

# **Washington Transportation Plan Update**

## ***Snohomish County Committee for Improved Transportation***

**Chris Picard**

Regional Transportation Coordination Manager  
WSDOT Urban Planning Office

**Charlie Howard**

Director

WSDOT Strategic Planning & Programming

**Michael Cummings**

Manager

WSDOT Urban Planning Office

December 14, 2004



**Washington State  
Department of Transportation**

# Aspiration for the 2005 Plan Update

- Data driven, analytically grounded and organized by major issue areas.
- Program and investment proposals advanced for the state for each major issue area.
- Investment and program proposals prioritized into high, medium and low categories.
- Scale of proposed investment constrained by financial realities.

## What we're hearing...

*“The WTP should be a collection of information and data from which decision makers can make choices”*

*“DOT’s analytic capability must be strengthened so that we have better information on which to take the long view...The key word everyone has to keep in mind is prioritization...”*

*“We must prioritize and make choices. The debate is not about how to keep doing just about what we are already doing. Its about how to choose to spend the money on what we really want.”*

# Steps to Plan Adoption

## Phase 1: Data and Approach Development

- Build statewide transportation data library.
- Analyze statewide trends and system conditions.
- Identify key issues and choices.
- Share the learning and analysis with others.

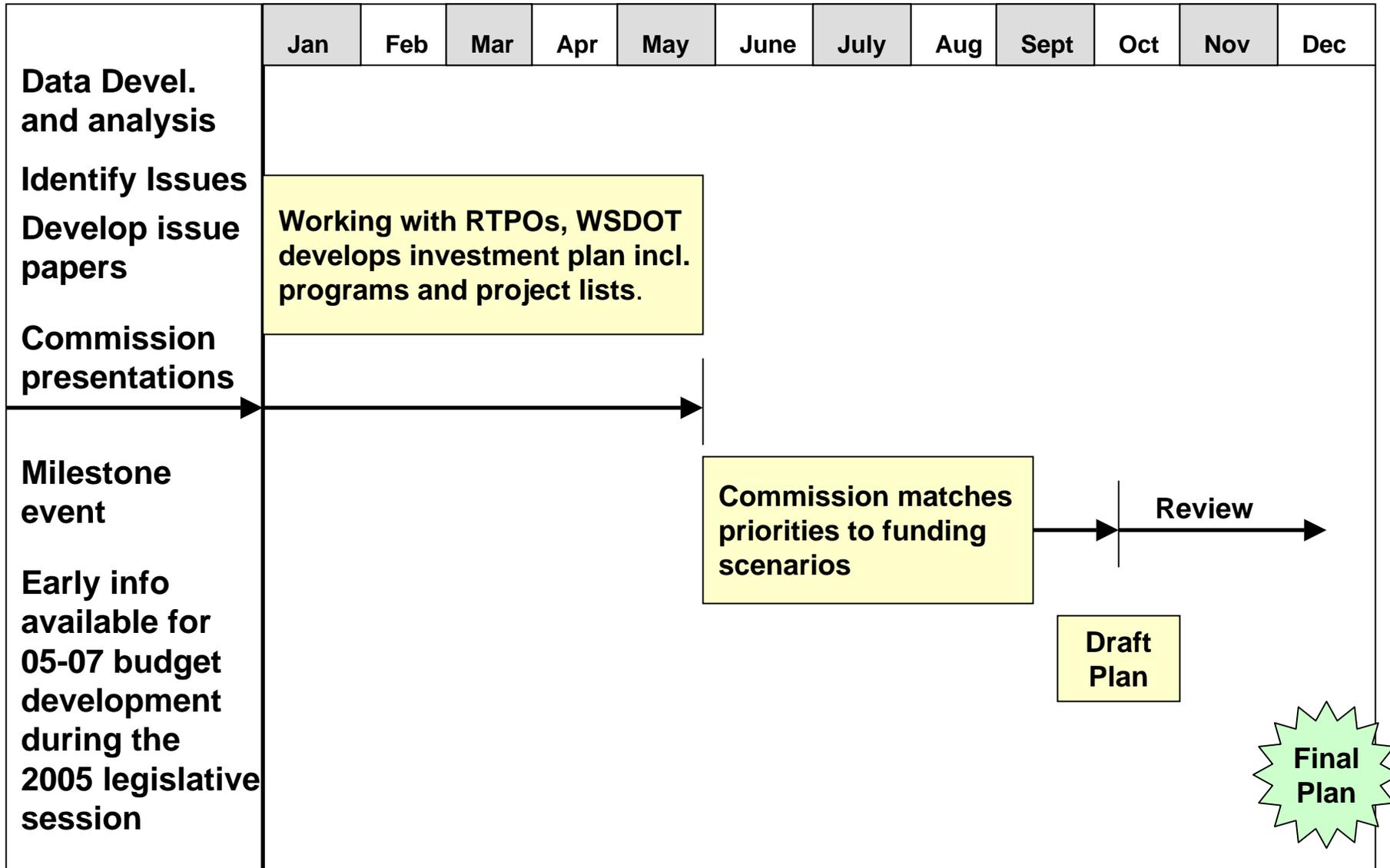
## Phase 2: Developing the Plan Update

- Transportation Commission guides tentative determinations on scale and direction of investment programs.
- WSDOT works with RTPOs and others to develop proposals for investment plans and funding scenarios.
- Commission matches priorities to funding scenarios.
- Commission adopts the plan.

