

▶ Transportation Investments Underway

Phase I of the WTP Spurs Investments

In 2004 when the update of the WTP began, the Transportation Commission believed that the long-range plan should provide bold direction for future investments. At a major WTP public outreach event in October 2004 the late Ruth Fisher, former Chair of the House Transportation Committee and then Transportation Commission member, proclaimed that in 2005 the Commission would do just that.

In 2005, the Transportation Commission submitted a budget proposal submitted to the legislature that was based on early findings from the WTP data analyses and stakeholder input collected in Phase I of the WTP update process. This chapter describes where existing transportation funds are targeted for projects and programs identified by the WTP and how recent funding decisions by the legislature and the Governor clearly define priorities for the WTP and currently available revenues.

In the past several years, the Governor and the legislature have provided critical investments that will move us far down the path to achieving our vision. State leadership added to programs and projects already funded from prior sources and the 2003 “Nickel” funding package with the 2005 Transportation Partnership Act (TPA). The TPA provides bold direction for future transportation investments in Washington State. These actions were affirmed by the defeat of I-912, an initiative that would have repealed key investments of the 2005 Transportation Partnership Act.



▶ “When I think of transportation, I think of safety, economic development, and a legacy for our children.”

Christine Gregoire, Governor

2005 Transportation Tax Package Overview

The 16-year expenditure plan in the TPA, will solve some of Washington State's most critical transportation needs. More than 270 projects will be funded that will make roads and bridges safer and ease choke points in the system.

Taken altogether, these programs make significant steps toward achieving the vision within the 20-year period of the Statewide Long-Range Transportation Plan, 2007-2026. The package includes:

- Gas tax increase of 9.5 cents phased in over four years - \$5.5 billion
- Vehicle weight fee on passenger cars - \$908 million
- Light truck weight fee increase - \$436 million
- Annual motor home fee of \$75 - \$130 million

Preservation of At-Risk Structures - 30 projects

Thirty existing bridges will be rehabilitated or replaced. The work will extend the lifetime of the bridges to ensure they continue to meet daily needs, withstand stream erosion, and stand up to severe earthquakes.

Safety Investments - 106 projects

Safety investments will fund projects statewide focusing on locations with frequent collisions including run off-the-road or median crossover dangers. Strategies include:

- Remove fixed objects on the roadside
- Install new or upgrade obsolete guardrail
- Replace at grade intersections with interchanges to reduce roadside collisions
- Build passing lanes to reduce risks of head on collisions
- Illuminate county road intersections to minimize the number of night time accidents
- Widen roads to allow for correction of driver error or inattention.
- Construct sidewalks and pedestrian bridges and install pedestrian signals to reduce traffic risks to children and adults.

These projects will provide the following performance outcomes:

- Fix problems at 52 specific high collision locations and corridors
- Install 73 miles of cable median barrier to protect motorists from crossover accidents on multi-lane highways
- Add approximately 25 lane miles of new roadway
- Reduce the number of injury collisions in the affected areas by approximately 25 percent, approximately 1,100 injuries per year.

Choke Points and Congestion - 69 projects

This funding package addresses bottlenecks and chokepoints on the statewide highway system statewide to improve the flow of traffic by adding lanes, improving interchanges, and constructing High Occupancy Vehicle (HOV) lanes. These projects will also reduce the number of accidents now, and the potential for future increases in the number of accidents. This list of projects includes work on I-5 that needs to be completed before starting construction on the Alaskan Way Viaduct and the SR 520 Corridor in order to minimize traffic disruptions during construction.

These projects will provide the following performance outcomes:

- Fix problems at 48 high collision locations and corridors
- Add approximately 125 new lane miles of roadway
- Reduce the number of injury collisions by approximately 2000 per year
- Replace 27 older bridges

Multi Modal Improvements - 8 projects

Eight projects will improve Amtrak *Cascades* passenger rail service to:

- Support better on-time performance
- Reduce travel times between cities
- Provide greater track capacity at King Street Station
- Upgrade state-owned train equipment

Environmental - 21 projects, plus funding for future fish passage barrier removal

Twenty-one projects will target environmental issues created by historic roadway construction. These include:

- Fix old, badly-designed culverts that prevent fish from migrating to and from their spawning areas
- Fix slide and erosion areas that require repeated, stream-changing repairs
- Build new stormwater runoff controls to improve the water quality of roadway runoff as it enters our state's wetlands, streams, and water bodies
- Build walls to reduce freeway noise in neighborhoods

Freight Mobility and Economic - 35 projects

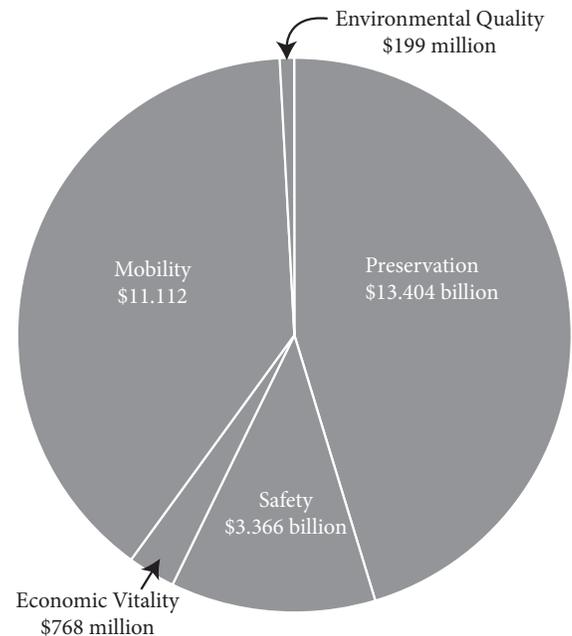
These projects replace six bridges and make other improvements to assist freight transportation on our state highways, local roadways, and rail systems.

Statewide Strategic Transportation Targets

The sources of funds for the investments identified in the WTP are illustrated in the bar chart below. Over the next 16 years, existing sources will provide \$30.5 billion for investments in a variety of transportation services and facilities. The appropriation of these funds to each of the five investment guidelines is illustrated in the pie chart to the right.

