

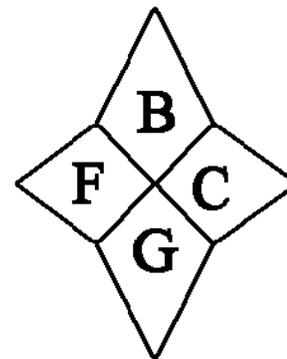
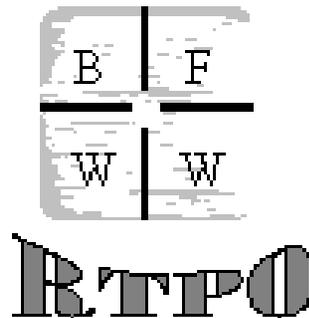
BENTON - FRANKLIN COUNCIL OF GOVERNMENTS

Transportation Issues, Needs, and Challenges

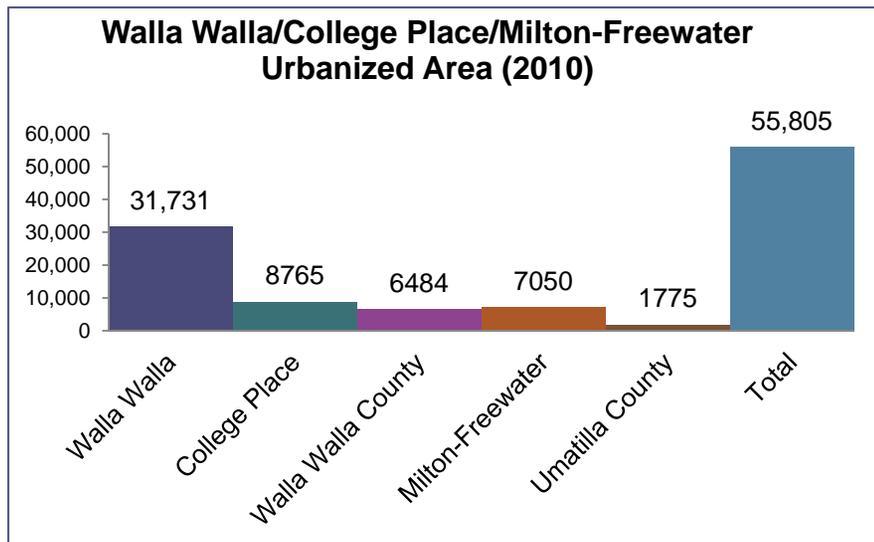
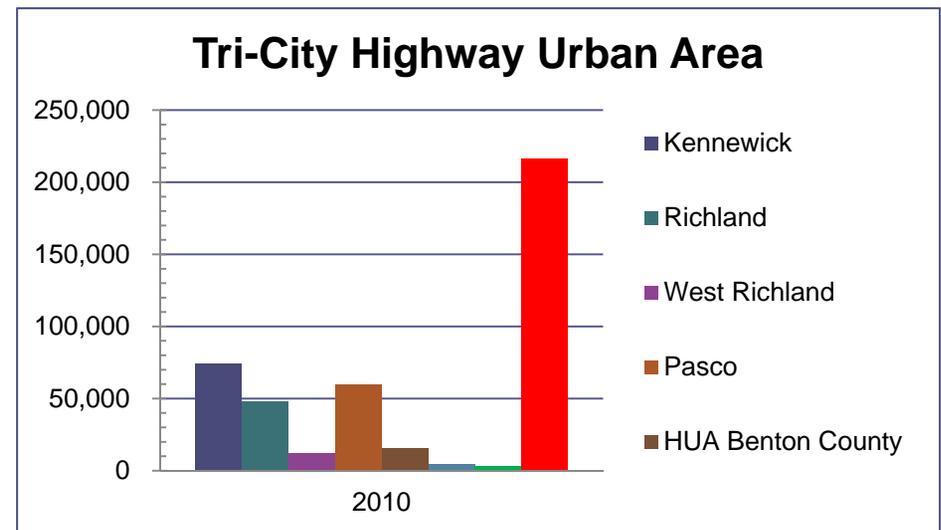
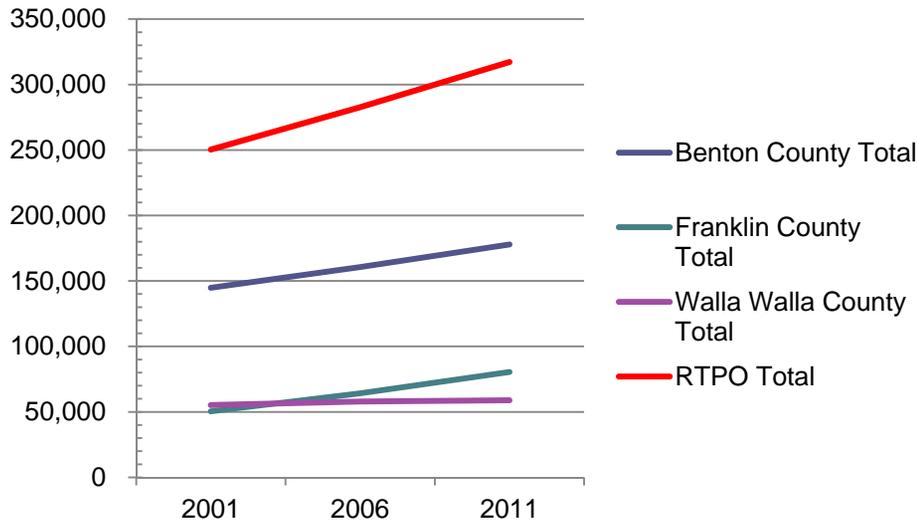
PRESENTED TO:

