

Washington State

Transportation Resource Manual

(updated January, 2011)

Joint Transportation Committee

Table of Contents

TRANSPORTATION BUDGET OVERVIEW	9
STATE BUDGETING OVERVIEW	10
TRANSPORTATION BUDGET OVERVIEW	11
TRANSPORTATION OPERATING BUDGET	12
TRANSPORTATION CAPITAL BUDGET	13
REVENUE SOURCES FOR THE TRANSPORTATION BUDGET	14
<i>Distribution of the 37.5¢ Gas Tax (\$2.5 billion).....</i>	<i>16</i>
BONDS	20
TRANSPORTATION BUDGET PROCESS	23
MISCELLANEOUS BUDGET INFORMATION	24
RECENT INITIATIVES, REFERENDA, AND LEGAL DECISIONS	26

TAXES, FEES, AND OTHER REVENUE SOURCES

STATE TAXES AND FEES.....	29
OVERVIEW	29
TRANSPORTATION TAXES AND FEES FOR 2009-11 TABLE	30
WASHINGTON STATE VEHICLE COUNTS AS OF OCTOBER 2010.....	37
AIRCRAFT DEALERS LICENSE FEE.....	39
AIRCRAFT EXCISE TAX.....	40
AIRCRAFT FUEL TAX.....	41
AIRCRAFT REGISTRATION FEE.....	43
BASEBALL STADIUM LICENSE PLATES	44
CAMPER REGISTRATION FEE	46
COLLEGIATE LICENSE PLATES	47
COMMERCIAL DRIVER LICENSE.....	48
COPIES OF DRIVER RECORDS.....	50
DRIVER LICENSE FEE	51
DRIVER LICENSE REINSTATEMENT FEE	52
DUPLICATE DRIVER LICENSE FEE.....	53
ENHANCED DRIVER LICENSE/IDENTIFICATION CARD FEE.....	54
FARM EXEMPT DECAL FEE.....	55
FARM VEHICLE REDUCED (ON-ROAD) GROSS WEIGHT FEE	56
FERRY FARES	57
FOR-HIRE BUSINESS PERMIT AND VEHICLE CERTIFICATE.....	60
HULK HAULERS AND SCRAP PROCESSORS – BUSINESS AND VEHICLE LICENSES	61
INTERNATIONAL FUEL TAX AGREEMENT DECAL	63
INTERNATIONAL/NONRESIDENT VESSEL IDENTIFICATION DOCUMENT FEE.....	64
LICENSE FEE BY WEIGHT (FORMERLY COMBINED LICENSING FEE).....	65
LOG TRUCK ADDITIONAL WEIGHT PERMIT	67
MOBILE HOME TITLE ELIMINATION FEE	68
MONTHLY DECLARED GROSS WEIGHT FEE	69
MOTOR HOME WEIGHT FEE	70
MOTOR VEHICLE FUEL TAX AND SPECIAL FUEL TAX.....	71
MOTOR VEHICLE REGISTRATION FEE	82

MOTORCYCLE ENDORSEMENT FEE/INSTRUCTION PERMIT	84
MOTOR HOME WEIGHT FEE	86
NATURAL GAS AND PROPANE FEE	87
OCCUPATIONAL DRIVER LICENSE FEE	89
OFF-ROAD VEHICLE USE PERMIT.....	90
PERSONALIZED PLATES	92
PRISONER OF WAR/DISABLED VETERAN PLATE	94
PRIVATE USE SINGLE-AXLE TRAILER FEE	95
PROPORTIONAL REGISTRATION PLATES AND FEES	96
REFLECTORIZED PLATE FEE	98
RETAIL SALES AND USE TAX ON MOTOR VEHICLES.....	99
RIDESHARE SPECIAL LICENSE PLATE FEE	100
SPECIAL FUEL SINGLE TRIP PERMIT	101
SPECIAL LICENSE PLATES.....	103
TOLLING – SR 167 HIGH OCCUPANCY TOLL (HOT) LANES.....	105
TOLLING – TACOMA NARROWS BRIDGE.....	106
TOW TRUCK CAPACITY FEE.....	108
TOW TRUCK OPERATOR FEE.....	109
TRANSPORTER LICENSE AND PLATE FEES	110
TRIP PERMIT FEE AND SURCHARGE	111
VANPOOL REGISTRATION FEE	113
VEHICLE BUSINESS LICENSES (FORMERLY GROUP IV).....	114
VEHICLE CERTIFICATE OF OWNERSHIP (TITLE) AND INSPECTION FEE	115
VESSEL PILOT LICENSE FEE	117
VESSEL REGISTRATION FEE	118
WATERCRAFT EXCISE TAX	119
LOCAL TAXES	120
LOCAL TAXES - OVERVIEW	120
BORDER AREA MOTOR VEHICLE FUEL AND SPECIAL FUEL TAX.....	121
CITY STREET UTILITY CHARGE (DECLARED INVALID NOVEMBER 1995).....	122
COMMERCIAL PARKING TAX.....	124
LOCAL OPTION TAXES FOR HIGH CAPACITY TRANSPORTATION (MVET, EMPLOYEE, SALES TAX).....	126
LOCAL OPTION TAXES FOR HIGH OCCUPANCY VEHICLE (HOV) SYSTEMS (MVET, EMPLOYEE).....	129
LOCAL OPTION TAXES FOR FERRY SERVICES—COUNTY FERRY DISTRICTS AND PTBAS.....	131
LOCAL OPTION TAXES: REGIONAL TRANSPORTATION INVESTMENT DISTRICTS (RTIDs)	132
LOCAL OPTION TAXES: TRANSPORTATION BENEFIT DISTRICTS	133
LOCAL OPTION MOTOR VEHICLE AND SPECIAL FUEL TAX FOR COUNTIES	134
MOTOR VEHICLE LICENSE FEE* (REPEALED BY INITIATIVE 776)**	135
PROPERTY TAX ROAD LEVY.....	136
TRANSIT TAXES.....	137
LOCAL OPTION FUEL TAX TABLE.....	138
LOCAL TAX FOR TRANSIT TABLE.....	139
LOCAL TAXES & FEES - BACKGROUND INFORMATION	142
FEDERAL FUNDING.....	144
GENERAL INFORMATION.....	144
STATE REVENUE FROM FEDERAL PROGRAMS	145
THE FEDERAL FUNDING AUTHORIZATION	147
<i>Spending Levels on Surface Transportation</i>	<i>147</i>
<i>Equity Bonus Program.....</i>	<i>147</i>
<i>Tolling Options</i>	<i>147</i>

