Moving Washington

Improving Transportation for the 21st Century

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Secretary of Transportation

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Washington State Department of Transportation

Washington State Department of Transportation Profile

WSDOT owns, manages and maintains:

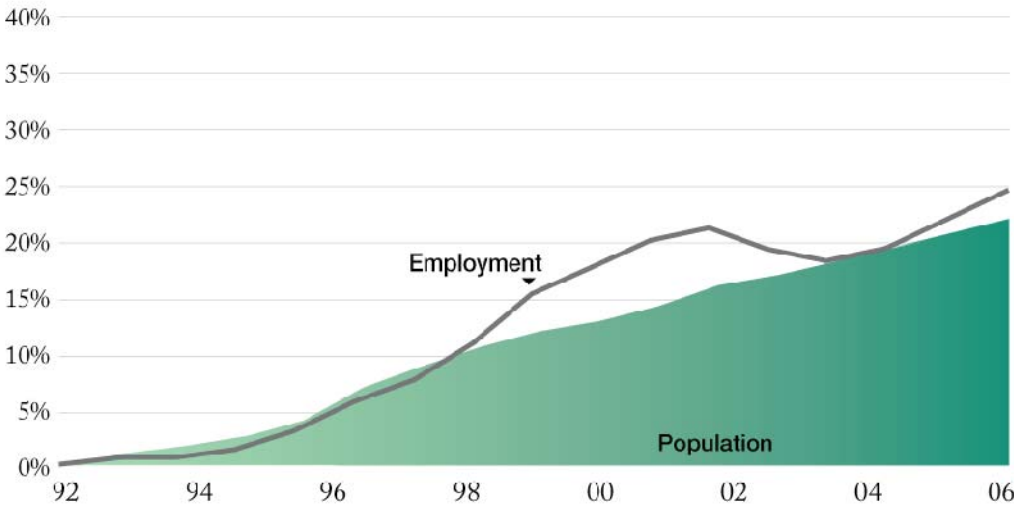
- 20,000 state highway lane miles (carry 86 million vehicle miles/day)
- 3,400 state bridges
- 28 ferry vessels and 20 terminals (carry 24 million passengers/year)
- Partner in Amtrak *Cascades* state passenger rail (carries 420,000 passengers/year)
- 16 General aviation airports
- Grain Train (runs 89 grain cars)
- 1,432 miles of short line rail

Total 2007-09 Biennial Budget of $5.9 billion (17% federal)

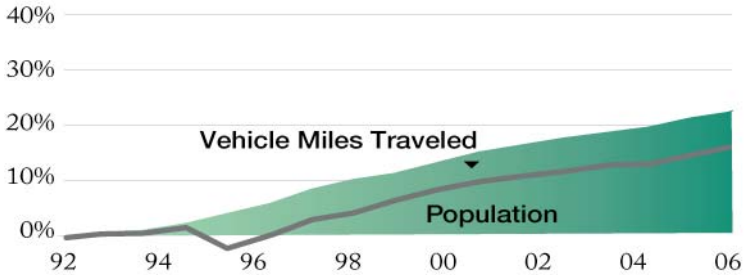
- $4.56 billion (07-09) Capital Budget, over 1,000 active projects, currently delivering the largest infrastructure program in the state's history
- $1.35 billion (07-09) Operating Budget

Continued Growth is Putting Additional Demand on the State's Transportation System

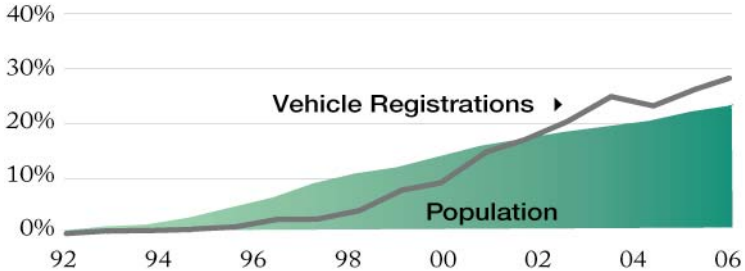
Employment and Population Growth by Year



