

DRAFT
2019 New Law Transportation Funding Concept Balance Sheet

State \$ Millions

	Estimated State Revenues (FY 2020 - FY 2029)	Amount
1	Carbon Fee	7,879
2	Fuel Tax (w/o local & other deductions)	2,178
3	Transportation Impact Fees (commercial)	369
4	Transportation Impact Fees (manufacturing)	10
5	Transportation Impact Fees (residential)	569
6	Impose Weight Fee Increases Scheduled for 2023 in 2020	219
7	Passenger Vehicle License Fee	337
8	Passenger Vehicle Weight Fees	588
9	Light Truck Weight Fees	139
10	Freight Project Fee	124
11	Motorhome Weight Fee	17
12	Enhanced Driver's License	233
13	IFTA Decal (Interstate trucks)	14
14	3-day trip permit fees (unlicensed drivers or oversized loads)	42
15	HOV Lane & Toll Violations	23
16	Auto Parts Sales & Use Tax	255
17	Rental Car Tax	68
18	Electric Vehicle Fee	172
19	Bicycle Sales & Use Tax	10
20	WSF Capital Vessel Surcharge	44
21	For Hire Vehicle Fee	276
22	Interest Income/Miscellaneous	25
	Subtotal	13,591
	Bond Proceeds	3,500
	Total Resources	17,091

	Estimated State Expenditures (FY 2020 - FY 2029)	Amount
1	Highway Preservation	1,000
2	Maintenance	500
3	Storm Water Improvements	500
4	Facilities	20
5	Traffic Operations	50
6	State, Tribal, and Local Improvement Projects	3,660
7	Fish Passage Barrier Removal (also on DRAFT project list)	3,100
8	Local Fish Passage Barrier Removal	400
9	Ferry Capital: Vessel & Terminal Construction/Preservation	1,500
10	Ferry Electrification	170
11	Grid/Transmission Upgrades Transportation Electrification	500
12	PCC Rail Capital (also on DRAFT project list)	150
13	Port Districts (grants)	100
14	Freight Mobility Strategic Investment Board (FMSIB)	50
15	Transportation Improvement Board (TIB)	70
16	County Road Administration Board (CRAB)	70
17	Cities and Counties Direct Distribution	375
18	Special Needs Transit Grants	200
19	Rural Mobility Grant Program	110
20	Bus & Bus Facility Grant Program	300
21	Vanpool Grant Program	30
22	Transit Coordination Grants	5
23	Bike/Ped Grant Program	165
24	Safe Routes to School Grant Program	60
25	Complete Streets Grant Program	110
26	Commute Trip Reduction (CTR)	45
27	Alternative Fuel Credits	50
28	Debt Service/Bond Sale Costs	2,980
29	Contingency	821
	Total Spending	16,270

NOTES:
See accompanying DRAFT project list and DRAFT budget summary document

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2019 New Law Transportation Funding Concept Summary
FY 2020 – FY 2029

Needs & Nexus:

Preservation:

Investing in the upkeep and safety of our state's bridges, roads and other aspects of our state's transportation system is critical to public safety and our economy. While the 2015 Connecting Washington package addressed ongoing needs of the state, additional funding is required to maintain and preserve existing infrastructure and investments.

- In order to prioritize the maintenance and preservation of existing investments the proposal includes over \$1 billion for preservation needs, as well as \$500 million for maintenance.
- This recognizes the importance of focusing not just on system additions, but ensuring the state's existing infrastructure is in good repair and system performance is maximized.

Environmental protection:

Washington's transportation sector is by far the largest single source of carbon emissions in the state, accounting for approximately 50 percent of all greenhouse gases.

- No other proposal takes on the environmental challenges facing this state as comprehensively as this one. This plan addresses many of the major recommendations of the Southern Resident Killer Whale Recovery Task Force, including:
 - Investment in replacement of culverts to allow for fish passage at the state and local level, opening up nearly 1,000 miles of fish habitat.
 - A \$500 million investment in legacy storm water projects – the No. 1 source of pollution in Puget Sound.
 - Electrification of the state's ferry vessels along with terminal and grid upgrades, reducing carbon and noise pollution.

