

Seattle Department of Transportation

Funding Challenges and Priorities

Mike Fong & Dan Eder
Council Central Staff

Transportation Benefit District
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Presentation Outline

- Overview of SDOT Revenues and Expenditures
- System Preservation and Safety
- System Improvement & Modal Plan Investments
- Major Capital Projects
- Summary of CTAC Recommendations

Overview of SDOT Revenues and Expenditures

SDOT 2011 Budget

System Preservation & Safety \$108M

- Bridge Rehabilitation
- Bridge Painting
- Arterial Asphalt and Concrete
- Arterial Maintenance
- Signs and Markings
- Signals, Controllers, ITS
- Sidewalks and Stairways
- Tree and Landscaping
- Parking Equipment
- Bicycle facility maintenance
- Pedestrian facility maintenance

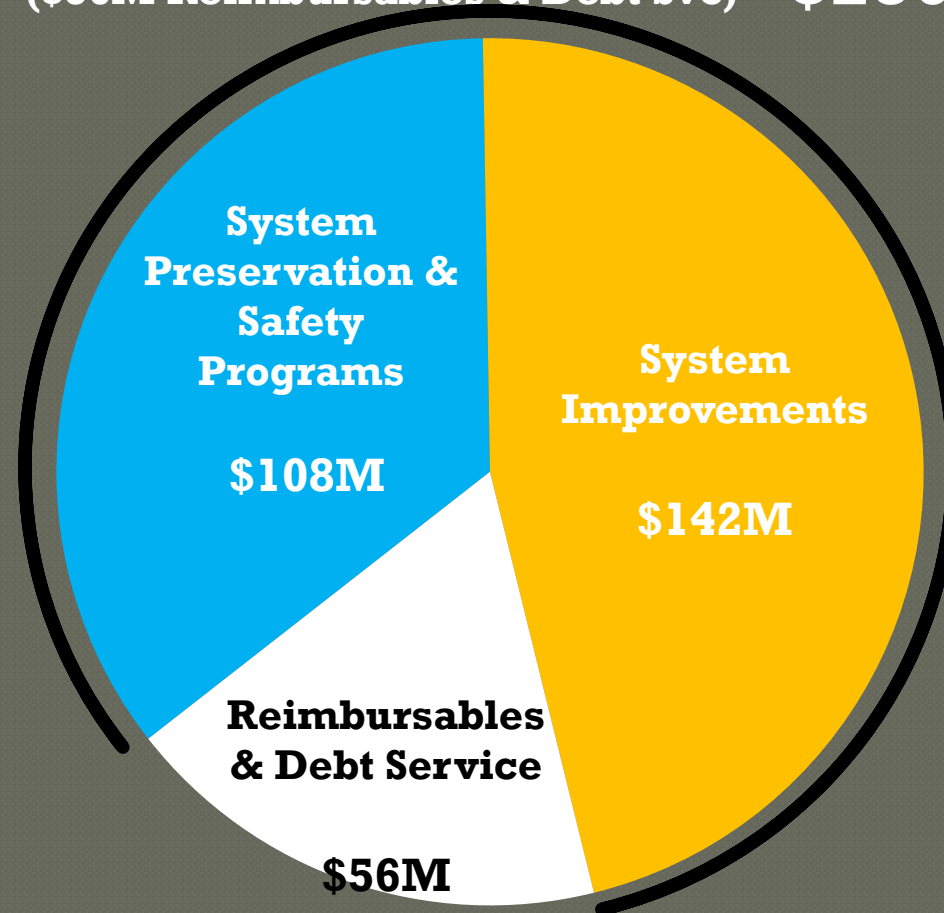
System Improvements \$142M

- Bicycle Master Plan projects
- Pedestrian Master Plan projects
- Transit Master Plan projects
- Neighborhood Programs
- Large Capital Projects
 - Mercer Corridor
 - Spokane Street
 - Linden Avenue
 - King Street Station
 - Burke Gilman Trail

