



CONNECTING WASHINGTON TASK FORCE

Initial Presentation of Statewide Transportation Needs

July 19, 2011



City Transportation Overview

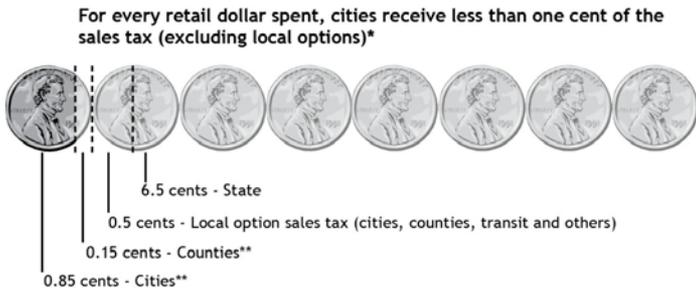
Presented by Ashley Probart

Association of Washington Cities

Financial overview - 2009

281 cities and 4.2 million citizens (62% of state population)

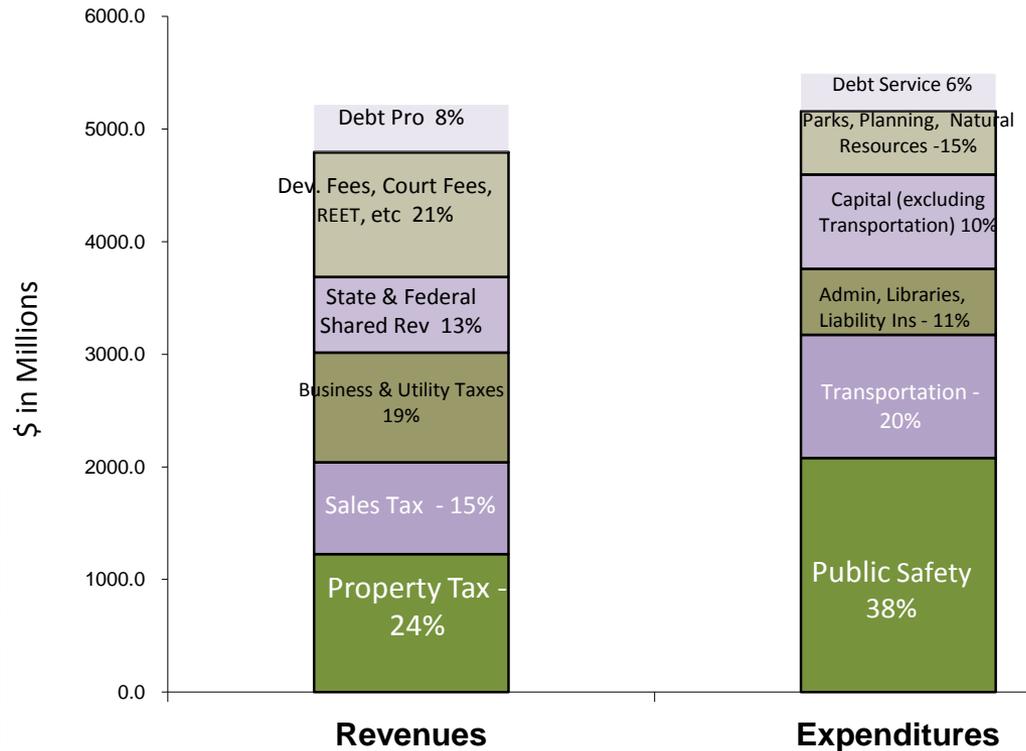
Revenues & Expenditures , Revenues = \$5.22 Billion* (source = LGFRS**)



* Based on city sales tax average of 8%.

** For sales sourced to unincorporated areas, counties receive the full 1 cent.

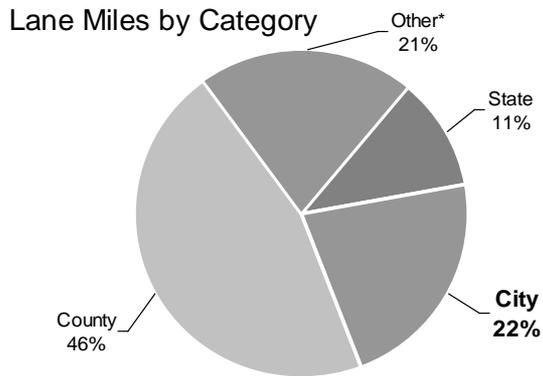
Cities receive only 13 cents of each property tax dollar



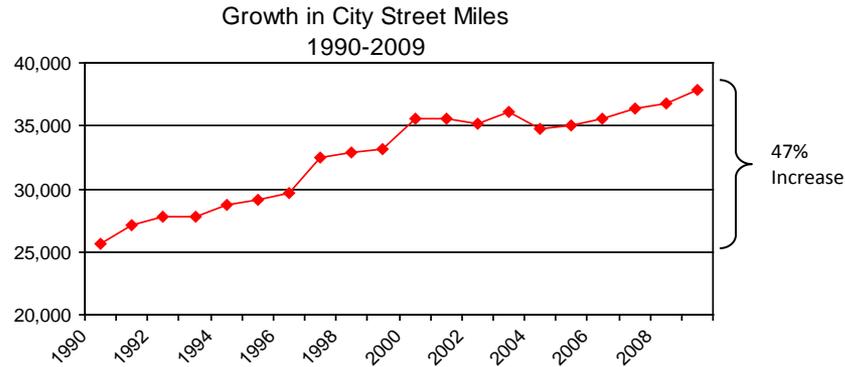
* Excludes Utilities (enterprise funds). **General, Capital, Debt Service & Special Funds

City transportation system

Arterials, collectors, local network, state highways, transit



* Other includes State Parks, Ports, Tribes, US Forest & Nat'l Parks



- Nearly 38,000 lane miles of city streets carry approximately 27% of all Vehicle Miles Travelled
- Lane miles of city streets have increased by 47% (12,155 miles) since 1990.
- 94% of city centerline miles are paved streets.
- 720 bridges.
- Cities over 25,000 in population have added maintenance and operational responsibilities on (non-Interstate) State Highways within their city boundaries (2,228 lane miles).
- Three cities operate transit systems: Everett, Pullman and Yakima
- Cities also provide signalization, sidewalks, streetlights and other appurtenances.

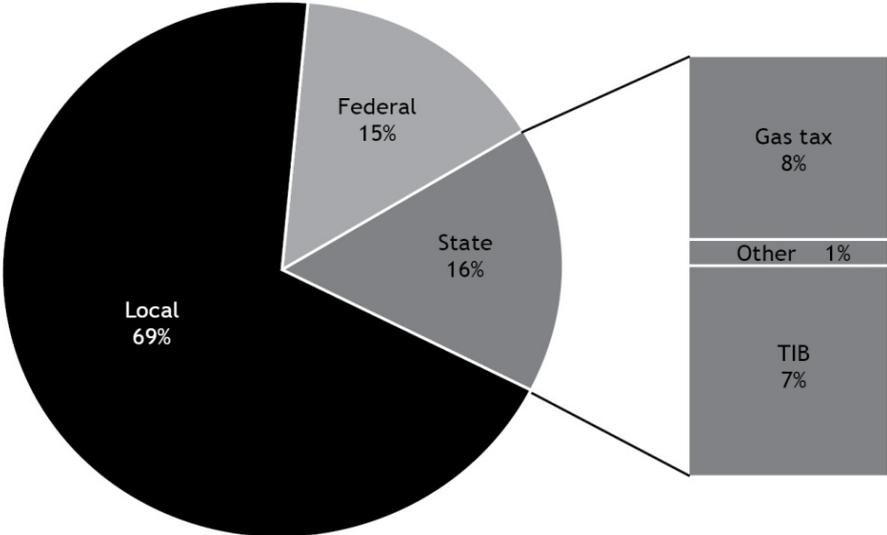
Typical city street investments

- Streets in newly incorporated and annexed cities experience major investments to meet urban standards. (GMA expectations, too).
- Larger economic centers need major improvements for congestion relief, freight mobility, and earthquake protection.
- Many intermediate and smaller cities serve as a through corridor for commuting workers, resulting in extraordinary congestion.
- Small rural communities typically seek to fund the most basic resurfacing projects and cannot afford even modest improvements to their streets (Grant support is traditional funding method).
- Eastern Washington cities face freeze/thaw cycles that accelerate street deterioration.
- Stormwater investments are required in 100 cities.

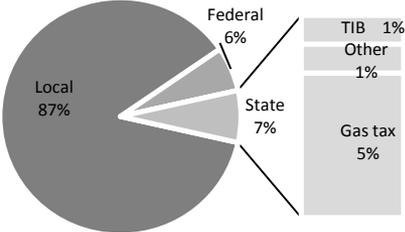
City Transportation Revenues – 2009 - \$1.3 Billion

All Cities - 2009

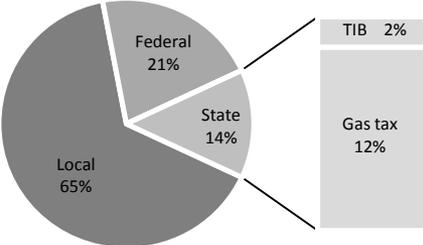
The majority of city street funding comes from local resources



