



Route Jurisdiction Transfers

And the Puget Sound Gateway Program

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Route Jurisdiction Transfers-A brief history

- 1990 Legislation enacted guidelines from the Route Jurisdiction Committee Phase I report.
- Criteria was divided between rural highway routes and urban highway routes.
- Rural (examples):
 - Carries in excess of 300,000 tons annually and provides access to a port;
 - Connects to a county seat
- Urban (examples):
 - Designated as part of Interstate/numbered US routes;
 - Public facilities may be considered to be served if they are within approximately 2 miles of a state highway.



Route Jurisdiction Transfers-A brief history

NEW SECTION. Sec. 2. The road jurisdiction committee is directed to study the differential financial impact that additions, deletions, or changes to the state highway system may have on the jurisdiction gaining and/or losing jurisdiction over any particular roadway and make recommendations to the legislative transportation committee regarding creation of a fund to address these differential impacts. The recommendations shall also include a funding mechanism that includes a requirement that benefitted jurisdictions pay into the fund for the benefit of jurisdictions negatively impacted by a jurisdictional transfer. The recommendations shall address hardship issues relating to ability to make required payments and shall make recommendations relating to time payments. The committee shall report to the legislative transportation committee by October 1, 1990.



Route Jurisdiction Transfers-A brief history

1993 Legislation Enacted:

- 75 separate actions:
 - New state highways added
 - State highway segments deleted/changed
- Opportunity: additional section to align scenic and recreational highways with new federal act.

Transportation Improvement Board: City Hardship Assistance Program created for cities under 20,000 population impacted by RJT. (@\$1M/year)



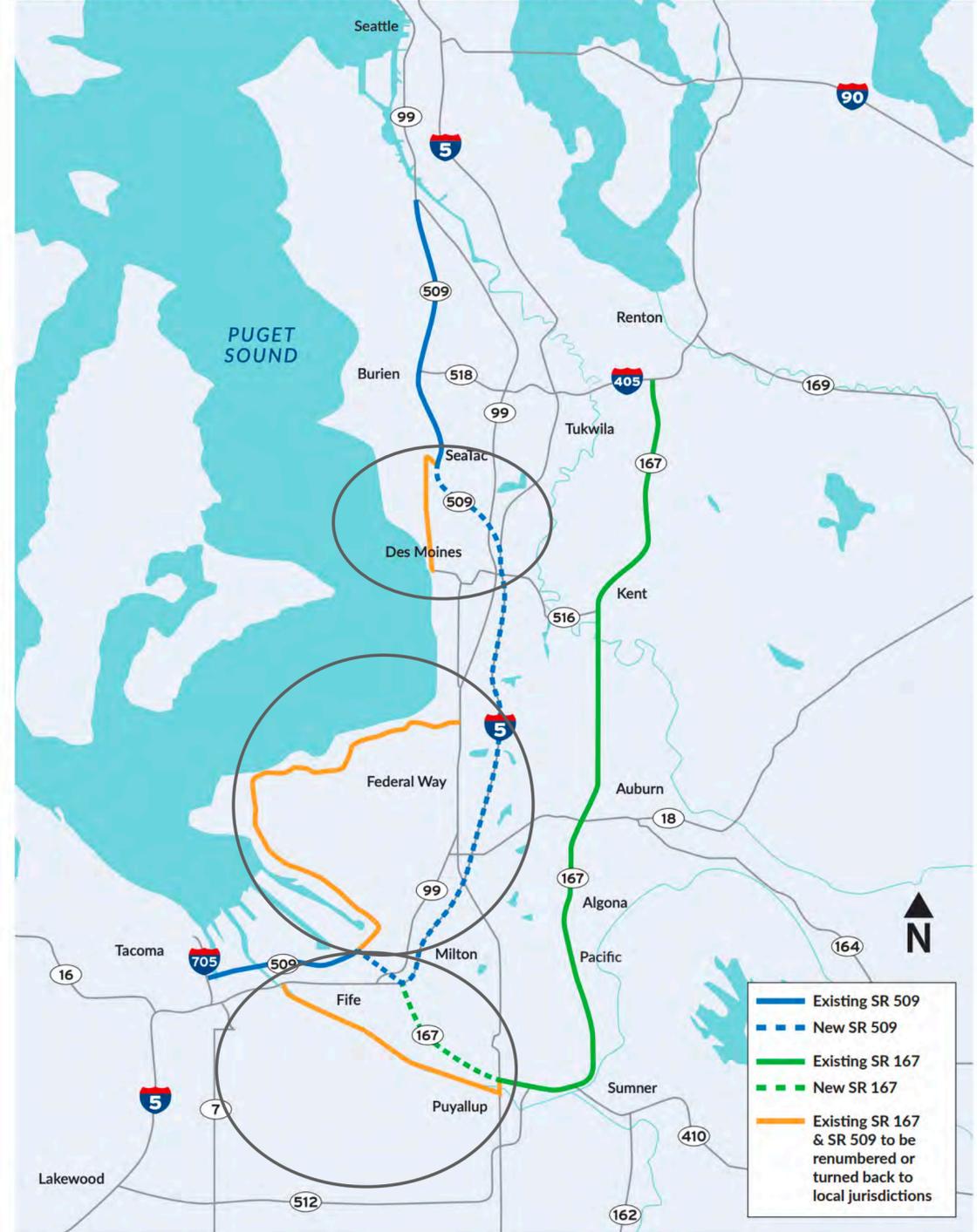
Route Jurisdiction Transfers: 1993-2020

- 1993 to 2009: The Transportation Improvement Board made Route Jurisdiction Transfer recommendations to the legislature.
- In 2009, state law directed the Transportation Commission to make Route Jurisdiction Transfer recommendations to the legislature.
- Observations:
 - Very few RJT's have occurred.
 - All have been small in scale (i.e. a few city blocks to a few miles).
 - Objective has been to be "win-win," or "neutral" between state/locals

