Key Facts

A Summary of Useful Transportation Data

April 1994

Washington State
Department of Transportation

Contents

Introduction

Key Facts is a summary of useful data related to transportation in the State of Washington. The Washington State Department of Transportation (WSDOT) has prepared and distributed Key Facts in a variety of forms since 1983. This version of Key Facts has been enlarged from its earlier pocket-sized format in order to include more explanatory text and to make the book as a whole more clear and enjoyable to read.

It must be added that Key Facts is not intended to be encyclopedic. Rather, it is intended to provide an introduction to the structure of state and regional transportation agencies; to present graphic illustrations of transportation trends and revenue forecasts; and to summarize the biennial budget.

Transportation Commission

Commission Members

The Washington State Transportation Commission is a seven-member voluntary citizens' board. Its members are appointed by the Governor with the consent of the Senate. The Commission is empowered:

- to propose legislation related to transportation;
- to establish transportation policies of the State;
- to direct the Secretary of Transportation to prepare and submit a statewide transportation plan;
- to approve and propose the biennial and supplemental transportation budgets;
- to approve issuance and sale of highway bonds; and
- to exercise other powers as vested in it by state law (RCW 47.01).

By law, representation on the Commission must be balanced. Four commissioners must reside in the western part of the state and three must reside east of the Cascades. No more than four commissioners may be members of the same political party. Terms for the seven seats on the Commission are staggered. Each member is appointed to one seat, and no member may serve more than two consecutive terms. Each of the seven seats on the Commission is currently occupied.

Alice Tawresey

Ms. Tawresey serves as Commission Chair. She was appointed by Governor Booth Gardner in September 1990 and reappointed by Governor Mike Lowry in February 1993. Her current term will expire in June 1998.

Aubrey Davis

Mr. Davis serves as Commission Vice Chair. He was appointed by Governor Gardner in February 1992 and reappointed by Governor Lowry in February 1993. His current term will expire in June 1995.

James Henning

Mr. Henning was appointed by Governor Gardner in July 1987. His term expired in June 1993 and he will continue to serve until such time as another appointment is made by the Governor.

Connie Niva

Ms. Niva was appointed by Governor Lowry in February 1993. Her current term will expire in June 1997.

Dick Thompson

Mr. Thompson was appointed by Governor Lowry in February 1994. His current term will expire in June 1994.

Linda Tompkins

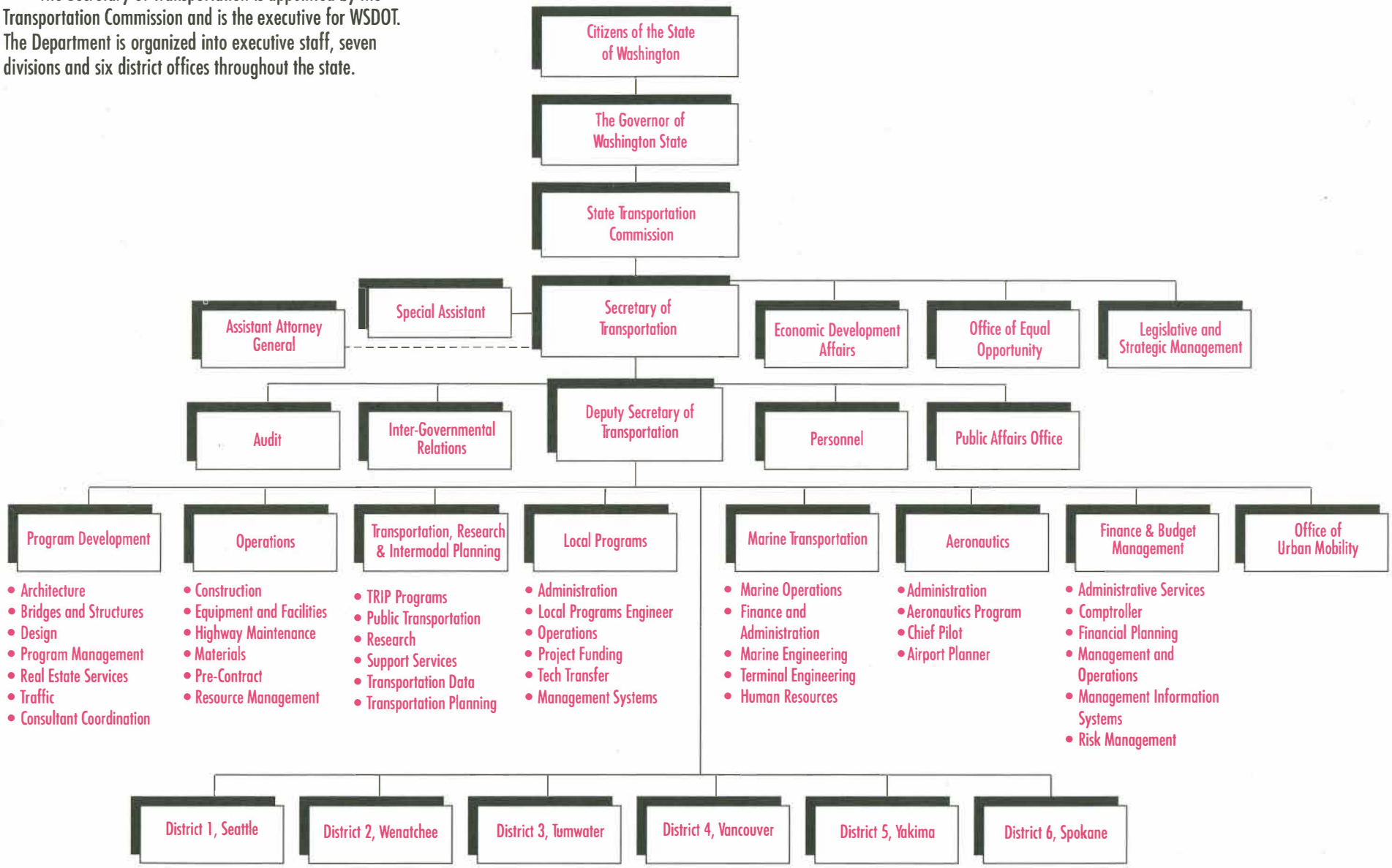
Ms. Tompkins was appointed by Governor Lowry in February 1993. Her current term will expire in June 1996.

Larry Weldon

Mr. Weldon was appointed by Governor Lowry in February 1993. His current term will expire in June 1995.

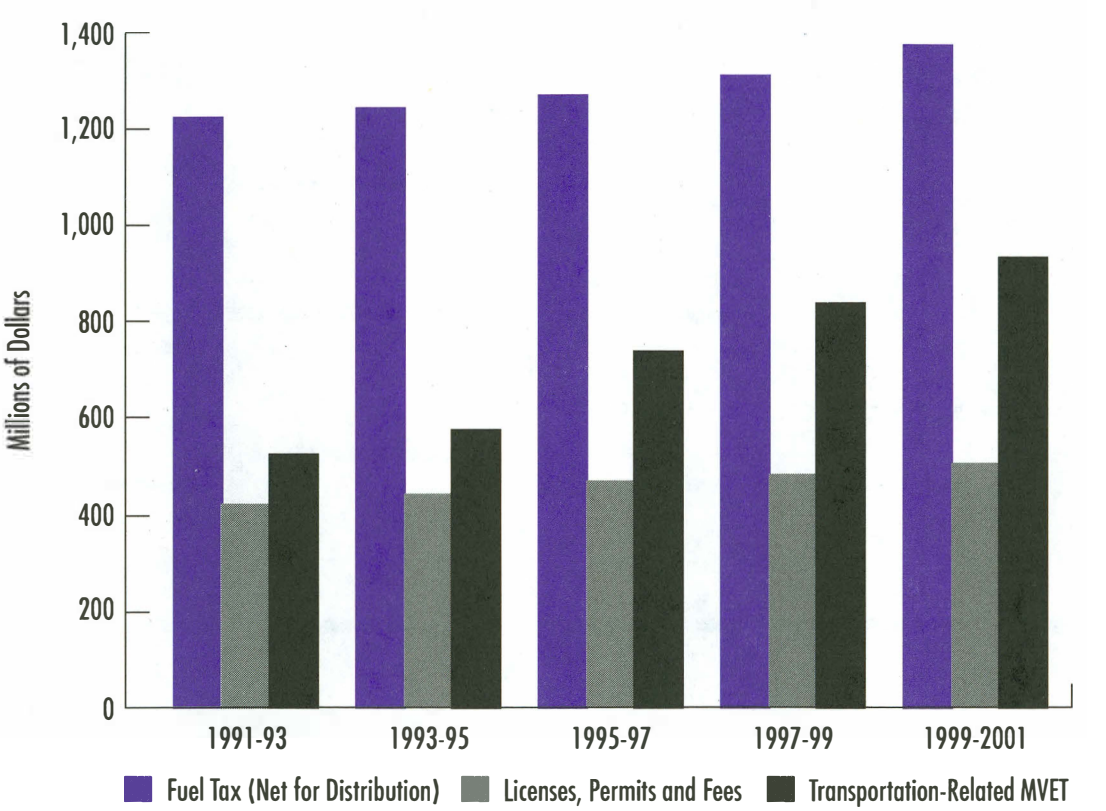
WSDOT Organization

The Secretary of Transportation is appointed by the Transportation Commission and is the executive for WSDOT. The Department is organized into executive staff, seven divisions and six district offices throughout the state.



Major Sources of State Transportation Revenue

There are three principal state-imposed and -collected sources of revenue for transportation in Washington: motor fuel taxes–especially gasoline taxes; licenses, permits and fees for using the transportation system; and the motor vehicle excise tax (MVET) based on vehicle value. Of these sources, forecasts indicate that the MVET has the best base to keep up with growth and inflation. The gasoline tax will continue to provide revenue for highway purposes but does not respond well to growth in system use or the cost of doing business.



State Motor Fuel Tax History

1921	1 cent
1924	2 cents
1929	3 cents
1931	5 cents
1949	6.5 cents
1961	7.5 cents
1967	9 cents
1977	Variable 21.5 percent of retail price, net of taxes 12 cent lid Enacted at 11 cents
1979	12 cents Rose to lid
1981	Variable Changed to 10 percent of retail price, net of taxes 12 cent floor Enacted at 13.5 cents first 6 months, then fell to 12 cent floor
1983	10 percent variable repealed Increased to 16 cents July 1983
1984	18 cents in July 1984
1990	22 cents in April 1990
1991	23 cents in April 1991

Gas Tax Distribution

Following are the computed equivalent cents based on legislated distribution before deductions for rebates and transfers for non-highway use, Department of Licensing's cost of collection, and State Treasurer's cost of distribution.

Dedicated 17 Cent Distribution (RCW 46.68.100)

Urban Arterial Trust Account	1.21 cents
Counties	3.87 cents
Cities	1.96 cents
Ferry Operations	.54 cent
Ferry Capital Construction	.55 cent
State Urban Highways	1.18 cents
State	7.69 cents
Total	17.00 cents

Dedicated 1 Cent Distribution (RCW 82.36.025)

Rural Arterial Program	.33 cent
Urban Arterial Program	.33 cent
State Highway Construction	.33 cent
Total	1.00 cent

Dedicated 4 Cent Distribution RCW 46.68 (4/1/90)

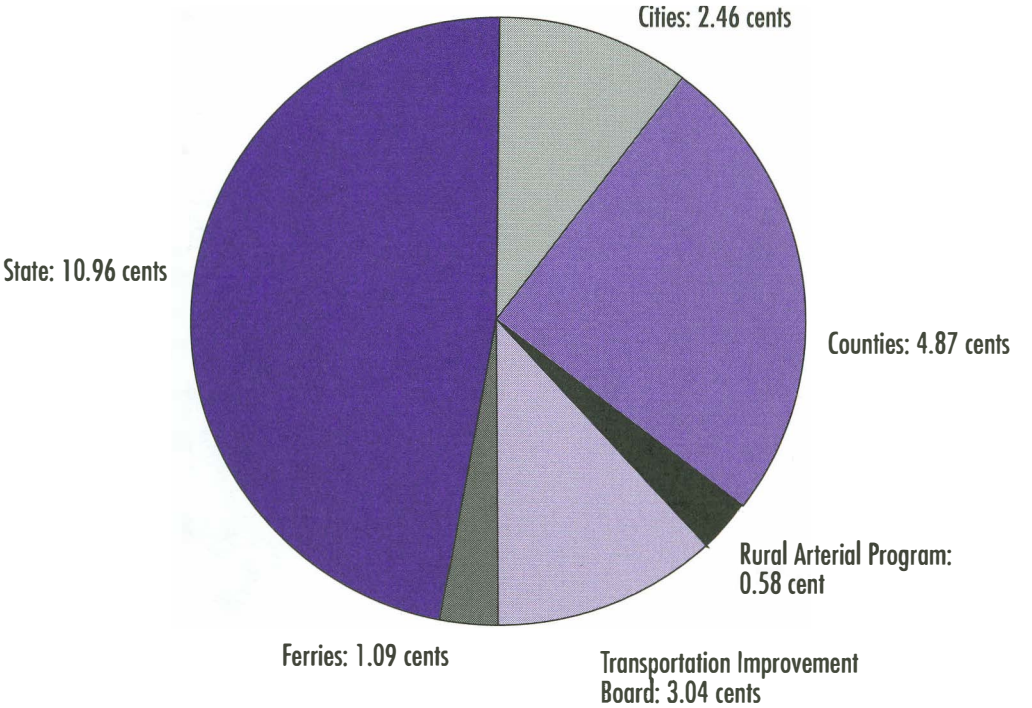
Department of Transportation	1.00 cent
Cities	0.50 cent
Counties — Regular Distribution	0.30 cent
Counties — Arterial Preservation	0.45 cent
Transportation Improvement Board	1.50 cents
Rural Arterial Program	0.25 cent
Total	4.00 cents