Economic opportunity:

Washington is growing. That requires increased investment in our transportation infrastructure. Our state has the opportunity to lead the nation when it comes to embracing new and emerging forms of transportation. Meaningful investments now will position us as a leader in the development of a 21st century infrastructure and a desirable destination for businesses.

- These investments will create more than 65,000 family wage jobs throughout the state, with projects from the Palouse to Puget Sound.

- With the growth in population and reliance on our already congested roads, this proposal invests in state highway and local road improvements, getting people home to their families rather than stuck in their cars.

Equity:

The impacts of our transportation system, whether negative or positive, are felt particularly hard by communities lacking in economic and social opportunities. Whether it's a lack of access to affordable transit options, or high rates of asthma from exposure to carbon emissions, these communities deserve much more.

- The plan invests in areas where these communities are underserved, such as transportation for people with special needs, rural mobility, commute trip reduction and transit planning, as well as bicycle and pedestrian projects.
- Healthier communities will be created through electrification and the reduction of carbon emissions.

Summary:

Carbon Fee:

Imposes a flat rate \$15 per metric ton fee on carbon dioxide emissions on the sale or use of fossil fuels within the state of Washington and the sale or use of electricity in Washington generated using fossil fuels. Exemptions to the fee are similar to those provided for under SB 6203 from 2018. No credits against the fee are allowed.

Revenue from the fee is dedicated to environmental investments throughout the transportation system including:

- Fish passage barrier removal/corrections;
- Removal of key local fish passage barriers using a watershed approach;
- Storm water improvements;
- Next generation ferry vessel and terminal investments including electrification initiatives;
- Energy grid upgrades targeting transportation electrification;
- Washington State Department of Transportation (WSDOT) Local Programs including;
 - Bicycle and Pedestrian projects and grant program
 - Safe Routes to Schools grant program
 - Complete Street grant program
- Grant funding through the WSDOT Public Transportation Program including;
 - Special Needs
 - Rural Mobility

- Bus & Bus Facility
- Vanpool
- Transit Coordination
- Commute Trip Reduction (CTR)
- Debt service repayment on related capital investments.

Motor and Special Fuels Excise Tax:

Raises the state's fuel tax rate to 55.4 cents per gallon, an increase of 6 cents per gallon.

Revenue from the tax is dedicated to highway investments including:

- State highway and local road/street improvements and preservation;
- Tribal highway/road/street improvements and preservation;
- State highway maintenance;
- State highway traffic operations;
- State highway related facilities; and
- Debt service repayment on related capital investments.

Transportation Impact Fees:

Imposes transportation impact fees of \$2.50 per square foot for commercial development and \$1.00 per square foot for manufacturing and residential development.

Revenue from the tax is dedicated to development and growth management investments including:

- State highway and local road/street improvements and preservation;
- Tribal transportation improvements and preservation;
- Direct distributions to cities and counties;
- Grant funding through CRAB, FMSIB, TIB, and WSDOT Local Programs including;
 - Bicycle and Pedestrian projects and grant program
 - Safe Routes to Schools grant program
 - Complete Streets grant program
- Removal of key local fish passage barriers using a watershed approach; and
- Grants to port districts.

Truck and Motorhome Weight Fees:

Increases existing weight fees by \$10 per year for light trucks. Increases motorhome weight fee by \$25 per year. Increases freight project fee by 15%. Accelerates previously authorized weight fee increases scheduled for 2023 to 2020.

Revenue from the fees are dedicated to highway investments including:

- State highway and local road/street improvements and preservation;
- Tribal highway/road/street improvements and preservation;
- State highway maintenance;
- State highway traffic operations;
- State highway related facilities;
- Grant funding through FMSIB; and
- Grants to port districts.

Toll and High Occupancy Vehicle (HOV) Lane Violations:

Increases penalty fees for toll and HOV lane violation by \$114.

Revenue from the penalty fee is dedicated to the maintenance costs of the tolled facility where the violation occurred.

Passenger Vehicle Weight Fees:

Increases existing weight fees by \$10 per year for passenger vehicles. Accelerates previously authorized weight fee increases scheduled for 2023 to 2020.