SDOT's 2011 Budget

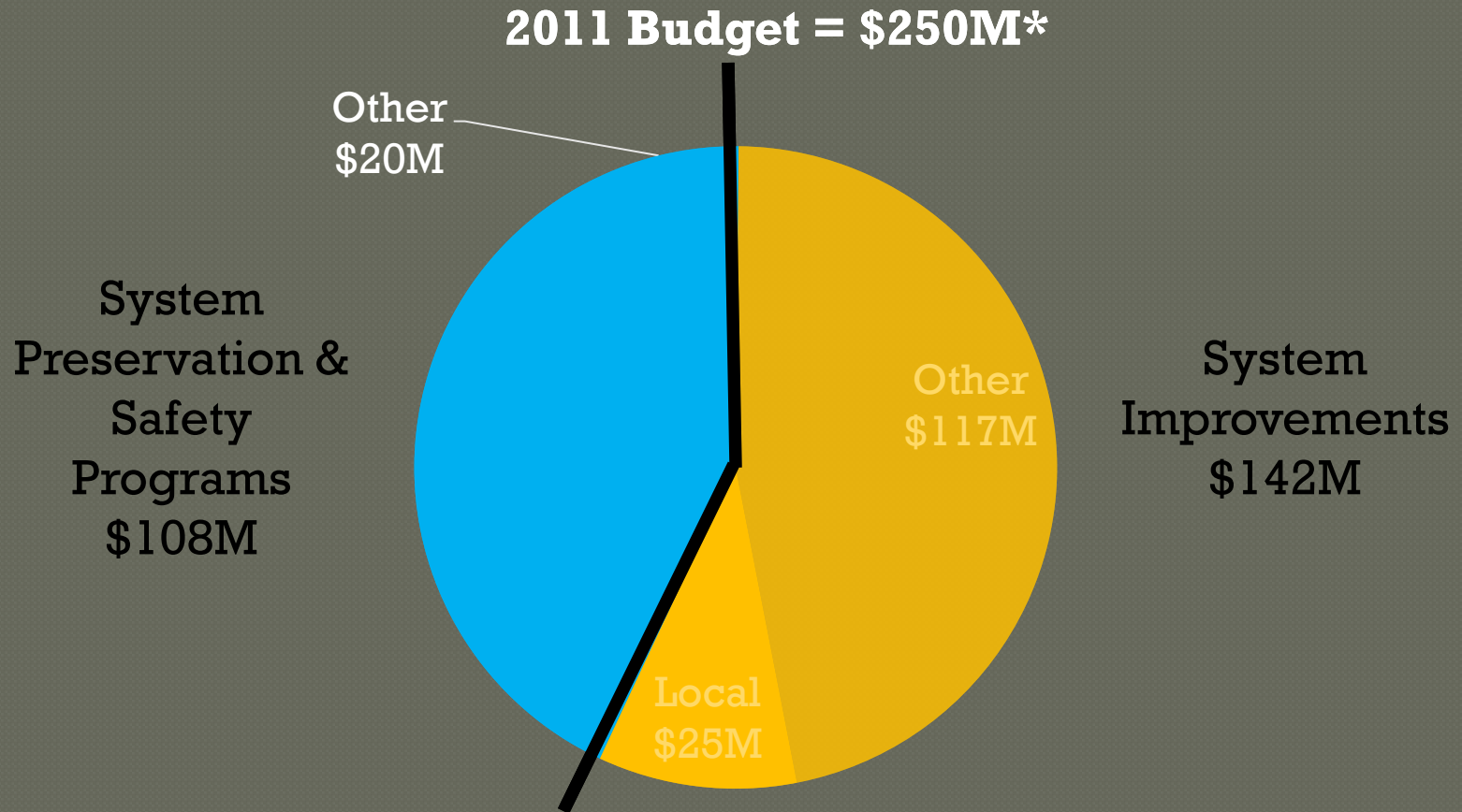
\$306M Total

\$306M - (\$56M Reimbursables & Debt Svc) = \$250M



SDOT's 2011 Budget

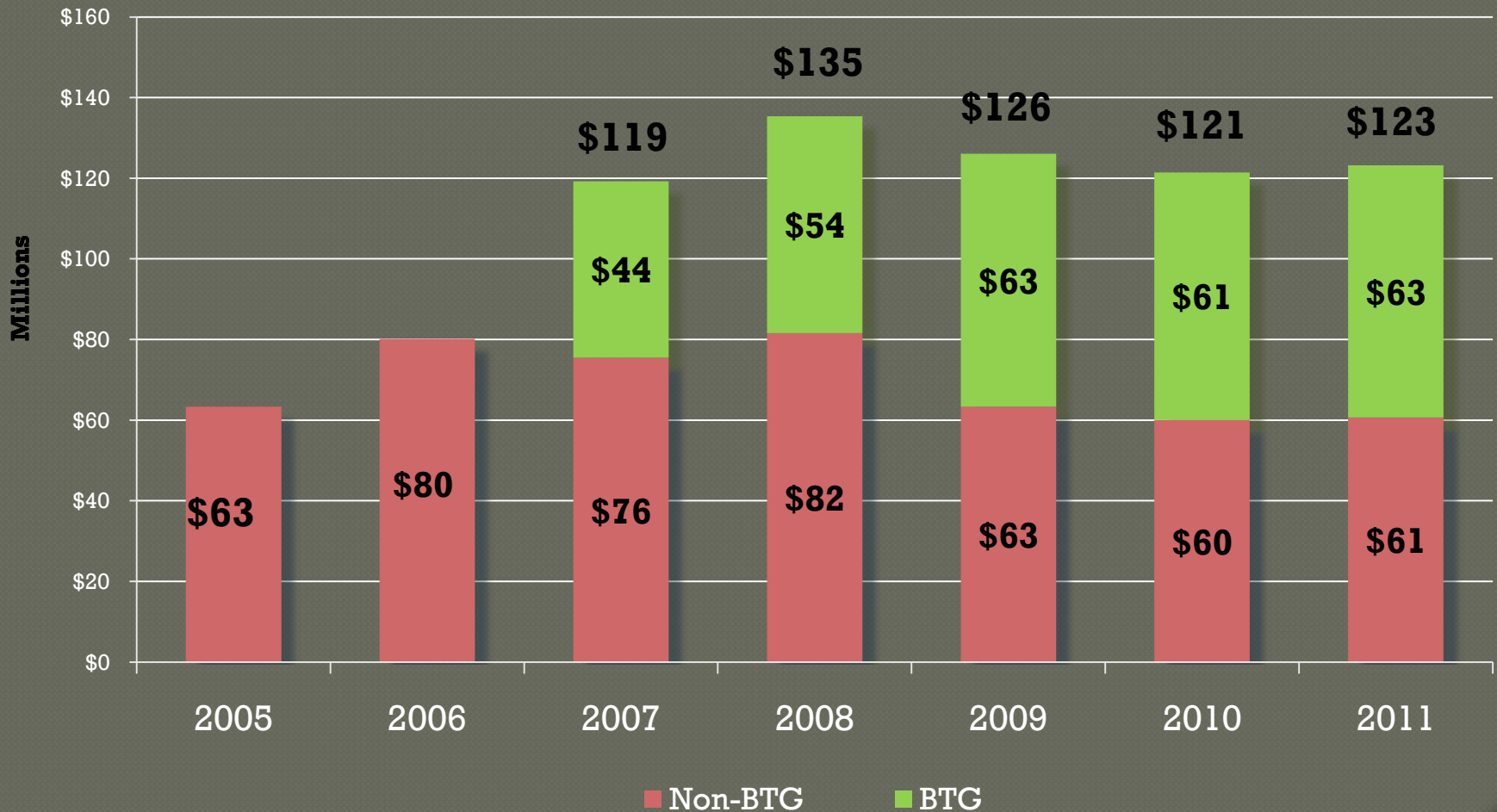
Local Funding vs. Other Funding



- Does not include debt service or reimbursables
- Bond proceeds included in "Other"

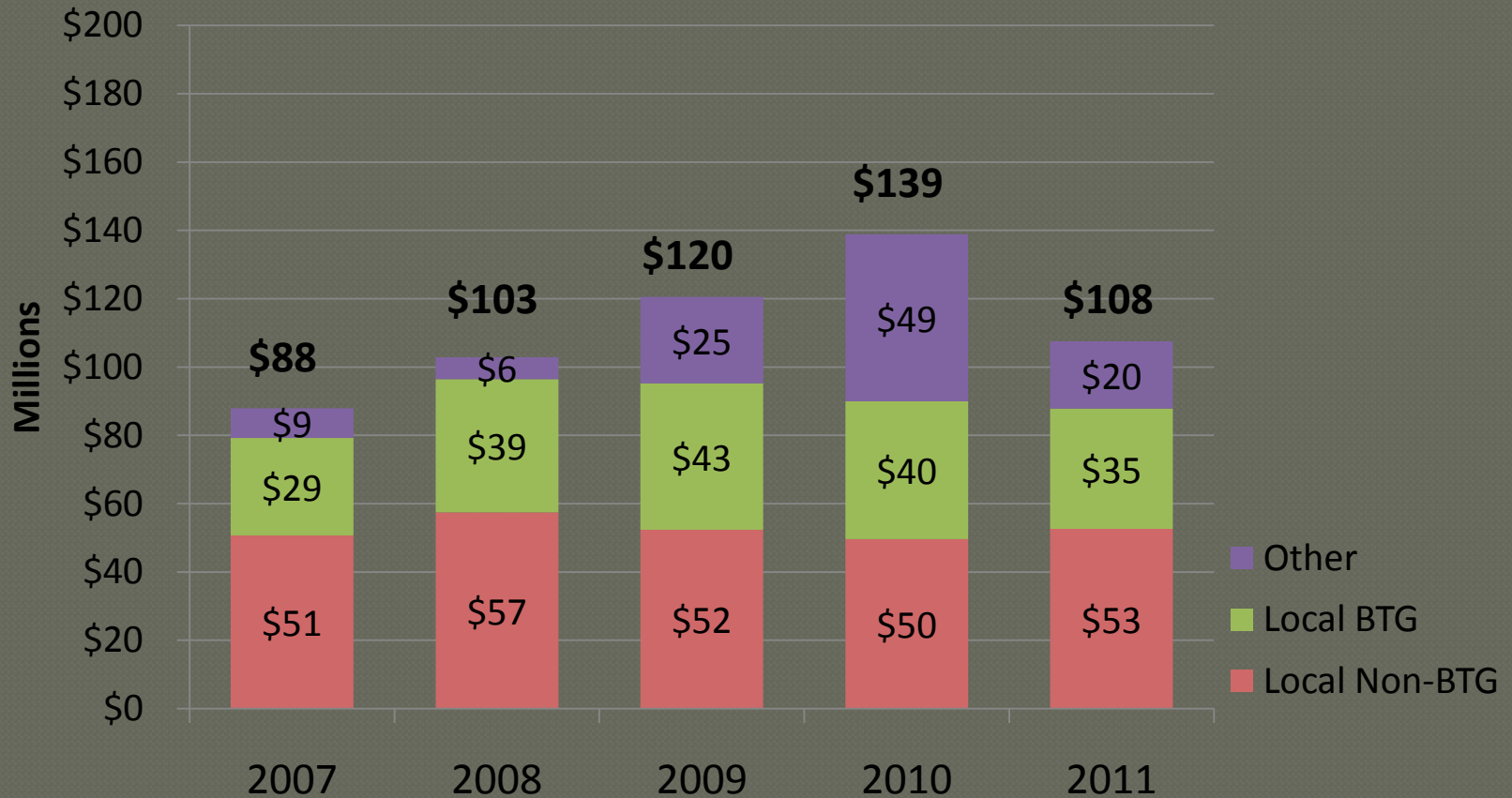
Local Revenue Trends: BTG and Non-BTG

SDOT Budgeted Revenue – BTG & Non-BTG
Real Dollars - 2011 Base (Seattle CPI-W)



