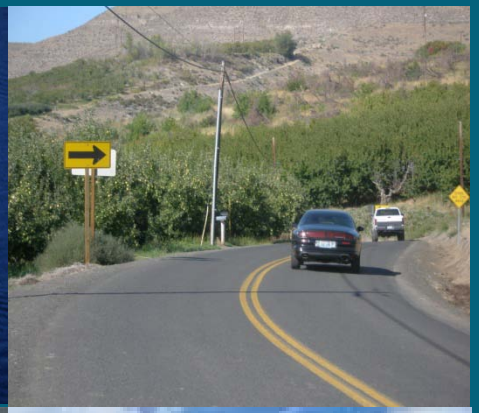
Transportation 101

Moving People and Goods



Washington State Transportation Commission

Fall 2010

Overall Transportation Funding

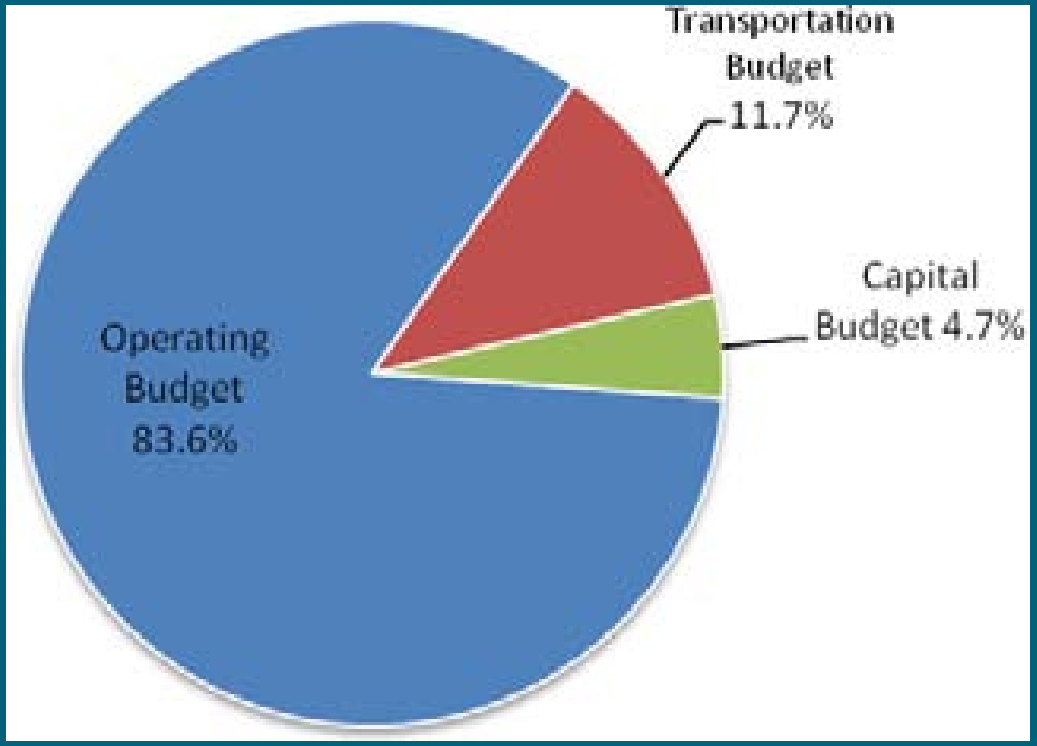
How much is being invested in transportation today?

- In 2006, highway and transit investment nationally totaled $92 billion from federal, state and local sources
- 2009-11 Washington State Transportation Budget: $8.6 billion for the biennium (includes nearly $1.1 billion in federal stimulus grants)
- Annual county, city and transit investment statewide from local sources: over $3 billion

Other current spending

- In 2008, Washington citizens spent over $16 billion on gasoline and diesel fuel.
- In 2008, new car sales in the state totaled $11 billion.
- Washington citizens are spending about 4x as much on transportation as state and local government.

