



Washington State
Transportation Commission



TRANSPORTATION 101

Today and Tomorrow

Moving People and Goods



What is the Transportation Commission?

An **independent, seven-member body of citizens** appointed by the Governor for six-year terms and representing the entire state – three from the East side of the mountains and four from the West. The WSDOT Secretary and a representative from the Governor’s Office are ex officio members.

Roles and Responsibilities

Proposes transportation policy, funding and finance recommendations to the Governor and Legislature

Designated as the State Tolling Authority and as such, adopts all state highway and bridge tolls as well as setting fares for Washington State Ferries

Serves as a public forum for transportation policy development

Develops and issues a comprehensive and balanced 20-year statewide transportation plan

Conducts a statewide outreach program, including on-line surveys, to gather public input into state transportation policy, to promote transportation education, and to understand local and regional transportation needs and challenges – all of which are reported to the Legislature and the Governor each year

What is today's statewide transportation system?

- 18,046 miles of city streets
- 39,748 miles of county roads and four county ferries
- Over 7,000 miles of state highways and 22 ferries
- 465 miles of Columbia-Snake river barge transport
- Reservation roads and Forest Service roads
- 39 transit agencies
- 75 port districts in 33 of 39 counties
- Sidewalks and bike paths
- Over 5.5 million licensed passenger vehicles, trucks and motorcycles
- Amtrak, Sounder, Link light rail, streetcars
- Freight trains and trucking companies
- Airlines and maritime shipping lines
- Bicycles



The Past



Federal

- 90% of the Interstate System was built with federal gas tax money.
- Congress last increased the federal gas tax to 18.4 cents per gallon in 1993.

Washington State

- Tacoma Narrows Bridge, both Lake Washington floating bridges, the I-5 bridge between Vancouver and Portland, all were toll bridges.
- State gas tax increases in 2003 and 2005 were bonded to build capital projects.
- Puget Sound ferries were privately owned and operated until the state bought 16 vessels and 20 terminals in 1951.
- State gas tax as a percent of retail price of gas has steadily declined from about 25% in the 40s, 50s and 60s to 10% today.

Local

- Sales tax revenue is the primary fund source for city streets and most transit systems.
- Property tax revenue is the primary fund source for county roads.

The Present

Federal

- Since 2008, over \$60 billion transferred from general fund to Highway Trust Fund and Mass Transit Fund
- Highway Trust Fund distributes more money than federal gas tax generates

State

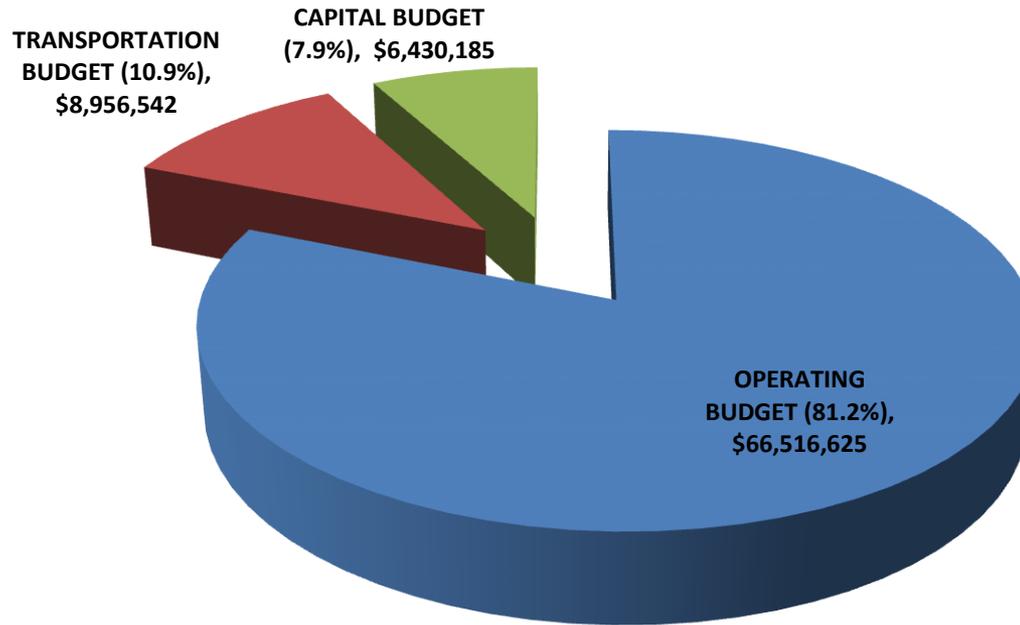
- 2013-15 Washington State Transportation Budget: \$8.956 billion for the biennium
- Tolling is generating revenue to build a new SR 520 bridge across Lake Washington and is paying most of the construction cost for the Tacoma Narrows Bridge

