

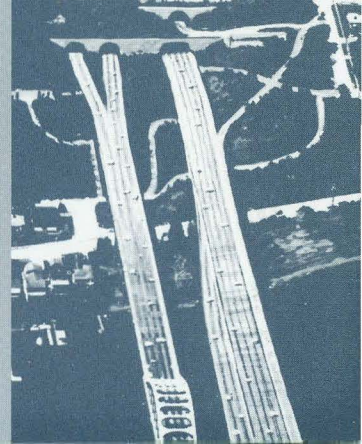
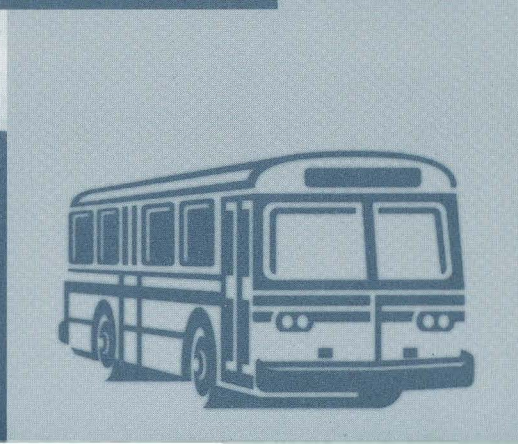
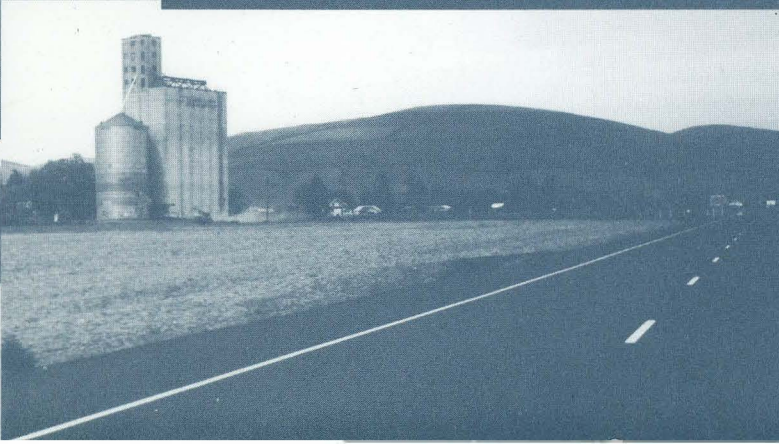
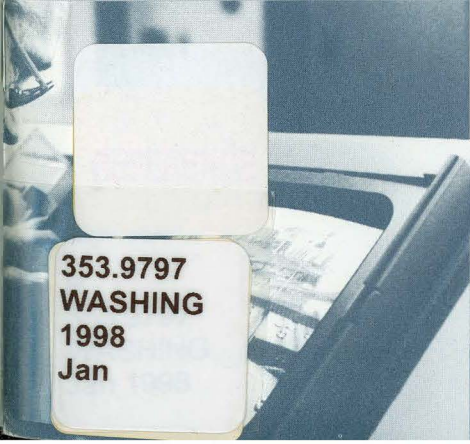
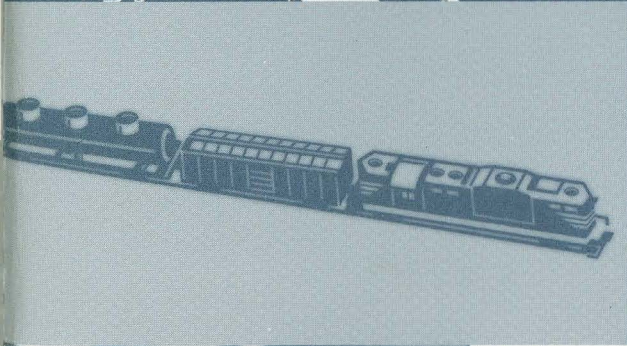
# Key Facts

## A Summary of Useful Transportation Information

January 1998  
<http://www.wsdot.wa.gov>



Washington State  
Department of Transportation



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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, and to summarize the WSDOT biennial budget.

This edition of Key Facts follows a survey of customer satisfaction conducted several months ago. Eighty-four percent of respondents reported that the information they need is in Key Facts. Seventy percent favor retaining the current structure of the book — rather than splitting it into two volumes. As a result of the recent survey, the overall content and structure of Key Facts will remain the same, although there will be some changes in the distribution process. Surveys will continue to be conducted periodically.

# 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).

## Transportation Commission 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.

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

**Alice Tawresey** – Kitsap County

Ms. Tawresey was appointed by Governor Booth Gardner in September 1990 and in June 1992. She was reappointed by Governor Mike Lowry in February 1993, and currently serves 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.

**A. Michele Maher** – Spokane County

Ms. Maher was appointed by Governor Gary Locke in December 1997.

**Christopher Marr** – Spokane County

Mr. Marr was appointed by Governor Locke in December 1997.

**Connie Niva** – Snohomish County

Ms. Niva was appointed by Governor Lowry in February 1993. She was reappointed by Governor Locke in 1997.

# 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.

## 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.



# WSDOT Regions

## Eastern Region

509-324-6000

2714 North Mayfair Street  
Spokane, WA 99207-2090  
Jerry Lenzi, Regional Administrator

## North Central Region

509-667-3000

1551 North Wenatchee Avenue  
PO Box 98  
Wenatchee, WA 98807-0098  
Don Senn, Regional Administrator

## Northwest Region

206-440-4000

15700 Dayton Avenue North  
PO Box 330310  
Seattle, WA 98133-9710  
John Okamoto, Regional Administrator

## Olympic Region

360-357-2600

5720 Capitol Boulevard, Tumwater  
PO Box 47440  
Olympia, WA 98504-7440  
Gary Demich, Regional Administrator

## South Central Region

509-575-2510

2809 Rudkin Road, Union Gap  
PO Box 12560  
Yakima, WA 98909-2560  
Dick Larson, Regional Administrator

## Southwest Region

360-905-2000

4200 Main Street, S-15  
PO Box 1709  
Vancouver, WA 98668-1709  
Don Wagner, Regional Administrator



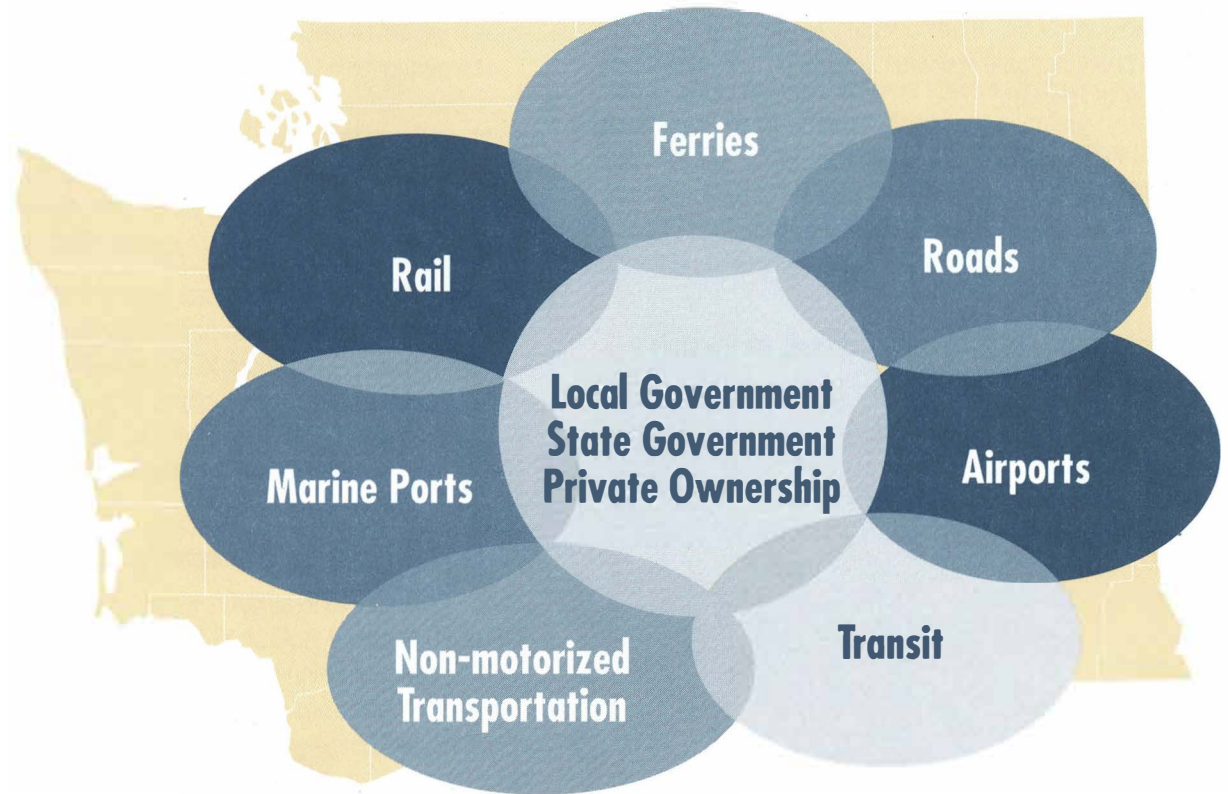


# Washington State's Transportation System

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

Washington's transportation system enhances the social and economic prosperity of the state. 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.

Transportation 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, nonmotorized transportation, and aviation.

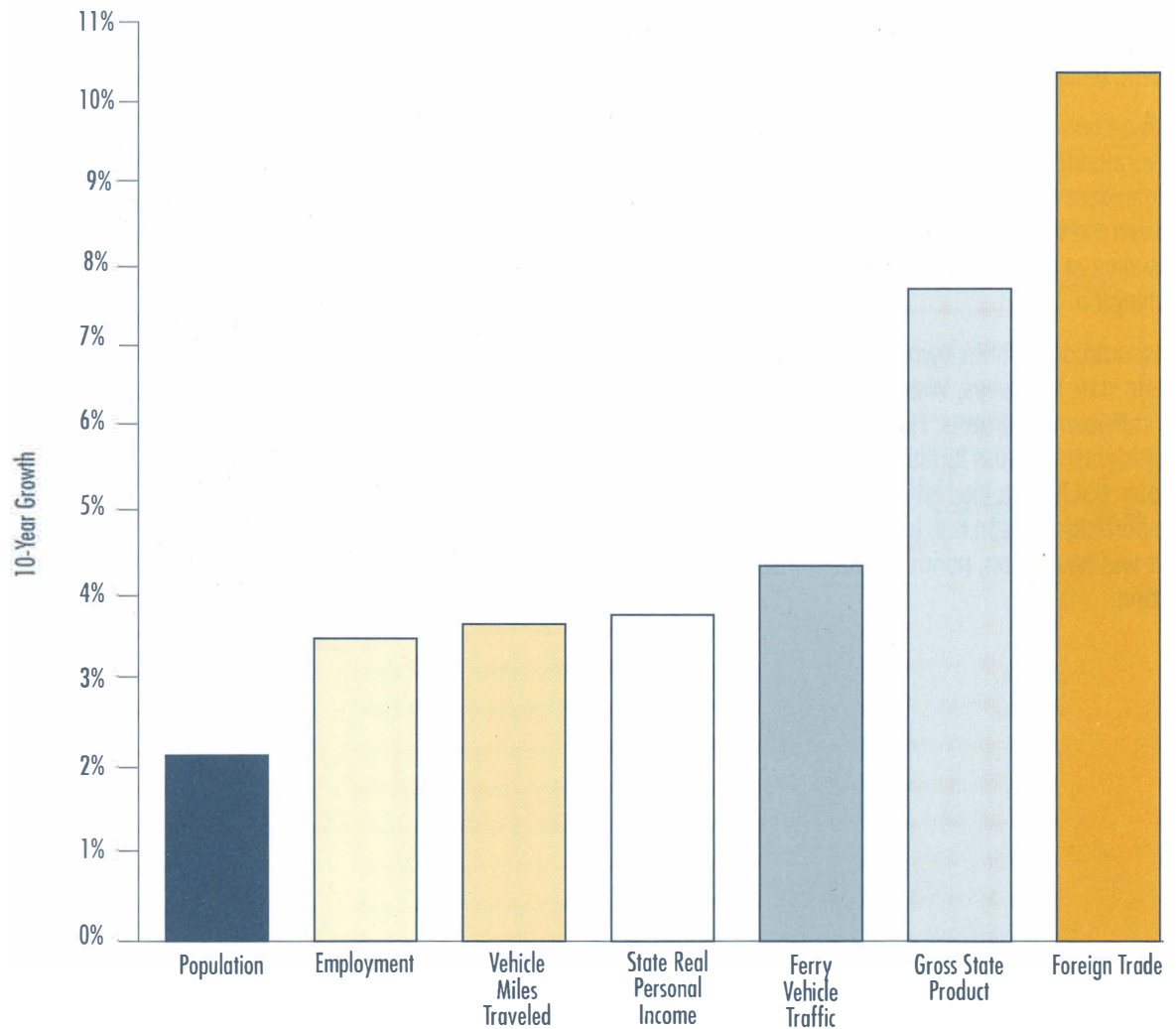


# Demands Placed on the Transportation System

Demands on the transportation system continue to grow. The growth of Washington state's economy is predicted to outpace national economic growth by 50 percent over the next 10 years.

