

Regional Transportation Plan Current Transportation System Maintenance, Preservation and Operations



Transportation Policy Board

April 10, 2025



We are leaders in the region to realize equity for all. Diversity, racial equity and inclusion are integrated into how we carry out all our work.

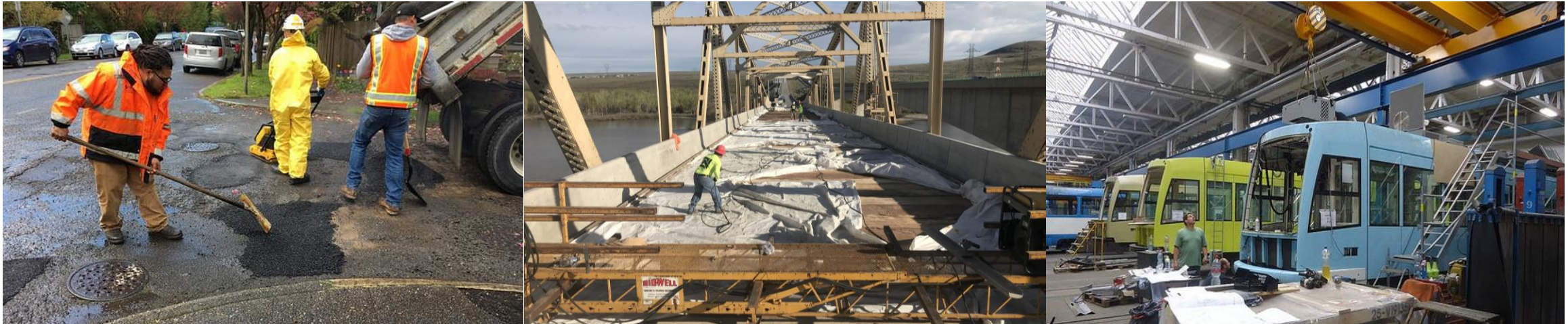
psrc.org/equity

Today's Presentation

- Overview of the maintenance, preservation, and operational needs of the transportation system
- Transportation asset condition data where available
- Information on costs associated with maintenance, preservation, and operations

What are Maintenance, Preservation, and Operations?

- Maintenance: routine preventative activities designed to improve the functional condition of an asset
- Preservation: work to extend the useful life of the asset
- Operations: Noncapital costs associated with operating all facets of the transportation system



Why are Maintenance, Preservation, and Operations Important?

- To ensure the transportation system remains in a usable condition and functions in a safe manner
- To keep people and goods moving throughout the region
- Critical for safety, mobility, a strong economy, and overall quality of life



Data Collection for the RTP

- To quantify maintenance, preservation, and operations needs for the RTP, PSRC staff have:
 - Circulated multiple surveys to all cities, counties, and transit agencies in the region
 - Conducted interviews with Dept. of Fish and Wildlife, Dept. of Ecology, and various WSDOT divisions
 - Compiled historic expenditure data from the State Auditor's Office




Key Trends

- Costs are rising across the board
 - Labor ↑
 - Materials ↑
- Condition of transportation assets are decreasing overall
- Backlog of preservation need continues to grow
- Routine maintenance is increasingly expensive, potentially negatively impacting the useful life of transportation assets



City and County Roads

- The average pavement condition of city and county-owned roadways regionwide has decreased since 2021 
- The backlog for every local jurisdiction to achieve a 'satisfactory' citywide average weighted Pavement Condition Index (PCI) score of 70 has increased 50% since 2021
 - From \$6.1 Billion to \$9.2 Billion

