

# **WASHINGTON STATE TRANSPORTATION COMMISSION**

**CITY TRANSPORTATION ISSUES, CHALLENGES AND PRIORITIES**

**TUESDAY, APRIL 21, 2009**

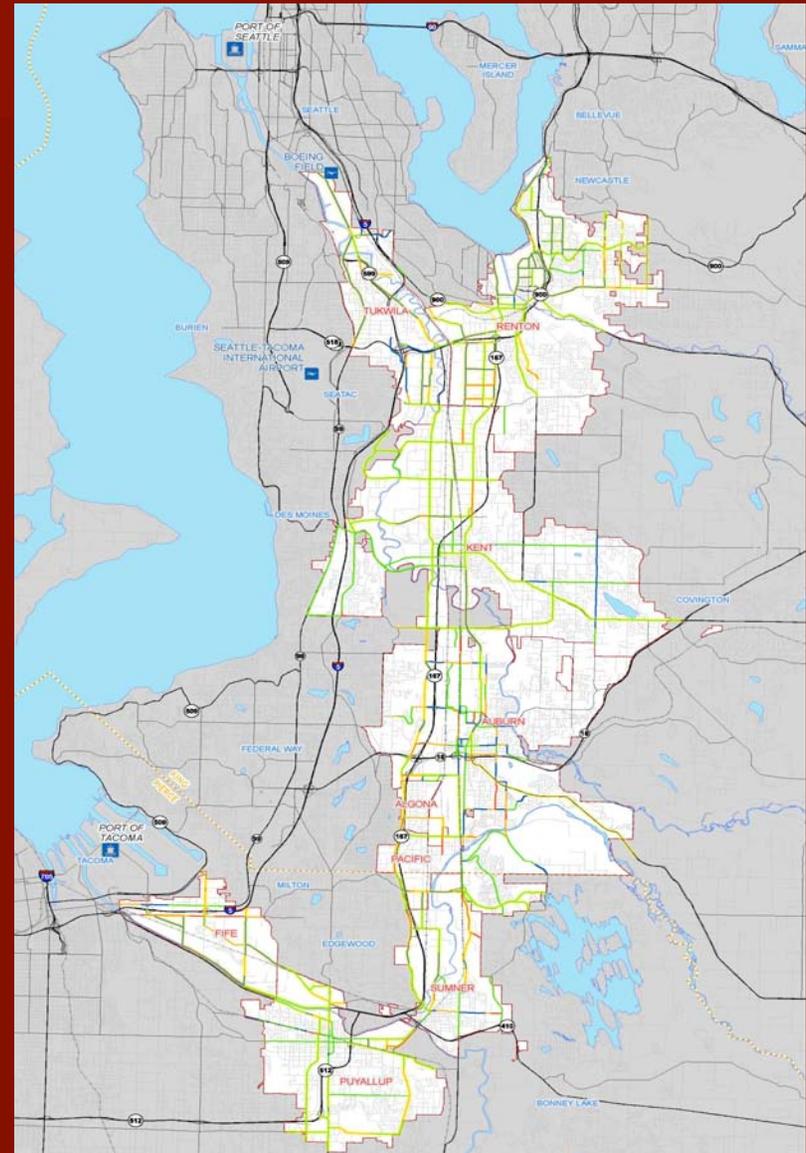
***HOLIDAY INN HOTEL & SUITES  
OLYMPIA ROOM***

***22318 84TH Avenue South  
Kent, WA 98032***

# Regional Freight Mobility- Concerns

**Auburn and eight other Valley Cities make up the largest Industrial Center for the Puget Sound Region. To continue to accommodate the growing freight needs of the region, reliable sources of transportation funding beyond local sources are needed.**

- **This Industrial Center accommodates the freight needs of the region that rely heavily on truck and rail traffic.**
- **Providing the infrastructure to support regional freight needs generates unique transportation and land use impacts.**
- **Reopening of the Stampede Pass rail line will significantly increase freight traffic throughout the region.**



# Valley Cities Revenues to the State

- 2007 Survey Conducted by our Finance Departments as a joining effort indicated that:
- Population: 251,799
- Zoning Light Commercial: 3518 Acres
- Zoning Heavy Commercial: 4914 Acres
- Zoning Industrial: 12,475 Acres
- State Portion Sales Tax: \$200,737,400
- Annual Revenues from Freight: \$0
- ROI to local Agencies 0
- Is this a wise Investment of our Land?