Dedicated 1 Cent Distribution RCW 46.68 (4/1/91)

Special C Program	0.75 cent
Counties — Regular Distribution	0.25 cent
Total	1.00 cent

Gasoline Tax Revenue Distribution

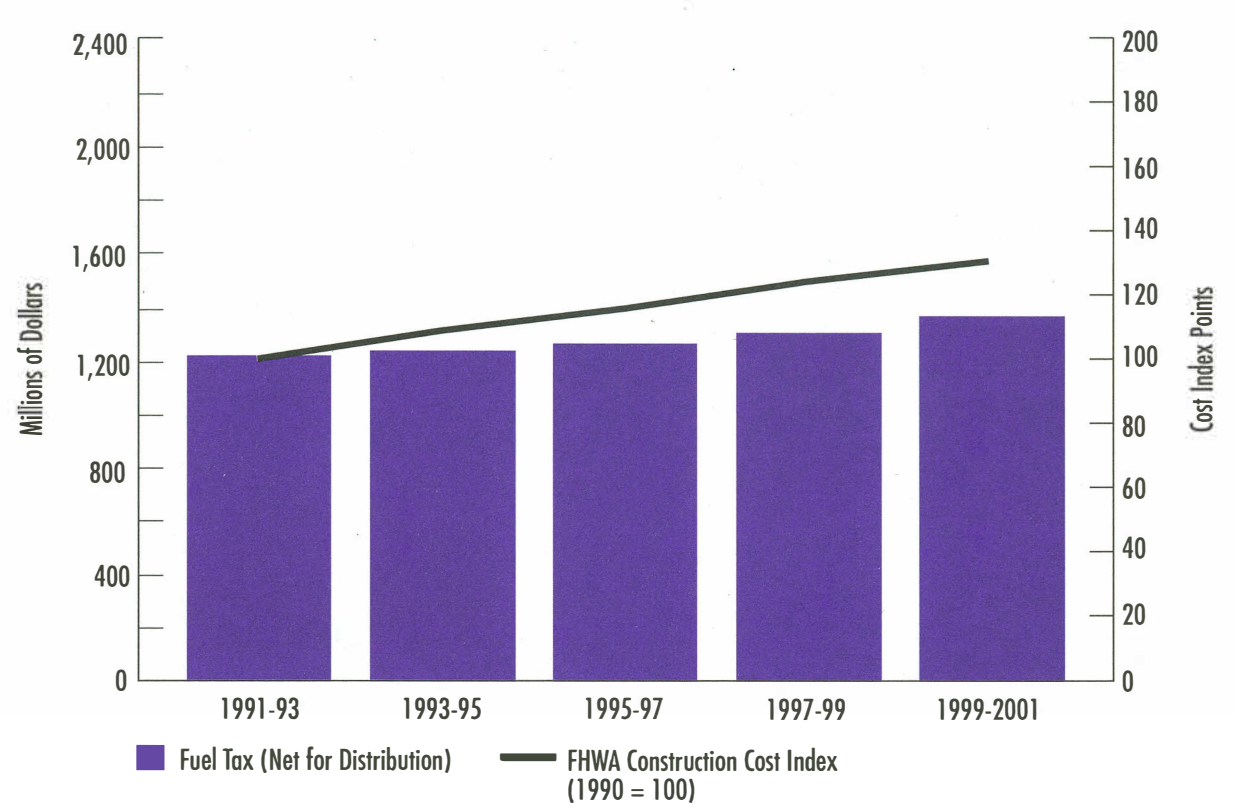
The 18th Amendment to the Washington State Constitution dedicates motor fuel tax proceeds to "highway purposes." WSDOT highway programs receive about half the revenues from the gasoline tax. A nearly equal amount is distributed among city, county, and other agency roadway programs. The remainder pays for ferry operations and capital improvements (ferries are considered highway purposes under the amendment).



Total: 23.00 cents

Gasoline Tax Revenue vs. Construction Inflation

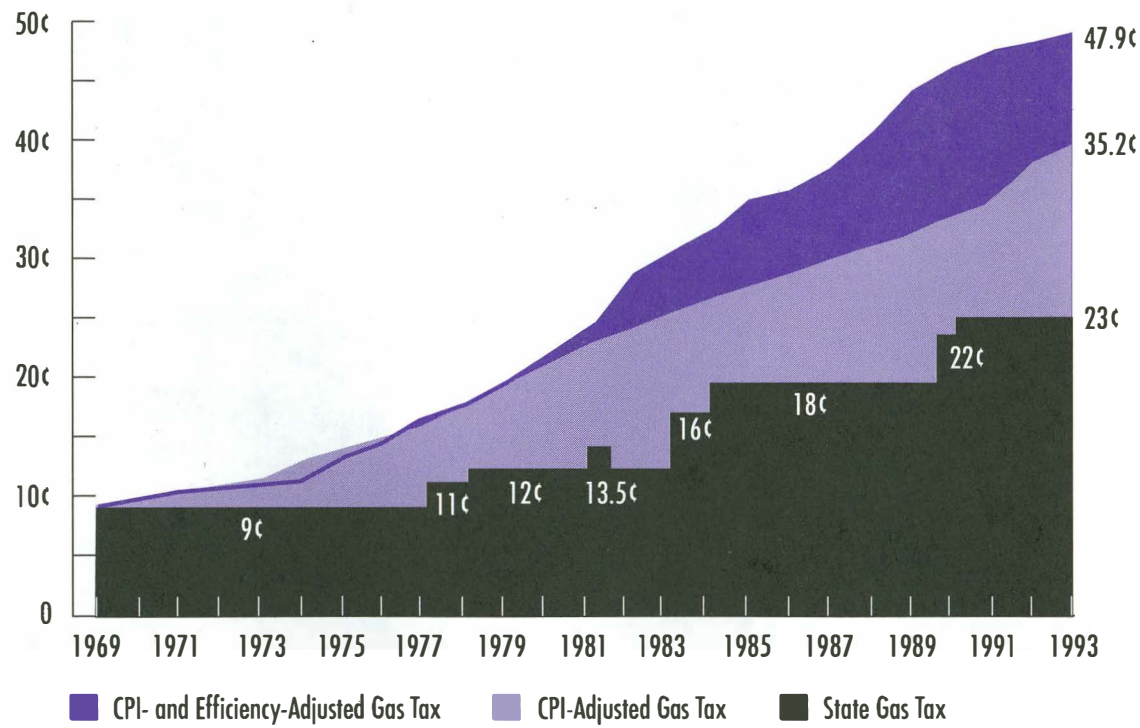
Although the gasoline tax provides more revenue for transportation than any other state tax (see "Major Sources…", p. 4), this tax does not keep up with inflationary trends in the costs of construction. These costs have historically tended to rise and fall in cyclical patterns; however, the overall trend has been on the upswing. We can expect our fuel tax revenues to purchase fewer and fewer improvements in the coming years.



State Gas Tax vs. Inflation and Efficiency

Washington State's gasoline tax has been raised irregularly over the last quarter-century. Increases in the tax have typically been levied in response to pressing needs and perceived crises rather than according to any authorized standard or schedule. If the gas tax was related to a measure of costs–e.g., if tax increases were triggered by increases in inflation or fuel efficiency–then an even stream of revenue could be raised and potential crises could be avoided in a way that would appear rational to the driving public. This means that we could be addressing transportation needs rather than waiting until conditions become intolerable.

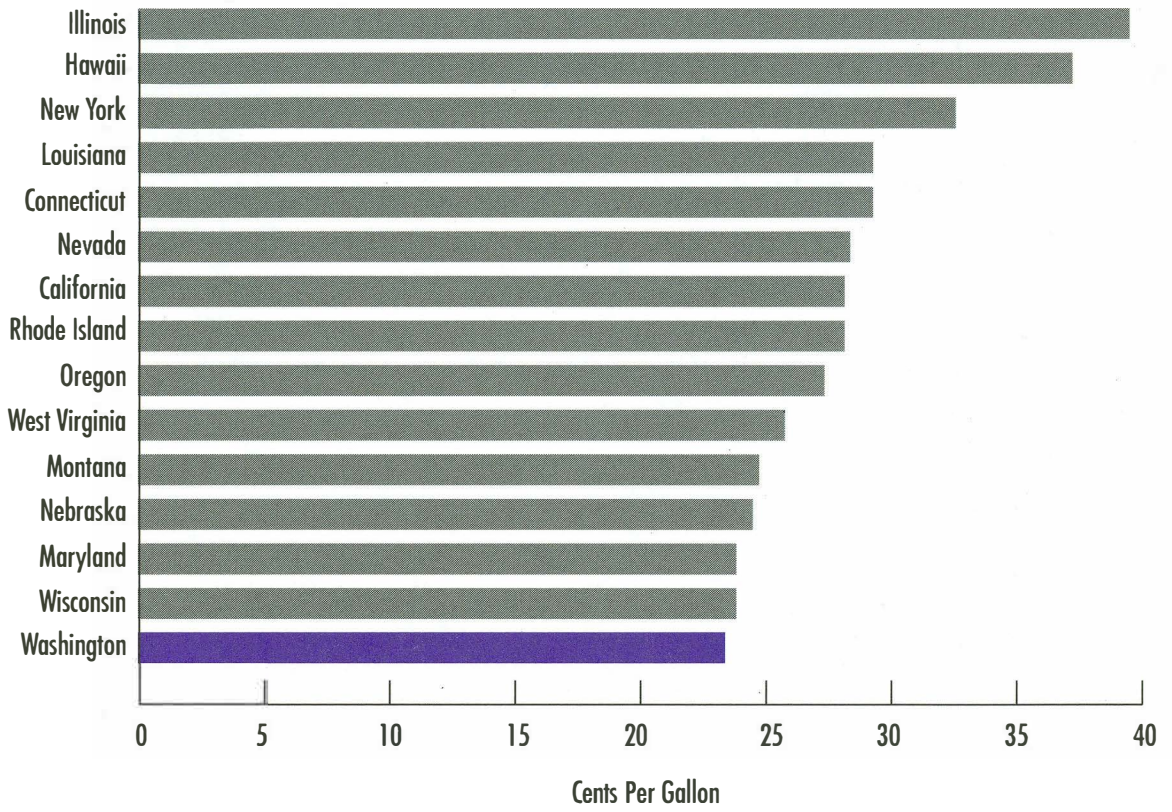
In 1969 the gasoline tax stood at 9¢ per gallon. This chart shows what the rate would have been by 1993 if the tax had been keyed to inflation, or inflation and efficiency.



Combined State and Local Gasoline Tax Rates

Most of the 50 states tax gasoline at rates in excess of 19¢ per gallon. Many states also charge other taxes, fees and surcharges on gasoline. When these charges are added to the excise tax on gasoline, the actual tax rate can increase substantially–in Illinois, for example, it actually doubles.

