County Transportation Studies

Joint Transportation Committee
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Objectives

• County road data / metrics
• Streamline reporting requirements
• Provide / support road management tools
• Work with state agencies and counties
County Road Data/Metrics

• Transportation metrics
  • Partnered with the County Road Administration Board
  • Tied to six transportation system policy goals outlined in RCW 47.04.280 (Economic vitality; Preservation; Safety; Mobility; Environment; Stewardship)
  • Initially developed in 2013, updated annually
WASHINGTON STATE COUNTY TRANSPORTATION METRICS
STATEWIDE COUNTY ROAD DATA

**Preservation**
- **2016 County Owned Arterial Surface Condition**
  - 47% Excellent
  - 41% Good
  - 7% Fair
  - 3% Poor
  - 2% Very Poor

**Safety**
- **Number of Fatal and Serious Injury Collisions on County Owned Roads**
  - 2012: 113 Fatal, 433 Serious Injury
  - 2013: 110 Fatal, 386 Serious Injury
  - 2014: 117 Fatal, 411 Serious Injury
  - 2015: 140 Fatal, 409 Serious Injury
  - 2016: 136 Fatal, 443 Serious Injury

**Mobility**
- **2016 County Owned Road Network**
  - Total Miles: 39,180

**Stewardship**
- **2015 County Road Total Revenue**
  - $911,589,992

**Environmental**
- **2016 County Environmental Permit Status**

**Economic Vitality**
- **County Owned Truck Route Mileage**

Datasources
Feedback
Streamline reporting

- Financial reporting
  - State Auditor
  - Department of Transportation
  - County Road Administration Board
  - Inconsistent data

- State Auditor financial reporting pilot project
  - SAO took lead on project to reprogram online reporting by cities and counties
  - Financial data provided to SAO and WSDOT already
  - SAO provides data to WSDOT and CRAB
  - 2/3 of cities and counties have voluntarily reported in pilot project for 2016
Project Management Tools

• Focus on capital program development tools
• 2/3 of counties use common financial system developed by Cascade Software Systems
• Developed capital project planning module for financial system
  • Supports development of six-year (and longer) capital plans
  • Supports long-term financial planning based on available and potential revenue sources
  • Provides tools to integrate with state agency capital planning requirements
• Module is available to all counties
County Freight Metrics

- County roads important for economic vitality
  - Poorly maintained roads and bridge closures or weight restrictions have an impact on freight mobility.
  - Efficiency and reliability are critical to time sensitive industries and deliveries; one missed or late delivery and business can be lost forever.

- WSDOT first/last mile connectors
  - To and from state freight hubs (processing/distribution centers, etc.) located within 5 miles of T1 and T2 highways
  - Carry 1 million tons during 3 months of the year of agricultural, timber, or other resource industry goods
County Freight Metrics

• The “VERY first mile” often happens on a County Road
County Freight Metrics

- Identified potential “very first mile” routes
Fish Passage Barriers

• Fish Barrier Removal Board
  • $300k provided out of city/county study funds to the FBRB for predesign and scoping on fish barrier projects

• Voluntary programmatic agreements
  • Project funded but was not pursued
  • Lack of policy framework
  • Lack of support
Fish Passage Barriers

- Fish passage barriers as mitigation (ESHB 2524)
  - ESSB 5996 (RCW 77.95.185) provides a preference for fish barrier removals as compensatory mitigation on transportation projects
  - Current state and federal policy considers off-site and out-of-kind as the least preferred
  - Federal policy prefers credits from mitigation banks or in-lieu fee programs
  - Policy framework lacks methodologies for in-stream mitigation debits/credits
  - Pilot project to develop in-lieu fee program will require funding and years to complete
Federal Innovation Grant

• Bridge bundling project
  • Encouraged by federal FAST Act
  • Already utilized in several states

• Evaluate and recommend options
  • Identify multiple bridge projects under one procurement
  • Look at statewide or regions
  • Look at alternative procurement options
  • Look at engineering and permitting efficiencies

• Funding needed to implement pilot project
Current Biennium Projects

• On-line financial reporting
  • coordination with SAO, WSDOT, CRAB

• County culvert inventory (implementation)
  • Culvert condition assessment tool
  • Conversion and transfer of existing data to CRAB
  • Training and technical support to counties
  • Estimates range from 250-500k culverts under county roads
  • Inventory data collection will be implemented over several years

• Enhanced road safety data
  • Systemic safety tool implementation
  • Options to provide additional data and support
QUESTIONS?

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