



KEY FACTS

A Summary of Transportation Information

January 2000

<http://www.wsdot.wa.gov>



**Washington State
Department of Transportation**

Finance and Administration Service Center

P.O. Box 47400

Olympia, WA 98504-7400

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Introduction

Key Facts is a summary of 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 needs and revenue forecasts, along with the WSDOT biennial budget.

This edition of *Key Facts* follows a survey of customer satisfaction conducted in January 1999. Ninety-four percent of respondents reported that the information they need is in *Key Facts*. Fifty-eight percent of those surveyed thought the standard size of 8.5" X 11" was the most useful. As a result of the survey, the overall content and structure of *Key Facts* will remain the same. Surveys will continue to be conducted periodically to assess whether this publication is meeting your customer needs.





Contents

Organization

Transportation Commission	1
WSDOT Organization	2
WSDOT Strategic Plan	3-4
WSDOT Strategic Goals	5-6
WSDOT Regions	7

Transportation System

Washington State's Transportation System	8
Demands Placed on the Transportation System	9
Transportation and the Economy	10
Use of Modes and Total Centerline Miles	11
Vehicle and Driver Statistics: FY 1999	12
Alternatives to Driving Alone	13
Aviation	14
Public Transit Systems	15
Public Transit Ridership	16
Public Transit Capital Investment	17
Ferry Fleet	18
Ferry Traffic	19
Freight Railroads in Washington State	20
Amtrak in Washington State	21

Transportation Planning

State Transportation Planning Process	22
Washington's Transportation Plan	23-24
A WTP Element: the Highway System Plan	25

Revenue

Major Sources of State Transportation Revenue	26
State Gas Tax History and Gas Tax Distribution	27
Gas Tax Revenue Distribution	28
State Gas Tax vs. Inflation and Growth	29
Combined State and Local Gas Tax Rates	30
Motor Vehicle Excise Tax	31
Motor Vehicle Registration Fee History	32
History of Combined License Fees	33
Vehicle Licenses, Permits, and Fees Revenue Distribution	34
Ferry Auto Fares vs. Inflation	35
Local Option Transportation Taxes	36-37
Federal Highway User Fees	38
Transportation Equity Act for the 21 st Century	39

Federal Highway Programs	40
Federal Transit Programs	41

Budget

1999-2001 WSDOT Enacted Budget	42
WSDOT's Proposed Six-Year Expenditure Plans to Address I-695 Impacts, 1999-05	43



Transportation Commission

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,
- establish transportation policies of the state,
- direct the Secretary of Transportation to prepare and submit a statewide transportation plan,
- approve and propose the biennial and supplemental transportation budgets,
- approve issuance and sale of highway bonds, and
- 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 two members may reside in the same county. 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 full consecutive terms.

Commission Members

Connie Niva — Snohomish County
Ms. Niva was appointed by Governor Lowry in February 1993. She was reappointed by Governor Locke in 1997, and is currently serving as chair.

Ed Barnes — Clark County
Mr. Barnes was appointed by Governor Lowry in June 1995.

Aubrey Davis — King County
Mr. Davis was appointed by Governor Gardner in February 1992. He was reappointed by Governor Lowry in February 1993 and in July 1995.

Tom Green — Chelan County
Mr. Green was appointed by Governor Lowry in August 1996.

George Kargianis — King County
Mr. Kargianis was appointed by Governor Locke in August 1998.

A. Michèle Maher — Spokane County
Ms. Maher was appointed by Governor Locke in December 1997. She was reappointed by Governor Locke in June 1999.

Christopher Marr — Spokane County
Mr. Marr was appointed by Governor Locke in December 1997.

Policy Objectives:

- **Protect Our Investments** by keeping transportation infrastructure in sound operating condition.
- **Operate Transportation Systems** to work reliably and responsibly for the customer.
- **Improve Safety** through continuous reduction in the societal costs of accidents.
- **Provide Viable Mobility Choices** for the customer and expand the system to accommodate growth.
- **Support the Economy** through reduced barriers to the movement of people, products, and information.
- **Meet Environmental Responsibilities.**
- **Cooperate and Coordinate** with public and private transportation partners so that systems work together cost effectively.
- **Continuously Improve** the efficient and effective delivery of agency programs.

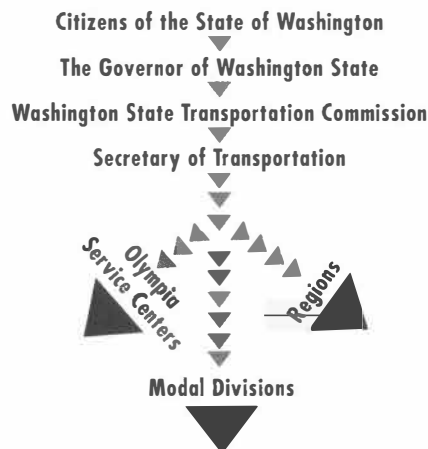
For more information on the commission, see <http://www.wsdot.wa.gov/commission/>

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, three modal divisions, and six regional organizations.

Brief History

- 1905** Highway Department organized.
- 1925** District system started.
- 1941** Highway Advisory Commission formed. Comprehensive safety program for highway crews developed.
- 1951** Five-member Highway Commission created. Highway Department assumes control of the Puget Sound Ferry System.
- 1977** Washington State Department of Transportation (WSDOT) created by the legislature.



Centralized Guidance-Decentralized Implementation Office of the Secretary of Transportation

REGIONS	SERVICE CENTERS	DIVISIONS	OFFICES
<ul style="list-style-type: none"> ■ Northwest ■ North Central ■ Olympic ■ South Central ■ Southwest ■ Eastern 	<ul style="list-style-type: none"> ■ Environmental & Engineering ■ Field Operations Support ■ Finance & Administration ■ Highways and Local Programs ■ Planning & Programming 	<ul style="list-style-type: none"> ■ Aviation ■ Ferries ■ Public Transportation & Rail 	<ul style="list-style-type: none"> ■ Human Resources ■ Audit ■ Public Involvement ■ Office of Equal Opportunity ■ Government Liaison ■ Transportation Economic Partnerships Office
IMPLEMENTATION FUNCTIONS	SUPPORT FUNCTIONS	ADVOCATES/OPERATORS	SUPPORT FUNCTIONS
<ul style="list-style-type: none"> ■ Planning ■ Design ■ Construction ■ Maintenance 	<ul style="list-style-type: none"> ■ Guidance ■ Fiscal Oversight ■ Policies ■ Programming ■ Statewide Coordination ■ Standards ■ Procedures ■ Directional Letters ■ Manuals ■ WACs 	<ul style="list-style-type: none"> ■ State Owned: <ul style="list-style-type: none"> ■ Ferries ■ Aviation ■ State Highways ■ State Interest: <ul style="list-style-type: none"> ■ Rail ■ Aviation ■ Public Transportation ■ Local Highways 	<ul style="list-style-type: none"> ■ Recruitment ■ Training ■ Public Involvement ■ Internal/External Stakeholder ■ Outreach ■ Accountability ■ Partnerships

WSDOT Strategic Plan

WSDOT has updated its strategic plan, values, operating guidelines, mission statement, and vision statement. Performance measures have been developed for vision statements and strategic goals. Benchmarking of the performance measures will occur over the next year. The strategic plan is the road map that guides all we do as a public service agency. The strategic plan, as approved by the Secretary of Transportation, Sid Morrison, was developed by a hardworking team, whose members represented the interests of the whole department, at all levels - and WSDOT's customers.

Values

Customer Service Customers are the focus of everything we do. Their satisfaction is the yardstick by which we measure success.

Excellence We strive for excellence in everything we do.

Integrity We conduct ourselves ethically. We give an honest day's work. We act in the public's interest.

Respect for Others We honor the right of every individual to be treated fairly and with respect.

Forward Thinking We are visionary and innovative. We embrace change in response to our customers' needs.

Operating Guidelines

Safety Safety First.

Customer Service Every customer contact is an opportunity.

Stewardship We meet our commitments. We deliver our projects on time, within budget. We provide the best value for the dollar. We always strive to do better.

Working Relationships We partner with others. We openly and clearly communicate. We are committed to each other's success.

Mission Statement

Together we efficiently build, maintain, operate and promote safe and coordinated transportation systems to serve our public.

WSDOT Strategic Plan (Continued)

Vision Statements

Public Confidence

We envision the Washington State Department of Transportation as a world class innovative organization that instills the public with confidence in our abilities, through efficient, motivated and skilled employees providing cost-effective, customer-friendly service; and trusted to balance investments in transportation systems in a fair, creative and consistent manner.

- **Performance Measure 1:** The Communications and Public Involvement Office (C&PIO) shall conduct a survey to measure public confidence in WSDOT's ability to efficiently build, maintain, operate and promote safe and coordinated transportation systems. The data reflecting the survey findings shall be provided biennially commencing October 1, 1999.
- **Performance Measure 2:** Annually, commencing October 1, 2000, ferries and highway maintenance will report attributable operating costs and the level of service provided to WSDOT customers.
- **Performance Measure 3:** Upon passage of each biennial budget, the Finance and Administration Service Center will measure, by program, the percentage variance between the initial agency budget and that approved by the Transportation Commission, the Legislature and the Governor. All three variances shall be reported no later than 30 days following enactment of the bill, commencing in 1999.

Roles and Responsibilities

We envision the Washington State Department of Transportation as the central organization, working for the Washington State Transportation Commission and with all parties, to effectively influence the policies, plans and programs necessary for the state transportation system.

- **Performance Measure:** As a first step, the Communications and Public Involvement Office (C&PIO) will conduct an annual survey to identify stakeholder partnerships influencing transportation policies, plans and programs. Results shall be reported annually, commencing October 1, 1999.

Workforce

We envision a workforce compensated in a manner that attracts and retains flexible, highly motivated and innovative employees recognized for their accountability and exceptional service in a safe, fair and respectful environment.

- **Performance Measure 1:** Semi-annually, commencing January 1, 2000, the Office of Human Resources (OHR) will conduct research to identify the ratio of candidates on registers maintained by OHR to the number of WSDOT requests to fill.

Concurrently, HR professionals throughout WSDOT will gather data relative to job offers and will identify the numbers of candidates accepting offered positions with those offered but declined.

- **Performance Measure 2:** At least once a year, each service center, region and division of WSDOT shall include in their regularly conducted surveys of internal and external customers a uniform question provided by the Quality Council identifying quality of service and products provided. This information shall be forwarded annually, commencing October 1, 1999.
- **Performance Measure 3:** Annually, commencing January 1, 2000, the Safety, Equal Opportunity and Human Resources Offices, collaboratively, will compile a count of formal and informal complaints and incidents brought to the offices. The counts will include, as a minimum, complaints regarding discrimination, unfair promotional and or disciplinary practices, grievances of inappropriate practices, incidents, injuries and other evidence of inadequate safety at the work site.

Funding

We envision a funding level adequate to achieve Washington's Transportation Plan.

- **Performance Measure:** Biennially, commencing October 1, 1999, the Finance and Administration Service Center shall measure the gap between available resources and the constrained (logical, prudent and deliverable) six-year WTP needs.

WSDOT Strategic Goals

To achieve the four visions in WSDOT's strategic plan, strategic goals were developed to help guide the way.

Improve the public's understanding of the Washington State Department of Transportation's mission.

- **Performance Measure:** The Communication and Public Involvement Office (C&PIO) will conduct a survey to measure public understanding of WSDOT's activities in support of its mission (to efficiently build, maintain, operate and promote safe and coordinated transportation systems). The data reflecting the survey findings shall be provided, commencing October 1, 1999.

Improve public confidence in agency accountability.

- **Performance Measure:** Annually, commencing on October 1, 1999, the Communications and Public Involvement Office (C&PIO) will conduct a survey and report results on the level of public confidence in WSDOT's accountability.

Improve the Washington State Department of Transportation's customer service.

- **Performance Measure:** At least once a year, each service center, region and division of WSDOT shall include in their regularly conducted surveys of internal and external customers a uniform question provided by the Quality Council identifying quality of service and products provided. This information shall be forwarded annually, commencing October 1, 1999.

Conduct the business of the Washington State Department of Transportation in a manner that enhances public confidence.

- **Performance Measure:** Annually, commencing on October 1, 1999, the Washington State Ferries shall report the status of their International Safety Management (ISM) certification.

Ensure that the Washington State Department of Transportation has the capability to develop and implement transportation solutions to address needs identified in Washington's Transportation Plan.

- **Performance Measure:** Biennially, commencing on January 1, 2000, the Quality Council and Secretary shall report WSDOT's progress in achieving the Strategic Plan Vision Statement outcomes.

WSDOT Strategic Goals (Continued)

Develop and maintain a stable, diverse, core workforce supplemented by the capability to respond to peak needs.

- **Performance Measure:** Semi-annually, commencing July 1, 2000, the Environmental and Engineering Service Center shall report a comparison of the dollar amount of preliminary engineering performed by the agency in the same time period.

Concurrently, the Office of Human Resources (OHR) shall report on both the ratio of candidates on registers maintained by OHR to the number of WSDOT requests to fill and comparative numbers of candidates accepting offers of employment with those who declined.

Provide employees with access to technology, resources and skills to perform their jobs.

- **Performance Measure:** Biennially, commencing on January 1, 2000, the Organizational Development Services Office shall report employee responses to selected questions from the 1997 WSDOT Employee Survey.

Maximize the use of existing funds.

- **Performance Measure:** Quarterly, commencing October 1, 1999, the Organizational Development Services Office shall measure and report the number and dollar value of efficiencies as documented in the Quality Data Base.

Annually, commencing January 1, 2000, the Organizational Development Services Office shall survey Quality Steering Committees to: (1) Determine actual implementation of recommended efficiencies (cost-savings/cost-avoidance) improvements as documented in the Quality Data Base and (2) Identify, wherever possible, actual reallocation of funds and the use to which they were put.

Leverage outside funds and forge new partnerships.

- **Performance Measure:** Annually, commencing October 1, 2000, the Transportation Economic Partnerships Division shall report the dollar value of private and port investments in state-owned infrastructure.

Pursue additional funding.

- **Performance Measure:** Annually, commencing October 1, 1999, the Finance and Administration Service Center shall report the amount of actual revenues and fund sources generated above baseline forecasts.

WSDOT Regions

Eastern Region

509-324-6000

2714 North Mayfair Street
Spokane, WA 99207-2090
<http://www.wsdot.wa.gov/regions/eastern/>

Jerry Lenzi, Regional Administrator

email: LenziJC@wsdot.wa.gov

North Central Region

509-667-3000

1551 North Wenatchee Avenue
PO Box 98
Wenatchee, WA 98807-0098
<http://www.wsdot.wa.gov/regions/northcentral/>

Don Senn, Regional Administrator

email: sennD@wsdot.wa.gov

Northwest Region

206-440-4000

15700 Dayton Avenue North
PO Box 330310
Seattle, WA 98133-9710
<http://www.wsdot.wa.gov/regions/northwest/>

John Okamoto, Regional Administrator

email: okamoto@wsdot.wa.gov

Olympic Region

360-357-2600

5720 Capitol Boulevard, Tumwater
PO Box 47440
Olympia, WA 98504-7440
<http://www.wsdot.wa.gov/regions/olympic/>

Gary Demich, Regional Administrator

email: GDemich@wsdot.wa.gov

South Central Region

509-575-2510

2809 Rudkin Road, Union Gap
PO Box 12560
Yakima, WA 98909-2560
<http://www.wsdot.wa.gov/regions/southcentral/>

Leonard Pittman, Regional Administrator

email: PittmaL@wsdot.wa.gov

Southwest Region

360-905-2000

4200 Main Street
S-15, PO Box 1709
Vancouver, WA 98668-1709
<http://www.wsdot.wa.gov/regions/southwest/>

Don Wagner, Regional Administrator

email: wagnerd@wsdot.wa.gov

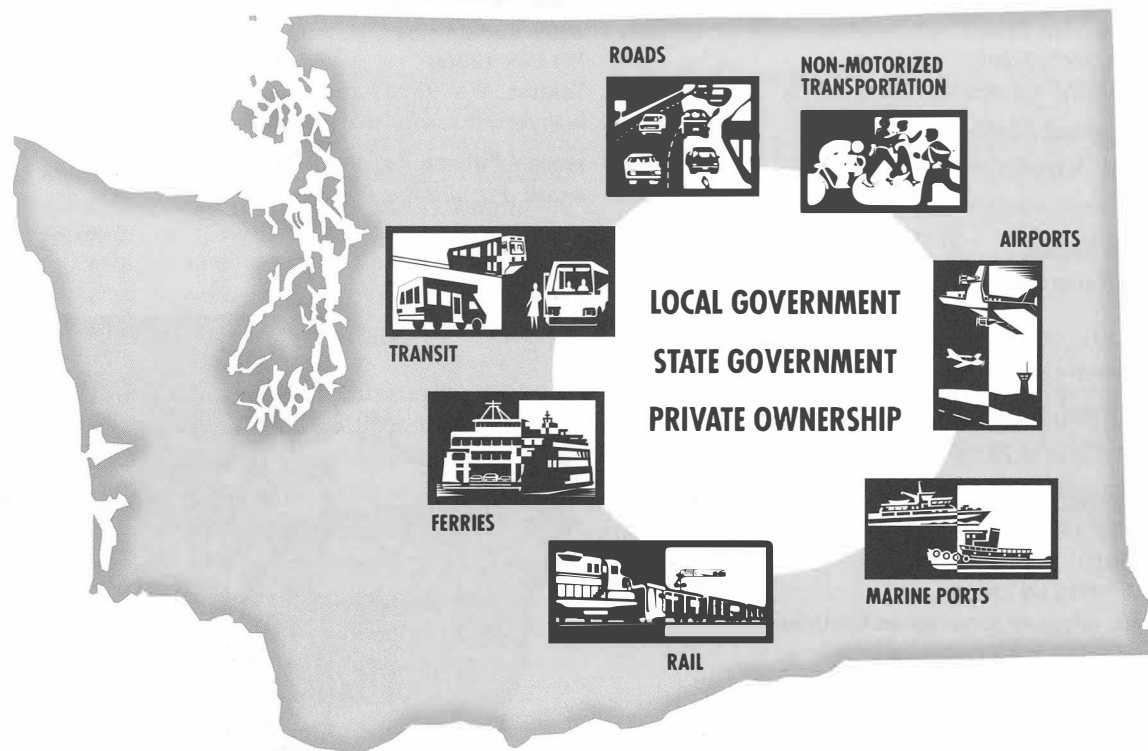


Washington State's Transportation System

Transportation affects everyone. Working, delivering products, or taking a vacation, all of us depend on a safe, efficient, reliable transportation system.

