

Beyond Tomorrow

Laying the Foundation for Washington's Transportation Future

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Senate Transportation Committee

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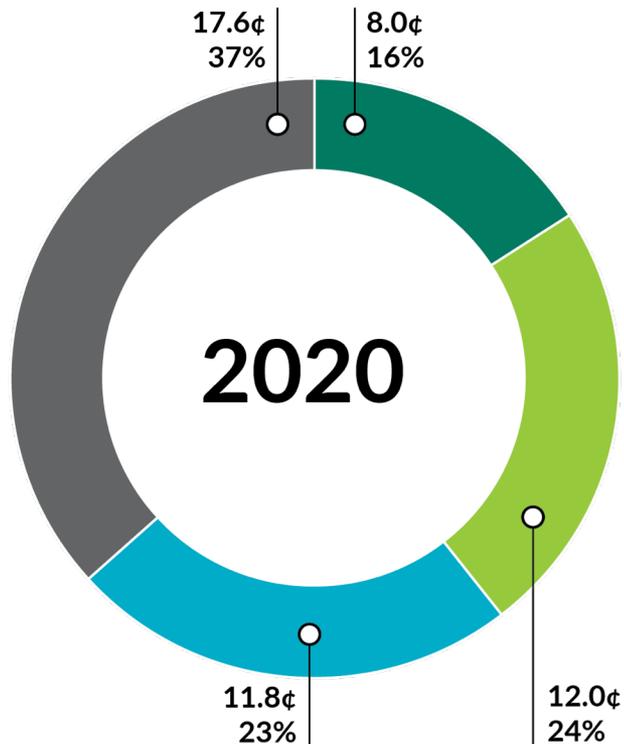
Challenges today; opportunities for the future

- Washington has transportation challenges, including:
 - Initiative 976
 - Over 10 deaths weekly on our transportation system
 - State of Good Repair
 - Cascadia Subduction Zone earthquake
 - Federal treaty obligations regarding fish passage
- With these challenges comes an opportunity to rethink how we prioritize, program and fund investments to the system to:
 - Become better stewards of the entire transportation system
 - Go beyond addressing immediate wants and needs
 - Build a long-term vision for the future with the people we serve
- First, some short-term recommendations...

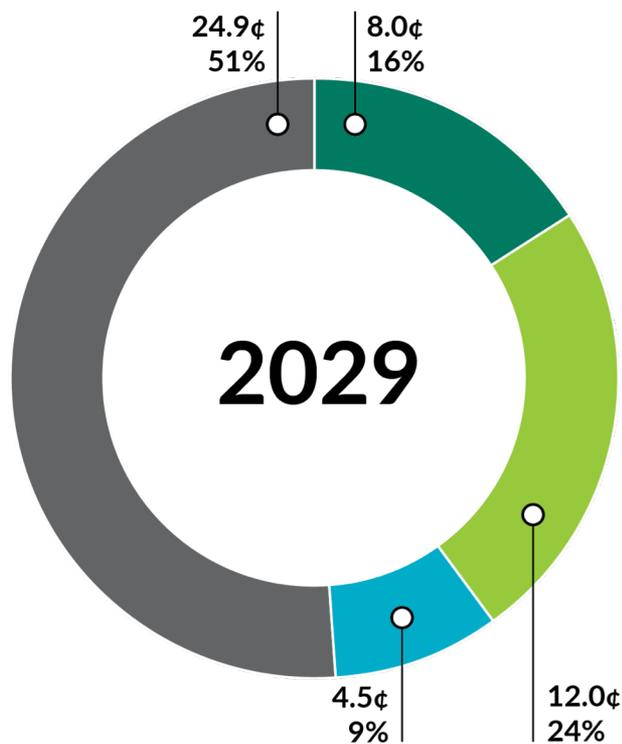


Where does the gas tax go?

Where Does the 49.4¢ State Gas Tax Go?



Where Will the 49.4¢ State Gas Tax Go?