Washington's population, growing at an average annual rate of about two percent, is expected to exceed six million people by 2003. Along with population increases come increases in employment, miles traveled, and other traffic.

All of this growth places new demands on the state's transportation system.



Note: 10-year growth for period 1984-1995, except employment which is 1993-1994



# 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 existing 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 a gateway to the global economy. 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 slowdowns 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.

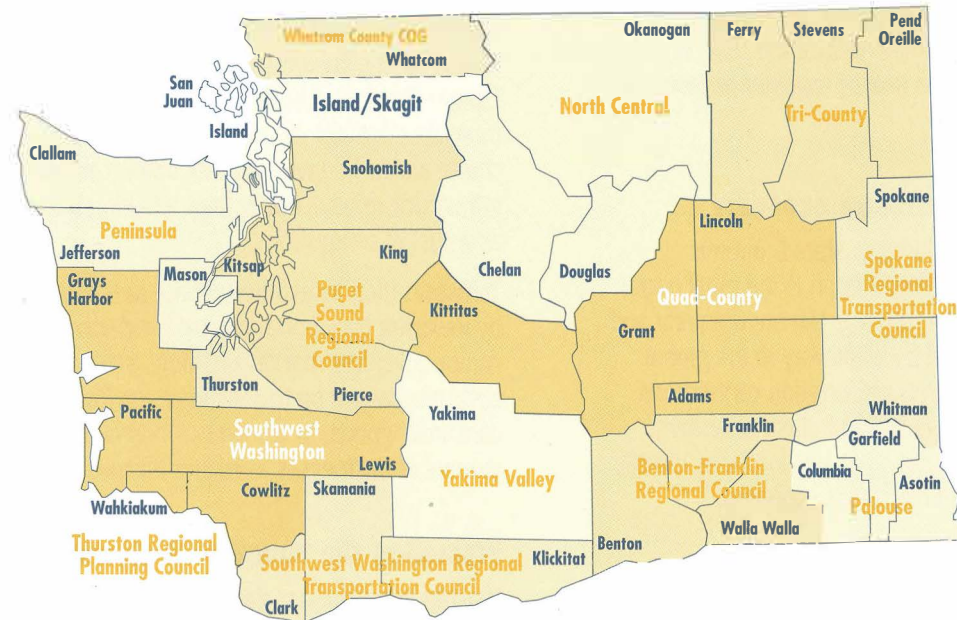
## **Promoting the success of all regions**

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. Whether agriculture, wood products, fishing, aerospace, biomedical, manufacturing, technology-related or 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 people in different 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 intermodal 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.

# Regional Transportation Planning Organizations

The Regional Transportation Planning Organizations (RTPOs) are voluntary organizations responsible for regional transportation planning and growth management compliance within their jurisdictions. Jurisdictions range in size from one to four counties. RTPOs are required to develop and adopt regional transportation plans. In addition, they must certify that the transportation elements of local comprehensive plans within their jurisdictions are in compliance with the Growth Management Act and conform to statewide transportation plans. State law<sup>1</sup> requires that, among other things, RTPOs prepare transportation strategies and develop six-year regional transportation programs in cooperation with WSDOT, local governments, and public transportation service providers.



<sup>1</sup>RCW 47.80.023

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

RTPOs	Counties
Benton-Franklin Regional Council	Benton, Franklin, Walla Walla
Island/Skagit	Island, Skagit
North Central	Chelan, Douglas, Okanogan
Palouse	Asotin, Columbia, Garfield
Peninsula	Clallam, Jefferson, Kitsap, Mason
Puget Sound Regional Council	King, Kitsap, Pierce, Snohomish
Quad-County	Adams, Grant, Kittitas, Lincoln
Southwest Washington	Cowlitz, Grays Harbor, Lewis, Pacific

RTPOs	Counties
Southwest Washington Regional Transportation Council	Clark, Klickitat, Skamania
Spokane Regional Transportation Council	Spokane, Whitman
Thurston Regional Planning Council	Thurston
Tri-County	Ferry, Pend Oreille, Stevens
Whatcom County COG	Whatcom
Yakima Valley	Yakima



# Use of Modes

	CY 1996	CY 1995	% Change
<b>Public Transit (Millions of Passenger Trips)</b>			
King County Metro	88.7	81.7	8.6
Pierce Transit	12.3	11.3	8.8
Spokane Transit	8.3	7.9	5.1
Twenty-two other authorities	40.2	36.1	11.4
<b>Ferries (Millions)</b>			
Passengers (Excluding Drivers)	13.9	13.6	2.2
Vehicles (Including Drivers)	10.7	10.6	0.9
<b>Highway Miles Traveled (Billions)</b>	49.3	49.2	0.2
<b>Major Airports (Millions of Passengers)</b>			
Seattle-Tacoma	24.3	22.8	6.6
Spokane	3.3	3.0	10.0
<b>Amtrak Passenger Rail (Thousands)</b>			
Trips terminating and/or originating in the Vancouver, B.C. to Eugene, Oregon, Corridor	1,168.1	1,087.7	7.4
<b>Freight Rail</b>			
Private Carriers	0	0	—
Common Carriers	14	14	—
Rail Miles in Operation	3,090	3,102	- 0.4

# Total Centerline Miles: Streets, Roads, and Highways

Approximate 1996 Mileage in Washington	Paved	Unpaved	Total
<b>State Highways</b>			
Interstate	764		764
Rural	5,445	8	5,453
Urban	820		820
<b>State Total</b>	<b>7,029</b>	<b>8</b>	<b>7,037</b>
<b>County Roads</b>			
Rural			35,274
Urban			1,846
Urban Local Streets			3,974
<b>County Total</b>	<b>25,694</b>	<b>15,400</b>	<b>41,094</b>
<b>City Streets</b>			
Rural			2,275
Urban			2,896
Urban Local Streets			7,739
<b>City Total</b>	<b>12,150</b>	<b>760</b>	<b>12,910</b>
Port District Roads	2		2
Other State Roads	Unknown	Unknown	11,896
Other Federal Roads	Unknown	Unknown	6,617
<b>Total Statewide Miles</b>			<b>79,556</b>

# Vehicle and Driver Statistics, FY 1997

## Registered Vehicles

Autos	3,263,505
Motor Homes	67,796
Motorcycles	94,081
Mopeds	8,877
For Hire, Bus, Stage	629
Truck/Tractor Truck	1,264,347
Other	9,718
<b>Total Motorized</b>	<b>4,708,953</b>
Trailer/Semitrailer	532,375
Campers	39,671
House Dollies	18
<b>Total Registered Highway Vehicles</b>	<b>5,281,017</b>

## Vehicle Operations (Average Annual, All Types)

Person per Motorized Vehicle	1.220
Gallons Consumed per Vehicle	645
Miles per Gallon	17.65
Miles Traveled	52,339,000,000
Miles per Vehicle	11,387

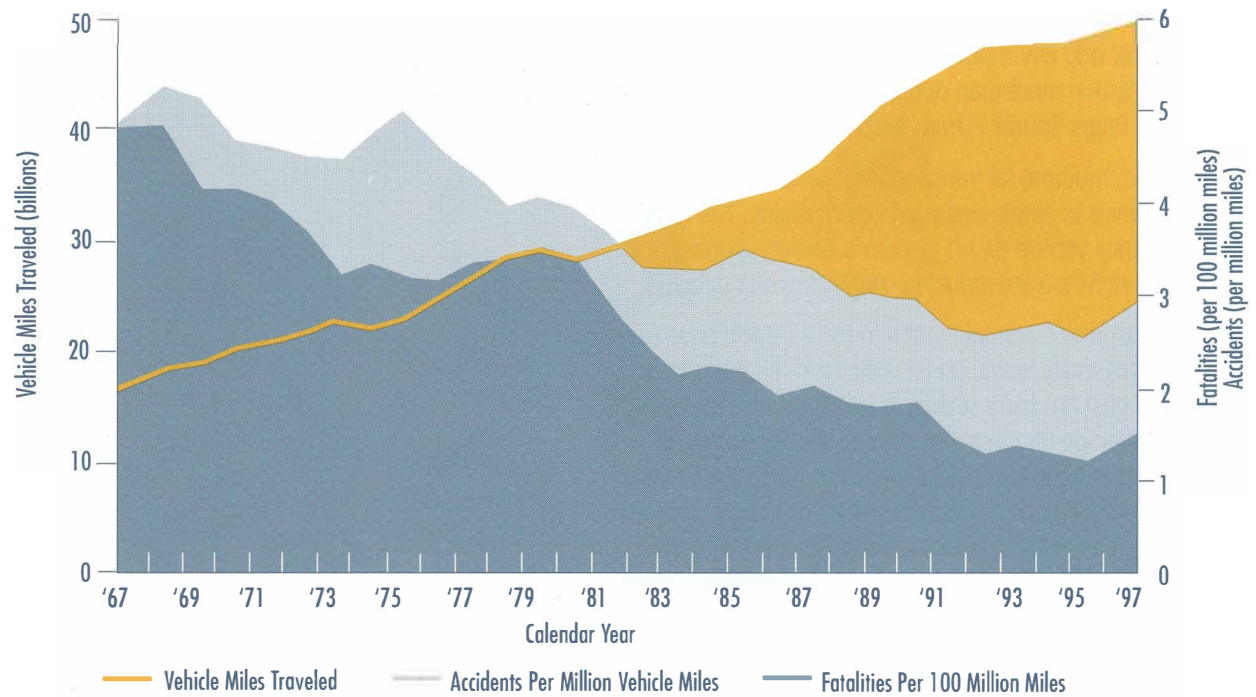
## Population/Drivers

State Population	5,608,100
Driver Age Population (16 Years and Older)	4,260,363
Percent of Total Population	76.0%
Drivers' Licenses in Force	3,908,219
Percent of Total Population	69.7%



# Roadway Safety

Thanks to improvements in roadway design and construction, improved automobile safety features, and vigorous enforcement of drunk driving laws, travel in the state is safer than it used to be. Since 1967, the rate of accidents has decreased almost 46 percent and the rate of fatalities has dropped by over 70 percent.



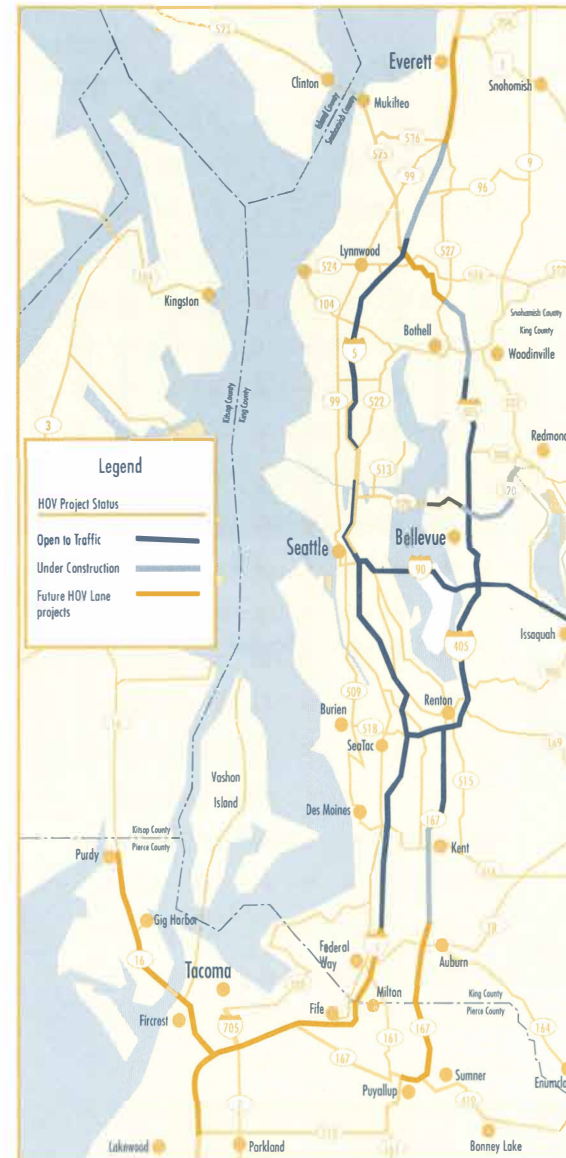
# Alternatives to Driving Alone

Traffic congestion in Western Washington causes delays in the movement of goods and people. Congestion produces economic and environmental costs. The annual hidden cost of congestion more than doubled from 1986 to 1993 in Central Puget Sound — from \$600 million to \$1.3 billion.<sup>1</sup>

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.