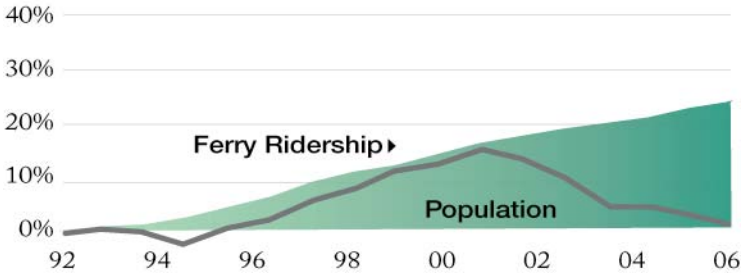
Vehicle Miles Traveled have grown at a slower rate, 16%



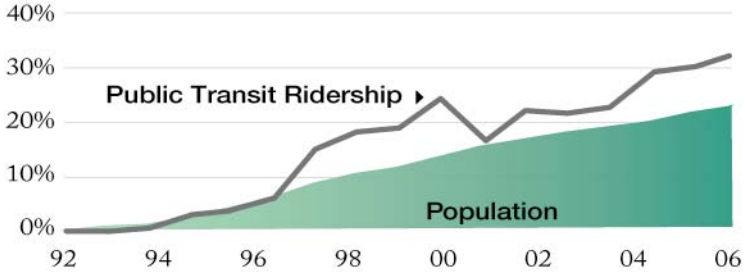
Vehicle Registrations have grown at a faster rate, 27%



Ferry Ridership has grown at a slower rate, 2%



Public Transit Ridership has grown at a faster rate, 32%

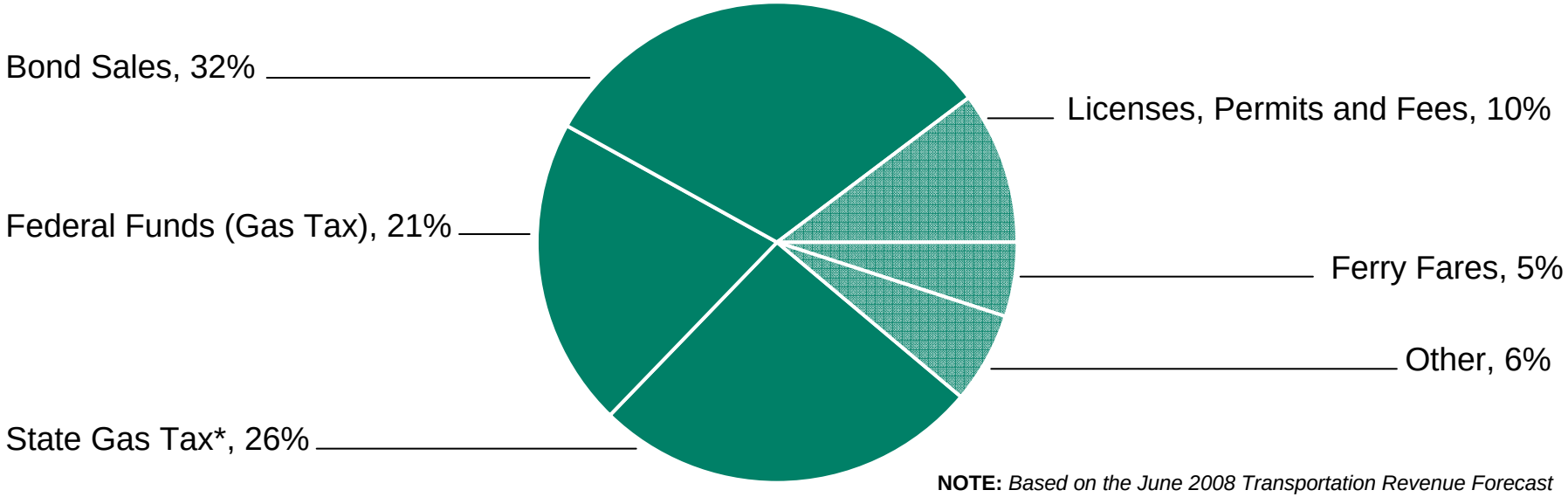


WSDOT's Dependency by Sources of Funds (2007-09)

State Gas Tax*	$1,527	26%
Federal Funds (Gas Tax)	1,211	21%
Bond Sales	1,856	32%
Licenses, Permits and Fees	609	10%
Ferry Fares	295	5%
Other	351	6%
Total	**$5,849**	**100%**

79% of transportation funding is generated through gas tax

** State Gas tax reflects the net amount after distributions to cities and counties, refunds, and debt service have been made.*



NOTE: *Based on the June 2008 Transportation Revenue Forecast*

How Does Washington's Gas Tax Get Used?

