



# County Transportation Funding Priorities

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Counties maintain and preserve nearly one half of state highway system miles.

Owner	Total	%	Art/Coll	%
State	7,054	8%	7,054	27%
County	39,336	47%	14,381	54%
City	18,526	22%	4,461	17%
Other	18,963	23%	520	2%
Total	83,879	100%	26,416	100%

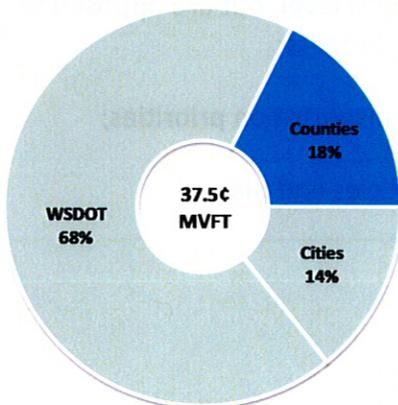
Buying power of fuel tax has been nearly cut in half by increases in costs

- 30% fewer roads being resurfaced
- Over 600 deficient county bridges
- Over 2,700 county-owned fish barriers

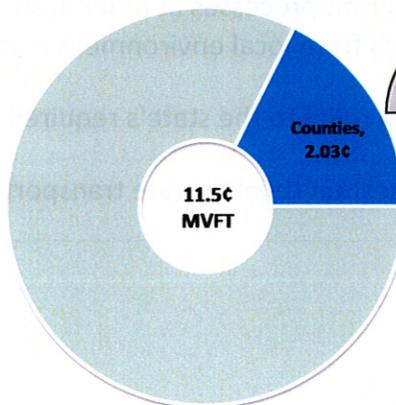
## Based on current motor vehicle fuel tax distribution

Proposed 11 ½ cent fuel tax increase

County Share of MVFT is 18%



Maintain Share of MVFT at 18%





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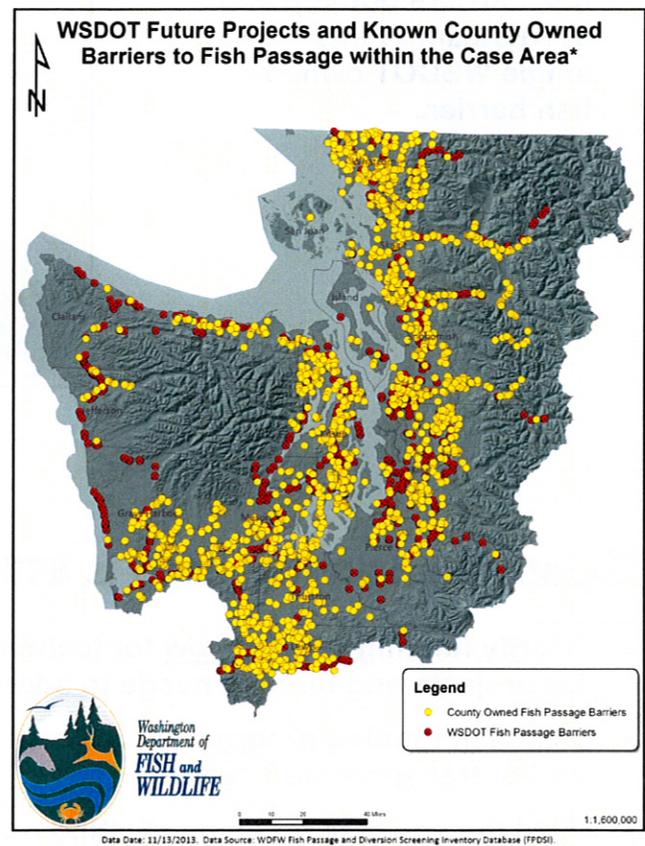
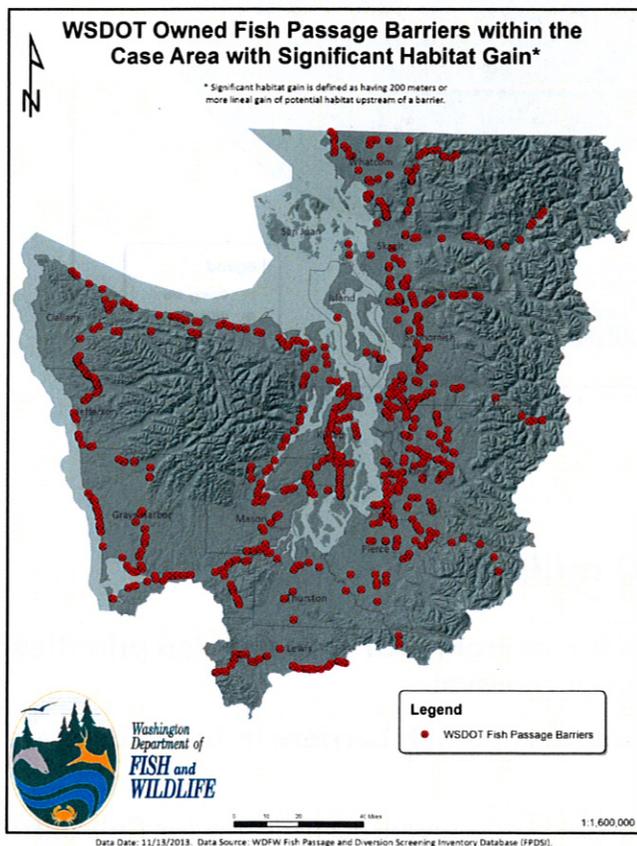
- ☰ Increase MVFT base distribution to counties by one cent (4.4¢ to 5.4¢)
- ☰ Increase local councilmanic vehicle fee authority from \$20 to \$40.
- ☰ Provide authority to adopt a motor vehicle excise tax by the local legislative authority.
- ☰ Provide transit districts more funding flexibility to meet service demands.
- ☰ Provide needed funding for state transportation projects of state-wide significance and funding for important state transportation projects with regional significance:
- ☰ Support capital and operating funding for the Washington State Ferry System.
- ☰ Transportation Reforms:
  - Do not support exempting state transportation projects from local sales tax;
  - Concerned that ELSA funds would impact existing programs benefitting county programs;
  - Support streamlining of permit processes at federal, state, and local level, but are opposed to exempting WSDOT projects from local environmental permitting process;
  - Support adding congestion relief to the state's required list of transportation priorities;
  - Support emphasis of congestion relief in state transportation policies and plans.