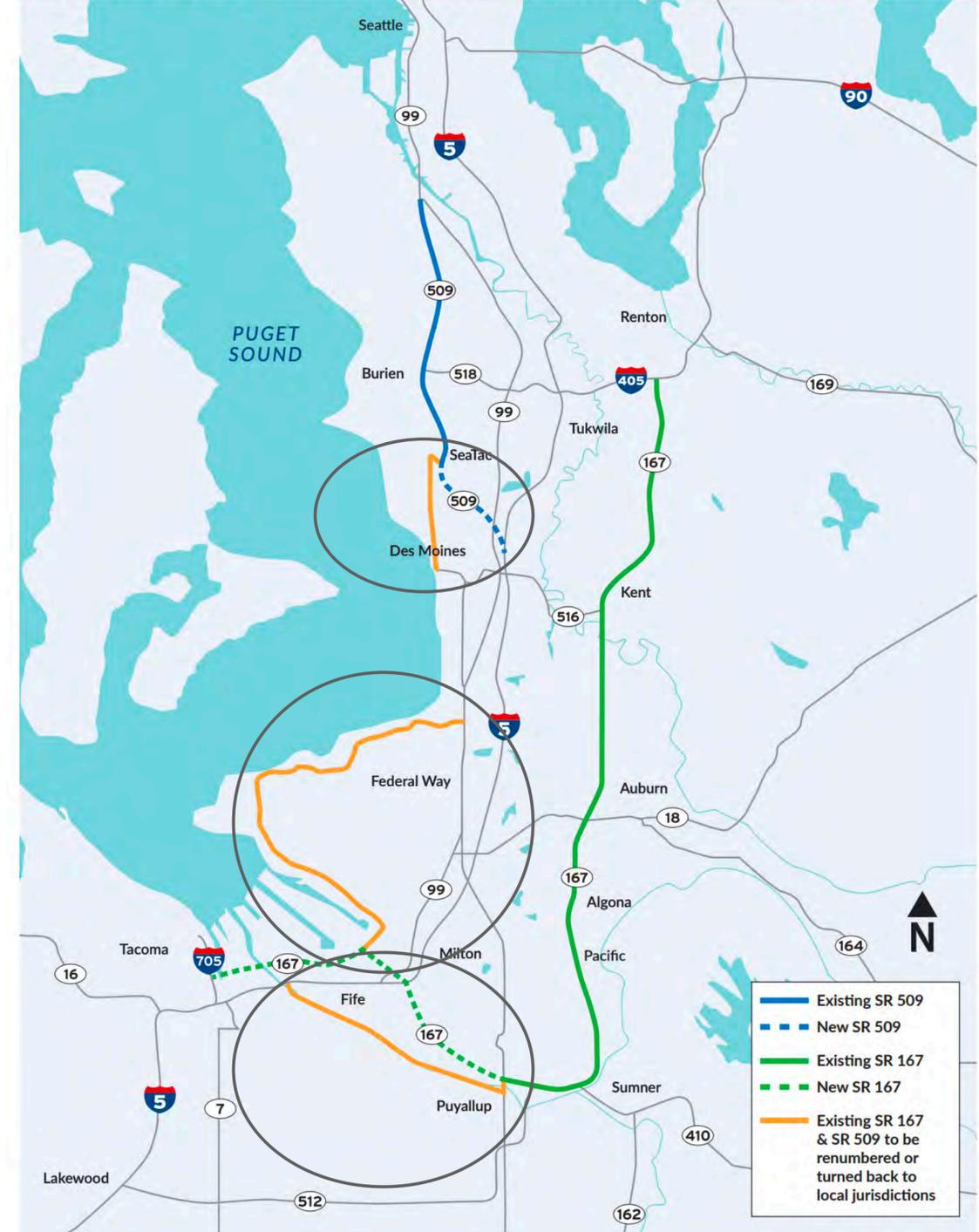


Puget Sound Gateway Program proposal

Concept 1 - SR 509 Tacoma to Seattle, SR 167 Tacoma to Renton



Concept 2 - SR 509 SeaTac to Seattle, SR 167 Tacoma to Renton





Puget Sound Gateway Program proposal

- Most extensive proposal since 1993 Legislation.
- Will require:
 - Asset conditions and liabilities inventory. For example:
 - Structures
 - Bridges
 - Fish passage
 - Pavement
 - Signalization
 - ADA
 - Identification of deficiencies
 - Who will pay
- Development of “Turnback Agreements”



Puget Sound Gateway Program proposal

Initial TIB feedback to Transportation Commission:

- Puget Sound Gateway “team” should be commended for identifying this early.
- From a state system perspective, the proposal makes sense. However:
 - This will require multiple negotiations with multiple jurisdictions.
 - Locals will expect WSDOT to maintain current investment levels.
 - Past practice of “win-win” or “neutral” RJT will be difficult at best:
 - All cities and counties currently struggle to maintain the system they have- Normandy Park is likely the most limited to take on this much inventory.
 - This will require locals to accept permanent, ongoing maintenance and upkeep of this new network.



Big Picture: Route Jurisdiction Transfer

- Transportation Commission should consider a “new” RJT. It’s been 30 years:
 - Growth Management Act;
 - Washington State has added over two million people; and
 - State and local transportation investment priorities have changed.