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 42.6 cents per mile.<sup>2</sup> 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, carpooling, vanpooling, bicycling, walking, and transit use — can help ease the personal and social costs of congestion.

## HOV Lanes in Washington State



## HOV Lane Miles

HOV lane miles open to traffic	147
HOV lane miles under construction	44
HOV lane miles in planning stage	106

**HOV Lane Miles Total 297**

## Statewide Park and Ride Lots

WSDOT Region	Lots	Spaces
Northwest Region	160	23,107
North Central Region	8	254
Olympic Region	57	5,049
Southwest Region	20	1,497
South Central Region	19	1,037
Eastern Region	14	2,205

**Park and Ride Total 278 33,149**

<sup>1</sup> Mobility Study (ongoing), Texas Transportation Institute. Texas A&M University, College Station, Texas.

<sup>2</sup> *Your Driving Costs*, 1996 Edition. American Automobile Association. Cost is based on vehicle traveling 15,000 miles per year and includes all operating and ownership costs.



# Public Transit Systems

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

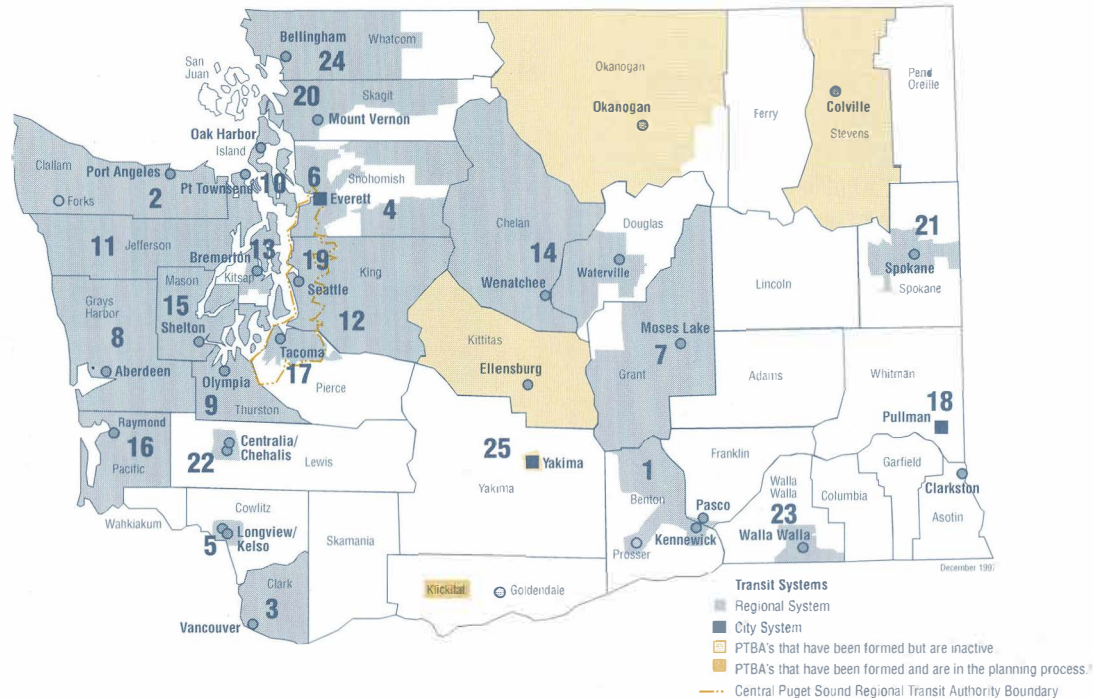
- ◆ **Public Transportation Benefit Area (PTBA).** The PTBA is the most common structure, and the arrangement of 19 of the 25 transit systems.
- ◆ **Regional Transit Authority (RTA).** Two or more populous counties may establish an RTA to develop and operate a high capacity transportation system.
- ◆ **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).** UTBA's are not currently used.
- ◆ **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*.<sup>1</sup>

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

<sup>1</sup><http://www.wsdot.wa.gov/pubtran/industry/publications.htm>



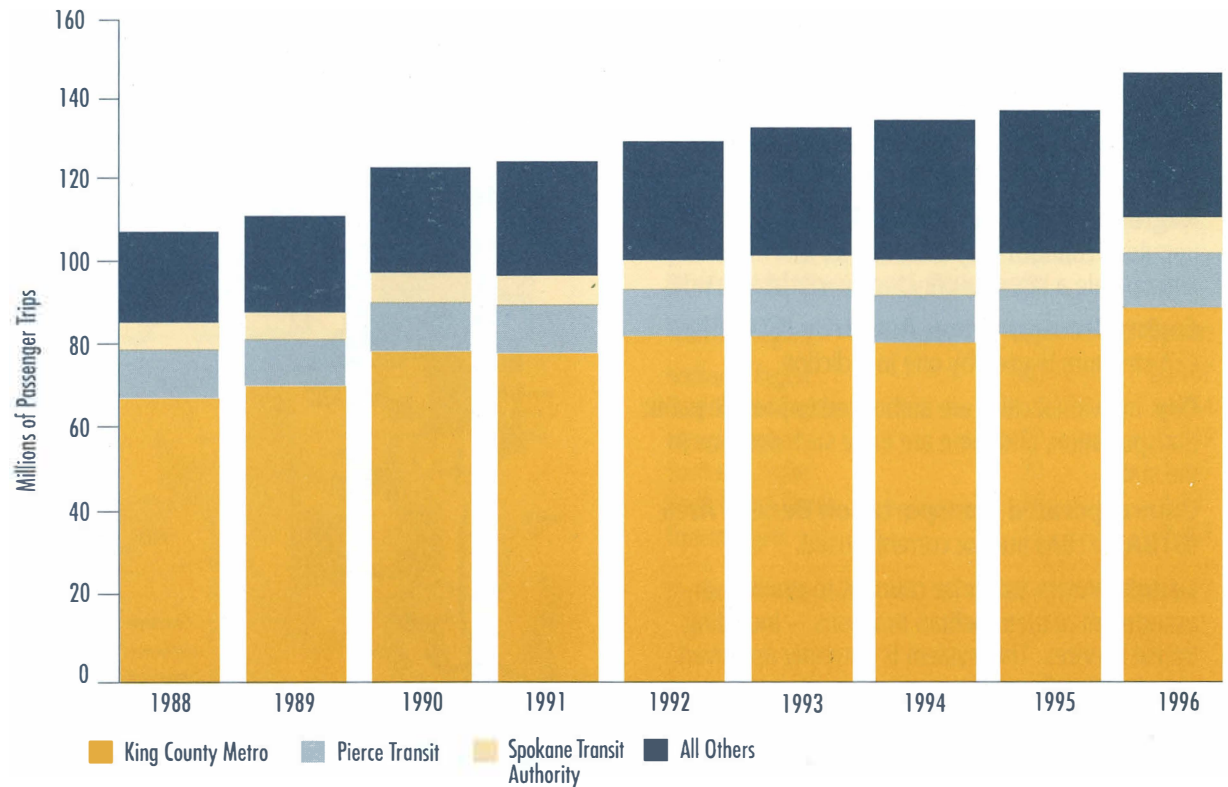
System	Authority	Sales Tax Rate	System	Authority	Sales Tax Rate
1 Ben Franklin Transit	PTBA	0.3	15 Mason County Trans. Authority	PTBA	0.2
2 Clallam Transit System	PTBA	0.3	16 Pacific Transit System	PTBA	0.3
3 C-TRAN (Clark County)	PTBA	0.3	17 Pierce Transit	PTBA	0.3
4 Community Transit	PTBA	0.6	18 Pullman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

<sup>2</sup>Klickitat is a PTBA that has been formed but has not set formal boundaries as yet.

<sup>3</sup>Pullman Transit is financed by utility taxes rather than sales taxes.

# Public Transit Ridership

Twenty-five 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 150 million passenger-trips in 1996 were provided by King County Metro.

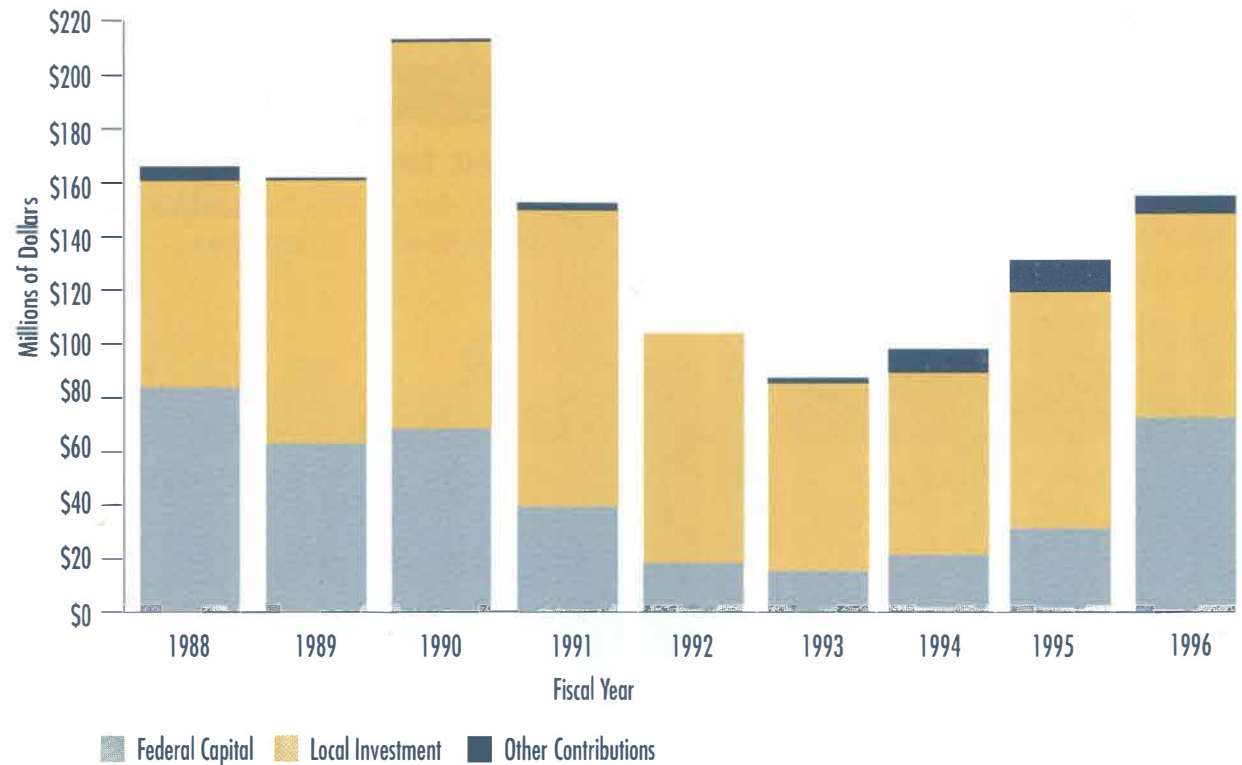




# Public Transit Capital Investment

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. For example, the 1990 peak in capital expenditures and the decline that followed illustrate the impact of the METRO bus tunnel construction during that year.

In November 1996, voters within the boundaries of the Central Puget Sound 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 and motor vehicle excise tax increases, assumed federal grants and long-term bonding. The impact of this plan will be reflected in the future.



