

Washington State Association of Counties

Joint Transportation Committee – County Transportation Overview

Local Roads Matter

Nationwide:

- 75% or 2.9 million miles of America's highways are owned by local governments
- 51% or 219,000 of our nations bridges are owned by local government.
- Over 56 per cent of fatal crashes (23,260 in 2007) occur on rural roadways in areas with populations of fewer than 5,000. Looked at another way, the rate of fatalities per vehicle mile traveled on rural roads (2.21/100 Million miles VMT) was more than twice the urban fatality rate (0.88/100 Million miles VMT).

Washington State

- The county road system makes up 65% of the center line miles
- The county road system carries 16.2% of the vehicle miles traveled
- Approximately 39,850 miles of roads
 - 25,900 miles paved (68%)
 - 13,950 miles unpaved (32%)
- 1,900 miles of urban arterials
 - Many carry over 20,000 vehicles per day
- 14,500 miles of collectors and arterials
- 10,750 miles on County Freight and Goods System

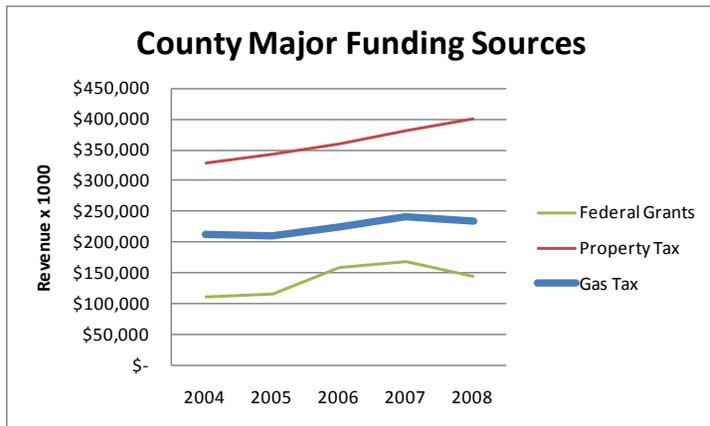
Washington State Association of Counties

Joint Transportation Committee – County Transportation Overview

County Transportation Revenue Sources

- County Road Tax
 - Up to \$2.25 for County Road fund (Unincorporated only)
 - Motor Vehicle Fuel Tax (state shared)
 - Timber Harvest Tax, Timber Sales
 - Federal Grants (Forest Funds, FHWA, etc.)
 - State Programs (CRAB, TIB, FMSIB, etc.)
 - Real Estate Excise Tax
 - Impact Fees & SEPA Mitigation
 - Utility Assessments
 - Counties – 5.956 cents
 - Regular – 4.923 cents
 - RAP - .583 cents
 - CAPP - .450 cents (Plus 1.5 Million from TPA)
-
- WSDOT – 12.040 cents
 - Nickel – 5.0 cents
 - TPA – 8.50 cents
 - TIB – 3.044 cents
 - Cities – 2.960 cents

Revenue Comparisons

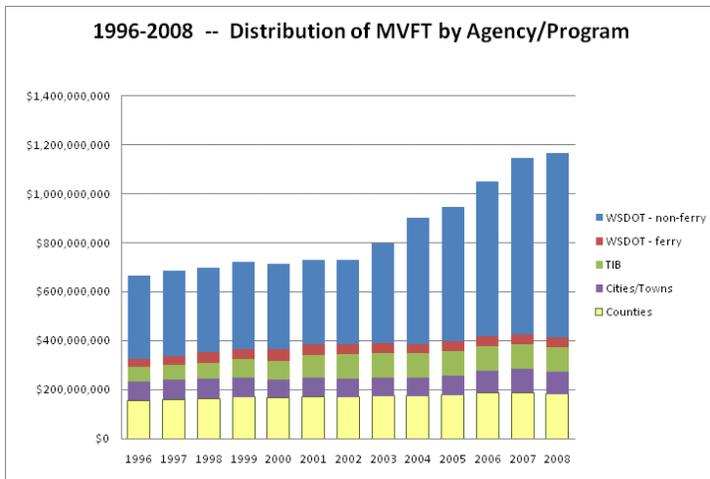


Road taxes provide the greatest source. With county revenues declining overall, pressure will increase to divert road taxes to other uses.