<i>Enhanced Innovative Financing</i>	148
<i>Environmental Streamlining</i>	148
<i>Freight Mobility</i>	148
FEDERAL TRANSPORTATION USER FEES.....	149
FEDERAL HIGHWAY TRUST FUND REVENUE	150
FEDERAL TRANSPORTATION PROGRAMS – AVIATION.....	151
AIRPORT PLANNING GRANTS	152
FEDERAL TRANSPORTATION PROGRAMS - HIGHWAYS.....	153
ALTERNATIVE TRANSPORTATION IN PARKS AND PUBLIC LANDS.....	154
BRIDGE REPLACEMENT AND REHABILITATION.....	155
CONGESTION MITIGATION AIR QUALITY IMPROVEMENT PROGRAM	156
COORDINATED BORDER INFRASTRUCTURE PROGRAM.....	157
EMERGENCY RELIEF PROGRAM	158
EQUITY BONUS PROGRAM	159
FEDERAL LANDS HIGHWAYS PROGRAM.....	160
FERRY BOAT AND TERMINAL FACILITIES PROGRAM	161
HIGH PRIORITY PROJECTS	162
HIGHWAY SAFETY IMPROVEMENT PROGRAM.....	163
HIGHWAYS FOR LIFE PILOT PROGRAM	164
INTERSTATE HIGHWAY SYSTEM – INTERSTATE MAINTENANCE DISCRETIONARY	165
INTERSTATE HIGHWAY SYSTEM – INTERSTATE MAINTENANCE.....	166
METROPOLITAN PLANNING PROGRAM	167
NATIONAL CORRIDOR INFRASTRUCTURE IMPROVEMENT PROGRAM	168
NATIONAL HIGHWAY SYSTEM.....	169
NATIONAL HISTORIC COVERED BRIDGE PRESERVATION PROGRAM.....	171
NATIONAL SCENIC BYWAYS PROGRAM	172
NEW FREEDOM PROGRAM.....	173
RECREATIONAL TRAILS PROGRAM.....	174
SAFE ROUTES TO SCHOOLS PROGRAM	175
SMALL STARTS PROGRAM.....	176
SURFACE TRANSPORTATION PROGRAM	177
TRANSPORTATION, COMMUNITY, AND SYSTEM PRESERVATION PROGRAM	179
TRANSPORTATION IMPROVEMENTS.....	180
TRUCK PARKING FACILITIES PROGRAM	181
WORK ZONE SAFETY GRANTS.....	182
FEDERAL TRANSPORTATION PROGRAMS – TRAFFIC SAFETY.....	183
MOTOR CARRIER SAFETY ASSISTANCE PROGRAM (MCSAP).....	184
STATE AND COMMUNITY HIGHWAY SAFETY GRANTS (SECTION 402)	185
ALCOHOL-IMPAIRED DRIVING COUNTERMEASURES INCENTIVE GRANTS (SECTION 410).....	186
OCCUPANT PROTECTION INCENTIVE GRANTS (SECTION 405).....	187
SAFETY INCENTIVE GRANTS FOR USE OF SEAT BELTS (SECTION 406).....	188
STATE HIGHWAY SAFETY DATA IMPROVEMENTS INCENTIVE GRANTS (SECTION 408).....	189
ALTERNATIVES ANALYSIS PROGRAM.....	190
CAPITAL GRANTS (SECTION 5309)	191
FORMULA CAPITAL AND OPERATING GRANTS (SECTION 5307).....	192
GRANTS FOR TRANSPORTATION TO MEET SPECIAL NEEDS OF ELDERLY AND PERSONS WITH DISABILITIES (SECTION 5310)	193
NON-URBANIZED AREA FORMULA ASSISTANCE (SECTION 5311) (RURAL ASSISTANCE)	194
METROPOLITAN PLANNING GRANTS (SECTION 5303).....	195
STATE PLANNING GRANTS (SECTION 5304)	196

HIGH SPEED RAIL GRADE CROSSING IMPROVEMENT PROGRAM.....	197
RAILROAD REHABILITATION AND IMPROVEMENT FINANCING.....	198
BONDS.....	199
OVERVIEW.....	199
THE BOND PROCESS.....	200
BOND AUTHORIZATIONS.....	201
BOND AUTHORIZATION PURPOSES.....	203
PROJECTED BOND SALES.....	205
DEBT SERVICE ON MOTOR FUEL TAX BONDS.....	206
DEBT SERVICE AS A PERCENT OF THE STATE’S OVERALL SHARE OF THE GAS TAX.....	207
BONDING – PROS AND CONS.....	208
PUBLIC-PRIVATE PARTNERSHIPS.....	213
OVERVIEW AND TABLE OF CONTENTS.....	213
<i>Chronology of PPI Program</i>	216
REPEALED TAXES AND FEES - OVERVIEW.....	219
AIRCRAFT PILOT REGISTRATION FEE.....	220
AIRMAN/AIRWOMAN REGISTRATION FEE.....	221
CENTENNIAL LICENSE PLATES.....	222
MOBILE HOME/TRAVEL TRAILER DEALER EXCISE TAX.....	223
STATEWIDE MOTOR VEHICLE EXCISE TAX (MVET).....	224
HISTORICAL MVET DISTRIBUTIONS.....	227
TRAVEL TRAILER AND CAMPER EXCISE TAX.....	229
VEHICLE DEALER EXCISE TAX.....	230

FUNDS & ACCOUNTS

FUNDS.....	231
FUNDS - OVERVIEW AND TABLE OF CONTENTS.....	231
DESCRIPTION OF MAJOR TRANSPORTATION FUNDS.....	232
TRANSPORTATION ACCOUNTS BY FUND.....	234
18TH AMENDMENT OF THE STATE CONSTITUTION.....	236
ACCOUNTS.....	237
OVERVIEW.....	237
ADVANCED ENVIRONMENTAL MITIGATION REVOLVING ACCOUNT.....	238
ADVANCE RIGHT-OF-WAY REVOLVING ACCOUNT.....	239
ADVANCED ENVIRONMENTAL MITIGATION REVOLVING ACCOUNT.....	240
AERONAUTICS ACCOUNT.....	241
BICYCLE AND PEDESTRIAN SAFETY ACCOUNT.....	242
COUNTY ARTERIAL PRESERVATION ACCOUNT.....	243
DEPARTMENT OF LICENSING SERVICES ACCOUNT.....	244
ESSENTIAL RAIL ASSISTANCE ACCOUNT.....	245
FEDERAL LOCAL RAIL SERVICE ASSISTANCE ACCOUNT.....	246
FERRY BOND RETIREMENT ACCOUNT.....	247
FREIGHT CONGESTION RELIEF ACCOUNT.....	248
FREIGHT MOBILITY INVESTMENT ACCOUNT.....	249

FREIGHT MOBILITY MULTIMODAL ACCOUNT	250
GRADE CROSSING PROTECTIVE ACCOUNT	251
MISCELLANEOUS PROGRAM ACCOUNT ("GRAIN TRAIN").....	252
HIGH-OCCUPANCY TOLL LANES OPERATIONS ACCOUNT	253
HIGHWAY BOND RETIREMENT ACCOUNT	254
HIGHWAY INFRASTRUCTURE ACCOUNT.....	255
HIGHWAY SAFETY ACCOUNT	256
HIGH OCCUPANCY VEHICLE ACCOUNT.....	257
IGNITION INTERLOCK DEVICE REVOLVING ACCOUNT.....	258
IMPAIRED DRIVING SAFETY ACCOUNT	259
KING STREET RAILROAD STATION FACILITY ACCOUNT	260
LICENSE PLATE TECHNOLOGY ACCOUNT.....	261
MISCELLANEOUS TRANSPORTATION PROGRAMS ACCOUNT	262
MOTORCYCLE SAFETY EDUCATION ACCOUNT.....	263
MULTIMODAL TRANSPORTATION ACCOUNT	264
MOTOR VEHICLE ACCOUNT.....	265
PASSENGER FERRY ACCOUNT.....	267
PILOTAGE ACCOUNT	268
PRODUCE RAILCAR POOL ACCOUNT	269
PUGET SOUND CAPITAL CONSTRUCTION ACCOUNT.....	270
PUGET SOUND FERRY OPERATIONS ACCOUNT	271
PUYALLUP TRIBAL SETTLEMENT ACCOUNT.....	272
RECREATIONAL VEHICLE ACCOUNT	273
REGIONAL MOBILITY GRANT PROGRAM ACCOUNT	274
RURAL ARTERIAL TRUST ACCOUNT	275
SCHOOL ZONE SAFETY ACCOUNT.....	276
SMALL CITY PAVEMENT AND SIDEWALK ACCOUNT.....	277
SPECIAL CATEGORY C ACCOUNT	278
SPECIAL LICENSE PLATE APPLICANT TRUST ACCOUNT	279
STATE ROUTE NUMBER 520 CIVIL PENALTIES ACCOUNT.....	280
STATE ROUTE NUMBER 520 CORRIDOR ACCOUNT	281
STATE PATROL HIGHWAY ACCOUNT.....	282
TACOMA NARROWS TOLL BRIDGE ACCOUNT	283
511.....	283
TOLL COLLECTION ACCOUNT	284
TRANSPORTATION 2003 ACCOUNT (NICKEL ACCOUNT)	285
TRANSPORTATION EQUIPMENT ACCOUNT	286
TRANSPORTATION IMPROVEMENT ACCOUNT	287
TRANSPORTATION IMPROVEMENT BOARD BOND RETIREMENT ACCOUNT.....	288
TRANSPORTATION INFRASTRUCTURE ACCOUNT	289
TRANSPORTATION INNOVATIVE PARTNERSHIP ACCOUNT.....	290
TRANSPORTATION PARTNERSHIP ACCOUNT	291
URBAN ARTERIAL TRUST ACCOUNT.....	292