REGIONWIDE AVERAGE WEIGHTED PAVEMENT CONDITION INDEX

	FFC* Roadways	Local Roadways	All Roadways
2021	71	69	69
2025	68	62	64

Source: PSRC Pavement Survey, 2025; 2021

*Federally Functionally Classified

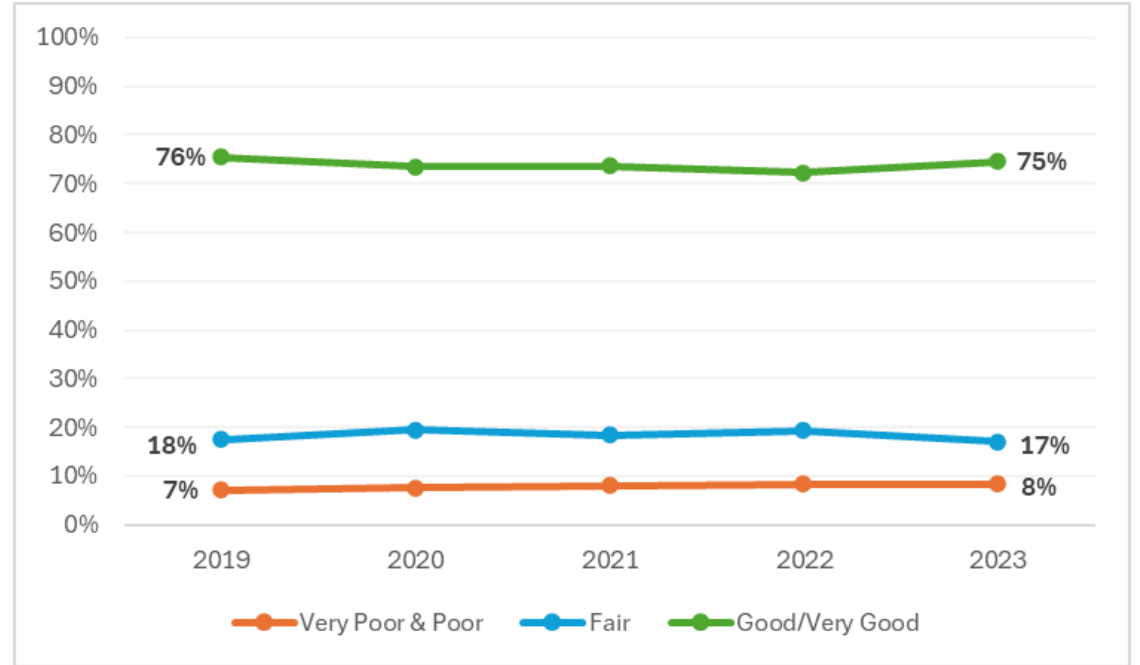


State Highways

- Between 2019 and 2023 the percent of state highway lane miles in poor or very poor condition increased from 7.1% to 8.4%



% of State Highway Lane Miles by Condition*



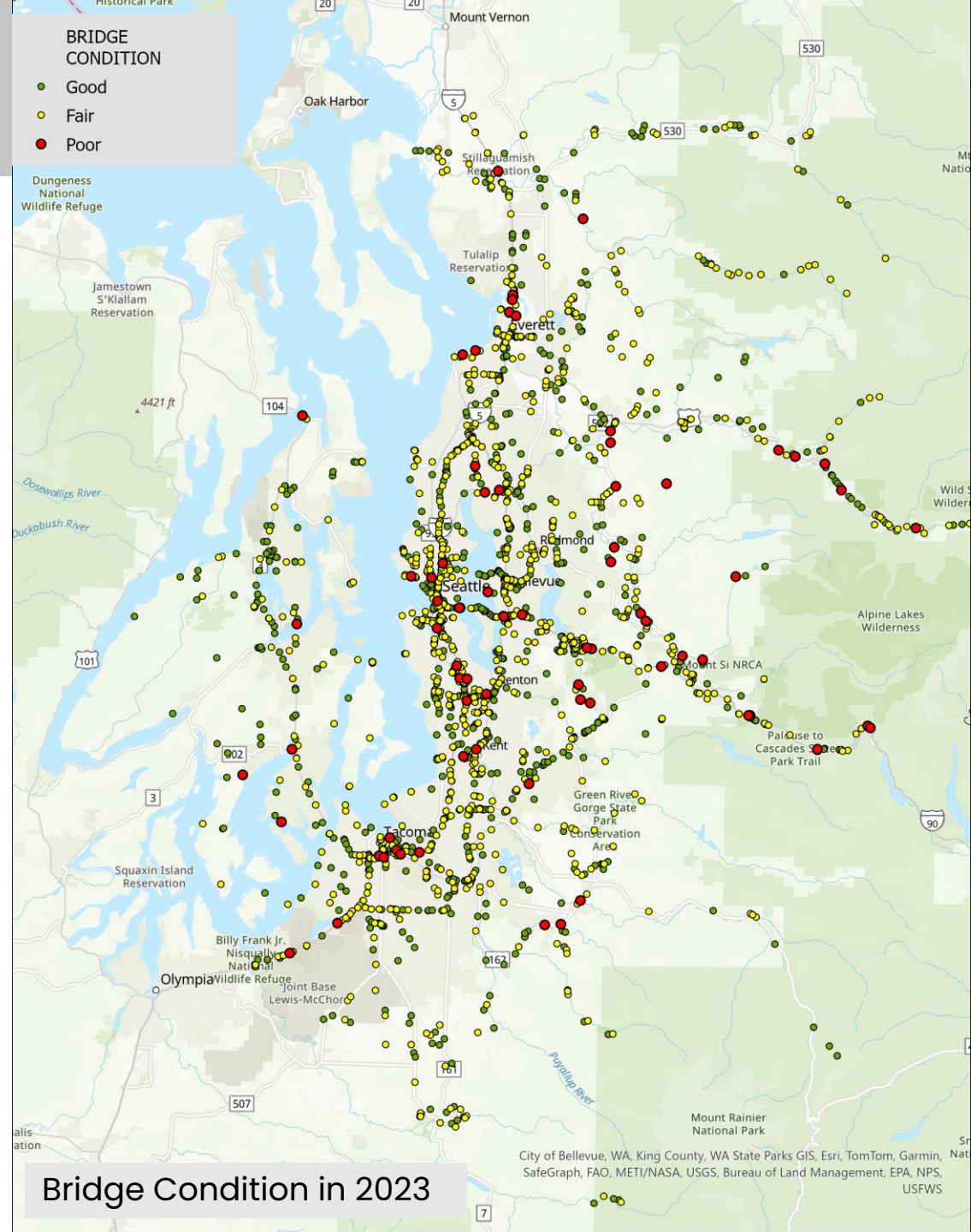
Source: WSDOT Gray Notebook:
<https://wsdot.wa.gov/about/data/gray-notebook/gnbhome/preservation/pavement/default.htm>

