

Key Facts:

*A Summary of Useful
Transportation Data*

December 1988

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1988
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**Washington State
Department of Transportation**

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1989-91 Budget Request

(\$ in millions)

<i>Division/Program</i>	<i>1989-91 Budget Request (1)</i>
Highway Division	
Construction Programs	
Cat. A Preservation and Safety	\$ 206.0
Cat. B Interstate	504.0
Cat. C Non-interstate Capacity Improvements	
Regular	160.0
Special	8.3
Pgm. G Community Economic Revitalization	7.0
Cat. H Non-Interstate Bridges	60.0
Pgm. R7 Reimbursable Projects	70.0
Total Highway Construction	1,015.3
M Highway Maintenance & Operations	198.1
D Highway Management & Facilities	60.1
Total Highway Division	\$1,273.5
Marine Division	
X Marine Maintenance and Operations	\$171.5
W Marine Construction	102.8
Total Marine Transportation	\$ 274.3
Aeronautics Division	
F Aeronautics	\$3.8
Planning, Research and Public Transportation Division	
T Planning, Research & Public Transport.	27.0
Finance and Budget Management Division	
S Transportation Management	30.2
R Sales and Services to Others	6.7
U Charges from other Agencies	10.8
State Aid Engineer	
Z State Aid	131.6
Total WSDOT Request	\$1,757.9
Other	
09 Supportive Services	\$ 0.4
E Transportation Equipment Fund (TEF)	\$99.0

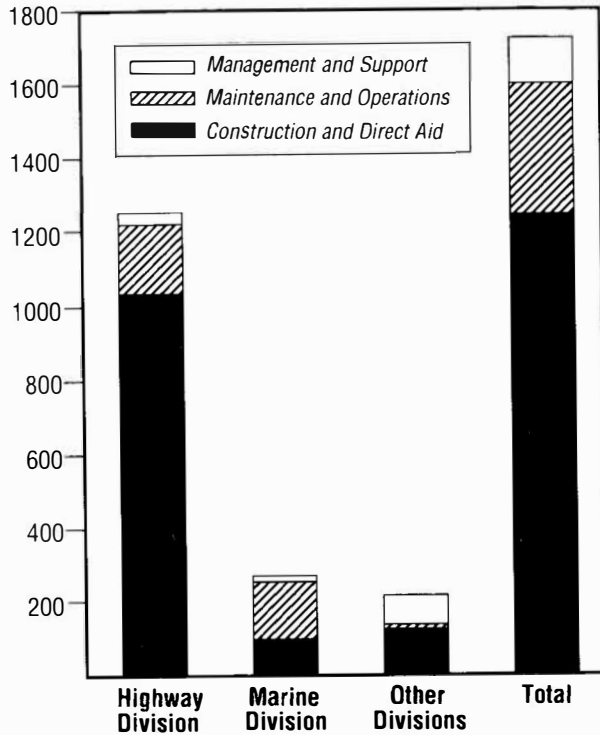
(1) Commission Resolution No. 335, approved October 21, 1988

1989-91 Workforce Request

<i>Division/Program</i>	<i>Average Annual FTEs</i>
Highway Division	
Construction Programs	
Cat. A Preservation and Safety	871.0
Cat. B Interstate	745.0
Cat. C Non-interstate	
Regular	390.0
Special	22.0
Pgm. G Community Economic Development	15.0
Cat. H Non-Interstate Bridges	182.0
Pgm. R7 Reimbursable Projects	120.0
Total Highway Construction	2,345.0
M Highway Maintenance & Operations	1,422.0
D Highway Management & Facilities	370.4
Total Highway Division	4,137.4
Marine Division	
X Marine Maintenance & Operations	1,239.8
W Marine Construction	67.5
Total Marine Division	1,307.3
Aeronautics Division	
F Aeronautics	8.9
Planning, Research and Public Transportation Division	
T Planning, Research & Public Transport.	131.5
Finance and Budget Management Division	
S Transportation Management	164.9
R Sales and Services to Others	78.4
U Charges from other Agencies	0.0
State Aid Engineer	
Z State Aid	101.9
Total WSDOT Request	5,930.3
Other	
09 Supportive Services	0.4
E Transportation Equipment Fund (TEF)	387.7

