



City Transportation Overview

Washington State Transportation Commission

December 14th, 2011

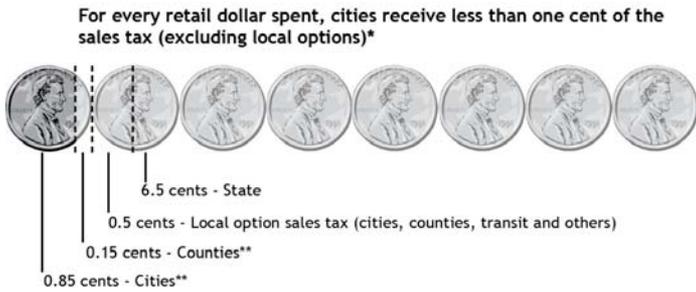
Presented by Ashley Probart

Association of Washington Cities

Financial overview - 2009

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

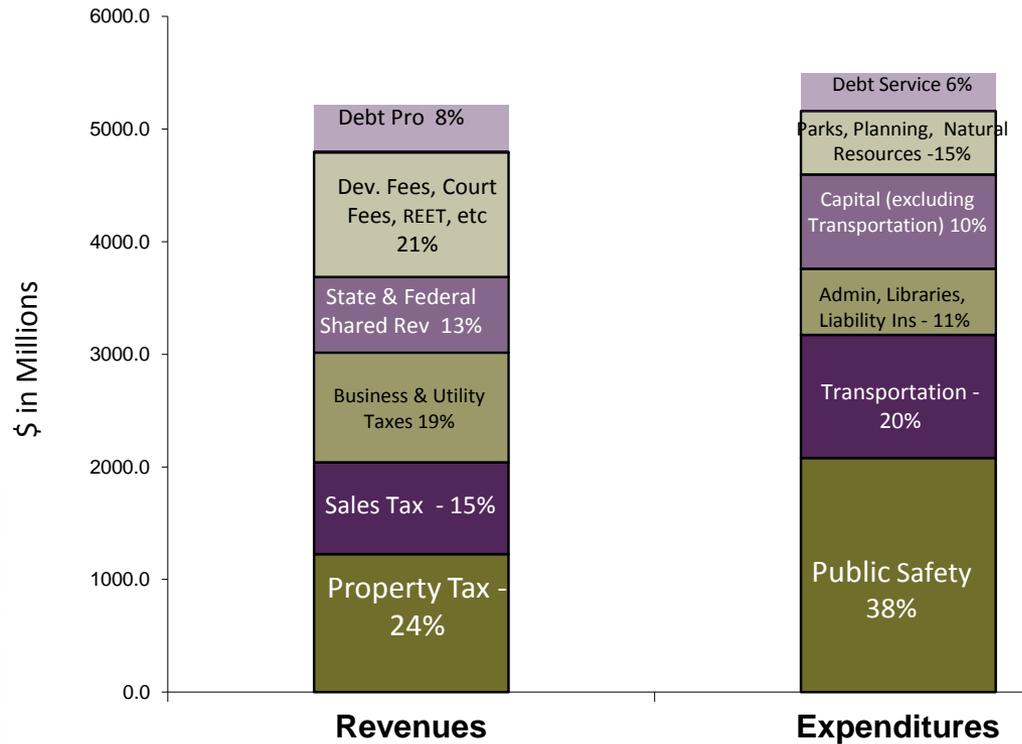
Revenues & Expenditures , Revenues = \$5.22 Billion* (source = LGFRS**)



* Based on city sales tax average of 8%.

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

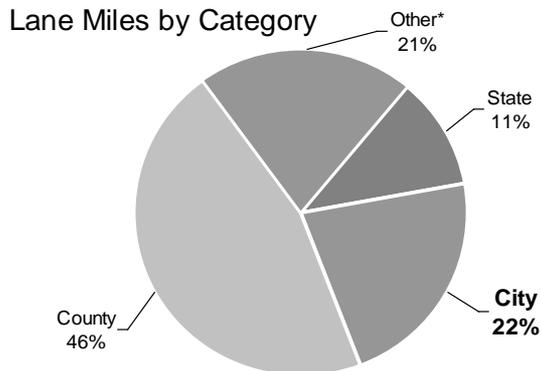
Cities receive only 13 cents of each property tax dollar



