

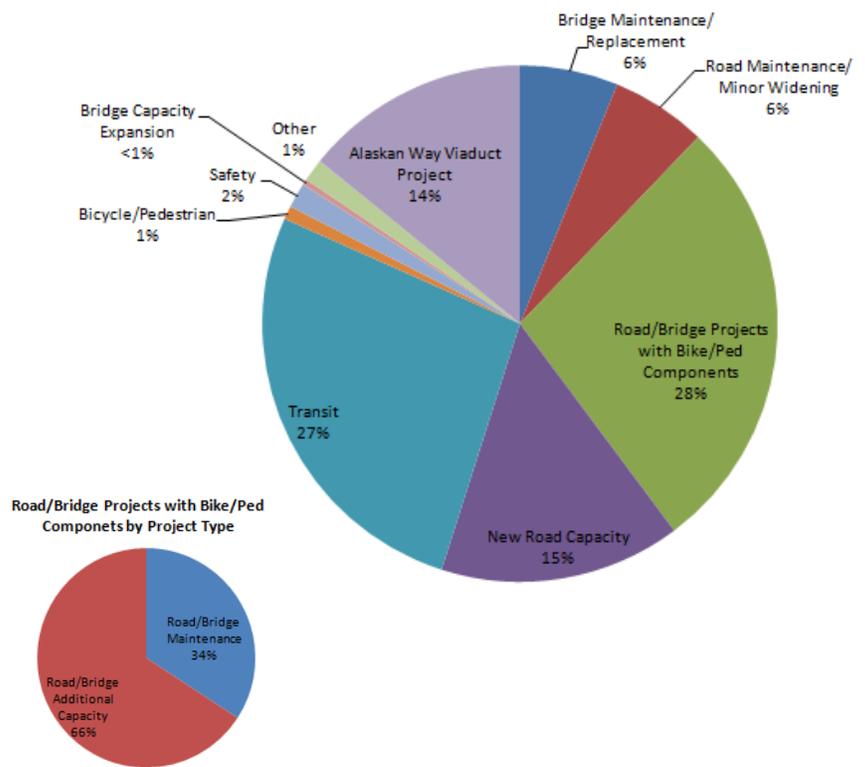
Washington



An examination of Washington’s 2012-2015 Statewide Transportation Improvement Program reveals that road or bridge projects with bicycle/pedestrian components (such as adding sidewalks when reconstructing a roadway) make up the largest chunk of planned spending (28 percent). Of these projects, 66 percent add capacity to the state’s roads or bridges, and 34 percent are road or bridge maintenance projects. Transit projects comprise 27 percent of the STIP. Three major transit projects, the U-Link, the Seattle/Tacoma/Lakewood commuter rail and Sound Transit’s Light Rail Extension project, make up almost 66 percent of all transit spending. New road capacity projects follow at 15 percent. The tunnel replacing the Alaskan Way Viaduct accounts for 14 percent of the planned spending. Bridge maintenance/replacement and road maintenance/minor widening each account for 6 percent of the spending. Projects classified as “other” make up 1 percent, as do safety projects and bicycle/pedestrian projects. Bridge capacity expansion projects make up less than 1 percent.

Proposed Spending, FY 2012-2015

Project Type	Cost (\$millions)
Bridge Maintenance/Replacement	559.86
Road Maintenance/ Minor Widening	545.16
Road/Bridge Projects with Bike/Ped Components	2,510.42
New Road Capacity	1,376.38
Transit	2,428.16
Bicycle/Pedestrian	76.78
Safety	142.85
Bridge Capacity Expansion	32.42
Other	128.69
Alaskan Way Viaduct Project	1,286.91
Total	\$9,087.63



These summary sheets were produced by the Tri-State Transportation Campaign, a non-profit organization working toward more balanced, transit-friendly and equitable transportation policies in Connecticut, New York and New Jersey. The full report is available at Trackstatedollars.org. The analysis was conducted using the Statewide Transportation Improvement Plan (STIP). TSTC staff analyzed each individual project listing in the STIP, categorizing projects by either an assigned project type where available, or by the project description and supporting documentation. States are required to list all transportation projects that receive federal aid in the STIP, though many states also include projects that only receive state dollars as well. However, there may be certain projects not included in the STIP, such as those undertaken by toll road authorities of state infrastructure banks. All percentages have been rounded. For more information on the methodology utilized, please contact TSTC. Image of Washington from 50states.com. This project was possible by support from the Rockefeller Foundation.

TRI-STATE TRANSPORTATION CAMPAIGN