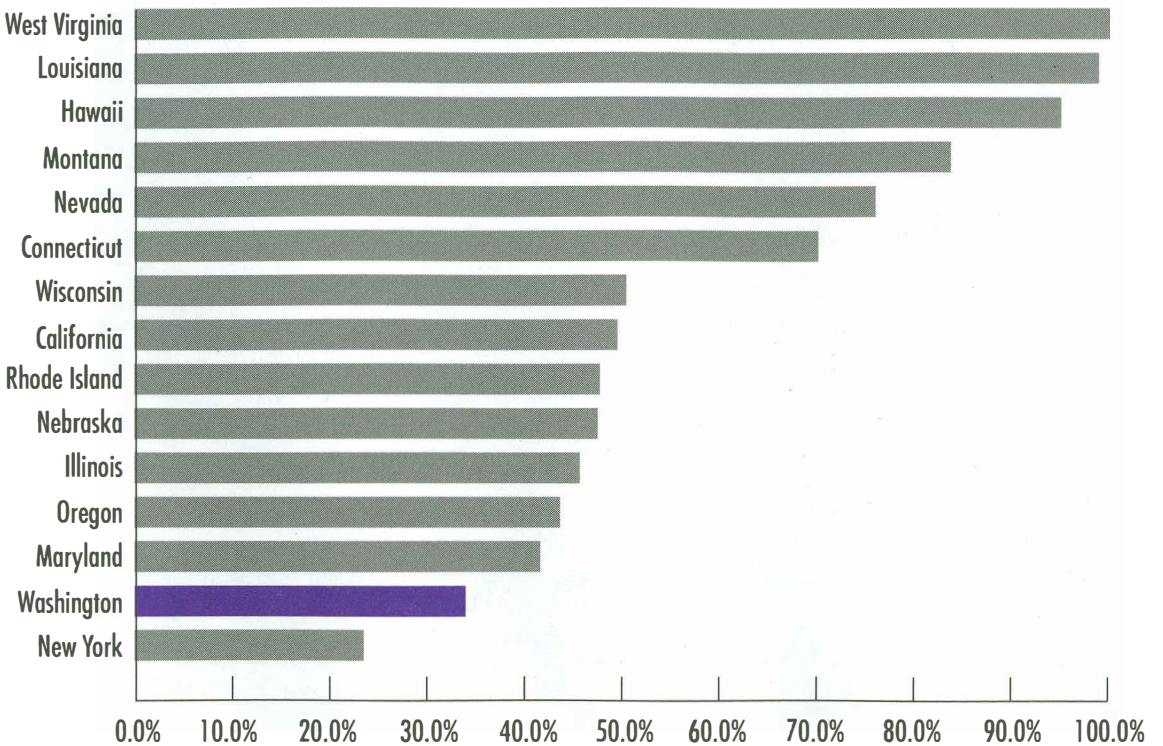
In December 1993, Washington's combined non-Federal gasoline tax rates ranked 15th among the 50 states.* Illinois' rates were highest at nearly 40¢ per gallon.



Washington's tax rate of 23.12¢ per gallon includes the state excise tax of 23¢ and the Oil Spill Response and Administration fee of $5 per barrel (.12¢ per gallon).

State Highway Income from Motor Fuel Taxes

The same states that impose high gasoline taxes also depend on that revenue source to fund state-owned highways. In other words, fuel taxes are highest in those states where the highway program is most dependent on the fuel tax for income. In 1992, 13 of the 14 states with gasoline tax rates higher than that of Washington spent a greater proportion of their fuel tax revenues on state highways.

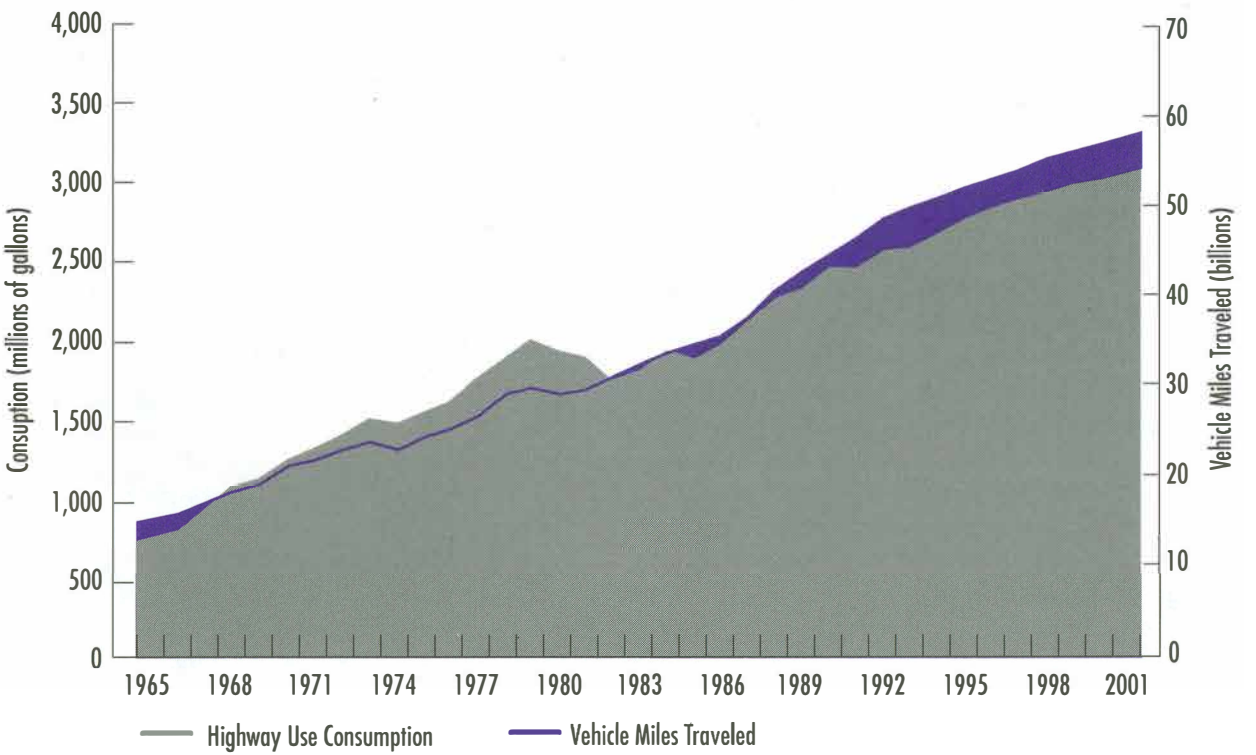


Fuel Consumption vs. Vehicle Miles Traveled (VMT)

"Vehicle Miles Traveled", or VMT, is one of the means by which highway engineers and planners measure highway system use. It amounts to the total miles traveled by all vehicles for a section or network of roadways during a given amount of time. In this instance, it refers to the annual total vehicle miles traveled on all state roadways between the years 1965 and the present, and the amount forecasted through 2001.

"Fuel Consumption" on the adjacent chart refers to highway use consumption–i.e., the amount of fuel which is actually used for roadway travel, excluding fuel for farm vehicles and other non-highway uses.

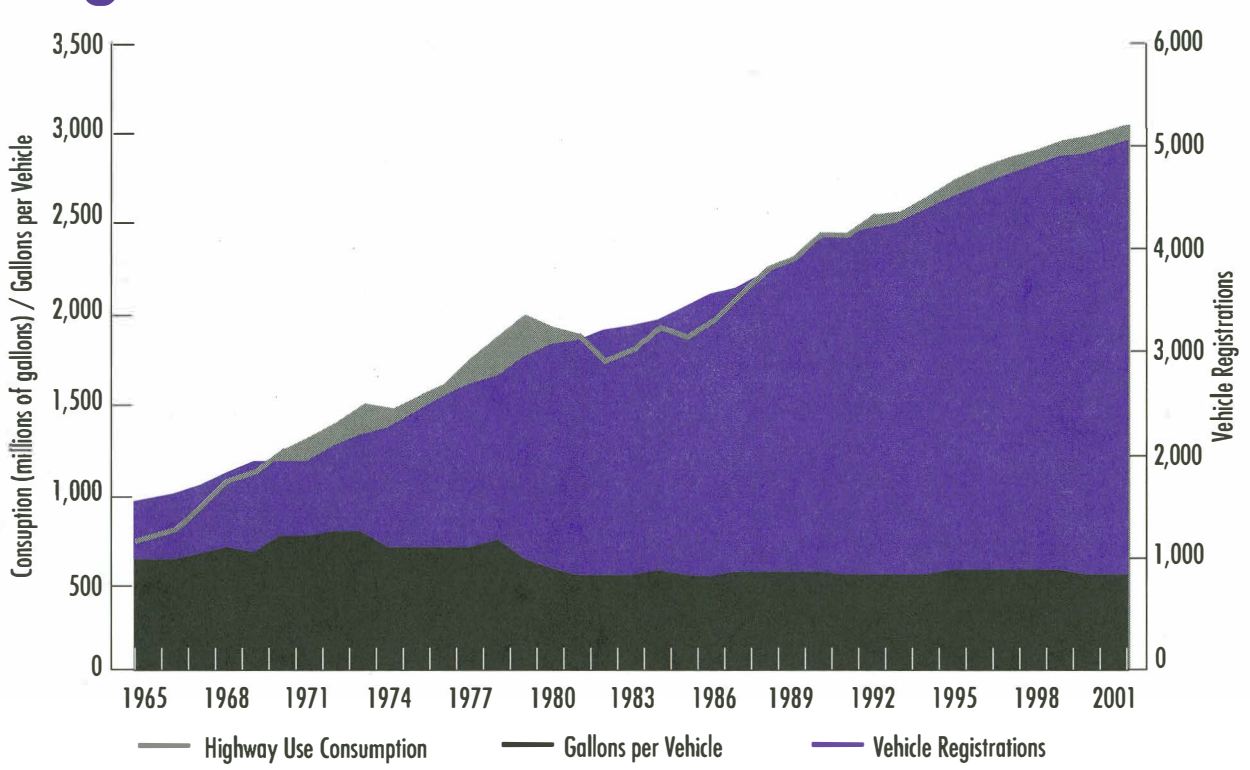
The chart clearly shows that VMT has been increasing at a faster rate than fuel consumption since the mid-1970s, and this trend is projected to continue into the next century. The difference between the growth rates implies that factors other than fuel consumption are driving the upward trend in VMT. (See next page, "Vehicle Registrations.")



Fuel Consumption vs. Vehicle Registrations

Another major factor driving the growth of VMT is the number of vehicles on the road. Increasing numbers of vehicle registrations have outpaced the annual growth of fuel consumption, although at a somewhat lesser rate than that of the increase in VMT. The declining consumption of gallons-per-vehicle suggests one answer for the slower growth of consumption–increased fuel efficiency since the mid-1970s.

Looking at the transportation system, we find that increasing numbers of cars are being driven more vehicle-miles on our roadways, requiring greater expenditures for highway improvements. Since our gasoline tax is levied by the gallon, the amount of revenues we need to maintain an adequate system will require regular increases in the tax rate–not only to account for inflation, but also to ensure that drivers of more efficient cars pay their fair share of the cost of roadways. At the same time, we continue to look for other ways to finance transportation improvements that are less dependent on the consumption of gasoline.



Motor Vehicle Excise Tax History

(Transportation Related)

1971 One-tenth percent Local Option MVET for transit to replace 50 percent of the 2.0 percent State MVET. Approved by the 1969 Legislature effective July 1, 1971.

1978 Temporary 0.2 percent MVET surtax for Ferry System Capital Construction. Approved by the 1977 Legislature effective August 1, 1978, until August 1, 2008.

1987 Two-tenths percent surtax for Ferry System Capital Construction made permanent.

1988 Temporary 0.1 percent surtax for Ferry System operations. Approved by the 1987 Legislature effective January 1988 through December 1989.

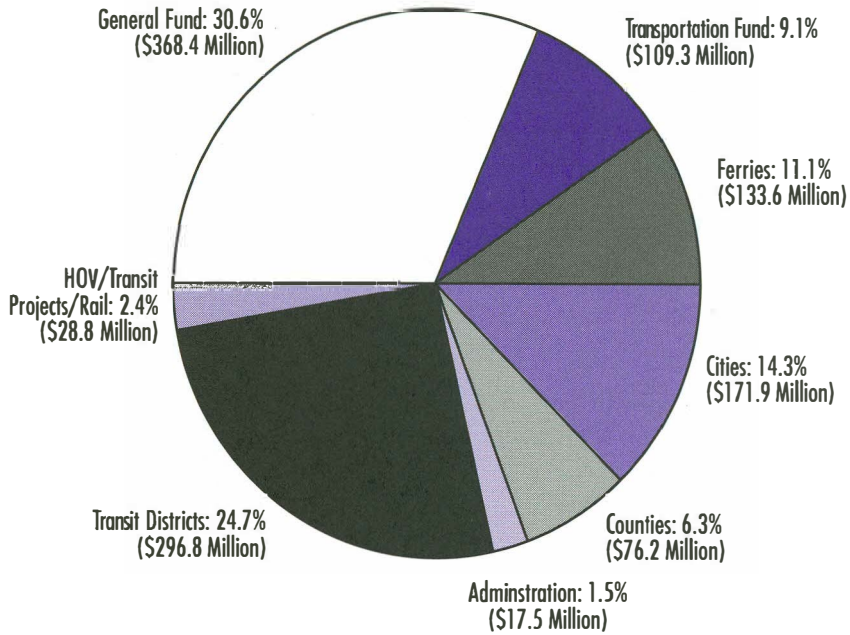
1989 Temporary 0.1 percent surtax for Ferry Systems operations was extended through December 1990.

1990 One-tenth percent surtax for Ferry System operations made permanent.
Two-tenths percent surtax for transportation purposes approved effective September 1990.
Five percent of the revenue from the base Two percent MVET tax to be transferred from the General Fund to the Transportation Fund. Effective July 1, 1995.