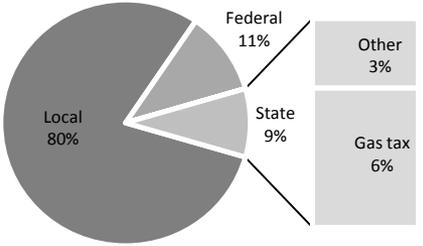
Seattle



Everett



Cheney



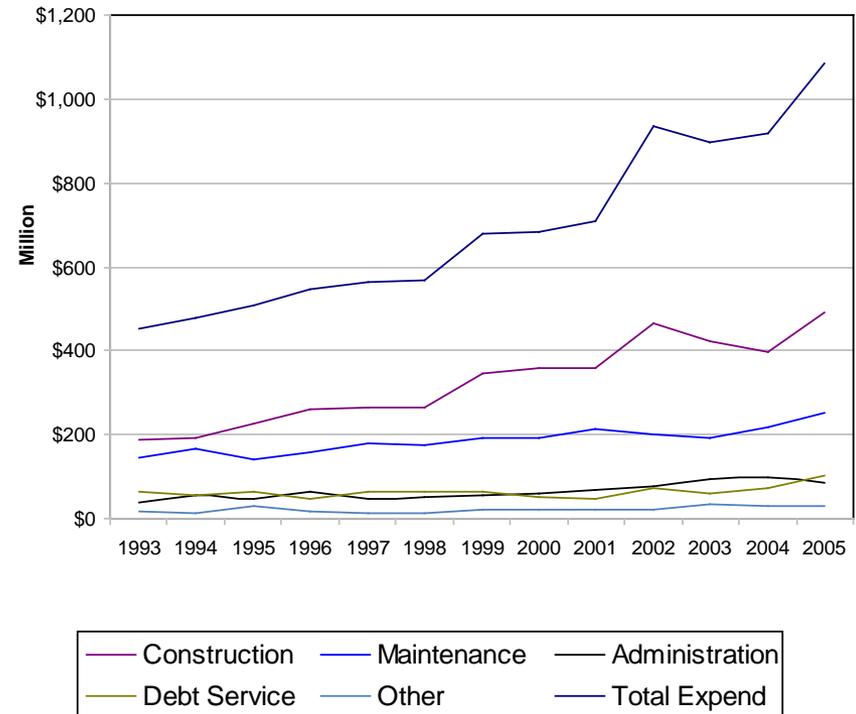
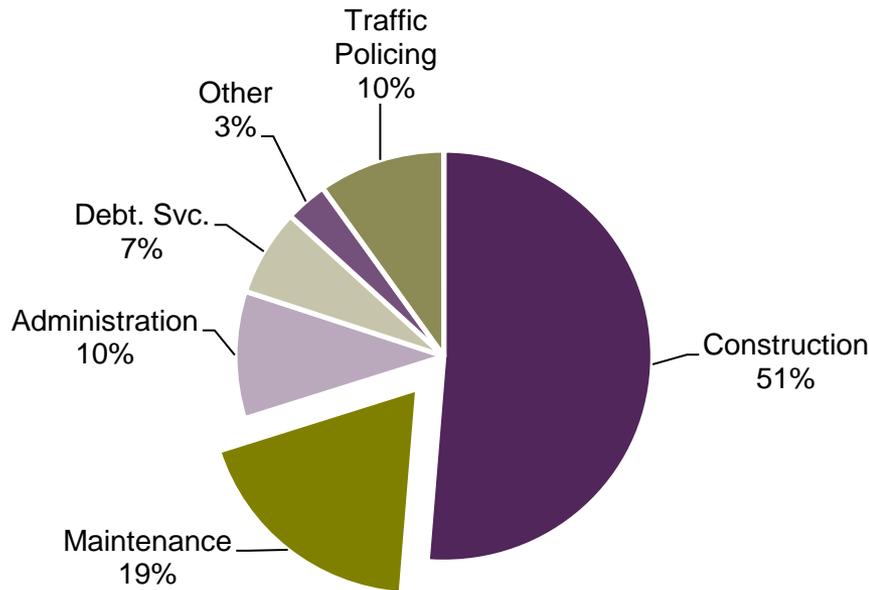
Source: Washington State Department of Transportation, 2009

Note: Federal share in 2009 boosted by one-time federal stimulus dollars. Typically the Federal share is 8 to 9 %

- The 2003 Transportation Nickel Package was for State transportation purposes. No direct distribution to cities or counties.
- The 2005 9.5 cent Transportation Partnership Act provided ½ cent direct distribution to cities (approximately \$16 million annually/ \$4 per capita)

City Transportation Expenditures – 2009 – \$1.3 Billion

In 2009, cities invested \$1.3 billion on transportation. Approximately \$245 million for street maintenance alone. Yet this covers an estimated one-third of ongoing needs and does not address a critical maintenance backlog.

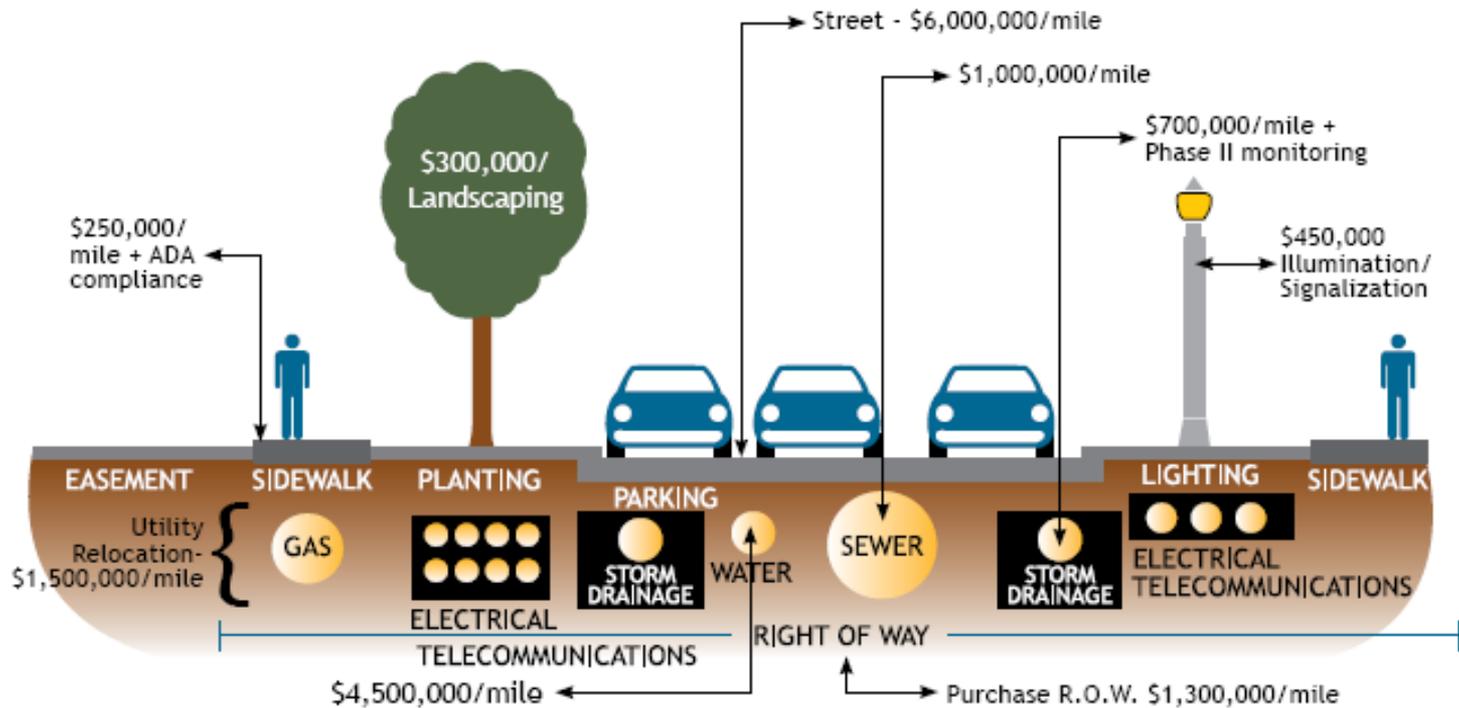


Typical "Complete street" costs

Actual 2008 bid specs = \$15.7 million per mile

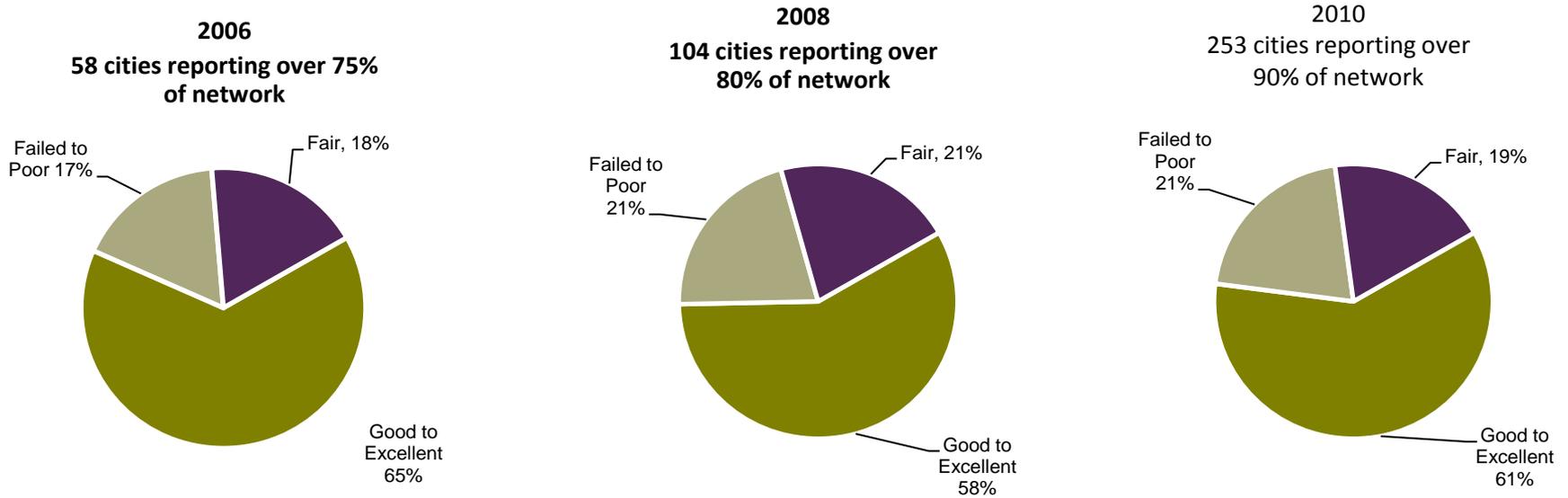
Typical City Infrastructure Costs Today

City streets are more than pavement.

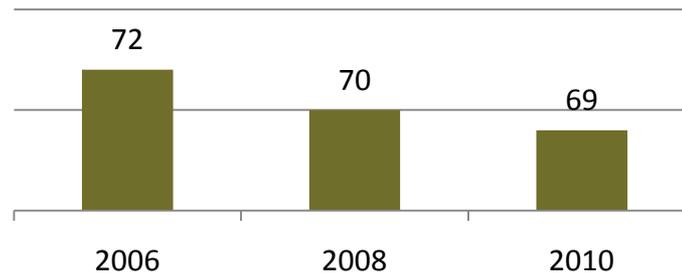


Plus ongoing maintenance, preservation and operating costs.

