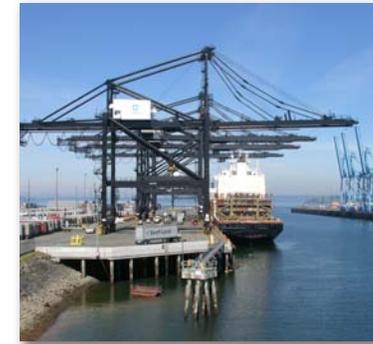


Connecting Washington

Transportation needs in Washington State

Paula J. Hammond, P.E.
Secretary of Transportation



Washington's transportation system - a valuable asset

Highways

- Carry 86 million vehicle miles/day *(on 18,500 state highway lane miles)*
- 309 lane miles of a planned 320-mile HOV freeway system *(Including transit and HOV treatments on arterials and ramps)*
- More than 3,600 bridges and structures

Ferries

- Carry 22.3 million passengers/year *(on 22 ferry vessels, 20 terminals, and 505 daily sailings)*

Passenger rail

- Carries over 800,000 passengers/year *(Partner in Amtrak Cascades state passenger rail)*

Aviation

- 17 WSDOT-managed airports, *(statewide 138 public-use airports)*

Freight rail

- Grain Train delivers over 1.2 million tons of grain, 100 tons per car in 2010. *(Since 1994, grain train runs 118 cars, including 29 added in 2010)*
- WSDOT owns 296 miles of short-line railroad *(Shipping during 2010 on the Palouse-Coulee City rail system increased 20% over 2009 to 8,000 carloads.)*
- 3,600 miles of public and private freight railroad move 116 million tons of freight. *(2008 data)*

Transit support

- Employer commute programs support more than 810,000 commuters statewide *(170 million vehicle miles traveled reduced annually)*
- Vanpool program includes more than 2,400 vans *(Washington has the largest public vanpool fleet in the nation)*