Transportation facilities are owned and operated by multiple entities including local government, state government, and private owners. The facilities owned and operated by the state include state highways, Washington State Ferries, and state owned airports. However, WSDOT planning activities also address facilities and services the state does not own but has an interest in, including: public transportation, freight rail, intercity passenger rail, marine ports and navigation, non-motorized transportation, and aviation.

Washington's transportation system enhances its social and economic prosperity. Everyone in the state is dependent on multiple modes of travel. Good connections between the various modes are important to the efficient movement of people, goods, and services throughout Washington.

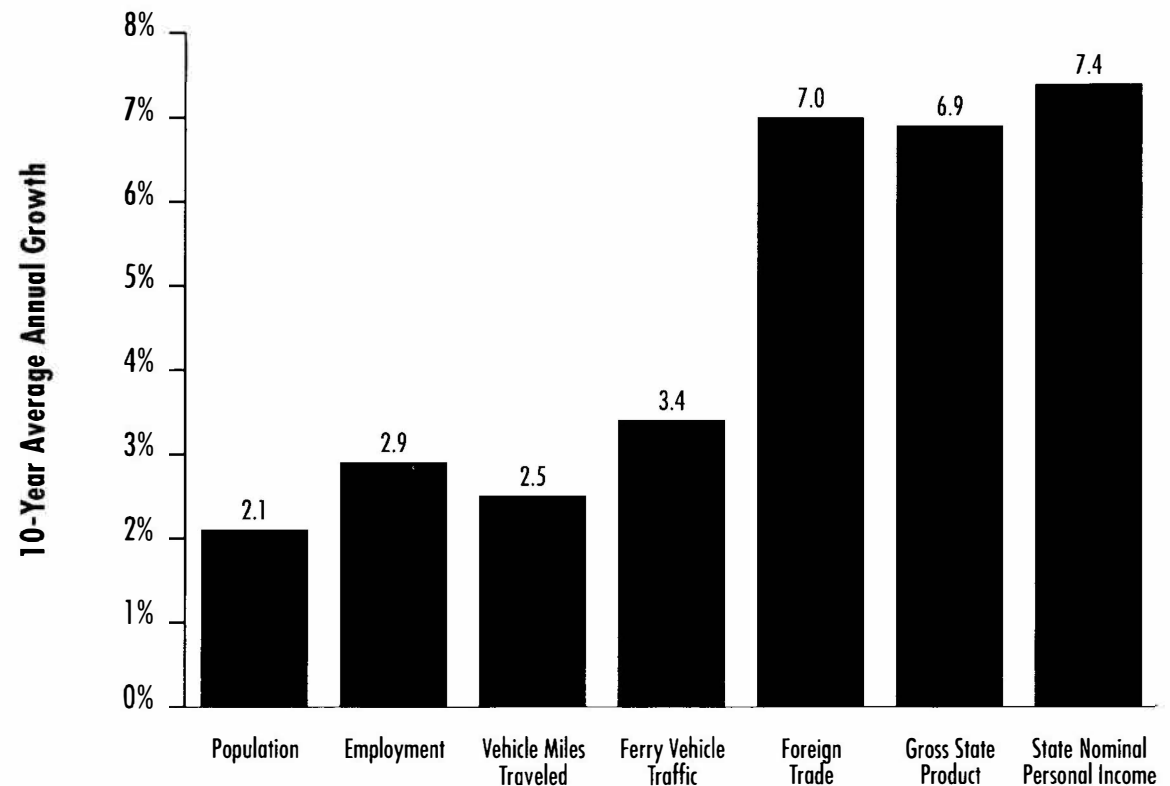


Demands Placed on the Transportation System

Demands on the transportation system continue to grow. The growth of Washington state's economy outpaced national economic growth by 24 percent over the 10-year period of 1988-1997.

Washington's population, growing at a 10-year average annual rate of about 2 percent, is expected to exceed six million people by 2003. Along with population increases and economic growth, come increases in commuter trips, miles traveled, shipment of goods, and other traffic.

This growth places new demands on the state's transportation system.



Note: 10-year growth for period 1988-1997. Includes latest available data.

Transportation and the Economy

Transportation is an essential part of Washington state's economic health. A sound multimodal transportation system is needed to support our existing economy, to facilitate desired growth, to reduce the costs of congestion and inefficiency, and to link us together to promote success in all regions.

Supporting Our Economy

According to the Washington State Economic Development Board, Washington is the most trade-dependent state in the country. We are uniquely and fortunately positioned as the nation's gateway to the Pacific Rim. Maintaining transportation connections between ports, manufacturing industrial centers, agricultural regions, and other key locations directly impacts the health of the state's economy.

Facilitating Desired Growth

One of the signs of a healthy economy is the start-up of new businesses and the relocation of existing businesses. Washington state has become a leading center for advanced technology in computer software, biotechnology, electronics, medical equipment, and environmental engineering. Providing needed transportation support is often a key to encouraging the start-up of businesses in emerging growth sectors.

Reducing the Costs of Congestion and Providing the Benefits of Efficiency

Shortcomings in the transportation infrastructure hinder Washington's business and industry competitiveness. Congestion and slow-downs cost money that could be spent more productively elsewhere in the economy. The rational choice would be investing that money in transportation infrastructure now, rather than allowing it to be consumed as a cost of congestion.

Transportation investments result in economic productivity by lowering transportation costs and travel times. In a competitive, free-market economy, lower transportation costs are passed on to consumers as lower prices for consumer goods, to workers as higher wages, and to owners of businesses as higher income.

The annual hidden cost of congestion, including the cost of delays and fuel due to congestion, has increased significantly over time. According to the *1999 Annual Mobility Report*, Seattle-Everett is ranked 3rd in the nation for both annual congestion cost and annual delay per eligible driver.¹

Annual Cost of Congestion in Washington¹ Dollars per Driver

	1983	1997	Avg Annual Growth
Seattle-Everett	295	1,165	10%
Portland-Vancouver, OR-WA	115	885	16%
Tacoma	80	500	14%
Spokane	50	200	10%

Promoting the Success of All Regions

Washington state has the advantage of a diverse geography and economy. Agriculture is one of the state's most important industries. Washington also has a significant natural resource-based component to its economy. Agriculture, wood products, fishing, aerospace, biomedical, manufacturing, technology-related and other industry all depend on the transportation network to move customers, employees, goods, and supplies.

A strong multimodal transportation infrastructure keeps these diverse sectors of the economy connected to distribution points. Goods moving by rail, truck, barge, or air enable geographic locations to take advantage of the most efficient system for their purposes. A variety of modal choices also keeps shipping costs low by providing inter-modal competition. A strong transportation system diversifies economic activity for stability and ensures that we are tied together — contributing to the success of all regions in the state.

¹*Mobility Study (ongoing).* Texas Institute. Texas A&M University, College Station, Texas. Available on the internet at: <http://mobility.tamu.edu>

Use of Modes

CY 1998 CY 1997 %

Public Transit (Millions of Passenger Trips)

King County Metro	91.6	89.5	2.3
Pierce Transit	13.5	12.8	5.5
Spokane Transit	8.4	8.6	-2.3
Twenty-two other authorities	42.1	43.0	-2.1

Highway Miles Traveled (Billions)

51.9 51.1 1.6

Ferries (Millions)

Passengers (Excluding Drivers)	14.9	14.7	1.4
Vehicles (Including Drivers)	11.3	11.2	0.9

Major Airports (Millions of Passengers)

SeaTac	25.8	24.7	4.5
Spokane	3.0	3.0	—

Amtrak Passenger Rail (Thousands)

Trips terminating and/or originating in the Vancouver, B.C., to Eugene, Oregon, corridor	1,524.9	1,319.5	15.6
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Freight Rail

Private Carriers	0.0	0.0	—
Common Carriers	18.0	18.0	—
Rail Miles in Operation	3,123.0	3,123.0	—

Total Centerline Miles

Streets, Roads, and Highways

Approximate 1998 Mileage in Washington

	Paved	Unpaved	Total
State Highways			
Interstate	764		764
Rural	5,424	8	5,432
Urban	851		851
State Total	7,039	8	7,047

County Roads

Rural			35,270
Urban			1,677
Urban Local Streets			3,548

County Total 25,511 14,984 40,495

City Streets

Rural			2,275
Urban			3,059
Urban Local Streets			8,165

City Total 12,824 675 13,499

Port District Roads

2 — 2

Other State Roads

Unknown Unknown 11,899

Other Federal Roads

Unknown Unknown 7,285

Total Statewide Miles

80,227

Note: 1999 Data is unavailable at this time

Vehicle and Driver Statistics: FY 1999

Registered Vehicles

Autos	3,431,524
Motor Homes	69,028
Motorcycles	98,701
Mopeds	7,832
For Hire Bus, Stage	952
Truck/Tractor Truck	1,318,860
Other	12,190
Total Motorized	4,939,087
Trailer/Semitrailer	551,890
Campers	36,855
House Dollies	14
Total Registered Highway Vehicles	5,527,846

Vehicle Operations (Average Annual, All Types)

Persons per Motorized Vehicle	1.194
Gallons Consumed per Vehicle	631
Miles per Gallon	17.13
Miles Traveled	52,106,000,000
Miles per Vehicle	10,810

Population/Drivers

State Population	5,757,000
Driver Age Population (16 Years and Older)	4,389,145
Percent of Total Population	76.2%
Drivers' Licenses in Force	4,030,000
Percent of Total Population	70.0%

Alternatives to Driving Alone

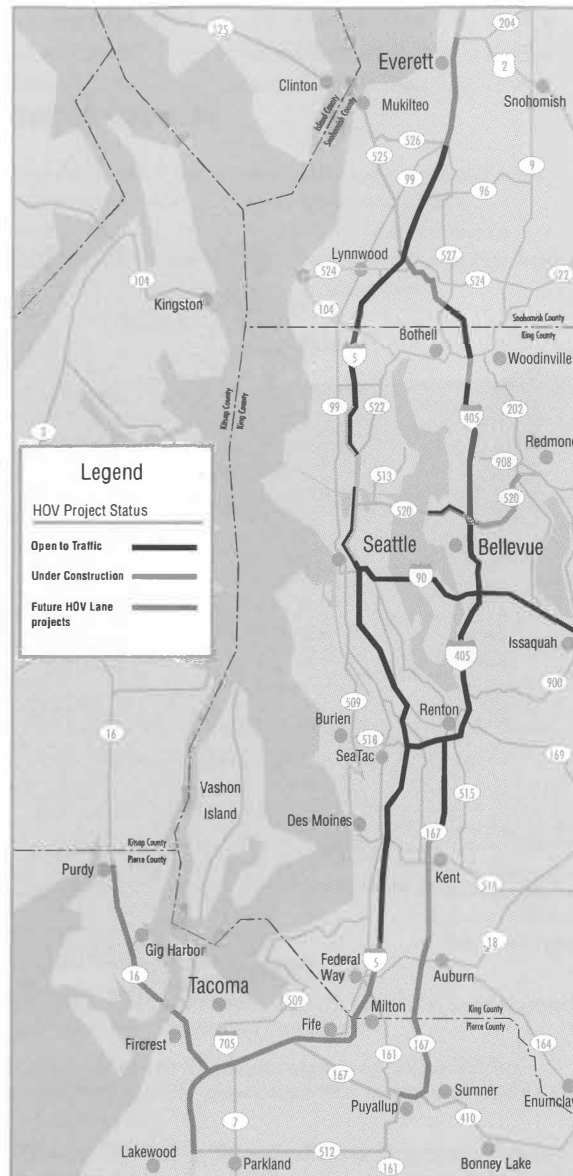
Traffic congestion in the greater Puget Sound and other corridors in Washington state causes delays in the movement of goods and people. Congestion produces economic and environmental costs.

A sound, multimodal transportation system includes alternatives to single-occupant vehicle traffic. The High Occupancy Vehicle (HOV) system is one component of an overall effort toward reducing congestion and delays. Other transportation options include carpooling, vanpooling, bicycling, walking, and transit use.

The consumer's annual costs to drive a vehicle have been calculated many ways. Direct costs (such as the price of a tank of gas) are fairly straightforward. One recent estimate of the average direct cost of owning and operating a personal automobile is 47.4 cents per mile.¹ Estimates of indirect costs (such as the social costs of traffic accidents) are much more difficult to calculate. Regardless of the method of calculation, it is clear that alternatives to single-occupant vehicles — including HOV lane use — can help ease the personal and social costs of congestion.

For current traffic and travel information, see WSDOT's internet site at <http://www.wsdot.wa.gov/traveler.htm>

¹Your Driving Costs, 1999 Edition. American Automobile Association. Cost is based on vehicle traveling 15,000 miles per year and includes all operating and ownership costs.



HOV Lane Miles

HOV lane miles open to traffic	178
HOV lane miles under construction	20
HOV lane miles in planning stage	99
HOV Lane Miles Total	297

Statewide Park and Ride Lots

WSDOT Region	Lots	Spaces
Northwest Region	179	23,732
North Central Region	8	254
Olympic Region	58	5,628
Southwest Region	24	1,497
South Central Region	19	1,037
Eastern Region	14	2,205
Park and Ride Total	302	34,353

For more information about transportation alternatives, visit www.wsdot.wa.gov/pubtran.

Relax.
There's more than one way to get here.

