

Transportation 101 Supplement for North Central Washington

Paula Hammond, P.E.
Secretary of Transportation

Dave Dye, P.E.
Deputy Secretary

Steve Reinmuth
Chief of Staff

Dan Sarles, P.E.
North Central Region Administrator

Washington State Transportation Commission
June 19, 2012

Transportation revenue is limited, committed and doesn't keep up with inflation and growing demand.

Current funds are not adequate to meet basic maintenance and operation needs.

37½¢ per-gallon Washington state gas tax rate as of July 1, 2008



-9½¢ 261 specific transportation projects statewide* (2005 Transportation Partnership Projects)



-5¢ 160 specific transportation projects statewide (2003 Nickel Package projects)

Funded 421 projects, 10,000 jobs annually

23¢ Base gas tax



-11¢ Supports cities and counties for local roads



-4¢ Supports debt service to reduce bond debt that funded past highway and ferry projects



8¢ Remains for maintenance and operations, as well as preservation, safety improvements and congestion-relief projects for state highways and ferries

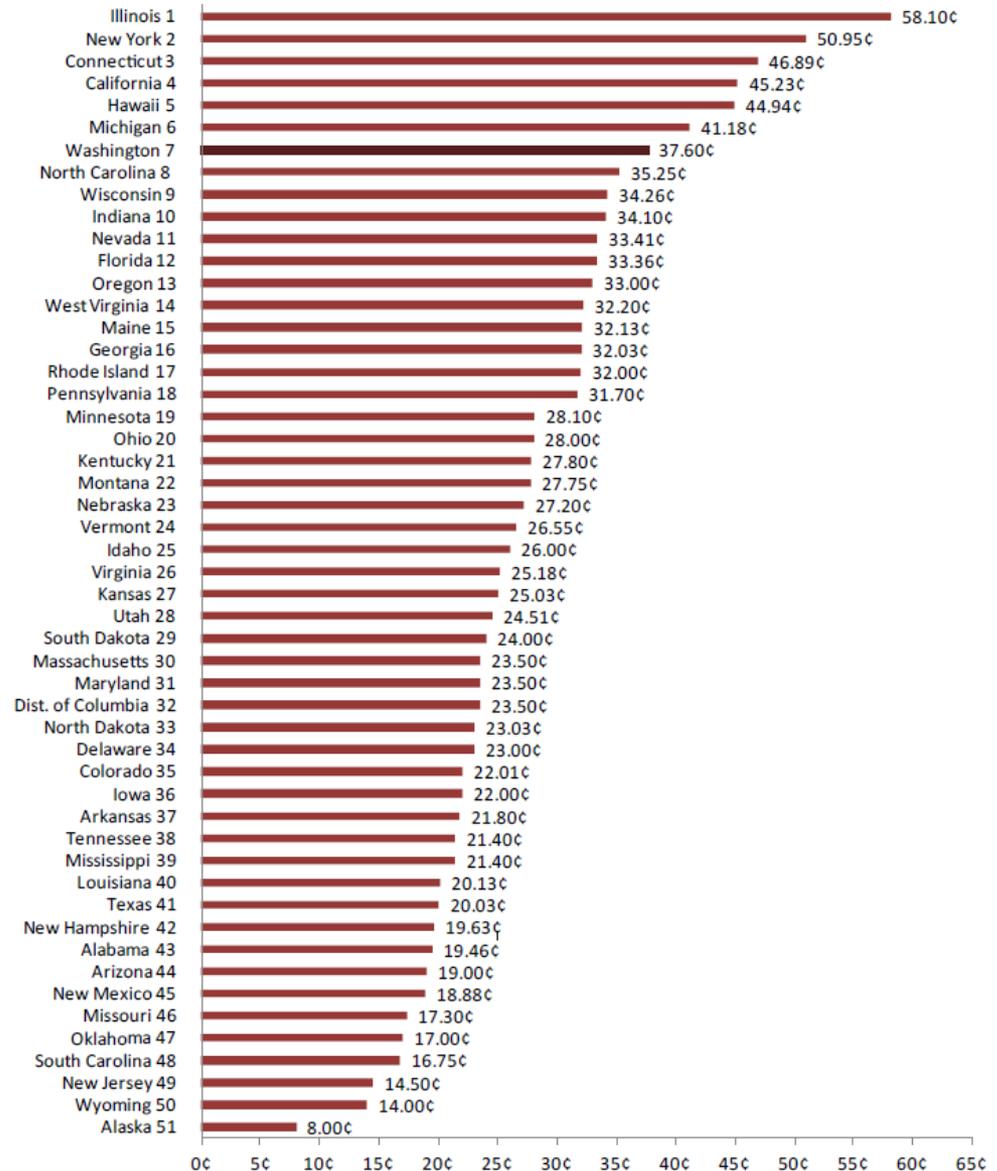
* Of the 9½ cents, 8½ cents is used by the state for highway projects, 1 cent goes to cities and counties for improvements to streets and roads.