Declining city pavement ratings (arterials & collectors)



Statewide Rating Score



State highway maintenance responsibilities in cities

(Managed access highways*)

<p>Cities under 25,000</p>	<p>City Responsibility - Operational (consistent with state laws)</p> <ul style="list-style-type: none"> ✓ Street Illumination ✓ Cleaning-streets, catch basins, snow plowing, etc. ✓ Existing Stormwater facilities ✓ Traffic and parking enforcement 	<p>State Responsibility – Structural Integrity</p> <ul style="list-style-type: none"> ✓ Roadway surface and shoulders ✓ Traffic Control Signals ✓ Slope stability ✓ State has snow plowing authority when necessary ✓ Route markers, directional signs
<hr/>		
<p>Cities over 25,000</p>	<p>City Responsibility (consistent with state laws)</p> <ul style="list-style-type: none"> ✓ <u>Same responsibilities as above, plus</u> ✓ Slope stability ✓ Traffic Control Signals 	<p>State Responsibility**</p> <ul style="list-style-type: none"> ✓ Roadway surface and shoulders ✓ State has snow plowing authority when necessary ✓ Route markers, directional signs

*WSDOT performs all of the above maintenance activities on Limited Access Highways (I.e. I-5, I-90, I-405, I-82, etc.)

**State Highway Improvements are typically a partnership between cities and the state

Summary

- 63% of the state's population resides in cities; 27% of all traffic volumes occur on city streets.
- Cities are the state's economic engine – 90% of the Gross State Product takes place in cities.
- Cities depend heavily on their general fund dollars for transportation. There is competition for those dollars to provide essential services such as fire and police.
- Pavement condition ratings are declining. The number of lane miles that will require expensive reconstruction is increasing.
- Competitive grants and a major portion of cities' share of the 2.96 cents of gas tax is targeted to new construction which results in more deferred maintenance /preservation.

Transportation Needs Include

- Direct distribution – Need a larger portion than 2003, 2005 packages
- Enhanced grant programs with state partners: Transportation Improvement Board, Freight Mobility Strategic Investment Board, WSDOT Highways and Local Programs
- Preservation funding
- Stable transit funding and support for Transit Oriented Development
- Include a significant stormwater component
- Recognize on-going obligation for ADA retrofit of sidewalk networks
- Continuing to pursue local options for dedicated transportation funding:
 - Transportation Benefit Districts
 - Voter-approved street maintenance utility authority



Washington State
Association of Counties

County Transportation Overview

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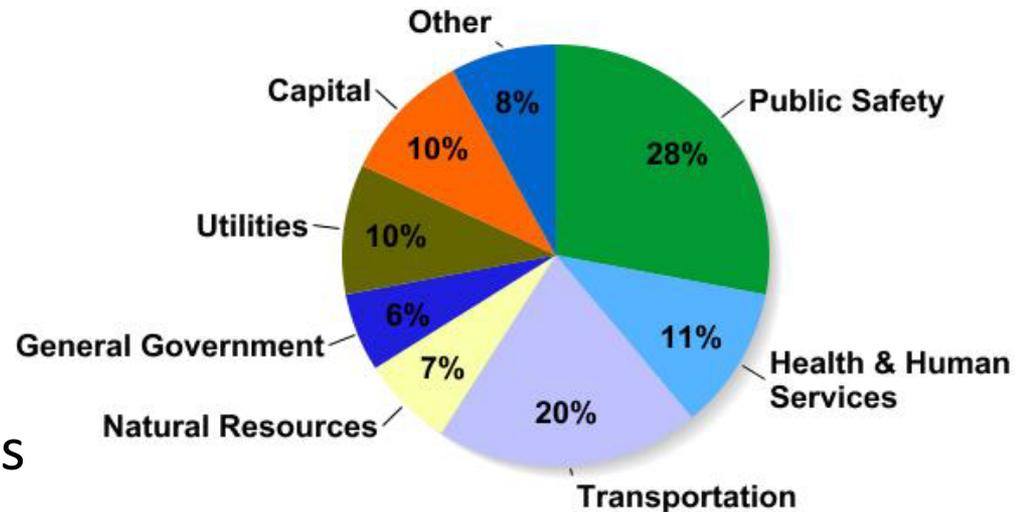
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Counties are agents of the state:

- Elections
- Courts/Prosecution/Adult and Juvenile Corrections
- Recording
- Sheriff
- Municipal Gov't
- Assessment/Collection of Taxes
- Public and Mental Health, and
- Transportation



State Auditor's Office LGFRS - 2009



Summary of Road Miles and Vehicle Miles Traveled

Jurisdiction	Centerline Miles [3]		Lane Miles		Daily Vehicle Miles Traveled (1,000s)	
State Total [1]	7,061.66	8.5%	18,571.44	10.6%	86,179	55.7%
<i>Interstate</i>	764.27	0.9%	3,984.61	2.3%	41,937	27.1%
City	17,696.69	21.2%	37,795.34	21.6%	41,522	26.9%
County	39,868.65	47.7%	80,618.36	46.2%	24,928	16.1%
Other [2]	18,877.85	22.6%	37,738.55	21.6%	2,030	1.3%
TOTAL	83,504.85	100%	174,723.69	100%	154,689	100%

Notes:

[1] Interstate figures are included in the State total.

[2] Other includes State Parks, Other State, Port Districts, Indian, U.S. Forest Service, and National Parks.

[3] Centerline miles are the actual length of the roadway in one direction of travel.

Source:

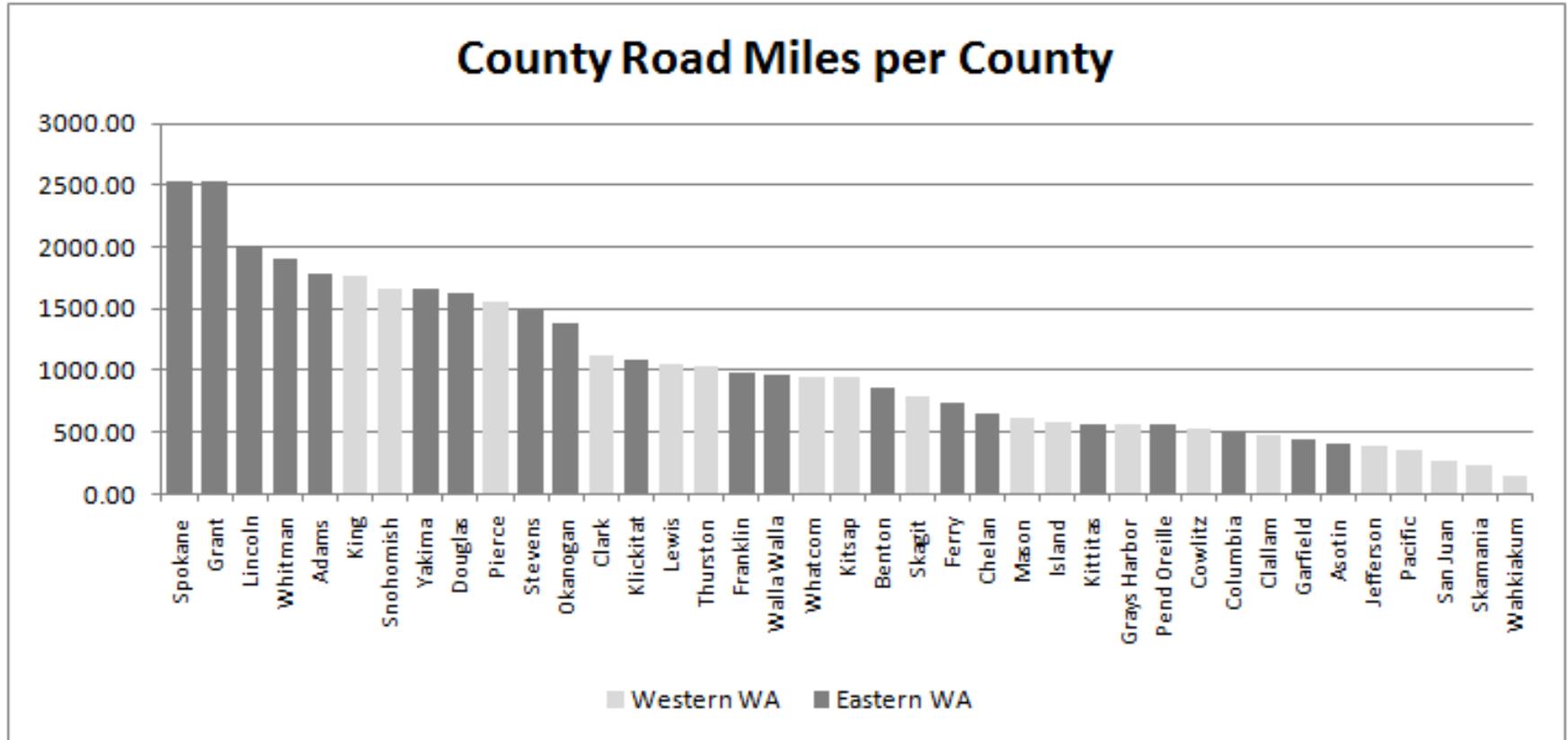
WSDOT, Highway Performance Management System Database, 2009.



39 Counties:

- 6.7 million residents statewide
- 4.2 million reside in incorporated cities
- 2.5 million reside outside of cities

- All of us depend on and use the entire system
- **Road mileage varies greatly between counties:**
 - Spokane and Grant County have over 2500 miles each
 - Skamania and Wahkiakum County have less than 300 miles





- Counties operate two transit systems-King County METRO and Grays Harbor Transit
- Counties own and maintain several regional trail systems
- Four counties (Whatcom, Skagit, Pierce and Wahkiakum) provide vehicle and passenger ferry service.
- King County also operates and maintains a passenger only ferry system through a county ferry district.



