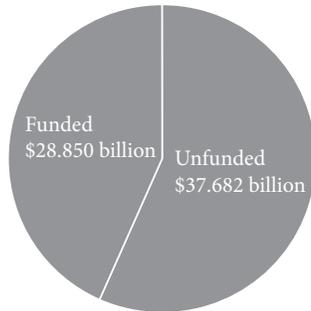


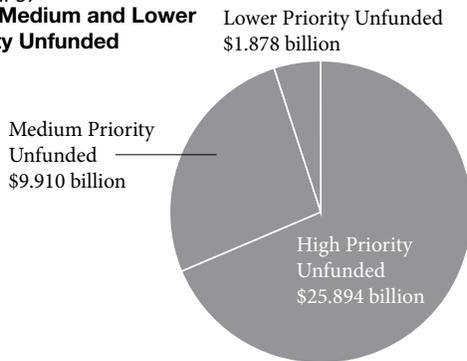
▶ Remaining Unfunded Priorities

Figure II-36
WTP Funded and Unfunded Amounts



As previously described, nearly \$38 billion in unfunded transportation needs have been identified. Investing in the \$26 billion Unfunded High Priorities described on the preceding pages will address the most strategic solutions. However, there remains additional needs. This section includes those program targets that the Transportation Commission prioritized as medium or lower priorities, totaling an estimated \$12 billion. Many of these proposed targets are either related to current Commission studies, determined to need further data, or were simply not considered the most strategic investments needing immediate attention.

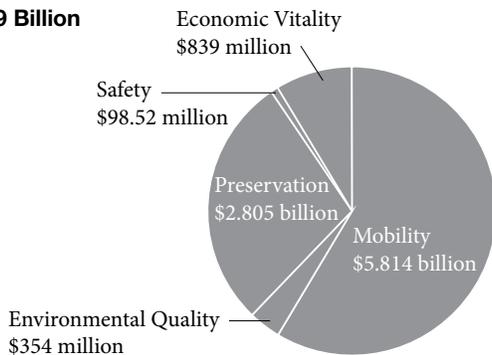
Figure II-37
High, Medium and Lower Priority Unfunded



Because securing future revenue will require increasingly creative financing solutions and demand the most strategic approach to garnering legislative, gubernatorial, and citizen support, not all program targets can be high priorities.

The WTP recommends further review of the medium and lower priorities over the next two to five years.

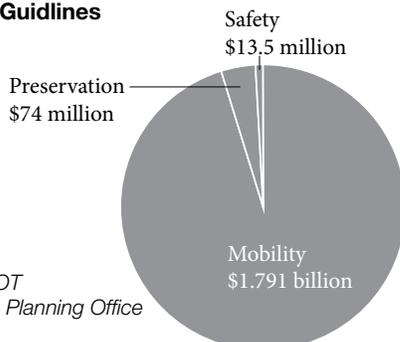
Figure II-38
Medium Priority Unfunded Investment Guidelines \$9.9 Billion



The chart (top) shows the relationship between the funded and unfunded program targets over the next 20 years. The chart to the left, at the top, shows the distribution of the all the program targets considered, grouped by high, medium, and lower priority ranking.

The medium and lower priorities are grouped by the five investment guidelines as shown in the remaining charts to the left.

Figure II-39
Lower Priority Unfunded Investment Guidelines \$1.9 Billion



Source: WSDOT
Transportation Planning Office

UNFUNDED MEDIUM PRIORITIES**Preservation—\$2.805 billion**

- Rehabilitate concrete pavement on non-interstate—\$18 million
- Replace and rehabilitate to extend the service life of safety rest areas—\$15 million
- Replace aging support facilities such as maintenance sheds—\$181 million
- Preserve county roads and ferries—\$41 million
- Replace transit system bus capital—\$2 billion
- Address capital needs of public transit for new vehicles and equipment and replace facilities—\$550 million