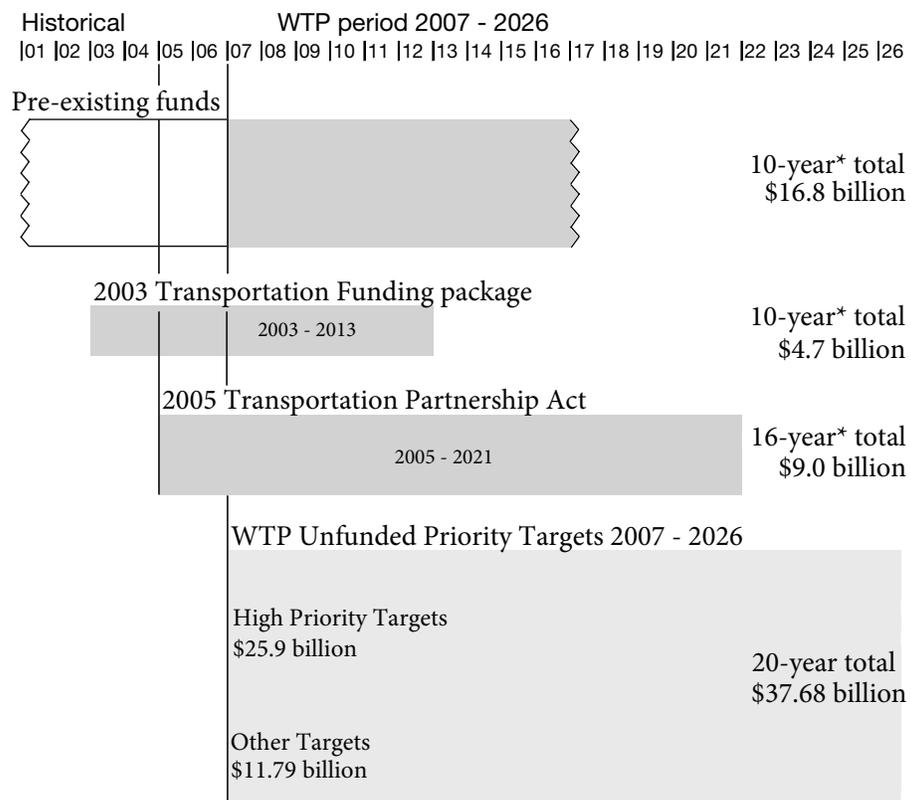
Also included in this section are featured projects that are examples of the types of investments that are occurring statewide. Refer to the appendices for a map of all the funded projects.

Funded Amounts aligned to WTP Investment Guideline



Source: WSDOT; compiled by the Transportation Planning Office

Figure II-34
WTP Priority Investments and Current Funding
 20-Year Outlook—2005 dollars



Source: WSDOT Gray Notebook and Transportation Planning Office

* A 10-year total is shown for pre-existing funds because the Transportation Commission proposes and the Legislature typically enacts a 10-year investment program. The 2003 and 2005 funding packages were enacted for the periods specified.

Preservation—\$13.4 billion

Highway Preservation

- Eliminate the backlog of past-due asphalt pavement projects and maintain a lowest life-cycle cost schedule for these pavements—\$1.9 billion
- Maintain chip seal paving at the lowest life-cycle cost—\$165 million
- Strengthen pavement structure where warranted due to heavy truck loads, including intersections—\$70 million
- Rehabilitate high priority interstate concrete pavements—\$590 million
- Rehabilitate high priority non-interstate highway concrete pavements—\$18 million

Bridge Preservation

Replace seismically vulnerable and/or aging structures

- Strengthen 172 seismically-vulnerable bridges in the highest risk zones and interstate bridges in moderate risk zones—\$187 million
- Preserve the Alaskan Way Viaduct (\$2 billion) and the SR 520 Floating Bridge (\$500 million). The state’s share of preserving these structures is funded; a regional contribution is pending

- Preserve the I-5 Columbia River Crossing—preliminary engineering and environmental impact statement (EIS) are funded (\$55 million); construction is not funded
- Modernize narrow and aging bridges (timber, restricted, and bridges less than 22 feet wide)—\$1.07 billion
- Prevent catastrophic failure of highway bridges due to scour—\$30 million
- Preserve general bridges, including painting, deck protection, movable systems, and other repairs—\$360 million.

Other Highway Facility Preservation

- Preserve safety rest areas, primarily sewer, water systems, and building rehabilitation or replacement—\$35 million
- Preserve highway electrical and drainage systems—\$324 million
- Preserve weigh stations—\$60 million
- Replace aging maintenance facilities—\$104 million
- Stabilize slopes adjacent to highways in high and moderate risk areas—\$200 million

SR 99 Aurora Bridge Seismic Retrofit



Total Project Cost:
\$9.7 million

Start Date: July 2003 **Open to Public:** July 2005

Sources of Funding:
State \$9.7 Million

Project Partners:
Washington State Department of Transportation (WSDOT)

Preservation- Replace seismically vulnerable bridges



The Aurora Bridge in Seattle is located in a seismic high risk zone, where it could experience serious horizontal movement during an earthquake. (Refer to the Seismic Zone Map in the Appendix.) The Aurora Bridge stretches just over 6,000 feet, and is heavily used by over 100,000 cars a day. As part of WSDOT’s statewide Seismic Retrofit Project, this preservation effort brings the Aurora Bridge to current earthquake standards, which will allow the Aurora Bridge to resist a magnitude 7.5 (Richter scale) earthquake.

The base isolation retrofit uses spherical steel surfaces called friction pendulum isolation bearings to separate the span supports from the bridge structure. The bearings allow the foundation and the bridge structure to move independently, resulting in less earthquake damage to the overall bridge.

Preservation Investments Underway—Continued

Transit Preservation

- Preserve transit system capital—\$30 million
- Preserve public transportation transit system—\$21 million

Local Roadway Preservation

- Preserve county roads and ferries—\$850 million
- Preserve, maintain, and operate city streets—\$2.6 billion
- Preserve city and county bridges—\$32 million

Ferry Preservation

- Preserve state ferry vessels and terminals—\$2.171 billion

Airport Preservation

- Maintain public-use general-aviation airport pavements (runways, taxiways, and aprons) at lowest lifecycle cost (excluding SeaTac International Airport)—\$32 million

Outcome and Benefits

Collectively, all the currently funded investments will:

- Yield reductions in travel times
- Increase safety and efficiency
- Reduce operating and maintenance costs
- Preserve the sound operation, safety, and efficiency of the existing transportation system.

