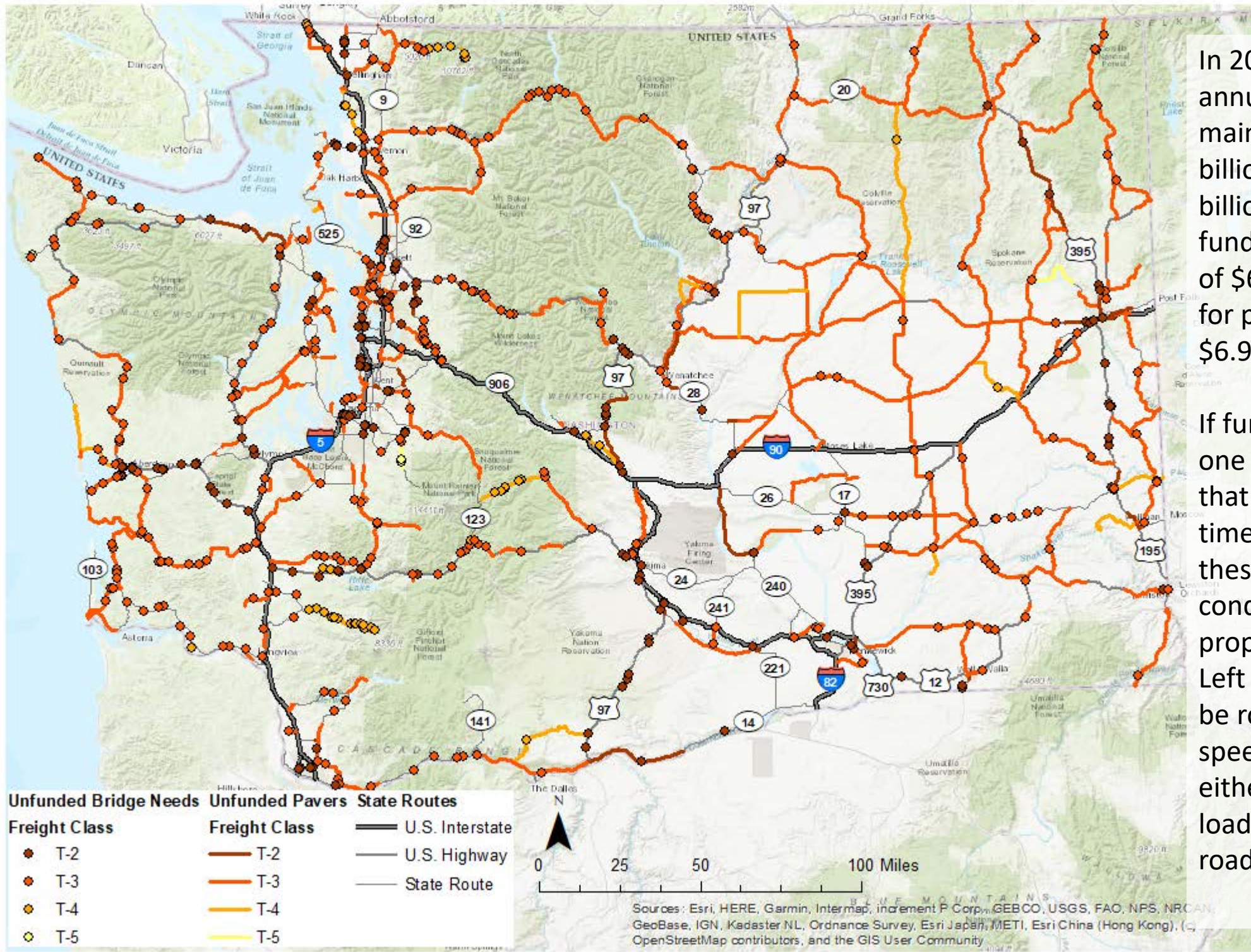


# Unfunded Preservation Needs – Current Ten-Year Budget

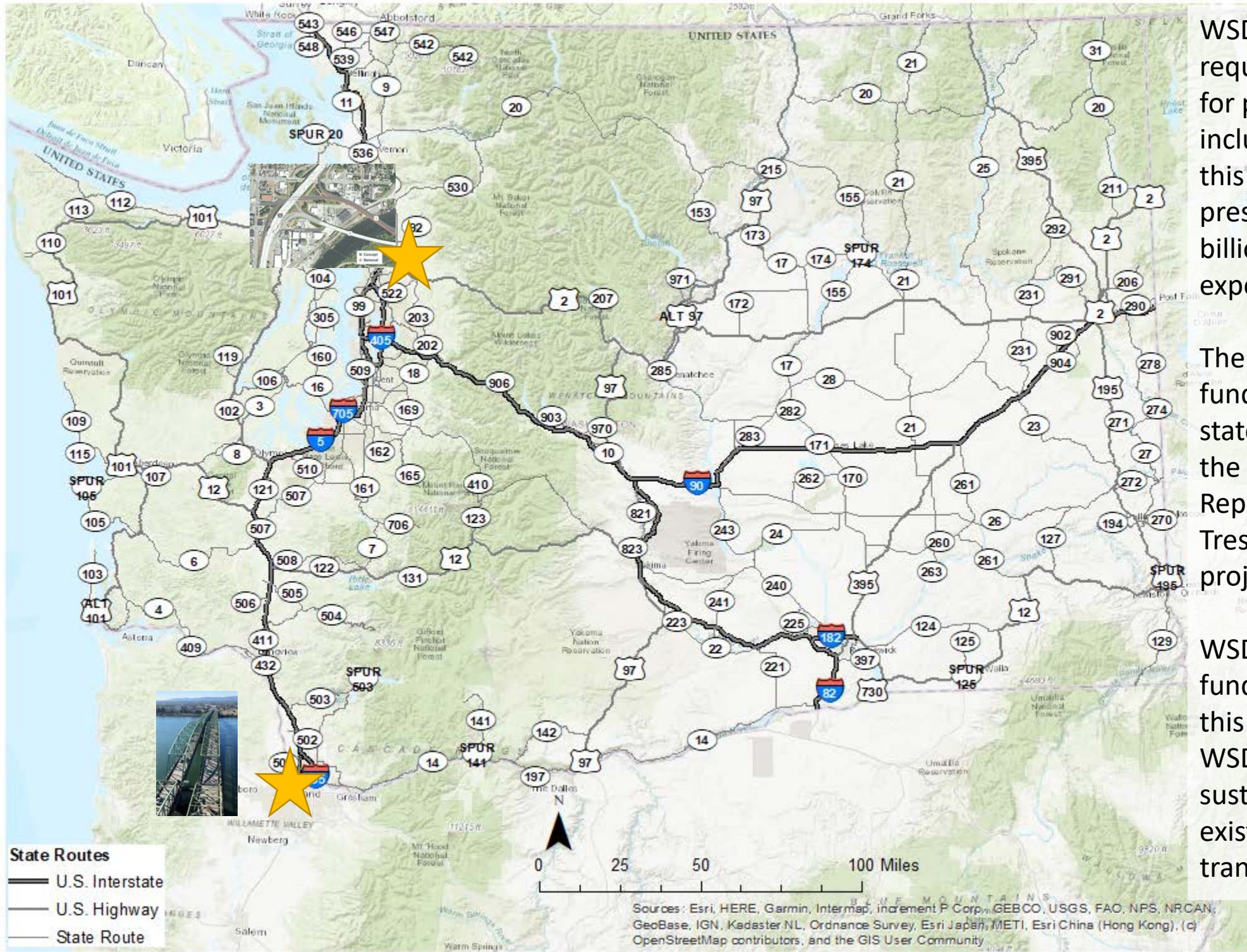


In 2019, WSDOT's average annual preservation and maintenance need is \$1.24 billion per year, or \$12.4 billion for 10 years. Current funding leaves an annual gap of \$690 million (2018 dollars) for preservation needs, or \$6.9 billion for 10 years.

If funded at current levels, one of the primary results is that it will cost nearly three times the amount to restore these assets to acceptable condition compared with properly timed preservation. Left unaddressed, there will be rough roads, reduced speed limits, bridges that are either closed, load posted or load restricted, and failed roadways.

\*At current ten-year budget levels, not all bridges on T-1 routes can be preserved. Since it is unknown which specific bridges this will affect, the impacts were not shown. See assumptions document for more background.