Aviation

Department of Transportation Aviation Functions

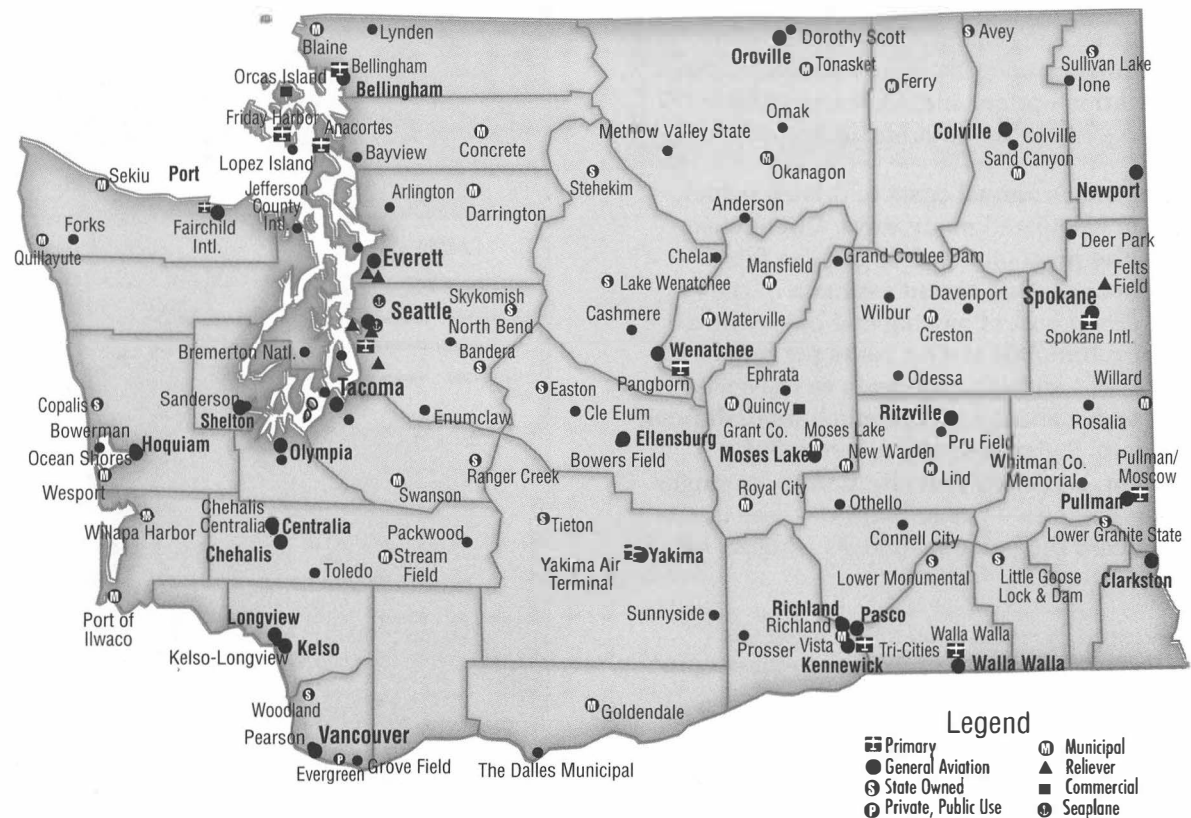
Aviation is important to the economic health of Washington and the quality of life of its citizens, businesses and visitors. Over 10 million passengers now land and take off from a Washington airport every year. More than 500,000 metric tons of air cargo pass through our airports, and more and more pilots depend on the state's 129 public use airports.

The major functions of the WSDOT Aviation Division include to: advocate for the development of an adequate system of public-use airports in Washington state, implemented through local government; promote aviation safety; airmark towns and cities; provide tourist information; activate and manage air search and rescue for civilian aircraft; and promote aviation in general, through close liaison with aviation clubs and associations.

The Washington State Aviation Policy, adopted in 1998, expanded the state's role regarding airport preservation, aviation safety, airport capacity, environmental protection and educational outreach on aviation issues.

For more information about the Aviation Division and its activities, see WSDOT's Internet site at <http://www.wsdot.wa.gov/aviation>

Selected Airports in Washington State



Public Transit Systems

There are six ways that public transportation services can be structured:

■ **Public Transportation Benefit Area (PTBA)**

The PTBA is the most common structure, and the arrangement of 19 of the 26 transit systems.

■ **Regional Transit Authority (RTA)**

Two or more populous counties may establish an RTA to develop and operate a high capacity transportation system.

■ **County Transportation Authority (CTA)**

The CTA structure is used by one jurisdiction.

■ **City**

Individual cities are authorized to provide public transportation, and there are three such systems in the state.

■ **Unincorporated Transportation Benefit Area (UTBA)**

The UTBA structure is used by one jurisdiction.

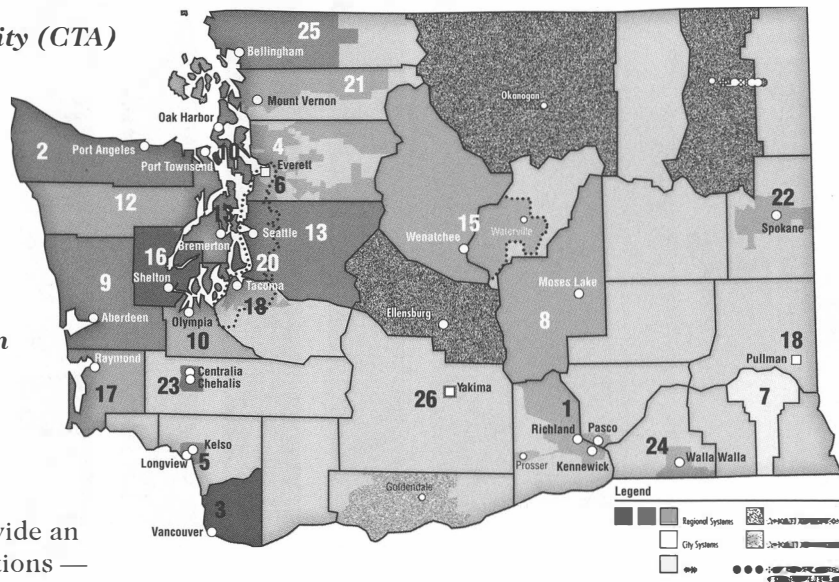
■ **County**

Voters authorize counties to provide an assortment of metropolitan functions — including transit services. This system is currently approved only for King County.

Transit systems are funded from a variety of sources — farebox proceeds, federal funds, Motor Vehicle Excise Taxes (MVET), and sales taxes. MVET distributions to public transit systems

require matching funds. Most jurisdictions use the sales tax to generate their matching funds. The systems' sales tax rates are listed in the adjacent table.

More detailed information about the systems and their funding can be found in the annual summaries, Public Transportation Systems in Washington State, available on the Internet at <http://www.wsdot.wa.gov/pubtran/industry/publications.htm>



Note: The numbered systems on the map correspond to the numbers in the adjacent table.

¹Garfield County Transportation is financed by unspecified locally generated tax revenues rather than sales taxes.

²Pullman Transit is financed by utility taxes rather than sales taxes.

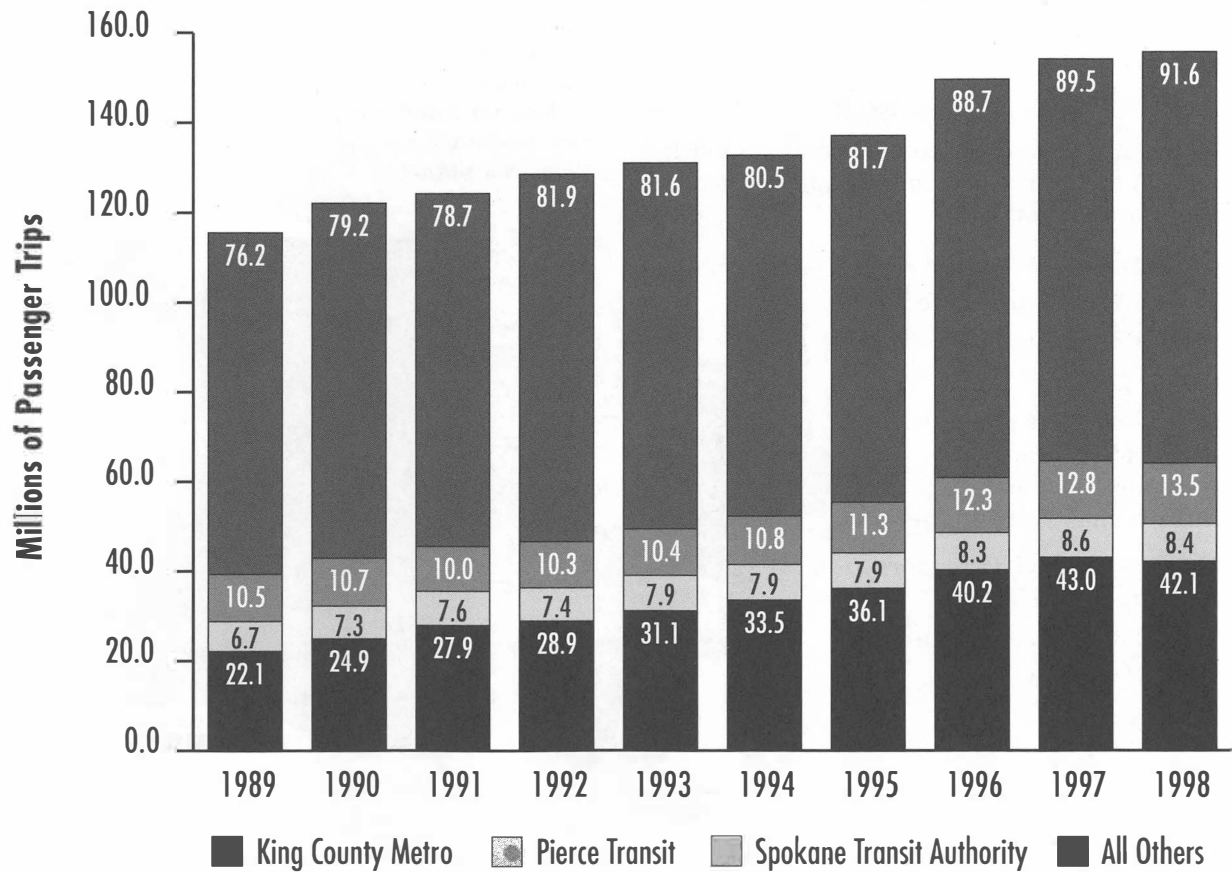
System

	Authority	Sales Tax Rate
1 Ben Franklin Transit	PTBA	0.3
2 Clallam Transit System	PTBA	0.3
3 C-TRAN (Clark County)	PTBA	0.3
4 Community Transit	PTBA	0.6
5 Cowlitz Transit Authority (CUBS)	PTBA	0.1
6 Everett Transit	City	0.3
7 Garfield County Transportation	UTBA	— ¹
8 Grant Transit Authority	PTBA	0.2
9 Grays Harbor Trans. Authority	CTA	0.3
10 Intercity Transit	PTBA	0.3
11 Island Transit	PTBA	0.3
12 Jefferson Transit Authority	PTBA	0.3
13 King County/Metro Transit	County	0.6
14 Kitsap Transit	PTBA	0.5
15 Link (Chelan-Douglas Counties)	PTBA	0.4
16 Mason County Trans. Authority	PTBA	0.2
17 Pacific Transit System	PTBA	0.3
18 Pierce Transit	PTBA	0.3
19 Pullman Transit	City	— ²
20 SoundTransit	RTA	0.4
21 Skagit Transit Authority	PTBA	0.2
22 Spokane Transit Authority	PTBA	0.3
23 Twin Transit	PTBA	0.1
24 Valley Transit	PTBA	0.3
25 Whatcom Trans. Authority	PTBA	0.3
26 Yakima Transit	City	0.3

Public Transit Ridership

Twenty-six public transit agencies in Washington provide fixed-route and demand-response service. This chart displays the combined passenger-trips for both types of service. Almost 60 percent of the 156 million passenger-trips in 1998 were provided by King County Metro.

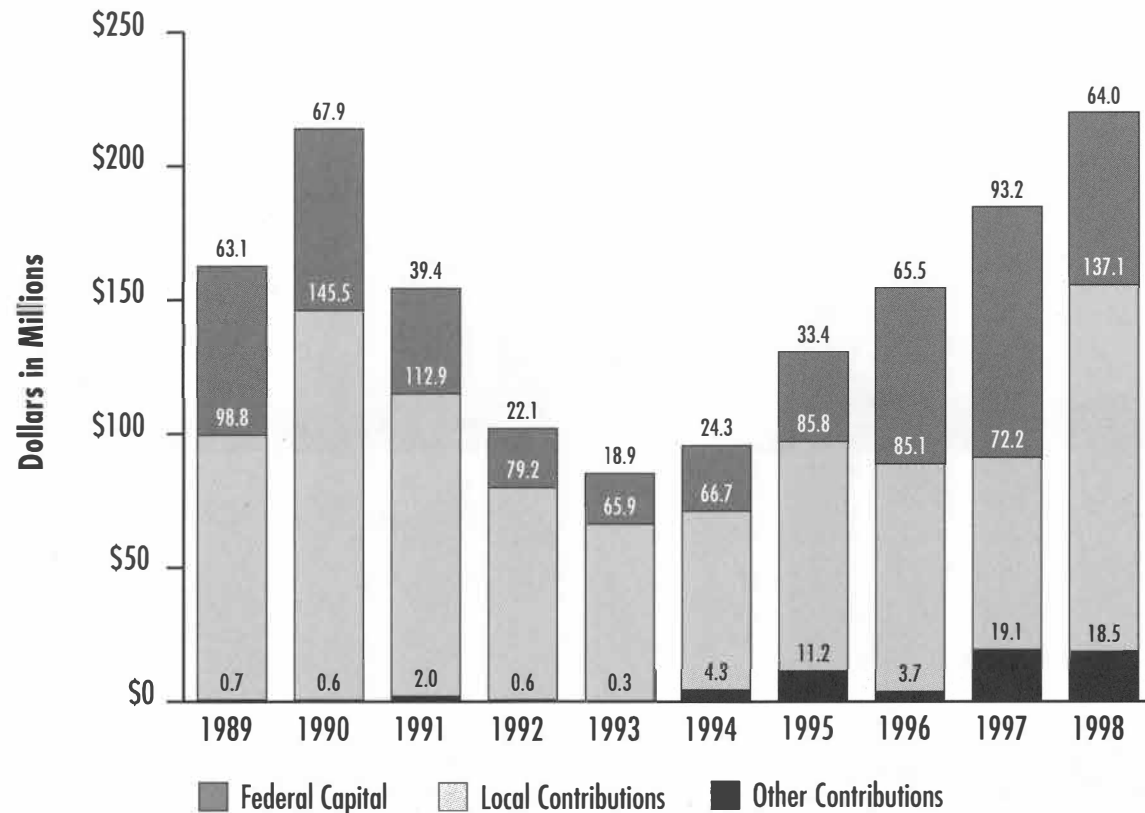
For more information, see <http://wsdot.wa.gov/pubtran/getthere/bus/html>



Public Transit Capital Investment

Public transit 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. For example, the 1990 peak in capital expenditures and the decline that followed illustrate the impact of the King County/Metro bus tunnel construction during that year.

In November 1996, voters within the boundaries of the SoundTransit Regional Transit Authority approved a ten-year, \$3.9 billion regional transit system plan. The plan includes a mix of transportation improvements: a high occupancy vehicle expressway, regional express bus routes, commuter rail, and light rail. The primary funding sources are voter-approved local sales tax (0.4%) and Motor Vehicle Excise Tax (0.3%) increases, assumed federal grants and long-term bonding. The impacts of this plan are starting to be reflected in the adjacent chart.