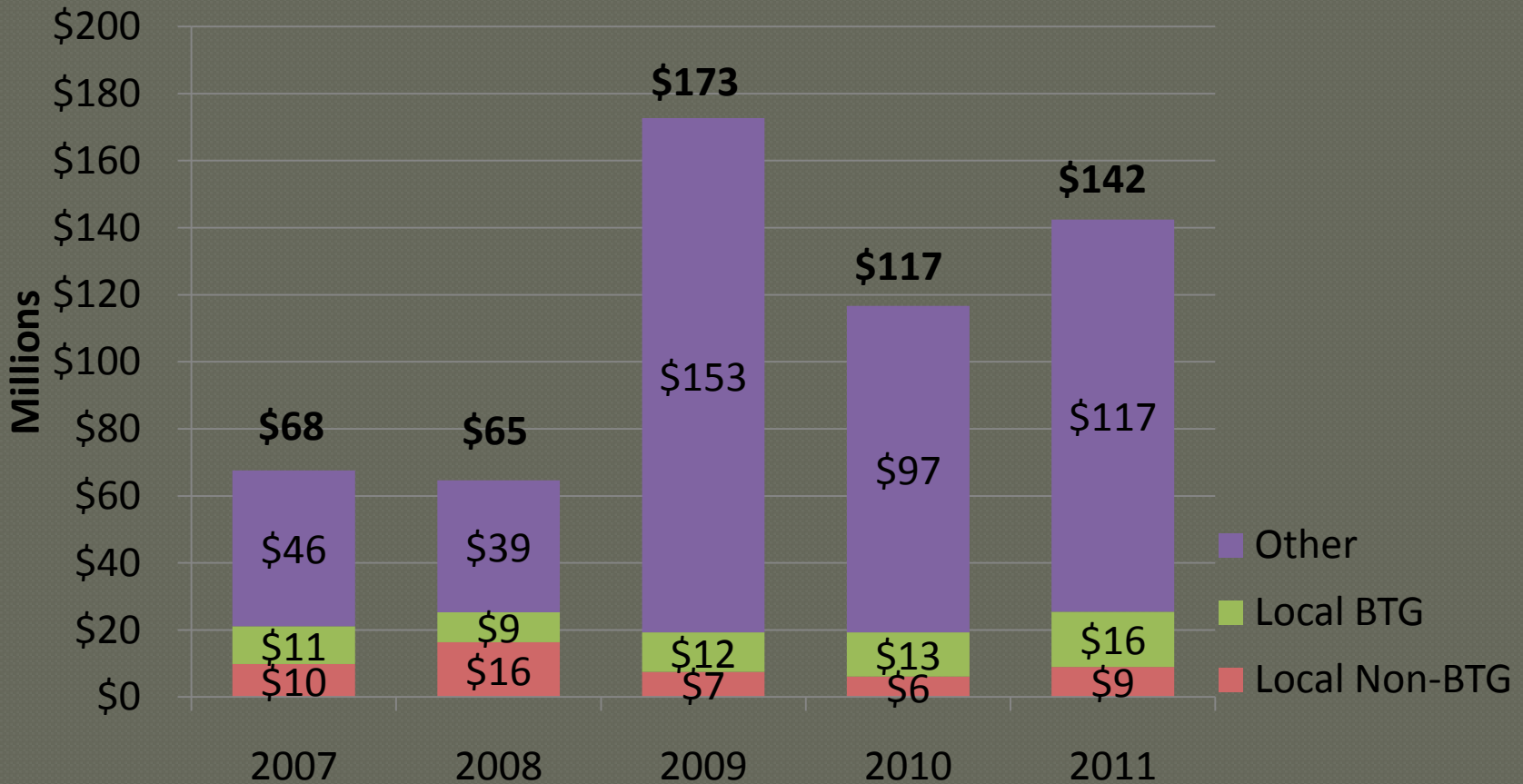
Trends By Revenue Sources

System Preservation & Safety Programs



Trends By Revenue Sources

System Improvements



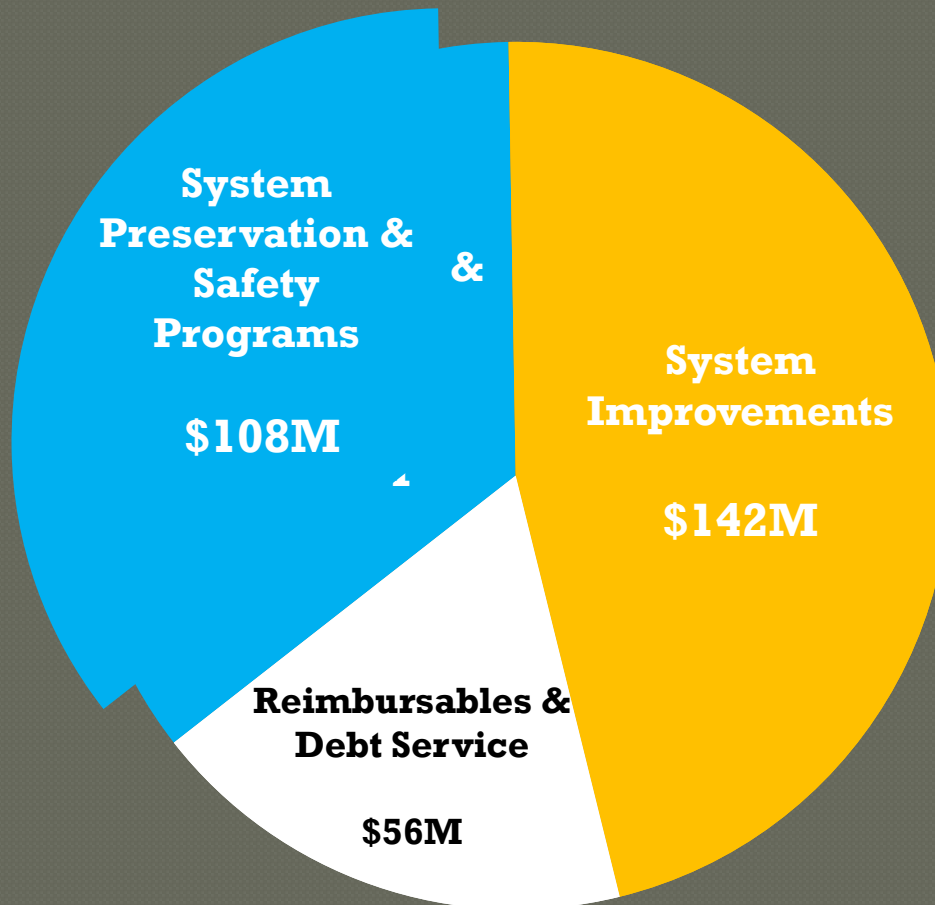
Transportation Budget Challenges – Findings and Observations

- Non-BTG Local revenues down \$19 million (inflation adjusted) or 24% since 2006. However, SDOT's overall local revenues have increased.
- Mid-year 2011 cuts and anticipated 2012 budget General Fund reductions will erode transportation revenues.
- Metro's transit service operations in jeopardy increases pressure on local jurisdictions to examine options and alternatives.
- Increasing policy priorities (new Transit Master Plan soon to be completed, climate neutrality goals, proposed Freight Master Plan, potential variable parking rates capital investments, etc.)

System Preservation and Safety Needs

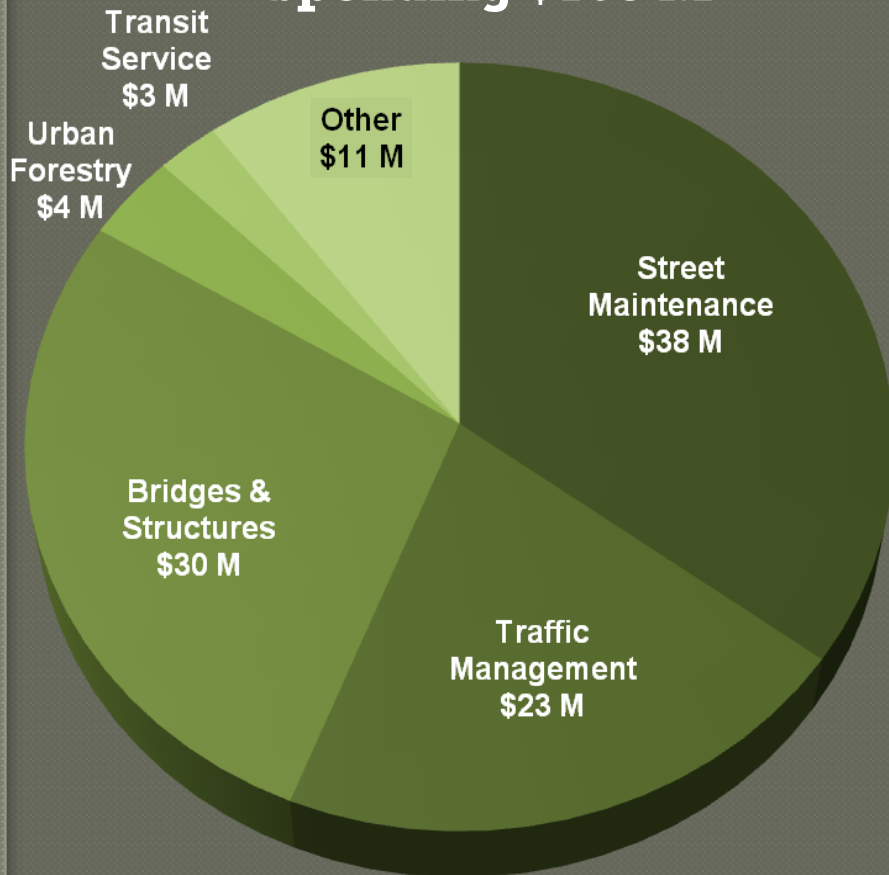
SDOT 2011 Budget

\$306M Total



A Closer Look at System Preservation and Safety

2011 System Preservation & Safety Spending \$108 M



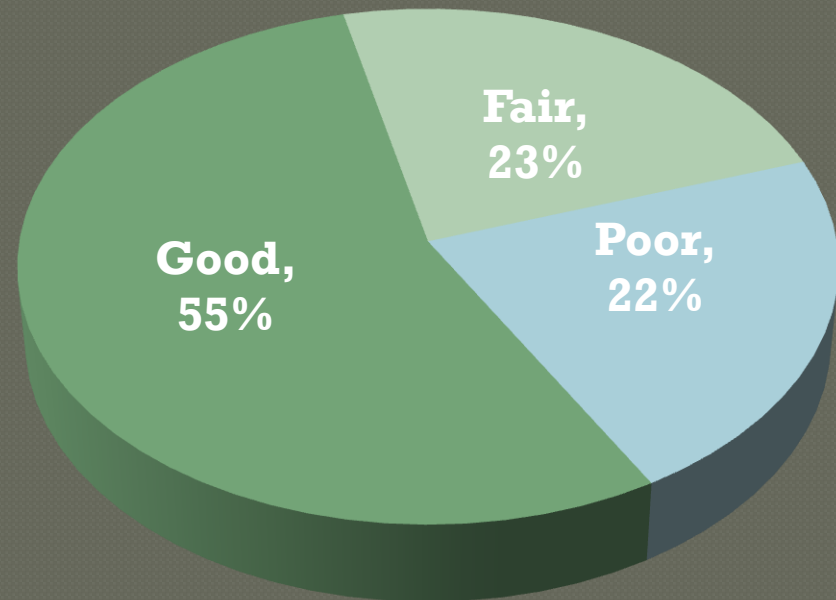
2011 Maintenance & Operations Funding

Local Funding	
General Fund/Gas Tax	\$47 M
BTG	\$35 M
\$20 Vehicle License Fee	\$4 M
CRS	\$2 M
Local Funding	\$88 M
Bonds & Other Debt	\$18 M
Grants/Partnerships	\$2 M
Total Funding	\$108 M