Direct Vs. Indirect Program Expenditures

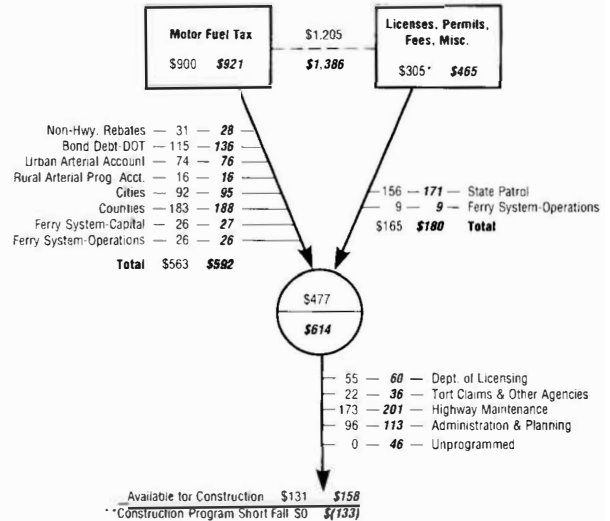
(\$ in millions)



1989-1991 Budget Request

Management and Support	8.7%
Maintenance and Operations	19.8%
Construction and Direct Aid	71.5%

Motor Vehicle Fund State Revenue and Distribution 1987-89 and 1989-91 Forecast 8811 November 1988



* Net of \$86 million carried forward to 1989-1991

** The 1987-89 State Fund Construction Requirement is \$273 million, funded by \$142 million of bonds and \$131 million of available revenues. The 1989-91 State Fund Construction Requirement is \$368 million, partially funded by \$77 million of bonds and the \$158 million of available revenues, leaving a \$133 million shortfall.

Motor Vehicle Fund Source and Distribution of State Revenues

(\$ in millions—Forecast 8811) 1987-89 1989-91 1991-93

Revenues

Fuel Tax	900	921	947
Licenses, Permits and Fees	325	344	362
Miscellaneous Revenues	28	35	25
Prior Biennium Cash Balance	38	86	0
Total Revenues	1,291	1,386	1,334

Distribution—Gas Tax

Non-highway Rebates	31	28	29
Bond Debt—DOT	115	136	146
Urban Arterial Trust Account	74	76	78
Rural Arterial Program	16	16	17
Cities	92	95	98
Counties	183	188	193
Puget Sound Cap. Const. Acct.	26	27	28
Puget Sound Ferry Ops. Acct.	26	26	27
Total Gas Tax Distribution	563	592	616

Distribution—Registration Fees

State Patrol	156	171	179
Puget Sound Ferry Ops. Acct.	9	9	10
Total Reg. Fee Distribution	165	180	189

Appropriations

Department of Licensing	55	60	63
Other Agencies/Programs	22	36	24
Department of Transportation			
Maintenance	173	201	220
Admin. & Planning	96	113	123
Total Appropriations	346	410	430
Unprogrammed		(46)	46
Available for Construction	217	158	145

Gas Tax Distribution Formula

Computed on "net for distribution" (gross tax less Department of Licensing's cost of collection and State Treasurer's cost of distribution as well as rebates for non-highway use).

Dedicated 17 cent distribution

RCW 46.68.100

Urban Arterial Trust Account	7.12%
Counties	22.78%
Cities	11.53%
Ferry Operations	3.15%
Ferry Capital Construction	3.21%
State Urban Highways	6.95%
State	45.26%
Total	100.00%

Dedicated 1 Cent Distribution

RCW 82.36.025

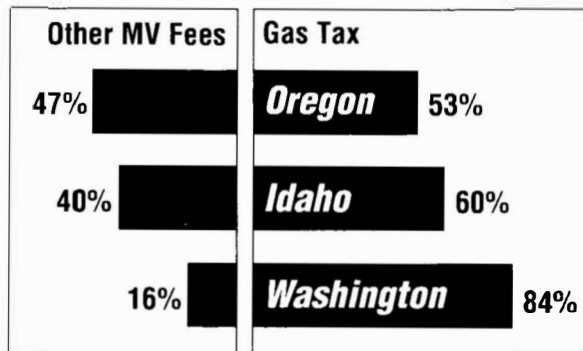
Rural Arterial Program	1/3 cent
Urban Arterial Program	1/3 cent
State Highway Construction	1/3 cent

