

December 2025

Transportation Operations • 2023-2025 Q3 Capital Projects



PROGRAM OVERVIEW

The Q3 Capital Program consists of projects that maximize transportation system management and operations, including transportation technology projects. Q3 capital projects fall within three categories: Commercial Vehicle Information Systems and Network (CVISN), Intelligent Transportation Systems (ITS), and Special Traffic Projects.

The 2023-2025 Capital Program

In 2023-25, the Transportation Operations Division received \$24.4 million for capital projects, which funded 12 projects between the six regions and headquarters. Out of the 12 projects, a total of five projects have been completed.

This report fulfills the requirements in ESSB 5161, Section 307:

“The appropriations in this section are subject to the following conditions and limitations: \$5,621,000 of the motor vehicle account—state appropriation, \$6,500,000 of the motor vehicle account—federal appropriation, and \$635,000 of the motor vehicle account-private/local appropriation are provided solely for Programmatic Investment for Traffic Operations Capital projects (000005Q). By December 15th of each odd-numbered year, the department shall provide a report to the legislature listing all traffic operations capital project investments completed in the prior fiscal biennium.”

2023-2025 Q3 Capital Projects

Region	Pin	Program Item Description	Cost
NWR	100530Q	I-5/Seattle - Enhanced Ramp Metering	\$1,300,362
NCR	228500Q	US 2/97 Easy Street – Roundabout – (SR 285 Conduit Project)	\$646,720
OR		No completed projects in 2023-25 biennium	\$0
SWR		No completed projects in 2023-25 biennium	\$0
SCR		No completed projects in 2023-25 biennium	\$0
ER	609047Q	I-90/Freeway/Arterial Integrated Corridor Management 19-21	\$868,689
	609046Q	I-90/Freeway/Arterial Integrated Corridor Management 21-23	\$528,031
HQ	000012Q	Virtual Coordination Center	\$4,354,891

NORTHWEST REGION

I-5/Seattle - Enhanced Ramp Metering

\$1,300,362

This project modified the I-5 NB at Swift Ave S, S Michigan St, and NE 50th St ramps to meter all lanes including the previous HOV bypass lane. The work consists of installing overhead ramp meter (type 2) signal poles, replacing loops detection and signage in accordance with the ramp meter requirements for 2 or more lanes. Stop lines were extended across all lanes.

I-5 NB at Swift Ave S, S Michigan St, and NE 50th St ramps have large platoons of vehicles entering the mainline at peak periods. Ramp metering on the general-purpose lane(s) provides some relief to congestion. When the HOV bypass lane was unmetered, there were many single occupancy violators travelling through the unmetered HOV lane of each ramp, significantly impacting traffic to be less efficient along the I-5 corridor. Conversion of the HOV lane into metered lane HOV increased storage capacity and will ultimately improve vehicle travel times and the efficiency of throughput onto the I-5 mainline.

As an added benefit, studies have indicated that the installation of ramp meters reduces the number of collisions that occur in the vicinity of the merge area near the mainline; fewer collisions in this vicinity would also help to improve the existing congestion.



Northbound Swift Ave before installation of ramp meter



Northbound Swift Ave after installation of ramp meter

NORTH CENTRAL REGION

US 2/97 Easy Street - Roundabout - (SR 285 Conduit Project)

\$646,720

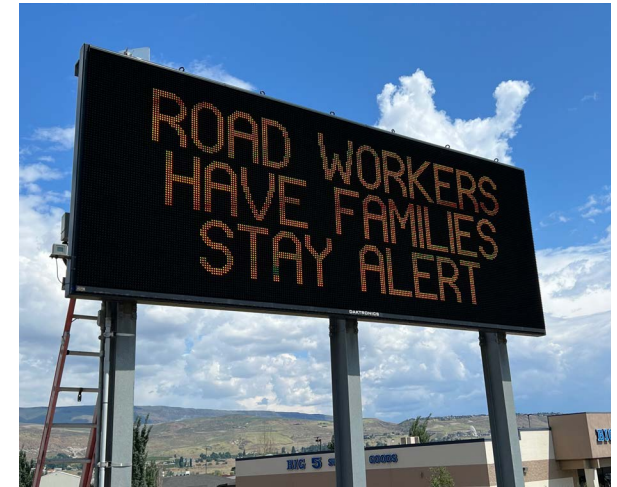
As part of the US 2/97 Easy Street Roundabout project, this project completed the installation of fiber optic conduit and junction boxes along the SR 285 Corridor to allow for future ITS solutions, such as Variable Message Signs (VMS), to be implemented on the corridor aimed to reduce congestion and delays.