Monroe Street Bridge Rehabilitation



Total Project Cost:
\$18.2 Million

Start Date:
March 2002

Open to Public:
September 2005

Sources of Funding:

Federal	\$12.5 Million
State	\$2.0 Million
Local	\$3.7 Million

Participating Agencies and Organizations:

Federal funds administered by Washington State Department of Transportation
 Transportation Improvement Board
 City of Spokane
 Spokane Transit

Preservation- Replace aging bridges



The concrete arch Monroe Street Bridge has linked north and south Spokane since 1910. When constructed, it was the largest concrete arch bridge in the U.S. and third largest in the world. After nearly a century of use, the bridge was showing signs of wear. A major structural restoration and replacement project was undertaken. Community input was incorporated into the project.

Nearly the entire structure, except for the three main support pillars and large arches, were removed and replaced. The three main support pillars were cleaned and sealed. New support arches, road deck, and sidewalks, restored historic street lighting, traffic barriers, and a stormwater collection and treatment system were installed. A promenade along Spokane Falls was also constructed.

As a result of the bridge's historic preservation and environmental, pedestrian, and bicycle improvements, the project received the 2006 Historic Restoration and Preservation Award from the Washington State Chapter of the American Public Works Association.

Tommy Thompson Trail



Total Project Cost:
\$1.77 Million

Start Date: June 1994 **Open to Public:** August 2005

Sources of Funding:
Washington Wildlife and Recreation Program: \$406,950
Skagit County Real Estate Excise Tax: \$35,000
Surface Transportation Program: \$370,847

Project Partners:
 City of Anacortes, Interagency Committee for Outdoor Recreation, Skagit County, FHWA funds administered by WSDOT
Preservation Recreation



The Tommy Thompson Trail is a 3.3-mile long, twelve-foot wide paved pathway from downtown Anacortes to Marches Point. The trail is built along the waterfront and includes a causeway and trestle crossing of Fidalgo Bay. The trail was built on a former railroad right of way.

The project was undertaken to provide a scenic recreational opportunity for the citizens of Anacortes. The twelve year, phased project gained widespread community support and enjoys a broad-based popularity.

The project team included community leaders, city staff, the Mayor's office, and the City Council.

Alderwood Manor Heritage Park



Total Project Cost:
\$1.85 Million

Start Date: November 2002 **Open to Public:** April 2004

Sources of Funding:
Federal: \$0.5 Million
State: \$50,000
Local: \$1.3 Million

Project Partners:
 Federal Highway Administration
 Washington State Department of Transportation
 Washington State Historical Society
 Alderwood Manor Heritage Association
 Sno-Isle Genealogical Society
 Snohomish County Tourist Bureau
 Snohomish County Master Gardeners

Preservation-Historic/Tourism



Before

After

Heritage Park is a historic preservation project that provided a place for the community and tourists to experience the history of the Alderwood Manor area.

The \$1.5 million project began November 2002. Project benefits included fulfilling the local need for historic preservation, providing educational programs to raise heritage awareness, and promoting tourism.

The park features a visitor information center, Heritage Resource Center, Genealogy Research Library, and interurban trolley tours. The community has donated hundreds of volunteer hours, personalized bricks, bronze sculptures, and trolley accessories.

Safety—\$3.36 billion

Highway Safety

- Improve safety at locations identified by collision history—\$450 million
- Improve safety based on risk factors similar to locations with high collision history—\$774 million
Examples include: crossover protection on multi-lane roads, centerline rumble strips on rural two-lane roads, passing lanes, and intersection improvements in urban and rural areas
- Implement interstate standards—\$140 million
Bring interstate up to current federal safety standards in targeted locations
- Implement behavioral programs such as educational campaigns to reduce drunk driving and enforcement efforts to stop aggressive drivers—\$260 million
- Make low-cost enhancements—\$44 million
- Assess vulnerability of highway infrastructure security and implement strategies—\$1.4 million
- Assess highway security vulnerability—\$39 million

Pedestrian and Bicycle Safety

- Improve state highways, city streets, and county roads—\$75 million

Safety Rest Areas

- Construct three new safety rest areas to get tired drivers off the road—\$5.3 million

County Road Safety

- Reduce collisions on rural two-lane roadways—\$20 million

City Street Safety

- Improve known collision locations on state routes in larger cities—\$200 million
- Improve known collision locations on city streets—\$10 million
- Improve pedestrian and bicycle safety and mobility—\$75 million
- Improve railroad trespassing prevention—\$120,000

Maplewild Avenue SW Earthquake Repair



Total Project Cost:
\$5.86 Million

Start Date:
May 2004

Open to Public:
May 2005

Sources of Funding:

Federal	\$4.55 Million
State	\$302,300
City of Burien	\$698,000

Participating Agencies and Organizations:

Federal funds administered by Washington State Department of Transportation
Transportation Improvement Board
City of Burien

Safety-City Streets



Before

After

The February 2001 Nisqually Earthquake heavily damaged Maplewild Avenue SW in Burien. The quake compacted and shifted the loose fill under the roadbed causing a 1-foot deep, 6-8 foot-wide 600 foot long void under the downhill lane.

An extensive community communication plan involving the immediate residents and commuters who used Maplewild Avenue SW led the effort to support this project. The enhanced project design and successful construction resulted in a satisfied community.

As a result of the project team's community efforts, as well as effective project management, the project finished under budget, on time, and received the 2006 National Award from the American Public Works Association.

General Aviation Safety

- Provide better weather information systems to pilots—\$4.5 million
- Remove air space obstructions—\$8.6 million

State Ferry System Safety

- Address security infrastructure, emergency management communications, environmental protection management, hazard abatement, and toxic waste disposal for the State Ferry System—\$39 million

Other State Programs Improving Safety

The following three strategies are discussed under System Efficiencies but also have safety benefits. Refer to that section of the plan for funding levels.

