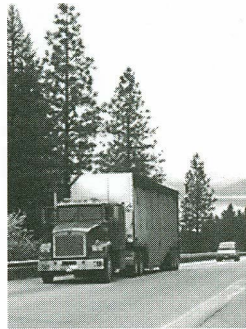


# Key Facts



## A Summary of Useful Transportation Data January 1996



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# Key Facts

## **A Summary of Useful Transportation Data**

January 1996



**Washington State  
Department of Transportation**

For additional copies contact William Hillis at the Washington State Department of Transportation, 360-705-7528.

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# Contents

## Introduction

## Organization

Transportation Commission Members

WSDOT Organization Chart

## Revenues

Major Sources of Transportation Revenue

State Motor Fuel Tax History

Gas Tax Distribution

Motor Fuel Tax Revenue Distribution

State Gas Tax vs. Inflation and Growth

Combined State and Local Gasoline Tax Rates

Fuel Consumption vs. Vehicle Miles Traveled (VMT)

Fuel Consumption vs. Vehicle Registrations

Motor Vehicle Excise Tax History

MVET Revenue Distribution

Motor Vehicle License Fee History

Distribution of Revenues from Motor Vehicle Licenses, Permits and Fees

Local Option Transportation Taxes

Ferry Auto Fares vs. Inflation

Federal Highway-User Fees

Intermodal Surface Transportation Efficiency Act of 1991

Federal Transit Programs

1

## Systems

Regional Transportation Planning Organizations (RTPOs) 21

Use of Modes 22

Total Centerline Miles: Streets, Roads and Highways 22

Vehicle and Driver Statistics, FY 1994 23

Roadway Safety 24

Public Transit Ridership 25

Transit System Taxes 26

Public Transit Capital Investment 27

Ferry Fleet 28

Ferry Traffic 29

## Transportation Planning and Programming

Implementing Transportation Policy 30

Defining Transportation Needs 31

Making Trade-Offs for State Highways 32

Setting a Realistic Funding Target for 20 Years 33

## Budget

1995-97 Approved WSDOT Budget 34

1995-97 Approved: Highway Construction 35

## Summary

Transportation for the 21st Century 36

20

# 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. Key Facts is intended to provide an introduction to the structure of state and regional transportation agencies; to present graphic illustrations of transportation and revenue forecasts; and to summarize the biennial budget.

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.

# Transportation Commission

## Commission Members

### **Connie Niva** - Snohomish County

Ms. Niva was appointed by Governor Mike Lowry in February 1993.

### **Linda Tompkins** - Spokane County

Ms. Tompkins was appointed by Governor Lowry in February 1993.

### **Ed Barnes** - Clark County

Mr. Barnes was appointed by Governor Lowry in June 1995.

### **Aubrey Davis** - King County

Mr. Davis was appointed by Governor Booth Gardner in February 1992 and reappointed by Governor Lowry in February 1993.

### **Pat Patterson** - Whitman County

Mr. Patterson was appointed by Governor Lowry in August 1994.

### **Alice Tawresey** - Kitsap County

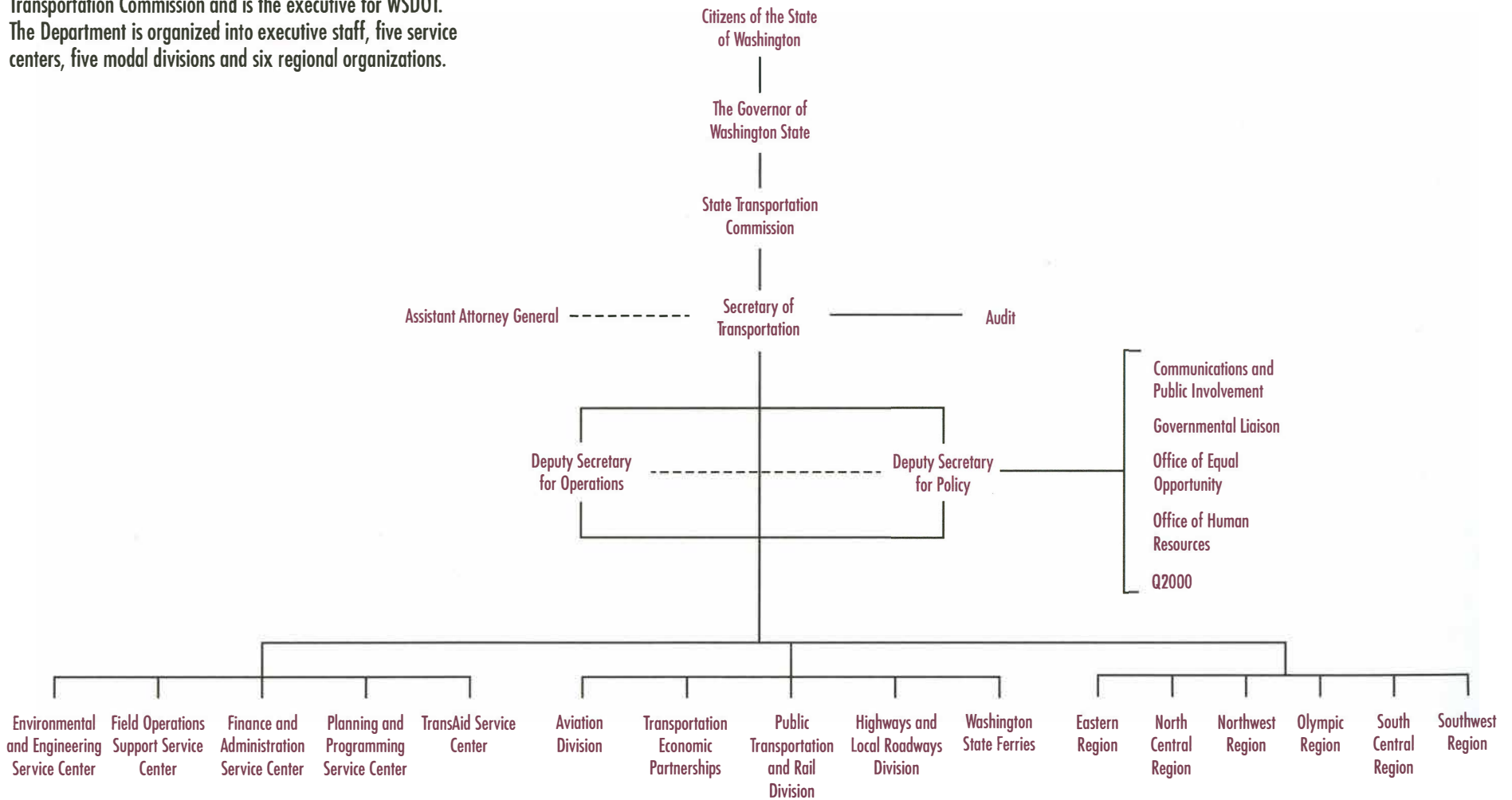
Ms. Tawresey was appointed by Governor Gardner in September 1990 and reappointed by Governor Lowry in February 1993.

### **Dick Thompson** - Kittitas County

Mr. Thompson was appointed by Governor Lowry in February 1994.

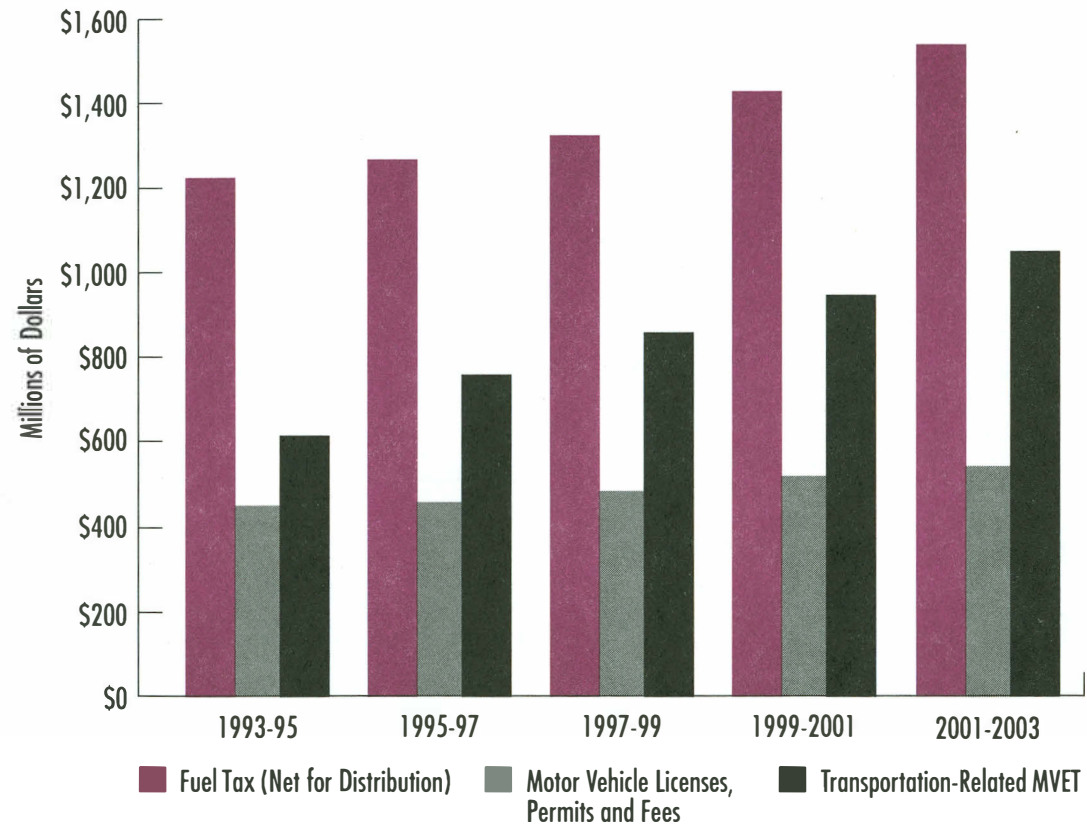
# WSDOT Organization

The Secretary of Transportation is appointed by the Transportation Commission and is the executive for WSDOT. The Department is organized into executive staff, five service centers, five modal divisions and six regional organizations.



# 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 is a flat tax that does not keep up with inflation. This tax must be increased regularly in order to keep up with systemwide needs.





