

Navigating Washington's Transportation Future

Washington State Transportation Commission

MIKE GRIBNER, REGIONAL ADMINISTRATOR,
EASTERN REGION

September 16, 2020



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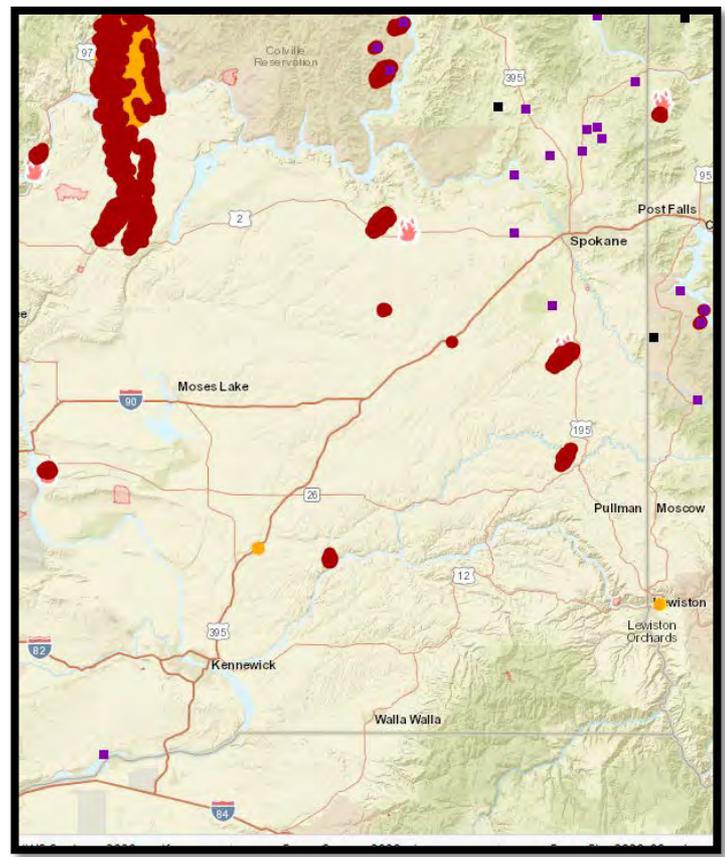
We're still working hard for you to move freight and people safely and efficiently.



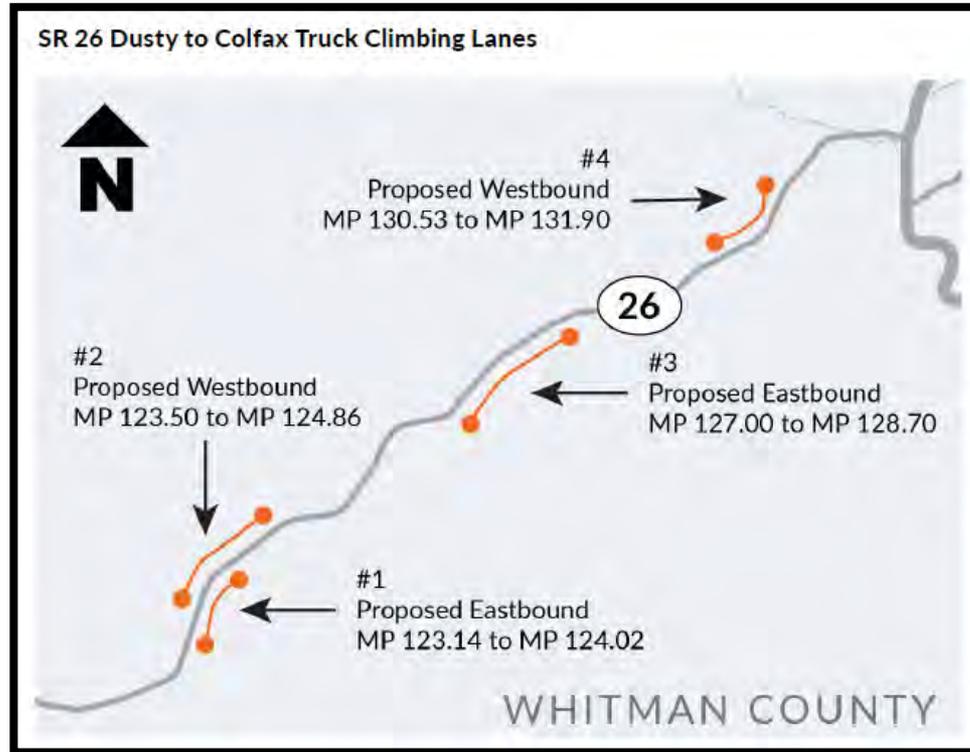
PIN	Project Title	SR ▲	SubPgm	Total	Prior	17 - 19	19 - 21	21 - 23	
600026I	Eastern Region Major Electrical Rehabilitation - RWIS Rebuild	000	P3	1,806,650		0	0	0	50,806
600026K	ER HAR Flasher Transmitter - Upgrade	000	P3	346,400		0	0	0	0
600026L	ER Spokane Communication Switches - Upgrades	000	P3	374,695		0	0	1,175	91,465
600045K	2023-25 Eastern Region Regionwide Basic Safety - Signing	000	P3	1,210,400		0	0	0	115,100
600045L	2025-27 Eastern Region Regionwide Basic Safety - Signing	000	P3	1,262,600		0	0	0	0
600045I	SR 26/US 395 to Colfax - Install Shoulder Rumble Strip	026	I2	585,293		0	0	0	487,668
602612A	SR 26/Dusty to Colfax - Add Climbing Lanes	026	I1	11,150,001		0	0	2,324,461	8,825,540
602700F	SR 27/Missouri Flat Creek to Stadium Way - PCCP Rehabilitation	027	P1	74,226		0	74,226	0	0
619500D	US 195/Colton to Jct SR 27 - Chip Seal	195	P1	1,195,372		0	0	38,387	1,106,127
619500W	US 195/Idaho State Line to Colton - Chip Seal	195	P1	1,442,607		0	0	0	0
619501A	US 195/SR 27 Junction - Flasher Replacement	195	P3	186,650		0	0	77,829	108,821
619502H	SR 195/Babbit Rd to Colfax - Paving	195	P1	5,198,416		0	0	0	0
619503K	US 195/Spring Flat Creek - Bridge Replacement	195	P2	3,402,300		0	0	0	0
619505B	US 195/Cashup Flats Portable Weigh Station - Preservation	195	P3	292,960		0	0	5,011	287,949
619599A	US 195/Old BNRR Bridge to Jct SR 271 - PCCP Rehabilitation	195	P1	7,345,221		0	0	35,748	7,106,299
627400U	SR 274/SR 27 to Idaho State Line - Chip Seal	274	P1	289,935		0	0	273,983	15,952

