

**WSDOT Priorities for New Revenue - 2013 Unfunded System Investments
South Central Region**

Location/ County	Project	Legislative Districts	Unfunded amount needed to complete the project (CY\$ unless otherwise noted)	Recommended Priority Investment Level (\$ in millions)	Optional Higher Investment Level (\$ in millions)	2012 Legislative "Bare Minimum" Investment?	Maintenance / Preservation	Strategic Mobility Improvements	Operate Efficiently	Safety	Economic Corridor / Freight Enhancement	Correct Environmental Deficiency / Impact	Bike / Pedestrian Safety	In MPO/RTPO Plan
Maintenance, Operations, Preservation & Safety Investments:														
State-owned														
Regionwide	Highway System Maintenance		\$67.0	\$67.0 Provides 10-year funding to maintain Nickel/TPA projects at historical level of service, eliminate backlog and catch up to the historic benchmark level of service for existing inventory, and cover increased utility costs.		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Statewide	System Operations & Incident Response		\$30.0	\$30.0 Provides a 10-year investment to maximize the performance of existing system devices and traffic signals (\$18.0) and expands the hours and areas of operation for faster incident response in congested corridors to insure quick clearance of collisions (\$12.0).		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Statewide	Operations - Low Cost Enhancements		\$37.0	\$37.0 Funds a 10-year investment for the proactive identification of operational solutions for emerging needs (\$9.0) and constructs low cost operational solutions to traffic mobility and safety deficiencies (\$28.0).		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Statewide	Operations - New Technology		\$15.0	\$15.0 Provides a 10-year investment to actively engage in the deployment of emerging connected vehicle technologies and adaptive signal systems. New concepts will offer cost effective ways to improve safety and mobility for road users, and enable utilization of new sources of information to drive our traffic systems. This will position WSDOT to be able to take advantage of early deployment opportunities.		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Regionwide	Capital Facilities Maintenance		\$4.0	\$4.0 10-year investment needed for preventive maintenance on agency owned facilities, system additions, and increases in utilities, leases, and janitorial services.		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Statewide	Transportation Equipment		\$156.0	\$156.0 10-year investment needed to replace equipment in service beyond useful life and to return replacement cycles back to standard industry practices.		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Regionwide	Highway Road Preservation		\$230.0	\$170.0 Provides a 10-year preservation investment to achieve a pavement condition in excess of 97% fair and good.	\$230.0 Provides a 10-year preservation investment to achieve a pavement condition in excess of 99% fair and good.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Regionwide	Highway Bridge Preservation		\$30.0	\$23.0 Provides a 10-year preservation investment to achieve a bridge condition in excess of 97% fair and good.	\$30.0 Provides an additional investment to achieve a bridge condition in excess of 99% fair and good within the 10-year time frame.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Regionwide	Highway Facility Preservation		\$23.0	\$23.0 Provides a 10-year investment in guardrail, signs, drainage systems, electrical systems, wireless communication systems, weight stations, rest areas, and roadside slopes to achieve a comparable performance to existing preservation methods.		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Regionwide	Capital Facilities Preservation 20-year investment needed for the preservation and replacement of agency owned buildings and facilities.		\$37.0	\$13.0 10-year minimum investment needed to preserve existing agency owned buildings and facilities to comply with fire and life safety criteria.	\$37.0 In addition to the basic preservation needs covered at the lower level, this additional funding would begin the replacement of the most dilapidated structures owned by the agency.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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Statewide	Airport Infrastructure Preservation		\$163.0	\$163.0 Funds necessary to address the backlog of preservation needs and safety improvements at airports that are not eligible for FAA funding.		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Statewide	Highest Priority Highway Safety Projects		\$350.0	\$350.0 Based on a statewide analysis of known and predicted accident locations, provides for strategic investments to minimize future severe and fatal incidents based on Target Zero priorities.		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Maintenance & Preservation total			\$1,142.0	\$1,051.0	\$1,142.0									
Mega Project Investments														