# State Motor Fuel Tax History

1921	1 cent
1924	2 cents
1929	3 cents
1931	4 cents
1933	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

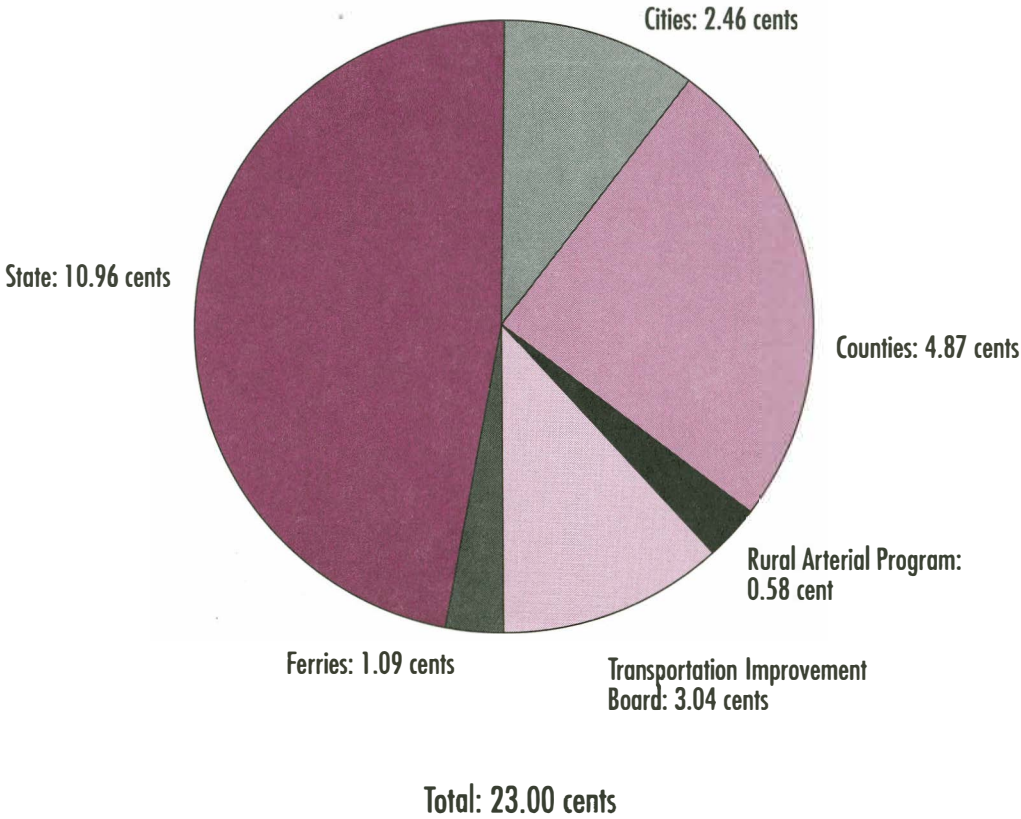
# Gas Tax Distribution

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

<b>Dedicated 17 Cent Distribution</b> (RCW 46.68.100)	
Urban Arterial Trust Account	1.21 cents
Counties	3.87 cents
Cities	1.96 cents
Ferry Operations	0.54 cent
Ferry Capital Construction	0.55 cent
State Urban Highways	1.18 cents
State	7.69 cents
Total	17.00 cents
<b>Dedicated 1 Cent Distribution</b> (RCW 82.36.025)	
Rural Arterial Program	0.33 cent
Urban Arterial Program	0.33 cent
State Highway Construction	0.33 cent
Total	1.00 cent
<b>Dedicated 4 Cent Distribution</b> (RCW 46.68-effective 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
<b>Dedicated 1 Cent Distribution</b> (RCW 46.68-effective 4/1/91)	
Special C Program	0.75 cent
Counties — Regular Distribution	0.25 cent
Total	1.00 cent

# Motor Fuel Tax Revenue Distribution

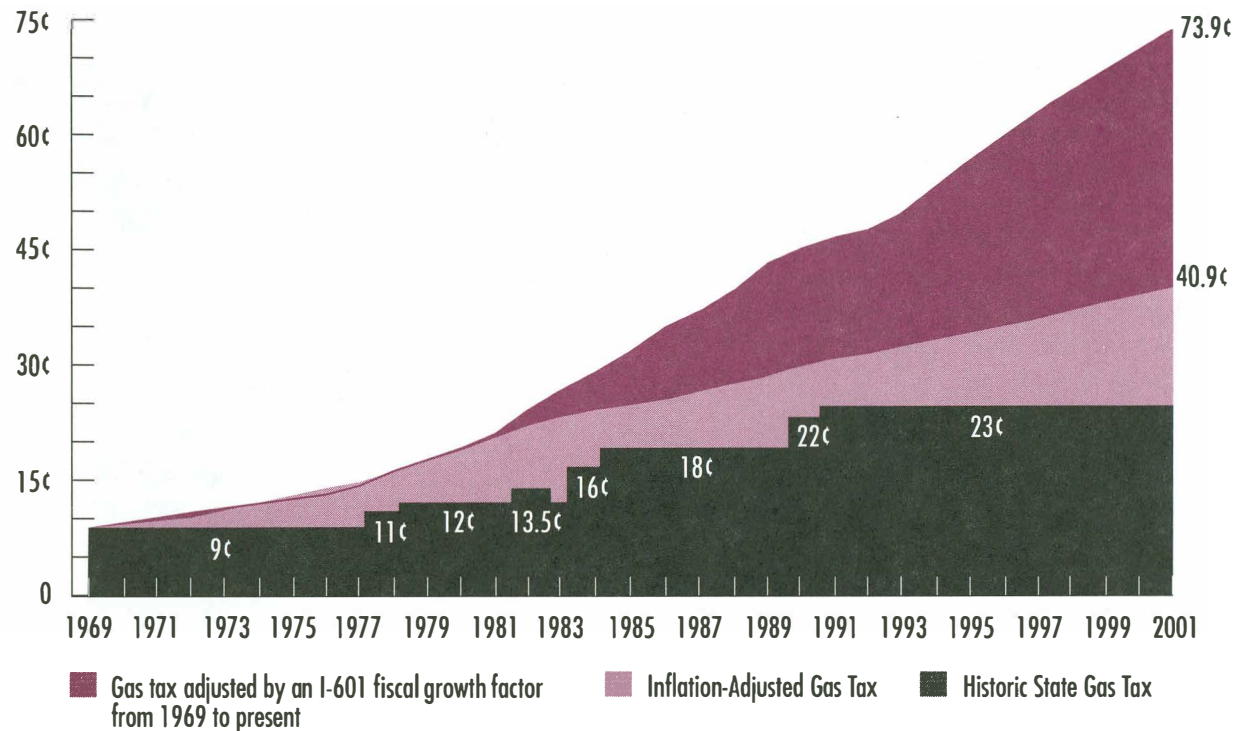
The 18th Amendment to the Washington State Constitution dedicates motor fuel tax proceeds to “highway purposes.” WSDOT highway programs receive about half the revenues from the gasoline tax. A nearly equal amount is distributed among city, county, and other agency roadway programs. The remainder pays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



# State Gas Tax vs. Inflation and Growth

Washington State's gasoline tax has been raised just seven times over the last quarter-century. Increases in the tax have typically been levied in response to pressing needs. 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. This means that we could be addressing highway and ferry needs early rather than waiting until conditions become intolerable.

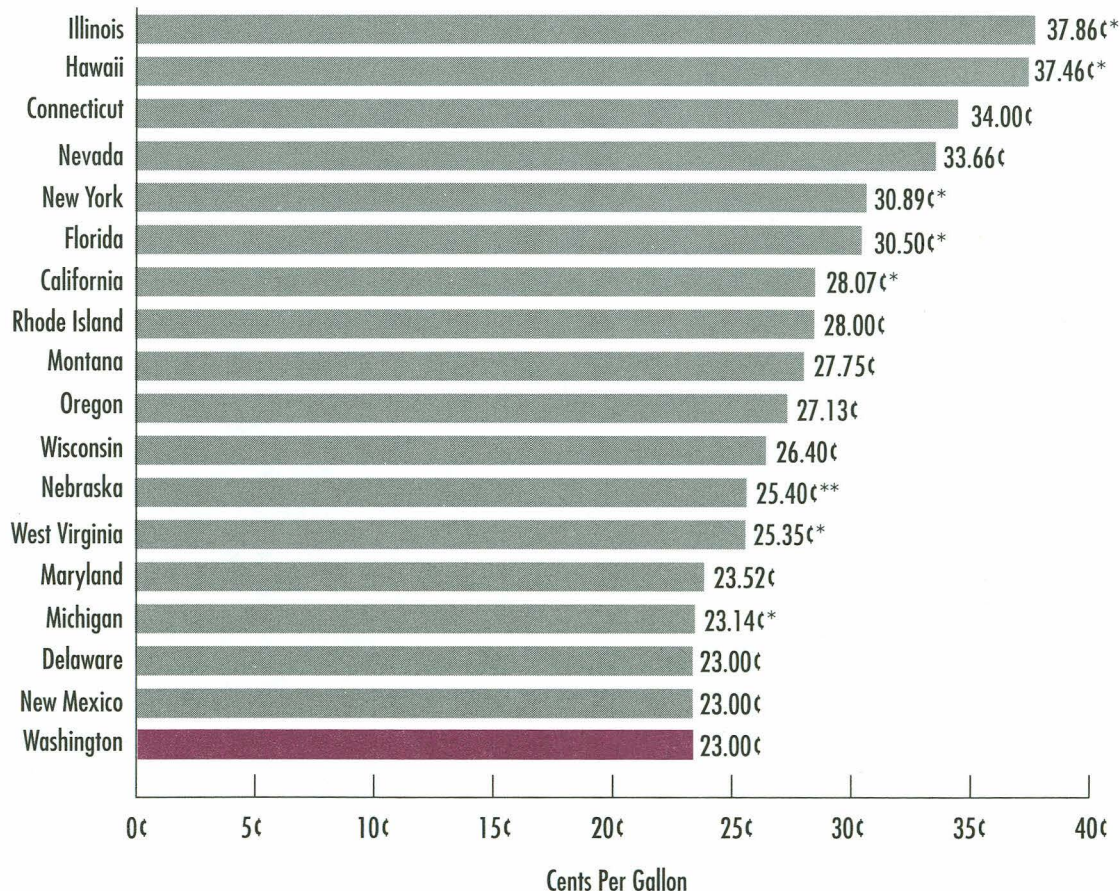
In November 1993, the Washington voters approved Initiative 601, limiting increases in State General Fund expenditures to a "fiscal growth factor:" the average sum of inflation and population changes of the prior three fiscal years. The adjacent chart shows what gasoline tax rates would be if the 1969 tax rate of nine cents per gallon had been keyed to inflation or the fiscal growth factor.



# 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 nearly doubles.

In December 1995, Washington's combined non-Federal gasoline tax rates tied with Delaware's and New Mexico's for 16th from the top among the 50 states. Illinois' rates were highest at nearly 38¢ per gallon.



\* Rates shown reflect 4<sup>th</sup> quarter 1995 adjustments for sales, use, and other business taxes on gasoline.

\*\* Nebraska levies a variable fuel tax rate which is adjusted quarterly. The rate shown reflects the 4<sup>th</sup> quarter adjustment.

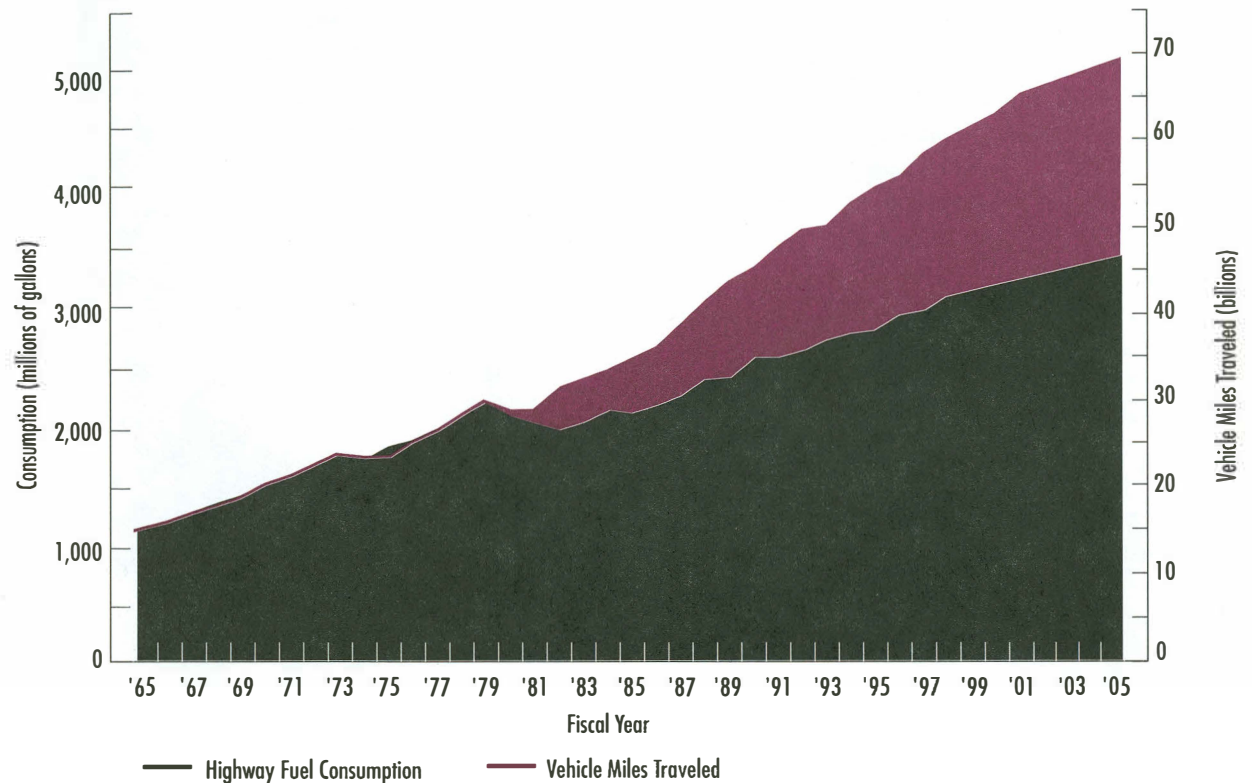


# Fuel Consumption vs. Vehicle Miles Traveled (VMT)

"Vehicle Miles Traveled", or VMT, is one of the means by which we 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 2003.