Revenue from the fee is dedicated to highway and multimodal investments throughout the transportation network including:

- State highway and local road/street improvements and preservation;
- Tribal transportation improvements and preservation;
- State highway maintenance;
- State highway traffic operations;
- State highway related facilities;
- Palouse River & Coulee City (PCC) railroad upgrades;
- Grant funding through FMSIB;
- Grants to port districts; and
- Grant funding through the WSDOT Public Transportation Program including:
 - Special Needs
 - Rural Mobility
 - Bus & Bus Facility
 - Vanpool
 - Transit Coordination
 - Commute Trip Reduction (CTR)

Passenger Vehicle Basic License Fee:

Raises the basic license fee on passenger vehicles to \$35, an increase of \$5 annually.

Revenue from the incremental increase in the tax is dedicated to highway investments including:

- State highway and local road/street improvements and preservation;
- Tribal transportation improvements and preservation;
- State highway maintenance;
- State highway traffic operations; and
- State highway related facilities.

Enhanced Driver's License (EDL) Fee:

Increases the EDL fee by \$30 beginning in October of 2020.

Revenue from the fee is dedicated to transportation investments including:

- State highway and local road/street improvements and preservation;
- Tribal transportation improvements and preservation;
- State highway maintenance;
- State highway traffic operations;
- State highway related facilities;
- PCC railroad upgrades; and
- Grant funding through the WSDOT Public Transportation Program including:
 - Special Needs
 - Rural Mobility
 - Bus & Bus Facility
 - Vanpool
 - Transit Coordination
 - Commute Trip Reduction (CTR)

Auto Parts Sales & Use Tax:

Increases the sales and use tax rate on the sale of auto parts by 1%.

Revenue from the incremental increase in the tax is dedicated to highway investments including:

- State highway and local road/street improvements and preservation;
- Tribal highway/road/street improvements and preservation;
- State highway maintenance;
- State highway traffic operations; and
- State highway related facilities.

Electric Vehicle Fee:

Increases the electric vehicle fee by \$200.

Revenue from the fee is dedicated to investments including:

- State highway and local road/street improvements and preservation;
- Tribal transportation improvements and preservation;
- State highway maintenance;
- State highway traffic operations;
- State highway related facilities; and
- Alternative fuel credits.

Rental Car Tax:

Increases the rental car tax by 1%.

Revenue from the incremental increase in the tax is dedicated to highway investments including:

- State highway and local road/street improvements and preservation;
- Tribal transportation improvements and preservation;
- State highway maintenance;
- State highway traffic operations; and
- State highway related facilities.

For-Hire Vehicle Fee:

Imposes a 50 cent per trip fee on for-hire vehicles.

- State highway and local road/street improvements and preservation;
- Tribal transportation improvements and preservation;
- State highway maintenance;
- State highway traffic operations;
- State highway related facilities;
- PCC railroad upgrades; and
- Grant funding through the WSDOT Public Transportation Program including:
 - Special Needs
 - Rural Mobility
 - Bus & Bus Facility
 - Vanpool
 - Transit Coordination

- Commute Trip Reduction (CTR)

Washington State Ferries (WSF) Capital Vessel Surcharge:

Raises the capital vessel surcharge to 50 cents, an increase of 25 cents.

Revenue from the surcharge is dedicated to next generation ferry vessel and terminal investments including electrification initiatives.

Bicycle Sales & Use Tax:

Increases the sales and use tax rate on the sale of new bicycles, including e-bikes, by 1%.

Revenue from the tax is dedicated to transportation investments including:

- Grant funding through WSDOT Local Programs including:
 - Bicycle and Pedestrian projects and grant program
 - Safe Routes to Schools grant program
 - Complete Streets grant program
- State highway and local road/street improvements and preservation; and
- Tribal transportation improvements and preservation.

Road Access Permits:

Doubles the current road access permit fee (variable rate).

Revenue from the fee is dedicated to speeding up and supporting state highway access permitting activity.

International Fuel Tax Agreement (IFTA) Decal & 3-Day Trip Permit Fee:

Increases the IFTA decal fee by \$40 and the 3-day trip permit fee by \$25.

Revenue from the fee is dedicated to highway investments including:

- Grant funding through FMSIB; and
- State highway preservation.

Bond Authorization:

A \$5 billion bond authorization backed by carbon fee and fuel tax revenues will expedite the benefits and facilitate generational equity of the investments.