# Ferry Fleet



## **Jumbo Mark II Class—3 vessels**

Tacoma went into service November 1997  
Wenatchee, Puyallup under construction  
218 autos / 2,500 passengers



## **Jumbo Class—2 vessels**

Spokane and Walla Walla  
206 autos / 2,000 passengers



## **Super Class—4 vessels**

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



## **Issaquah Class—6 vessels**

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



## **Evergreen State Class—3 vessels**

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



## **Steel Electric Class—4 vessels**

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



## **Passenger Only—3 vessels**

Kalama and Skagit  
250 passengers  
Tyee  
329 passengers



## **Others—2 vessels**

Rhododendron  
65 autos / 546 passengers

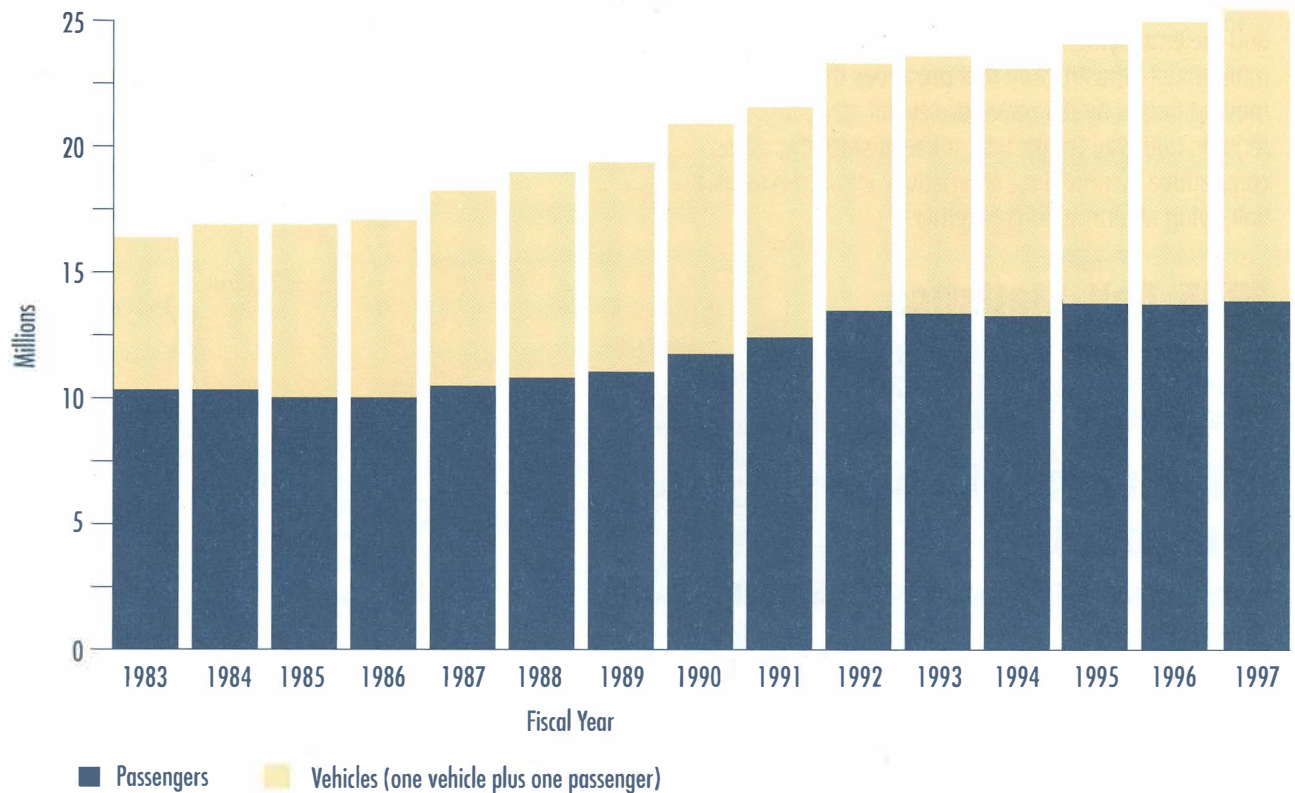


Hiyu  
40 autos / 200 passengers

# Ferry Traffic

Washington State Ferries, a modal division of WSDOT, operates the largest ferry fleet in the United States. Twenty-five ferries cross Puget Sound and its inland waterways, carrying almost 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 1983 and 1993, the number of vehicles embarking the ferry system increased by an average of 5 percent per year. As the system nears capacity on some routes, the potential for continued growth is limited. After 1993, 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.





# 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.

## 1995 Rail Statistics

Total rail miles	2,927
Rail carloads handled <sup>1</sup>	1,694,912
Total tons carried by rail <sup>1</sup>	78,627,775

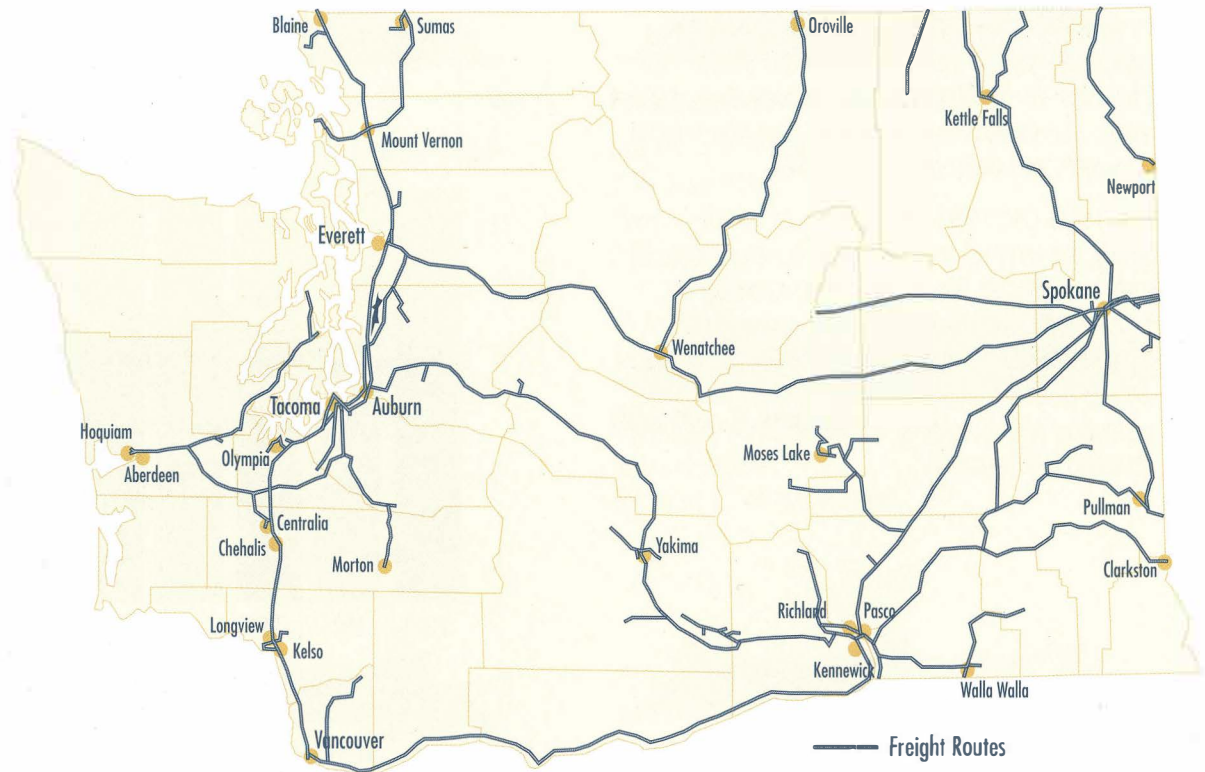
## Rail Tonnage of Top Commodities<sup>2</sup>

### Commodities Originating Within the State

Top 5 Commodities	Tons	% of Total
Mixed freight	3,474,874	18%
Lumber or wood products	2,838,480	15%
Waste and scrap	2,399,463	13%
Pulp and paper	1,707,840	9%
Farm products	1,484,044	8%

### Commodities Terminating Within the State

Top 5 Commodities	Tons	% of Total
Farm products	26,676,524	54%
Mixed freight	3,931,436	8%
Chemicals	2,942,541	6%
Lumber or wood products	2,642,320	5%
Food products	2,540,742	5%



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

<sup>1</sup>Freight originating in, terminating in, or carried through the state.

<sup>2</sup>1995 data from the Policy, Legislation, and Economics Department of the Association of American Railroads, Washington, D.C.

# Aviation

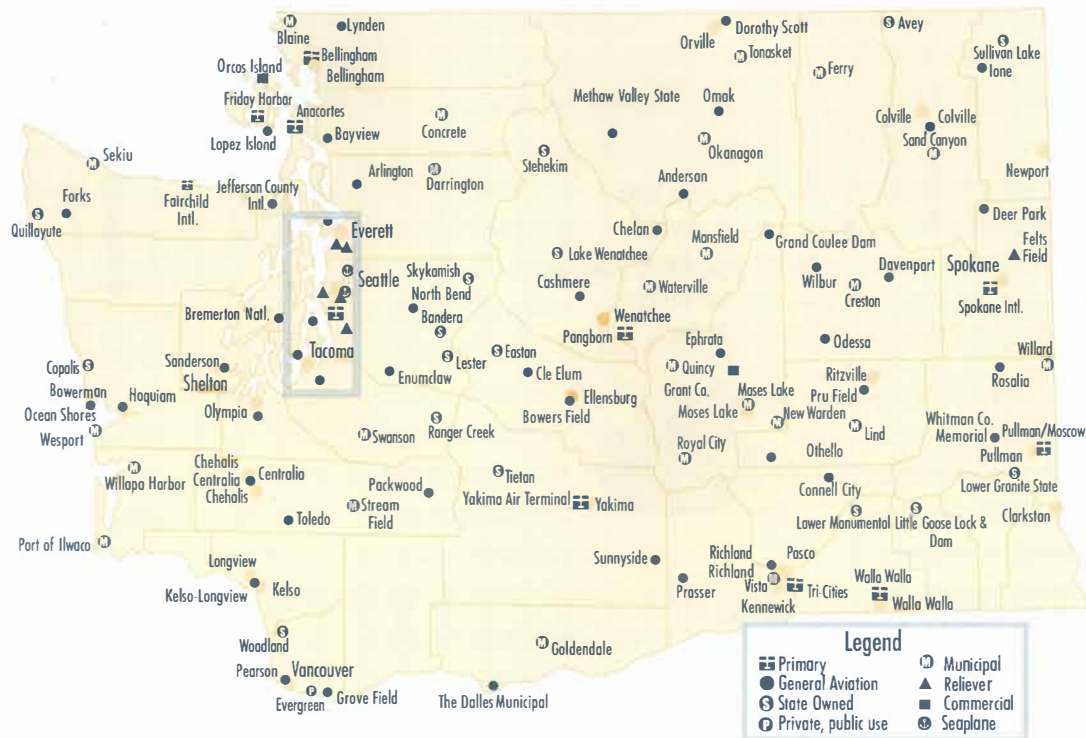
## Selected Public Airports in Washington State

### Department of Transportation Aviation Functions

The state has a broad role in air transportation in Washington. The aviation division of WSDOT encourages and assists in the development of aeronautics and in protecting and promoting aviation safety. The principal state activities include: registering general aviation pilots and aircraft, providing aviation safety education programs for pilots, participating in statewide search and rescue activities, administering a local airport aid grant program, and developing plans to identify and meet general aviation and air carrier airport needs across the state.



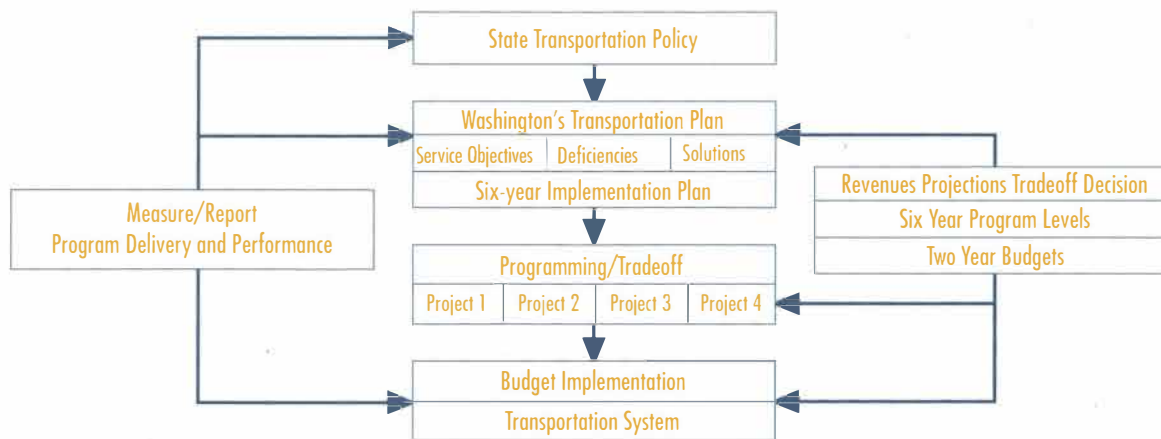
Detailed enlargement area



Washington state's aviation system directly contributes to our economic vitality. For example, the designation of the Moses Lake/Grant County Airport as a foreign trade zone enables shippers to transport agricultural commodities directly overseas. This decreases shipping times and improves the quality of the delivered product. Protecting the state's airport system helps ensure the economic vitality of all regions.