A fixed rate per gallon dependant on the sale of fuel.

Where does the gas tax go?

37½¢ per gallon Washington State gas tax rate as of July 1, 2008

- 9½¢ goes to **257 specific transportation projects statewide*** (2005 Transportation Partnership Projects)

28¢

- 5¢ goes to **130 specific transportation projects statewide** (2003 Nickel Package projects)

23¢

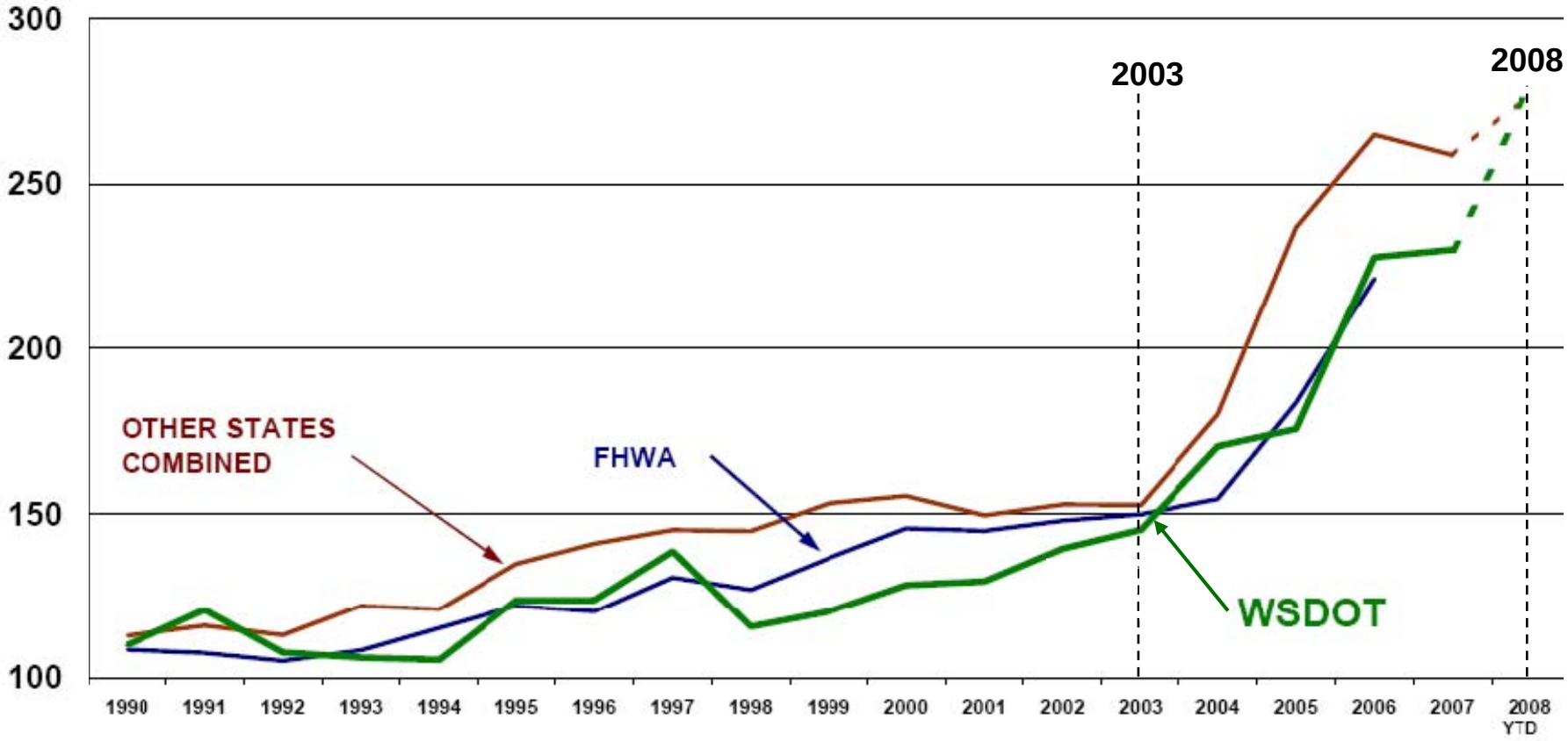
- 11¢ goes to **cities and counties** for local roads

