

Washington State Department of Transportation

S.A.M.E. Meet the Agencies

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Assistant Regional Administrator, Northwest Region
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WSDOT ORGANIZATION



Regions

- **NORTHWEST**
- **SOUTHWEST**
- **OLYMPIC**
- **NORTH CENTRAL**
- **SOUTH CENTRAL**
- **EASTERN**

Urban Mobility, Access, & Megaprograms (UMAM)

Washington State Ferries

Headquarters

- Olympia



WASHINGTON'S MULTIMODAL SYSTEM WSDOT

THE STATE'S TRANSPORTATION NETWORK IS A CONNECTED SYSTEM THAT MUST SERVE MANY MODES AND USERS



18,700
Highway lane miles
308
HOV lane miles



16
WSDOT-operated airports



3,344
state-owned bridges



125*
miles dedicated bike lanes
405*
miles of sidewalk within/adjacent
to WSDOT right-of-way



22
Ferries
24.3 million
passengers per year



333
miles Amtrak Cascades

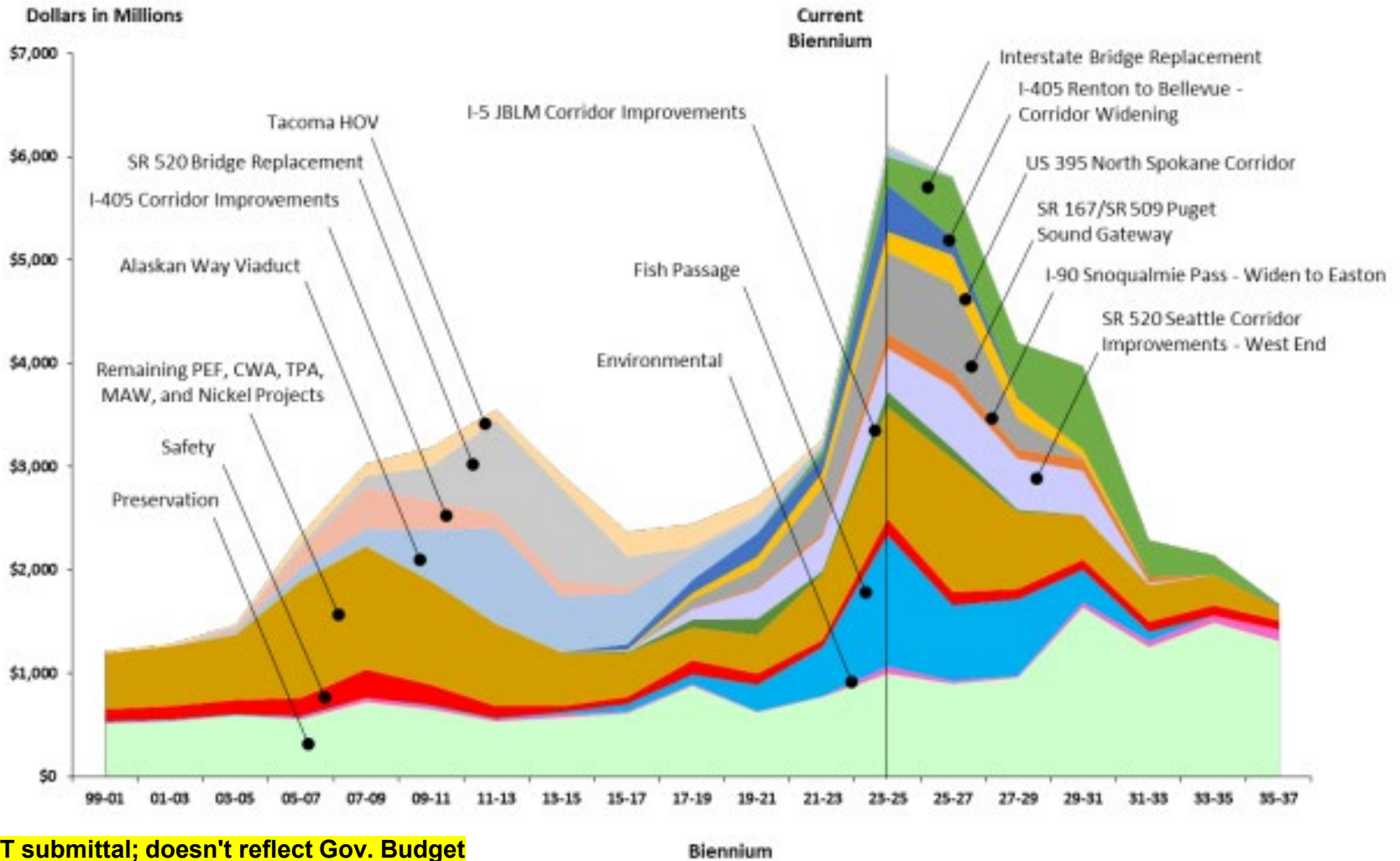


32
Transit systems

802,000
annual passengers

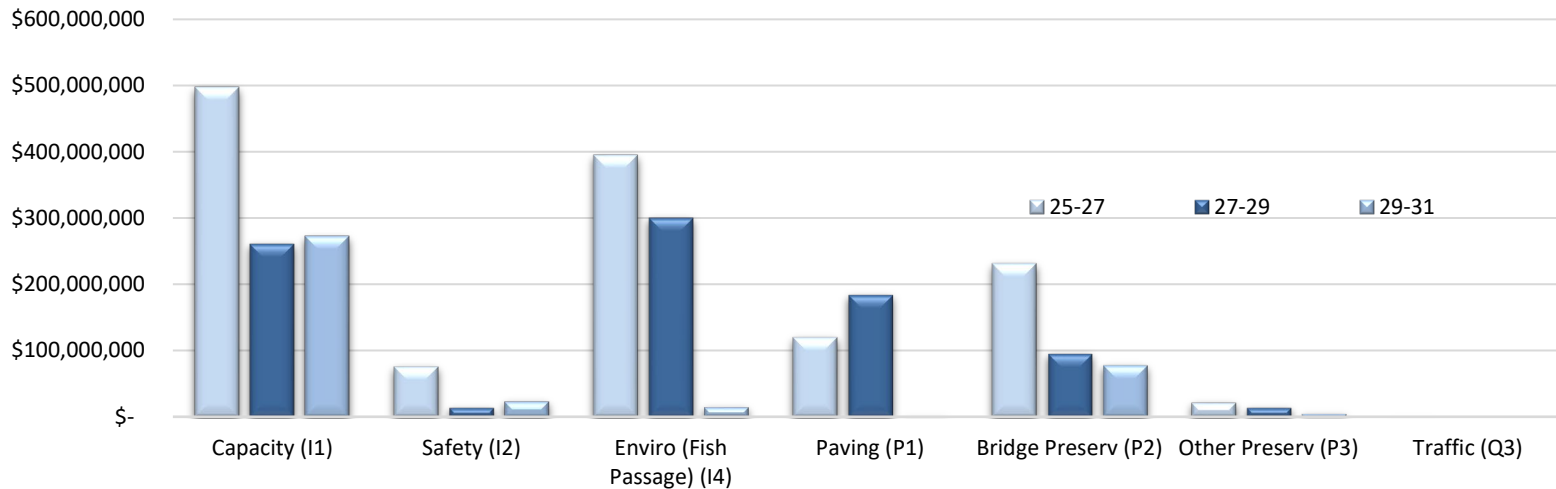
298
miles WSDOT-owned shortline
freight railroad

WSDOT Highway Construction Program with Revenue Packages 2025 Supplemental Budget Submittal



WSDOT submittal; doesn't reflect Gov. Budget

Biennial Spending Plan Comparison (Capital Programs)

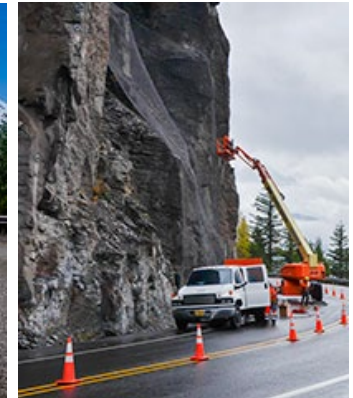


Program	25-27	27-29	29-31
I1	\$ 497,354,633	\$ 260,664,303	\$ 271,628,294
I2	\$ 76,440,314	\$ 14,317,933	\$ 24,000,000
I4	\$ 394,650,964	\$ 299,498,430	\$ 15,003,083
P1	\$ 120,411,424	\$ 183,437,118	\$ 1,323,714
P2	\$ 231,627,199	\$ 95,254,250	\$ 77,741,345
P3	\$ 21,869,024	\$ 14,296,594	\$ 4,765,099
Q3	\$ 811,000	\$ -	\$ -
Total	\$ 1,343,164,558	\$ 867,468,627	\$ 394,461,535

