

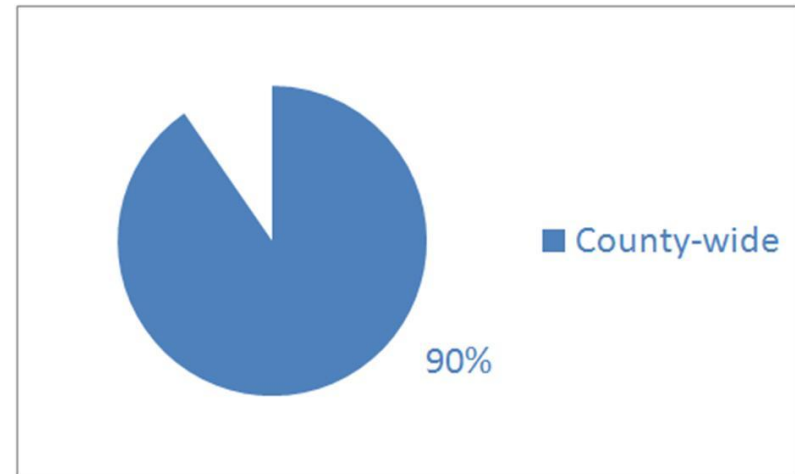
Washington State Association of Counties

WTP Advisory Committee – County Transportation Overview

County Overview:

- All citizens (6.7 million) receive county wide services (including cities)
- Counties are agent of State
 - Elections
 - Courts
 - Recording
 - Prosecution
 - Jail
 - Assessment/Collection of Taxes
 - Transportation

County-wide Services as a % of Total Budget



County Major Local Funding Sources

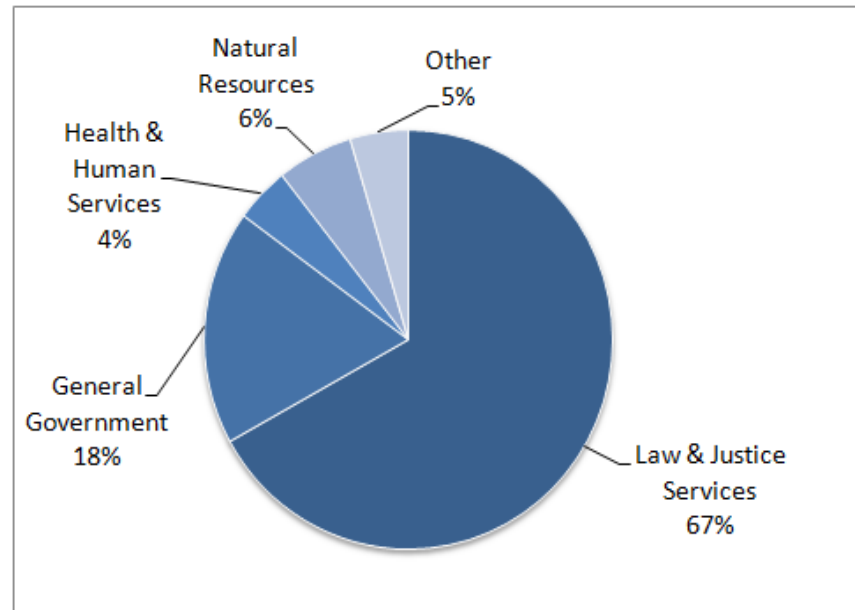
County Wide

- Up to \$1.80 Property Tax Levy
- Sales Tax (15% of City Tax)
- 0.1% Sales Tax Correctional Facilities
- 0.1% Sales Tax Criminal Justice Assistance (shared with cities)
- Up to 0.3% with voter approval (Shared with cities with 1/3 dedicated to Criminal Justice)