AGENCIES & JURISDICTIONS

STATE AGENCIES	293
OVERVIEW AND TABLE OF CONTENTS.....	293
BOARD OF PILOTAGE COMMISSIONERS.....	294

COUNTY ROAD ADMINISTRATION BOARD.....	295
DEPARTMENT OF LICENSING	298
DEPARTMENT OF TRANSPORTATION.....	306
FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD	315
JOINT TRANSPORTATION COMMITTEE	316
MARINE EMPLOYEES COMMISSION	317
TRANSPORTATION IMPROVEMENT BOARD.....	317
TRAFFIC SAFETY COMMISSION	319
TRANSPORTATION COMMISSION	320
UTILITIES AND TRANSPORTATION COMMISSION.....	321
LOCAL/REGIONAL JURISDICTIONS.....	328
OVERVIEW	328
CITIES	329
COUNTIES.....	331
COUNTY FERRY DISTRICT	333
LOCAL IMPROVEMENT DISTRICTS/ROAD IMPROVEMENT DISTRICTS.....	334
REGIONAL TRANSPORTATION INVESTMENT DISTRICT (RTID)	335
REGIONAL TRANSPORTATION PLANNING ORGANIZATIONS.....	337
SOUND TRANSIT-THE CENTRAL PUGET SOUND	339
TRANSPORTATION BENEFIT DISTRICTS (TBD).....	341

MODES

ROADWAYS AND TRAILS.....	342
OVERVIEW AND TABLE OF CONTENTS.....	342
BICYCLES	343
BUSES AND VANPOOLS.....	346
CARPOOLING/VANPOOLING	350
HIGH OCCUPANCY VEHICLE (HOV) LANES AND HIGH OCCUPANCY/TOLL LANES (HOT LANES)	352
MISCELLANEOUS MODES.....	355
PEDESTRIANS.....	356
ROADWAYS (STATE HIGHWAYS, COUNTY ROADS, CITY STREETS).....	368
TRANSPORTATION DEMAND MANAGEMENT.....	371
TRUCKS	375
AVIATION AND MARINE –	376
OVERVIEW	376
AIR TRANSPORTATION.....	377
COMMERCIAL SHIPPING (WATERBORNE)	379
RAIL	382
FREIGHT RAIL	382
INTERCITY PASSENGER RAIL (AMTRAK).....	385

PLANNING

STATE PLANS - OVERVIEW	387
BICYCLE TRANSPORTATION AND PEDESTRIAN WALKWAYS PLAN	388
WASHINGTON STATE FERRIES LONG-RANGE STRATEGIC PLAN	389
FREIGHT RAIL PLAN	390
HIGHWAY SYSTEM PLAN.....	391
INTERCITY NETWORK PLAN	392
WASHINGTON STATE LONG-TERM AIR TRANSPORTATION STUDY (LATS)	393
LONG-RANGE PLAN FOR AMTRAK CASCADES.....	394
MARINE PORTS AND NAVIGATION PLAN	395
MULTI-MODAL PLAN.....	396
PUBLIC TRANSPORTATION ANNUAL SUMMARY REPORT	397
PUBLIC TRANSPORTATION SYSTEM PLAN	406
STRATEGIC HIGHWAY SAFETY PLAN (SHSP)	407
WASHINGTON TRANSPORTATION PLAN	408
LOCAL/REGIONAL PLANS	410
OVERVIEW AND TABLE OF CONTENTS.....	410
AIRPORT MASTER PLANS / LAYOUT PLANS.....	411
COMPREHENSIVE SCHEME OF HARBOR IMPROVEMENTS AND INDUSTRIAL DEVELOPMENTS.....	412
HIGH CAPACITY TRANSPORTATION PLANS	413
LOCAL COMPREHENSIVE PLANS.....	414
REGIONAL TRANSPORTATION PLANS	416
TRANSIT DEVELOPMENT PLANS.....	417
GLOSSARIES.....	418
GLOSSARY OF TERMS	418
GLOSSARY OF ACRONYMS	431

Transportation Budget Overview

State Budgeting Overview

The Legislature makes its biennial appropriations in three budget bills.

OPERATING BUDGET

Purpose:

- Pays for the day-to-day operating expenses of state government, including the expenses of state agencies, colleges and universities, public schools, and other state programs.
- The General Fund portion of the operating budget pays the principle and interest on bonds sold to finance the capital budget.

Source:

- About half of the operating budget is financed through the State General Fund. The General Fund receives its revenues from retail sales tax (48%), business and occupation tax (19%), and property taxes (13%).
- The remainder of the operating budget comes from use taxes, real estate excise taxes, public utility taxes, and from federal and other funding sources.

CAPITAL BUDGET

Purpose:

- Pays for the acquisition and maintenance of state buildings, public schools, higher education facilities, prisons, public lands, parks, and other capital facilities.
- The capital budget often includes reappropriations for projects funded in a prior biennium but not fully completed within that timeframe.

Source:

- About half of the capital budget is financed by state-issued bonds. The debt service on the bonds is paid primarily by the operating budget. Debt service is limited by the State Constitution to no more than 9% of general state revenues.
- The remainder of the capital budget is financed from dedicated accounts, trust revenue, and other state funding sources.

TRANSPORTATION BUDGET

Purpose:

- Pays for transportation operating and capital costs, such as maintaining, preserving, and improving the highway system; operating ferries; motor vehicle registration; and enforcing traffic laws on the state highway system. For the 2009-11 biennium, capital program appropriations represent \$5.7 billion of the transportation budget, and operating programs total \$2.9 billion.

Source:

- The primary sources of funding for the 2009-11 transportation budget are bonds (29%), motor vehicle fuel tax (28%), federal funds (22%), license, permits and fees (10%), ferry fares (3%), and other sources.

Transportation Budget Overview

The transportation budget appropriates operating *and* capital funding to agencies that provide a wide variety of transportation functions and services. The major agencies include the Department of Transportation (WSDOT), the Department of Licensing (DOL), and the Washington State Patrol (WSP). Many smaller transportation agencies and committees are also funded through the transportation budget including the Transportation Improvement Board (TIB), County Road Administration Board (CRAB), Traffic Safety Commission, and the Joint Transportation Committee.