State Motor Fuel Tax History

1921	1 cent
1924	2 cents
1929	3 cents
1931	5 cents
1949	6.5 cents
1961	7.5 cents
1967	9 cents
1977	Variable 21.5% of retail price, net of taxes 12 cent lid Enacted at 11 cents
1979	12 cents Rose to lid
1981	Variable Changed to 10% 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% variable repealed Replaced by 6 cent increase phased over two years Increased to 16 cents July 1983
1984	18 cents in July 1984

Don't Compare Gas Tax Rates State Highway Funding Sources Differ

*Includes State Highways,
County Roads and City Streets*



Comparison of 13 Western States Percent of Highway Revenue from Motor Vehicle Fees other than Fuel Tax

Hawaii	50%
Arizona	48%
Oregon	47%
Wyoming	46%
New Mexico	45%
Idaho	40%
Alaska	36%
Montana	32%
Nevada	29%
Colorado	25%
California	24%
Utah	20%
Washington	16%

Highway Construction Program

Definitions

- Category A** Work to preserve the structural, safety and operational integrity of the existing Non-interstate highway system
- Category B** Work on the Interstate system, 90% federal funds
Completion work on the Interstate system
4R work to preserve and improve existing Interstate highways
- Category C** Non-interstate construction, primarily capacity improvements
- Program G** Community Economic Revitalization work, supports local economic development in accordance with legislative direction
- Category H** Non-interstate bridge preservation work for structural and operational integrity
- Program R7** Reimbursable work, mostly reimbursable by federal or local funds, little or no cost to State Gas Tax

Approximate percentage of fund sources

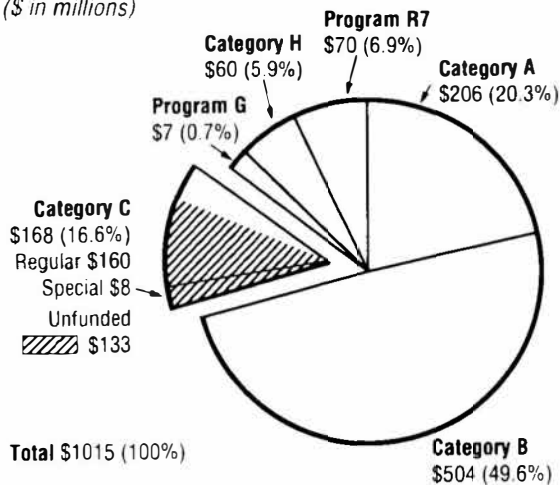
	% Federal <u>Funds</u>	% State <u>Funds</u>	% <u>Total</u>
Category A	40	60*	100
Category B	90	10*	100
Category C	0	100*	100
Program G	0	100	100
Category H	55	45*	100
Program R7	100**	0	100

*Includes small amount of local funds

**includes small amount of state and local funds.

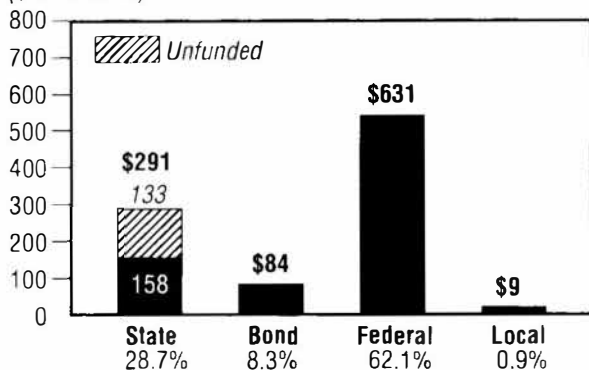
1989-91 Highway Construction

Commission Budget Request
(\$ in millions)



Fund Source

(\$ in millions)



Six Year Highway Construction Financial Plan 1989-1995

(\$ in millions—based on Forecast 8811)

