Transportation 101

Moving People and Goods

Washington State Transportation Commission

Spring 2009

Overall Transportation Funding

How much is being invested in transportation today?

- In 2006, highway and transit investment nationally totaled $221 billion from federal, state and local sources
- 2009-11 Washington State Transportation Budget: $7.53 billion for the biennium
- Combined county, city and transit investment statewide from local sources: over $3 billion annually

Other current spending

- In 2008, Washington citizens spent over $16 billion on gasoline and diesel fuel.
- In 2007, new car sales in the state totaled nearly $14 billion.
- Washington citizens are spending about 4x as much on transportation as state and local government.

A Transportation Infrastructure Deficit

What is Needed Nationwide?

AASHTO estimates annual modal investment needed:

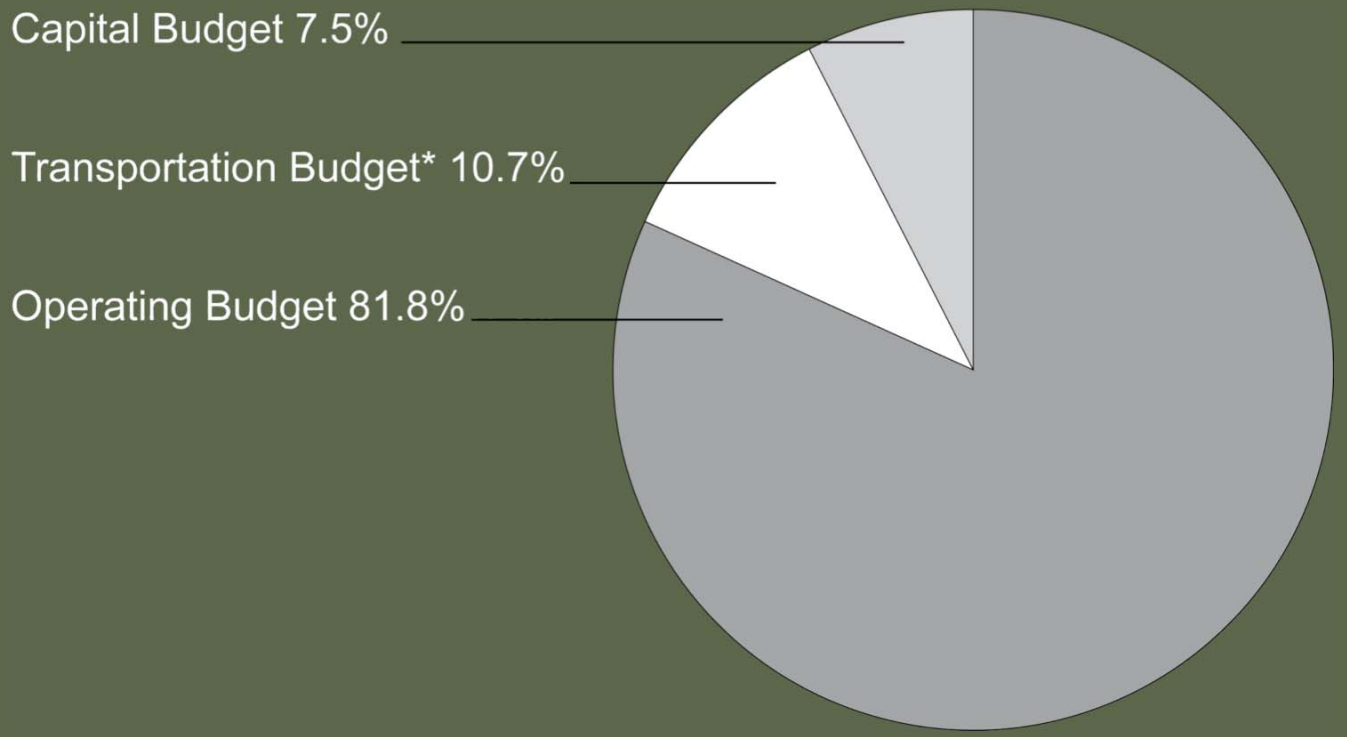
- Highways and Transit $187 billion
- Freight Rail (public and private) $12 billion
- Intercity Passenger Rail $3.3 billion