Attendant Policy Initiatives:

- Eliminate the sunset on 2015 Low Carbon Fuel Standard (LCFS) provision & expand prohibition to local jurisdictions.
- Identify fish passage barrier remediation and the US 2 trestle project as projects of statewide significance.
- Create a Columbia River bridge authority with jurisdiction over the Bridge of the Gods, Hood River bridge, I-5 bridge, and any future bridges spanning the Columbia River. Also identify these projects as projects of statewide significance.
- Advance delivery of the SR 167/SR 509 Puget Sound Gateway project.
- Advance delivery of the I-90/Barker to Harvard project.

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2019 New Law Transportation Funding Concept Project List

#	Project	Scope	State Funds	Toll Funds	Federal Funds	Other Funds	Total Funds	LD
STATE/LOCAL/TRIBAL IMPROVEMENT PROJECTS								
1	I-5 Bridge Replacement	This project will replace the I-5 bridge.	450.0	1,025.0	1,250.0	450.0	3,175.0	49
2	SR 18 Widening – Issaquah/Hobart Rd to Raging River	This project will widen SR 18 from Issaquah-Hobart Rd to the Raging River Bridge near I-90, completing a continuous four-lane highway with 10-foot median and concrete barrier. It will include widening Berm Bridge, retaining walls, fish passage, wetland mitigation, stormwater treatment and detention, and ITS.	285.0				285.0	5
3	SR 9 Widening – 176th St SE to SR 96	This project will widen SR 9 from 176th St SE to SR 96 to provide an additional northbound lane and improve the performance of several intersections by providing right and left turn lanes, signal and lighting upgrades, provision for U-turn movements, and ADA upgrades. This amount represents the construction phase only. Design and Right of Way are fully funded through prior revenue packages.	58.2				58.2	1, 44
4	SR 522 Widening	This project will complete the widening of SR 522 between Monroe and Maltby to add an additional lane in each direction, update safety features, and address fish barriers.	90.0				90.0	1
5	SR 522 Paradise Lake Road Interchange	This project constructs a grade-separated interchange at Paradise Lake Road including applicable safety features, and eliminates fish barriers.	70.0				70.0	1
6	Apple Capital Loop/Wenatchee Triangle Project	This project will improve North Wenatchee Avenue, construct Confluence Parkway, and modify the Cascade Avenue Interchange.	169.0				169.0	12
7	Fish Passage Barrier	This investment represents the unfunded need to address compliance with the 90% habitat requirement of the injunction by 2030, provide a nominal amount to address non-significant barriers that reach their end of service life during that time period, and an additional nominal amount to address some culverts outside the injunction case area. Additional investments are necessary beyond this time frame to address the remaining barriers at the end of their service life.	3,100.0				3,100.0	Northwest WA: 42, 40, 10, 39, 38, 44, 21, 32, 23, 46, 45, 36, 48, 41, 34, 33, 11, 47, 30, 27, 25, 29, 26, 28, 22, 5, 31, 2, 20, 24, 35
8	US 2 Monroe Bypass and Widening	This phase 1 bypass project constructs a new US 2 spur alignment from the existing US 2/SR 522 interchange to Chain Lake Rd.	56.0				56.0	39
9	SR 410/White River Bridge	This project will construct a new two-lane parallel bridge over the White River and widen SR 410 from Park Ave to 244th St.	45.0				45.0	31
10	Columbia River Bridge Replacement/Hood River to White Salmon	This project will construct a new bridge over the Columbia River between Hood River, OR and White Salmon, WA.	100.0	100.0		100.0	300.0	14
11	PCC Rail lines rebuilt to Class 2 (25mph) standard	Rehabilitates 230 of 297 track miles of the PCC by addressing ties, ballast, turnouts and drainage to allow operations at 25mph (Class 2). In addition, this investment would rehabilitate or replace bridges as needed to accommodate 268 or 286 lb railcars. This investment does not address crossing signal systems.	150.0				150.0	6, 13, 12
12	Tacoma Bridge Project	Remaining, unfunded elements of local City of Tacoma 'Puyallup River Bridge'	110.0				110.0	25, 27
13	SR 520 Noise Mitigation	This project will construct additional noise walls, add absorptive noise wall treatments, or modify bridge expansion joints on the SR 520 corridor.	2.0				2.0	48, 43