The 18th Amendment to the Washington State Constitution dedicates motor fuel tax collections to “highway purposes.”

Washington ranked 7th among the 50 states and the District of Columbia for combined state and local gasoline taxes for the second half of 2011.

Washington’s 37.6¢ tax rate is still lower than states with congestion problems similar to ours (Illinois 58.1¢, New York 50.9¢, and California, 45.2¢). Nationally about half of states supplement from state general fund, including property taxes and other sources.

State by State Combined State and Local Gas Tax Rate Comparison
July 1, 2011 through December 31, 2011



A strong transportation system is needed for a strong, healthy state

Transportation investments create jobs, spur recovery, create vibrant communities and position businesses for the global economy

Transportation investment is not an option – it is a necessity.

Washington's transportation system is big, complex and multimodal

Comprehensive system connects roadways, airports, waterways and railways

Local roads, highways, transit and rail options all work together to meet the demands

Population and economic growth will drive demand for investments in transportation

Increased demands will impact all modes



How Does North Central Region Fit in?

Population:

258,645

3.81% of the state total

Some 13,493 square miles.

~ 20% of the state's 66,583 sq. mi.

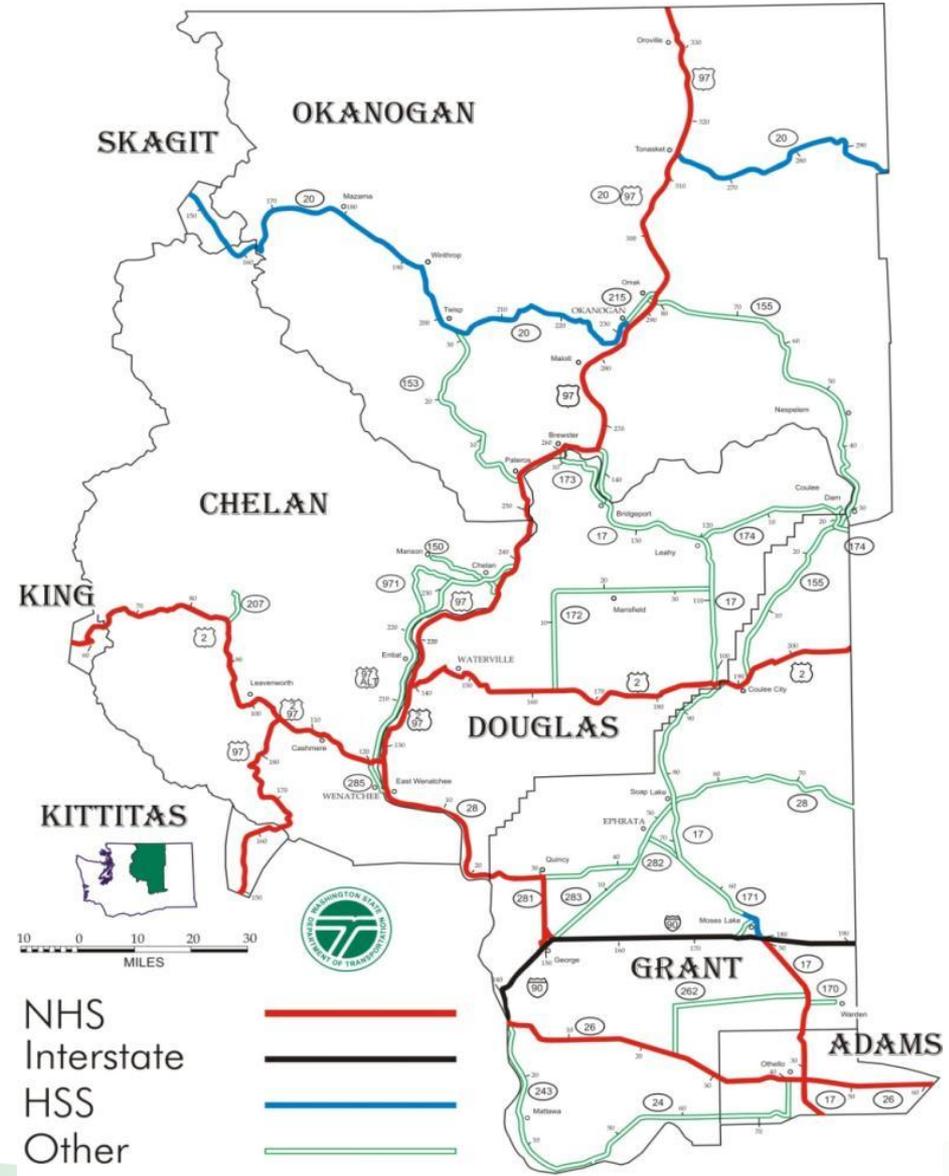
Includes 4 counties

*Chelan, Douglas,
Grant, & Okanogan
and parts of 5 others,
Adams, Kittitas, King,
Skagit & Franklin*

38 Towns & Cities

Legislative Districts:

07th, 09th, 12th, 13th



NCR includes Critical Transportation Corridors

US 97 border crossing at Oroville:

- Highest personal vehicle crossings between the Cascades and Interstate 29 on the ND/MN border.