12¢

- 4¢ goes to pay off **bond debt** that funded past highway and ferry projects

8¢ is left for **maintenance and operations** as well as **preservation, safety improvements,** and **congestion relief** projects for state highways and ferries

Since 2003, the Rate of Inflation has Skyrocketed Beyond Economic Expectations



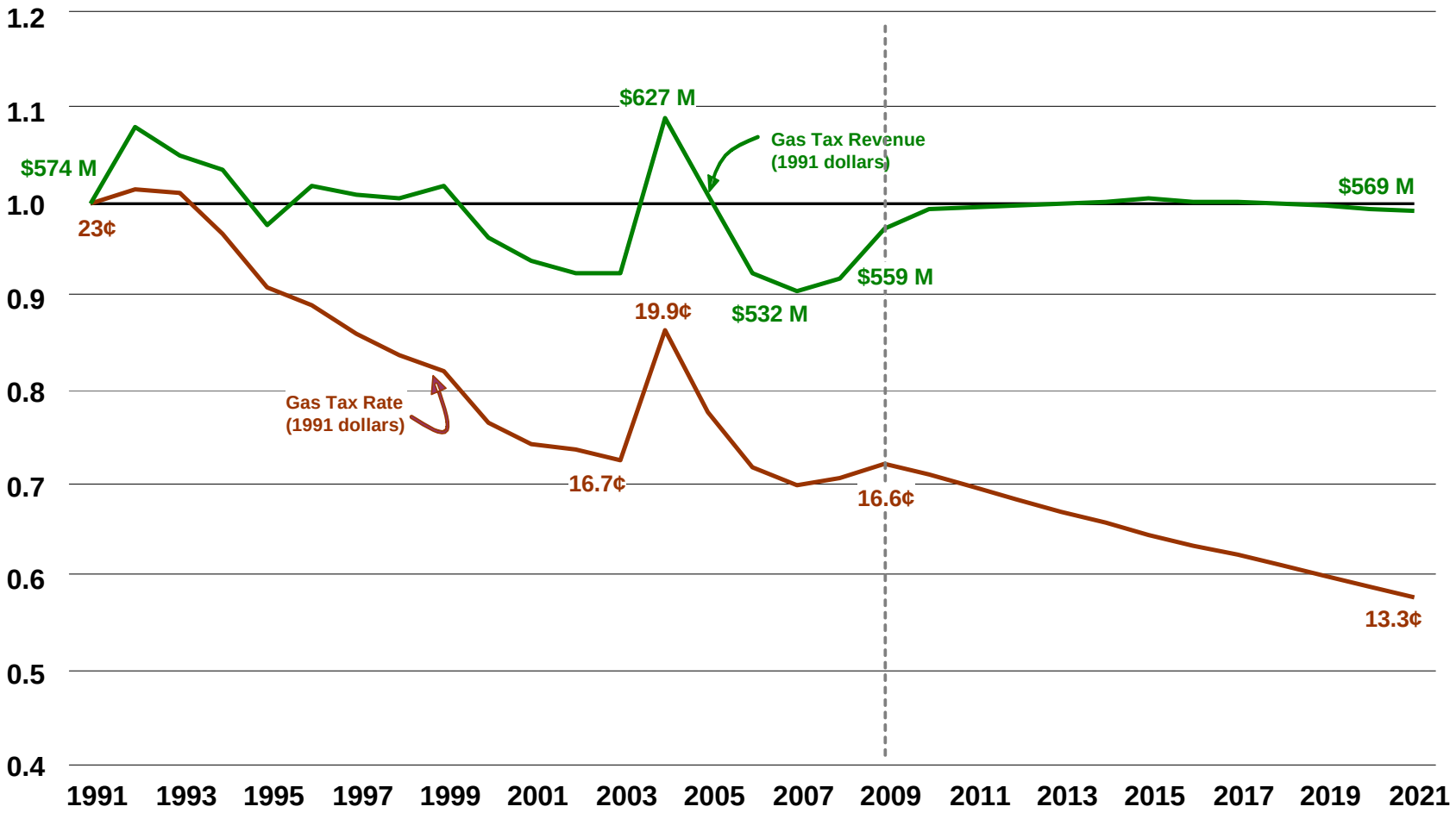
WSDOT BASE 1990 = 110
FHWA AND OTHER STATES BASE 1987 = 100
OTHER STATES: CALIFORNIA, COLORADO, OREGON, SOUTH DAKOTA & UTAH