Local

- Over \$3 billion annual county, city and transit investment statewide



Transportation Infrastructure is Less Than 11% of the 2013 -15 State Budget*



Source: fiscal.wa.gov

2013-15 State Budget -- \$81.9 Billion

* Not all of the Transportation Budget builds infrastructure or moves people and goods. It also includes funding for the Washington State Patrol, the Department of Licensing and other transportation agencies.

The Present:

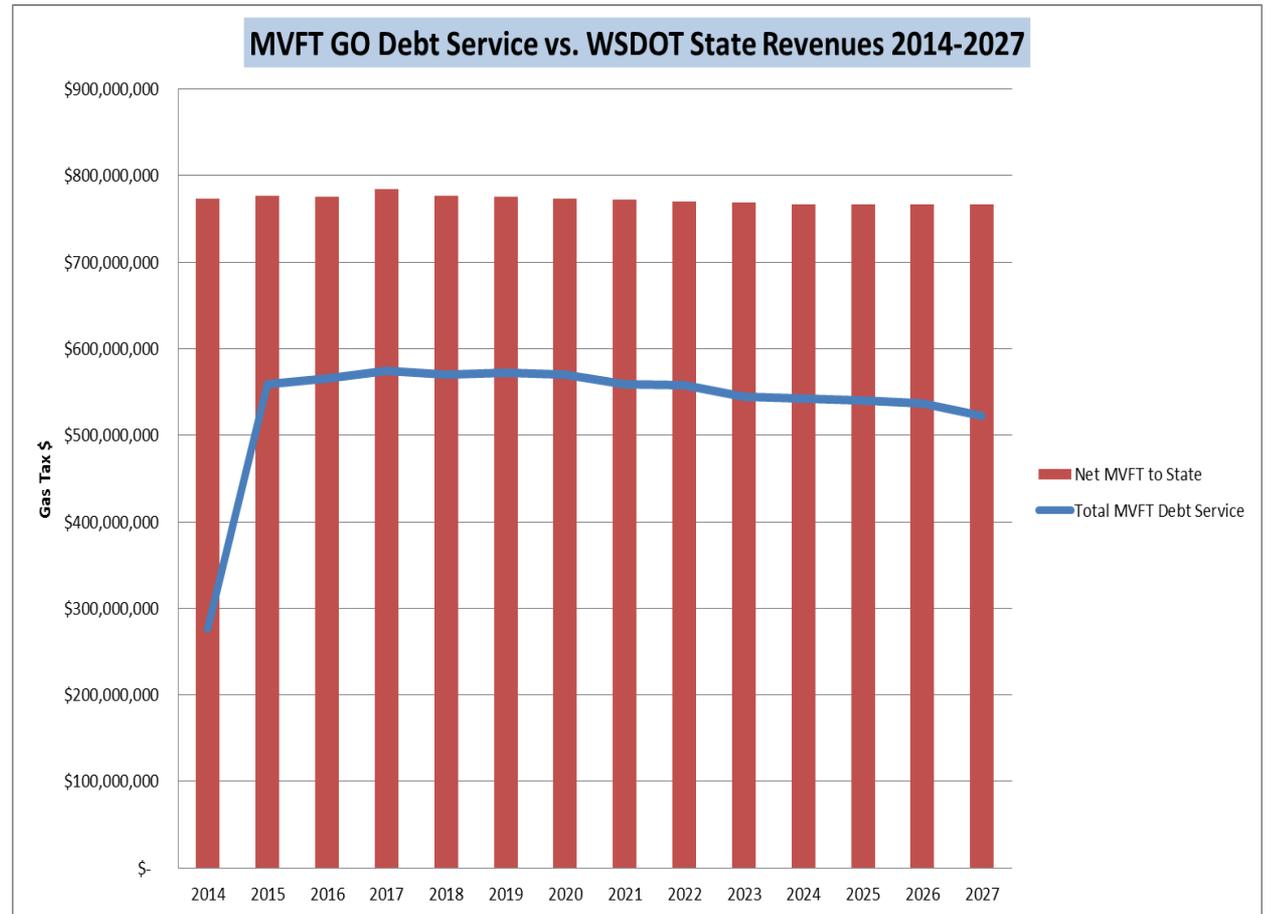
Local Transportation Revenue

- 70% of cities' transportation funding comes from local revenue sources, primarily from sales tax.
- About 62% of counties' transportation funding is locally generated, primarily from the county road share of the property tax.
- 11% of cities' and counties' transportation revenue is federal funds.
- 19% of cities' transportation revenue and 27% of counties' comes from the state
 - 2.96¢ of state gas tax is distributed to cities
 - 4.92¢ of state gas tax is distributed to counties
- Most local transit service revenue comes from:
 - Locally-approved sales tax
 - Fare box receipts
 - Federal grants