Labor Day Storm 2020

- 570 = 15% of Eastern Region Lane miles closed due to dust, fires, and smoke
 - Fire closures: US 2, SR 23, SR 21
 - Dust/smoke closures: SR 26, 21, 28, 261, US 395
 - 12 different closures between Spokane, Whitman, Adams, and Lincoln counties
 - Zero visibility, several collisions
- Powerful teamwork between TMC, maintenance, communications and emergency operations
 - Local farmers used chemical trucks as makeshift water tanks
 - Crews stretched so thin that some roads could not be closed until more help arrived.
 - North Central crews came to help at US 395 and SR 26 so Eastern Region could manage closures on SR 261 and SR 21.



SR 26 – Dusty to Colfax - Add Climbing Lanes



- Recognized as farm to market corridor.
- Used by WSU students, family, faculty.
- Addition of truck climbing lanes will address vehicle platooning behind trucks, reduce congestion, improve safety.
- Construction scheduled Spring 2021 but COVID-19 impacts have delayed ROW acquisition and plan approval.
- US 195 – 6 passing lanes added in 2018 through CW funding package.

SR 26 and US 195



Challenge: History of fatalities and serious injury collisions in Whitman County.

Action: Palouse Driver Safety Campaign established in 2016; evolved into partnership with many state and local agencies.

Outcome: Public awareness campaign and safety improvements may have contributed to the downward trend in collisions .



SR 26 and US 195



2013-2018 - **40.14% (766)** of crashes were ages 14-25 years old

- Of those, **6 fatality crashes (.78%)** and **10 (.13%) suspected serious injury crashes**

2019-2020 - **32.8% (160*)** of crashes were ages 14-25 years old

- Of those, **1 fatality crash (.062%)** and **7 (4%) suspected serious injury crashes**

Falling asleep, exceeding safe speed, inattention, alcohol and drugs contributed to **42.65% (804)** of crashes from 2013 – 2018, and

41.51% (203) of crashes from 2019 – 2020*

WSDOT Data through 9/4/2020



- Help highway safety messages reach WSU Students, Staff, Families.
- From practical to provocative messages: increased creativity to draw interest without distracting.
- Safety improvements.

Outcome

- Greater awareness among students and parents.
- May have contributed to the downward trend in collisions.



We started with practical ...

...then got more creative

YOU'RE NOT
RUDOLPH
DON'T DRIVE LIT

SANTA
IS
WATCHING

PUT DOWN
THE
PHONE

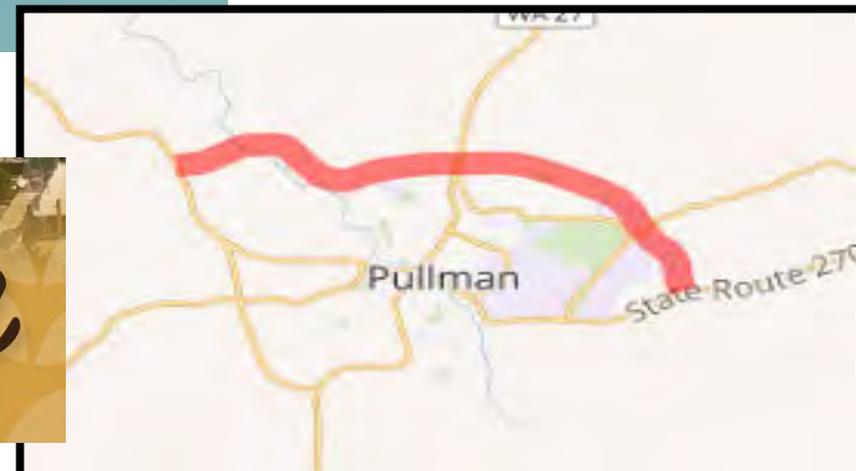
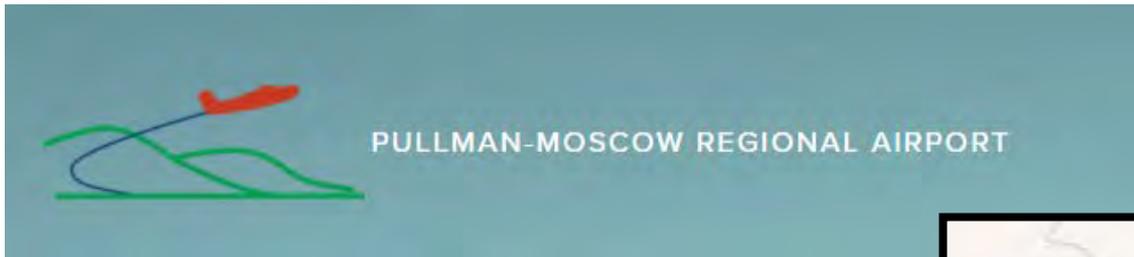
SPEEDING
BACK TO
SCHOOL?