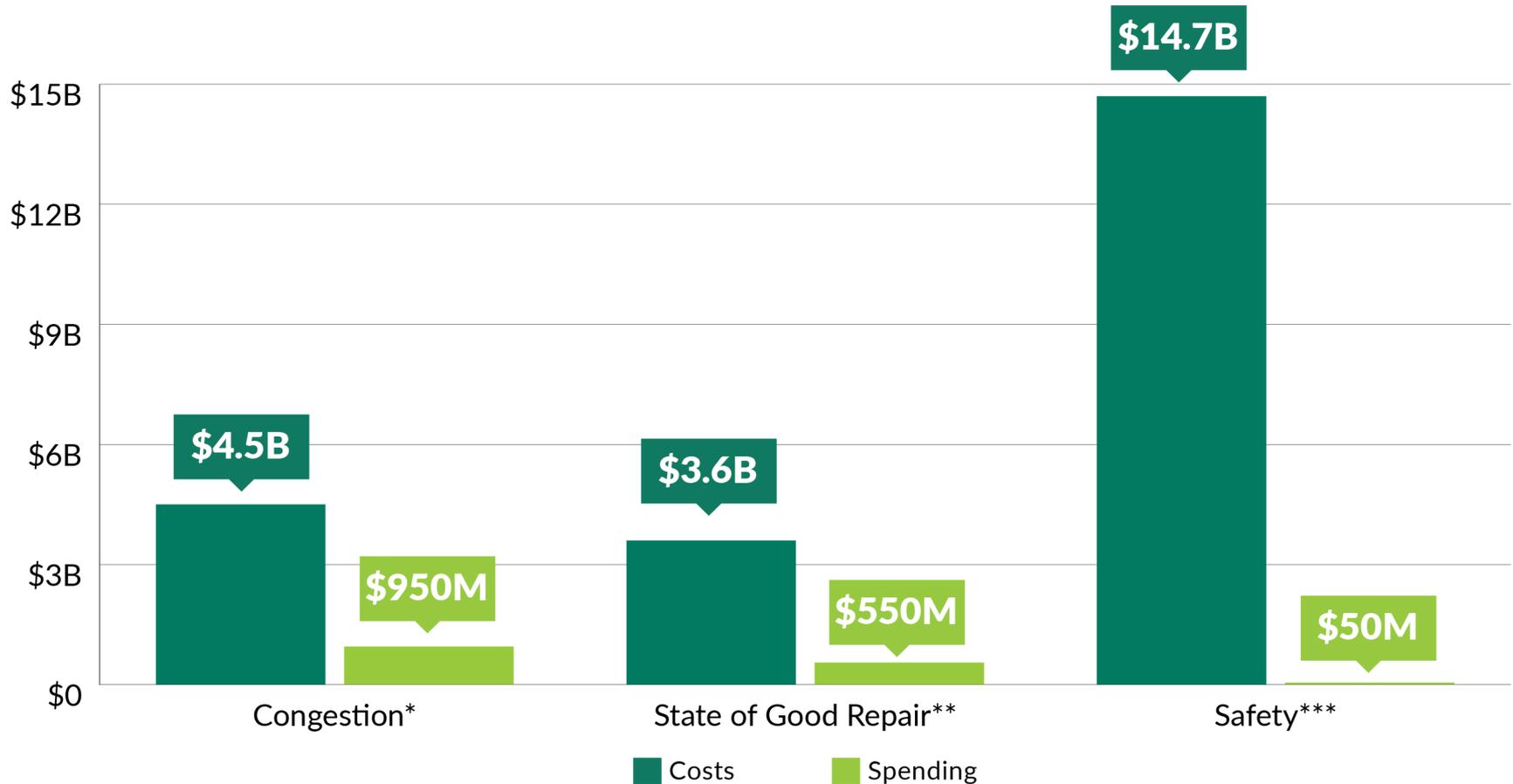


- WSDOT*
- Cities & Counties (Local Government)
- Legislatively Directed Investments**
- Debt Service**

* Includes operations, maintenance, preservation and safety improvements.

** Includes funding for projects specified in the 2003 Nickel, 2005 Transportation Partnership, and 2015 Connecting Washington acts, as well as funding to pay off bonds funded by pre-2003 fuel tax.