- Port revenue comes from user fees, leases, property tax and grants.



Today and Tomorrow: WA State Gas Tax Revenue Obligations

Over the next decade approximately **70%** of the State's net portion of motor vehicle fuel tax revenue is obligated to pay debt service for past projects.



What does the Future Bring?

Washington is at a transportation funding crossroads.

- Transportation infrastructure is aging. Statewide, over \$175 billion in transportation system investments are needed in the next 20 years.
- Long-term needs vs. short-term revenue solutions.
- Population to grow by 28% in the next two decades.
- A fixed fuel tax, primary source of transportation revenue, doesn't keep pace with increases in transportation costs.
- Each year debt service payments are absorbing more of the fuel tax revenue. Thus, there is less money for on-going expenses.

The motor fuel tax represents the largest share of state transportation funding, supporting 76 percent of all state transportation investments.

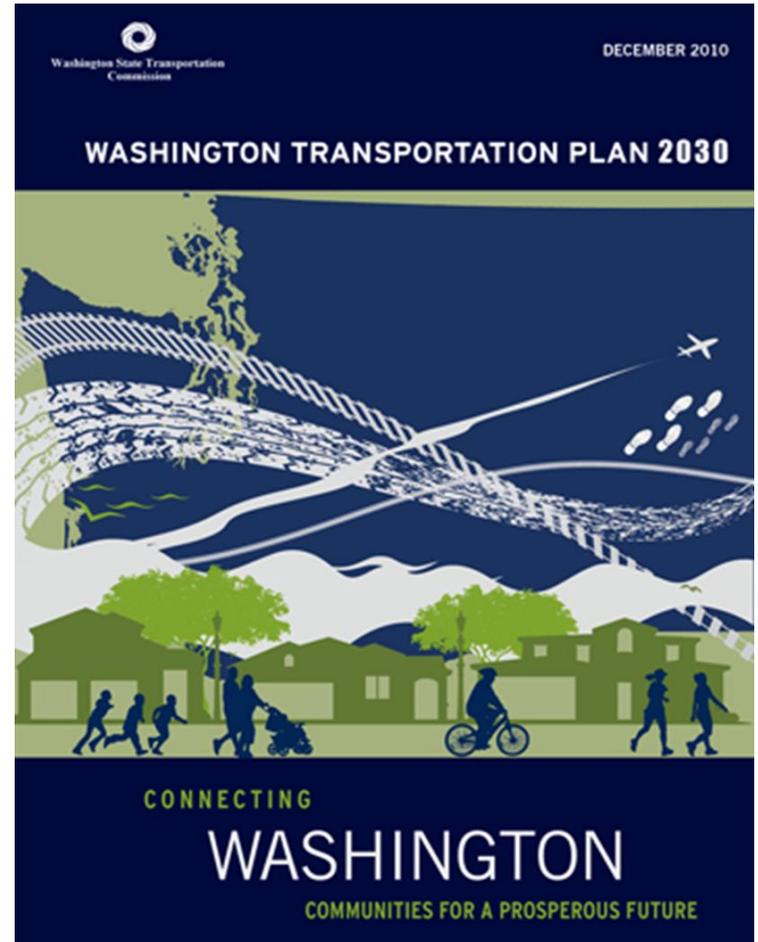
Blueprint for the Future: The Washington Transportation Plan

A comprehensive and balanced statewide transportation plan.