Transportation Infrastructure is Less Than 12% of the State Budget



2009-11 State Budget ($72.6 Billion)

*The Transportation Budget includes funding for the Washington State Patrol, the Department of Licensing and other transportation agencies

City Transportation

- Cities and towns have 16,421 miles of streets
- 70% of cities' transportation funding comes from local revenue sources, largely sales tax
- 11% of cities' transportation revenue is federal funds
- 19% of cities' transportation revenue comes from state
  - primarily 2.96¢ of state gas tax
  - grants from Transportation Improvement Board and Freight Mobility Strategic Investment Board

County Transportation

- Counties have 39,900 miles of roads in unincorporated areas
- About 62% of counties' transportation funding is locally generated, primarily from the county road share of the property tax
- 11% of counties' transportation revenue is federal funds
- About 27% of counties' transportation funding comes from state revenues
  - 4.92¢ of gas tax
  - grants and distributions from County Road Administration Board
  - grants from Transportation Improvement Board and Freight Mobility Strategic Investment Board

Transit Agencies

- **28 operating transit agencies**
- **Most local transit service revenue comes from:**
  - Locally-approved sales tax
  - Fare box receipts
  - Federal grants
- **State money mostly limited to special needs transit and CTR programs**

Ports

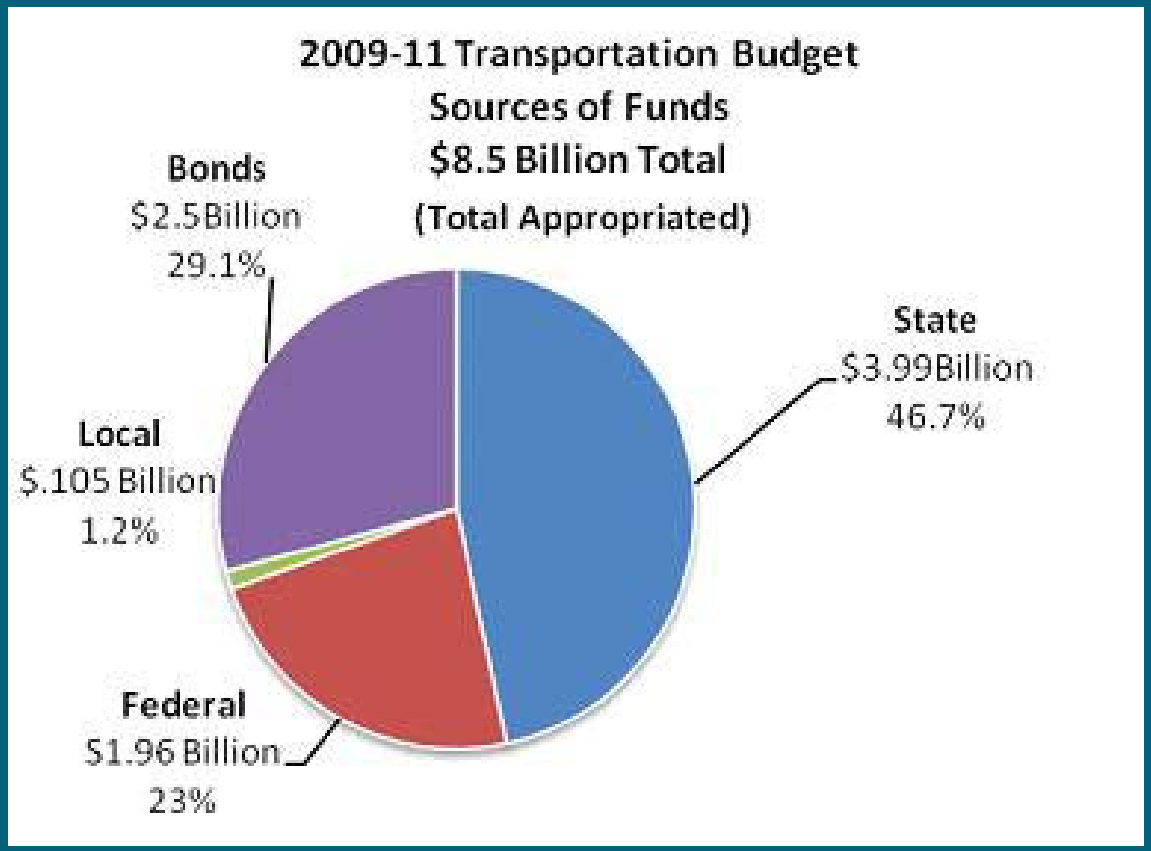
- 75 port districts in 33 of 39 counties
- Ports can engage in both transportation and economic development
  - Marine shipping
  - Airports
  - Industrial infrastructure
  - Marinas
- Port revenue comes from user fees, leases, property tax and federal grants

