

WSGRTA PRESERVATION WORKSHOP

126th Annual Conference

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Office of the Secretary

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Roger Millar, Secretary of Transportation

Mike Gribner, Deputy Secretary of Transportation

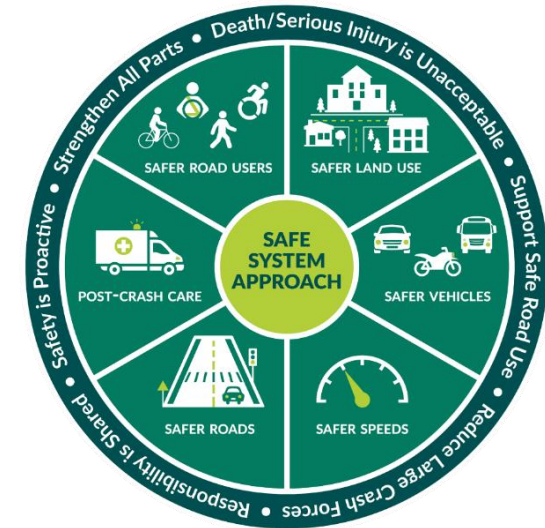
A Ten-Year Strategy - Shoring up our state transportation system

- Our state's population and economy are growing. That growth relies on transportation services and infrastructure that are aged and failing and can't be sustained without a *change in trajectory*.
- The needs are great, and available funds are inadequate and oversubscribed
- We all know we're beyond quick fixes; the challenge is to support decision-makers by laying out a path forward that is responsive to Washingtonians' transportation needs and sensitive to funding realities.
- The list of unfunded priorities reflects our commitment to meeting that challenge. WSDOT's strategy outlines an investment path that demonstrates how to meet minimum needs and avoid deeper degradation of infrastructure over a ten-year period.

UNFUNDED CRITICAL PRIORITIES

ADDITIONAL NEED

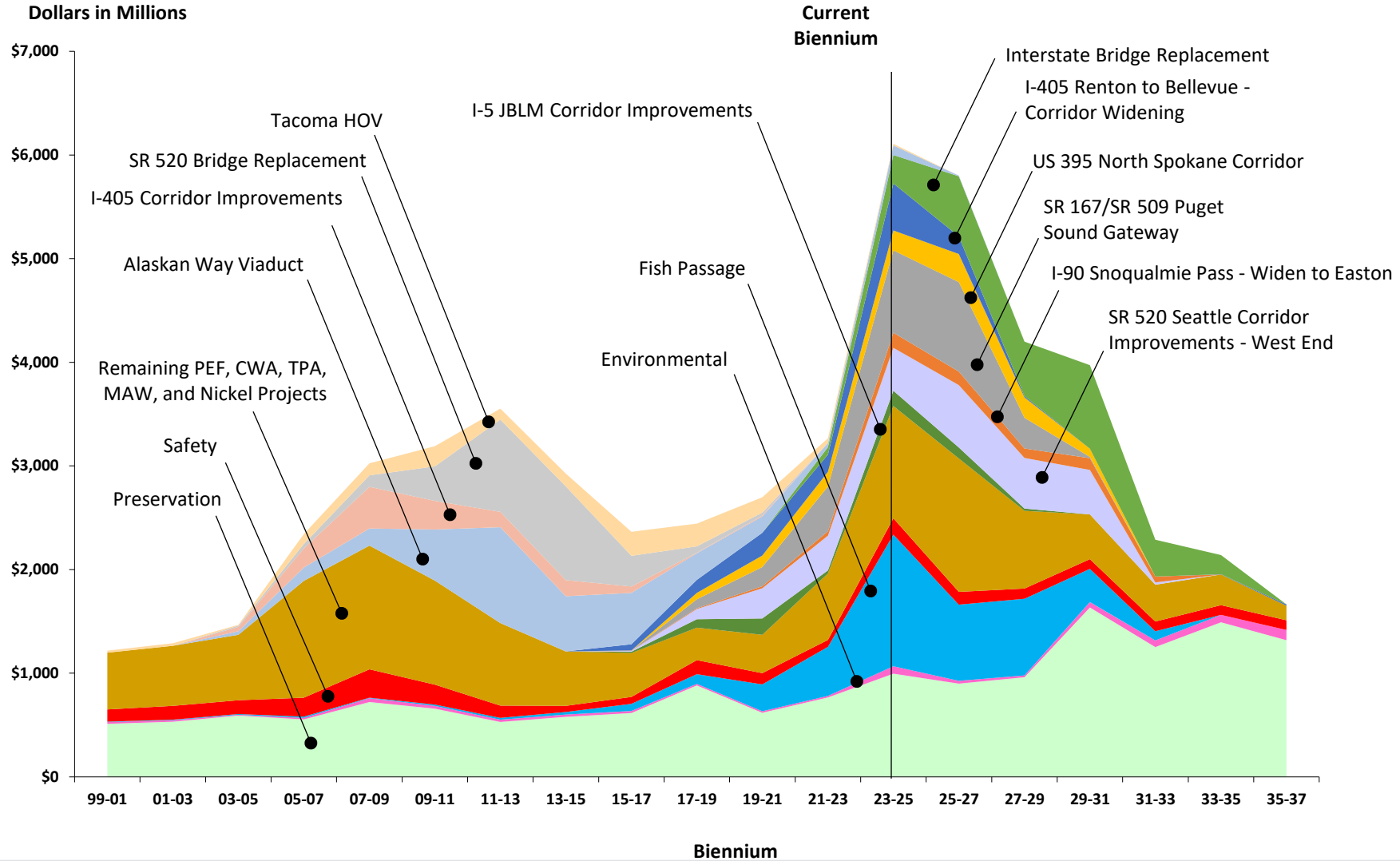
- Operations and Maintenance - \$350 million ongoing per biennia
- Fish barrier removal - \$5 billion
- Safety - \$2.375 billion over 10 years
- Preservation - \$3 billion over 10 years
- Restoring ferry service - \$5.5 billion