Six transportation policy goals:

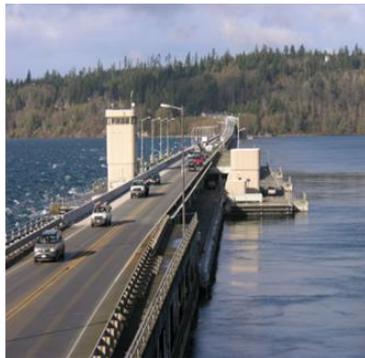
- ECONOMIC VITALITY
- PRESERVATION
- SAFETY
- MOBILITY
- ENVIRONMENT
- STEWARDSHIP

RCW 47.04.280



Washington Transportation Plan 2030

- The top priority must be to **maintain the capacity of the existing transportation system.**
- **Mobility** of people and goods is critical to our economy.
- A **stable funding mechanism** is essential to continued mobility and the economic health and quality of life that come from an integrated and connected transportation network.
- Ensure **environmental sustainability** by reducing emissions and mitigating transportation-related impacts to maintain quality of life.
- Measure **performance outcomes** to ensure value for dollars spent.





WTP2035

WASHINGTON TRANSPORTATION PLAN

CONNECTING WASHINGTON COMMUNITIES
FOR A HEALTHY AND PROSPEROUS FUTURE

WTP 2035 Update

Steering Committee and Advisory Group

- Transportation Commissioner Jerry Litt
- WSDOT Assistant Secretary Amy Scarton
- Representing Regional Transportation Planning Organizations: Lon Wyrick, Thurston County RTPO

Advisory Group Membership

- Association of Washington Business
- Association of Washington Cities
- Department of Commerce
- Department of Ecology
- Freight Mobility Strategic Investment Board
- Governor's Office/OFM
- Healthy Communities
- Puget Sound Partnership
- Puget Sound Regional Council
- Skagit-Island Regional Transportation Planning Organization
- Spokane Regional Transportation Council
- Transportation Choices
- Tribal Representative
- Washington Public Ports Association
- Washington Roundtable
- Washington State Association of Counties
- Washington State Traffic Safety Commission
- Washington State Transit Association

WTP 2035 Key Messages

- Washington's future economic vitality and quality of life depend on a multimodal transportation system that is **safe and well-maintained**, and **operates efficiently** to **serve a growing economy and population**. An integrated and coordinated planning process supported by best management practices is necessary to meet these demands, whether moving harvest from farm to market on roads, waterways, rail and air, or getting children safely between school and home using sidewalks, bicycles, and buses.
- A more defined role for the State in multimodal transportation, including air, public transportation, and special needs transportation is important for Washington's communities across the state. Service providers must have the financial resources and authority to ensure they can deliver efficient services that meet the unique needs of their respective areas.
- Statewide, there is an **identifiable need for a secure, sustainable, long-term source of funding for transportation**. Continuing the funding status quo will result in declining condition and performance of Washington's transportation system, due to inadequate maintenance and failure to address growing demand.

State of the Transportation System

- **Demographic changes:** Washington's population is aging as well as growing, raising new challenges for addressing the different needs of an older generation of transportation system users.
- **Changing preferences:** While the majority of Washington's commuters continue to drive alone, individuals on average are driving slightly fewer miles and consuming less motor fuel. In the state's urban areas, an increasing number of people are biking, walking, and using public transportation for commuting and other trips.
- **Aging infrastructure:** Overall, Washington's roadways experienced moderate declines in condition since WTP 2030. Across all travel modes, maintenance and preservation needs exceed available transportation revenues. There is a growing backlog of past-due paving and bridge rehabilitation, as well as equipment repair and replacement needs.