Installation of conduit on the side of SR 285 while under construction



Installing conduit at SR 285 before the excavation is filled



A new Variable Message Sign (VMS) after installation

OLYMPIC REGION

The projects for Olympic Region are ongoing and there is nothing to report for the 2023-25 biennium.

SOUTHWEST REGION

The projects for Southwest Region are ongoing and there is nothing to report for the 2023-25 biennium.

SOUTH CENTRAL REGION

The projects for South Central Region are ongoing and there is nothing to report for the 2023-25 biennium.

EASTERN REGION

I-90/Freeway/Arterial Integrated Corridor Management 19-21

\$868,689

Initialized in the 19-21 biennium, this project installed ramp metering for EB US-2 to EB I-90 to manage congestion going into downtown Spokane.



US 2 to I-90 ramp before installation



US 2 to I-90 ramp after installation of ramp meter

EASTERN REGION (CONTINUED)

I-90/Freeway/Arterial Integrated Corridor Management 21-23

\$528,031

Initialized in the 21-23 biennium, this project installed Closed Circuit TeleVision (CCTV) cameras on I-90 at White Rd and the SR-904 interchange to extend the monitoring of freeway operations in a quickly growing part of Spokane County. It also installed a variable message sign for EB I-90 between Argonne Rd and Pines Rd (SR-27), which helps manage traffic and warn of downstream congestion at the Barker Rd bottleneck.



Eastbound I-90 before VMS installation



Eastbound I-90 after installation



CCTV installation on pole at SR 904 and White Rd

HEADQUARTERS

Virtual Coordination Center

\$4,354,891

In 2019, WSDOT applied for a \$3.4 million grant from the United States Department of Transportation's (USDOT) Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Program to fund design and construction of the Virtual Coordination Center (VCC). Cash matches from WSDOT and Challenge Seattle, as well as in-kind matches from the City of Seattle, King County, Washington State Patrol, Sound Transit and 11 private sectors partners were needed to successfully design and build the VCC. WSDOT served as lead administrator of the project with the University of Washington (UW) providing day-to-day project management.

In July 2020, WSDOT was awarded the full \$3.4 million in grant funds. WSDOT and its partners officially started work to build the VCC in September of 2020. The grant funds supported the program through September of 2023.

King County Metro, Sound Transit, Seattle Department of Transportation, Seattle Fire Department, Seattle Police Department, Washington State Patrol and WSDOT are current partner agencies of the VCC and have been working together to manage various components of the Seattle I-5 corridor by actively utilizing the VCC. Incidents requiring interagency coordination happen frequently,

so a sense of community and shared responsibility has developed over time. The VCC environment builds on these strong ties.

VCC Functionality

The VCC is a cloud-based coordination environment that allows agency users to access and share information about traffic incidents in real time.

- The infrastructure is cloud-based, assuring that VCC members have a mechanism for equal access to VCC data and capabilities.
- The VCC interface is a secure web application that integrates data from partner agencies in support of collaborative awareness and operations. The VCC is composed of three elements:

1. Incident Management:

- Automatically combine and display information from multiple computer-aided dispatch sources to provide information about incidents and events that affect traffic.
- Enables agency staff to share updates as the situation evolves.
- Built-in alert system that notifies key agencies of major incidents.

2. Congestion Management:

- Shared system that allows agencies to deploy tools, such as ramp meters, signal adjustments and transit alternate routings, in concert and jointly monitor and manage congestion.
- Improve safety by clearing roadway incidents quickly.
- Guide first responders to incident sites more efficiently, and ensuring regional mobility continues during incidents.
- Augmentation for regional response and management plans via predictive analysis methods to support the development and refinement of regional response and traffic/transit management plans.

3. Population Movement:

- Support secure interagency communication and trusted information sharing to coordinate communication with the public, major employers, and private-sector mobility providers.
- Enables agencies to craft timely, unified messages that can be shared with the public, major employers, and private-sector mobility providers.

The VCC was not created to replace existing public agency partners' systems; VCC members determine how the VCC fits into their existing systems and processes.

FOR MORE INFORMATION, CONTACT:

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