Safety—\$98.52 million

- Provide better weather information to pilots—\$150,000
- Incorporate analysis provided by Operation Lifesaver to prevent railroad trespassing by installing fencing and signage and other methods.
- Improve air transportation safety and airport operations by restricting the encroachment of obstructions within airport runway approach and departure areas and other critical airspace surfaces—\$8.17 million
- Improve state highway infrastructure security by enhancing or establishing surveillance systems and reinforcing of bridges and structures—\$25 million
- Complete the highway security vulnerability assessment to identify additional security needs and guide implementation—\$50 million
- Add safety rest areas and make other necessary interstate system improvements to reduce driver fatigue and related collisions—\$15.2 million

Economic Vitality—\$839 million

- Prepare and respond to events of statewide significance such as the 2010 Vancouver Olympics—\$44.26 million
- Provide regional economic development and freight system mitigation—\$793 million
- Study the benefits of a public-private truck-toll highway from Central Puget Sound to the Oregon border (possibly an extension of I-5)—\$500,000
- Create a plan for freight system security and restoration of service—\$175,000
- Study fuel pipeline capacity and distribution alternatives—\$750,000
- Develop a diesel emission reduction strategy for freight transportation—\$110,000

Mobility—\$5.814 billion

- Improve services for special needs populations in both rural and urban areas through demonstration projects—\$20 million
- Expand the existing web-based public transportation information system to enable people to plan detailed itineraries between communities throughout Washington and other states—\$8 million
- Fund remaining needs for rural mobility grants to assist non-profit providers in areas of the state with limited transit service—\$364 million
- Connect communities and rural areas to urban centers with bus service—\$32 million
- Improve capacity at five ferry terminals: Clinton, Edmonds, Tahlequah, Seattle, and Southworth, and construct four new ferry vessels—\$520 million
- Connect urban area local corridors that span several jurisdictions—\$150 million
- Address the backlog of WSDOT maintenance and operation facilities upkeep to extend the life of facilities, reduce maintenance costs, and increase efficiency of operations based at these locations—\$208 million
- Identify travel demand mitigation needs—Currently under development, expected early 2007
- Expand the trip reduction performance program (part of Commute Trip Reduction) to fund cost-effective projects, implement recommendations to improve the program, and provide technical support to grant recipients—\$20 million
- Implement a park-and-ride program in coordination with transit systems, including alleviating overcrowding at existing lots, providing safety and security, and accommodating growing demand—\$200 million
- Provide incentives and support for local jurisdictions to develop Growth and Transportation Efficiency Centers, as employers located in these areas tend to have higher levels of trip reduction—\$32 million
- Provide additional funds for Commute Trip Reduction County Support to help counties experiencing highway congestion integrate regional and local plans to reduce solo-driving commute trips—\$25 million
- Educate the public and use marketing to increase travelers' use of commute options for Commute Trip Reduction—\$10 million
- Purchase more vans for the vanpool enhancement program—\$45.9 million

- Develop and sustain a vanpool rideshare incentive program, using vanpool financial incentives and technical assistance—\$12.5 million
- Conduct a statewide air transportation capacity and demand study (remainder of Phase II and Phase III of the study)—\$500,000
- Extend the state highway system, expand the corridors, improve interstate capacity, and complete non-interstate corridors—\$2.25 billion
- Develop interstate capacity projects in conjunction with the update of the highway system plan—\$2 billion

Environmental Quality and Health—\$354 million

- Fix locations on state highways with recurring maintenance activities such as stream bank failures, which will reduce maintenance costs and protect the existing highway, reduce the risk of flooding, and improve habitat for important fish species—\$98 million
- Complete noise retrofit at the 60 remaining locations on state highways where high noise levels are present—\$205 million
- Increase habitat connectivity by providing safe highway crossing opportunities for wildlife migrations—\$50 million
- Begin the cities and counties inventory and assessment of fish passage barriers, stormwater retrofits, habitat connectivity, and other environmental needs—\$1 million