1993 Five percent General Fund transfer made effective July 1, 1995.

MVET Revenue Distribution

Less than half of the proceeds from the MVET are now used to meet transportation needs. The largest portion of the MVET pie goes to the State General Fund. Other non-transportation MVET funds serve the criminal justice programs of the cities and counties.

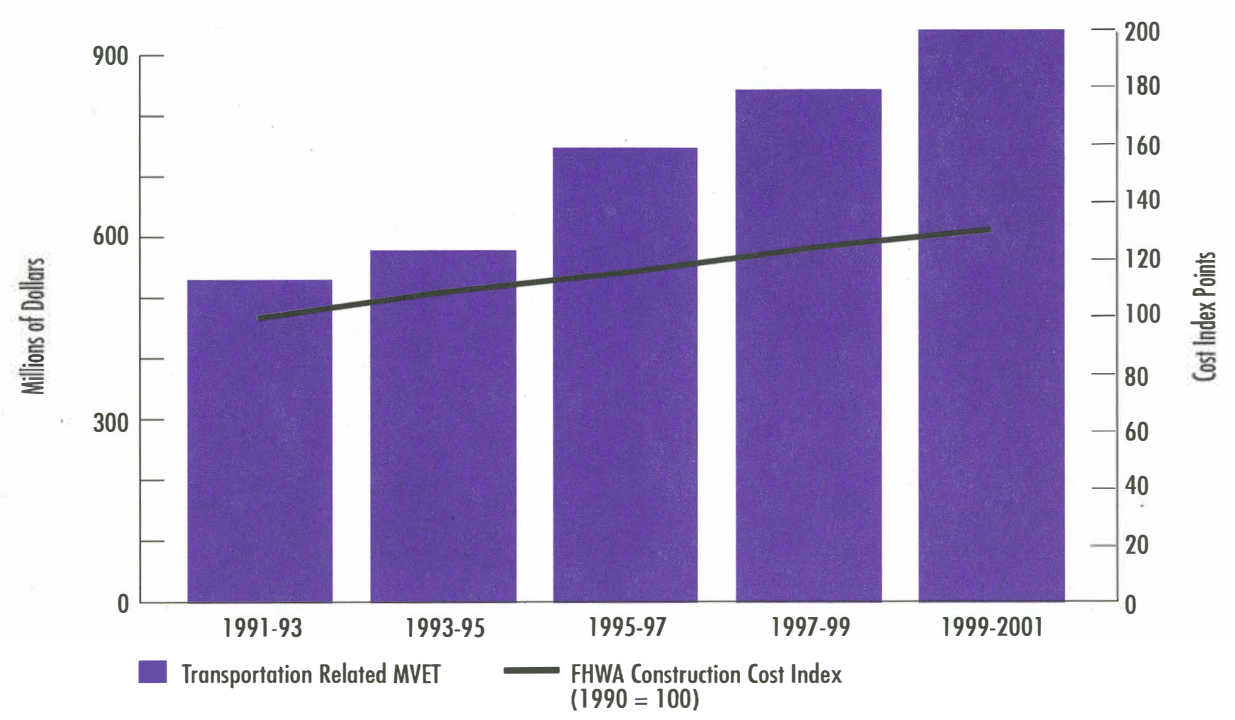


1993-95 Biennium
Total Revenue: $1.203 Billion

MVET Revenue vs. Construction Inflation

Unlike gasoline tax revenues, proceeds from the MVET are projected to keep pace with the rising cost of construction. However, this is small comfort, since a much lesser proportion of the MVET pays for transportation expenditures.

On the chart, note the leap in revenues starting with the 1995-97 biennium; this increase is dependent on the scheduled 5% transfer from the General Fund to the Transportation Fund. If the transfer is postponed again as it was in the last legislative session, MVET revenues will buy less in the succeeding biennia than they did in 1991-93.



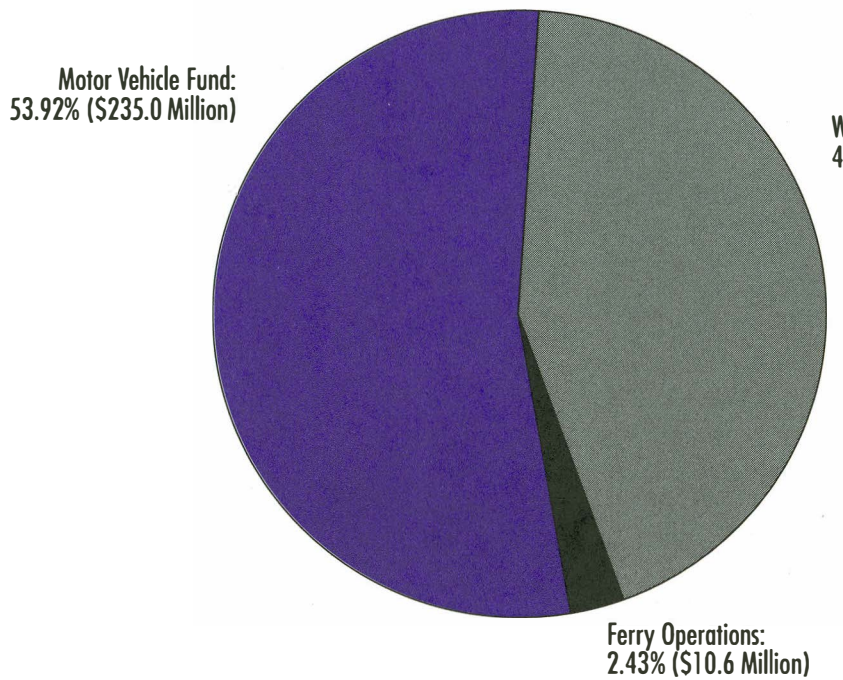
Motor Vehicle License Fee History

1919*	$10.00 Autos $20.00 For Hire $25.00 Stages $10.00 Trucks	Revenue to the Motor Vehicle Fund (MVF)
1931	$3.00 Motor Vehicles	Revenue to MVF
1949	$5.00	Revenue to MVF
1957	$6.50	$3.00 to MVF and $3.50 to the State Patrol Highway Account
1961	$6.90	$3.40 to MVF and $3.50 to the State Patrol Highway Account
1965	$8.00	$3.40 to MVF and $4.60 to the State Patrol Highway Account
1969	$8.00	$2.00 to MVF and $6.00 to the State Patrol Highway Account
1971	$8.00	Revenue to MVF
1975	$13.40 New $9.40 Renewal	Revenue to MVF
1981	$13.40 New $9.40 Renewal	$7.40 of new and $3.40 of renewals is distributed 72.7 percent to MVF and 27.3 percent to the Puget Sound Ferry Operations Account. $6.00 to the State Patrol Highway Account.
1982	$23.00 New $19.00 Renewal	$15.60 to the State Patrol Highway Account. $7.40 of new and $3.40 of renewals is distributed 72.7 percent to MVF and 27.3 percent to the Puget Sound Ferry Operations Account.
1989	$27.75 New $23.75 Renewal	$20.35 to the State Patrol Highway Account. $7.40 of new and $3.40 of renewals is distributed 72.7 percent to MVF and 27.3 percent to the Puget Sound Ferry Operations Account.

* Note: From 1915-1919, the vehicle license fee was combined with additional fees based on seating capacity and rated carrying capacity.

Distribution of Revenues from Motor Vehicle Licenses, Permits and Fees

Licenses, permits and fees are often jointly referred to as LPF. Together they are the third major source of transportation funds after motor fuel taxes and the MVET. Over half of LPF goes to the Motor Vehicle Fund.



1993-95 Distribution of Revenues
Total Revenue: $435.8 Million

Local Option Transportation Taxes

For City Streets and County Roads

Tax: Motor Vehicle and Special Fuel Tax
Amount: Ten percent of the State Gas Tax.
Purpose: Highway purposes as defined by the 18th Amendment including the construction, maintenance, and operation of city streets, county roads, and state highways; policing of local roads; county ferries; and related activities.
Jurisdiction: County with voter approval.
Authorized RCW 82.80.010, Chapter 42 Laws of 1990.

Tax: Vehicle License Fee
Amount: Not to exceed $15 per vehicle.
Purpose: For general transportation purposes including 18th Amendment "highway purposes;" public transportation; high capacity transportation; and other transportation-related activities.
Jurisdiction: County.
Authorized: RCW 82.80.020, Chapter 42 Laws of 1990.

Tax: Commercial Parking Tax
Amount: No rate set. Fee can be charged to commercial business owner or customer.
Purpose: For general transportation purposes including 18th Amendment "highway purposes;" public transportation; high capacity transportation; and other transportation-related activities.
Jurisdiction: County (only the unincorporated area) or city (incorporated area).
Authorized: RCW 82.80.030, Chapter 42 Laws of 1990 Sec. 208.

Tax: Street Utility Tax
Amount: Not to exceed $2.00 per month per full-time equivalent employee of a business or $2.00 per month per housing unit for residential property.
Purpose: For city street utilities including street lighting, traffic control devices, sidewalks, curbs, gutters, parking facilities, and drainage facilities.
Jurisdiction: City or town.
Authorized: RCW 82.80.050, Chapter 42 Laws of 1990 Sec. 210.

Tax: Motor Vehicle Fuel and Special Fuel Tax
Amount: In increments of 0.1¢ to a maximum of 1.0¢.
Purpose: Highway purposes as defined by the 18th Amendment including the construction, maintenance, and operation of city streets, county roads, and state highways; policing of local roads; county ferries; and related activities.
Jurisdiction: Cities and towns within ten miles of an international border crossing and Transportation Benefit Districts with an international border crossing within their boundary.
Authorized: RCW 82.47.020.

Local Option Transportation Taxes

For HOVs and High Capacity Transportation

Tax: HOV Employer Tax
Amount: Up to $2.00 per employee per month measured by the number of full-time equivalent employees.
Purpose: For High Occupancy Vehicle (HOV) lane development, mitigation of environmental impacts of HOV development, support of employer programs to reduce single occupant commuting and commuter rail programs.
Jurisdiction: King, Pierce, and Snohomish Counties with voter approval.
Authorized: RCW 81.100.030, Chapter 43 Laws of 1990 Sec. 14.

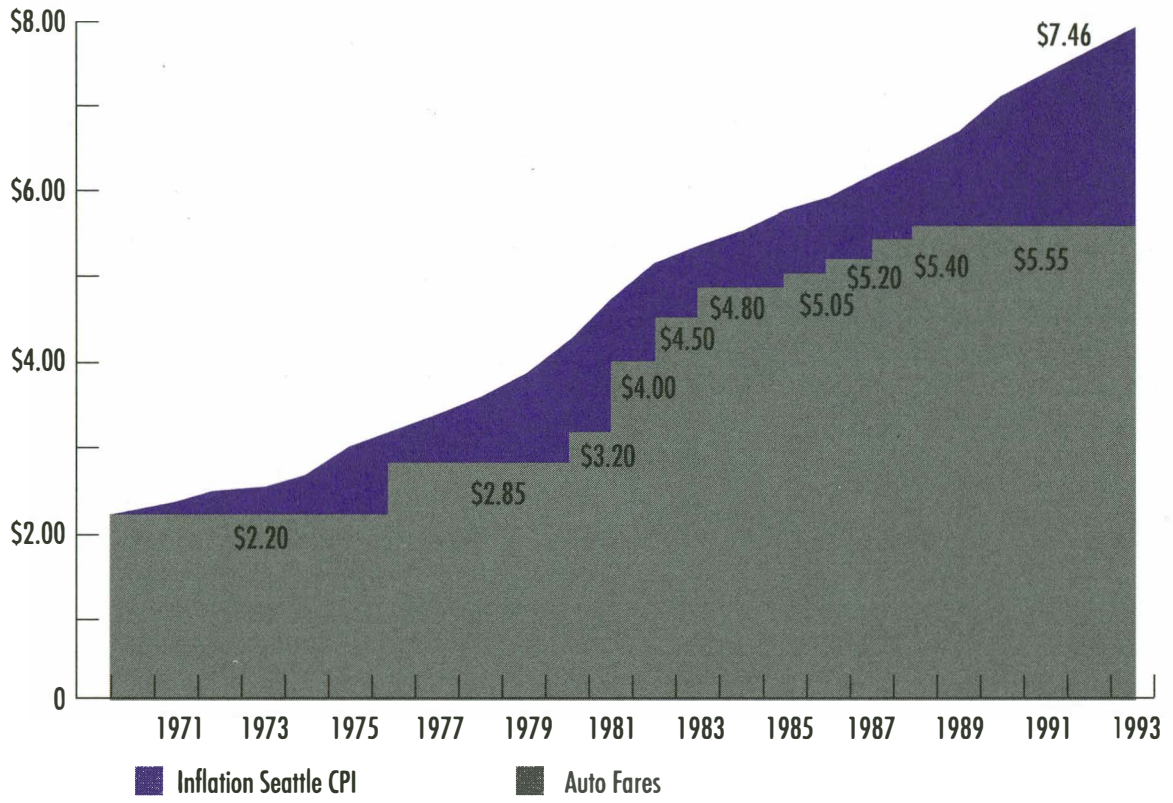
Tax: Excise Tax
Amount: Up to 15 percent of the State Motor Vehicle Excise Tax base rate (2.0 percent) — if both 15 percent MVET and employer tax are imposed, total cannot exceed amount that would be generated by 15 percent local MVET.
Purpose: For High Occupancy Vehicle (HOV) lane development, mitigation of environmental impacts of HOV development, support of employer programs to reduce single occupant commuting, and commuter rail programs.
Jurisdiction: King, Pierce, and Snohomish Counties with voter approval.
Authorized: RCW 81.100.060, Chapter 43 Laws of 1990 Sec. 17.