WSDOT 2008 INDEX IS FOR QUARTER 1 & 2
FHWA INDEX DISCONTINUED IN 2007
OTHER STATES 2008 DATA IS THE AVERAGE OF CALIFORNIA, COLORADO, OREGON, AND UTAH FIRST QUARTER INDICES

NOTE: *2003 and 2004 WSDOT CCI data points adjusted to correct for spiking bid prices on structural steel*

Gas Tax Revenues are Losing Steam

Growth Rates Compared: Gas Tax Revenue, & Gas Tax Rate in 1991 dollars



NOTE: *Based on the June 2008 Transportation Revenue Forecast*

How will We Meet the Challenges of:

- Keeping up with our preservation and maintenance needs.
- Expanding the system.
- Making it safe for travelers.
- Operating the system well.

Our Vision:
The Transportation System of the Future Must Be…

Reliable

- ☑ **Maintained and preserved at the optimal levels**
- ☑ **Safer roads and fewer crashes**
- ☑ **Improved travel times for drivers and freight haulers**
- ☑ **Better reliability and choices for commuters**

Responsible

- ☑ **Cleaner air and water**
- ☑ **More efficient freight movement across our state and in and out of our state's ports**

Sustainable

- ☑ **Predictable and affordable**

Moving Washington

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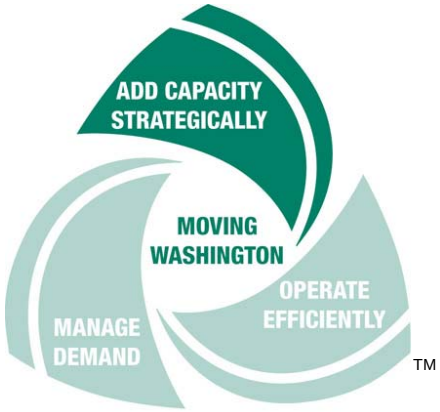
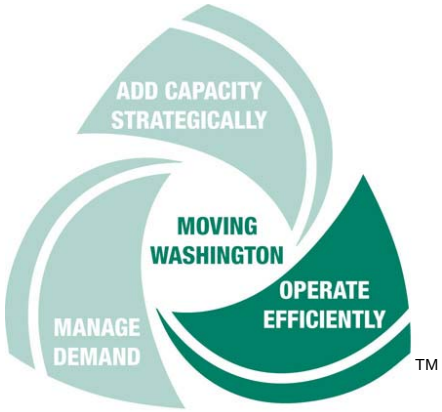
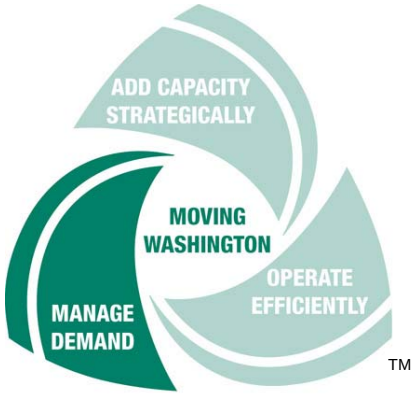
Our three-part strategy to address congestion

Improving the Performance of Our State's <u>Transportation Corridors</u> by:







Adding Capacity Strategically

Adding new capacity to our currently over-stressed transportation system is a critical component of Moving Washington.

Operating Roadways Efficiently

Moving Washington improves the system's performance and generates revenue through variable pricing and other traffic management tools.