Major State And Federal Transportation Fund Sources

- Federal gas tax –18.4¢ per gallon
- State gas tax – 37.5¢
- State car and truck weight fees
- Ferry fares – about 65% of operating costs

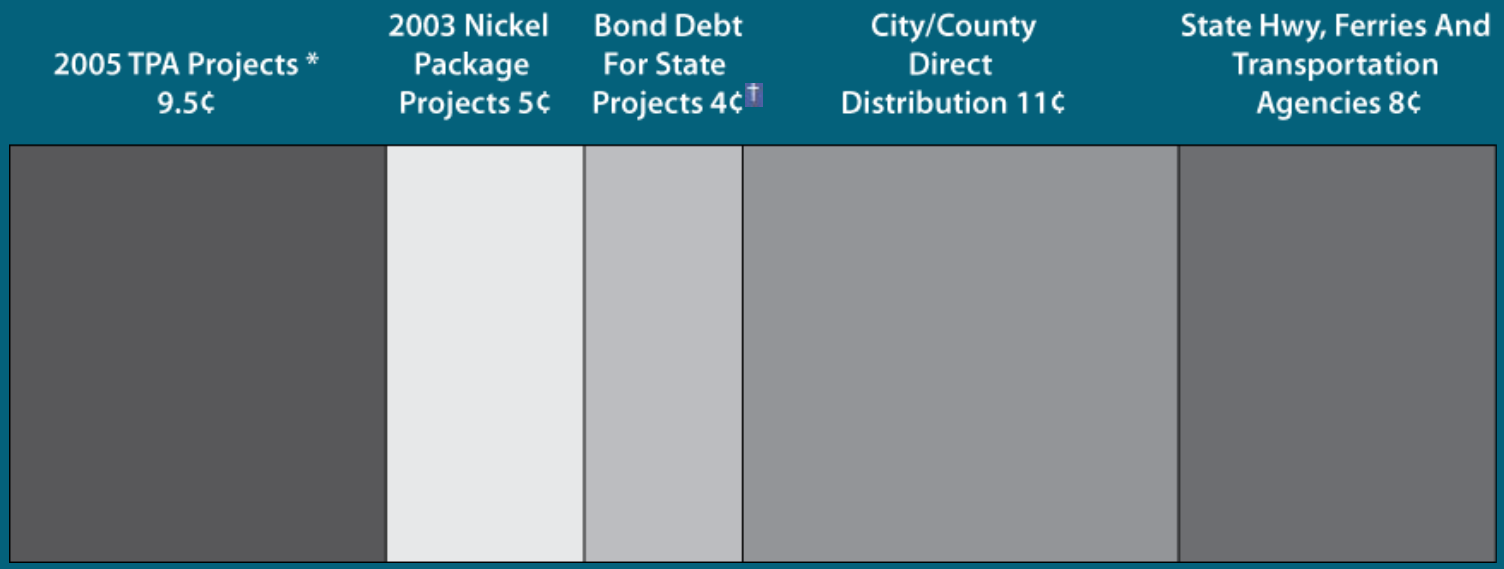
Where Does State Transportation Money Come From?

2009-11 State Transportation Budget (in Billions)



* Local share is payments for contracted work

How is the State Gas Tax Money Spent?