WHY?

SR 276 North Bypass



- WSDOT secured SR 276 ROW for a north bypass to relieve congestion and improve safety.
- Made property available to Pullman Moscow Regional Airport.
- City of Pullman is currently reviewing proposed roadway alignment.



Snake River EIS

Participated in Government-led EIS to update operations, maintenance, configuration of 14 CRS multiple purpose dams and related facilities

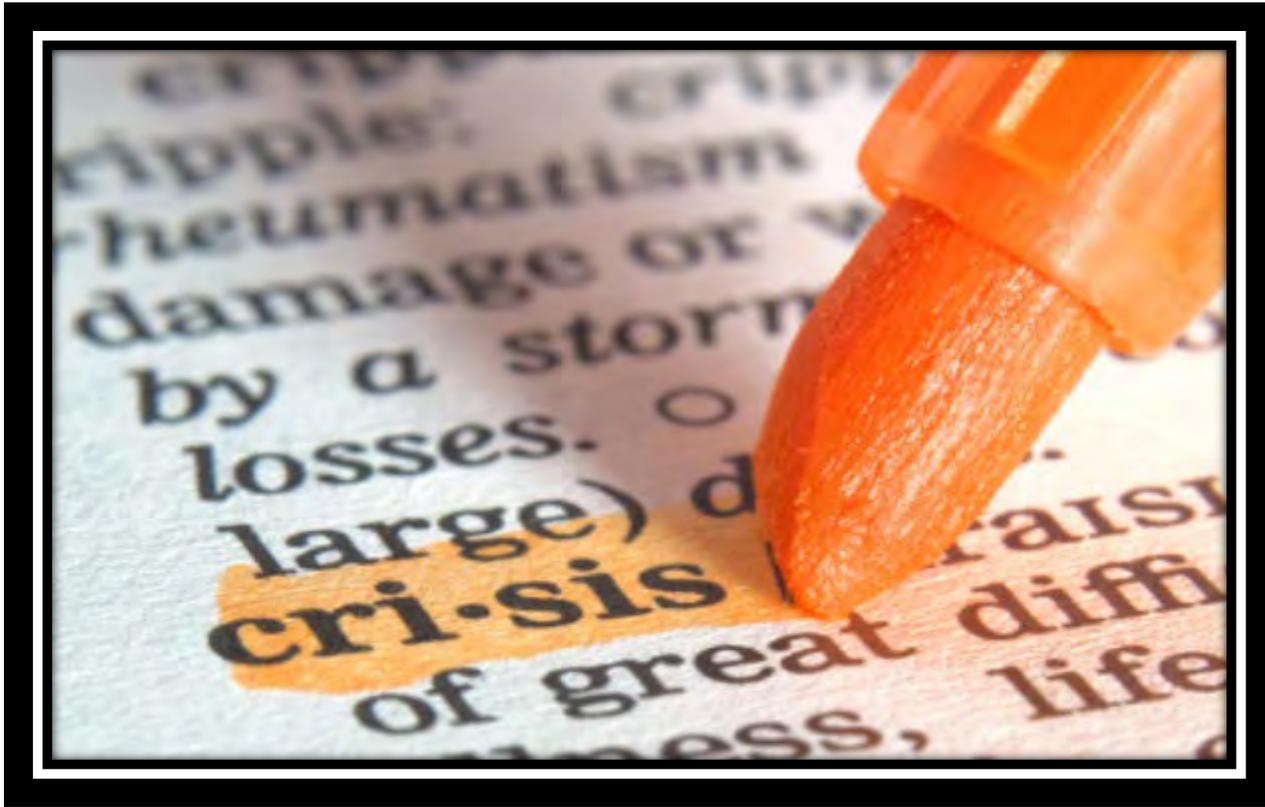
- 3 years+ successful collaboration among WSDOT and other co-lead agencies, 30+ Tribes, state, federal, and county agencies.
- RTPO freight movement is evolving: 90% goes through river navigation; opportunity to update freight studies in Palouse.
- Preferred alternative
 - includes innovative dam operations
 - balances fish benefits
 - honors tribal rights
 - meets clean energy and climate goals
 - ensures affordable transportation for wheat farmers in the Palouse and Tri-Cities areas, and reliable irrigation supplies for Eastern Washington farmers.



US 195 SR 26 Colfax Structurally Deficient Bridges & Intersection Project



- With limited budget, 2015 repairs ensured traveler safety on the bridge.
- Significant effort of public outreach during alternatives phase.
- Many options considered.
- Preferred option: replace SR 26 bridge; remove US 195 infrastructure.
- Project estimated at \$12.4 million unprogrammed in 2020 Plan update, not included in 10 year plan.



