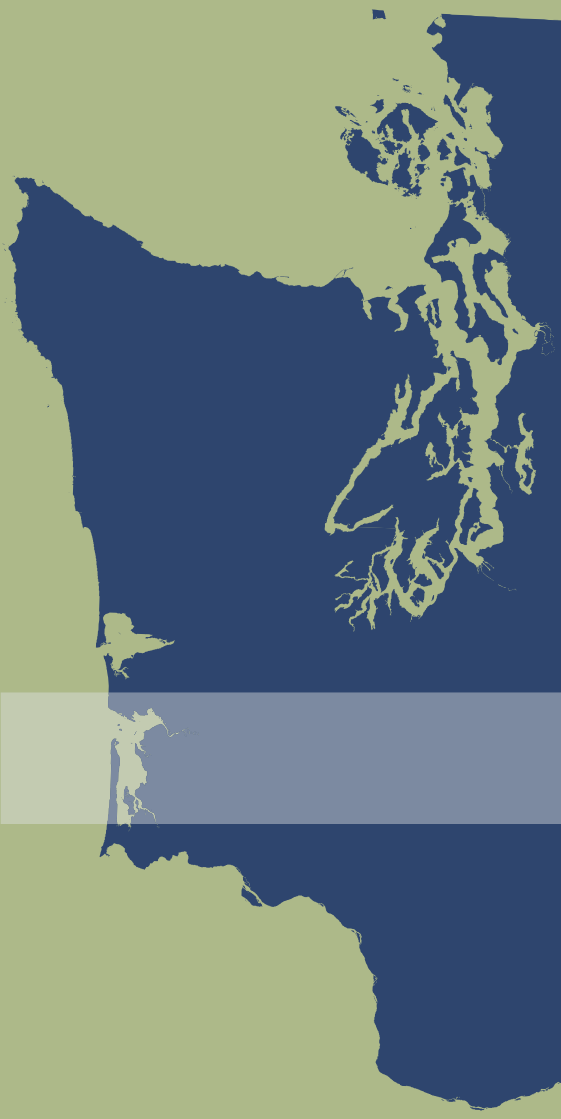
Washington State Transportation Commission

DECEMBER 2010

# WASHINGTON TRANSPORTATION PLAN 2030



## ATTACHMENTS

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*Many people across the state participated in developing the ideas and recommendations in WTP 2030. The Commission acknowledges the help of numerous experts in diverse areas, in particular the many staff at WSDOT, who generously contributed their time and insights to this project.*

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# WTP 2030 ATTACHMENTS

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# ATTACHMENT A

# Transportation Investment & Funding Needs

## Introduction and Overview

This section presents an overview of Washington's transportation revenues and needs at the state and local levels.

**THIS SECTION IS ORGANIZED IN TWO PARTS:**

1. Transportation revenues: Describes existing transportation revenues at the state and local government levels. At the state level, it explores the history of significant transportation revenue sources; identifies current state laws regarding revenue sources; and assesses future revenue risks.
2. Transportation investment needs: Presents estimates of transportation investment needs at the state and local levels.

## Transportation Revenues: Sources and Trends

The revenue analysis is based on work done for the Washington State Legislature's Joint Transportation Committee (JTC) in 2009, which used the Transportation Revenue Forecast Council's November 2009 projections for its analysis. The JTC's 2010 report, *Implementing Alternative Transportation Funding Methods*, identifies specific steps for the Legislature and state agencies to begin implementing viable mid-term and long-term transportation funding approaches.

### State Revenues

The Washington State Legislature develops a 16-year transportation financial plan. Total state transportation funding for the 2009-2025 financial plan is estimated at $46.7 billion, according to the November 2009 revenue forecast. As shown in **Exhibit A-1**, for the 16-year period on average, motor vehicle fuel tax is the largest source of transportation revenues, comprising 38% of total funding and more than half of total direct revenue. Other sources of revenue include licenses, permits, and fees (21%); bond sales (14%); federal funds (12%); ferry revenues (7%); tolls (3%); vehicle sales tax (3%) and miscellaneous revenues, which includes the aviation fuel tax (2%). Because debt service on bonds is repaid from the fuel tax and most federal transportation funds are generated from the federal fuel tax, it is noteworthy that approximately 64% of current transportation funding is dependent on how much fuel cars and trucks consume.

**Exhibit A-1**

**State Transportation Funding: 2009-2025 Sources and Amounts**

| Source | 2009-25 Totals (billions) | %2009-25 Funding | % 2009-25 Direct Revenue* |
|---|---|---|---|
| Motor Vehicle Fuel Tax - 37.5¢ per gallon** | $17.7 | 38% | 52% |
| Licenses, Permits and Fees** | $9.7 | 21% | 28% |
| Bond Sales | $6.4 | 14% | |
| Federal Funds | $5.7 | 12% | |
| Ferry Revenues | $3.4 | 7% | 10% |
| Tolling (Tacoma Narrows Bridge/SR 167) | $1.5 | 3% | 4% |
| Vehicles Sales Taxes | $1.2 | 3% | 4% |
| Miscellaneous/Interest | $1.1 | 2% | 2% |
| **Total Funds/Revenue** | **$46.7 billion** | **$46.7 billion** | **$34.1 billion** |

**Notes**: *Excludes bond sales, federal funds, and interest which are not direct revenues.
** Excludes revenues distributed to local governments.
**Source:** Final Report to the Joint Transportation Committee, *Implementing Alternative Transportation Funding Methods*, 2010.

**HISTORY OF THE STATE'S MOTOR VEHICLE FUEL TAX RATES.** The motor vehicle fuel tax, the largest single source of state transportation revenue, is the third oldest state tax, adopted in 1921. **Exhibit A-2** presents the history of motor vehicle fuel tax rate changes since the inception of the tax. The rate is reported in nominal terms. While the rate has increased over time in nominal terms, the purchasing power has been declining because increases have not kept pace with inflation.

**Exhibit A-2**

**History of Motor Vehicle Fuel Tax Rate Changes**

| Year | Rate | Year | Rate |
|---|---|---|---|
| 1921 | $ 0.01 | 1982 | $ 0.12 |
| 1924 | $ 0.02 | 1983 | $ 0.16 |
| 1929 | $ 0.03 | 1984 | $ 0.18 |
| 1931 | $ 0.04 | 1990 | $ 0.22 |
| 1933 | $ 0.05 | 1991 | $ 0.23 |
| 1949 | $ 0.065 | 2003 | $ 0.28 |
| 1961 | $ 0.075 | 2005 | $ 0.31 |
| 1967 | $ 0.09 | 2006 | $ 0.34 |
| 1977 | $ 0.11 | 2007 | $ 0.36 |
| 1979 | $ 0.12 | 2008 | $ 0.375 |
| 1981 | $ 0.135 | 2010 | $ 0.375 |

**Note:** Rates are in nominal not real U.S. dollars.
**Source:** Department of Revenue Tax Reference, 2010; BERK, 2010.

As shown in **Exhibit A-2** the fuel tax rate has changed 21 times in its history. A review of recent changes to the tax is instructive. While the rate was increased four times in the 1980s (1981-1984), it remained flat until it was increased in 1990 and 1991, for a total of five cents in that decade. The rate was flat from 1991 to 2003, when the Nickel revenue package was adopted.

**REVENUE INCREASES IN THE LAST DECADE.** The most recent statewide transportation revenue packages were enacted by the Legislature in 2003 and 2005. In those years, the state raised the motor vehicle fuel tax and other fees and charges to support two WSDOT capital programs: the 2003 Nickel Funding Package and the 2005 Transportation Partnership Act Funding Package. Both Funding Packages invest in highway, rail, ferry, transit, and freight projects across the state.

**2003 NICKEL PROGRAM REVENUE PACKAGE.** The 2003 Nickel Program was passed by the Legislature with the following funding adjustments:

- 5 cents per gallon gas tax increase
- 15% increase in gross weight fees on heavy trucks
- 0.3% increase in the sales tax on motor vehicles
- $20 license plate retention fee

**2005 TRANSPORTATION PARTNERSHIP PROGRAM REVENUE INCREASE.** The 2005 Transportation Partnership Program (TPA) was enacted by the Legislature with the following adjustments:

- 9.5 cents gas tax increase phased in over four years (currently at 9.5 cents), of which 1 cent was for distribution to local governments
- Vehicle weight fee on passenger cars
- Light truck weight fee
- Annual motor home fee of $75.00, plus fees and licenses
- Indenticards $20.00 ($5.00 increase)
- Driver Instructional Permit $20.00 ($5.00 increase)
- License reinstatement after suspension or revocation $75.00 ($55.00 increase)
- DUI hearings $200.00 ($100.00 increase)

The Nickel gas tax increase will sunset when the bonds issued against the revenue expire, currently estimated to occur in 2053. The other components of the Nickel funding package and the TPA increases do not expire.

**MOTOR VEHICLE EXCISE TAX.** A noteworthy change in state transportation funding was the 1999 repeal of the state motor vehicle excise tax (MVET). Based on the estimated value of a vehicle, this tax helped fund local transit districts, the motor vehicle fund, the transportation fund, the ferry capital construction and operations accounts, as well as a number of non-transportation local government accounts, such as the county public health account. In November 1999, voters approved Initiative 695, which repealed the state MVET. Although the State Supreme Court found the Initiative unconstitutional, the 2000 Legislature repealed the state MVET, in an effort to reflect consistency with voter wishes.

**STATE LAW AND RESTRICTIONS ON TRANSPORTATION REVENUES.** State law restricts transportation revenue in the following ways:

- *Legislative action is required to set rates*. With the exception of tolls and ferry fares, transportation tax and fee rates are set by state law and require legislative action. Tolls and ferry fares are set by the Washington State Transportation Commission, subject to legislative direction.
- *The use of funds is restricted by the 18th Amendment*. The 18th Amendment, approved in 1944, requires motor vehicle fuel taxes and vehicle registration fees collected for highway purposes to be placed in a special fund to be used exclusively for highway purposes. The Legislature has also imposed additional restrictions on the use of most transportation revenue.

These legal parameters limit the state's ability to increase transportation revenues and direct transportation funds to non-highway purposes.

**HISTORICAL TRENDS: DECLINING FUEL CONSUMPTION AND REVENUES.** The reliance on the fuel tax as a primary revenue source makes state transportation funding vulnerable to decreases in fuel consumption. A number of factors have and could decrease future demand for fuel, including unexpected fuel price increases, greater fuel efficiency of vehicles, shifts to hybrid vehicles, and a decline in vehicle miles traveled.

From an environmental and energy policy perspective, a decrease in fuel consumption is desirable, putting environmental and energy goals at odds with how the state currently pays for transportation improvements.

In recent years, motor fuel tax revenue projections have trended downward. Based on recent consumption patterns, the 16-year total motor fuel tax revenue projection released in November 2009 by the Transportation Revenue Forecast Council (TRFC) and included in the 2010 JTC Study was $1.6 billion less than the 16-year projection that was used in the JTC's 2007 Long-Term Transportation Financing Study.

The fuel tax, licenses, permits, and fees are set as flat rates, meaning that 80% of the state's direct transportation revenues do not grow with inflation. Under these current flat rate taxes and fees, vehicle owners will pay substantially less in 2025 than they did in 2009. If rates were to be adjusted for inflation, total revenues would increase by approximately $10 billion over the 16-year time period.

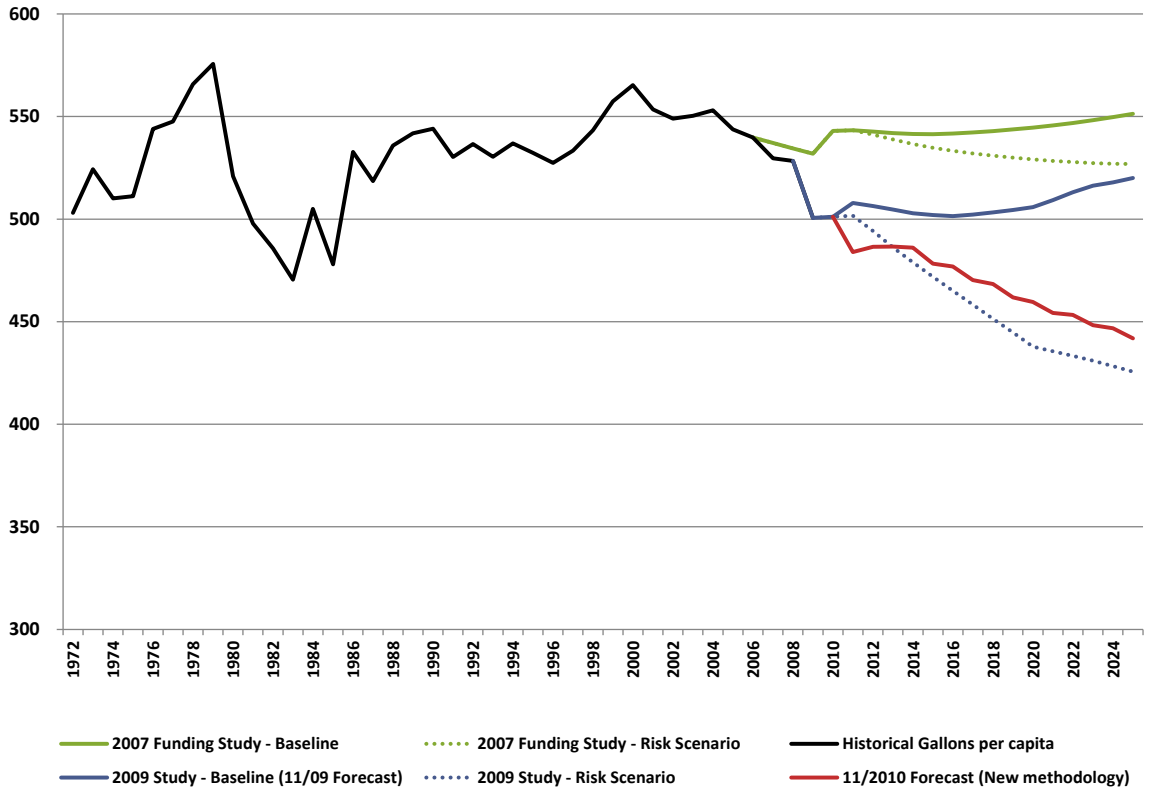
**ASSESSING FUTURE TRANSPORTATION REVENUE RISKS.** To obtain a picture of potential transportation revenues given the changing dynamics of fuel consumption and vehicle purchases, the JTC's 2010 Final Report included a risk assessment of several changes to the status quo. The JTC's risk assessment scenario estimates future state fuel tax revenues based on a number of assumptions, including integration of the newly updated corporate average fuel economy (CAFE) standards, increases in the purchase and use of electric and hybrid vehicles, and no change to other variables that affect fuel consumption over time, such as vehicle miles traveled per capita.

Under this risk scenario, total revenues from the fuel tax would equal $19.4 billion over the 16-year plan, a reduction of $2.2 billion or 10% compared to the November 2009 forecast.

Since the 2010 report was released, recently revised fuel consumption forecasts show significant projected declines in projected fuel consumption. **Exhibit A-3** below presents these projections and highlights the potential significant revenue impacts resulting from decreasing consumption. The new forecast ("11/2010 Forecast-New methodology") estimates much lower consumption over the long run than previous projections (shown in the solid blue and green lines). It is similar to "2009 Study-Risk Scenario" created for the JTC report, which was intended to present a worst case scenario.

**Exhibit A-3**

**Historical and Projected Gallons per Capita**




**Source:** WSDOT, BERK & ASSOCIATES, 2010.

## Local Government Revenues

Cities, counties, and special purpose districts, such as transit districts, also share responsibility for funding local transportation systems. Local governments' primary responsibilities and revenue sources are described below.

**CITIES AND TOWNS.** Washington's 281 cities and towns are responsible for 37,795 lane miles of streets and approximately 676 bridges within incorporated municipalities of the state. The majority of cities' transportation funding is generated from local revenue sources. Cities have the authority to levy certain transportation taxes, but unlike counties do not have a dedicated road revenue source for roads.

In 2007, total city transportation revenues equaled $1.3 billion. Total transportation revenues generated by the cities through taxes, fees, permits, licenses, financing proceeds, and other fees and miscellaneous funding equaled 61% of total funding.[1] Other city sources, such as charges for goods and services and financing proceeds, account for 39% of total transportation revenue.

Cities are highly reliant on general purpose funds for transportation investment. Approximately 70% of city transportation dollars come from the general fund—the same fund used for other vital city services such as police and fire protection. In the current economy, general fund spending for transportation facility maintenance and operations has been severely reduced or eliminated.

**COUNTIES.** Washington's 39 counties are responsible for managing 80,652 lane miles of roads, approximately 3,307 bridges[2], and five ferry systems. The Washington State County Road Administration Board (CRAB) sets standards and provides oversight and technical assistance to the 39 counties' road departments. In 2008, counties had anticipated road revenues equaling $834 million[3] from federal and state funding and county revenues. The county roads property tax is the largest revenue stream, totaling $387.4 million (46%) in 2008.

**TRANSIT.** Washington's transit systems rely heavily on sales and local tax revenues. In 2007, transit district revenues, excluding Sound Transit, equaled $1.3 billion. Sales and local taxes accounted for 64% of total revenues, and fares and vanpool revenue accounted for 11%.[4] The state contributes less than one percent of transit districts' capital and operating needs.

**TRENDS AFFECTING TRANSIT.** An increasing reliance on local option taxes by transit districts and cities and towns is a trend seen both nationally and in Washington State, and one that is likely to continue. Nationally, the trend towards local option taxes, and sales tax in particular, is coupled with little increase in the use of user fees.[5] Most of the local option taxes available to transit districts (including those for high capacity transit, HOV systems, ferry services, regional transportation investment districts (RTID) and transportation benefit districts (TBD) require voter approval to be enacted.

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[1] WSDOT, 2007 FHWA reporting of federal form #536.

2 The state maintains the inventory of bridges that are on the national bridge inventory system. This does not include bridges less than 20 feet in length.

[3] County Road Administration Board, *2008 Annual Report.* p. 20 . Note that the revenue estimates in the CRAB annual report overstate the annual road revenues to counties by including reimbursable work revenues for work done for other agencies, by including reserves used to help balance the budget, and by overestimating grant revenues due to budgetary practices. Annual revenues are reported to WSDOT for actual receipts. Total receipts for 2008 were $833,773,856. Revenues for 2009 will likely be at a similar level.

[4] WSDOT, Public Transportation Division. *Summary of Public Transportation*, 2007.

[5] Todd Goldman and Martin Wachs, "A Quiet Revolution in Transportation Finance: The Rise of the Local Option Transportation Taxes," *Transportation Quarterly* Vol. 57, No.1 Winter 2003, pp. 19-32..

The recent increase in the use of public transportation after a decrease in commuter use between 1980 and 2000 is another Washington trend that mirrors national trends. In 2008, King County Metro Transit reported a record-setting 7% increase in one year with an estimated 118 million passenger boardings.[6] While boardings dipped down to 112 million in 2009, ridership has trended upward since 2002. Spokane Transit experienced a 9% increase in ridership between November 2007 and November 2008.[7] Between 2006 and 2009, ridership on Whatcom Transportation Authority buses increased by 52% to a total of 4.9 million rides.[8]

Port districts use property tax revenues and operating revenues to build and operate critical seaport and airport infrastructure; many ports have seen revenue decreases due to the slowdown in the global economy.

## Transportation Funding Equation: Investment Needs Exceed Revenues

Many jurisdictions have identified a core issue for their transportation infrastructure: to adequately preserve and maintain the network of state and local transportation systems. To do so, significant additional investment is required. As this section highlights, transportation expenditures continue to exceed current funding, adding to existing backlogs. The following discussion of preservation needs is based on a set of presentations to the Washington State Transportation Commission on March 16, 2010 by WSDOT, the Washington State Association of Counties (WSAC), and the Association of Washington Cities (AWC).

### State Funding Needs

**HIGHWAYS AND BRIDGES.** WSDOT maintains approximately 19,000 lane miles. In 2008, 5.3% of the total pavement (including concrete, chip seal, and asphalt) was rated in poor condition. WSDOT estimates that in addition to the $2.1 billion in funding for state highways available over the 16-year time horizon, an additional $1.5 to $2 billion is needed for pavement preservation.

WSDOT maintains 3,630 bridges and structures, of which 3% were deemed in poor condition in 2009. According to the 16-year financial plan, $1.5 billion is available for bridge structures. WSDOT estimates, however, that an additional $0.5 billion is needed in the near term to address deficient structural conditions.

WSDOT must also make additional investments in highway facilities, such as addressing unstable slopes, improving major drainage systems, and upgrading electrical system conditions, among others. The state's financial plan allocates $600 million for these highway facilities; WSDOT is currently evaluating the unfunded needs in this area.

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[6] King County Metro, < http://www.kingcounty.gov/exec/news/release/2009/February/02ridership.aspx >

[7] Spokane Transit, < http://www.spokanetransit.com/aboutsta/mediareleases.asp>

[8] Tim Johnson, "Hold the Bus," *Cascadia Weekly*, February 3, 2010. <http://www.cascadiaweekly.com/cw?/content/articles/proposed_sales_tax_would_support_whatcom_transit_services/>

**FERRIES.** Washington State Ferry's (WSF) Long-Range Plan identifies the ferry system's capital needs. The Legislature makes a distinction between essential and non-essential capital needs, and identified the following needs as essential:

- Vessel and terminal preservation;
- Vessel replacement for vessels that are due to be retired;
- Improvements for vessels and terminals for emergency repairs and to comply with regulatory requirements; and
- Some modest vessel and terminal improvements, where these improvements adhere to ridership demand forecast, vehicle level of service standards, operational strategies, and terminal design standards, and can be demonstrated to add significant value.

WSF estimates that $3.2 billion is needed for vessel preservation and acquisition between the 2009-11 and 2029-31 biennia, with eight replacement vessels needed prior to 2030. The need for terminals is estimated at $1 billion during the same 22-year time frame.

WSDOT also owns and operates the Keller Ferry that is located on State Route 21. It crosses Lake Roosevelt providing primary access between Lincoln County and the Colville Indian Reservation in Ferry County. The Martha S. was put into service in 1948 and has been out of service many times due to structural issues and difficulty finding replacement parts. In 2005, the state legislature allocated funding to design a replacement ferry. The ferry's estimated replacement cost was $15.5 million. In 2007, the legislature allocated $11 million for a new ferry; however, it was reduced by $1 million in 2009. When the Martha S. is out of service the nearest detour to the town of Keller adds approximately 60 miles to the trip.

As shown in Exhibit A-4, WSDOT estimates the 20-year need for the state transportation system alone is $63.8 billion.

**Exhibit A-4**

**WSDOT 20-Year Needs Estimates by Mode Rollup**

| Mode | 20-year Needs Total |
|---|---|
| Aviation | $ 2,832,700,000 |
| Ferries | $ 10,561,800,000 |
| Freight Rail | $ 1,930,000,000 |
| Passenger Rail | $ 6,748,000,000 |
| Highway System | $ 35,100,000,000 |
| Bike and Pedestrian | $ 1,600,000,000 |
| Public Transportation | $ 5,083,800,000 |
| **Total Estimate** | **$ 63,856,300,000** |

Source: WSDOT, 2010.

## Local Government Funding Needs

**CITIES.** Cities are responsible for streets and bridges within incorporated municipality borders. Of the approximately 674 city-owned bridges, one in four is considered functionally obsolete, and one in ten is structurally deficient or weight restricted. Estimated replacement costs are $1.9 billion.

City responsibilities for streets include illumination, cleaning, stormwater facilities, and traffic and parking enforcement. In 2008, 104 cities (more than 80% of the network) reported that 31% of city pavement was of failed to poor quality.

On average cities invest approximately $1 billion in transportation annually. In 2008, cities invested $1.2 billion in transportation, with approximately $220 million invested in street maintenance alone. However, these investments cover only one-third of ongoing needs and do not address the maintenance backlog.

The AWC estimates that cities' transportation-related capital program and maintenance needs for 2004-2013 are approximately $18 billion.[9] Local revenues and gas tax distributions will cover about $11.3 billion, leaving a total capital deficit of $6.7 billion.

**COUNTIES.** Counties provide various transportation services including support for smaller cities. Counties support preservation and maintenance for most modes of the existing transportation network[10] including equitable distribution of all transportation resources to avoid weakening any portion of the system.

WSAC and the Washington State Association of County Engineers (WSACE) have identified the following county maintenance and preservation needs and funding gaps.[11] The maintenance need for county roads is calculated at $650 million per year. In addition, based on a 2% annual replacement cycle, the need for preservation of county roads is estimated at $813 million per year. The removal of fish passage barriers on county roads is an additional and significant environmental cost liability to the counties. Estimates of barrier removal range from $9.2 to $64 million annually. WSAC and WSACE report that the total gap between available funding and the need for county road preservation equals $630 million. This number will likely increase as cost factors are reviewed and updated.

Of the 3,307 county bridges, 20% are considered structurally or functionally obsolete. Annual maintenance needs are calculated at nearly $4 million, with $122 million estimated for annual preservation of county bridges. There are currently over 200 bridges with sufficiency ratings low enough to make them eligible for federal funding. This current backlog of eligible bridge replacements is estimated to cost between $436 million and $937 million.

The counties of Pierce, Skagit, Wahkiakum, and Whatcom operate vehicle/passenger ferries. Annual operation and maintenance cost estimates based on historical costs and values is approximately $7.9 million. Annual replacement need is estimated at $3.2 million, with further evaluation needed. King County recently began operation of two foot passenger ferries through a county ferry district with an annual operating cost of $6.5 million plus capital needs of approximately $17.5 million.

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[9] AWC Presentation to the Washington State Transportation Commission on March 16, 2010.

[10] Counties do not provide rail transit services.

[11] WSAC Presentation to the Washington State Transportation Commission on March 16, 2010.

**TRANSIT.** The current economic downturn has significantly eroded local sales tax revenues which fund transit services. All of the urban systems (Sound Transit, the four systems serving central Puget Sound, C-Tran in southwest Washington and Spokane Transit in eastern Washington have all seen a drop in sales tax revenue between 2007 and 2009 that has resulted in service reductions and fare increases. Declines in sales tax revenues range from 12.2% at Spokane Transit to 21.8% at Everett Transit. Some systems are asking voters to approve higher sales taxes for transit. This option to seek additional sales tax revenue, however, is not available to all transit agencies. In particular, some central Puget Sound transit agencies are at, or very near, the 0.9% statutory maximum sales tax rate available to public transit agencies.

**AVIATION.** Information is provided within the *Aviation Planning Council Report* to the legislature. Aviation Revenues are shown below in **Exhibit A-5**.