# Implementing Transportation Policy

The transportation planning process begins with the development of goals and policies, called the State Transportation Policy. These goals and policies and adopted legislative direction form the basis for *Washington's Transportation Plan*<sup>1</sup>. 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 six-year implementation plan and a two-year program and budget. For state programs, these projects are included in the Department of Transportation budget. Other improvements, especially in local transit, city and county roadways, and port-related improvements, are external to state programs, and are advanced in local transportation programs and budgets.



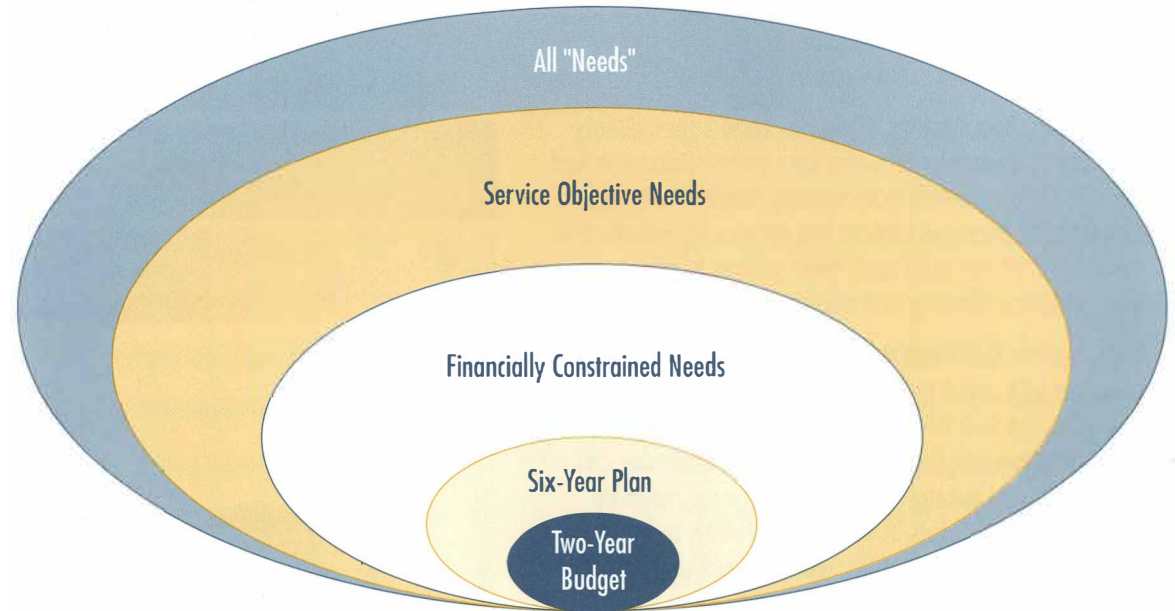
<sup>1</sup>Located on the Internet at <http://www.wsdot.wa.gov/ppsc/>



# Defining Transportation Needs

“Service objectives,” that define transportation needs, have been developed through the state transportation planning process. While total needs reflect what is wanted, service objectives represent cost-effective desirable outcomes that we can collectively agree are necessary over 20 years. Therefore, service objectives are targets to address our most pressing transportation problems, not all transportation needs. A list and further explanation of all service objectives is contained in *Washington’s Transportation Plan*.

Potential revenues over 20 years are not enough to fund even the reduced level of service objective needs. Therefore, priorities are established to further limit needs to a financially realistic level. *Washington’s Transportation Plan* proposes strategies and actions over 20 years within this financially constrained level. Finally, a two-year budget and six-year program are proposed to advance the most important projects contained in the 20-year plan. Projects are chosen through the priority programming process. (RCW 47.05)



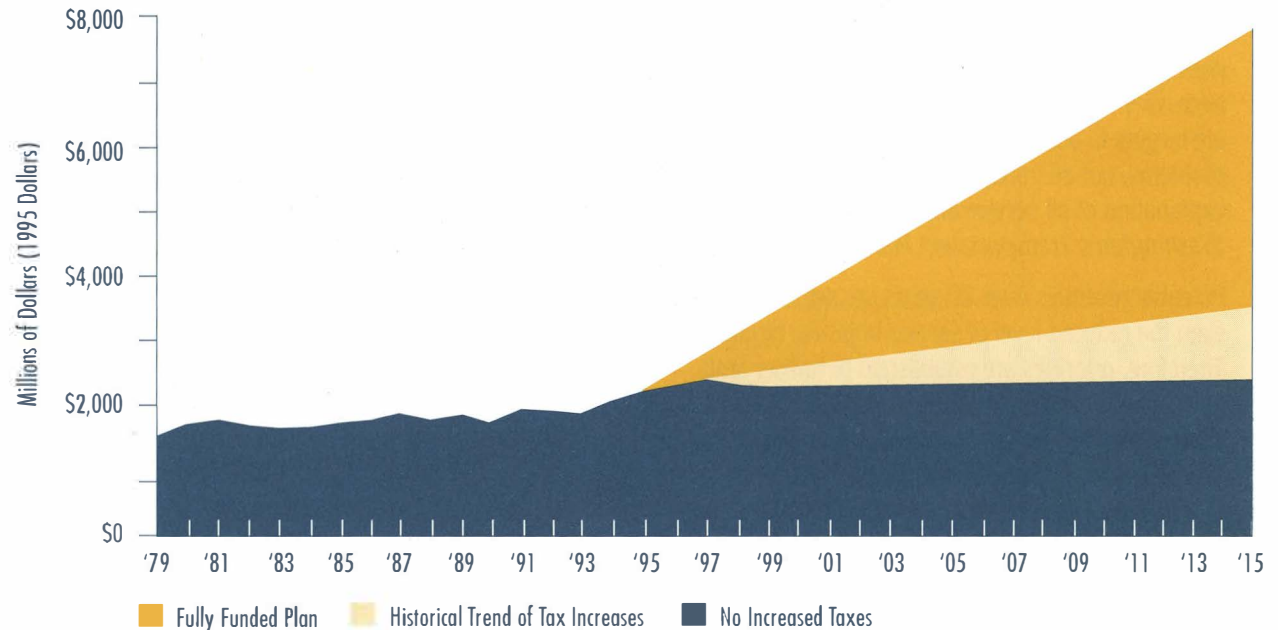
# Setting a Funding Target for 20 Years

A meaningful plan must reflect realistic funding expectations and support a financially attainable program level. So, what level can we expect over 20 years?

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 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 state, but on the availability of, and growth in, federal funds appropriated by Congress.

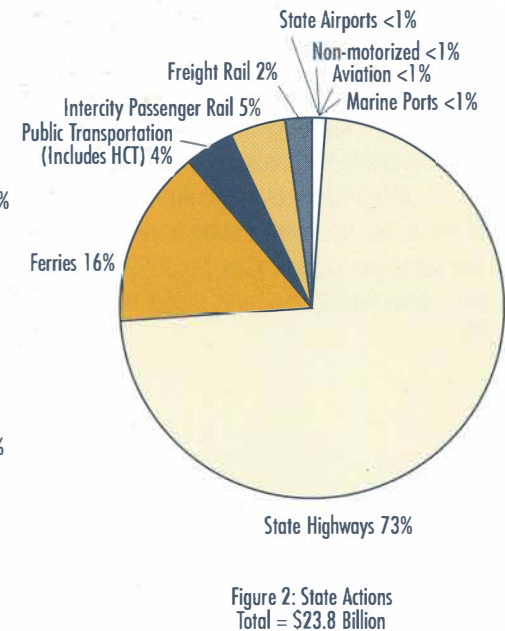
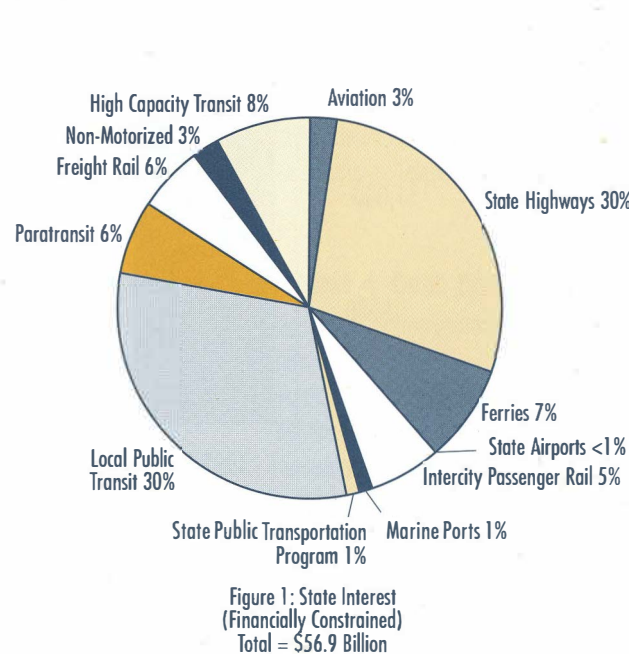
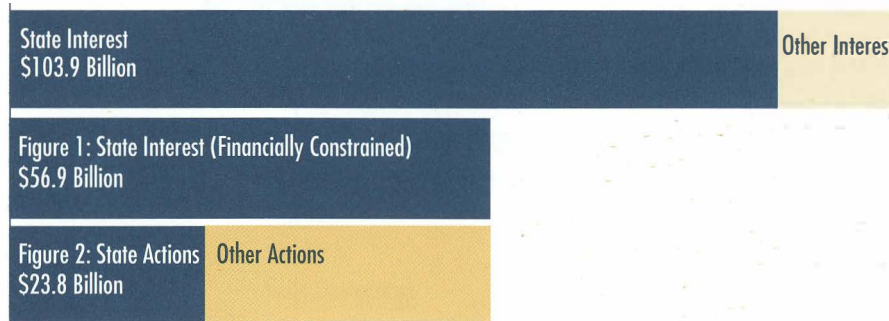
In 1996, Washington's Transportation Commission adopted \$57 billion (in 1995 dollars) as the target for *Washington's Transportation Plan* needs over the following 20 years. The plan that was adopted in 1996 is now being updated in stages.



# Washington's Transportation Plan

The following charts illustrate the decision-making process that is employed to help balance needed transportation investments with limited resources. In the original *Washington Transportation Plan*, adopted by the Commission in 1996, service objectives were identified that would, over the following 20 years, maintain our current systems, improve safety, provide mobility to a growing population, and keep our economy moving. Each service objective is supported by one or more action strategies to advance toward stated goals.

The legislature will make the final decisions regarding appropriate funding levels for various modes included in *Washington's Transportation Plan*. The plan offers guidance, however, and a longer term context in which shorter term investment decisions can be made.