State of the Infrastructure

Seattle's Transportation Asset Condition

- Under current budget conditions, the percentage of transportation assets in poor condition gets larger
- This includes assets as large as bridges and as small as signals and guardrail



Maintenance Funding Gap

- SDOT has identified maintenance funding needs exceed current revenues:

One-time gap for fair/poor facilities = **\$1.8 Billion**

Ongoing maintenance needs = **\$141 Million (Annually)**

Bridging the Gap

- 9-year, \$365 million levy (approx. \$40 million/year)
 - No less than 67% for maintenance
 - No less than 18% for bike, pedestrian and safety
 - No more than 15% for enhanced transit
 - First \$1.5 million annually for Neighborhood Street Fund
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- First 10% of Commercial Parking Tax
 - Approximately \$25 million/year
 - Funds debt service for major projects such as Spokane and Mercer East
 - Supports various maintenance programming

BTG and Maintenance

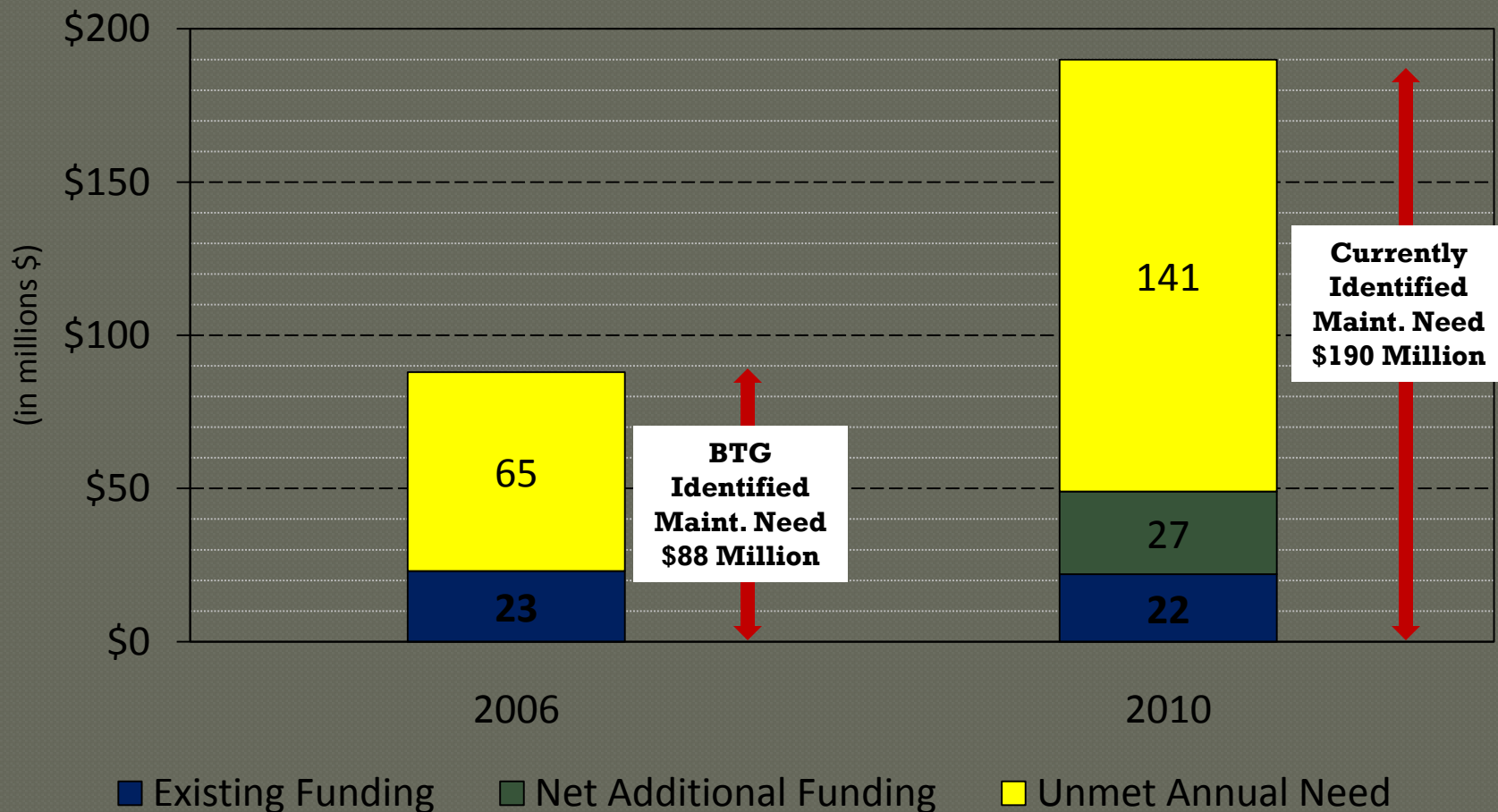
- Key BTG accomplishments:

- Stabilizing arterial pavement conditions in downtown core and other key arterials
- Began fixing some bridges in poor condition
- Started seismic retrofit of deficient bridges
- Replaced all street names signs
- Increased level of signal, sidewalk and stairway maintenance
- Shortened tree pruning cycle

- Two ways to define maintenance needs:

- Annual Funding Gap
- One-Time Funding Backlog

Annual Maintenance Funding Gap = \$141M



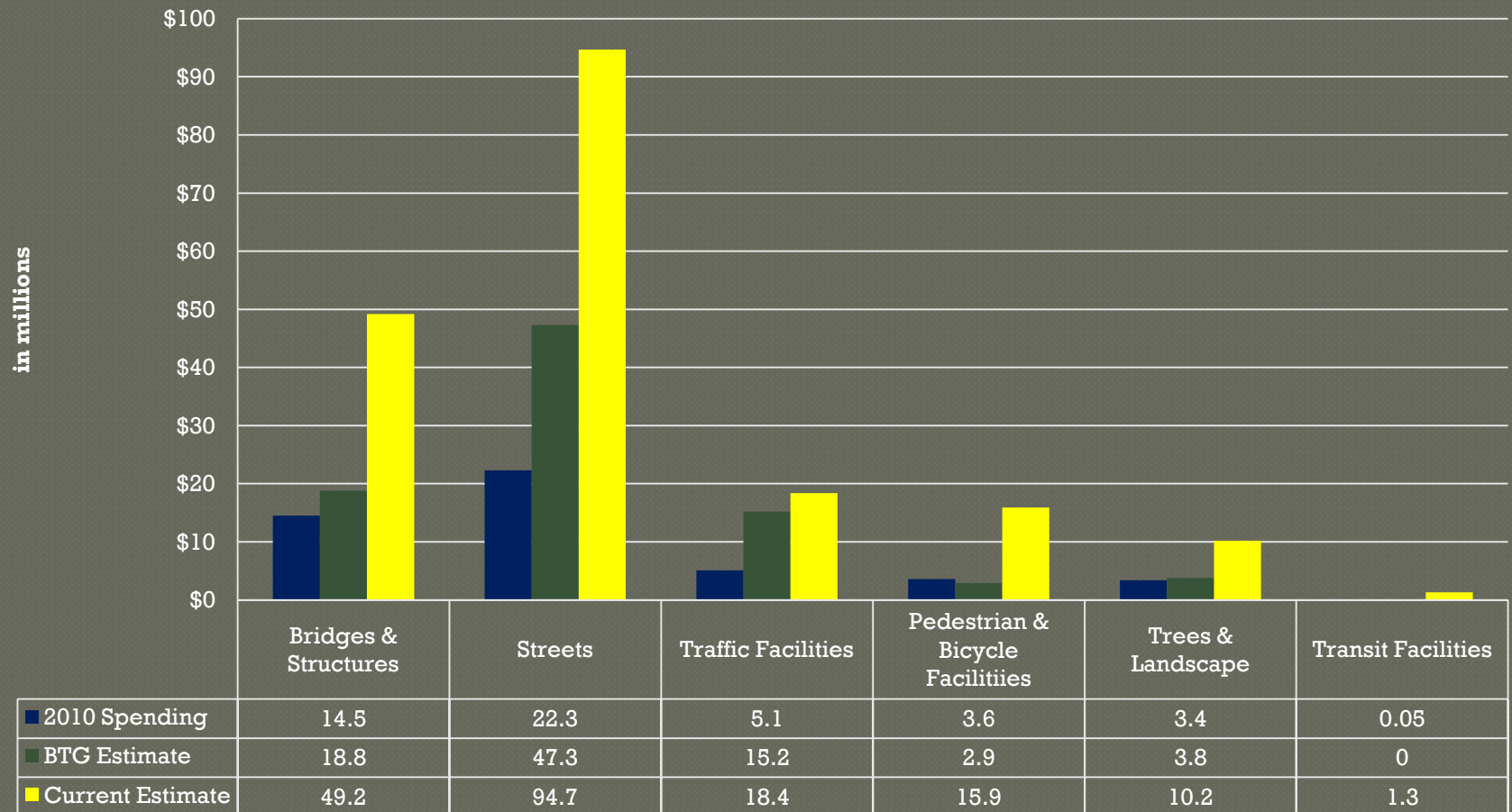
BTG and SDOT Maintenance

Five key factors contributing to the growing gap in funding for SDOT maintenance post-BTG:

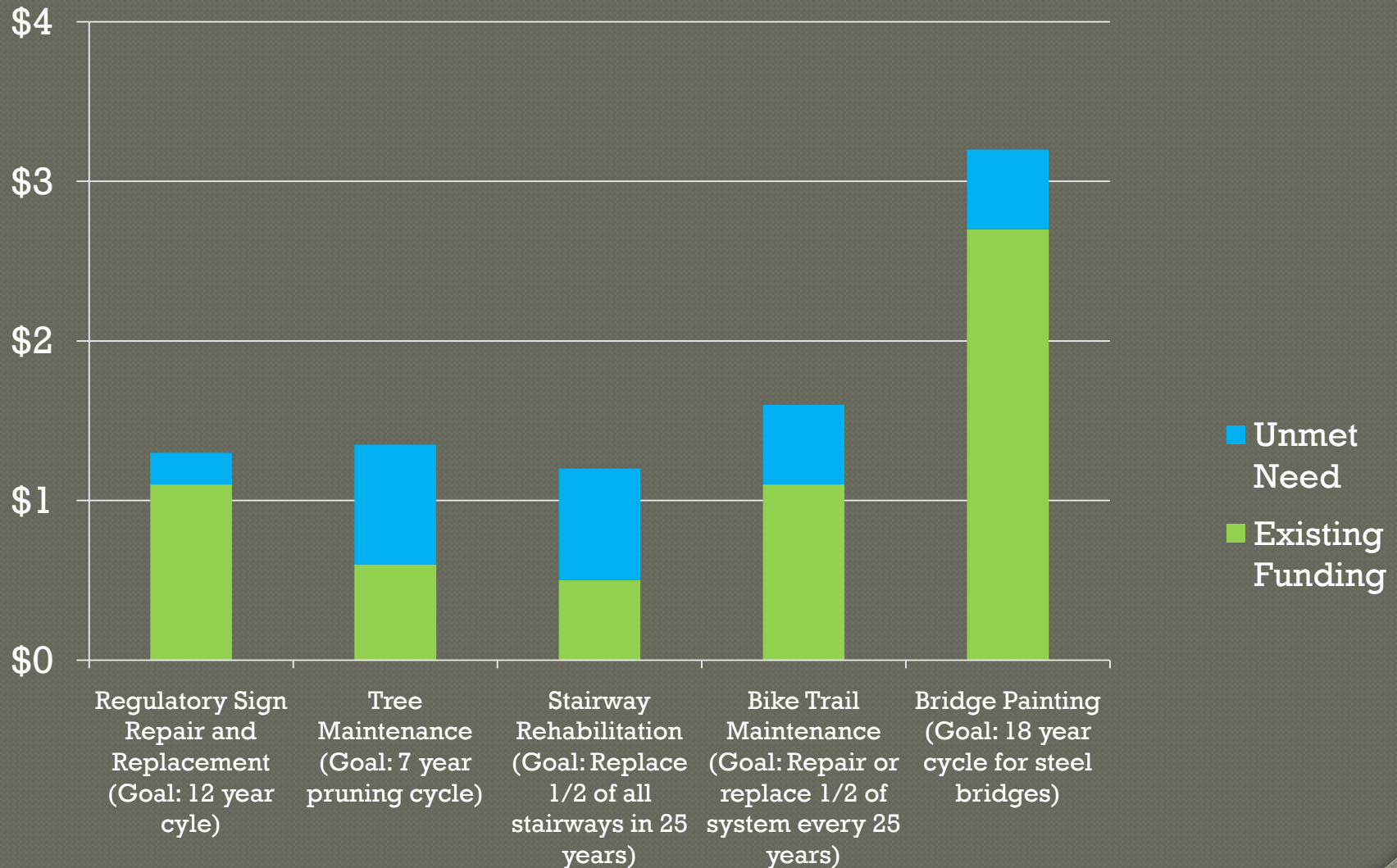
1. Maintenance needs and backlog greater than initially estimated in 2006
2. Change from initial 20-year proposal to a 9-year levy
3. Declines in other SDOT revenues
4. Increase in construction material costs (steel, structural concrete and asphalt)
5. New infrastructure resulting in additional maintenance needs

Annual Maintenance

Current Spending vs. Estimated Need



Examples of Annual Maintenance Unmet Needs



Repair & Replacement Backlog

\$1.8B Backlog



* BTG backlog did not include Magnolia Bridge and other “major” bridge replacements

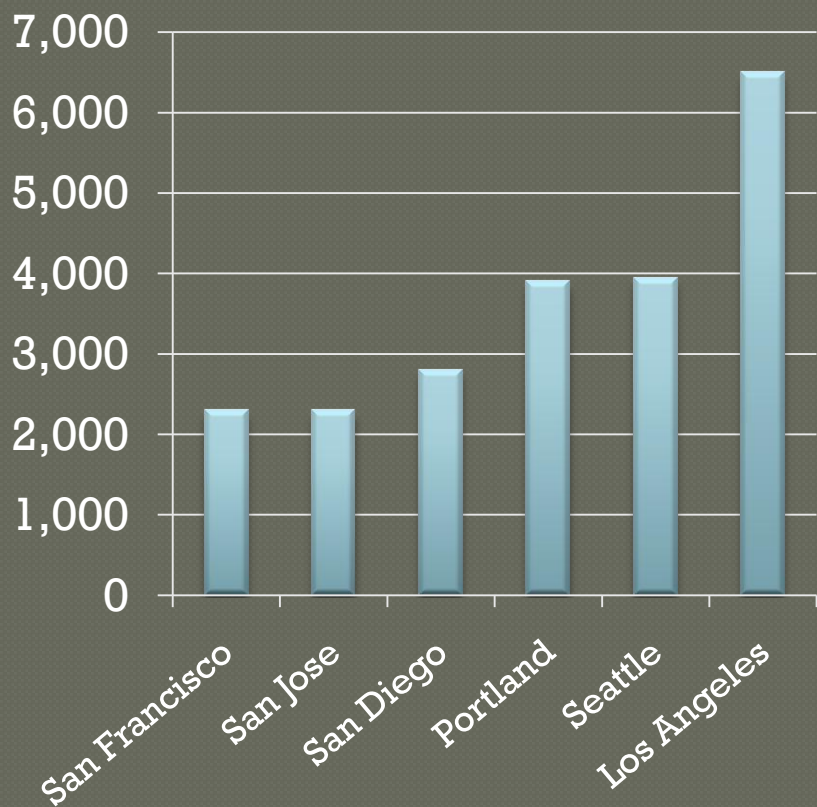
** Both BTG and current figures do not include non-arterial pavement

Examples of Other SDOT Maintenance Backlog Items

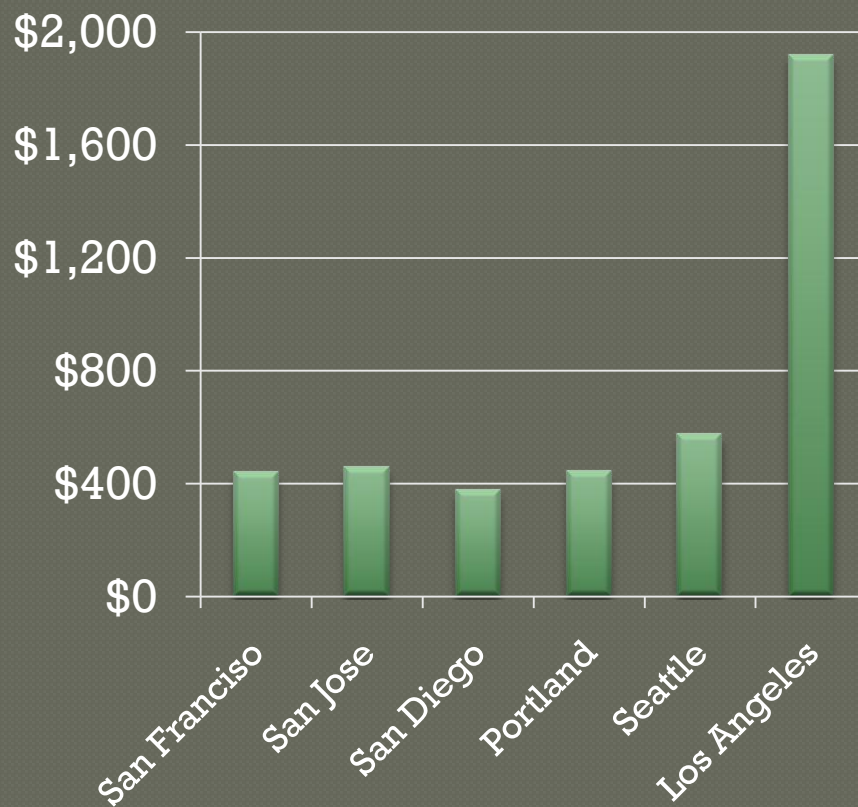
Maintenance Backlog Projects	One Time Cost to Repair/Replace
Restore landscape areas in poor or fair condition:	\$7.4M
Replace or rehab areaways in poor condition:	\$10.6M
Fix all stairwells in poor or fair condition:	\$21M
Replace sidewalks in poor or fair condition in Urban Villages:	\$147.3M
Replace all retaining walls in poor condition:	\$158.8M
Replace or repair bridges in poor condition:	\$726M