# Unfunded Preservation Needs – Agency Request: +\$10 B

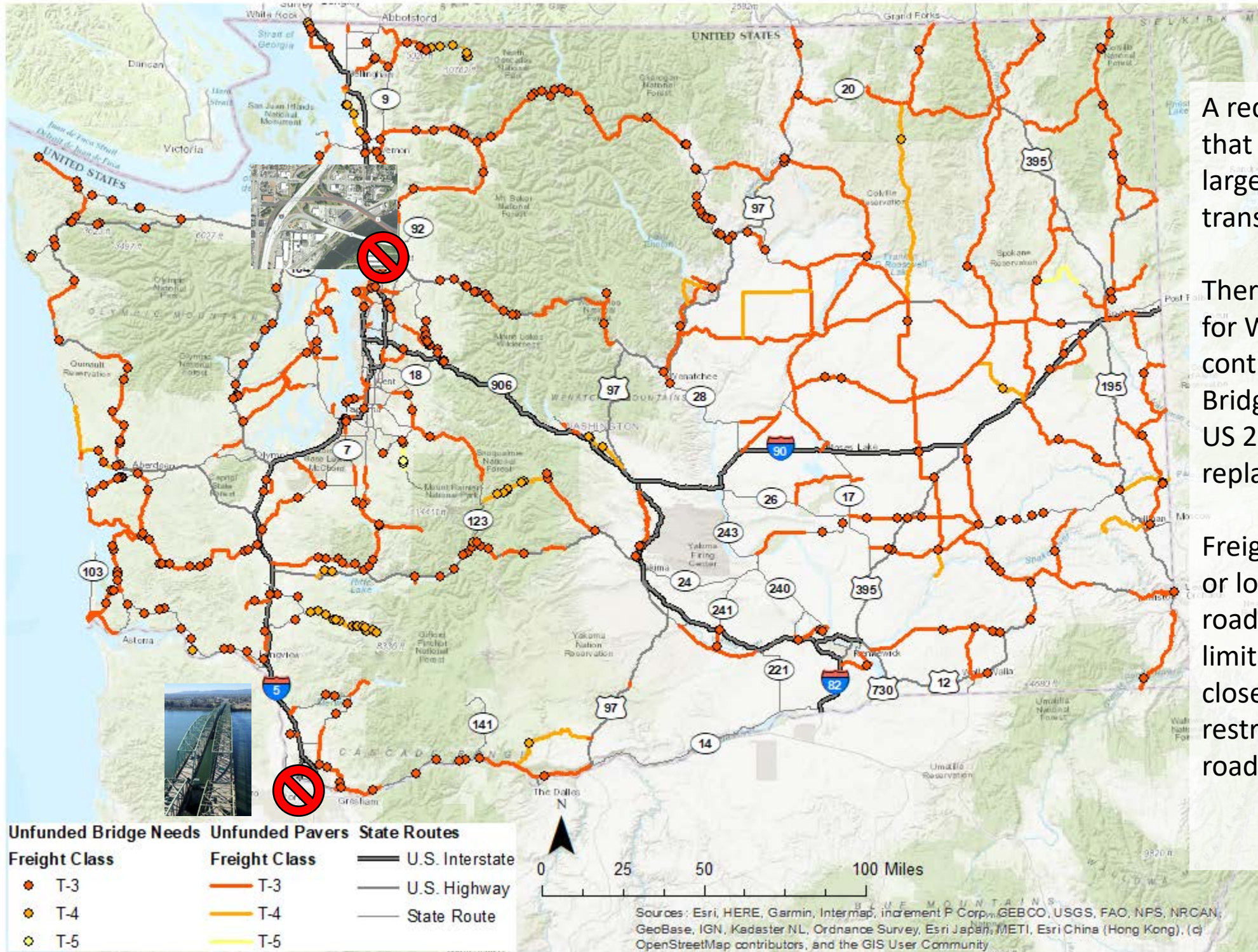


WSDOT's agency budget request includes \$10 billion for preservation, which includes \$8.1 billion to fund this gap. The \$8.1 billion for preservation needs is the \$6.9 billion inflated to year of expenditure.

The request also provides funding for Washington's state funding contribution to the Interstate Bridge Replacement and the US 2 Trestle bridge replacement projects.

WSDOT's budget request funds nearly all of this gap. If this funding is included, WSDOT will be able to sustainably preserve the existing state-owned transportation system.