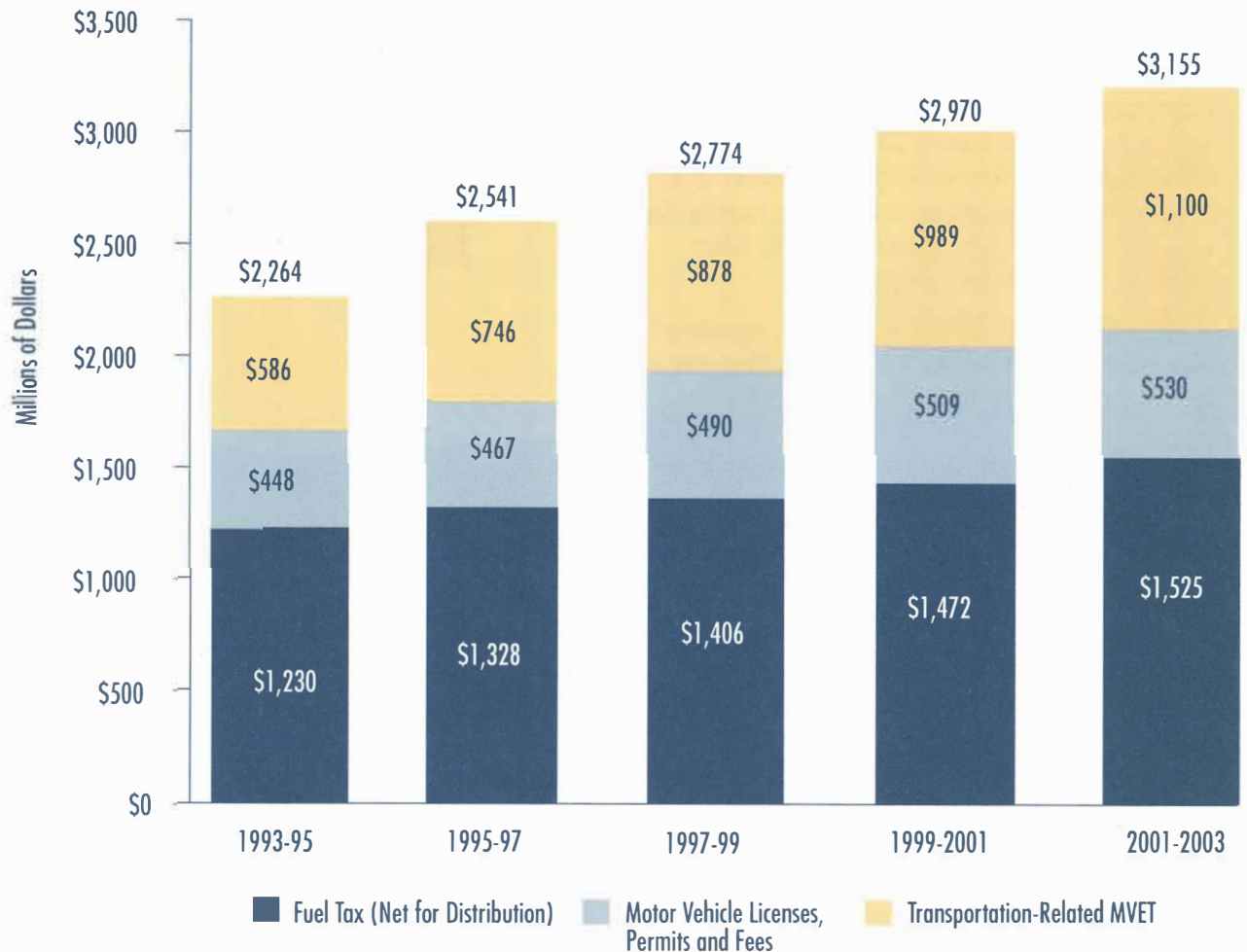




# Major Sources of State Transportation Revenue

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. Of these sources, only the MVET captures growth as well as inflation. 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 1994 through 2003, actual experience and forecasts indicate the average annual I-601 factor to be 4.8%. In comparison, average annual growth rates for the three major sources of state transportation revenue for the same period are: Gas Tax 2.5%; Licenses, Permits, and Fees 2.2%; and Motor Vehicle Excise Tax 8.0%.



# 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

January 1998

# 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 17 Cent Distribution (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

## Dedicated 1 Cent Distribution (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

## Dedicated 4 Cent Distribution (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

## Dedicated 1 Cent Distribution (RCW 46.68-effective 4/1/91)

Special C Program	0.75 cent
Counties — Regular Distribution	0.25 cent

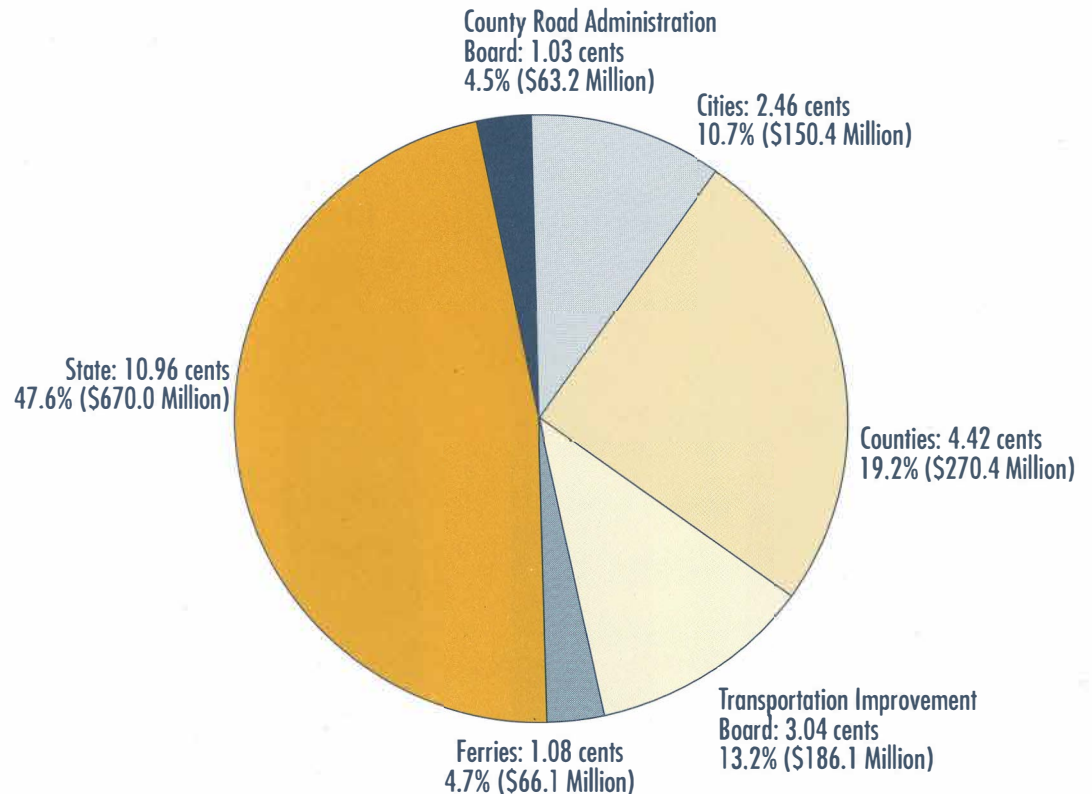
**Total** 1.00 cent

# 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 at 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 to city, county, and other agency roadway programs. The remainder pays for ferry operations and capital improvements. (The ferry system is considered a highway purpose under the amendment.)

In the current biennium, each penny of gas tax is expected to yield approximately \$61 million for distribution to highway purposes.



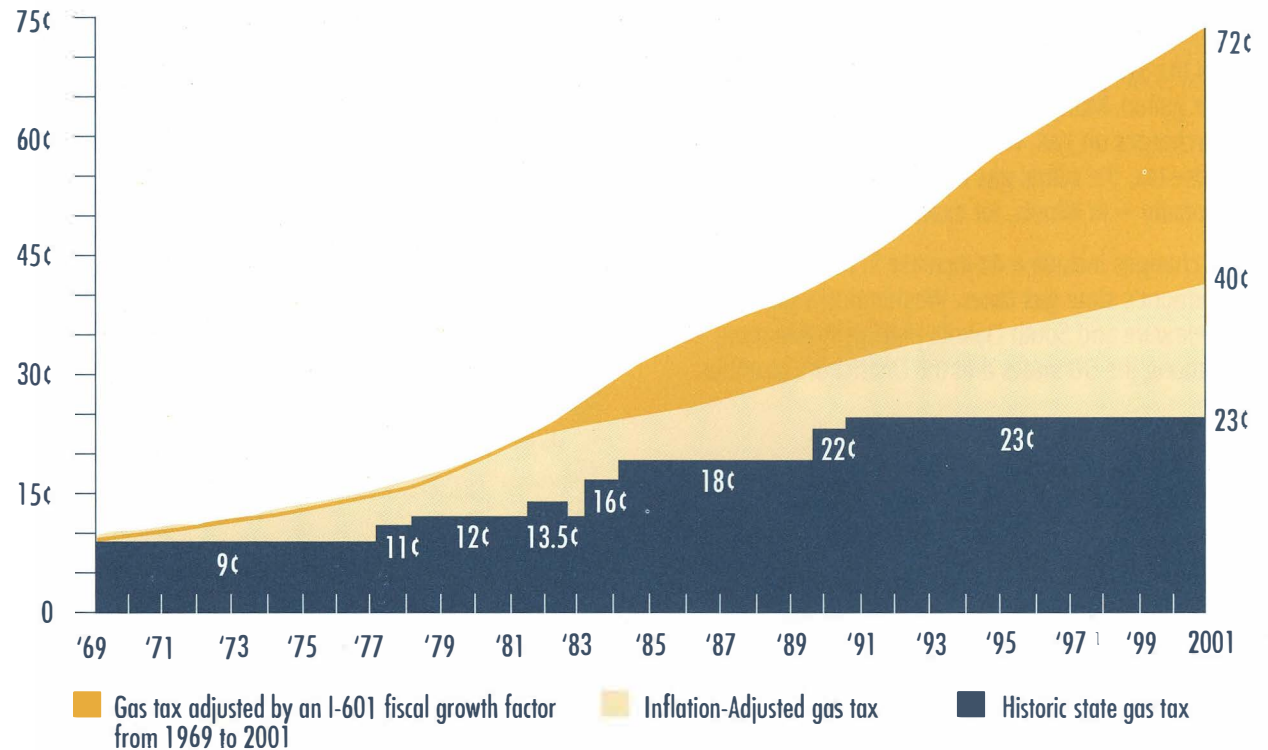
Gas Tax = 23¢ per gallon  
1997-99 Biennium Total Revenue = \$1,406.1 Million  
*Components may not add to totals due to rounding.*



# 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 have typically 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.

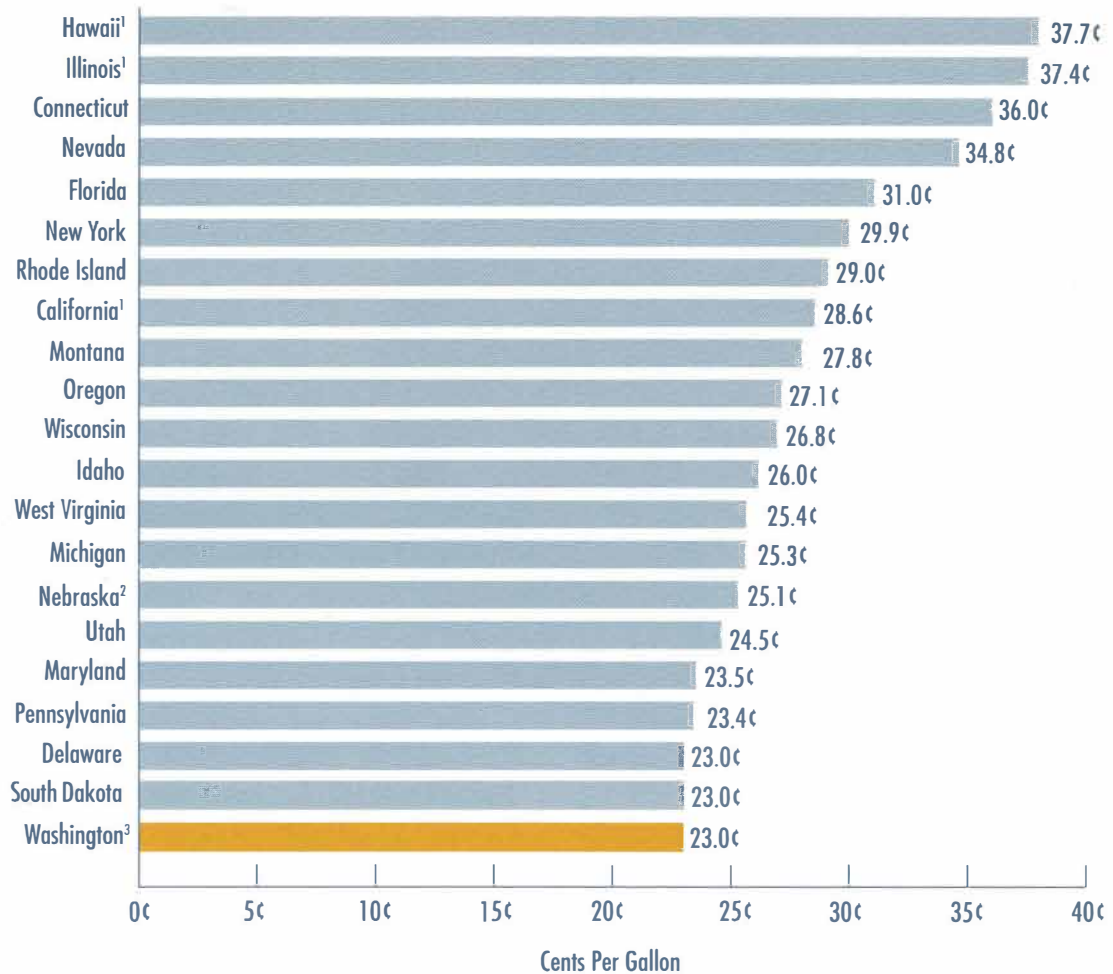


<sup>1</sup>If adjusted to the I-601 fiscal growth factor the gas tax in 1997 would be 62¢, and if adjusted for inflation would equal 36¢.