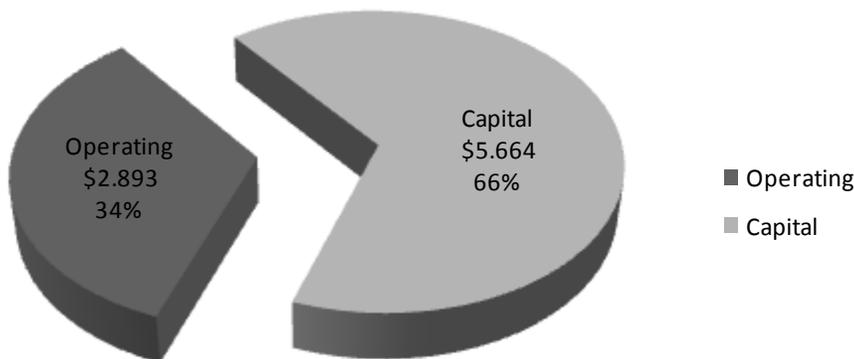
Total appropriations in the 2009-11 transportation budget, including the changes made in the 2010 Supplemental, are \$8.6 billion. Of that amount, 66% is for capital purposes and 34% is for operating purposes.

In the larger agencies, such as the Department of Transportation and the State Patrol, funding is appropriated by program. Programs are a defined set of activities within an agency. In cases where programs have both operating and capital elements, separate appropriations are made for the operating and capital components.

- Operating programs are the day-to-day expenses of running an agency or program including salaries, benefits, and goods and services such as supplies and fuel.
- Capital programs are projects that are longer lived including construction of roads, buildings, ferry terminals, and building or refurbishing vessels.

2009-11 Transportation Funding (as adjusted by the 2010 Supplemental Budget)

\$8.6 Billion



Transportation Operating Budget

Of the total transportation operating budget the major expenditure categories are shown below. Three-quarters of the operating budget is accounted for by five programs and agencies: payment of bond debt, the ferry system, Washington State Patrol, highway maintenance, and the Department of Licensing.

Agency/Program	Dollars (1000s)	Share of budget
Bond Retirement and Interest	\$824,465	29%
DOT - WA State Ferries	\$425,922	15%
DOT - Highway Maintenance	\$360,442	12%
Washington State Patrol	\$352,446	12%
Department of Licensing	\$236,082	8%
DOT - Public Transportation	\$134,539	5%
DOT - Charges from Other Agys	\$88,292	3%
DOT - Information Technology	\$74,604	3%
DOT - Toll Op & Maint-Op	\$60,100	2%
DOT- Traffic Operations	\$53,305	2%
DOT - Transpo Plan, Data & Resch	\$52,433	2%
DOT - Pgm Delivery Mgmt & Suppt	\$47,656	2%
WA Traffic Safety Commission	\$40,552	1%
DOT - Rail	\$37,371	1%
DOT - Transportation Management	\$29,733	1%
DOT - Facilities-Operating	\$25,292	1%
DOT - Local Programs-Operating	\$11,166	0.4%
DOT - Aviation	\$8,110	0.3%

Transportation Capital Budget

Of the total transportation capital budget the major expenditure categories are shown below. The “mobility” category accounts for more than half of the transportation capital budget and includes congestion relief projects for vehicle mobility as well as projects for bike and pedestrian mobility. The “structures” category principally includes bridge preservation projects, while the “roadway” category principally includes paving and striping projects.

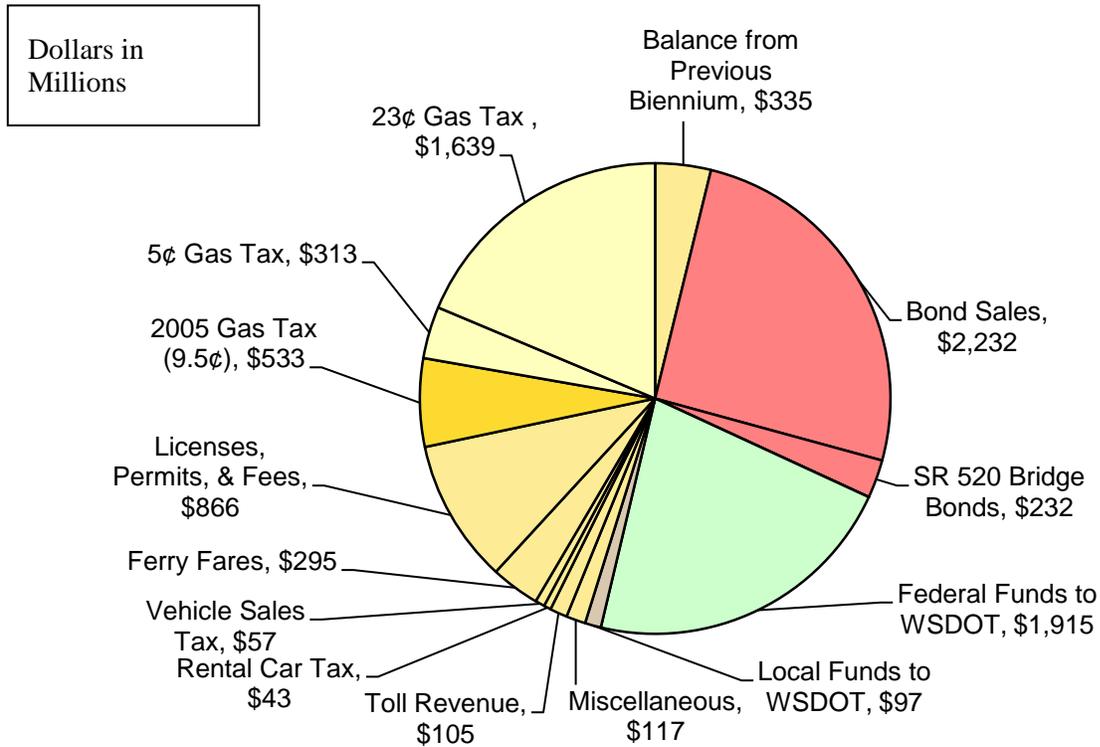
Agency/Program	Dollars (1000s)	Share of budget
DOT - Improvements - Mobility	\$ 2,857,013	50%
DOT - Preservation - Structures	\$ 362,388	6%
DOT - Preservation - Roadway	\$ 345,996	6%
DOT - Improvements - Safety	\$ 281,503	5%
WA State Ferries	\$ 306,150	5%
Transportation Improvement Board	\$ 209,470	4%
County Road Administration Board	\$ 105,448	2%

Revenue Sources for the Transportation Budget

The revenues available for transportation purposes may be classified into four categories: state funds (including taxes and fees), bonds, federal funds, and local funds. These funds are appropriated through the transportation budget. Amounts distributed by statute directly to cities and counties are not appropriated through the budget (and are not included in chart totals). The sources of transportation funds are displayed in the pie graph below and are estimated at \$8.8 billion for the 2009-11 biennium.

2009-11 Transportation Funding (Based on 2010 Supplemental Budget/Forecast)

\$8.8 Billion



Gas Tax

Washington State has a 37.5 cent per gallon gas tax on gasoline and diesel fuels as of July 1, 2008.

Prior to 2003, the last gas tax increase was approved by the Legislature in 1991. In 1990, the tax was increased by four cents; in 1991 the tax was increased by an additional penny. In 2003 and again in 2005, the Legislature enacted gas tax increases as part of the Nickel package and the Transportation Partnership Act.

The Nickel Package: The 2003 Legislature adopted a ten-year transportation revenue package of \$4.2 billion, of which \$3.6 billion were funds restricted to highway purposes and \$600 million were flexible funds.