DRAFT
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#	Project	Scope	State Funds	Toll Funds	Federal Funds	Other Funds	Total Funds	LD
14	I-5/US 101 South Sound Corridor Study	This I-5 study will continue existing work to identify potential improvements between Exit 116 and Exit 99. The study will develop mid- and long-term strategies from the I-5 corridor sketch and identify and prioritize potential US 101/I-5 interchange improvements, a strategic plan for the Nisqually River bridges, regional congestion relief options, and ecosystem benefits to the Nisqually River estuary for salmon productivity and flood control.	7.0				7.0	28, 22, 2, 35
15	SR 125/State Line to Walla Walla - Intersection Improvements	This project would construct intersection improvements on SR 125 from the state line to Walla Walla.	16.5				16.5	16
16	I-90/Kittitas to Vantage - Wildlife Fence	This project would install wildlife exclusionary fencing on both sides of I-90 from the Kittitas vicinity to Vantage.	10.5				10.5	13
17	US 12/Naches to Yakima - Safety Improvements	This project would construct improvements to existing at-grade intersections on US 12 between Naches and Yakima.	2.5				2.5	14, 15
18	US 12 Ackley Road Intersection Safety Improvements	This project would construct improvements to the existing US 12 Ackley Road intersection in Yakima.	1.5				1.5	14, 15
19	US 12 Cowiche Creek Bridge Replacement	This project would replace the existing Cowiche Creek Bridge on US 12 to increase flow capacity under the highway.	17.0				17.0	14, 15
20	SR 410 Rock Creek Chronic Environmental Deficiency	This project would construct a new structure over Rock Creek on SR 410 and a larger area for sediment storage and overflow.	6.0					14
21	US 97 Union Gap - Construct Beltway Connection	This project would construct a connection from the east end of the Union Gap beltway to the I-82/US 97 interchange.	10.0					15
22	US 12 East of White Pass - Add Passing Lanes	This project would construct passing lanes at select locations on the US 12 corridor east of White Pass.	6.0					14
23	SR 99/Aurora Avenue Bridge Safety Improvements	This project will widen the SR 99 Aurora bridge lanes and add a centerlane crossover protection by moving the sidewalks under the bridge.	29.0				29.0	43, 36
24	I-5/JBLM HOV Improvements	This project will extend HOV lanes south, from S 38th St in Tacoma to Thorne Lane in Lakewood.	350.0				350.0	27, 28, 29
25	US 2 Trestle Full Rebuild	This project will construct a new three-lane US 2 westbound trestle from the Snohomish River to the SR 204/20th St SE interchange, rebuild the SR 204/20th St SE interchange, and construct a new one-lane bridge crossing the Snohomish River connecting US 2 westbound to I-5 northbound. In addition, the westbound off-ramp to Ebey Island will be eliminated, and access will be provided to/from via the 20th St SE low-level bridge.	1,100.0	260.0		130.0	1,490.0	44, 38
26	I-405/SR 522 to SR 527 Capacity Improvements (Phase 1)	This project will widen I-405 to add a new lane in both directions to create a dual express toll lane system from SR 522 to SR 527, an extension of the existing express toll lane system from Bellevue to Lynnwood. This project will also make improvements to the SR 522 & SR 527 interchanges, and improve stormwater treatment facilities, roadside, walls, and tolling/ITS equipment.		470.0			470.0	1
27	SR 167 HOT/HOV Lane Extensions	This funding would cover the tolling equipment costs of the currently funded SR 167/SR 410 to SR 18 Congestion Management project as an HOT (or ETL) lane rather than the currently funded HOV lane scope.		20.0			20.0	30, 31
28	US 395/Eltopia Interchange	This project will construct a grade-separated interchange at the current intersection, raising the mainline over the crossroad.	17.6				17.6	9
29	US 395/Foster Wells Road Interchange	This project will construct a grade-separated interchange at the current intersection, raising the crossroad grade over the mainline.	16.7				16.7	9, 16