Managing Demand

Providing more travel choices and options for people and freight helps improve the efficiency and effectiveness of our transportation system.

Adding Capacity Strategically

Moving Washington builds on current efforts and adds the next critical parts of the solution

Completing critical bridges
- SR 520 across Lake Washington
- Alaskan Way Viaduct in Seattle
- Columbia River Crossing in Vancouver

Completing corridor gaps
- I-405 in east King County
- SR 167 in King and Pierce counties
- US 395 in Spokane
- I-90 across Snoqualmie Pass
- SR 509 Sea-Tac Airport South Access

Reducing bottlenecks
- I-5/SR 18 flyover ramp in Federal Way
- SR 167 HOT Lanes extension to SR 410
- Additional lanes on I-205 in Vancouver
- Additional HOV lane on new SR 520 Bridge to I-405
- Use the eastbound shoulder of the US 2 Trestle as an additional lane during times of congestion
- Add lanes to I-5 in the Centralia vicinity
- New interchange at the junction of US 12 and SR 124

Operating Efficiently

Moving Washington improves the performance of our system

Providing real-time traveler information

- Let people know travel times and traffic conditions before and during their trips

Actively manage traffic

- Manage flow on freeways using ramp metering, and other active traffic management strategies

Using Incident Response Teams (IRT)

- Clear disabled vehicles and accident scenes more quickly to reduce traffic back-ups

Re-timing traffic signals

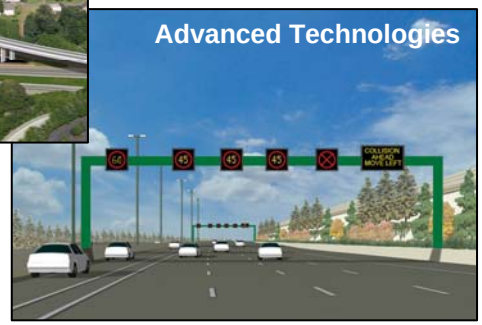
- Coordinate and adjust signal timing to improve traffic flow

Implementing express lanes

- Provide options for improved and more reliable travel times using High Occupancy Toll (HOT)/Express Lanes

Appling advanced technologies

- Pilot innovative technology to keep traffic moving smoothly and significantly reducing accidents



Managing Demand

Moving Washington provides more people with more choices

- Working with local and regional jurisdictions to carefully integrate land use and transportation planning
- Working with local and regional transit providers to improve coordination between highway, ferry, rail and transit improvements and services
- Working with local and regional transit providers to expand local and regional bus and vanpool service
- Working with local and regional jurisdictions to expand park and ride lots, add bike lanes and improve pedestrian access
- Strengthening collaborative efforts with:

Snohomish County Community Transit
Everett Transit
Intercity Transit in Olympia
C-Tran in Vancouver
Commute Trip Reduction program
Pierce Transit
Sound Transit
Spokane Transit
Amtrak Cascades
King County Metro

Moving Washington's corridor approach

Central Puget Sound Urban Corridors

- Westside Corridor
- Eastside Corridor
- Cross-Lake Corridor

Vancouver Urban Corridors

Spokane Urban Corridors

Plus:

- **Cross-State Corridors**
- **Suburban and Rural Corridors**
- **Cross-Sound Corridors**

The I-5 Westside Corridor

Interstate 5 is the primary transportation route in the state of Washington. In this corridor, stretching from Arlington to Tumwater, I-5 parallels SR 99 and SR 509 and carries the largest tonnage of truck-based freight in the state.

Moving Washington envisions an integrated approach to improving system performance:

- New express lanes from Everett to Tacoma
- Advanced traffic management technology
- Enhanced and flexible commute choices

The Moving Washington strategies applied to the I-5 Westside Corridor could reduce commute times from Tukwila and Lynnwood to Seattle by 8-10%; improve overall throughput for people and freight; and increase operating speeds during rush hours by 30%.