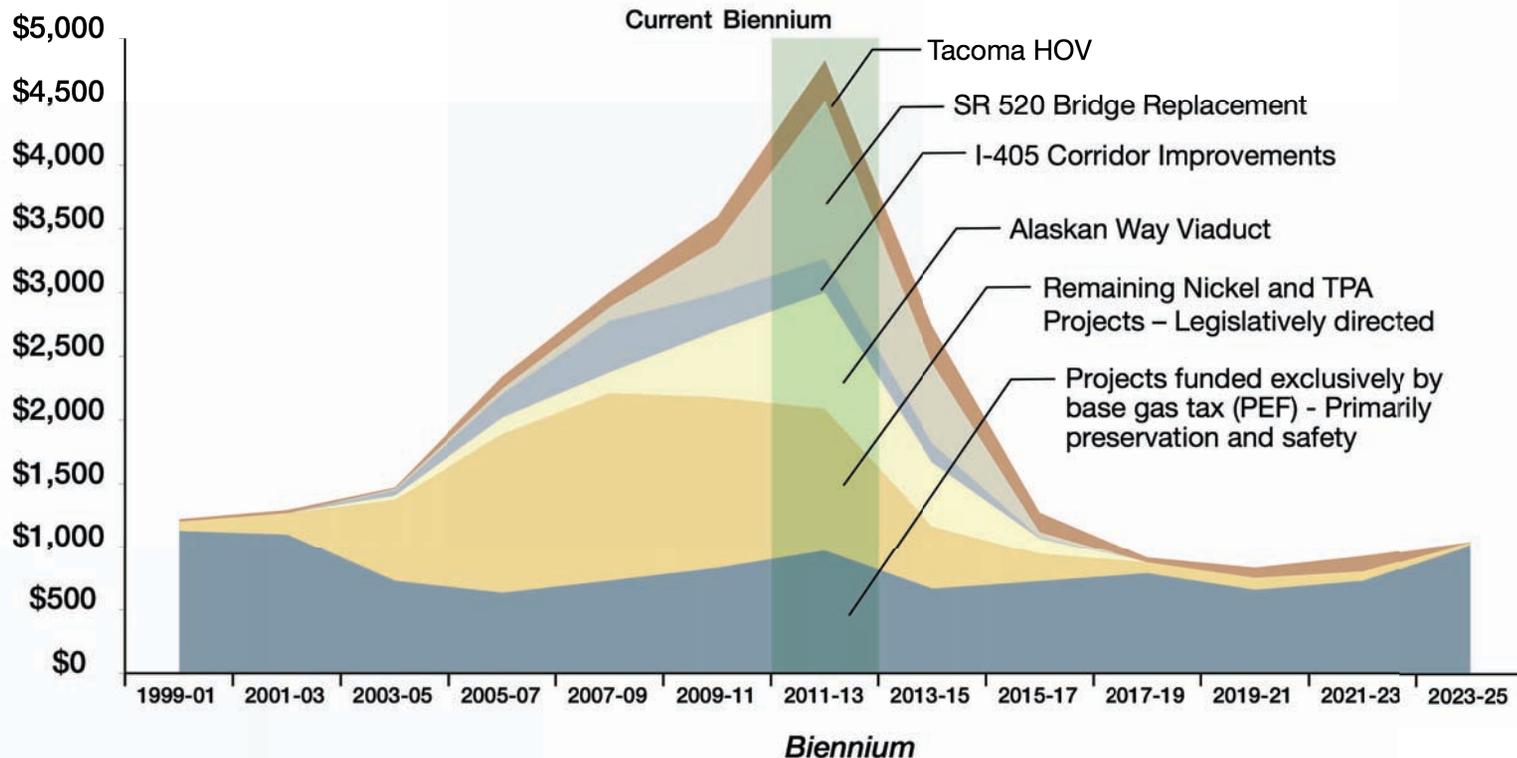


WSDOT highway construction program

All funds from the 2003 and 2005 gas tax increases are committed

2011 Governor-proposed budget request - program total with select mega-projects highlighted

Dollars in Millions



74% of highway program dollars are contracted to the private sector.

\$6B of the \$15.5B in Nickel and TPA will be delivered through our design-build program.

54% of the design effort for Nickel and TPA was delivered by consultants.

WSDOT is delivering Nickel and TPA projects

The **2003 and 2005 revenue packages** supported **\$15.5 billion** in infrastructure improvements.

Nickel and TPA delivery performance (as of June 30, 2011)

- Of the **303 projects completed**, more than **90%** are “**on time**,” and **92%** are “**on or under budget**.”
- By **2011-13 biennium’s end**, 92% of the projects will be either complete or under contract.

Nickel and TPA projects create jobs

- The vast **majority of the jobs supported** by the Nickel and TPA are **performed by the private sector**.
- The **2003 and 2005 gas tax** funding packages are estimated to **support** an average of **10,000 direct, indirect, and induced jobs** each year over a 10-year period.

Source: WSDOT Strategic Assessment Office



Improvement projects are meeting or exceed expected benefits for the public

- **Fatality accidents** on Washington's roadways continue to **decline** from 2005, with a **6% reduction** in one year from 2008 to 2009.
- **State pavements**
 - Over 93% of Washington's highways are in fair or better condition.
- **Bridges:**
 - 98% of the 3,658 bridges are in fair or better condition.
 - 77% of the bridges funded by the 2005 revenue package for seismic retrofit are either completed or under construction.
- **Travel delay declined by 21%** on all state highways in 2009 compared to 2007.



Source: WSDOT Transportation Data Office and WSDOT Strategic Assessment Office

Washington's primary transportation revenue source is limited, committed, and doesn't keep up with inflation and growing demand

76% of all state transportation investments are financed by the gas tax

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**

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.

Strategy for an integrated 21st Century transportation system



Our strategy to address congestion... Moving Washington

Operating Roadways Efficiently

Moving Washington improves the system's performance and generates revenue through variable pricing and other traffic-management tools.