Category/Program	1989-1991		1991-1993		1993-1995	
	Funded	Unfunded	Funded	Unfunded	Funded	Unfunded
Category A	\$ 206	\$ 0	\$ 28	\$ 228	\$ 151	\$ 103
Category B	504	0	272	272	210	210
Category C Regular	35	125	0	220	0	245
Category C Special	0	8	0	113	0	51
Category H	60	0	60**	7	42	33
Program R7	70	0	20	20	10	10
Program G	7	0	0	0	0	0
Total	\$882	\$133	\$1,015	\$552	\$368	\$920
Fund Source						
State	\$158*	\$133	\$291	\$145	\$255	\$400
Bonds	84	0	84	21	113	134
Federal	631	0	631	381	0	328
Local	9	0	9	5	3	0
Total	\$882	\$133	\$1,015	\$552	\$368	\$920
					\$413	\$432
						\$845

* Excludes the \$46 million of "Unprogrammed" 1989-1991 funds.

** Funded includes the \$46 million of "Unprogrammed" 1989-1991 funds (\$37 million for Category A and \$9 million for the Bridge program), which will be reserved for 1991-1993 highway preservation if the Legislature does not provide additional revenues for the Highway Construction Program.

1989-1995 Highway Construction Program A

(\$ in millions—Based on Forecast 8811)

	Funded	1989-1991 Unfunded	Total	Funded	1991-1993 Unfunded	Total	Funded	1993-1995 Unfunded	Total
Preservation & Safety	\$ 206	\$ 0	\$ 206	\$ 200	\$ 28	\$ 228	\$ 151	\$ 103	\$ 254
Fund Source:									
State	\$ 124	\$ 0	\$ 124	\$ 111	\$ 28	\$ 139	\$ 49	\$ 103	\$ 152
Federal	80	0	80	87	0	87	100	0	100
Local	2	0	2	2	0	2	2	0	2
Total	\$ 206	\$ 0	\$ 206	\$ 200	\$ 28	\$ 228	\$ 151	\$ 103	\$ 254

1989-1995 Highway Construction Program B

(\$ in millions—based on Forecast 8811)

	1987-1989	1991-1993	1993-1995
Interstate			
Completion	\$ 499	\$ 206	\$ 60
4 R	55	66	150
Total	\$ 504	\$ 272	\$ 210
Fund Source:			
Bond	\$ 44	\$ 21	\$ 5
State	6	7	16
Federal	450	242	189
Local	4	2	0
Total	\$ 504	\$ 272	\$ 210

1989-1995 Highway Construction Program C

(\$ in millions—based on Forecast 8811)

	Funded	1989-1991 Unfunded	Total	Funded	1991-1993 Unfunded	Total	Funded	1993-1995 Unfunded	Total
Regular	\$ 35	\$ 125	\$ 160	\$ 0	\$ 220	\$ 220	\$ 0	\$ 245	\$ 245
Special	0	8	8	0	113	113	0	51	51
Total:	\$ 35	\$ 133	\$ 168	\$ 0	\$ 333	\$ 333	\$ 0	\$ 296	\$ 296
Fund Source:									
State	\$ 1	\$ 133	\$ 134	\$ 0	\$ 220	\$ 220	\$ 0	\$ 245	\$ 245
Bond	33	0	33	0	113	113	0	51	51
Local	1	0	1	0	0	0	0	0	0
Total	\$ 35	\$ 133	\$ 168	\$ 0	\$ 333	\$ 333	\$ 0	\$ 296	\$ 296

1989-1995 Highway Construction Program G

(\$ in millions—based on Forecast 8811)

	1989-1991	1991-1993	1993-1995
Economic Revitalization	\$ 7	\$ 0	\$ 0
Fund Source:			
Bonds	\$ 7	\$ 0	\$ 0

1989-1995 Highway Construction Program H

(\$ in millions—based on Forecast 8811)