**Exhibit A-5**

**Aviation Revenues 2008**

| Aeronautics Account | |
|---|---|
| Aviation Fuel Tax (11 cents per gallon) | $2,995,070 |
| Aircraft Registration/Excise/Dealer Fees | $121,000 |
| **TOTAL – AERONAUTICS ACCOUNT** | **$3,116,070** |
| State General Fund (estimated) | |
| Annual Aircraft Registration Excise Tax - State | $259,205 |
| General Aviation Sales Tax from Aviation Fuel | $9,928,650 |
| Commercial Air Transport Sales Tax from Fuel | $15,382,000 |
| **TOTAL – GENERAL FUND** | **$25,569,855** |
| TOTAL REVENUES FROM AVIATION SOURCES | $28,685,925 |

**Source:** WSDOT, Aviation Division

# ATTACHMENT B

# Local Government Transportation Planning: RPOs & MPOs

## Introduction

This section provides an overview of local government transportation planning carried out by regional transportation planning organizations (RTPO) and metropolitan planning organizations (MPO) as context for the WTP 2030 planning process. Local governments (RTPOs, MPOs, cities, counties and port districts) represent the front line in the integration and delivery of transportation services, modes and projects. Local transportation agencies work in partnership with WSDOT and the federal government to develop and maintain the transportation system (roads, transit, rails, marine and aviation).

WTP 2030 and the Washington State Transportation Commission recognize the importance of local government partnerships in the delivery of transportation services. Furthermore, the Commission recognizes the diversity of interests that comprise Washington's communities, economy, and the transportation network. For this reason, the WTP 2030 process included outreach efforts with local governments and included their responses in this plan.

In February 2010, Commission Chair Carol Moser wrote to all RTPOs and MPOs seeking basic information regarding their plans and needs focusing on recent accomplishments, major projects underway, and significant transportation funding needs. In addition, Commission staff and the consultant team invited input from stake-holders including cities, counties, ports, and other local government organizations. Through these efforts, WTP 2030 reflects regional differences and diversity in local economy, geography, policy, and strategic needs. In Washington State, one size does not fit all, and this is clearly demonstrated in the responses from local governments.

**THIS SECTION IS ORGANIZED IN THREE PARTS:**

1. Description of regional and local transportation organizations
2. Summary of findings and issues of regional significance
3. Summary of RTPO transportation plans reviewed

## Regional and Local Transportation Organizations

Metropolitan Planning Organizations (MPO) are federally-mandated transportation planning organizations in areas with urban populations of 50,000 or greater. MPOs coordinate transportation services, mode integration, working partnerships between transportation agencies, and the movement of people and goods. Washington has eleven MPOs through which federal transportation dollars are distributed in accordance with their transportation plans. MPOs are responsible for preparing a Transportation Improvement Project (TIP), which is a priority list of proposed federally-funded or federally-approved projects. Projects in the TIP must be consistent with the Metropolitan Transportation Plan.

RTPOs are regional bodies comprised of cities and counties to ensure local and regional coordination of transportation funding and services. The state has fourteen RTPOs incorporating all counties except San Juan. RTPOs are responsible for preparing regional transportation plans and ensuring that the local government's transportation element of their comprehensive plan complies with the Regional Transportation Plan and with the Growth Management Act.

**Exhibit B-1** shows the location of the state's RTPOs and MPOs.

**Exhibit B-1**

**Location of the State's RTPOs and MPOs**

**Source**: WSDOT; OFM; BERK, 2010

Information gathered from the RTPOs and MPOs was reviewed in the context of the statutory policy goals (economic vitality, preservation, safety, mobility, environment and stewardship). It was also reviewed in light of the state's key industries (e.g. agriculture, aerospace, tourism, energy, shipping & trade, information technology, bio-medical, defense etc.). The goal of the review was to identify emerging themes and directions related to the WTP goals, changing federal and state realities regarding transportation funding, and regional and statewide needs.

# Summary of Findings and Issues of Regional Significance

## General Findings Impacting RTPOs & MPOs 2011-2030

**FEDERAL TRANSPORTATION POLICIES AND PRIORITIES ARE CHANGING.** The current federal surface transportation authorization (SAFETEA-LU) has been extended until December 31, 2010. Congress is currently scheduled to consider reauthorization in 2011. The preliminary research informing the reauthorization effort and the stated direction of the Federal Highway Administration (FHWA) suggests a significant shift from previous authorization bills. Moreover, the Federal Highway Trust Fund is not sufficiently funded to meet current obligations. New congressional direction will likely focus on the following: funding; promotion of safety in the movement of people and goods; economic competitiveness; energy security; environmental quality and climate change; livable communities; and performance measures. RTPO/MPOs will likely play an even greater role in delivery and integration of transportation services under changing federal priorities.

**ENVIRONMENTAL ISSUES ASSOCIATED WITH CLIMATE CHANGE** may increase pressure to reduce vehicle miles traveled, reduce greenhouse gas emissions, and increase development of transportation systems that are less dependent - or not dependent - on fossil fuels. Likewise, issues associated with a changing climate, such as flooding and more intense storm events, will require adaptation strategies to maintain transportation systems.

**CHANGES IN ENERGY PRICE AND AVAILABILITY,** particularly fossil fuels, can have rapid and volatile impacts on transportation systems and the movement of people and goods. Switching transportation energy sources to clean energy will also have impacts on buildings, urban settings and electrical power generation and delivery systems. RTPO/MPOs will be asked to respond to these changes and to work more closely with energy utilities and cities to accommodate cleaner energy for transportation.

**URBAN NEEDS AND INFRASTRUCTURE WILL LIKELY CONTINUE TO CHANGE** to accommodate different mixes of transportation modes including pedestrian, bicycle, transit, rail, marine, along with the automobile. The link between land use, increased density, and a mix of uses and transportation modes will become increasingly important in defining, evaluating, and funding transportation systems. Inter-city mobility, multi-modal operability, and alternatives to auto dependent uses will likely increase in the next twenty years.

**TRANSPORTATION CORRIDORS AND CORRIDOR DEVELOPMENT WILL TAKE ON GREATER SIGNIFICANCE** and receive greater attention as urbanization and density increase. Urban corridors will need to carry more people and goods more efficiently as well as accommodate different transportation modes and systems such as rail, transit, bicycle, and automobiles.

**RURAL COMMUNITY NEEDS WILL LIKELY FOCUS ON MOVEMENT OF GOODS ON MORE ENERGY EFFICIENT TRANSPORTATION SYSTEMS AND NETWORKS** (fastest and lowest cost per ton mile); movement of people between communities; and commuting to and from places of employment. Much of rural Washington State is dependent upon agriculture, forest products and tourism as significant elements of local economies. These industries are heavily dependent on fossil fuels for agriculture production (including fertilizers), market delivery, and transporting tourists to scenic and recreation destinations. Freight mobility will be a central focus for RTPOs serving rural areas for the life of this plan.

**CONNECTIONS TO THE INTERSTATE SYSTEM, AS WELL AS TO OTHER MODES,** including rail, marine and aviation, are critical to rural communities as they are often the first mile of a journey from farm to market or house to job.

## Specific Findings Related to Review of the RTPO/MPO Information

- **RTPO/MPOS ARE KEENLY AWARE OF THEIR ECONOMIC BASE** and the need to serve this base in the movement of people and goods. All of the responses to the Commission's letter, as well as the plans reviewed, reflected a clear understanding of the role the RTPO/MPOs play in the regions they serve.
- **IN NORTHWEST WASHINGTON, THE MARINE HIGHWAY SYSTEM SERVES AS THE LIFEBLOOD,** connecting communities dependent or related to Puget Sound waterways. This system also serves the tourism industry which is a significant part of the economic fabric of these communities. San Juan County is entirely dependent on the marine highway system. Island, Clallam, Jefferson, Kitsap, Whatcom, Skagit, Snohomish, King, Pierce, and Mason also realize benefits from this transportation mode. In addition to tourism, the marine highway system serves the national defense cluster in Puget Sound.
- **FREIGHT MOBILITY WAS IDENTIFIED AS AN ISSUE FOR ALMOST ALL RTPO/MPOS.** While specific concerns differ from region to region, some common themes emerged and were well documented in the plans from QUADCO (Adams, Grant, Kittitas, and Lincoln Counties) and the Cowlitz-Wahkiakum Council of Governments (CWCOG-Cowlitz, Wahkiakum, Lewis, Grays Harbor, and Pacific Counties). Both regional planning organizations are rural and deal with rail and marine transportation (ocean and rivers) in addition to highways. It is clear from these and other RTPO/MPO plans that there is a need to coordinate planning and project development related to freight mobility, grade separations, rail corridor protection, and inter-modal integration.
- **TOURISM IS A SIGNIFICANT PART OF THE STATE'S ECONOMY,** and it is of particular importance in some rural communities where it is a relatively larger component of the local economy. Many of the rural RTPOs in both eastern and western Washington identified projects that would enhance access to popular tourism destinations including providing trail links.
- **URBAN MOBILITY AND CORRIDOR DEVELOPMENT WERE MENTIONED AS COMMON THEMES FROM ALL OF THE RTPO/MPOS.** The PSRC examples were prominent, including I-5, I-405, SR-520 Bridge, SR-2, SR-167, SR-509 and many more. Other responses also focused on corridors, including I-82 improvements identified in both Yakima and Benton-Franklin submittals where urban, rural, freight, and tourism transportation needs converge. There already is a history of moving toward corridor development. Clearly that focus will intensify in the next twenty years along with the role and importance of RTPO/MPOs in project development.

- **MULTI-MODAL TRANSPORTATION HAS BEEN IDENTIFIED BY VIRTUALLY ALL PLAYERS IN THE EMERGING FEDERAL REAUTHORIZATION EFFORTS.** Multi-modal operability emerged as a theme in the RTPO/MPO submittals. The Puget Sound Regional Council, Southwest Washington/Vancouver, Spokane, Yakima, Whatcom, Wenatchee, and others are planning projects that integrate transit, pedestrian, and bicycle modes, as well as autos. Many of the emerging projects include new trails and trail improvements. Furthermore, all of the urban areas are planning for higher density, mixed-use development.
- **DEVELOPING STRONGER LINKS BETWEEN LAND USE PLANS, DEVELOPMENTS AND TRANSPORTATION** is an emerging theme present in almost all of the RTPO/MPO responses, and prominent in all of the MPOs. Developing the details around these linkages will likely be a primary focus for the next twenty years. This is inherently a local government responsibility with regional, statewide, and national implications.
- **NATURE'S ROLE IN DEFINING OR ALTERING TRANSPORTATION SYSTEMS** is recognized in several of the RTPO/MPO plans. The CWCOG plan noted that flooding in Lewis County (1996, 2007 and 2009) resulted in major disruptions to the I-5 corridor and transportation in Southwest Washington. In Cowlitz and Wahkiakum counties, mud and rock slides routinely close SR-4. In Whatcom County, WSDOT is moving a section of SR-542 away from the bank of the Nooksack River. In Franklin County, R-170 was closed due to a landslide, as well as SR-410 in Yakima County and SR-18 in King County. More intense weather events are predicted in the future. Therefore, floods, avalanches, and shifting earth are forces to be reckoned with in designing, building, and maintaining the transportation system.
- **TRIBAL GOVERNMENTS ARE EMERGING AS PARTICIPANTS IN TRANSPORTATION PLANS AND CONNECTIONS AROUND THE STATE.** Notably, Yakima and CWCOG have identified Tribal governments as partners in their plans and Yakima identified an FTA-Public Transit project they are undertaking to serve the Yakama Nation with transit between Toppenish and White Swan. Connections with Tribal governments will likely increase as a component of local transportation networks. The next twenty years will likely present new opportunities for partnerships between local governments, FHWA, WSDOT, and Tribes.
- **RTPO/MPOS LOCATED ALONG THE BORDERS OF WASHINGTON AND BRITISH COLUMBIA, OREGON, AND IDAHO ALL ENCOUNTER SPECIAL CIRCUMSTANCES** related to transportation needs, projects, and funding. Whatcom County and Clark County are involved in projects that require multi-jurisdiction coordination with WSDOT, agencies in British Columbia and Oregon, and agencies of the federal government. The North Sound Connecting Communities project, also known as the "Farmhouse Gang," is a loose coalition of elected, agency, and citizen representatives from Whatcom, Skagit, Island, San Juan, and Snohomish counties. The goal of the Farmhouse Gang is to develop better ways to move people through the region by using all available modes in an effective and smoothly functioning network that does not rely solely on the automobile. Inter-governmental cooperative ventures will need to continue through the life of this plan.

## Summary of Regional and Metropolitan Transportation Plans

The following section summarizes the plans reviewed. The summaries include the year adopted and key elements of each plan. The RTPO summaries identify the transportation goals developed for each region.

## Regional Transportation Planning Organization (RTPO) Plans

| Plan | Adopted | Summary |
|---|---|---|
| Puget Sound Regional Council<br><br>(King, Kitsap, Pierce, Snohomish Counties)<br><br>Regional Transportation Plan and Metropolitan Transportation Plan: Transportation 2040 | May 2010 | This Plan is a 30 year action plan for the central Puget Sound region, based on a financial strategy that shifts from traditional fuel tax revenue sources towards more reliance on user fees. The Plan focuses on three key strategies:<br>• **Congestion and Mobility:** Incorporate land use planning, demand management, efficiency enhancements, and strategic capacity enhancements to improve mobility.<br>• **Environment:** Improve air quality, improve handling of stormwater runoff to protect Puget Sound, and reduce green house gas emissions.<br>• **Funding:** Increasing reliance on user fees to fund transportation improvements. (HOT lanes, tolls, VMT charges) |
| Southwest Washington RTPO<br><br>(Cowlitz, Grays Harbor, Lewis, Pacific, Wahkiakum Counties)<br><br>Regional Transportation Plan, 2008-2028 | December 2009 | Goals for the Plan include: integration with local land use policies; providing low cost solutions where possible; providing access for goods and services; providing access to all citizens; minimizing energy and environmental impacts; meeting the needs of sustained economic growth; consistency with federal, state, and local policies; and assuring improvements are consistent with community and neighborhood structure. |
| North Central RTPO<br><br>(Chelan, Douglas, Okanagan Counties)<br><br>Regional Transportation Plan | June 2009 | Community priorities for the Plan based on public outreach include: funding for the preservation of local roads, improvements for pedestrian and bicycle facilities; additional passing lanes and turnouts for state highways; and tourist facilities along state highways. |

| Plan | Adopted | Summary |
|---|---|---|
| Southwest Washington Regional Transportation Council<br>(Clark, Klickitat, Skamania Counties)<br>Metropolitan Transportation Plan | December 2007 | Goals for the Plan are: to maintain the existing system; provide a safe and secure system; support economic development; provide a balanced and multi-modal system; provide acceptable level of mobility for personal and freight users; be sensitive to the quality of natural resources; provide for a financially sustainable system; and provide a system that reflects community vision and values. |
| Spokane Regional Transportation Council<br>Spokane Metropolitan Area Metropolitan Transportation Plan, 2007-2030 | December 2007 | Goals for the Plan are to: provide safe and efficient movement of people; enhance the area's quality of life; efficiently use limited resources; ensure compatibility with citizen's rights to peaceful and healthy enjoyment of life, home, and property; and developed a balanced multi-modal system. |
| Whatcom Council of Governments<br>Whatcom Transportation Plan: Regional Transportation Plan and Metropolitan Transportation Plan | June 2007 | Goals and policies for the Plan address: public information/education, safety, access, environmental justice, connectivity, freight mobility, congestion, transportation demand management, alternative forms of transportation, land use, health, and public participation. |
| Yakima Valley Conference of Governments<br>Yakima Valley Metropolitan and Regional Transportation Plan, 2007-2027 | June 2007 | The Plan identifies improvements needed and prioritizes projects by sub-region within the Yakima metropolitan area. The Plan's overall priorities and strategies for the transportation system include: preservation, safety, economic development, congestion relief, transit, and transportation demand management. |

| Plan | Adopted | Summary |
|---|---|---|
| Quad-County RTPO<br>(Adams, Grant, Kittitas, Lincoln Counties)<br>Regional Transportation Plan | 2007 | Goals for the Plan are to: encourage GMA counties to document urban development in areas with adequate services or where services can be provided efficiently; plan for multi-modal transportation where appropriate; promote economic development; protect the environment; encourage citizen involvement; and provide access to transportation for all citizens. |
| Benton Franklin Council of Governments MPO and Benton-Franklin-Walla Walla RTPO<br>2006-2025 Regional Transportation Plan | November 2006 | Goals for the Plan are to: identify transportation deficiencies; integrate local land use policies; provide low cost solutions (transit, vanpools, bicycling) before adding capacity; provide access for goods and services; provide access and mobility for all citizens; minimize environmental impacts; meet the needs of economic growth; be consistent with local, state, and federal policies; and assure improvements are consistent with community/neighborhood structure. |
| Northeast Washington<br>(Ferry, Pend Oreille, Stevens Counties)<br>Regional Transportation Plan 2006-2025 | May 2006 | Goals for the Plan are to: optimize economic, fiscal, natural, and human resources; plan for a multi-modal system to accommodate growth; identify regionally significant transportation projects that support local plans; recognize areas of cultural, historic, and environmental significance; and coordinate with all levels of government and private businesses. |
| Skagit/Island RTPO and Skagit MPO<br>Regional Transportation Plan and Metropolitan Transportation Plan | August 2005 | Sub-regional policies for the Plan are to: identify and implement projects that maximize efficiency and effectiveness; identify regionally significant facilities; encourage timely maintenance of the existing system; and facilitate cooperation among stakeholders. |

| Plan | Adopted | Summary |
|---|---|---|
| Wenatchee Valley Transportation Council<br><br>Metropolitan Transportation Plan (Confluence 2025) | August 2005 | The Plan identifies regional priority projects, including approximately 120 localized projects, such as intersection improvements, new sidewalks, and roadway reconstructions to address safety, facilities for biking and walking, and road conditions in the cities and counties. The remaining projects were identified in an effort to reduce congestion. |
| Peninsula RTPO<br><br>(Clallam, Jefferson, Kitsap, Mason Counties)<br><br>Regional Transportation Plan | July 2005 | Key transportation issues that informed the transportation plan include: preserving and maintaining the system, improving links to and from the Peninsula, improving regional cooperation, prioritizing project for funding, improve the regional economy, adequately fund rural transit needs, and ensure freight mobility. |
| Thurston Regional Planning Council RTPO<br><br>Regional Transportation Plan | May 2004 | The Plan outlines critical regional issues to be addressed in the next few years. The Plan assumes existing revenue; prioritizes safety, preservation, efficiency, and operations; and recommends investment in multiple modes of transportation. |
| Palouse<br><br>(Asotin, Columbia, Garfield, Whitman Counties)<br><br>Regional Transportation Plan | 2004 | Goals for the Plan are to: provide a multi-modal system; encourage development in areas with adequate services; encourage economic development that is consistent with communities' comprehensive plans; protect and enhance environmental quality; and encourage public participation in the planning process. |

# ATTACHMENT C

# Summary of State Plans, Studies & Reports

## Introduction

This section provides an overview of the state transportation plans reviewed as context for the WTP 2030 planning process. The Washington Transportation Plan, WSDOT's modal plans, and regional and metropolitan transportation plans have an interconnected relationship. The various plans, studies, and reports inform and influence the development the WTP. In turn, future updates of the state's modal plans and regional and metropolitan transportation plans will be influenced by WTP 2030.

**THIS SECTION IS ORGANIZED IN THREE PARTS:**

1. Overview of the plans, studies and reports reviewed
2. Summary of cross-cutting findings and areas of commonality
3. Summary of the key elements of each plan, study and report reviewed

## Overview of Plans, Studies and Reports Reviewed

**Exhibit C-1** below lists the specific state plans, studies and reports reviewed.

**Exhibit C-1**

**Washington State Plans, Studies, and Reports Reviewed**

| Modal Plans |
|---|
| Highway Systems Plan |
| Freight Rail Plan, 2010-2030 |
| Aviation System Plan |
| Washington State Ferries Long-Range Plan, 2009-2030 |
| Amtrak Cascades Mid-Range Plan |
| Amtrak Cascades Long-Range Plan |
| Bicycle Facilities and Pedestrian Walkways Plan, 2008-2027 |
| Summary of Public Transportation |
| **Transporation Plans** |
| Target Zero: Strategic Highway Safety Plan, 2010 |
| **Reports/Studies/Projects** |
| Marine Cargo Forecast |
| Long-Term Air Transportation Study |
| Summary of Community and Brokered Transportation, 2005 |
| Tribal Transportation Database |

# Summary of Findings

## State Plans, Studies and Report

The following areas of commonality were identified in the review of documents:

- As the state's economy grows over the next 20 years and adds population and jobs, all transportation modes will face capacity constraints
- Limited resources to address capacity constraints was frequently cited as a challenge
- A large percent of the improvements listed in the plans are unfunded, meaning that there is currently no identified source of funding to complete the improvement
- Non-highway transportation improvements, such as improvements to freight rail or the ferry system, lack dedicated funding, which makes it difficult to ensure system preservation and improvement
- A focus on prioritizing improvements that have the most benefit and on managing demand and increasing system efficiency, rather than on funding capacity expansion

## Summary of State Modal Transportation Plans

| Document | Adopted | Updated | Summary |
|---|---|---|---|
| **WSDOT**<br>***2011-2030 Highway System Plan*** | In Process | Approximately every 2 years | **Identifies program and financing needs** and recommends specific and financially realistic improvements to the state highway system. Elements include preservation, maintenance, capacity and operational improvement, scenic and recreational highways, and non-motorized uses of the state highway system.<br>**Process:** Identify needs through a performance based analysis; develop strategies to increase efficiencies using a Tiered Incremental Approach; conduct a detailed analysis that identifies the most cost-effective solutions for funding consideration; and re-evaluate system using performance criteria. |
| **Washington Traffic Safety Commission/WSDOT**<br>***Target Zero: Strategic Highway Safety Plan, 2010*** | Draft Released 2010 | Last plan 2007 | **Identifies Washington State's traffic safety needs** and helps guide investments to achieve significant reductions in traffic fatalities and serious injuries on all public roads. The Plan has recommended strategies for four priority levels. Priority One areas factor into 40% or more of fatalities and include: impairment, run-off-the-road collisions, and speeding<br>Findings:<br>• Reasons for the decline in traffic fatalities and fatality rates are varied. Decreased driving due to the high price of gasoline in much of 2008, coupled with the economic recession that began in late 2008, reduced peoples' exposure to the risk of traffic collisions.<br>• Impairment, speed, and/or run-off-the-road accounted for 71% of the 1,725 fatal crashes from 2006 to 2008. |

| Document | Adopted | Updated | Summary |
|---|---|---|---|
| **WSDOT, Rail and Marine Office**<br><br>***Washington State Freight Rail Plan, 2010-2030*** | December 2009 | Last plan 1998 | Provides guidance on freight rail initiatives and investments and **identifies 109 short- and long-term capital improvement projects** and other initiatives to meet the system's projected demand.<br><br>Findings:<br>• Over the next 20 years, rail corridors in the state are expected to be at or above their practical capacity.<br>• The state's ports face increased competition from other West Coast ports and an expanding Panama Canal.<br>• The state needs better information management capacity to analyze demand and utilization for freight rail.<br>• Total cost of requested projects is $2.0 billion, of which 90% is unfunded.<br>Recommendations:<br>• Develop a system to measure and prioritize projects for the maximum public benefit.<br>• Work with public and private partners to develop dedicated funding sources and close funding gaps. |

| Document | Adopted | Updated | Summary |
|---|---|---|---|
| **WSDOT, Aviation Division**<br><br>***Washington Aviation System Plan***<br><br>***Technical Resources: Long-Term Air Transportation Study (LATS)*** | July 2009 | Last plan 2001<br><br>Updated periodically – every 5- 7 years | **A comprehensive review of the Air Transportation System** that includes recommended **strategies and policies to address airport capacity and system needs** to 2030. The Plan is based on a three part study that was authorized by the legislature in 2005. The legislation authorized a study of general aviation and commercial service in Washington State with a primary focus on Commercial Service airports and four Special Emphasis Regions: Puget Sound, Southwest Washington, Tri-Cities, and Spokane. The study included a nine member Aviation Planning Council (APC) and an extensive stakeholder outreach program.<br><br>Findings:<br>• Several airports, mainly in the Puget Sound region and including Sea-Tac, are expected to exceed their airfield and/or passenger terminal capacity by 2030.<br>• Sea-Tac and Boeing Field are the two airports in the state at or above 60% of their cargo capacity.<br>• Existing land use laws do not protect airports from the encroachment of incompatible land uses.<br>• Funding to address critical aviation needs is inadequate.<br>Aviation Planning Council Recommendations:<br>• Prioritize protecting and maximizing the aviation system already in place.<br>• Reaffirm and strengthen land use laws to protect airports from the encroachment of incompatible land uses.<br>• Invest in advanced aviation technologies and instrument approaches to address safety, capacity and access for all commercial, regional and community airports identified within the state Airport Classification System<br>• Ensure measures are in place to preserve and fund airport infrastructure needs.<br>• Enact legislation to establish a five year capital improvement program consistent with the aviation system plan and performance objectives to assist in identifying airport infrastructure needs and prioritizing system investments. |

| Document | Adopted | Updated | Summary |
|---|---|---|---|
| **WSDOT, Washington State Ferries (WSF) Division**<br><br>***Long-Range Plan, 2009-2030*** | June 2009 | 4-7 years | **Provides a service and capital improvement strategy** for the Ferry System that maintains service levels, maximizes existing assets, and improves cost effectiveness. To do this, the Plan establishes operational and pricing strategies to manage demand and outlines a 22-year capital funding program.<br>Findings:<br>• There is limited vehicle capacity in the peak periods.<br>• Ridership decreased since 1999, but is expected to grow by 2030 and return to historically high levels.<br>• Total cost for capital improvements is $4.9 billion, 63% of which is unfunded.<br>• A stable source of capital funding is needed.<br>Recommendations:<br>• Manage demand through four strategies: a vehicle reservation system, transit enhancements, pricing strategies, and marketing.<br>• Procure 10 new vessels by 2030 to replace an aging fleet. |
| **WSDOT/Washington Public Port Association**<br><br>***Marine Cargo Forecast*** | March 2009 | Last report 2004<br><br>Updated periodically | **Assesses the expected flow of waterborne cargo through Washington's Port system** and evaluates the distribution of cargo through the state's transportation network, including waterways, rail lines, roads and pipelines. The study includes forecasts of trade opportunities by commodity and cargo type for 2008 - 2030.<br>Findings:<br>• Imports and exports are heavily dependent on Asia.<br>• Cargo volumes are expected to continue to grow through 2030, and containers have seen the most growth.<br>• Maintaining an efficient transportation system of rail, pipelines, roads, and waterways is important for future freight needs.<br>• Washington faces strong competition from ports in Southern California and Western Canada |