*Includes all lane miles statewide



Bridges

- Share of bridges rated “poor” increased from 2.8% to 3.6% between 2020 and 2023
- Total of 88 bridges in “poor” condition in 2023, 19 more than in 2020
 - 49 state-owned, 39 locally-owned
- Costs for bridge preservation and replacement have increased significantly for all bridge types



State-Owned Culverts

- Federal Culvert Injunction issued in 2013 requires removal of state-owned fish passage barriers
- As of June 2024, WSDOT has corrected 68 barrier culverts at a cost of \$168M to improve blocked salmon and steelhead habitat in the central Puget Sound region





Locally-Owned Culverts

- Per Washington State Department of Fish and Wildlife, the average cost to replace a locally-owned culvert has nearly doubled in recent years (from \$1.5 - \$3.0 million)
- There are currently nearly 4,300 locally-owned culverts identified as fish-passage barriers, with 46% having 0% passability.
 - Thousands of additional barriers have been identified since 2020
- Culverts that are fish passage barriers are more likely to also require replacement due to poor condition





Local Transit

- Operating costs for fixed-route buses increased 30% between 2019 and 2023 (in constant dollars)
 - \$200/Revenue Hour  \$260/Revenue Hour
- Spending on vehicle replacement and other M&P has increased by 45% in recent years (in constant dollars)
 - Avg. Annual Spending: \$343 M (2018-2020)  \$499 M (2021- 2023)



Sound Transit

- Operating costs increased by 35% between 2019 and 2023 (in constant dollars)
 - \$361/Revenue Hour  \$486/Revenue Hour
- Spending on all maintenance, preservation, and operations costs have increased by 22% (in constant dollars)
 - Avg. Annual Spending: \$394 M (2018-2020)  \$480 M (2021- 2023)



Washington State Ferries

- WSF plans to retrofit 6, and build 16 new, hybrid electric ferries by 2040
- This will increase their fleet from 21 to 26 vessels
- WSF also has plans for terminal replacements and improvements
- Much work is being done related to these efforts, and more information will be available in the coming months



Other Key Transportation Assets

- Stormwater M&P costs are expected to continue to increase
 - Expanded retrofit, street-cleaning, and other requirements to better filter out toxic 6PPD-Q requirements
- Bicycle/Pedestrian infrastructure M&P costs are rising rapidly (up 37% since 2022)
- Traffic control/ITS M&P projected costs to meet maintenance and staffing needs has increased by nearly 100% since 2022



Conclusions and Discussion

- Costs associated with M&P continue to increase across the board
- Expenditures have not kept pace with increased costs required to meet maintenance, preservation, and operations needs
- RTP Financial Strategy has historically assumed that all the region's maintenance, preservation and operational needs are met (including backlogs)
 - More information will be incorporated into the financial strategy information to be provided at the May meeting

Questions and Feedback?



Thank You!

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Puget Sound Regional Council