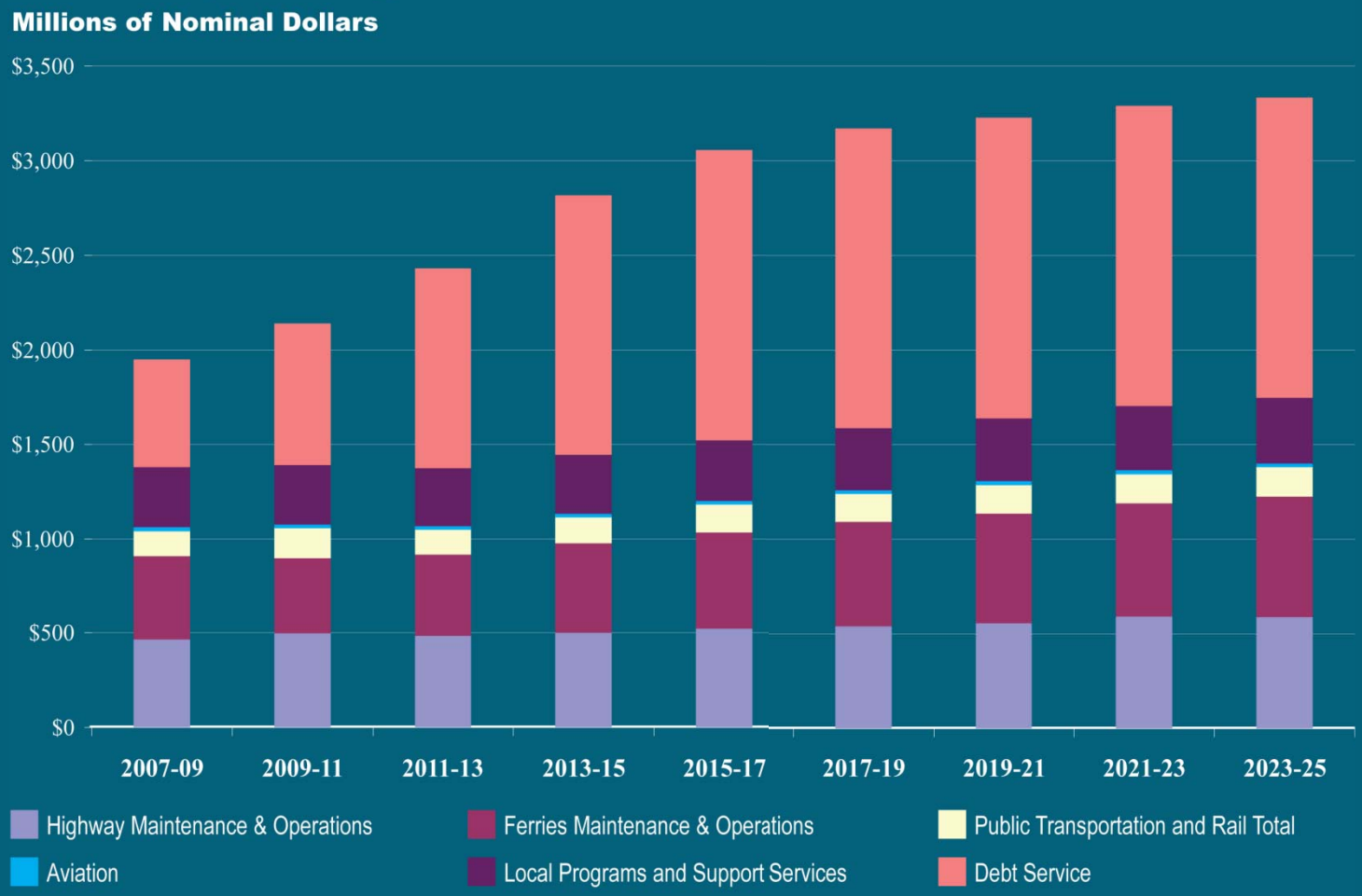
37.5¢ Washington State gas tax (July 1, 2008)

* 8.5¢ of TPA revenue funds state highway projects; 1¢ goes to counties and cities for road and street improvements

† Bond debt for state projects does not include Nickel and TPA projects

Debt Service Gets a Growing Share of State Transportation Budget

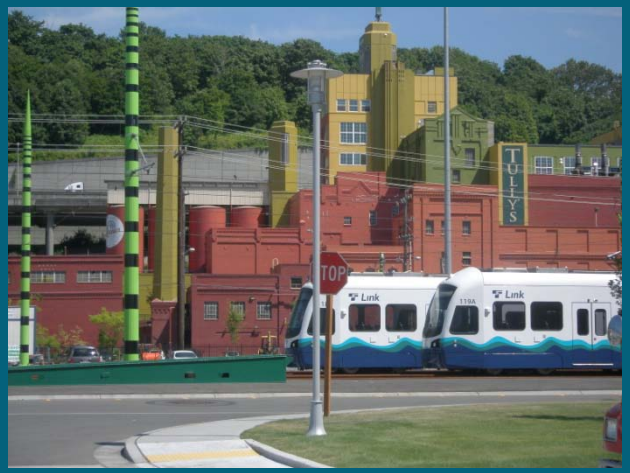
Figure ES.5 **WSDOT Capital Budget and 16-Year Financial Plan Operating Uses of Funds**



Source: Department of Transportation 2009-11 Transportation Operating Budget as Signed into Law and 16-Year Financial Plan, May 2009

Future Needs

The current 2007 - 2026 Washington Transportation Plan identifies a need to invest over $67 billion over 20 years (2005 dollars) … most of which is unfunded.



