

Review of Key Freight Route Corridor Data Collection

For Valley Cities -2/11/13

Comparison System data and Pavement Condition of 2013 to 2005 System data:

- During 2013 we attempted to collect the following data: PCI, Estimated Cost, and Annual Tonnage of each route. Several cities did not have data for tonnage and several cities did not provide updates since the improvements to their system were insignificant since 2005. For those cities we are mapping the Pavement condition index (PCI) from 2005 but using current bid prices to reflect current estimated cost to obtain a sustainable system. Where cities submitted individual estimates we used those in updating costs estimates.
- The overall system PCI has continued to decline since 2005.
- Another way of thinking about the deterioration of the system would be to consider that between 2005 to 2007 world oil prices fluctuated between \$40 to \$80/bbl. As we entered the recession in 2008 until 2009 Oil prices spiked to \$160/bbl in 2008 then fell all the way down to \$35/bbl in 2009. Since 2009 Oil prices during the recovery have been on a steady climb now averaging in 2011-2012 around \$80 TO \$115/bbl.
- Since 2005 when we performed the initial System rating world oil prices are now about 200% higher. While our current bidding climate is still very competitive, it would appear that we will need to adjust for higher oil prices as the nation recovers . Our system wide needs will be considerably higher than what we are estimating today with current market prices. Inflating the total of **\$127,896,900** by a 10 Year 3% per annum factor would indicate we will need about **\$172,000,000** to bring the system back to a sustainable condition.

Comparison of 2013 Cost and Centerline Distance to 2005 System Data

Jurisdiction	Truck Route Mileage	Repair Costs	Truck Route Mileage	Repair Costs
Year	2013	2013	2005	2005
Algona	2.6	\$4,433,500	2.5	\$2,000,000
Auburn (1)	14.15	\$9,396,200	21.7	\$29,000,000
Fife	10.5	\$3,063,300	12.2	\$5,200,000
Kent	21.61	\$56,300,000	17	\$10,000,000
Pacific	3.45	\$3,090,500	3.6	\$20,300,000
Port of Tacoma	1.84	\$6,200,000	Not captured	Not captured
Puyallup	22.19	\$3,842,100	21.31	\$5,132,733
Renton(2)	35.09	\$ 28,486,000	65	\$16,449,000
Sumner	10.43	\$7,585,300	10.55	\$2,700,000
Tukwila	17.26	\$5,500,000	11.7	\$4,950,000
Totals	144.12	\$127,896,900	165.56	\$95,731,733

Notes: For the 2013 data collection we asked all cities to report only those Key Corridor Routes that carry substantial Freight traffic to & from the Ports of Tacoma and Seattle.

1: The 2005 Report included arterials that were not Key corridor routes. The 2013 Report removed these routes & SR 164 where the State is responsible for pavement condition.

2: Cities removed all State Routes from the 2013 report, since the State is responsible for pavement.