

2019 JTC TOUR October 3, 2019

Welcome to CLALLAM COUNTY! Joe Donisi Asst. County Engineer

Clallam County's Population of 75,000 includes the three cities of Sequim, Port Angeles, and Forks but no matter where you live or what you do in Clallam County you are going to be using Highway 101. "101" is the vital link. Most automobile Truck traffic using the MV Coho will also use US 101.

Clallam's Road Levy is \$7.4 Million and an average of \$6.9M of that is needed for Maintenance and Preservation of the 490 miles of County Roads, 32 highway bridges and (with an amazing group of volunteers), approximately 59 miles of the Olympic Discovery Trail.

This leaves the County's Capital Projects to be mostly funded by other Local Funds such as REET, Lodging Tax, and State and Federal Grants. The FLAP Program has really been a great resource and continued administration of that funding source directly by the Vancouver office of FHWA office is recommended. Also the RCO funding of Fish Passage Barrier removal projects is going to really help catch up on those projects in concert with WSDOT's work. Two barriers are planned to be removed in 2020 using that funding source (along with County match). The State funding administered by the County Road Administration Board is a stable source of funding for the counties and is working great. These grant funds are critical to delivering capital projects in Clallam County. On behalf of Clallam County residents, I would like to thank you for your continued support.

I had 3 topics that I thought would be interesting: 1. Cooperation with Jefferson Co. on the Undi Road in the west end, 2. Status of the upcoming STP Fund Exchange Program and 3. Importance of a free-flowing US 101 / SR 104 Transportation corridor

First Topic. Undi Road: Paul Neal asked for this topic. Road begins at US 101 South of Forks in Clallam Co. and ends in Jefferson County. The road serves as a Local Access and logging road access to DNR and Federal Forest Service Lands and the Bogachiel Trail network into the Olympic National Park. A landslide in 2016 required Jefferson County to construct an emergency bypass road in Clallam Co. There are about \$1.9M of FLAP funds will be used to improve portions of the bypass road in both Counties.

Second Topic is Federal Fund Exchange (FFE): Several states offer this alternative (See back of page for some other states' outline). WA Counties would like to implement a FFE program and are hopeful that 2020 will be the year. We greatly appreciate the federal funding that is received and are excited to deliver more projects more efficiently with a fund exchange. We know the Washington Transportation Commission supports the concept and we are told by Highways and Local Programs that WSDOT is in favor of making this happen. Jane Wall of Washington Assoc of County Engineers has told me she has had recent discussions with OFM on implementation details. The June 2019 Draft Study sponsored by the JTC for the Assoc. of Cities recommends establishing a federal funding exchange as a high priority. The following statement in the Draft Study really caught my attention: "*Immediate Efficiencies can be gained*". It is clear to me that more and more states including Michigan, Nebraska, Kansas, Arizona, Utah and Oregon are moving in this direction for the same reason. The flexibility from this future program will go a long way toward rapidly delivering capital projects.

Last topic for me is Highway 101/104: Clallam is committed to a vision that retains these highways as free-flowing arteries and is interested in every single opportunity to plan for the future traffic. Relate the Limited Access highway story on SR104. Limited access highways do not have stop signs, traffic signals and should not have roundabouts. Grade separated under/overpass are needed. Our US 101/Deer Park underpass project eliminated 2 dangerous intersections with a 4 lane section of US 101. Construction Cost was \$4.7M. Cost could be significantly less for an underpass on a 2 lane highway like SR104. I would ask you to look carefully at all options available to maintain and improve the free flow of traffic on these highways.

Any Questions?

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SAMPLE OF SOME STATES OFFERING FLEXIBLE FEDERAL FUND EXCHANGES

KANSAS: VOLUNTARY “FEDERAL FUNDS EXCHANGE PROGRAM” AVAILABLE TO LOCALS FOR STP AND BRIDGE FUNDS

MICHIGAN: VOLUNTARY “LOCAL FEDERAL FUNDS EXCHANGE PROGRAM” SUPPORTS RURAL COUNTY LOCAL AGENCY-TO-LOCAL AGENCY FUNDS TRANSFERS (LIKE CLALLAM ATTEMPTED WITH PEND-ORIELLE).

OREGON: VOLUNTARY FUND EXCHANGE PROGRAM IS SUPPORTED FOR STP FUNDS FOR RURAL COUNTIES

UTAH: VOLUNTARY FUND EXCHANGES ARE SUPPORTED FOR STP FUNDS

ARIZONA: HURF - Federal Fund Exchange for STP in place since 2008

NEBRASKA: “FEDERAL FUNDS PURCHASE PROGRAM” FFPP AVAILABLE FOR STP AND BRIDGE FUNDS

CLALLAM COUNTY’S RECOMMENDATION: ADOPT A HYBRID THAT ALLOWS:

1. Voluntary exchange of STP and Bridge Funds for State Funds for Rural Counties in Washington, and
2. Local Agency to Local Agency STP and Bridge funds transfers

This will allow funding tailored to the project size and will allow projects to be delivered:

1. Using federal funds, and/or 2. Using State funds and/or 3. Using Local funds

JOINT TRANSPORTATION COMMITTEE

Assessment of City Transportation Funding Needs

DRAFT June 2019

RECOMMENDATIONS	NEW STATE RESOURCES REQUIRED?	STATUTORY CHANGE REQUIRED?	RECOMMENDED PRIORITIZATION
A. <u>Local Funding Options: Enhance Existing Tools</u>			
A1. Enhance existing Transportation Benefit District authority to increase non-voted vehicle license fees, remove the sales tax sunset, and create a new TBD utility tax option	No	Yes	High <i>Provides local flexibility; should be done concurrently</i>
A2. Increase flexibility and clarity of the local option Motor Vehicle and Special Fuel Tax	No	Yes	
A3. Create a local option Rental Car Sales Tax	No	Yes	
B. <u>Efficiency: Work Together to Capture Greater Value</u>			
B1. Rethink how to use federal funding most efficiently <ul style="list-style-type: none"> ▪ Collaborate before federal funds are allocated to be strategic in their use ▪ Establish a federal funding exchange program to allow local agencies to trade federal resources for state funds 	Depends on approach taken. <i>Exchange option requires additional funding authority but is revenue neutral.</i>	Yes	High <i>Immediate efficiencies can be gained</i>
B2. Fine tune city responsibilities for state highways that function as main streets and streets that function as state highways <ul style="list-style-type: none"> ▪ Accelerate the population threshold or revisit the responsibilities for state highways as city streets ▪ Extend City Hardship Assistance Program to mitigate city street segments serving as state highways ▪ Reconsider how WSDOT recovers design review and approval costs from cities improving state highways to create a positive incentive 	Yes	Yes	Medium