	Funded	1989-1991 Unfunded	Total	Funded	1991-1993 Unfunded	Total	Funded	1993-1995 Unfunded	Total
Bridge Program	\$ 60	\$ 0	\$ 60	\$ 60	\$ 7	\$ 67	\$ 42	\$ 33	\$ 75
Fund Source:									
State	26	0	26	26	7	33	1	43	44
Federal	33	0	33	33	0	33	1	29	30
Local	1	0	1	1	0	1	1	0	1
Total	\$ 60	\$ 0	\$ 60	\$ 60	\$ 7	\$ 67	\$ 42	\$ 33	\$ 75

1989-1995 Highway Construction Program R7

(\$ in millions—based on Forecast 8811)

	Funded	1989-1991 Unfunded	Total	Funded	1991-1993 Unfunded	Total	Funded	1993-1995 Unfunded	Total
Reimbursable	\$ 70	\$ 0	\$ 70	\$ 20	\$ 0	\$ 20	\$ 10	\$ 0	\$ 10
Fund Source:									
Federal	68	0	68	19	0	19	9	0	9
State	1	0	1	1	0	1	1	0	1
Local	1	0	1	0	0	0	0	0	0
Total	\$ 70	\$ 0	\$ 70	\$ 20	\$ 0	\$ 20	\$ 10	\$ 0	\$ 10

Marine Division Ferry System Operations

(\$ in millions)

1989-91

Revenue

30% State Revenue (Gas Tax, registration fees, MVET)	51.4
70% Fares, tolls and miscellaneous	120.1

Total available revenue \$171.5

Expenditures

Operations	\$133.6
Engineering	25.4
Finance and Administration	8.9
Executive Management and Support	3.3
Stores and Inventories	0.3

Total Proposed Program 171.5

Marine Division Capital Construction 6-Year Program

(\$ in millions)

	1989-91	1991-93	1993-95
Revenue			
Cash Balance	\$ 0.3	\$ 3.8	\$ 9.5
State Revenue Available	89.5	101.5	113.0
Less debt service*	-26.9	-28.1	-27.6
Less DOT overhead	-0.2	-0.2	-0.2
Less MVF repayment 06/90	-0.5	0.0	0.0
Transfer from (to) operations	15.0	0.0	(7.3)
Subtotal	\$ 77.2	\$ 77.0	\$ 87.4
Bond sales	17.8	0.0	0.0
Federal funds	11.6	6.0	6.0
Total available revenue	\$106.6	\$ 83.0	\$ 93.4
Expenditures			
Emergency repair	\$1.2	\$1.4	\$1.4
Continuity of service	5.9	6.6	6.3
Struct./mech. integrity	54.5	33.0	30.1
Efficiency	26.7	8.0	18.4
Capacity	10.9	21.0	16.4
1963 Hood Canal Bridge refunding revenue bonds	3.6	3.5	3.6
Total proposed program**	\$102.8	\$73.5	\$76.2
Ending Balance	3.8	9.5	17.2

*Debt service on 1977 bonds is appropriated to the State Treasurer.

**Expenditure plan approved by Transportation Commission,
October, 1988.

Marine Division Capital Construction Program Summary

(\$ in thousands)

	1989-91	1991-93	1993-95
Emergency repair	\$1,150	\$1,372	\$1,350
Anacortes	\$546	\$330	\$3,101
Bremerton	696	478	122
Clinton	776	2,598	7,588
Eagle Harbor	1,788	0	0
Edmonds	1,036	5,290	0
Fauntleroy	356	365	0
Friday Harbor	0	0	625
Keystone	100	0	0
Kingston	4,236	0	1,302
Mukilteo	504	0	550
Orcas	0	174	200
Point Defiance	90	1,832	330
Seattle	20,905	0	0
Shaw	33	0	268
Southworth	314	231	1,500
Tahlequah	1,042	0	50
Vashon	1,263	1,196	1,800
Winslow	667	438	2,500
Systemwide terminals	4,436	4,305	3,169
Total terminals	\$38,788	\$17,237	\$23,105
Issaquah Class	\$1,078	\$13,401	\$9,221
Evergreen State Class	19,500	0	0
Steel Electric Class	0	0	5,512
Super Class	24,000	26,460	0
Jumbo Class	0	0	29,700
Miscellaneous Class	7,571	8,181	3,495
Passenger only	5,174	3,130	0
Systemwide vessels	1,355	200	200
Total vessels	\$9,218	\$51,372	\$48,128
Debt service on 1963 bonds	\$3,600	\$3,528	\$3,618
Total capital program	\$102,756	\$73,509	\$76,201
Fund Source:			
PSCCA-State	\$91,156	\$67,509	\$70,201
PSCCA-Federal (UMTA)	11,600	6,000	6,000
Total source of funds	\$102,756	\$73,509	\$76,201