# What's the Schedule?

2004

2005



# WTP Data Library

A centralized body of information and resources that can support decision-making.

Four categories of information:

- Population
- Economy
- Transportation Facilities and Systems
- Use of Transportation Facilities and Systems

A few sample pages follow...

Washington State Department of Transportation

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TRAFFIC & ROADS | PROJECTS | BUSINESS | ENVIRONMENTAL | MAPS & DATA

# TRANSPORTATION PLAN

WTP Home > Data Library

## The Washington Transportation Plan Data Library

Information about the state's population, its economy, and the conditions and uses of its transportation systems and facilities are essential for the preparation of the WTP update and are matters of great interest to those who will contribute to and use the plan.

The Data Library has begun to capture and present this information. It will continue to grow. The picture it presents also can be shaped and refined by others' questions and suggestions – including suggestions for additional material that the Data Library should include.

Here are some of the topics on which the Data Library already contains information. This listing will change from time to time as more information is added. For questions and comments on the WTP Data Library, email or call Seth Stark, [starks@wsdot.wa.gov](mailto:starks@wsdot.wa.gov) or 360-705-7960.

**Jump ahead to:**

- Population
- Economy
- Transportation Facilities and Systems
- Use of Transportation Facilities and Systems

### The State's Population

- ✓ [Washington State's Population Growth: 1980 to 2003 and 2004 to 2030](#)
- ✓ [Population Growth in Relation to the Counties](#)
- ✓ [Population Growth in Relation to the State's Metropolitan Statistical Areas](#)
- ✓ [Population Growth: How Much from "Natural Increase"? How Much from Net In-Migration?](#)
- R [Urban Growth Boundaries & Building Permits](#)
- ★ [Licensed Drivers: How many? What Percent of Total Age-Eligible Population?](#)
- ★ [The Changing Age Mix of the Population](#)
- [The Changing Socio-Economic Mix of the Population](#)
- R [Educational Achievement Distribution of Population](#)

R [Summary: Transportation Implications of Washington's Demographic Trends](#)

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# TRANSPORTATION PLAN UPDATE

Transportation Plan

Washington's Transportation Plan - 2005 Update

"How can transportation serve our economy's productivity, our communities' livability, our ecosystem's viability, and our citizen's convenience?"

Washington's Transportation Plan (WTP) is a blueprint for transportation programs of spending. The plan was most recently issued in February 2002 for the 2003-2022 planning period. The plan covers all modes of Washington's transportation system: roadways, ferries, public transportation, aviation, freight rail, passenger rail, marine ports and navigation, bicycles and pedestrians. The WTP is required by state and federal law to be regularly updated. The update for a new plan to be issued in 2005 is now beginning.



**WTP LINKS**

- WTP Home
- Work Plan 2005
- Background Papers
- Stay in Touch
- Links
- Accountability

**Work Plan** More >>

- Phase One
- Milestone Event
- Phase Two
- What's the schedule?
- Comments Received

**Resources**

- Current WTP 2003-2022
- Highway System Plan
- Aviation Plan
- Bicycle and Pedestrian Plan (pdf)
- Washington State Ferries Strategic Plan
- Public Transportation and Intercity Passenger Rail Plan

**Strategic Issues**

- Nine Key Statewide Issues

Financial information about the plan and revenue

**Charting the Financial Map**

**Background Papers** More >>

- Charting the Financial Map
- Understanding Demands and Expectations on Our Transportation System
- Direction the Legislature Has Given for Transportation Planning
- The Relationship Between Growth Management and Transportation
- Congestion Relief Analysis
- What's Next?

**Links** More >>

- WA State Transportation Commission
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Transportation planning organizations
- RTPO/MPO Directory (pdf)

**Stay in Touch**

- Send a message

If you would like a printed copy of the WTP, please contact [Stephanie Williams](#) in the Engineering Publications Office at (360) 705-7484. A printed copy of the WTP costs \$10.00, a single CD of the WTP will cost \$4.50 and includes a copy of the Washington State Highway System Plan 2003-2022.