Washington State Transportation Commission

September 18th, 2012



Regional and Metro/Urban Population



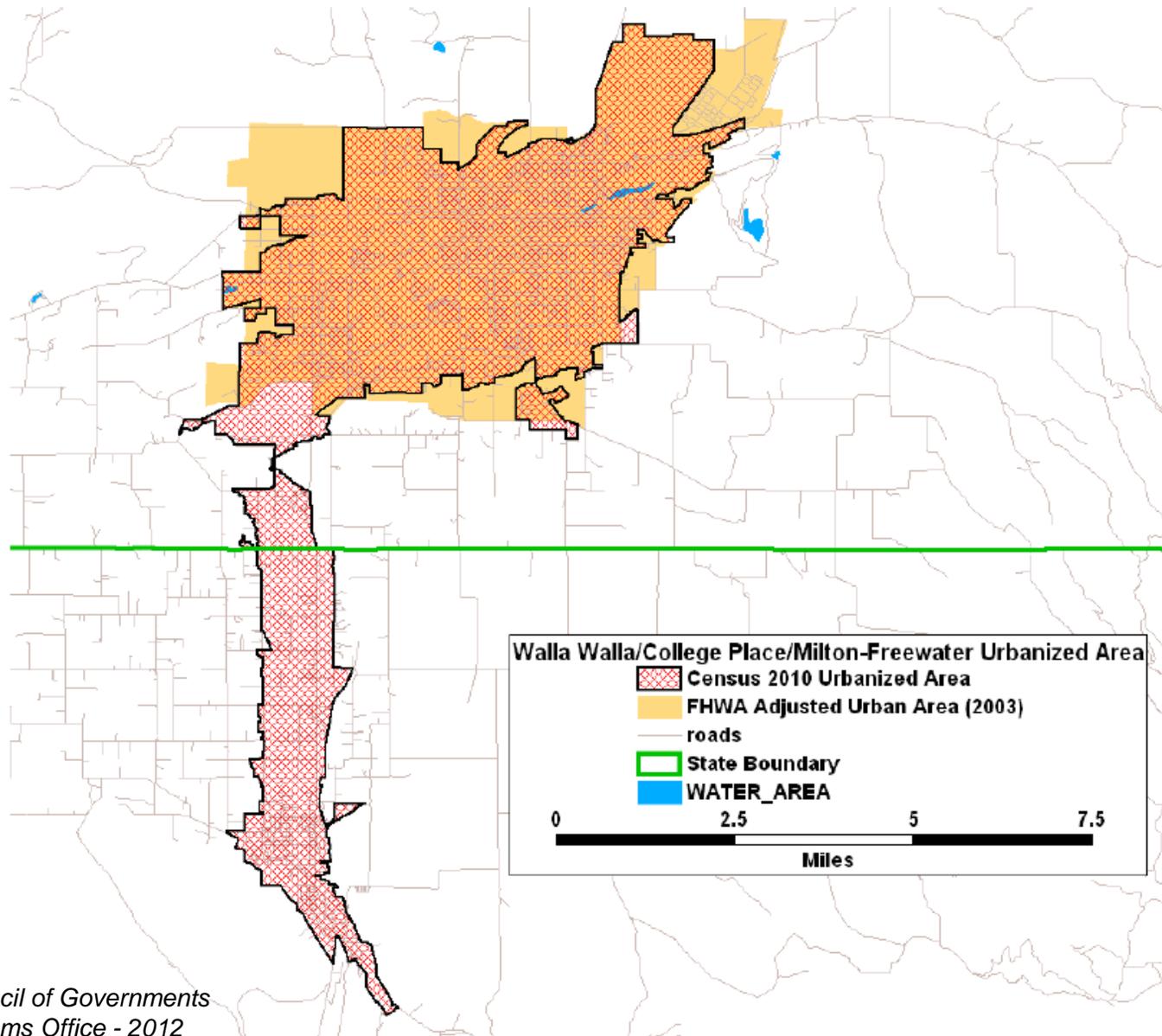
Population levels within previous decade

- RTPO population up 26.5%
- Tri-City HUA population up 34.8%
- WW/CP HUA (2010) up 8.4%

Census Urbanized Areas and TMA/MPO Designation

In March of 2012, the Census Bureau released its listing of Urbanized Areas (UZAs). The designation of UZAs by the U.S. Census Bureau has significant implications for the metropolitan planning process - Federal law requires that every UZA be represented by a Metropolitan Planning Organization (MPO) and, furthermore, UZAs with populations exceeding 200,000 are designated as Transportation Management Areas (TMAs), requiring additional planning and programming requirements.

- Within the July 18, 2012 Federal Register, The Kennewick-Pasco, WA Urbanized Area was listed with a population of 210,975 and designated a TMA.
- The March, 2012 listing of Walla Walla/Milton-Freewater WA-OR as an UZA confirmed that sufficient population densities had been reached to link the areas as one. UZA designation requires the bi-state area be represented by a MPO before March 26, 2013
- No other new TMA or MPO designations occurred within Washington State



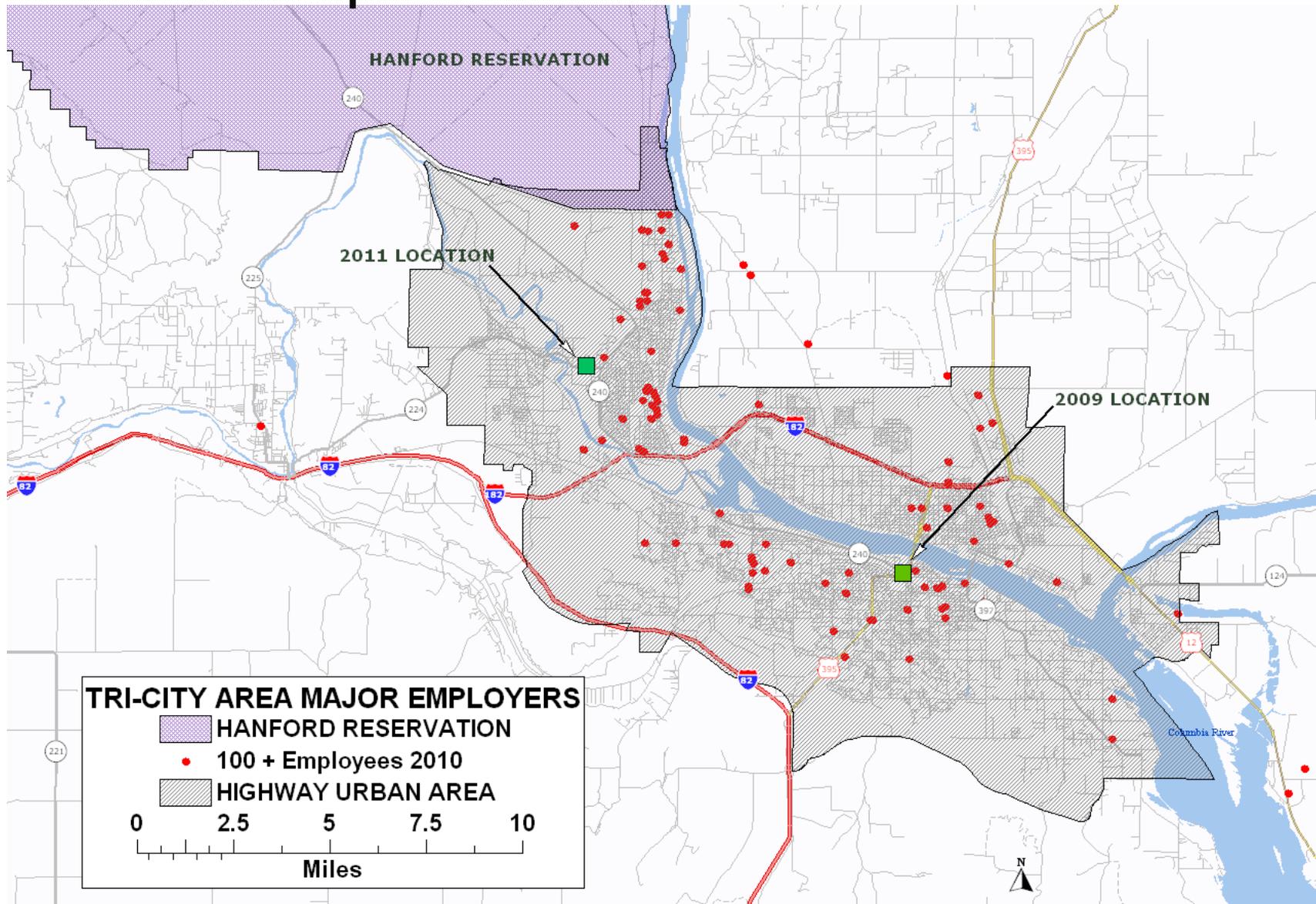
Commute Trip Reduction

The Tri-City Metropolitan Area has had a few short highway segments exceed CTR Program delay thresholds over the past two WSDOT calculations.