FAA estimates $8-10 billion for Air Traffic Control improvements alone over the next 10 years

Washington Transportation Plan

- The Pacific Northwest has the same infrastructure challenges as the nation
- The Washington Transportation Plan (WTP) is a comprehensive 20-year look at statewide transportation needs and investment priorities
- Addresses all levels of government
- Looks at private sector needs, investment, and actions

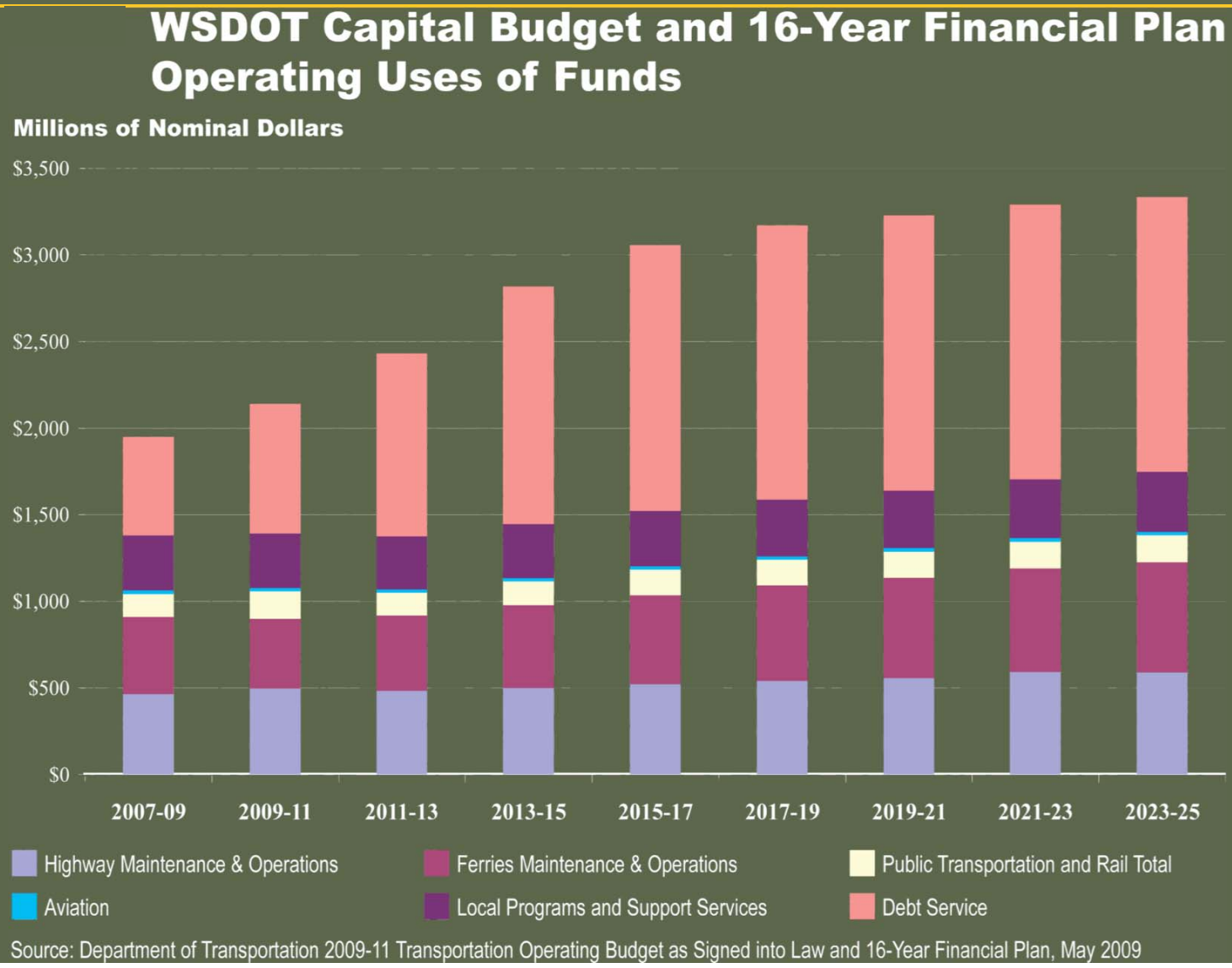
Transportation Infrastructure is Less Than 11% of the State Budget



