SOUTH CENTRAL REGION

Overview
SOUTH CENTRAL REGION

Overview

- 3,127 Lane Miles
- 493 State-Owned Bridges
- 3 Major Mountain Passes
- 6 WSDOT-Operated Airports
- 9 Transit Systems
- 7 Miles Dedicated Bike Lanes
SOUTH CENTRAL REGION
Metropolitan and Region Planning
SOUTH CENTRAL REGION

Connecting Nations

The Puyallup Tribe

of Indians
SOUTH CENTRAL REGION
Region Coalitions
SOUTH CENTRAL REGION

Local Coalitions
SOUTH CENTRAL REGION
Local Coalitions

Safety
Transportation
Environment
Equity
Resiliency
SOUTH CENTRAL REGION
COVID – 19 Pandemic

• **Business as usual is not appropriate or realistic**
  We are a front-line service provider impacted by a global public health emergency.
  – Eight of our colleagues died, hundreds sickened
  – Vulnerable employees left to avoid risk
  – Crews exposed to co-workers who tested positive required to quarantine – 1,700+ employees, 17,390 total days lost to quarantine (as of Oct. 2021)
  – All saw impacts to family, friends, co-workers

• **Return to office won’t look like it used to**
  – Employees want options and flexibility and opportunity for a better work/life balance
  – Agency telework transformation – 50% during pandemic
  – Future goal – 30% to 40% teleworking on any given day
  – Increased dependency on resilient IT systems and infrastructure
# SOUTH CENTRAL REGION

**COVID – 19 Pandemic**

<table>
<thead>
<tr>
<th>Employee Work Location</th>
<th>February 2022</th>
<th>Percentage of Region Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>In the Field</td>
<td>270</td>
<td>59%</td>
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<tr>
<td>Telework</td>
<td>186</td>
<td>41%</td>
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</table>
The Secretary’s goal six years ago: Avoid jumping to costly expansion projects, instead work to identify the right investment, at the right place, at the right time.

Where we are today:
• Improved understanding of the need to preserve and maintain what we have, focusing on operational efficiency and demand management for mobility needs
• Improved project development with better consideration of multimodal transportation, lower-cost operational efficiency and demand management strategies incorporated into final projects
• Continued emphasis on transparency and partnerships
• Continued work to embed practical solutions into our business practice

What comes next:
Build on this foundation of work and leverage this approach to focus on a resilient transportation system.
Diversity, equity and inclusion

- Culturally competent agency
  - Diverse workforce
  - Disadvantaged Business Enterprise program
  - Construction workforce development

- Equity Journey
  - AASHTO/WASHTO resolutions
  - WSDOT Anti-Racism Executive Order
  - Equity baseline study
  - Equity plan
WSDOT LEADERSHIP PANEL
WEDNESDAY, MARCH 16TH, 11:00a TO 12:00p

Please join the Eastern, North Central, and South Central Region Diversity Advisory Groups in celebrating Women’s History Month! This year, the Eastern Washington DAs are hosting a panel discussion with four women from WSDOT leadership throughout our agency. We will discuss important decisions and opportunities in their careers and professional development opportunities, work-life balance, and their perspective on the WSDOT’s growth and goals on representation and employment that reflect the communities we serve.

Keep an eye out for a reminder email from us next week that will include additional information on our panelists. Also think of questions you would like to ask our panelists! The MS Teams meeting will include a question-and-answer session, but if you would like to share questions for our panelists ahead of the event, please send them to SCDAW@wsdot.wa.gov. Hope to see you there!

OUR PANELISTS:

- Allison Carriden - Deputy Assistant Secretary for Multimodal Development and Delivery Division (M2DU)
- Amy Ferro - Deputy Director of Human Resources
- Charlene Kay - Region Planning and Strategic Community Partnerships Director
- Kim Mueller - Fish Passage Program Delivery Manager
SOUTH CENTRAL REGION
DBE Delivery