Snoqualmie Pass/ Kittitas	I-90 Snoqualmie Pass--widen to Easton Completes the widening from the end of the existing funded projects (MP 62) to Easton.	13	\$390.0	\$135.0 Widens an additional 2 mile section between MP 62-64; including reconstruction of the Stampede Pass and Cabin Creek Interchanges to eliminate the existing low clearances.	\$185.0 In addition to 2 mile widening to MP 64, also completes design on the final phase of the corridor (between MP 64 and Easton) and begins right of way acquisition.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
subtotal			\$390.0	\$135.0	\$185.0									
Statewide	Maintenance & Operations system additions Provides for the initial cost of maintaining and operating the new system additions identified above. Actual funding over a 10 year timeframe may vary based on schedule of implementing capital improvements and the biennialization of costs.		\$2.0	\$1.0 Once the above projects are completed, this amount represents the biennial investment needed to maintain and operate the additional infrastructure.	\$1.0 Once the above projects are completed, this amount represents the biennial investment needed to maintain and operate the additional infrastructure.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mega project totals			\$392.0	\$136.0	\$186.0									
Tier 1 Investments														
State-owned														
West Richland/ Benton	I-82 West Richland - Red Mountain interchange Multi-phase improvements in the Red Mountain vicinity to improve safety at existing intersections and improve access to area vineyards.	16	\$27.5	\$3.5 (2014 YOE) Constructs a roundabout at the SR 224/SR 225 and I-82 ramp terminals.	\$27.5 In addition to the SR 224/SR 224 improvements, this constructs a new interchange to provide improved access to commercial and industrial properties and area vineyards.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
subtotal			\$27.5	\$3.5	\$27.5									
Statewide	Maintenance & Operations system additions Provides for the initial cost of maintaining and operating the new system additions identified above. Actual funding over a 10 year timeframe may vary based on schedule of implementing capital improvements and the biennialization of costs.		\$0.0	\$0.0 Once the above projects are completed, this amount represents the biennial investment needed to maintain and operate the additional infrastructure	\$0.0 Once the above projects are completed, this amount represents the biennial investment needed to maintain and operate the additional infrastructure	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Statewide	Operational Technology Capital Improvements Implement strategic operational investments to reduce congestion and collisions through improvements such as expanded system monitoring and incident detection, and traveler information systems.		\$50.0	\$50.0 Deploys these strategies in other congested corridors across the state. Provides expanded information on travel times and modal choices for commute and travel options in locations with emerging congestion outside of the I-5 corridor.		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tier 1: State Owned Totals			\$77.5	\$53.5	\$77.5									

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State-interest														
Urban Areas Statewide	Regional Mobility Investments		\$1,000.0	\$500.0 Infrastructure and service improvements necessary to ensure high occupancy use of congested corridors. Includes P&R improvements, Transit Access, increased Transit Service, expanded Express Transit, and multi modal information systems in congested corridors.	\$1,000.0 Doubles the recommended investment infrastructure and service improvements necessary to ensure high occupancy use of congested corridors.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Local Transit Statewide	Rural Mobility Grants		\$200.0	\$100.0 Targeted investments to improve performance and accesability of transit in rural areas.	\$200.0 Doubles the recommended investments to improve performance and accessibility of transit in rural areas.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Local Agency Statewide	Bicycle/Pedestrian Grants		\$500.0	\$250.0 Implements a Complete Streets Program (\$200m) to improve mobility through enhanced connectivity for those choosing to walk, bike or access transit while increasing the number of bicycling and walking trips and increased investment in Safe Route to Schools program (\$50).	\$500.0 Doubles the recommended investment in a Complete Streets Program (\$400m) and an increased investment in Safe Routes to Schools (\$100m).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Local Rail Statewide	Freight Rail Grants		\$50.0	\$10.0 Provides funding for additional rail grants to support the preservation and improvement of short lines across the state.	\$50.0 Expands the recommended investment in rail grants to support the preservation and improvement of short lines across the state.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tier 1: State-interest Totals			\$1,750.0	\$860.0	\$1,750.0									
Tier 2 Investments														