- Counties own and maintain just over 3,300 bridges
- One-fifth of county bridges are either structurally deficient or functionally obsolete.
- Over 200 county bridges currently have a sufficiency rating low enough to qualify for federal funding . At the current level of funding (federal only) it would take 20 years to replace them.
- County roads account for 40% of all speeding fatalities, but only 16% of all vehicle miles traveled. Run off the road collisions were part of 63% of all fatalities and serious injuries on rural county roads from 2006 through 2008



Fish passage barriers:

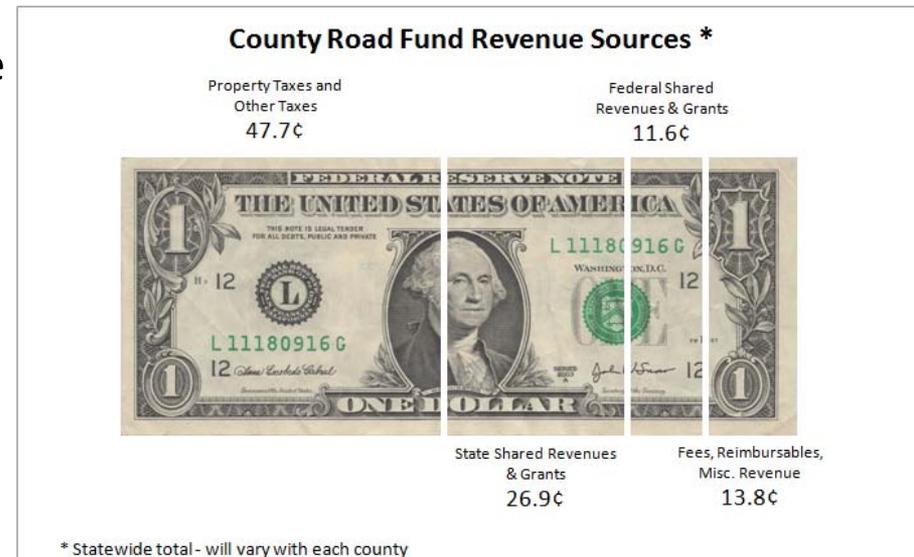
- 2,300 fish barriers estimated in western Washington
- \$100,000 to \$750,000 – cost per project
- 9 million to \$60 million per year to remove barriers over 20 years

Stormwater:

- 4 Phase 1 NPDES counties western Washington
- 6 Phase 2 NPDES counties in western Washington
- 6 Phase 2 NPDES counties in eastern Washington
- Costs to comply with new permit ??????

How local projects are funded:

- **Local funds:**
 - Property tax, forest harvest tax, real-estate excise tax, permits & fees
- **State funds:**
 - Motor vehicle fuel tax (MVFT) distribution, rural arterial program, county arterial preservation program, transportation improvement board, Capron refunds (Island and San Juan County)
- **Federal funds:**
 - Federal highway administration (FHWA) project grants, bridge replacement, secure rural schools (forest)





Local revenue options currently available:

- Property tax –Levy up to \$2.25 per \$1,000 A.V.
 - Levy lid lift with voter approval
- Budget growth capped at 1%
- Assessed values dropping
- Diversions and levy shifts impact the road fund



Local revenue options currently available:

- Transportation benefit districts
 - License tabs up to \$20 - councilmanic approval
 - License tabs up to \$100 with voter approval
 - Tolls, and other revenues
- Local option gas tax up to 10% of state total-failed twice in Snohomish County
- County ferry district – up to 75¢ per \$1,000 A.V.
 - King County restricted to 7.5¢ per \$1,000 A.V.
- Road improvement district – projects approved by residents



County transportation related funding needs include:

- Maintenance and preservation
- Road improvements
- Bridge maintenance and preservation
- All weather roads for freight and goods
- Ferry operating and capital
- Fish passage barrier removal
- Storm water
- Transit
- Bicycle and pedestrian routes
- Snow and Ice Control
- Emergency Response

