

‘Moving Washington’

WSDOT’s three-part strategy to relieve congestion *Opportunities for Funding Transportation in the 21st Century*

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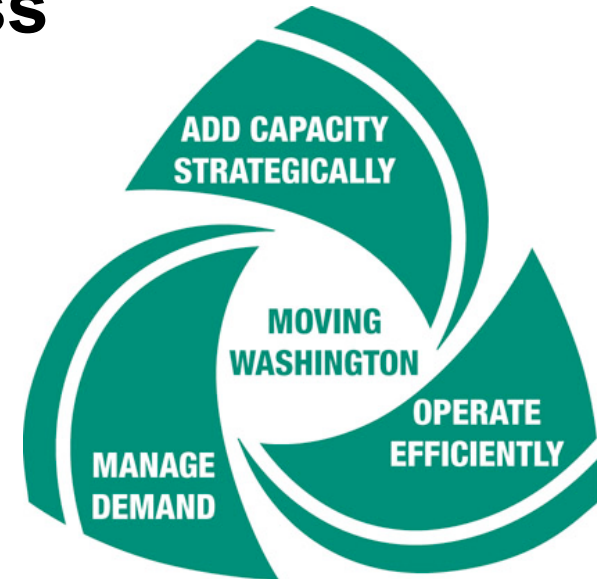
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June 26, 2008



Three-part Strategy to Address Congestion

- Adding capacity strategically
- Operating roadways efficiently
- Managing demand



The Big Picture

*The Legislature's
State Transportation Policy Goals:*

- Preservation
- Safety
- Mobility
- Environment
- Stewardship



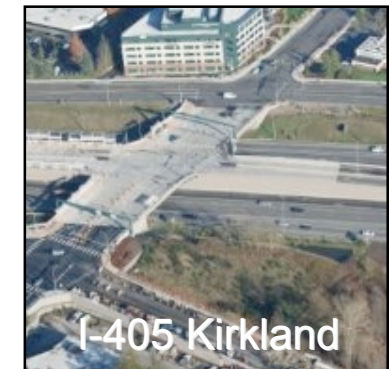
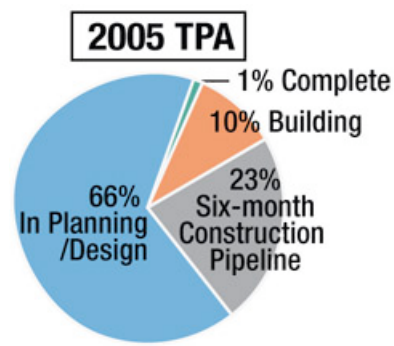
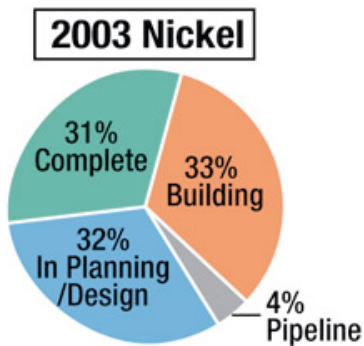


Adding Capacity Strategically

Building is part of the solution

Project Delivery

The Nickel and TPA plans include 391 projects targeting safety, preservation and congestion relief.





Operating Efficiently

Getting the most out of the infrastructure we have

- **Intelligent Transportation Systems (ITS):**

135 ramp meters, real-time traveler information, 475 traffic cameras, 179 variable message boards, 7 traffic management centers.

- **Incident Response Teams:**

55 trucks responded to 52,877 incidents in 2007. Average clearing time dropped from 33 minutes in 2001 to 16 minutes in 2007.

- **Signal Timing:**

Signal optimization program monitors and adjusts 884 traffic signals to save drivers thousands of hours in yearly traffic delay.

- **High occupancy vehicle (HOV) lanes:**

200 miles of planned 300-mile HOV system complete.

- **High occupancy toll (HOT) lanes:**

Making HOV lanes more efficient.





Managing Demand

Providing people choices

WSDOT works with multiple modes to manage demand.

- **Commute Trip Reduction:** More than 1,100 worksites now participate in the program, reducing delay by 19%.
- **Transit options:** bus, light rail, commuter rail, providing 180 million transit trips annually.
- **Vanpools:** The largest vanpool program in the nation has increased 40% since 2003 with more than 2,200 vanpools and nearly 18,000 riders daily.
- **Planning with cities and towns:** Careful land-use actions under the Growth Management Act connect transportation with development.
- **Park and ride:** 300 lots statewide with more than 43,000 parking stalls
- **Bike lanes and pedestrian access**



Transportation Funding in Washington State

- **Gas Tax** – Highways, local roads, ferries
- **Motor Vehicle Excise Tax (MVET)** – Transit (I-695 repeal)
- **Sales Tax** – Transit
- **User Fees**
 - **Fares** – Ferries, transit
 - **Tolls** – Tacoma Narrows Bridge, SR 167 HOT Lanes

Tax Revenue

Current revenue sources are decreasing

Gas Tax

- A 23% increase in fuel prices since the February revenue forecast results in an estimated 2.2% reduction in motor fuel tax revenues during the 2007-09 biennium.
- The projected 2% decrease extends out 16 years.

MVET

- Only grandfathered commitments

Sales Tax

- Currently 8.0-9.4%.
- Is there a 10% ceiling?

User Fees

- Strategic Funding
 - Alternative fuel vehicles
 - VMT reduction in Climate Change bill

Tolling is one of the most viable options to help fill the funding gap and pay for new projects.

User Fees

Fares

- Increases Coming
 - Kitsap Transit
 - Will others follow?