| Document | Adopted | Updated | Summary |
|---|---|---|---|
| **WSDOT, Freight Systems Division**<br>***Amtrak Cascades Mid-Range Plan*** | December 2008 | | **Provides four different strategic investment options over an 8-year period (2009-2017) for infrastructure development** ranging from maintaining current operations to an option with no financial constraints. The investment options link capital and operational investments to ridership growth and economic and societal benefits.<br>Findings:<br>• Capital investments beyond maintaining current operations can increase reliability and ridership more than what is projected under the current operation status.<br>• There is limited funding for statewide multi-modal capital improvements.<br>• Total estimated cost for the options with capital improvement projects range from $141-$817 million.<br>Recommendations:<br>• Examine methods to lower the risk of cost escalation to the state through agreements with BNSF.<br>• Investments in marketing could increase ridership and cost-effectiveness.<br>• Look at possible ticket price increases to increase revenue and farebox recovery. |
| **WSDOT, Public Transportation Division**<br>***Summary of Public Transportation*** | November 2008 | | **An annual status report of public transportation agencies in Washington.** The report provides an overview of operating characteristics, services, achievements, and objectives for each transit system in the state. Transit systems are organized into three groups - urban areas, small urban areas, and rural areas - based on the population size they serve.<br>Findings:<br>• Total passenger trips statewide increased 6.7% from 2006-2007 to 192.2 million.<br>• Overall, the number of revenue hours of service increased 2.7% from 2006-2007 to 8.7 million.<br>• Statewide, operating and capital obligation expenses increased 19.2% from 2006-2007 to $2.2 billion.<br>• Statewide, farebox revenues increased 12% from 2006-2007. |

| Document | Adopted | Updated | Summary |
|---|---|---|---|
| **WSDOT, Freight System Division**<br><br>***WTP Update, Freight Movement*** | September 2008 | | **Analyzes and describes the state's freight system** with a focus on international trade, regional economies, and local distribution.<br><br>Findings:<br>• Freight volumes are increasing at a rate greater than population growth.<br>• Washington is a gateway for freight from Asia to the Midwest and East Coast.<br>• The state's manufacturers and farmers rely on the freight system to ship goods locally, nationally, and abroad.<br>• Increasing efficiency in the supply chain requires more frequent shipments and shorter delivery windows.<br><br>Recommendations:<br>The report lists 12 investments over the next ten years to improve freight movement, particularly rail and highway improvements. |
| **WSDOT**<br><br>***Bicycle Facilities and Pedestrian Walkways Plan, 2008-2027*** | 2008 | | Focuses on **increasing walking and bicycling while reducing collisions** through improving bicycle and pedestrian connections, increasing coordination between stakeholders, and reducing congestion.<br><br>Findings:<br>• Strengthening the project development process will include all modes in determining appropriate solutions.<br>• Biking and walking are increasing, especially in cities, and account for 6% of all commute trips statewide.<br>• Washington is ranked 15th and 11th among states for pedestrian and bicycling safety, respectively.<br>• There is a total of $1.6 billion in unfunded improvements identified from local, regional, and state plans.<br><br>Recommendations:<br>• Increase coordination with local and regional agencies and developers to identify additional project funding.<br>• Strengthen WSDOT's manuals and guidelines to improve conditions for bicycling and walking.<br>• Initiate new training programs for engineers to include a focus on bicycling and pedestrian design and funding.<br>• Create an advisory group to help resolve bicycle and pedestrian policy questions.<br>• Continue partnerships with the State Agency Committee members with a role in improving bicycling and walking. |

| Document | Adopted | Updated | Summary |
|---|---|---|---|
| **WSDOT**<br>***2007-2026 Highway System Plan*** | December 2007 | Approximately every 2 Years | **Identifies program and financing needs** and recommends specific and financially realistic improvements to the state highway system. Elements include preservation, maintenance, capacity and operational improvement, scenic and recreational highways, and non-motorized uses of the state highway system.<br>Findings:<br>• There are not enough funds to rehabilitate all pavement according to WSDOT's lowest life cycle cost objective.<br>• At least 95% of bridges are in "fair" condition or better, which meets WSDOT's established goal.<br>• There are not enough funds or land available to have free-flow conditions statewide; WSDOT's goal is to manage the system for maximum throughput.<br>• The plan lists $48.7 billion in improvements, 68% of which is unfunded. |
| **WSDOT, Public Transportation Division**<br>***Summary of Community and Brokered Transportation, 2005*** | March 2007 | | **Presents uniform data on community transportation providers in the state.** This report, along with the Summary of Public Transportation, is meant to provide a complete picture of public transportation in the state to assist in the evaluation of coordinated transportation efforts. The report profiles each community transportation provider and Medicaid transportation brokers operating in the state.<br>Findings:<br>• 33 community transportation providers received grants through WSDOT in the 2003-2005 biennium.<br>• These 33 providers had 1.5 million passenger trips in 2005.<br>• The statewide average cost per trip in 2005 was $11.60. |

| Document | Adopted | Updated | Summary |
|---|---|---|---|
| **WSDOT, Freight Systems Division**<br><br>***Long-Range Plan for Amtrak Cascades*** | February 2006 | | **Establishes the vision for a capital improvement program to meet future service goals** for intercity passenger rail service. The Plan groups projects into "building blocks" that allow service increases after a block is complete; future improvements build on previously completed blocks.<br><br>Findings:<br>• Existing tracks are reaching their capacity with the increase in passenger and freight rail.<br>• Improvements to the corridor will improve travel time, train frequency, safety, and reliability.<br>• Funding will come from multiple sources, but the federal government has to be an active funding partner to fully implement the Plan.<br>• Total cost to achieve the Plan is $6.5 billion, and no long-term commitments have yet been made. |
| **WSDOT**<br><br>***Tribal Transportation Database Project*** | February 2005 | | **Inventories and documents the transportation needs and roads serving federally recognized tribal reservations in the state.** This is intended to assist the state and the Tribal Transportation Planning Organization in planning future statewide systems and policies. The project documents each road serving a reservation and identifies and quantifies, with costs if possible, the needs of the Tribes.<br><br>Findings:<br>• There are 5.0 million miles of roads that serve Indian reservations in the state; most are County or BIA roads.<br>• 12 of the 29 Tribes reported a total of $201.2 million in transportation project needs.<br>Recommendations:<br>• Have each Tribe review and verify the data in the system.<br>• Prepare and maintain maps of the statewide tribal road inventory.<br>• Better coordinate the different data systems and databases that are used.<br>• Improve coordination and shared resources between the agencies and Tribes. |

# ATTACHMENT D

# System Trends & Emerging Policy Direction

## Introduction and Policy Context

The purpose of this section is to discuss the emerging policy direction of the federal government, including both the Executive-level transportation agencies and potential Congressional policies. An understanding of the current federal authorizing environment is important context for presenting this information. Since the expiration of SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users), Congress has extended the federal transportation appropriation funding through continuing resolutions and transferred funds from the general fund to the Highway Trust fund to provide sufficient revenues to meet transportation obligated expenditures. Due to the difficult political decisions that need to be made regarding a new federal transportation reauthorization Act, additional extensions of federal funding under SAFETEA-LU may continue.

Regardless of the timeframe for the reauthorization, there are significant indications that transportation policy will change with new federal action. It appears likely that there will be important shifts in the nation's transportation policy goals, including a broader focus on outcomes that other policy goals related to the environment, housing, and land use. Until the Act is actually reauthorized, it will be impossible to know for certain the direction that will be taken.

# Federal Transportation Strategy

## Current Situation: The Focus of U.S. Transportation Policy is Shifting to Encompass Broader Goals

U.S. Transportation policy is presently taking a back seat to the other major issues of the day, specifically the economy and healthcare reform. The authorization of a new surface transportation act is already months behind schedule and it is unclear when the reauthorization will be acted upon. Four broad transportation goals are defined and articulated in the federal High-Speed Rail Strategic Plan released in April 2009[12] and may provide an indication of future direction:

- **ENSURE SAFE AND EFFICIENT TRANSPORTATION CHOICES.** Promote the safest possible movement of goods and people, and optimize the use of existing and new transportation infrastructure.
- **BUILD A FOUNDATION FOR ECONOMIC COMPETITIVENESS.** Lay the groundwork for near-term and ongoing economic growth by facilitating efficient movement of people and goods, while renewing critical domestic manufacturing and supply industries.
- **PROMOTE ENERGY EFFICIENCY AND ENVIRONMENTAL QUALITY.** Reinforce efforts to foster energy independence and renewable energy, and reduce pollutants and greenhouse gas emissions.
- **SUPPORT INTERCONNECTED, LIVABLE COMMUNITIES.** Improve quality of life in local communities by promoting affordable, convenient and sustainable housing, energy and transportation options.

These goal statements are accompanied by efforts to revive and vastly improve the nation's rail infrastructure, although it remains to be seen how Congress will handle the Administration's new policy emphasis and related funding requests. What is clear from these statements is the interplay of other national interests on transportation. Goals such as "economic growth" and "livable communities," for example, involve more than transportation solutions. Emerging policy is likely to be heavily influenced by energy policy, health care policy, and environmental policy.

## A Structural Funding Problem at the Federal Level

Another important contextual issue needed to understand the emerging federal policy direction is that, like the State of Washington, the federal government is also suffering from a significant revenue problem. Federal funding to the states dates back to the Federal Aid Road Act of 1916 which authorized money for rural post roads on an apportionment basis. Beginning in 1920, any state receiving aid must have a state highway agency. The Highway Revenue Act of 1956 created the Highway Trust Fund, which was supported by a federal fuel tax on gasoline and diesel fuel. The motor vehicle fuel tax, along with several structural elements of the 1956 Act, such as fund distribution to states, remains in place today. However, federal motor vehicle fuel tax revenues have not kept pace with costs and system needs. According to one comprehensive study, the funding gap is estimated at $400 billion for the 2010-15 period and $2.3 trillion for 2010-35.[13]

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[12] Ray LaHood, Secretary USDOT, *Vision for High Speed Rail in America, Executive Summary* http://www.fra.dot.gov/downloads/rrdev/hsrstrategicplan.pdf

[13] Surface Transportation Infrastructure Financing Commission, *Paying our Way: A New Framework for Transportation Finance. Final Report.* February, 2009. pp. 3-4.

In response to this problem, $8 billion was transferred from the federal General Fund to the Highway Trust Fund for federal Fiscal Year 2008. This transfer was initiated to address the shortfall from motor vehicle fuel taxes, which declined in response to higher fuel prices, increases in vehicle fuel economy, and the recession. In 2009 and 2010, Congress transferred $7 billion and $13 billion respectively from the General Fund to the Highway Trust Fund to pay for obligated transportation projects.

A New York Times article discussed investment and funding needs for the nation's transit system.[14] Quoting numbers from the Federal Transit Administration, the article noted that it would take $77.7 billion to get the country's transit systems into shape; however, the total amount spent in 2008 on rehabilitation and reinvestment was between $12 billion-$13 billion.

## New Federal Programs Emphasize Shifting Priorities

Funding activities and announcements over the past year provide valuable insight into where the USDOT is headed from a policy perspective. Below is a quick recap of USDOT programmatic efforts in the past year, with a brief explanation of how funding was approached for each program.

### Transportation Investments Generating Economic Recovery (TIGER) Program

The major emphasis of the TIGER competitive grant program was economic recovery and vitality. States were required to submit grant applications and grant recipients were announced in late February 2010. Aside from efforts to ensure that funds were geographically distributed, application of the program's grant criteria was evident, with only about 56% of the funds allocated to highway and road projects.[15]

The criteria used to evaluate grant proposals did not deal with one particular mode, or use measurements that only apply to a single mode. Instead, priority was given to projects that have a significant impact on desirable long-term outcomes for the nation, a metropolitan area, or a region.[16]

In its preliminary TIGER II guidance, the USDOT wrote that officially linking its grant decision-making with HUD's would ideally "encourage and reward more holistic planning efforts and result in better projects being built with federal dollars" by recognizing the inextricable connection between transportation and local planning.

### Sustainable Communities Initiative (A Joint USDOT/HUD/EPA Effort)

In 2009, the USDOT, Department of Housing and Urban Development (HUD) and the Environmental Protection Agency (EPA) announced a joint departmental Initiative to integrate transportation, housing and land use planning. The Initiative is intended to help Americans gain better access to affordable housing, increase transportation options, and lower transportation costs. As noted in the Initiative, the average American working family spends nearly 60 percent of its household budget on housing and transportation costs. The Obama Administration aspires to reduce these expenditures by focusing its efforts on creating affordable, sustainable communities. As announced, the Initiative had no specific program dollars associated with it. Instead, it represents a commitment on the part of three federal agencies to work together to reformulate current funding programs to meet the principles of the Initiative.

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[14] Yeganeh June Torbati, "Aging Systems Face Budget Crunch," *The New York Times*, July 24, 2010.

[15] TIGER Discretionary Grant Applications Overview, http://www.dot.gov/recovery/docs/tdgappoverview.pdf

[16] USDOT Information Related to the American Recovery and Reinvestment Act of 2009 (Recovery Act) http://www.dot.gov/recovery/ost/faqs.htm

### *Livability Principles of the Initiative*

Several grant programs will be redesigned and reformed to embrace elements of the Initiative's six adopted livability principles, which are as follows: [17]

- Provide more transportation choices.
- Promote equitable, affordable housing.
- Enhance economic competitiveness.
- Support existing communities.
- Coordinate policies and leverage investment.
- Value communities and neighborhoods.

Through the **Urban Circulator Grants Program**, the Federal Transit Administration (FTA) will invest in a limited number of projects that fulfill the six livability principles of the Sustainable Communities Initiative. Using discretionary funds from already appropriated federal formula funds, the FTA is offering funds to build urban circulator systems, such as streetcars and rubber-tire trolley lines that connect urban destinations and foster the redevelopment of urban spaces into walkable mixed use, high-density environments.[18]

## New and Small Starts Program (FTA Rail/Bus Rapid Transit (BRT) funding)

In January 2010, the USDOT announced a significant policy shift whereby the FTA will amend its New Starts and Small Starts grant program requirements to rescind the stipulation that projects attain a cost-effectiveness rating of "medium" to obtain funding. As Secretary Ray LaHood noted:

We are going to free our flagship transit capital program from long-standing requirements that have allowed us only to green-light projects that meet very narrow cost and performance criteria. Instead, as we evaluate transit projects going forward, we will consider all the factors that help communities reduce the carbon footprint, spur economic activity, and relieve congestion.[19]

The specific criteria and measurements to be used are still under development, but clearly there is significant alignment with the strategic objectives of the USDOT and the Sustainability Initiative.

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[17] HUD, DOT, EPA Partnership: Sustainable Communities http://www.epa.gov/smartgrowth/pdf/dot-hud-epa-partnership-agreement.pdf

[18] FTA Frequently Asked Questions: Urban Circulator http://www.fta.dot.gov/about/about_FTA_11006.html#criteria

[19] Ray LaHood Secretary of Transportation, *Dear Transportation Leader Letter*, January 13, 2010 http://www.fta.dot.gov/news/news_events_11048.html

# Congressional Activity

## The Surface Transportation Authorization Act of 2009: A Blueprint for Investment and Reform

Representative James Oberstar, Chair of the House Transportation and Infrastructure Committee, introduced a $500 billion, six-year federal transportation bill in June 2009. Given the size of investment required and other White House priorities, specifically health care and the economy the Administration extended the 2005 Act though Secretary LaHood has stated that he generally agrees with the content of the Bill.[20]

The Bill, often referred to as the Oberstar Bill, presented a very different picture of federal interest in transportation funding than what has been historically established. The approach is a response to deficiencies in the current system, which is roundly criticized as out of date, prescriptive and not contributing to attainment of important national goals.[21] Indeed, the Executive Summary of the bill notes: "*The challenges facing the nation's surface transportation system cannot be addressed by making simple alterations to the existing set of surface transportation program. We must move from an amalgamation of prescriptive programs to a performance-based framework for intermodal transportation investment*."

The Oberstar Bill established a marked change in federal funding by requiring that projects prove that they meet specific performance criteria based on the objectives above, and then report annual progress toward established targets. While formula funding will continue to assure that federal dollars are evenly distributed, the projects will have to meet the performance requirements to qualify. The approach is intended to transform federal surface transportation investment from a block grant program to a performance-based framework.

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[20] Madeline Baran, U.S. Transportation Secretary says Oberstar bill must wait, Minnesota Public Radio, October 15, 2009 http://www.minnesotapublicradio.org/display/web/2009/10/15/ray-lahood

[21] The Surface Transportation Authorization Act of 2009, *A Blueprint for Investment and Reform*, Executive Summary Presented by Chairman James L. Oberstar, Ranking Member John L. Mica, Chairman Peter A. DeFazio, and Ranking Member John J. Duncan, Jr. June 18, 2009 http://transportation.house.gov/Media/file/Highways/HPP/Surface%20Transportation%20Blueprint%20Executive%20Summary.pdf

## Other Perspectives and Voices on Federal Policy

In addition to the work done by President Obama's Administration and the House Transportation and Infrastructure Committee, other voices have weighed in on the federal transportation policy debate. The work of the Bipartisan Policy Center, the National Surface Transportation Infrastructure Financing Commission, and The Intelligent Transportation Society of America are described below.

### The Bipartisan Policy Center, National Transportation Policy Project

The Bipartisan Policy Center (BPC) is a non-profit organization that was established in 2007 by former Senate Majority Leaders Howard Baker, Tom Daschle, Bob Dole, and George Mitchell to develop and promote solutions that can attract public support and political momentum in order to achieve real progress. The National Transportation Policy Project (NTPP) launched in 2008 with the objective of bringing new approaches and fresh thinking to the federal surface transportation policy debate. NTPP was chaired by Former Mayor of Detroit, Dennis Archer, former U.S. Congressman from New York, Sherwood Boehlert, former U.S. Senator from Washington, Slade Gorton, and former U.S. Congressman from Minnesota, Martin Sabo, and consisted of 21 panel members, transportation policy experts, and business and civic leaders.

In July 2009 the NTPP issued its final report *Performance Driven: A New Vision for U.S. Transportation Policy*, calling its recommendations a "framework for comprehensive reform." The following goals guided the recommendations in the report:[22]

- **ECONOMIC GROWTH.** Producing maximum economic growth per dollar of investment.
- **NATIONAL CONNECTIVITY.** Connecting people and goods across the nation with effective surface transportation.
- **METROPOLITAN ACCESSIBILITY.** Providing efficient access to jobs, labor, and other activities throughout metropolitan areas.
- **ENERGY SECURITY AND ENVIRONMENTAL PROTECTION.** Integrating energy security and environmental protection objectives with transportation policies and programs.
- **SAFETY.** Improving safety by reducing the number of accidents, injuries, and fatalities associated with transportation.

[22] *Performance Driven: A New Vision for U.S. Transportation Policy*, National Transportation Policy Project, July, 2009, Bipartisan Policy Center

The NTPP proposes restructuring federal transportation programs, updating the criteria for formulas, and creating a performance-based system that directly ties transportation spending to these broad national goals. Not only would the plan reform the basis of funding transportation, it would also eliminate the walls that have modal funding separated into over 100 different programs, combining them to six programs with no modal divisions. NTPP recommends "mode neutral" formula programs that award federal transportation dollars based on system condition and performance and a focus on preserving the overall system, including:

- A connectivity program that would **improve the condition and performance** of existing transportation systems that connect the nation;
- A program aimed at **preserving and enhancing the performance of core assets** such as highways, bridges, tunnels, and bus and rail transits in major metropolitan areas.

While there is considerable distance between the policies discussed in the plan and adoption by Congress and the Administration in the next authorization of the Surface Transportation Act, the plan calls for a major overhaul of transportation policy. Indeed, the shift is so radical it is unlikely to be adopted in one re-authorization due to the proposed sweeping changes to long-standing transportation funding policies. Congress, in particular, has been reticent to make sweeping reforms in any funding programs, but particularly in transportation. There is ample evidence to suggest that many members of Congress support the concepts of the NTPP; however, the challenge will be to integrate the concepts into reform legislation.

## National Surface Transportation Infrastructure Financing Commission

Section 11142(a) of SAFETEA-LU established the National Surface Transportation Infrastructure Financing Commission and charged it with analyzing future highway and transit needs and the finances of the Highway Trust Fund and making recommendations regarding alternative approaches to financing transportation infrastructure. The Commission was made up of 15 members from state and local government, industry, financial institutions, public policy organizations, and law firms. The Commission issued its final report, *Paying Our Way: A New Framework for Transportation Finance* in February 2009. To focus its funding and financing recommendations, the Commission developed the following six guiding principles:

- Support the overall goal of **enhancing mobility** of all users of the transportation system.
- Generate **sufficient resources to meet national investment needs** on a sustainable basis, with the aim of closing a significant funding gap.
- Cause users and direct beneficiaries **to bear the full cost of using the transportation system to the greatest extent possible** (including for impacts such as congestion, air pollution, pavement damage, and other direct and indirect impacts) in order to promote more efficient use of the system.
- Encourage **efficient investment in the transportation system**—recognizing the inherent differences between and within individual states—such that investments go toward projects with the greatest benefits relative to costs
- Incorporate **equity considerations**—for example, with respect to generational equity, equity across income groups, and geographic equity.
- Support the broad public policy objectives of **energy independence and environmental protection**. The report recommends a shift away from reliance on taxes imposed on petroleum-derived vehicle fuels to a user pay system based on miles driven.

### *The Intelligent Transportation Society of America (ITS America)*

ITS America represents perhaps one of the broadest interest groups involved at the federal level in transportation. Its nearly 500 members include private corporations, public agencies, and academic institutions involved in the research, development, design, and deployment of Intelligent Transportation Systems (ITS) technologies that enhance safety, increase mobility, and sustain the environment. Particularly noteworthy is the high level of participation by auto manufacturers in this organization.

Their recognition of the interplay of broader social goals is but a glimpse of a movement supported by many other nationally-based advocacy organizations. Significantly, their plan recognizes the importance of demonstrating environmental awareness and advancing programs that encourage mode shift and greater efficiency. [23]

## Resources

The online resources below provide current information on federal direction and policy:

Fast Lane, the official blog of the U.S. Secretary of Transportation http://fastlane.dot.gov/

WSDOT Federal Transportation Issues Blog http://wsdotfederalfunding.blogspot.com/

[23] Intelligent Transportation Society of America, *ITS America's Strategic Plan for Sustainable Transportation*, www.itsa.org

# ATTACHMENT E

# Transportation Planning In Other States

## Background

Transportation plans for the states of Arizona, California, Colorado, Idaho, Michigan, Minnesota, New Mexico, Nevada, Oregon, and Utah were reviewed in detail to identify planning trends and areas of emphasis in other regions. Planning efforts in Florida, New Jersey, New York, and Texas were also reviewed, but the planning efforts of the first group of states are presently more aligned with those of Washington State. Of note is the general movement of western states to embrace a more strategic approach to transportation needs and objectives. While different elements were included in different plans, some commonalities emerged.

## Common Themes

**MULTI-MODAL.** All of the plans examined are either non-modal or multi-modal in nature. If modes are specifically mentioned, it is almost always in the context of a balance of modes and opportunities to encourage a shift to more energy efficient modes, frequently referred to as "Complete Streets." Walking, bicycling, and public transportation are often called out as important to achieving state interests and objectives. While transit often has a very visible role in state level transportation strategic direction, in most cases the state DOTs do not directly operate or control public transportation.

Trade, manufacturing, and/or agriculture are significant contributors to most state economies and most plans address freight movement with an emphasis on its role as an economic recovery tool. The modal strategies are based on freight economics, namely fastest and lowest energy investment per ton mile. Some plans recognize the key role that the automobile continues to play in our transportation system. This is frequently followed by a statement about the need to maintain and improve the safety of the automobile infrastructure, but not to the exclusion of other modes.

**PERFORMANCE: ESTABLISHING MEASUREMENTS, CRITERIA AND MONITORING PLANS.** Most of the state plans commit to a strategy of measuring and monitoring progress toward established goals, though the commitments vary with respect to detail. The important part of this trend is a universal recognition that plans and intentions are directly shaped by what is measured. For example, if a strategy is designed to reduce person delay in the transportation system, but the sole measure of progress is vehicle hours of delay, it is likely the resultant program will move toward increasing auto capacity, as opposed to other strategies that reduce overall person delay.

**LEVERAGE FUNDING.** Every state transportation plan refers to a less than desirable funding environment for the state. Many, however, emphasize the importance of using state funds to leverage both federal and local funds. Some suggest accessing private sector funds to address transportation problems. Several plans contain strategies to funnel funds to particular areas or jurisdictions, most often regional planning organizations, for projects that are consistent with state direction, but only where the planning organization has made local funding available for the project. This helps ensure that the project is consistent with both state and local priorities and direction and gives the local jurisdictions a significant stake in advancement of state level projects. This strategy can help states to achieve important goals by providing incentives to local jurisdictions while, at the same time, leveraging greater buying power.

**LOCAL INVOLVEMENT AND DIRECTION SETTING, COORDINATING ROLE OF REGIONAL TRANSPORTATION PLANNING ORGANIZATIONS.** De-centralization of planning from the state level to the local level is present in most plans, though differently stated from plan to plan. These strategic plans specifically endorse the role of local planning organizations in establishing transportation plans and projects that are most consistent with local needs and goals. Some states are establishing a role as a coordinator, rather than a director of transportation policy for regions within their states. In California this coordination is legislatively mandated and has been given a name and a specific program, "Regional Blueprint Planning." The Regional Blueprint Plan articulates regional consensus and performance outcomes on a more efficient land use pattern that supports improved mobility and reduces dependency on single-occupant vehicle trips; accommodates an adequate supply of housing for all income levels; reduces impacts on valuable farmland, natural resources and air quality; includes the reduction of greenhouse gas emissions, increases water and energy conservation and efficiency; and promotes a prosperous economy and safe, healthy, sustainable and vibrant neighborhoods.

**LAND USE AND TRANSPORTATION LINKAGE AND RELATIONSHIP.** None of the state DOTs reviewed has land use regulation as a responsibility. The strategy is pointed toward ensuring that state actions do not undermine local efforts to establish land use that is compatible with local goals. This is often achieved through partnerships with local jurisdictions and other state agencies.