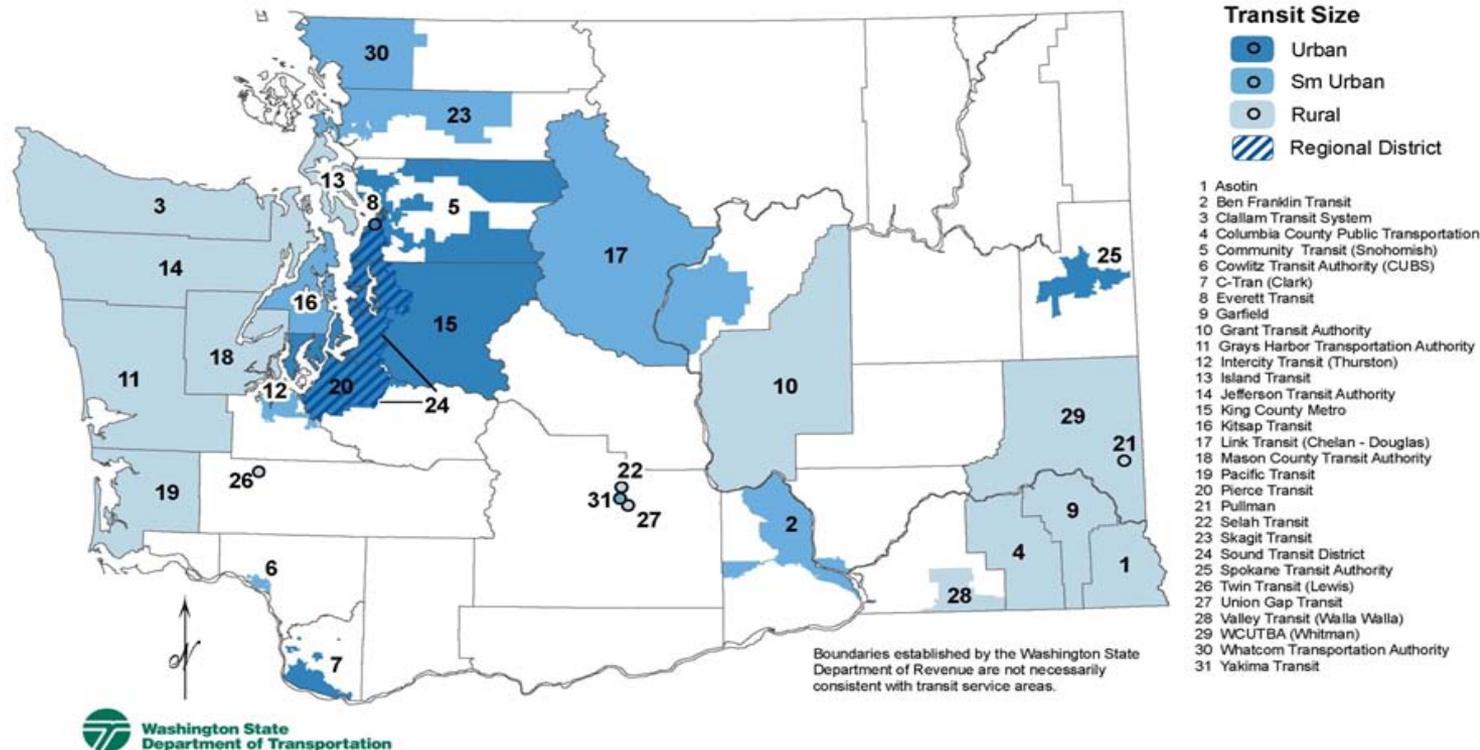


Public Transportation System

E. Susan Meyer, CEO, Spokane Transit Authority
Incoming President, Washington State Transit Association (WSTA)

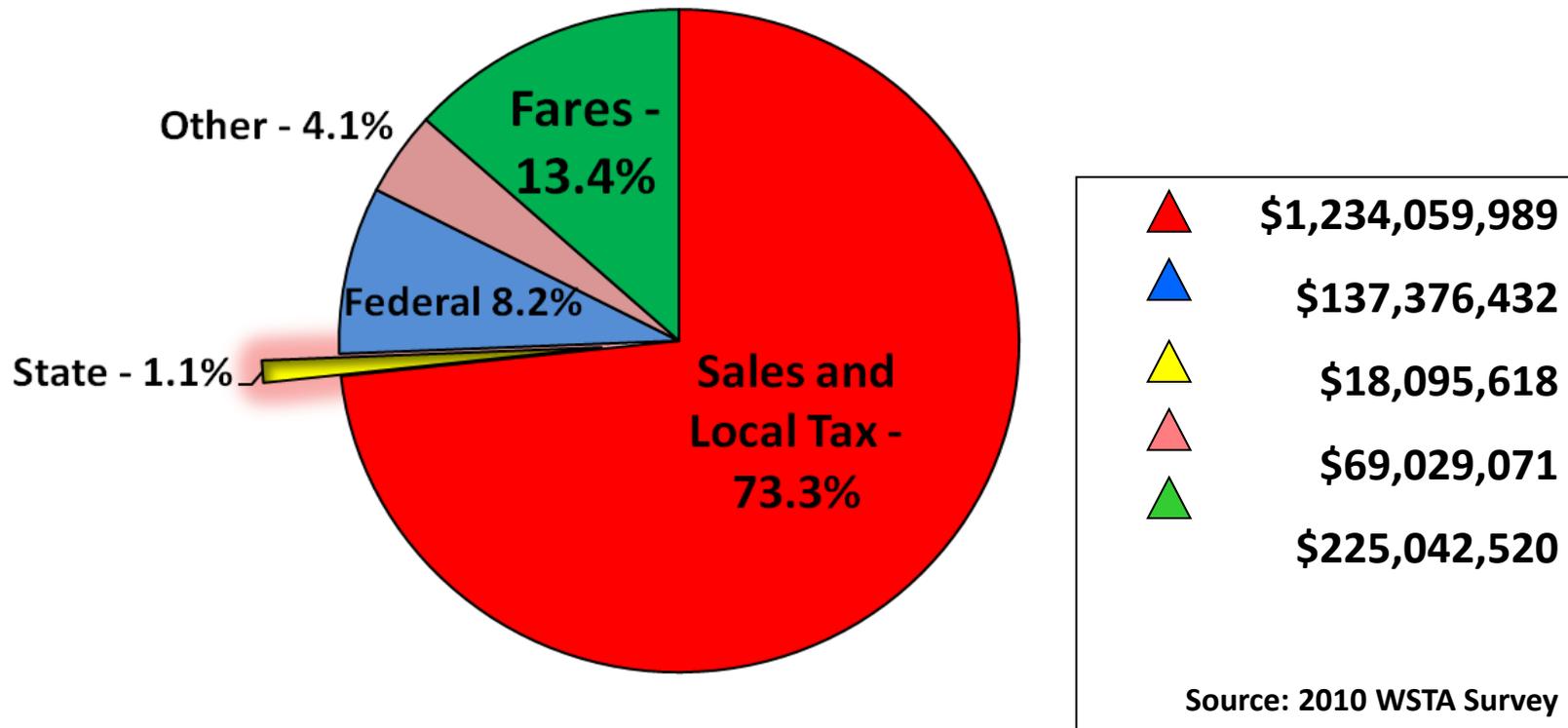


Washington State Public Transportation Systems

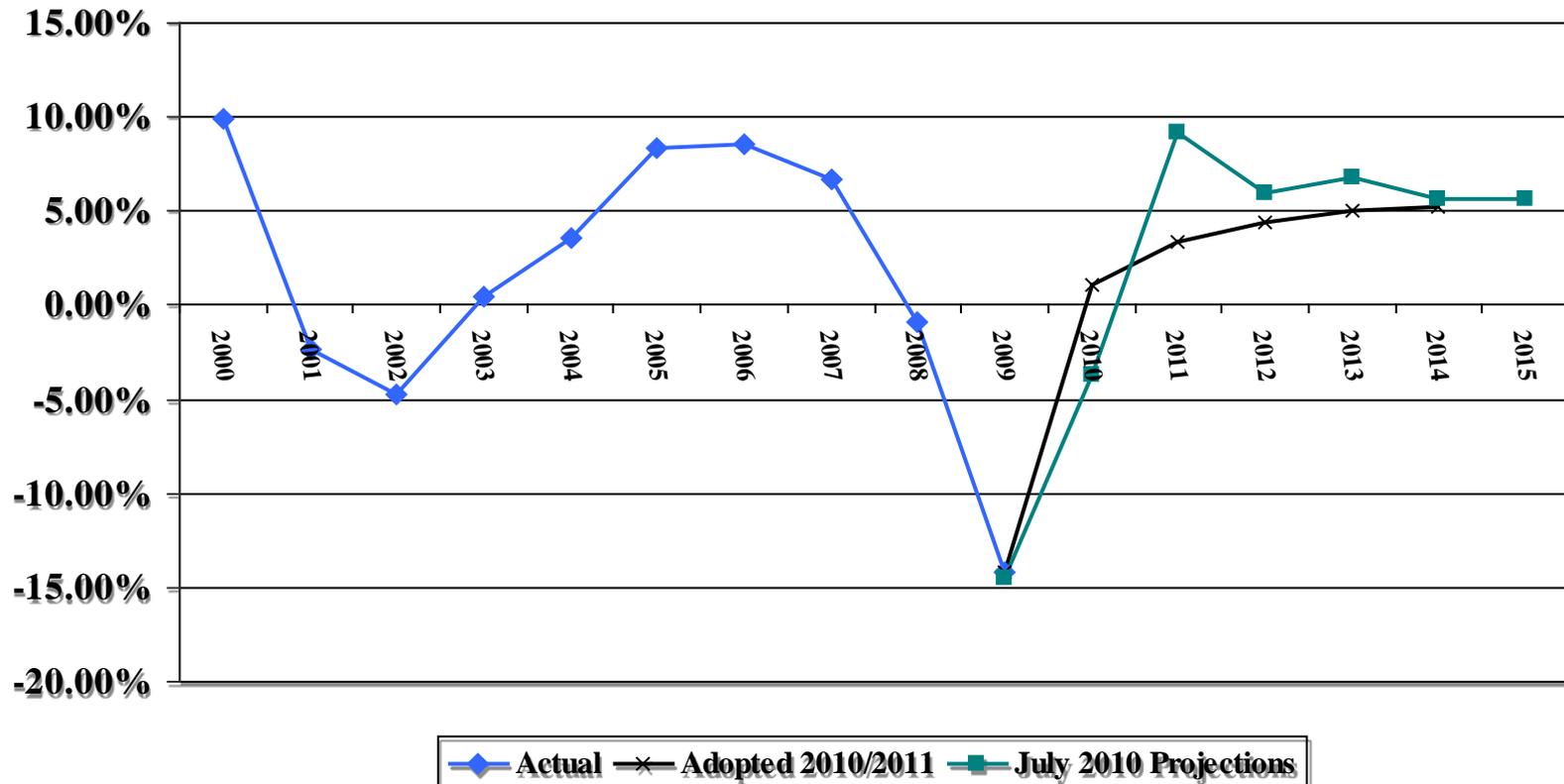


- 31 public transit systems – regional, urban, small urban and rural
- Reaches 85% of the state’s population
- Fixed Route Bus – 203,000,000 passenger trips
- Vanpool – 8,100,000 passenger trips
- Paratransit/Demand Response – 4,800,000 passenger trips

Funding Sources for Public Transportation - 2009

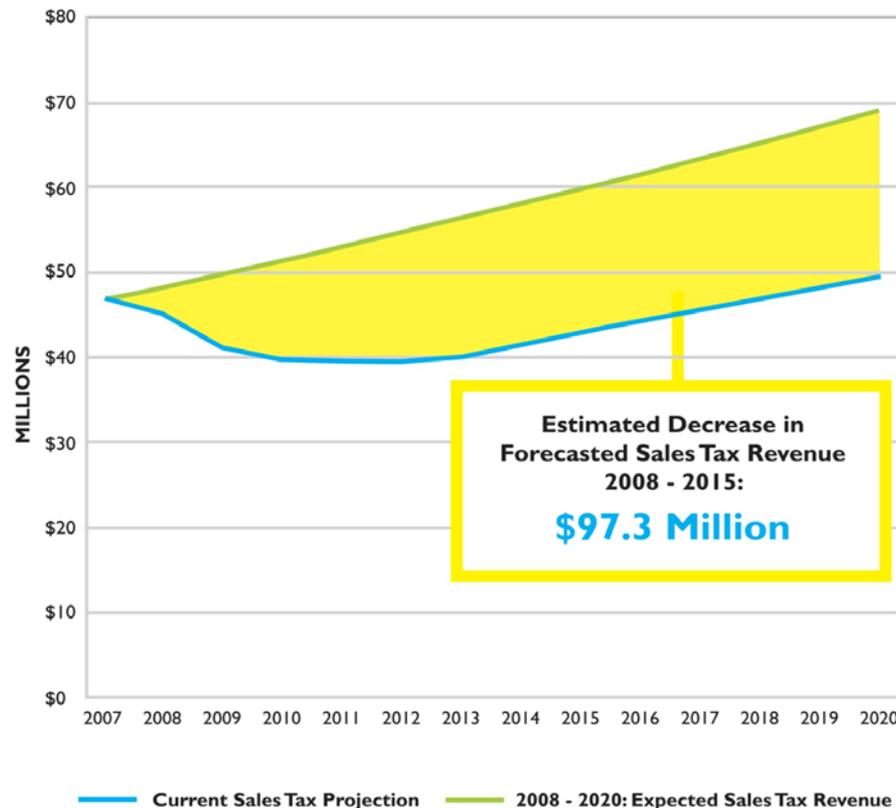


Sales Tax Revenue Volatility - King County Metro



Issues Related to Sales Tax: STA's Example

SALES TAX REVENUE GAP 2011 Budget Update



SALES TAX REVENUE PROVIDES TWO THIRDS OF STA'S FUNDING.

Transit Response to Severely Reduced Sales Tax Revenue

- Substantial service cuts:
 - Pierce Transit will reduce service by 35% in 2011
 - Community Transit total service cuts will approach 37% by the end of the first quarter 2012
- Capital projects deferred or cancelled (State of Good Repair)
- Increased fares (user fees)

Without significant increases in public transportation investment over the next 10 years:

- Mobility options will decrease and become less dependable for everyone
Mobility will decrease for an aging population, people with disabilities, people who depend on transit for access to work and school
- Congestion will increase/ road capacity further strained
HOV lanes will be maximized by low-occupancy vehicles
Freight mobility will slow
Connectivity will decrease between urban/urban; urban/rural; intrastate; interstate
Transportation to work will take longer
- Fare increases may price lower-income people out of the transit market
- Land use planning will be less effective without the incentive of locating housing and concentrating jobs around transit hubs
- Air quality will be reduced/fossil fuel use increased/traffic fatalities increased with increase in SOV

Highest Priorities: Restore, Sustain, Grow

1. Significant, stable, predictable sources of funding
2. Expanded local taxing options (in addition to, not a substitute for, #1)
3. Restore and maintain service levels – current funding cannot sustain current service levels
4. Maintain capital assets in state of good repair
5. Restore deferred capital projects
6. Deliver voter-approved Sound Transit services
7. Increase service to meet growing demand

Transportation needs in Washington State



Paula J. Hammond, P.E.
Secretary of Transportation

Washington's transportation system - a valuable asset

Highways

- Carry 86 million vehicle miles/day *(on 18,500 state highway lane miles)*
- 309 lane miles of a planned 320-mile HOV freeway system *(Including transit and HOV treatments on arterials and ramps)*
- More than 3,600 bridges and structures

Ferries

- Carry 22.3 million passengers/year *(on 22 ferry vessels, 20 terminals, and 505 daily sailings)*

Passenger rail

- Carries over 800,000 passengers/year *(Partner in Amtrak Cascades state passenger rail)*

Aviation

- 17 WSDOT-managed airports, *(statewide 138 public-use airports)*



Freight rail

- Grain Train delivers over 1.2 million tons of grain, 100 tons per car in 2010. *(Since 1994, grain train runs 118 cars, including 29 added in 2010)*
- WSDOT owns 296 miles of short-line railroad *(Shipping during 2010 on the Palouse-Coulee City rail system increased 20% over 2009 to 8,000 carloads.)*
- 3,600 miles of public and private freight railroad move 116 million tons of freight. *(2008 data)*

Transit support

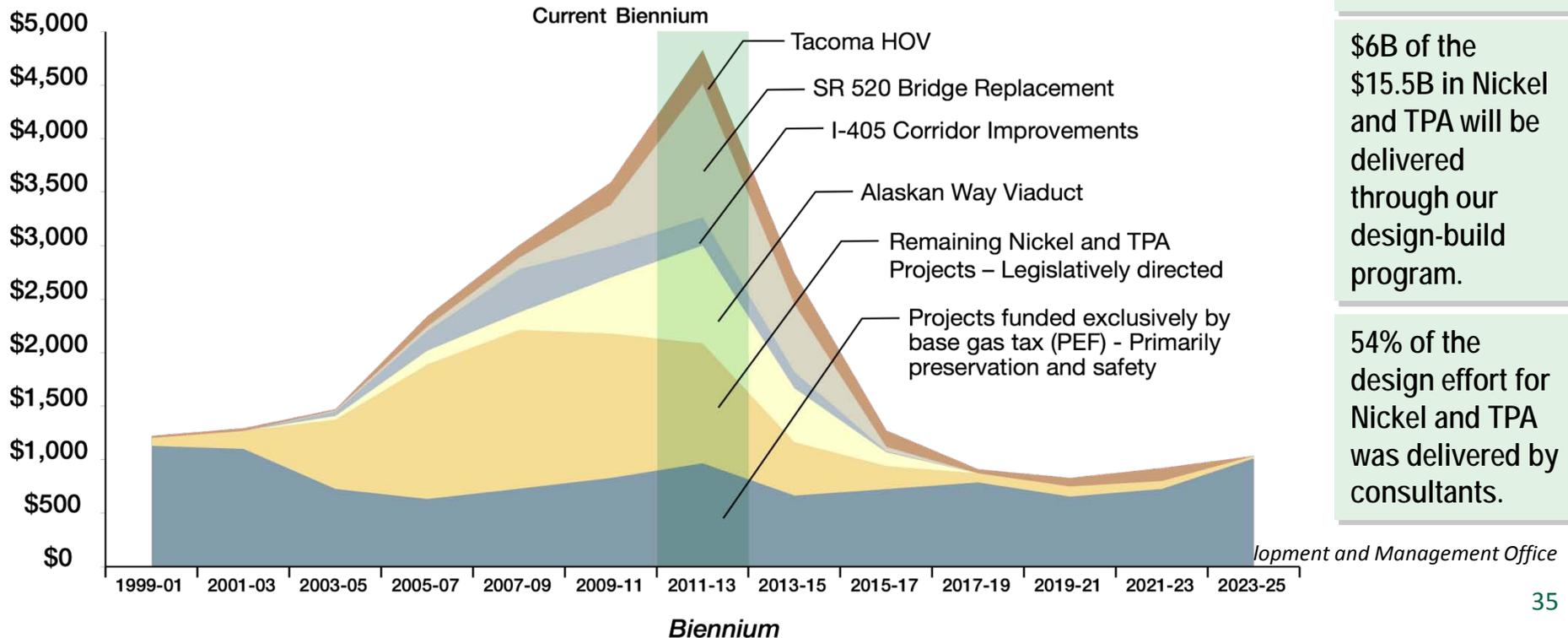
- Employer commute programs support more than 810,000 commuters statewide *(170 million vehicle miles traveled reduced annually)*
- Vanpool program includes more than 2,400 vans *(Washington has the largest public vanpool fleet in the nation)*