2009-11 State Budget ($71.8 Billion)

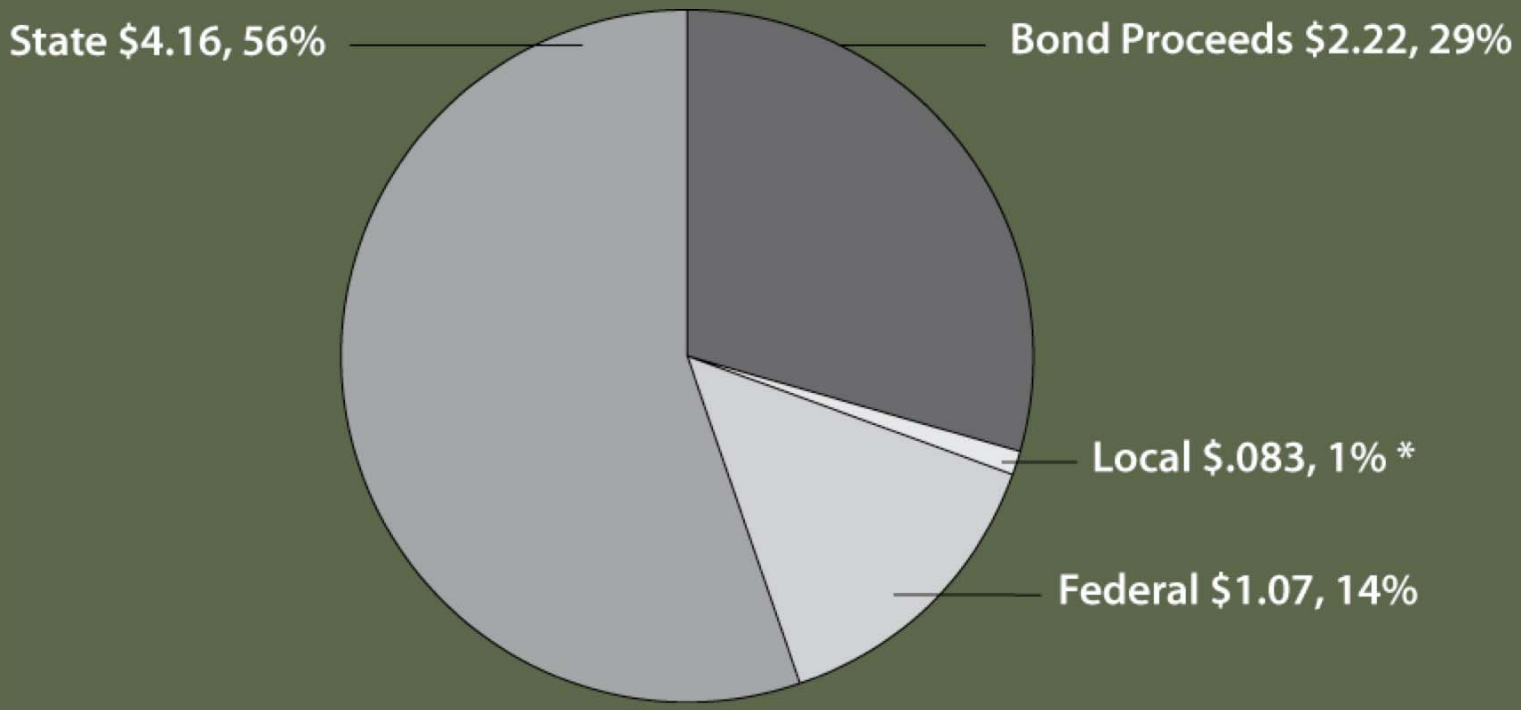
*The Transportation Budget includes funding for the Washington State Patrol, the Department of Licensing and other transportation agencies

Debt Service Gets a Growing Share of State Transportation Budget



Where Does Transportation Money Come From?

