

Beyond Tomorrow Statewide Planning Overview

Laying the Foundation for Washington's Transportation Future

Marshall Elizer, Assistant Secretary of Transportation
Multimodal Development and Delivery

Kerri Woehler, Multimodal Planning Division Director

Washington State Transportation Commission Meeting
July 15, 2020

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

*Most sidewalks/bike lanes are controlled by local jurisdictions

Washington's Statewide Connected, Integrated, Multimodal Roadway System

- **County roadway systems**
 - 78,720 lane miles
 - 3,329 bridges
- **City roadway systems**
 - 35,976 lane miles
 - 783 bridges
- **State roadway systems**
 - 18,699 lane miles
 - 3,344 bridges
- **Total ALL roadway systems**
 - 167,784 lane miles
 - 7,456 bridges



Plus more facilities owned by DNR, State Parks, Ports, Railroads, Tribal, US Forest, National Parks

Challenges today; opportunities for the future

- Washington has transportation challenges in many contexts...rural, suburban and urban...including:
 - Initiative 976
 - Over 10 deaths weekly on our transportation system
 - State of Good Repair
 - Cascadia Subduction Zone earthquake
 - Federal treaty obligations regarding fish passage
 - Revenue challenges in the “new normal”
- With these challenges comes an opportunity to rethink how we prioritize, program and fund investments to the system to:
 - Become better stewards of the entire transportation system
 - Go beyond addressing immediate wants and needs
 - Build a long-term vision for the future, working with the people we serve
- First, some short-term recommendations...



10-year unfunded needs to meet WSDOT system policy goals vs current appropriation



* Capital based on 19legfin project list; excluding program v projects; Operating based on 20Gov001

Difficult Trade-Offs



- At current funding levels, and with I-976, WSDOT does not expect to meet federally required 10-year condition targets
- In the current plan, starting in 2021-23 and beyond, WSDOT is evaluating investing in:
 - Access-controlled ramp paving
 - Paving on roadways with lower speed zones (40-45mph or less)
- Strategies are fundamentally about reducing the rate of deterioration – not about improving the condition of infrastructure
- We're not funded to make the right investments at the right time, which increases costs over time

WSDOT “Five Buckets” Investment Priority Framework

Bucket Name	Definition
State of Good Repair	Investments that contribute to the physical condition and operational performance of an existing asset
Safety	Investments that improve the overall safety of our multimodal transportation network as defined by Target Zero
Transportation Systems Operations & Management	Investments in system management to maximize the operational efficiency of existing system features
Transportation Demand Management	Investments that provide people more choices in how they travel, freeing much needed highway capacity
Focused System Expansion	Investments in system expansion for additional capacity, regardless of mode

Looking Ahead to the New Normal

Revenue challenges in the “new normal”

Financial implications of Stay Home orders

- Experienced significant reductions in travel:
 - Vehicle traffic – down 45% average
 - Ferries ridership – down 75% average
 - Transit ridership – down 75% average
 - Amtrak Cascades ridership – down 95% average
 - 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