# 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 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.

Recent changes include a 4¢ increase in both Michigan's and Vermont's state gas taxes. Washington's gas tax ties with Delaware and South Dakota placing Washington 19th among the 50 states and the District of Columbia.



<sup>1</sup>Rates reflect 4th quarter 1997 adjustments for sales, use, and business taxes.

<sup>2</sup>Nebraska levies a variable fuel tax rate which is adjusted quarterly. The rate shown reflects the 4th quarter 1997 adjustment.

<sup>3</sup>Washington is tied for 19th place with Delaware and South Dakota.

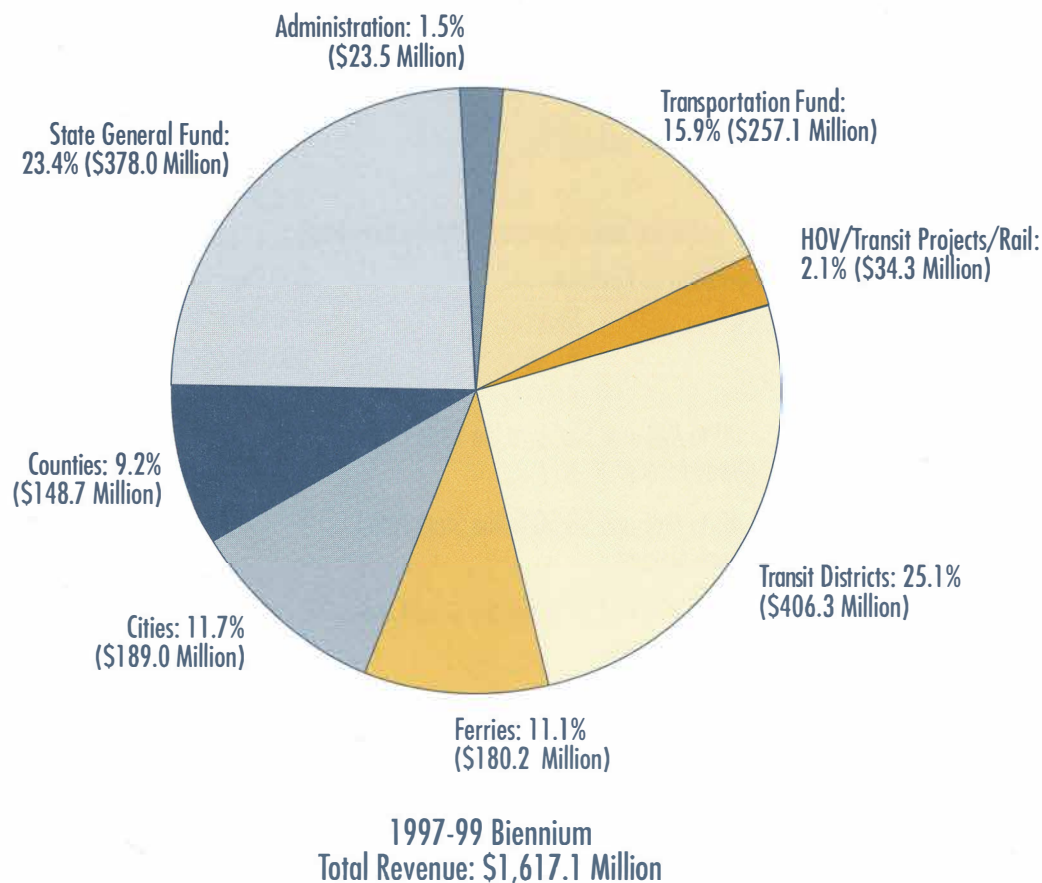
# Motor Vehicle Excise Tax History

## (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.

# MVET Revenue Distribution

The MVET was established in 1937. It is based on the value of the vehicle — determined by two valuation schedules that are set forth in statute. About half of the proceeds are now used to meet transportation needs. Some other public uses supported by the tax include general state, city, and county government; city and county criminal justice; and public health.





# 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 Capital Construction 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 Capital Construction 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 Capital Construction Account. Proceeds from the remaining \$20.35 of fees are distributed to the State Patrol Highway Account.

# History of Combined License Fees

## Regular Gross Weight Fees and Vehicle Registrations for Trucks

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.<sup>1</sup>

Year	Truck Weights Subject to CLF (in lbs.)	Sample Fees (Registration + Gross Weight Fee)	
		30,000 lbs <sup>2</sup>	80,000 lbs <sup>3</sup>
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

<sup>1</sup> At the time of registration, trucks may also be required to pay additional miscellaneous fees.

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

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

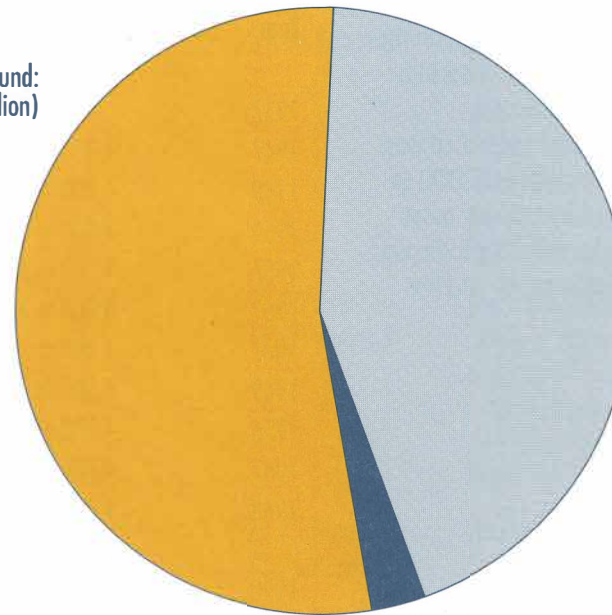
# Vehicle Licenses, Permits and Fees Revenue Distribution

Licenses, permits and fees are often jointly referred to as LPF. Together they are the third major source of transportation funds after gas taxes and the MVET, and are expected to account for \$489.7 million in revenue in the 1997-99 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 1997-99 LPF collections, the CLF will account for approximately \$248.7 million. The CLF, which includes registration and a gross weight fee, is paid by vehicles such as commercial- and personal-use trucks. An additional \$184.9 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.

Motor Vehicle Fund:  
54.2% (\$265.3 Million)

Washington State Patrol:  
43.5% (\$212.8 Million)



Ferry Operations:  
2.4% (\$11.6 Million)

**1997-99 Distribution of Revenues**  
**Total Revenue: \$489.7 Million**  
*Components may not add to totals due to rounding.*



# Local Option Transportation Taxes

## For City Streets and County Roads

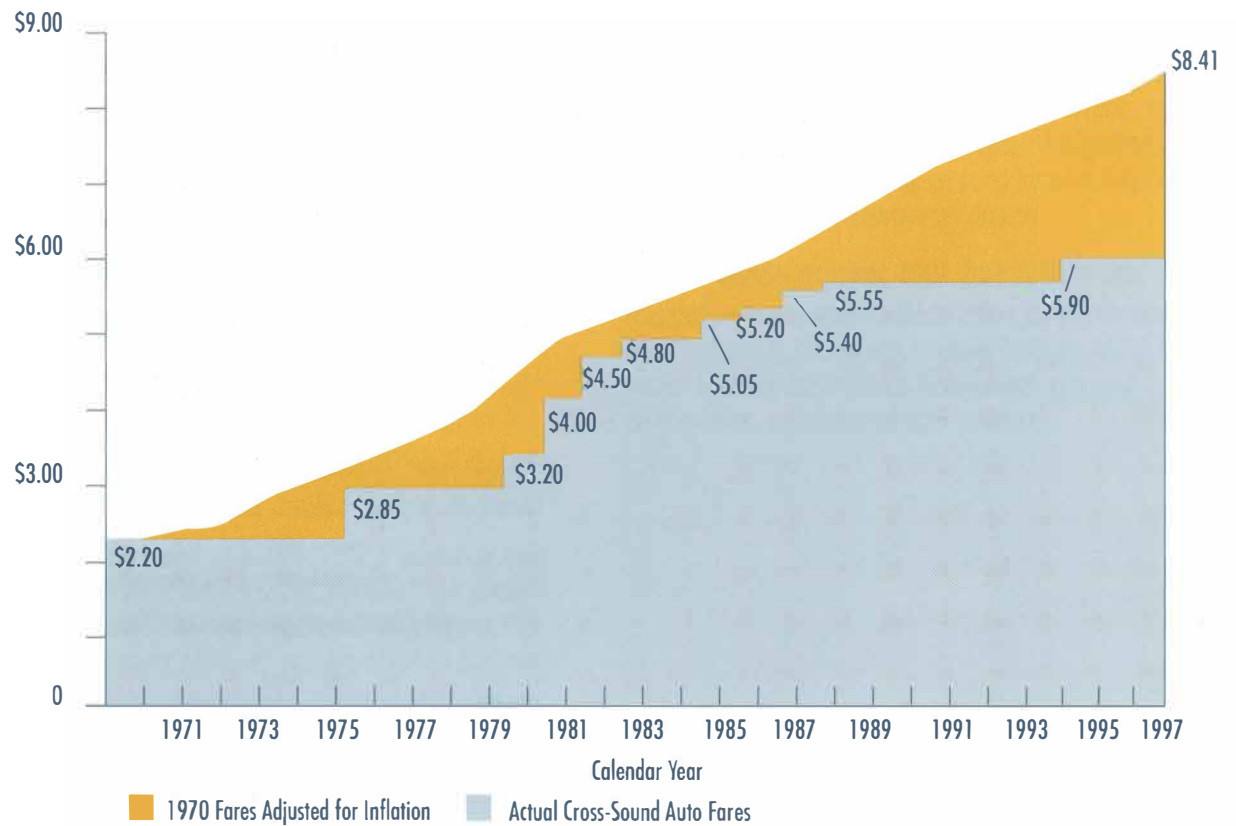
Tax	Amount	Purpose	Jurisdiction	Authorization	Jurisdictions that have enacted
Motor Vehicle and Special Fuel Tax	Ten percent of the State Gas Tax.	Highway purposes as defined by the 18th Amendment including the construction, maintenance, and operation of city streets, county roads, and state highways; 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, 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, 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 15 percent of the State Motor Vehicle Excise Tax (MVET) base rate (2%). In combination, revenues from the MVET and employer tax cannot exceed a level that would be generated by a 15% local MVET.	For HOV lane development, mitigation of environmental impacts of HOV development, 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 percent of the vehicle value (MVET revenue for HOV and HCT cannot exceed amount generated by 0.8 percent MVET).	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 81.104.160	In November 1996, the voters within the boundaries of the Central Puget Sound Regional Transit Authority approved a ten-year RTA plan. The plan includes financing from the local MVET (0.3%) and the local Sales and Use Tax (0.4%).
Sales and Use Tax	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.	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 81.104.170	See MVET note, above.

# 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 User Fees

## Motor Fuels

Fuel Type	Total Tax	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 <sup>1</sup>	18.4	15.45	2.85	0.1	—
Ten Percent Gasohol made with Ethanol	13.0	6.95	2.85	0.1	3.1

<sup>1</sup>“Special Fuels” include benzol, benzene, naptha, liquified 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 20% of the 4.3¢ going to the Mass Transit Account and 80% going to the Highway 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 55,000 lbs to 75,000 lbs gross vehicle weight (gvw): \$100 plus \$22 for each 1,000 lbs in excess of 55,000 lbs.

Trucks over 75,000 lbs gvw: \$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.

# Intermodal Surface Transportation Efficiency Act of 1991

The federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) provided 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). The U.S. Congress is currently debating the reauthorization of federal transportation programs. Although a number of bills have been introduced, most build on the programs established through ISTEA. Right now, states are operating under a six-month extension of ISTEA. A new federal act is anticipated before July 1998.

## Highway Programs

### National Highway System (NHS)

Funding in this program is for a system of 161,000 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. The system was officially designated by Congress, as required by ISTEA, in November 1995.