- Address Intelligent Transportation Systems initiatives
- Implement the Incident Response Program
- Re-program traffic signal timing and invest in other traffic operations

Outcome and Benefits

When completed, these investments will yield the following benefits to the state transportation system:

- Reduce the incidence and risk of fatal and disabling collisions caused by behaviors such as: Driving Under the Influence (DUI) of alcohol or drugs, failure to use seatbelts, and aggressive driving
- Separate cross traffic, provide safe passing zones, and improve intersections
- Reduce congestion related collisions
- Reduce \$2.4 billion each biennium in societal costs due to collisions on state highways and county roads, \$1.6 billion each biennium in societal costs due to collisions in larger cities, and \$4.3 billion each biennium in societal costs due to collisions in smaller cities
- Address safety at the ends of airport runways and establish a program to address encroachment within the runway protection zones

US-97A Entiat Park Entrance Turn Lanes



Total Project Cost:
\$124,000

Start Date:
April 2004

Open to Public:
May 2004

Open to Public:
May 2004

Sources of Funding:
State \$124,000

Project Partners:
Washington State Department of Transportation

Safety- Rural Roads



Before



After

US 97A was selected as a Washington Traffic Safety Commission Safety Corridor Project from 1999 through 2001 due to the high number of fatal and disabling collisions on the route, particularly at the intersection of Entiat Park entrance/Shearson St. and US 97A.

Construction of new northbound and southbound left-turn lanes on US 97A at the Entiat Park/Shearson St. intersection in the City of Entiat provides a safer intersection that results in reduced rear-end and side-impact collisions. The new left-turn lanes provide storage for traffic waiting to turn into Entiat Park or onto Shearson St. An illumination system was added to improve nighttime visibility. Congestion should decrease by channeling vehicles out of the through lanes while they wait to turn.

Sleater-Kinney Bicycle Tunnel



Total Project Cost:
\$1.9 million

Start Date:
June 2001

Open to Public:
December 2001

Sources of Funding:
State

\$1.9 Million

Project Partners:

City of Lacey
Washington State Department of Transportation (WSDOT)

Safety-Pedestrian and Bicycle



The Sleater-Kinney Bicycle/Pedestrian tunnel connects the City of Lacey with a bicycle/pedestrian trail that parallels I-5 to the state capital campus area in Olympia. This project was a collaborative effort between the City of Lacey and WSDOT. The tunnel eliminated a dangerous at-grade crossing of Sleater-Kinney Road, and was integrated into the local and regional trail system.

Landscaping was blended with surrounding native vegetation. Interior tunnel walls have decorative tiles depicting local area trees and water features. State of the art tunnel lighting was also installed.

The Sleater-Kinney Bicycle Tunnel is maintained by the City of Lacey. It received the Ron Rowe Community Improvement Award, given by the Lacey Rotary Club, in 2002.

Olympic Discovery Trail



Total Project Cost:
\$1.1 Million

Start Date:
May 2002

Open to Public:
October 2002

Sources of Funding:

State \$967,000
Local \$133,000

Project Partners:

City of Sequim
Federal funds administered by Washington State Department of Transportation (WSDOT).

Safety-Pedestrian and Bicycle



The Olympic Discovery Trail is a walking/biking trail that will connect the cities of Sequim and Port Angeles. The project was funded through the 1998 TEA-21 High Priority Projects Fund and administered by WSDOT Highways and Local Programs.

The asphalt-paved trail is 8 feet wide, with 2-foot wide gravel shoulders and is mostly separated from street traffic. The trail goes through the entire city limits of Sequim and connects schools and parks, and will connect the downtowns of Sequim and Port Angeles.

The project included landscaping and information kiosks along the trail. The trail also includes artwork. The trail project preserved the historic Johnson Creek Train Trestle and utilized it as part of the trail. The Peninsula Trails Coalition members provided many volunteer hours on the trestle restoration.

Economic Vitality— \$768 million

Strong Economy Investments—\$3.3 million

- Address response planning and preparation underway for the 2010 Vancouver, BC, Olympics. This will assist travelers going to the Olympics and facilitate commerce in the region during and after the events—\$3.3 million

A variety of agencies and people, under the Governor’s 2010 Task Force, are collaborating with British Columbia to show support for and assist in preparations for the upcoming 2010 Winter Olympic Games in Vancouver, BC. Washington State’s transportation system is expected to carry many additional travelers during the Olympic Games.

SR 18 Weyerhaeuser Way - SR 167 Truck Climbing Lanes



Total Project Cost:
\$ 20.6 Million

Start Date:
September 2003

Open to Public:
October 2005

Sources of Funding:

State	\$20.6 Million
Local	\$37,000

Project Partners:

Washington State Department of Transportation

Economic Vitality- Freight Movement



During construction



Nearing completion

Commercial uphill traffic on westbound SR 18 between I-5 and SR 167 caused slowdowns along this heavily traveled corridor. Large trucks were having difficulty maintaining highway speeds, which caused back ups.

A new westbound lane was added to reduce congestion and allow faster-moving traffic to pass large trucks and maintain highway speeds. The project also widened the existing Peasley Canyon overcrossing to accommodate the new lane and shoulder.

Additional project features included new signs to improve safety and new cameras and traffic data counters that provide additional information to the traveling public.

Moving Freight Investments—\$765.15 million

- Address freight constraints on the most heavily used north-south corridor (Seattle to Portland)—\$200 million.
- Address freight constraints on main line rail through a study of rail capacity and system needs—\$1.15 million.
- Provide ongoing funding for regional economic development freight projects and mitigation of impacts to the freight system—\$114 million
- Continue build-out of commercial vehicle information systems and networks (CVISN) weigh-in-motion (WIM) technologies—\$63 million
- Reduce severe weather closures on the major east-west freight corridor: I-90 from Hyak to Keechelus Dam—\$387 million
- Fully implement existing Incident Response Program (This target also appears in the System Efficiencies section; it is shown here to emphasize its importance to freight movement.)

