

Connecting Washington

2015 Transportation Revenue Package Update



Lynn Peterson
Secretary of Transportation

Linea Laird, PE.
Assistant Secretary of Engineering
and Regional Operations

Roger Millar
Deputy Secretary

Joint Transportation Committee
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Connecting Washington invests in Washington's future

\$16 billion during the next 16 years



Enables WSDOT to fulfill its mission

Safe, reliable and cost-effective transportation options to improve livable communities and economic vitality for people and businesses.



Enhances our multimodal transportation system

Enables WSDOT to work with local partners to build bicycle paths, pedestrian walkways, and support rail and transit through grants and programs that offer multimodal options.



Maintains critical transportation infrastructure

Reduces the rate of growth in the backlog of preservation needs. Improves bridges and contributes to ongoing maintenance and traffic operations.

Connecting Washington reform bills

- Expedited permitting for structurally deficient state bridges (HB 1219)
- Transit agency coordination (HB 1842)
- Practical Design – savings applied to future preservation and unforeseen capital projects (HB 2012)
- Surplus property (SB 5820)
- Ferry construction – cost/benefit analysis for vessel procurement (SB 5992)
- Public works contracting, apprenticeships (SB 5993)
- Shoreline management act streamlining (SB 5994)
- Mobility policy goal/congestion relief (SB 5995)
- Environmental permit streamlining (SB 5996)
- Project delivery – encourages design-build (SB 5997)

2015 Legislative Session's Environmental Reform Laws (Part 1 of 2):

HB 1219 WSDOT's Structurally Deficient Bridges

- New statutory SEPA exemption (similar to recent SEPA rule)
- Allows WSDOT the option of using the expedited contracting in law for emergency protection of highways (RCW 47.28.170)

HB 1851 City & County Structurally Deficient Bridges

- Directs Dept. of Ecology to amend SEPA rules allowing locals same exemption that WSDOT has for replacing structurally deficient bridges
- Allows locals to use optional expedited contracting

2015 Legislative Session's Environmental Reform Laws (Part 2 of 2):

SB 5994 Streamline state and local permits for WSDOT

- 90-day local permits with new tracking & report due each March
- Sets up a NEPA/SEPA workgroup & report due Dec. 2016
- Shoreline Management Act exemption for maintenance activities and safety projects (*caution* on projects over \$1 million)

SB 5996 Reform focused on our capacity to meet environmental commitments

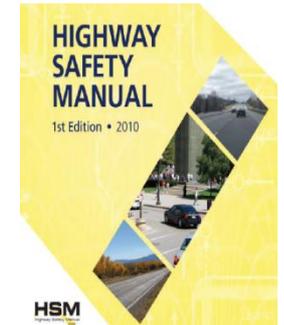
- Codifies several of our internal reforms related to compliance, positive relationships, training, MAPT, and accountability
- Report annually on permit violations
- Adds a new process for considering off-site mitigation using local fish barriers

Practical Solutions - What we are doing?

- Support decisions that will focus on the need for the project
- Move from a standards-based to performance-based designs
- Empower agency staff to make decisions
- Provide tools that support decision making
- Support our staff through training and development

How WSDOT defines Practical Solutions

- **Performance Based** vs. Standards Based
- Focus on **need** and **least cost solution**
- Results geared to benefit the Transportation **System**
- Emphasis on **Community Engagement**
- **Interdisciplinary** and **collaborative** decision making
- Design based on **context** → **land use** and **transportation**
- **Data driven** strategies



Practical Solutions integrated with Connecting Washington implementation

Practical Solutions Committee formed in September 2015

- Composed of WSDOT leadership team, programs, modes, regions; FHWA
 - Multidisciplinary review of every Connection Washington Project
 - Identifying best practices for statewide implementation
- Forum for learning and sharing how we will deliver at the lowest cost
 - Discuss the problem or problems that need to be fixed
 - Discuss how community was engaged and partnerships formed
 - Discuss the strategies explored – multimodal, demand management, operational and incremental solutions
- Encourages innovation and creativity in design approach
 - Savings achieved now will fund future preservation and capital projects

Next Steps

- WSDOT Design Manual – big changes in 2015, 2016
- Priority training needs
 - Practical solutions/project development process training
 - Multimodal design training
 - Highway Safety Manual Implementation
 - Later... LCP and multi-strategy cost estimating