Ferry System Traffic and Fares

(Traffic in millions)

Regular Routes Only

	<i>Patrons</i>	<i>Passengers</i>	<i>Vehicles</i>
FY 1983	16.7	10.3	6.4
FY 1984	16.8	10.0	6.8
FY 1985	17.0	10.0	7.0
FY 1986	17.3	10.1	7.2
FY 1987	18.1	10.5	7.6
FY 1988	18.9	10.8	8.1

Comparative Fares-Auto and Driver

	<i>1984</i>	<i>1985</i>	<i>1986</i>	<i>1987</i>	<i>1988</i>
Hood Canal Bridge	2.00	2.00	0.00	0.00	0.00
Cross Sound	5.05	5.20	5.40	5.55	5.55
<i>Seattle-Winslow</i>					
<i>Seattle-Bremerton</i>					
<i>Edmonds-Kingston</i>					
<i>Port Townsend-Keystone</i>					
To/from Vashon Island	6.80*	7.00*	7.25*	7.50*	7.50*
Mukilteo-Clinton	3.40	3.50	3.65	3.75	3.75
Anacortes-Friday Harbor	14.35*	14.80*	15.40*	15.85*	15.85*
Anacortes-Sidney	23.65	24.35	25.30	26.05	26.05
Percent increase	4.7%	3.0%	3.9%	3.0%	0.0%

* Fare to Vashon Island and from Anacortes to San Juan Islands is round trip

Ferries—23 in service

Jumbo Class	206 autos/2,000 passengers
SPOKANE	
WALLA WALLA	
Super Class	160 autos/2,500 passengers
HYAK	
KALEETAN	
YAKIMA	
ELWHA	
Issaquah Class	100 autos/1,200 passengers
ISSAQUAH	
KITTITAS	
KITSAP	
CATHLAMET	
CHELAN	
SEALTH	
Evergreen Class	100 autos/1,000-1,140 passengers
EVERGREEN STATE	
KLAWOWYA	
TILLIKUM	
Steel Electric Class	75 autos/665-800 passengers/refurbished
QUINAUT	
ILLAHEE	
NISQUALLY	
KLICKITAT	
Others	
RHODODENDRON	65 auto/546 passengers
OLYMPIC	55 autos/605 passengers
HIYU	40 autos/200 passengers
EXPRESS*	329 passengers

* Passenger-only vessel

Aeronautics Division

Program F

Sub-Program Description	1989-91 Budget Request
F-1 Management and support *	\$ 1,880,000
F-2 Airport Aid Projects **	1,617,000
Motor Vehicle Fund Payback ***	100,000
F-3 State-owned airport Maintenance and operation	94,000
F-4 Search and Rescue	117,000
Total	\$ 3,808,000

*Management and support

Includes federal planning grants for airport systems plan update and other functions, such as federal airport inspections (5010), hazard and obstruction reviews, aircraft maintenance, insurance, and accident investigations.

**Airport Aid Projects

State funds provide matching dollars to local funds used for runway and taxiway rehabilitation, airport lighting, navigation improvements, access roads and ramps, security fencing, etc.

***MVF Payback

The Motor Vehicle Fund will be reimbursed for a tort settlement in the case of Osibov vs. the State in the amount of \$407,430. This is planned as four biennial installments of approximately \$100,000 each.

Federal Transportation Legislation

Authorization levels for federal-aid highway and transit programs are provided under current law—the Surface Transportation and Uniform Relocation Assistance Act of 1987 (STURAA)—through Federal Fiscal Year (FFY) 1991. Interstate Completion authorizations are available under the STURAA for one additional year (FFY 1992).