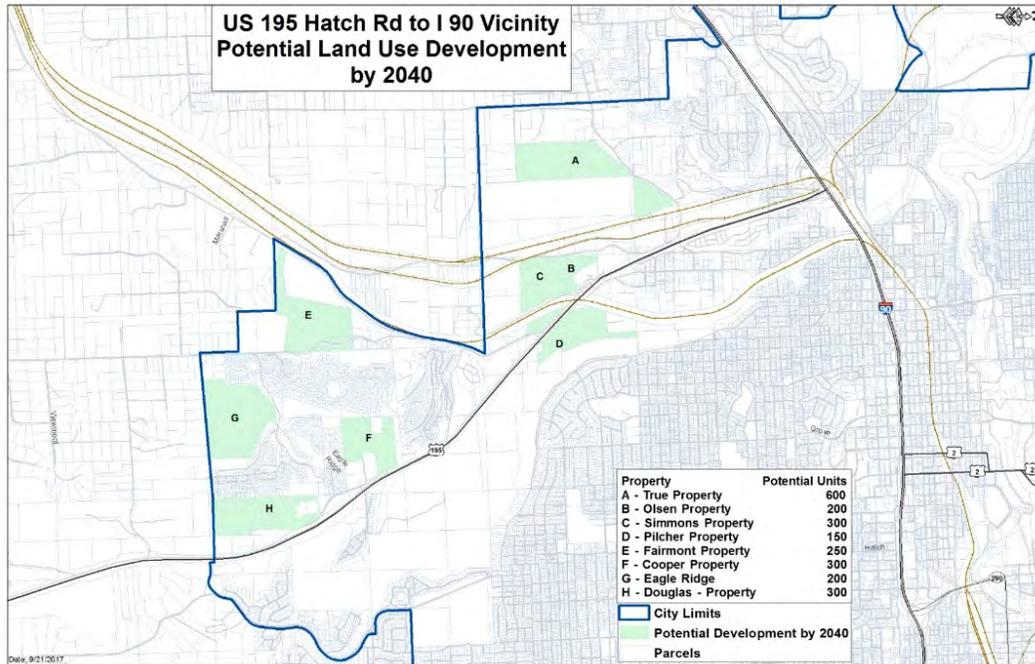




Response to Challenges

Resilience

- Safety and system operation program
- \$7 billion system preservation need (and growing)
 - Highways and bridges
 - Ferries
 - Train sets
 - Facilities and equipment
- \$1.5 billion [bridge retrofit](#) need
- \$3.1 billion [fish passage](#) obligation
- Significant projects
 - [I-5 Columbia River Bridge](#)
 - [US 2 Trestle](#)
 - [SR 18](#)
 - [Complete I-405/SR-167 Master Plan](#)
 - [I-5 System Partnership](#)
- 10-year need, none of this is funded



Response to Challenges

Governance/Financing

- Linking land use decisions with transportation investment and management strategies



1999 plans for infrastructure build-out

Next steps

This is a unique opportunity to rethink our old models

- Work with partners and stakeholders to recommend policy decisions
- Re-examine how we use our transportation infrastructure and systems – accommodate all people and modes
- Ensure our policy and program decisions are equitable and inclusive
- Explore how we operate in a modern work environment
- Look for new, flexible sources of revenue
- Emphasize resilience and select flexible, adaptable investment strategies that can be effective in an uncertain future



What's Next? Ongoing Studies/Planning

What is planning's purpose?

Public investments in transportation should achieve these policy goals:

- **Economic vitality**
- **Preservation**
- **Safety**
- **Mobility**
- **Environment**
- **Stewardship**

“Transportation planning must be cooperative because no single agency has responsibility for the entire transportation system.”

How?

- Performance-based
- “3C’s Planning”: comprehensive, cooperative, continuous



Why is planning important when we're in the middle of a pandemic?

Why is planning important when we're in the middle of a pandemic?

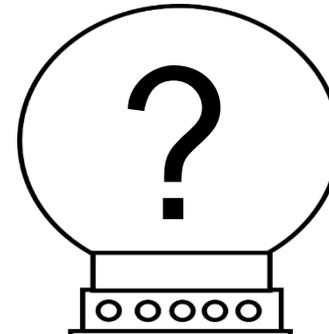


Working Together

How will planning adapt and evolve?



Prioritizing Needs



Future Proofing

What's next?

WSDOT's job is to provide data and work with partners to inform investment decisions. There are immediate, mid-term and long-term efforts:

JTC Study – Legislatively directed, 10 year, comprehensive assessment of statewide transportation needs, priorities and funding options

Highway System Plan update – Blueprint for preserving, maintaining, improving and operating state-owned roadway system for next 20 years

Investment Strategy – Our long-term vision is to be aligned with our partners so that we have a unified transportation investment recommendation to the Legislature.

Ongoing Planning to Inform Investments

Near-Term

JTC Study informs
21-23 Budget Preparation



Mid-Term

Highway System Plan



NEW



Project Evaluation Proviso

Long-Term

Investment Strategy



Highway System Plan (HSP) for All Modes

WSDOT is updating the highway system plan to identify program and financing needs to:

- Preserve and maintain the existing state highway system.
- Improve safety.
- Maximize operational efficiency.
- Provide people with travel choices.