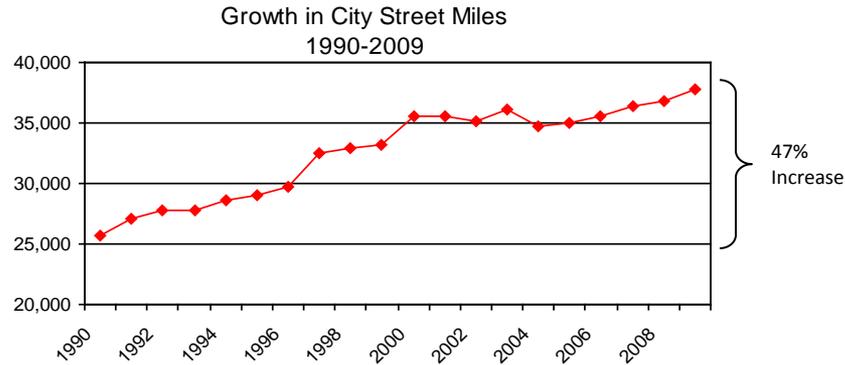
* Excludes Utilities (enterprise funds). **General, Capital, Debt Service & Special Funds

City transportation system

Arterials, collectors, local network, state highways, transit



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



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

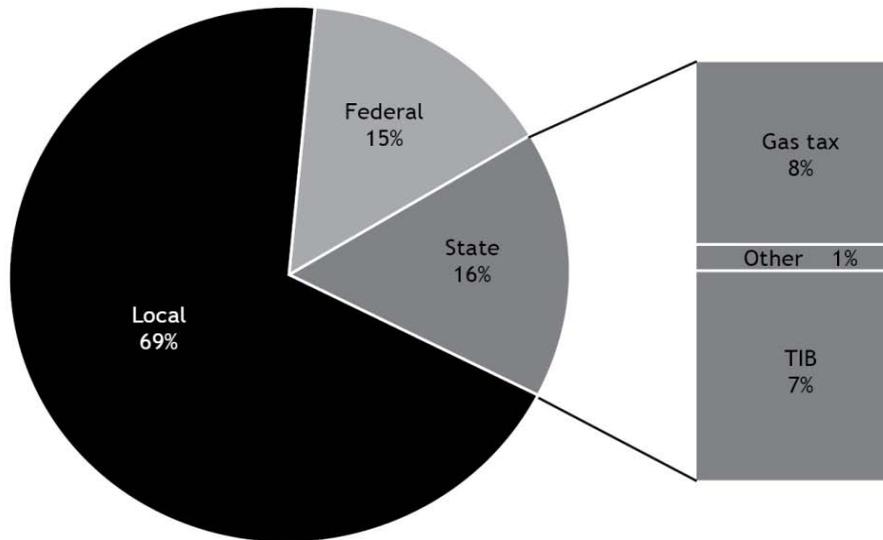
Typical city street investments

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

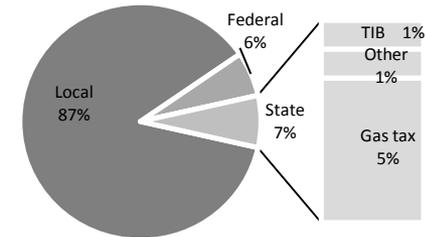
City Transportation Revenues – 2009 - \$1.3 Billion

All Cities - 2009

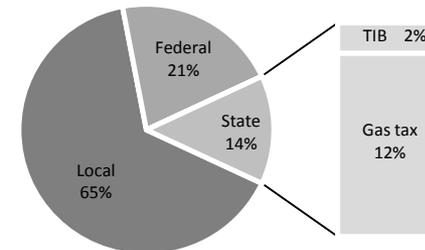
The majority of city street funding comes from local resources