Known as the “Nickel” package, the 2003 finance package included:

- 5 cent increase of the gas tax;
- 15 percent increase in weight fees;
- three tenths of one percent increase in the sales tax on cars; and
- increase of the license plate retention fee to \$20.

At the time of passage, the 2003 Nickel package funded \$3.7 billion in highway improvements and \$475 million in program increases for non-highway purposes.

Funding for activities eligible for 18th amendment funds included:

- \$3 billion for congestion relief projects, of which \$700 million were for high-occupancy vehicle lane improvements;
- \$211 for safety projects, most of which was for design, right-of-way acquisition, and environmental compliance for the Alaskan Way Viaduct replacement project;
- \$145 million for preservation; and,
- approximately \$300 million for ferry system improvements.

Funding for non-highway purposes included \$236 million in public transportation investments:

- \$30 million increase in the commute trip reduction tax credit;
- \$30 million for new van pools;
- \$75 million for rural transit agency grants; and,
- \$98 million for special needs transportation grants to transit agencies and private non-profit transit service providers.

The Transportation Partnership Package: In 2005, the Legislature enacted the Transportation Partnership Act (TPA) to continue to address the significant transportation needs of the state, including the replacement of major facilities such as the SR 520 Bridge and the Alaskan Way Viaduct (AWV). The TPA funding package was estimated to raise \$8.5 billion over a 16-year period, including a 9.5 cent gas tax increase phased in over four years and vehicle weight fees on cars, light trucks, and SUVs. Of the estimated total, \$7.1 billion must be spent on highway purposes and \$1.4 billion are flexible funds which may be used for non-highway purposes.

Funding for activities eligible for 18th amendment funds totaled an estimated \$7.7 billion and included:

- \$2 billion for replacement of the Alaskan Way Viaduct and seawall;
- \$500 million for replacement of the SR 520 Bridge;
- Almost \$3 billion for congestion relief, including \$972 million for I-405 improvements;
- \$678 million for bridge replacement, seismic retrofit of bridges, and other safety projects;
- \$80 million for local grant programs (TIB, CRAB);
- \$185 million for ferry investments, including \$67 million for an additional vessel;
- \$523 million for local and state freight mobility projects; and,
- \$108 million for environmental mitigation projects.

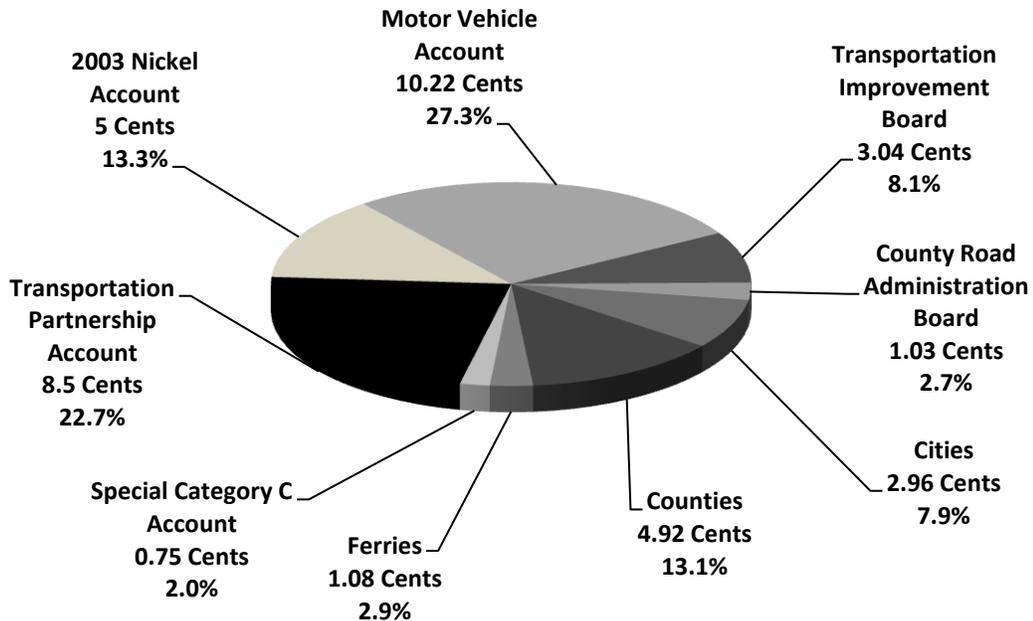
Funding for non-highway purposes totaled \$680 million and included:

- \$340 million for regional transit grants and the Office of Transit Mobility;
- An additional \$55 million for special needs transit grants;
- \$58 million for pedestrian safety grants, including Safe Routes to Schools and Safe Routes to Transit;
- An additional \$12 million for the Commute Trip Reduction tax credit program;
- \$95 million in passenger rail investments; and,
- \$120 million in freight rail investments.

Distribution of the 37.5¢ Gas Tax (\$2.5 billion)

11.95 cents is distributed to local governments, either directly or through grants distributed by the Transportation Improvement Board and the County Road Administration Board. The remaining 25.55 cents is retained by the state and appropriated in the transportation budget.

Washington State Gas Tax Distribution 37.5 Cents Per Gallon



- **Motor Vehicle Account/State Highway Program**– 10.21 cents deposited into the Motor Vehicle Account. Primarily used for state highway related expenditures.
- **Special Category C** - 0.75 cents deposited into the Motor Vehicle Account for high-cost highway projects.
- **Ferry Capital** - 0.55 cents deposited into the Puget Sound Capital Construction Account for the construction and maintenance of the state’s ferries and terminals.
- **Ferry Operations** - 0.54 cents deposited into the Puget Sound Ferry Operations Account for the operation of the state ferry system.
- **Transportation 2003 (Nickel) Account** – 5 cents deposited into the Transportation 2003 (Nickel) Account for designated projects. This amount will expire when the projects are completed and the bonds associated with this revenue stream are retired.
- **Transportation Partnership Account 2005 (TPA)** – 9.5 cents deposited into the Transportation Partnership Account for designated projects. 1 cent of the 9.5 cents is distributed directly to cities (1/2) and counties (1/2).
- **Cities** – 2.96 cents distributed directly to cities based on population, for construction, maintenance, and policing of city streets.
- **Counties** – 4.92 cents distributed directly to counties for construction, maintenance, and policing of county roads. Of this amount, 10% is evenly distributed, 30% by population, 30% based on annual road costs, and 30% based on needs for construction and maintenance.
- **Transportation Improvement Board**
 - Urban Arterial Trust Account – 1.74 cents distributed by the Transportation Improvement Board through grants for the Arterial Improvement Program, Small

- City Program, Pedestrian and Mobility Program, and the City Hardship Assistance Program.
- Transportation Improvement Account – 1.30 cents distributed by the Transportation Improvement Board as grants for congestion projects in cities with populations greater than 5,000.
- **County Road Administration Board**
 - **Rural Arterial Program** - .58 cents deposited into the Rural Arterial Trust Account. The account is administered by the County Road Administration Board and the funds are distributed to counties as grants for construction and reconstruction of rural arterials.
 - **County Arterial Preservation Program** - .45 cent deposited in the County Arterial Preservation Account distributed by the County Road Administration Board for structural integrity and safety of county arterials.