State of the Transportation System

- **Shifts in state funding sources:** The state motor fuel tax remains the single largest source of transportation funding in Washington State. Revenue from this source will continue to lose value over time because of inflation, and is vulnerable to possible decreases in total fuel consumption in the long run. Tolling now generates a larger portion of state project financing than it has in the past.
- **Increasing reliance on local funding:** Local governments are shouldering an increasing proportion of transportation expenditures. Local governments rely more heavily than ever on property, sales, and other fees or taxes to meet transportation needs.
- **Growth in freight:** The critical role of freight to the Washington economy is well-understood. Freight tonnage has increased post-recession, and as operators seek to stretch the capacity of a range of modes, including roadways, waterways, rail, and air, freight system maintenance and expansion needs are growing.



State of the Transportation System



- **Environmental protection:** Policy-makers and citizens have reaffirmed the importance of both reducing environmental impacts from transportation, and making the transportation sector more energy efficient.
- **Technology:** Rapid technological innovations in communications, manufacturing, energy and other sectors have a growing and ever-shifting impact on both transportation demand and supply. There are promising opportunities to extract more capacity from the existing transportation system, but also great uncertainty for system planners, managers, and operators.





WTP2035

WASHINGTON TRANSPORTATION PLAN

CONNECTING WASHINGTON COMMUNITIES
FOR A HEALTHY AND PROSPEROUS FUTURE

High Level Strategies

Economic Vitality

- Support economic vitality through more efficient freight and passenger mobility
- Maintain and improve commercial air service to smaller airports
- Address the first and last mile of freight connectivity, including key connections to ports, freight terminals and airports



Preservation

- Prioritize maintenance and preservation of transportation systems
- Apply practical design concepts, and operational and system management strategies, to ensure cost-effective and appropriate investments
- Develop sustainable funding sources that allow a more deliberate approach to system maintenance, preservation and eventual rehabilitation or replacement of critical infrastructure including transit vehicles and ferries



Safety

- Improve safety and security for all transportation modes and users, on the complete system including state, local and tribal infrastructure
- Identify networks of redundant or alternate routes to maintain mobility in corridors critical for commerce and emergency services



Mobility

- Anticipate and work to accommodate Washington's changing demographic picture, with all of its implications for changing travel patterns and preferences
- Prepare for impacts and benefits of constantly evolving technology
- Reduce obstacles to multimodal travel and increase the number of realistic travel choices for any given trip



BELLINGHAM INTERNATIONAL AIRPORT Part of Bellingham			
ARRIVALS			
Airline	Flight	Time	Status
Allegiant	649	2:01 PM	Arrived 1:47 PM
Allegiant	221	1:52 PM	New 2:06 PM
Allegiant	639	3:46 PM	In Air
Allegiant	225	7:52 PM	On Time
Allegiant	223	8:47 PM	On Time
Allegiant	230	1:07 PM	At Gate 12:58 PM
Allegiant	201	9:32 PM	On Time
Allegiant	211	3:09 PM	New 3:23 PM
Allegiant	2482	2:35 PM	On Time



Environment

- Reduce the transportation system's impacts on the state's natural environment and decrease greenhouse gas emissions
- Improve the energy efficiency of the entire transportation sector



Stewardship

- Develop an implementable set of performance objectives for all state-funded transportation investments
- Better integrate land use policy and transportation planning, including clear linkages between WTP 2035 and the goals of the Growth Management Act
- Extend mobility and accessibility to all user groups and distribute funding costs more equitably



August – September

Public Comment Period

- Open Houses in:
 - Vancouver, September 8, 4:30 – 7:30 pm
 - Spokane, September 9, 4:00 – 7:00 pm
 - Bremerton, September 11, 5:00 – 7:00 pm
 - Bellevue, September 17, 5:00 – 8:00 pm
 - Richland, September 18, 5:00 – 8:00 pm
- Webinars:
 - September 17, 1:00 – 2:00 pm
 - September 25, 11:00 – 12:00 pm



December Commission adopts



Thank you

Paul Parker, Deputy Director

Washington Transportation Plan 2035

<http://wtp2035.com/>

Voice of Washington State

<http://voiceofwashingtonsurvey.org/>