- Highest truck crossing between the Cascades and US 95 in Idaho.
- Has more volume than all other eastern Washington crossings combined.
- Has more traffic than US 95 in Idaho and Interstate 15 in Montana.
- Nationally ranked #19 of 85 when you sort by passenger vehicles and #20 of 85 sorted by truck volume.

Rank	Port Name	Personal Vehicles	Truck crossings
1	NY:Buffalo-Niagara Falls	5,477,863	891
2	MI:Detroit	4,051,434	1,451
3	WA:Blaine	3,365,754	311
4	MI:Port Huron	1,651,107	671
5	ME:Calais	1,054,681	71
6	NY:Champlain-Rouses Pt.	1,029,593	291
7	NY:Massena	911,339	21
8	WA:Point Roberts	886,383	11
9	MI:Sault Ste. Marie	863,086	41
10	WA:Sumas	833,653	141
11	NY:Alexandria Bay	685,247	181
12	WA:Lynden	615,318	41

Top Ports of Border Crossing/Entry for 2010 Ranked by number of Personal Vehicle crossings

Rank	Port Name	Personal Vehicles
1	NY:Buffalo-Niagara Falls	5,477,863
2	MI:Detroit	4,051,434
3	WA:Blaine	3,365,754
4	MI:Port Huron	1,651,107
5	ME:Calais	1,054,681
6	NY:Champlain-Rouses Pt.	1,029,593
7	NY:Massena	911,339
8	WA:Point Roberts	886,383
9	MI:Sault Ste. Marie	863,086
10	WA:Sumas	833,653
11	NY:Alexandria Bay	685,247
12	WA:Lynden	615,318
13	VT:Derby Line	612,421
14	ME:Madawaska	601,125
15	MN:International Falls	501,187
16	VT:Highgate Springs	473,224
17	ME:Houlton	332,559
18	ND:Pembina (I-29)	326,445
19	WA:Oroville	322,371
20	MT:Sweetgrass (I-15)	298,441
27	ID:Porthill (ID - 1)	167,896
36	ID:Eastport (US - 95)	94,348
39	WA:Boundary	65,048
43	WA:Danville	54,919
44	WA:Laurier	54,251
50	WA:Frontier	42,048
57	WA:Metline Falls	27,245
68	WA:Nighthawk	11,250
69	WA:Ferry	9,657

81	WA:Friday Harbor	2,393	01
82	ND:Hannah	1,988	59
83	ND:Ambrose	1,675	242
84	MT:Whitetail	1,145	45
85	MT:Whitlash	645	68