Managing Demand

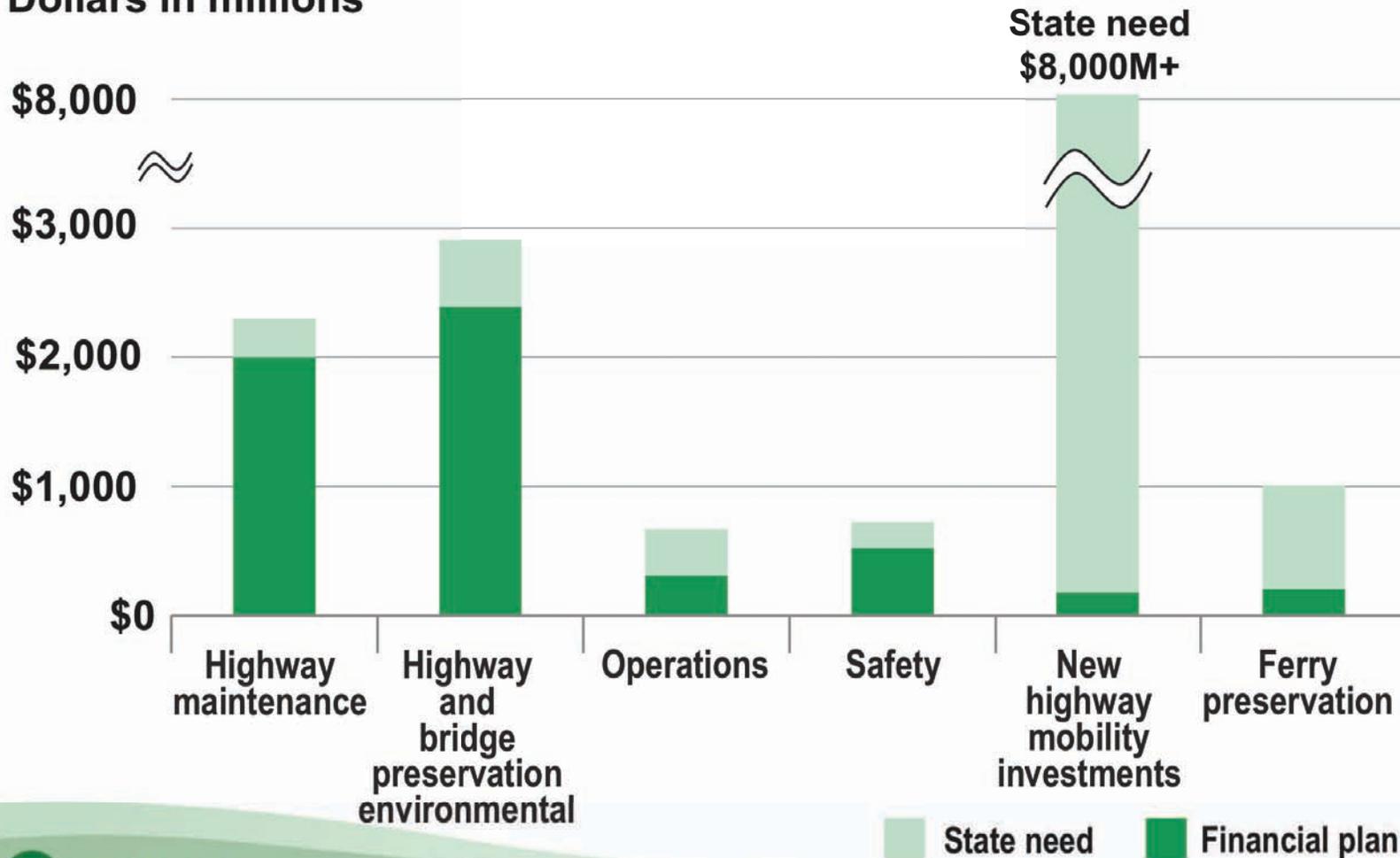
Providing more travel choices and options for people and freight helps improve the efficiency and effectiveness of our transportation system.

Adding Capacity Strategically

Adding new capacity to our currently over-stressed transportation system is a critical component of Moving Washington.

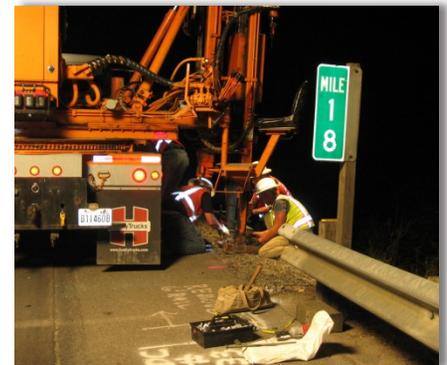
How much of our state highway, bridge and ferry needs will 8 cents address in the next 10 years?