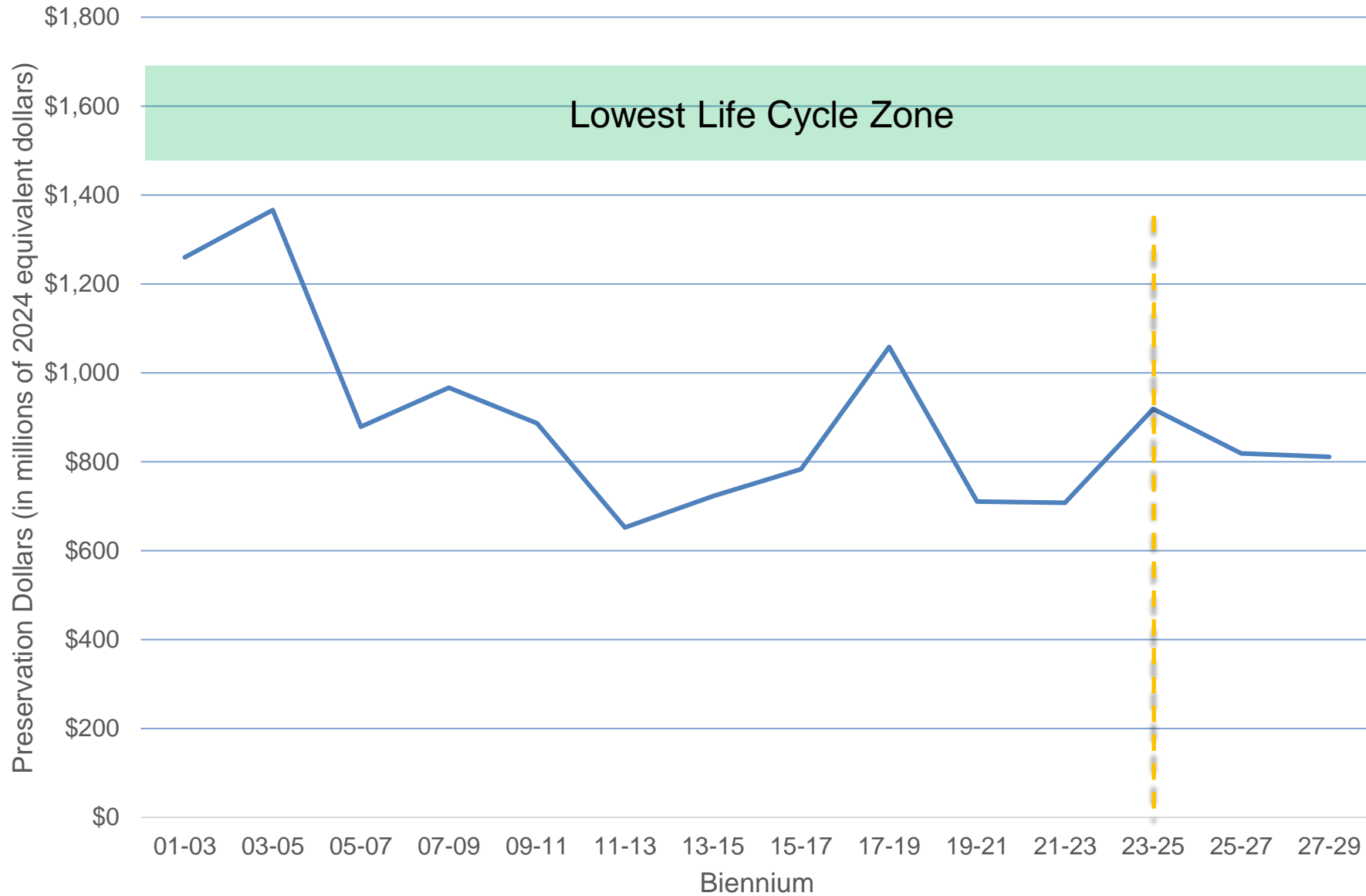
WSDOT Highway Construction Program with Revenue Packages