Users of the statewide system benefit from minimizing delay to commercial vehicles, reducing safety hazards, reducing congestion for all vehicles, improving air quality by reducing vehicle idling (especially large trucks), and

protecting state highways from overweight and illegal vehicles all benefit users of the statewide transportation system. Investing in freight movement contributes to economic growth, employment, and the state and local tax base, while reducing the cost of international export of Washington State goods. Further improvements from investment in these areas will include preservation of rail yards in metropolitan areas.

Outcome and Benefits

When completed, these investments will yield benefits to the statewide transportation system that will improve the movement of manufactured, retail, and agricultural goods and support Washington’s role as a global gateway. Implementation of these investments will:

- Strengthen regional economies and growth in freight industries
- Improve all-weather accessibility over Snoqualmie Pass
- Address main line rail freight constraints through a strategic plan and direction
- Provide a more reliable and efficient statewide transportation system so businesses can meet customer delivery requirements.

SR-240 TriCities Additional Lanes



Total Project Cost:
\$59.5 million

Start Date:
December 2003

Open to Public:
Stevens Blvd.-Yakima Bridge Dec. 2005
I-182 Richland Wye Interchange Oct. 2007

Sources of Funding:
State \$59.5 Million

Participating Agencies and Organizations:
Washington State Department of Transportation (WSDOT)

Economic Vitality- Congestion Relief



Before **After**
This project constructs additional lanes on SR 240 between Richland and Kennewick, linking I-182 with the US Department of Energy’s Hanford site, and local commercial and industrial areas.

SR 240 is a vital commuting route for the TriCities area, which is experiencing increasingly heavy traffic volumes. The roadway currently carries 54,000 commuters every day and is projected to reach 110,000 by 2025. Further development of the Hanford Facility is adding over 6,000 daily commuters.

The additional lanes will increase capacity, decrease congestion, create better connections to existing roads, and encourage the use of alternate modes of transportation by improving pedestrian/bicycle connections.

This project will lengthen the existing pedestrian/bicycle corridor. This will complete another link in the Columbia River Trail system.

Scenic Byways Program



Total Project Cost:
\$1,500,938

Sources of Funding:
Federal FFY 05 Grants \$815,256
Federal FFY 06 Grants \$685,682

Project Partners:
 Federal funds administered by Washington State Department of Transportation
 Statewide Scenic Byway Grassroots Organizers

Economic Vitality- Strengthening Regional Economies



In 1967, Washington was one of the first states to establish a system of scenic byways. Presently, there are 61 routes in the system. Scenic byways pass through the varied terrain of our state reflecting the natural, cultural, and historic landscapes of Washington. Using federal, state, and local matching funds, improvements such as safety rest areas, interpretive signs, visitor centers, trails and historic preservation projects assist communities along these byways to expand tourist and recreational opportunities.

Two of Washington State's byways have been designated as All American Roads. These are SR 410 Chinook Pass Scenic Byway and SR 20 and SR 31 The International Selkirk Loop.

Four of Washington State's byways are designated as National Scenic Byways: I-90 Mountains to the Sound Greenway, SR 112 Strait of Juan de Fuca Highway; SR 17 and SR 155 Coulee Corridor, and US 2 The Stevens Pass Greenway.

Badger Mountain Road



Total Project Cost:
\$6.5 Million

Start Date: Summer 2003 **Open to Public:** Fall 2004

Sources of Funding:
Federal \$1.5 Million
State \$4.5 Million
Douglas County \$0.5 Million

Project Partners:
 Federal funds administered by Washington State Department of Transportation
 Douglas County
 Country Road Administration Board

Economic Vitality- Farm to Market Roads



Before **After**
 Badger Mountain Road is a county road largely used to transport Waterville Plateau agricultural products to markets and shipping centers in the Wenatchee Valley area.

The project reconstructed a five-mile section of roadway between the Wenatchee Valley urban center and the plateau. Roadway geometrics, safety enhancements, and a reduction of ongoing maintenance costs led to improved roadway design. The project was a model of efficiency, effort, collaboration, and innovation during planning, design, and construction. The success of the project was a function of shared objectives by, and collaborative efforts between, Douglas County and the contractor.

The project's benefits to the community were recognized by the major stakeholders. In addition, the Washington State Department of Transportation and the Federal Highways Administration selected the Douglas County Badger Mountain Road Project to receive the Award of Excellence for Best County Project.

Port of Walla Walla Railex Project



Total Project Cost:
\$8 Million

Start Date:
January 2006

Open to Use:
Scheduled Fall 2006

Sources of Funding:

Federal	\$1.5 Million
State	\$3.5 Million
Grants	\$0.9 Million
Port of Walla Walla	\$1.7 Million
Walla Walla County	\$0.4 Million

Project Partners:

Railex
 Union Pacific Railroad
 Washington State Department of Transportation (WSDOT)
 Port of Walla Walla
 Walla Walla County

Mobility- Farm to Market Freight Rail



Railex under construction



Rail loop under construction

The project involves construction of a loop track to provide rail access to the Railex company’s new distribution center on Port of Walla Walla property near Wallula. This project is a cooperative venture with Union Pacific and Railex that will provide timely rail service.

Washington State produce will be loaded onto a weekly train with 55 refrigerated rail cars for direct shipment to a facility in New York for distribution to East Coast markets. This will result in lower shipping costs for Washington State growers and will preserve state highways by removing 10,000 truck loads from the roadways each year.

The Port of Walla Walla will use the new facility to attract new businesses, which can use the loop track for their shipping needs.

Donald-Wapato Road



Total Project Cost:
\$9.1 Million

Start Date:
July 2003

Open to Public:
December 2004

Sources of Funding:

Federal	\$6.7 Million
State	\$1.1 Million
Tribal	\$3.0 Million

Project Partners:

Federal Highway Administration (FHWA)
 Washington State Department of Transportation (WSDOT)
 Yakima County
 Yakama Nation

Mobility- Farm to Market Roads



Before



After

The Donald–Wapato Road contained three 50-year-old bridges that were structurally deficient and functionally obsolete. Due to load restrictions on these bridges, heavy vehicles serving markets, schools, and warehouses in the City of Wapato had to use alternate routes to access I-82.