Street Maintenance Backlog (West Coast Cities)

Total Lane Miles



Funding Gap (millions)



Data Sources: SDOT, Bureau of Street Services Los Angeles, Portland Bureau of Transportation and OregonLive.com, San Diego Union Tribune, San Francisco Chronicle and San Jose Department of Transportation

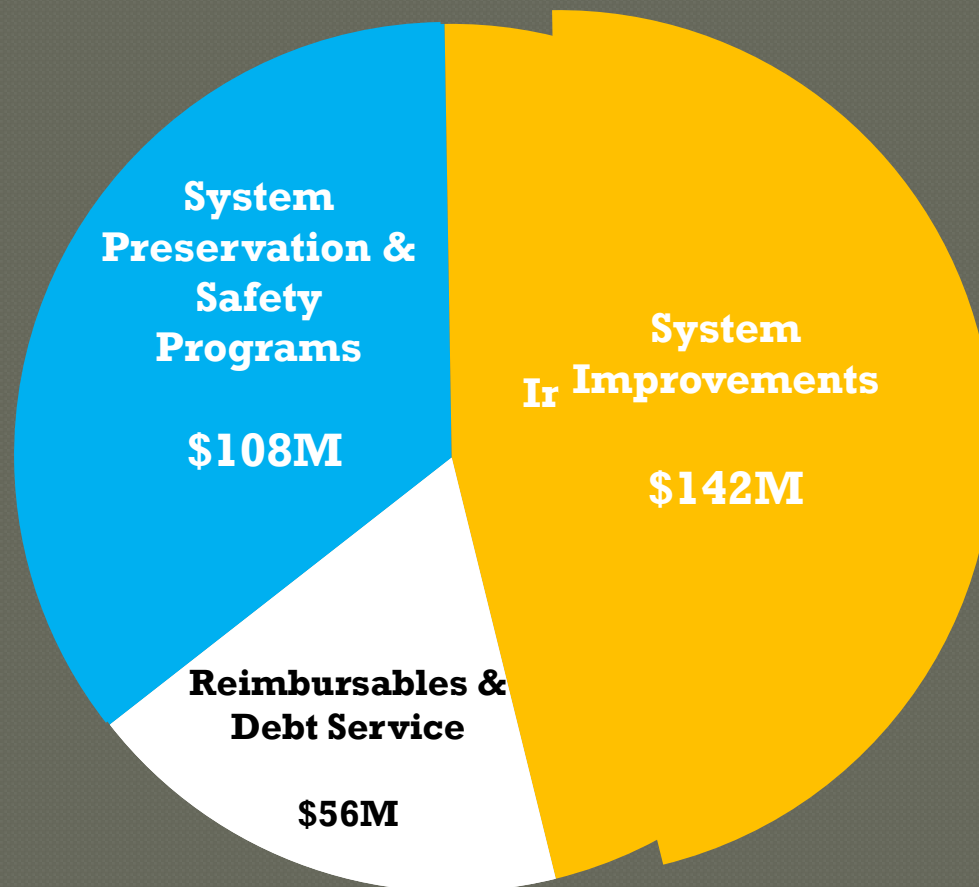
Maintenance – Findings and Observations

- Bridging the Gap has helped mitigate the impacts of declining SDOT revenues.
- Multiple reasons for the growing maintenance funding gap.
- Underfunding of transportation infrastructure maintenance is not unique to Seattle as other jurisdictions face similar challenges.
- Council should engage SDOT in a more detailed discussion around the asset management program to:
 - Evaluate the performance goals and standards set for various maintenance categories;
 - Benchmark SDOT's goals against industry standards and other jurisdictions (peer review);
 - Prioritize categories for investment; and
 - Re-frame the discussion around maintenance to more appropriately reflect what is feasible and reasonable given the enormity of the challenge.

System Improvements & Modal Plan Investments

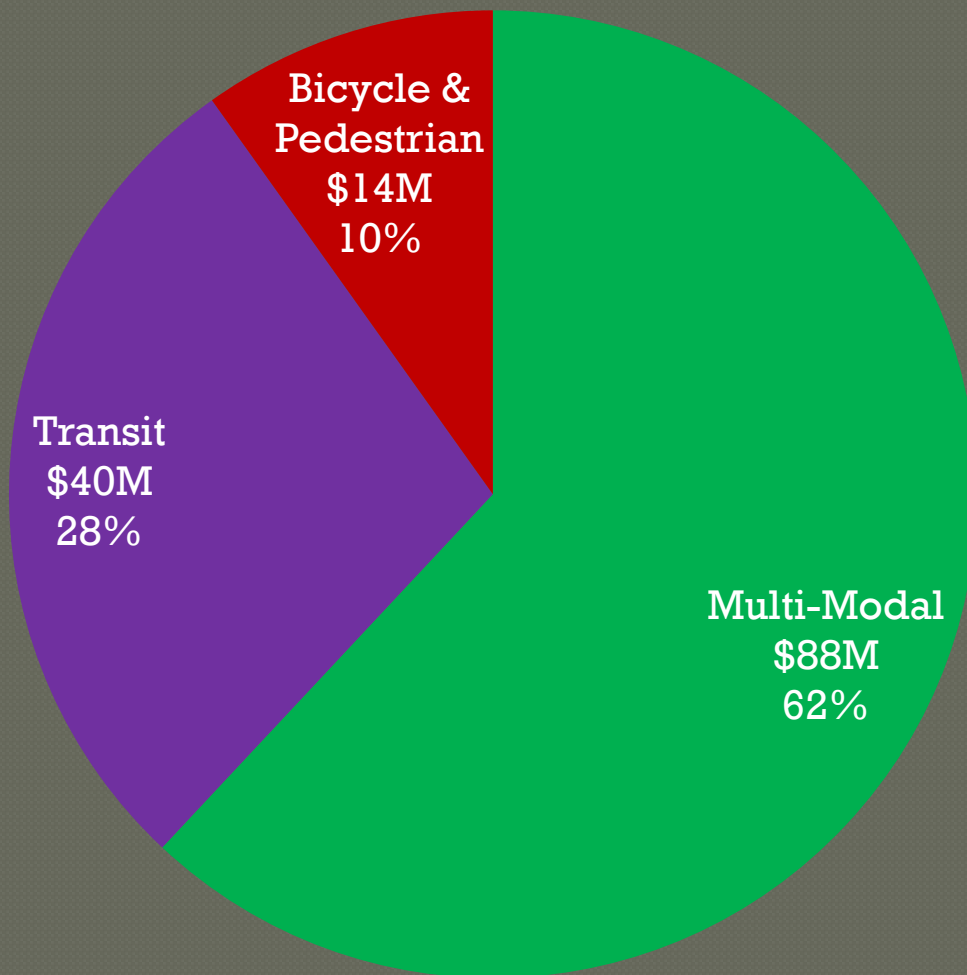
SDOT 2011 Budget

\$306M Total



System Improvements by Mode

\$142M in 2011



System Improvements 2011 Funding	
Local Funding	
BTG	\$16 M
General Fund/Gas Tax	\$4 M
CPT 2.5%	\$3 M
CRS/\$20 VLF	\$2 M
Local Funding	\$25 M
Bonds & Other Debt	\$50 M
Grants/Partnerships	\$67 M
Total Funding	\$142 M

Bicycle Master Plan

Cost to Implement: \$240M

2011 Budget: \$5M

Spending since 2007: \$15M



Pedestrian Master Plan

Cost to implement

Tier 1 Projects: \$840M

2011 Budget: \$15M

Spending since 2007: \$28M



Transit Master Plan

Total Cost to Implement:
Plan is now under development.

2011 Budget: \$17 M



Freight Master Plan

Total Cost to Implement:

Plan is proposed to be developed.

Anticipated Cost to Develop:

Approximately \$500,000

System Improvements – Findings and Observations

- Bridging the Gap funding allowed SDOT to develop some high priority transportation projects.
- Modal plans identify additional priority transportation projects that significantly outstrip currently available funding.
- TBD revenues could be used to assist in implementing the System Improvements identified in the modal plans.

Unfunded Major Capital Projects

Capital Projects

- \$900 million to \$1.2 billion funding gap for SDOT capital projects that are currently on the books
- 5 projects “on-hold” and 20 projects in various stages of “design-construction” and 17 in “close-out” status
- Additional capital needs beyond those currently in the CIP are on the horizon

Capital Projects

Projects with funding gap as identified by SDOT (in \$millions):

In the 2011-2016 CIP:

Projects	Funding Gap
Central Seawall	Between \$250M and \$330M
Mercer Corridor West:	\$37M
South Park Bridge:	\$15M
Aurora Transit, Safety & Ped Imprvmnts:	Between \$110M and \$200M
Magnolia Bridge:	Between \$300M and \$350M
South Lander Street:	Between \$180M and \$220M
Terry Avenue North Street Improvements:	\$1M

Potential for near-term additions to CIP:

Projects	Funding Gap
City-wide bridge replacements:	\$150M
Greenwood Avenue North Phase II:	Between \$40M and \$60M
King Street Station Phase II:	Between \$6M and \$12M
North Seawall	Unknown

Capital Projects – Findings and Observations

- There are significant funding gaps within Adopted CIP.
- There are significant funding gaps for other capital projects that are not yet included in the Adopted CIP.
- CTAC recommendations would fund a range of transportation priorities, but they would not address the funding gaps in capital projects identified in this section.
- Some other funding source would be needed in order to address these funding gaps.