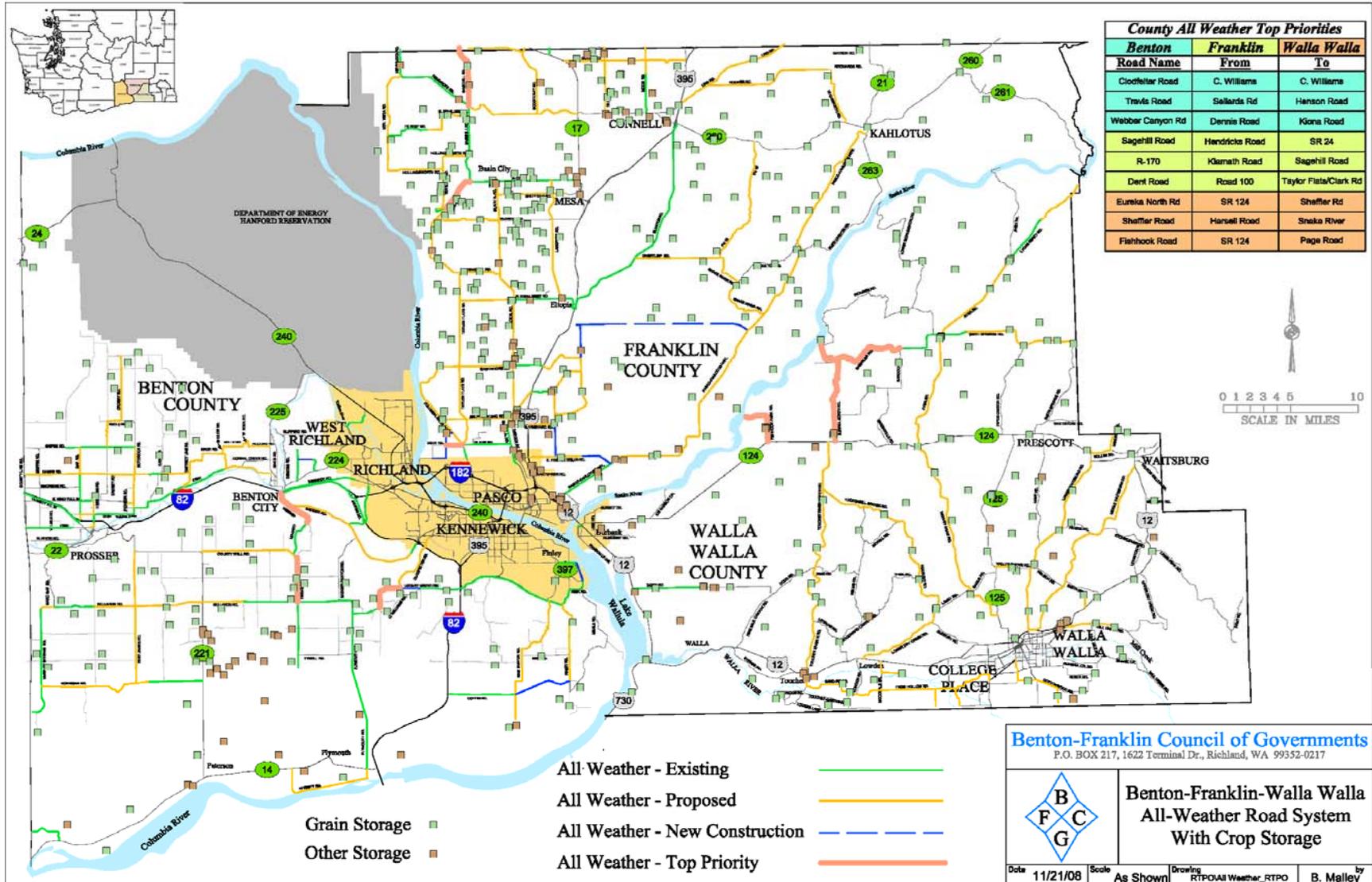
In both instances, WSDOT and the CTR Board exempted the area from forming a CTR program:

- 2009 – exemption based upon US 395/SR 240 Interchange project, that resolved the delay issues identified.
- 2011 - CTR Board adopted two policy directives, effectively exempting the Tri-City area from implementing a CTR Program through June, 2013.
 1. New Areas should be on same planning cycle as rest of program
 2. Additional funding is required for new cities and counties entering the program (existing funds will not be diverted).

Commute Trip Reduction



ALL WEATHER ROADS & CROP STORAGE



Good Roads and Transportation Association

BENTON, FRANKLIN AND WALLA WALLA COUNTIES
 GOOD ROADS AND TRANSPORTATION ASSOCIATION
 2012-2013 REGIONALLY SIGNIFICANT PRIORITY REQUESTS: UNFUNDED PROJECTS

