

# A Growing Transportation Crisis

Seattle has increased general fund spending on transportation by 66% over the past 10 years, but still faces a \$500M maintenance backlog.

Mount Vernon, with a small annual budget and \$62 million in transportation project needs, will require state and federal grants.

Five cities and King County are investing over \$100 million on capacity and HOV improvements on 15+ miles of Pacific Highway (SR-99), a state facility. WSDOT's investment on this state highway is limited to minor pavement overlay expenditures.

Vancouver, a regional hub, has an annual average of \$30M in transportation investments over the past four years. Despite this large investment, they face an annual deficit of \$14M in transportation costs.

Redmond: Microsoft employment has gone from less than 4,000 in 1990 to more than 25,000 today, resulting in massive maintenance issues. City funds cannot keep pace.

Issaquah: Severe congestion on I-90 means that its streets have seen unprecedented wear and tear with no funding solution.

Wenatchee has only 35% of the funds it needs to pave its streets, creating a big maintenance backlog.

Spokane has a \$200M backlog in street repairs, and an annual street repair deficit of \$13.2M.

Pullman's street maintenance reserves are depleted, with the city unable to budget even half of what's needed for street repair.

University Place lost 30% of its general fund to I-695. With only \$300,000 available for street improvements, the city faces a backlog of \$63M for arterial street improvement alone.

Yakima has a \$2.8M annual shortfall for street maintenance. The city is using cash reserves to fund critical maintenance projects, but will run out of money by 2005.

Pasco subsidizes its street fund yearly with \$300,000 from the city's general fund. The city faces major capital project needs on arterial streets exceeding \$18M with no defined revenue funding source.

