



CONNECTING WASHINGTON TASK FORCE

Summary of Need Statement Presentations from July 19 Meeting

September 9, 2011

City Transportation Overview

Current Conditions:

- 63% of the state's population resides in cities; 27% of all trips occur on city streets.
- Lane miles in cities have increased 47% since 1990.
- Three cities operate transit systems (Everett, Pullman and Yakima)
- Cities depend heavily on their general fund dollars for transportation.
- There is competition for those dollars to provide essential services such as fire and police.
- Pavement condition ratings in cities are declining. The number of lane miles that will require expensive reconstruction is increasing.
- Competitive grants and much of cities' share of the gas tax is targeted to new construction resulting in more deferred maintenance.

City Transportation Overview

Hopes and Expectations:

- A State Funding Package with:
 - Direct distribution – cities need a larger portion than they received in 2003, 2005 packages
 - Preservation funding
 - Stable transit funding and support for Transit Oriented Development
 - A significant storm water component
 - Funding for retrofit of sidewalk networks to meet Americans with Disabilities Act requirements.
- Local options for dedicated transportation funding:
 - Transportation Benefit Districts (already authorized)
 - Authority to create street maintenance utilities with voter approval

County Transportation Overview

Current Conditions:

- County roads comprise 46% of the total lane miles in Washington, and carry 16.1% of the miles travelled.
- Mileage varies greatly among counties – more than 2,500 miles in Spokane and Grant; less than 300 in Skamania and Wahkiakum.
- All of us depend on the entire system.
- Counties operate two transit systems – King County METRO and Grays Harbor Transit.
- Four counties (Whatcom, Skagit, Pierce and Wahkiakum) provide vehicle and passenger ferry service.
- King County also operates a passenger only ferry system through a county ferry district.
- Counties own and maintain several regional trail systems.

County Transportation Overview

Current Conditions (cont.)

- Counties own and maintain just over 3,300 bridges; one-fifth are either structurally deficient or functionally obsolete.
- Over 200 county bridges currently have a sufficiency rating low enough to qualify for federal funding. At the current level of funding (federal only) it would take 20 years to replace them.
- County roads account for 40% of all speeding fatalities, but only 16% of all vehicle miles travelled.
- Removal of fish barriers and storm water control are emerging challenges.
- Local funding represents 48% of expenditures; state funds 27%.
- Reliance on property tax is problematic with 1% cap and assessed values dropping.

County Transportation Overview

Hopes and Expectations:

Funding needs include:

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

Public Transportation Overview

Current Conditions:

- 31 public transit systems – regional, urban, small urban and rural
- Reaches 85% of the state's population
- 203 million passenger trips annually by fixed route bus
- 8.1 million passenger trips annually by vanpool
- 4.8 million passenger trips annually by paratransit /demand response
- 73% of revenue for transit comes from sales tax; fares and federal funding provide 25%
- Sales tax revenues have plummeted in the recession
- Transit systems have been forced to:
 - Increase fares
 - Defer or cancel capital projects
 - Cut service, lay off workers, and eliminate options for some transit-dependent people
 - Pierce Transit will reduce service 35% in 2011
 - Community Transit cuts will approach 37% by 2012

Public Transportation Overview

Hopes and Expectations:

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

With increased capacity, Transit can:

- ↓ Congestion
- ↓ Fossil fuel dependency
- ↑ Connectivity
- ↑ Respond to needs of an aging population

State Department of Transportation Overview

Current Conditions:

Between 2010 and 2020:

- The population of Washington is expected to grow 28.5%, employment by 24.7%.
- Statewide vehicle miles travelled are projected to increase 7.1% to 60 billion per year.
- Ferry ridership is expected to increase by 14.5%.
- Freight is predicted to grow by 5% annually between 2008 and 2035; freight volumes are expected to triple to 975 million tons annually by 2035.
- Transit ridership is expected to grow by 90% between now and 2040 in the Central Puget Sound region.*

*Puget Sound Regional Council

State Department of Transportation Overview

Current Conditions:

- 76% of all state transportation investments are financed by the gas tax.
- Gas tax revenue is limited, committed, and doesn't keep up with inflation and growing demand.