DRAFT

Regionally Significant Project

Priority	Route	From	To	ADT/Year	Proposed Improvement
1	I-90 Snoqualmie Pass East	Hyak (MP 55)	Easton (MP 70)	27,000-29,000; 2011	Construct 6 lanes
1	US-12, Phases 7 and 8	Boise Cascade (MP 305)	Walla Walla (MP 334)	6,800-7,200; 2011	Construct 4-lane section
2	Red Mt. Trans. Improvements Phase 1 & 2 including	I-82	SR-224	16,000 - 19,000; 2011	New I/C and connection and improvements to I-82/SR 224 Interchange
3	Railroad Crossing - Pasco	Lewis Street		10,782; 2011	Reconstruct grade separation - Design in progress/Land Acquisition
4	Duportail Bridge	SR 240	Queensgate Drive		New bridge and Alignment
5	Steptoe/Hildebrand	SR 240	US-395		Construct - Joint project Kennewick & Richland
6	New Columbia River Br. Crossing	Benton County	Franklin County		Feasibility/Bridge study and future construction
7	SR 225	I-82	SR-240	1,700-9,700; 2011	Widen and pave shoulders, pedestrian safety issues within Benton City
8	US 395 - Foster Wells Rd.	(MP 24.29)		16,000; 2011	Improve I/S or build I/C
9	US-395 I/C (North end Blue Br.)	(MP 18.59 PTR site)		57,000; 2011	Reconstruct interchange
10	Myra Road	SR 125	Garrison Creek	8400; 2011	Widen and grade separation
11	SR-240	Columbia Center Blvd.	US-395	18,000-44,000; 2011	Construct an additional 2 lanes and eastbound ramp
12	SR-17 North	Mesa (MP 10.02)	Moses Lake (MP 50.67)	4,400-14,000; 2011	Safety improvements and passing lanes
13	SR-224	Bombing Range Rd. (MP 8.0)	I-82 (MP .24)	2,800-15,000; 2011	Widen and pave shoulders
14	SR-124 East of Burbank	Hood Park Rd. (MP .05)	After Adkins Rd. (MP 9.7)	2,300-5,600; 2011	Improve vertical & horizontal alignment
15	I-182	4th Avenue (MP 13.93)	SR-397 (MP 14.37)	40,000-44,000; 2011	Reconstruct interchanges/widen RR bridge (Weaving)
16	SR 240 Bypass	I-182 (MP 30.65)	Stevens Drive/Jadwin Ave. (MP 34.57)	29,000-42,000; 2011	Congestion/Corridor Improvements
17	I-182 Eastbound Off-Ramp (Pasco)	Road 100 (MP 8.36)	Argent Road	48,000; mainline 2011 /8,500; ramp 2010	West Pasco access feasibility study
18	Rose Street	13th Ave. & Rose St.		8,700 AWV; 2010	Traffic Control
19	US-395 Lind Rd. Interchange	Connell (MP 55.73)		7,100; 2011	Construct Interchange
20	Railroad Crossing - Kennewick	Edison Street		14,700; 2008	Construct grade separation
21	US 12	A' Street/Tank Farm Rd.(MP 291.67)		19,000; 2011	Construct Interchange
22	SR 14	I-82 (MP 180.71)	Crow Butte (MP 155.00)	1,500-4,600; 2011	Widen & pave shoulders
23	Hinzerling & I-82 Interchange @ MP 82.14	Prosser		16,000; 2011	Construct interchange
24	Rattlesnake Road	SR 225	Top of Mountain		Reconstruct roadway

2012-2013 REGIONALLY SIGNIFICANT PRIORITY REQUESTS: FUNDED PROJECTS

Priority	Route	From	To	ADT/Year	Proposed Improvement
<i>Safety Improvements</i>					
Priority	Route	From	To	ADT/Year	Proposed Improvement

Source: WSDOT 2011 Annual Traffic Report/BFCG Traffic Count Program
 Revised - 7/30/12
 AWV - Average Weekday Volume
 ADT - Average Daily Traffic
 MP - Mile Post

Steptoe – Hildebrand

SR 240 to US 395

Steptoe Ph II - Closing the Gap



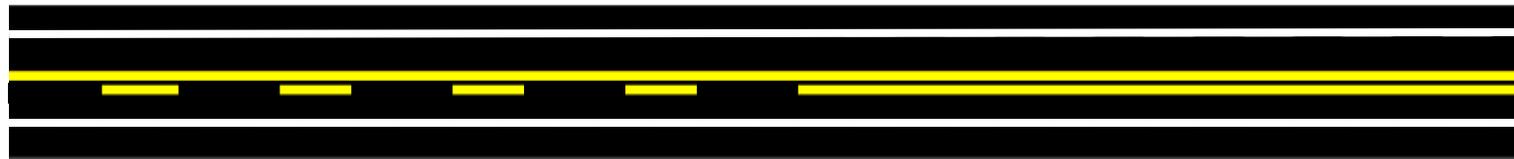
Steptoe – Hildebrand SR 240 to US 395



City of Richland Transportation Initiatives

Washington State Transportation
Commission

September 18, 2012



Council Priorities

- Supported Transportation Partnership advocacy of statewide funding package to support economic development and preservation
 - City requires \$750k to \$1m general fund transfer to support street operations and maintenance
- Planning for downtown redevelopment
 - Pedestrian, bicycling, streetscape, on-street parking street modifications
 - Zoning changes to promote mixed use vertical redevelopment
 - Support for hospital, federal government, education as major downtown entities
- Effective multi-modal planning and facility construction
 - City-wide off-street trail system
 - Keene corridor completion
 - Duportail / Stevens corridor planning



Richland

Duportail / Stevens Corridor – Land Use Planning



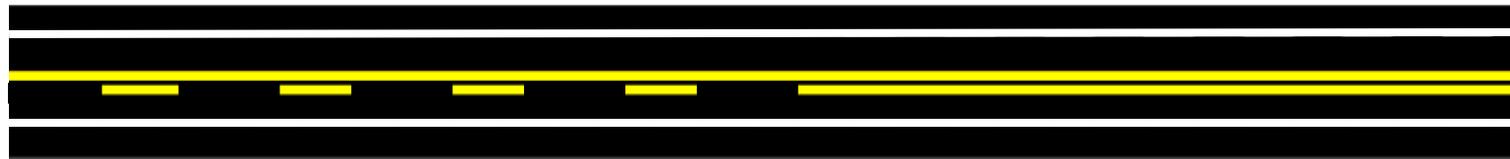
Duportail Bridge



Richland

Duportail / Stevens Corridor Implementation

- Environmental Assessment scheduled for federal approval late in 2012
- Right of way acquisition for bridge project and downtown segment funded
 - Anticipated completion in 2013
- Final design and construction pending funding



Duportail Bridge Funding

- Funding Dilemma – total project cost \$35 million
 - No state or federal funding programs adequate to build a bridge in Eastern Washington
 - Annual Transportation Improvement Board awards for all of eastern Washington
 - Approximately \$13.5 million divided in two programs (2005 – 2009 average, \$0 for 2011)
 - Typical maximum project award is \$2,500,000
 - BFCOG STP funds distribution approximately \$3,000,000 for all of Benton, Franklin and Walla Walla Counties
 - City funding sources stretched to support preservation and operations needs
 - City Council Capital Improvement Subcommittee evaluate additional City funding commitment
 - Legislative action needed to provide funding vehicles for important local route projects



Richland

The Walla Walla TBD Story

WA ST Transportation Commission

September 18, 2012

Pasco, WA

(We didn't want WW streets to end up like this, but we're getting close!)

THE WALL STREET JOURNAL.

WSJ.com

PAGE ONE | JULY 17, 2010

Roads to Ruin: Towns Rip Up the Pavement

Asphalt Is Replaced By Cheaper Gravel; 'Back to Stone Age'

By LAUREN ETTER



Dan Koeck for The Wall Street Journal

A road crew in Jamestown, N.D., where road repair means reclaiming the original asphalt and processing it to resemble gravel.

The Walla Walla TBD Story

WA ST Transportation Commission

September 18, 2012, Pasco, WA

Citizens Speak Out in an informal 2007 survey!

Sunday

October 7, 2007

WALLA WALLA
UNION-BULLETIN

Bringing the valley home to you since 1869.



IN PANORAMA, CI

Who is
watching
who?

\$1.00

Survey voters say: Fix streets!

More than 1,200 readers participated in the survey to help rank priorities for capital projects.

By ALASDAIR STEWART
of the Union-Bulletin.

You've seen the list of big-ticket wants and needs Valley taxpayers might be asked to ante up for in the next couple of decades.