WSDOT highway construction program

All funds from the 2003 and 2005 gas tax increases are committed

2011 Governor-proposed budget request - program total with select mega-projects highlighted

Dollars in Millions



74% of highway program dollars are contracted to the private sector.

\$6B of the \$15.5B in Nickel and TPA will be delivered through our design-build program.

54% of the design effort for Nickel and TPA was delivered by consultants.

WSDOT is delivering Nickel and TPA projects

The **2003 and 2005 revenue packages** supported **\$15.5 billion** in infrastructure improvements.

Nickel and TPA delivery performance (as of June 30, 2011)

- Of the **303 projects completed**, more than **90%** are “on time,” and **92%** are “on or under budget.”
- By **2011-13 biennium’s end**, 92% of the projects will be either complete or under contract.

Nickel and TPA projects create jobs

- The vast **majority of the jobs supported** by the Nickel and TPA are **performed by the private sector**.
- The **2003 and 2005 gas tax funding packages** are estimated to **support** an average of **10,000 direct, indirect, and induced jobs** each year over a 10-year period.

Source: WSDOT Strategic Assessment Office



Improvement projects are meeting or exceed expected benefits for the public

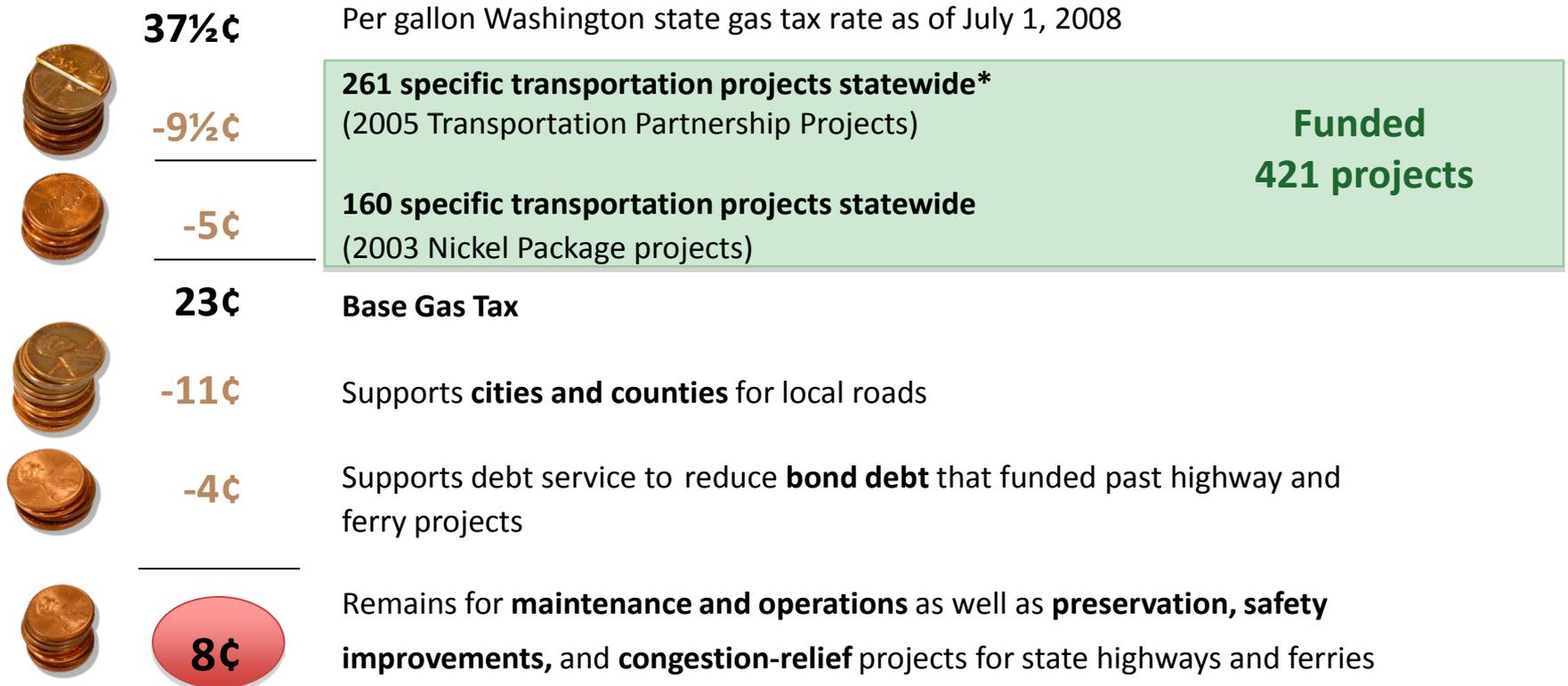
- **Fatality accidents** on Washington's roadways continue to **decline** from 2005, with a **6% reduction** in one year from 2008 to 2009.
- **State pavements**
 - Over 93% of Washington's highways are in fair or better condition.
- **Bridges:**
 - 98% of the 3,658 bridges are in fair or better condition.
 - 77% of the bridges funded by the 2005 revenue package for seismic retrofit are either completed or under construction.
- **Travel delay declined by 21%** on all state highways in 2009 compared to 2007.



Source: WSDOT Transportation Data Office and WSDOT Strategic Assessment Office

Washington's primary transportation revenue source is limited, committed, and doesn't keep up with inflation and growing demand

76% of all state transportation investments are financed by the gas tax



* Of the 9½ cents, 8½ cents is used by the state for highway projects, 1 cent goes to cities and counties for improvements to streets and roads.

Strategy for an integrated 21st Century transportation system



Our strategy to address congestion...

Moving Washington

Operating Roadways Efficiently

Moving Washington improves the system's performance and generates revenue through variable pricing and other traffic-management tools.

Managing Demand

Providing more travel choices and options for people and freight helps improve the efficiency and effectiveness of our transportation system.

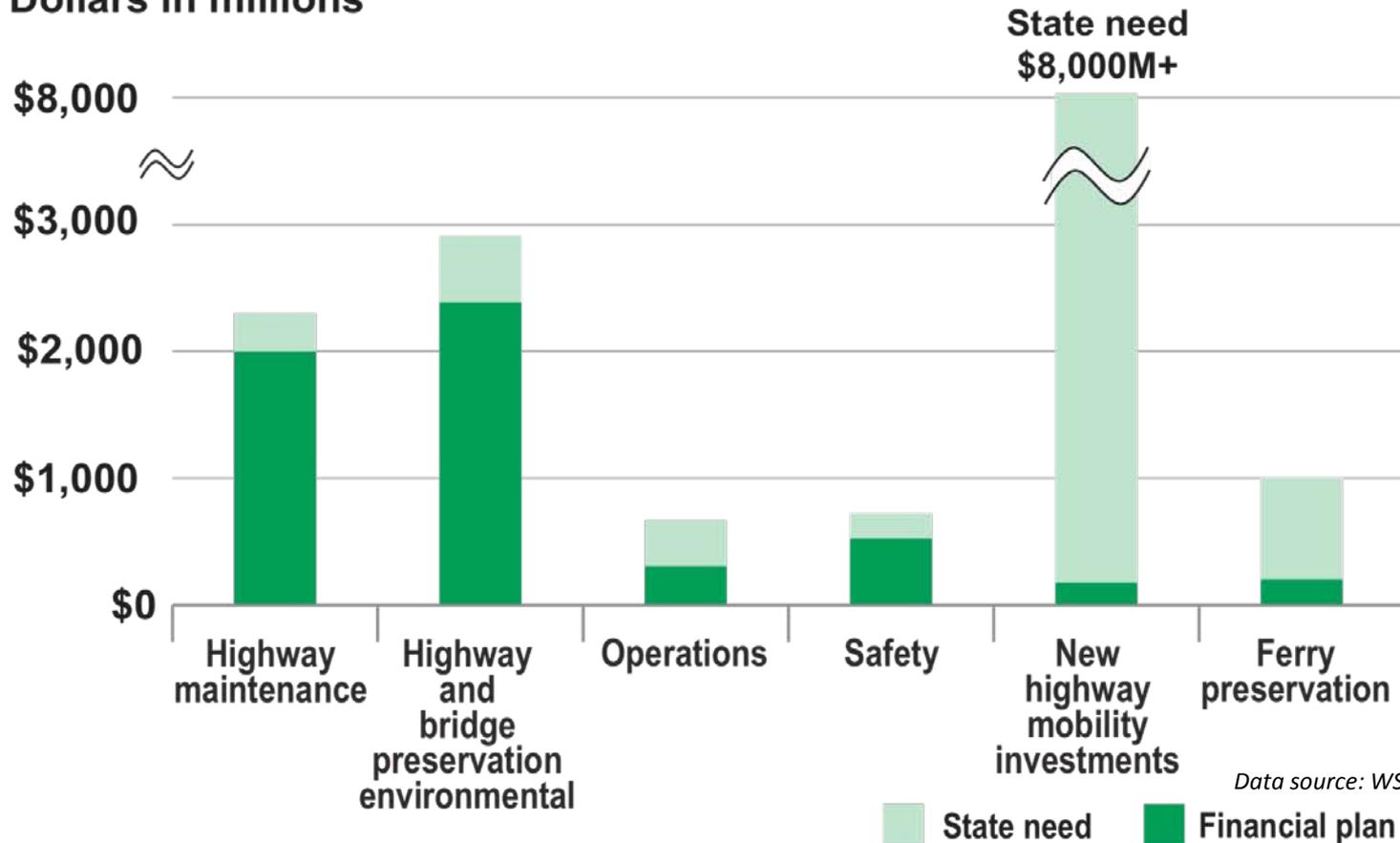
Adding Capacity Strategically

Adding new capacity to our currently over-stressed transportation system is a critical component of Moving Washington.