Tax: HCT Employer Tax
Amount: Up to $2.00 per employee per month measured by the number of full-time equivalent employees (Not allowed if HOV employer tax in effect).
Purpose: For planning, constructing, and operating high capacity transportation (HCT), commuter rail, and feeder transportation systems.
Jurisdiction: Authorized for transit agencies in King, Pierce, Snohomish, Thurston, Clark, and Spokane Counties with voter approval.
Authorized: RCW 81.104.150, Chapter 43 Laws of 1990 Sec. 41.

Tax: Motor Vehicle Excise Tax
Amount: Up to .8 percent of the vehicle value (MVET revenue for HOV and HCT cannot exceed amount generated by .8 percent MVET).
Purpose: For planning, constructing, and operating high capacity transportation (HCT), commuter rail, and feeder transportation systems.
Jurisdiction: Authorized for transit agencies in King, Pierce, Snohomish, Thurston, Clark, and Spokane Counties with voter approval.
Authorized: RCW 81.104.160, Chapter 43 Laws of 1990 Sec. 42.

Ferry Auto Fares vs. Inflation

Ferry fares vary significantly for different routes and seasons. The charges shown are those for cross-Sound routes frequently used by commuters. Recent hearings have resulted in a proposal to raise fares on these routes to $5.90 per vehicle. Had the fares been raised consistently to meet inflation since 1970, the charges would be much higher.



Federal Highway-Users Fees

Motor Fuels

Fuel Type	Distribution of Tax					
	Highway Trust Fund				General Fund For:	
	Tax Rate (Per Gallon)	Highway Account	Mass Transit Account	Leaking Underground Storage Tank Trust Fund	Deficit Reduction	Not Specified
Gasoline*	18.4¢	10.0¢	1.5¢	0.1¢	6.8¢	0.0¢
Diesel Fuel*	24.4¢	16.0¢	1.5¢	0.1¢	6.8¢	0.0¢
Liquefied Petroleum Gas*	18.3¢	10.0¢	1.5¢	0.0¢	6.8¢	0.0¢
Compressed Natural Gas	4.3¢	0.0¢	0.0¢	0.0¢	4.3¢	0.0¢
Ten percent Gasohol made with:						
Ethanol*	13.0¢	4.0¢	1.5¢	0.1¢	6.8¢	0.0¢
Methanol*	12.4¢	4.0¢	1.5¢	0.1¢	6.8¢	0.0¢

* Under existing federal law, 2.5¢ of the 6.8¢ General Fund Deficit Reduction tax reverts to the Highway Trust Fund on October 1, 1995. Of the 2.5¢, 2.0¢ will be deposited in the Highway Account and 0.5¢ in the Mass Transit Account.

Tires

Weight	Tax Rate
0-40 lbs	$0.00
41-70 lbs	$0.15 per lb over 40 lbs
71-90 lbs	$4.50 + $0.30 per lb over 70 lbs
Over 90 lbs	$10.50 + $0.50 per lb over 90 lbs

Truck and Trailer Sales

Twelve percent of retailer's sales price for all tractors and trucks over 33,000 lbs gvw (gross vehicle weight) and trailers over 26,000 lbs gvw.

Heavy Vehicle Use (annual tax)

Trucks 55,000-75,000 lbs gvw: $100 plus $22 for each 1,000 lbs (or fraction thereof) over 55,000 lbs.
Trucks over 75,000 lbs gvw: $550

Intermodal Surface Transportation Efficiency Act of 1991

Title 1 - Highway Programs

The federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) provides authorizations for federal aid to highway and transit programs for the six-year period from October 1, 1991 through September 30, 1997 (federal fiscal years 1992 through 1997). While ISTEA consists of eight separate titles, the provisions governing federal assistance for highways and transit are covered in Title I and Title III, respectively. The dollar amounts referenced below in the tables pertaining to ISTEA funding cover total federal authorizations for the six-year period covered by the Act.

National Highway System (NHS)

A system of 155,000 (plus or minus 15%) miles of major roads in the United States including the Interstate System, the defense strategic highway network and strategic highway connectors, and some urban and rural principal arterials.

Proposals to extend the NHS to a National Transportation System (NTS) are under consideration by FHWA and Congressional committees.

Interstate

Although the Interstate System is a part of the NHS, certain activities related to the system will retain separate funding. These are: Interstate Completion—a total of $7.2 billion will be apportioned to complete the Interstate System over the first four years of the Act; Interstate Substitute Highway Projects—$960 million over the first four years; and Interstate Maintenance—$17 billion over the full six-year period.

Surface Transportation Program (STP)

A block grant type program that may be used for a wide variety of transportation projects, both highway and transit, on any roads that are not classified as local or rural minor collectors.

Surface Transportation Program Apportionment Adjustment Programs

These are programs approved as a part of ISTEA that were enacted to achieve equity among states in highway federal-aid levels.

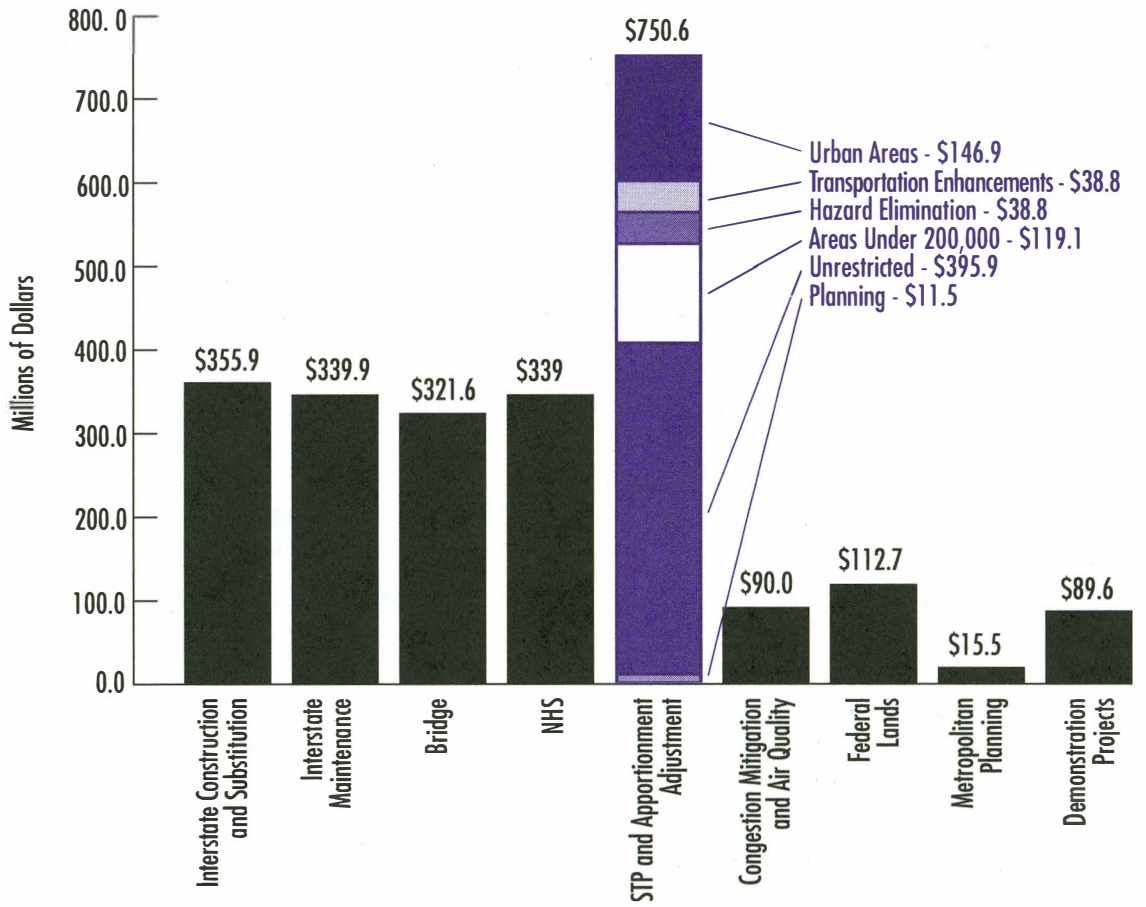
Congestion Mitigation and Air Quality Improvement Program

A program established to provide funds to ozone and carbon monoxide non-attainment areas as designated under the Clean Air Act. Funds may be used for a variety of programs which will improve air quality.

Bridge Replacement and Rehabilitation

This program provides funds to states for the replacement or rehabilitation of deficient bridges (bridges which are unsafe because of structural deficiencies, physical deterioration, or functional obsolescence).

Title I: 1992-97 FFY Apportionment to Washington State

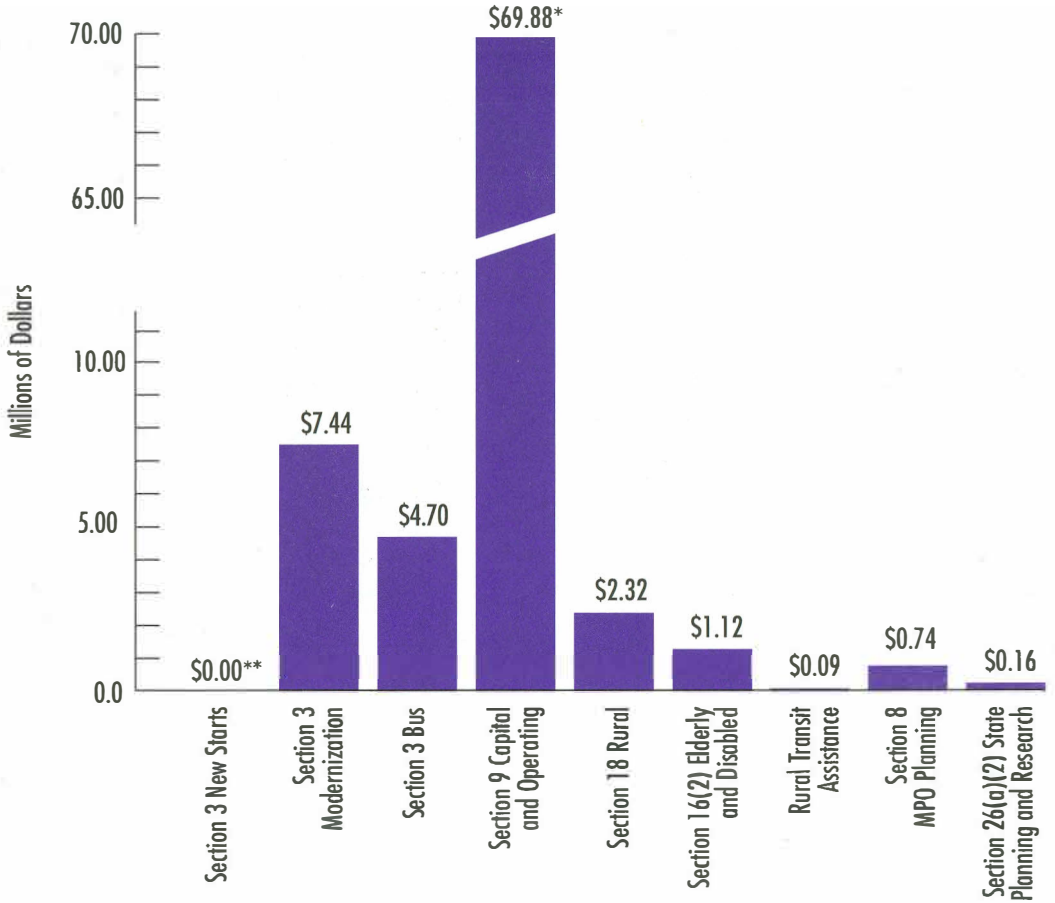


Title III - Transportation

Title III - Transit

The transit formulas and discretionary programs have not been significantly changed by the ISTEA.