Statutory Investment Priorities:

- Economic Vitality
- Preservation
- Safety
- Mobility
- Environment
- Stewardship

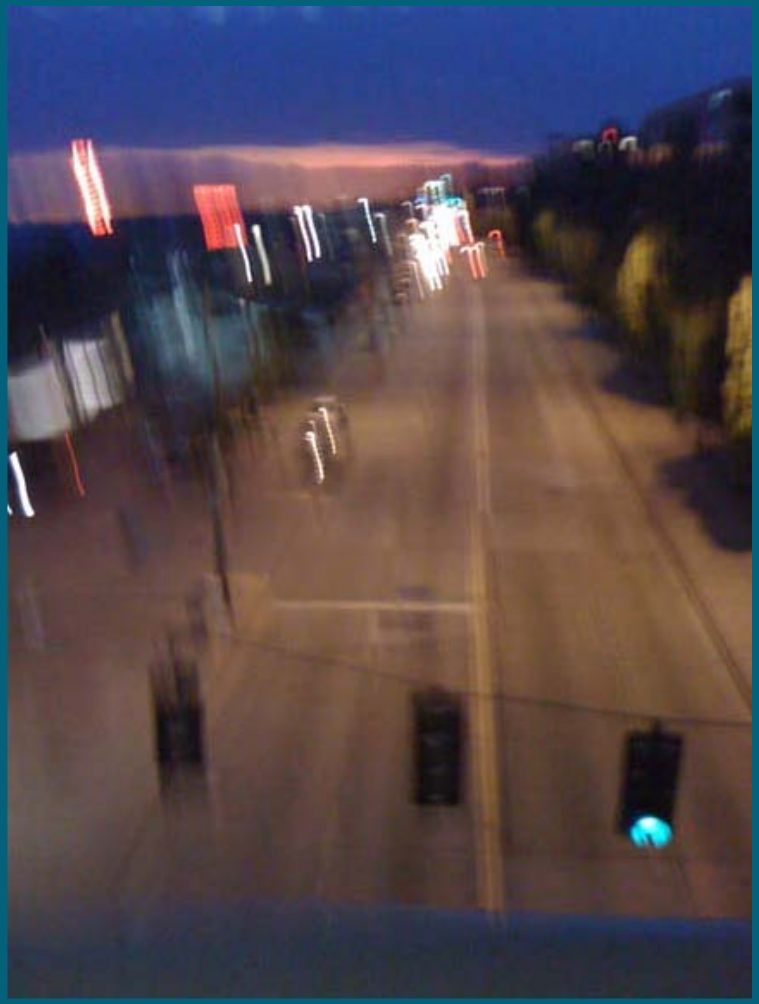
--RCW 47.04.280

WTP 2030 is Underway

Washington Transportation Plan 2030:

- An overarching strategic transportation policy plan intended to guide policy and investment decisions across all transportation modes statewide
- Identifies the necessary steps and actions to accomplish key strategies in the context of time: near-term (2011-17) and longer-term (2017 - 2030)
- Project Timeline: April 2009 – December 2010