"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.

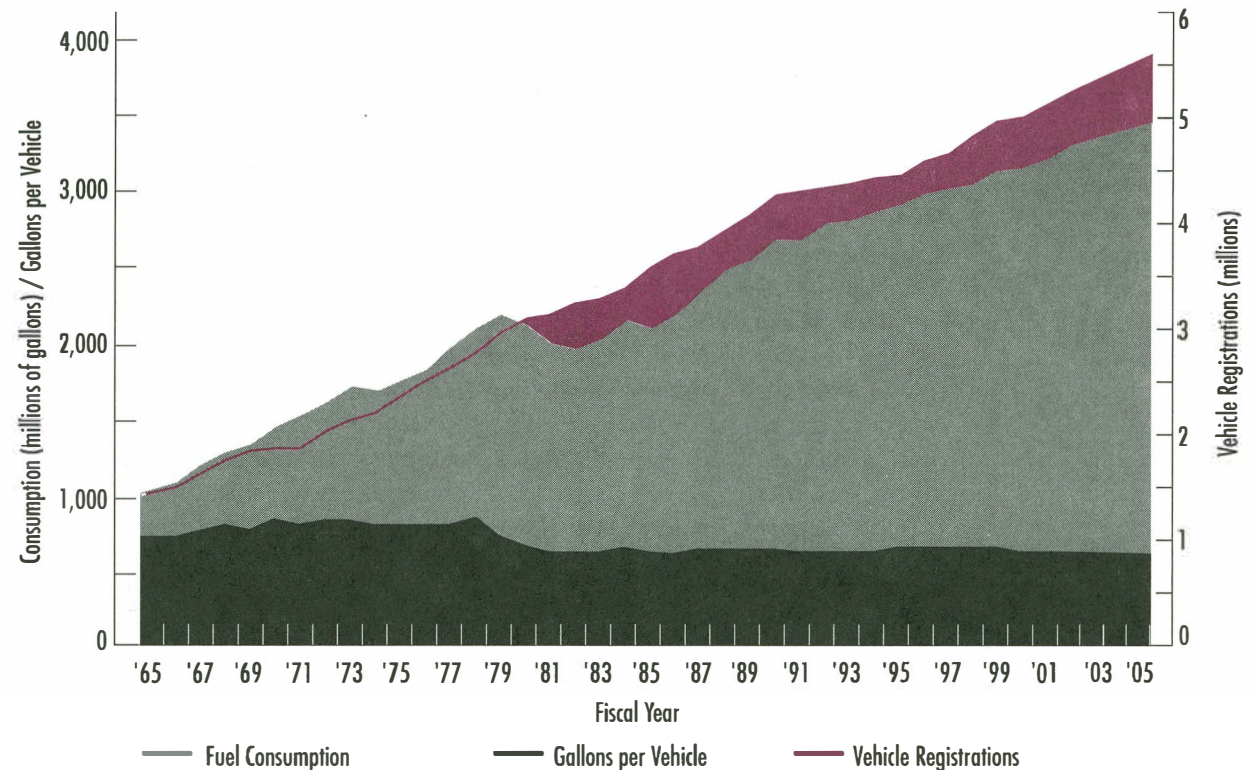
The chart clearly shows that VMT has been increasing at a faster rate than fuel consumption since the mid-1970s, and this trend is projected to continue into the next century. The greater growth in VMT may be explained by several factors; rapid population growth, dispersed land use patterns (which require more distant commutes), and vehicle registrations. (See next page, "Fuel Consumption vs. Vehicle Registrations.")



# Fuel Consumption vs. Vehicle Registrations

One of the major factors 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. The State Legislature has found it necessary to periodically increase the tax—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.

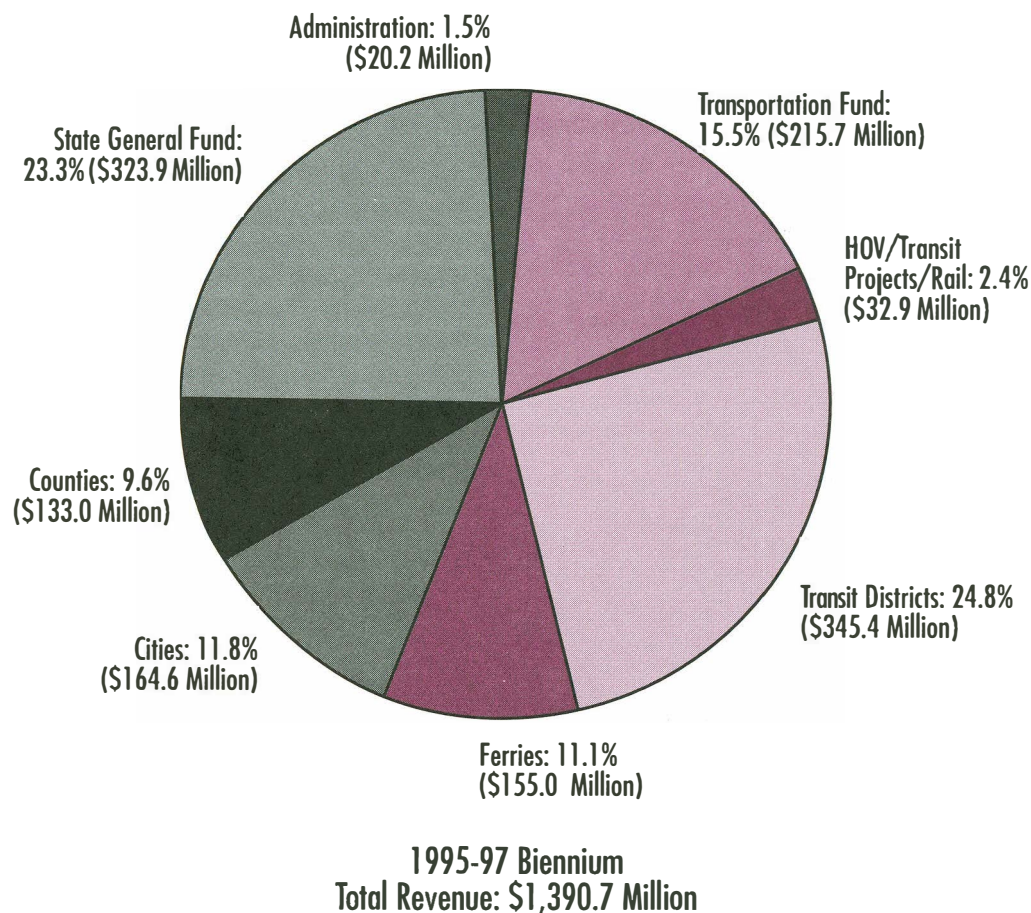


# Motor Vehicle Excise Tax History (Transportation-Related)

- 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, 1993.

# MVET Revenue Distribution

About half of the proceeds from the MVET are now used to meet transportation needs. A 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 Five percent General Fund transfer effective date changed from July 1, 1993 to July 1, 1995.

# Motor Vehicle License Fee History

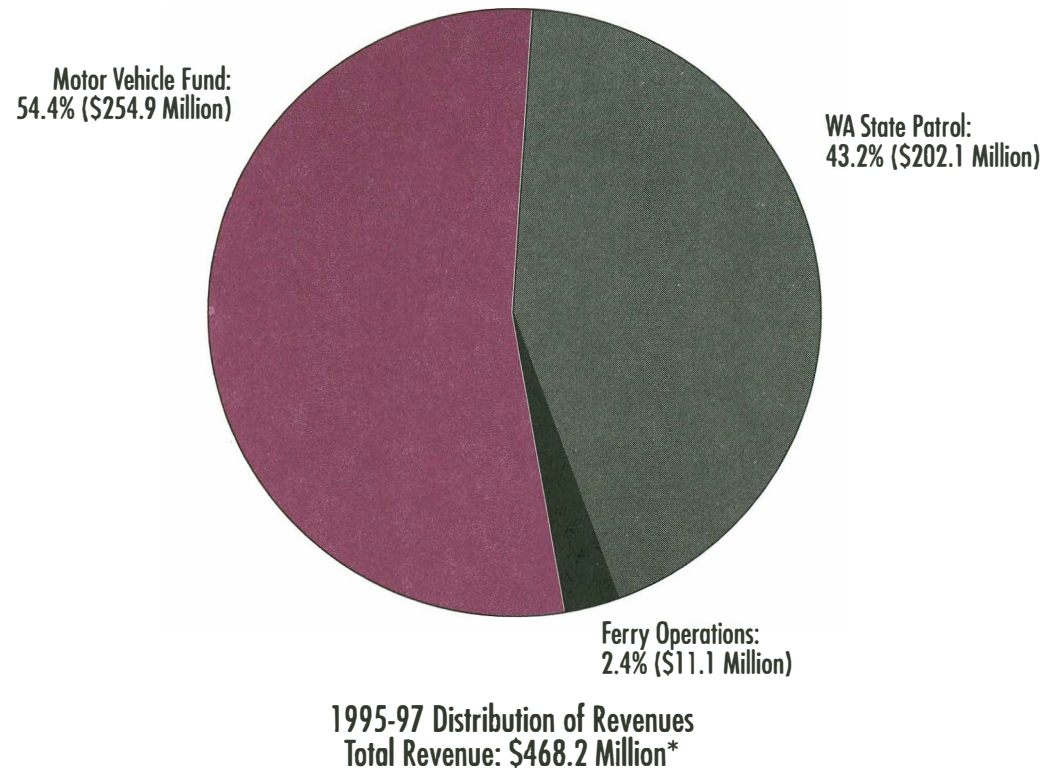
1919*	\$10.00 Autos \$20.00 For Hire \$25.00 Stages \$10.00 Trucks	Revenue to the Motor Vehicle Fund (MVF)	1981	\$13.40 New \$9.40 Renewal	\$7.40 of new and \$3.40 of renewals is distributed 72.7 percent to MVF and 27.3 percent to the Puget Sound Ferry Operations Account. \$6.00 to the State Patrol Highway Account.
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	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.
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	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.
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			

\* 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.



\* Figures do not add due to rounding.

# 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.

**Jurisdictions:** County with voter approval.

**Authorization:** RCW 82.80.010, *Laws of 1990*, Ch. 42, Sec. 201.

**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.

**Jurisdictions:** County.

**Authorization:** RCW 82.80.020, *Laws of 1990*, Ch. 42, Sec. 206.

**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.

**Jurisdictions:** County (only the unincorporated area) or city (incorporated area).

**Authorization:** RCW 82.80.030, *Laws of 1990*, Ch. 42, 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.

**Jurisdictions:** City or town.

**Authorization:** RCW 82.80.050, *Laws of 1990*, Ch. 42, Sec. 221.

**Status:** *Tax found unconstitutional by State Supreme Court, Nov. 2, 1995*

**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.

**Jurisdictions:** Cities and towns within ten miles of an international border crossing and Transportation Benefit Districts with an international border crossing within their boundary.