The I-5 Westside Corridor

Interstate 5 and the SR 509/SR 99 Parallel Corridor

Actions that will improve efficiency

- Add ramp meters at key locations to improve merging operations.
- Convert HOV Lanes to Express Lanes to move more people and vehicles.
- Automate the directional switch-over of the I-5 reversible lanes to increase throughput.
- Begin Active Traffic Management strategies including speed harmonization and lane control between Boeing Access Road and I-90—expand to between Seattle and Everett.
- Improve the operations of on and off ramps by modifying signal timing and improving turn channelization.
- Use US2 eastbound shoulder on US 2 Trestle as additional lane during congested hours.

The I-5 Westside Corridor

Interstate 5 and the SR 509/SR 99 Parallel Corridor

Actions that will help better manage demand

- Sound Transit completes the first light rail connection in the region between downtown Seattle and SeaTac International Airport.
- Expand Growth and Transportation efficiency Centers (GTECs) to encourage ridesharing, telecommuting and commuting by alternate modes of travel.
- Better manage existing park and ride lot space and expand Martin Way Park and Ride Lot.
- Expand the vanpool program serving the Westside Corridor.
- Community Transit and King County Metro implement Bus Rapid Transit service on SR 99 between Seattle and Everett.
- Build an HOV Direct Access Connection from Industrial Way to the E-3 Busway in south Seattle.

The I-5 Westside Corridor

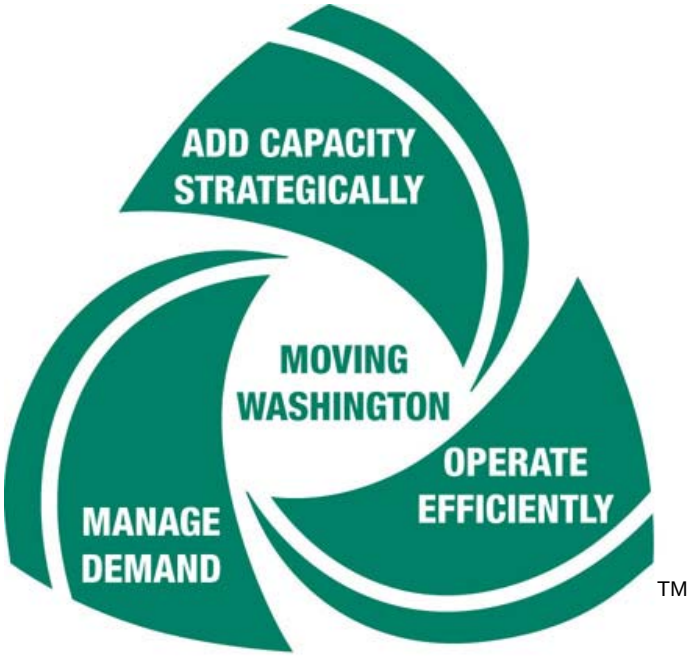
Interstate 5 and the SR 509/SR 99 Parallel Corridor

Actions that add capacity strategically

- Complete the I-5 Express Lane system between the City of Lakewood and the Pierce/King County Line.
- Reconstruct the I-5/SR 18 Interchange creating direct freeway to freeway connections.
- Add Business, Access and Transit (BAT) Lanes to SR 99 through the City of Shoreline.
- Extend SR 509 to I-5 south of SeaTac Airport and add auxiliary lanes to Interstate 5 from Des Moines to Federal Way.
- Construct a new urban interchange at the junction of I-5 and SR 96 in Snohomish County.
- SR518 third lane from I-5 to Sea-Tac.

Moving Washington improves efficiency across the state

- Construct a new bridge across the Columbia River connecting Vancouver WA with Portland OR to improve traffic safety, traffic flow and transit
- Construct I-205 Mill Plain interchange improvements in Vancouver area
- Optimize Clark County and City of Vancouver signal timing
- Add lanes to I-5 in the Chehalis vicinity
- Complete the North Spokane Corridor from I-90 to Farwell Road
- Reconstruct the I-5 Interchange in Blaine to accompany US/Canada Border Crossing modifications
- Add lanes to I-90 on Snoqualmie Pass to improve throughput for cross-state travelers and to improve the movement of freight
- Rebuild the Valley Mall Blvd. Interchange in the Yakima area
- Construct a new interchange at the intersection of US 2 and SR 97 near Leavenworth



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Our vision for Washington's transportation future