CRISIS: A time of intense difficulty when important, challenging decisions must be made.

Insufficient funding continues to impact our ability to operate and maintain our transportation network

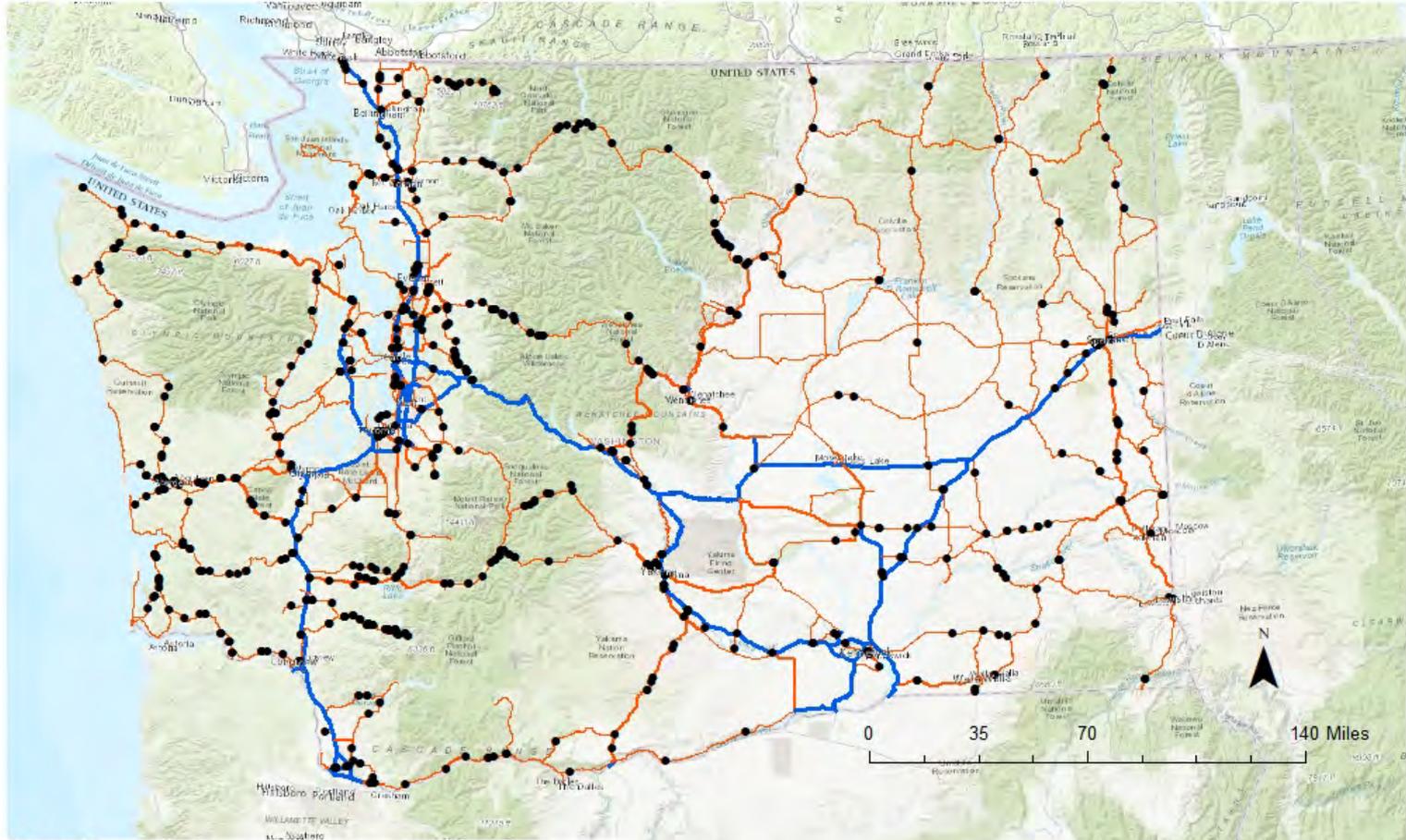
- The total revenue loss to address over the next three years is at least \$1.3 billion, of which we will need to address a \$482 million deficit this biennium.
- Longer term, when you combine the impact of the pandemic and I-976, forecasted revenue is down between \$4 billion and \$8 billion over the next 10 years.

While WSDOT is taking steps to cut spending, it will not be enough to make up for the anticipated revenue shortfall.

Preservation is needed now to achieve State of Good Repair

- **4,000 lane miles of pavement due for preservation, another 3,600 past due, 1600 poor rating; repaving 750 lane miles/year.**
- **15 bridges need replacement, 19 need major rehabilitation; 2 being replaced.**
- **60 steel bridges due for painting, 39 past due; 4 being painted.**
- **56 concrete bridge decks past due for repair, 30 more are due; 8 being repaired.**
- **17 of the 22 ferry Vessels have a preservation backlog – average vessel is 28 years old.**
- **> 20% of Palouse River and Coulee City (PCC) railway is in poor condition; only capable of 10 MPH operations; of 75 miles in poor condition, 20.8 being replaced.**
- **110, or 39%, of WSDOT facilities > 50 years old.**

