

Transportation 101

Supplemental for Skagit, Island & Whatcom Counties

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In 2003 and 2005, the Governor and the Legislature took action to improve the transportation system

WSDOT has a good track record for on-time, on-budget delivery

Skagit, Island & Whatcom

- **Nickel and TPA gas tax supported \$339 million in investments**
- **WSDOT has delivered 32 of 35 projects funded by 2003 & 2005 gas tax**
 - Two remaining projects: *I-5 Downtown Bellingham Ramp Reconstruction* and *SR 11 Padden Creek Fish Barrier Removal*, will be completed by Fall 2013.
 - *SR 20 Sharpes Corner* is tentatively scheduled for construction in 2017.
- **Project Delivery**
 - 94% of projects completed early or on time;
 - 81% of projects completed early or on time and on or under budget.

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WSDOT has a good track record for on-time, on-budget delivery

Projects funded by the 2003 and 2005 packages include:

- **Skagit: SR 20, I-5 to Fredonia** \$91.9 million – completed in 2009.
 - Connecting I-5 to Anacortes via 4 lane divided highway
 - Improved safety and travel time
- **Island: SR 20, Quiet Cove Road to SR 20 Spur** \$21.3 million – completed in 2009
 - Straightened the highway, improved sight distance, added turn lanes
 - Improved safety
- **Whatcom: SR 539, Tenmile Road to Lynden** \$102.1 million – completed in 2010
 - Connected north Bellingham to Lynden via 4 lane divided highway
 - Improved safety and travel time

Transportation revenue is limited, committed and doesn't keep up with inflation and growing demand

Current funds are not adequate to meet basic maintenance and operation needs

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



-9½¢ 261 specific transportation projects statewide*
(2005 Transportation Partnership Projects)

Funded 421 projects, 10,000 jobs annually



-5¢ 160 specific transportation projects statewide
(2003 Nickel Package projects)

23¢ Base gas tax



-11¢ Supports cities and counties for local roads



-4¢ Supports debt service to reduce bond debt that funded past highway and ferry projects



8¢ Remains for maintenance and operations, as well as preservation, safety improvements and congestion-relief projects for state highways and ferries

* Of the 9½ cents, 8½ cents is used by the state for highway projects, 1 cent goes to cities and counties for improvements to streets and roads.

Federal revenues likely will stay the same or decline

Funding levels are uncertain and SAFETEA-LU is under temporary continuation

Recent federally-funded projects

- **I-5 NB/Joe Leary Slough to Nulle Road Paving** \$19.7 million – completed in 2011 (Skagit)
- **I-5, SR 532 to Starbird Road – Concrete Rehabilitation** \$6.5 million – completed in 2010 (Snohomish/Skagit)
- **I-5 & SR 539, Advanced Traveler Information Systems** \$3.0 million – to be completed in 2013 (Whatcom)
- **I-5/Blaine Exit I/C Improvements** \$4.6 million - completed in 2010 (Whatcom)
- **SR 20/Morris Road to Jacobs Road Safety Improvements** \$3.0 million - to be completed in 2015 (\$1.8 million from federal Scenic Byway Grant) (Island)

Unfunded investments

I-5/Cook Road Interchange Vicinity Improvements

Funding needs:
\$3.2 million

Fix is needed for long delays and backups at the northbound off-ramp



Project benefits

- Reduces the traffic backups and potential for rear-end collisions on this busy off-ramp (4,400 ADT)
- Improves traffic flow, particularly for trucks headed to local businesses and Sedro-Woolley industrial areas

Unfunded investments

SR 20/Sharpes Corner Vicinity – Intersection Improvements

Funding needs:
\$30.8 million

Project is needed to improve traffic flow and decrease rear-end collisions in this heavily traveled corridor



Project benefits

- Makes the roadway safer for drivers (30,000 ADT)
- Improves traffic flow on the only route to and from Anacortes and Whidbey Island
- Replaces signal with roundabout
- Finishes TPA project - 30% design completed before project was shelved in 2009.

Unfunded investments

SR 539/ Lynden-Aldergrove Port of Entry improvements

Funding needs:
\$6.9 million

Project is needed to relieve long traffic backups in an area with growing freight and traveler needs.



Project benefits

- Adds NEXUS for trusted travelers – crossing time less than 5 minutes
- Reduces border wait times (45 min peak delay)
- Facilitates international trade by adding two separated truck lanes
- Removes a key bottleneck

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