For more information or to provide input contact:

Charles Howard, Director  
Strategic Planning & Programming Division  
(360) 705-7958  
[howardc@wsdot.wa.gov](mailto:howardc@wsdot.wa.gov)

Elizabeth Robbins, Manager  
Policy Development & Regional Coordination  
(360) 705-7371  
[robbs@wsdot.wa.gov](mailto:robbs@wsdot.wa.gov)

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## TRANSPORTATION PLAN

[WTP Home](#) > [Data Library](#)

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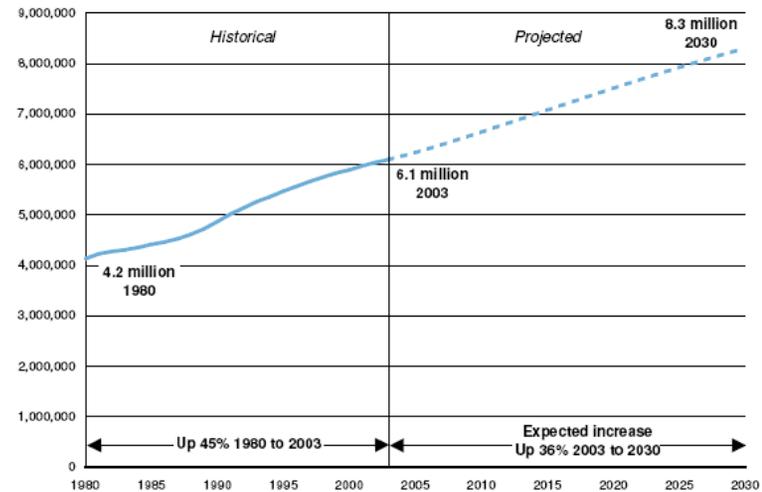
## TRANSPORTATION PLAN

[WTP Home](#) > [Data Library](#) > The State's Population

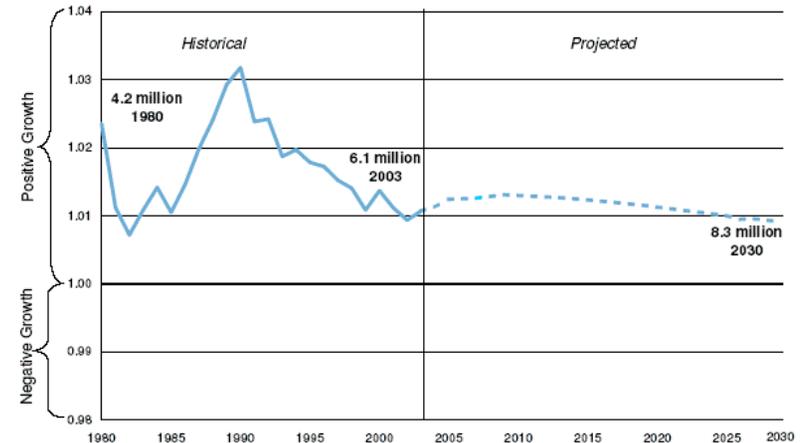
### Washington State's Population Growth

Washington's population grew from 4.2 million in 1980 to 6.1 million in 2003 (average annual growth rate of 1.01%) and is expected to reach 8.3 million by 2030 (projected average annual growth rate of 1.01%).

#### Washington State Total Population



#### Washington State Annual Rate of Population Growth



For comparison, the U.S. annual population growth rate from 1980 to 2003 was 1.01% and is projected to continue that annual population growth rate through to 2030.

## TRANSPORTATION PLAN

[WTP Home](#) > [Data Library](#)

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- [Transportation Facilities and Systems](#)
- [Use of Transportation Facilities and Systems](#)

### Use of Transportation Facilities and Systems in the State

#### PERSONAL TRAVEL

- [Commuter Trends](#)
- R [Statewide Commute to Work](#)
- R [Puget Sound Commute to Work](#)

#### ROADWAYS

- ★ [Vehicle Miles Traveled](#)
- ★ [Vehicle Registration](#)
- [Safety Rest Areas](#)
- R [Weigh Station Use](#)

#### FERRIES

- ★ [Ferry Ridership](#)

#### TRANSIT

- ★ [Urban Fixed Route Ridership](#)
- ★ [Rural Transit Ridership](#)

## TRANSPORTATION PLAN

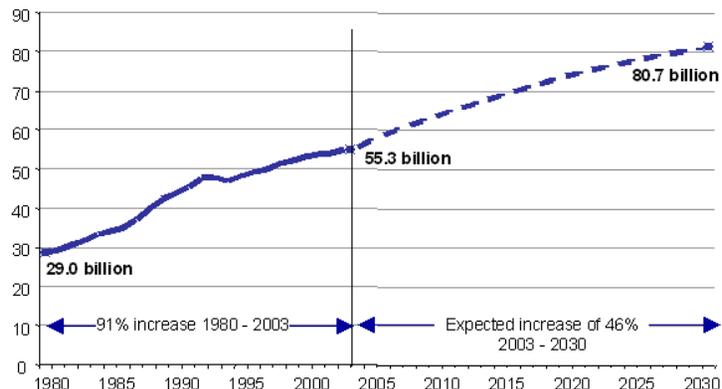
[WTP Home](#) > [Data Library](#) > Use of Transportation Facilities and Systems in the State

### Vehicle Miles Traveled

Vehicle Miles Traveled by Licensed Drivers in Washington State has increased since 1980 and is expected to continue to increase in the future.