Congressional adherence to the 1988-89 budget agreement averted the need for a Gramm-Rudman-required reduction in obligation authority for FFY 1989. Restrictions in future years are likely unless the Federal Highway Trust Fund is removed from the Unified Federal Budget and calculation of the deficit. WSDOT will continue to be forced to selectively reduce spending in some programs as obligation authority will continue to be substantially below apportionments.

The next revision of the Interstate Cost Estimate (ICE) is scheduled to be submitted to Congress in January, 1989. It is likely that the ICE will show a lower cost to complete for Washington State than the cost estimates prepared by the Department. This difference will be partially attributable to lack of inflation in the ICE beyond 1987. Timing of acceptance by the Federal Highway Administration of project cost increases will also account for some of the difference.

Several national associations are involved in a process to begin preparation of a recommended package of federal transportation legislation to be effective at the end of the STURRA. That process is currently trying to resolve issues and principles upon which a program could be formulated. Specific program structure and funding levels have not yet been discussed.

Departmental Direction in Federal Highway Programs

1989-91 Biennium

The Department plans to utilize the maximum amount of Federal Highway Funds allowed during the 1989-91 biennium.

Anticipated federal apportionments to the state for the biennium will approximate \$540 million.

Federal obligation controls are expected to limit the amount of funds which may be utilized during the biennium to approximately \$500 million.

Highest priority is being given to preserving existing highways and completing the interstate system. Federal discretionary funds have been accessed to supplement WSDOT's regular apportionments and obligation limitations. WSDOT has been allocated \$238 million in discretionary funds for FFY 1989.

The Interstate 4R Program, except for essential preservation work, will be restrained in order to make federal obligation authority available for highest priority programs.

1989-91 Estimated Federal Highway Funds Major Programs (\$ in Millions)

	FY 1989		FFY 1990		FFY 1991	
	U.S.	Wa.	U.S.	Wa.	U.S.	Wa.
Interstate:						
Completion	\$2,770	\$120	\$2,770	\$115	\$2,770	\$115
4R	2,545	57	2,545	56	2,545	57
Discretionary	911	238	600	—	600	—
Total Interstate	6,226	415	5,915	171	5,915	172
Primary	2,320	40	2,320	40	2,320	40
Urban	731	13	731	13	731	13
Secondary	585	10	585	10	585	10
Bridge	1,630	30	1,630	30	1,630	30
Safety	320	6	320	6	320	6
Emerg. Relief	100	66	100	—	100	—

From 1956 through 1986, Washington State has been apportioned or allocated a cumulative average of \$1.75 for every dollar it has contributed to the Federal Highway Trust Fund.

Note: The dollars shown above are before HPR, PR and training deductions.

Department History at a Glance

- 1889–Statehood.
- 1893–Cascade Wagon Road approved by legislature.
- 1905–Highway Department created to expedite progress on road construction–J.M. Snow, Commissioner.
- 1909–Department achieves partial control over construction contracts previously granted to counties.
- 1916–Federal-Aid Road Act–first federal assistance.
- 1918–Districts form in Seattle, Olympia, Spokane, Vancouver and Walla Walla.
- 1921–First Gas Tax–one cent per gallon.
- 1925–Six district system started..
- 1933–\$10 million emergency relief bond issue, funds to counties to help depression economy.
- 1941–Highway Advisory Commission formed to assist Department Director.
- 1951–Five-member Highway Commission established.
- 1957–Seventh District added for I-5 in Seattle.
- 1960–Highway Commission Needs Study completed.
- 1965–Department organization streamlined.
- 1975–District 1 and 7 combined.
- 1977–Department of Transportation created by legislature, seven member commission established.
- 1980–State Transportation plan completed, outlining state policy toward all modes of transportation and specific recommended improvements.
- 1983–Partial reorganization as recommended by Productivity Study.
- 1984–Major reorganization of Washington State Ferry System.
- 1985–Strategic Planning Process initiated.
- 1986–Partial reorganization as recommended by organizational study.