2007-09 Transportation Budget (in Billions)

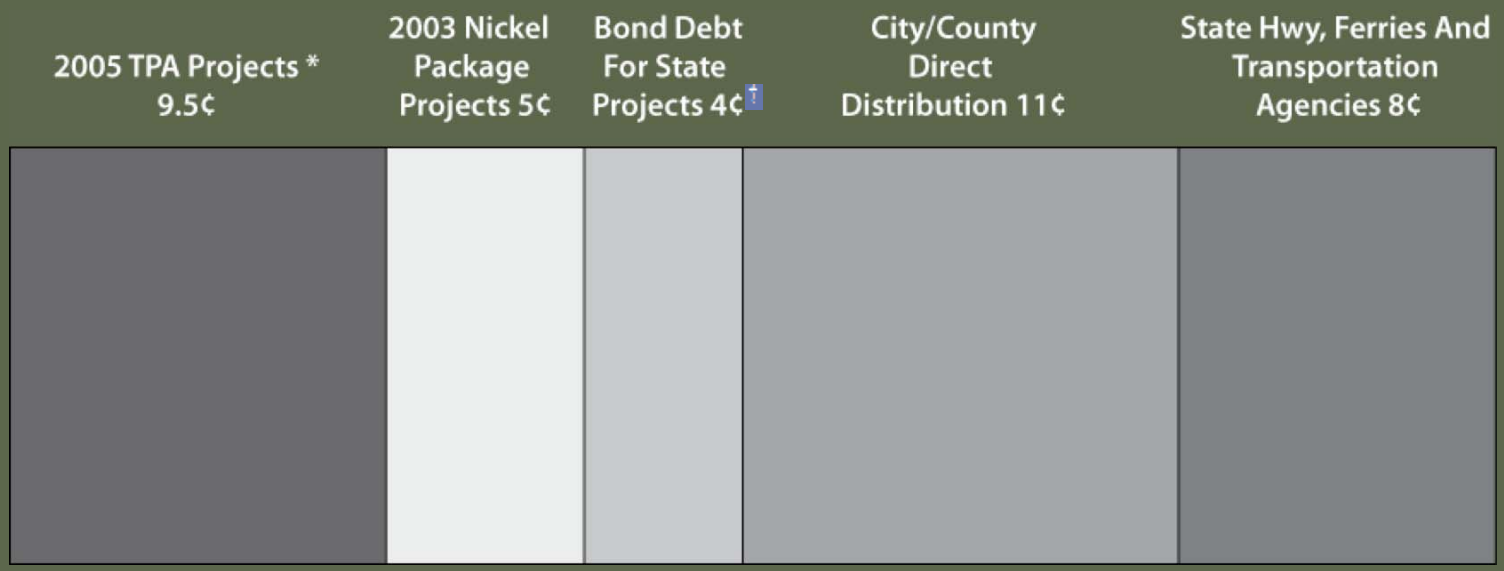


* payments for contracted work

Major State And Federal Transportation Fund Sources

- Federal gas tax –18.4¢ per gallon
- State gas tax – 37.5¢
- State car and truck weight fees
- Ferry fares – about 65% of operating costs

Where Does The State Gas Tax Money Go?