The best economic solution to re-establish the link was to build a new bridge. This required the development of several strong partnerships, consisting of local, tribal, and federal agencies, in order to address substantial environmental challenges and project funding. It also required extensive coordination with National Oceanic and Atmospheric Administration (NOAA) fisheries to comply with the Endangered Species Act.

The finished project re-established a key farm-to-market route, a city-to-city connection, and vital transportation links from the City of Wapato to I-82

The project received the Director’s Award of Excellence.

Mobility—\$11.112 billion

Transportation Access Investments—\$696.3 million

Public Transportation Access

- Support the Agency Council on Coordinated Transportation to foster coalitions of transportation providers—\$3.8 million. This represents only part of the funding needed. Additional needs are shown in Unfunded High Priorities.
- Assist non-profit providers in areas with limited transit service with rural mobility grants—\$140 million. Additional needs are in shown in Unfunded High Priorities.
- Assist transit agencies in providing intercity connecting service—\$16 million. These funds also support intercity bus service planning to identify deficiencies in the system.
- Assist transit agencies in providing on-demand (Dial-a-Ride) service—\$490 million.
- Assist transit agencies in providing service on their fixed routes to those with special needs—\$47 million. Additional needs are shown in Unfunded Targets.

Outcome and Benefits

When completed, these investments will yield the following benefits to the state transportation system:

- Improve people’s access to jobs, medical care, education, and communities throughout the state.

System Efficiencies Investments—\$7.81 billion

- Maintain and operate the existing highway—\$2.9 billion
- Operate current network of Intelligent Transportation Systems (ITS) including variable message signs and weather information—\$427 million
- Implement ITS capital projects such as transportation management centers, including commercial vehicle information systems and networks—\$54 million
- Implement traffic management center operations, freeway operations, tunnel operations, radio operations, and traffic signal operations—\$170 million
- Implement Incident Response and service patrols on state highways—\$85 million
- Continue construction of high occupancy vehicle (HOV) lanes in the Puget Sound area—\$30 million
- Maintain and operate existing facilities such as safety rest areas—\$316 million
- Maintain ferry system operations at base level of service—\$3.39 billion
- Construct 16 passenger rail projects to improve on-time performance, create additional rail line capacity, improve stations, and extend the life of state-owned train sets—\$302.2 million
- Fund (partially) commute trip reduction (CTR) including performance grants—\$7.2 million
- Fund (partially) the trip reduction performance program—\$15 million

Colville Confederated Tribes Elders Van Project

Colville Reservation



Total Project Cost:
\$118,000

Start Date:
June 2004

Open to Public:
September 2004

Sources of Funding:
State \$118,000

Project Partners:
Colville Confederated Tribes
Washington State Department of Transportation (WSDOT)

Mobility-Rural Access



WSDOT awarded \$118,800 in grant funds to the Colville Confederated Tribes for their Omak, Keller, and Inchelium Elders Van Project. After receiving this rural mobility grant from WSDOT in 2003-2005 for a new elders van in Nespelem, the tribes applied for grant funding for three new vehicles to use in other districts of the Colville Indian Reservation. Omak received a 12-passenger wheelchair-accessible minibus. Keller and Inchelium will receive heavy duty 10- to 15-passenger wheelchair accessible vans that will withstand the rough roads in their area.

The new vans will allow members with limited mobility to become more active in their communities, providing transportation to meals, cultural activities, appointments, and other basic services. The vans are replacing older high-mileage vehicles and improve the safety and reliability of public transportation on the reservation.

- Implement park and ride policy development and construction grants—\$30 million
- Improve current Commute Trip Reduction tax credits program—\$45 million
- Implement Commute Trip Reduction public education and marketing—\$2 million
- Implement commute options vanpool enhancement grant program—\$15 million
- Fund (partially) transit service expansion—\$25 million

- Improving passenger rail can not only improve the reliability and timeliness of rail travel, but can help to entice people off the highways, making the roadway system more efficient.
- Improve basic access for people who can not or do not drive, and invest in public transportation.
- Help provide incentives for reducing the number of trips and the overall number of single occupant vehicles on the highway system through Commute Trip Reduction and Commute Options programs. This means that throughput will increase, allowing travelers to get to their destinations sooner.

Outcome and Benefits

When completed, these funded investments will yield the following benefits to the statewide transportation system:

- Improve use of technologies such as Intelligent Transportation Systems and Traffic Management Centers, which can yield improvements by targeting specific areas where there is delay. Having access to this type of information helps travelers make key decisions about which route to travel to avoid a delay.
- Improve the ferry system to make better use of the facilities we have, while expanding on the frequency of service and increasing vessel capacity. This will allow shorter waiting times at the ferry dock and more predictable sailings.

Anacortes Multi-Modal Terminal



Total Project Cost:
\$64.4 million

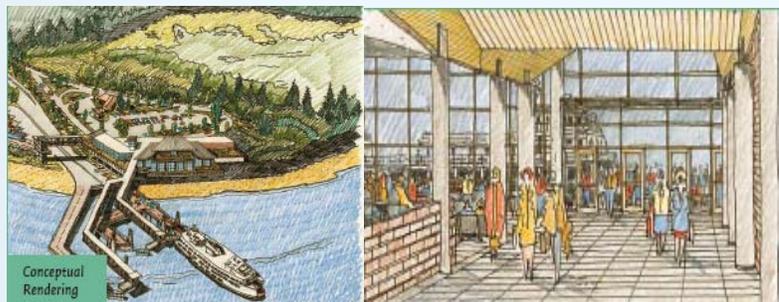
Start Date: Terminal construction expected to begin in 2007

Open to Public:
Parking lot open. Site design concepts available by late Spring 2006.

Sources of Funding:
State 2003 Legislative Funding
\$64.4 million

Project Partners:
Washington State Department of Transportation (WSDOT)

Mobility- Ferry Service Improvements



The Anacortes Multi-modal Terminal will provide expanded ferry service facilities, replacing the existing facility that was constructed in 1960. The new facility will include improved safety and access for passengers and vehicles from SR 20, as well as provide connections with many modes of travel.