Gas tax growth is flat or declining.

Federal funds are uncertain due to declining gas taxes with uncertainty for reauthorization of federal programs.

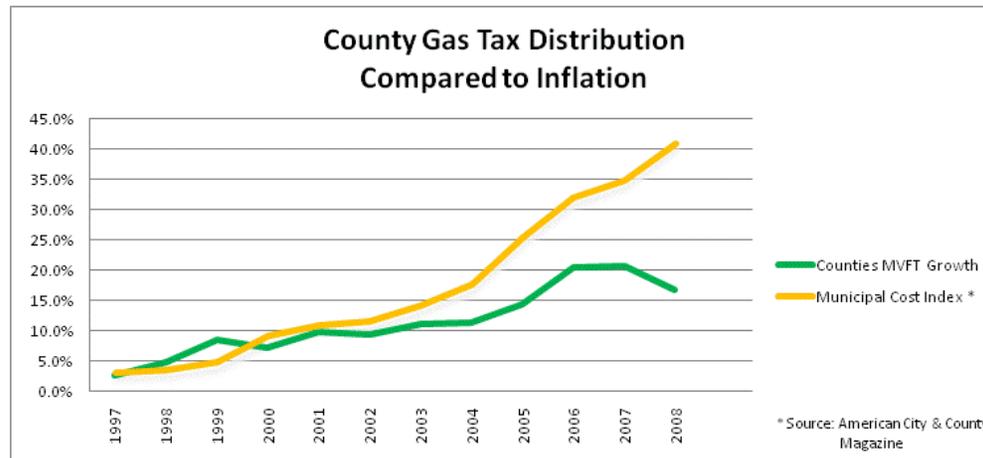
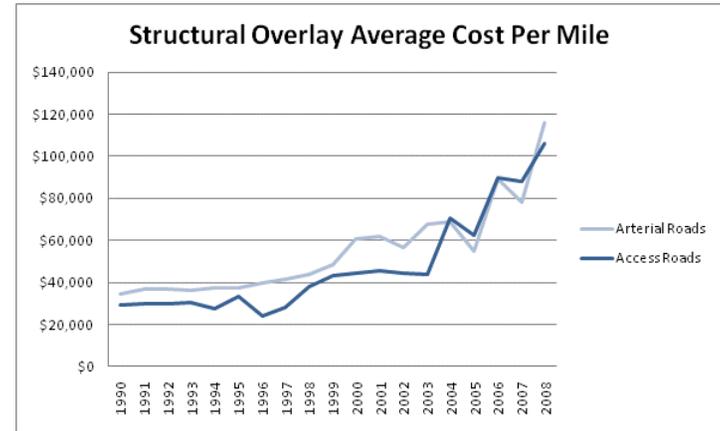
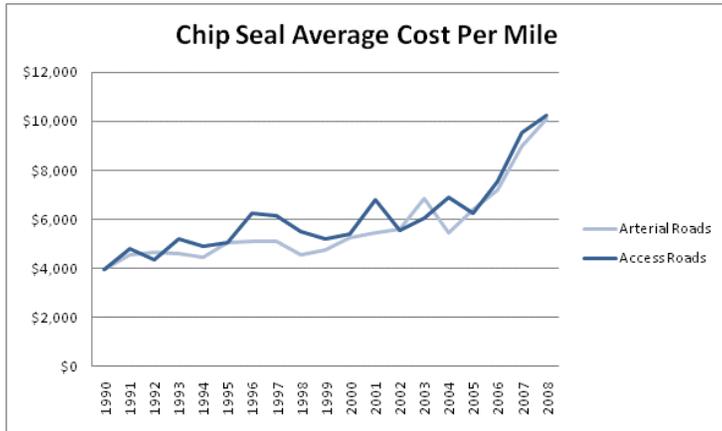
Overall revenue picture is not good.



State Legislature addressed transportation revenue with adoption of nickel and TPA increases in 2003 and 2005.

While there was an overall growth in motor vehicle fuel tax, the share for local agencies has remained relatively flat.

