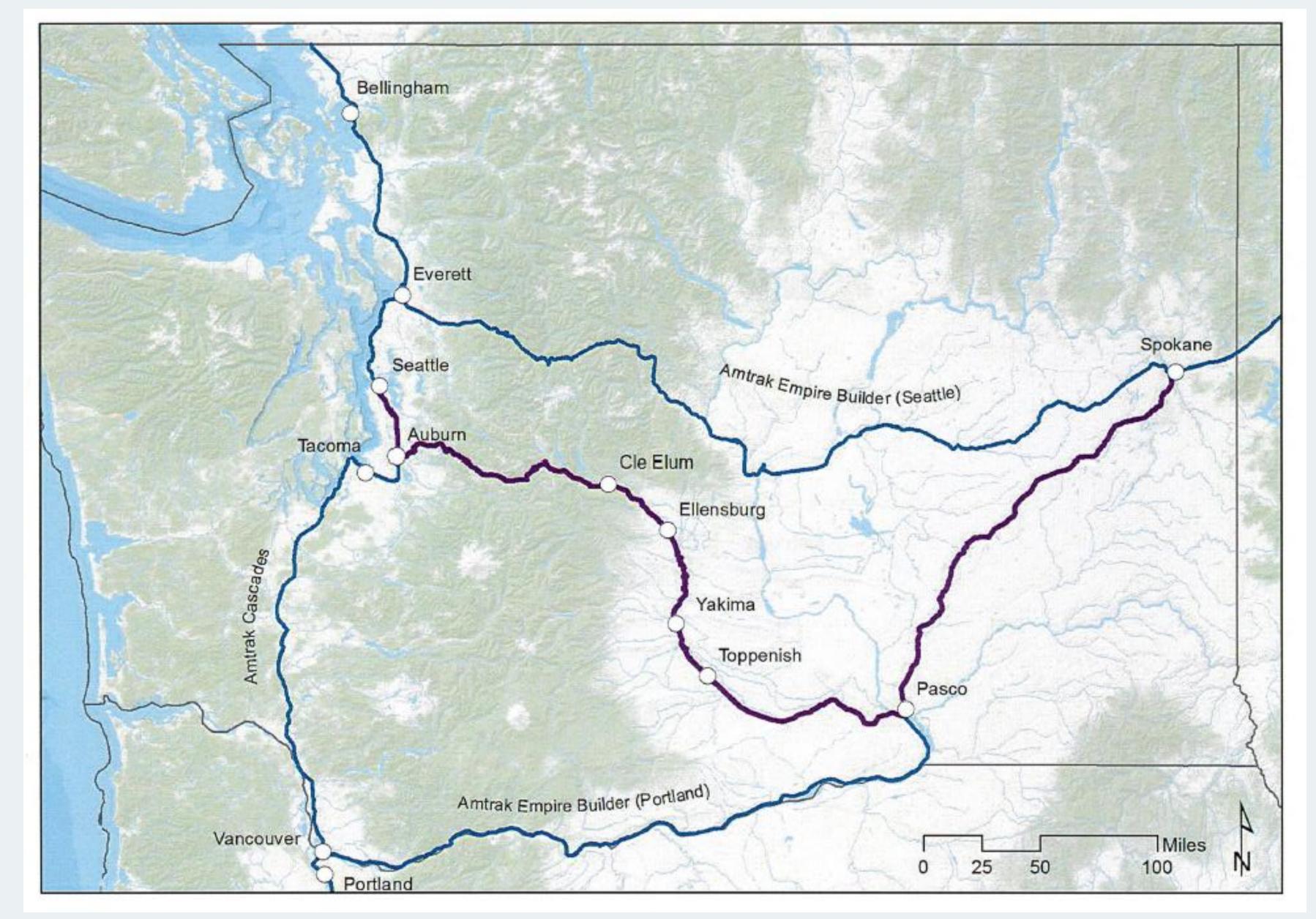
Joint Transportation Committee

Feasibility of an East-West Intercity
Passenger Rail System for Washington State
Study overview and update



Content

- 1 Study Scope
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- 3 Key Next Steps