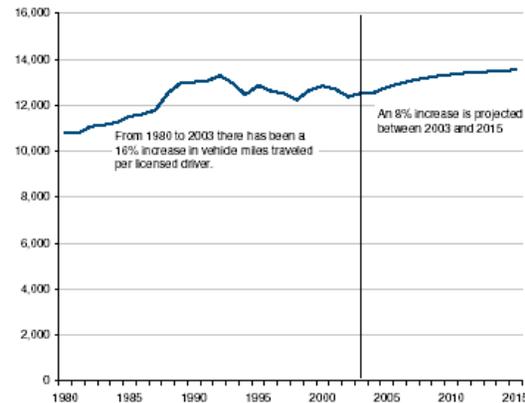
#### Total Vehicle Miles Traveled 1980 - 2030 (projected)

(Miles in billions)



In General, vehicle miles of travel by licensed drivers has seen an increase of 16% since 1980 to the present. Future increases are slightly less (10%) looking ahead from 2003 to 2030. This projected slowing is primarily due to population projections and to a lesser degree, the influence of other economic variables.

#### Vehicle Miles Traveled per Licensed Driver



Source: WSDOT Economics Division

# **The Message**

# Washington Transportation Plan Update

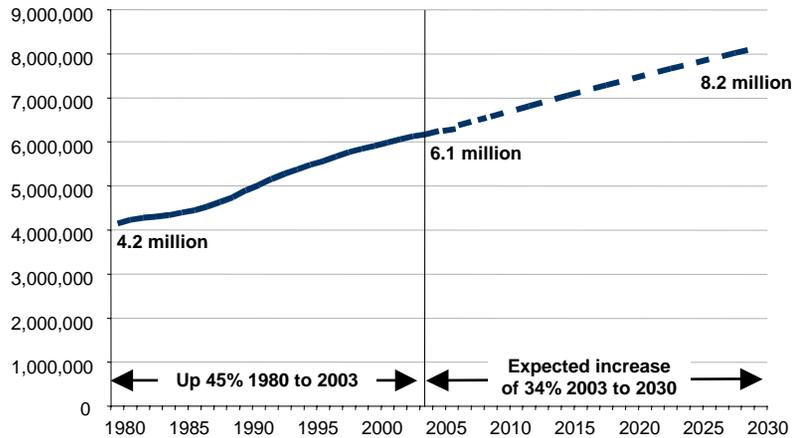
*What you will hear over and over. . .*

- **Demands on our state's transportation systems are up, and have not been adequately addressed for years.**
- **Funds for transportation are not there to do what needs to be done.**
- **Aging and deterioration of our state's transportation system will require spending more and more to “stay in place”.**

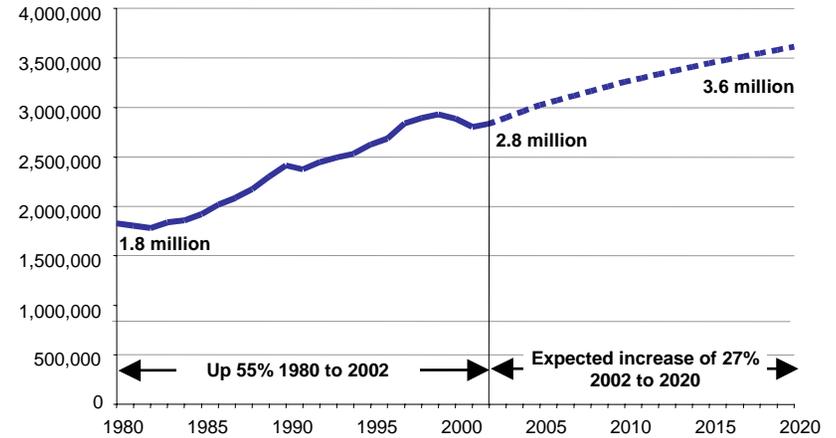
***How do we talk about and settle on our real priorities in light of these paramount realities?***