How much of our state highway, bridge and ferry needs will 8 cents address in the next 10 years?

Investment need 2013-2023

Dollars in millions



Our ability to build infrastructure and stimulate economic development is severely restricted in the future

- **Ferry system financial plan is not sustainable**

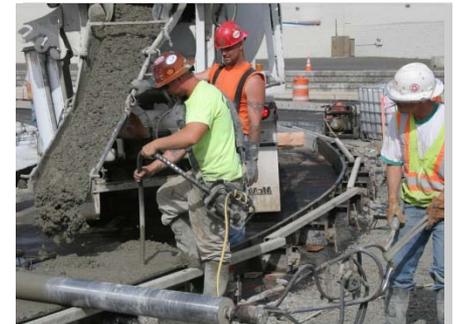
- Since 2000, \$898 million has transferred from the motor vehicle and multi-modal fund to support the ferry system after the loss of the Motor Vehicle Excise Tax (MVET).
- Aging vessel and terminals will mean more breakdowns and less reliability.
- Ongoing level of service will decline

- **Washington's roadway conditions will decline**

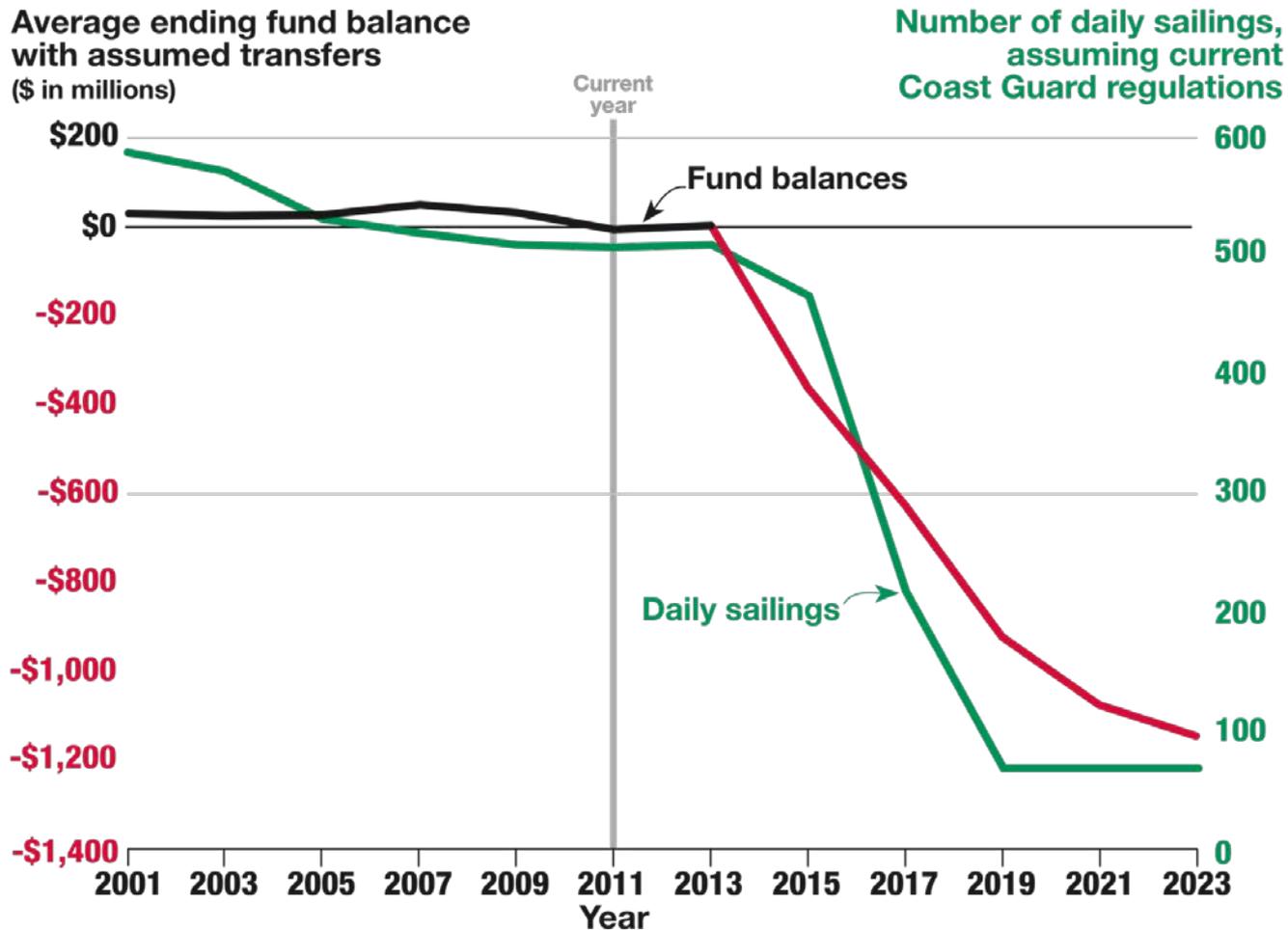
- In 10 years, pavement will deteriorate from 94% good/fair to less than 70%.

- **Roadway maintenance service levels will decline**

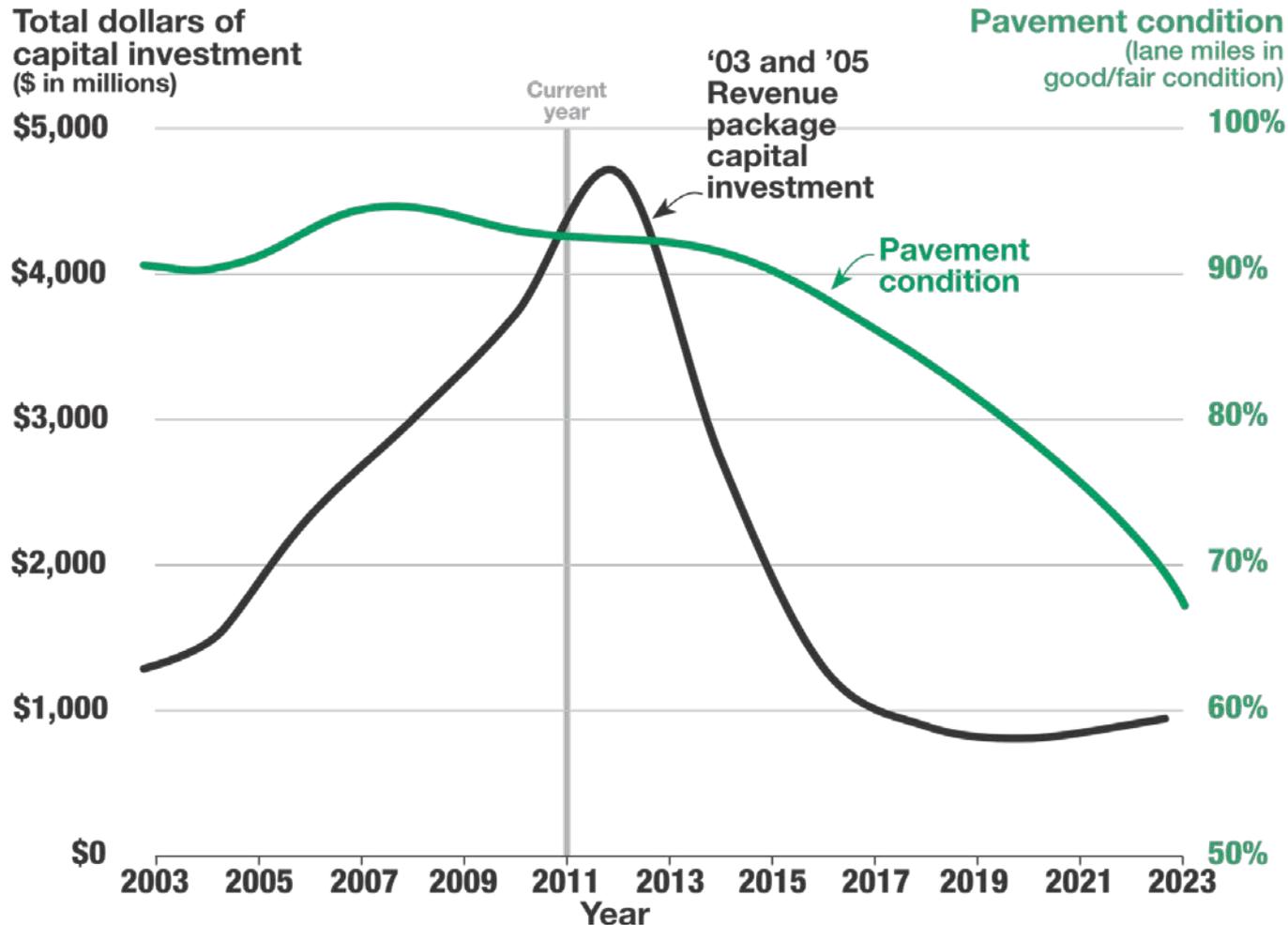
- Level of service will drop from current average of B-/C+ to D/F.
- Only high-priority snow - and ice - removal activities.
- Rougher roads, poor striping and pavement markings, more litter and graffiti.
- Increased response times for incident response and accident clearance.