Title III: Transit Program Allocations for Washington State - FFY 1994

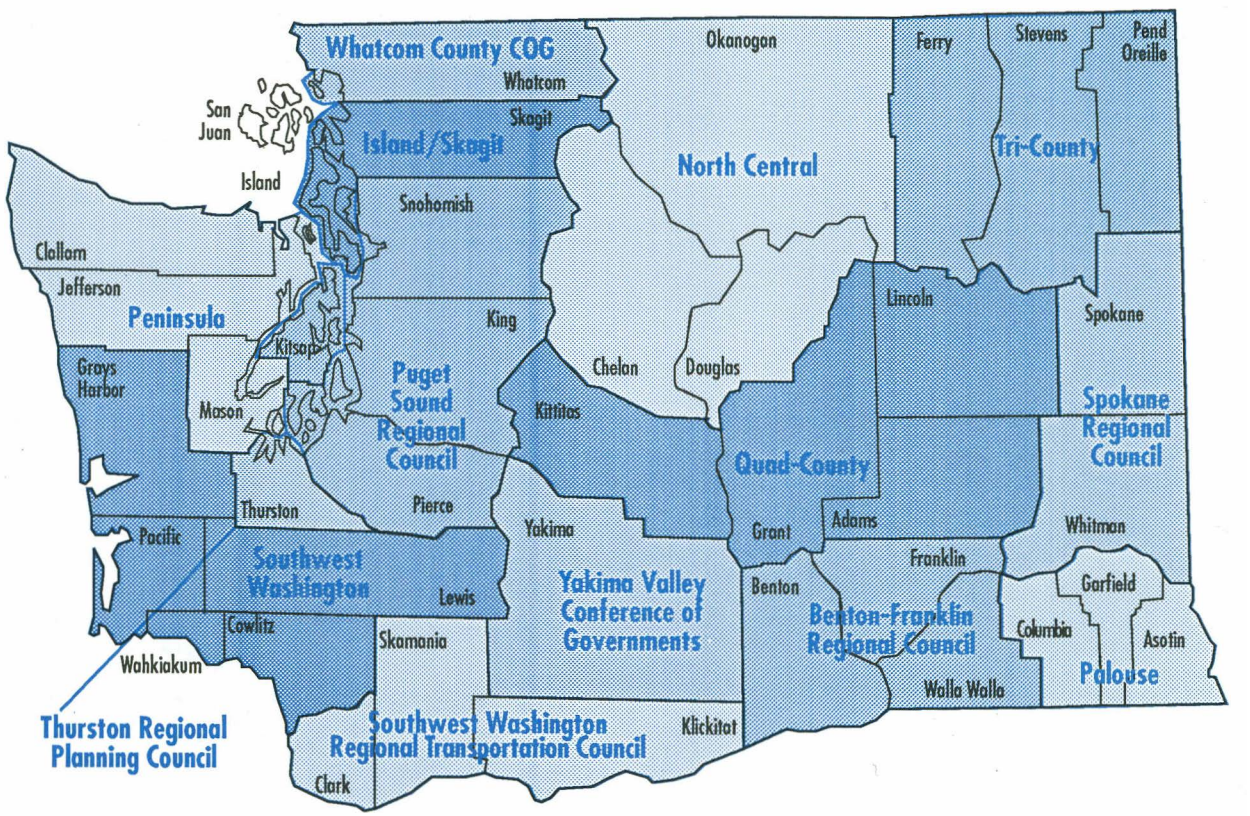


* Includes all Portland, OR/Vancouver, WA Allocations.

** All Discretionary - no estimate available.

Regional Transportation Planning Organizations (RTPOs)

The RTPOs are agencies responsible for transportation planning and growth management compliance within their jurisdictions, which range in size from one to five counties. RTPOs are required to develop and adopt regional transportation plans. They also must certify that the transportation elements of local comprehensive plans within their jurisdictions are in compliance with the Growth Management Act and in conformance to statewide transportation plans. SHB 1928 requires that RTPOs prepare transportation strategies and develop six-year regional transportation programs in cooperation with WSDOT, local governments and public transportation service providers. Most RTPOs receive no funds directly from the federal government, as do the Metropolitan Planning Organizations (MPOs), which are also distinguished from RTPOs by their confinement to urban areas.



* Kitsap County is in both Peninsula and Puget Sound Regional Council

Use of Modes

(Calendar Years 1991-92)	CY 1992	CY 1991	Percent Change
Public Transit (Millions of Passenger Trips)			
Metro Transit	81.9	78.7	4.1
Twenty-One Other Authorities	45.3	43.6	3.9
Ferries (Millions)			
Passengers (Excluding Drivers)	13.2	12.8	2.8
Vehicles (Including Drivers)	10.0	9.7	3.8
Highway Miles Traveled (Billions)	48.1	46.7	3.0
Major Airports (Millions of Passengers)			
Seattle-Tacoma	18.0	16.3	10.4
Spokane	1.9	1.6	18.8
Amtrak Passenger Rail (Thousands)			
Washington State—On and Off	621.6	621.4	0.0
Freight Rail			
Private Carriers	1	1	na
Common Carriers	12	10	na
Rail Miles in Operation	3,112	3,287	-5.3

Total Centerline Miles Streets, Roads, and Highways

Approximate 1992 mileage in Washington	Paved	Unpaved	Total
State Highways			
Interstate	764		764
Rural	5,469	8	5,477
Urban	772		772
State Total	7,005	8	7,013
County Roads			
Rural			35,237
Urban			1,846
Urban Local Streets			4,184
County Total	22,937	18,330	41,267
City Streets			
Rural			2,179
Urban			2,688
Urban Local Streets			7,195
City Total	11,214	848	12,062
Other State Roads	Unknown	Unknown	11,872
Other Federal Roads	Unknown	Unknown	6,198
Total Statewide Miles			79,413

Vehicle/Driver Statistics FY 94

(Based on November 1993 Forecast and OFM Data)

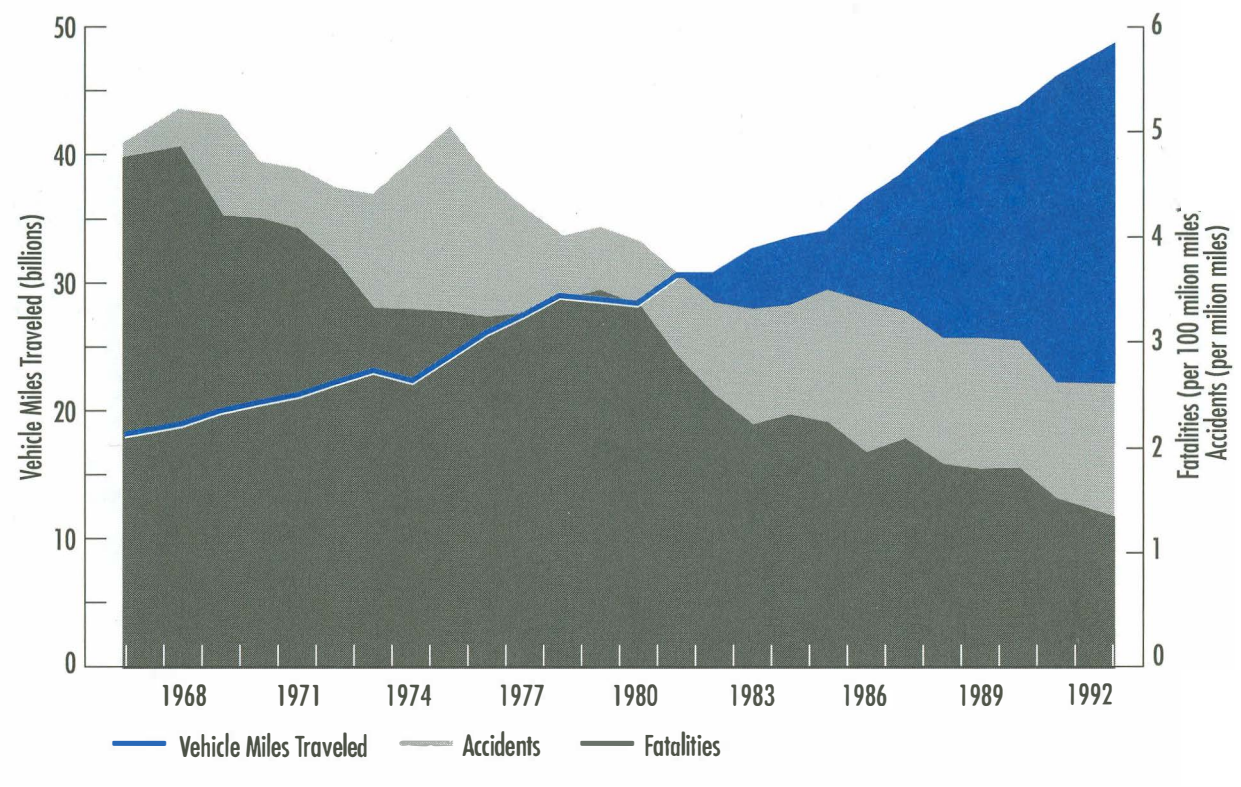
Registered Vehicles	1994
Autos	3,117,027
Motor Homes	65,823
Motorcycles	95,000
Mopeds	12,000
For Hire	550
Truck/Tractor Truck	1,245,015
Other	1,400
Total Motorized	**4,536,815**
Trailer/Semi-trailer	531,944
Campers	46,484
Total Registered Highway Vehicles	5,001,209

Vehicle Operations (Average Annual, All Types)	1994
Person Per Motorized Vehicle	1.205
Gallons Consumed Per Vehicle	624
Miles Per Gallon	18.10
Miles Traveled (Billions)	50.030
Miles Per Vehicle	11,298

1992 Population/Drivers	
State Population	5,240,900
Driver Age Population (16 Years and Over)	3,983,341
Drivers Licenses in Force	3,597,438

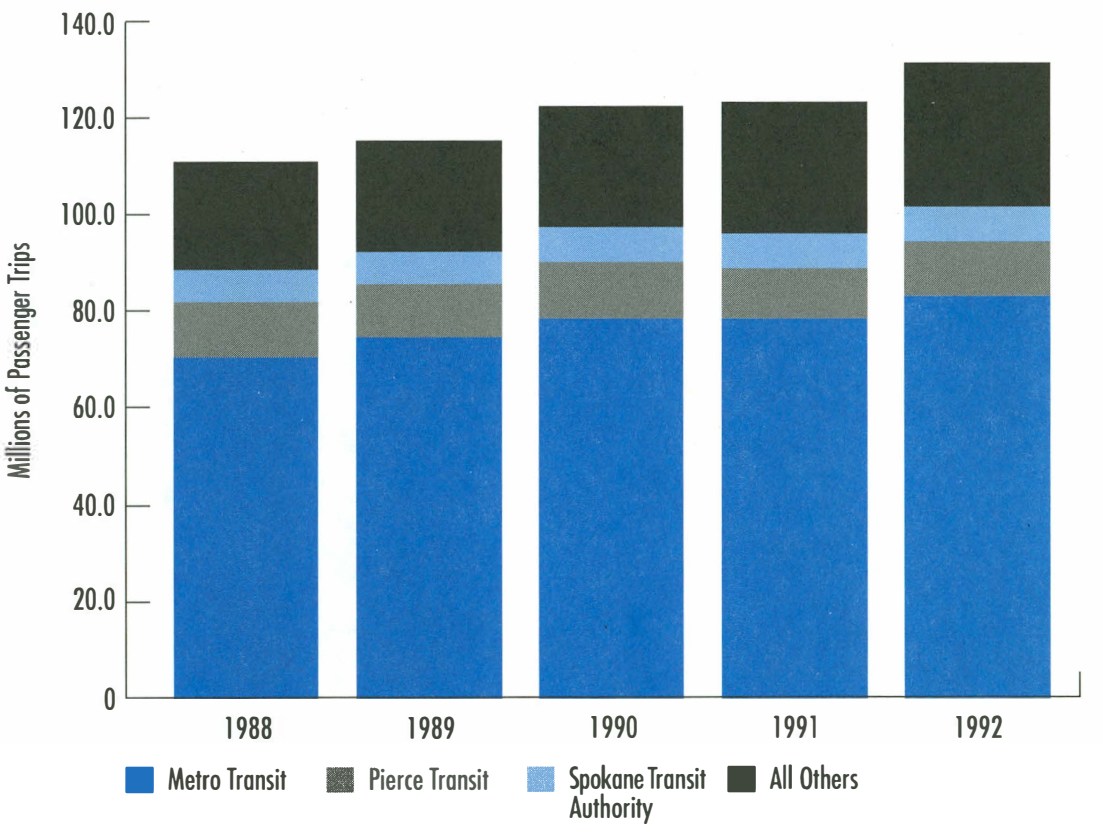
Roadway Safety

Thanks to improvements in roadway design and construction, lower speed limits in urban areas, improved automobile safety features, and vigorous enforcement of drunk driving laws, roads across the state are safer than ever before. Over the last quarter-century, accidents have decreased by 48% and fatalities have dropped by 72%.