2025 Agency Budget Request

25DOT001 (Excludes sub-programs I6 and I7, no error corrections)



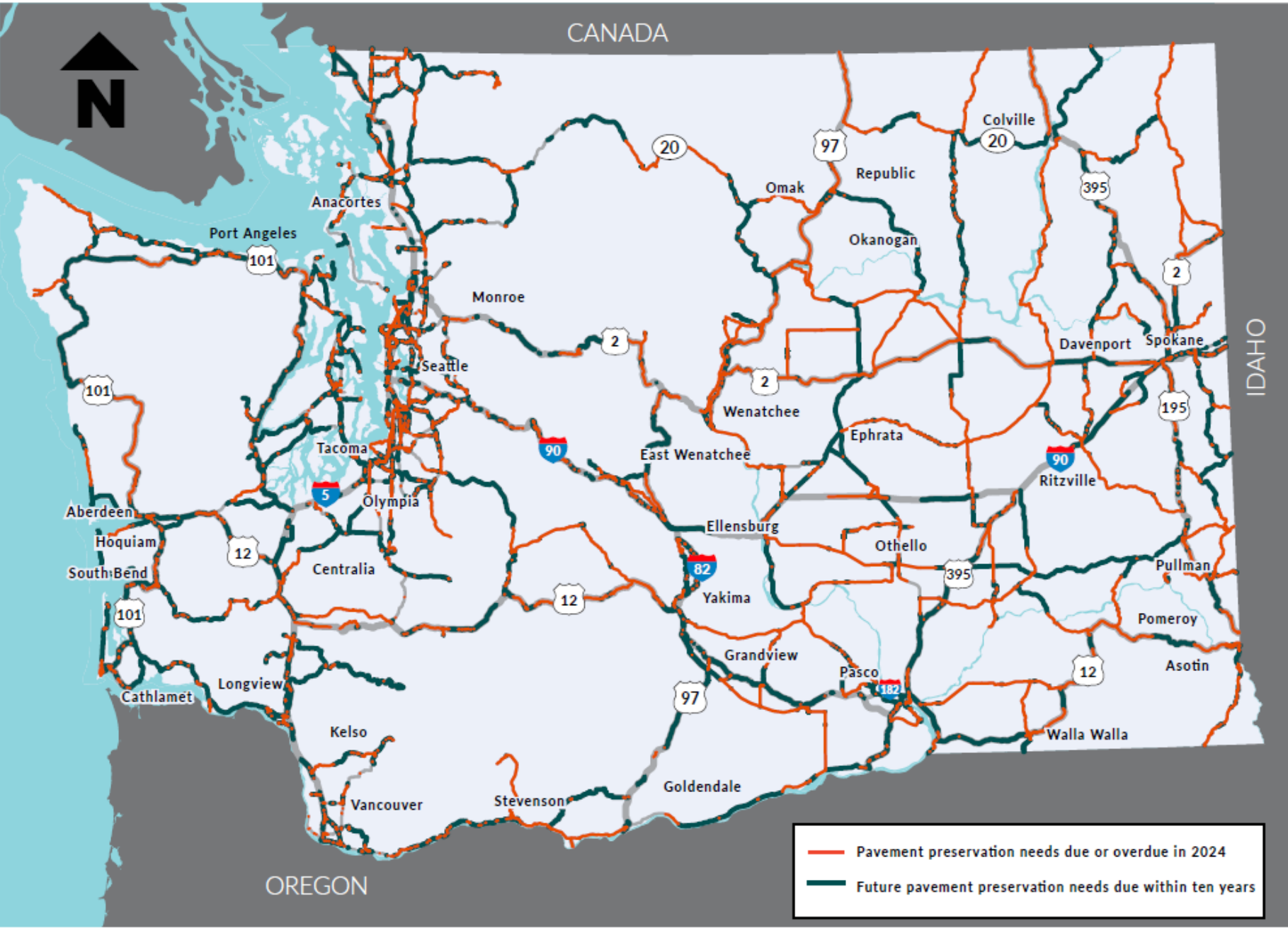
Highways Preservation Funding - 2001 through 2030