Unfunded bridge needs

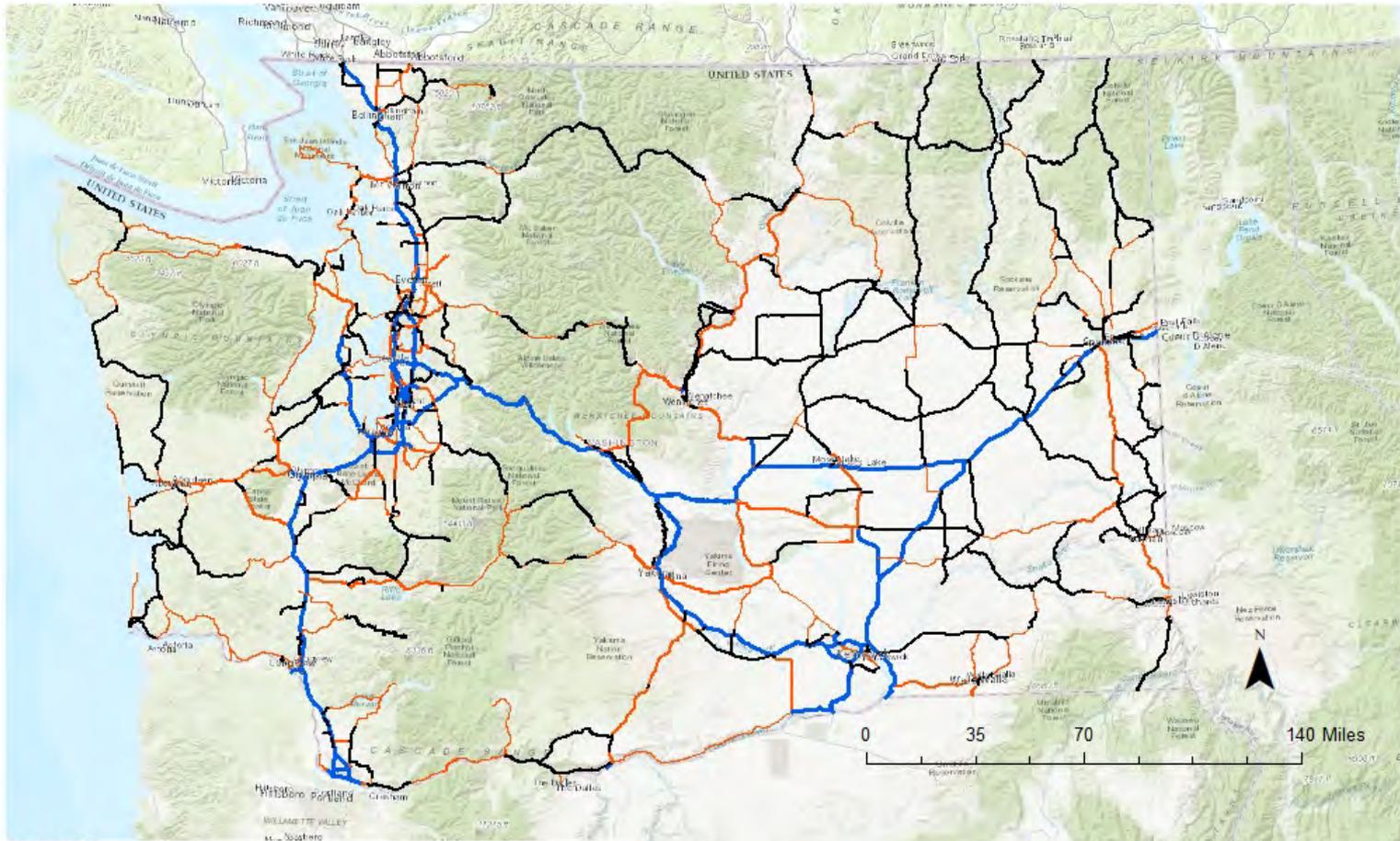


Legend

- Unfunded Bridge Needs
- Freight and Goods Transportation System - Truck corridors**
- T-3 and Below
- T-1 corridors
- T-2 corridors

Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community, Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

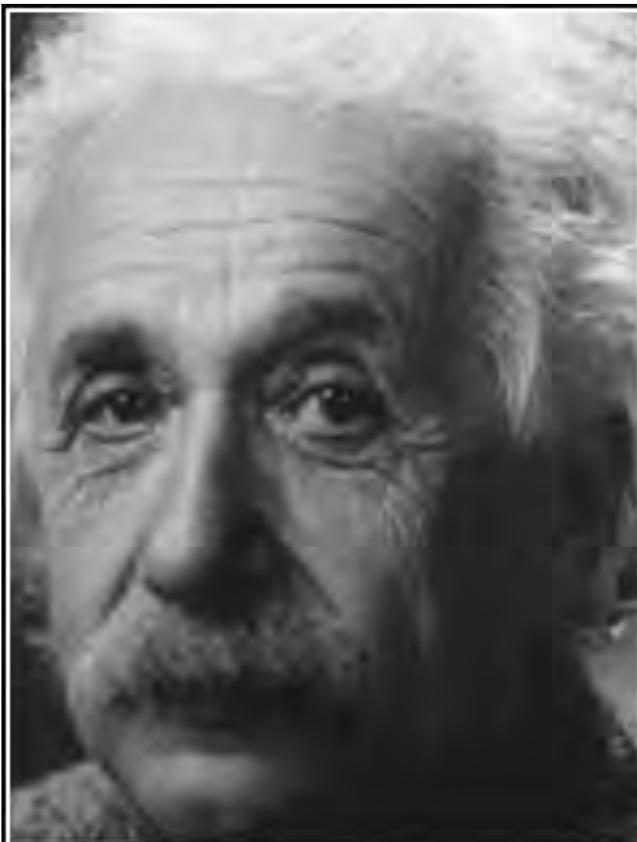
Unfunded pavers



Legend

- Unfunded Pavers
- Freight and Goods Transportation System - Truck corridors
- T-3 and Below
- T-1 corridors
- T-2 corridors