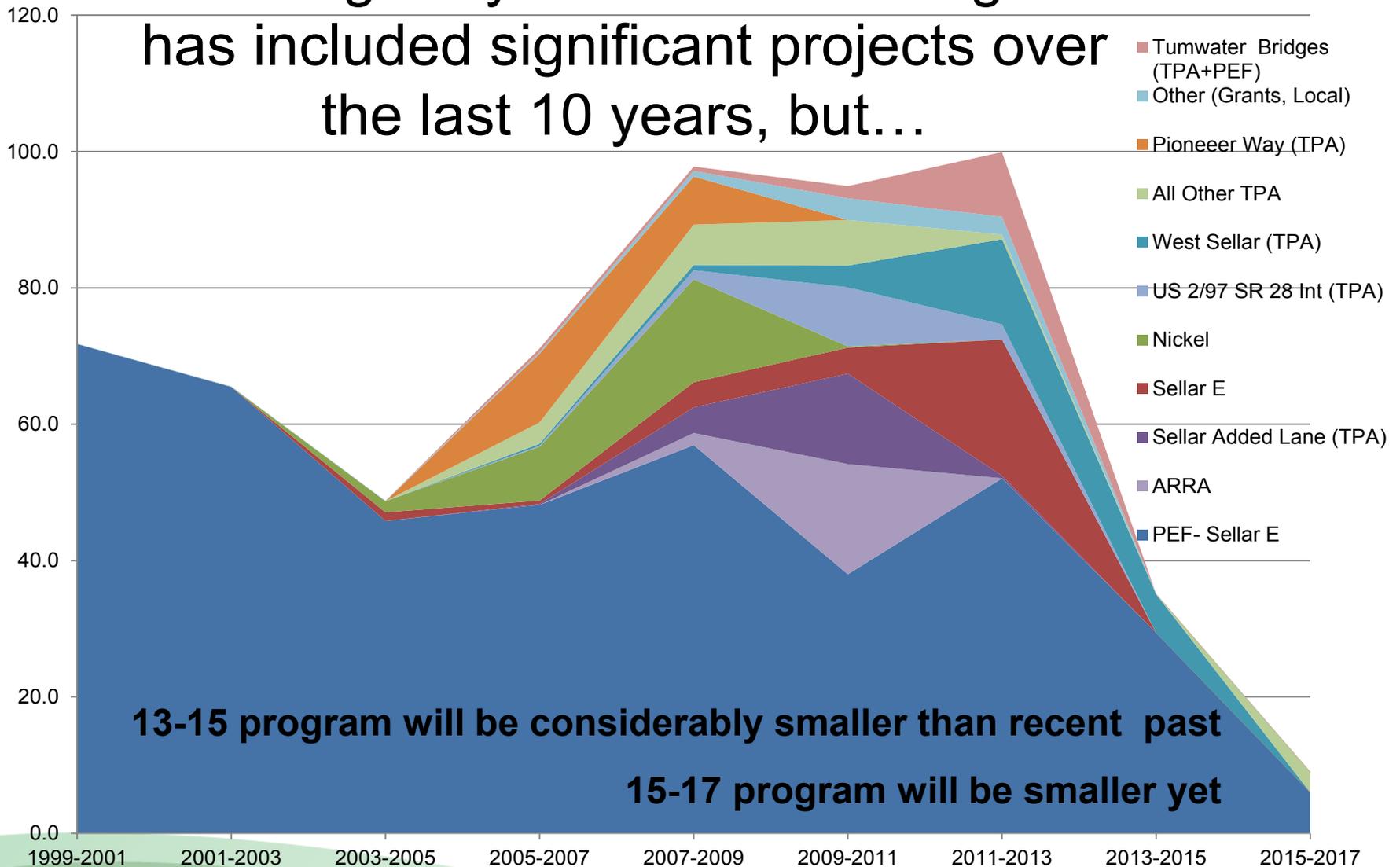
Top Ports of Border Crossing/Entry for 2010 Ranked by number of Truck crossings