Summary of CTAC III Recommendations

CTAC Recommendations

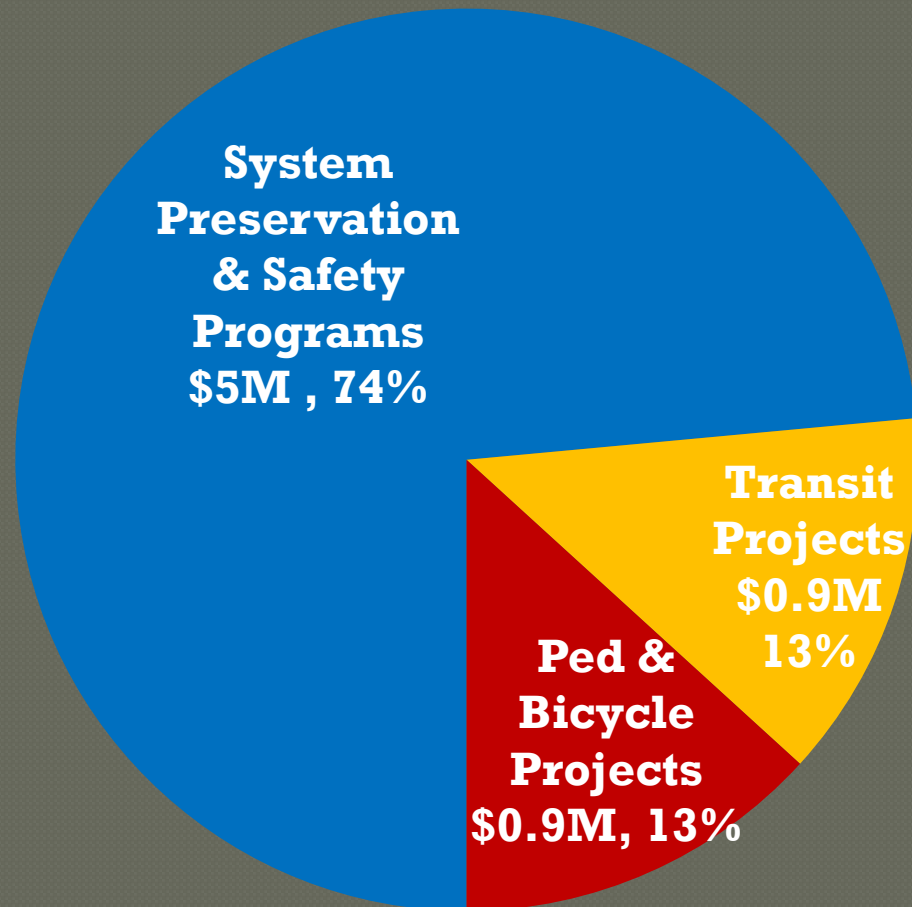
In \$millions

Category	(2012 & 2013) \$20 VLF	(Ongoing) \$80 VLF	Total
System Pres & Safety Programs	\$5.0 *	\$8.0	\$13.0
System Improvements	\$1.8	\$19.2	\$21.0
• <i>Transit Projects</i>	<i>\$0.9</i>	<i>\$13.8</i>	<i>\$14.7</i>
• <i>Pedestrian & Bicycle Projects</i>	<i>\$0.9</i>	<i>\$5.4</i>	<i>\$6.3</i>
Total VLF	\$6.8	\$27.2	\$34.0

* CTAC recommendation for the \$20 VLF included \$2M in maintenance funding for Pedestrian and Bicycle programs and \$3M for other maintenance.

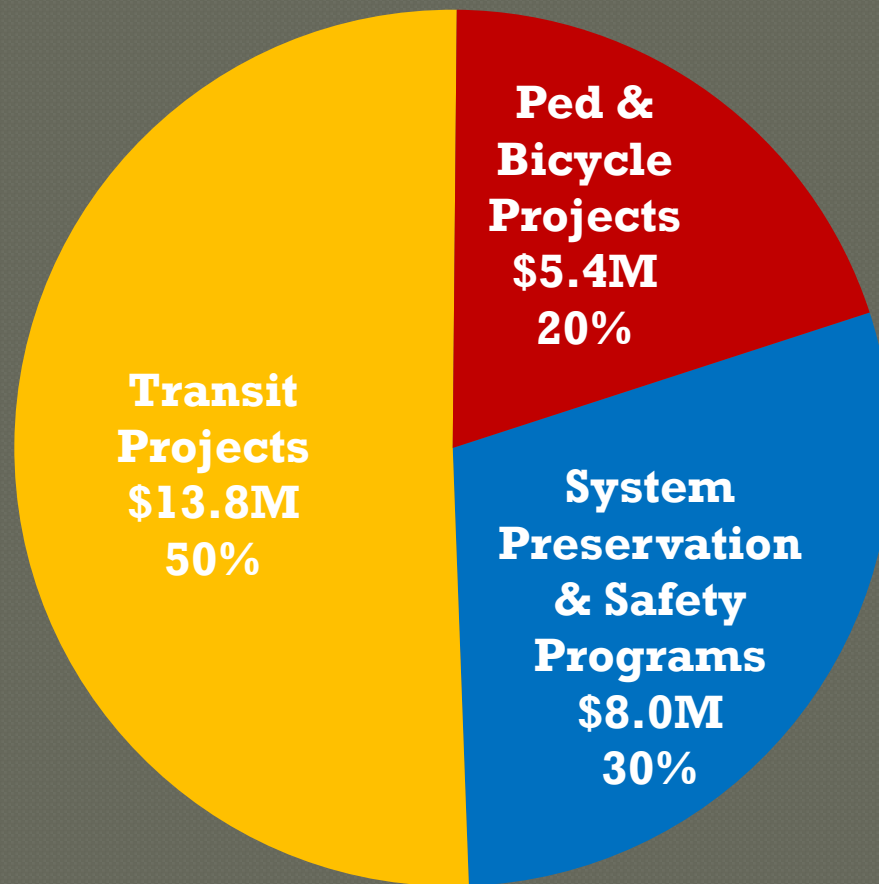
CTAC Recommendations

\$20 VLF = ~\$7M annually (2012 & 2013)