Ferry Fleet



Jumbo Mark II Class: 3 Vessels

Tacoma and Wenatchee

Puyallup went into service Spring 1999
218 autos / 2,500 passengers



Issaquah Class: 6 Vessels

Issaquah, Kittitas, Kitsap, Cathlamet, Chelan, and Sealth
100 -130 autos / 1,200 passengers



Others: 2 Vessels

Rhododendron
65 autos / 546 passengers

Hiyu
40 autos / 200 passengers



Jumbo Class : 2 Vessels

Spokane and Walla Walla
206 autos / 2,000 passengers



Evergreen State Class: 3 Vessels

Evergreen State, Klahowya, and Tillikum
100 autos / 1,000 - 1,140 passengers



Passenger-Only: 5 Vessels

Kalama and Skagit
250 passengers

Tyee
329 passengers

Chinook
350 passengers

Snohomish went into service Fall 1999
350 passengers



Super Class: 4 Vessels

Hyak, Kaleetan, Yakima, and Elwha
160 autos / 2,500 passengers



Steel Electric Class: 4 Vessels

Quinault, Illahee, Nisqually, and Klickitat
75 autos / 665 - 800 passengers

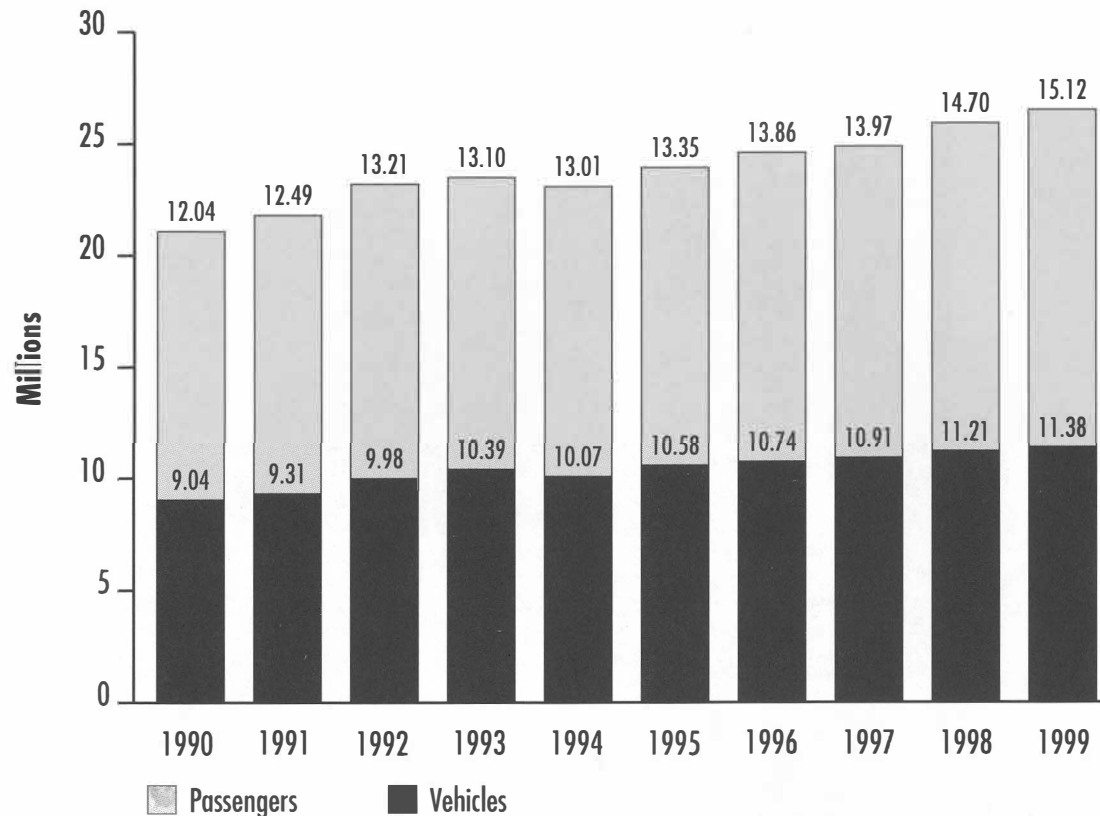
Ferry Traffic

Ferry traffic continues to increase in the growing Puget Sound region, despite the constraints of limited physical capacity.

Washington State Ferries, a modal division of WSDOT, operates the largest ferry fleet in the United States. Twenty-nine ferries will cross Puget Sound and its inland waterways by the end of 1999, carrying over 25 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 1990 and 1999, the number of vehicles embarking the ferry system increased by an average of over 3% per year. As the system nears capacity on some routes, the potential for continued growth is limited. During 1994, ridership decreased 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.

For more information see,
<http://www.wsdot.wa.gov/ferries/>

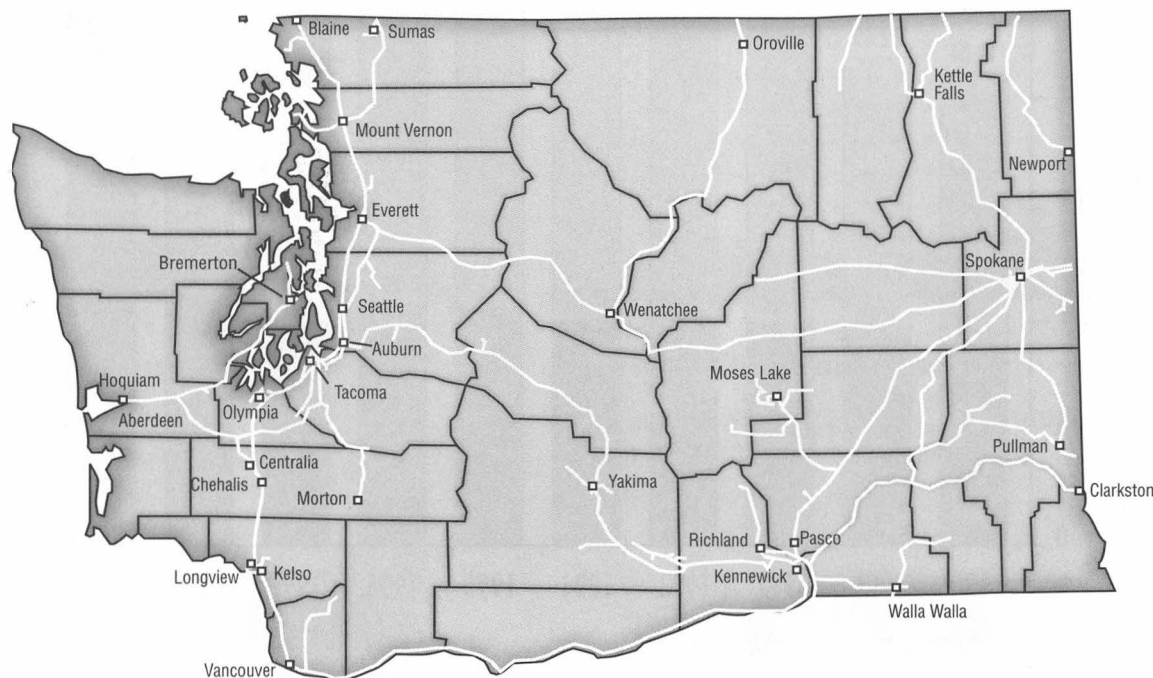


Freight Railroads in Washington State

Freight rail is an important component of the economy and the employment base in Washington state. A multimodal infrastructure that preserves the option of moving freight by rail provides several advantages — it reduces highway congestion, it keeps shipping prices competitive

by providing alternatives, and it serves as a link, tying all our regions together.

For more information about rail in the Pacific Northwest, see WSDOT's Internet site at <http://www.wsdot.wa.gov/pubtran/rail/default.htm>.



1997 Rail Statistics¹

Total rail miles	3,267
Rail carloads handled ²	1,737,585
Total tons carried by rail ²	74,722,827

Rail Tonnage of Top Commodities¹

Commodities originating within the state

Top 5 Commodities	Tons	% of Total
Mixed freight	4,229,280	20%
Lumber or wood products	3,197,792	15%
Waste and scrap	2,277,082	11%
Farm products	1,579,844	8%
Pulp and paper	1,508,460	7%

Commodities terminating within the state

Top 5 Commodities	Tons	% of Total
Farm products	19,030,337	43%
Mixed freight	4,353,112	0%
Lumber or wood products	2,961,104	7%
Chemicals	2,683,338	6%
Petroleum products	2,666,848	6%

Note: This page displays most recent data available.

¹1997 data from the Policy, Legislation, and Economics Department of the Association of American Railroads, Washington, D.C., at Internet site <http://www.aar.org/states1997.nsf/>

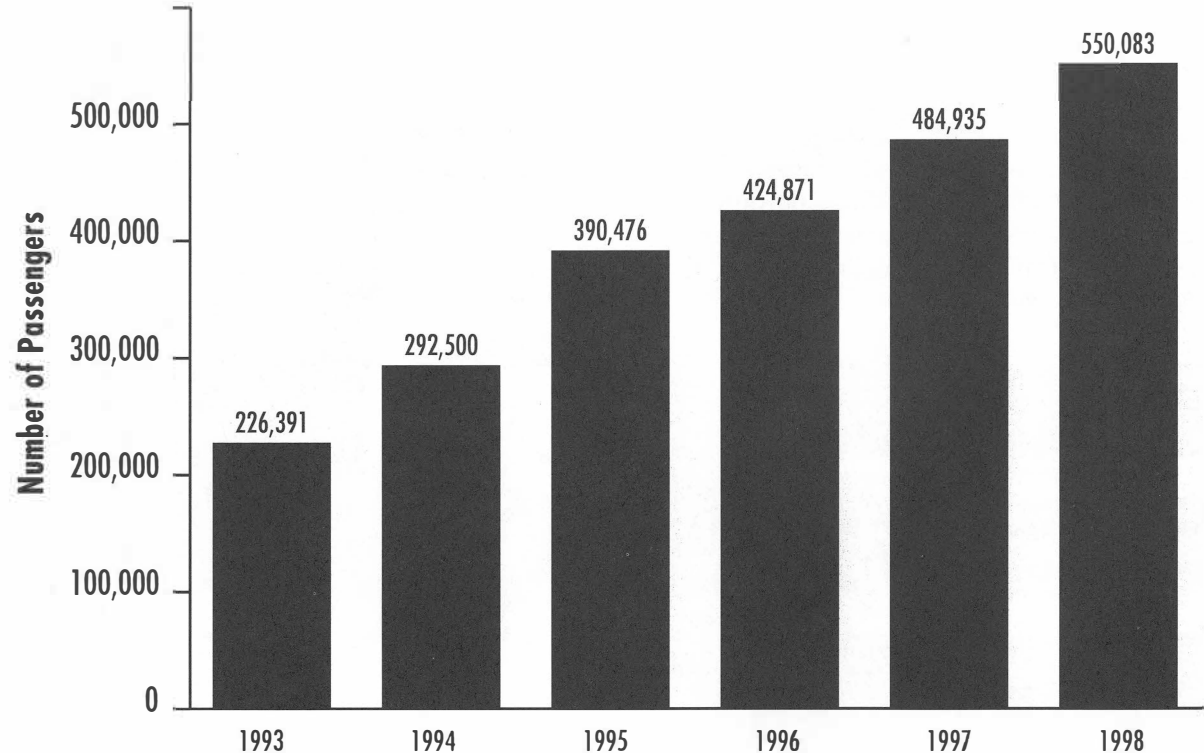
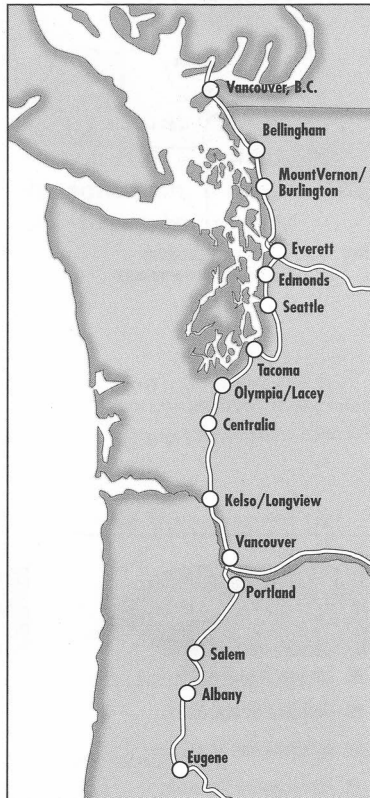
²Freight originating in, terminating in, or carried through the state.

Amtrak in Washington State

Congestion on Washington's highways ranks among the worst in the nation. Washington state has created a partnership to develop faster, more frequent Amtrak service to help relieve this traffic congestion and rejuvenate our urban centers while reducing air pollution. For example, in 1998, 550,000 people rode Amtrak within the Pacific Northwest Rail Corridor. This diverted 30 million miles of single-occupancy vehicle traffic from our highways and reduced air pollution emissions by 690 tons.

The 466-mile Pacific Northwest Rail Corridor extends from Eugene, OR, through Portland and Seattle to Vancouver, BC. In 1992, the Federal Railroad Administration designated this route as a high-speed rail corridor. Since then, Washington state has worked with Amtrak and other partners to deliver faster, more frequent service on the corridor.

The Amtrak Cascades are



For more information, visit <http://www.wsdot.wa.gov/pubtran> and click on 'rail'.

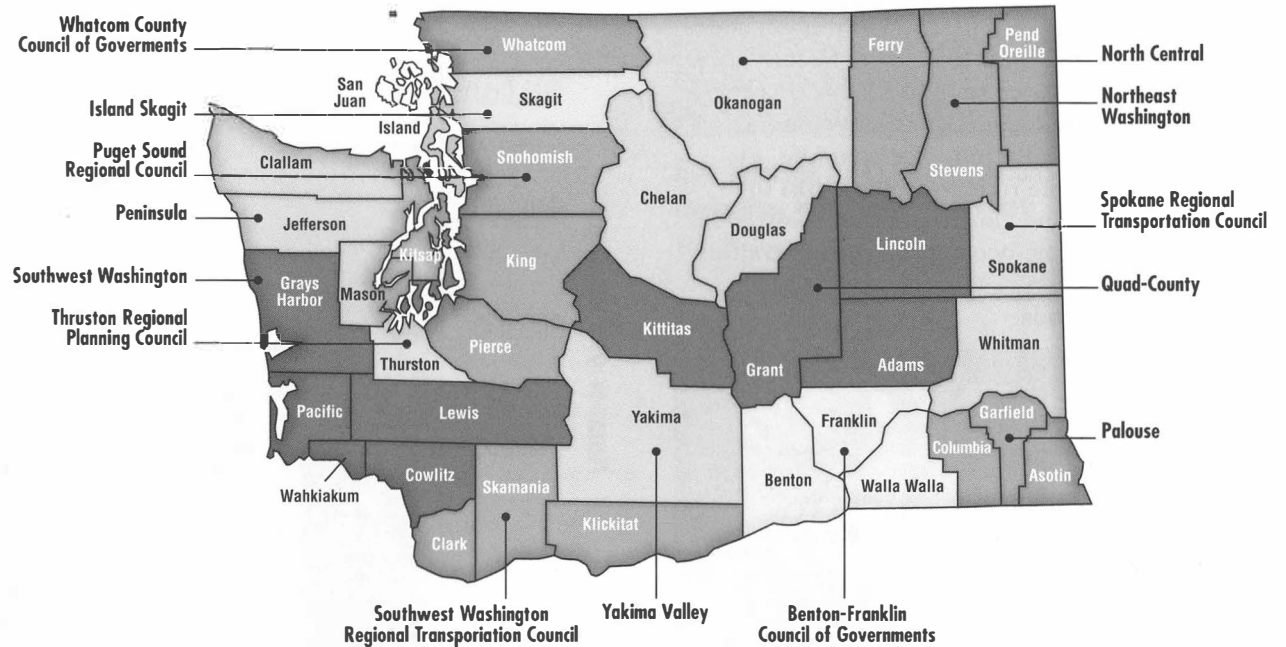
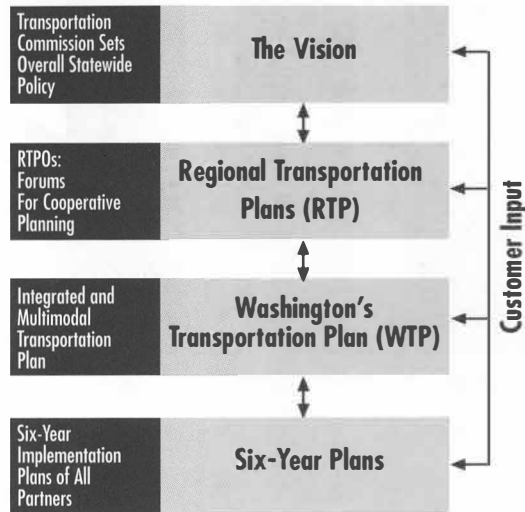
sponsored in part by Washington state. They offer three daily round trips between Seattle and Portland with one of these trips extending south to Eugene. They also offer two daily round trips between Seattle and Bellingham with one of these extending north to Vancouver, BC. In addition, Washington also invests in railroad track, safety system and station upgrades within the state.

There are currently two Amtrak long-distance trains that serve Washington state; the Empire Builder and the Coast Starlight. The Empire Builder offers one daily round trip between Seattle and Chicago and the Coast Starlight offers one daily round trip between Seattle and Los Angeles.