Locally Led Connecting Washington Projects – Moving Forward

- WSDOT is varying the level of engagement with each local agency depending on location of improvement
 - State system improvement/connection
 - Local facility improvement
- WSDOT meeting with local agencies to gain an understanding of their project status and how they arrived at their solution
 - Including multi-funding partnerships
 - Results they are trying to achieve
 - Sharing success of Practical Design

| <u>Locally Led Projects</u> | <u>Total</u> |
|---|----------------|
| Local Earmark Improvement Projects * | 383,498 |
| Tier Bicycle and Pedestrian Safety Projects | 89,006 |
| Pedestrian and Bicycle Safety Grant Program | 75,004 |
| Safe Routes to Schools Grant Program | 141,100 |
| TOTAL | 688,608 |

(Dollars in Thousands)

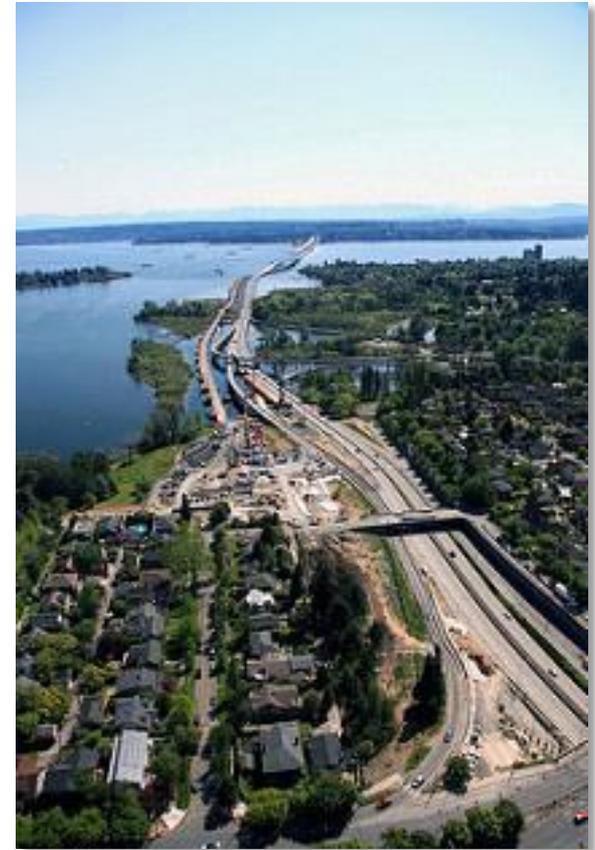
2015 Highway Construction 6-Year Plan updated for new revenue

- Six-year plan complies with FHWA requirements
 - Published July 2015, updated for Connecting Washington revenue
- Benefits
 - Improved coordination with local governments and increased opportunities for strengthening partnerships
 - “Over programming” to leverage other states’ unused federal obligation funds
- Prioritized projects based on high-benefit/low-cost philosophy
- Focuses on detailing investments associated with legislative programmatic investments; including Safety Improvements; Environmental Retrofits; Roadway Preservation; Structures Preservation; Other Highway Facility Preservation

Funds new road projects and finishes other started under Nickel and TPA

State and local road projects \$9.7 billion

- SR 167/SR 509 Gateway project - \$1.9 billion
- SR 520 “Rest of the West” - \$1.6 billion
- I-405 Lynnwood to Tukwila Corridor Improvements - \$1.3 billion
- US 395 North Spokane Corridor - \$878.9 million
- I-90 Snoqualmie Pass – \$426.4 million
- Improves safety at SR 18/I-90, US 2, SR 20 and others
- \$300 million for fish barrier removal