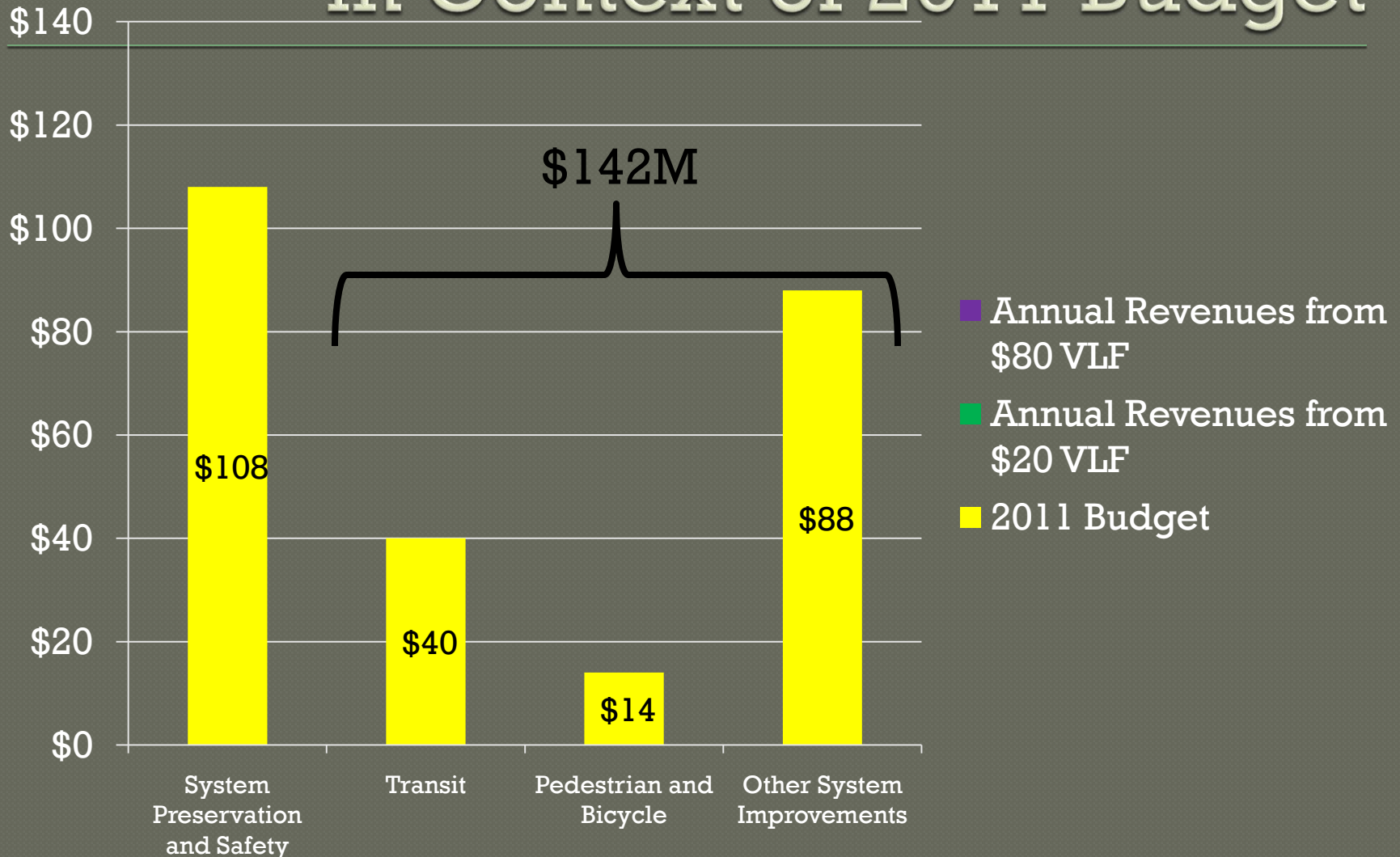


CTAC Recommendations

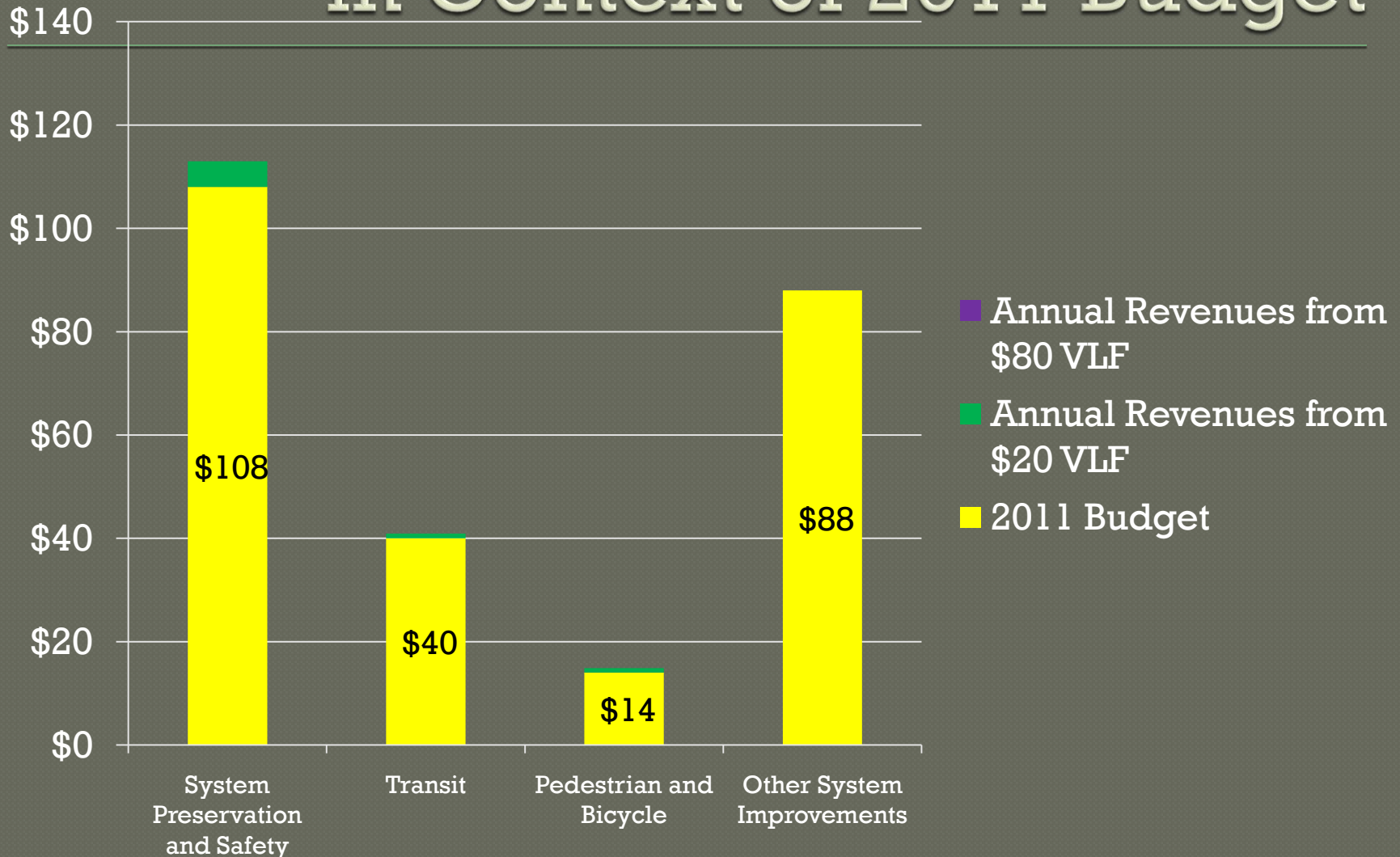
\$80 VLF = ~\$27M annually (ongoing)



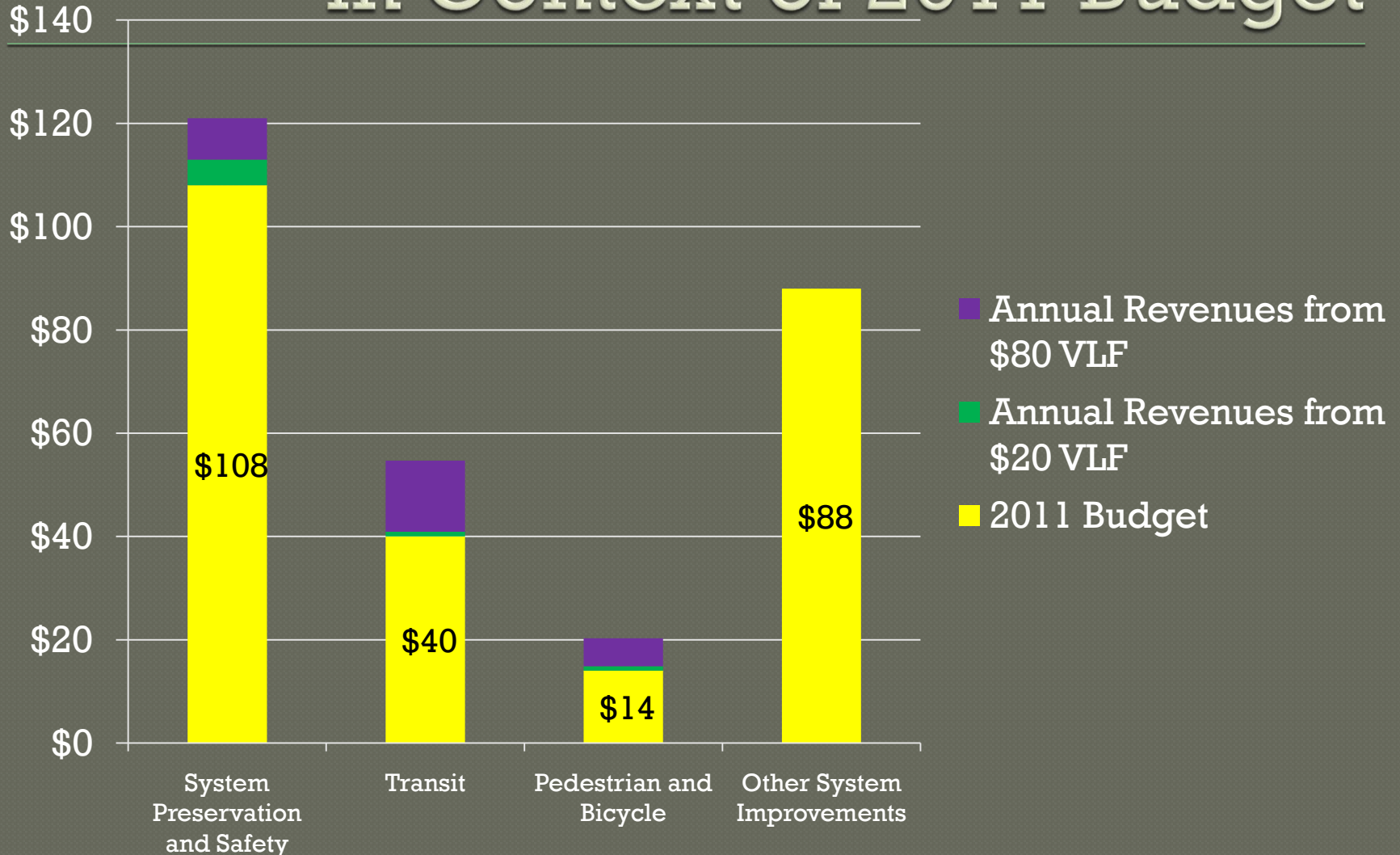
CTAC Recommendations in Context of 2011 Budget



CTAC Recommendations in Context of 2011 Budget



CTAC Recommendations in Context of 2011 Budget



Key Decisions for TBD

- Timing: Keep open November 2011?
- Source: Vehicle License Fee (VLF)?
- Amount: \$80 VLF?
- Uses: Categories and weighting?
- Term: Ongoing or fixed period?
- Other