37.5¢ Washington State gas tax (July 1, 2008)

* 8.5¢ of TPA revenue funds state highway projects; 1¢ goes to counties and cities for road and street improvements

† Bond debt for state projects does not include Nickel and TPA projects

City Transportation

- Cities and towns have 16,421 miles of streets
- 70% of cities' transportation funding comes from local revenue sources, largely sales tax
- 11% of cities' transportation revenue is federal funds
- 19% of cities' transportation revenue comes from state
  - primarily 2.96¢ of state gas tax
  - grants from Transportation Improvement Board and Freight Mobility Strategic Investment Board

County Transportation

- Counties have 39,900 miles of roads in unincorporated areas
- About 62% of counties' transportation funding is locally generated, primarily from the county road share of the property tax
- 11% of counties' transportation revenue is federal funds
- About 27% of counties' transportation funding comes from state revenues
  - 4.92¢ of gas tax
  - grants and distributions from County Road Administration Board
  - grants from Transportation Improvement Board and Freight Mobility Strategic Investment Board

Transit Agencies

- **28 operating transit agencies**
- **Most local transit service revenue comes from:**
  - Locally-approved sales tax
  - Fare box receipts
  - Federal grants
- **State money mostly limited to special needs transit and CTR programs**

Ports

- 75 port districts in 33 of 39 counties
- Ports can engage in both transportation and economic development
  - Marine shipping
  - Airports
  - Industrial infrastructure
  - Marinas
- Port revenue comes from user fees, leases, property tax and federal grants

Future Needs

The current 2007 - 2026 Washington Transportation Plan identifies a need to invest over $67 billion over 20 years (2005 dollars) … most of which is unfunded.

Transportation Commission adopted priorities for future investment:

- Preservation
- Safety
- Economic Vitality
- Mobility
- Environmental Quality and Health

Current Investment Priorities in RCW 47.04.280:

- Preservation
- Safety
- Mobility
- Environment
- Stewardship

**The Transportation Commission assumes that economic vitality is included within the mobility and stewardship goals.

#1: PRESERVATION

- Preservation is the foundation for other investment guidelines

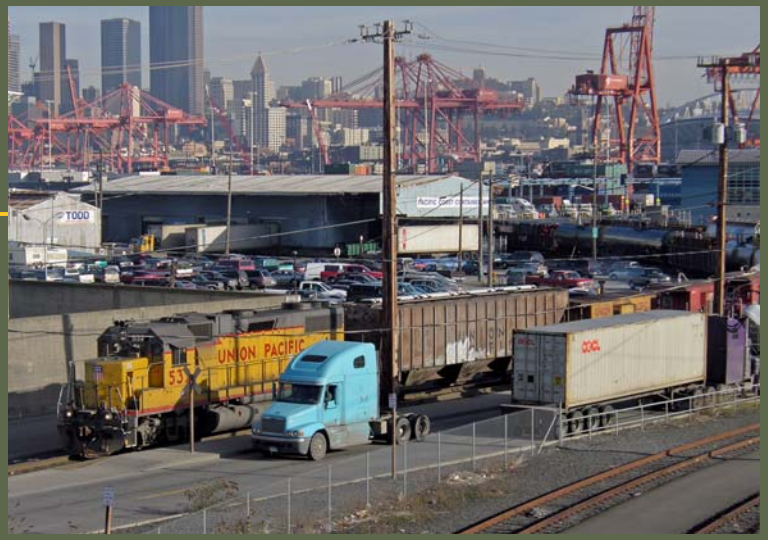
New cable median barrier along I-5 helped prevent this semi truck from crossing the median.

#2: SAFETY

Safety of the traveling public is the state's highest priority

WSDOT snow removal crews face major snow and avalanche conditions every winter at Snoqualmie Pass.