Unincorporated

- Up to \$2.25 County Road Tax Levy
- Up to 1% Sales Tax

2007 General Fund Expenditures



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County Road System

- 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

County Transportation Revenue Sources

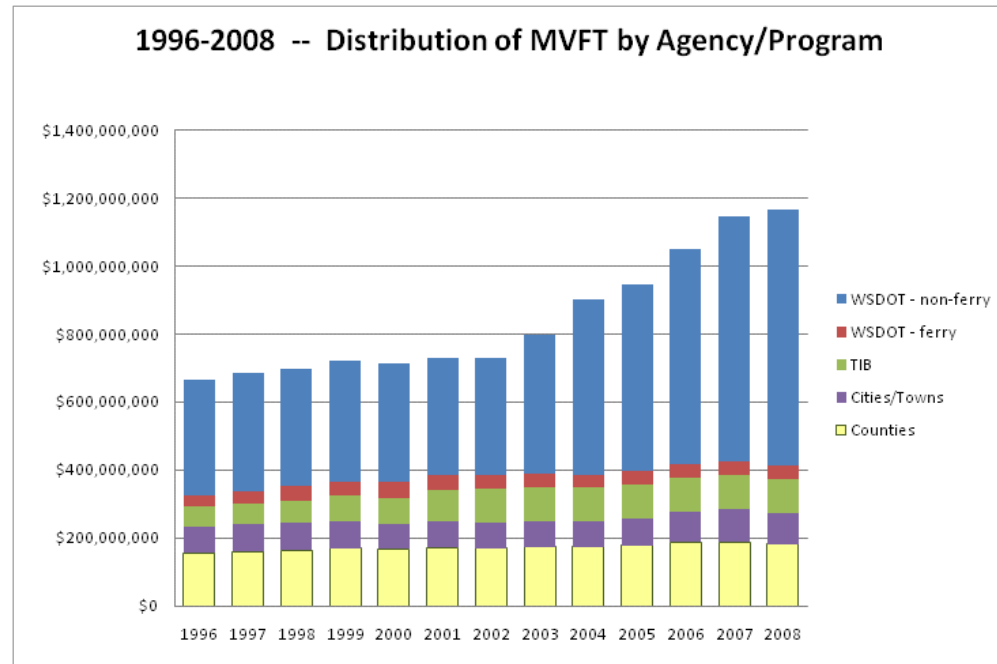
- County Road Tax
 - Up to \$2.25 for County Road fund (Unincorporated only)
- Motor Vehicle Fuel Tax (state shared)
- Timber Harvest Tax, Timber Sales
- Federal Grants (Forest Funds, FHWA, etc.)
- State Programs (CRAB, TIB, FMSIB, etc.)
- Real Estate Excise Tax
- Impact Fees & SEPA Mitigation
- Utility Assessments

Motor Vehicle Fuel Tax Distribution to Counties

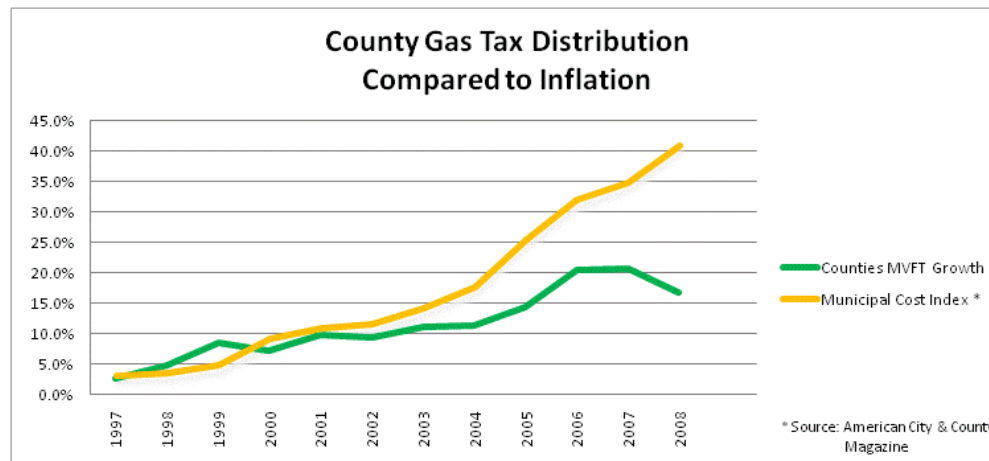
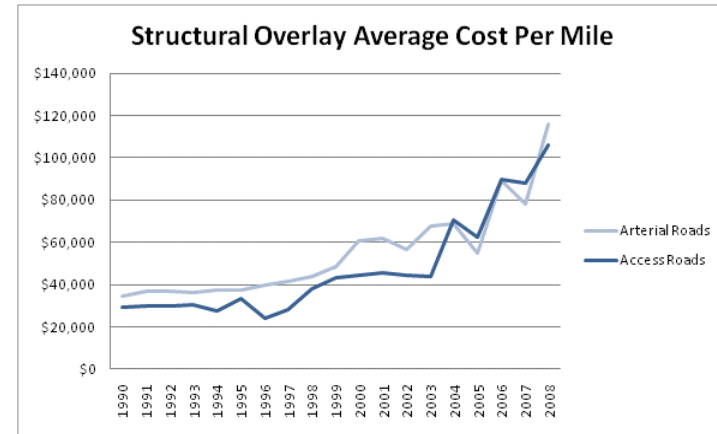
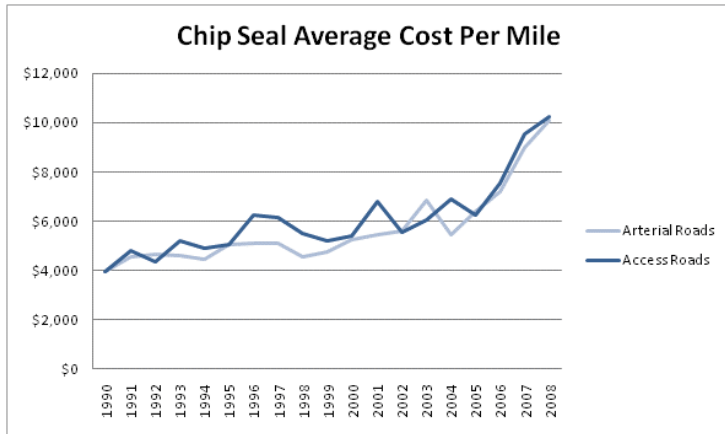
Out of 37.5 Cent Gas Tax