**Authorization:** RCW 82.47.020, Ch. 42, Sec. 210.

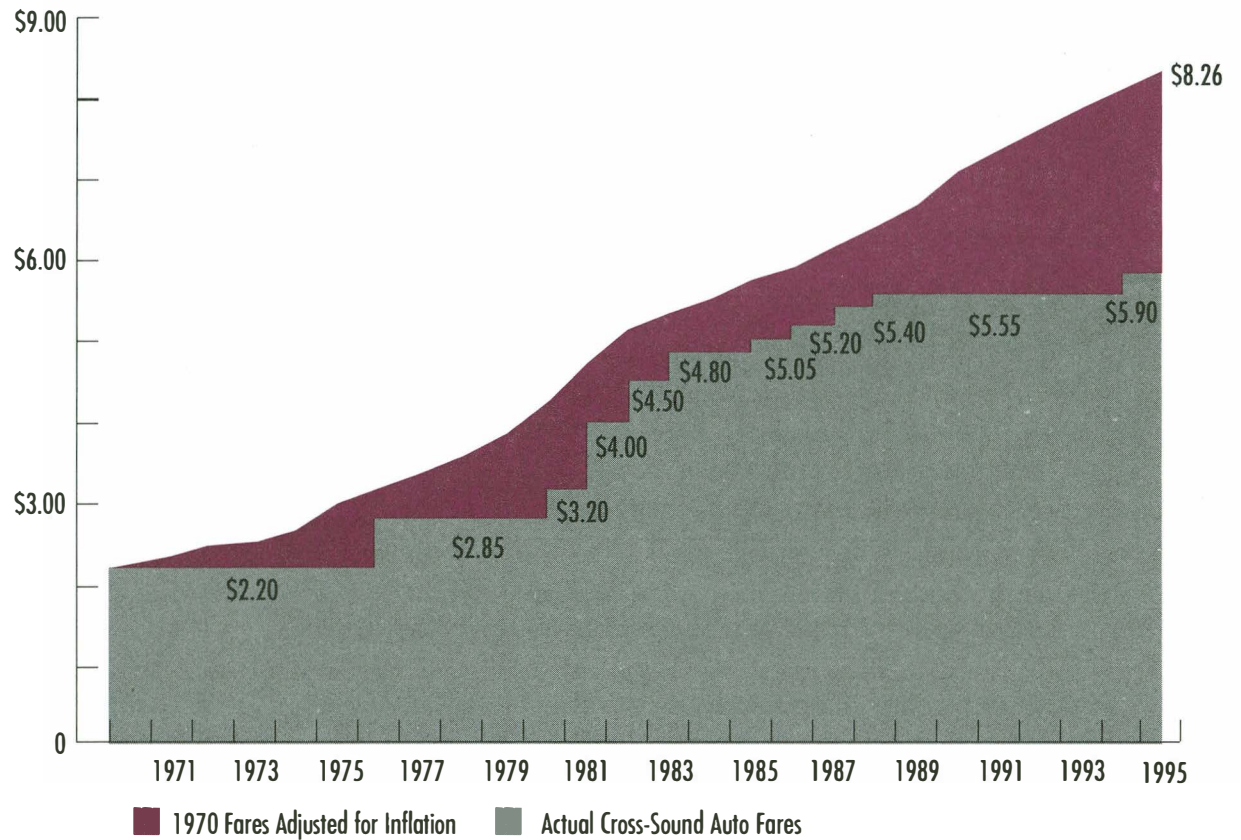
# Local Option Transportation Taxes

## For HOVs and High Capacity Transportation

<p><b>Tax:</b> HOV (High Occupancy Vehicle) Employer Tax</p> <p><b>Amount:</b> Up to \$2.00 per employee per month measured by the number of full-time equivalent employees.</p> <p><b>Purpose:</b> For HOV lane development, mitigation of environmental impacts of HOV development, support of employer programs to reduce single occupant commuting.</p> <p><b>Jurisdictions:</b> King, Pierce, Snohomish, and Kitsap Counties, with voter approval.</p> <p><b>Authorization:</b> RCW 81.100.030, <i>Laws of 1990</i>, Ch. 43, Sec. 14.</p>	<p><b>Jurisdictions:</b> King, Pierce, Snohomish, and Kitsap Counties, with voter approval.</p> <p><b>Authorization:</b> RCW 81.100.060, <i>Laws of 1990</i>, Ch. 43, Sec. 17.</p>	<p><b>Purpose:</b> For planning, constructing, and operating high capacity transportation (HCT), commuter rail, and feeder transportation systems.</p> <p><b>Jurisdictions:</b> Authorized for the RTA and transit agencies in Thurston, Clark and Spokane Counties, with voter approval.</p> <p><b>Authorizations:</b> RCW 81.104.160, <i>Laws of 1990</i>, Ch. 43, Sec. 42.</p>
<p><b>Tax:</b> HOV Excise Tax</p> <p><b>Amount:</b> Up to 15 percent of the State Motor Vehicle Excise Tax (MVET) base rate (2.0 percent). In combination, revenues from the MVET and employer tax cannot exceed a level that would be generated by a 15% local MVET.</p> <p><b>Purpose:</b> For HOV lane development, mitigation of environmental impacts of HOV development, support of employer programs to reduce single occupant commuting.</p>	<p><b>Tax:</b> HCT Employer Tax</p> <p><b>Amount:</b> 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.)</p> <p><b>Purpose:</b> For planning, constructing, and operating high capacity transportation (HCT), commuter rail, and feeder transportation systems.</p> <p><b>Jurisdictions:</b> Authorized for the RTA and transit agencies in Thurston, Clark and Spokane Counties, with voter approval.</p> <p><b>Authorization:</b> RCW 81.104.150, <i>Laws of 1990</i>, Ch. 43, Sec. 41.</p>	<p><b>Tax:</b> Sales and Use Tax</p> <p><b>Amount:</b> Up to 1 percent of the selling price in the case of a sales tax, or value of the article used in the case of a use tax. This tax may not exceed 0.9% where the 0.1% sales and use tax for criminal justice (under RCW 82.14.340) is in effect.</p> <p><b>Purpose:</b> For planning, constructing, and operating high capacity transportation (HCT), commuter rail, and feeder transportation systems.</p> <p><b>Jurisdictions:</b> Authorized for the RTA and transit agencies in Thurston, Clark and Spokane Counties, with voter approval.</p> <p><b>Authorizations:</b> RCW 81.104.170, <i>Laws of 1990</i>, Ch. 43, Sec. 42.</p>
	<p><b>Tax:</b> Motor Vehicle Excise Tax</p> <p><b>Amount:</b> Up to 0.8 percent of the vehicle value (MVET revenue for HOV and HCT cannot exceed amount generated by .8 percent MVET.)</p>	

# 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. In May 1994, fares on these routes were raised 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			Leaking Underground Storage Tank Trust Fund	General Fund For:	
	Tax Rate (Per Gallon)	Highway Account	Mass Transit Account		Deficit Reduction	Not Specified
Gasoline*	18.4¢	12.0¢	2.0¢	0.1¢	4.3¢	0.0¢
Diesel Fuel*	24.4¢	18.0¢	2.0¢	0.1¢	4.3¢	0.0¢
Compressed Natural Gas	4.3¢	0.0¢	0.0¢	0.0¢	4.3¢	0.0¢
Other Special Fuels*†	18.4¢	12.0¢	2.0¢	0.0¢	4.3¢	0.0¢
Ten percent Gasohol made with:						
Ethanol*	13.0¢	6.0¢	2.0¢	0.1¢	4.3¢	0.6¢
Methanol*	12.4¢	6.0¢	2.0¢	0.1¢	4.3¢	0.0¢

\* Two and one-half cents of the 6.8¢ General Fund Deficit Reduction tax reverted to the Highway Trust Fund on October 1, 1995. Of the 2.5¢, 2¢ is now deposited in the Highway Account and 0.5¢ is deposited in the Mass Transit Account.

† "Other Special Fuels" include benzol, benzene, naptha, liquified petroleum gas, casing head and natural gasoline, or any other liquid used as fuel in a motor vehicle except diesel, kerosene, gas oil, fuel oil, or a product taxable under the gasoline tax provisions.

## 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 are being developed to extend the NHS to include additional mileage linking the system to a greater number of major intermodal facilities. These proposals will be considered by Congress in 1996.

### 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.

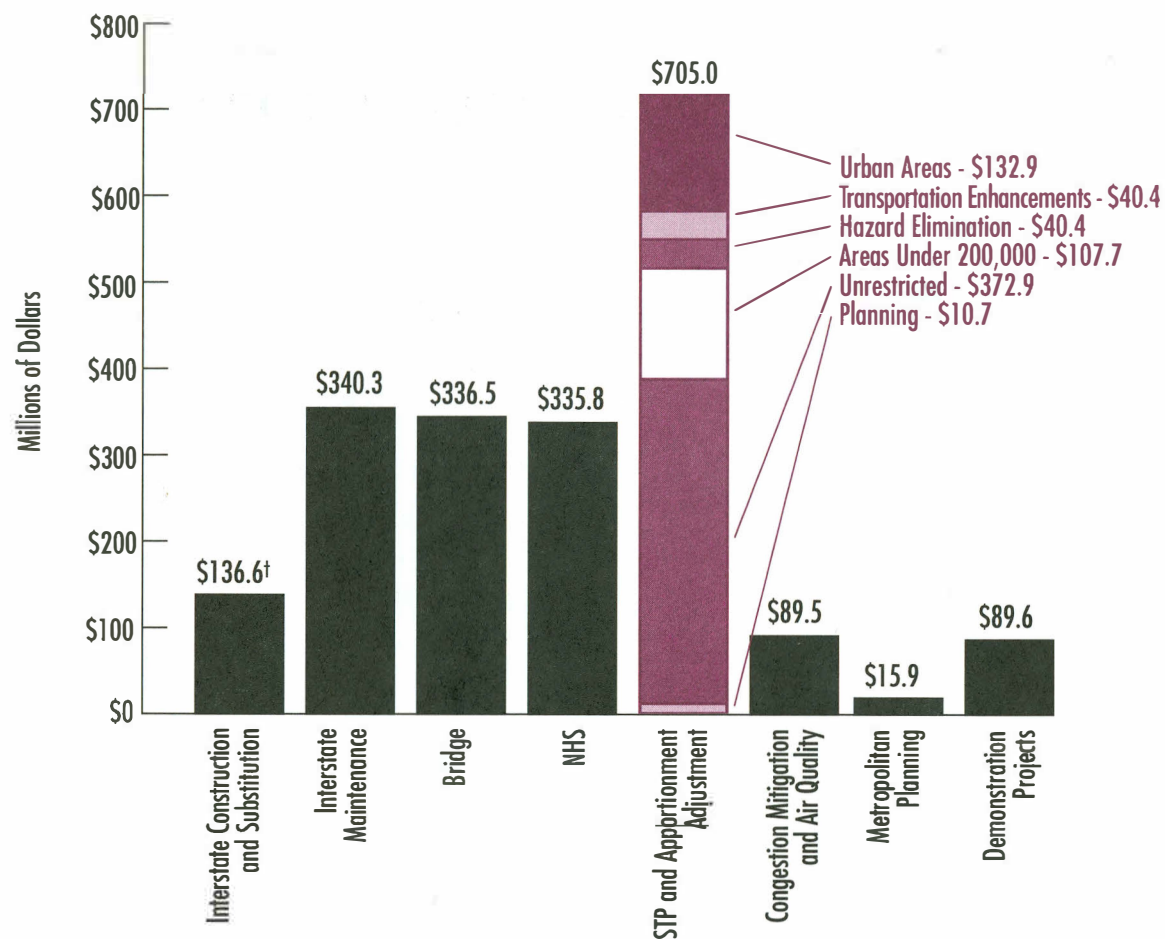
### Congestion Mitigation and Air Quality Improvement Program

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: FFYs 1992-1997 Apportionments to Washington State\*



\* In addition to the funds shown in the chart, Washington receives small amounts of other discretionary funds each year. Congress has also awarded Washington additional demonstration project funds since the enactment of ISTEA.