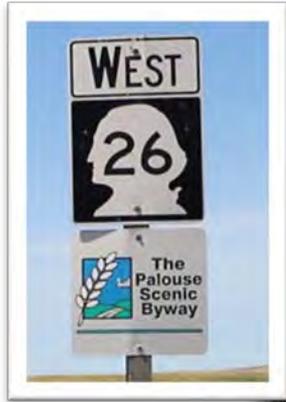
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In the midst of every crisis, lies great opportunity.

— *Albert Einstein* —

Getting the word out



The public needs to understand:

- Revenue shortfall impacts the transportation system which impacts our economic health and quality of life.
- It's not new: preservation and maintenance underfunded for over 20 years.
- Without additional revenue, there will be cuts to maintenance, preservation, and capital projects across the state.





THE SPOKESMAN-REVIEW

Monday, August 17, 2020 Spokane, Washington Est. May 19, 1883

Washington Primary Guide Live-streaming Forum COVID-19 Summer camps Summer Stories 2020: Mount St. Helens W

OPINION

Spokane gets a wake-up call on U.S. 195

Sun, March 1, 2020

KHQ 06 NEWS WEATHER TRAFFIC SWX SPORTS MORE KHQ MD NW PROS NW I

THE SPOKESMAN-REVIEW

Weather Authority Alert Excessive Heat Warning until 8PM PDT TUE

NEWS > COLUMN

Getting There: As WSDOT warns of 'crisis,' hard decisions lie ahead about new construction, preservation

Mon., Aug. 17, 2020

'We're looking at a crisis': Crumbling infrastructure becoming more of a concern in Eastern Washington

Cory Howard Anchor/Reporter Aug 8, 2020 Updated Aug 8, 2020



USA TODAY NEWS SPORTS ENTERTAINMENT LIFE MONEY TECH TRAVEL OPINION

Infrastructure: Unsafe roads, bridges, railways across the US, conditions by state

Samuel Stebbins, Michael B. Sauter and Evan Comen, 24/7 Wall Street Published 7:00 a.m. ET Aug. 18, 2020



- **Our history of partnership and problem-solving enables hard decision-making at difficult times.**
- **We need to collaborate on what projects to build and challenges to tackle.**
- **We will move forward on building alignment around the budget, investing in projects with high positive outcomes to the system.**

WE'RE UP TO THE *Challenge*



Thank you!



Mike Gribner

Regional Administrator, Eastern Region

Washington State Department of Transportation

GribneM@wsdot.wa.gov

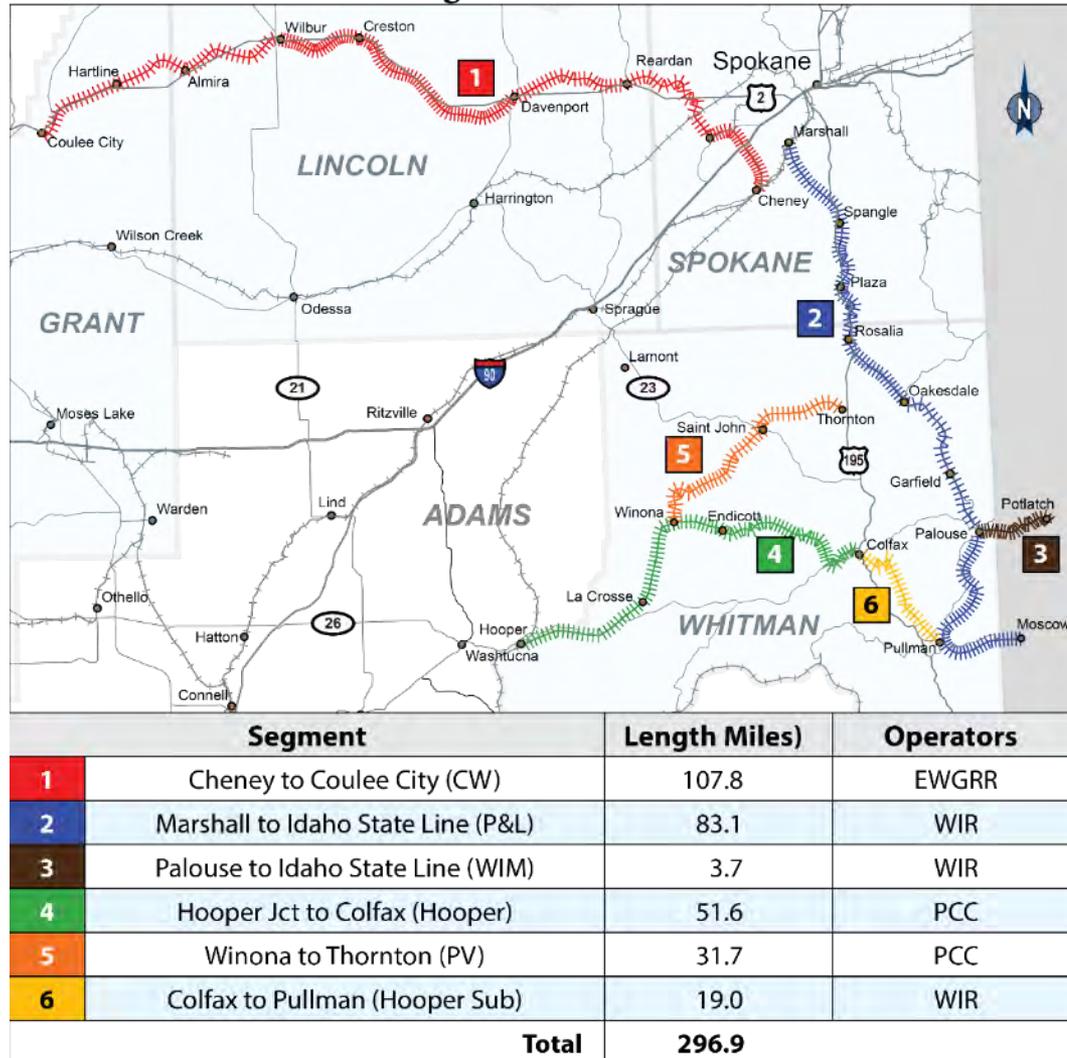
Palouse River and Coulee City Railway System