Investment need 2013-2023
Dollars in millions

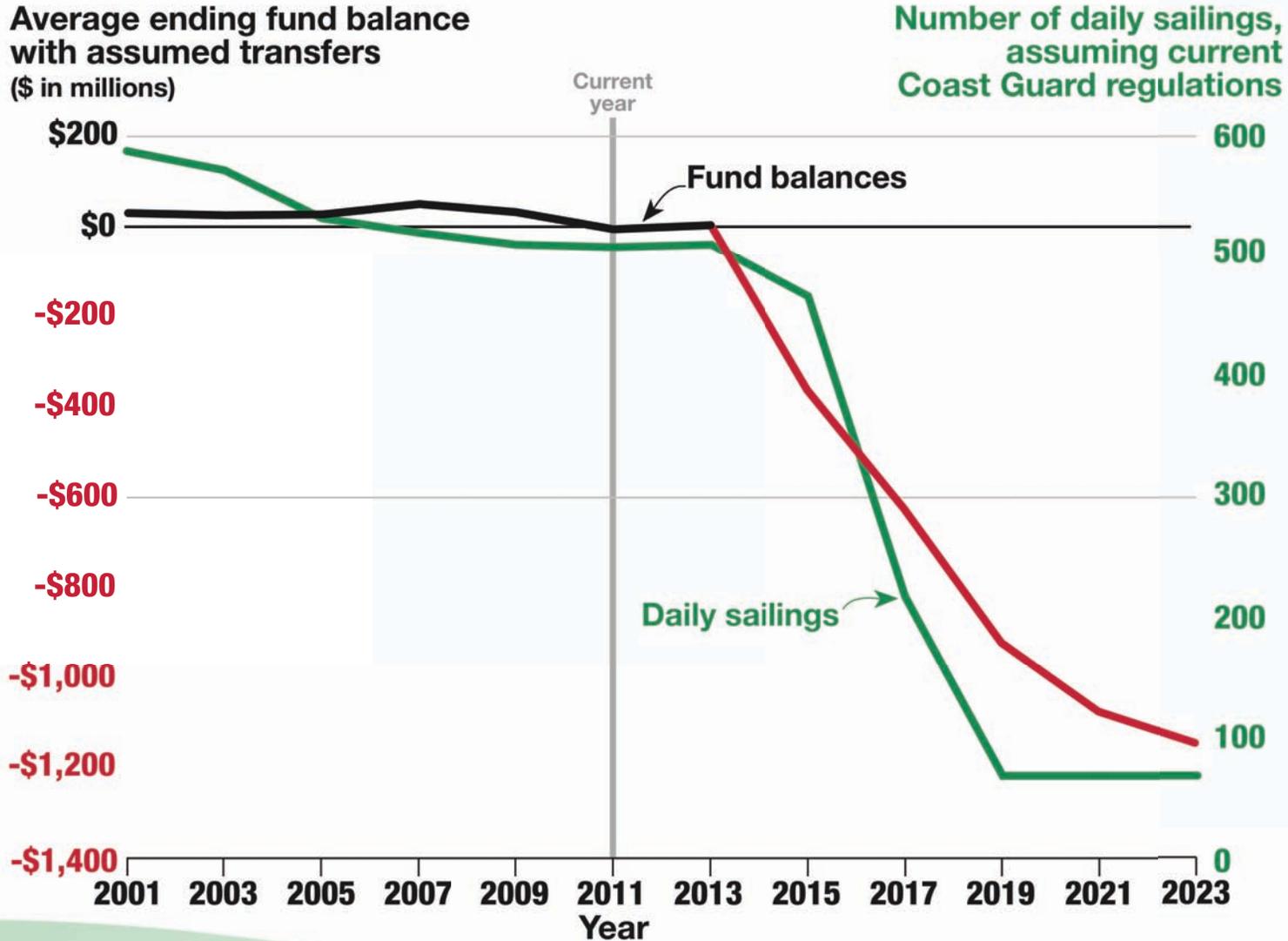


Our ability to build infrastructure and stimulate economic development is severely restricted in the future