Top Ports of Border Crossing/Entry for 2010 Ranked by number of Truck crossings

Rank	Port Name	Trucks
1	MI:Detroit	1,452,659
2	NY:Buffalo-Niagara Falls	898,752
3	MI:Port Huron	670,769
4	WA:Blaine	318,059
5	NY:Champlain-Rouses Pt.	292,224
6	ND:Pembina (I-29)	202,438
7	NY:Alexandria Bay	183,149
8	WA:Sumas	142,038
9	MT:Sweetgrass (I-15)	124,214
10	VT:Derby Line	99,991
11	ME:Jackman	90,597
12	ME:Houlton	88,769
13	VT:Highgate Springs	86,018
14	ND:Portal	80,637
15	ME:Calais	72,712
16	ID:Eastport (US - 95)	53,090
17	WA:Lynden	49,460
18	MI:Sault Ste. Marie	41,651
19	NY:Ogdensburg	36,048
20	WA:Oroville	29,046
21	ND:Dunseith	27,122
22	NY:Massena	26,519
23	MN:International Falls	23,509
26	WA:Frontier	19,336
28	WA:Point Roberts	17,254
40	ID:Porthill (ID - 1)	10,837

59	MT:Piegan	120,438	1,601
60	ND:Malids	9,276	1,380
61	ND:Hensboro	8,442	1,488
62	AK:Aican	45,057	1,128
63	ND:Series	4,083	1,010
64	WA:Port Angeles	57,978	947
65	WA:Boundary	65,048	786
66	MT:Turner	8,409	748
67	MT:Morgan	6,663	703
68	ND:Carouly	14,371	611
69	ND:Archie	11,345	589
70	WA:Danville	54,919	471
71	MT:Dobson	5,239	375
72	MT:Del Bonita	20,630	354
73	MT:Ophelm	3,576	332
74	MN:Pinecreek	5,151	258
75	ND:Ambrose	1,675	242
76	MT:Whitlash	645	68
77	ND:Hannah	1,988	59
78	MT:Whitetail	1,145	45
79	WA:Ferry	9,657	4
80	MT:Willow Creek	4,734	1
81	WA:Anacortes	29,037	0
82	WA:Nighthawk	11,250	0
83	NY:Cape Vincent	8,791	0
84	AK:Ketchikan	3,784	0
85	WA:Friday Harbor	2,393	0

NCR Highway Construction Program has included significant projects over the last 10 years, but...



13-15 program will be considerably smaller than recent past
15-17 program will be smaller yet

As Maintenance and Preservation Funding Shrinks...



there will be more Chip Seals & less hot mix paving.

- We currently chip seal routes with ADT's of less than **5,000**,
- In the future we'll chip seal routes with ADT's of less than **10,000 → 25,000+**.



Maintenance needs continue increasing from accident and weather response, to repairs and striping.



Nature presents many challenges





The Challenge of Winter Operations



December 30, 2011 – A good day for Skiing...



StevensSummit_Top Site
30 Dec 2011 12:54:28 Pacific Standard Time



StevensSummit_Top Site
30 Dec 2011 09:44:37 Pacific Standard Time



StevensSummit_Top Site
30 Dec 2011 12:54:10 Pacific Standard Time



Standard Time

...but not for traveling over US 2.

The 2012 Legislature provided some funding for select project design, but Construction will likely require new revenues.

For North Central Washington:

1. Funding (\$200,000) to continue design efforts on the Cascade Ave Interchange.
2. Funding (\$300,000) to do pre-design and coordination work of the SR 155/111 Spur Bridge (Central Street) in Omak.
3. Funding (\$400,000) to do design work on the SR 150 / No-see-um Road Intersection near Chelan.



The Legislature also directed WSDOT to transfer the land containing the Apple Capital Loop Trail to Douglas County and the City of East Wenatchee.

Making Choices

Given limited funding, agency mission drives:

- What is essential
- What is core and what is not
- Decisions regarding where, when and how

Program, project, activity selection

- Must be specific to agency mission
- More critical / difficult than any time in recent memory

Future improvements on the State Highway System

Driven by the Highway System Plan (30 year) state-owned facilities component of statewide multi-modal transportation plan.

- Reflects:
 - ✓ Legislative policy and expectations
 - ✓ Washington Transportation Plan
 - ✓ Connecting WA Task Force recommendations
 - ✓ Emphasis on Moving Washington strategy
 - ✓ MPO / RTPO / Tribal Plans
 - ✓ Corridor vision and performance
- Recognizes & includes investment needs beyond just Mobility & Economic Initiatives
- Statewide prioritization
- Tighter fiscal constraint
- Higher performance standards



RELIABLE · RESPONSIBLE · SUSTAINABLE

MOVING WASHINGTON

Questions?

For more information on the
WSDOT North Central Region please contact:

Dan Sarles, Region Administrator,
at 509-667-3001 or Sarlesd@wsdot.wa.gov.