And more than 1,200 of you have made yourselves heard, loud and clear, on what you want.

"Fix our streets!"

By a huge margin, "traffic improvement and street work" was the most popular item chosen from a list of 36 items compiled by the Union-Bulletin from master plans and interviews with local officials and agency workers.

Readers were asked to choose and prioritize their five top projects. Here are the rest of the top choices:

■ **Aquatic center** (No. 2). Besides those who voted for the center, about two dozen respondents specifically voted for a "swimming pool" instead. Some who voted for the aquatic center indicated they'd prefer a simple version. In the words of one voter, "Not a Wah

Cost of Community



A conversation about our future

Of the 1,232 responses deemed valid, 899 were from people who reported living in Walla Walla, just over 3 percent of the city's population.

Another 80 said they live in College Place, and 156 in other parts of Walla Walla County.

Please see **OVER, A4**

Disney pool?"

■ **Police station and 911 dispatch center** (3).

■ **Another high school serving the Walla Walla area** (4). Improvements at Walla Walla High School came in a distant seventh place, and improvements at Lincoln Alternative High School came in 15th.

■ **Homeless shelter** (5).

Coming in a very close sixth was a downtown parking garage.

THE LIST

Here is how the 39 projects that received a significant number of votes in the Cost of Community survey ranked. Two of these projects were write-ins. The cutoff for projects on this list is 20 points. Point totals are in parentheses and are based on 5 points for a No. 1 ranking, 4 points for a No. 2 ranking, 3 points for a No. 3 ranking, 2 points for a No. 4 ranking and 1 point for a No. 5 ranking.

1. Traffic control and street work (2,631 points)
2. Aquatic center (2,042)
3. Police station, 911 dispatch center (1,833)
4. Another public high school to serve the Walla Walla area (1,211)
5. Homeless shelter (1,004)
6. Downtown parking garage (1,029)
7. Walla Walla High School improvements (657)
8. Fire equipment replacements (645)
9. Youth center (595)
10. Bicycle/pedestrian trails (542)
11. Combined community/senior/youth center (513)
12. Ice rink (443)
13. School technology (348)
14. Uncovering/enhancing Mill Creek channel through downtown (295)
15. Lincoln Alternative High School improvements (286)
15. New and expanded main portion for city library (221)
17. New fire stations in north and south of city (203)
18. Boriske Stadium improvements (192)
19. Walla Walla Public Schools support services building (191)
20. Completion of Mill Creek Sportsplex (178)
21. Walla Walla school safety work (176)
22. Community park in southeast Walla Walla (146)
23. New Valley Transit Market Station (133)
24. Restoration of City Hall to original exterior (123)
25. Prospect Point Elementary School improvements (115)
26. Garrison Middle School Improvements (111)
27. Cultural/art center (100)
28. Further development of Fort Walla Walla Park (95)
29. Berney Elementary School improvements (87)
30. Blue Ridge Elementary School improvements (83)
31. Swimming pool (81 — write-in)
32. Pioneer Middle School improvements (76)
33. Repair or replace city golf course clubhouse (72)
34. New city golf course maintenance building (64)
35. Green Park Elementary School improvements (31)
36. Costco (26 — write-in)
37. Sharpelein Elementary School improvements (25)
38. School District administration building (20)

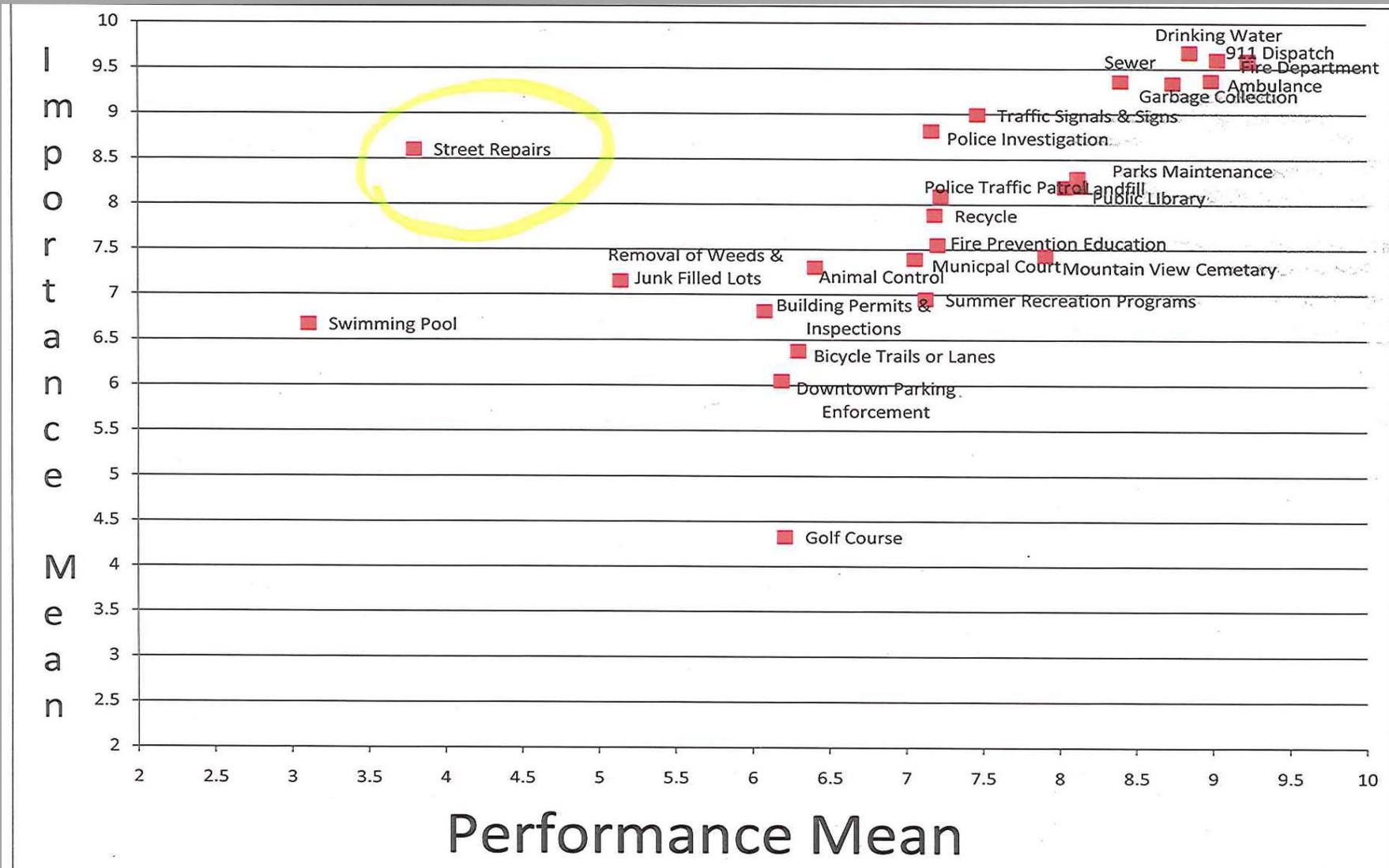
The Walla Walla TBD Story

WA ST Transportation Commission

September 18, 2012, Pasco, WA

2011 WW Statistically Valid Citizen Survey

Streets were identified as the greatest concern



The Walla Walla TBD Story

WA ST Transportation Commission

September 18, 2012, Pasco, WA

In the 2011 Survey we asked citizens which funding options they preferred.