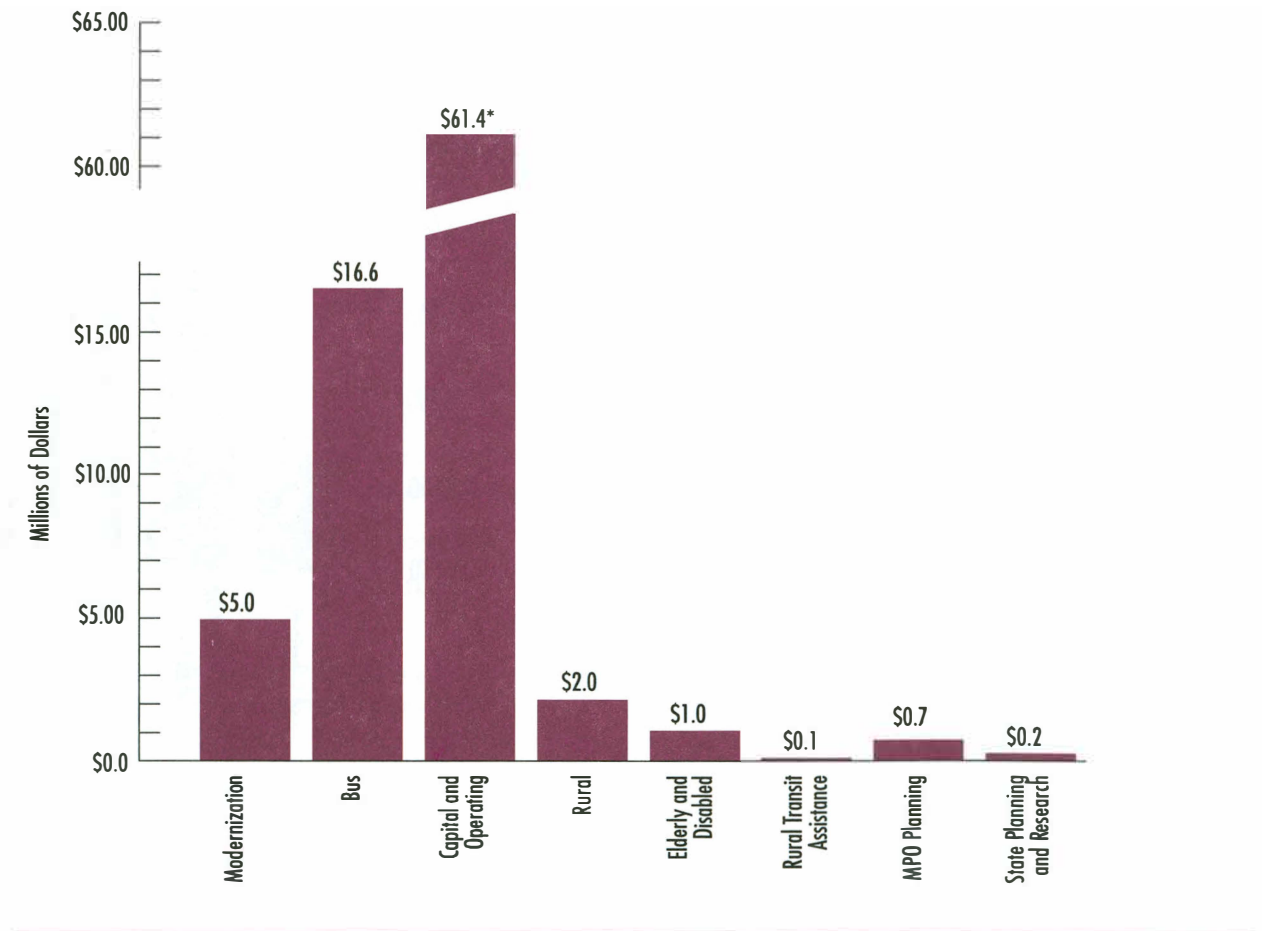
<sup>†</sup> For the Interstate Construction and Substitution programs, the figures shown do not include \$260 million of interstate completion discretionary funds received in FFY 1994.

# Federal Transit Programs

## 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 1996



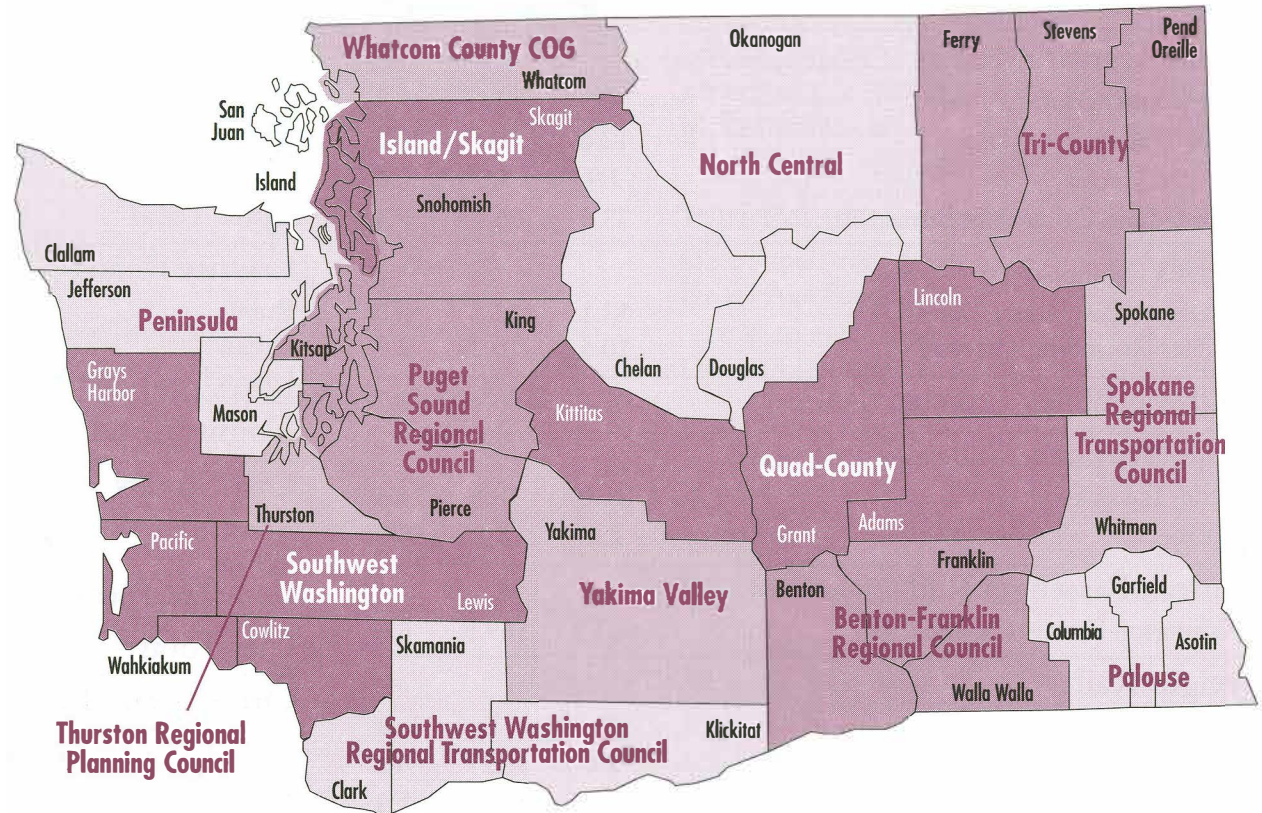
\* Includes all Portland, OR/Vancouver, WA allocations.



# 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. State Law\* 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.

\* Laws of 1994, Ch.8, Sec. 2.



Kitsap County is in both Peninsula and Puget Sound Regional Council

## Use of Modes

(Calendar Years 1993-94)	CY 1994	CY 1993	Percent Change
<b>Public Transit</b> (Millions of Passenger Trips)			
King County Metro	80.5	81.6	-1.3
Pierce Transit	12.6	10.4	20.2
Spokane Transit	7.9	7.9	0.0
Twenty-One Other Authorities	33.5	31.2	7.4
<b>Ferries</b> (Millions)			
Passengers (Excluding Drivers)	13.1	13.1	0.0
Vehicles (Including Drivers)	10.5	10.2	2.9
<b>Highway Miles Traveled</b> (Billions)	47.7	46.4	2.7
<b>Major Airports</b> (Millions of Passengers)			
Seattle-Tacoma	21.0	18.8	11.6
Spokane	2.6	2.3	15.3
<b>Amtrak Passenger Rail</b> (Thousands)			
Washington State—On and Off	603.9	569.5	6.0
<b>Freight Rail</b>			
Private Carriers	0	1	na
Common Carriers	14	12	na
Rail Miles in Operation	3,114	3,057	1.9

## Total Centerline Miles: Streets, Roads, and Highways

Approximate 1994 mileage in Washington	Paved	Unpaved	Total
<b>State Highways</b>			
Interstate	764		764
Rural	5,445	8	5,453
Urban	819		819
<b>State Total</b>	7,028	8	7,036
<b>County Roads</b>			
Rural			35,276
Urban			1,995
Urban Local Streets			4,153
<b>County Total</b>	25,900	15,524	41,424
<b>City Streets</b>			
Rural			2,272
Urban			2,729
Urban Local Streets			7,464
<b>City Total</b>	11,875	590	12,465
<b>Other State Roads</b>	Unknown	Unknown	11,887
<b>Other Federal Roads</b>	Unknown	Unknown	6,990
<b>Total Statewide Miles</b>			79,802

# Vehicle and Driver Statistics, FY 1995

## Registered Vehicles

	1995
Autos	3,163,784
Motor Homes	67,995
Motorcycles	96,734
Mopeds	10,407
For Hire, Bus, Stage	513
Truck/Tractor Truck	1,240,794
Other	10,057

## Total Motorized

	4,590,284
Trailer/Semitrailer	550,417
Campers	44,762
Total Registered Highway Vehicles	5,185,463

## Vehicle Operations (Average Annual, All Types)

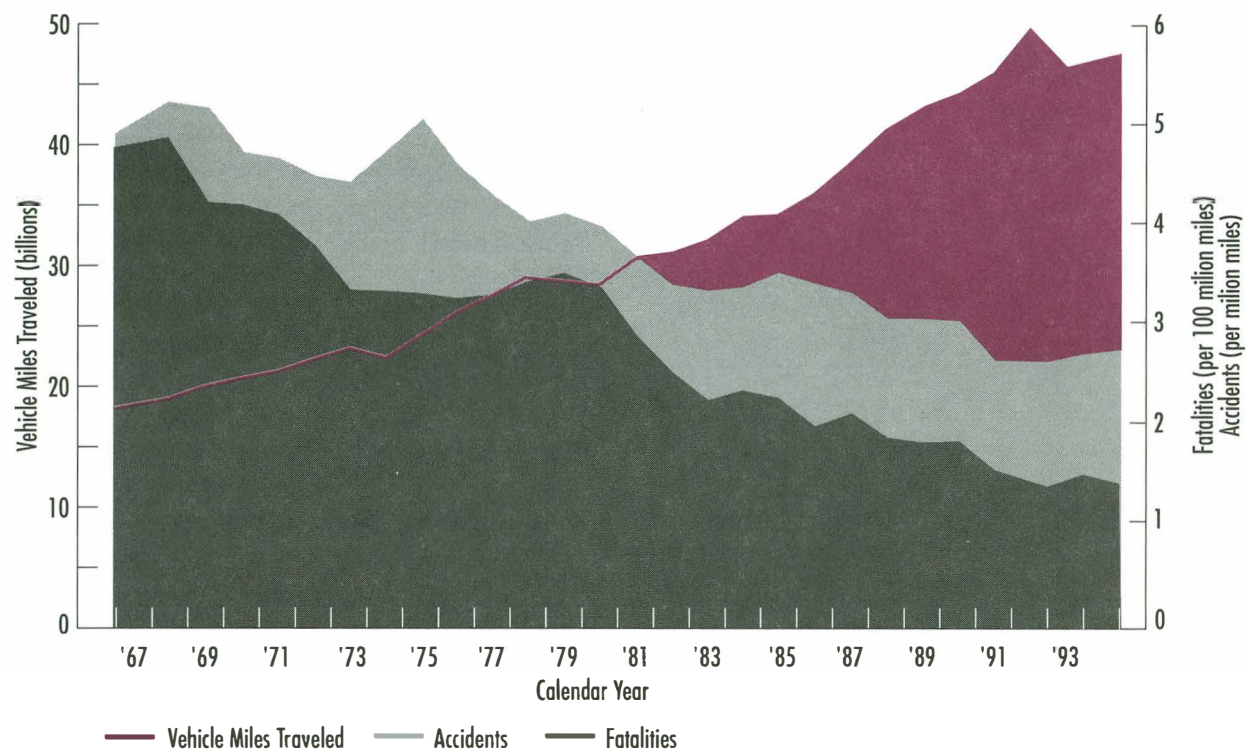
	1995
Person Per Motorized Vehicle	1.214
Gallons Consumed Per Vehicle	622
Miles Per Gallon	18.81
Miles Traveled (Billions)	52,324
Miles Per Vehicle	11,698