Northwest Region Delivery Status



- 13 - Active construction contracts in NWR
- 41 - Contracts planned for advertisement in 23-25
- 34 - Contracts planned for 2025
- 25 - Fish passage projects in/planned construction this biennium
- Fish Passage delays
 - Designing 33 projects, advertisements dependent on added funding
 - Work paused on 34 projects
- Preservation delays
 - 40% of the budget needed
- Key improvement projects continue design



Move Ahead WA Revenue Package



- **16-year, \$17 billion** transportation funding package, using the following fund sources:
 - WA Climate Commitment Act Funding
 - Federal BIL dollars
 - One-time transfer from state general fund accounts
 - License and fee funding
- **Current challenges with implementation:**
 - The package assumes an aggressive rate of delivery
 - There is uncertainty surrounding assumptions used for the federal funds as a revenue source
 - The package does not fully fund preservation, fish passage, and some large transportation projects

Move Ahead Washington investments



- \$1.5 billion for **Washington State Ferries**
 - stabilize operations
 - four new hybrid-electric ferries
 - electrify up to four existing ferries
 - electrify central Puget sound terminals
 - additional preservation
- \$1.3 billion in **active transportation** models
- \$3 billion in transit programs/investments
- \$2.8 billion towards **preservation and maintenance** – not budgeted until 2030s
- \$2.4 billion for **fish passage culverts**
- \$150 million toward continued **Ultra-High-Speed Ground transportation** work
- \$50 million for Connecting Communities, addressing historic underinvestment in **walking and biking infrastructure**
- \$1 billion for Washington’s portion of the **Interstate Bridge Replacement program**.
- \$150 million to upgrade the **PCC** to 25mph
- \$320 million for **local projects**
- Other notable project funding includes: **\$640 million to widen SR 18, \$210 million for the US 2 Trestle**

PRESERVATION



Investments needed for a State of Good Repair 2024

Asset category	Replacement value	Average annual need	Current budget annual average spending	Average annual funding shortfall
Highways (includes delivering Complete Streets with preservation funds)	\$148 billion	\$1.52 billion	\$540 million	\$980 million
Multimodal (i.e. Aviation, Public Transportation, Rail)	\$1 billion	\$140 million	\$60 million	\$80 million
Intra-Agency (i.e. IT, Facilities, Fleet, Real Estate)	\$84 billion	\$220 million	\$90 million	\$130 million
Ferries	\$6 billion	\$610 million	\$360 million	\$250 million
TOTAL	\$239 billion	\$2.49 billion	\$1.05 billion	\$1.44 billion