<table>
<thead>
<tr>
<th>Contract</th>
<th>Contract Title</th>
<th>DBE Goal Attained %</th>
<th>Ratio</th>
<th>Remarks</th>
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<tbody>
<tr>
<td>9402</td>
<td>US 12, Pomeroy to East Alpowa Vicinity</td>
<td>5.1%</td>
<td>23.3%</td>
<td>461%</td>
</tr>
<tr>
<td>9196</td>
<td>SR 182, Queensgate Dr-Interchange Impr</td>
<td>3.4%</td>
<td>4.6%</td>
<td>136%</td>
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<tr>
<td>9386</td>
<td>I 90/22, Sunnyside Vic to Prosser Vic Paving</td>
<td>6.0%</td>
<td>16.8%</td>
<td>279%</td>
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<tr>
<td>9463</td>
<td>I 90, .8 Miles W of Snoqualmie Summit EB Culvert Repair</td>
<td>9.9%</td>
<td>10.1%</td>
<td>102%</td>
</tr>
<tr>
<td>9390</td>
<td>I 90/82, Ellensburg Vic to Vantage Paving</td>
<td>9.0%</td>
<td>15.8%</td>
<td>175%</td>
</tr>
<tr>
<td>9495</td>
<td>I 90, Intersection &amp; Railroad Crossing Improvements</td>
<td>10.0%</td>
<td>9.6%</td>
<td>96%</td>
</tr>
<tr>
<td>9512</td>
<td>US 12/124, McNary Pool Eastbound Paving</td>
<td>15.0%</td>
<td>8.5%</td>
<td>57%</td>
</tr>
<tr>
<td>9451</td>
<td>SR-395, Safety Corridor Impr &amp; E Elm Rd</td>
<td>5.3%</td>
<td>8.8%</td>
<td>165%</td>
</tr>
<tr>
<td>9366</td>
<td>SR 395, Pioneer Memorial Br Painting</td>
<td>2.1%</td>
<td>2.1%</td>
<td>100%</td>
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<tr>
<td>9036</td>
<td>I 90, 468th Ave SE to W Summit Rd Concrete Rehab</td>
<td>8.3%</td>
<td>12.2%</td>
<td>147%</td>
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<tr>
<td>9319</td>
<td>I 90, 468th Ave SE to W Summit Rd WB-Rehab Conc</td>
<td>7.2%</td>
<td>22.7%</td>
<td>314%</td>
</tr>
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</table>

**SCR Program Totals**

7.39%  13.82%  187%

7.39% = average of the DBE goals (commitment) of all contracts listed.
13.82% = total paid to DBE vs total amount paid to Prime.
187% = percentage of DBE goal (commitment) attained.
WINTER OPERATIONS
Record Breaking Weather Events

• As we said goodbye to 2021 and welcomed 2022 I-90 Snoqualmie Pass was breaking snowfall records – the highest snowfall in 20 years.

• I-90 Snoqualmie Pass received 87 inches or over 7 feet of snow from Jan. 3 to 8, 2022.

• Before I-90 Snoqualmie Pass closed on Jan. 5, it had snowed over 2 feet and was coming down at about 2 inches per hour.
WINTER OPERATIONS
January Weather Events

Snoqualmie Pass

White Pass

Snoqualmie Pass

White Pass

Snoqualmie Pass
WINTER OPERATIONS

Mountain Pass Closures Timeline

- At 11:30 p.m. on Jan. 5, I-90 Snoqualmie Pass closed due to extreme weather conditions.
- All other major east to west mountain passes closed as well including US 12 White Pass, US 97 Blewett Pass and US 2 Stevens Pass.
- I-90 Snoqualmie Pass had very high avalanche danger. On Jan. 7, SCR avalanche crews reported 38 natural avalanches fell on the west side of I-90.
- On US 2 Stevens, avalanche crews reported over 200 natural avalanches.
- This isn’t the first time all four mountain passes have closed simultaneously:
  - January 2008
  - December 1996
  - February 1990
AVALANCHE CHALLENGES
East of the Snoqualmie Pass Summit

Past - Snowshed

Current – Avalanche Bridges
AVALANCHE CHALLENGES
West of Snoqualmie Pass Summit
AVALANCHE CHALLENGES
West of Snoqualmie Pass Summit
SOUTH CENTRAL REGION
I-90 Hyak to Ellensburg
SOUTH CENTRAL REGION
I-90 Snoqualmie Pass East Project
SOUTH CENTRAL REGION
I-90 Wildlife Connectivity Efforts / Wetland Mitigation
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I-90 Snoqualmie Pass East – Phase 3A