#3: ECONOMIC VITALITY



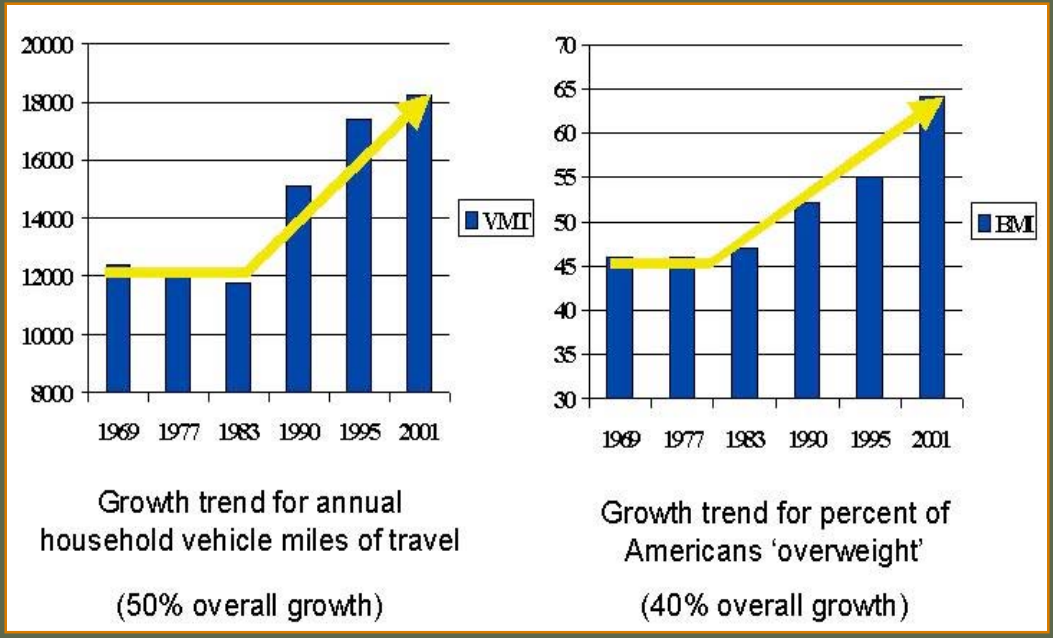
- Basic user benefits (reduced operating and production costs, reduced passenger and freight delay and reduced accidents)
- Jobs from project construction and the multiplier effect
- Economic productivity increases
- Local or regional economic development

#4: MOBILITY

- Provide connectivity and reliability to work, to customers, to friends, to activities, to shopping
- Reduce congestion on our most heavily traveled highways with transit and traffic management programs

#5: ENVIRONMENTAL QUALITY & HEALTH

- Transportation systems affect the natural environment and our own health
- Compare growth in Vehicle Miles Traveled (VMT) with growth in obesity



There is No One Single Answer

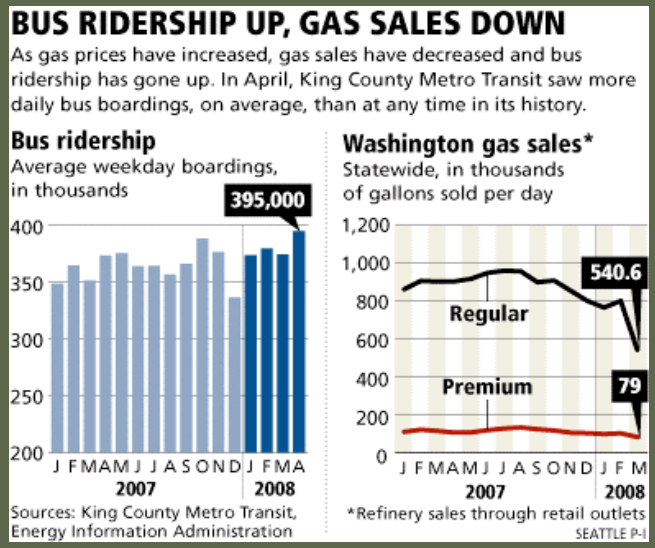
many modes, plans and strategies

- Tolling Studies I and II
- Rail Capacity and Needs Analysis
- Long-term revenue strategies
- Highway System Plan
- Ferry System/Funding Plans
- Public Transportation Plan
- Long-Term Air Transportation Study
- State Bike-Pedestrian Plan

Updating the Washington Transportation Plan for 2011 - 2030

A transportation system for 2030

- Almost 1.7 million more people in the state
- An older population -- 20% over 65 years old
- Reduce greenhouse gas emissions by 25% below 1990 levels
- Declining gas tax revenue