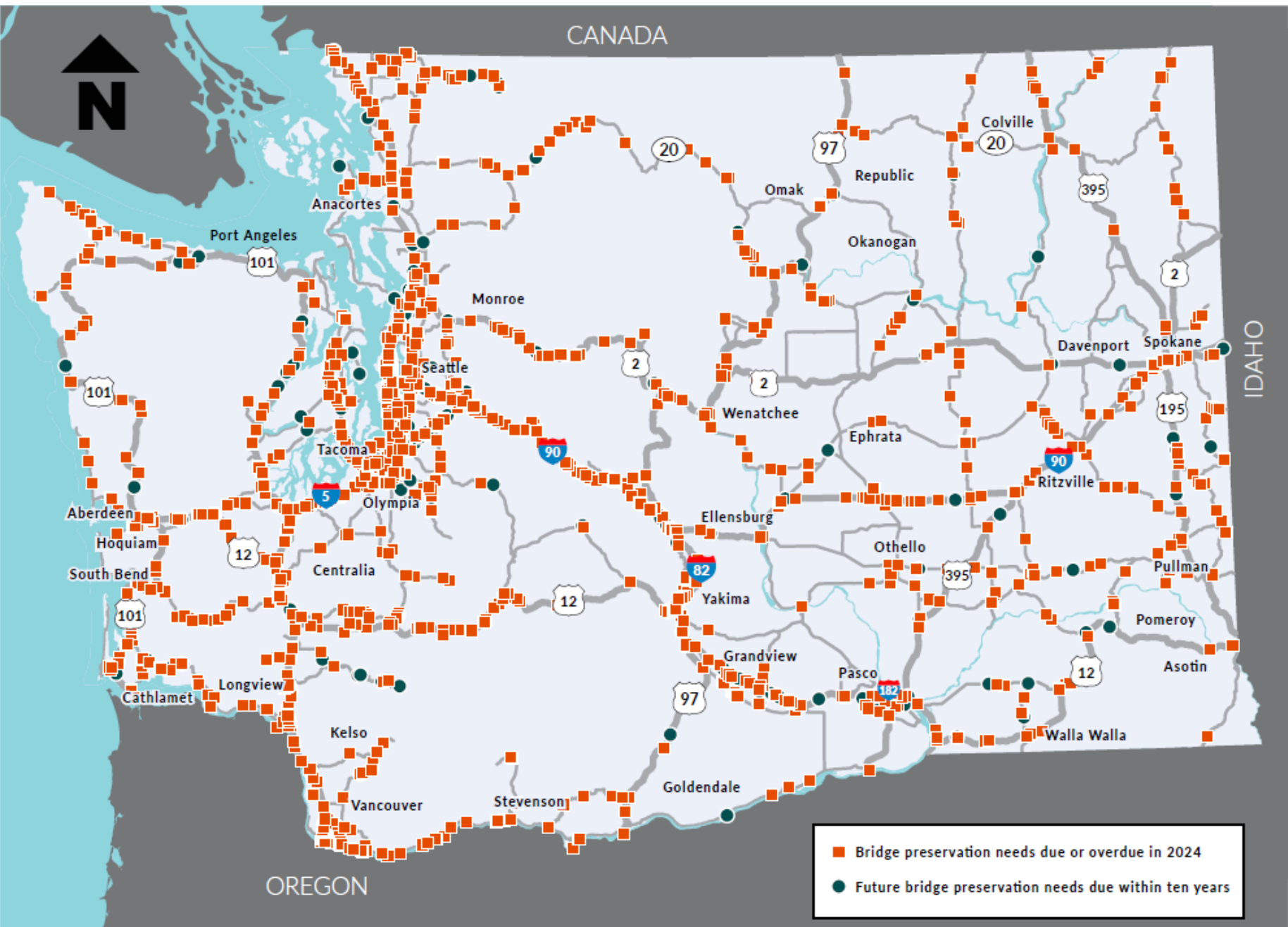
Preservation needs



State highway pavement needs



State bridge preservation needs



Investments needed for a State of Good Repair 2024

Asset category	Replacement value	Average annual need	Current budget annual average spending	Average annual funding shortfall
Highways (includes delivering Complete Streets with preservation funds)	\$148 billion	\$1.52 billion	\$540 million	\$980 million
Multimodal (i.e. Aviation, Public Transportation, Rail)	\$1 billion	\$140 million	\$60 million	\$80 million
Intra-Agency (i.e. IT, Facilities, Fleet, Real Estate)	\$84 billion	\$220 million	\$90 million	\$130 million
Ferries	\$6 billion	\$610 million	\$360 million	\$250 million
TOTAL	\$239 billion	\$2.49 billion	\$1.05 billion	\$1.44 billion

Notes: Figures in millions of dollars, rounded to the nearest \$5M.

State of Good Repair funding need is Preservation and Maintenance funding numbers combined.

It is assumed that approximately 50% of the additional Highways Preservation dollars provided by Move Ahead Washington, excluding the funding provided for Highway Maintenance, will be needed to implement the Complete Streets proposal in conjunction with those projects.

The funding numbers above (excluding Replacement Value) represent 10-year annual averages.

Carbon River/ Fairfax Bridge

103-year-old bridge in Pierce County

- Now weight-limited to 8 tons (no detour available)
 - Third-restriction placed on bridge since 2009
 - Gated emergency access road created (not open for public use)
- Steel center portion of the bridge has rusted due to lack of funds for repainting
 - Last painted in 1988
- Recommended for replacement but removed from current replacement list because no funding available

Not an isolated incident

- As of June 2023, 55 steel bridges due for painting statewide
 - 47 were past due
 - 6 being painted



2022



2024

Other Pressures...23-25 Emergent Work...so far

- US 12/Schrader Ln 2023 - Emergency Project
- SR 506/1.5 Miles N of Frontage Rd to I-5 - Emergency Bridge Repair NB
- I-90 Et al/Four Lakes to Salnave Vic - Gray Fire Safety Restoration
- SR 112/W Rasmussen Creek - Emergency Project