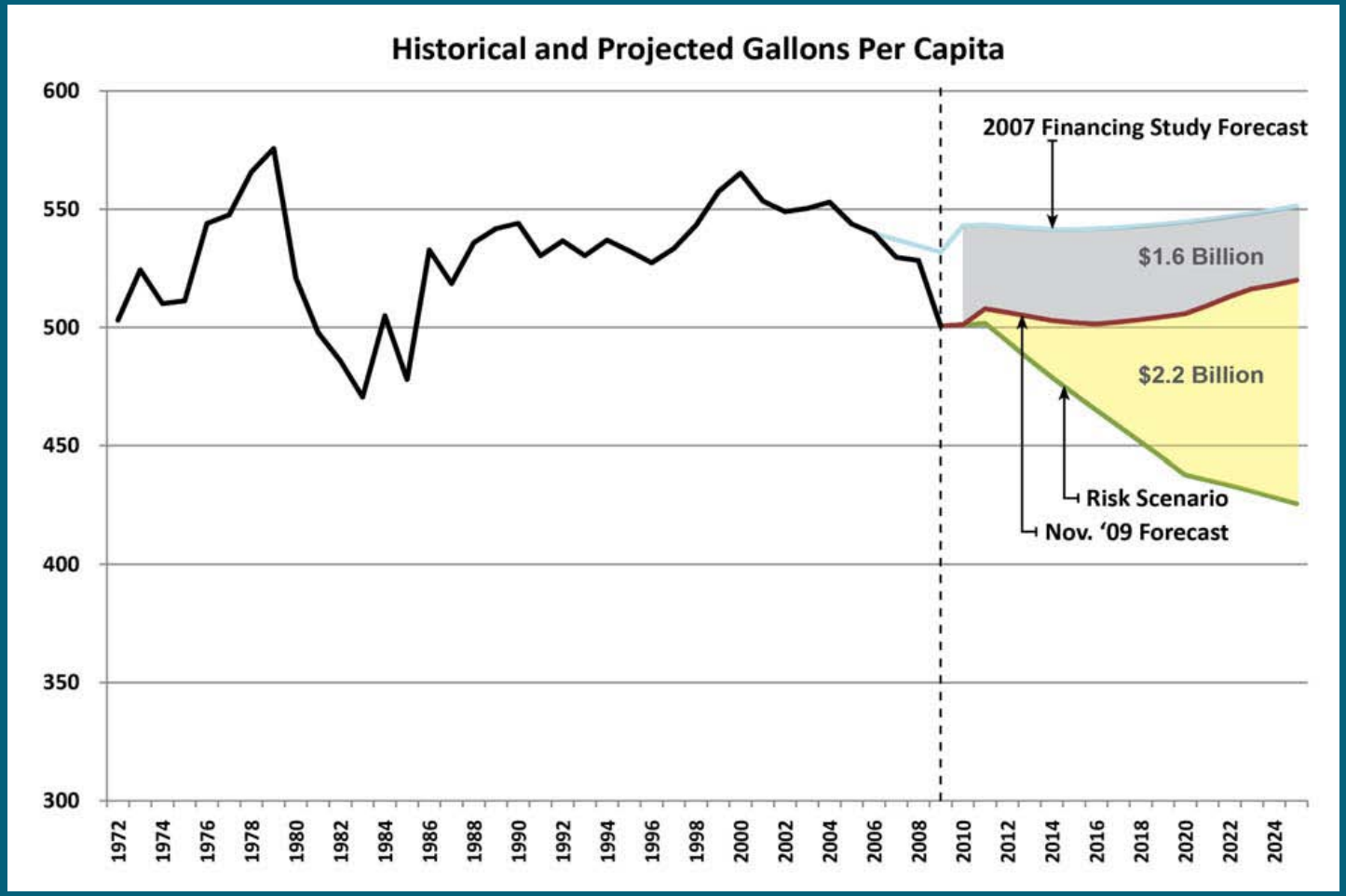
A Time of Transition



WTP 2030 is a transitional plan, crafted at the beginning of a new era

- The next four years are likely to see broad changes and policy transitions
- Federal transportation policy is evolving, as are environmental and economic policies that will influence the direction of transportation and funding investments
- Fuel tax revenue is declining

Gas Tax Revenue: An Uncertain Future



WTP 2030 Foundational Themes

- The State's Transportation System Needs to Work as an Integrated Network, Effectively Connecting Across Modes and Jurisdictions
- Preservation and Maintenance of the Existing Transportation System is the Most Critical Need
  - With limited resources, the focus should be on preservation and maintenance, with a lower priority placed on building new facilities.
- Washington Faces a Structural Transportation Funding Problem and Additional Revenue is Needed
  - Statewide transportation system needs continue to grow, while revenues are declining
  - Alternatives to the gas tax are needed

Key Policy Drivers for WTP 2030

- Transportation policy should support and reinforce other state policy objectives
- The relationship between land use and transportation is key
- There are significant differences across regions and one size does not fit all
- Policy planning must continue its evolution to performance based programs

Goal: Economic Vitality

To promote and develop transportation systems that stimulate, support and enhance the movement of people and goods to ensure a prosperous economy

A. **Enhance Washington's Economic Competitiveness and Vitality**
B. **Foster Improved Connectivity of People and Communities**
C. **Support the Coordinated, Connected, and Efficient Movement of Freight & Goods**
D. **Invest in Aviation, a Critical Component of Washington's Economy**

Goal: Preservation

To maintain, preserve and extend the life and utility of prior investments in transportation systems and services

A. Focus on Preserving the Existing Statewide Transportation Network

B. Explore New Funding Strategies for Public Transportation

(To be developed alongside the current JTC study on defining the state's role in public transportation.)