Cost to Washington's economy



* Congestion cost source: Texas Transportation Institute's 2019 Urban Mobility Report; based on value of travel delay and excess fuel consumption statewide.

** State of Good Repair source: ASCE 2019 Infrastructure Report Card; estimated at \$656 for every Washington driver.

*** Safety source: Societal costs of crashes calculated using methods described in Crash Cost for Highway Safety Analysis (FHWA-SA-17-071), Chapter 6, Federal Highway Administration, Office of Safety, 2018. Economic cost components include: medical care, emergency services, market productivity, household productivity, legal costs, insurance administrative costs, workplace costs, property damage and congestion.

WSDOT “Five Buckets” framework

Bucket Name	Definition
State of Good Repair	Investments that contribute to the physical condition and operational performance of an existing asset
Safety	Investments that improve the overall safety of our multimodal transportation network as defined by Target Zero
Transportation Systems Operations	Investments in system management to maximize the operational efficiency of existing system features
Demand Management	Investments that provide people more choices in how they travel, freeing much needed highway capacity
Focused System Expansion	Investments in system expansion for additional capacity, regardless of mode

10-year unfunded needs to meet policy goals vs current appropriation



* Capital based on 19legfin project list; excluding program v projects; Operating based on 20Gov001

What's next? Ongoing planning

WSDOT's job is to provide data and work with partners to inform investment decisions. There are immediate, mid-term and long-term efforts:

JTC Study – Legislatively directed, 10 year, comprehensive assessment of statewide transportation needs and priorities

- As part of statewide needs/priorities assessment, will develop a menu of funding options

Highway System Plan update – Blueprint for preserving, maintaining, improving and operating state-owned roads for next 20 years

- Legislative mandate (RCW 47.06.050)
- Recommends funding levels for programs, instead of project lists
- Collaboration with partners to develop scenarios, analyzing how different investment strategies affect system performance. Address all highway uses, modes
- Plan will be complete in 2021

Investment Strategy – Our long-term vision is to be so well aligned with our partners that we have a unified transportation investment recommendation to the Legislature. In the meantime, we will work to:

- Align the statewide plans with regional plans, and statewide plans with each other
- Bring the planning work together to meaningfully inform investment decisions
- Our goal: state and regional plans are the basis for Legislative appropriation decisions

What's next? Funding resources

Existing

Gas Tax

- Restricted to “highway” purposes
- Increasing percentage going to debt service
- Diminished collections with fuel efficiency and de-carbonization of system

Motor vehicle fees

- Subject to outcome of Initiative 976

Tolling

- Allows us to fund and expedite construction
- Generates revenue for ongoing costs of operations, maintenance and preservation
- Gives us the opportunity to build new infrastructure
 - Second Tacoma Narrows bridge
 - SR 520 floating bridge replacement
 - Alaskan Way Viaduct replacement
 - Puget Sound Gateway program
 - I-405/SR 167 corridor improvements

What's next? Funding resources

Potential

Road Usage Charge

- RUC pilot project demonstrated the mechanics of RUC
- Other states (Utah, Oregon) ahead of us in deployment
- Still have work to do to determine if/how to implement such a program in Washington

Congestion Pricing

- Lessens SOV traffic and incentivizes use of other modes
- A form of demand management that will grow more in importance in years to come
- Other states (California, New York) ahead of us in deployment
- Still have work to do to determine if/how to implement such a program in Washington

Public Private Partnerships

- WSDOT works robustly with the private sector
- Public Private Partnerships usually offer financing rather than funding
- Other countries (Australia) and states (Indiana, Virginia) ahead of us in deployment
- Still have work to do to determine if/how to implement such a program in Washington

Conclusion

- The decisions we make today will determine our economic, environmental, quality of life, and equity outcomes for tomorrow
- We have an opportunity to plan for our future growth and develop a more sustainable transportation system
- A look ahead suggests fundamental change needed
 - New demands
 - New revenue
 - New program-based delivery structure
- Washington's transportation challenges are large, but not insurmountable. We're well positioned for change. Now's the time to get started.

We are up to this!

Questions?

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