- US 2/Coulee Meadows Rd West - Emergency Repair
- SR 28 Trinidad Hill Emergency Repair
- SR 20/Sourdough Wildfire - Replace Damaged Wire Mesh Slope Protection
- SR 503 Spur/Unnamed Trib to Dog Creek - Emergency Temporary Culvert
- SR 504/Spirit Lake Outlet Br - Emergency Replacement
- SR 112/Pysht River - Emergency Repairs
- I-5/Strander Blvd Vic to I-405 Vic-Emergency PCCP Replacement
- I-82/2 Miles E of Donald Rd - Emergency Culvert Replacement
- US 97/Liberty - Emergency Slope Repair
- SR 112/W Jansen Creek - Emergency Project
- SR 25/2 Miles N of Hunters - Emergency Culvert Replacement
- SR 410/ Washout Repair
- I-82 and I-90 Rest Area Lagoon Repair



Total Estimate To-Date – Over \$30 million (\$27+ million state funds)

Highway Preservation Program Comparison

Budget	23-25	25-27	27-29	Totals
23 Budget	\$748	\$755	\$753	\$2,256
24 Budget	\$919	\$833	\$855	\$2,607

I-90 Vantage Bridge - Ellensburg
 I-5 Yesler Way/Ship Canal Bridge – Seattle
 I-5 E. Fork Lewis River Bridge – Vancouver

\$250m ± \$25m in 25-27

That leaves approx. \$583m

\$358M in P2, P3 Priorities, Emergency Repairs & Work-in-Progress; **\$225M** Region Allocations

Pavement Preservation (P1) 57% ±
 Bridge Preservation (P2) 36% ±
 Other Assets (P3) 7% ±

Then

Approximate
 P1: { HMA (65%)
 BST/Crack Seal (30%)
 PCCP (5%)

Preservation funding needs

10-year need: \$3 billion

Current 2025-27 funding: \$900 million

Additional biennial need: \$600 million

- Pavement and bridges across the state are showing effects of 20 years of underfunding
- Current investment is 40% of what is needed for state of good repair
- Public is noticing the results:
 - More emergency repairs and closures (Tacoma Narrows Bridge, Carbon River Bridge)
 - Reduced speed limits
 - Rougher roads

A Ten-Year Strategy – How do we accomplish it?

- Our state’s population and economy are growing. That growth relies on transportation services and infrastructure that are aged and failing and can’t be sustained without a **change in trajectory.**
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Questions?

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