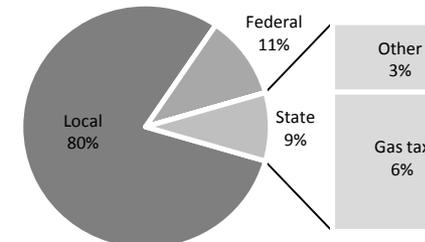
Seattle



Everett



Cheney



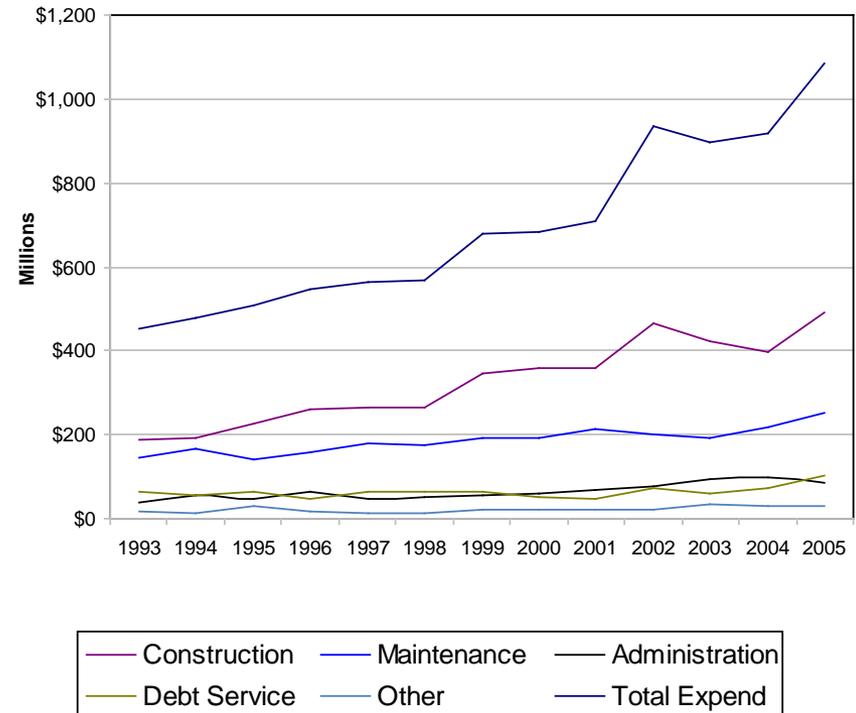
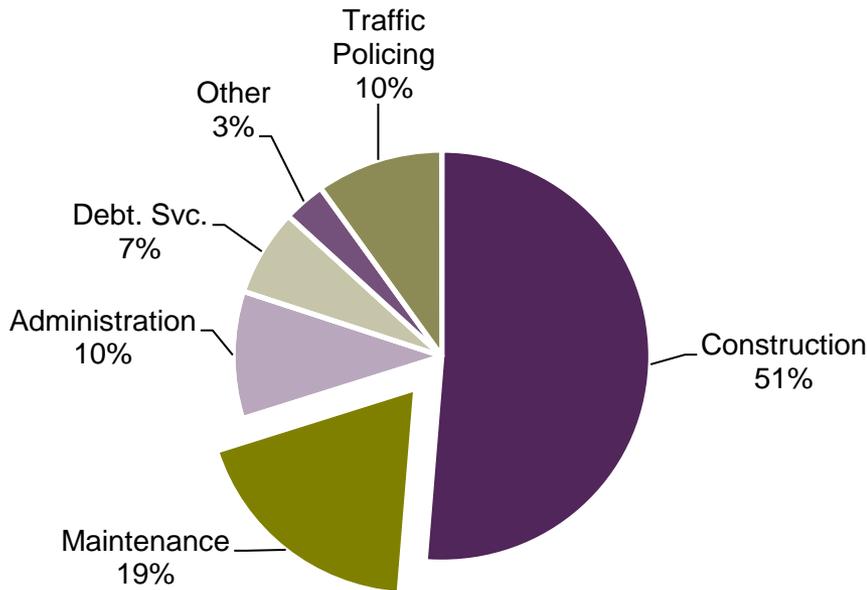
Source: Washington State Department of Transportation, 2009