Kachess River Bridge crossing
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US 97 Safety Corridor Improvements
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Yakama Nation Partnership
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US 97 Safety Corridor Improvements
SOUTH CENTRAL REGION
Heritage Connectivity Trail
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SR 241 Mabton Bridges – Retrofit Bridges
SOUTH CENTRAL REGION
SR 241 Mabton Bridges – Retrofit Bridges
SOUTH CENTRAL REGION
SR 241 Mabton Bridges – Project Timeline

Begin Design 2018
Complete Design 2022
Start Construction 2023
Complete Construction 2024
SOUTH CENTRAL REGION
I-82 Yakima Corridor Improvements - Existing
SOUTH CENTRAL REGION
I-82 Yakima Corridor Improvements – Project Timeline

- Begin Design 2022
- Complete Design 2024
- Start Construction 2024
- Complete Construction 2026
FUTURE SAFETY IMPROVEMENTS
SR 24 Bell Road Improvements - Moxee
FUTURE SAFETY IMPROVEMENTS

SR 241 Roundabout Improvements - Sunnyside

SR 241 Edison Street

SR 241 Allen Street
SOUTH CENTRAL REGION

Yakima Greenway
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Yakima Greenway – Vicinity Map
SOUTH CENTRAL REGION

Yakima Greenway - SR 24 Extension
SOUTH CENTRAL REGION
West Powerhouse Road Planning Study
SOUTH CENTRAL REGION - DRAFT
Highway lane miles “Due” for rehabilitation

Area 1 35% = 240 Lane Miles

Area 2 50% = 392 Lane Miles

Area 3 30% = 313 Lane Miles

Area 4 67% = 383 Lane Miles
SOUTH CENTRAL REGION - DRAFT

Preservation Challenges

Overall 43% due or 1,327 lane miles
(99 lane miles will be addressed in 2022)
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Preservation Needs – I-90 Vantage Bridge
SOUTH CENTRAL REGION
Preservation Needs – Yakima River Bridge near Easton
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Preservation Needs – I-82 near Zillah
SOUTH CENTRAL REGION
Preservation Needs – SR 823 Bridge Near Selah
SOUTH CENTRAL REGION
SR 127 Central Ferry Bridge Deck Conditions
SOUTH CENTRAL REGION
Preservation Needs – Maintenance
SOUTH CENTRAL REGION
Resilient Highway Repairs – SR 410 Culvert
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Facility Needs – Union Gap

- The South Central Region Office was built between 1917-1918
- WSDOT acquired the building in 1920
SOUTH CENTRAL REGION
Facility Needs – Union Gap

A portion of the shop floor is uneven and difficult to move tools and equipment. The original floor was installed in 1918.

Radiator heat with older, separate A/C.

Mixture of obsolete electrical panels, which are difficult to maintain.
SOUTH CENTRAL REGION
Facility Needs – Toppenish

WSDOT acquired the facility in 1955.

The Toppenish Maintenance Facility sits on 2.56 acres.
SOUTH CENTRAL REGION
Facility Needs – Toppenish
SOUTH CENTRAL REGION
People Living in WSDOT Right of Way

A situation exacerbated by COVID-19

• We’re working with our partners
  – Offer shelter, social services to people who are homeless
  – Store personal belongings

• Work with law enforcement and others to remove encampments when they pose an immediate safety risk to people on the right of way, or to those traveling
  – Clean up property
  – Take actions to deter re-establishment

• Real solution is affordable housing, opportunities to become productive members of the community – will require coordination of many resources
MAINTENANCE CHALLENGES
Recent Break-ins and Vandalism
FUTURE REGION RESILIENCY
WSDOT Electric Vehicles and Charging Stations
FUTURE REGION RESILIENCY
WSDOT Zero Emission Vehicle Infrastructure Partnerships
SOUTH CENTRAL REGION
ZEVIP Charging Stations
SOUTH CENTRAL REGION
ZEVIP & Other Charging Stations
SOUTH CENTRAL REGION
Rethinking Old Models

• Work with partners and stakeholders to recommend solutions.
• Re-examine how we use our transportation infrastructure – accommodate all people and modes.
• Ensure our policy and program decisions are equitable and inclusive.
• Adapting transportation investment to the modern work environment.
• Emphasize resilience and select flexible, adaptable investment strategies that can be effective in an uncertain future for all assets including WSDOT facilities and right-of-way.
SOUTH CENTRAL REGION
Contact Information

Todd V. Trepanier, P.E.
Region Administrator
South Central Region
Washington State Department of Transportation
509-577-1620