### Interstate

Although the Interstate System is part of the NHS, certain activities related to the system retained separate funding. These are: Interstate Completion — a total of \$7.2 billion was 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 of program that may be used for a variety of transportation projects, both highway and transit, on any roads not classified as local or rural minor collectors.

### Surface Transportation Program — Apportionment Adjustment Programs

These are programs approved as 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 designated under the Clean Air Act. Funds may be used for a variety of programs which will improve air quality.

### Bridge Replacement and Rehabilitation

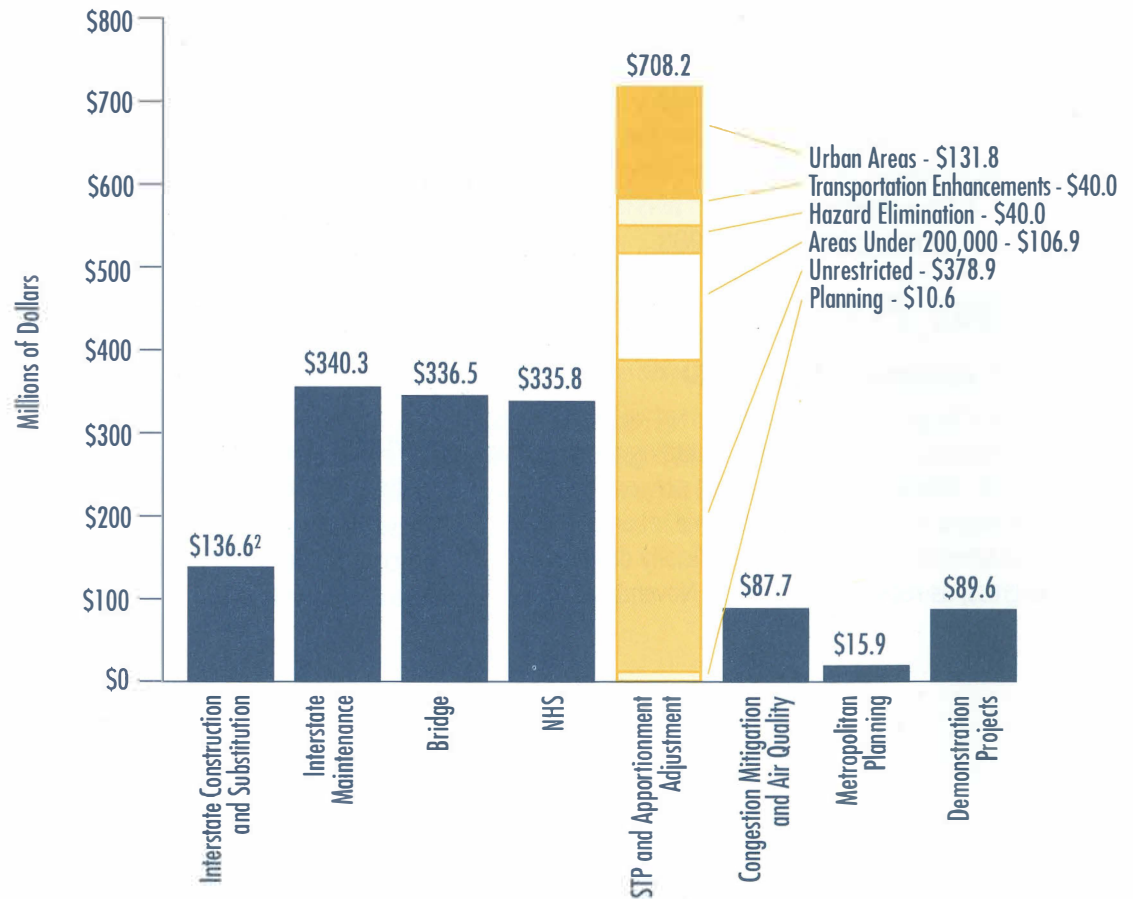
This program provides funds to states for the replacement or rehabilitation of deficient bridges (bridges which are unsafe because of structural deficiencies, physical deterioration, or functional obsolescence).

# Federal Highway Programs

## Apportionments to Washington State<sup>1</sup> FFYs 1992-1997

The federal Intermodal Transportation Efficiency Act of 1991 (ISTEA) provided authorizations for federal aid to highway and transit programs for the six-year period from October 1, 1991, through September 30, 1997. ISTEA contained eight separate titles, but the provisions governing federal assistance for highways were covered in Title I. The adjacent chart displays the federal dollars that were apportioned to Washington state under Title I during the years that ISTEA was in effect.

Before Congress adjourned for the year on November 13, 1997, it acted to extend ISTEA for six months. When Congress reconvenes in January 1998, reauthorization debates will resume. Although a number of reauthorization bills have been introduced, most build on the programs established through ISTEA. The components of the federal program for highways are displayed on the adjacent chart.



<sup>1</sup>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.

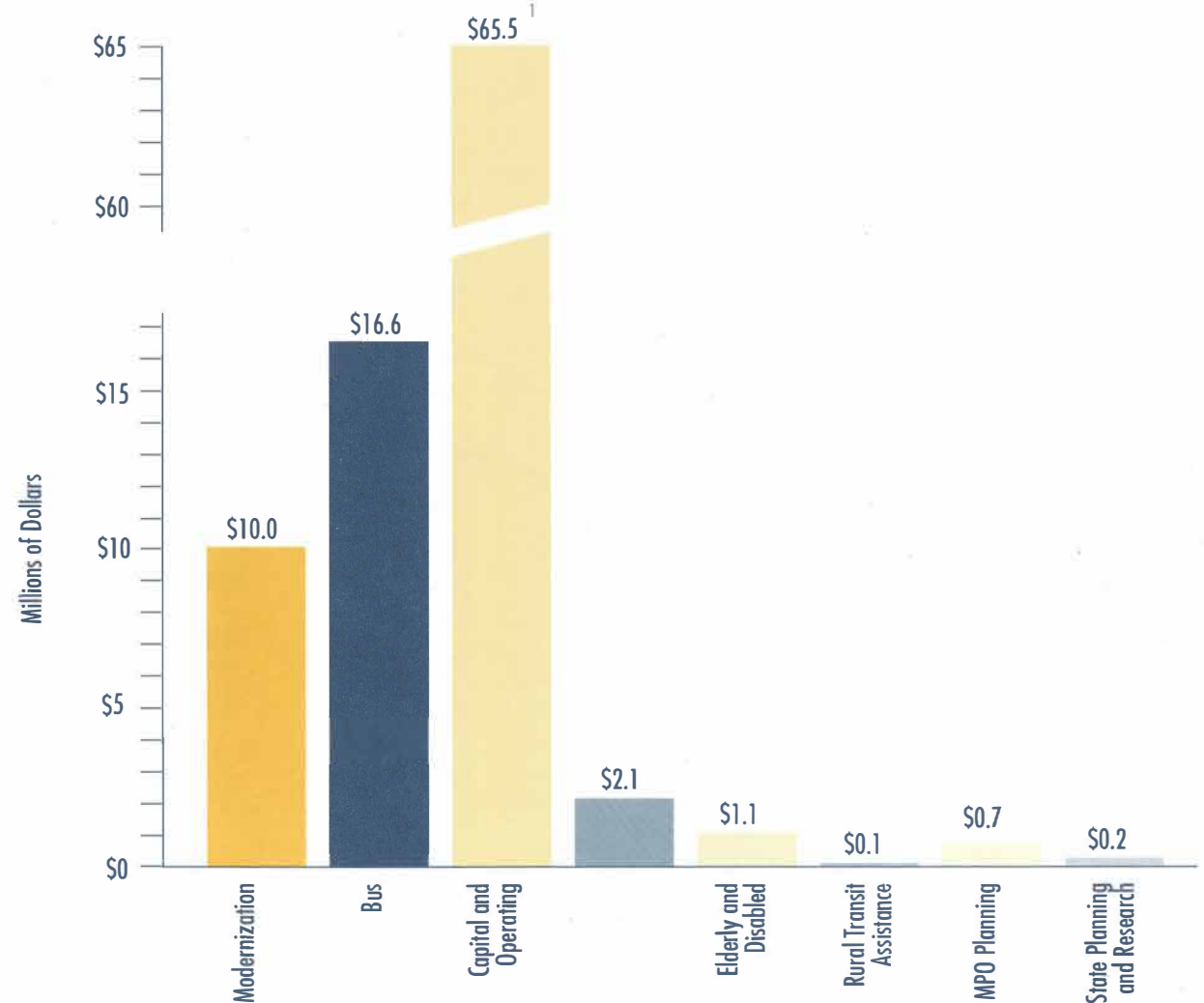
<sup>2</sup>For the Interstate Construction and Substitution programs, the figures shown do not include \$260 million of interstate completion discretionary funds received in FFY 1994.

# Federal Transit Programs

## Allocations for Washington State FFY 1997

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

The last full-year allocations were provided in FFY 1997. Partial year allocations were provided for FFY 1998 through the six-month extension of ISTEA.



<sup>1</sup>Includes all Portland, Oregon/Vancouver, Washington allocations.



# 1997-99 WSDOT Approved Budget

Program (dollars in millions)	Approved WSDOT Budget <sup>1</sup>	FTEs <sup>2</sup>
<b>State-Owned Facilities Capital Programs</b>		
Highways	\$1,107.3	1,976
Preservation	\$576.4	
Improvement	530.9	
Highways Construction and Management	25.5	105
Transportation Economic Partnerships	17.2	11
Ferries (Improvements)	224.7	115
State-owned Airports	0.2	—
<b>Total State-Owned Facilities Capital Programs</b>	<b>\$1,374.9</b>	<b>2,207</b>
<b>State-Owned Facilities Operating Programs</b>		
Highway Maintenance	\$ 248.6	1,427
Ferry System Operation & Maintenance	272.9	1,576
Aviation Programs	1.6	10
Traffic Operations	29.7	189
<b>Total State-Owned Facilities Operating Programs</b>	<b>\$ 552.8</b>	<b>3,202</b>
<b>State Interest Programs</b>		
Public Transportation, High Capacity Transportation and Rail	\$ 67.3	55
Freight Rail Preservation	1.2	0
Freight Mobility	0.3	2
TransAid Programs — Operating	9.0	45
TransAid Programs — Capital	33.9	5
Local Airport Aid	1.9	1
<b>Total State Interest Programs</b>	<b>\$ 113.6</b>	<b>108</b>

Program (dollars in millions)	Approved WSDOT Budget <sup>1</sup>	FTEs <sup>2</sup>
<b>Departmental Operations</b>		
Capital Facilities	\$ 46.2	109
Transportation Planning and Research	28.4	157
Support Services	51.8	234
Executive Management and Support	9.6	64
Charges from Other Agencies	25.7	—
<b>Total Departmental Operations</b>	<b>\$ 161.7</b>	<b>564</b>
<b>Agency Appropriation</b>		
	<b>\$2,203.0</b>	<b>6,081</b>
<b>Non-Appropriated Funds</b>		
Reimbursable Charges and Pass-through Funds	271.8	79
<b>Total Agency Budget</b>	<b>\$2,474.8</b>	<b>6,160</b>
Transportation Equipment & MIS (appropriated within programs)	150.2	426
<b>Total Agency Workforce</b>		<b>6,586</b>

<sup>1</sup>Includes \$2.8 million in unanticipated receipts approved through November 1997.

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

Components may not add to totals due to rounding.

# WSDOT Past Expenditures and Current Budget

The department's approved budget amounts to \$2.47 billion for the 1997-99 biennium.

The expected decline in WSDOT's budget through the six-year planning period is mostly due to decreasing federal investment in transportation, and the exhaustion of current state bonding authority.

Funding for the department's budget comes from just over half of the state gas tax; the state's allocation of the federal gas tax; about a third of the state license tab taxes, permits, and fees for highway users; and fares paid by ferry users.



<sup>1</sup>Includes non-appropriated reimbursable charges and pass-through funds.

For additional copies, contact Elise Greef at the  
Washington State Department of Transportation at:  
360-705-7529.

Persons with disabilities may request this information be  
prepared and supplied in alternate formats by calling collect at:  
360-664-9009.

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1-800-486-8392 (TTY Relay Service) or  
705-6980 for Olympia residents.

A recent version of Key Facts is available on the Internet in  
Adobe Acrobat™ at:  
<http://www.wsdot.wa.gov>

It is listed under “Miscellaneous” on the Washington State  
Department of Transportation’s home page.