Licenses, Permits and Fees

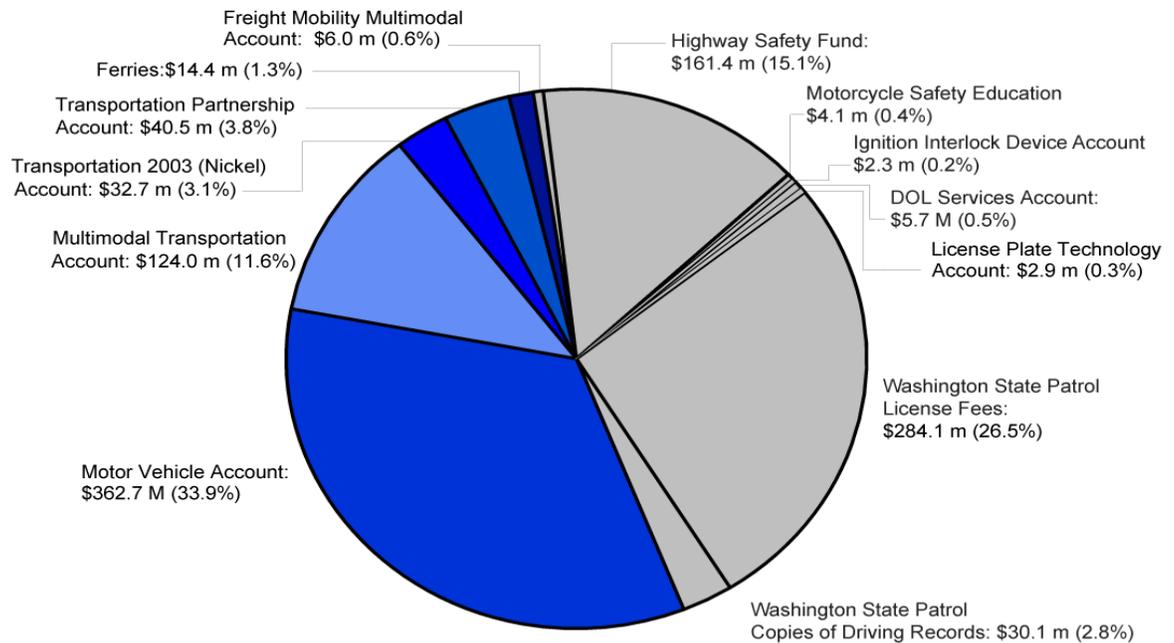
Licenses, permits, and fee revenues are primarily generated from the \$30 vehicle license fee and the combined license fee paid by trucks (commonly called the gross weight fee). Other fees include title fees, vehicle inspection fees, and special permit fees.

In 2003, the gross weight fee was increased 15%. Other licensing fees were used to pay for programs to retrofit school buses to reduce pollution and for the Neah Bay rescue tug to respond to disabled vessels in the Strait of Juan de Fuca.

Licenses, permits, and fees are the second largest source of state funds for transportation, and are distributed as follows:

License Permits and Fees Revenue for Distribution (Both Motor Vehicle & Driver Related)
2009–11 biennium: \$1,071.0 million

Dollars in Millions



LPF and Driver Related Revenue Distribution based on the November 2010 Transportation Revenue Forecast
 Components may not add due to rounding

➤ **Ferry Fares**

Ferry passengers pay a toll (fare). The fares vary significantly for different routes and seasons. Currently, the fares cover approximately 76% of state ferry operating costs. Ferry fares for the 2009-11 biennium are estimated at \$295 million.

➤ **Vehicle License Fees**

This fee is the annual registration fee for cars, motorcycles, travel trailers, trailers and motor homes. The \$30 license fee is distributed to the State Patrol Highway Account (\$20.35 for each renewal and original), to the Puget Sound Ferry Operating Account (2.02 for originals and \$.93 for renewals), with the remainder being distributed to the Motor Vehicle Account.

The combined licensing fee collected from trucks is based on gross weight. This fee is distributed to the State Patrol Highway Account (22.36%), Puget Sound Ferry Operations Account (1.375%), Nickel Account (5.237%), Transportation Partnership Account (11.533%) and the Motor Vehicle Account (59.495%).

In 2005, a new passenger vehicle weight fee was established. These fees are distributed to the Multimodal Account, however, \$6 million per biennium is transferred to the Freight Mobility Multimodal Account and \$5 million per biennium is transferred to the Transportation Infrastructure Account for rail projects.

In 2005, the combined licensing fee for trucks under 8,000 pounds was increased. The first \$6 million each biennium is distributed to the Freight Mobility Investment Account, the remainder is distributed to the Transportation Partnership Account.

In 2005, a \$75 annual motor home weight fee was also imposed and is distributed to the Multimodal Account.

➤ **Driver Licenses**

The Department of Licensing collects fees to cover costs associated with licensing drivers. In recent years, a portion of these funds have been transferred to other accounts. The fees that generate the greatest amount of revenue are driver license fees and the sale of drivers abstracts. Other license fees include motorcycle and commercial drivers' license endorsements.

➤ **Vehicle Sales Tax**

The 2003 new revenue legislation created a 0.3% sales tax on used vehicle purchases. These revenues, along with the rental car sales tax, generate most of the funds used for non-highway purposes.

➤ **Rental Car Sales Tax**

Washington State has a 5.9% sales tax on rental cars. In terms of flexible revenue sources, the rental car tax is the second largest contributor to the Multimodal Transportation Account.

➤ **Other Revenue**

Other revenue sources include interest earnings on fund balances, aircraft fuel taxes, ferry concessions, speeding fines in school zones, sales of Department of Transportation right-of-ways, and transfers from existing fund balances.

Bonds

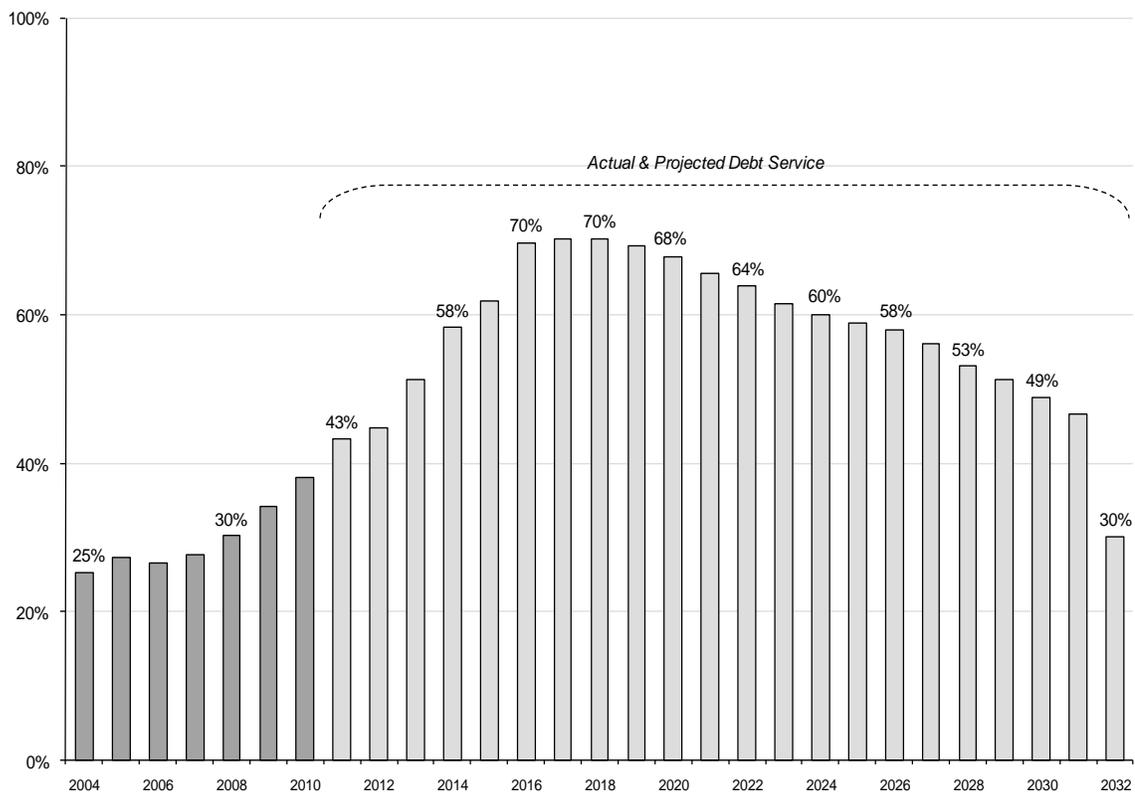
- Initially, cash was used to pay for transportation improvements. During and after the depression, however, public debt was incurred for highway construction projects.
- Debt financing increased or decreased, depending on the availability of tax revenues and the magnitude of needed improvements.
- Transportation bonds are ultimately backed by the full faith and credit of the state (general obligation) but have other sources of repayment that constitute the primary source for debt service. Highway bonds are first backed by gas tax revenues and are exempt from statutory or constitutional debt limits.
- In 2003, \$2.6 billion in bonds were authorized for transportation 2003 projects backed by a five cent increase in the gas tax. Also in 2003, \$349 million in bonds were authorized and were backed by revenues from the Transportation Multi-Modal Account. These multi-modal account bonds are subject to the state's debt limit.
- In 2005, \$5.1 billion in bonds were authorized for sale to provide funds for the location, design, right of way, and construction of selected projects and improvements identified as

