WSDOT Virtual Tour of Bellingham / Whatcom County

Washington State Transportation Commission

Jay Drye, Assistant Regional Administrator
Northwest Region - Mount Baker Area
June 16, 2020
WSDOT in Whatcom County

Transportation Matters

Asset Management

WSDOT Organization

WSDOT Projects
Transportation Matters

Economy
• Washington is one of the most trade-centric states in the nation

Quality of life
• Affordable housing
• Public health
• Access to nature, recreation

Social equity
• Percentage of family income spent on transportation highest for the least well off
• Approximately 20% of Washingtonians don’t hold a driver’s license
• Transit and active transportation investments provide access to opportunity
Washington’s Multimodal System

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
- 3,344 state-owned bridges
- 22 Ferries
- 24.3 million passengers per year
- 32 Transit systems
- 16 WSDOT-operated airports
- 125* miles dedicated bike lanes
- 405* miles of sidewalk within/adjacent to WSDOT right-of-way
- 333 miles Amtrak Cascades
- 802,000 annual passengers
- 298 miles WSDOT-owned shortline freight railroad
Where does the gas tax go?

Where Does the 49.4¢ State Gas Tax Go?

- 17.6¢ (37%)
- 8.0¢ (16%)

2020

Where Will the 49.4¢ State Gas Tax Go?

- 24.9¢ (51%)
- 8.0¢ (16%)

2029

* Includes operations, maintenance, preservation and safety improvements.

** Includes funding for projects specified in the 2003 Nickel, 2005 Transportation Partnership, and 2015 Connecting Washington acts, as well as funding to pay off bonds funded by pre-2003 fuel tax.
<table>
<thead>
<tr>
<th>(Millions of dollars)</th>
<th>Replacement Value</th>
<th>Average Annual Need</th>
<th>Current plan annual average spending</th>
<th>Average annual funding shortfall</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highways</td>
<td>$109,390</td>
<td>$665</td>
<td>$335</td>
<td>$330</td>
</tr>
<tr>
<td>Multimodal (i.e. Aviation, Public Transportation, Rail)</td>
<td>$600</td>
<td>$110</td>
<td>$20</td>
<td>$90</td>
</tr>
<tr>
<td>Intra-Agency (i.e. IT, Facilities, Fleet, Real Estate)</td>
<td>$66,480</td>
<td>$125</td>
<td>$70</td>
<td>$55</td>
</tr>
<tr>
<td>Ferries</td>
<td>$4,940</td>
<td>$340</td>
<td>$125</td>
<td>$215</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$181,410</strong></td>
<td><strong>$1,240</strong></td>
<td><strong>$550</strong></td>
<td><strong>$690</strong></td>
</tr>
</tbody>
</table>
Revenue challenges in the “new normal”

Financial implications of Stay Home orders

• Experienced significant reductions in travel:
  o Vehicle traffic – down 45% average
  o Ferries ridership – down 75% average
  o Transit ridership – down 75% average
  o Amtrak Cascades ridership – down 95% average
  o Use of toll facilities – down 42-77%

• Projects suspended for safety are incurring costs to restart

• Official revenue forecast in June; currently, estimated $100 million in lost revenue per month for all transportation agencies; 35% of our average monthly revenue collections

• 85% of our budget comes from state revenue sources and bonds
Revenue challenges in the “new normal”

Many demands while revenue is down

- COVID-19: Estimated fuel tax revenue loss for transportation agencies is $100 million per month
- I-976: Estimated $360 million revenue loss in 2019-2021 budget
- Fish passage federal obligations: $3.1 billion needed through 2030
- Seismic retrofit: at least $1.5 billion needed to protect bridges in Western Washington
- Maintenance and preservation: $7 billion needed through 2030

WSDOT’s immediate actions:

- Stayed on winter ferry schedule due to significant passenger reductions
- Deferring both permanent and non-permanent new hires
- Discontinuing out-of-state travel
- Suspending new consultant contracts and task orders
- Holding off Transportation Equipment Fund and other major purchases
- Working with Congressional delegation to request federal funding backfill for lost revenues

Preparing recommendations for the Governor and the Legislature

- Reductions to WSDOT operating programs
- Deferrals of capital investment
- Pivot to respond to lessons from COVID-19
WSDOT Organization

Regions
• Northwest
• Southwest
• Olympic
• North Central
• South Central
• Eastern

Mega Projects

Washington State Ferries (WSF)

Headquarters
WSDOT Northwest Region

Mount Baker Area
  Whatcom
  Skagit
  San Juan and Island Counties

Snohomish-King Area
  Snohomish and King Counties
Overview of the area
WSDOT fish passage inventory - Whatcom County
Current fish passage projects in Whatcom County

- I-5/SR 548 California Creek – Fish Passage - 2020
- I-5 & SR 11 Padden Creek - Fish Passage - 2021
- SR 546 – Fish Passage - 2021
- SR 544 – Fish Passage - 2021
- SR 11/Hoag’s Creek – Fish Passage - 2020
Current preservation projects in Whatcom County

- I-5/Squalicum Creek to Nooksack River Concrete Pavement Rehabilitation - 2027
- I-5/SB Nooksack River to Blaine - 2026
- SR546/SR539 to SR9 Pavement Rehabilitation - 2024
- I-5/Squalicum Creek to SR539 Bridge Decks - 2025
Preservation projects deferred in Whatcom County

SR539/Birch Bay-Lynden Road to SR 546 – Paving - 2023

I-5/Bakerview Road Interchange & Ramp – Paving - 2028

I-5/Northwest Ave Interchange & Ramp – Paving - 2028

SR9/Sedro-Woolley to Sumas (BST) – Paving - 2028
Connecting Washington projects in Whatcom County

- I-5 Slater Rd. Interchange 2021 - 2025
- SR 539/Guide Meridian – Birch Bay Lynden Rd. to Border 2023 - 2027
- Thornton Rd. Overpass (Ferndale) 2019 - 2023
- SR 548 / Bell Rd. 2019-2021 – (partially funded)
- I-5 / Northbound on-ramp at Bakerview 2019-21 (DELAYED)
- Orchard Street Connector (Bellingham) 2019-2021
Questions?

Jay Drye, PE
Assistant Regional Administrator
Northwest Region – Mount Baker Area
Washington State Department of Transportation
360-757-5990
dryej@wsdot.wa.gov