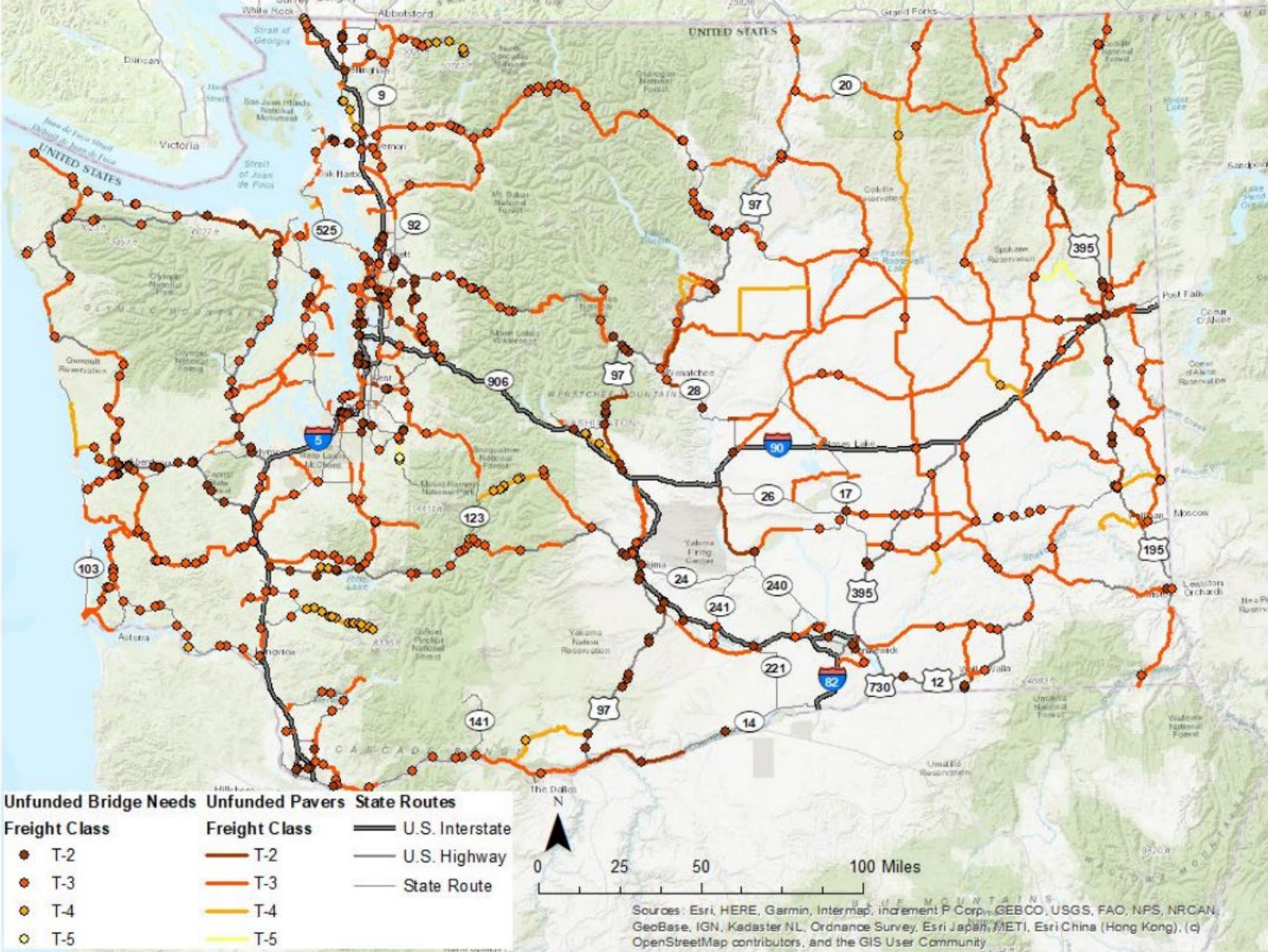
Notes: Figures in millions of dollars, rounded to the nearest \$5M.

State of Good Repair funding need is Preservation and Maintenance funding numbers combined.

It is assumed that approximately 50% of the additional Highways Preservation dollars provided by Move Ahead Washington, excluding the funding provided for Highway Maintenance, will be needed to implement the Complete Streets proposal in conjunction with those projects.

The funding numbers above (excluding Replacement Value) represent 10-year annual averages.