37.5 ¢ Per gallon Washington state gas tax rate as of July 1, 2008

-9.5 ¢ 261 specific transportation projects statewide (2005 Transportation Partnership Projects)*

-5.0 ¢ 160 specific transportation projects statewide (2003 Nickel Package projects)

23.0 ¢ Base Gas Tax

-11.0 ¢ Supports cities and counties for local roads

-4.0 ¢ Supports debt service to reduce bond debt that funded past highway and ferry projects

8.0 ¢ Remains for maintenance and operations as well as preservation, safety improvements, and congestion-relief projects for state highways and ferries

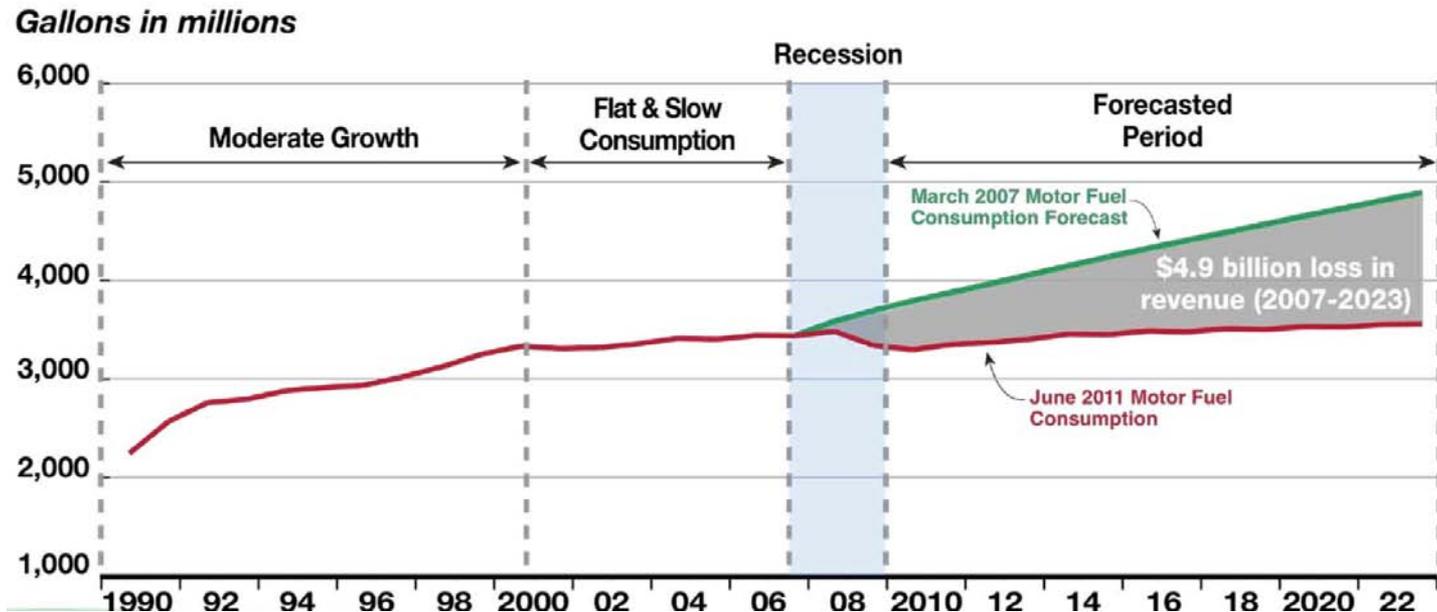
*Of the 9.5¢, 8.5¢ is used by the state for highway projects, 1¢ goes to cities and counties for improvements to streets and roads.

State Department of Transportation Overview

Current Conditions:

Revenue forecasts have been reduced

- More fuel-efficient and alternative-powered vehicles, along with a weak economic recovery, reduce the demand for fuel.
- Since March 2007, projected fuel tax revenues have fallen by \$4.9 billion over a 16-year period.



Source: Transportation Economic and Revenue Forecast, March 2007- June 2011

The entire transportation system has been affected by the weak economy.

- Personal auto travel declines as jobs are lost and households strain to pay \$3.00-\$4.00 per gallon for gasoline. Result: less driving means lower gas tax revenues.
- Slow-down in economic activity means less trade, less freight, and less transportation revenue collected.
- Property values and real estate sales are main contributors to city and county road funding. Each have plummeted.
- Transit systems depend heavily on local sales tax revenues, which dropped 12.7% from 2008 to 2009. Meanwhile, the demand for public transportation is increasing at the same time revenues are dropping.