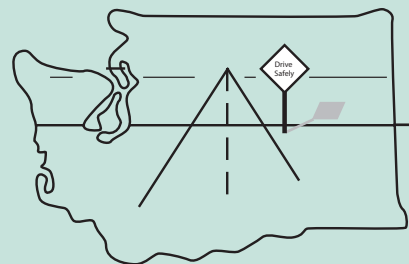


# Good Roads & Transportation



## WSGRTA

Established in 1899

## Legislative Breakfast 2007

### Message From the President

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President: Bill Garing

President Elect: Jim Tobin

Past President: Ken Nelson

Secretary: Mark Kushner

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Executive Admin: Gloria Hix

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2007

### Legislative Breakfast Olympia

January 24-25, 2007

Red Lion Olympia  
2300 Evergreen Park Dr SW  
Olympia, WA 98502  
(360) 943-4000

#### 2007 Meeting Schedule

Legislative Breakfast Jan  
24th & 25th, 2007 Olympia  
April 19th - Ellensburg  
July 19th - Ellensburg  
November 15th - Ellensburg  
108th Annual Conference  
Sept 27 & 28 Bremerton  
2008 Legislative Breakfast  
January 30, 2008



Dec 2006

It is a pleasure for me to have the opportunity to serve as President of our organization. I look forward to a year of exciting changes for the transportation infrastructure in the Evergreen State. Also, I am hopeful that we will increase our membership and our involvement in determining the shape of future transportation funding. Let me outline a few of my goals for the upcoming year.

**Growing our membership** – I have set a goal of increasing our membership by 10 percent over the next year. I have challenged each member of the Board of Directors to recruit two new members. Additionally, at our last membership meeting I urged all of our members to recruit one new member. To soften the impact of this request, I have determined that bringing a former member back into the fold qualifies as recruiting a new member. If each of you can meet that challenge, we would be successful way beyond my imagination. So call your associates and sell the merits of membership in the Washington State Good Roads and Transportation Association. If you need help with selling points, contact me or any member of the Executive Committee. In particular, we need some representation from the northwest corner of the state (Whatcom, Skagit, San Juan, and Island counties).

**Become active** – We have many members who for a variety of reasons do not attend our meetings. I think that much of this is directly attributable to the Executive Committee. So we are making a stronger attempt to let you know, well in advance, of the dates and locations of our meetings for the next year. This information is presented elsewhere in this newsletter – please mark you calendars and plan to attend as many meetings as possible. Combined with providing the meetings dates, I have scheduled our speakers well in advance of the actual meeting dates. I have invited the Governor (or her representative) and the Chairs of the Senate and House Transportation Committees to speak at our Legislative Breakfast on January 25, 2007. For our April meeting I have invited two speakers to address

the safety issues on SR 2 between Snohomish and Stevens Pass.

**Legislative agenda** – In order for our voice to be heard by our elected officials, I believe it is incumbent upon us to establish a strong position on transportation goals state wide. To this end I am working with our legislative committee to create an official agenda. The first draft of the agenda was presented to the membership during our November membership meeting. At that time I asked for feedback, but have heard nothing to date. An important issue that the legislature needs to address is the shortfall of funding available to the cities and counties to address their critical needs. Another item is determining methods for dealing with the cost escalation that has become so apparent in the last year or so. I will be presenting the legislative agenda to the elected officials during the legislative breakfast.

**Feedback** – I encourage you to provide your input to the Executive Committee. If there is something that isn't happening that you think should be, or if we are doing something that you feel we shouldn't, we need to hear from you. Feel free to call me at 425-519-6587 or send me an e-mail with your thoughts. With your help we can have an exciting and productive year.

I would like to wish each of you a happy and prosperous New Year.

*Bill Garing*



Bill Garing Takes the Gavel

## TOLLING STUDY

In 2005 the Legislature directed the Washington State Transportation Commission (WSTC) to embark on a tolling study. This in-depth effort takes into account historical and national perspectives as well as community opinion on the complex subject. It is rapidly becoming obvious to most everyone that new sources of revenue are going to have to be relied upon for transportation infrastructure. Recent innovations in electronic toll collection give added convenience to the traveling public and provides some traffic management options that were not available with traditional systems. I can still remember trying to hit the basket with the dime on the Maple street toll bridge in Spokane, way more fun for a kid than this electronic method...As is usually the case, equity and fairness concerns are apparent with terms like the "Lexus Lanes" used to describe proposed express toll lanes. A huge amount of effort has gone into this study by the DOT and Transportation Commission. In the end tolling is probably the only way we will get the funds to build the mega projects to support our transportation system. The final tolling study report was given to the WSTC in September, more information than you will probably ever want to know about tolling can be found here:

<http://www.wstc.wa.gov/Tolling/default.htm>

### SNOQUALMIE PASS SLIDE REPAIR

With several dramatic rockslides over the past couple of years, additional emphasis has been placed by WSDOT on some of the problem areas of Snoqualmie Pass. Fortunately this summer allowed detours of traffic, a safer work zone, and better weather for the slope management work. Stabilizing the slope in and of itself was a dangerous task.