C. Invest in Preservation of Ferry Vessels and Terminal Infrastructure

Goal: Safety

To provide for and improve the safety and security of transportation customers and the transportation system

A. **Foster Implementation of Comprehensive Safety Strategies Across All Jurisdictions and Transportation Modes**
B. **Plan and Engineer Projects for Safety**
C. **Encourage Inter-Agency Collaboration and Cooperation on Safety Issues**

Goal: Mobility

To improve the predictable movement of goods and people throughout Washington State

A. **Support Mobility Options to Help Communities Meet the Public's Travel Needs**
B. **Improve Connectivity to Facilitate Travel Across Modes and Communities**
C. **Provide Transportation Options for Aging and Special Needs Populations**

Goal: Environment

To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment

A. **Transportation Investments Should Support and Prioritize Healthy Communities**
B. **Manage The Transportation System To Foster Environmental Sustainability**
C. **Transition to Alternative Transportation Energy Sources**

DRAFT: WORK IN PROGRESS

Goal: Stewardship

To continuously improve the quality, effectiveness, and efficiency of the transportation system

A. Continue to Develop and Implement Performance Measures to Align with Federal Direction and Ensure Accountability

B. Use Technology to Realize Maximum Efficiency in the Movement of People and Goods

C. Review Regulations That Require Road Improvements to Meet Uniform Standards and Performance Levels, Regardless of the Quantity and Type of Traffic

D. Strengthen the Integration between Land Use and Transportation Decision-making

E. Ensure the Ability to Build and Expand Essential Public Facilities (difficult to site facilities such as airports, major highways and intercity rail projects)

Time To Look At New Solutions and Approaches

- Technology
- Innovation
- Efficiencies
- Partnerships

Technology And Efficiency

Two toll facilities are currently operating; others are planned or under study:

Operating:

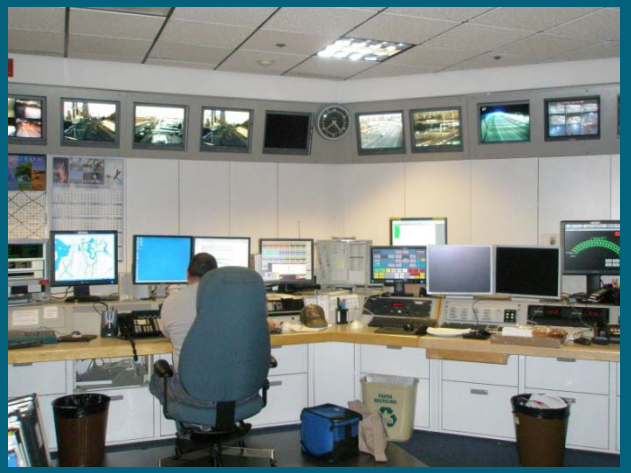
- Tacoma Narrows Bridge
- SR 167 High Occupancy Toll (HOT) Lanes Pilot Project

Planned:

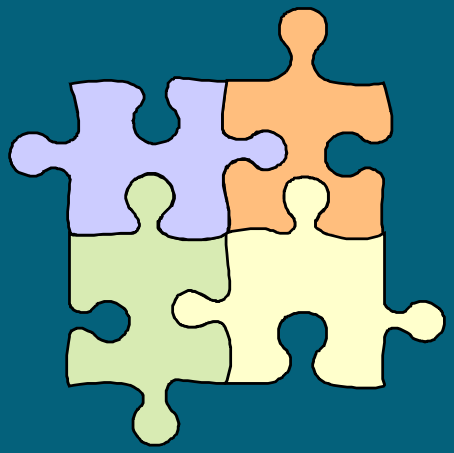
- SR 520 Bridge across Lake Washington
- SR 99 Bored Tunnel under Seattle

Technology and Innovation

- Manage traffic flow
- Provide information on alternative routes
- Examine road use charges based on time, place and distance
- High Speed Rail?
- New toll-option Corridors?



Partnerships



Stronger and more consistent partnerships among levels of government, and between governments and the private sector, can develop and deliver transportation improvements and operations.

Railex: Shipping perishable produce cross-country in 4 to 5 days.

The End. Thank you!