Time To Look At New Solutions and Approaches

- Technology
- Innovation
- Efficiencies
- Partnerships

Technology And Efficiency

Two toll facilities are currently operating; others are planned or under study:

Operating:

- Tacoma Narrows Bridge
- SR 167 High Occupancy Toll (HOT) Lanes Pilot Project

Planned:

- SR 520 Bridge across Lake Washington
- SR 99 Bored Tunnel under Seattle

When To Use Tolling:

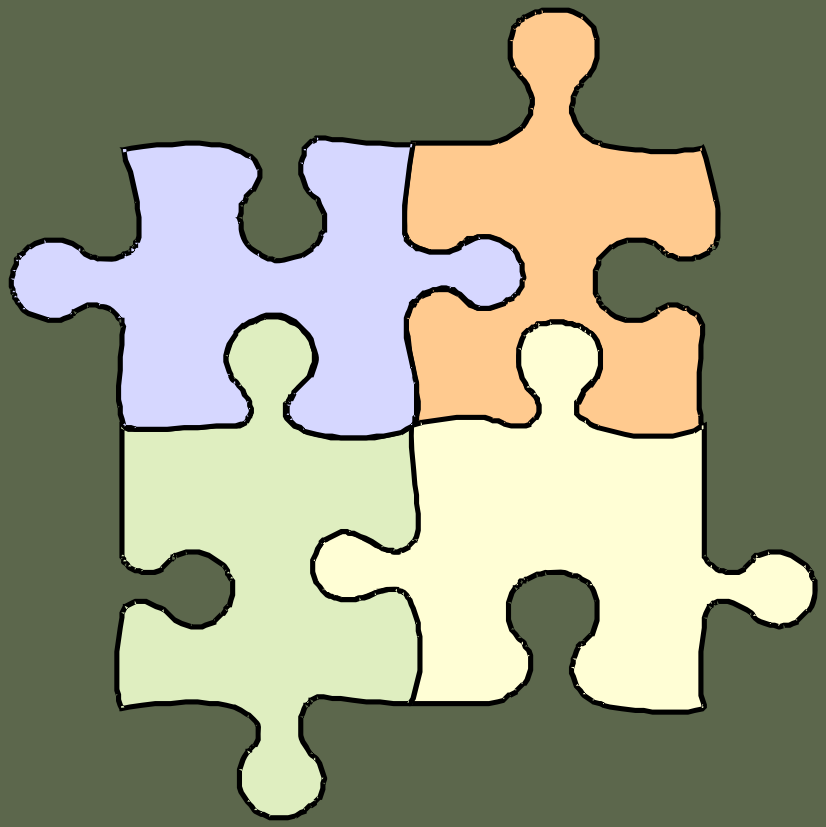
- To help pay for construction
- To optimize system performance, such as with an HOV/Tolled Express Lane
- Doesn't divert traffic to other routes

Technology and Innovation

- Manage traffic flow
- Provide information on alternative routes
- Examine road use charges based on time, place and distance

- Electrify I-5 Corridor?
- High-Speed Rail?
- New toll-option Corridors?

Partnerships



Stronger and more consistent partnerships among levels of government, and between governments and the private sector, are needed to develop and deliver transportation improvements and operations.

Innovation And Partnerships

Railex

Shipping perishable produce cross-country in 4 to 5 days

Examples Of Partnerships

- Port of Tacoma, Fife and I-5 improvements
- The Grape Line
- Columbia River Crossing

Washington Transportation Plan 2011 – 2030 Update

Current Activities

- Advisory Group is meeting
- Hiring a Consultant to assist with WTP planning process
- Developing a vision for 2030
- Begin public outreach

Next Year

- Continue public outreach
- Draft WTP Policy Recommendations
- Draft 2011- 2030 WTP and seek public comment
- Adopt 2011-2030 WTP

The End. Thank you!