# Impact of Stampede Pass

In response to a request from the City of Auburn, the Washington State Legislative Transportation Committee funded a study of the impacts to traffic of reopening the Stampede Pass rail line of the BNSF Railway in 1996. The study findings were:

- Significant local impacts to traffic and emergency response were identified.
- Projected that 22 trains will utilize Stampede Pass line daily.
- Due to slow rail operating speeds, *each* train was anticipated to block traffic for seven to twelve minutes.
- The study concluded that in order to allow the City's arterial and emergency response system to work effectively a series of arterial roads would need to be grade separated from the railway.
- M Street SE-not yet grade separated remains a primary emergency response route, freight route and community artery.
- The road handles over 17,000 vehicles per day including 1,000 trucks and 55 school buses.

## City of Auburn's M Street Grade Separation

This proposed project is located on M Street SE between 4th and 6th Streets SE. Benefits include:

- Removing the conflict of rail and vehicle traffic
- Improving freight mobility for trains and trucks
- Improving emergency vehicle access



# Truck Routes on Local Arterials

## *What's the Problem?*

- Major investments in regional and local arterials designated as freight corridors have not been made!
  - The majority of city Arterials were never designed or built to a structural standard to support heavy freight loads
  - Modern longer & heavier trucks now use our deteriorated roads that lack capacity features. Special geometric considerations (curb radii, grades, etc.).

# Truck Routes on Local Arterials

## *What's the Problem? (cont)*

- Major investments in regional and local arterials designated as freight corridors have not been made!
  - SR 167 cannot handle AM & PM peak traffic shedding heavy interstate freight off onto our parallel arterials.
  - Increased delays to freight related trucks due to increased freight related traffic.
  - Auburn receives insufficient revenues from the State and Region to mitigate freight impacts.

# Valley Cities Assessment

- 2007 Auburn worked with Valley Cities to perform an assessment of our regionally significant freight routes to determine present condition and the estimated cost to restore their condition to a Pavement Condition Index of 70 using modern freight structural standards.
- Results of this survey were:

# Centerline Distance of Valley Cities PCI Data

**TOTAL COLLECTION 253.28 MI**

## **TOTAL CENTERLINE DISTANCE BY PCI RATINGS**

- GOOD- 163.07 MI
- FAIR-35.55 MI
- POOR- 36.24 MI
- VERY POOR-18.13 MI

## **ESTIMATED DEFERRED CENTERLINE MILES OF MAINTENANCE COST SIGNIFICANT ROUTES**

■ ALGONA	\$ 2,000,000	2.50 MI
■ AUBURN	\$ 29,000,000	21.70 MI
■ FIFE	\$ 5,200,000	12.20 MI
■ KENT	\$ 10,000,000	17.00 MI
■ PACIFIC	\$ 20,300,000	3.60 MI
■ PUYALLUP	\$ 5,132,000	21.31 MI
■ RENTON	\$ 16,449,000	65.00 MI
■ SUMNER	\$ 2,700,000	10.55 MI
■ TUKWILA	\$ 4,950,000	11.70 MI

**TOTAL \$ 95,731,733 165.56.MI**

# Land Use

**Historically since WW II the Auburn has supported freight oriented development that consolidates manufacturing, warehousing, distribution, and freight forwarding operations in a location with ready access to a multimodal transportation network.**

- As freight impacts to our streets grew revenues from the state or region have declined
- The burden for Preservation of existing freight corridors rest clearly on Auburn.
- Land uses that support the freight industry generate little local revenues a city can collect.