The citizens preferred the 0.2% sales tax increase

And to put it to a vote...

Each of these options yields about \$1M/Yr:

Option 'A': Local Option Vehicle Tax of \$50/year per vehicle

Stable revenue source with low volatility

Runs Ad Infinitum

Option 'B': Property Tax Levy Lid Lift - \$.50 per \$1,000 AV property tax

Good for six years

50 cents per \$1,000 AV= \$100.00 per year for a \$200,000 home.

Option 'C': Sales Tax increase of 0.2%

Increases local sales tax from 8.6% to 8.8%

Time limit of 10 years

Option 'D': Cut \$1M from existing General Fund activities

The Walla Walla TBD Story

WA ST Transportation Commission
September 18, 2012, Pasco, WA

We created a Street Task Force of community leaders, business owners and citizens to craft and promote the program.

2011 Street & Roads Task Force 2011

Doug Bayne

Ann Haley

Greg Loney

Pete Reid

Jim Peterson

Jim Abajian

Ki Bealey

Jim Johnson

Barbara Knudson

Peggy Sanderson

Steve Roy

Damien Sinnott

Randy Glasier

Nabiel Shawa

The Walla Walla TBD Story

WA ST Transportation Commission
September 18, 2012, Pasco, WA

Public Outreach - Through several town hall meetings & civic club presentations we presented survey results and painted the larger picture of our streets challenge.

Let's Talk About Our Streets...
Rotary Club of Walla Walla
September 15, 2011



The Walla Walla TBD Story

WA ST Transportation Commission
September 18, 2012, Pasco, WA

Together, the Citizen Street Task Force and City Hall,
communicated the core issues

Key Issue - Declining Resources

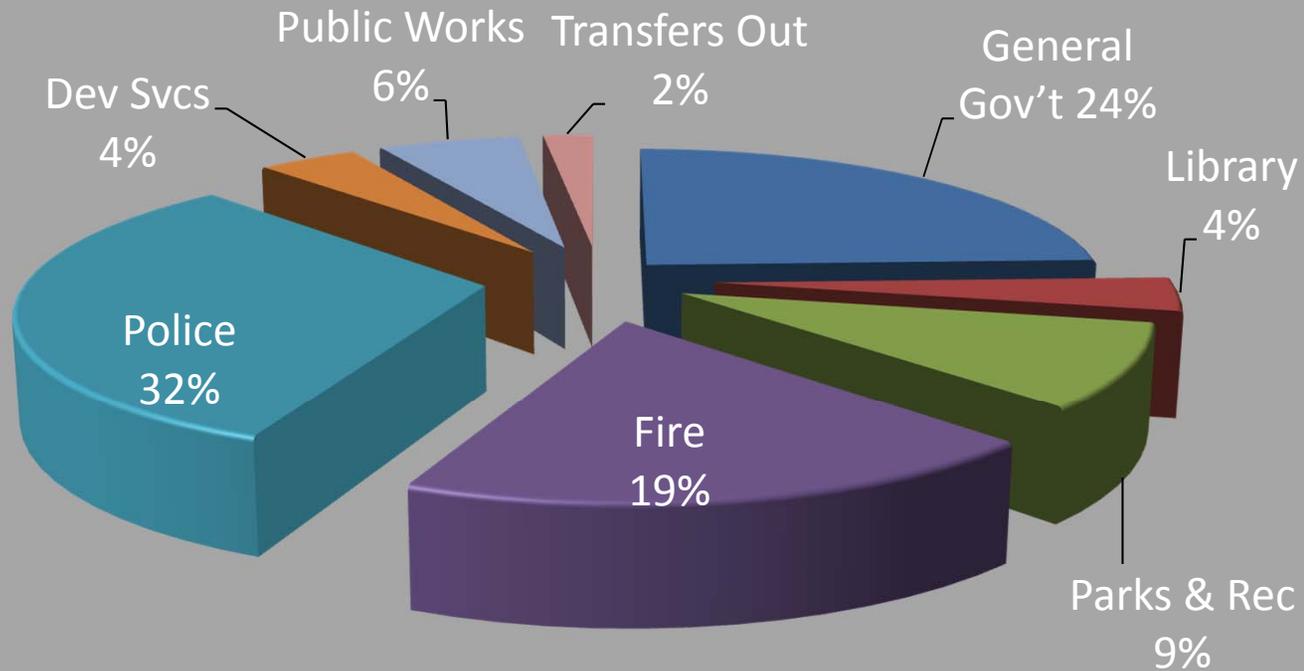
- 1987 - Federal Revenue Sharing ends, WW loses about \$757,000/year
- 1999 - I-695 passes, WW loses about \$1.2 M/Year
- 1999 – Lost \$347,000/year due to the elimination of loss of Sales and Use Equalization Funding

Total revenue reduction YTD from identified sources, not adjusted for inflation: \$36,732,000

The Walla Walla TBD Story

WA ST Transportation Commission
September 18, 2012, Pasco, WA

We shared financial information
If Not To Streets, Where Are My Tax \$ Going?