## 1995 Population/Drivers

State Population	5,429,900
Driver Age Population (16 Years and Over)	4,110,666
Drivers Licenses in Force (CY'94)	3,774,924

# Roadway Safety

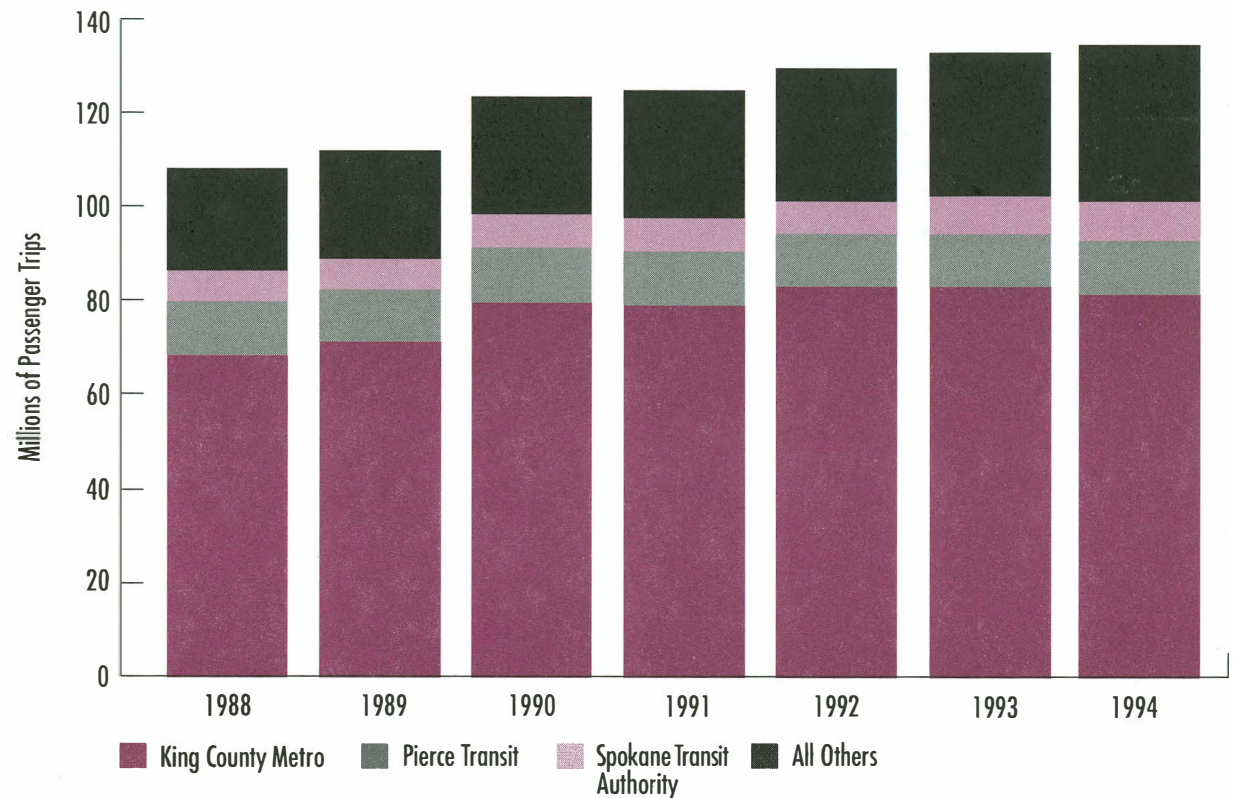
Thanks to improvements in roadway design and construction, lower speed limits in urban areas, improved automobile safety features, and vigorous enforcement of drunk driving laws, roads across the state are safer than ever before. Over the last quarter-century, accidents have decreased by 48% and fatalities have dropped by 73%.





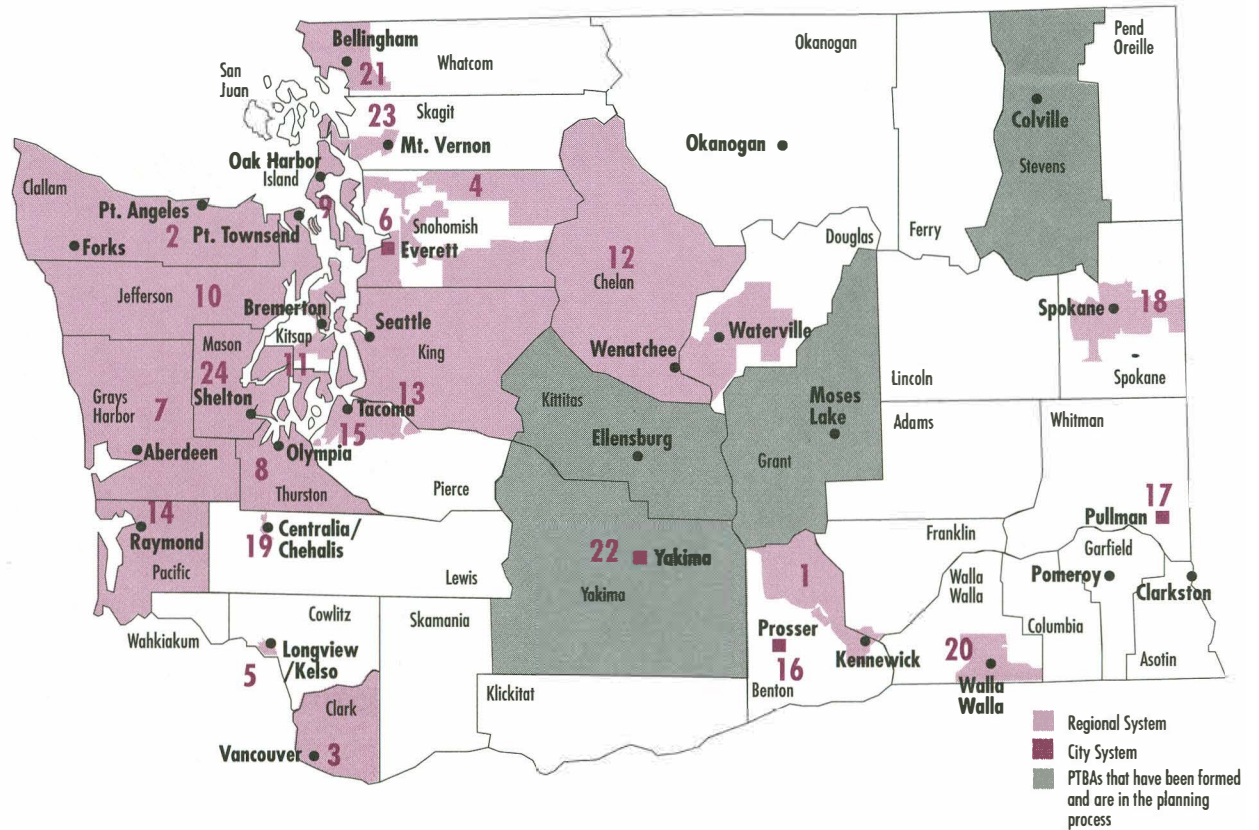
# Public Transit Ridership

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. Almost 60% of the 134 million passenger-trips in 1994 were provided by King County Metro. Of the state's three largest transit systems, Pierce Transit carried significantly more passengers in 1994 than in 1993. In all but the three largest agencies, transit ridership has increased above the statewide average.



# Transit System Taxes

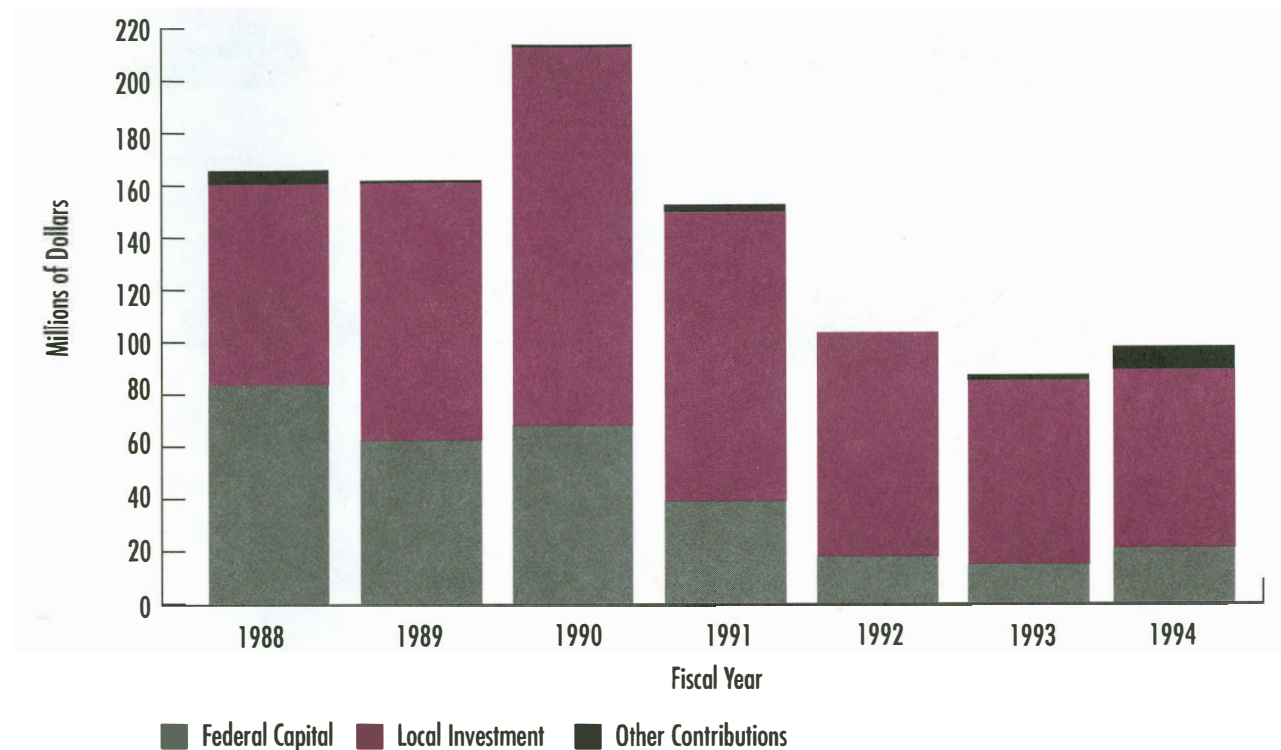
System	Authority	Sales Tax Rate
1 Ben Franklin	PTBA	0.3
2 Clallam	PTBA	0.3
3 C-TRAN	PTBA	0.3
4 Community	PTBA	0.6
5 CUBS	PTBA	0.1
6 Everett	City	0.3
7 Grays Harbor	CTA	0.3
8 Intercity	PTBA	0.3
9 Island	PTBA	0.3
10 Jefferson	PTBA	0.3
11 Kitsap	PTBA	0.5
12 Link	PTBA	0.4
13 Metro	MMC	0.6
14 Pacific	PTBA	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



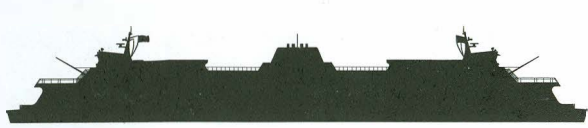
\* Pullman Transit and Prosser Rural Transit are financed by utility taxes rather than sales tax.