## Conclusions

A quick scan of state transportation plans tells even the most casual observer that transportation funding is approaching crisis on a nearly universal basis. The other conclusion that can be drawn is that the situation has no readily obvious, or universal, solutions. Unless state and local governments step up transportation funding, they will continue to face a long period of scarcity compared to need. This makes it doubly important that strategic plans for the transportation system clearly identify not only the desired outcomes for the transportation system, but the elements of those desired outcomes that are the highest priority.

# County Road Preservation Needs Report to the Washington State Association of Counties

*Washington State Association of County Engineers*

*Mark Storey, P.E., President*

*Finance and Resources Committee*

*Christina Mudgett, P.E., Chair*

*Prepared By*

*Gary Rowe, P. E., Managing Director*

*November 2010*

The mission of the Washington State Association of County Engineers, as an affiliate member of the Washington State Association of Counties (WSAC), is to enhance leadership effectiveness by providing more opportunities for professional development, building professional relationships, and advocating stewardship of the environment and infrastructure with which we have been entrusted, for the benefit of present and future generations.

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# I. Introduction

The purpose of this report is to provide a summary of county road preservation needs in support of the Washington State Association of Counties (WSAC) request for additional funding for maintenance and preservation of county roads, bridges, ferries, and related infrastructure.

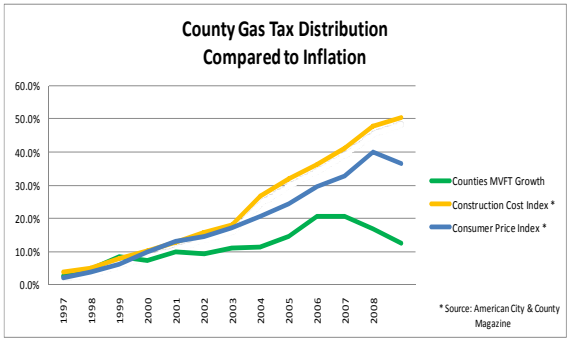
This report does not include an analysis to determine needs associated with increasing county road capacity due to land use, nor does this report determine needs associated with alternate forms of transportation such as transit and non-motorized transportation.

Additional efforts underway by regional transportation planning organizations may further identify additional transportation needs.

County transportation funding has historically come from a variety of sources primarily being county road property tax, state MVFT allocations, and state and federal grants.

As shown in Figure 1, these sources of funds have not kept pace with the increasing needs for maintaining and preserving the local transportation system.

**FIGURE 1**




The downturn in the economy coupled with higher competition for projects has resulted in some costs declining over the past two years, yet, when looking over the past decade the cost for materials, labor, and equipment associated with road maintenance and preservation has substantially exceeded growth in revenue.

For example, **FIGURE 2** and **FIGURE 3** show how costs for seal coats and thin overlays[1], a significant maintenance component for preserving roads, have continued to increase over this past decade.

**FIGURE 2**

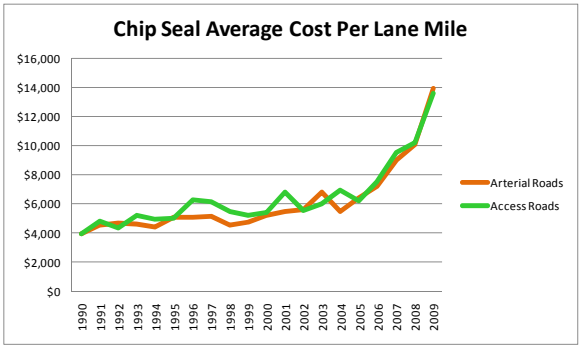
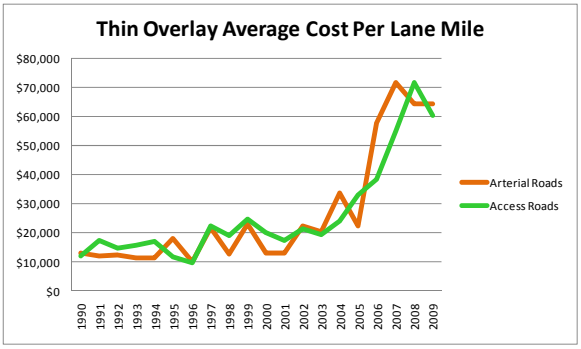



**FIGURE 3**

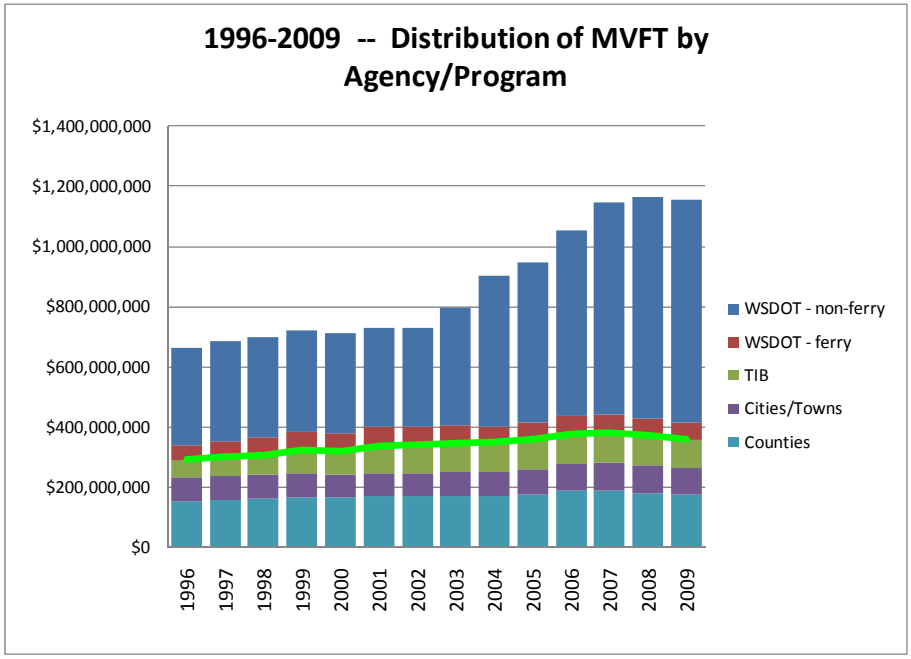



[1] CRAB, data provided from County Arterial Preservation Program reports

As shown in Figure 4, growth in the distribution of gas tax to counties has not grown significantly over the past fifteen years. Growth in gas tax distributions to WSDOT doubled when the legislature passed five cent (2003) and nine and one-half cent (2005-08) MVFT increases, raising the total MVFT to thirty-seven and one-half cents.

As part of the MVFT increases the state legislature increased the distribution to cities and counties by one-half cent in 2007 and 2008. The net gain in funding to cities and counties has effectively disappeared due to an overall decline in MVFT revenue.

**FIGURE 4** [2]




Prior to the 5 cent and 9.5 cent increases, cities and counties received nearly half (47%) of all MVFT collected. With the bulk of the recent MVFT increases going to the state, cities and counties now receive less than one-third (31%) of the MVFT collected.

To help local governments meet local transportation needs, the state legislature has authorized several local options which typically require voter approval prior to imposition. Local transportation funding options, though, have not been broadly used by counties with the notable exception of the establishment of Sound Transit in parts of Snohomish, King, and Pierce counties. Section V of this report provides a brief overview of local funding sources with estimates of potential funding.

## II. Needs Analysis

This county road preservation needs analysis relies on the county road log data used to calculate the distribution of MVFT to counties per RCW 46.68.122 and RCW 46.68.124. Road replacement cost factors[3] provide a good approximation of road preservation costs including improvements to substandard road segments, safety improvements, improvements to horizontal and vertical alignment, and intersection improvements and is comparable to projects typically included in the WSDOT road preservation program.

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[2] CRAB, monthly revenue distribution reports

[3] RCW 46.68.124(2) The total annual road cost for each county shall be computed as the sum of one twenty-fifth of the total estimated county road replacement cost, plus the total estimated annual maintenance cost. Appropriate costs for bridges and ferries shall be included. The county road administration board shall be responsible for establishing a uniform system of roadway categories for both maintenance and construction and also for establishing a single statewide cost per mile rate for each roadway category. The total annual cost for each county will be based on the established statewide cost per mile and associated mileage for each category. The mileage to be used for these computations shall be as shown in the county road log as maintained by the county road administration board as of July 1, 1985, and each two years thereafter. Each county shall be responsible for submitting changes, corrections, and deletions as regards the county road log to the county road administration board. Such changes, corrections, and deletions shall be subject to verification and approval by the county road administration board prior to inclusion in the county road log.

All counties provide road data to the County Road Administration Board (CRAB) on an annual basis to maintain the MVFT distribution system. This road data is considered an accurate snapshot of current conditions. There are two significant issues, though, when using the road replacement costs for this purpose.

- First, the road replacement cost factors have not been looked at since 1983 and need updating. Current cost factors used in determining the distribution of MVFT are only adjusted for inflation using the implicit price deflator. In comparing road replacement costs to actual costs for several road projects[4], it appears that some cost factors need adjustment. For purposes of this report, adjustments have been made (see **TABLE 6**) to the replacement cost factors for arterial roads to address this issue.
- Second, the MVFT distribution formula uses a twenty-five year replacement lifecycle. This may not be a realistic lifecycle for preservation of county roads as long as regular and adequate maintenance is provided. For purposes of this report, fifty years has been used as the county road preservation lifecycle.

In addition to the needs analysis for roads, needs analyses for county bridges, ferries, and fish barrier removals were prepared. These needs are *in addition* to road replacement needs.

- Bridge needs are based on information collected and organized by the Washington State Department of Transportation (WSDOT) Highways Local Programs (H&LP) division. Bridge inventories are kept on existing structures with costs primarily determined from deck surface square feet. It is common for bridge replacement projects to both widen the bridge to address functional deficiencies and lengthen the bridge to address environmental issues.
- Four counties operate vehicle/passenger ferries and receive an allocation of MVFT to support operations and maintenance and are also eligible to request funding for ferry related capital projects. The county ferry needs analysis included in this report is based on the 2008 Ferry Systems Report prepared by CRAB.
- A number of years ago, the Washington Department of Fish & Wildlife (WDFW) conducted field work and prepared inventories for several western Washington counties. Even so, the total number of fish barriers for all county roads is unknown. Fish barrier removal cost estimates are based on anecdotal information obtained from counties along with comparisons to costs experienced by WSDOT. As a result, there is wide range in the cost estimates.

# III. The County Road System

The counties of Washington State maintain nearly 40,000 miles of roadway. Table 1 summarizes the road mileage for each county and region along with the relative percentage of the entire road system.

**TABLE 1**

**SUMMARY OF COUNTY ROAD SYSTEM**

| Region | County | Mileage | % of Tot. |
|---|---|---|---|
| **Northeast** | | 17,207.9 | 43.32% |
| **Northwest** | | 4,428.7 | 11.15% |
| **Puget Sound** | | 4,969.7 | 12.51% |
| **Southeast** | | 7,468.1 | 18.80% |
| **Southwest** | | 5,644.5 | 14.21% |
| **Grand Total** | | **39,718.9** | **100.00%** |

| Region | County | Mileage | % of Tot. |
|---|---|---|---|
| **Northwest** | Clallam | 485.0 | 1.22% |
| | Island | 583.4 | 1.47% |
| | Jefferson | 396.4 | 1.00% |
| | Kitsap | 942.0 | 2.37% |
| | San Juan | 270.9 | 0.68% |
| | Skagit | 799.2 | 2.01% |
| | Whatcom | 951.8 | 2.40% |
| **Northwest Total** | | **4,428.7** | **11.15%** |

[4] Actual road project costs provided by CRAB and TIB.

| Region | County | Mileage | % of Tot. |
|---|---|---|---|
| **Puget Sound** | King | 1,758.1 | 4.43% |
| | Pierce | 1,550.3 | 3.90% |
| | Snohomish | 1,661.3 | 4.18% |
| **Puget Sound Total** | | **4,969.7** | **12.51%** |

| Region | County | Mileage | % of Tot. |
|---|---|---|---|
| **Southwest** | Clark | 1,116.3 | 2.81% |
| | Cowlitz | 533.8 | 1.34% |
| | Grays Harbor | 563.3 | 1.42% |
| | Lewis | 1,050.1 | 2.64% |
| | Mason | 617.7 | 1.56% |
| | Pacific | 350.6 | 0.88% |
| | Skamania | 238.4 | 0.60% |
| | Thurston | 1,030.7 | 2.59% |
| | Wahkiakum | 143.6 | 0.36% |
| **Southwest Total** | | **5,644.5** | **14.21%** |

| Region | County | Mileage | % of Tot. |
|---|---|---|---|
| **Southeast** | Asotin | 400.2 | 1.01% |
| | Benton | 860.7 | 2.17% |
| | Columbia | 503.3 | 1.27% |
| | Franklin | 989.2 | 2.49% |
| | Garfield | 447.1 | 1.13% |
| | Kittitas | 563.6 | 1.42% |
| | Klickitat | 1,084.4 | 2.73% |
| | Walla Walla | 961.7 | 2.42% |
| | Yakima | 1,657.8 | 4.17% |
| **Southeast Total** | | **7,468.1** | **18.80%** |

| Region | County | Mileage | % of Tot. |
|---|---|---|---|
| **Northeast** | Adams | 1,775.7 | 4.47% |
| | Chelan | 652.8 | 1.64% |
| | Douglas | 1,630.0 | 4.10% |
| | Ferry | 738.9 | 1.86% |
| | Grant | 2,527.0 | 6.36% |
| | Lincoln | 2,001.3 | 5.04% |
| | Okanogan | 1,384.1 | 3.48% |
| | Pend Oreille | 559.7 | 1.41% |
| | Spokane | 2,539.3 | 6.39% |
| | Stevens | 1,490.5 | 3.75% |
| | Whitman | 1,908.6 | 4.81% |
| **Northeast Total** | | **17,207.9** | **43.32%** |

**TABLE 2** breaks down the county road system based on paving type, truck route, and traffic count showing the relative percentage of the system. The county road system, as one would expect, is made up primarily of rural access roads.

Sixty-five percent of county roads are paved with chip seal or asphalt. Counties play a significant role in economic development with twenty-nine percent of county roads designated as truck routes. Seventy-three percent of county roads have less than 400 average daily traffic.

**TABLE 2**

**Road Mileage (Arterial/Access by Rural/Urban)**

| Road Mileage | Arterial | Access | Total | % |
|---|---|---|---|---|
| Rural | 12,602 | 21,042 | 33,644 | **85%** |
| Urban | 1,883 | 4,192 | 6,075 | **15%** |
| Total | 14,485 | 25,234 | **39,719** | |
| % | **36%** | **64%** | | |

**Road Mileage (Arterial/Access by Surface Type)**

| Road Mileage | Arterial | Access | Total | % |
|---|---|---|---|---|
| Gravel or less | 1,682 | 12,128 | 13,811 | **35%** |
| BST | 8,864 | 8,667 | 17,531 | **44%** |
| Paved | 3,939 | 4,438 | 8,377 | **21%** |
| Total | 14,485 | 25,234 | **39,719** | |
| % | **36%** | **64%** | | |

**Road Mileage (Arterial/Access by Truck Route)**

| Road Mileage | Arterial | Access | Total | % |
|---|---|---|---|---|
| Truck Route | 9,652 | 1,792 | 11,444 | **29%** |
| Non-Truck Route | 4,834 | 23,441 | 28,275 | **71%** |
| Total | 14,485 | 25,234 | **39,719** | |
| % | **36%** | **64%** | | |

**Road Mileage (Arterial/Access by Traffic Volume)**

| ADT | Arterial | Access | Total | % |
|---|---|---|---|---|
| <400 | 6,899 | 22,103 | 29,002 | **73%** |
| 400-4999 | 6,509 | 3,062 | 9,571 | **24%** |
| 5000+ | 1,077 | 69 | 1,146 | **3%** |
| Total | 14,485 | 25,234 | **39,719** | |
| % | **36%** | **64%** | | |

The difference between the rural and urban parts of the state is readily apparent when you compare Northeast counties to Puget Sound counties. **TABLE 3** shows that rural arterial and access roads make up 96% of the roads in northeast counties whereas 61% of Puget Sound county roads are urban.

By comparison, both regions (as well as other regions) have the same ratio of arterial to access roads. This is likely due to limitations placed on the number of roads that can be designated as arterials under the federal functional classification system

**TABLE 3**

| Northeast Road Mileage (Arterial/Access by Rural/Urban) | | | | |
|---|---|---|---|---|
| Road Mileage | Arterial | Access | Total | % |
| Rural | 5,603 | 10,963 | 16,566 | **96%** |
| Urban | 221 | 421 | 642 | **4%** |
| Total | 5,824 | 11,384 | **17,208** | |
| % | **34%** | **66%** | | |

| Puget Sound Road Mileage (Arterial/Access by Rural/Urban) | | | | |
|---|---|---|---|---|
| Road Mileage | Arterial | Access | Total | % |
| Rural | 810 | 1,105 | 1,915 | **39%** |
| Urban | 903 | 2,152 | 3,055 | **61%** |
| Total | 1,713 | 3,257 | **4,970** | |
| % | **34%** | **66%** | | |

In reality many access roads in Puget Sound counties provide a high level of functionality moving traffic and providing regional linkages.

**TABLE 4** illustrates that the northeast region, while having three and one-half times the number of miles as the Puget Sound region. The two regions have nearly the same number of road miles with traffic volumes greater than 400 ADT with the Puget Sound region having approximately seven and one-half times the number of road miles carrying traffic volumes greater than 5000 ADT.

**TABLE 4**

| Northeast Road Mileage (Arterial/Access by Traffic Volume) | | | | |
|---|---|---|---|---|
| ADT | Arterial | Access | Total | % |
| <400 | 3,998 | 11,060 | 15,058 | **88%** |
| 400-4999 | 1,736 | 324 | 2,060 | **12%** |
| 5000+ | 90 | 0 | 90 | **1%** |
| Total | 5,824 | 11,384 | **17,208** | |
| % | **34%** | **66%** | | |

| Puget Sound Road Mileage (Arterial/Access by Traffic Volume) | | | | |
|---|---|---|---|---|
| ADT | Arterial | Access | Total | % |
| <400 | 137 | 2,098 | 2,235 | **45%** |
| 400-4999 | 968 | 1,097 | 2,066 | **42%** |
| 5000+ | 607 | 62 | 669 | **13%** |
| Total | 1,713 | 3,257 | **4,970** | |
| % | **34%** | **66%** | | |

# IV. Determining Road Maintenance and Preservation Costs

As previously described, annual road maintenance and replacement cost factors were initially established over twenty-five years ago for their use in the county MVFT distribution formula. **TABLE 5** shows the cost factors currently in place. Inflated replacement costs were compared to recently completed road project costs to see if adjustments should be made to better reflect current road preservation costs.

**TABLE 6** shows the adjustments that were made to cost factors to more accurately represent current costs. The biggest changes are in the urban arterial categories where road projects can include signalization, illumination, curb, gutter, sidewalk and other improvements. Per mile cost for urban arterial projects can exceed $20 million. The adjustments reflect average costs over the past several years but could be significantly low.

**TABLE 5**

**MAINTENANCE AND RECONSTRUCTION CATAGORIES AND UNIT COSTS FOR 2010 - 2011 COUNTY FUEL TAX ALLOCATIONS**

Categories from 1983 Cost Factor Study, for Roadlog Certified 1/1/2009

Costs are in 1988 dollars, based on Road Jurisdiction Study cost factors

Maintenance and Reconstruction Cost Adjustments from WSDOT RF0906, Implicit Price Deflator - 1.656716%

**MAINTENANCE PER CENTERLINE MILE**

| Maintenance Category | Rural/ Urban | Function Class | Surface Type | Traffic Volume | 1988 Dollars Unit Cost ($/Mile) | 2009 Dollars Unit Cost ($/Mile) |
|---|---|---|---|---|---|---|
| M - 1 | R | All | Unimproved | All | 712 | 1,180 |
| M - 2 | R | All | Graded | All | 1,627 | 2,695 |
| M - 3 | R | Access | Gravel | All | 5,779 | 9,574 |
| M - 4 | R | Arterial | Gravel | All | 7,850 | 13,005 |
| M - 5 | R | Access | BST | All | 8,675 | 14,372 |
| M - 6 | R | Arterial | BST | All | 10,573 | 17,516 |
| M - 7 | R | Access | Paved | All | 11,501 | 19,054 |
| M - 8 | R | Arterial | Paved | All | 15,186 | 25,159 |
| M - 9 | U | Access | BST & Less | All | 9,367 | 15,518 |
| M - 10 | U | Arterial | BST & Less | All | 21,043 | 34,862 |
| M - 11 | U | Access | Paved | All | 13,611 | 22,550 |
| M - 12 | U | Arterial | Paved | < 5,000 | 30,562 | 50,633 |
| M - 13 | U | Arterial | Paved | 5,000 + | 55,640 | 92,180 |

**RECONSTRUCTION \ REPLACEMENT PER CENTERLINE MILE**

| Replacement Category | Rural/ Urban | Function Class | Surface Type | Traffic Volume | 1988 Dollars Unit Cost ($/Mile) | 2009 Dollars Unit Cost ($/Mile) |
|---|---|---|---|---|---|---|
| R - 1 | R | Access | Unpaved | All | 239,799 | 397,279 |
| R - 2 | R | Access | BST | All | 278,591 | 461,546 |
| R - 3 | R | Access | Paved | All | 278,721 | 461,762 |
| R - 4 | R | Min Coll | BST & Less | All | 404,121 | 669,514 |
| R - 5 | R | Min Coll | Paved | All | 393,143 | 651,326 |
| R - 6 | R | Arterial | BST & Less | All | 396,776 | 657,345 |
| R - 7 | R | Arterial | Paved | All | 394,260 | 653,177 |
| R - 8 | U | Access | BST & Less | All | 617,881 | 1,023,653 |
| R - 9 | U | Access | Paved | All | 622,351 | 1,031,059 |
| R - 10 | U | Collector | BST & Less | All | 676,283 | 1,120,409 |
| R - 11 | U | Collector | Paved | All | 676,283 | 1,120,409 |
| R - 12 | U | Min Art | BST & Less | All | 890,245 | 1,474,883 |
| R - 13 | U | Min Art | Paved | All | 932,964 | 1,545,656 |
| R - 14 | U | Arterial | BST & Less | All | 1,286,494 | 2,131,355 |
| R - 15 | U | Arterial | Paved | All | 1,575,676 | 2,610,448 |

**These are costs per centerline mile for reconstruction of existing road to current standards**

**Does not include Right-of-way, multi-modal, and environmental mitigation costs**

**TABLE 6**

| ADJUSTED RECONSTRUCTION \ REPLACEMENT PER CENTERLINE MILE | | | | | | | Adjusted |
|---|---|---|---|---|---|---|---|
| | | | | | 1988 Dollars | 2009 Dollars | 2009 Dollars |
| Replacement Category | Rural/ Urban | Function Class | Surface Type | Traffic Volume | Unit Cost ($/Mile) | Unit Cost ($/Mile) | Unit Cost ($/Mile) |
| R - 1 | R | Access | Unpaved | All | 239,799 | 397,279 | 397,279 |
| R - 2 | R | Access | BST | All | 278,591 | 461,546 | 461,546 |
| R - 3 | R | Access | Paved | All | 278,721 | 461,762 | 461,762 |
| R - 4 | R | Min Coll | BST & Less | All | 404,121 | 669,514 | **1,500,000** |
| R - 5 | R | Min Coll | Paved | All | 393,143 | 651,326 | **1,800,000** |
| R - 6 | R | Arterial | BST & Less | All | 396,776 | 657,345 | **1,500,000** |
| R - 7 | R | Arterial | Paved | All | 394,260 | 653,177 | **1,800,000** |
| R - 8 | U | Access | BST & Less | All | 617,881 | 1,023,653 | 1,023,653 |
| R - 9 | U | Access | Paved | All | 622,351 | 1,031,059 | 1,031,059 |
| R - 10 | U | Collector | BST & Less | All | 676,283 | 1,120,409 | **3,000,000** |
| R - 11 | U | Collector | Paved | All | 676,283 | 1,120,409 | **3,500,000** |
| R - 12 | U | Min Art | BST & Less | All | 890,245 | 1,474,883 | **3,000,000** |
| R - 13 | U | Min Art | Paved | All | 932,964 | 1,545,656 | **3,500,000** |
| R - 14 | U | Arterial | BST & Less | All | 1,286,494 | 2,131,355 | **6,000,000** |
| R - 15 | U | Arterial | Paved | All | 1,575,676 | 2,610,448 | **6,500,000** |
| **These are costs per centerline mile for reconstruction of existing road to current standards** | | | | | | | |
| **Does not include Right-of-way, multi-modal, and environmental mitigation costs** | | | | | | | |

## A. Road Maintenance Needs Summary

Annual road maintenance needs are derived from the road log data from each county based on the cost factors in **TABLE 5**. Annual road maintenance needs are summarized in **TABLE 7** for each maintenance category showing a total of $650 million per year. By comparison, counties reported maintenance expenditures of $422 million for 2008.

This gap in road maintenance expenditures when compared to road maintenance needs is likely a reflection of the lack of growth in revenue compared to inflation of maintenance costs, necessitating reductions in the level of services and deferral of maintenance work.

**ATTACHMENT A** summarizes estimated maintenance needs for each county for both arterial roads and access roads within each county.

**TABLE 7**

| Maintenance Category | Total Mileage | Maintenance Need |
|---|---|---|
| M - 01 - Rural, All Classes, Unimproved | 768.2 | $ 906,513 |
| M - 02 - Rural, All Classes, Graded | 1,451.9 | $ 3,912,914 |
| M - 03 - Rural, Access, Gravel | 9,833.2 | $ 94,143,247 |
| M - 04 - Rural, Arterial, Gravel | 1,656.5 | $ 21,542,796 |
| M - 05 - Rural, Access, BST | 7,441.0 | $ 106,942,005 |
| M - 06 - Rural, Arterial, BST | 8,300.9 | $ 145,398,661 |
| M - 07 - Rural, Access, Paved | 1,570.7 | $ 29,928,388 |
| M - 08 - Rural, Arterial, Paved | 2,621.3 | $ 65,950,416 |
| M - 09 - Urban, Access, BST & Less | 98.2 | $ 1,524,302 |
| M - 10 - Urban, Arterial, BST & Less | 565.7 | $ 19,720,109 |
| M - 11 - Urban, Access, Paved | 4,093.6 | $ 92,310,188 |
| M - 12 - Urban, Arterial, Paved | 1,122.7 | $ 56,846,834 |
| M - 13 - Urban, Arterial, Paved, >5000 ADT | 194.9 | $ 9,869,739 |
| **Total** | **39,718.9** | **$ 648,996,111** |

## B. Road Preservation Needs Summary

Annual road preservation needs (including improvements to substandard roads, safety improvements, horizontal and vertical realignments, and intersection improvements) are similarly derived from road log data from each county.