An additional ferry slip will improve the efficiency of ferry maintenance and operations. The new facility includes loading improvements for pedestrians, bicycles, and persons with limited mobility. The new facility will also meet new required security features.

Bottlenecks and Chokepoints Investments—\$1.89 billion

- Address specific bottlenecks and chokepoints on highways around the state—\$850 million
- Make improvements to vessels and terminals to maintain base level of service—\$452 million
- Fund expanded operations to approach or exceed Transportation Commission level-of-service standards. Expanded operations are dependent on approval of \$2 million (unfunded) for vessel and terminal improvements listed under Bottlenecks and Chokepoints High Priorities and another \$436 million (unfunded) under Bottlenecks and Chokepoints Medium Priorities, in addition to the investments needed to maintain base level of service—\$448 million

Outcome and Benefits

When completed, these funded investments will yield the following benefits to the state transportation system:

- Eliminate or reduce congestion at specific highway bottlenecks and chokepoints
- Improve levels of service by adding capacity and reducing wait times for expansion of ferry service and terminal throughput capacity

Building Future Visions Targets Currently Funded—\$2.55 million

- Continue Transportation Commission Tolling Study currently underway—\$2 million
- Continue statewide air transportation capacity and demand study (Phase I and part of Phase II)—\$1.05 million

Outcome and Benefits

When completed, these funded investments will yield benefits to the statewide transportation system including: Complete defined implementation approach for recommended HOV investments

- Complete defined implementation approach for recommended tolling practices
- Increase awareness of statewide aviation needs
- Define implementation approach investment recommendations

Stanwood Station



Total Project Cost:
\$5.0 Million

Start Date: May 2006 **Open to Public:** August 2007 (est.)

Sources of Funding:
State \$5.0 Million

Project Partners:
Design Stanwood
City of Stanwood
Washington State Department of Transportation (WSDOT)
BNSF Railway
Amtrak

Mobility- Passenger Rail Expansion



In 2006, the Washington State Legislature provided WSDOT with \$5 million to construct a new train station platform in the City of Stanwood. The new station platform will provide a new Amtrak Cascades stop where the residents will have access to passenger trains.

The new platform will be constructed close to where the original historic depot was located. The platform will be 750 feet long and 18 feet wide and meet accessibility standards.

When completed, the project will provide rail access to the regional and national network for the people of Stanwood. Additionally, the new platform will also provide inter-modal transportation connections with local transit provider Community Transit, increasing transportation accessibility options for residents in northwest Snohomish County.

Tacoma Link Light Rail



Total Project Cost:
\$80.4 Million

Start Date:
December 2001

Opened to Public:
August 2003

Sources of Funding:
Sound Transit

Project Partners:
City of Tacoma
Pierce County
Sound Transit

Mobility- Public Transit Access

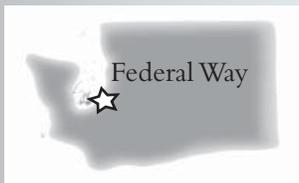


Tacoma Link light rail is a 1.6-mile line running between the Tacoma Dome Station and downtown Tacoma. Link serves the University of Washington's Tacoma campus, the Washington State History Museum, the Museum of Glass, the Tacoma Convention Center, downtown offices, and the Broadway Theater District.

At the Tacoma Dome Station, the regional transportation hub, Link connects to Sounder commuter train service, and local and regional buses operated by Sound Transit, Pierce Transit, and Intercity Transit.

Tacoma Link's five stations are served by modern 66-foot-long air-conditioned streetcars. Tacoma Link rides are free of charge and the line has carried over 2 million riders since service began in August 2003.

I-5 Federal Way Transit Center Access Improvement



Total Project Cost:
\$32.6 million

Start Date:
Sept. 2004

Open to Public:
February 2006

Sources of Funding:
Sound Transit

Participating Agencies and Organizations:
Sound Transit
Washington State Department of Transportation (WSDOT)

Mobility- Elimination of Bottlenecks & Chokepoints



During Construction



After

The new direct-access ramps are part of Sound Transit's overall program to reduce travel times for bus riders and improve traffic flow for all commuters in the area. WSDOT teamed up with Sound Transit to build direct-access ramps across I-5 to and from the new Federal Way Transit Center.

These new ramps allow transit, vanpools and carpools direct access between the transit center and the HOV lanes on I-5. These vehicles no longer have to weave across three lanes of traffic to enter and exit the highway, which benefits drivers in the remaining general-purpose lanes who no longer have to navigate around these vehicles. This improves traffic flow at the S. 320th Street SW freeway entrance.

Environmental Quality— \$198.6 million

Health and the Environment Investments

- Remove fish passage barriers caused by state highways—\$100 million
- Address the most urgent locations where stream banks fail and threaten highways—\$52 million
- Install noise barriers at 11 locations around the state—\$38 million
- Install stormwater treatment retrofits at 8 locations (significant unmet needs remain)—\$8 million
- Develop stormwater treatment practices at airports—\$190,000
- Address wildlife hazards at or adjacent to airports—\$380,000

Outcome and Benefits

When completed, these funded investments will yield benefits to the state transportation system including:

- Connect fish to stream habitats critical to their life cycles and enhance salmon and trout survival
- Continue efforts to bring state highways up to post-1977 noise standards; improve or maintain property values and quality of life for residents near highways
- Improve stormwater management on highways and airports
- Reduce maintenance costs for recurring repairs while addressing natural stream processes
- Improve safety of aviation travel and prevent unnecessary wildlife death

U.S. 12 Integrated Vegetation Management



Total Project Cost:
\$ 92,619

Start Date:
January 2005

Open to Public:
June 2005

Sources of Funding:
State

\$0.9 Million

Project Partners:

Port of Walla Walla
Washington State Department of Transportation (WSDOT)
Columbia School District
US Army Corps of Engineers
US Bureau of Reclamation

Environmental Quality- Reduction of herbicide use, sustainable practices



Before



After

Roadside maintenance must achieve many goals including maintaining safe sight distance for the travelling public, filtering storm water, stabilizing slopes, buffering environmentally sensitive areas, and controlling noxious weeds. WSDOT uses Integrated Vegetation Management (IVM) techniques which includes revegetation in disturbed areas with carefully selected native plant species. This results in lower maintenance and self-sustaining roadside plant communities.