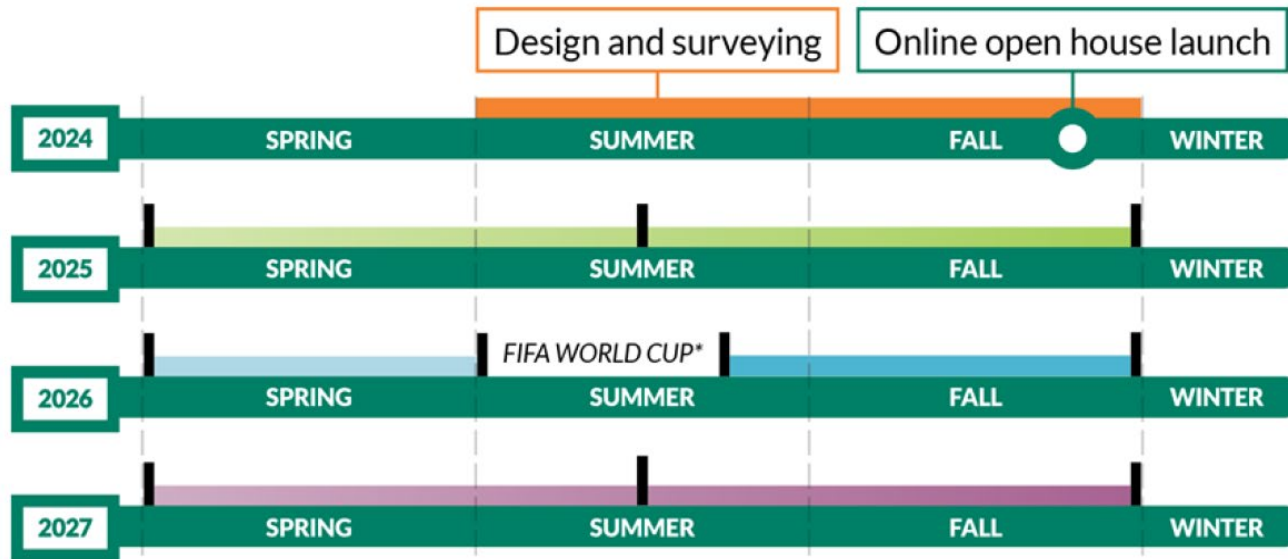
Ten-Year Preservation Needs



I-5/Yesler Way to NE 117th St – Pavement, Deck & Expansion Joints



Design-build contract awarded to Atkinson Construction in May 2024

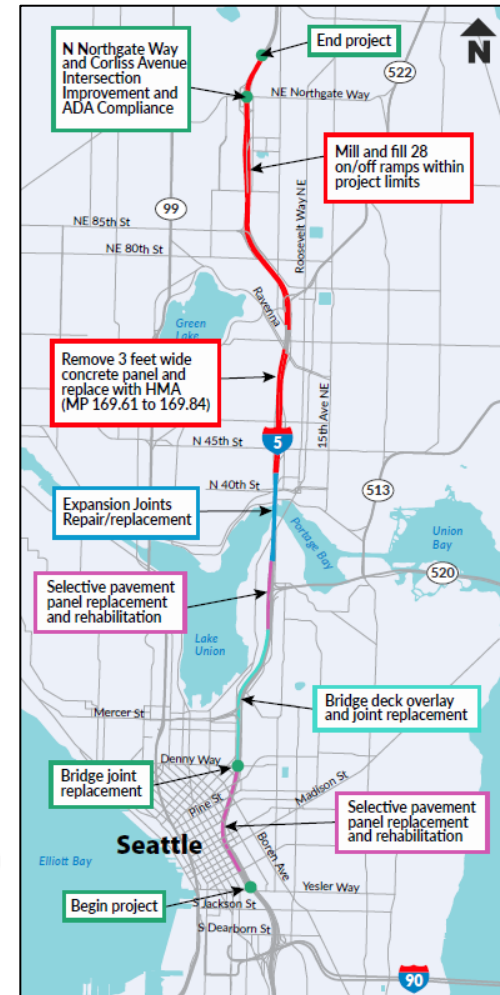


I-5 full weekend directional closure

Double-lane work zone on northbound I-5 Ship Canal Bridge from SR 520 to Northeast 45th Street

Double-lane work zone on southbound I-5 from SR 520 to Denny Way. *No major closures during FIFA World Cup

Double-lane work zone on southbound I-5 Ship Canal Bridge from Northeast 50th Street to Mercer Street.



Complete Streets



Complete Streets is a requirement in Washington state law (RCW 47.24)

Designed to “improve the safety, mobility, and accessibility of state highways ... with all users in mind, including pedestrians, bicyclists, and public transportation users”

Applies to state transportation projects \$500,000 or more that start design on or after July 1, 2022



Healthy Environment for All (HEAL) Act



RCW [70A.02.060](#) Environmental justice assessment.

(1)(a) When considering a significant agency action initiated after July 1, 2023, a covered agency must conduct an environmental justice assessment in accordance with this section

- To inform and support the agency's consideration of overburdened communities and vulnerable populations when making decisions, and
- To assist the agency with the equitable distribution of environmental benefits, the reduction of environmental harms, and the identification and reduction of environmental and health disparities.