Public Transit Ridership

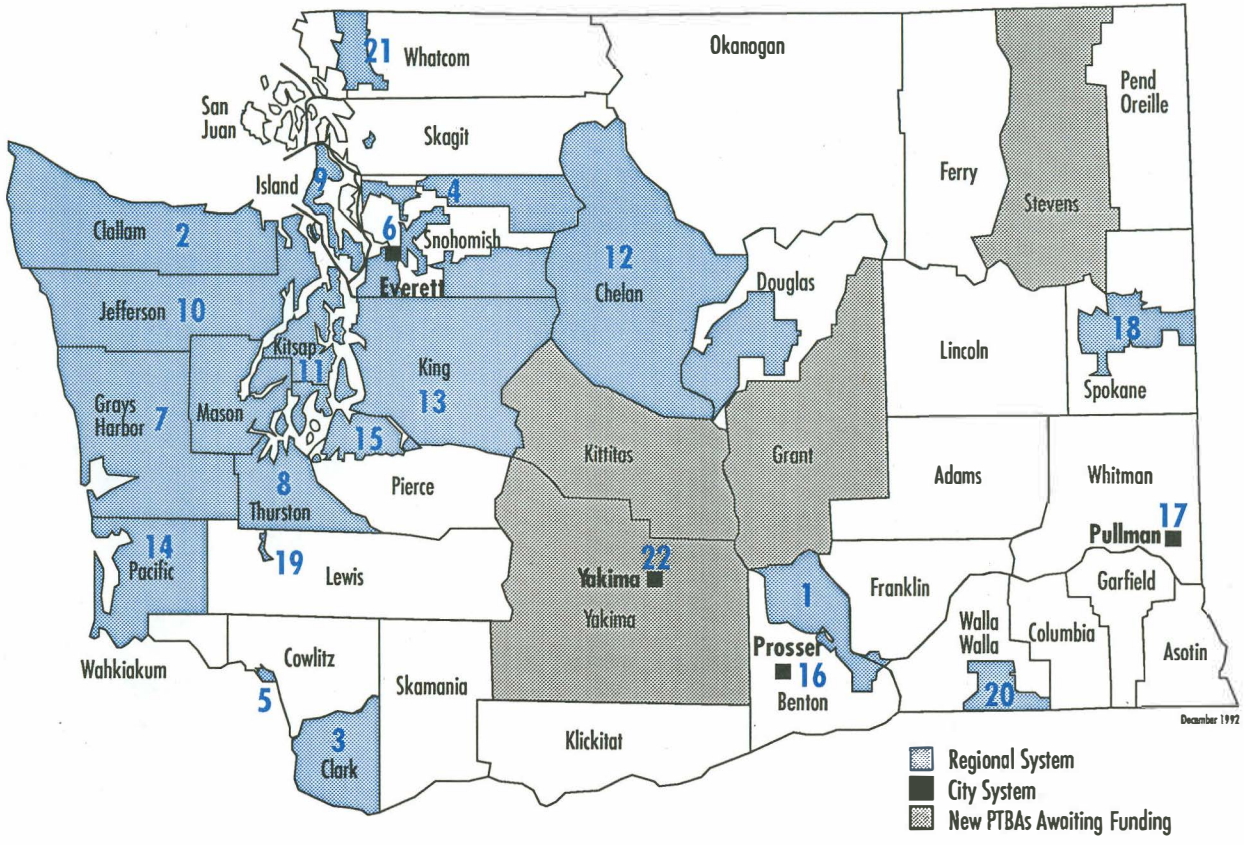
Twenty-four public transit agencies in Washington provide fixed-route and demand-response service; the chart indicates the combined passenger-trips for both types of service. Most of last year's 129 million passenger-trips were provided by Metro Transit in King County. Metro's ridership increased by an average of 3.2% per year from 1989 through 1992. On the Spokane Transit Authority's system, the third busiest in the state, ridership grew by an annual average of 3.3% over the same four-year period. In all but the three largest agencies, increases in transit ridership have averaged over 9% per year.



Transit System Taxes

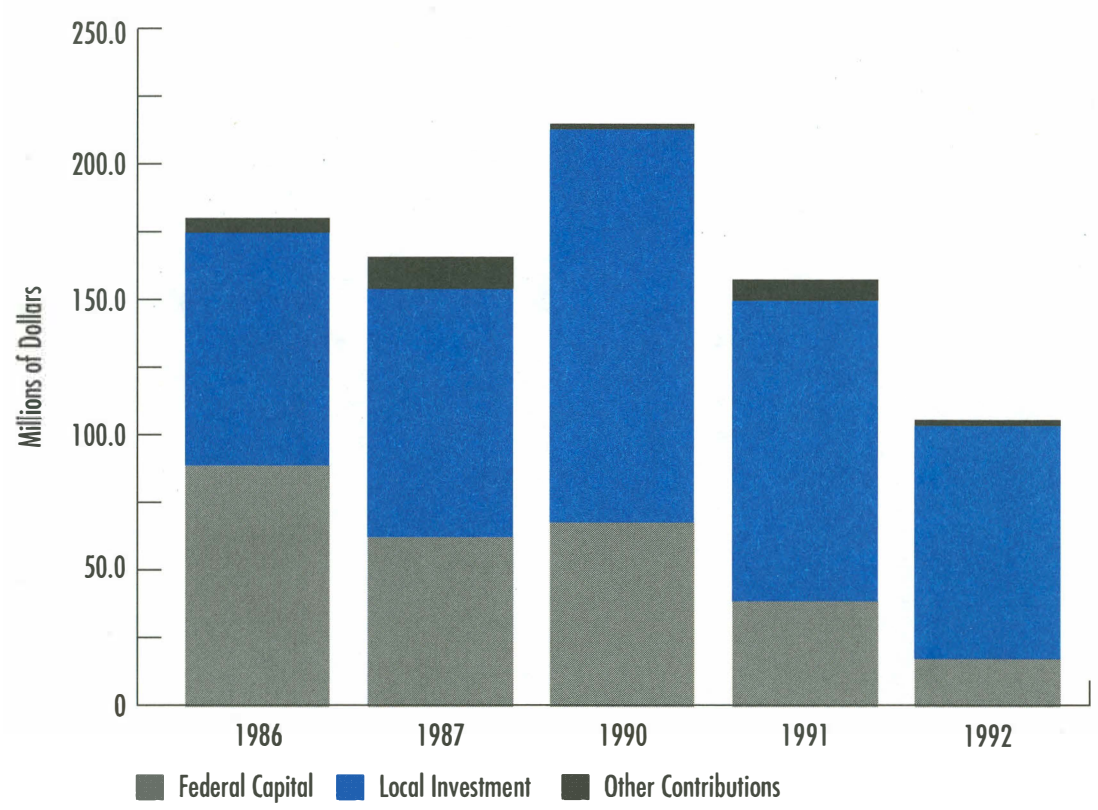
System		Authority	Sales Tax Rate
1	Ben Franklin	PTBA	0.3
2	Clallam	PTBA	0.3
3	C-TRAN	PTBA	0.3
4	Community	PTBA	0.6
5	CUBS	PTBA	0.1
6	Everett	City	0.3
7	Grays Harbor	CTA	0.3
8	Intercity	PTBA	0.3
9	Island	PTBA	0.3
10	Jefferson	PTBA	0.3
11	Kitsap	PTBA	0.3
12	Link	PTBA	0.4
13	Metro	MMC	0.6
14	Pacific	PTBA	0.3
15	Pierce	PTBA	0.3
16	Prosser	City	*
17	Pullman	City	*
18	Spokane	PTBA	0.3
19	Twin	PTBA	0.1
20	Valley	PTBA	0.3
21	Whatcom	PTBA	0.3
22	Yakima	City	0.3
23	Skagit	PTBA	0.2
24	Mason	PTBA	0.2

* Pullman Transit and Prosser Rural Transit are financed by utility taxes rather than sales tax.



Public Transit Capital Investment

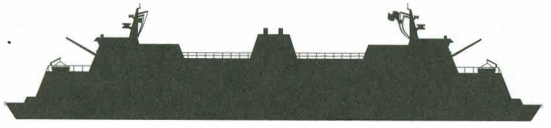
Since 1988, local investment has overtaken federal investment as the primary source of new transit capital. Federal capital funds have declined by nearly 80% since 1987, including an annual reduction of 43% in 1991 and 1992.



Ferry Fleet

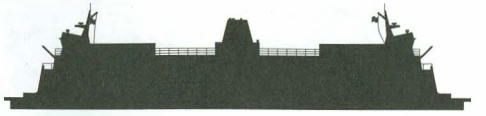
Jumbo Class — 2 vessels
Spokane and Walla Walla
206 autos / 2,000 passengers

Super Class — 4 vessels
Hyak, Kaleetan, Yakima, Elwha
160 autos / 2,500 passengers



Issaquah Class — 6 vessels
Issaquah, Kittitas, Kitsap, Cathlamet, Chelan, Sealth
100 - 130 autos / 1,200 passengers

Evergreen Class — 3 vessels
Evergreen State, Klahowya, Tillikum
100 autos / 1,000 - 1,140 passengers



Steel Electric Class — 4 vessels
Quinalt, Illahee, Nisqually, Klickitat
75 autos / 665 - 800 passengers / refurbished

Passenger-Only — 3 vessels
Tyee (Acquired 9/86)
329 passengers
Kalama and Skagit (Acquired 9/89)
250 passengers

Others — 3 vessels
Rhododendron
65 autos / 546 passengers

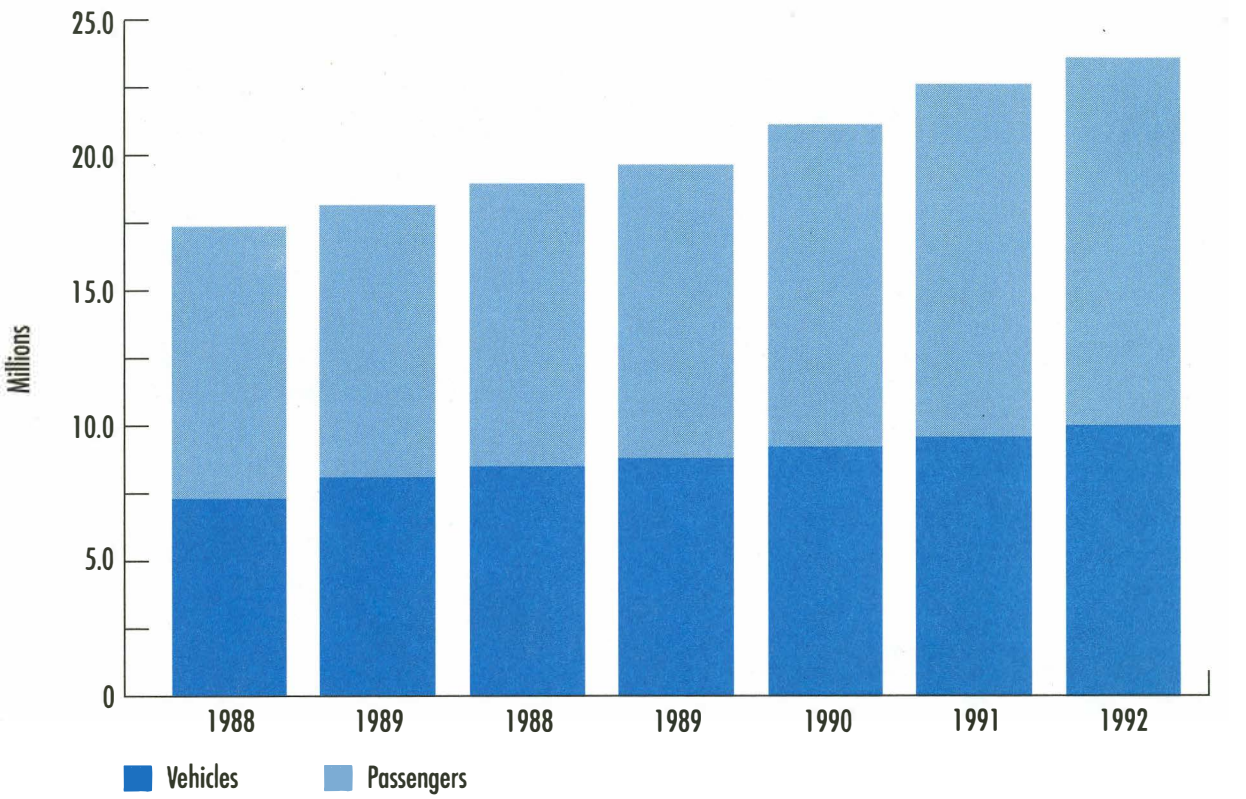
Olympic
55 autos / 605 passengers

Hiyu
40 autos / 200 passengers

Ferry Traffic

Washington State Ferries–the Marine Division of WSDOT–operates the largest ferry fleet in the United States. Twenty-five ferries cross Puget Sound and its inland waterways, carrying over 23 million passengers to 20 different ports-of-call. From Tacoma to Sidney, B.C., the system serves as a marine highway for commercial users, tourists and daily commuters alike.

Since 1983, the number of vehicles embarking the ferry system–each vehicle equalling a vehicle plus its driver–has increased at an annual average of 5%. Meanwhile, the number of other ferry passengers has grown by 3% per year.