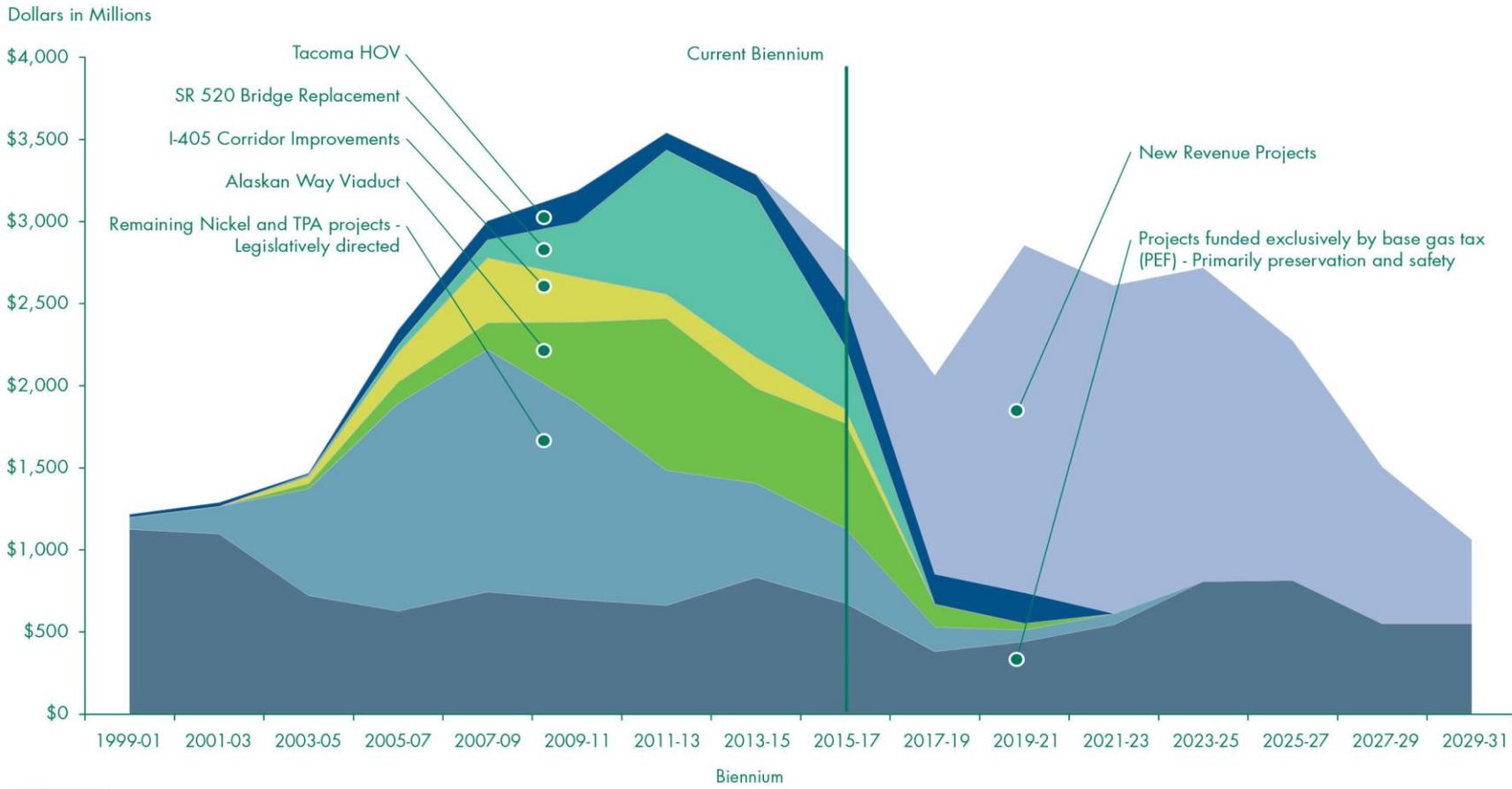


Aerial view of SR 520 corridor

2015 Current Law and New Law Legislative Budget – Highway Construction Program

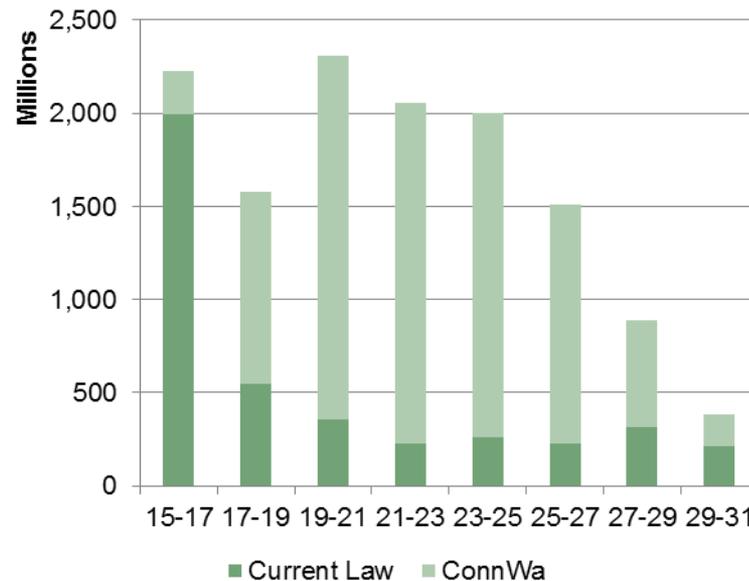
Program Total with Select Mega-Projects Highlighted

(Excludes sub-program I6)