Tolls

- Public support
 - 84% of voters prefer tolls over general taxes (sales tax) and vehicle-specific taxes (gas tax, car tabs) as a funding source for replacing the SR 520 bridge.
(December 2007 King County Public Opinion Survey)
- Determine purpose
 - Revenue maximization
 - Traffic throughput (demand management)
 - Or a balance of both?
- Challenges implementing
- Future opportunities

Options for tolling the SR 520 corridor

- **Toll Collection Locations**

- Single point or segment

- **Toll Types**

- Flat rate tolls
- Variable tolls

- **Toll Scenarios**

- Toll new SR 520 bridge
- Toll existing SR 520 bridge
- Toll existing SR 520 bridge and both the new SR 520 bridge and the I-90 bridge

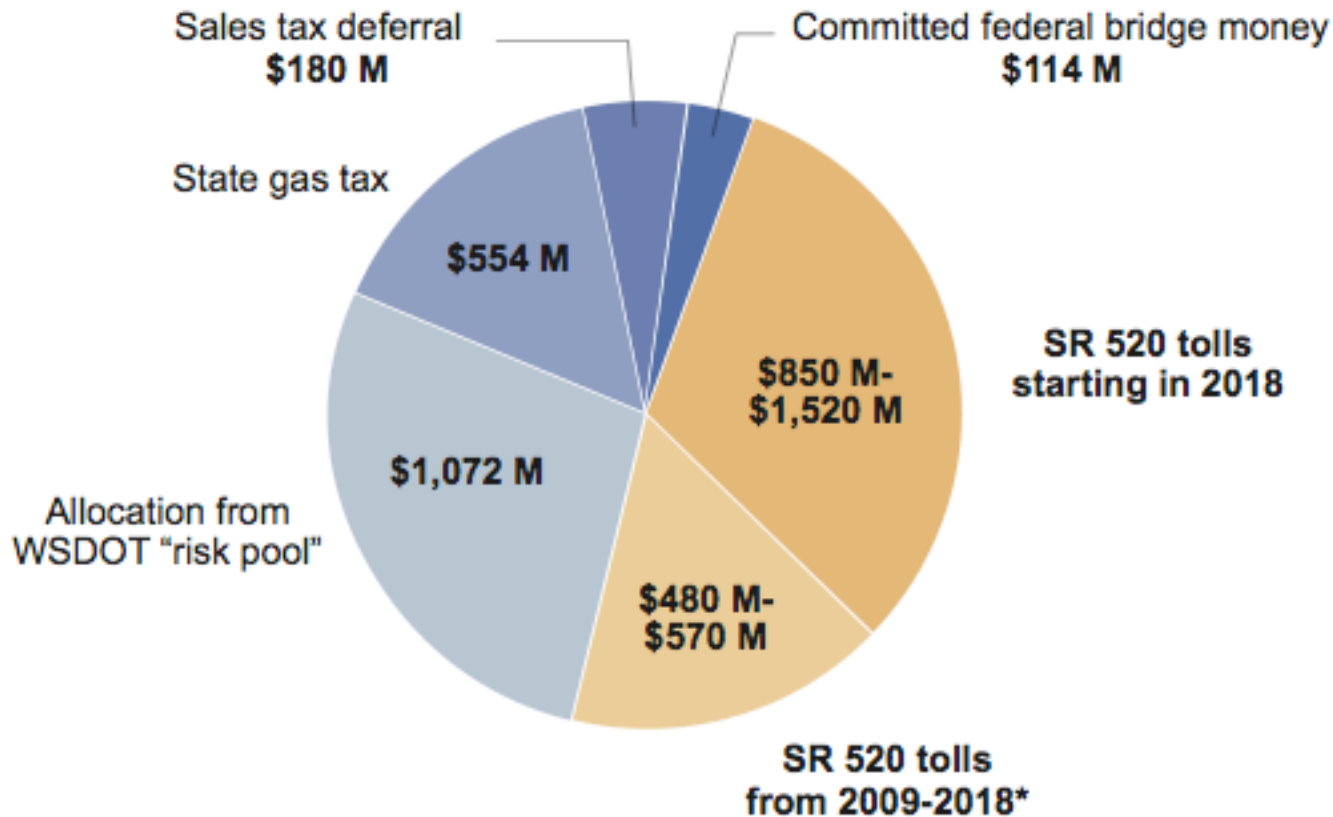
- **Toll Exemptions**

- Transit
- Vanpools
- HOV 3+



State Route 520 Bridge Financing*

Estimated project cost: \$3.7 billion-3.9 billion



* Estimate from 2007 SR 520 finance plan.

HOT Lanes Now Open

First month by the numbers - May 3- June 14

Daily Average:	Week 1	Week 2	Week 3	Week 4	Week 5	Week 6
Toll transactions	850	960	1100	1080	1120	950
Toll paid	\$0.95	\$0.95	\$1.20	\$1.00	\$1.35	\$1.45
Highest Toll	\$2.75	\$3.00	\$5.75	\$3.25	\$8.25	\$3.25
NB peak hour timesavings	10	7	13	8	5	3
SB peak hour timesavings	4	6	7	4	3	2
Peak hour toll customers	120	160	150	170	210	150
Average NB peak hour	100	130	150	150	110	80
Average SB peak hour	80	100	100	110	80	60



Drivers paid an average of \$1.50 to save 10 minutes of travel-time during the peak commutes.

Customer Service Center

- Increase in new *Good To Go!* accounts

Enforcement

- WSP educating and ticketing for illegally using the HOV-lane as a solo driver and crossing the double white stripes.