State Transportation Planning Process

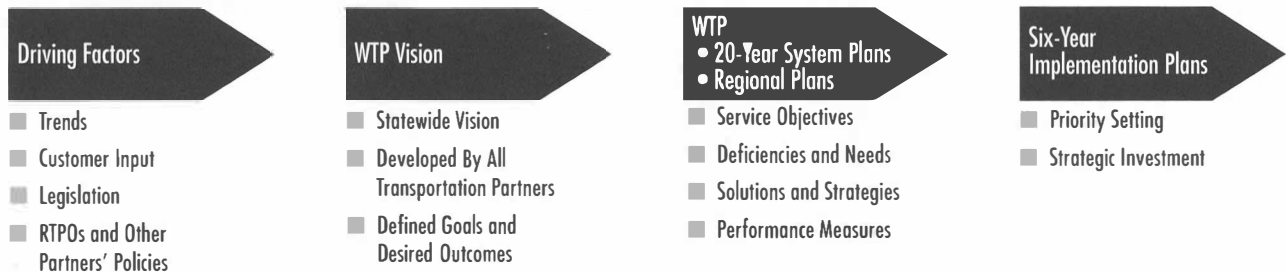
The Planning Partnership

Transportation planning in Washington state is a joint, coordinated partnership between city, county, state and federal entities. Metropolitan Planning Organizations (MPOs), which are federally mandated, and Regional Transportation Planning Organizations (RTPOs), associations of voluntary regional transportation planning interests, lead the regional efforts.

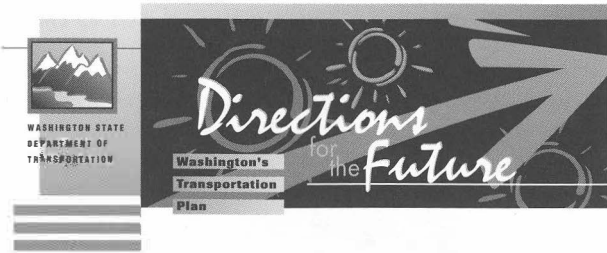


For more information about our partners and planning process, see "Shaping our Future", WSDOT Transportation Planning Office or visit our website at http://www.wsdot.wa.gov/ppsc/wtp/web_page_99/

The Current WTP Update Planning Process



Washington's Transportation Plan (WTP)



WTP What is it?

WTP is the decision document that links state, regional and local transportation plans to provide strategic directions for sound transportation investments.

Why Update?

Washington's Transportation Plan is a "living and dynamic" plan. As a dynamic plan, it needs to be updated periodically and this update is now underway.

Why is it Different?

The WTP involves all transportation partners to:

- Develop a statewide vision for transportation
- Set priorities on strategic investments to attain the vision
- Integrate all regional and state planning to coordinate modes and investments
- Provide specific six-year implementation plans
- Provide clear, customer-focused performance measures

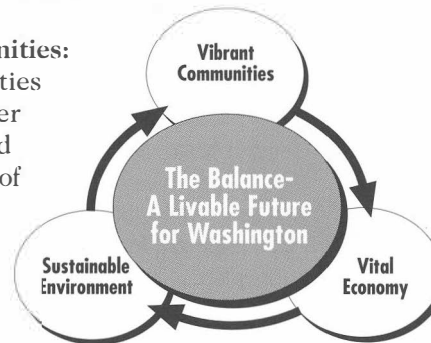
What is "The Vision"?

The WTP Vision Model is a statewide vision for transportation in the future. It was developed by the Washington State Transportation Commission in partnership with all the RTPOs and other WSDOT transportation partners.

Livability is the central theme for this vision. It is a concept that conveys an image of a future that is enduring, vibrant, civil (considerate) and offers a desirable quality of life.

Vibrant Communities:

livable communities that feel safe, offer opportunities and choices, a sense of identity, accessible government, and mobility.



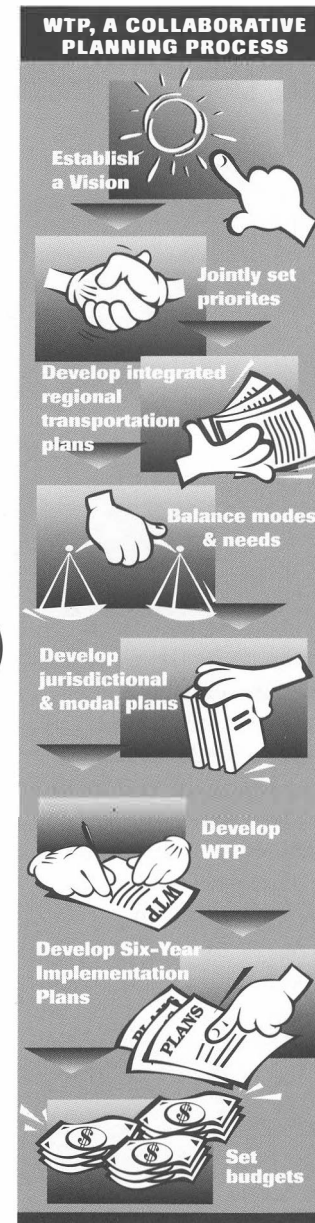
Vital Economy:

is directed toward competition, creativity, and variety in economic activities.

Sustainable Environment: one which is enduring as a result of minimizing the depletion or degradation of resources.

The WTP is taking a strategic approach to obtaining the Vision. This approach determines how projects will be selected to align with the Vision.

For more information about the WTP Vision, see "Vision Development Report", WSDOT Transportation Planning Office or visit our website at http://www.wsdot.wa.gov/ppsc/wtp/web_page_99/



Phase 1 Jan - Dec 1998 Collaboration

Develop a common vision for transportation in Washington state

Phase 2 Jan 1999 Integration

Jointly set priorities with our transportation partners to improve our ability to propose strategic investment decisions

Phase 3 Spring 2000 Implementation

Coordinate transportation planning efforts at the regional level to enhance the integration of modes

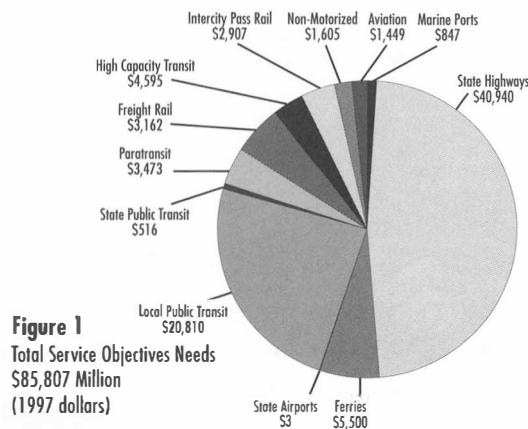
Jan 2001 Draft Plan For Public Review

Apr - May 2001 WTP Adoption

Develop Coordinated Six-Year Implementation Plans

Develop 2003 - 2005 Budget

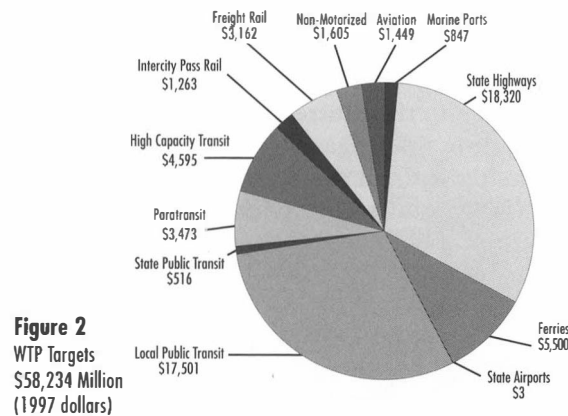
Washington's Transportation Plan (Continued)



Washington's Transportation Plan and Needs

Washington's Transportation Plan (WTP) presents a 20-year vision for state-owned modes of transportation. State-owned systems include state highways, Washington State Ferries, and state-owned airports. State interest addresses facilities and services the state does not own but has an interest in, as they are vital to the entire transportation system. These include public transportation, freight rail, intercity passenger rail, marine ports and navigation, non-motorized transportation and aviation. Currently, city and county roads, streets, and bridges are not included. The WTP, mandated by federal and state planning requirements, is the blueprint for program and budget development.

The WTP starts with total needs to preserve the existing system, improve safety, expand mobility over current levels, and keep our economy moving.

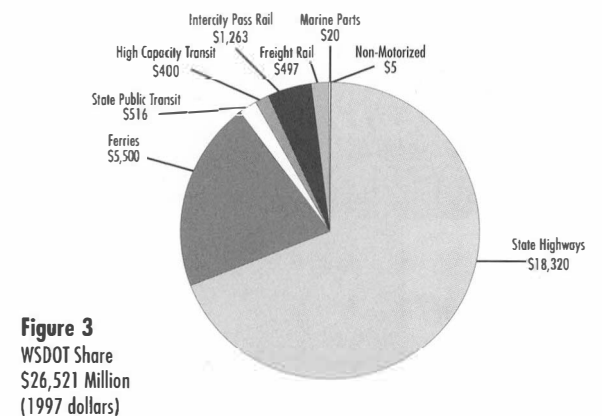


These needs are defined by Service Objectives, which represent desirable outcomes over the next 20 years. These Service Objectives have been endorsed by the Washington State Transportation Commission. The figures on this page are for the currently adopted transportation plan.

Current Service Objective Needs are \$85.8 billion (see *Figure 1*). This excludes city and county road needs and costs for travel, including private automobiles. The WTP also establishes a prudent 20-year funding target based on projected availability of federal and state funds and decisions made by state and local officials. This amounts to \$58.2 billion for the (financially constrained) WTP target (see *Figure 2*).

Finally, the WTP identifies responsibilities for implementation since the state is not the sole provider of transportation services. Other transportation services are provided by local governments, the private sector and the federal government.

The *State Action* share (WSDOT's portion) of the WTP target is \$26.6 billion (see *Figure 3*). Since only \$16.2 billion can be funded with current revenues, an extra



\$10.4 billion in revenue will be required to meet state highway, state ferry and other state investment needs. This \$16.2 billion in current revenues was based on available taxes prior to the passage of I-695. To balance needed transportation investments with our limited resources, a *strategic* six-year plan and corresponding two-year budget are proposed to advance the most important projects that will support the WTP Vision and desired outcomes.

Terms

Total Service Objective Needs
WTP Targets
WSDOT Share

Definitions

All needs based on desired service levels
Prioritized needs based on historic funding levels
State's portion of WTP Target

A WTP Element: the Highway System Plan

What is the Highway System Plan?

The Highway System Plan is the element of the WTP for state owned highways. It defines service objectives, action strategies and costs to maintain, operate, preserve and improve our state highway system. It is the basis for the state highway element of the six-year plan and the two-year state highway budget. The adjacent figure lays out all needs of the highway system plan below the potential revenue.

The Highway System Plan consists of four programs: maintenance, traffic operations, preservation and improvements. An analogy can be drawn between these four highway system programs and your home.

Maintenance and Operations are defined as day-to-day activities that keep the system clean and operating. These activities help keep the traffic flowing efficiently. Examples on the roadway include sweeping the roadway, trimming vegetation and plowing snow. Maintenance of our roads is essential, as is maintaining your home. An example of maintenance in your home is daily housekeeping, such as sweeping the floor and cleaning the bathroom. The 20-year cost for the maintenance of our state highways is \$2.72 billion. The 20-year cost for traffic operations on our state highways is \$0.45 billion.

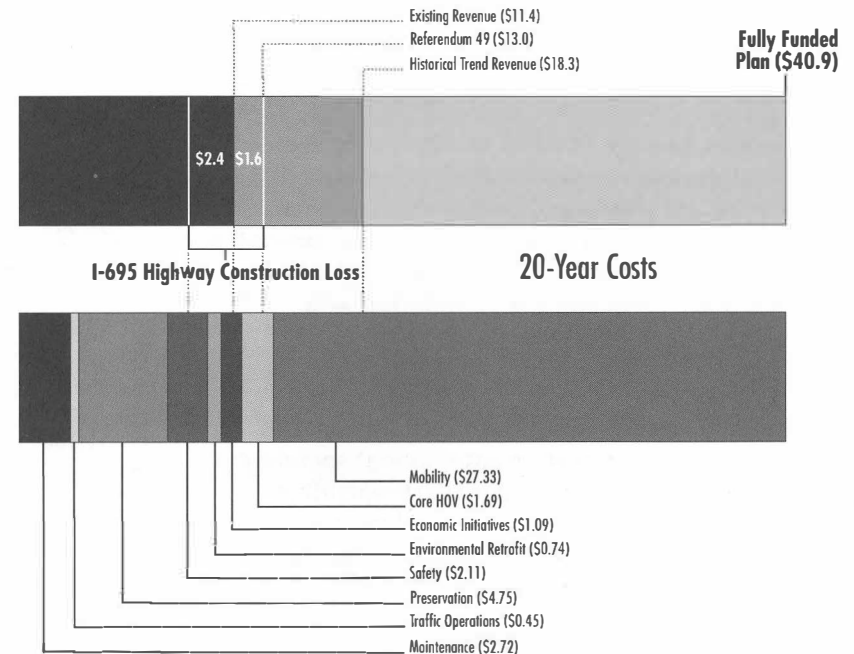
Preservation of our state highways is defined as capital investments to preserve the structure. An example would be repaving the lanes to prevent cracking and repainting bridges. These can be compared to some of the prevention items you do in your home, such as reroofing your house. The 20-year projected costs for preservation is \$4.75 billion.

Improvements are changes made to the system to lessen traffic congestion, improve safety and accommodate growth. It is the most expensive program for our highway system, as it is for your home. Improvements in the highway system are changes made to lessen traffic congestion, such as widening roads, creating new interchanges and truck climbing lanes. At home, an improvement could be building another bedroom to add space to your house. Total costs for improvements are shown on the right.

For more information, see "State Highway System Plan," WSDOT Transportation Planning Office or visit our website at <http://www.wsdot.wa.gov/ppsc/planning/hsp.htm>

Highway Needs versus Revenue Billions of 1997 Dollars

20-Year Revenue Scenarios



Note: Excludes other modes (Rail, Ferries)

Improvements are categorized as:

Mobility/Core HOV - \$29.07 billion
Highway Safety - \$2.11 billion
Economic Initiatives - \$1.09 billion
Environmental Retrofit - \$0.74 billion

Examples:

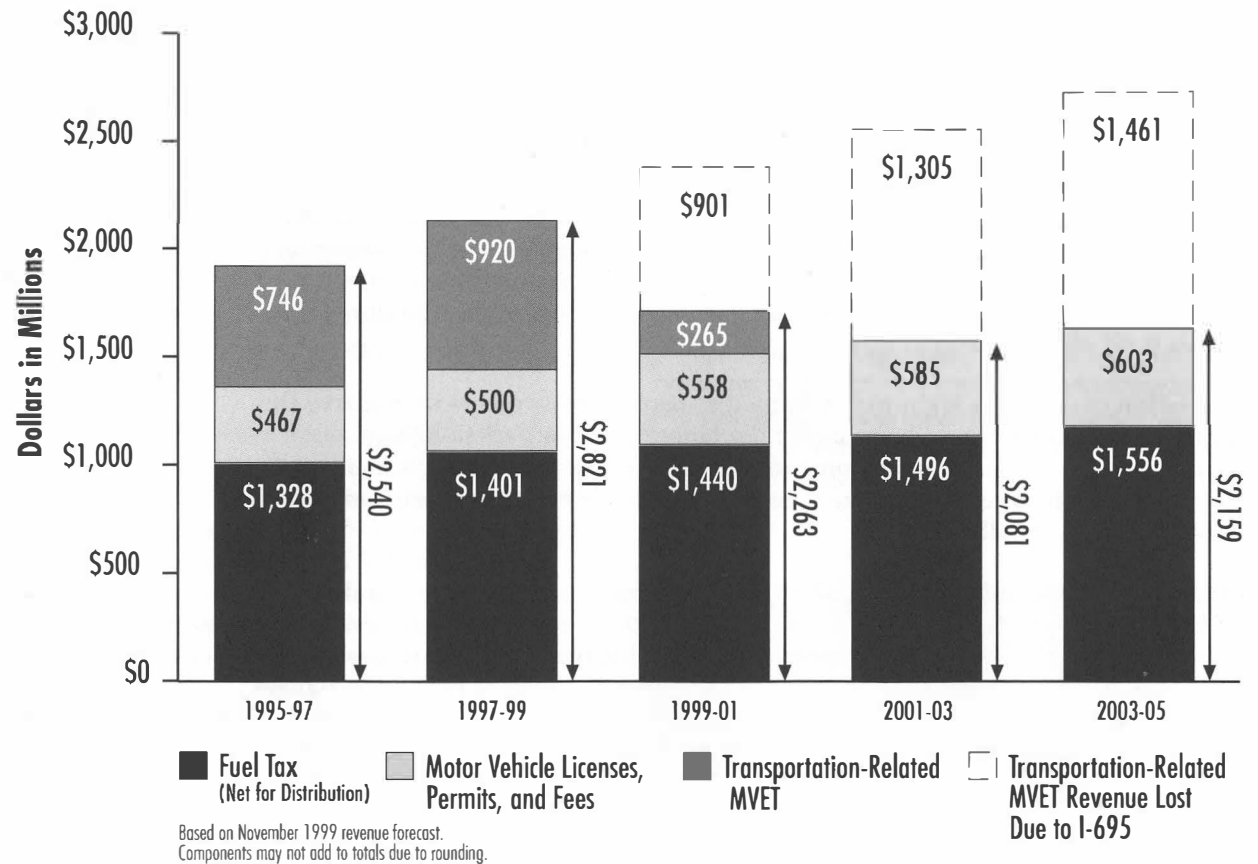
Relieve congestion
Reduce the risk of collisions
Reduce freight delay
Reduce environmental impacts

Major Sources of State Transportation Revenue

Three principal state-imposed and state-collected sources of revenue are available to fund transportation in Washington: motor fuel taxes (especially gas taxes); licenses, permits, and fees for using the transportation system; and the Motor Vehicle Excise Tax (MVET) based on vehicle value.