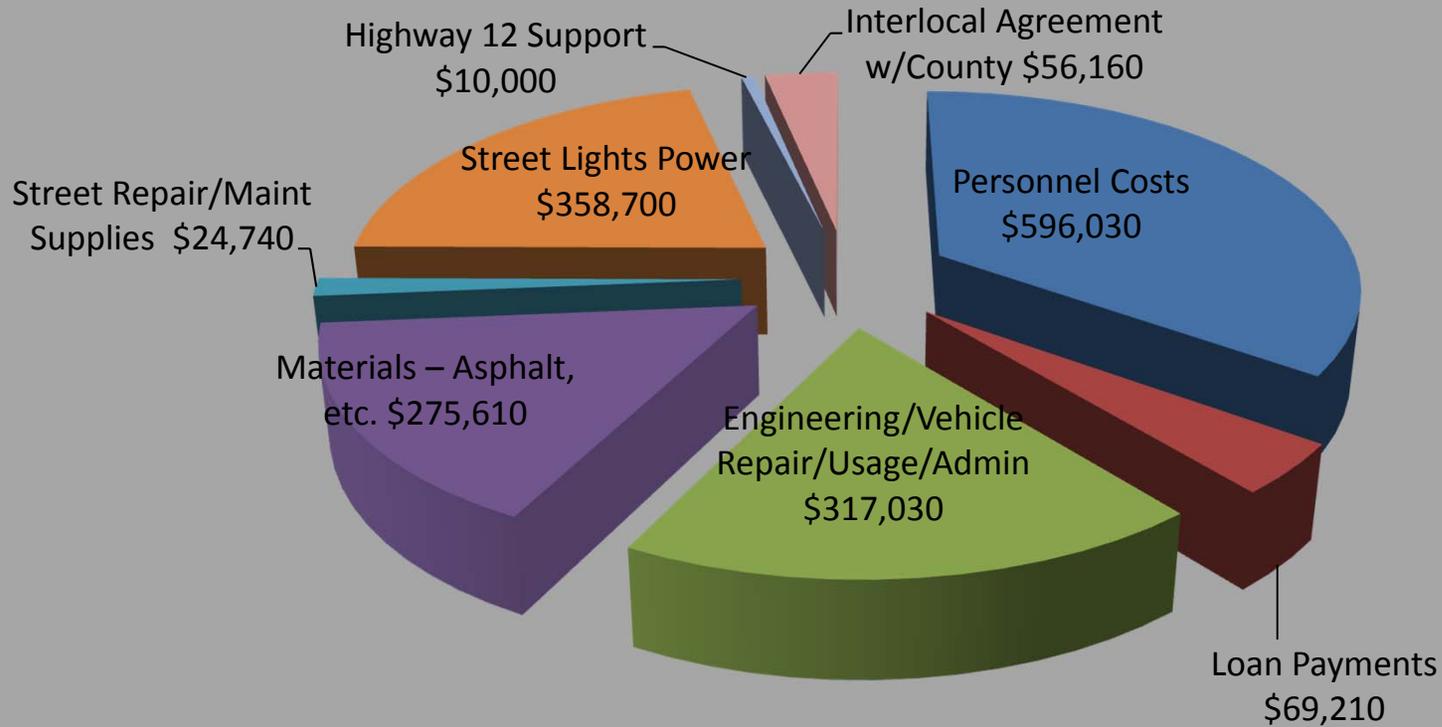


Total 2011 General Fund \$23,404,260

The Walla Walla TBD Story

WA ST Transportation Commission
September 18, 2012, Pasco, WA

Current paving funding was less than \$300,000/year, yet a 2004 study indicated a need of \$1,500,000/year just to maintain the current pavement ratings.

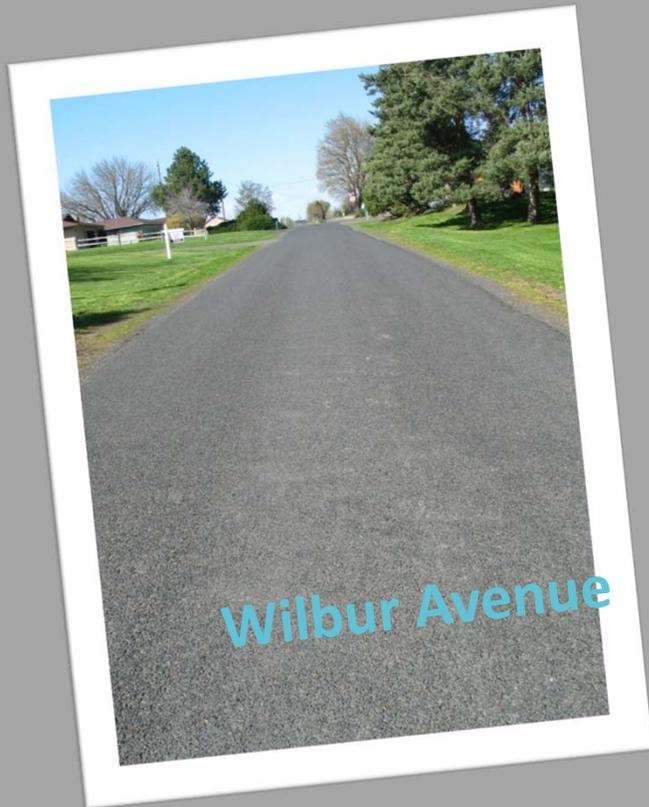


Streets Fund Annual Expenses - \$1,707,480
\$78,189 spent in winter 2010/11 filling pot holes!

The Walla Walla TBD Story

WA ST Transportation Commission
September 18, 2012, Pasco, WA

We explained why county roads were generally in better condition.



Why Are WW County's Road So Fine?

- WA State Law provides Counties with a permanent Road Tax.
- WW County residents pay a Road Tax of \$2.14 /\$1,000 assessed value.
- WW County Road Dept receives about \$4.8M/year dedicated for roadway maintenance.
- **IF the City had exactly the same taxing authority, we'd have \$4,257,996/year for our streets!**

The Walla Walla TBD Story

WA ST Transportation Commission
September 18, 2012, Pasco, WA

The City formed a Transportation Benefit District (TBD) in October 2011.



The Walla Walla TBD Story

WA ST Transportation Commission
September 18, 2012, Pasco, WA

The proposition to increase sales tax by 0.2% for the WW TBD passed in February 2012 with 62% (a simple majority was required)!



The Walla Walla TBD Story

WA ST Transportation Commission
September 18, 2012, Pasco, WA

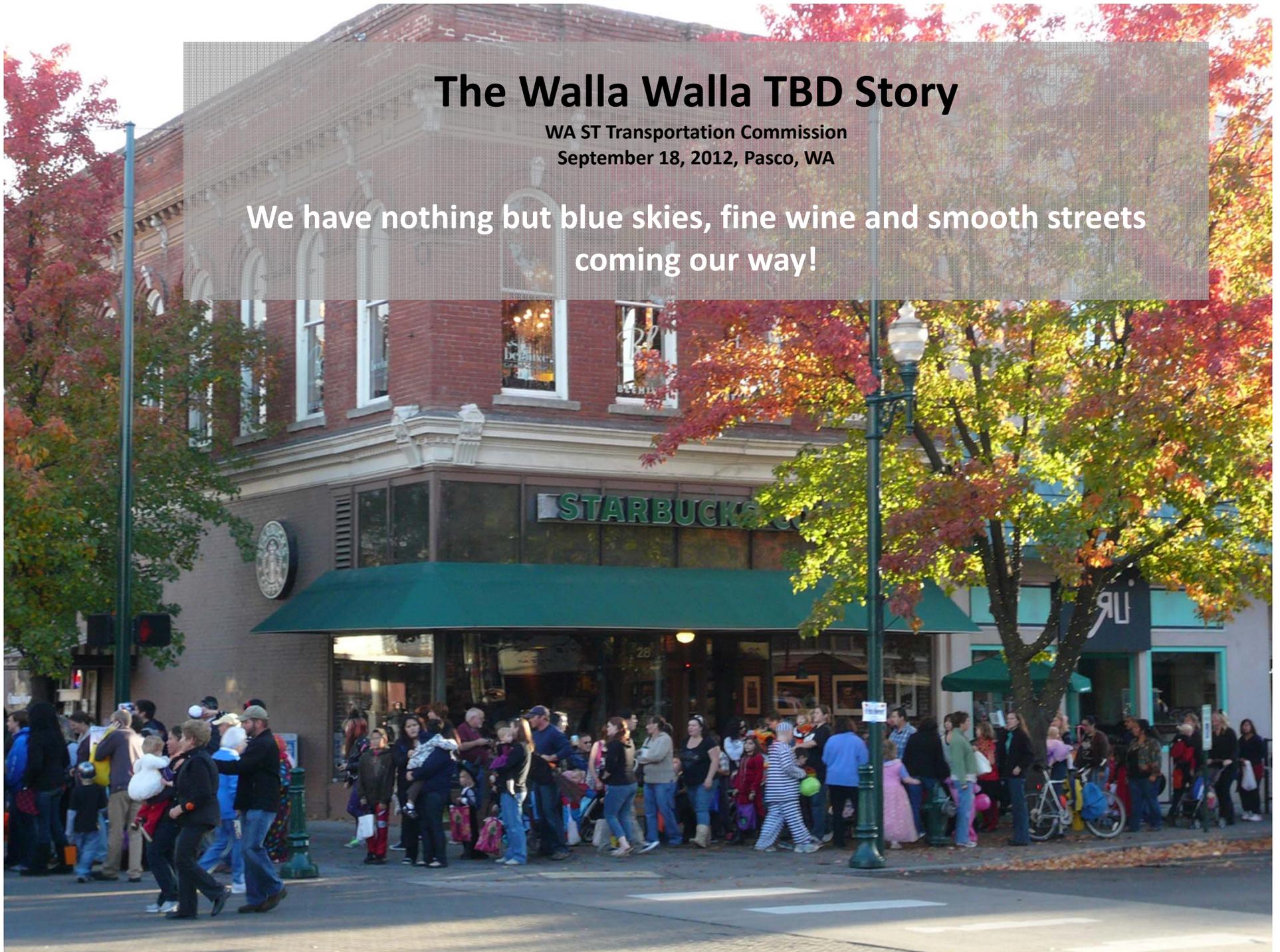
A standing Citizen Street Committee was appointed in June 2012 to work with staff. The sales tax collection begins in July 2012 and the first street improvements w/ TBD funds begin in May 2013.



