

## Issue #1- Lack of Funding.

### Facts:

- Gas tax revenues have declined as vehicles become more efficient and the public travels less.
- Maintenance and preservation costs have increased.
- Environmental design and permitting have increased project costs.
- The region has insufficient funding for maintenance and preservation, and no funding for large capital projects.

### Needs:

- \$1.5 million per year in additional funding for pavement preservation and maintenance.
- \$33 million to pave existing gravel arterials.
- \$40 million to preserve rail lines.
- \$155 million to widen unsafe roadways.
- Major project funding:
  - Fleshman Way Interchange Reconstruction
  - Pullman Airport Road Reconstruction
  - Pullman By-Pass
  - U.S. 12 in Clarkston
- Reconsideration of local taxation and funding tools.
- Dedicated funding source for small structures.



Only 51% of paved roadways have received adequate pavement preservation treatment.



### FREIGHT CARGO FACTS

- 1 barge = 37.5 hopper rail cars.
- 1 barge = 150 25-ton semi-trucks.
- Transport by barge goes farther (uses less fuel/ton-mile) (514 Ton-miles/gallon) than either rail (202 Ton-miles/gallon) or truck (59 Ton-miles/gallon).
- The Washington Grain Train program has carried over 14,000 carloads totaling more than 1,400,000 tons of grain since 1995 and has reduced approximately 8,000 heavy truck loads annually on Washington State Highways in recent years.
- By comparison, if barge traffic were halted it would take an additional 120,000 rail cars, or more than 700,000 semi-trucks annually to carry the cargo now being moved by barge on the Columbia-Snake river system.



The lower Columbia River is the country's largest wheat gateway and the third largest grain corridor in the world, handling nearly 10 million tons of wheat annually.

## Issue #2- Roads are falling into disrepair and becoming unsafe.

### Facts:

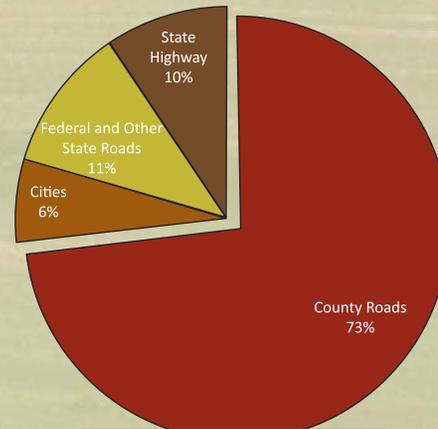
- Existing roadway system is backbone of region's economy.
- Roadway system provides vital link to barge and rail systems.
- Over 60% of paved roads are sub-standard.
- Nearly 200 accidents occur on county roads each year.
- 79% of accidents involve single vehicle (25% higher than state highway average).
- 20% of bridges over 20 feet need to be replaced.
- Roadway reconstruction costs are 8 to 10 times more than preservation costs.
- Significant recreation activities in the Region are dependant on the roadway system.

### Needs:

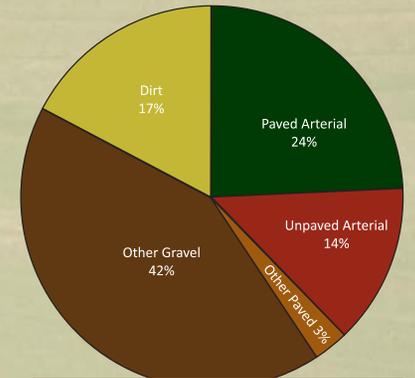
- Dedicated funding source to maintain or replace small structures.
- Improved road safety for alternative modes of transportation, such as bicycles.
- Improved road design and width for fewer accidents.
- Improvements on both urban and rural roadways for freight, recreation and commerce.



Many roadways are used by bicyclists.



ROAD MILES BY JURISDICTION



COUNTY ROADS BY PAVEMENT TYPE



There are over 540 miles of roadway that are narrow without adequate shoulders.



There are 445 miles of unpaved arterial roadways in the region.