DRAFT
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#	Project	Scope	State Funds	Toll Funds	Federal Funds	Other Funds	Total Funds	LD
30	US 12/Wallula to Nine Mile Hill Widening	This project will construct a new four-lane roadway, completing the last section of the overall corridor widening project between Wallula and Walla Walla. This amount represents the unfunded construction phase; design and right of way were funded by Connecting WA.	182.0				182.0	16
31	SR 3/Belfair Area - Widening and Safety Improvements (Phase 2)	This project will complete the staged funding approach to the Belfair widening project between SR 106 and Sweetwater Creek, which includes pedestrian and access management improvements.	35.0				35.0	35
32	US 101 Shelton Centerline Safety	This project will construct a median barrier on US 101 between SR 3 and Wallace Kneeland Blvd.	4.0				4.0	35
33	SR 3/SR 16 Intersection Improvements	This project will construct a two-stage improvement by constructing a roundabout at Sam Christopherson Ave and provide access management through Gorst and a grade separation at Sam Christopherson Ave once the roundabout no longer addresses local traffic volumes.	35.0				35.0	35, 26
34	SR 3/Gorst Area - Widening	This project will construct an additional lane on SR 3 in each direction from Gorst to SR 304, elevate the roadway through Gorst, replace the Navy's railroad crossing of SR 3, and complete associated fish passage work.	300.0				300.0	35, 26
35	SR 6/Pluvius Bridge	This project will replace the Pluvius Bridge with a wider structure on a new alignment which will allow speed continuity in the corridor by removing sharp roadway curves at the bridge approaches to provide better visibility to oncoming traffic and improve safety.	15.0				15.0	19
36	SR 109/Moclips River Bridge Replacement	This project will replace the existing bridge on SR 109 over the Moclips River.	7.0				7.0	24
37	Moclips Highway/SR 109 to US 101 Chip Seal	This project will chip seal approximately 20 miles of the Moclips Highway between SR 109 and US 101.	1.2				1.2	24
38	Evacuation Street Relocation	This project will relocate a quarter mile of Aalis Drive from SR 109 to the Taholah Village Relocation Area. The project will include curb, gutter, and sidewalks, and will be the primary route (and evacuation route) to the new village.	1.3				1.3	24
39	Kla Ook Wa Drive Extension	This project will extend Kla Ook Wa Drive up the hill by a quarter mile to the new school site and provide access to the proposed energy park for the new Taholah Village. The project will include utilities, curb, gutter, and sidewalks.	1.7				1.7	24
40	US 101/Simdars Rd Interchange	This project will complete the construction of the unfinished, westerly half of the current interchange.	7.0				7.0	24
41	US 101 Climbing Lanes	This project will construct climbing lanes on US 101 in the vicinities of Dawley Rd to Blyn Highway and the Gardiner area.	6.5				6.5	24
42	US 101/N Valley Dr to N Reservation Rd Sidewalk	This project will construct a separated walking path along US 101 to connect the residential area near N Valley Dr to the community center area near N Reservation Rd.	0.3				0.3	35
43	Nespelem School Loop Rd & Columbia River Rd Improvements	This project will improve Nespelem School Loop Road around to where it connects to Columbia River Road and past the community center back to SR 155. Improvements will also include a safe sidewalk with solar lighting from the community center to SR 155 and improved access to the community center.	7.3				7.3	12
44	Gifford Ferry Rd Chip Seal	This project will preserve a 3-mile stretch of the Gifford Ferry Road into Inchelium so that acces to services can be maintained.	2.0				2.0	7
45	Inchelium Vicinity Road Improvements	This project will improve access on Short Cut Road, as well as construct access improvements to the Senior Meal Site and Inchelium Community Center.	2.5				2.5	7
46	Kartar Valley Road Improvements	This project will construct access improvements on Kartar Rd between Columbia River Rd and BIA Rd 54 so that a safe evacuation route will be maintained.	5.0				5.0	12
47	Browning Street/Pioneer Way Reconstruction	This project will reconstruct East Browning Street from East Grandview Ave to Pioneer Way E, and address safety issues at the intersection of Grandview/Pioneer with signalization.	8.0				8.0	25, 27
48	Puyallup to Tacoma Bike/Pedestrian Safety Link	This project will study and identify proper facility improvements to complete the bike/pedestrian trail commonly known as the Riverwalk Trail from Puyallup to Tacoma along SR 167.	0.5				0.5	25, 27