Investment Benefits include

- Extend service life of safety rest areas, lower the cost of operating and maintaining them, accommodate user demand, and increase energy efficiency.
- Reduce rail-trespasser fatalities.
- Increase highway security by focusing on the most vulnerable areas first.
- Reduce driver fatigue and related collisions.
- Assist travelers in reaching the 2010 Olympic Winter Games.
- Provide for positive visitor experiences before, during, and after the games, to support later recreational visits to Washington.
- Ensure balanced and continued economic growth for our state's distinct regions, as international trade and main line rail traffic grows. Optimize truck movements in metropolitan and local areas. Clarify the state's role regarding financial support of short line freight rail.
- Analyze the benefits of alternative options for adding capacity from Central Puget Sound to the Oregon border (truck-toll highway) to address long-range needs for freight capacity.
- Conduct a fuel pipeline capacity and distribution alternatives study to analyze fuel distribution constraints and the feasibility of the removal of obstructions.
- Ensure that there is a plan for timely restoration of freight service in the event of a major security disruption or natural disaster to prevent negative short-term and long-term impacts to Washington State's economy.
- Identify strategies and solutions that minimize the negative air quality impacts of freight-related diesel emissions.
- Improve maintenance and incident response on highways to provide greater safety, mobility, and reliability of the transportation system.
- Improve mobility for people and goods.
- Maintain current service standards on the ferry system.
- Improve service and reduce wait times for ferry travelers.
- Improve mobility and access on the local transportation network.
- Increase awareness of statewide aviation needs
- Reduce delay, improve travel time reliability, and increase capacity. Increase the capacity of the interstates by reducing delay.
- Improve streams for fish habitat, increase potential for salmon recovery, and improve wildlife habitat and connectivity.
- Reduce the use of herbicides, reduce the presence of noxious weeds, and improve water quality

UNFUNDED LOWER PRIORITIES**Preservation—\$74 million**

- Maintain airport pavements at lowest life-cycle cost for those rural airports that are not part of the National Plan of Integrated Airport Systems. A large backlog in general aviation airport runway pavement projects is threatening the viability of many rural general aviation airports. Full preservation needs and costs will be developed as part of the Aviation System Plan update that is currently underway
- —\$74 million

Safety—\$13.5 million

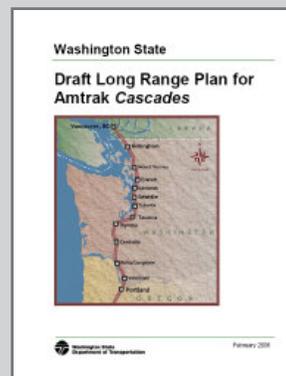
- Institute an all-weather airport access program to include the installation of airport weather reporting equipment, development of instrument approaches, and installation of navigation aids and data communication systems—\$13.5 million

Mobility—\$1.791 billion

- Assist transit agencies to provide additional and new on-demand (Dial-a-Ride) service—\$1 billion
- Provide Amtrak *Cascades* intercity passenger rail service—\$471.7 million
- Analyze the Regional Mobility Grant Program for transit expansion.

Investment Benefits include

- Increasing safety and operational efficiency of the transportation system as well as expanding economic development opportunities in many rural areas of the state.
- Increased safety during adverse weather conditions, increased accessibility to airports, and increased economic opportunities.
- Serving unmet needs for on-demand transit service.
- Improved passenger rail services and greater system efficiency on congested corridors. This means that travelers will have increased options for travel and they should notice increased reliability in trip duration and arrival times.

**Long Range Plan for Amtrak Cascades: May 2006**

WSDOT's draft Long Range Plan for intercity passenger rail (*Amtrak Cascades*) was released in May 2006 after investment prioritization in the WTP was completed. The plan identifies a vision for the incremental development of higher-speed intercity passenger rail service between Portland, Seattle, Vancouver, BC, and ten intermediate cities. Implementation of the vision is dependent upon available funding and agreements with the BNSF Railway for expanded operations on their rail line. More than \$4 billion in unfunded investments have been identified for the multijurisdictional rail corridor.

WSDOT is working closely with the Washington Transportation Commission as they continue their study of strategic freight and passenger rail system needs, challenges, and opportunities. The findings and recommendations from the rail study will further define the state's role in rail investments.