Steer

Steer is an international transport planning company

We are employee-owned

We have 480 staff world-wide

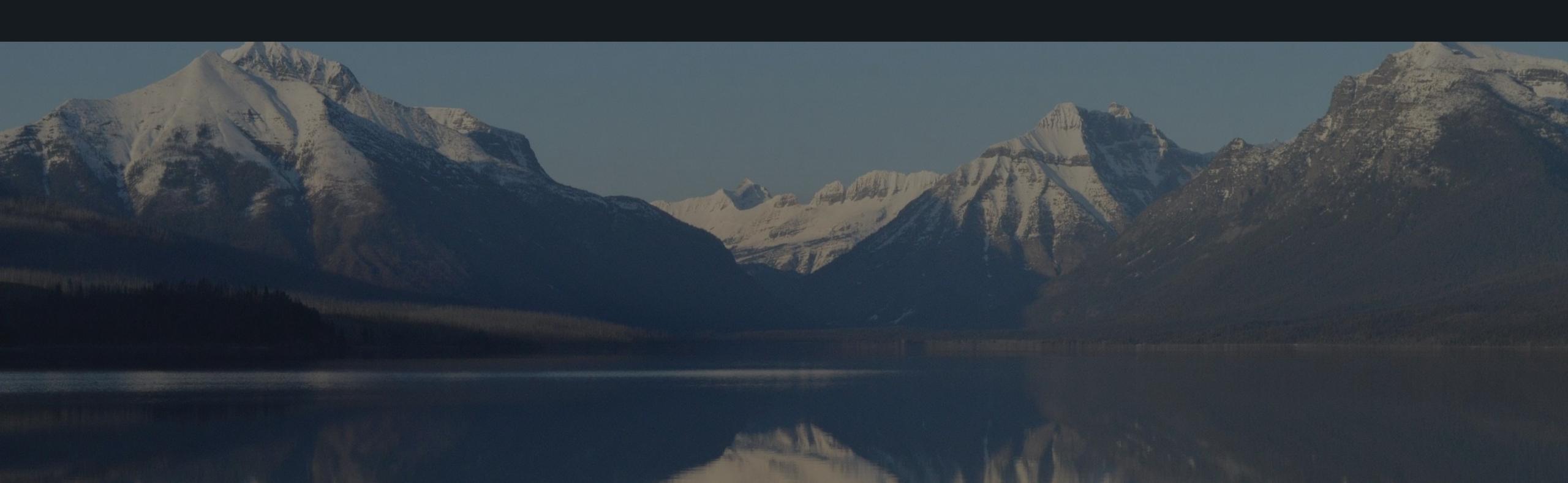
With offices in Boston, New York, Washington, Los Angeles, San Diego, and Vancouver and Toronto.

Recent work includes:

- Washington Ultra-High Speed Ground Transportation Study with WSP
- Link Light Rail Operational Analysis Framework consultant
- Sounder South Rail Planning
- Amtrak Ridership and Revenue Forecasting
- MBTA Rail Vision



Scope of Work



Study Scope - Objectives

Undertake an analysis of providing a rail service on the Stampede pass corridor to best serve Auburn, Cle-Elum, Yakima, Ellensburg, Tri-Cities, Toppenish and Spokane. To identify possible service patterns and their associated:

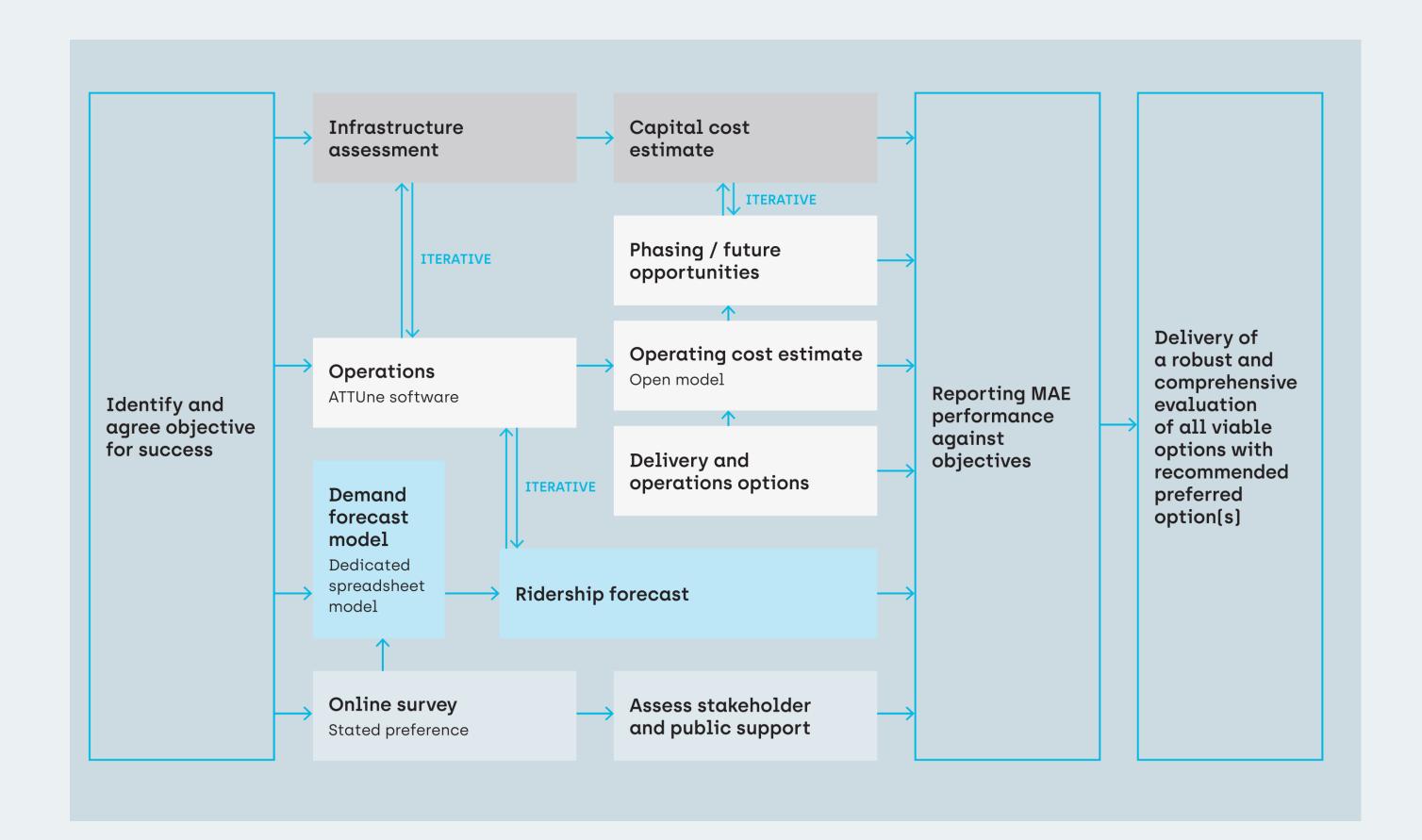
- Ridership;
- The infrastructure improvements needed and the costs;
- The equipment needed and associated costs;
- The cost and approach to operation.



Study Scope

The key elements of the study include:

- Undertake an iterative process to:
 - Identify possible operating strategies and schedules
 - Undertake an assessment of the current infrastructure
 - Estimate potential ridership
 - Identifying any infrastructure needed
 - Capital costs
 - Ridership
 - Options for operation
 - Equipment needs
 - Operating costs
- Completion in June 2020





Work to Date

- Engagement / stakeholder outreach
 - Engaged with the JTC Workgroup
 - Met with BNSF and gained their support for the study
 - Undertaken two stakeholder events in Yakima and Pasco
- We have obtained the information to develop a ridership model for the corridor
 - Model development is ongoing
- We have obtained track data from BNSF
 - Scheduling model constructed and ready to test options
 - We are developing passenger journey times for corridor
 - We are assessing where alignment or speed improvements are possible