# Demand is up...

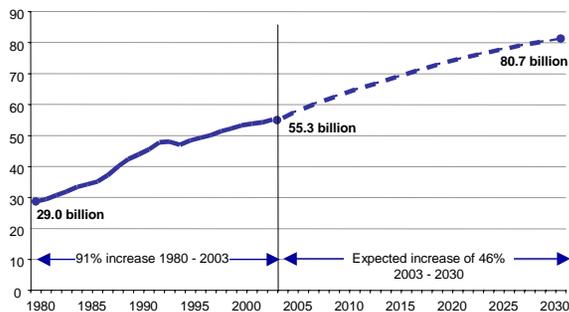
## Population Will Continue to Grow



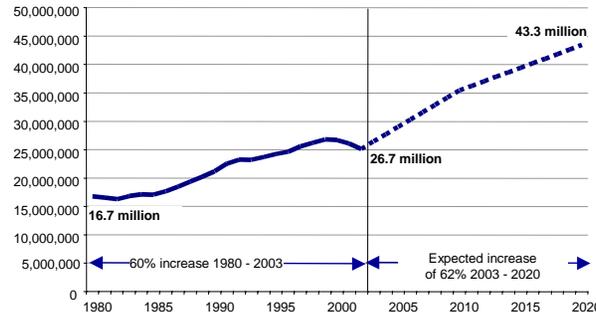
## Employment Will Continue to Grow



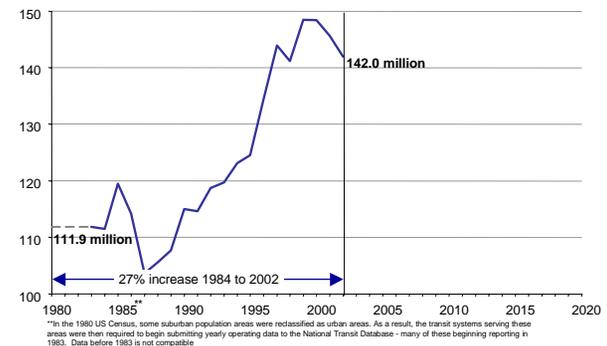
## Vehicle Miles Traveled Will Continue to Grow (Miles in billions)