# Unfunded Preservation Needs: +\$6.325 Billion Scenario

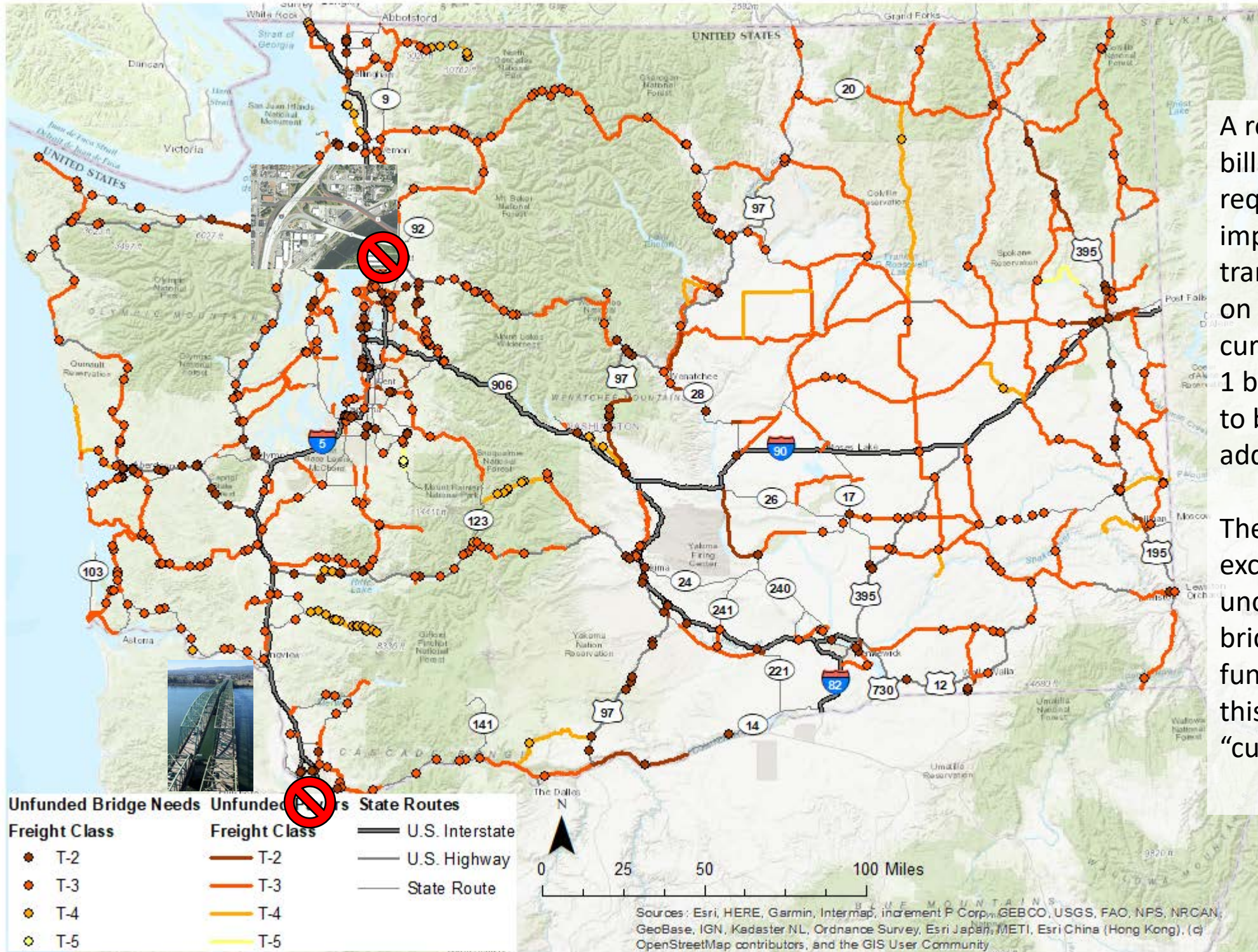


A reduction by one third of that \$10 billion results in a large impact to the statewide transportation system.

There would not be funding for Washington's state contribution to the Interstate Bridge Replacement and the US 2 Trestle bridge replacement projects.

Freight routes classified as T-3 or lower will have rough roads, reduction in speed limits, bridges that are either closed, load posted or load restricted, and failed roadways.

# Unfunded Preservation Needs: +\$1.3 Billion Scenario



A reduction down to \$1.3 billion of the \$10 billion request results in a massive impact to the statewide transportation system. Based on the assumptions in our current budget, only those T-1 bridge needs would be able to be addressed with the additional available funds.

The “current budget map” excluded these because it was unclear which specific T-1 bridge work would not be funded, there is no change on this map compared to the “current budget map.”