WSDOT Budget

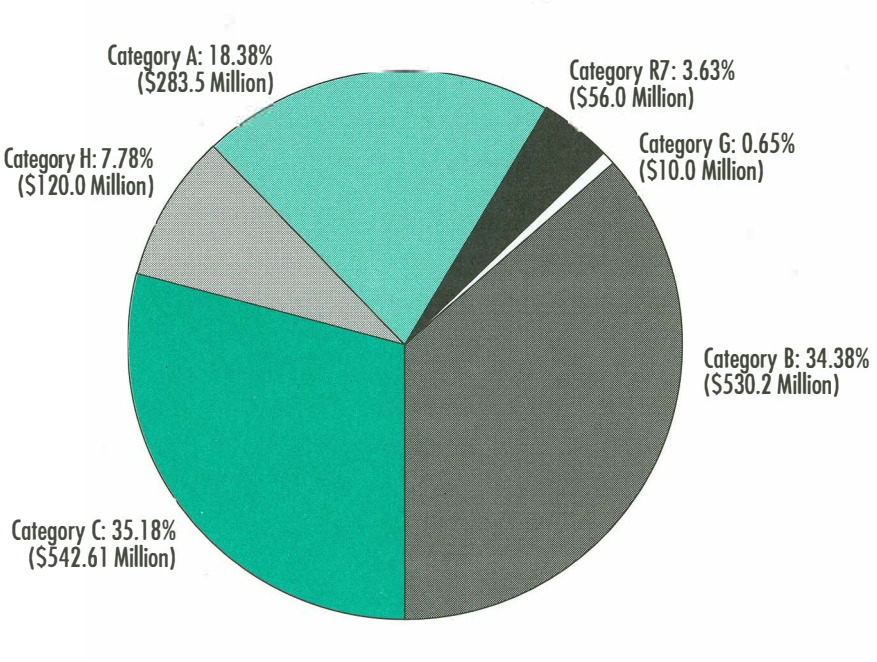
Division/Program ($ in Millions)	1993-95 Budget
Program Development Division	
A Non-Interstate Highway Preservation	$283.5
B Interstate	530.2
C Non-Interstate Capacity Improvements	542.6
G Community Economic Revitalization	10.0
H Non-Interstate Bridges	120.0
R7 Reimbursable Projects	56.0
Total Program Development	$1,542.3
Operations Division	
M Highway Maintenance and Operations	$242.8
D Highway Management and Facilities	72.2
Total Operations	$315.0
Marine Division	
X Marine Maintenance and Operations	$237.6
W Marine Construction	229.1
Total Marine Division	$466.7
Aeronautics Division	
F Aeronautics	$5.9
Transit, Research, and Intermodal Planning	
T Transit, Research, and Intermodal Planning	$127.1

Division/Program ($ in Millions)	1993-95 Budget
Finance and Budget Management Division	
S Transportation Management	$55.6
R Sales and Services to Others	10.7
U Charges from Other Agencies	32.1
Total Finance and Budget Management	$98.4
Local Programs Division	
Z Local Programs	$199.4
Total WSDOT Budget	**$2,754.8**
Nonappropriated	
E Transportation Equipment Fund (TEF)	$140.3

WSDOT Budget

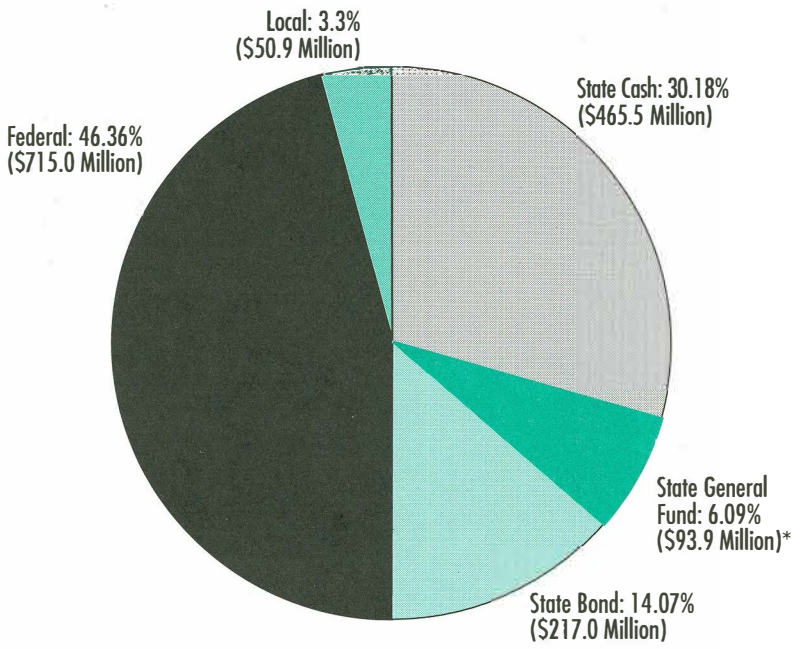
1993-95 Highway Construction

Appropriations by Program



Total: $1,542.3 Million

Revenues by Source

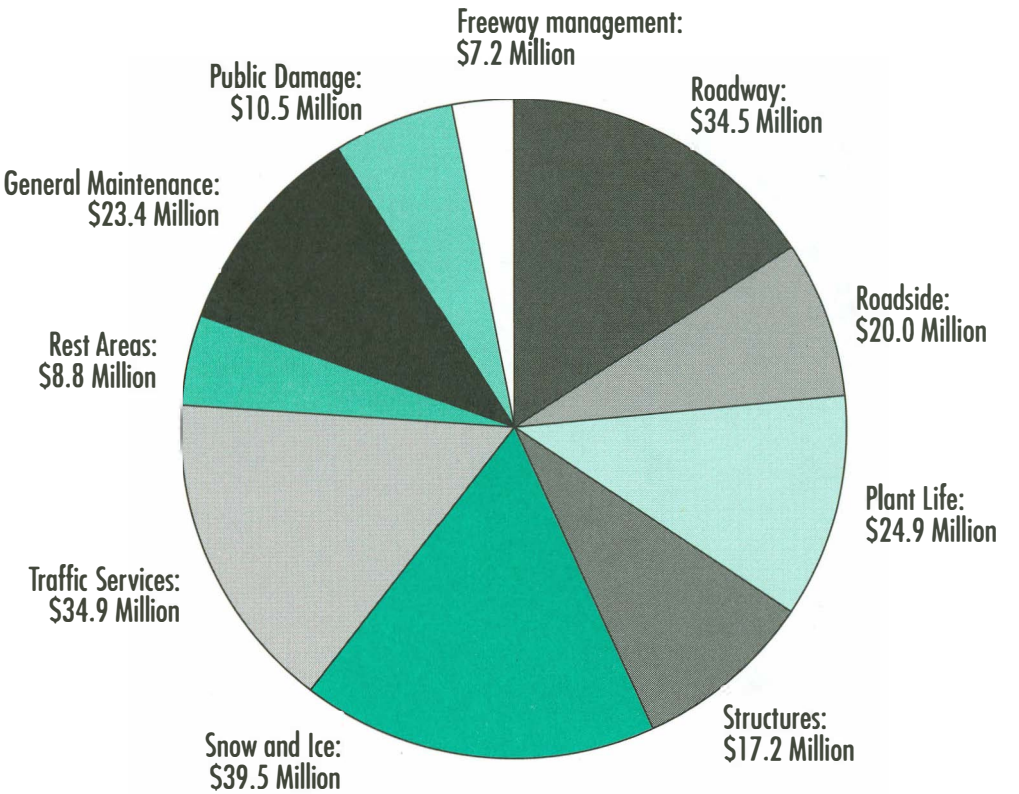


Total: $1,542.3 Million

* Recovery of the transportation funding diverted to the General Fund in 1993.

WSDOT Budget

1993-95 Highway Maintenance

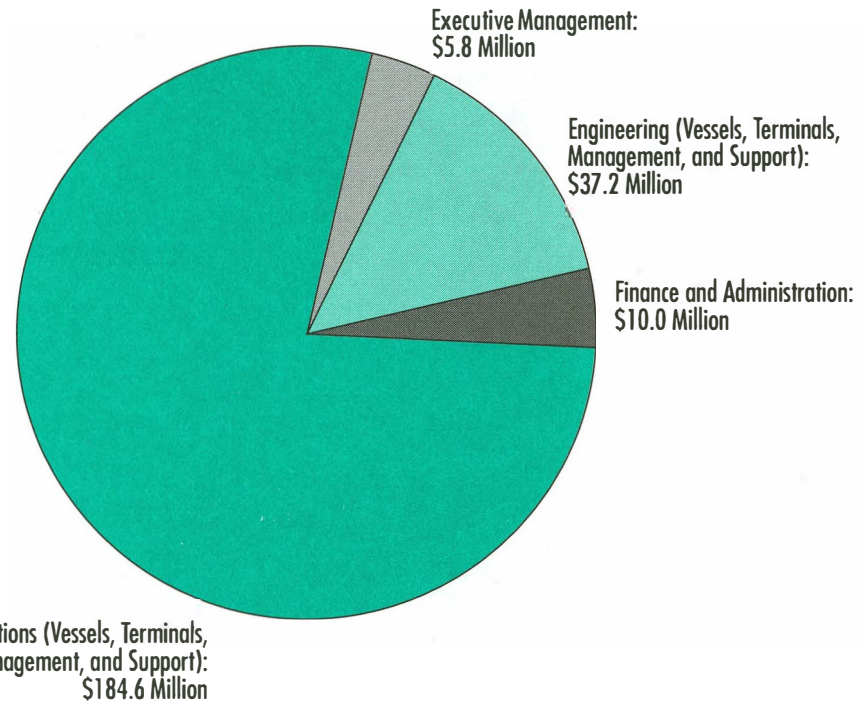


Total: $220.9 Million

WSDOT Budget

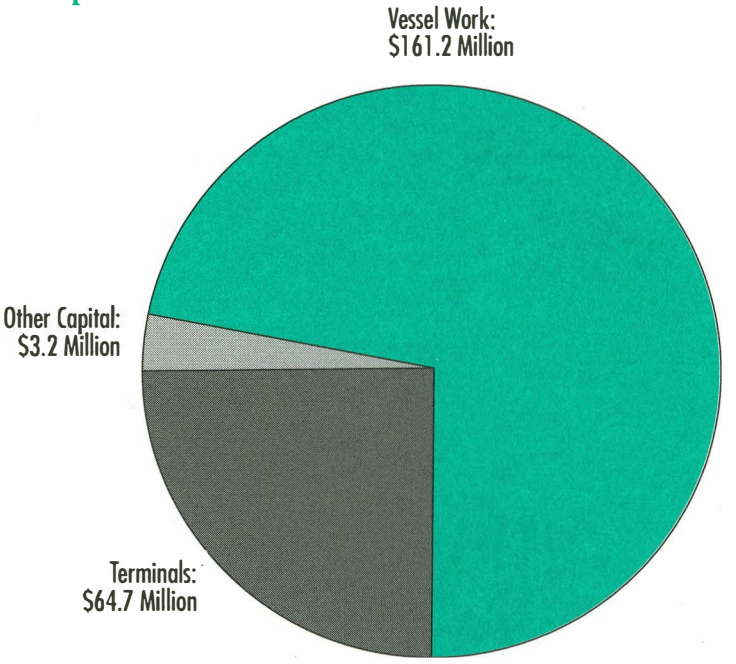
1993-95 Marine Expenditures

Operations



Total: $237.6 Million

Capital



Total: $229.1 Million

So What?

What makes planning and investment for transportation necessary?

- Modern-day commerce demands high-quality transportation facilities. State and regional economic development cannot proceed without them.
- Transportation investment permits personal mobility and the movement of goods and services.
- An extensive, effective and efficient transportation system makes our state attractive to new commercial investment.
- The need for new transportation investments is interdependent with such factors as population, household configuration, and private-sector commercial activity. The State can nurture and guide development by planning and investing for future transportation needs.
- Early planning and investment can ensure that transportation needs are met before safety and mobility are compromised.
- The intermodal transportation network of the future requires a comprehensive planning effort to integrate the various transportation modes.
- Increasingly complex state and federal regulations require greater expenditures and better coordination among transportation planning agencies statewide.

How are Washington's transportation needs different from those of other states?

- Washington's topographical features create unusual challenges for our transportation system. We have responded to these demands by creating unique structures–like floating bridges–and unique organizations, like the Washington State Ferries.
- Washington has at least two distinct regions, divided by the Cascade range. Both Eastern and Western Washington have critical transportation needs which require State action.

Examples of the specific short-term benefits of transportation investment in Washington State:

- Approximately 35,000 jobs in the state economy are supported by the WSDOT budget.
- About $100 million in revenues to the State General Fund are collected from highway contractors and their employees.
- Nearly $2 billion in WSDOT programs directly support statewide economic development.