Prior to the passage of I-695 in 1999, only the MVET captured growth as well as inflation. I-695 eliminated the MVET and increased the Motor Vehicle Registration Fee from \$27.75 new, or \$23.75 renewal, to \$30.00. The gas tax is a flat tax that does not keep up with inflation — it must be increased periodically to keep up with systemwide needs.

Washington state voters passed Initiative 601 in 1993 as a way to limit state government spending from the General Fund. Under I-601, spending cannot increase faster than the combined growth rates of inflation and state population. For the 10-year period covering fiscal years 1996 through 2005, actual experience and forecasts indicate the average annual I-601 factor to be 3.5%. In comparison, average annual growth rates for the two remaining major sources of state transportation revenue for the same period are: Gas Tax 2.0%; and Licenses, Permits, and Fees 3.2%.



State Gas 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 the State Treasurer's cost of distribution.

Dedicated 23 Cent Distribution (RCW 46.68.090)

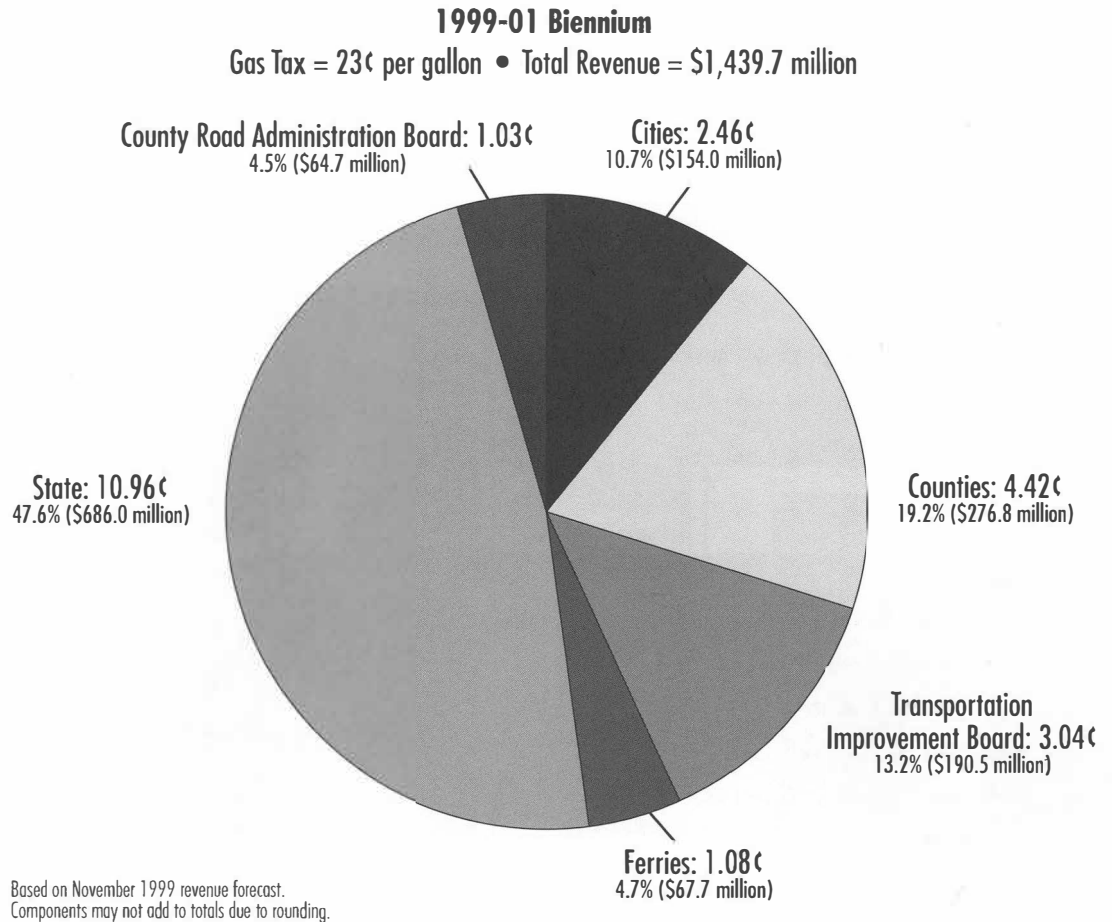
State Highway Purposes (Motor Vehicle Fund)	10.21¢
Special Category C Account	0.75¢
Ferry Operations Account	0.54¢
Ferry Capital Construction Account	0.55¢
Urban Arterial Trust Account	1.74¢
Transportation Improvement Account	1.30¢
Cities	2.46¢
Counties — Regular Distribution	4.42¢
Counties — Arterial Preservation Account	0.45¢
Rural Arterial Trust Account	0.58¢
Total	23.00¢

Gas Tax Revenue Distribution

The 18th Amendment to the Washington State Constitution dedicates motor fuel tax proceeds to “highway purposes.” Revenue generated from the gas tax is distributed to various jurisdictions, as shown in the pie chart on the right. The “state” share, about half of total revenues, supports WSDOT highway programs, as well as activities for a number of other state agencies that are defined as “highway purposes.” Of this distribution, WSDOT activities that are funded include, among other things, highway construction, maintenance, administration, and the debt service on highway construction bonds.

A nearly equal amount is distributed directly to cities, counties, and other agencies for roadway programs. The remainder pays for ferry operations and capital improvements. (The ferry system is considered a highway purpose under the amendment.)

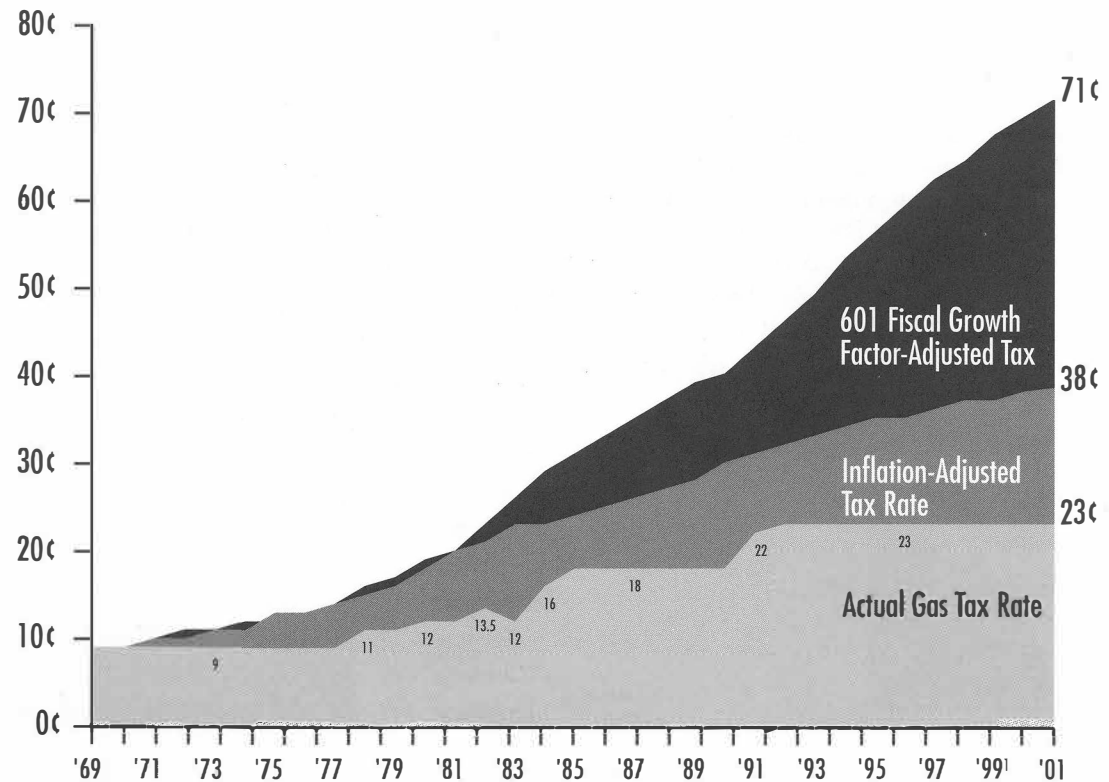
In the 1999-2001 biennium, each penny of gas tax is expected to yield approximately \$63 million.



State Gas Tax vs. Inflation and Growth

Washington state's gas tax has been raised just seven times over the last quarter-century. Increases in the tax typically have been levied in response to pressing needs. If the gas tax were related to a measure of costs — for example, if tax increases were triggered by increases in inflation or fuel efficiency — an even stream of revenue could be raised and potential crises could be avoided.

In November 1993, 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 in 2001 if the 1969 tax rate of nine cents per gallon were keyed to inflation or the fiscal growth factor.

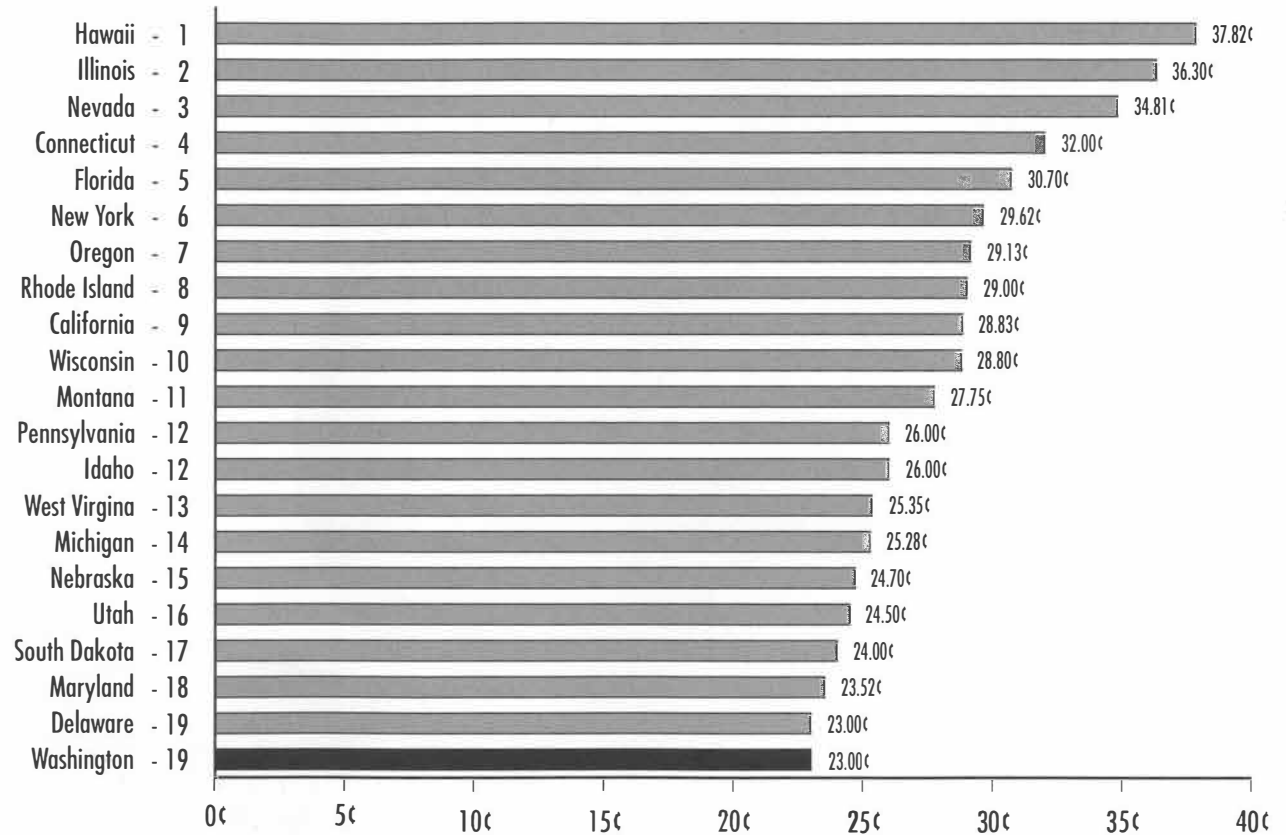


¹If adjusted to the I-601 fiscal growth factor the gas tax in 1999 would be 67¢, and if adjusted for inflation would equal 37¢.

Combined State and Local Gas 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 gas. When these charges are added to the excise tax, the actual gas tax rate can increase substantially — in Illinois, for example, it nearly doubles.

Washington's gas tax ties with Delaware, placing Washington 19th among the 50 states and the District of Columbia. Recent changes include a 2¢ increase in Kansas' and Oregon's state excise tax on gasoline. (Kansas is not displayed on this chart since its gas tax is below 23¢.) New York's fuel use component of the excise tax has increased by 1.1¢. Pennsylvania has reduced its underground storage tank fee by almost 1¢.



Motor Vehicle Excise Tax

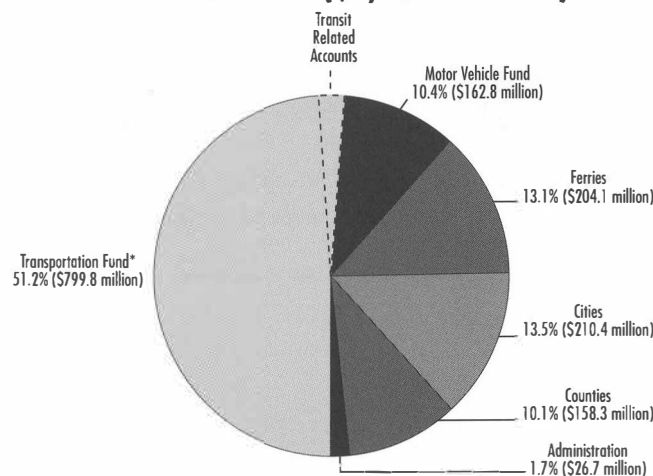
History (Transportation-related)

- 1937 The Motor Vehicle Excise Tax (MVET) established
- 1969 1% local option MVET for transit to replace 50% of the 2% state MVET, effective July 1, 1971
- 1977 0.2% surtax temporarily dedicated to ferry capital construction, effective Aug. 1, 1978 to Aug. 1, 2008
- 1987 0.2% surtax for ferry capital construction made permanent
- 1989 Temporary 0.1% surtax for ferry system operations extended through Dec. 1990
- 1990 0.1% surtax for ferry operations is made permanent; 0.2% surtax for transportation purposes approved; MVET equal to 0.1% vehicle value from General Fund is transferred to Transportation Fund, effective July 1, 1993
- 1993 0.1% transfer from General Fund to Transportation Fund deferred from July 1, 1993 to July 1, 1995; Transit residual goes to General Fund rather than to Transportation Fund for the 1993-95 biennium
- 1998 Referendum 49 provides a \$30 credit for passenger vehicles and increases distributions for transportation purposes, effective January 1, 1999
- 1999 Initiative 695 eliminates the MVET, effective January 1, 2000

1999-01 Revenue Distribution

In November 1999, Washington voters approved Initiative 695, eliminating the Motor Vehicle Excise Tax. Prior to the passage of I-695, MVET revenues for the 1999-01 biennium were estimated to be almost \$1.6 billion. Since I-695 eliminated the MVET effective January 1, 2000, only the first six months of revenue for the 1999-01 biennium will be collected (see chart on the far right). After January 1, 2000, all MVET revenue collections cease.