# Auburn's Freight Successes

- **When funding is available we have been able to successfully deliver large projects on schedule and within budget.**

3<sup>rd</sup> Street SE Grade Separation Project Cost = \$32.5 M

Partners: City Street, City Utility, and TIB

South 277<sup>th</sup> Street Cost = \$35.5 M

Partners: City Street & Utilities, Development, FHWA, FMSIB, State, TIB, Port of Seattle, Port of Tacoma, King County, BNSF RR, UP RR, and Private Utilities

West Valley Highway Cost = \$539,000

Partners: City Street, City Utility, and TIB



**Before/After**

### **3<sup>rd</sup> Street SW – Auburn**

- Alleviated traffic congestion
- Improved safety; increased train speeds & reduced truck delays
- Improved connections to SR 18
- Provides convenient access to a commuter rail & transit hub





## S 277<sup>th</sup> Street – Kent/Auburn

## Before/After

- Improved safety; reduced delays for trains, trucks and traffic
- Increased capacity of regional roads – from two to four lanes
- Integrates an Intelligent Transportation Systems (ITS)

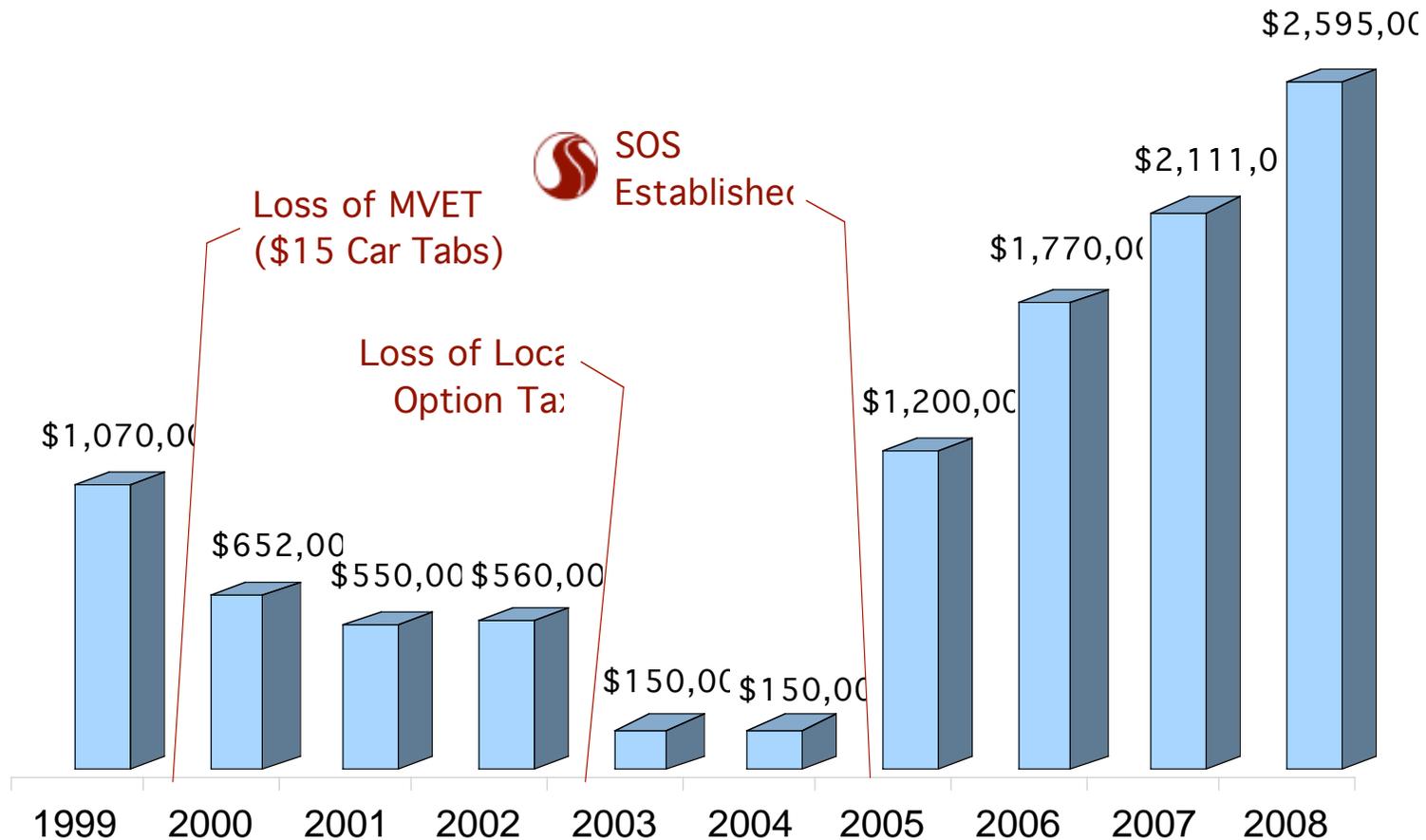


# Auburn's Freight Successes

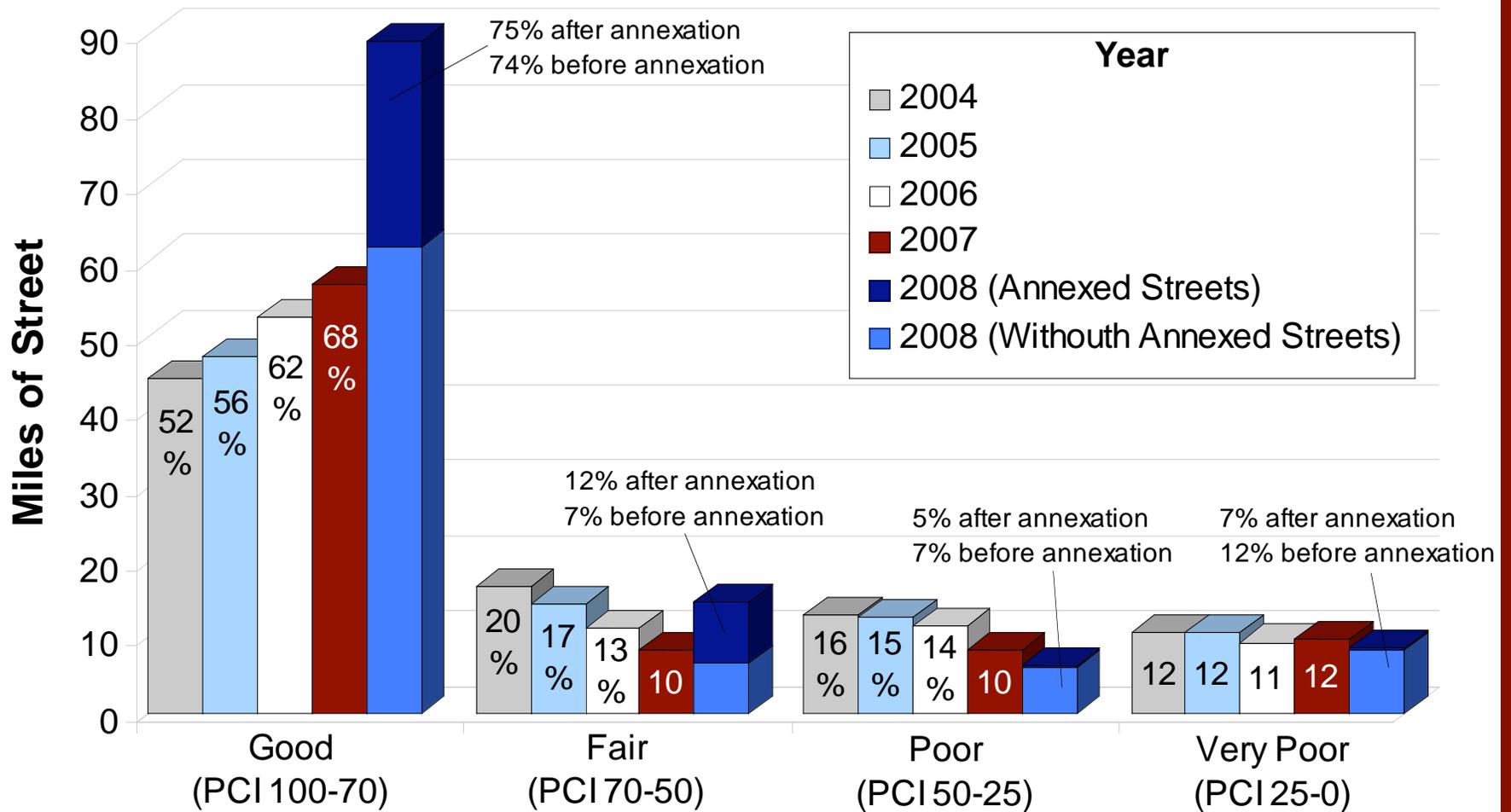
Investment is paying off:

- Formation of our SOS Program in 2004
  
- 3<sup>rd</sup> Street SW
  - Open to Traffic 2002
  - PSRC Award
  
- West Valley Highway
  - Enables connection of SR 18 & SR 167 to freight standards
  
- S. 277th Street
  - Open to Traffic 2002
  - Handles 27% more traffic today than prior to construction

# History of Funding for Local Streets



# History of Pavement Condition of Local Streets



# History of Average PCI for Local Streets

<b>Year</b>	<b>Average Local Street System PCI</b>
<b>2004</b>	<b>66</b>
<b>2005</b>	<b>68</b>
<b>2006</b>	<b>70</b>
<b>2007</b>	<b>72</b>
<b>2008</b>	<b>74</b> (without annexed streets) <b>77</b> (with annexed streets)

# Auburn's Disappointments

**Local agencies have limited options for financing transportation, particularly those providing a regional benefit.**

- Cities and Counties have never received any of the interstate or intrastate freight related revenues collected by the State other than a portion of fuel tax.**
- Regional competitions for federal funding through PSRC disfavors any investment for preserving or rebuilding failing infrastructure.**
- A guaranteed source like a Street Utility does not exist. Stakeholders that benefit from use of the roadway should help pay for it. (Industry, Ports, Haulers, etc)**

# City Needs

- Develop New Corridors that are designed to a structural standard to sustain modern freight carriers.
  - A Street NW Corridor – being built by City & Mohawk in concrete
- Increase Capacity and Provide Grade Separations
  - M Street SE – Auburn needs assistance to just get to Shovel ready phase so it can compete at PSRC for federal funds
- Preservation of Existing Truck Corridors
  - Patching, overlays, and rebuilds – If we continue to wait for revenues many will need to close or be “Load Regulated”
- Rebuilding our existing Arterials to sustainable freight standards
  - Requires significant funds from region & state that have not been forthcoming – Auburn had no success competing for Stimulus funds.

# Summary

Resources available are scarce to non-existent for preservation or rebuilding old worn out arterials.

- **Significant and growing need for investment in preservation of existing freight corridors**
- **Severely constrained existing state funding**
- **Justify and advocate for new, dedicated sources of funds**