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

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

City Transportation Expenditures – 2009 – \$1.3 Billion

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

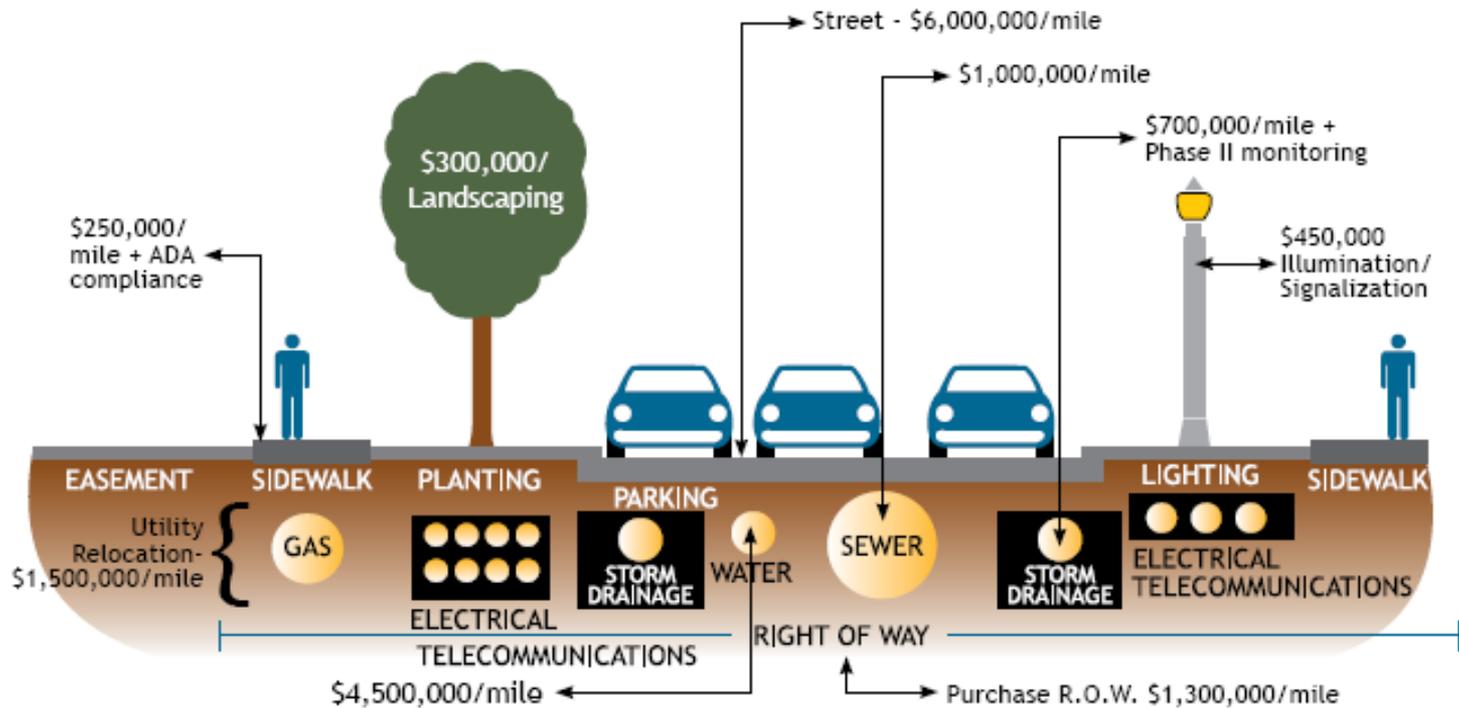


Typical "Complete street" costs

Actual 2008 bid specs = \$15.7 million per mile

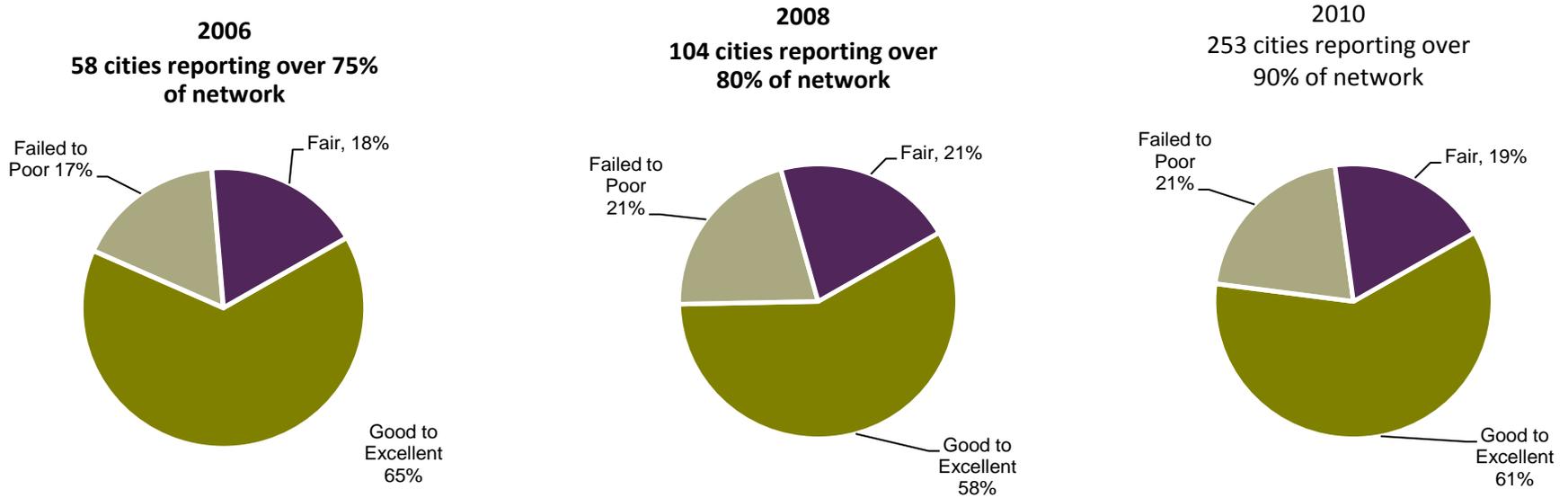
Typical City Infrastructure Costs Today

City streets are more than pavement.

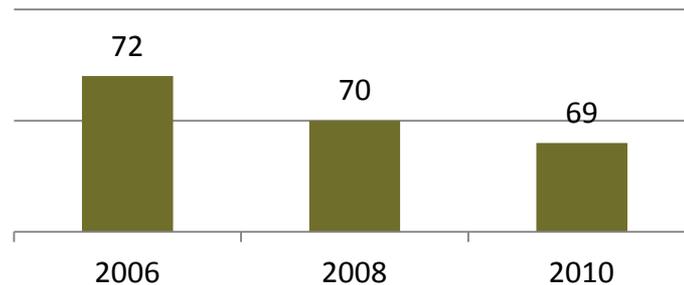


Plus ongoing maintenance, preservation and operating costs.

Declining city pavement ratings (arterials & collectors)



Statewide Rating Score



State highway maintenance responsibilities in cities

(Managed access highways*)

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

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

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

City Transportation Options

TAX	PURPOSE	RATE	JURISDICTION	EXEMPTIONS	OTHER PROVISIONS
Cities					
Commercial Parking Tax	General Transportation	No fixed rate-- Councilmanic/referendum process specified	City or County (Unincorporated)		May provide exemptions for tax-exempt carpools, vehicles with handicap decals, and government
Border Area Fuel Tax	Street construction & maintenance	Up to one cent per gallon, Public vote	Cities or TBDs within 10 miles of international border crossing		For areas impacted by Canadian border crossings

City Transportation Options

TAX	PURPOSE	RATE	JURISDICTION	EXEMPTIONS	OTHER PROVISIONS
Transportation Benefit Districts(TBDs); size can range from portion of a city to multi-county					
Sales and Use Tax	Transportation activities Capital and operating	Up to 0.2%, Public vote	TBD	Same as State tax	Not longer than 10 years unless reauthorized by vote, except if revenues are pledged for bonds
Motor Vehicle License Renewal	Transportation activities	Up to \$100—voted Councilmanic up to \$20, except for Passenger-only ferry improvements--public vote	TBD	Vehicles over 6000 lbs are exempt	Fees cannot exceed limits when compounded by overlapping districts.
Excess Property Tax Levies	Transportation activities	Not limited. One year levy and multi-year GO bonds-public vote	TBD		
Tolls	Transportation Improvements	No stated rate	State routes or local roads		Must be administered by DOT & approved by Trans. Commission
Border Area Fuel Tax	Roads and Streets	One cent per gallon, public vote			Only for district with international border crossing w/in boundaries
Late comer fees, Development Fees, and LID formation	Transportation Improvements	Distinct processes, typically not a district-wide public vote			Governed by overarching requirements

Summary

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

Transportation Needs Include

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