# county fish barrier issues

## Fish barriers are a significantly unfunded issue for counties

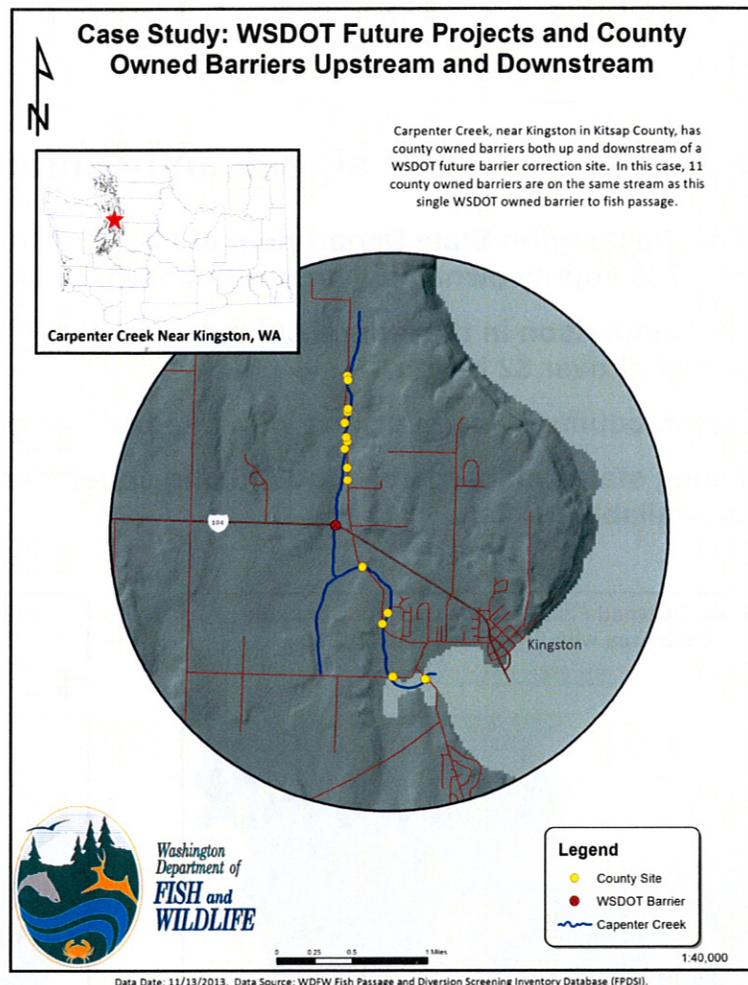
- The Washington State Department of Fish & Wildlife estimates that there are in excess of 2,700 county owned culverts with known or likely fish barriers.
- By comparison in the federal culvert case WSDOT has identified 850 barriers to fix with a cost of over \$2 billion.
- Fixing county owned culverts with fish barriers could cost billions of dollars as well.
- Fixing state fish barriers without fixing county barriers will still leave miles of habitat unavailable for fish.





## State and County barriers both need to be fixed

- WSDOT fish barriers in many cases have county owned fish barriers down stream and up stream limiting potential habitat gain from WSDOT investments.
- For example, WSDOT has identified Carpenter Creek, near Kingston in Kitsap County, as a future barrier correction site.
- In this case, there are eleven county owned fish barriers both up and downstream of this single WSDOT owned fish barrier.



## Estimated annual need is \$30 - \$50 million

- Priority funding needed now for technical assistance from WDFW to develop priorities for projects and funding needs to address barrier removal.
- Establish funding program for removal of county-owned fish barriers in future capital and/or transportation budget.
- Need the ability to maintain existing infrastructure while awaiting funding for fish barrier removal.