# Public Transit Capital Investment

Capital investments rely on a mix of Federal, State and local funds. The level of activity from year-to-year is very project sensitive. The mix of funding depends on the types of projects proposed and the success of local systems in competing for funds. These factors explain the profile of the adjacent chart. The 1990 peak in capital expenditures and the decline that followed illustrate the completion of the Metro bus tunnel during that year.



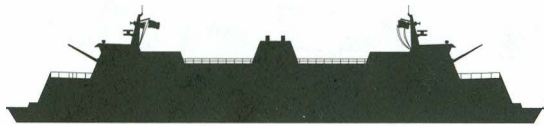
# Ferry Fleet



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



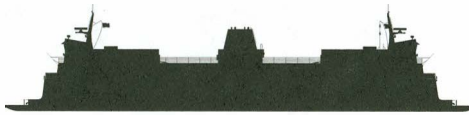
**Super Class — 4 vessels**  
Hyak, Kaleetan, Yakima, Elwha  
160 autos / 2,500 passengers



**Issaquah Class — 6 vessels**  
Issaquah, Kittitas, Kitsap, Cathlamet, Chelan, Sealh  
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 — 2 vessels**



**Rhododendron**  
65 autos / 546 passengers



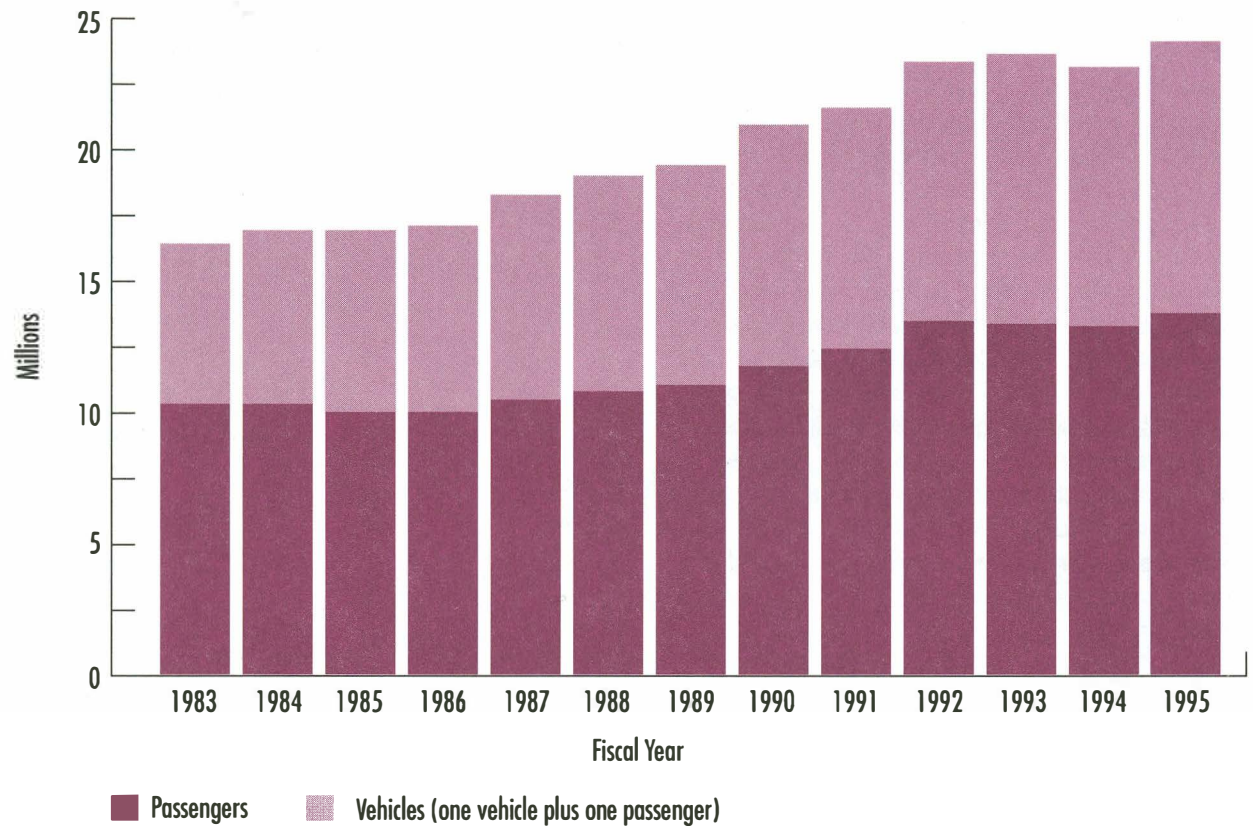
**Hiyu**  
40 autos / 200 passengers



Washington State Ferries, a modal division of WSDOT, operates the largest ferry fleet in the United States. Twenty-four 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.

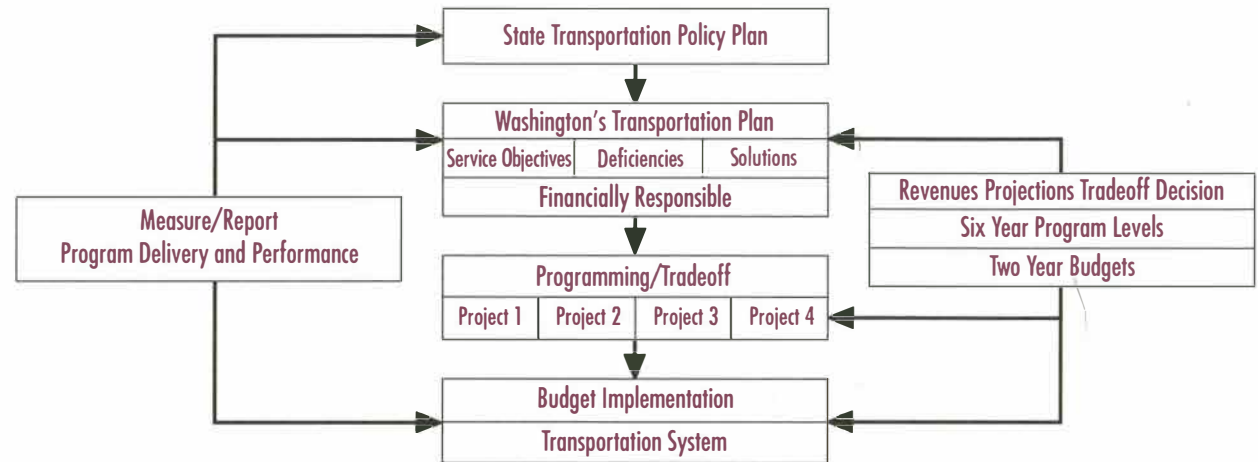
Between 1983 and 1993, the number of vehicles embarking the ferry system increased by an average of 5% per year. As the system nears capacity on some routes, the potential for this type of continued growth is limited. In 1993, ridership leveled off for the first time in a decade due to a combination of capacity restraints and a slowing of the regional economy. Since then, the growth trend has resumed.

## Ferry Traffic



# Implementing Transportation Policy

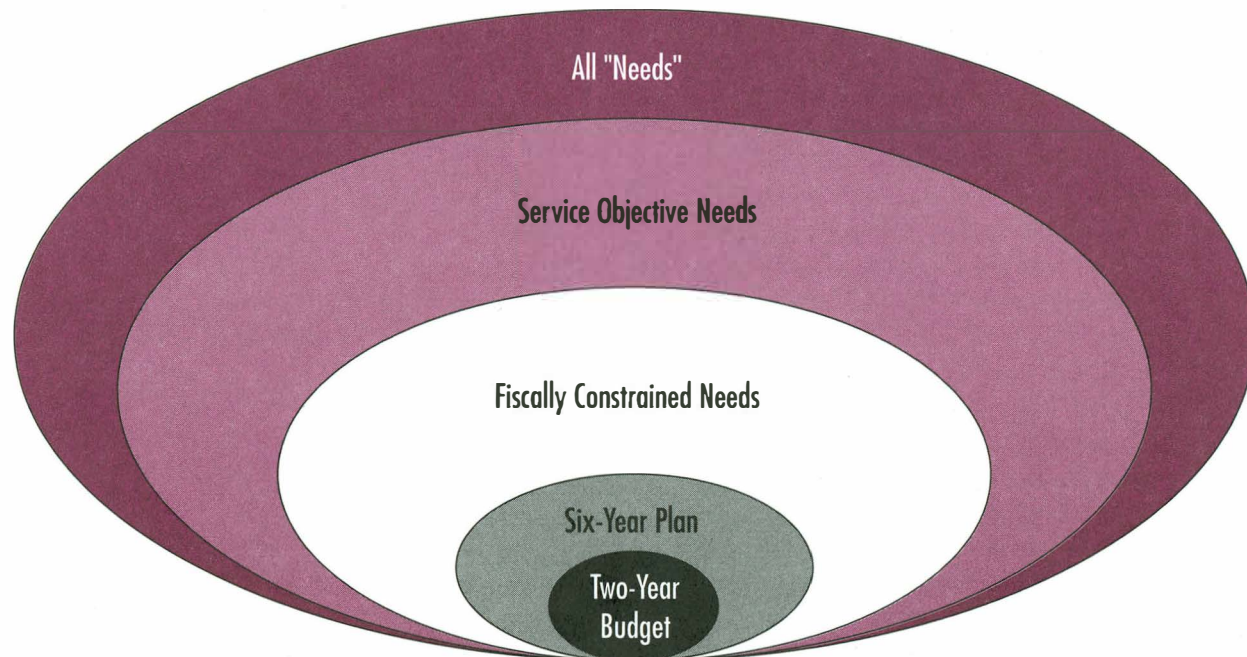
There is a continuous process required by both state and federal law to decide which transportation programs and projects should be proposed as part of the state's twenty-year plan and two-year budget. This process begins with the development of goals and policies through the State Transportation Policy Plan. These goals and policies and adopted legislative direction form the basis for Washington's Transportation Plan. The transportation plan defines needs on state-owned facilities (highways, ferries, and state-owned airports) and state-interest facilities (public transportation, aviation, freight rail, intercity passenger rail, marine ports and navigation, and non-motorized transportation). Finally, specific projects within the plan are chosen to advance within a two-year program and budget. For state programs, these are included in the Department of Transportation budget. Other improvements, especially in local transit, city and county roadways, and port-related improvements, are outside of state programs, and are advanced in local transportation programs and budgets.



# Defining Transportation Needs

Through the state transportation planning process the term "service objective" has been developed to define transportation needs. While total needs reflect what anyone could ever want, service objectives represent cost-effective desirable outcomes that we can collectively agree are necessary over twenty years to protect the state's interest in the transportation system. Therefore, service objective needs are targeted to address our most pressing transportation problems, not all transportation needs. A list and further explanation of all service objectives are contained in Washington's Transportation Plan.

Potential revenues over twenty years may not be enough to fund even the reduced level of service objective needs. Therefore, priorities are established to further limit service objective needs to a financially realistic level. Washington's Transportation Plan proposes strategies and actions over twenty years within this financially realistic level. Finally, a two-year budget and six year program are proposed to advance the most important projects contained in the twenty-year plan. These projects are chosen through the priority programming process.