The Walla Walla TBD Story

WA ST Transportation Commission
September 18, 2012, Pasco, WA

We have nothing but blue skies, fine wine and smooth streets
coming our way!



Washington State Transportation Committee Meeting

September 18, 2012

Transportation Highlights for the City of Walla Walla

Established Transportation Benefit District and a 0.2% sales tax for streets

- 2011 Citizen Satisfaction Survey – Identified citizen's highest priority streets and their preferred funding mechanism.
- Seven Town Hall meetings and seven community meetings held to discuss the condition of our streets and possible funding sources.
- Voter approved 0.2% sales tax increase for Streets on February 14, 2012.

Highway 12

- We continue to support the improvements to Highway 12.

Current Project of Regional Significance (College Place/Walla Walla Partnership Project)

- Myra Road: SR125 to Garrison Creek
 - 75% design complete
 - Environmental documentation submitted on July 26, 2012
 - ROW acquisition underway
 - Target date for advertisement is March 2013
 - Construction: May 2013 – October 2013

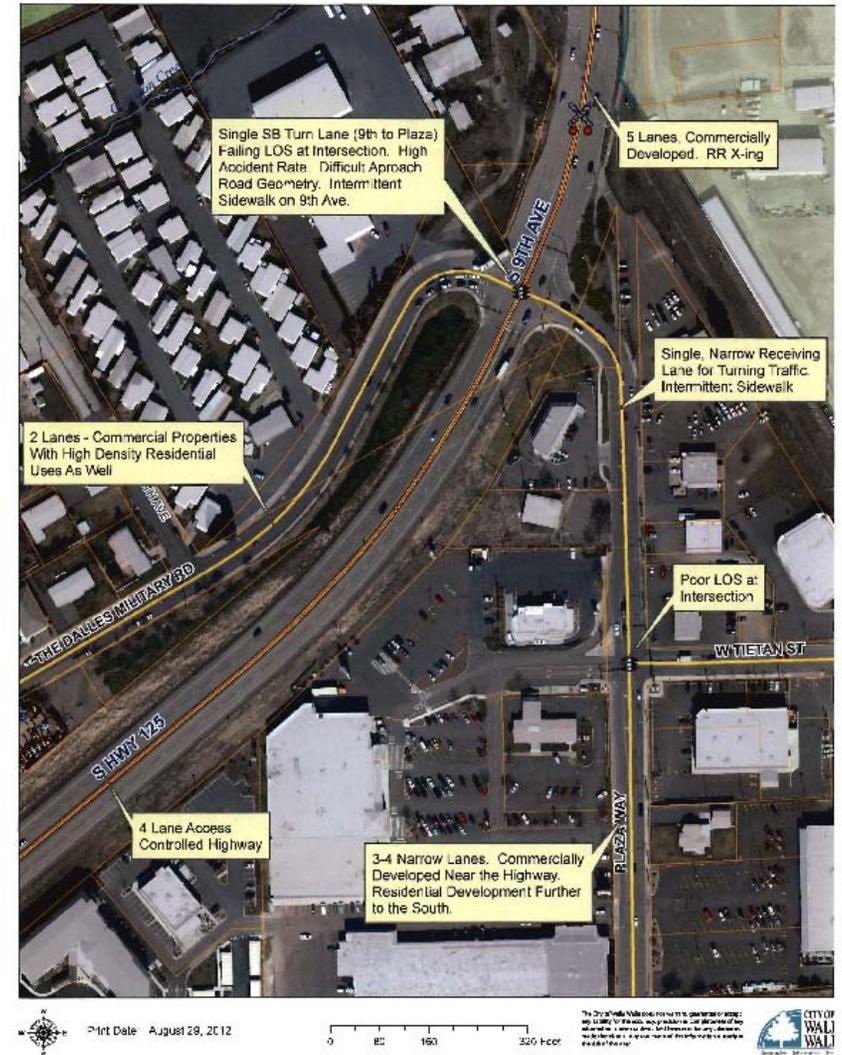


Transportation Highlights for the City of Walla Walla (continued)

Future Project of Regional Significance

- SR125/Plaza Way Improvements
 - Need to address significant congestion and safety problems in the vicinity of this intersection.
 - The initial consultant study will analyze the traffic volumes in the area, examine existing constraints, and recommend the most feasible long term solutions.
 - The project is expected to include widening of Plaza Way, new traffic signals at Tietan/Plaza and Plaza/SR125, a new RR crossing, pedestrian improvements, and add a second left turn lane from SB SR125 onto Plaza Way.

SR125-Plaza Way Area Vicinity Map



Waitsburg – Main Street Bridge



Arch design changes the hydrology of the river during high-water events, causing accelerated downstream water flow and repeated levee erosion. Levee failures have occurred in every flood event since the installation of this bridge in 1925.

Waitsburg – Main Street Bridge



Narrow bridge deck and low weight thresholds impact movement across the Touchet River from grain and fuel depots, as well as nearby Walla Walla County Public Works facilities. This limits the amount of freight and goods and services able to be transported via this route.