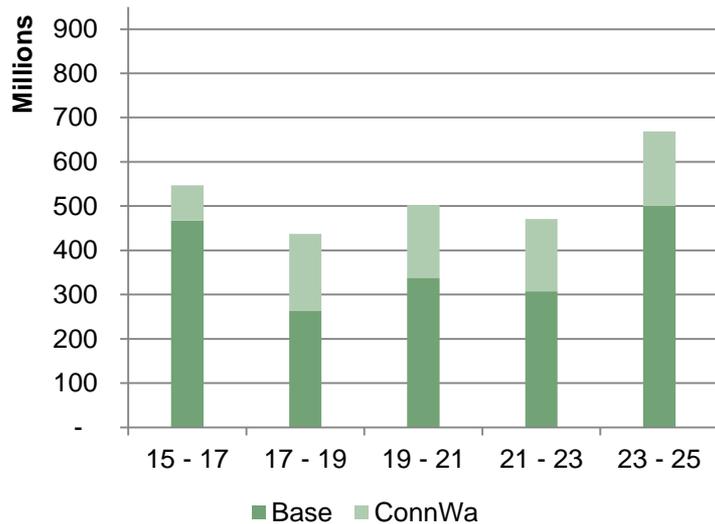
WSDOT's Improvement Program Outlook

Improvement Funding

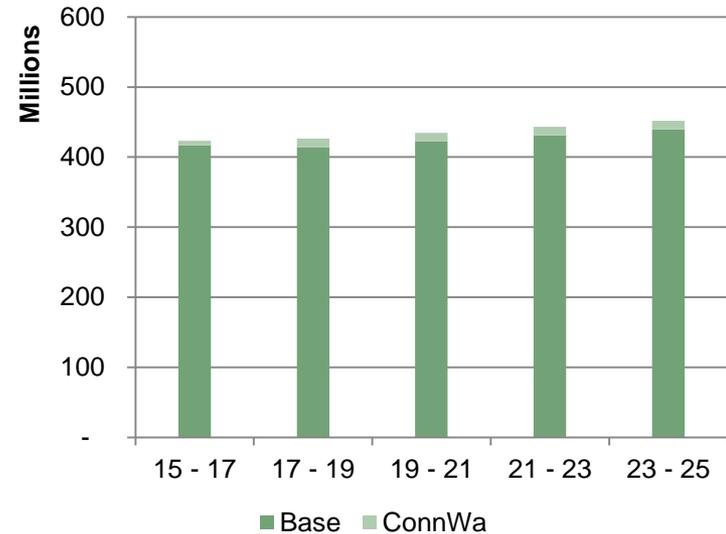


WSDOT's Maintenance and Preservation Programs Outlook

Preservation Funding



Maintenance Funding



Recognizes the importance of preserving our aging infrastructure

\$1.4 Billion: Reduces the rate of decline for pavements & bridges

- Currently have 3,000 past due lane miles of pavement
 - Connecting Washington will reduce the backlog by 270 lanes miles 2015-17
 - Reduces another nearly 600 lane miles in 2017-19
- Prioritized roadway preservation:
 - Highest priority projects – avoid pavement reconstruction
 - Next, projects that convert asphalt to chip seal, as appropriate
 - Remaining projects ranked by cost-effectiveness and traffic
- Legislature identified specific bridges in the next six years
 - SR 241 Mabton Bridge; US 12 Wildcat Bridge; SR 107 Chehalis River Bridge
- Addresses critical bridge needs; eliminates most weight restriction on deficient bridges
- \$150 million for ongoing maintenance and traffic operations

Fish Passage

Fish Passage Funding from 15-17 through 29-31 Biennia:

- Current Law \$232M *
- Connecting Washington \$300M
- Total Funding for Fish Passage \$532M

Provides for about 55%-60% of potential lineal habitat gain

* This amount includes \$6.2 million of unspent funding from 13-15 being aged into future biennia as part of our supplemental request.

Fish Passage

15-17 Funding

- WSDOT received \$87.5M for barrier corrections
- WSDOT plans to correct 21 barriers in 2016
- Additional barriers will be corrected within other transportation projects

Fish Passage

Additional Funding Option (16 year totals):

- Current Law and CW \$532M
- Additional Funding* \$143M
- Total Funding for Fish Passage \$675M

Provides for approximately 60%-65% of potential lineal habitat gain

* WDSOT is continuing to advocate for a minimum of \$80 million per biennium as an initial amount to begin compliance with the court injunction.

Fish Passage

Status of the US v WA Appeal:

- Oral arguments to 9th circuit October 2015
- Outcome and timing of decision is unknown
- Injunction remains in effect unless court determines otherwise

SR 203 Coe Clemons Creek WRIA 7

Before



6 ft wide box culvert



New 25 ft wide bridge

After



During

Questions?

Contact:

Linea Laird, PE

WSDOT Assistant Secretary for Engineering and Operations

360-705-7032

LairdL@wsdot.wa.gov