2005 Transportation Partnership Projects. These bonds were backed from revenues from a phased-in 9.5 cent per gallon gas tax increase.

- In 2007, The bond authorization for Special Category C improvements was increased from \$330 million to \$600 million. The bond authorization for Transportation 2003 projects was increased from \$2.6 billion to \$3.2 billion, and the bond authorization for Transportation 2005 projects was increased from \$5.1 billion to \$5.3 billion. The bond authorization for urban arterials was also increased by \$50 million.

The chart below illustrates the increasing amount of debt service as a percent of the state portion of the gas tax. The debt service peaks around 70% of total state gas tax revenues in 2016-18.

Debt Service as a Percent of the State's Overall Share of the Gas Tax



Federal Funding

- The Transportation Equity Act for the 21st Century (TEA-21). TEA-21 provided six years' (Federal Fiscal Years 1998-2003) of federal funding for highways, bridges, highway safety, mass transportation (including transit, rail, air, ferry systems), transportation enhancements

(e.g., bicycle/pedestrian facilities), and environmental issues. Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) preceded TEA-21.

- The current law containing the Federal six-year appropriation was signed by the President on August 10, 2005, and is known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU). The act reauthorized federal surface transportation programs through the end of Federal Fiscal Year 2009.
- In addition to earmarks, federal funding comes to Washington through a number of programs. (*See Federal Funding section for program details*).

Transportation Budget Process

- Each summer transportation agencies prepare budget submittals per instructions from the Office of Financial Management (OFM). In even numbered years the agencies are preparing for the upcoming biennial budgets and in odd numbered years they are preparing for the first supplemental budget.
- The Governor submits a biennial transportation budget to the Legislature, which contains proposed expenditures for each of the transportation agencies.
- Each year the Governor's budget is introduced in both the House and Senate but, by tradition, the House and Senate alternate each biennium in initiating the passage of the budget. In 2011, the House will initiate the budget. It is also traditional that the budget release occurs shortly after the Spring revenue forecast. In odd numbered years, the forecast is released in mid-March, in even numbered (supplemental) years, the forecast occurs in February.
- After the Governor's budget is introduced and referred to the House or Senate Transportation Committee, the following typically occurs:
 - The Governor's budget office presents the Governor's budget recommendations
 - Agencies present their budget requests to the committee
 - Public hearing(s) are held
 - Work sessions are held to provide members an opportunity to debate issues, ask questions, explore issues, and develop potential amendments to the budget
 - An executive session is held when the members are ready to vote on the budget, including all of the proposed amendments
 - After the budget bill is passed out of the transportation committee it is sent to the full House or Senate body for consideration.
 - The Rules Committee has responsibility for scheduling the hearing of the budget bill (and all others) on the floor of the House or Senate.
 - After the Rules Committee places the budget on the legislative calendar for an introductory reading, it is placed on the Second Reading calendar.
 - Once the bill is on the Second Reading calendar, any member of the legislative body can offer amendments.
 - A simple majority vote is required for Final Passage (called Third Reading). (A 60% vote of both houses is required for Final Passage of bond authorization bills.)
 - If passed, the budget bill goes to the opposite legislative body where the entire process is repeated.
 - Usually the budget bill passed by one legislative body is not identical to that passed by the other. If neither House nor Senate is willing to accept the other's version, differences are often resolved by appointing members from each legislative body to a Conference Committee.
 - A simple majority vote by each legislative body is then necessary for adoption of the Conference version of the budget. Amendments to the Conference version are not permitted.

- The budget, as adopted, is then sent to the Governor's Office for signature and enactment. The Governor may veto all or portions of the budget bill.

Miscellaneous Budget Information

- The state operates on a biennial basis starting July 1 of each odd-numbered year. The federal government budgets for one year at a time, with a fiscal year that starts on October 1. Local governments generally have annual budgets based on the calendar year.
- Appropriation sections in budget bills are not codified (i.e., are not incorporated into the Revised Code of Washington, or RCW). Language in these sections lapses at the end of the biennium that it addresses. Codified law may be modified in an appropriations bill if the total section of law is set forth.
- Expenditure authority of agencies is limited by funding levels and proviso language included in budget legislation.
- Non-budget bills may also contain appropriations.
- The Governor is required to propose the biennial budget to the Legislature by December 20 preceding the budget session. Supplemental budgets are required to be submitted not less than 20 days prior to session.
- The Governor may veto whole sections of the budget bill or individual appropriation items within a section.
- A biennial budget may be amended during the biennium it addresses in a supplemental budget bill. Supplemental budgets are commonly adopted in each of the two sessions that occur during a biennium.
- During the legislative session, budgets and bills required to complete the budget are exempt from the normal cutoff dates. Several days are generally provided after the cutoffs to deal with budget matters.
- Bills authorizing the sale of bonds require a 60% vote for Final Passage. A simple majority is required on all prior votes and in committee.
- While there are separate operating and capital budgets for general government, the transportation budget addresses both operating and capital expenditures for transportation agencies.
- A large number of transportation capital appropriations are made on a programmatic basis, that is, the appropriations are provided from agency management based on statutory priorities. The Department of Transportation, the Transportation Improvement Board, and the County Road Administration Board determine projects based on priority arrays developed according to statutory law. The Legislature typically provides funding for entire programs based on the priority array, but provides general direction by publishing project lists indicating its policy direction.

Beginning with the 1990 transportation revenue increase, the Legislature has provided more project specific direction. In 1990, the Legislature established the Category C program which initially earmarked the additional portion of the gas tax dedicated to state projects to specific

projects. Those revenues are now primarily dedicated to debt service for improvements on Seattle's First Avenue bridge, SR 18, and the Spokane N/S freeway.

In 2002, the Legislature submitted Referendum 51 to the voters which asked for approval of new revenues for a specific set of highway and multimodal improvements. After the failure of Referendum 51, the Legislature subsequently passed the 2003 Transportation package that provided both highway and multi-modal revenues for a list of projects referred to in the budget.

In 2005, the Legislature enacted the Transportation Partnership Account. Expenditures from this account must only be used for projects or improvements identified as 2005 transportation partnership projects or improvements in the omnibus transportation appropriations act, including any principal and interest on bonds authorized for the projects or improvements.