For purposes of determining annual county road preservation needs, cost factors included in Table 6 have been used together with a fifty-year preservation lifecycle rather than the twenty-five-year cycle used in the MVFT distribution formula. **TABLE 8**, summarizes the total county road preservation needs for all classes of county road at $813.4 million per year. **ATTACHMENT B** summarizes annual road replacement cost estimates for each county along with a 6-year total for road replacement estimates.

**TABLE 8**

| Replacement Category | Total Mileage | Preservation Need |
|---|---|---|
| R - 02 - Rural, Access, BST | 19,471.1 | $ 179,735,701 |
| R - 03 - Rural, Access, Paved | 1,570.7 | $ 14,505,891 |
| R - 04 - Rural, Min Coll, BST & Less | 9,953.9 | $ 298,616,216 |
| R - 05 - Rural, Min Coll, Paved | 2,497.6 | $ 89,912,826 |
| R - 06 - Rural, Arterial, BST & Less | 26.8 | $ 803,999 |
| R - 07 - Rural, Arterial, Paved | 123.8 | $ 4,455,538 |
| R - 08 - Urban, Access, BST & Less | 98.2 | $ 2,011,026 |
| R - 09 - Urban, Access, Paved | 4,093.6 | $ 84,414,332 |
| R - 10 - Urban, Collector, BST & Less | 338.4 | $ 20,306,213 |
| R - 11 - Urban, Collector, Paved | 480.9 | $ 33,662,780 |
| R - 12 - Urban, Min Art, BST & Less | 208.9 | $ 12,532,436 |
| R - 13 - Urban, Min Art, Paved | 641.8 | $ 44,927,807 |
| R - 14 - Urban, Arterial, BST & Less | 18.4 | $ 2,202,120 |
| R - 15 - Urban, Arterial, Paved | 194.9 | $ 25,340,510 |
| **Total** | **39,718.9** | **$ 813,427,396** |

While both arterial and access roads are a priority for annual maintenance, preservation of the arterial road system has long been recognized as having higher importance for the movement of people and goods. In addition to the county regular MVFT distribution, the state legislature has provided funding of for rural arterial preservation (through CRAB), urban arterial preservation and capacity improvements (through TIB). Federal funding is also focused on higher level arterials through a variety of federal grant programs.

By comparison, **TABLE 9** shows that the annual road preservation need for only the county arterial system alone is estimated at $532.8 million.

As noted, county arterials account for just over one-third (36.5%) of all county roads, yet arterials account for almost two-thirds (65.5%) of road preservation costs.

Out of necessity, county road preservation programs both at the state and local level have historically focused on the county arterial system.

**TABLE 9**

| Replacement Category | Arterial Mileage | Preservation Need | Access Mileage | Preservation Need |
|---|---|---|---|---|
| R - 02 - Rural, Access, BST | | | 19,471.1 | $ 179,735,701 |
| R - 03 - Rural, Access, Paved | | | 1,570.7 | $ 14,505,891 |
| R - 04 - Rural, Min Coll, BST & Less | 9,953.9 | $ 298,616,216 | | |
| R - 05 - Rural, Min Coll, Paved | 2,497.6 | $ 89,912,826 | | |
| R - 06 - Rural, Arterial, BST & Less | 26.8 | $ 803,999 | | |
| R - 07 - Rural, Arterial, Paved | 123.8 | $ 4,455,538 | | |
| R - 08 - Urban, Access, BST & Less | | | 98.2 | $ 2,011,026 |
| R - 09 - Urban, Access, Paved | | | 4,093.6 | $ 84,414,332 |
| R - 10 - Urban, Collector, BST & Less | 338.4 | $ 20,306,213 | | |
| R - 11 - Urban, Collector, Paved | 480.9 | $ 33,662,780 | | |
| R - 12 - Urban, Min Art, BST & Less | 208.9 | $ 12,532,436 | | |
| R - 13 - Urban, Min Art, Paved | 641.8 | $ 44,927,807 | | |
| R - 14 - Urban, Arterial, BST & Less | 18.4 | $ 2,202,120 | | |
| R - 15 - Urban, Arterial, Paved | 194.9 | $ 25,340,510 | | |
| **Total** | **14,485.3** | **$ 532,760,446** | **25,233.6** | **$ 280,666,950** |
| | 36.5% | 65.5% | 63.5% | 34.5% |

As noted above, many local access roads function at a high level but are limited to local access classification because of federal functional classification guidelines. In addition to high volume local access roads, some local access roads provide critical economic links as truck routes. Both high-volume local access roads and low-volume truck routes have been overlooked under grant programs that are restricted to arterials. **TABLE 10**, below, provides an estimate of the additional need to address preservation of these local access roads.

**TABLE 10**

| Area | Arterial | Access | Total |
|---|---|---|---|
| Rural | $ 393,788,579 | | $ 393,788,579 |
| Urban | $ 138,971,866 | | $ 138,971,866 |
| >400 ADT | | $ 45,504,508 | $ 45,504,508 |
| Truck Routes | | $ 13,437,679 | $ 13,437,679 |
| **Total** | **$ 532,760,446** | **$ 58,942,187** | **$ 591,702,633** |

## C. Rural Road Safety

Rural roads have the highest fatality rate for all classes of roads. In Washington State between 2006 and 2008, run-off-the-road crashes contributed to 2,510 serious injuries and 722 deaths, or 30% of all serious injuries and 39% of all fatalities during this period.

**Run-off-the-road collisions were part of 63% of all fatalities and serious injuries on rural county roads from 2006 through 2008.**

Run-off-the-road collisions were especially high on county roads, making up 63% of all fatalities and serious injuries on rural county roads and 35% on urban county roads. Due to the frequency of running-off-the-road as a factor in serious and fatal crashes, this issue has been elevated to Priority One in Target Zero.[5]

With no state program specifically established to identify and make safety related road improvements, counties rely on other state sources from TIB and CRAB together with federal highway safety program funds. For federal funds, WSDOT helps identify road segments where traffic accidents have occurred and offers federal funding for projects in those areas. Currently, there is $45 million available for projects covering funding authorized for the next six years – approximately $7.5 million per year.

The funding need for road safety can be seen as being included with the overall need for county road maintenance and preservation. No information is currently available to provide a separate and distinct estimate for rural road safety needs. The rural arterial program requires prioritization of projects taking into consideration traffic accidents and other priorities.[6]

[5] Washington State's Strategic Highway Safety Plan 2010.

[6] RCW 36.79.080, Six-year program for rural arterial improvements — Selection of priority improvement projects. …counties shall select specific priority improvement projects … taking into account the following: (1) Its structural ability to carry loads imposed upon it; (2) Its

## D. County Bridges

As of 2008 counties own and maintain just over 3,300 bridges. One-fifth of county bridges (660) are either structurally deficient or functionally obsolete. One in thirteen county bridges (245) are posted with weight restrictions limiting their ability to carry traffic.

Bridge maintenance needs are based on an average of $0.469 per square foot per the 2009 CRAB annual report. Bridge replacement needs are based on an average of $550 per square foot[7] for replacement. As previously noted, in most cases bridges being replaced are functionally obsolete (narrow) as well as having shorter spans than what will likely be required to protect fish. For these reasons, a bridge project may result in a significant increase in overall dimensions. For purposes of this report, an additional 25%[8] has been added to costs to account for increases in square footage of the replacement structure.

The replacement costs for county bridges based on the above assumptions total nearly $6 billion. With an adequately funded maintenance program bridge life can exceed fifty years. For this analysis, using a fifty-year preservation lifecycle may provide a more realistic estimate of annual bridge preservation costs. With this in mind, the annual bridge preservation need can be estimated at $118.4 million. Total bridge maintenance and preservation needs are included in **TABLE 13**.

WSDOT maintains the inventory used to identify bridges in need of replacing due to structural deficiency or functional obsolescence. The overall sufficiency rating is used to prioritize funding for bridges.

**TABLE 13**

| County Bridges | Posted | Not Posted | Total | % |
|---|---|---|---|---|
| On Fed. Aid Route | 77 | 1,027 | 1,104 | 33% |
| Off-System | 168 | 2,035 | 2,203 | 67% |
| Total | 245 | 3,062 | 3,307 | |

Note: 660 county bridges are structurally deficient or functionally obsolete

| County Bridges (SF of Surface) | Posted | Not Posted | Total | % |
|---|---|---|---|---|
| On Fed. Aid Route | 258,663 | 3,931,584 | 4,190,247 | 51% |
| Off-System | 233,291 | 3,812,809 | 4,046,100 | 49% |
| Total | 491,954 | 7,744,393 | 8,236,347 | |

| Maintenance Annual Need for County Bridges | Posted | Not Posted | Total | % |
|---|---|---|---|---|
| On Fed. Aid Route | 121,313 | 1,843,913 | 1,965,226 | 51% |
| Off-System | 109,414 | 1,788,207 | 1,897,621 | 49% |
| Total | 230,726 | 3,632,120 | 3,862,847 | |

| Replacement Cost for County Bridges (x$1,000) | Posted | Not Posted | Total | % |
|---|---|---|---|---|
| On Fed. Aid Route | 185,914 | 2,825,826 | 3,011,740 | 51% |
| Off-System | 167,678 | 2,740,456 | 2,908,135 | 49% |
| Total | 353,592 | 5,566,282 | 5,919,874 | |

| Replacement Cost for County Bridges (x$1,000) | Posted | Not Posted | Total | % |
|---|---|---|---|---|
| On Fed. Aid Route | 3,718 | 56,517 | 60,235 | 51% |
| Off-System | 3,354 | 54,809 | 58,163 | 49% |
| Total | 7,072 | 111,326 | 118,397 | |

Counties rely primarily on federal bridge replacement funds which annually provide about $35 million in funding for both city and county bridge projects.

County bridges with a sufficiency rating[9] less than 50 are eligible for federal bridge replacement funds. There are currently 210 county bridges with a sufficiency rating less than 50 with an estimated cost of $545 million for replacement. A listing of those bridges with project cost estimates is included in **TABLE 30** at the end of this report. These costs are based on average costs and

capacity to move traffic at reasonable speeds; (3) Its adequacy of alignment and related geometrics; (4) Its accident experience; and (5) Its fatal accident experience.

[7] Personal conversation with WSDOT staff.

[8] Estimate derived from conversation with WSDOT staff and county engineers. Additional work is needed to provide a more comprehensive estimate.

[9] Sufficiency rating is a computed numerical value that is used to determine eligibility of a bridge for federal funding. The sufficiency rating formula result varies from 0 to 100. The formula includes factors for structural condition, bridge geometry, and traffic considerations. The sufficiency rating formula is contained in the December 1995 Edition of the "Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges". A bridge with a sufficiency rating of 80 or less is eligible for federal bridge rehabilitation funding. A bridge with a sufficiency rating of 50 or less is eligible for federal bridge replacement funding.

actual replacement costs can vary significantly based on type of bridge structure, site conditions and environmental requirements.

## E. County Ferries

Four counties (Whatcom, Skagit, Pierce and Wahkiakum) provide vehicle and passenger ferry service. These four county ferry systems receive MVFT support and are eligible for ferry capital funding through the RAP program.

King County also operates and maintains a passenger only ferry system through a county ferry district and is not eligible for MVFT.

According to the report as summarized in **TABLE 14**, below, the total replacement value of the four-county ferry system is $79.1 million.[10] Assuming a 50-year preservation lifecycle, the annual capital preservation need is $1.58 million.

Operating costs are a signficant annual expense for these systems. Fare box receipts (tolls) are the primary source of revenues with county road funds and MVFT operating subsidies making up the remainder.

The Whatcom, Skagit and Pierce county subsidies are taken off the top of the MVFT allocation to counties.

The Wahkiakum County ferry operating subsidy is established in RCW 47.56.720 and is budgeted as part of the overall state transportation budget.

**FIGURE 5** summarizes the revenue sources that support the county ferry system. Over the fifteen year period, farebox revenue and use of other local funds has grown while the MVFT operating subsidy has remained constant.

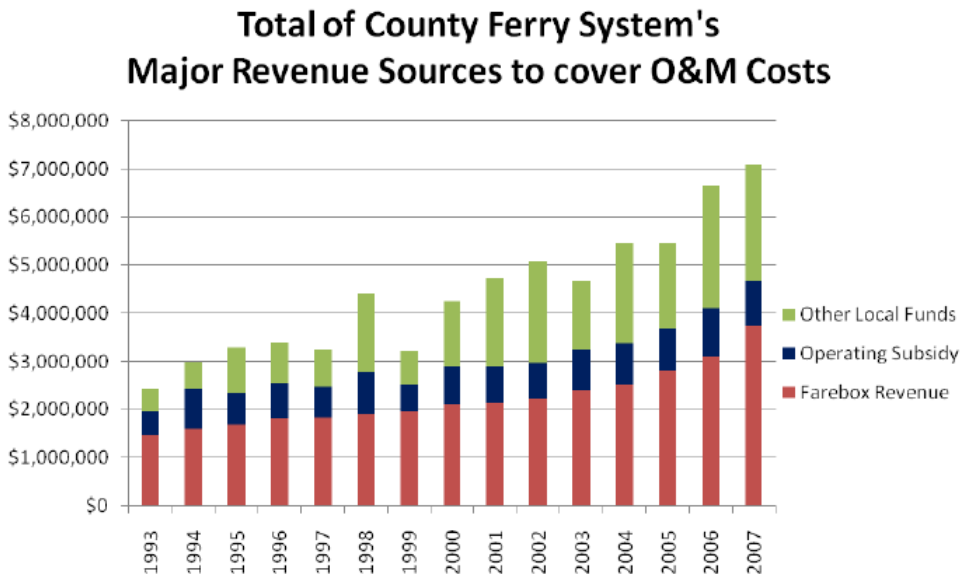
**TABLE 14**

**County Ferry System**

| | |
|---|---|
| **Pierce County** | |
| Route | Steilacoom to Anderson and Ketron Island. |
| Ferries | M/V Christine Anderson (1994) |
| | M/V Steilacoom II (2006) |
| Value | $39,730,600 |
| **Skagit County** | |
| Route | Anacortes to Guemes Island |
| Ferry | M/V Guemes (1979) |
| Value | $13,877,394 |
| **Wahkiakum County** | |
| Route | Puget Island to Westport, OR |
| Ferry | M/V Wahkiakum (1962) |
| Value | $5,590,000 |
| **Whatcom County** | |
| Route | Gooseberry Point to Lummi Island |
| Ferry | M/V Whatcom Chief (1962) |
| Value | $19,868,000 |
| **Total** | **$79,065,994** |
| **Annual Preservation Need:** | |
| | **$1,581,320** |

[10] CRAB, 2008 County Ferry Systems Report.

**FIGURE 5**




## F. Fish Passage Barriers

Washington State law (RCW 77.57.030) requires that all road and bridges be installed and maintained to provide unrestricted fish passage. With the listing of salmon came an increased focus on removal of fish barriers on both state and local roads. Counties have a large number of culverts that impede fish passage in the State and have potential exposure to law suits by the Treaty Tribes[11].

Information provided by WDFW identifies approximately 2,000 fish passage barriers in 15 western Washington counties.[12] Extending this figure to all of western Washington would indicate there are approximately 2,300 fish barriers. Additional inventory work is needed to determine whether this estimate is reasonable. Additional work is needed to estimate how many fish passage barriers are in eastern Washington.

The cost to fix fish passage barriers varies signficantly due to the wide range of requirements to be met. It is not uncommon to have a road culvert replaced by a culvert or bridge many times larger.

WSDOT maintains an inventory of fish passage barriers and a program identiying repairs and costs.[13] Their program estimates an average cost per project at over $700,000.

**TABLE 16**, below, provides an estimate of the potential number of fish passage barriers for western Washinton and the range of costs associated. Using scenario A, the lowest cost option, with a twenty-five year schedule, the annual need for a fish passage barrier program is $9.2 million.

[11] In August 2007, the Washington State Department of Transportation (WSDOT) lost a law suit brought by the Treaty Tribes of Washington regarding fish barriers in state owned rights-of-way. The US District Court sustained the Tribes' allegation that failure to provide fish passage at road crossings, and a failure to restore passage in a timely manner, breached the Tribes' Treaty rights with respect to fisheries. The Court has not yet determined restitution but it can be anticipated that the Court will require a substantially increased commitment by WSDOT to restoring fish passage.

[12] WDFW Fish Passage and Diversion Screening Inventory database (FPDSI),(03/08/2010).

[13] WSDOT Fish Passage Inventory Progress Performance Report, July 2009

**TABLE 16**

| Fish Barrier Removal Cost Estimate | | | | | |
|---|---|---|---|---|---|
| Counties | Barriers | | Projected Costs | | |
| 15 Counties | 1,988 [1] | | Cost Range [2] | | |
| Estimated number of fish barriers | | | Project Cost (x1,000) | Total Cost (x1,000) | Annual Cost (4%) (x1,000) |
| 19 Counties [3] | 2,300 [4] | A | $ 100 | $ 230,000 | $ 9,200 |
| | | B | $ 300 | $ 690,000 | $ 27,600 |
| | | C | $ 500 | $ 1,150,000 | $ 46,000 |
| | | D | $ 700 | $ 1,610,000 | $ 64,400 |

[1] Information from WDFW compiled from various sources - not verified.

[2] Information on county projects is projected based on WSDOT reported costs.

[3] Does not include fish blockage estimate for Eastern Washington Counties

[4] Projected based on western Washington road system miles

### G. Summary of Funding Need

The total annual funding gap for county road maintenance and preservation is estimated to be $409 million. This amount, presented in **TABLE 17**, focuses on:

- the funding gap for maintenance and preservation of county rural and urban arterials,
- the funding gap for county access roads that perform at higher levels,
- the funding gap for county access roads that are truck routes,
- the funding gap for county bridges,
- the funding gap for county ferry capital preservation,
- and the funding gap for addressing fish passage barriers.

**TABLE 17**

| (x$1,000) | Road Maint. | Road Preserv. | Bridge M&P | Ferry Cap. | Fish Pass. | Total |
|---|---|---|---|---|---|---|
| Funding Need | 648,996 | 591,703 | 122,029 | 1,581 | 9,200 | 1,373,509 |
| Current Funding | 589,420 | 375,538 | Note [1] | | | 964,958 |
| Funding Gap | 59,576 | 216,165 | 122,029 | 1,581 | 9,200 | **408,551** |

[1] Funding included in preservation total

It is important to note that the needs outlined above do not include funding needs for capacity related projects, transit or non-motorized transportation.

## V. Local Funding Sources

The county property tax dedicated to roads is the primary revenue source for the maintenance and preservation of the county transportation system. Statewide, road taxes provide about 45% of the total revenues for road maintenance and preservation. Motor vehicle fuel tax (MVFT) is the second most significant resource with the direct allocation of MVFT combined with the rural arterial program (RAP), county arterial preservation program (CAPP), and other state grants accounting for about 25% of local transportation revenues.

**TABLE 18**

| Description | 2004 | 2005 | 2006 | 2007 | 2008 |
|---|---|---|---|---|---|
| **Real and Personal Property Taxes** | 344,384,306 | 360,215,846 | 370,099,417 | 376,626,032 | 387,442,176 |
| **Forest Harvest Tax** | 7,509,155 | 9,923,975 | 7,252,015 | 7,799,785 | 5,606,129 |
| **Real Estate Excise Tax** | 6,756,281 | 7,164,667 | 7,368,837 | 5,266,504 | 3,546,137 |
| **Other Taxes** | **4,999,187** | **7,543,449** | **5,767,333** | **1,804,232** | **1,365,012** |
| **Permits/Fees** | **1,116,465** | **1,825,057** | **1,214,003** | **1,353,104** | **1,279,832** |
| **Federal Direct/Indirect** | 88,737,094 | 89,511,220 | 73,659,596 | 126,843,705 | 96,332,052 |
| **Motor Vehicle Fuel Tax - County Roads** | 132,751,393 | 136,781,785 | 142,960,322 | 145,969,393 | 141,984,858 |
| **CRAB - Rural Arterial Program** | 20,577,637 | 16,620,312 | 16,147,424 | 17,136,031 | 19,841,443 |
| **CRAB - County Arterial Preservation Program** | 14,133,954 | 14,265,726 | 16,714,603 | 15,994,448 | 15,485,208 |
| **TIB/UAB** | 21,874,538 | 16,847,838 | 21,481,712 | 19,346,303 | 13,358,344 |
| **Capron Refunds (Island & San Juan Counties)** | 8,100,160 | 7,650,222 | 8,143,111 | 7,948,057 | 7,162,010 |
| **Other State Grants/Shared Revenue** | 18,902,110 | 9,108,476 | 10,741,909 | 9,934,179 | 26,394,449 |
| **Local Payments for Services** | 18,672,627 | 24,026,079 | 27,025,394 | 26,205,548 | 29,529,359 |
| **Reimbursable Services** | **29,111,864** | **29,511,747** | **28,810,725** | **35,359,999** | **36,782,664** |
| **GMA Impact Fees** | 9,517,741 | 7,737,729 | 9,391,005 | 10,291,371 | 8,713,200 |
| **Ferry Tolls** | 2,712,433 | 2,643,491 | 2,677,285 | 3,066,785 | 3,192,433 |
| **Investment Interest** | 2,542,770 | 4,785,184 | 8,175,107 | 7,331,810 | 3,845,240 |
| **Miscellaneous** | **5,465,650** | **4,988,496** | **7,378,317** | **9,150,705** | **7,588,746** |
| **Bonds and other financing sources** | 1,180,896 | 2,524,336 | 52,145,750 | 5,865,707 | 1,912,583 |
| **Proceeds From Sale of Capital Assets** | - | 14,765,747 | 6,231,471 | 9,597,664 | 6,845,928 |
| **Operating Transfers - In** | 18,005,349 | 12,090,316 | 7,135,345 | 9,498,322 | 15,566,053 |
| **Total** | **757,051,610** | **780,531,698** | **830,520,681** | **852,389,684** | **833,773,856** |

Regionally, eastern Washington counties rely more heavily on MVFT for revenue while western Washington counties receive more road property tax due to higher overall higher property values.

The remaining revenue comes from a variety of sources including real estate excise tax, permits/fees, federal and state grants, impact fees, and investment interest. The amount of revenue produced by each of these sources is shown, above, in **TABLE 18**.

A portion of the $408.6 million funding gap in for county road preservation potentially can be funded with local option revenue sources authorized by the state legislature.

While the legislature has provided several options for counties to raise revenue at the local level, none of these options have been implemented widely by counties across the state with only a few instances of local options having been implemented in individual counties.

The following sections look at local sources and their ability to funding to individual counties.

### *Property tax lid lift*

Counties collected $427.5 million in road related property taxes for 2009.[14] Significant increases in property values over the past decade, coupled with legislated property tax limits, has caused levy rates to drop significantly. From 2004 to 2009 county road levy rates dropped on average from $1.852 to $1.316 per thousand.[15] It is anticipated, though, as property values have declined, levy rates will go up thus reducing the potential revenue that could be received through a levy lid lift.

State law allows each county to raise road taxes up to the statutory maximum of $2.25 per thousand, *with voter approval*. Overall, the potential revenue that could be raised from property tax levy lid lifts varies greatly among counties.

[14] CRAB Annual Report, 2009
[15] CRAB Annual Reports, 2004, 2009

**TABLE 19**

| (x$1,000) | | | |
|---|---|---|---|
| Region | Current Levy | Maximum Levy | Potential Revenue |
| Northeast | $49,032 | $75,803 | $26,771 |
| Northwest | $72,970 | $159,123 | $86,154 |
| Puget Sound | $180,914 | $311,621 | $130,707 |
| Southeast | $34,549 | $45,711 | $11,162 |
| Southwest | $90,056 | $138,559 | $48,504 |
| Total | $427,520 | $730,817 | $303,298 |

When considering a levy lid lift, counties also need to consider the potential impacts to special purpose districts if property tax limits come into play. Special purpose districts may be required to lower their tax rates impacting their ability to provide services.

Levy lid lifts, though, have not been very successful when put before the voters for approval. County legislative authorities have generally been reluctant to ask voters for tax increases except for life safety measures like E-911, fire, or paramedic services.

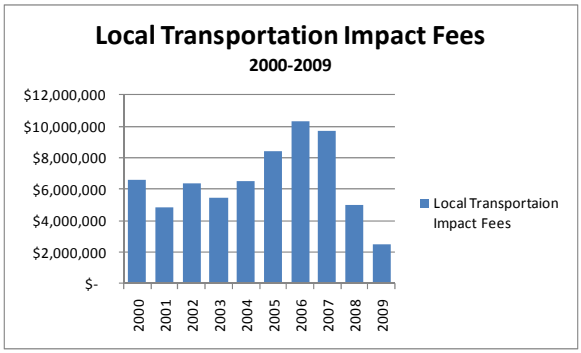
### *Impact fees*

The Growth Management Act (Ch. 36.70A RCW) provides that cities and counties may adopt impact fees related to development. Current law limits the use of impact fees for capacity improvements needed as a result of new development.

Impact fees have been in use for a number of years in many counties. Counties have the ability to increase fees as they deem appropriate, but it can be assumed that the potential for additional revenue above current levels is small.

As shown in Figure 6, the slowdown in development activities has resulted in a drop in transportation impact fees.

**FIGURE 6**[16]




### *Transportation Benefit District*

Chapter 36.73 RCW provides for the creation and funding of local transportation benefit districts. The process of creating a county-wide district requires development of interlocal agreements with local cities and adoption of priorities for projects.

Transportation Benefit Districts (TBD) may also include maintenance and preservation of transportation facilities included in the TBD transportation plan.[17]

[16] Local Government Financial Reporting System, State Auditor's Office

[17] 36.73.180(4) "Transportation improvement" means a project contained in the transportation plan of the state, a regional transportation planning organization, city, county, or eligible jurisdiction as identified in RCW 36.73.020(2). A project may include investment in new or existing highways of statewide significance, principal arterials of regional significance, high capacity transportation, public transportation, and other transportation projects and programs of regional or statewide significance including transportation demand management. **Projects may also include the operation, preservation, and maintenance of these facilities or programs**.*[emphasis added]*

Once adopted the legislative authority can opt for a number of potential revenue sources.