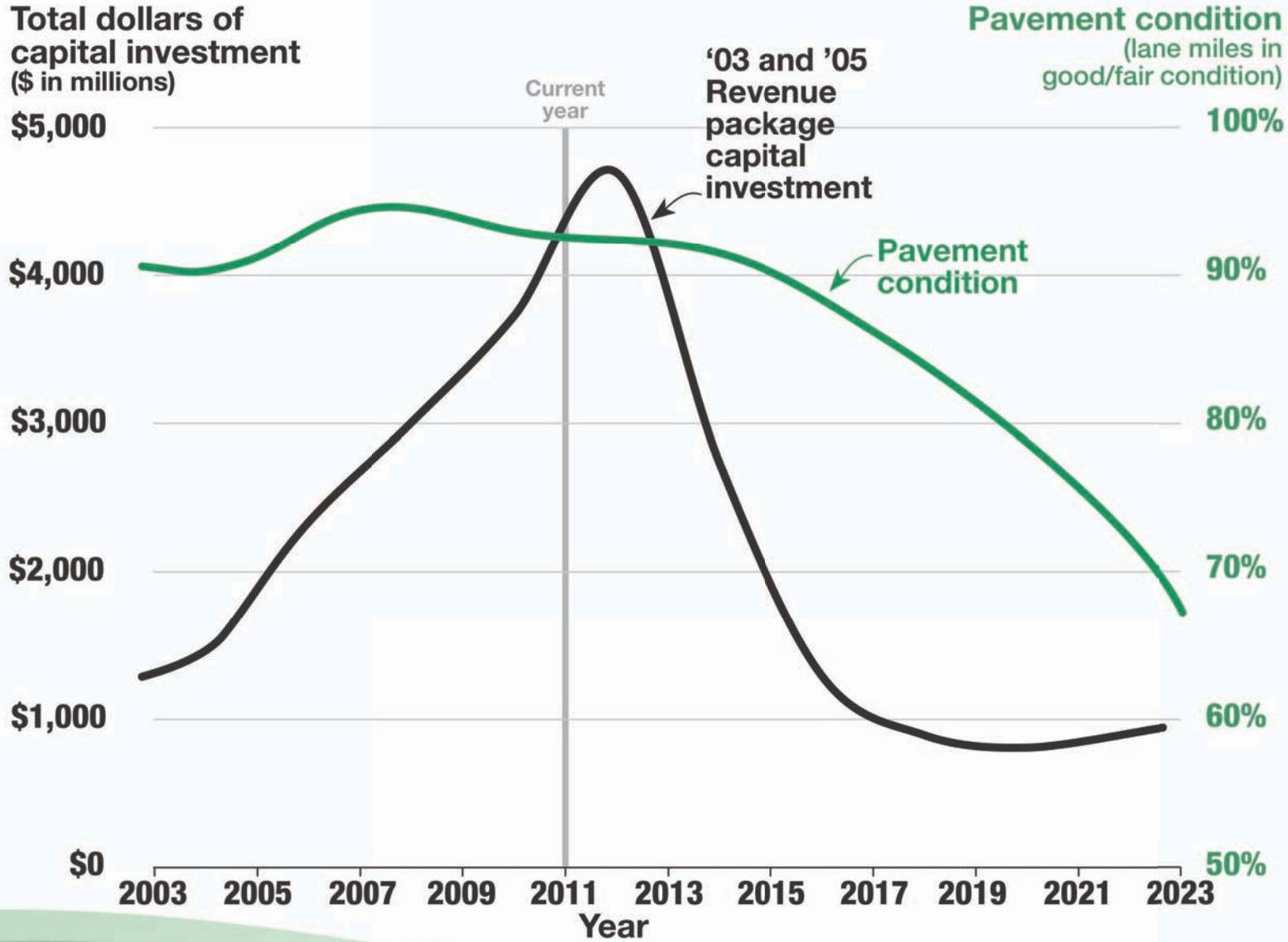
- **Ferry system financial plan is not sustainable**
 - Since 2000, \$898 million has transferred from the motor vehicle and multi-modal fund to support the ferry system after the loss of the Motor Vehicle Excise Tax (MVET).
 - Aging vessel and terminals will mean more breakdowns and less reliability.
 - Ongoing level of service will decline
- **Washington's roadway conditions will decline**
 - In 10 years, pavement will deteriorate from 94% good/fair to less than 70%.
- **Roadway maintenance service levels will decline**
 - Level of service will drop from current average of B-/C+ to D/F.
 - Only high-priority snow - and ice - removal activities.
 - Rougher roads, poor striping and pavement markings, more litter and graffiti.
 - Increased response times for incident response and accident clearance.



Ferry service at risk with no new revenue



Core assets at risk with declining revenues



There are many unmet freight priority needs in marine, rail and the statewide highway system



No ability to complete mobility improvements in major corridors or start new projects

- **Mega-projects will remain unfinished**

- SR 520 Bridge replacement
- I-90 Snoqualmie Pass
- US 395 North Spokane Corridor
- I-405 corridor

- **These projects will not start construction**

- I-5 Columbia River Crossing
- **SR 509** freight and congestion relief
- **SR 167** corridor extension
- **I-82** economic development improvements near **Yakima** and **Union Gap**
- **I-5** interchange safety improvements in **Bellingham**
- **SR 28** corridor improvements in **East Wenatchee**
- **I-5** corridor through **Joint Base Lewis-McChord**
- **Ferry vessel, terminal** preservation and replacement
- **SR 522/US 2** corridor safety improvements
- **US 12** safety and improved mobility near **Walla Walla**

- **Support for special-needs transportation, transit grants and intercity passenger rail is limited**