## Ferry Ridership Will Continue to Grow

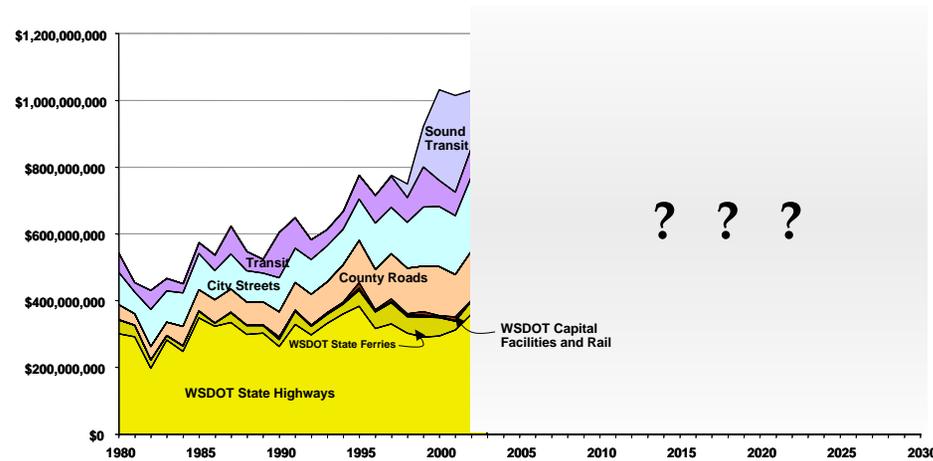


## Transit Ridership Will Continue to Grow (Fixed Urban Passenger Trips displayed)

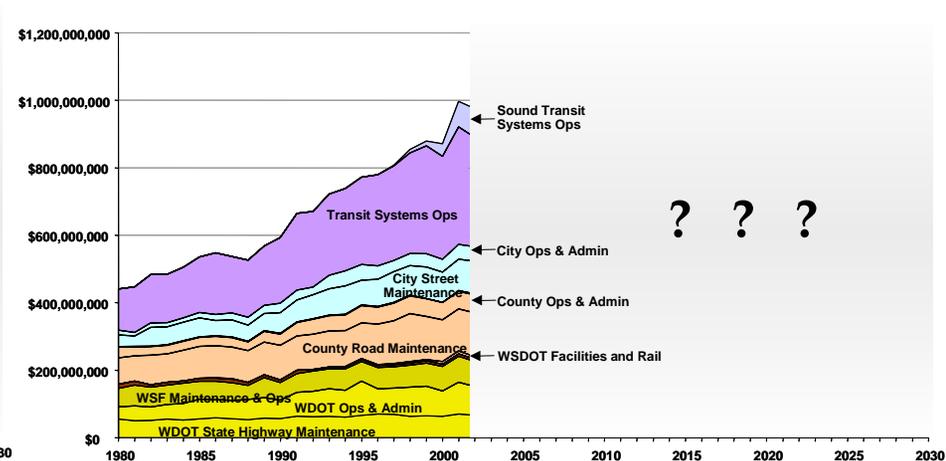


# Funding: Down or flat...more or less....???

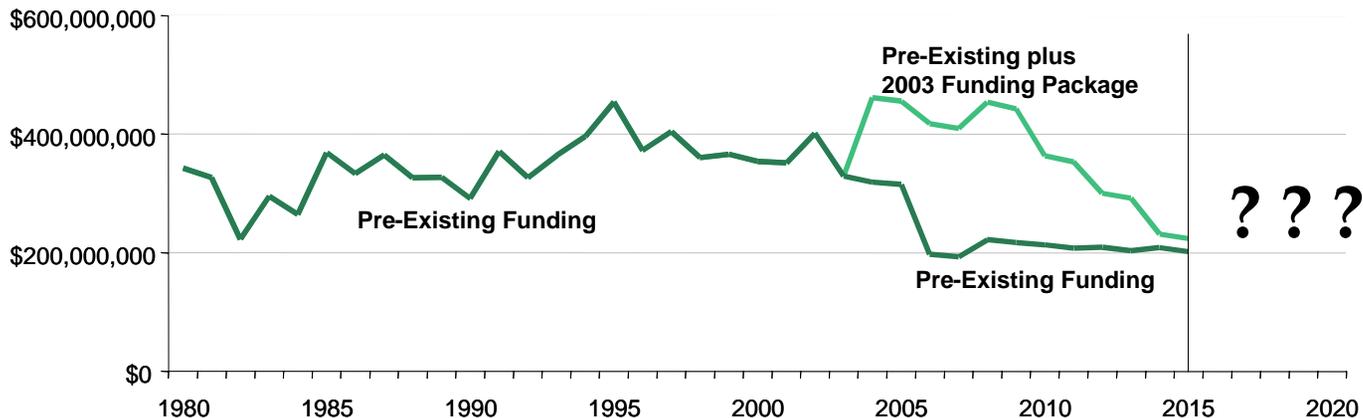
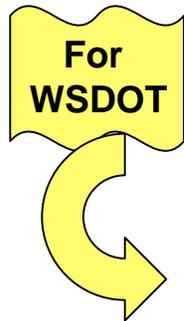
**Capital Investment for Transportation by WSDOT, Counties, Cities, & Transit Agencies 1980 – 2002 Historical Data - (1980 dollars)**



**Operating Expenditures for Transportation by WSDOT, Counties, Cities, & Transit Agencies 1980 – 2002 Historical Data - (1980 dollars)**



**Over the Next Decade WSDOT Capital Funding is Declining Even With the Last Funding Package (in 1980 constant dollars)**

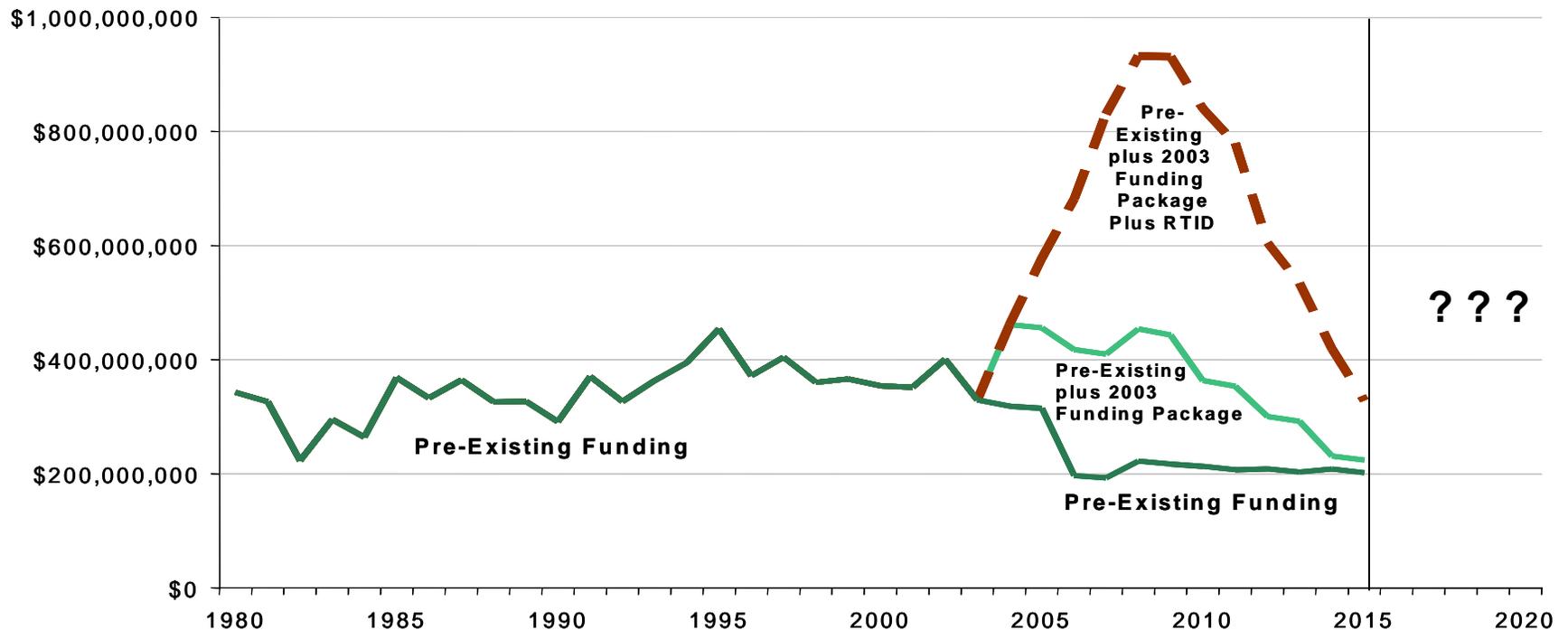


# The New Game in Town for Funding is:

## Regional Transportation Investment District (RTID)

If passed, could increase capital investments by over \$11B in King, Pierce, and Snohomish Counties.