(b) A covered agency must aspire to complete the environmental justice assessment for a significant agency action without delaying the completion of the underlying agency action.

2013 List Significant Gain Barriers (>200 meters habitat)

- Open 90% blocked habitat by 2030
- Open remaining 10% deferred habitat at the end of the structure's useful life or as part of another project

2013 List Limited Gain Barriers (<200 meters habitat)

- Correct at the end of the structure's useful life or as part of another project

Newly Identified Barriers - those identified after the 2013 List was developed

- Correct within a reasonable period of time

State Requirements

RCW 77.57.030 – Fishways required in dams, obstructions

- Requires the removal of fish barriers caused by obstructions such as road culverts

Fish Program Progress



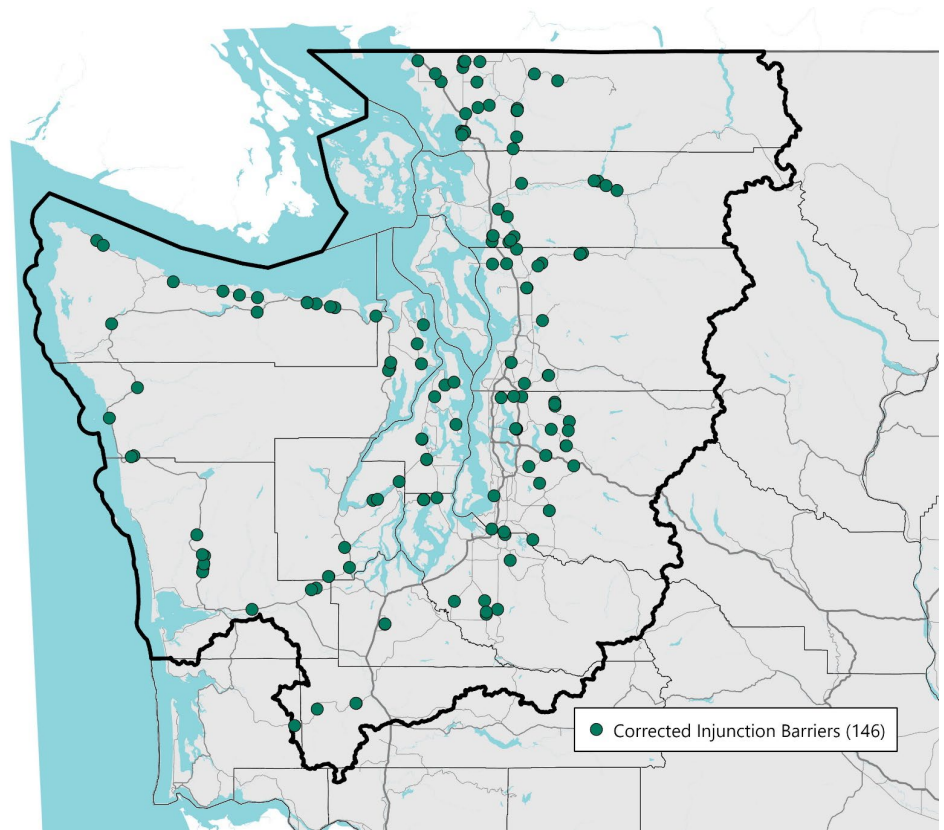
146

injunction barriers
CORRECTED



571

miles of habitat access
IMPROVED



Fish Passage – NW Region



- NWR Fish Barriers: ~642
 - Injunction barriers requiring correction: ~451
 - Injunction barriers requiring correction by 2030: ~201
- 79 barriers corrected
- 246 miles of habitat opened
- 73 more barriers under contract



Business with WSDOT



Contracts

Explore contracting opportunities, learn how to bid on contracts, find contract history and more.



Grants

Find information on grants for working in construction, public transportation grants, state rail grants and state rail loan programs.

How to do business with us

Learn about the requirements to do business with us including information about project delivery.

Support for local programs

Get help to successfully deliver transportation projects with educational, technical, and financial support for cities, counties, and other transportation partners including tribal governments, ports, and transit agencies.

<https://wsdot.wa.gov/business-wsdot>

<http://www.wsdot.wa.gov/Employment/Default.htm>

QUESTIONS?



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