September 11, 2005 Rock Slide  
I-90 MP 50.3

## CHAIN UP HELP

In 2006, the State Legislature authorized WSDOT to issue permits allowing businesses and individuals to install and remove motorist-owned tire chains. The service will be available when chains are required for passenger cars or on vehicles over 10,000 gross vehicle weight rating (GVWR). This is an optional service. A price list is available at: [www.wsdot.wa.gov/winter](http://www.wsdot.wa.gov/winter)

## TIB SELECTS FY 08 PROJECTS

The Washington State Transportation Improvement Board selected 72 projects for funding at its November board meeting. The Washington State Legislature created the Transportation Improvement Board (TIB) to foster state investment in quality local transportation projects. The TIB distributes grant funding, which comes from the revenue generated by three cents of the statewide gas tax, to cities and counties for funding transportation projects. The FY 2008 program size is listed at \$82.5 M. A number of changes in how the funds are administered has stabilized the financing ensuring annual project calls. The agency has been getting rave reviews for its use of the "TIB GMAP Dashboard", a software system that allows real-time tracking of financials, inventory control, and demand forecasts. More information is available at: <http://www.tib.wa.gov/>

## What's Big, Floats and Costs \$4.4 Billion?

*With all the discussion recently about how to fund the Viaduct replacement (whatever that turns out to be) there are rising concerns about the 520 bridge, especially given the recent storms. TV News shots of waves crashing against it causing the drawbridge to be opened to relieve pressure highlighted its perilous condition. Estimates to replace the structure range from \$2.8 to \$4.4 billion. Engineers consider this bridge to be as susceptible as the Viaduct to an earthquake. Under study for a decade, Governor Gregoire has endorsed a six lane replacement. This crucial link has impacts on the surrounding UW campus and commuters from the "Eastside" (no, not Pullman)... Mega projects like this bring new perspective to tolling studies for transportation infrastructure.*

# RAILEX

An important new transportation link has been forged with the Railex project. Those of you who were there at the Walla Walla conference got a preview of the future of this project. It is important to note that leaders in our great Association such as Fred Bennett and Jim Kunz were integral in the development of this project.

Rail has been an important component of our nations growth and prosperity. But rail is changing, the days of sending one boxcar here and one boxcar there are rapidly going away. The trucking industry and our highway system have trumped rail for efficient movement of individualized freight. Short lines are going by the wayside as rail focuses more of its capital improvements on mainline tracks. Even though trains are inherently more efficient, the changing mix to large unit trains as opposed to individual box cars has provided an advantage for trucking in terms of speed, until now that is...

Railex was created through a public private partnership. It provides a dedicated end to end solution for the rapid movement of Pacific NW produce (apples, onions, pears and potatoes) to the east coast markets. As truck driver shortages, rail line congestion, limits on driving hours, and rising fuel costs hit the trucking industry, it was increasingly difficult to serve the east coast population centers.

Railex provides rapid transportation for 55 refrigerated cars a week and prospects are good that a second train will be added in 2007. Actually there are two dedicated trains currently, while one is departing Wallula, the other is on its way back from Rotterdam NY. The state of the art 212,000 sq facility in Wallula provides facilities for up to 200 truckloads of produce a week, year around. This dedicated train has state of the art refrigerated box cars and high power locomotives provides unprecedented reliability of transit. The 100 jobs it provides at the plant, the \$58 million investment in the site, and the improved market for Washington apples, cherries, pears, asparagus, potatoes, and other crops has enhanced the state's economic future. More info- <http://www.railexusa.com/>

## Congestion

And Congestion of another sort has hit the WSDOT website. On Sunday, Nov. 26, the WSDOT Web site ([www.wsdot.wa.gov](http://www.wsdot.wa.gov)) served up more than 14 million page views to people via the Internet. This broke the previous record of 12 million page views on Jan. 6, 2004. The following Monday and Tuesday also smashed the previous record, but couldn't top Sunday's total because the overloaded network prevented many requests from reaching Web servers during peak hours. The WSDOT Web site normally serves up an average of four million page views per day yet the month of November has averaged seven million page views per day. The year-to-date total number of page views served up is more than 1.2 billion. WSDOT recently upgraded the site to enhance Web site performance but additional funding is needed to meet peak use and the growing demand of this important public safety service.

