

WSDOT Agency Identification - Tier 2

Douglas B. MacDonald
Secretary of Transportation
310 Maple Park Avenue SE
Olympia, WA 98504-7316
Phone: 360-705-7054
Fax: 360-705-6800
Web: <http://www.wsdot.wa.gov>

Eastern Region - Spokane
Jerry Lenzi, Region Administrator
2714 North Mayfair Street
Spokane, WA 99207-2090
Phone: 509-324-6010

North Central - Wenatchee
Don Senn, Region Administrator
1551 North Wenatchee Avenue
Wenatchee, WA 98801-1156
Phone: 509-667-3001

Northwest Region - Seattle
Lorena Eng, Region Administrator
15700 Dayton Avenue North
Seattle, WA 98133-5910
Phone: 206-440-4706

Olympic Region - Tumwater
Randy Hain, Region Administrator
5720 Capitol Boulevard South
Tumwater, WA 8501-6703
Phone: 360-357-2605

South Central Region
Don Whitehouse, Region Administrator
2809 Rudkin Road
Union Gap, WA 98903-1648
Phone: 509-577-1620

Southwest Region
Don Wagner, Region Administrator
11018 NE 51st Circle
Vancouver, WA 98682-6686
Phone: 360-905-2001

WSDOT Strategic Plan Highlights (Business Directions)

The following is a link to WSDOT's business directions for 2005-2007.

http://www.wsdot.wa.gov/accountability/2003-2007_Business_Directions.pdf

WSDOT Legislative Proposals for 2005 Session

The following briefly describes those issues that the Transportation Commission has approved as agency request legislation for the 2005 session.

1. SR 167 HOT Lanes Pilot Project

WSDOT should resubmit the proposal authorizing the SR 167 HOT Lanes Pilot Project, largely as reflected in ESHB 2808, which passed the House in 2004. The bill authorizes the 4-year pilot project, converting the HOV lanes on SR 167 in King County to High-Occupancy Toll (HOT) lanes. A HOT Lane allows single-occupancy vehicles to pay a toll to utilize any excess capacity in the SR 167 HOV lanes. The toll is dynamic, with price based on congestion and is set to ensure that the HOV lanes operate at a minimum standard for transit and HOV users. In 2004 the bill passed out of the House but was held in the Senate Highways and Transportation Committee.

2. Specialized Equipment – Compliance with Federal Rule

During the past year the Federal Highway Administration has revised their rule on external rearview mirrors (placement/distance from body) used on vehicles in interstate transport, placing state law out of compliance. A revision to the measurement of width exclusive devices is also nearing adoption that will place state law out of compliance. In addition, a new federal rule regarding a vehicle combination used for moving explosives has been adopted in the category of specialized equipment that must be addressed in order for it to operate in Washington.

The proposed legislation will bring into compliance the measurements associated with external rearview mirrors and width exclusive devices. It will also create a new section giving the department rule-making authority for “specialized equipment”, eliminating specific reference in law to vehicles identified as specialized. The new section on rule-making would allow for a more efficient means to address both the ever-changing list of interstate vehicles classed as specialized by federal rule as well as address vehicles the department treats as specialized for intrastate use.

3. Heavy-Haul Corridors within Port Districts

It is often necessary to move sealed ocean-going containers over segments of state highway within port district property to transfer them from one mode of transport to another mode, i.e. ship to rail car. Discussions with port stakeholders indicates that the movement of sealed ocean-going containers within port districts at legal weight limits can be a hardship to the ports and their contractors due to the frequency of moves, the scarcity of appropriate chassis and the economic incentive to load each container to capacity. It has therefore been determined that the creation of a heavy-haul corridor within a port district would dramatically improve the economy and efficiency of moving sealed ocean-going containers by allowing for permitted moves in excess of legal weight limits over relatively short distances.

A proposed new section in Chapter 46.44 RCW would give the Department the authority to analyze vehicle size and weight impacts on the infrastructure, identify state highway heavy-haul corridors within port districts, set permitted weight limits within established parameters, and manage multi-jurisdictional agreements for maintenance and repair of the identified corridors.

While this could be accomplished through a rule making process it is believed that having certain parameters set in law will remove the pressure to ratchet up weight limits and/or expand the concept beyond what is specifically intended. In addition, it establishes a legislative solution that can be used consistently on a statewide basis.