What we have Learned to Date

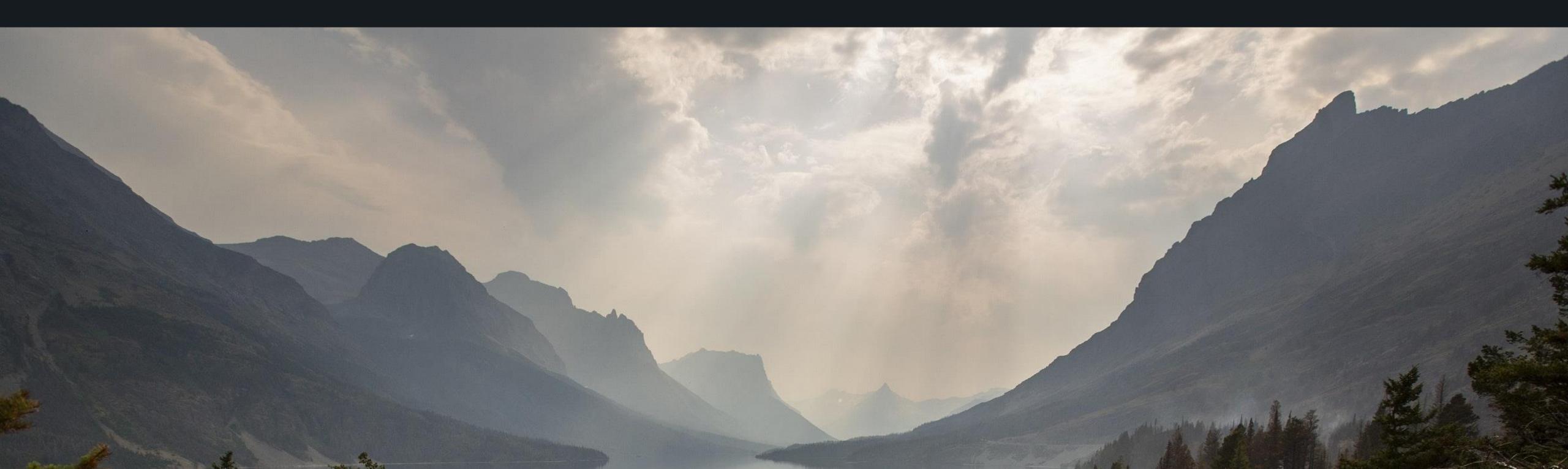
- Stakeholder support of passenger rail
 - Greater support in the Yakima Valley
 - Tri-cities and surrounding stakeholders concerned by the possible length of a trip
 - The need for journey times to be competitive to the car
 - Concerned by the reducing options loss of intercity bus service

BNSF

- Supportive of the study
- Highlighted that when the highway and roads have issues with snow they also have issues on the Stampede corridor
- Long distances without passing facilities on a predominantly single track corridor (Auburn to Pasco)



Next Steps



Next Steps - Early Next Year

- Identify possible operating strategies and schedules
 - Considering one or two trains per day in each direction –
 Spokane to Seattle via Pasco
 - Consider service connectivity to provide east connection to
 - Empire Builder
 - Cascades services
 - Sounder services (Commuter and LRT)
 - Amtrak services
- Undertake wider online public and stakeholder engagement
 - To identify needs, opportunities and support for rail service
 - Inform the calibration of the ridership model
- Test possible options within Scheduling tool and Ridership model
- Identify infrastructure improvements and adjust operating strategies and schedule to optimize



Next Steps – Spring

- Refine the options
- Estimate operating and capital costs
- Identify possible operator strategies
- Document the findings



Deliverables - Early Summer

- Report, including
 - Ridership chapter detailing:
 - Methodology
 - Assumptions
 - Ridership projections
 - Operations chapter detailing:
 - Options developed
 - Results
 - Infrastructure chapter detailing:
 - Current conditions
 - Improvements needed
 - Costs
 - Equipment chapter detailing:
 - Equipment needs
 - Costs
 - Operator options chapter detailing:
 - Possible options for service operation

- Community support chapter detailing:
 - Outreach undertaken
 - Results
- Multiple account evaluation chapter detailing:
 - Metrics identified
 - Overview of the options considered
- Draft; and,
- Final report

Account	Criteria	Option 1	Option 2
Financial	Capital Cost	\$350 M	\$400M
	Operating cost	\$8 M	\$12 M
	Revenue	\$2.5 M	\$4.0 M
Transportation	Service Quality	all	all
	Journey time	7 ½ Hrs	6 ¾ Hrs
	Ridership	125,000	200,000
	Catchment	1.5 M	1.5 M
	Connectivity (wider)	all	all
	Connectivity (transit)	all	all
Economic	Equity	all	all
	Economic benefits	all	all
	Journey time reliability	all	all
Deliverability	Complexity of infrastructure	all	all
	Phasing Opportunity	all	al



Questions



Thank you

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