Touchet/ Walla Walla	US 12 near Walla Walla--complete corridor widening	16	\$360.0	\$126.0 Expands on prior corridor investments by continuing widening west from earlier projects by constructing a new alignment between Nine Mile Hill and Frenchtown.	\$360.0 Tier 3 - In addition to the widening between Nine Mile Hill and Frenchtown, this investment would complete the final phase of the corridor by widening between Nine Mile Hill and Wallula Junction.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Yakima/ Yakima	I-82 Yakima - Union Gap economic development improvements	14, 15	\$127.0	\$45.0 Widen I-82 to six lanes between North First Street and Yakima Avenue and improve connections to the local system.	\$127.0 In addition to the widening, make improvements to the South Union Gap interchange to include full access in all directions.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Ellensburg/ Kittitas	I-90 Ellensburg intersection improvements	13	\$4.0	\$4.0 Construct improvements at the US 97 and Dolarway intersection adjacent to the I-90 ramp terminals to improve capacity.		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Statewide	High Priority Safety Projects		\$200.0	\$200.0	\$200.0		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	subtotal		\$691.0	\$375.0	\$457.0									
Statewide	Maintenance & Operations system additions Provides for the initial cost of maintaining and operating the new system additions identified above. Actual funding over a 10 year timeframe may vary based on schedule of implementing capital improvements and the biennialization of costs.		\$3.0	\$2.0 Once the above projects are completed, this amount represents the biennial investment needed to maintain and operate the additional infrastructure.	\$2.0 Once the above projects are completed, this amount represents the biennial investment needed to maintain and operate the additional infrastructure.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tier 2 Totals			\$694.0	\$377.0	\$459.0									

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Tier 3 Investments														
Yakima/ Yakima	US 12/Old Naches Highway Constructs a new interchange to remove an at grade signalized intersection, improving mobility and safety in the corridor.	14, 15	\$36.5	\$36.5 Constructs a new interchange to remove at-grade signalized intersection and adjacent access points improving mobility and safety.		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Moxee/ Yakima	SR 24 Moxee corridor widening	15	\$23.0	\$23.0 Add lanes between University Parkway and Moxee and make selected intersection improvements to improve congestion.		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
South of Ellensburg/ Kittitas	I-82 South of Ellensburg - truck climbing lanes Construct truck climbing lanes between Selah and Ellensburg to improve congestion due to slow truck movements on steep grades.	13	\$64.0	\$14.0 Construct a truck climbing lane between Thrall Road and Manashtash Ridge in the eastbound direction.		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Statewide	Medium Priority Safety Projects		\$100.0	\$100.0	\$100.0	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	subtotal		\$223.5	\$173.5	\$173.5									
Statewide	Maintenance & Operations system additions Provides for the initial cost of maintaining and operating the new system additions identified above. Actual funding over a 10 year timeframe may vary based on schedule of implementing capital improvements and the biennialization of costs.		\$1.0	\$1.0 Once the above projects are completed, this amount represents the biennial investment needed to maintain and operate the additional infrastructure.	\$1.0 Once the above projects are completed, this amount represents the biennial investment needed to maintain and operate the additional infrastructure.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Tier 3 Totals		\$224.5	\$174.5	\$174.5									
Grand Total - All tiers; state owned & state interest			\$4,280.0	\$2,652.0	\$3,789.0									
Unfunded Nickel/TPA Projects														
This category of investments reflects those projects initially included in the of the project. The projects below are not included in any of the tiers above														
	Total Unfunded Nickel & TPA Projects		\$0.0	\$0.0	\$0.0									
Note: Finance plan and expenditure aging assumptions to be developed at a later time as revenue scenario alternatives are evaluated.														
9/12/13 v10	<p>Basis and assumptions for this Investment List:</p> <ul style="list-style-type: none"> - Builds on the assumptions reflected in the WSDOT 13-15 biennial budget request - Places emphasis on work needed in economic corridors; generally organizing investments in tiers based on performance outcomes <ul style="list-style-type: none"> o Includes a separate section for Nickel/TPA projects that have been deferred - Project list is not financially constrained and does not tie to any revenue scenario or financial plan - Estimated toll revenues are provided for informational purposes - Only significant stand-alone mobility and economic initiative projects are specifically identified as line item investments <ul style="list-style-type: none"> o Safety and Traffic Operations capital projects are grouped within programmatic investments - Recognizes the impact of systems additions on the maintenance program 													