- Sales and use tax (up to 0.2 cents)
- Vehicle fee (up to $100, $20 councilmanic)
- Commercial building fees
- Tolls

TBDs may establish vehicle fees up to $100 with voter approval and up to $20 license fee by majority vote of the district.

The revenue potential for collecting license fees in unincorporated areas of counties for both the $20 fee (councilmanic) and $100 is shown in **TABLE 21**.

**TABLE 21**

| | TBD Rev. | TBD Rev. |
|---|---|---|
| **County** | **@ $20** | **@ $100** |
| Adams | $120,720 | $603,600 |
| Asotin | $235,780 | $1,178,900 |
| Benton | $517,300 | $2,586,500 |
| Chelan | $414,220 | $2,071,100 |
| Clallam | $699,600 | $3,498,000 |
| Clark | $3,152,600 | $15,763,000 |
| Columbia | $25,680 | $128,400 |
| Cowlitz | $821,420 | $4,107,100 |
| Douglas | $245,640 | $1,228,200 |
| Ferry | $83,260 | $416,300 |
| Franklin | $229,480 | $1,147,400 |
| Garfield | $15,500 | $77,500 |
| Grant | $682,900 | $3,414,500 |
| Grays Harbor | $431,700 | $2,158,500 |
| Island | $1,016,440 | $5,082,200 |
| Jefferson | $382,040 | $1,910,200 |
| King | $5,016,920 | $25,084,600 |
| Kitsap | $2,777,840 | $13,889,200 |
| Kittitas | $324,980 | $1,624,900 |
| Klickitat | $206,160 | $1,030,800 |
| Lewis | $771,340 | $3,856,700 |
| Lincoln | $87,460 | $437,300 |
| Mason | $833,600 | $4,168,000 |
| Okanogan | $317,720 | $1,588,600 |
| Pacific | $227,740 | $1,138,700 |
| Pend Oreille | $169,780 | $848,900 |
| Pierce | $4,741,880 | $23,709,400 |
| San Juan | $198,000 | $990,000 |
| Skagit | $896,800 | $4,484,000 |
| Skamania | $140,380 | $701,900 |
| Snohomish | $4,966,420 | $24,832,100 |
| Spokane | $2,313,220 | $11,566,100 |
| Stevens | $500,880 | $2,504,400 |
| Thurston | $2,351,680 | $11,758,400 |
| Wahkiakum | $47,960 | $239,800 |
| Walla Walla | $232,360 | $1,161,800 |
| Whatcom | $1,393,760 | $6,968,800 |
| Whitman | $119,780 | $598,900 |
| Yakima | $1,347,780 | $6,738,900 |
| Total | $39,058,720 | $195,293,600 |

### *Local Option Fuel Tax*

Originally legislated in 1990, RCW 82.80.010 provides that any county may levy a local option fuel tax of up to 10% of the state motor vehicle fuel tax, currently $0.375 per gallon. No counties have imposed the tax.[18]

The commission or council must first approve the measure and then have it approved by a majority of the voters. The proceeds are then distributed to the county and its cities and towns based on a formula where each county resident is given a weight of 1.5 and each city and town resident a weight of 1.0.

For example, if there are 40,000 people in the unincorporated area, they would be counted as the equivalent of 40,000 x 1.5 = 60,000 people. If there are 30,000 people living in cities and towns, then the total "population" is 60,000 + 30,000 = 90,000. The county share would be 60,000/90,000 = 66.6%.

The revenue estimate statewide for all counties and cities is about $123 million with the share for all counties estimated at $58 million, as shown in **TABLE 22**.

**TABLE 22**

| | Revenue Est. |
|---|---|
| **Puget Sound** | $ 24,664,771 |
| **King** | $ 8,720,839 |
| **Pierce** | $ 8,570,344 |
| **Snohomish** | $ 7,373,589 |
| **Grand Total** | **$ 24,664,771** |

| | Revenue Est. |
|---|---|
| **Northeast** | $ 7,344,339 |
| **Northwest** | $ 9,263,186 |
| **Puget Sound** | $ 24,664,771 |
| **Southeast** | $ 4,737,849 |
| **Southwest** | $ 11,746,378 |
| **Grand Total** | **$ 57,756,523** |

| | Revenue Est. |
|---|---|
| **Northwest** | $ 9,263,186 |
| **Clallam** | $ 882,479 |
| **Island** | $ 1,118,148 |
| **Jefferson** | $ 413,489 |
| **Kitsap** | $ 3,511,063 |
| **San Juan** | $ 271,792 |
| **Skagit** | $ 1,142,593 |
| **Whatcom** | $ 1,923,620 |
| **Grand Total** | **$ 9,263,186** |

| | Revenue Est. |
|---|---|
| **Southwest** | $ 11,746,378 |
| **Clark** | $ 4,684,593 |
| **Cowlitz** | $ 960,477 |
| **Grays Harbor** | $ 652,012 |
| **Lewis** | $ 968,364 |
| **Mason** | $ 932,261 |
| **Pacific** | $ 300,035 |
| **Skamania** | $ 168,434 |
| **Thurston** | $ 3,011,924 |
| **Wahkiakum** | $ 68,277 |
| **Grand Total** | **$ 11,746,378** |

| | Revenue Est. |
|---|---|
| **Southeast** | $ 4,737,849 |
| **Asotin** | $ 276,625 |
| **Benton** | $ 877,967 |
| **Columbia** | $ 29,727 |
| **Franklin** | $ 356,102 |
| **Garfield** | $ 17,293 |
| **Kittitas** | $ 407,875 |
| **Klickitat** | $ 281,022 |
| **Walla Walla** | $ 411,500 |
| **Yakima** | $ 2,079,738 |
| **Grand Total** | **$ 4,737,849** |

| | Revenue Est. |
|---|---|
| **Northeast** | $ 7,344,339 |
| **Adams** | $ 195,042 |
| **Chelan** | $ 710,424 |
| **Douglas** | $ 459,539 |
| **Ferry** | $ 131,091 |
| **Grant** | $ 914,349 |
| **Lincoln** | $ 107,560 |
| **Okanogan** | $ 519,087 |
| **Pend Oreille** | $ 196,774 |
| **Spokane** | $ 3,267,160 |
| **Stevens** | $ 681,023 |
| **Whitman** | $ 162,289 |
| **Grand Total** | **$ 7,344,339** |

### *County Ferry District*

County Ferry Districts are authorized under Ch. 36.54 RCW. The legislation authorizes up to 75 cents per thousand assessed valuation for operation of a ferry system and may establish tolls (fares) for using the ferry service.

Counties over 1.5 million population (King) can levy up to a maximum of 7.5 cents per thousand. The revenue potential for ferry districts in each county with a ferry system is outlined in Table 23.

**TABLE 23**

| County | Max. Levy |
|---|---|
| King | 25,524,309 |
| Pierce | 66,351,089 |
| Skagit | 11,992,182 |
| Wahkiakum | 343,144 |
| Whatcom | 18,808,155 |

In addition to the four counties previously mentioned that operate vehicle ferries, King County recently began operating two passenger-only ferries to and from Vashon Island and West Seattle to downtown Seattle.

King County established the King County Ferry District in 2008 for controlling and operating the passenger-only ferry run. No other counties have established ferry districts. Although counties may levy the tax county-wide, they may also choose to levy

[18] RCW 82.47.080 allows cities and towns within 10 miles of an international border crossing to impose a fuel tax up to one cent for road maintenance and construction. Whatcom County has established a transportation benefit district for Point Roberts and collects fuel tax for that area.

the tax upon the area specifically served by the local ferry system, thereby reducing potential revenue.

# VI. State Shared Funding

## A. MVFT (Gas Tax)

Counties receive 4.92 cents of the total 37.5 cent MVFT for direct distribution by formula to each county. The county share, estimated at $138 million[19], is distributed to counties through the "10-30-30-30"[20] formula which takes into account population and need.

Current transportation revenue forecasts indicate that approximately $31 million in revenue is raised per penny of MVFT. Based on current fuel consumption rates **Table 24** shows the amount that would be distributed to each county for each additional penny if the MVFT allocation to counties were to be increased and allocation continued through the current "10-30-30-30" formula.

[19] Transportation Revenue Forecast Council, September 2010 Transportation Economic and Revenue Forecasts, Adopted on 9-16-2010

[20] RCW 46.68.122 Distribution of amount to counties — Factors of distribution formula. Funds to be paid to the several counties pursuant to RCW 46.68.120(4) shall be allocated among them upon the basis of a distribution formula consisting of the following four factors:
(1) An equal distribution factor of ten percent of such funds shall be paid to each county;
(2) A population factor of thirty percent of such funds shall be paid to each county in direct proportion that the county's total equivalent population, as computed pursuant to RCW 46.68.124(1), is to the total equivalent population of all counties;
(3) A road cost factor of thirty percent of such funds shall be paid to each county in direct proportion that the county's total annual road cost, as computed pursuant to RCW 46.68.124(2), is to the total annual road costs of all counties;
(4) A money need factor of thirty percent of such funds shall be paid to each county in direct proportion that the county's money need factor, as computed pursuant to RCW 46.68.124(3), is to the total of money need factors of all counties.

| TABLE 24 | | |
|---|---|---|
| **Region** | **County** | **1-cent MVFT** |
| **Northeast** | Adams | $ 847,602 |
| | Chelan | 483,166 |
| | Douglas | 762,972 |
| | Ferry | 370,140 |
| | Grant | 1,322,832 |
| | Lincoln | 873,115 |
| | Okanogan | 711,698 |
| | Pend Oreille | 340,814 |
| | Spokane | 1,922,868 |
| | Stevens | 783,029 |
| | Whitman | 874,975 |
| **Northeast Total** | | 9,293,211 |
| **Northwest** | Clallam | 407,216 |
| | Island | 483,755 |
| | Jefferson | 296,949 |
| | Kitsap | 1,124,680 |
| | San Juan | 195,331 |
| | Skagit | 681,814 |
| | Whatcom | 840,162 |
| **Northwest Total** | | 4,029,907 |
| **Puget Sound** | King | 2,924,943 |
| | Pierce | 2,375,220 |
| | Snohomish | 2,113,890 |
| **Puget Sound Total** | | 7,414,053 |
| **Southeast** | Asotin | 341,651 |
| | Benton | 660,052 |
| | Columbia | 302,684 |
| | Franklin | 592,224 |
| | Garfield | 270,878 |
| | Kittitas | 409,355 |
| | Klickitat | 562,309 |
| | Walla Walla | 613,490 |
| | Yakima | 1,227,414 |
| **Southeast Total** | | 4,980,057 |
| **Southwest** | Clark | 1,409,322 |
| | Cowlitz | 497,147 |
| | Grays Harbor | 490,606 |
| | Lewis | 702,584 |
| | Mason | 470,239 |
| | Pacific | 288,145 |
| | Skamania | 181,877 |
| | Thurston | 1,067,237 |
| | Wahkiakum | 175,615 |
| **Southwest Total** | | 5,282,772 |
| **Grand Total** | | $ 31,000,000 |

## B. Rural Arterial Program (RAP)

In addition to the regular distribution of MVFT to counties, the state legislature established the Rural Arterial Program[21] which is funded through an allocation of .58 cents of the total 37.5 cent MVFT for a total annual revenue of $18 million. RAP funding is distributed among five regions and then programmed competively through the RAP grant process established within each region.

Funding eligibility is restricted to county rural arterial roads. Counties with significant amounts of urban arterials are therefore limited to using these funds for roads that may be a lower priority than those in urban areas.

The RAP program also does not provide funding for access roads, even though some access roads may actually have high traffic volumes (>400 ADT) or may be designated truck routes (**TABLE 2**). By including urban arterials, high-volume access roads, and truck routes on access roads as eligible for RAP funding, 6,458 additional miles of road would become eligible for funding under the program.

Adding these roads would change the distribution of funding among regions. **TABLE 25** oultines how distribution of funds could change by adding urban arterials, high-volume access roads, and lower-volume truck routes.

**TABLE 25**

Rural Arterials Only

| | Miles | RAP Dist. % |
|---|---|---|
| Northeast | 5,603.0 | 43.45% |
| Northwest | 1,335.2 | 11.14% |
| Puget Sound | 810.1 | 6.79% |
| Southeast | 3,034.7 | 23.65% |
| Southwest | 1,819.1 | 14.97% |
| Total | 12,602.0 | 100.00% |

Rural & Urban Arterials

| | Miles | RAP Dist. % |
|---|---|---|
| Northeast | 5,823.6 | 40.61% |
| Northwest | 1,598.7 | 11.44% |
| Puget Sound | 1,712.7 | 10.39% |
| Southeast | 3,220.5 | 22.41% |
| Southwest | 2,129.8 | 15.15% |
| Total | 14,485.3 | 100.00% |

Arterials & HV Access & LV Truck Route

| | Miles | RAP Dist. % |
|---|---|---|
| Northeast | 6,929.6 | 38.05% |
| Northwest | 2,487.0 | 12.78% |
| Puget Sound | 2,900.5 | 12.65% |
| Southeast | 3,778.2 | 20.81% |
| Southwest | 2,964.6 | 15.71% |
| Total | 19,059.9 | 100.00% |

**TABLE 26** compares the revenue change that would result if eligibility criteria were changed as described above. The rural arterial trust account receives through the MFVT distribution approximately $18 million annually for road projects. Western Washington counties and in particular, Puget Sound counties would gain revenue while eastern Washington counties would lose revenue. Any changes that would affect fund distribution should be made only when or if additional revenues to the program are provided.

**TABLE 26**

Rural Arterials Only

| | Miles | RAP $$ Dist. |
|---|---|---|
| Northeast | 5,603.0 | $ 7,820,939 |
| Northwest | 1,335.2 | $ 2,005,977 |
| Puget Sound | 810.1 | $ 1,222,275 |
| Southeast | 3,034.7 | $ 4,256,435 |
| Southwest | 1,819.1 | $ 2,694,373 |
| Total | 12,602.0 | $ 18,000,000 |

Rural & Urban Arterials

| | Miles | RAP $$ Dist. |
|---|---|---|
| Northeast | 5,823.6 | $ 7,310,026 |
| Northwest | 1,598.7 | $ 2,058,990 |
| Puget Sound | 1,712.7 | $ 1,869,767 |
| Southeast | 3,220.5 | $ 4,034,676 |
| Southwest | 2,129.8 | $ 2,726,541 |
| Total | 14,485.3 | $ 18,000,000 |

Arterials & HV Access & LV Truck Routes

| | Miles | RAP $$ Dist. |
|---|---|---|
| Northeast | 6,929.6 | $ 6,848,455 |
| Northwest | 2,487.0 | $ 2,300,417 |
| Puget Sound | 2,900.5 | $ 2,277,032 |
| Southeast | 3,778.2 | $ 3,745,425 |
| Southwest | 2,964.6 | $ 2,828,672 |
| Total | 19,059.9 | $ 18,000,000 |

## C. County Arterial Preservation Program (CAPP)

The County Arterial Preservation Program (CAPP)[22] is allocated 0.45 cents of the MVFT generating approximately $14 million per year for preservation of county arterials. Funds are distributed in proportion to the number of paved arterial lane miles in the unincorporated area of each county as outlined in **TABLE 27**.

[21] Chapter 36.79 RCW, established in 1983.

[22] RCW 46.68.090(2)(i), (i) …These funds shall be distributed by the county road administration board to counties in proportions corresponding to the number of paved arterial lane miles in the unincorporated area of each county and shall be used for improvements to sustain the structural, safety, and operational integrity of county arterials…

**TABLE 27**

| Region | % Dist. | CAPP $ |
|---|---|---|
| **County** | | |
| **Northeast** | | |
| Adams | 4.192% | 586,885 |
| Chelan | 1.826% | 255,603 |
| Douglas | 2.261% | 316,526 |
| Ferry | 1.438% | 201,361 |
| Grant | 6.448% | 902,768 |
| Lincoln | 2.910% | 407,359 |
| Okanogan | 3.137% | 439,132 |
| Pend Oreille | 1.284% | 179,806 |
| Spokane | 5.640% | 789,626 |
| Stevens | 3.571% | 499,970 |
| Whitman | 3.215% | 450,125 |
| **Northwest** | | |
| San Juan | 0.665% | 93,141 |
| Clallam | 0.991% | 138,786 |
| Island | 1.667% | 233,421 |
| Jefferson | 0.998% | 139,761 |
| Kitsap | 2.439% | 341,485 |
| Skagit | 2.732% | 382,423 |
| Whatcom | 2.791% | 390,687 |
| **Puget Sound** | | |
| King | 4.446% | 622,372 |
| Pierce | 5.464% | 764,974 |
| Snohomish | 3.853% | 539,441 |
| **Southeast** | | |
| Kittitas | 2.358% | 330,136 |
| Klickitat | 2.588% | 362,323 |
| Asotin | 0.787% | 110,161 |
| Benton | 2.342% | 327,823 |
| Columbia | 1.083% | 151,641 |
| Franklin | 2.666% | 373,245 |
| Garfield | 0.969% | 135,701 |
| Walla Walla | 2.995% | 419,337 |
| Yakima | 5.702% | 798,334 |
| **Southwest** | | |
| Clark | 3.803% | 532,415 |
| Cowlitz | 1.719% | 240,607 |
| Grays Harbor | 1.878% | 262,890 |
| Lewis | 2.200% | 307,984 |
| Mason | 2.029% | 284,097 |
| Pacific | 0.918% | 128,561 |
| Skamania | 0.662% | 92,680 |
| Thurston | 2.725% | 381,551 |
| Wahkiakum | 0.606% | 84,861 |

The county arterial preservation program provides funding for maintenance and preservation of county arterial road surfaces and is used to fund chip seal and overlay programs. Counties typically spend two and one-half to three times as much on CAPP eligible expenses in comparison to CAPP receipts.[23] Counties identify and report those roads that receive CAPP funding as a requirement of the program.

## D. Transportation Improvement Board (TIB) Program

Funding received from the Transportation Improvement Board (TIB) primarily goes to high volume urban arterials. The TIB receives approximately $200 million per biennium to fund city (including state highways within cities) and county projects. The county share has been around $20 million per year.[24]

**FIGURE 7**

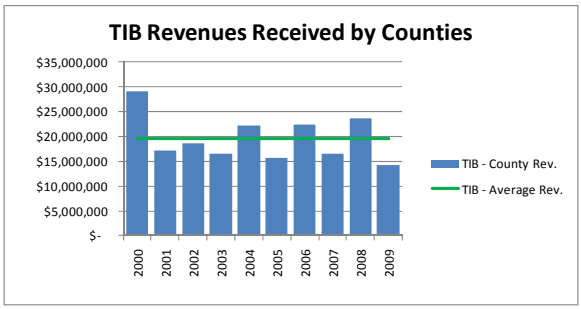



**TABLE 28** summarizes county arterials with traffic counts greater than 5000 ADT with associated replacement costs. Annualized replacement costs for high volume county urban arterials exceeds historical TIB revenue by 3-to-1.

**TABLE 28**[25]

| County | Mileage | Replacement Cost |
|---|---|---|
| Asotin | 5.7 | $ 538,660 |
| Benton | 0.5 | 30,060 |
| Chelan | 1.7 | 118,300 |
| Clark | 68.0 | 5,952,199 |
| Cowlitz | 0.4 | 27,300 |
| Douglas | 2.0 | 256,100 |
| Franklin | 1.0 | 132,200 |
| Grant | 1.8 | 220,300 |
| Island | 8.4 | 677,200 |
| King | 165.1 | 14,682,408 |
| Kitsap | 55.8 | 4,561,899 |
| Kittitas | 0.5 | 56,400 |
| Lewis | 4.3 | 293,740 |
| Mason | 0.7 | 92,300 |
| Pierce | 178.6 | 15,497,357 |
| Skagit | 2.3 | 152,320 |
| Snohomish | 121.4 | 8,711,028 |
| Spokane | 58.2 | 5,659,399 |
| Thurston | 35.1 | 2,889,219 |
| Whatcom | 17.0 | 1,185,200 |

[23] CRAB Annual Report
[24] Local Government Financial Reporting System, State Auditor's Office
[25] Adams, Clallam, Columbia, Ferry, Garfield, Grays Harbor, Jefferson, Klickitat, Lincoln, Okanogan, Pacific, Pend Oreille, San Juan, Skamania, Stevens, Wahkiukum, Walla Walla, and Whitman Counties do not have arterials with ADT greater than 5,000 ADT.

| | | |
|---|---|---|
| Yakima | 16.3 | 1,165,400 |
| **Grand Total** | 744.7 | **$ 62,898,989** |

# VII. Policy Recommendation

County transportation funding needs exceed available resources by approximately $405 million per year. County road taxes, state shared MVFT, and federal grants are the major sources of funding for maintaining and preserving county roads. The historic partnership between cities and counties and the state to share MVFT was set aside when the legislature adopted the five cent increase in 2003 and the nine and one-half cent increase in 2005.

The legislature has provided local tax options that if approved by voters could make up a substantial portion of the funding gap. Local tax options, though, have not been seen as viable in many counties as a way to provide needed funding, to address overall road maintenance and preservation needs.

Counties should look to the state to help provide an equitable share of the funding for road maintenance and preservation. State sharing of MVFT with counties, as has historically been done, for the maintenance and preservation of roads is a necessity, particularly in counties where the tax base is small and local option taxes are not viable alternatives. In order to close the funding gap, counties should look for at least half of the funding gap to come from MVFT, if and when, any discussion about increasing MVFT occurs.

Supplementing existing funding distributions and programs should be considered first before establishing any new programs. New programs, though, are needed to address specific needs that are currently not funded with MVFT.

The following are recommendations to consider:

1. Increase the MVFT distribution to counties from 4.92 cents to 6.92 cents to be distributed through the existing "10-30-30-30" formula. Approximate annual revenue increase: $62.5 million.
2. Increase the MVFT distribution to the County Arterial Preservation Program from 0.45 cents to 1.45 cents to be distribute under current methodology. Approximate annual revenue increase: $31.3 million.
3. Increase the MVFT distribution to the Rural Arterial Program from 0.58 cents to 2.58 cents with the following changes to the program: Approximate annual revenue increase: $62.5 million
    - The competitive grant program changed to a block grant program with counties receiving funding based on unincorporated land area and both rural and urban arterial road mileage.
    - In addition to arterials, include high volume access roads as eligible for funding.
    - In addition to truck routes on arterial roads, include truck routes on access roads as eligible for funding.
4. Provide a new MVFT distribution of one cent to address replacement of bridges and fish passage barriers. Approximate annual revenue increase: $31.3 million.

### Recommendation 1: Increase in regular MVFT distribution

**TABLE 29**

**TWO CENT INCREASE IN REGULAR DISTRIBUTION TO COUNTIES**

| Region | County | Current Distribution | Two cent Added | Total Distribution |
|---|---|---|---|---|
| **Northeast** | Adams | $ 3,981,342 | $ 1,708,875 | $ 5,690,217 |
| | Chelan | $ 2,269,520 | $ 974,125 | $ 3,243,645 |
| | Douglas | $ 3,583,820 | $ 1,538,250 | $ 5,122,070 |
| | Ferry | $ 1,738,616 | $ 746,250 | $ 2,484,866 |
| | Grant | $ 6,213,585 | $ 2,667,000 | $ 8,880,585 |
| | Lincoln | $ 4,101,182 | $ 1,760,313 | $ 5,861,495 |
| | Okanogan | $ 3,342,976 | $ 1,434,875 | $ 4,777,851 |
| | Pend Oreille | $ 1,600,866 | $ 687,125 | $ 2,287,991 |
| | Spokane | $ 9,032,065 | $ 3,876,750 | $ 12,908,815 |
| | Stevens | $ 3,678,031 | $ 1,578,688 | $ 5,256,719 |
| | Whitman | $ 4,109,918 | $ 1,764,063 | $ 5,873,981 |

| | | | | |
|---|---|---|---|---|
| **Northeast Total** | | **$ 43,651,921** | **$ 18,736,313** | **$ 62,388,234** |
| **Northwest** | Clallam | $ 1,912,768 | $ 821,000 | $ 2,733,768 |
| | Island | $ 2,272,286 | $ 975,313 | $ 3,247,599 |
| | Jefferson | $ 1,394,824 | $ 598,688 | $ 1,993,512 |
| | Kitsap | $ 5,282,829 | $ 2,267,500 | $ 7,550,329 |
| | San Juan | $ 917,506 | $ 393,813 | $ 1,311,319 |
| | Skagit | $ 3,202,606 | $ 1,374,625 | $ 4,577,231 |
| | Whatcom | $ 3,946,395 | $ 1,693,875 | $ 5,640,270 |
| **Northwest Total** | | **$ 18,929,214** | **$ 8,124,813** | **$ 27,054,027** |
| **Puget Sound** | King | $ 13,738,994 | $ 5,897,063 | $ 19,636,057 |
| | Pierce | $ 11,156,845 | $ 4,788,750 | $ 15,945,595 |
| | Snohomish | $ 9,929,330 | $ 4,261,875 | $ 14,191,205 |
| **Puget Sound Total** | | **$ 34,825,169** | **$ 14,947,688** | **$ 49,772,857** |
| **Southeast** | Asotin | $ 1,604,798 | $ 688,813 | $ 2,293,611 |
| | Benton | $ 3,100,386 | $ 1,330,750 | $ 4,431,136 |
| | Columbia | $ 1,421,762 | $ 610,250 | $ 2,032,012 |
| | Franklin | $ 2,781,785 | $ 1,194,000 | $ 3,975,785 |
| | Garfield | $ 1,272,364 | $ 546,125 | $ 1,818,489 |
| | Kittitas | $ 1,922,816 | $ 825,313 | $ 2,748,129 |
| | Klickitat | $ 2,641,269 | $ 1,133,688 | $ 3,774,957 |
| | Walla Walla | $ 2,881,675 | $ 1,236,875 | $ 4,118,550 |
| | Yakima | $ 5,765,389 | $ 2,474,625 | $ 8,240,014 |
| **Southeast Total** | | **$ 23,392,244** | **$ 10,040,438** | **$ 33,432,682** |
| **Southwest** | Clark | $ 6,619,845 | $ 2,841,375 | $ 9,461,220 |
| | Cowlitz | $ 2,335,191 | $ 1,002,313 | $ 3,337,504 |
| | Grays Harbor | $ 2,304,467 | $ 989,125 | $ 3,293,592 |
| | Lewis | $ 3,300,166 | $ 1,416,500 | $ 4,716,666 |
| | Mason | $ 2,208,799 | $ 948,063 | $ 3,156,862 |
| | Pacific | $ 1,353,470 | $ 580,938 | $ 1,934,408 |
| | Skamania | $ 854,310 | $ 366,688 | $ 1,220,998 |
| | Thurston | $ 5,013,008 | $ 2,151,688 | $ 7,164,696 |
| | Wahkiakum | $ 824,896 | $ 354,063 | $ 1,178,959 |
| **Southwest Total** | | **$ 24,814,152** | **$ 10,650,750** | **$ 35,464,902** |
| **Total** | | **$ 145,612,700** | **$ 62,500,000** | **$ 208,112,700** |