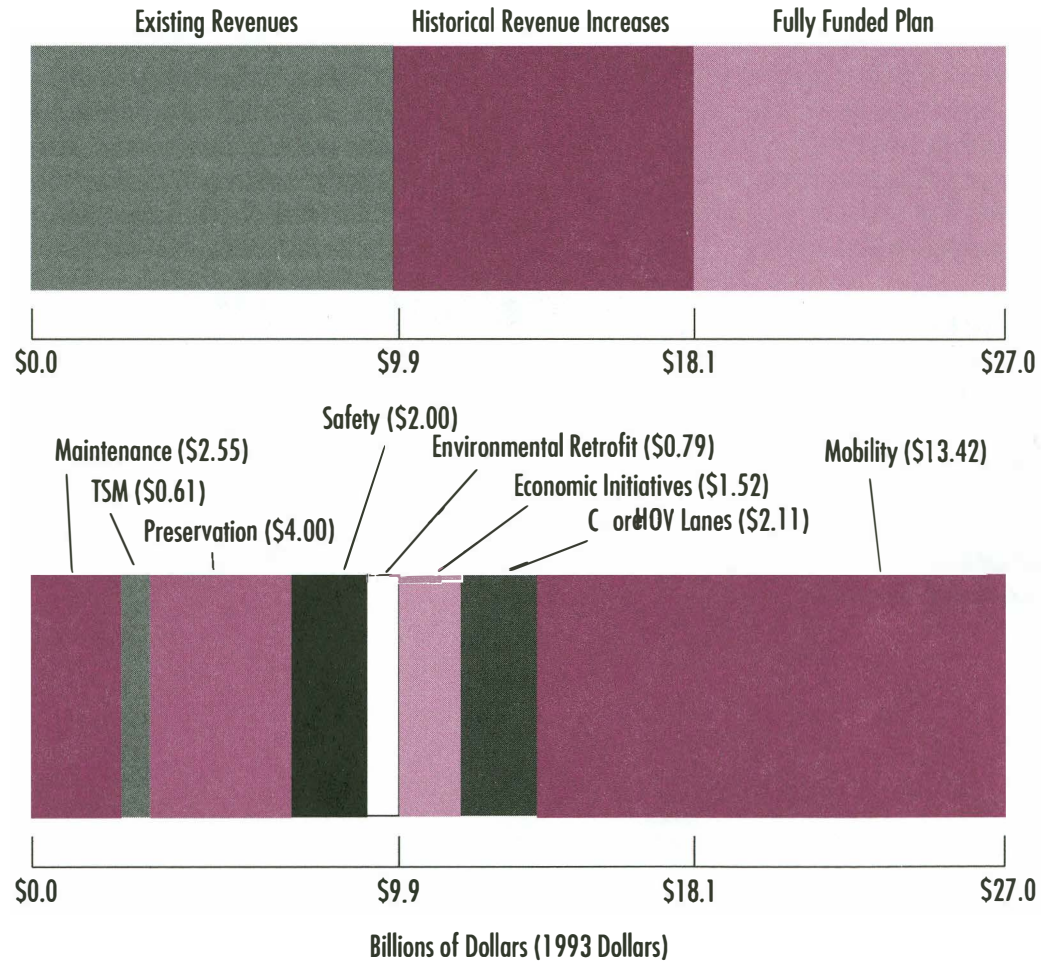


# Making Trade-Offs: Starting the Process

## State Highways

How are priorities set in Washington's Transportation Plan? Since potential transportation revenue over twenty years falls short of meeting all needs, trade-offs within and between transportation modes and programs are necessary. When Washington's Transportation Plan is completed in early 1996, these types of trade-offs will be included. In 1994, the Transportation Commission started the process of making trade-offs by concentrating on the State Highway element of the Plan. The chart shown here illustrates the results of trade-off decisions that were made in 1994. These trade-off decisions will be revisited by the Commission and reflected in the plan they adopt in early 1996.

The top bar represents potential revenue, with (from left to right) the first part being existing revenue levels, the middle part representing what would be needed to achieve historical funding levels for the state highway program, and the last part representing the additional amount needed to fund all service objectives. The bottom bar represents program needs based on adopted service objectives, placed in order of priority as established by the Transportation Commission. With existing revenue sources, we can only accomplish maintenance, preservation, and some part of our safety service objective needs. If revenues follow the historical trend, we can fund most of our needs over twenty years, but only 40% of our congestion-related needs.





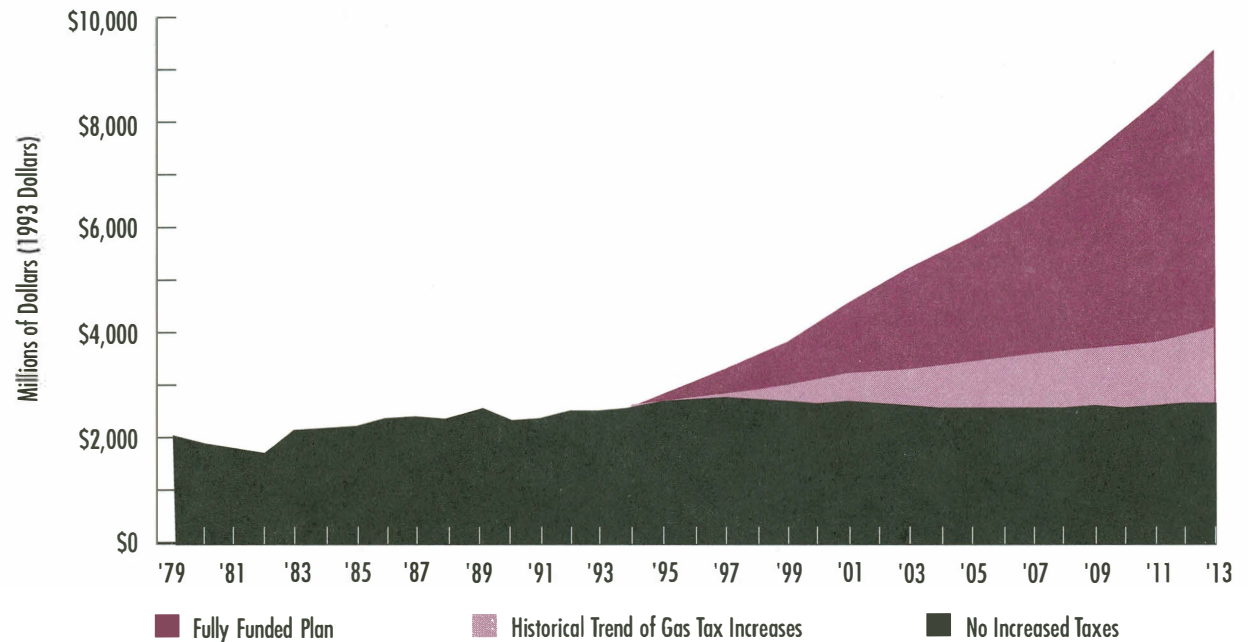
# Setting a Realistic Funding Target for 20 Years

A meaningful plan must reflect realistic funding limitations and support a financially attainable program level. So, what level is financially realistic?

For the past two decades, there has been a measurably constant relationship between state personal income and transportation funding from various sources. This means that as state personal income has grown, legislators and the citizens of our state have been willing to raise transportation funding at a similar rate.

If we assume that this trend will continue, we can expect between \$14 and \$19 billion for state highway programs and \$56 and \$63 billion for all other publicly funded transportation programs statewide. How much we can expect will depend not just on the decisions made by state and local officials in Washington, but on the availability of and growth in federal funds appropriated by Congress.

In 1994, Washington's Transportation Commission adopted \$18 billion as the target for funding state highways needs over the next 20 years. It is important to note that this funding level is not entirely supported by existing revenue sources and will depend on revenue increases that match past trends.



# 1995-97 WSDOT Budget

*Program (Dollars in Millions)* *1995-97  
Authorized WSDOT Budget\**

## State-Owned Facilities Capital Programs

Highways	\$1,288.7
Preservation	\$444.2
Improvement	844.5
Highways Construction & Management	25.1
Public/Private Partnerships	9.3
Ferries (Improvements)	268.8
State-Owned Airports	0.2

**Total State-Owned Facilities Capital Programs** **\$1,592.1**

## State-Owned Facilities Operating Programs

State Highway Maintenance	\$229.4
State Ferry System Operation & Maintenance	250.5
State Aviation Programs	2.3
Transportation Systems Management	10.9

**Total State-Owned Facilities Operating Programs** **\$493.1**

## State Interest Programs

Public Transportation, High Capacity Transportation & Rail	\$54.4
Freight Rail Preservation	1.1
Freight Mobility	0.3
TransAid Programs - Operating	9.7
TransAid Programs - Capital	179.0
Local Airport Aid	1.9

**Total State Interest Programs** **\$246.4**

*Program (Dollars in Millions)* *1995-97  
Authorized WSDOT Budget\**

## Departmental Operations

Capital Facilities	\$43.6
Transportation Planning & Research	31.1
Support Services	47.3
Executive Management & Support	9.3
Charges from Other Agencies	19.3
Reimbursable Charges	3.1
Transportation Equipment & MIS†	128.2

**Total Departmental Operations** **\$281.9**

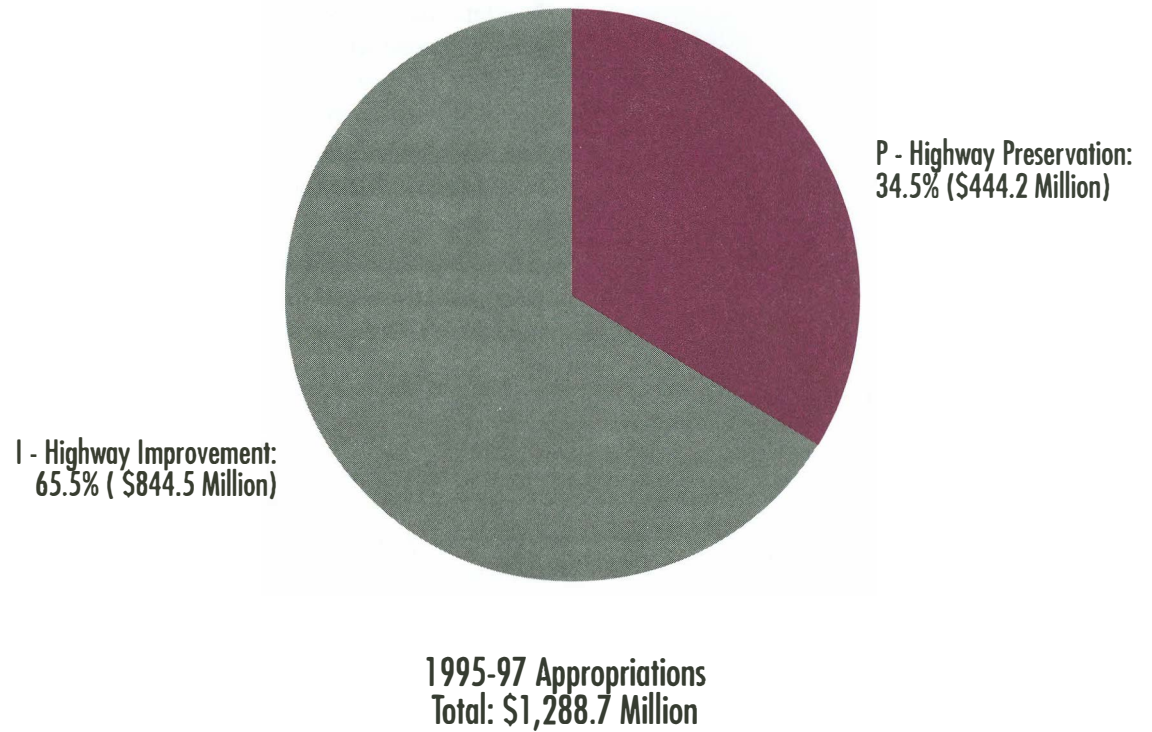
**Agency Total** **\$2,613.5**

\* 1995-97 Authorized Budget includes the 4% salary adjustment approved by the Governor.

† Non-appropriated funds.

# 1995-97 WSDOT Budget

## Highway Construction



# Transportation for the 21st Century

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.

By the year 2020, our state's population is expected to increase by 50%, exacerbating highway congestion. In many areas of our state, heavy traffic has greatly protracted commuting times. Freight moving along our highways indicates job growth but also contributes to congestion.

These changes powerfully affect our lives as our life-styles make us more dependent on the state transportation system. Many people are choosing to live as far away from work and activity centers as the existing transportation system will allow. Meanwhile, our ability to address congestion is diminished. Higher fuel efficiency means fewer trips to the gas station—and fewer gas tax dollars for transportation investment.

In the foregoing pages, we have seen how growth in transportation system use exceeds our current financing resources. A revenue stream that grows with our needs is imperative if Washington residents are to continue enjoying a balanced and integrated statewide transportation system.

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.