Washington State Transportation Commission

Bob Westby, PCC Railway Manager

September 16, 2020

The Six Segments of the PCC Line



Rail Authority

- Oversees business and economic development portions of the operating leases
- Four members operate as an intergovernmental entity formed by Grant, Lincoln, Spokane County and the Port of Whitman through an inter-local agreement

Operators

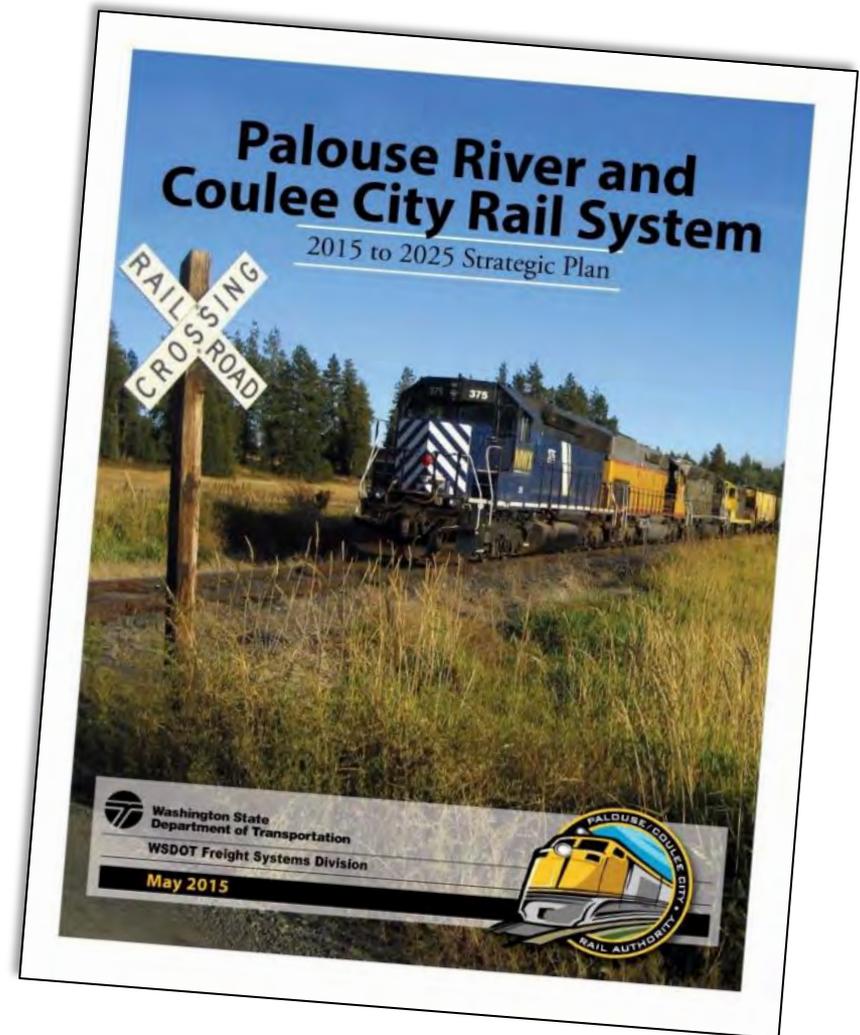
- Maintain infrastructure through an Operating Lease Agreement
- Do not pay for the rights to operate on the system

WSDOT

- Manages infrastructure, property and regulatory portions of operating leases
- Determines projects and develops PS&Es
- Manages leases with operators
- Sale of nonessential property
- Constituent response
- Regulatory compliance
- Works with operators and shippers as they develop new facilities or business opportunities

PCC strategic plan

- Advance priority projects to increase 286,000-pound railcar capability
- Rehabilitate track in the curves
- Identify and replace defective rail through rail testing
- Inventory, load rate, and prioritize bridges
- Address ongoing maintenance and preservation needs
 - Initiate an annual tie replacement program
 - Improve at-grade crossings
- Repurpose rail materials from other sources
- Replace substandard rail