County Road Preservation Costs:



COUNTY FREIGHT AND GOODS SYSTEM 2007 STATUS REPORT

Freight and Goods Transportation System (FGTS) Deficiency Summary

Deficient Mileage Summary

| CRS Scenario | | Total C/ L Miles | | Deficient Centerline Miles | | | | | Total Mi. Inadequate | % Adequate |
|--------------|---------------|------------------|----------|----------------------------|--------------|----------------|------------------|--------------|----------------------|------------|
| | | FGTS | Adequate | Improve Gravel | Pave Unpaved | Minor Widening | Shoulder Improv. | Improve Base | | |
| 1 | All Weather | 10,753.81 | 3,368.97 | 714.75 | 44.46 | 142.10 | 1,214.82 | 5,268.70 | 7,384.84 | 31.0% |
| 2 | Minimal Rest. | 10,753.81 | 4,172.53 | 714.75 | 44.46 | 189.26 | 1,499.53 | 4,133.27 | 6,581.28 | 39.0% |
| 3 | Moderate Rest | 10,753.81 | 4,586.42 | 714.75 | 44.46 | 198.53 | 1,842.98 | 3,366.67 | 6,167.40 | 44.0% |

County Roadlog Certified 1/1/2007

Centerline Miles of Road

Cost Estimate to Remove CRS Deficiencies

| CRS Scenario | | Total C/ L Miles | | Costs To Improve/Remove Deficiencies | | | | | Total Costs | |
|--------------|---------------|------------------|----------|--------------------------------------|--------------|----------------|------------------|--------------|-------------|---------------------|
| | | FGTS | Adequate | Improve Gravel | Pave Unpaved | Minor Widening | Shoulder Improv. | Improve Base | | Bridge Restrictions |
| 1 | All Weather | 10,753.81 | 3,368.97 | 391,170 | 24,350 | 46,009 | 366,350 | 3,062,733 | 22,362 | 3,912,974 |
| 2 | Minimal Rest. | 10,753.81 | 4,172.53 | 391,170 | 24,350 | 60,545 | 443,330 | 2,369,480 | 10,373 | 3,299,248 |
| 3 | Moderate Rest | 10,753.81 | 4,586.42 | 391,170 | 24,350 | 63,501 | 534,220 | 1,915,371 | 10,323 | 2,938,935 |

County Roadlog Certified 1/1/2007

All Costs in 2007 \$1,000's

Washington State Association of Counties

Joint Transportation Committee – County Transportation Overview

State Legislative transportation goals:

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

- Rural roads have the highest fatality rate of all road systems.

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

- The costs for maintaining and preserving roadway pavement have doubled in the past 10 years.
- Nearly a quarter of local bridges are structurally deficient or functionally obsolete.

Mobility (addressing congestion): To improve the predictable movement of goods and people throughout Washington.

- Only 31% of the county Freight & Goods road system meets all-weather road standards

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

- Counties are required to address fish passage barriers with limited or no state funding. State HPA requirements will require putting off bridge maintenance, making structures unsafe.
- Federal and state water quality requirements are putting increased demands for limited county road maintenance funds.

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

- Local County, RTPO and MPO plans cannot address capital issues within existing funding sources.

Funding Alternatives Study

Evaluation Criteria

Benefits/reflect use:

Counties agree that any funding source should provide a clear purpose and policy rationale so that taxpayers understand the benefit received. Counties are concerned that funding not be diluted by adding new eligible expenses and/or responsibilities without ensuring that existing responsibilities are adequately funded.

Equitable:

As new funding sources are considered, geographic and economic equity needs to be considered. Historically, the state has established the funding source and provided funding to local areas. In many areas of the state, the ability to raise funds at the local level is very limited.

Local:

Local funding options need to be practical and implementable. Many of the local options have not been pursued due to either limited ability to raise funds or restrictions on local legislative authority to implement.

Conclusion:

Local Roads Matter

The county road system provides access to residences, schools, business and recreation statewide. Rural roads have the highest fatality rate.

Funding

Funding for county roads and bridges has not kept pace with the costs for maintenance and making improvements. Future funding options should consider local needs as well as state needs.

Partnership

Counties are partners with the state in carrying out the transportation goals and objectives of the state. Counties want to be partners with the state in looking at the best ways to maintain and improve the transportation system.