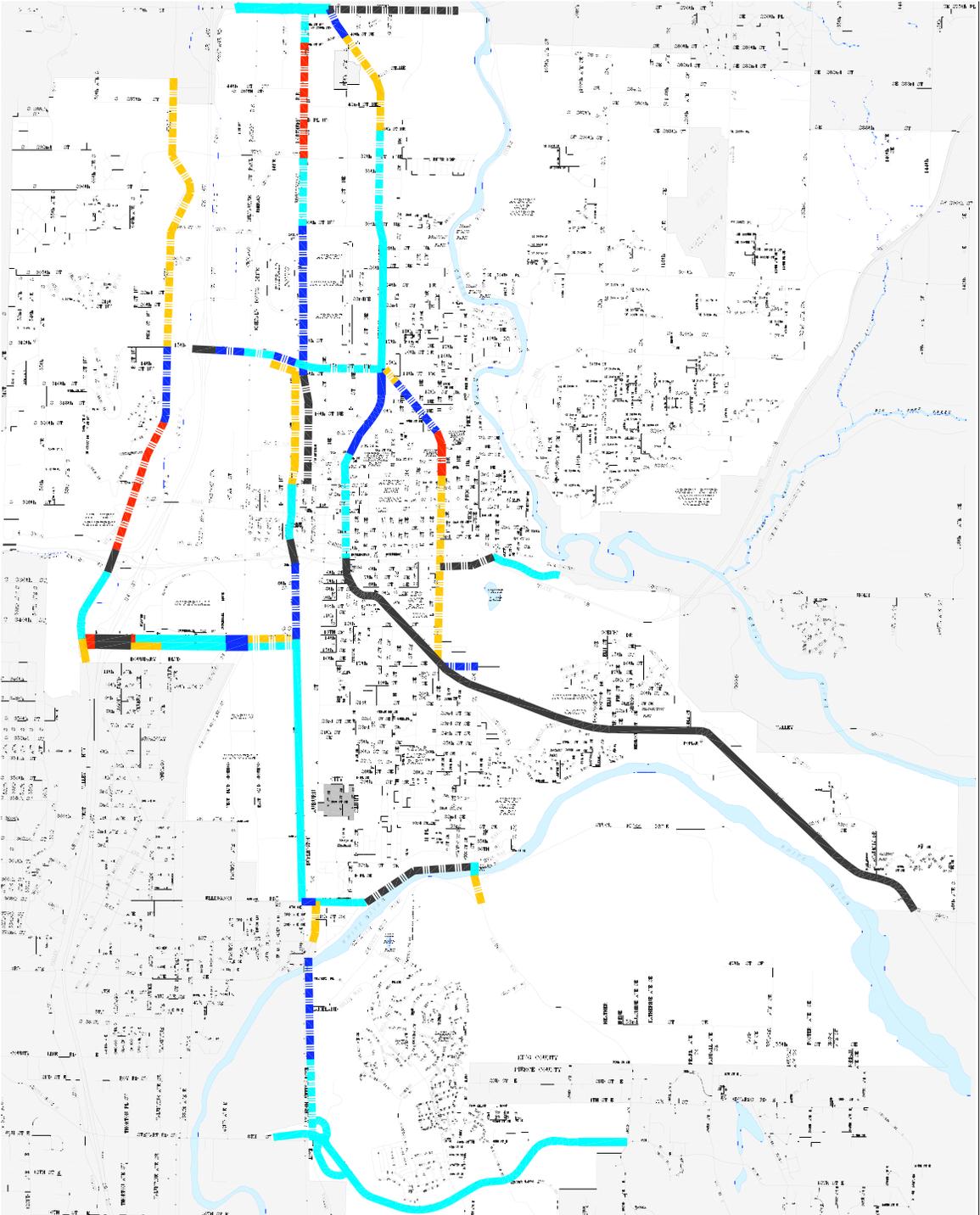
**Baseline requirement: maintain and sustain existing infrastructure!**

- **Growing deficits in state highway system today are well documented.**
- **Freight and commuter traffic congestion is growing.**
- **Expanding system capacity without a sustaining existing freight routes invites failure.**

# What Does Auburn Need

- We need to be recognized at PSRC and Olympia as a vital Industrial Center city that since WWII has generated millions in revenues for the State and the Ports.
- We need Freight Revenue Reform and sharing to Cities & Counties on a fair & equitable basis.
- We need Reform in how federal funds are allocated at PSRC to mitigate regional freight impacts to our Arterials.

# PAVEMENT CONDITION OF DESIGNATED TRUCK ROUTES



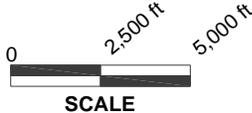
### EXISTING DESIGNATED TRUCK ROUTE

- PAVEMENT IN **GOOD** CONDITION (PCI 100 - 70)
- PAVEMENT IN **FAIR** CONDITION (PCI 70 - 50)
- PAVEMENT IN **POOR** CONDITION (PCI 50 - 25)
- PAVEMENT IN **VERY POOR** CONDITION (PCI 25 - 0)

### FUTURE DESIGNATED TRUCK ROUTE

- PAVEMENT IN **GOOD** CONDITION (PCI 100 - 70)
- PAVEMENT IN **FAIR** CONDITION (PCI 70 - 50)
- PAVEMENT IN **POOR** CONDITION (PCI 50 - 25)
- PAVEMENT IN **VERY POOR** CONDITION (PCI 25 - 0)

- EXISTING DESIGNATED TRUCK ROUTE (PAVEMENT MAINTAINED BY WSDOT)
- FUTURE DESIGNATED TRUCK ROUTE (NOT CURRENTLY AN AUBURN STREET)



# What's Next for Auburn?

- Auburn will continue to focus on what we can control and what we do well!
  - We will use limited resources to preserve what we can.
  - We will close freight routes that would otherwise become unsafe for the motoring public before they become unsafe.
  - We will load regulate as necessary to reduce unmitigated regional & interstate impacts to the City.
  - We will remain open to partnerships where others bring funds to the city.
  - Safety to the motoring Public will remain our mission.