Connecting Washington

- Includes \$47 million for PCC improvements
- Funding designated through the 2029-31 biennium
 - 2015-17 - \$345,000
 - 2017-19 - \$6.7 million
 - 2019-21 - \$6.7 million
 - 2021-23 - \$6.7 million
 - 2023-25 - \$6.7 million
 - 2025-27 - \$6.7 million
 - 2027-29 - \$6.7 million
 - 2029-31 - \$6.5 million
- Currently leveraging Connecting Washington funds as state match for federal funding

Federal BUILD Grant



\$11.3 million total

- \$5.6 million federal funds
- \$5.3 million state funds
- \$.35 million private funds

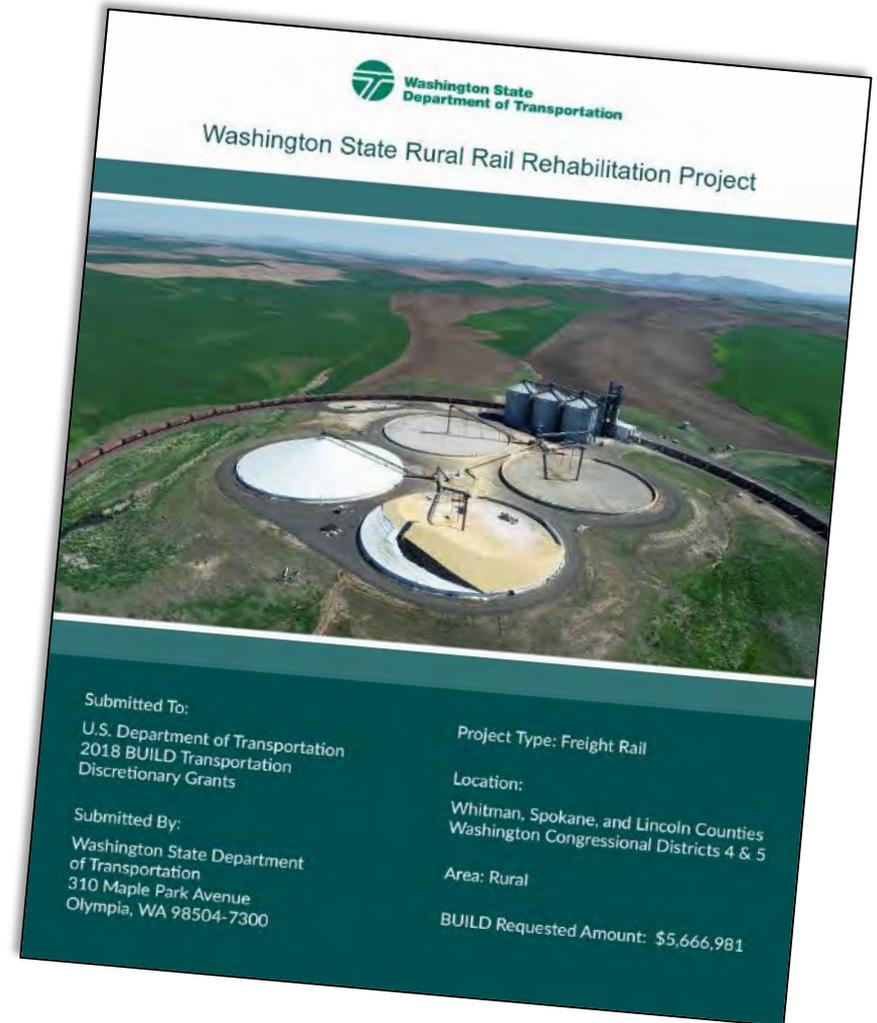
Track rehabilitation

- LaCrosse to Endicott – 8 miles
- Marshall to McCoy – 5 miles
- Geiger Spur to Davenport – 16 miles

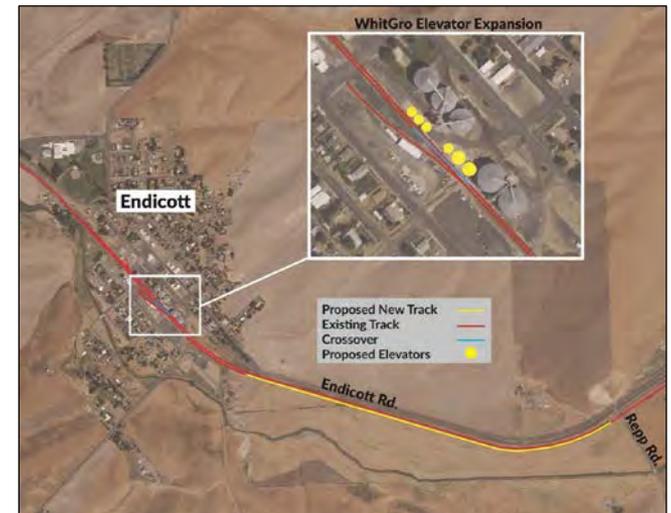
Bridges

- Replace 8 and rehabilitate 2 between Marshall and McCoy

Work now underway, projected completion in late 2020



- Private sector investment along the PCC totals nearly \$70 million since state acquisition
- Most recently, Northwest Grain Growers invested \$7 million to expand the Endicott grain terminal
- Allows grain to be moved to market using Union Pacific unit trains
- Now all three branches of PCC have unit train service, providing the most economical rail shipping rates to eastern Washington farmers



Questions?



For more information, please contact:

Bob Westby

PCC Railway Manager

Rail, Freight and Ports Division

WestbyB@wsdot.wa.gov

(509) 324-6086