DRAFT
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49	SR 105 Culvert and Drainage Improvements	This project will construct cross drainage improvements in order to prevent further damage and flooding on SR 105 within the Shoalwater Bay Reservation boundaries. Work will include replacement of five culverts and ditch restoration.	1.1				1.1	19
50	SR 530/Chief Brown Lane Safety Improvements	This project will construct a half-mile left-turn lane in the vicinity of the Sauk-Suiattle Reservation.	12.1				12.1	39
		State/Local/Tribal Improvement Projects	3,659.9	1,875.0	1,250.0	680.0	7,442.9	

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PRESERVATION PROJECTS								
1	I-90/RR, Broadway, Park Rd Crossings - Expansion Joint Repair	Remove and replace expansion joints, work to preserve structural integrity, asset utility and extend the life of bridges 90/576N, 90/577 and 90/578.	1.8				1.8	4
2	SR 206/Bruce Rd to Mt Spokane State Park - Chip Seal	Bituminous surface roadways require a pavement surface treatment on a 6-8 year cycle to maintain the integrity of the pavement and provide skid resistance for stopping. Application of a Bituminous Surface Treatment to this section of roadway will extend the service life of this pavement surface.	1.4				1.4	4
3	SR 27/Freeman to 32nd Ave - Chip Seal	Bituminous surface roadways require a pavement surface treatment based on the Eastern Region chip seal cycle plan to maintain the integrity of the pavement and provide skid resistance for stopping. Application of a Bituminous Surface Treatment to this section of roadway will extend the service life of the pavement surface.	0.7				0.7	4
4	US 197/The Dalles Bridge Deck Replacement	WSDOT contribution to ODOT project that will replace the failing deck to extend the service life of the bridge.	11.8				11.8	14
5	US 97/Satus Creek Bridge - Bridge Replacement	The Satus Creek Bridge was constructed in 1959. This structure is deteriorating and has erosion at the foundations. This bridge needs replacement with a new structure.	6.6				6.6	14
6	SR 14/0.4 Mile East of Lyle - Slope Stabilization	Stabilize four sections of unstable slopes by one or more methods, including scaling, installation of rock bolts/dowels to stabilize larger rocks, installing wire mesh slope protection and installing rockfall fencing.	6.0				6.0	14
7	SR 241 Mabton Bridge Shortfall	This project would provide additional funds needed to complete the SR 241 Mabton Bridge project originally funded in Connecting Washington.	2.5				2.5	15
8	US 12 White Pass Corridor Preservation	This project would bring the highway to a state of good repair by addressing unstable slopes, restoring deteriorating guardrail, and resolving drainage and pavement deficiencies.	80.0				80.0	14, 20
9	SR 410/288th Ave Se Vic to Crystal Mountain Blvd Vic - BST	This project will resurface SR 410 mainline in both directions from 288th Avenue SE vicinity to Crystal Mountain Boulevard vicinity with chip seal in order to preserve the roadway.	6.4				6.4	31
10	SR 162/Spiketon Creek Bridge - Bridge Replacement	The existing bridge is structurally deficient. This project constructs a new bridge replacing the existing structurally deficient bridge, preserving the structural and functional integrity of this section of highway.	3.7				3.7	31
11	SR 410/W of SR 162 on-ramp to White River Br - Paving	Pavement condition rating is projected to drop below the adopted standard. By inlaying the existing roadway with hot mix asphalt, the existing pavement condition rating will be increased to be within adopted standards.	3.2				3.2	31
12	SR 3/Goldsborough Creek Bridge - Replace Bridge	The existing bridge built in 1923 is functionally obsolete. This project replaces the existing bridge with a new structure designed to current standards preserving the structural and functional integrity of the roadway.	3.4				3.4	35
13	US 101/N of Sund Creek to N of Bourgault Rd - Chip Seal	Pavement condition rating is projected to drop below the adopted standard. By applying Bituminous Surface Treatment, the existing pavement condition rating will be increased to be within adopted standards.	1.9				1.9	35
14	SR 106/US 101 to W of SR 3 - Chip Seal	Pavement condition rating is projected to drop below the adopted standard. By applying Bituminous Surface Treatment, the existing pavement condition rating will be increased to be within adopted standards.	1.6				1.6	35
		State Preservation Projects	131.0	0.0	0.0	0.0	131.0	