## Governor's Budget Proposal

### 2007-2009 Highlights:

**Quickly removes big trucks at accident scenes.** Creates a pilot project to reduce clearance times and congestion in King, Pierce and Snohomish counties by providing a \$2,500 incentive to towing companies that meet rapid response and quick clearance goals related to heavy truck incidents. The pilot will be similar to a successful Florida program that is responsible for clearing 94 percent of heavy truck collisions in under 90 minutes. *\$300,000 Motor Vehicle Account-State*

**Takes more cars off the road.** Fights traffic congestion by reducing the number of cars on the roads. Expands vanpools, park and ride lots, HOV lanes, buses and commuter rail, sidewalks and bike lanes. Funds the Regional Mobility Grant Program to support projects that will annually reduce more than 3 million vehicle trips and 23 million vehicle miles traveled, reducing congestion on regional corridors. *\$368 million Multiple Funds*

**Honors commitment to voters.** Continues to honor commitments to build all of the projects included in the voter-approved 2003 Nickel and 2005 Transportation Partnership Act project lists, although costs have increased due to inflation, higher materials costs and other factors. *\$3.2 billion Nickel and TPA Funds*

**I-90 Snoqualmie Pass.** Widens 4.8 miles from Hyak to Keechelus Dam and addresses avalanche closures by constructing new bridges near the

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existing snowshed. This is the first phase of a larger project expanding I-90 from four lanes to six lanes from Hyak to Easton to improve traffic flow and accommodate projected volume. Deteriorated concrete pavement will be replaced with pavement designed for the heavier freight trucks in use today. The total cost to complete phase one is \$524.6 million. *\$28.4 million multiple fund sources*

**Replaces the Alaskan Way Viaduct.** The viaduct carries 110,000 cars and trucks each day, bringing essential goods and services to the city. Replacing the viaduct and adjoining seawall is necessary to protect the public in the event of an earthquake. The state's commitment is to invest \$2.8 billion over time. *\$371 million Multiple Fund Sources*

**SR 520 - Floating Bridge.** Begins replacement of the 42-year-old SR 520 Evergreen Point Bridge. The bridge is a gateway that links eastern and western Washington from our plains to our ports. It carries 115,000 cars and trucks each day, and must be replaced because it is vulnerable to windstorms and earthquakes. The total cost will be between \$2.8 and \$4.4 billion over time. *\$126.7 million Multiple Fund Sources*

**US 12 Tri-Cities to Walla Walla.** Constructs a four-lane divided highway for forty miles from the junction of SR 124 to

Walla Walla to reduce congestion and intersection related accidents. Average daily traffic ranges from 7,000 to 13,000 vehicles. As many as one-third of the vehicles are heavy trucks, and over ten million tons of cargo travel this section of US 12 each year. The total cost is \$143.2 million over time. *\$70.4 million Multiple Fund Sources*

**SR 395 - North-Spokane Corridor.** Provides multiple projects along the corridor from I-90 to US 395 at Wandermere to improve traffic through metropolitan Spokane. These projects include park and ride lots to support transit and vanpooling, as well as an expanded and enhanced pedestrian and bicycle facility. Right of way will be reserved for possible high-capacity transit use in the future. These projects are all part of the 10.5 mile, \$ 3.3 billion, North Spokane Corridor. The first project is under construction and the second is anticipated to begin in 2008 and be completed by 2011. *\$140 million Multiple Fund Sources*

**Tacoma Narrows Bridge.** The new Tacoma Narrows Bridge opens to traffic in the summer of 2007 and the old bridge will be retrofit in the spring of 2008. The total cost will be \$849 million, and tolls will account for \$800 million of that total cost. *\$142.5 million Multiple Fund Sources*

More Info: <http://www.ofm.wa.gov/budget07/highlights/assets/pdf/highlights.pdf>

**Legislative Breakfast  
Registration**

Wednesday, January 24th & Thursday,  
January 25th 2007

Name \_\_\_\_\_

Organization \_\_\_\_\_

Email \_\_\_\_\_

Phone: \_\_\_\_\_

\_\_\_\_\_ I would like to attend the Membership Meeting on January 24th @ 7:00 p.m. Hors d'oeuvres will be served.

\_\_\_\_\_ I would like to attend the Legislative Breakfast on January 25th at 7:00 a.m. (\$45.00) Breakfast will be served.

\$\_\_\_\_\_ Total Due (sorry we do not accept credit cards)

- \_\_\_\_\_ Check Enclosed
- \_\_\_\_\_ Invoice me
- \_\_\_\_\_ Pay at Door

**IMPORTANT:** If you are planning on staying at the Red Lion Hotel on January 24th, you must make your reservations by Wednesday, Jan. 3rd to get the group rate. Single/Double: \$97., Triple: \$109. or Parlor Suite: \$185. Call 1-800-733-5466. Be sure to mention you are with the Washington State Good Roads and Transportation Association group to get these rates.

**Please mail your registration and payment to:**

**WSGRTA**

**PO Box 54**

**Auburn, WA 98071-0054**

If you have any questions, please call:  
(206) 854-5078