## Recommendation 2: Increase in MVFT distribution to CAPP

**TABLE 30**

**ONE CENT INCREASE IN DISTRIBUTION TO THE COUNTY ARTERIAL PRESERVATION PROGRAM**

| Region | County | Current Funding | One Cent Added | Total Program |
|---|---|---|---|---|
| **Northeast** | Adams | $ 649,145 | $ 1,312,107 | $ 1,961,252 |
| | Chelan | $ 282,719 | $ 571,456 | $ 854,176 |
| | Douglas | $ 350,105 | $ 707,661 | $ 1,057,766 |
| | Ferry | $ 222,723 | $ 450,186 | $ 672,910 |
| | Grant | $ 998,539 | $ 2,018,331 | $ 3,016,870 |
| | Lincoln | $ 450,574 | $ 910,738 | $ 1,361,311 |
| | Okanogan | $ 485,718 | $ 981,774 | $ 1,467,493 |
| | Pend Oreille | $ 198,881 | $ 401,995 | $ 600,876 |
| | Spokane | $ 873,394 | $ 1,765,377 | $ 2,638,771 |
| | Stevens | $ 553,010 | $ 1,117,791 | $ 1,670,801 |
| | Whitman | $ 497,878 | $ 1,006,352 | $ 1,504,230 |
| **Northeast Total** | | **$ 5,562,687** | **$ 11,243,767** | **$ 16,806,455** |
| **Northwest** | San Juan | $ 103,022 | $ 208,238 | $ 311,260 |

| | | | | |
|---|---|---|---|---|
| | Clallam | $ 153,509 | $ 310,286 | $ 463,796 |
| | Island | $ 258,184 | $ 521,863 | $ 780,048 |
| | Jefferson | $ 154,588 | $ 312,466 | $ 467,055 |
| | Kitsap | $ 377,712 | $ 763,464 | $ 1,141,176 |
| | Skagit | $ 422,993 | $ 854,988 | $ 1,277,981 |
| | Whatcom | $ 432,134 | $ 873,466 | $ 1,305,600 |
| **Northwest Total** | | **$ 1,902,144** | **$ 3,844,771** | **$ 5,746,915** |
| **Puget Sound** | King | $ 688,397 | $ 1,391,445 | $ 2,079,842 |
| | Pierce | $ 846,128 | $ 1,710,264 | $ 2,556,392 |
| | Snohomish | $ 596,668 | $ 1,206,035 | $ 1,802,703 |
| **Puget Sound Total** | | **$ 2,131,193** | **$ 4,307,744** | **$ 6,438,937** |
| **Southeast** | Kittitas | $ 365,159 | $ 738,090 | $ 1,103,248 |
| | Klickitat | $ 400,761 | $ 810,051 | $ 1,210,812 |
| | Asotin | $ 121,848 | $ 246,288 | $ 368,136 |
| | Benton | $ 362,600 | $ 732,918 | $ 1,095,518 |
| | Columbia | $ 167,728 | $ 339,025 | $ 506,753 |
| | Franklin | $ 412,841 | $ 834,469 | $ 1,247,310 |
| | Garfield | $ 150,097 | $ 303,389 | $ 453,487 |
| | Walla Walla | $ 463,823 | $ 937,517 | $ 1,401,339 |
| | Yakima | $ 883,027 | $ 1,784,847 | $ 2,667,873 |
| **Southeast Total** | | **$ 3,327,883** | **$ 6,726,594** | **$ 10,054,477** |
| **Southwest** | Clark | $ 588,897 | $ 1,190,328 | $ 1,779,226 |
| | Cowlitz | $ 266,133 | $ 537,930 | $ 804,062 |
| | Grays Harbor | $ 290,779 | $ 587,746 | $ 878,525 |
| | Lewis | $ 340,657 | $ 688,564 | $ 1,029,221 |
| | Mason | $ 314,235 | $ 635,159 | $ 949,394 |
| | Pacific | $ 142,200 | $ 287,426 | $ 429,626 |
| | Skamania | $ 102,512 | $ 207,206 | $ 309,718 |
| | Thurston | $ 422,028 | $ 853,039 | $ 1,275,067 |
| | Wahkiakum | $ 93,863 | $ 189,724 | $ 283,588 |
| **Southwest Total** | | **$ 2,561,305** | **$ 5,177,123** | **$ 7,738,428** |
| **Total** | | **$ 15,485,211** | **$ 31,300,000** | **$ 46,785,211** |

## Recommendation 3: Increase in MVFT distribution to RAP

**TABLE 31**

**TWO CENT INCREASE IN DISTRIBUTION TO THE RURAL ARTERIAL PROGRAM**

| Region | County | Current Distribution | Two cent Revised Dist. | Total Distribution |
|---|---|---|---|---|
| Northeast | Adams | Projects competitively awarded within regions | $ 2,274,932 | $ 2,930,113 |
| | Chelan | | $ 1,514,687 | $ 1,950,917 |
| | Douglas | | $ 1,583,799 | $ 2,039,933 |
| | Ferry | | $ 1,286,019 | $ 1,656,392 |
| | Grant | | $ 3,330,764 | $ 4,290,024 |
| | Lincoln | | $ 2,732,159 | $ 3,519,021 |
| | Okanogan | | $ 3,036,015 | $ 3,910,387 |
| | Pend Oreille | | $ 987,579 | $ 1,272,002 |
| | Spokane | | $ 2,832,774 | $ 3,648,613 |
| | Stevens | | $ 2,115,331 | $ 2,724,547 |
| | Whitman | | $ 2,085,297 | $ 2,685,863 |
| Northeast Total | | $ 7,820,939 | $ 23,779,358 | $ 30,627,813 |
| Northwest | Clallam | | $ 1,101,455 | $ 1,418,674 |

| | | | | |
|---|---|---|---|---|
| | Island | | $ 706,438 | $ 909,893 |
| | Jefferson | | $ 1,011,141 | $ 1,302,349 |
| | Kitsap | | $ 1,464,482 | $ 1,886,253 |
| | San Juan | | $ 362,307 | $ 466,652 |
| | Skagit | | $ 1,463,819 | $ 1,885,399 |
| | Whatcom | | $ 1,877,915 | $ 2,418,754 |
| Northwest Total | | $ 2,005,977 | $ 7,987,558 | $ 10,287,974 |
| Puget Sound | King | | $ 2,859,794 | $ 3,683,415 |
| | Pierce | | $ 2,424,484 | $ 3,122,736 |
| | Snohomish | | $ 2,622,081 | $ 3,377,241 |
| Puget Sound Total | | $ 1,222,275 | $ 7,906,360 | $ 10,183,391 |
| Southeast | Asotin | | $ 605,917 | $ 780,421 |
| | Benton | | $ 1,481,546 | $ 1,908,231 |
| | Columbia | | $ 830,125 | $ 1,069,200 |
| | Franklin | | $ 1,597,074 | $ 2,057,032 |
| | Garfield | | $ 698,436 | $ 899,585 |
| | Kittitas | | $ 1,468,595 | $ 1,891,551 |
| | Klickitat | | $ 1,497,387 | $ 1,928,635 |
| | Walla Walla | | $ 1,473,520 | $ 1,897,894 |
| | Yakima | | $ 3,352,347 | $ 4,317,823 |
| Southeast Total | | $ 4,256,435 | $ 13,004,947 | $ 16,750,371 |
| Southwest | Clark | | $ 1,416,047 | $ 1,823,868 |
| | Cowlitz | | $ 947,804 | $ 1,220,771 |
| | Grays Harbor | | $ 1,297,271 | $ 1,670,885 |
| | Lewis | | $ 1,926,908 | $ 2,481,857 |
| | Mason | | $ 1,019,680 | $ 1,313,348 |
| | Pacific | | $ 694,789 | $ 894,889 |
| | Skamania | | $ 776,119 | $ 999,641 |
| | Thurston | | $ 1,466,650 | $ 1,889,045 |
| | Wahkiakum | | $ 276,512 | $ 356,147 |
| Southwest Total | | $ 2,694,373 | $ 9,821,778 | $ 12,650,450 |
| **Total** | | **$ 18,000,000** | **$ 62,500,000** | **$ 80,500,000** |

### Recommendation 4: New MVFT distribution for bridge replacement and fish barrier removal

The following list of bridges have a sufficiency rating less than 50 making them eligible for federal funding. Costs are based on an average of $575 per square foot with an additional 25% added to account for additional width and length necessary to meet current functional and environmental requirements. The actual cost for individual bridge replacement projects can vary significantly.

**TABLE 32**

**COUNTY BRIDGES ELIGIBLE FOR FEDERAL FUNDING**

| **Federal Replacement Eligible** | | **Suff.** | |
|---|---|---|---|
| **County/Bridge ID** | **Bridge Name** | **Rating** | **Repl. Cost** |
| Adams County | | | $ 9,049,013 |
| 2-1 | KEYSTONE | 46.16 | $ 458,563 |
| 186-1 | SCHRAG | 22.27 | $ 907,500 |
| 142-1 | NORTH LUND | 39.62 | $ 1,430,000 |
| 201-1 | ROCK CREEK | 41 | $ 907,500 |

| | | | |
|---|---|---|---|
| 197-1 | GOTTLIEB HILLE | 48.97 | $ 373,450 |
| 400-3 | MCMANAMON | 31.63 | $ 2,791,250 |
| 223-1 | HOOPER STORE | 31.83 | $ 482,625 |
| 23-1 | KIESNER | 49.02 | $ 715,000 |
| 30-1 | KLEMMER | 48.5 | $ 983,125 |
| Asotin County | | | $ 72,370,375 |
| 199100926 | TEN MILE CREEK NO. 1 | 45.93 | $ 529,375 |
| 205700629 | SOUTHWAY BRIDGE | 45.05 | $ 71,841,000 |
| Benton County | | | $ 581,625 |
| 517000000 | OAK ST CID BRIDGE | 41.98 | $ 581,625 |
| Chelan County | | | $ 21,916,400 |
| 322 | WEST MONITOR | 5.04 | $ 1,716,000 |
| 325 | MISSION CR-SUNSET HWY | 49.87 | $ 660,000 |
| 607T | COWAN-ENTIAT R. | 36.54 | $ 2,805,000 |
| 94120BR4 | CHICKAMIN CREEK | 9.3 | $ 351,656 |
| 2096.25 | PESHASTIN | 27.16 | $ 6,853,000 |
| 17550BR1 | PESHASTIN CRK INGALLS | 44.6 | $ 1,512,500 |
| 19400BR1 | WEST CASHMERE | 31.67 | $ 6,916,250 |
| 91460BR3 | MOE RIDGE BRIDGE | 18.36 | $ 393,181 |
| 15570BR1 | OLD BLEWETT #1 | 12.54 | $ 401,500 |
| 24250BR1 | KINGSBURY ROAD BRIDGE | 45.19 | $ 307,313 |
| Clallam County | | | $ 2,833,875 |
| 0000000065 | CLALLAM SLOUGH BRIDGE | 43.52 | $ 980,375 |
| 0000000108 | WEEL BRIDGE | 43.68 | $ 1,051,875 |
| 0000000230 | TROUT CREEK BRIDGE | 47.8 | $ 801,625 |
| Clark County | | | $ 730,056 |
| 338 | DAYTON | 40.39 | $ 730,056 |
| Columbia County | | | $ 1,538,556 |
| 20410002 | BAILEYSBURG | 42.78 | $ 1,069,956 |
| 22570001 | NEACE | 39.81 | $ 468,600 |
| Cowlitz County | | | $ 8,575,738 |
| 20.5D.5NE | OSTRANDER BRIDGE | 44.58 | $ 929,500 |
| 20.5M.5SW | ALLENDER RD BRIDGE | 44.28 | $ 600,738 |
| 16ISW | PACIFIC AVE N 1/2 BRIDGE | 18.68 | $ 1,617,000 |
| 3I.5NW | TOWER RD BRIDGE | 48.58 | $ 5,428,500 |
| Douglas County | | | $ 481,250 |
| 218-0.98 | BEAVER CREEK (BRETT) | 49.93 | $ 481,250 |
| Ferry County | | | $ 1,916,475 |
| 620-2.31 | CURLEW | 49.45 | $ 1,916,475 |
| Franklin County | | | $ 1,027,263 |
| 3 | HOLLINGSWORTH ROAD | 45.94 | $ 463,925 |
| 926-7.20 | FILBERT ROAD | 31.7 | $ 563,338 |
| Grant County | | | $ 1,354,100 |
| 326 | G NW @ West Canal | 47.59 | $ 805,475 |
| 7833/1.5 | W NW RAILROAD CUT | 33.42 | $ 548,625 |
| Grays Harbor County | | | $ 12,183,325 |
| 32E | CEDAR CREEK BRIDGE | 33.17 | $ 1,343,100 |
| 364C | NEWMAN CREEK BRIDGE (4) | 48.76 | $ 561,000 |
| 4392/1.4 | GARRARD CREEK BRIDGE | 26.95 | $ 375,375 |
| 5011 | BLACK CREEK BRIDGE (7) | 2 | $ 334,263 |
| 5044 | ROBERSON BR (HEISE RD) | 42.67 | $ 2,521,750 |
| 509A | CHEHALIS R OVFL-PORTER | 49.56 | $ 3,479,850 |
| 9725/2.2 | GARRARD CREEK BRIDGE | 36.32 | $ 713,969 |
| 7531/0.8 | GARRARD CREEK BRIDGE | 34.8 | $ 1,193,500 |
| 9423/9.0 | CAMP CREEK BRIDGE | 48.24 | $ 511,500 |
| 6579/3.9 | DRAINAGE BRIDGE | 41.75 | $ 500,844 |

| | | | |
|---|---|---|---|
| 18/28A | BUSH CREEK BRIDGE | 27.77 | $ 375,375 |
| 3194 | DELEZENNE CREEK BR (3) | 47.93 | $ 272,800 |
| King County | | | $ 79,347,538 |
| 10 | KIMBALL CREEK | 44.88 | $ 309,375 |
| 16 | WALTER SHULTS | 7.75 | $ 278,438 |
| 2 | MILLER RIVER BR | 35.68 | $ 2,633,400 |
| 228F | SIKES LAKE TRESTLE | 39.66 | $ 3,914,625 |
| 24 | SOUTH PARK BRIDGE | 4 | $ 33,570,625 |
| 28 | BERRYDALE OX | 31.87 | $ 1,660,313 |
| 3084 | FIFTEEN MILE CREEK | 30.38 | $ 381,563 |
| 3106 | SUNDAY CREEK | 21.04 | $ 770,000 |
| 3109 | UPPER PRESTON | 37.33 | $ 940,500 |
| 3110 | BARING BRIDGE | 10.69 | $ 1,940,125 |
| 3165A | ALVORD "T" | 4.18 | $ 3,497,656 |
| 3166A | ISSAQUAH CREEK | 49.17 | $ 846,450 |
| 3201 | DUVALL SLOUGH | 49.84 | $ 10,543,500 |
| 333A | BANDARET | 9.25 | $ 1,010,625 |
| 359C | PATTON BRIDGE | 29.78 | $ 7,095,000 |
| 593C | KANASKAT OXING | 42.08 | $ 2,428,594 |
| 5007 | FIFTEEN MILE CREEK | 48.81 | $ 1,056,000 |
| 3051 | JUDD CREEK | 49.39 | $ 6,105,000 |
| 95011 | LAKE DOROTHY OVERFLOW | 17.55 | $ 365,750 |
| Kitsap County | | | $ 2,980,794 |
| 210000031 | STAVIS BAY ROAD BRIDGE | 41.22 | $ 724,419 |
| 210000077 | Southworth Drive Bridge | 36.14 | $ 1,830,125 |
| 210000078 | Lake Symington Bridge | 25.16 | $ 426,250 |
| Kittitas County | | | $ 2,046,000 |
| 210000013 | MANASTASH RD-MANASTASH C | 48.7 | $ 2,046,000 |
| Klickitat County | | | $ 6,715,569 |
| 046700033 | ROOSEVELT OVERPASS | 48.06 | $ 962,500 |
| 140100336 | MARVEL | 48.86 | $ 358,944 |
| 703901502 | WAHKIACUS BIG KLICKITAT | 49.71 | $ 1,280,125 |
| 901001564 | ROCK CREEK | 49.61 | $ 646,250 |
| B-36161 | NORTHWESTERN | 32.03 | $ 3,467,750 |
| Lewis County | | | $ 23,628,138 |
| B-11 | CHANDLER MP 0.03 | 34.5 | $ 3,869,250 |
| 192401 | JACKSON HWY MP 4.49 | 30.93 | $ 2,722,500 |
| 192402 | SKATE CREEK MP 0.53 | 46.03 | $ 7,007,000 |
| 484401 | TOWNSEND MP 0.57 | 24.44 | $ 417,450 |
| 4174A | SHOREY MP 0.73 | 40.83 | $ 6,270,000 |
| 5177A | COUGHLIN MP 0.05 | 40.8 | $ 1,155,000 |
| 7195A | DAVISON MP 0.01 | 49.61 | $ 1,180,438 |
| 14203A | OSBORN MP 0.25 | 47.67 | $ 1,006,500 |
| Lincoln County | | | $ 1,866,563 |
| 17164B | GERALD ZELLMER BRIDGE | 47.12 | $ 374,963 |
| 32222A | COAL CREEK BRIDGE | 44.38 | $ 1,004,850 |
| 7195F | BLENZ BRIDGE | 45.18 | $ 486,750 |
| Mason County | | | $ 4,066,288 |
| 103 | WEAVER CREEK 1 | 8.73 | $ 1,303,088 |
| 104 | HUNTER CREEK | 3 | $ 1,287,000 |
| 3 | TAHUYA RIVER 2 | 2 | $ 1,476,200 |
| Pacific County | | | $ 3,454,481 |
| 419 | FERN CR. | 40.32 | $ 675,675 |
| 552 | SMITH ANDERSON | 46.25 | $ 530,888 |
| 654 | HECKARD | 41.68 | $ 475,750 |
| 645 | LEBAM | 49.94 | $ 1,772,169 |

| | | | |
|---|---|---|---|
| Pend Oreille County | | | $ 57,770,625 |
| 80 | IONE BRIDGE | 14.38 | $ 14,836,250 |
| 566 | SULLIVAN LAKE INLET | 46.76 | $ 750,750 |
| 582 | WEST BRANCH NO 3 | 47.62 | $ 317,625 |
| 565 | USK BRIDGE | 23.92 | $ 41,556,969 |
| 541 | NORTH FORK CALISPEL CR. | 33.16 | $ 309,031 |
| Pierce County | | | $ 46,198,213 |
| 23164-B | TACOMA RAIL MTN. DIV. OC | 49.05 | $ 5,692,500 |
| 28183-A | NORTH FORK MUCK CREEK | 32.78 | $ 455,400 |
| 20193-B | ENCHANTED ISLAND | 46.38 | $ 849,750 |
| 28210-A | HERRON BAY | 35.01 | $ 919,875 |
| 25174-A | CLAY CITY | 45.57 | $ 928,125 |
| 24164-A | MASHELL RIVER | 47.85 | $ 2,227,500 |
| 35186-C | CARBON RIVER (KOLISCH) | 47.26 | $ 1,340,625 |
| 21211-A | FOX ISLAND | 33.33 | $ 29,493,750 |
| 1172-C | LACAMAS CREEK | 26.38 | $ 402,188 |
| 18204-A | PUYALLUP RIVER (66TH AVE) | 37.54 | $ 7,191,094 |
| 24202-A | CHAMBERS CREEK | 44.73 | $ 1,027,813 |
| San Juan County | | | $ 1,183,325 |
| H-2 | DEER HARBOR | 47.25 | $ 883,025 |
| I-5 | MORAN PARK | 40.98 | $ 300,300 |
| Skagit County | | | $ 41,222,844 |
| F-1 | FRIDAY CREEK 4TH BRIDGE | 49.9 | $ 838,750 |
| S-14 | FRIDAY CREEK 3RD BRIDGE | 49.9 | $ 838,750 |
| W-2 | FRIDAY CREEK 7TH BRIDGE | 48.81 | $ 1,006,500 |
| S-8 | NORTH FORK BRIDGE | 31.48 | $ 11,979,000 |
| W-7 | ANACORTES FERRY DOCK | 22.86 | $ 2,114,063 |
| W-6 | GUEMES ISLAND FERRY DOCK | 7.45 | $ 1,701,563 |
| T-6 | BURL NORTHERN OVERPASS | 49.88 | $ 19,503,000 |
| MC-2 | NOOKACHAMPS BIG LAKE | 42.11 | $ 1,349,906 |
| M-8 | DITCH PULVER ROAD | 45.63 | $ 643,500 |
| O-11 | SAMISH RIVER PRAIRIE RD | 47.79 | $ 1,247,813 |
| Skamania County | | | $ 1,361,250 |
| 453500005 | BUTLER EDDY BRIDGE | 41.12 | $ 1,361,250 |
| Snohomish County | | | $ 39,256,731 |
| 2147000010 | CARPENTER CREEK #448 | 38.27 | $ 457,875 |
| 219300005 | RILEY SLOUGH #155 | 49.43 | $ 2,549,250 |
| 219300017 | MAY CREEK #572 | 37.1 | $ 435,531 |
| 360600011 | GRANITE FALLS | 44.86 | $ 4,675,000 |
| 3912000049 | SWAMP CREEK #504 | 17.57 | $ 656,769 |
| 395900055 | SWAMP CREEK #503 | 47.55 | $ 642,675 |
| 659900010 | PILCHUCK RIVER #633 | 35.33 | $ 4,408,250 |
| 659900066 | HOWARD CREEK | 34.47 | $ 1,111,344 |
| 6620000012 | CATTLE PASS #183 | 41.06 | $ 956,175 |
| 713700055 | BLACK CREEK #547 | 43.6 | $ 1,639,138 |
| 782300004 | S.F. SAUK RIVER #540 | 20.8 | $ 1,125,300 |
| 782300005 | S.F. SAUK RIVER #539 | 22.06 | $ 706,063 |
| 7852000025 | MARTEN CREEK | 25.55 | $ 1,278,888 |
| 9210000064 | NORTH CREEK #522 | 45.4 | $ 490,188 |
| 925700001 | JIM CREEK #42 | 33.33 | $ 876,563 |
| 931900072 | SWAMP CREEK #546 | 13.01 | $ 761,063 |
| 931900073 | SWAMP CREEK #505 | 16.12 | $ 723,250 |
| 935700030 | COAL CREEK | 40.44 | $ 1,251,250 |
| 942500015 | WOODS CREEK #446 | 39.26 | $ 648,313 |
| 957100084 | SAUK RIVER #414 | 31.72 | $ 6,423,863 |
| 958000044 | PILCHUCK RIVER #581 | 45.57 | $ 1,845,938 |

| | | | |
|---|---|---|---|
| 966500005 | GREGORY ROAD | 25.72 | $ 642,675 |
| 970700107 | DEER CREEK #670 | 24.76 | $ 3,342,625 |
| 973300061 | TROUT CREEK #494 | 28.25 | $ 1,608,750 |
| Spokane County | | | $ 30,432,394 |
| 119 | ELK-CHATTAROY OVER L SPO | 40.77 | $ 1,376,375 |
| 12 | IDAHO RD OV SF ROCK CRK | 39.92 | $ 655,463 |
| 288 | SUNSET HWY OV W BR DEEP | 35.97 | $ 527,313 |
| 411 | 7-MILE OVER COULEE CREEK | 39.62 | $ 804,375 |
| 423000835 | CHATTEROY/LITTLE SPOK R | 40.1 | $ 798,188 |
| 498 | L SPO DR OVER L SPO RIV | 41.79 | $ 1,608,750 |
| 53 | CHRISTENSEN RD OVER DP C | 45.1 | $ 924,000 |
| 617000289 | WELLS RD OVER SANDERS CR | 47.21 | $ 536,250 |
| 88 | CHENEY-SPO OVER UP&BN RR | 49.8 | $ 9,025,500 |
| 900003078 | CHATTAROY OV DRAGOON CR. | 21.45 | $ 268,125 |
| 306 | FRIDEGER ROAD | 42.8 | $ 536,250 |
| 8 | L SPO DR OVER L SPO RIV | 35.07 | $ 1,644,500 |
| 242 | APPLEWAY BRIDGE OV SPO R | 4 | $ 9,856,000 |
| 499 | MONROE RD OVER DRAGOON C | 46.6 | $ 701,869 |
| 137 | BRUCE RD OVER PEONE CRK | 32.78 | $ 1,169,438 |
| Stevens County | | | $ 2,464,275 |
| 130000913 | BARSTOW | 43.04 | $ 1,358,775 |
| 526000163 | OLD ARDEN BRIDGE | 49.31 | $ 1,105,500 |
| Thurston County | | | $ 3,956,150 |
| 110000415 | OLY-YELM RD.RR.OC | 38.92 | $ 3,271,125 |
| 230000408 | HOLMES ISLAND BRIDGE | 47.23 | $ 685,025 |
| Wahkiakum County | | | $ 3,606,075 |
| 26 | ELOCHOMAN RIVER-BEAVER | 36.35 | $ 1,278,750 |
| 70 | WAHKIAKUM CO FERRY RAMP | 45.07 | $ 664,125 |
| 612 | COVERED BRIDGE GRAYS RIV | 42.2 | $ 1,663,200 |
| Walla Walla County | | | $ 8,240,994 |
| 201 | GANGUET | 47.9 | $ 595,925 |
| 34 | GOBLE | 40.01 | $ 608,988 |
| 731 | GARDENA | 18.17 | $ 2,495,625 |
| 773 | LOWDEN | 44.04 | $ 2,499,750 |
| 1325 | DELL SHARP | 47.29 | $ 1,525,906 |
| 364 | KEN NOBLE | 43.4 | $ 514,800 |
| Whatcom County | | | $ 17,913,156 |
| 0315 | TEN MILE CR | 47.42 | $ 627,000 |
| 0333 | SULPHUR CREEK | 14.13 | $ 893,750 |
| 0385 | JACKSON RD. | 40.04 | $ 1,023,000 |
| 0496 | SMITH CREEK | 46.11 | $ 1,905,750 |
| 281 | NOOKSACK RIVER | 48.43 | $ 4,397,250 |
| 336 | FERRY SLIP APPR | 49.48 | $ 577,500 |
| 386 | MIDDLE FORK | 46.64 | $ 4,433,000 |
| 1366 | GOOSEBERRY FERRY SLIP | 40.45 | $ 577,500 |
| 1291 | LUMMI ISLAND FERRY SLIP | 45.28 | $ 1,056,000 |
| 809 | SOUTH FORK | 11.99 | $ 2,422,406 |
| Whitman County | | | $ 3,614,875 |
| 0140 | NEEL | 48.56 | $ 775,500 |
| 102000170 | BRUCE | 47.36 | $ 759,688 |
| 360500019 | ZARBACH | 49.43 | $ 330,000 |
| 700500576 | AUNE | 24.66 | $ 646,250 |
| 906000421 | EDMONDSON | 44.45 | $ 536,250 |
| 941000219 | BABINSKI | 49.44 | $ 567,188 |
| Yakima County | | | $ 28,966,506 |
| 34 | NACHES ROAD SOUTH #34 | 48.36 | $ 438,075 |

| | | | |
|---|---|---|---|
| 160 | HILLCREST DRIVE #160 | 33.27 | $ 1,959,375 |
| 398 | PARKER HGHTS RD.,W. #398 | 39.61 | $ 1,850,063 |
| 460 | OLD NACHES HIGHWAY #460 | 31.82 | $ 1,195,150 |
| 473 | POWERHOUSE ROAD,WEST#473 | 49.21 | $ 726,000 |
| 476 | WESLEY ROAD #476 | 32.69 | $ 847,550 |
| 485 | MEYERS RD.,N. #485 | 10 | $ 9,421,500 |
| 502 | MEYERS RD.,N. #502 | 28.79 | $ 1,353,000 |
| 700 | DONALD-WAPATO ROAD #700 | 47.74 | $ 640,200 |
| 759 | REST HAVEN ROAD #759 | 48.63 | $ 807,813 |
| 1291 | ESCHBACH PARK #1291 | 42.84 | $ 849,063 |
| 1355 | FORT ROAD #1355 | 44.79 | $ 3,735,875 |
| 166 | TERRACE HTS DR #166 | 32.29 | $ 2,238,844 |
| 621 | GREEN VALLEY ROAD #621 | 34.6 | $ 823,969 |
| 712 | TULE ROAD #712 | 45.39 | $ 1,340,625 |
| 801 | OLD NACHES HIGHWAY #801 | 46.41 | $ 739,406 |
| Total | | | $ 544,850,831 |