- 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



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 | | | | | | |
|--------------|---------------|------------------|----------|----------------------------|--------------|----------------|------------------|--------------|----------------------|--------------|
| | | FGTS | Adequate | Improve Gravel | Pave Unpaved | Minor Widening | Shoulder Improv. | Improve Base | Total Mi. Inadequate | % Adequate |
| 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 | | | | | | |
|--------------|---------------|------------------|----------|--------------------------------------|--------------|----------------|------------------|--------------|---------------------|------------------|
| | | FGTS | Adequate | Improve Gravel | Pave Unpaved | Minor Widening | Shoulder Improv. | Improve Base | Bridge Restrictions | Total Costs |
| 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

2007 Washington Transportation Plan

Local Transportation Priorities

State Transportation Commission
Investment Guidelines:

Key Policy Recommendations

Safety

- Target construction projects, enforcement, and education to save lives, reduce injuries, and protect property.

Safety

- Identify cost effective ways in which the state and local agencies responsible for safety on highways, streets, and roads can coordinate their efforts to achieve statewide safety goals in a comprehensive manner.

Emergency Preparedness

- Clarify the role of state and local governments in providing personal mobility and freight service in the event of a major disruption to the transportation system or in case of catastrophic events.

Safety

- Transportation system needs to address all natural disaster risks including flooding, earthquake, and evacuation routes.
- Transportation system needs to be safe – proper signage, speed limits, etc.
- Transportation system needs to provide access for all citizens for emergency care, public health, special needs.
- Transportation system needs to be policed effectively.

Washington State Association of Counties

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Preservation

- Preserve and extend prior investments in existing transportation facilities and the services they provide to people and commerce.

Funding

- Develop a policy that defines the state’s role and level of investment in public transportation.
- Identify innovative financing approaches aimed at meeting the long-term capital investment needs of the ferry system.
- Identify strategies and methods to provide sustainable revenue sources for transportation needs, including tolling and innovative approaches.

Funding

- Transportation funding should be adequate to reserve and maintaining the transportation system at all levels.
- Funding for projects should be adequate to meet needs for safe and efficient transportation.
- Funding for transit should be at a level to meet needs for mobility within and between communities.
- Funding should be adequate to meet special needs for transportation disadvantaged, mobility challenged individuals.

Mobility

- Facilitate movement of people and goods to contribute to a strong economy and a better quality of life for citizens.

Land Use and Transportation

- Improve concurrency between transportation and land use decisions to ensure complementary development of land with transportation infrastructure.
- Clarify the state and local

Land use

- Transportation system should maintain complete communities – try not to divide communities.
- System should include provisions for addressing traffic in neighborhoods – noise, speed, pedestrian safety

responsibility and options for addressing highway congestion

Rural Economic Vitality

- Improve farm-to-market access by determining strategic investments in rail.
 - Define the state's role in establishing and funding a year-round, statewide, core all-weather road system in rural areas.
- State transportation decisions should be consistent with local transportation plans
 - Transportation system should achieve levels of service at all levels and all modes.
 - Transportation system should support local goals for maintaining and enhancing mobility such as walking trails, bicycle and pedestrian facilities
 - Transportation system should provide easy access to jobs, services, and shopping.
 - Land use and transportation system should provide options to leave autos at home.
 - Transportation system should provide connections between communities.
-

Environmental Quality and Health

- Bring benefits to the environment and our citizens' health by improving the existing transportation infrastructure.

Reduce Reliance on Fossil Fuels

- Support development and implementation of a state policy on alternative fuel development and use which could include the identification of possible regulatory and tax structures.
- Identify opportunities and strategies for addressing the growing demand for alternative fuels and their benefits to the environment.

Environment

- Local transportation system should maintain and enhance the environment.
 - Support climate protection where practical.
 - Support sustainable practices
 - Provide air quality improvements
 - Improve stormwater runoff
 - Remove fish passage barriers.

Economic Vitality

- Improve freight movement and support economic sectors that rely on the transportation system, such as agriculture, tourism, and manufacturing.

Transportation and the Economy

- Measure the economic impacts and benefits of making transportation investments in the different regions and economies of the state.
- Define the state's role in making these investments, considering cost and benefit trade-offs.
- Identify the transportation system elements that are critical to

Economic vitality

- Transportation system should maintain and enhance local and regional economy.
- Transportation system fees should be priced so as to not negatively affect local and regional economic growth.
- Transportation system costs should consider how they impact affordability.

maintaining and improving Washington State's global competitiveness.

Rural Economic Vitality

- Improve farm-to-market access by determining strategic investments in rail.
 - Define the state's role in establishing and funding a year-round, statewide, core all-weather road system in rural areas.
- Transportation systems coupled with land use planning should maintain and enhance local community vitality and livability.
 - Transportation system should be adequate to provide year-round freight and goods mobility
 - Transportation system should provide adequate capacity for shipping through Washington's ports.