### The Overall Level of Capital Investment Continues to Depend on RTID (in 1980 constant dollars)



# What we are hearing about funding issues from the cities and counties and transit agencies?

- County road levies and the current share of the gas tax cannot meet current funding needs.
- Most rural counties do not have an adequate tax base to fund general government needs let alone local transportation improvements.
- Local options cannot generate enough funds to provide for construction, maintenance, and preservation programs.
- Recent statewide initiatives have repealed local transportation funding tools.
- For transit, the state provides less than 2% of their total funding.
- Capital needs of transit systems vary depending on size and location, but are most acute in urban areas.
- Most critical for transit is augmenting funding for operations.
- In some areas of the state, the sales tax imposed by transit will not grow enough to support funding for current operations.

# Strategic Issues for this WTP Update

**System Preservation** – taking care of past investment

**System Efficiencies** – optimize the benefits of the existing system

**Safety** – make transportation facilities safer

**Transportation Access** – provide a transportation “safety net”  
for all citizens

**Bottlenecks and Chokepoints** – targeted investments to address  
congestion

**Strong Economy and Good Jobs** – investments to support the  
state’s economic vitality

**Moving Freight** – Improve the movement of freight

**Building Future Visions** – What future visions should shape  
transportation planning?

**Health and the Environment** – How can transportation investments  
lead to healthier communities?

# **System Preservation—Emerging Directions**

**Asset preservation, or “fix it first” has emerged as a major issue for the WTP**

**The most easily recognizable problems by the public are:**

- Interstate pavements (Seattle, Spokane, Snoqualmie Pass)
- Alaskan Way Viaduct
- SR 520 (Evergreen Point Floating Bridge)

**On inspection, this is the problem of “preservation” investment. It is statewide and multimodal. It affects bridges, pavements and other facilities that the public assumes it can “take for granted”.**

**But preservation cannot be taken for granted and needs to be funded.**

# The System is Aging and Deteriorating .....

## **Concrete pavements are deteriorating.**

Even though *asphalt pavement* conditions are improving, **concrete pavement** conditions on the state's most important highways are in decline and will be expensive and inconvenient to fix.

## **Bridges are getting older.**

- In the next 20 years, much of the bridge inventory will reach the age of 50 or more years.
- As more of our bridge inventory reaches the age of 50, investment needs for bridge rehabilitation will continue to rise sharply with the most pressing needs being to replace the oldest structures in the system.

## **Ferry system assets are getting older.**

- Just as with bridges, the time is coming when expensive investments in ferry terminals and vessels will need to be made.
- Of our 28 ferry boats, 21 are more than 20 years old and six are 50 years or older.

# Safety—What are we finding?

**Fatalities are down but still too high** – 600 people died in motor vehicle collisions in Washington in 2003. Motor vehicle collisions cost Washington \$5.6 billion per year.

## The main contributing factors are:

### Behavior:

Speed – Excessive speed is a factor in 25 percent of fatal collisions

Alcohol – 40 percent of fatalities involve impaired driving

Age – Younger drivers have the highest fatality rate

Seatbelt use – Only 5 percent of drivers don't use seatbelts, but they account for almost half of all fatalities

### Roadway:

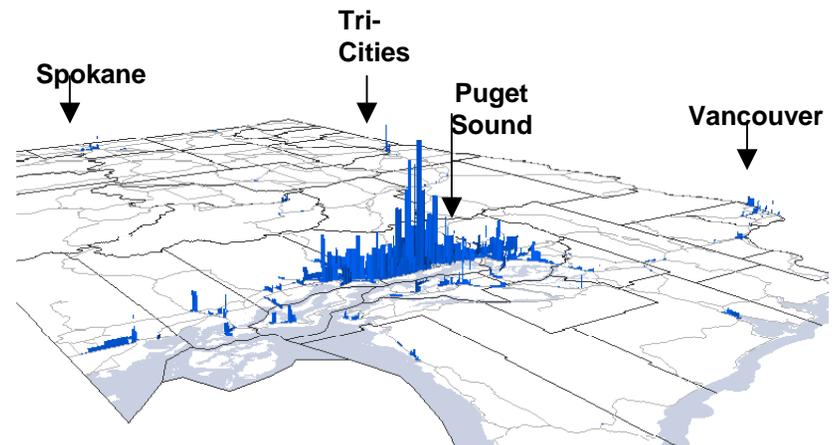
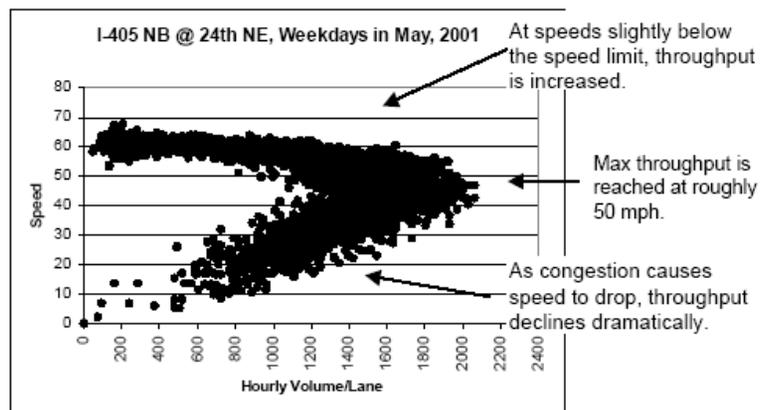
Rural Two-Lane Roads – While urban and rural roads have about the same number of fatalities, the fatality rate on rural roadways is almost twice that in urban areas. On rural two-lane roadways, the rate is even higher.

