



TO: Connecting Washington Task Force Members

FROM: John Howell and Tom Byers, Cedar River Group

SUBJECT: Draft Categories of Transportation Investment

DATE: October 3, 2011

One of the charges to the Task Force has been to recommend categories of investment to the Governor and Legislature. You will recall that at our first meeting the Governor said she was not asking the Task Force for a specific project list, but hoped that we would develop categories of investment that would provide guidance for future decision making.

Attached you will find three ways to think about the creation of categories of investment. Two are examples from other states – Pennsylvania and Oregon. Both of those states developed plans for transportation investment and used these categories to guide their investment strategies.

The third approach, titled “Categories by functional area”, was created by the facilitators based on what we’ve heard from the Task Force to date, including:

- Keep it simple. Make sure that statements of principle and other guidance are focused on the most important priorities.
- Investments must consider the entire statewide transportation system. This will require avoiding some of the traditional silos that have characterized previous discussions about transportation investments.
- The categories of investment should be consistent with the principles that the Task Force is considering.

We look forward to discussing this with you tomorrow.



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Draft Categories of Investment Y for discussion at October 4 meeting

Categorize by functional area:

| <i>Category</i> | <i>Description</i> | <i>Examples</i> |
|---------------------------------|---|--|
| System Preservation | Investments necessary to repair and maintain our transportation system to 2008 (pre-recession) levels of service. | <ul style="list-style-type: none"> • Repair and maintain roadways • Repair bridges that are structurally deficient • Preserve state and local ferry vessels and terminals and maintain service levels • Maintain fixed-route and paratransit service levels • Repair (or correct) fish blocking culverts and preserve stormwater management systems through appropriate maintenance and restoration of pollution sources |
| Traveler Safety | Investments that reduce fatalities and serious injuries across all modes. | <ul style="list-style-type: none"> • Remove hazards on rural roadways • Install cable median barriers • Traffic-calming projects (such as roundabouts, speed bumps, etc.) in local communities • Safe Routes to Schools and similar pedestrian and bicycle safety projects • Low-cost safety enhancements to reduce run-off-the-road crashes on rural roadways (signage, slope flattening, guardrails, curve realignment, removing hazards, etc.) |
| System Efficiency | Investments that improve the efficiency, cost-effectiveness and utilization of our existing transportation system. | <ul style="list-style-type: none"> • Projects that improve inter-modal and multimodal connections (rail-truck, ferry-transit, car-transit, etc.) • System operations improvements through Active Traffic Management (variable speed, ramp metering, etc.) • Investments that reduce lifecycle and current operating costs of transportation facilities (LED traffic signals, etc.) • Traveler information systems |
| Strategic Mobility Improvements | Investments in projects and services that are targeted to relieve congestion in specific transportation corridors, improving the movement of people or goods. | <ul style="list-style-type: none"> • Projects that relieve chokepoints or bottlenecks for transit and freight mobility • Investments that enhance the ability of commuters to access key work centers • Investments that leverage funding or service commitments from other partners (passenger rail enhancements needed to match federal and private rail capital investments) |



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Pennsylvania model - categorize by a combination of functional area, mode and jurisdiction

| <i>Category</i> | <i>Description</i> | <i>Examples</i> |
|----------------------------|---|--|
| Safety | Improvements expected to reduce fatal crashes. | <ul style="list-style-type: none"> Remove hazards on rural roadways Install cable median barriers Traffic-calming projects |
| Pavements | Investments that address the quality of pavements through a proper cycle of preservation and addressing backlogs. | <ul style="list-style-type: none"> Concrete pavement rehabilitation Dow bar retrofits Asphalt overlay Chip seal overlay |
| Bridges | Investments that address the backlog of structurally deficient bridges on the state system. | <ul style="list-style-type: none"> Bridge deck replacements Overlay bridge decks Deck seal |
| Congestion Management | Investments for better operation of the system through intelligent Transportation Systems (ITS). | <ul style="list-style-type: none"> Projects that free up capacity in congested areas System operations improvements through Active Traffic Management. Traveler information systems |
| Capacity | Investments that address the need for new capacity on the Core Highway System. | <ul style="list-style-type: none"> Adding additional lanes Braided ramps |
| Local Highways and Bridges | Investments that address the backlog of local bridge and roadway projects. | <ul style="list-style-type: none"> Bridge deck replacements Overlay bridge decks Deck seal |
| Traffic Signals | Investments for a collaborative traffic signal modernization and retiming program between PennDOT and local governments. | <ul style="list-style-type: none"> Signal synchronization via fiber optic cables or wireless Video camera detection |
| Transit | Investments that provide assistance to the state's transit agencies for approved operating expenses and capital improvements. | <ul style="list-style-type: none"> Bus lanes Bus maintenance and preservation Purchase of new busses |
| Aviation | Investments in the state Aviation Development Program | <ul style="list-style-type: none"> Upgrade existing airports Build new facilities |
| Rail Freight | Investments to establish or re-establish rail service or expand/maintain existing rail service. | <ul style="list-style-type: none"> Rail rehabilitation Rail upgrades |
| Intercity Passenger Rail | Funding for state's share of costs per the federal Passenger Rail Investment and Improvement Act of 2008 (PRIIA). | <ul style="list-style-type: none"> Subsidies for operations Subsidies for capital equipment |



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Oregon model - categorize by a combination of highway element and mode

| <i>Category</i> | <i>Description</i> | <i>Examples</i> |
|---|---|---|
| Maintenance and safety | Investments to improve winter driving safety and improve the condition of the state highway infrastructure. | <ul style="list-style-type: none"> Expand chain up areas Add sanding rock Improve winter maintenance equipment Maintain pavement Replaced damaged signs |
| Pavement preservation | Investments to preserve state highway pavement at the goal of maintaining 90 percent of pavement mileage in "fair" or "better" condition. | <ul style="list-style-type: none"> Concrete pavement rehabilitation Dow bar retrofits Asphalt overlay Chip seal overlay |
| Bridges | Investments to repair and replace bridges. | <ul style="list-style-type: none"> Bridge deck replacements Overlay bridge decks Deck seal |
| Culverts, slides and rock falls | Investments to address landslide and rock fall issues and culvert issues on state highways. | <ul style="list-style-type: none"> Rehabilitate or replace culverts Cliff stabilization |
| Highway Operations and Intelligent Transportation | Investments in Intelligent Transportation systems and Operations to improve the capacity of the state highway system. | <ul style="list-style-type: none"> VMS replacement Active corridor management Ramp meter controls |
| Modernization | Investments that relieve congestion, improve freight mobility and enhance safety | <ul style="list-style-type: none"> Highway interchange improvements Rebuilding intersections Corridor-wide improvements |
| County road programs | Distribution to counties by formula | <ul style="list-style-type: none"> Local road maintenance, preservation, and improvements Bicycle and pedestrian paths. |
| City street programs | Distribution to incorporated cities by formula | <ul style="list-style-type: none"> Local road maintenance, preservation, and improvements Bicycle and pedestrian paths |
| Multimodal investments | Dedicated state revenues and local options for transit, passenger rail, pedestrian and bike lanes and trails, and marine access to ports. | <ul style="list-style-type: none"> Transit buses Paratransit Transit intercity or intrastate service Rail track upgrades Dock rehabilitation at ports Sidewalk improvements |