Transportation Effects on State Economy

- Supports a strong economy.
- Supports virtually every form of economic activity.
- 1 in every 10 workers in Washington State is in a transportation-related job (based on national statistics).
- Americans spend approximately \$1 of every \$5 for transportation.
- WSDOT spent almost \$500 million on highways in FY 88.
- In FY88 Ferry System capital and operating expenditures were about \$115 million.
- Partial list of private sector gross income from transportation in calendar year (CY) 1987:
 - Equipment manufacturing \$16.9 billion
 - Auto related sales -----\$ 9.7 billion
 - Transportation services ---\$ 4.3 billion
 - Auto repair -----\$ 1.5 billion

Economic benefits to state–1987-89 biennium

- At least \$1.3 billion in economic activity created by federal funds.
- Approximately 45,000 jobs supported in the economy by WSDOT budget.
- \$75-90 million provided to state general fund in taxes collected from highway contractors and their employees.
- \$1.5 billion in WSDOT programs directly support statewide economic development.

Transportation Effects on State Economy

Tourism—CY 1987—Using the highway system.

Approximate out-of-state tourist spending \$2.2 billion
(includes about 2,000,000 foreign tourists)

Washington residents as intrastate tourists
spent another 1.5 billion

Total \$3.7 billion

Data source: Dept. of Trade and Economic Development

Investment in Transportation-Facilities

Combined public/private investment is staggering.

In actual dollars, WSDOT alone had an investment of about:

\$12-15 billion in highways

\$330 million in ferries/terminals.

Cargo Transport

100 million tons of processed commodities, (\$23 billion)
shipped from Washington annually.

Another 90 million tons shipped intrastate

The above tonnages are shipped.

56% by truck

25% by rail

16% by water

3% by air

Vehicle/Driver Statistics FY 89 Forecast

Registered Vehicles

Autos	2,740,629
Motor Homes	51,641
Motorcycles	122,476
Mopeds	21,022
For hire	1,828
Truck/Tractor truck	1,063,211
Trailer/Semi-trailer	511,155
Campers	52,098
Total	4,564,060

Personal use vehicles	3,927,745
Large commercial vehicles	123,332

Vehicles/Drivers

State Population	4,603,538
Driver age population (16 years and over)	3,551,753
Drivers licenses in force	3,251,445

Vehicle operations (annual, all types)

Average person/motorized vehicle	1.15
Average miles driven/capita	8,409
Average gallons consumed/vehicle	614
Average miles/gallon	16.34
Billions of miles traveled	38.71
Average annual miles/vehicle	10,036

On and Off Federal system Approximate 1987 Mileage in Washington

	<i>Paved</i>	<i>Unpaved</i>	<i>Total</i>
State			
Interstate	750		750
Primary	4,992		4,992
Secondary	1,080	30	1,110
Urban	178		178
Total state	7,000	30	7,030
County			
Secondary	6,113		6,113
Urban	1,820		1,820
Rural (off federal system)	17,067	16,500	33,567
Total county	25,000	16,500	41,500
City			
Secondary	150		150
Urban	2,331		2,331
Other urban (off federal system)	7,219	1,500	8,719
Total City	9,700	1,500	11,200
Other state roads	Unknown	Unknown	11,270*
Federal roads	Unknown	Unknown	9,000**
Total			80,000

* Includes mileage in state parks, forests, institutions and other private roads not on the state system.

** Federal parks, forests and Indian reservations.

Comparison of Use of Modes

Calendar year 1987 over 1986

	<i>1986</i>	<i>1987</i>	<i>Percent Change</i>
Public Transit (Millions of passengers)			
METRO	62.3	60.9	-2.2%
20 other authorities	38.1	37.2	-2.4%
Ferries (Millions)			
Passengers (excluding drivers)	10.3	10.7	3.9%
Autos (including drivers)	7.4	7.8	5.4%
Highway Miles Travelled (Billions)	36.0	38.5	6.9%
Highway Travel trends 1987 over 1986 (based on 3,000 sample sections)			
Interstate		4.7%	
Non-interstate		7.8%	
Urban		9.5%	
Rural		3.2%	
Major Airports (Millions of passengers)			
Seattle	13.6	14.4	5.9%
Spokane	1.5	1.6	6.7%
Rail-AMTRAK Washington State On-Off (thousands)			
	571.0	575.1	0.7%