The US 12 Phase II project involved revegetating the roadside shoulders with native plants instead of placing rocks, which require vegetation control with herbicides. The use of native vegetation along roadsides reduces herbicide use significantly.

IVM plans are being developed and implemented statewide. These plans are intended to provide information and guidance for maintenance practices of naturally self-sustaining plant communities.

State Route 106 Skobob Creek Fish Passage



Total Project Cost:
\$1.7 Million

Start Date:
July 2005

Open to Public:
December 2005

Sources of Funding:

State	\$1.7 Million
Other Agency Funds	\$1,599
Qwest	\$1,599

Project Partners:

Hood Canal Salmon Enhancement Group
 Skokomish Tribal Nation
 Washington State Department of Transportation (WSDOT)
 Qwest

Environmental Quality-Improvement of habitat



Before



After

This project was a cooperative effort between the Hood Canal Salmon Enhancement Group, the Skokomish Tribal Nation, and WSDOT. Skobob Creek crossing, located on the Skokomish Indian Reservation, was identified as a fish passage barrier. The project replaced a 6' X 6' culvert at the crossing on SR 106 with a bridge that improved fish passage and stream flow during storm events.

SR 106 flooded six-times in 1997. More recently, the creek flooded in 2003. The project improved the safety of SR 106 by reducing the impacts of flooding events, providing safer highway travel throughout the year.

The project also restored Skobob Creek channel at the crossing to a natural fish-friendly condition. In addition, the project benefits more than 500 acres of wetlands.

Statewide Strategic Transportation Targets

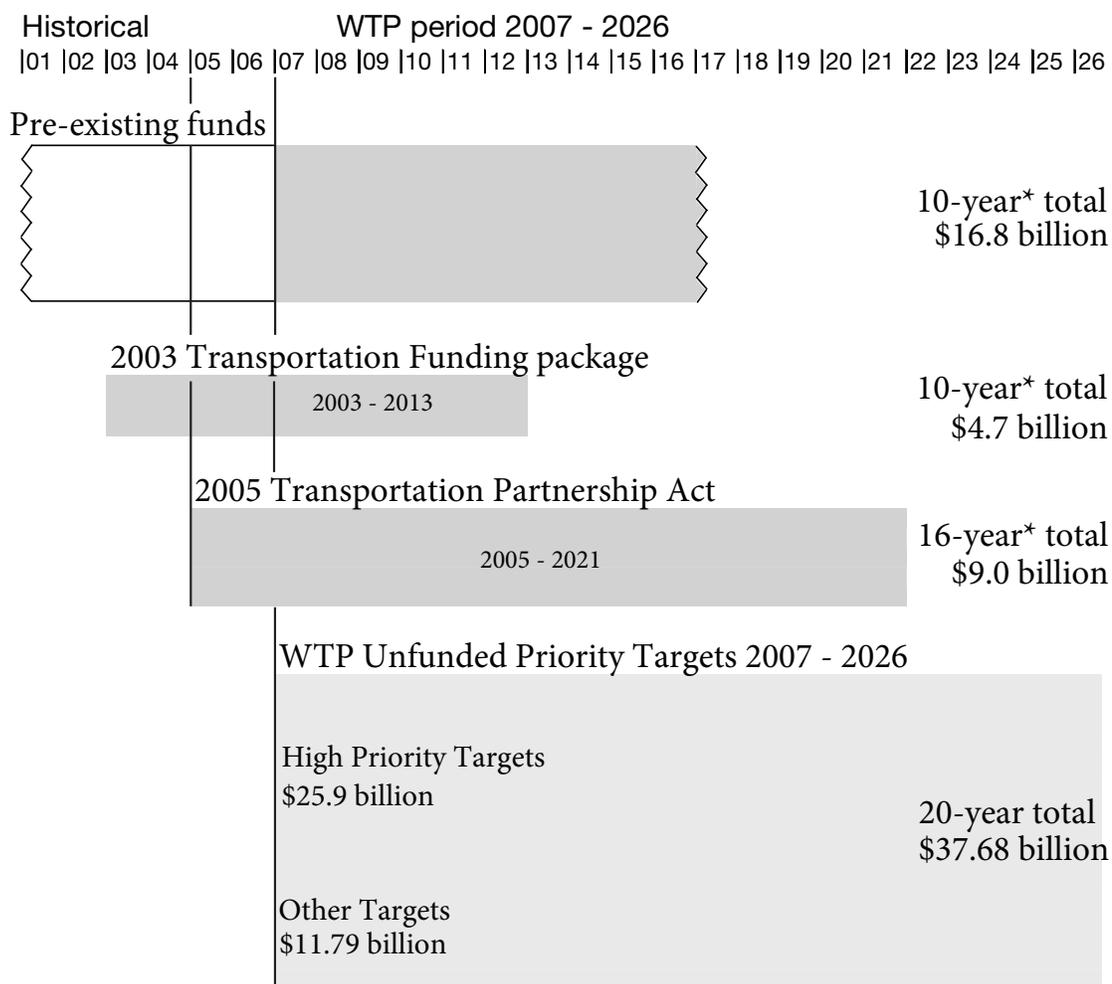
As previously mentioned, over the past few years Governor Gregoire and the legislature have identified critical transportation investments that will move Washington far down the path to achieving the statewide vision and goals detailed in this plan. These actions were affirmed by the defeat of Initiative 912. If passed, I-912 would have repealed the key strategic transportation investments of the 2005 Transportation Partnership Act.

Although many critical investments have secured funding, many more transportation targets are still in need of funding. The following chapter, Unfunded High Priorities, presents these proposed high priority transportation investments and their funding needs.

The bar chart below provides an illustration of the existing funding sources as well as the additional needs for the next twenty years.

Figure II-34

**WTP Priority Investments and Current Funding
20-Year Outlook—2005 dollars**



Source: WSDOT Gray Notebook and Transportation Planning Office

* A 10-year total is shown for pre-existing funds because the Transportation Commission proposes and the Legislature typically enacts a 10-year investment program. The 2003 and 2005 funding packages were enacted for the periods specified.