Cross-over protection – Head-on collisions continue to be an issue, especially in rural areas

# What are we finding related to demand/capacity?

- Demand is growing, and the demand/capacity imbalance will continue to grow in the future, leading to more congestion.
- Congestion occurs mostly in the urban areas, especially Puget Sound, Vancouver and Spokane. (92% of all delay on highways occurs in these areas.)
- Congestion causes lost productivity: Maximum freeway throughput of about 2000 vehicles per hour occurs at speeds of 45-50 mph. Throughput drops dramatically when traffic volumes force speeds to drop below 50 mph. The capacity of the roadway actually decreases (as much as half) with congestion-induced reduction in speed.

System Efficiency Example



# **Strong Economy & Good Jobs—What are we finding?**

**Washington's economy is shifting to become more services based, but manufacturing is still important.**

**Research shows a strong link between transportation and economic development. Benefits of transportation investment include:**

- User Benefits (delay savings, safety, operating costs, etc.)**
- Jobs from project construction, and multiplier**
- Economic productivity increases that expand the state economy**
- Development in local areas (improved access/land development/tourism)**

**Transportation is necessary for economic development, but not sufficient to ensure economic development at specific locations. We should be cautious about speculative investments.**

**What are the transportation needs of economic clusters?**

# Moving Freight—What are we finding?

## Three Focus Areas:

### 1) Global Gateways:

**East-West : Port access and rail capacity**

**North-South: Border crossings and trucking growth**

### 2) Washington's Manufacturers and Producers:

**Regional economies and their transportation needs vary**

- **Southeast Washington – getting grain to seaports for export**
- **Columbia Basin and North-Central Washington – Repositioning refrigerated equipment and I-90 reliability**
- **Central Puget Sound – Roadway congestion**
- **Spokane Region – I-90 reliability**
- **Vancouver – I-5 congestion**
- **Northwest Washington – I-5 congestion and border crossings**
- **Coastal Counties – Access to the I-5 corridor**

### 3) Distribution of Goods

**Represents 80% of urban area truck movement**

**Delivering the daily necessities of Washington citizens: food, fuel, Medical supplies, retail stock, office supplies and removing garbage**

# So how should we approach the problem of making choices and setting priorities?

**Capital investment in preservation and current investment in maintenance and operations are paramount issues.**

Also:

- Targeted safety investments that provide the highest benefit will need to be made.
- There are many other potential priorities in the area of rural roads and freight mobility – to name a few.
- The ability to address “New Capacity” for congestion relief will be an issue.

# The Discussion Involves:

- Even with RTID, more will be needed from the state for the Alaskan Way Viaduct, SR 520 (Evergreen Point Floating Bridge), interstate pavements, and other preservation needs.
- Maintenance and other operating and capital programs were not augmented by the 2003 Transportation Funding Package. Safety programs need more funding.
- Only the very worthiest “new works” (i.e., capacity enhancement) projects can be funded at the likely levels of future investment capacity. How should they be prioritized?
- New sources will need to be identified for funding multimodal needs.
- Increased state funding will need to be shared with cities, counties and transit.
- Equity amongst areas of the state will continue to be an issue: the “donor areas” are very restless.

# Reality Intrudes – A Statewide Look

The following revenue scenarios put the revenue issue in perspective

Dollars are in millions

Three Scenarios, Two Options Each	Option A				Option B			
	Local Share	State Share		Total	Local Share	State Share		Total
	50%	50%			25%	75%		
		20% Maint.	80% Capital*			20% Maint.	80% Capital*	
<b>Scenario 1</b> 1 cent/gal tax increase each year for the next 10 years	\$993	\$199	\$1,835	\$3,027	\$497	\$298	\$2,772	\$3,517
<b>Scenario 2</b> 10 cent/gal tax increase beginning July 1, 2005	\$1,781	\$356	\$2,526	\$4,663	\$890	\$534	\$3,790	\$5,214
<b>Scenario 3</b> 10 cent/gal tax increase beginning July 1, 2005 plus another 10 cent increase beginning July 2011	\$2,675	\$535	\$4,344	\$7,554	\$1,337	\$802	\$6,577	\$8,716

\*Amounts shown for WSDOT capital investment include assumptions for the sale of bonds using the available revenue stream. The funding level can vary depending on the timing of the expenditures and the resulting bond sales needed, as well as from financing assumptions including interest rates and debt service coverage requirements.