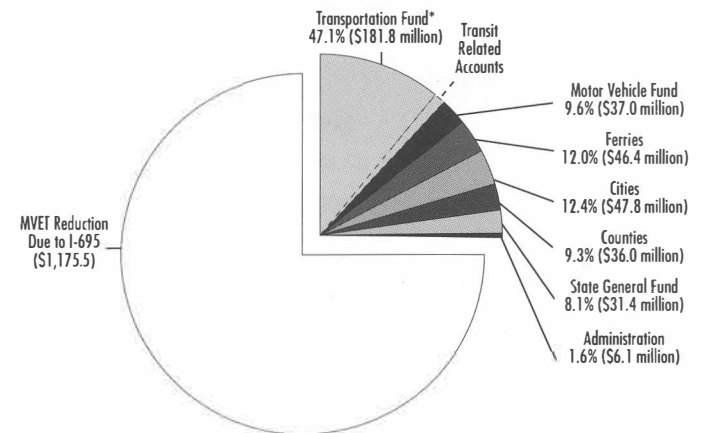
Prior to I-695 (\$1,562.0 million)



*** 799.8m includes \$499.8 million total liability:**

- Transit Districts = \$463.7 million
- Transit Related Accounts = \$36.1 million

After I-695 (\$386.5 million)



*** 181.8 m includes \$237.7 million total liability:**

- Transit Districts = \$222.7 million
- Transit Related Accounts = \$15.0 million

For more information, see <http://www.wsdot.wa.gov/I-695/>

Motor Vehicle Registration Fee History

Automobiles 40+ h.p.

Year	Fee	Disposition of Revenue
1915	\$ 7.50	Highway Fund
1917	\$10.00	Highway Fund

Automobiles <1,500 lbs.

Year	Fee	Disposition of Revenue
1919	\$10.00	Motor Vehicle Fund (MVF)

Automobiles for private use (any weight and power configuration)

Year	Fee	Disposition of Revenue
1931	\$ 3.00	MVF
1949	\$ 5.00	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	\$ 9.40	\$3.40 to MVF and \$6.00 to the State Patrol Highway Account
1971	\$ 9.40	All revenues to MVF (Washington State Patrol funded from MVF)
1975	\$13.40 New \$ 9.40 Renewal	MVF

Year	Fee	Disposition of Revenue
1981	\$13.40 New \$ 9.40 Renewal	\$7.40 of new and \$3.40 of renewal fee proceeds are distributed to transportation accounts, with the MVF receiving 72.7% of these funds, and the Puget Sound Ferry Operations Account receiving the remainder (27.3%). Proceeds from the remaining \$6.00 of fees are distributed to the State Patrol Highway Account.
1982	\$23.00 New \$19.00 Renewal	There is no change to the distribution of new and renewal fee proceeds to the MVF and Puget Sound Ferry Operations Account. Proceeds from the remaining \$15.60 of fees are distributed to the State Patrol Highway Account.
1989	\$27.75 New \$23.75 Renewal	There is no change to the distribution of new and renewal fee proceeds to the MVF and Puget Sound Ferry Operations Account. Proceeds from the remaining \$20.35 of fees are distributed to the State Patrol Highway Account.
2000	\$30.00 New \$30.00 Renewal	The passage of Initiative 695 increased the motor vehicle registration fee to thirty dollars. There was no change to the distribution of new and renewal fee proceeds to the Motor Vehicle Fund or the Puget Sound Ferry Operations Account. Proceeds from the remaining fees (\$22.60 New and \$26.60 Renewal) are distributed to the State Patrol Highway Account.

History of Combined License Fees

Gross weight fee tables that apply specifically to trucks were established in 1937. From 1937 until 1987, two fees were levied separately — a registration fee and a fee based on the weight of the truck. In January 1987, legislation went into effect that brought together the two fees to form the Combined License Fee (CLF). The last change to the CLF was in 1994 when the schedule was extended from 80,000 to 105,500 pounds and the fee was raised by \$90 for most vehicles over 40,000 pounds. The table on the right displays the equivalent of today's CLF: the registration fee and the gross weight fee.¹

¹Combined license fees do not include motor vehicle excise tax. At the time of registration, trucks may be required to pay additional miscellaneous fees. Proceeds from the remaining fees (\$22.60 for a new registration and \$26.60 for renewals) are distributed to the State Patrol Highway Account.

Regular Gross Weight Fees and Vehicle Registrations for Trucks

Year	Truck Weights Subject to CLF (in lbs.)	Sample Fees (Registration + Gross Weight Fee)	
		30,000 lbs ²	80,000 lbs ³
1937	30,000 +	\$253.00	N/A
1947	4,000 to 36,000	\$229.00	N/A
1949	6,000 to 36,000	\$275.00	N/A
1955	4,000 to 36,000	\$290.00	N/A
1957	4,000 to 36,000	\$291.50	N/A
1961	4,000 to 36,000	\$311.90	N/A
1967	4,000 to 72,000	\$178.50	N/A
1969	4,000 to 72,000	\$188.40	N/A
1976	4,000 to 80,000	\$192.40	\$936.40
1987	4,000 to 80,000	\$182.18	\$1,085.95
1988	4,000 to 80,000	\$182.18 + \$4.75 surcharge	\$1,085.95 + \$4.75 surcharge
1990	4,000 to 80,000	\$253.00	\$1,518.00
1994	4,000 to 105,500	\$253.00	\$1,608.00

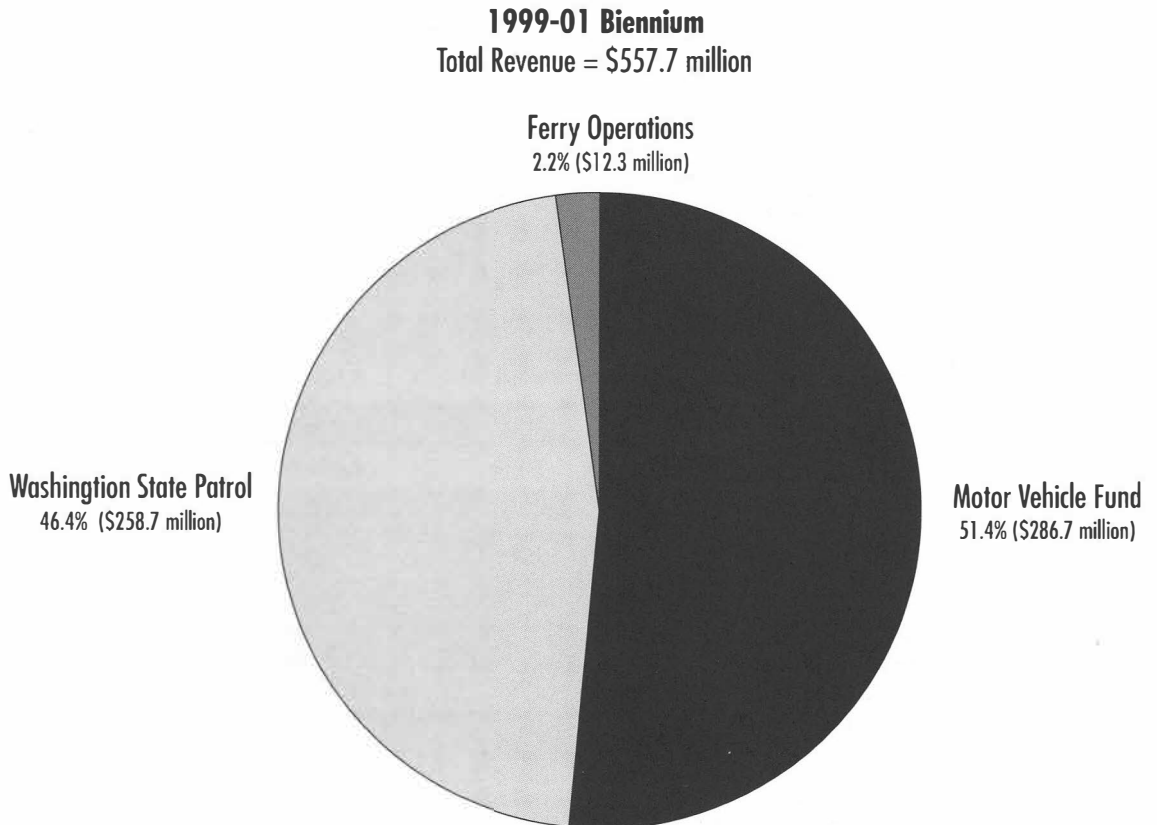
²Combined License Fee applied to a truck with a gross vehicle weight (gvw) of 30,000 lbs.

³Combined License Fee applied to a truck with a gvw of 80,000 lbs.

Vehicle Licenses, Permits and Fees Revenue Distribution

Licenses, permits, and fees are often jointly referred to as LPF. Together they are the second major source of transportation funds after gas taxes, and are expected to account for about \$558 million in revenue in the 1999-2001 biennium. Over half of LPF goes to the Motor Vehicle Fund.

The principal sources of LPF revenue are annual registration fees and the Combined License Fee (CLF). Of the total 1999-2001 LPF collections, the CLF will account for approximately \$266.0 million. The CLF, which includes registration and a gross weight fee, is paid by vehicles such as commercial- and personal-use trucks. An additional \$228.3 million is expected from annual registration fees paid by cars and other personal-use vehicles. The remainder will be accounted for by incidental LPFs such as vehicle inspection fees, title fees, and special permits.

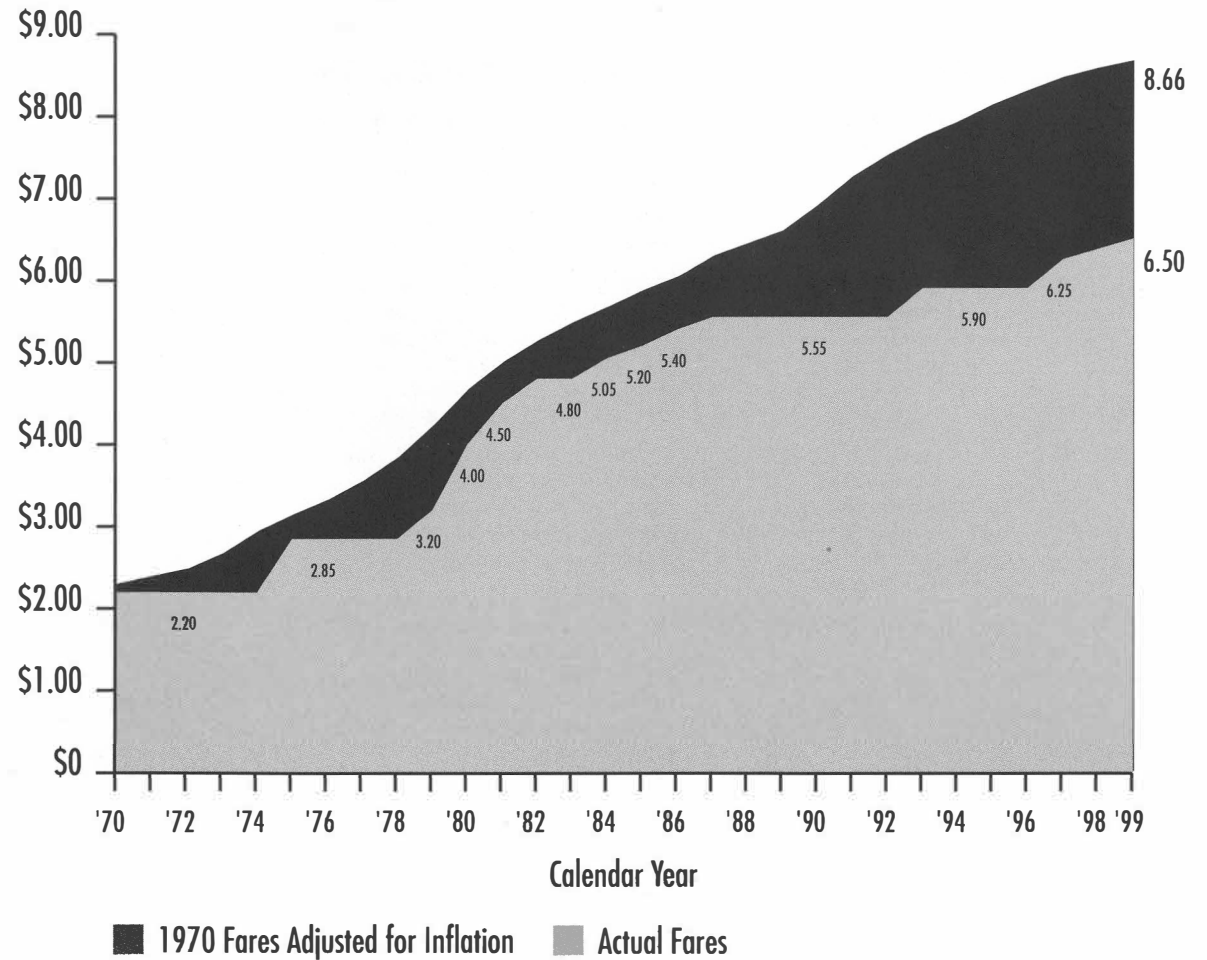


Based on November 1999 revenue forecast.
Components may not add to totals due to rounding.

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 1999, fares on these routes were raised to \$6.50 per vehicle. Had the fares been raised consistently to meet inflation since 1970, the charges would be much higher.

For more information about ferries, see
<http://www.wsdot.wa.gov/ferries/>



Local Option Transportation Taxes

For City Streets and County Roads

Tax	Amount	Purpose	Jurisdiction	Authorization	Jurisdictions That Have Enacted
Motor Vehicle and Special Fuel Tax	Ten percent of the State Gas Tax.	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.	County with voter approval	RCW 82.80.010	None
Vehicle License Fee	Not to exceed \$15 per vehicle.	For general transportation purposes including 18th Amendment "highway purposes;" public transportation; high capacity transportation; and other transportation-related activities.	County	RCW 82.80.020	King County Pierce County Snohomish County Douglas County
Commercial Parking Tax	No set rate. Fee can be charged to commercial business owner or customer.	For general transportation purposes including 18th Amendment "highway purposes;" public transportation; high capacity transportation; and other transportation-related activities.	County (only unincorporated area) or city (incorporated area)	RCW 82.80.030	City of Bainbridge Island City of SeaTac
Street Utility Tax	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.	For city street utilities including street lighting, traffic control devices, sidewalks, curbs, gutters, parking facilities, and drainage facilities.	City or town	RCW 82.80.050	Various cities (Tax found unconstitutional by State Supreme Court, Nov. 2, 1995)
Motor Vehicle Fuel and Special Fuel Tax	In increments of 0.1¢ to a maximum of 1.0¢.	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.	Cities and towns within ten miles of an international border crossing and any Transportation Benefit District with an international border crossing within its boundary	RCW 82.47.020	City of Blaine City of Nooksack Point Roberts TBD City of Sumas (all four impose at a rate of 1¢/gallon)

Local Option Transportation Taxes (continued)

For HOVs and High Capacity Transportation

Tax	Amount	Purpose	Jurisdiction	Authorization	Jurisdictions That Have Enacted
HOV (High Occupancy Vehicle) Employer Tax	Up to \$2.00 per employee per month, measured by the number of full-time equivalent employees.	For HOV lane development, mitigation of environmental impacts of HOV development, and support of employer programs to reduce single occupant commuting.	King, Pierce, Snohomish, and Kitsap Counties, with voter approval	RCW 81.100.030	None
HOV Excise Tax	Up to 13.64% of the State Motor Vehicle Excise Tax (MVET) base rate (2.0%). In combination, revenues from the MVET and employer tax cannot exceed a level that would be generated by a 13.64% local MVET. Because of the passage of Referendum 49, the percentage was adjusted from 15% to 13.64% effective 1/1/99.	For HOV lane development, mitigation of environmental impacts of HOV development, and support of employer programs to reduce single occupant commuting.	King, Pierce, Snohomish, and Kitsap Counties, with voter approval	RCW 81.100.060	None
HCT Employer Tax	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).	For planning, constructing, and operating high capacity transportation (HCT), commuter rail, and feeder transportation systems.	Authorized for the RTA and transit agencies in Thurston, Clark, and Spokane Counties, with voter approval	RCW 81.104.150	None
Motor Vehicle Excise Tax	Up to 0.8% of the vehicle value (MVET revenue for HOV and HCT cannot exceed amount generated by 0.8% MVET).	For planning, constructing, and operating HCT, commuter rail, and feeder transportation systems.	Authorized for the RTA and transit agencies in Thurston, Clark, and Spokane Counties, with voter approval	RCW 81.104.160	In November 1996, the voters within the boundaries of the Sound-Transit Regional Transit Authority approved a ten-year RTA plan. The plan includes financing local MVET (0.3%) and the local Sales and Use Tax (0.4%).
Sales and Use Tax	Up to 1% 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.	For planning, constructing, and operating HCT, commuter rail, and feeder transportation systems.	Authorized for the RTA and transit agencies in Thurston, Clark and Spokane Counties, with voter approval	RCW 81.104.170	See MVET note, above.