## ATTACHMENT A: Annual Road Maintenance Need by County

| Annual Road Maintenance Need | | | | | | |
|---|---|---|---|---|---|---|
| | Arterial Roads | | Access Roads | | Total | |
| County | Mileage | Need | Mileage | Need | Mileage | Need |
| Adams | 668 | $ 11,355,633 | 1,107 | $ 10,783,796 | 1,776 | $ 22,139,428 |
| Asotin | 173 | $ 3,127,616 | 227 | $ 2,663,746 | 400 | $ 5,791,362 |
| Benton | 349 | $ 6,744,552 | 512 | $ 7,029,884 | 861 | $ 13,774,436 |
| Chelan | 238 | $ 4,935,274 | 415 | $ 5,387,019 | 653 | $ 10,322,293 |
| Clallam | 130 | $ 2,716,945 | 355 | $ 5,509,541 | 485 | $ 8,226,486 |
| Clark | 440 | $ 13,726,189 | 677 | $ 13,081,757 | 1,116 | $ 26,807,946 |
| Columbia | 230 | $ 3,759,533 | 273 | $ 2,382,467 | 503 | $ 6,142,000 |
| Cowlitz | 223 | $ 5,963,259 | 311 | $ 5,244,382 | 534 | $ 11,207,641 |
| Douglas | 438 | $ 8,200,495 | 1,192 | $ 8,686,668 | 1,630 | $ 16,887,162 |
| Ferry | 231 | $ 3,910,901 | 508 | $ 3,470,930 | 739 | $ 7,381,831 |
| Franklin | 353 | $ 6,400,149 | 636 | $ 7,449,558 | 989 | $ 13,849,707 |
| Garfield | 213 | $ 3,346,936 | 234 | $ 1,840,487 | 447 | $ 5,187,423 |
| Grant | 918 | $ 17,346,382 | 1,609 | $ 17,745,851 | 2,527 | $ 35,092,234 |
| Grays Harbor | 262 | $ 4,893,222 | 302 | $ 4,315,646 | 563 | $ 9,208,868 |
| Island | 216 | $ 5,320,986 | 368 | $ 6,153,338 | 583 | $ 11,474,324 |
| Jefferson | 138 | $ 2,485,944 | 259 | $ 3,512,347 | 396 | $ 5,998,291 |
| King | 518 | $ 18,690,646 | 1,240 | $ 25,405,771 | 1,758 | $ 44,096,418 |
| Kitsap | 313 | $ 11,560,566 | 629 | $ 12,753,067 | 942 | $ 24,313,634 |
| Kittitas | 310 | $ 5,634,222 | 254 | $ 3,251,974 | 564 | $ 8,886,197 |
| Klickitat | 376 | $ 6,962,197 | 709 | $ 6,985,152 | 1,084 | $ 13,947,349 |
| Lewis | 292 | $ 6,489,924 | 758 | $ 11,323,134 | 1,050 | $ 17,813,058 |
| Lincoln | 658 | $ 10,535,404 | 1,343 | $ 12,271,487 | 2,001 | $ 22,806,891 |
| Mason | 273 | $ 5,965,742 | 345 | $ 5,042,731 | 618 | $ 11,008,474 |
| Okanogan | 513 | $ 8,511,798 | 871 | $ 8,709,411 | 1,384 | $ 17,221,209 |
| Pacific | 130 | $ 2,768,868 | 220 | $ 3,163,244 | 351 | $ 5,932,112 |
| Pend Oreille | 181 | $ 3,230,945 | 379 | $ 4,035,235 | 560 | $ 7,266,180 |
| Pierce | 676 | $ 24,459,370 | 875 | $ 17,659,346 | 1,550 | $ 42,118,716 |
| San Juan | 87 | $ 1,534,316 | 184 | $ 2,325,422 | 271 | $ 3,859,738 |
| Skagit | 355 | $ 7,623,677 | 444 | $ 6,765,241 | 799 | $ 14,388,918 |
| Skamania | 86 | $ 1,530,953 | 153 | $ 2,055,963 | 238 | $ 3,586,915 |
| Snohomish | 519 | $ 16,547,191 | 1,142 | $ 22,892,589 | 1,661 | $ 39,439,780 |
| Spokane | 798 | $ 19,655,761 | 1,741 | $ 21,475,738 | 2,539 | $ 41,131,499 |
| Stevens | 562 | $ 10,075,944 | 929 | $ 9,504,546 | 1,491 | $ 19,580,490 |
| Thurston | 340 | $ 9,111,895 | 690 | $ 12,168,202 | 1,031 | $ 21,280,097 |
| Wahkiakum | 85 | $ 1,673,255 | 58 | $ 789,873 | 144 | $ 2,463,128 |
| Walla Walla | 464 | $ 8,635,706 | 498 | $ 5,814,327 | 962 | $ 14,450,034 |
| Whatcom | 361 | $ 8,448,927 | 591 | $ 9,253,348 | 952 | $ 17,702,274 |
| Whitman | 618 | $ 10,187,393 | 1,291 | $ 9,593,222 | 1,909 | $ 19,780,615 |
| Yakima | 753 | $ 15,311,337 | 905 | $ 11,119,618 | 1,658 | $ 26,430,955 |
| **Grand Total** | **14,485** | **$ 319,380,051** | **25,234** | **$ 329,616,060** | **39,719** | **$ 648,996,111** |

## ATTACHMENT B: Annual/6-Year Road Preservation Need by County

| Annual Road Preservation Need | | | | | | | |
|---|---|---|---|---|---|---|---|
| | Arterial Roads | | Access Roads | | Total | | 6-Yr |
| County | Mileage | Need | Mileage | Need | Mileage | Need | Need |
| Adams | 668 | $ 20,210,135 | 1,107 | $ 10,221,960 | 1,776 | $ 30,432,095 | $ 182,592,567 |
| Asotin | 173 | $ 6,118,147 | 227 | $ 2,795,681 | 400 | $ 8,913,828 | $ 53,482,967 |
| Benton | 349 | $ 11,715,949 | 512 | $ 5,655,483 | 861 | $ 17,371,432 | $ 104,228,594 |
| Chelan | 238 | $ 8,025,375 | 415 | $ 4,244,992 | 653 | $ 12,270,367 | $ 73,622,203 |
| Clallam | 130 | $ 4,339,557 | 355 | $ 3,481,154 | 485 | $ 7,820,711 | $ 46,924,267 |
| Clark | 440 | $ 21,880,252 | 677 | $ 10,757,840 | 1,116 | $ 32,638,091 | $ 195,828,547 |
| Columbia | 230 | $ 7,000,435 | 273 | $ 2,524,350 | 503 | $ 9,524,785 | $ 57,148,713 |
| Cowlitz | 223 | $ 8,707,496 | 311 | $ 3,479,719 | 534 | $ 12,187,215 | $ 73,123,288 |
| Douglas | 438 | $ 14,804,651 | 1,192 | $ 11,637,054 | 1,630 | $ 26,441,705 | $ 158,650,233 |
| Ferry | 231 | $ 7,027,195 | 508 | $ 4,686,344 | 739 | $ 11,713,539 | $ 70,281,235 |
| Franklin | 353 | $ 11,124,473 | 636 | $ 6,147,348 | 989 | $ 17,271,821 | $ 103,630,924 |
| Garfield | 213 | $ 6,391,838 | 234 | $ 2,160,741 | 447 | $ 8,552,579 | $ 51,315,475 |
| Grant | 918 | $ 29,226,624 | 1,609 | $ 15,155,763 | 2,527 | $ 44,382,386 | $ 266,294,317 |
| Grays Harbor | 262 | $ 8,267,223 | 302 | $ 2,898,923 | 563 | $ 11,166,146 | $ 66,996,875 |
| Island | 216 | $ 8,137,252 | 368 | $ 3,966,276 | 583 | $ 12,103,528 | $ 72,621,167 |
| Jefferson | 138 | $ 4,245,981 | 259 | $ 2,487,671 | 396 | $ 6,733,653 | $ 40,401,915 |
| King | 518 | $ 29,826,145 | 1,240 | $ 20,977,775 | 1,758 | $ 50,803,919 | $ 304,823,516 |
| Kitsap | 313 | $ 16,921,168 | 629 | $ 9,968,325 | 942 | $ 26,889,493 | $ 161,336,958 |
| Kittitas | 310 | $ 9,562,664 | 254 | $ 2,357,541 | 564 | $ 11,920,205 | $ 71,521,229 |
| Klickitat | 376 | $ 11,703,053 | 709 | $ 6,542,323 | 1,084 | $ 18,245,375 | $ 109,472,253 |
| Lewis | 292 | $ 10,124,468 | 758 | $ 7,389,473 | 1,050 | $ 17,513,941 | $ 105,083,649 |
| Lincoln | 658 | $ 19,956,257 | 1,343 | $ 12,395,178 | 2,001 | $ 32,351,434 | $ 194,108,606 |
| Mason | 273 | $ 9,217,786 | 345 | $ 3,223,361 | 618 | $ 12,441,147 | $ 74,646,884 |
| Okanogan | 513 | $ 15,487,214 | 871 | $ 8,039,664 | 1,384 | $ 23,526,877 | $ 141,161,265 |
| Pacific | 130 | $ 4,326,327 | 220 | $ 2,035,228 | 351 | $ 6,361,556 | $ 38,169,335 |
| Pend Oreille | 181 | $ 5,522,522 | 379 | $ 3,497,276 | 560 | $ 9,019,799 | $ 54,118,792 |
| Pierce | 676 | $ 39,935,688 | 875 | $ 15,153,915 | 1,550 | $ 55,089,602 | $ 330,537,615 |
| San Juan | 87 | $ 2,613,436 | 184 | $ 1,700,244 | 271 | $ 4,313,680 | $ 25,882,079 |
| Skagit | 355 | $ 12,403,875 | 444 | $ 4,745,443 | 799 | $ 17,149,317 | $ 102,895,905 |
| Skamania | 86 | $ 2,592,028 | 153 | $ 1,410,961 | 238 | $ 4,002,989 | $ 24,017,935 |
| Snohomish | 519 | $ 25,324,356 | 1,142 | $ 18,445,728 | 1,661 | $ 43,770,084 | $ 262,620,503 |
| Spokane | 798 | $ 32,771,745 | 1,741 | $ 19,510,038 | 2,539 | $ 52,281,782 | $ 313,690,694 |
| Stevens | 562 | $ 17,387,749 | 929 | $ 8,574,131 | 1,491 | $ 25,961,880 | $ 155,771,281 |
| Thurston | 340 | $ 14,192,765 | 690 | $ 9,088,358 | 1,031 | $ 23,281,123 | $ 139,686,739 |
| Wahkiakum | 85 | $ 2,719,918 | 58 | $ 538,962 | 144 | $ 3,258,881 | $ 19,553,285 |
| Walla Walla | 464 | $ 15,304,561 | 498 | $ 5,169,139 | 962 | $ 20,473,700 | $ 122,842,201 |
| Whatcom | 361 | $ 13,135,453 | 591 | $ 6,367,131 | 952 | $ 19,502,584 | $ 117,015,505 |
| Whitman | 618 | $ 18,753,282 | 1,291 | $ 11,917,225 | 1,909 | $ 30,670,507 | $ 184,023,040 |
| Yakima | 753 | $ 25,755,405 | 905 | $ 9,318,232 | 1,658 | $ 35,073,637 | $ 210,441,821 |
| **Grand Total** | **14,485** | **$ 532,760,446** | **25,234** | **$ 280,666,950** | **39,719** | **$ 813,427,396** | **$ 4,880,564,377** |

## Washington Transportation Plan—State of the Cities Transportation System

Over the next few decades, cities will continue to serve as the economic engines for Washington State. In large measure, cities are already a built environment. The city street systems we see today will continue to be the backbone of their transportation system. The primary growth in city street miles will occur through annexation of areas with existing county roads or infilling parts of the existing network. However, the condition of our cities transportation system is in peril. Pavement ratings from 2006 to 2010 show the statewide average declining from an average score of 72 (of 100) to 69 (of 100). Without the benefit of the Transportation Improvement Board's Small City Programs, city street ratings would be worse.

<u>What cities invest in today and tomorrow:</u>

On average cities invest approximately $1 billion in transportation annually. Cities will continue to invest in their existing street system. An ongoing challenge will be improving recently annexed streets to the urban standards citizens expect.

Larger economic centers will need to make significant and costly improvements for congestion relief, freight mobility, and earthquake protection.

Cities that are less than five thousand in population will continue to cobble together limited local resources with state assistance in order to preserve their system. "Main Street" for many of these cities is a state highway which is primarily a state responsibility.

Managing stormwater associated with transportation-related infrastructure is a growing challenge, especially for those 100 cities subject to stormwater permits issued under the federal Clean Water Act.

<u>How will city transportation be funded in the future?</u>

Future city transportation funding will continue to be an enormous challenge. Approximately 70 percent of city transportation dollars come from a city's general fund—the same fund used for other vital city services such as police and fire protection. In the current economy, general fund spending for transportation facility maintenance and operations has been severely reduced or eliminated. Although cities might expect a larger share of future state transportation revenues, cities will fund their system with the following mix of revenues:

- Local options: Cities are trending toward adopting Transportation Benefit Districts to assist (not wholly fund) their system. Cities continue to seek authority for dedicated funding sources that will reduce or eliminate transportation funding dependence on general fund dollars.
- State direct distribution: With approximately 25 percent of the state's vehicle miles traveled occurring on city streets, the nexus exists to continue to receive a share of the state's transportation revenues.
- State grants: Large urban cities serve as regional centers. State grant programs are vital in assisting the funding of urban corridors that serve the region and state. Small cities lack the economic base to fully fund their transportation system and are dependent upon state grants.

**Washington State Transit Association**
**November 16, 2010**
**2020 Transit Funding Needs**

The Washington State Transit Association (WSTA) was requested to assist in the development of an analysis of the level of new funding required in the year 2020 to maintain current levels of transit service. WSTA approached this issue by developing a data template and surveying the state's public transportation providers. The results of this analysis are presented below.

The analysis is presented by size of transit system using the federal definitions for Urban, Small Urban and Rural systems.

- Urban systems serve urbanized areas of greater than 200,000 in population. In Washington, this includes:
  - Sound Transit
  - King County Metro
  - Community Transit (Snohomish County)
  - Pierce Transit
  - C-Tran (Clark County)
  - Spokane Transit
  - Everett Transit

- Small Urban systems are systems serving an urban area between 50,000 and 200,000 in population. These include:
  - Yakima Transit
  - Whatcom Transit
  - Ben Franklin Transit
  - Intercity Transit (Thurston County)
  - Kitsap Transit
  - Link Transit (Chelan and Douglas County)
  - Skagit Transit
  - Community Urban Bus System or CUBS (Longview)

- Rural Systems
  - Asotin County Transit
  - Clallam Transit
  - Columbia County Public Transportation
  - Garfield County Public Transportation
  - Grant Transit
  - Grays Harbor Transit
  - Island Transit
  - Jefferson Transit
  - Mason Transit
  - Pacific Transit
  - Pullman Transit
  - Selah Transit
  - Twin Transit (Lewis County)
  - Union Gap Transit
  - Valley Transit (Walla Walla)

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**Urban Transit Systems**

The urban systems include Sound Transit, the four systems serving central Puget Sound, C-Tran in southwest Washington, and Spokane Transit in eastern Washington. All of these systems have seen a devastating drop in sales tax revenue between 2007 and 2009 that has resulted in service reductions and fare increases. These drops in sales tax revenues range from 12.2% at Spokane Transit to 21.8% at Everett Transit. 2010 revenues have shown signs of leveling off with revenues ranging from a 3.5% decrease at Spokane Transit to a 2.5% increase at C-Tran.

Sound Transit has also been hard hit by the drop in sales tax revenue and the slowing economy. Sound Transit has seen a 24.3% drop in sales tax revenue as compared to July 2008. Sound Transit's Motor Vehicle Excise Tax (MVET) revenues are down 28.5% over this same period. This represents a $3.8 billion drop in revenues for Sound Transit over the 2009-2020 time period. Sound Transit has identified almost $7.5 million in savings for its ST Express bus program to be implemented in 2011 and will reduce service on some under-performing ST Express routes; defer planned expansions on other routes; and achieve savings through more efficient scheduling. The full implementation of Sound Transit 2 projects and services cannot occur in the 15 years originally estimated due to this revenue shortfall.

The following table provides an estimate of the revenue shortfall of each of the urban transit systems between 2011 and 2020 if current service levels were to be continued. A number of systems have already implemented significant cuts and notes in the table indicate whether the funding estimates are based on restoring these cuts or simply maintaining current levels of service.

The 2015 Funding Need column is the estimated funding needed in the single year, 2015, to maintain current service levels in that year. The 2020 Funding Need column shows the shortfall for the year 2020. The 2011-2020 Funding Need column shows the total shortfall over the 10 year period to maintain 2010 levels of service.

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## URBAN TRANSIT SYSTEMS

| Transit System | 2015 – Annual Funding Need | 2020 – Annual Funding Need | 2011-2020 Cumulative Funding Need | Notes |
|---|---|---|---|---|
| **King County Metro** | $116,642,000 | $130,991,136 | $932,888,413 | King County has a financial plan balanced with service reductions and deferral of planned service expansion. These figures illustrate the funding needed to maintain existing service levels and restore existing service plans. Approximately 66% of this cost is for maintaining service levels with 34% needed to restore planned service expansion. KCM is at the maximum local sales tax level of .9% and has dramatically increased fares through four $.25 cent base fare increases since 2008. |
| **Sound Transit** | $245,494,681 | $302,963,537 | $2,561,642,487 | Sound Transit currently has a total revenue shortfall of approximately $3.9 billion for the 2009 – 2023 ST2 build out period versus the forecast prepared prior to the November 2008 ST2 vote. The current ST financial plan is balanced due to reduction in service levels; deferral of voter approved system expansions, as well as increased financial risk resulting from elimination or reduction of capital reserves and contingencies. The "funding need" amounts represent additional funding required to restore all reductions to current and voter approved service levels, restore all deferred system expansions and mitigate additional financial risk taken to balance the ST financial plan. |
| **Community Transit** | $36,000,000 | $33,000,000 | $334,000,000 | Community Transit implemented a 15% service reduction in 2010 and will make equivalent if not greater cuts in 2012. Community Transit is at the maximum local sales tax level of .9%. Community Transit's 2010 budget estimates a $207million revenue shortfall in the 6-year period from 2007 to 2013. The long-term forecast does show restoration of Sunday and holiday service |
| **Pierce Transit** | $36,466,325 | $38,512,156 | $261,093,968 | Pierce Transit is at .6% local sales tax level and has a measure to increase the tax to .9% on the February 2011 ballot. Without a sales tax increase, Pierce Transit estimates a 35% service reduction will be required. The funding needs shown in this table begin in 2010. Sales tax collections began to decline in December 2007 and Pierce Transit began to draw down reserves. The funding needs shown here do not include draw downs of reserves prior to 2010. |

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| Transit System | 2015 – Annual Funding Need | 2020 – Annual Funding Need | 2011-2020 Cumulative Funding Need | Notes |
|---|---|---|---|---|
| **Spokane Transit** | $13,000,000 (est. to maintain current service)<br>None (with indicated service reductions. | $16,000,000 (est. to maintain current service levels)<br>None (with indicated service reductions) | $134,000,000 (to maintain service)<br>$11,498,000 (with indicated service reductions) | The Spokane Transit forecast is predicated on service reductions of 2% in 2010, 7% in 2011, and 7% in 2012 and an unprecedented fare increase plan. Additionally, the 2010 – 2015 capital plan is reduced by $23M. Even with the service and capital reductions a cash balance of -$11.5M by 2020 and unfunded board designated reserve requirements of $17.4M is forecast for a total deficit of $28.5M To avoid the reductions and sustain the current level of service, associated capital, and reserve requirement would require approximately $134M in additional revenue through 2020. |
| **C-Tran** | $13,701,236 | $16,272,700 | $139,542,631 | C-Tran's sales tax rate is currently at .5%. C-Tran has implemented a 5% service reductions and intends to place a sales tax measure on the November 2011 ballot. A .2% increase is needed to maintain service levels. A .1% measure is also anticipated to address the operating and maintenance cost of a light rail line built as part of the Columbia River Crossing project. |
| Everett Transit | $1,822,544 | $2,164,610 | $18,964,301 | Everett Transit's sales tax rate is at .6%. A service reduction of 7.5% will be implemented in November 2010. |
| **TOTAL – URBAN SYSTEMS** | **$463,126,786** | **$539,904,139** | **$4,382,131,800** | **Washington State's Urban transit systems forecast a $463,000,000 deficit in 2015 to maintain 2010 levels of service. This deficit increases to $539,000,000 by 2020 with accumulative funding need of approximately $4.3 billion over the 10 year period. This does not include any growth in service to keep pace with population growth or demand. This does include the restoration of capital funding to Sound Transit to meet the ST2 construction program.** |

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## SMALL URBAN TRANSIT SYSTEMS

| Transit System | 2015 – Annual Funding Need | 2020 – Annual Funding Need | 2011-2020 – Cumulative Funding Need | Notes |
|---|---|---|---|---|
| **Kitsap Transit** | None | $10,500,000 | $30,992,000 | Kitsap Transit has implemented significant service reductions including elimination of Sunday service. Kitsap Transit can maintain the current, reduced service levels through 2015 but cannot sustain these levels after this date. Kitsap Transit sales tax for transit is currently at 0.8%. |
| **Intercity Transit** | None | None | None | Intercity Transit passed a .2% sales tax increase in August 2010. This increase will allow Intercity Transit to maintain current service levels but allows little or no growth. |
| **Whatcom Transit** | $7,261,000 | $8,623,790 | $67,859,655 | Whatcom Transit's sales tax rate is at 0.6%. A measure to increase the rate to 0.8% failed in early 2010. Service reductions o f14% took place in September 2010 and reserves will be drawn down to maintain this service level. |
| **Ben-Franklin Transit** | $4,414,586 | $5,243,144 | $47,955,394 | Ben Franklin Transit's current sales tax rate is at 0.6%. The current service level is not sustainable without an increase in revenues. |
| **LINK Transit** | $1,260,240 | $1,496,769 | $13,625,527 | LINK Transit' current sales tax rate is .4%. LINK Transit's sales tax revenue fell approximately 7% in 2009 and is down an additional 9.8% IN 2010. |
| **Yakima Transit** | None | None | None | Yakima Transit has a need for a new maintenance and operations facility that will create a deficit in 2012 through 2015. |
| **Skagit Transit** | None | None | None | Skagit Transit passed a sales tax increase in 2008. This increased the rate from .2 to .4%. This has allowed service levels to be maintained. |
| **CUBS** | None | None | None | CUBS increased the local sales tax in 2009 and can maintain current service levels. |
| **TOTAL – SMALL URBAN SYSTEMS** | **$12,935,826** | **$25,863,703** | **$160,432,576** | **Washington State's Small Urban systems also show a significant funding shortfall to maintain current levels of service through 2020. There is much more variance among small urban systems as several have recently passed sales tax increases and others have already implemented significant service reductions. Even these systems require additional funding to keep pace with population growth. The cumulative funding shortfall for the Small Urban systems is $150 million by 2020.** |

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**RURAL SYSTEMS**

The State Of Washington has 15 rural transit systems and rural transit in Washington is a model for other states. The 2008 operating budget for these systems was $32,000,000 while the capital expenditures were $3,800,000. This is approximately 3% of the total operating expenditures and 1% of capital expenditures.

Adequate data for forecasting the 2020 funding needs for rural systems is difficult to obtain. In general, rural systems are facing funding challenges similar to those of larger systems and often face local economic environments that make increasing sales tax rates difficult or impossible. A significant increase in state and/or federal funding for rural transportation is required to maintain the mobility and access to service of rural residents.

**SUMMARY**

The above tables illustrate that Washington's public transit systems require approximate $480,000,000 in additional revenue in the year 2015 to maintain 2010 service and over $565,000,000 is needed in the year 2020. The total need in the 10-year period, 2010 to 2020, is in excess of $4.54 billion and this is only to maintain the 2010 status quo and planned construction. Additional funding will be required if transit systems are to maintain pace with population growth and meet the needs of an aging population.

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