The plan will meet our collective responsibility to protect and leverage past taxpayer investment before investing in multimodal system expansion consistent with RCW 47.06.050.

HSP objectives

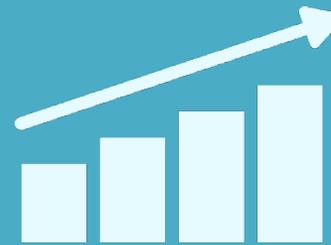
Community Engagement



Address Highway Modes



Apply Financial Constraint + Forecast Assumptions



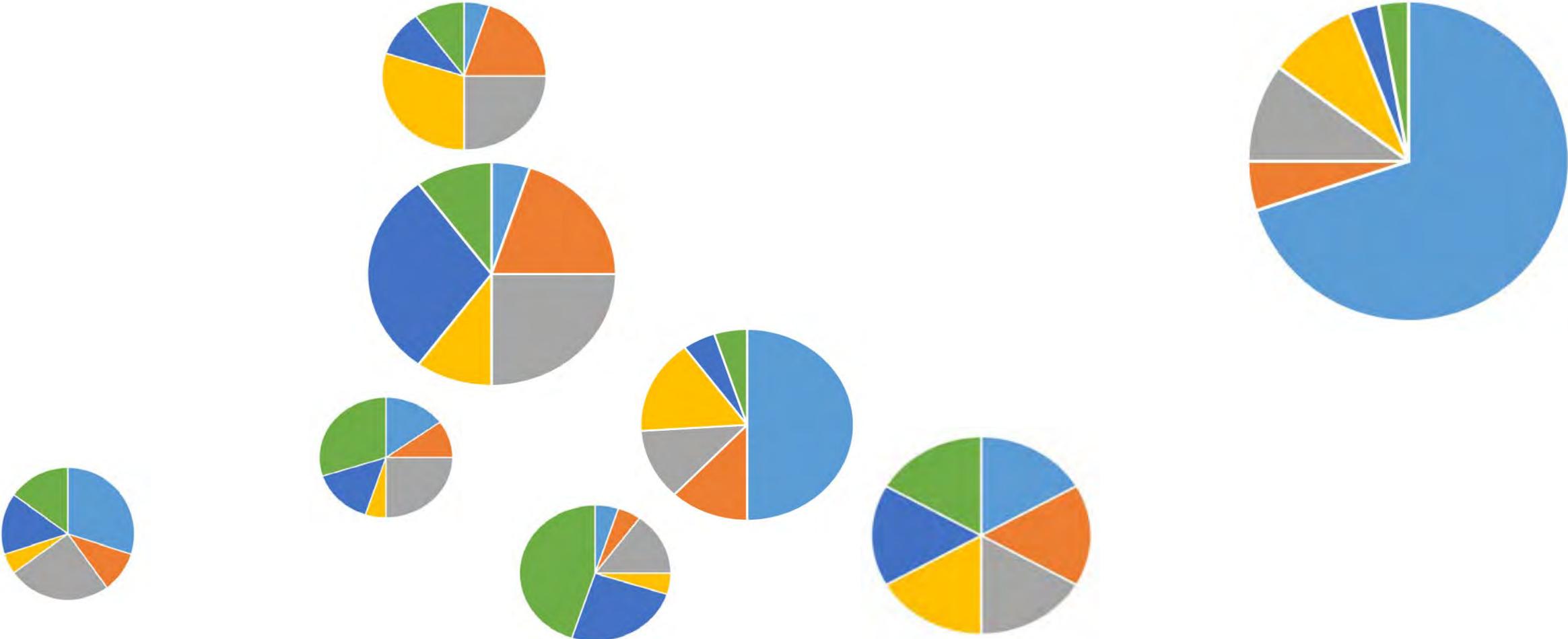
Analyze Programmatic Investments



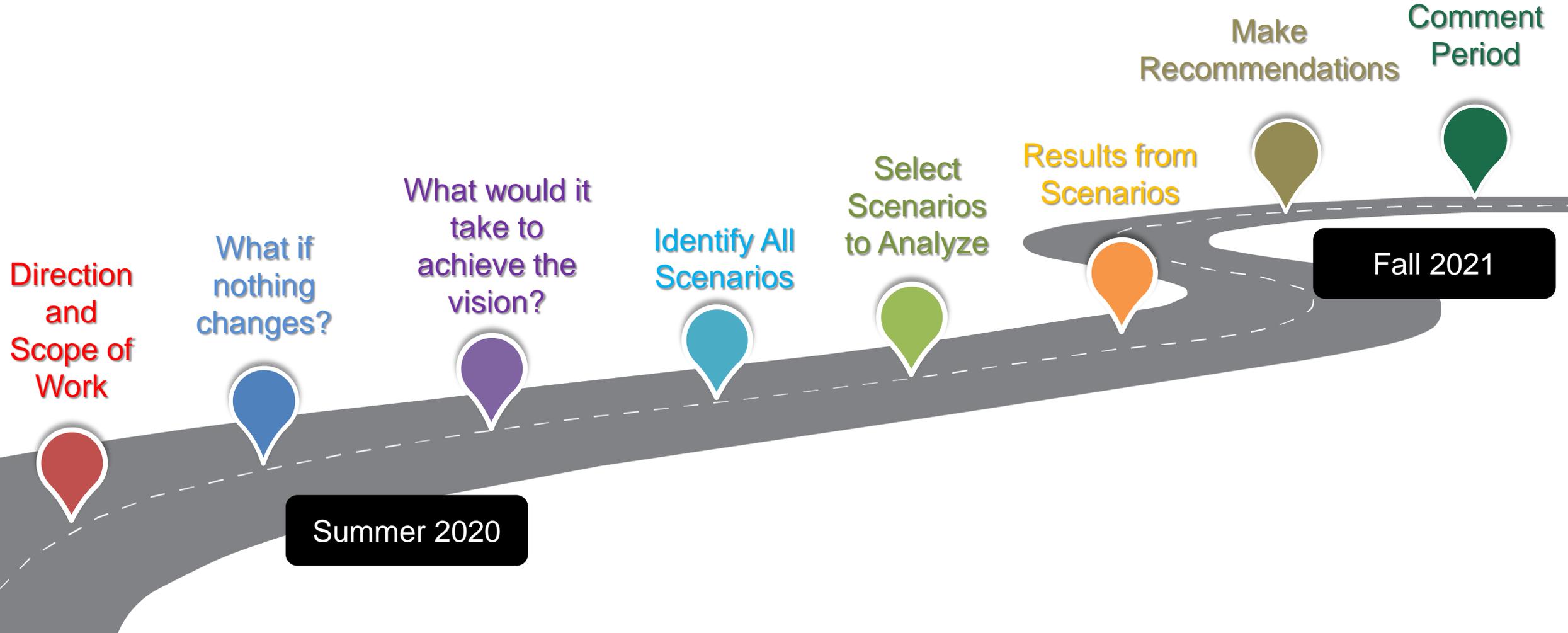
Develop Project Evaluation Criteria



Plan approach - It's like a family budget



Highway System Plan milestone road map



Investment Strategy Purpose

Provide the legislature with well-coordinated and fact-based information

WSDOT and MPOs/RTPOs working together to establish a mutual understanding of:

- Opportunities to better align WSDOT, MPO and RTPO transportation investment priorities.
- A shared vision of what we want to achieve.
- Principles and processes for ongoing collaboration.

Conclusion

- The decisions we all make today will determine our economic, environmental, quality of life, and equity outcomes for tomorrow
- We have an opportunity to plan for our future growth and develop a more sustainable transportation system
- A look ahead suggests fundamental change needed
 - New demands
 - New revenue
 - New program-based delivery structure
- Washington's transportation challenges are large, but not insurmountable. We're well positioned for change. Now's the time to get started.

Thank you.

Questions and Discussion

For additional information, please contact:

Marshall Elizer, ElizerM@WSDOT.WA.GOV, 360-705-7309

Kerri Woehler, WoehleK@WSDOT.WA.GOV, 360-705-7958