Ferry service at risk with no new revenue



Core assets at risk with declining revenues



There are many unmet freight priority needs in marine, rail and the statewide highway system



No ability to complete mobility improvements in major corridors or start new projects

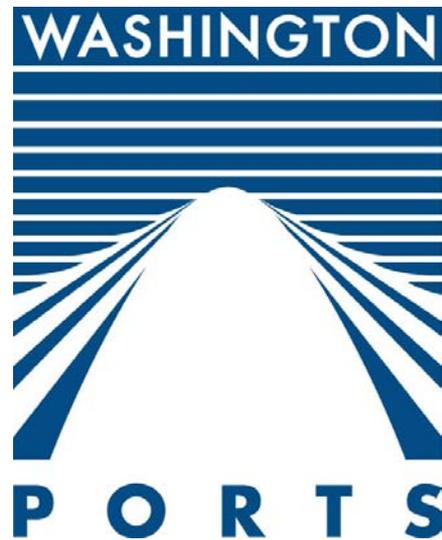
- **Mega-projects will remain unfinished**

- SR 520 Bridge replacement
- I-90 Snoqualmie Pass
- US 395 North Spokane Corridor
- I-405 corridor

- **These projects will not start construction**

- I-5 Columbia River Crossing
- SR 509 freight and congestion relief
- SR 167 corridor extension
- I-82 economic development improvements near **Yakima** and **Union Gap**
- I-5 interchange safety improvements in **Bellingham**
- SR 28 corridor improvements in **East Wenatchee**
- I-5 corridor through **Joint Base Lewis-McChord**
- **Ferry vessel, terminal** preservation and replacement
- **SR 522/US 2** corridor safety improvements
- **US 12** safety and improved mobility near **Walla Walla**

- **Support for special-needs transportation, transit grants and intercity passenger rail is limited**



Public Port Districts

Eric Johnson

Executive Director

Washington Public Ports Association

Larry Paulson

Executive Director

Port of Vancouver, USA

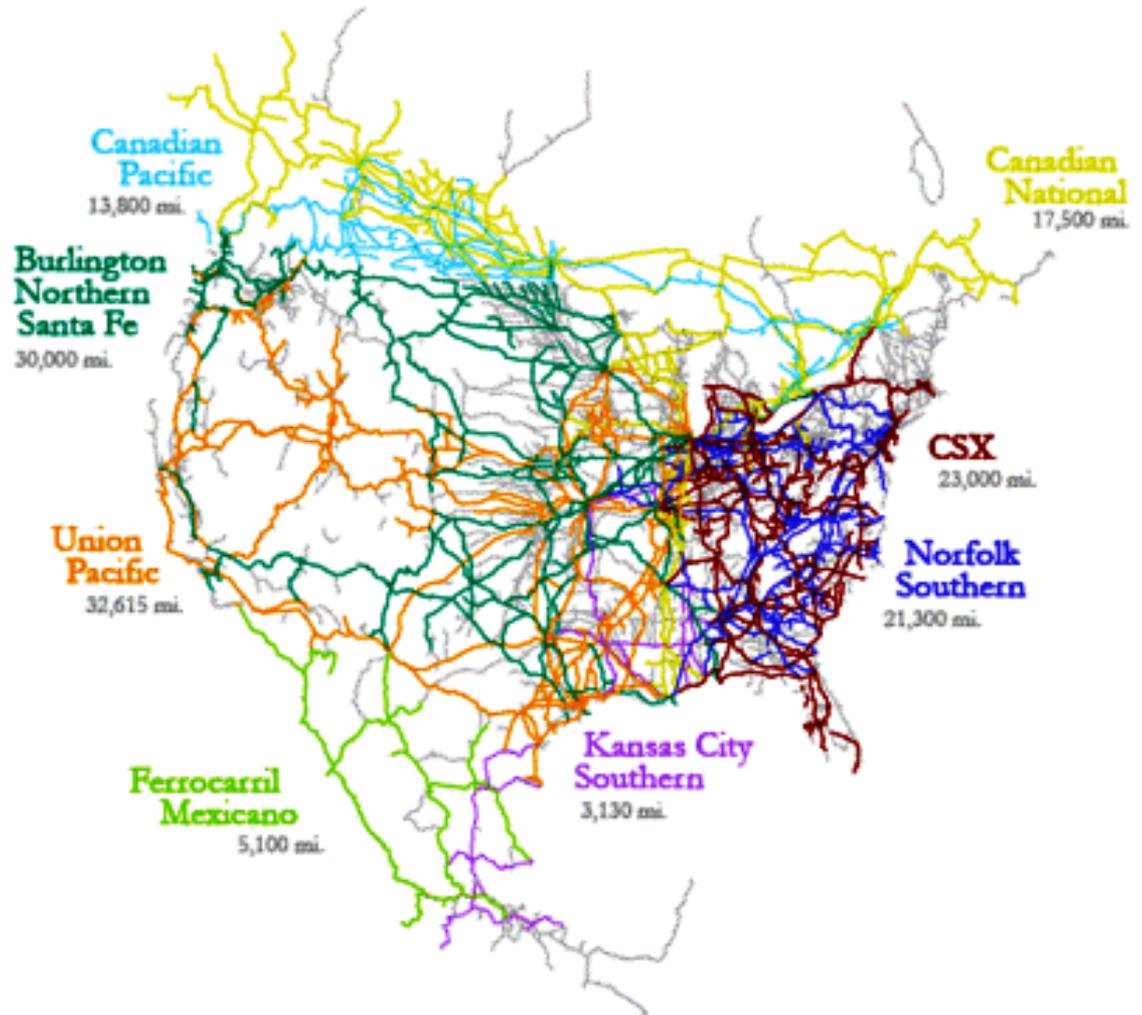
- Washington has 75 port districts (more than any other state). They own and operate:
 - Marine terminals (cargo, cruise ships, fishing vessels)
 - Three short line railroads
 - Some roads
 - 31 airports
- Highly dependent upon the external transportation infrastructure that supports us – rail, road and water.

Funding for building and maintaining these facilities comes from:

- Port operating revenues
- Grants and loans from FMSIB, WSDOT, FHWA and FRA.
- Port property taxes
- Private railroad investments

Key Challenges

- We have competing gateways, especially for Mid-west cargo



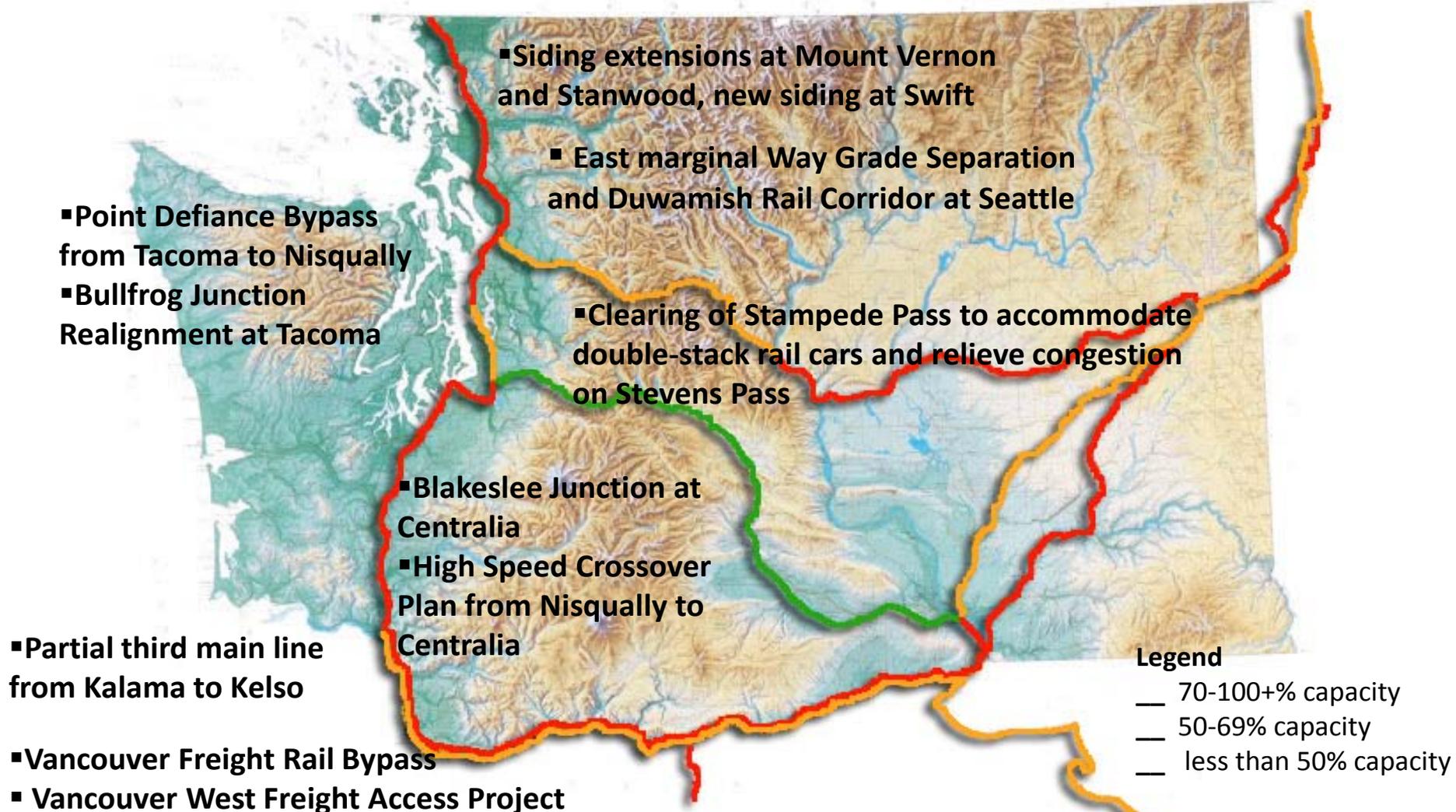
Congestion damages ports' ability to compete

- Surface street and urban corridor congestion
- Regional freight corridors
 - SR-509
 - SR-167
 - Columbia River Crossing
- Rail bottlenecks
 - I-5 Corridor
 - Stevens Pass
 - Stampede Pass
 - Columbia River

Without a 10 year-investment strategy:

- Washington ports will become less competitive
- Cargos will be diverted away from our region
 - Canada
 - SW CA
 - Gulf
 - East Coast
- Risk of no new private investment in our ports/region
- New businesses will decide not to locate here, existing companies will not expand
- Reduced tax revenues from port operations and leases
- Jobs will be lost and job growth will stymie

Priority Investments For Relieving Rail Congestion



Connecting to Markets

- Our businesses, growers and waterfront workers increasingly depend upon world-class freight services
- We Need:
 - Reliable rail, truck, barge and ship services
 - Competitive rates
 - Unified freight investment effort that focuses on strategic projects and corridors

Our highest priority needs:

- Ensure that freight projects are a priority (continue and enhance partnerships with FMSIB and Class I railroads)
- Coordinate planning across rail and road modes

Priority investments

- Rail capacity
- Freight mobility projects developed by FMSIB
- Key big projects: SR167, SR509, Columbia River Crossing