Federal Highway User Fees

Motor Fuels

Fuel Type	Total Tax Rate/Gal	Distribution of Tax (in cents)			
		Highway Trust Fund		Leaking Underground Storage Tank Trust Fund	General Fund
		Highway Account	Mass Transit Account		
Gasoline	18.4	15.45	2.85	0.1	—
Diesel Fuel	24.4	21.45	2.85	0.1	—
Compressed Natural Gas	4.3	1.45	2.85	—	—
Special Fuels ¹	18.4	15.45	2.85	0.1	—
Ten Percent Gasohol made with Ethanol	13.0	6.95	2.85	0.1	3.1

¹"Special Fuels" include benzol, benzene, naphtha, liquefied petroleum gas, casing head and natural gas, or any other liquid used as fuel in a motor vehicle except diesel, kerosene, gas oil, fuel oil, or a product taxable under the gas tax provisions.

Note: On October 1, 1997, 4.3¢ of the federal gas tax which had been going to the General Fund for deficit reduction was redirected to the Highway Trust Fund, with 80% of the 4.3¢ going to the Highway Account and 20% going to the Mass Transit Account. At the same time, a one-tenth cent per gallon tax was reinstated for the Leaking Underground Storage Tank Trust Fund. The 0.1¢ had expired December 31, 1995.

Tires

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

Heavy Vehicle Use Tax (Annual)

Trucks over 55,000 lbs gross vehicle weight (gvw): \$100 plus \$22 for each 1,000 lbs in excess of 55,000 lbs (maximum tax of \$550).

Truck and Trailer Sales

Twelve percent of retailers' sales price for all tractors and trucks over 33,000 lbs gvw and trailers over 26,000 lbs gvw.

Transportation Equity Act for the 21st Century

The Transportation Equity Act for the 21st Century (TEA-21), passed by Congress in May 1998, provides authorizations for federal aid to highways and transit programs for the six-year period from October 1, 1997, through September 30, 2003 (federal fiscal years 1998 through 2003). The new act retained and built on most of the programs established in the Intermodal Surface Transportation Efficiency Act (ISTEA). The most significant changes in TEA-21 included: guaranteed spending levels, increased spending on surface transportation compared with ISTEA, and a new way of ensuring funding equity between states. Below is a description of the major programs.

Highway Programs

Interstate Maintenance

This program provides funds to states to maintain the Interstate System. These funds may not be used for a capacity expansion project, unless it consists of one or more travel lanes that are High Occupancy Vehicle (HOV) or auxiliary lanes.

National Highway System (NHS)

Funding in this program is for a 163,000 mile network of interconnected routes that serves major population centers, international border crossings, ports, airports, public transportation facilities, and other intermodal transportation facilities. The NHS includes the Interstate System, the defense strategic highway network and strategic highway connectors, and some

urban and rural principal arterials. The system is intended to meet national defense requirements and serve both interstate and interregional travel.

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).

Surface Transportation Program (STP)

The STP was originally established under ISTEA. It is a block grant type program that is the most flexible of all federal aid programs, allowing use for the widest array of transportation projects.

Congestion Mitigation and Air Quality

This program provides funds to ozone and carbon monoxide non-attainment and maintenance areas designated under the Clean Air Act. Funds may be used for a variety of programs and projects to improve air quality.

High Priority Projects

Congress often provides funds for named high priority projects (in the past these projects have been called demonstration projects) in either authorization bills, such as TEA-21, or in annual U.S. Department of Transportation appropriations bills. High priority project funds may only be spent for the project identified in either TEA-21 or the appropriations bills.

Transit Programs

Fixed Guideway Modernization, New Starts, and Buses (Section 5309)

This program funds major capital investments of public transportation systems.

Formula Capital Grants and Operating Assistance (Section 5307)

These funds may be used for planning, acquisition, construction, improvement, preventative maintenance, and operating costs of mass transportation services.

Rural Assistance

This program provides funding for public transportation capital and operating projects in rural areas (areas under 50,000 population).

Special Needs of Elderly and Persons With Disabilities

This program provides funding for mass transportation services to meet the special needs of the elderly and persons with disabilities.

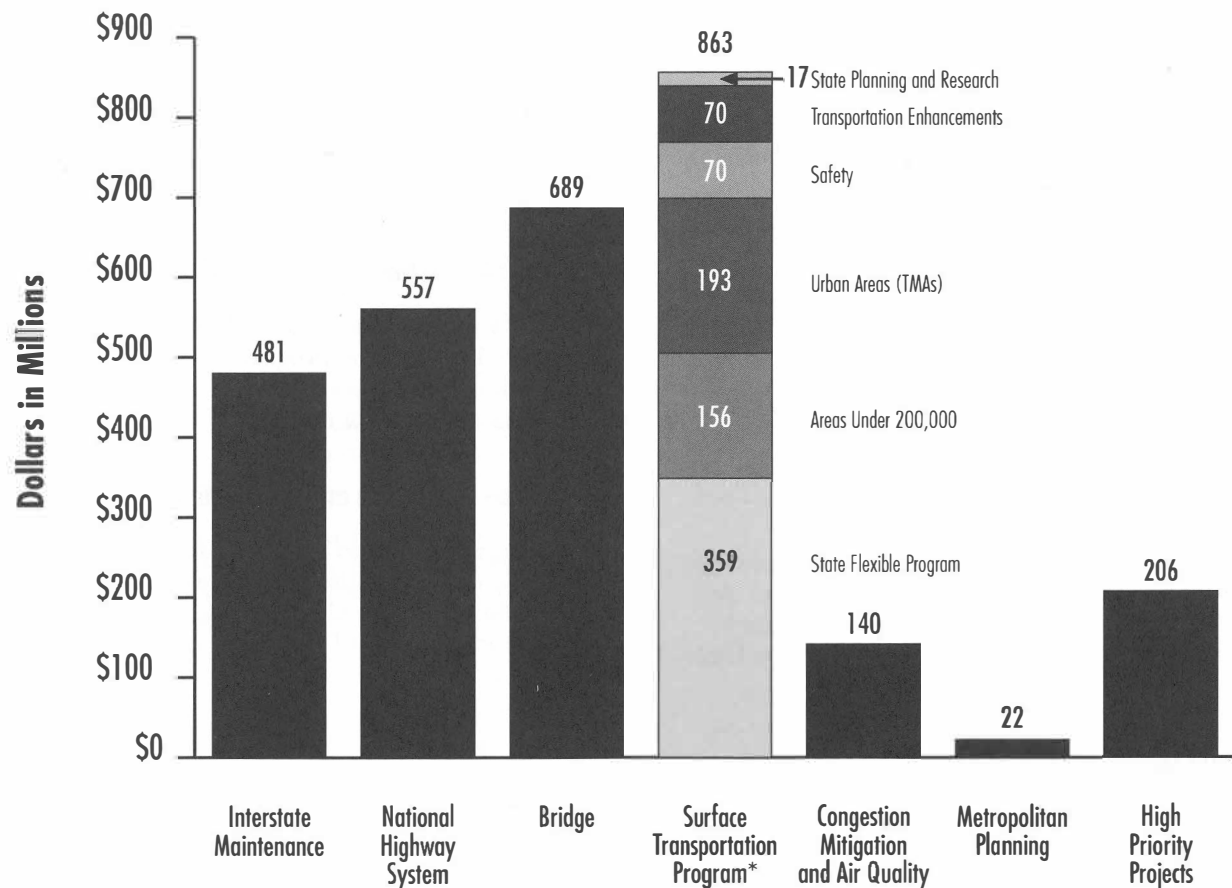
Additional information can be found on the Internet at <http://www.fhwa.dot.gov/tea21/index.htm>

Federal Highway Programs

Apportionments to Washington State

FFYs 1998-2003

The federal Transportation Equity Act for the 21st Century (TEA-21) provides authorizations for federal aid to highway and transit programs from October 1, 1997, through September 30, 2003. TEA-21 builds on the initiatives established by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), which was the previous major authorizing legislation for surface transportation. Federal Fiscal Year 2000 is the first year that the Highway Trust Fund receipts were tied to the annual apportionment. Washington received \$25.7 million in new funds for FFY 2000 as a result of this new measure. This chart displays the components of the federal highway programs.



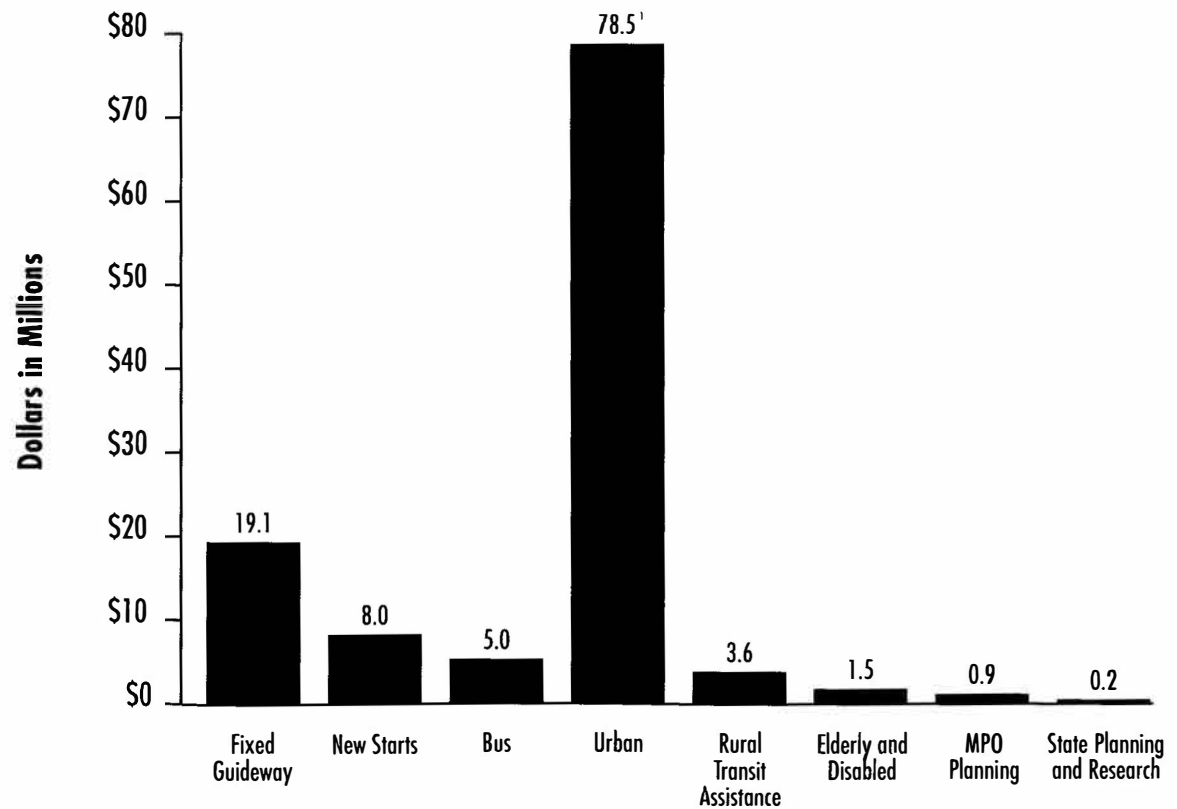
*Includes Apportionment Adjustment. Reflects Federal minimums. Components may not add to total due to rounding.

Federal Transit Programs

Allocations for Washington State

FFY 2000

The transit formulas and discretionary programs were not significantly changed by the Transportation Equity Act for the 21st Century (TEA-21). This chart displays the most recent year's allocations for Washington state.



¹Includes all Portland, Oregon/Vancouver, Washington allocations.

1999-2001 WSDOT Enacted Budget

Program (dollars in millions)

All sources – state, bond, federal, and local Enacted in 1999	WSDOT Enacted Budget ¹	FTEs ²
Highways		
Improvements/Preservation	\$ 1,832.5	2,487.2
Highway Maintenance and Operations	\$ 255.7	1,496.4
Traffic Operations	\$ 39.1	195.9
Highways Total	\$2,127.3	4,179.5
Ferries		
Ferries Capital	\$ 285.2	169.5
Ferries Operating	\$ 303.1	1,789.1
Ferries Total	\$ 588.3	1,958.6
Public Transportation and Rail	\$ 150.7	62.2
Aviation	\$ 4.4	11.0
Transportation Partnerships		
Transportation Economic Partnerships	\$ 11.4	12.6
Highways and Local Programs	\$ 155.6	49.9
Transportation Partnerships Total	\$ 167.0	62.5

	WSDOT Enacted Budget ¹	FTEs ²
Support Services		
Highway Management and Facilities	\$ 71.1	212.5
Transportation Management and Support	\$ 110.9	301.2
Transportation Planning, Data, and Research	\$ 30.6	169.9
Charges from Other Agencies	\$ 28.0	-
Support Services Total	\$ 240.6	683.6

1999-2001 Enacted Budget \$ 3,278.3 6,957.4

Non-Appropriated Funds

Reimbursable Charges/Pass-Through	\$ 176.9
Funds/Oil Rebate Funds	

Total Proposed Agency Budget \$ 3,455.2 6,957.4

Transportation Equipment and MIS (appropriated within programs)	\$ 169.5 470.4
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Total Proposed Agency Workforce 7,427.8

¹This column for the program totals reflects the appropriations contained in the Transportation Budget Bill, Chapter 1, Laws of 1999, 1st Special Session, as amended by the Governor. Not included in the program totals are salary increases and benefit adjustments funded through the general fund's budget, and non-appropriated funds — including the fiduciary fund.

²FTE: Full Time Equivalent = approximately 1,800 person-hours per year.

Note: Components may not add to totals due to rounding.

WSDOT Proposed Six-Year Expenditure Plans to Address I-695 Impacts, 1999-05


Program (dollars in millions)	Current Approp/Spending Plan	Bare Bones Budget ¹	Bare Bones Reduction From Current Appropriations	Modified Bare Bones Budget ²	Modified Bare Bones Reduction From Current Appropriations
Highways					
Improvements/Preservation	\$ 4,976.3	\$ 2,749.6	\$ (2,226.7)	\$ 2,923.6	\$ (2,052.7)
Highway Maintenance and Operations	\$ 855.5	\$ 843.6	\$ (11.9)	\$ 851.2	\$ (4.3)
Traffic Operations	\$ 129.6	\$ 126.1	\$ (3.5)	\$ 130.0	\$ 0.4
Highways Total	\$ 5,961.4	\$ 3,719.3	\$ (2,242.1)	\$ 3,904.8	\$ (2,056.6)
Ferries					
Ferries Capital	\$ 733.2	\$ 242.2	\$ (491.0)	\$ 250.1	\$ (483.1)
Ferries Operating	\$ 1,037.2	\$ 436.7	\$ (600.5)	\$ 443.2	\$ (594.0)
Ferries Total	\$ 1,770.4	\$ 678.9	\$ (1,091.5)	\$ 693.3	\$ (1,077.1)
Public Transportation and Rail	\$ 402.2	\$ 130.7	\$ (271.5)	\$ 135.7	\$ (266.5)
Aviation	\$ 14.3	\$ 13.5	\$ (0.8)	\$ 13.5	\$ (0.8)
Transportation Partnerships					
Transportation Economic Partnerships	\$ 6.7	\$ 6.7	\$ -	\$ 6.7	\$ -
Highways and Local Programs	\$ 334.6	\$ 43.0	\$ (291.6)	\$ 67.5	\$ (267.1)
Transportation Partnerships Total	\$ 341.3	\$ 49.7	\$ (291.6)	\$ 74.2	\$ (267.1)
Support Services	\$ 773.6	\$ 606.3	\$ (167.3)	\$ 607.6	\$ (166.0)
Total Six-Year Expenditure Proposal	\$ 9,263.2	\$ 5,198.4	\$ (4,064.8)	\$ 5,429.1	\$ (3,834.1)

¹Assumes only revenues under current law (with passage of I-695).

²Proposes addition of \$243 million short-term revenue in 1999-01 (not contingent on new revenues or tax increases).

Note: Components may not add to totals due to rounding.





For additional copies contact Stacey Halverstadt at
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Internet in Adobe Acrobat at:
<http://www.wsdot.wa.gov/fasc/keyfacts/keyfacts.pdf>