Recent Initiatives, Referenda, and Legal Decisions

Initiative 601 – Expenditure & Revenue Limitation

Background

In November 1993, Washington voters approved Initiative 601, which limits spending from the state's General Fund. I-601 also contains certain restrictions on tax and fee increases. The initiative is codified as Chapter 43.135 RCW.

Main Provisions

- Spending limits apply only to state General Fund

The spending limits imposed by I-601 apply only to expenditures from the state General Fund. Transportation-related funds and accounts that do not reside within the state General Fund are not subject to the spending limits. Examples of such funds and accounts include the Motor Vehicle Fund (MVF) and the Transportation Fund (TF).
- State agencies restricted from increasing fees

I-601 provides that fees may not be increased in any fiscal year by a percentage greater than the fiscal growth factor (reflecting population growth and inflation), unless the Legislature specifically authorizes the increase. No distinction is made between transportation-related fees and other government fees. Money charged by state government as penalties, fines, or forfeitures are not restricted by this provision.
- General tax increases are restricted, but gas tax increases are probably not subject to the same restrictions. The initiative is unclear how revenue restrictions may apply to non-General Fund revenues. I-601 requires a two-thirds vote of the Legislature for tax increases. However, the same clause also states that any new revenue generated by such a tax increase is subject to the state spending limit. Since the spending limit applies only to the General Fund, it could be argued that only tax increases flowing into the General Fund are subject to this limitation.

The state's motor fuel taxes ("gas tax") are deposited into the Motor Vehicle Fund, which is a separate trust fund maintained solely for highway purposes, as required by Amendment 18 of the state Constitution. Since the gas tax is not deposited in the General Fund, it is unlikely that I-601's tax increase restrictions apply to the state gas tax. The same analysis applies to any revenue source that is required by Amendment 18 to be deposited in the Motor Vehicle Fund.

To date, the only case involving the application of I-601 to transportation-related funds and accounts is Western Petroleum Importers v. Friedt. This case upheld the Legislature's action to revoke a tax break given to producers of gasohol. However, this case examined a specific voter-approval section of I-601 that expired in 1995.

Initiative 695 – MVET Repeal and Tax Restrictions

Background

In November 1998, Washington voters passed Referendum 49 restructuring the statewide MVET. Two of the main effects of Referendum 49 were to: 1) Reduce taxes by changing the depreciation schedule and (2) redirected 39.5% of MVET revenues from the state General Fund to the motor vehicle fund. The referendum also authorized \$1.9 Billion in fuel tax bonds for transportation projects and programs.

The voters passed Initiative 695 on November 2, 1999 repealing the MVET and nullifying the effects of Referendum 49. The constitutionality of the Initiative was challenged and brought before King County Superior Court. On March 14, 2000, the court ruled that the Initiative, in its entirety, was unconstitutional.

In response to the court action, on March 22, 2000, the Legislature passed SB 6865 reinstating many of the provisions of the initiative (Chapter 1, 1st Special Session, Laws of 2000). The State Supreme Court affirmed the Superior Court decision on October 26, 2000.

SB 6865 repealed the remaining state MVET, the state travel trailer and camper excise tax, and the state clean air excise tax in their entirety. It also increased the annual vehicle registration fee (license tab fee) to \$30 for passenger cars, cabs, motor homes, motorcycles, and tow trucks.

In the aggregate, I-695 reduced motor vehicle taxes and fees by up to \$1.1 billion in the 1999-01 Biennium and by up to \$1.7 billion in the 2001-03 Biennium. On an annual basis, I-695 reduced taxes and fees by an average of \$142 per registered vehicle. Of this loss in revenue, approximately 45% is attributed to state government, 24% to local government and 31% to local transit districts.

Initiative 776 – High Capacity MVET Repeal and Local Tax Restrictions

Background

I-776 was passed by the voters on November 5, 2002.

Main Provisions

State combined license fee for light trucks – the combined license fee schedule contained in RCW 46.16.070 was amended so that trucks with a Declared Gross Weight of 8,000 pounds or less pay a combined license fee of \$30.

High Capacity Transportation MVET – the authority of a Regional Transit Authority (RTA) to levy a voter-approved, high capacity transportation MVET was repealed. Sound Transit currently imposes a voter approved high capacity transportation MVET equal to 0.3% of vehicle value.

Local option vehicle license fee – the statute authorizing a county or a qualified city or town to impose a voter-approved vehicle license fee of up to \$15 per year was repealed. The following four counties had imposed the fee: Douglas, King, Pierce, and Snohomish Counties.

Subsequent Actions

Prior to I-776 taking effect, a legal action was filed against the state challenging the constitutionality of I-776. This legal challenge, and other court decisions that came later, required the Department of Licensing to continue collecting the local option vehicle license fee and the higher gross weight fees during the months while the case was being decided. Douglas

and Snohomish Counties chose not to join the law suit and stopped collecting the local option vehicle fee after the effective date of the Initiative.

In October 2003, the Washington State Supreme Court issued a decision holding that I-776 did not violate the Washington Constitution. Shortly after, all state and local fees were changed to comply with the Initiative. State and Local governments were ordered to refund the gross weight fees and local option vehicle fees that had continued to be collected while the suit was pending. The fees were refunded in October of 2004.

I-776 repealed the MVET for Regional Transportation Authorities (i.e., Sound Transit). However, Sound Transit had issued bonds in 1999 pledging the MVET revenue as security. In 2006, the Washington State Supreme Court upheld Sound Transit's authority to continue collecting the MVET based on Article I, section 23 of the Washington Constitution relating to impairment of contracts.

Initiative 960—Tax and Fee Increases Imposed by State Government

Background

Initiative 960 was approved by the voters on November 6, 2007.

Major Provisions

Tax increases—The Initiative declares that legislative actions that "raise taxes" require a two-thirds vote of each legislative chamber, and states that tax increases may be referred to the voters for their approval or rejection.

In addition, an advisory vote of the people is required on legislative actions that raise taxes if the legislative action is "blocked from a public vote" or is not referred to the people through referendum or initiative, and specifies voters' pamphlet information for advisory vote measures.

Fee increases--The Initiative requires prior legislative approval of fees, both when imposing new fees or raising existing fees, regardless of whether the fee increase exceeds the fiscal growth factor. A simple majority vote in each Legislative chamber is required to authorize fee increases.

Public information on tax and fee increases—The Initiative specifies requirements and processes for the Office of Financial Management to publicize a ten-year cost projection and legislators' votes on any bill raising taxes or fees.

State Taxes and Fees

Overview

This section summarizes most of the state's transportation taxes and fees, providing the major source of revenue for state transportation purposes. Bus mileage, outdoor advertising, and access permit revenue sources have not been included in this section. After being collected by the administering agency (usually the Department of Licensing), these user taxes and fees are sent to the State Treasurer, placed into accounts as directed by statute, and expended after being appropriated by the Legislature. This process is further explained in the *Funds* section of this manual.

The taxes and fees in this section are arranged in alphabetical order. For the gas tax (i.e., the motor vehicle fuel and special fuel taxes), refer to the supplementary information following the general descriptions of these taxes.

Transportation Taxes and Fees for 2009-11 Table

Based on the November 2010 Revenue Forecast

Revenue Source	Amount	2009-2011 Forecast
Aircraft Dealers License Fee	\$75 per calendar year \$10 for additional certificates	Minimal
Aircraft Excise Tax	\$20-\$125 per year	\$527,300
Aircraft Fuel Tax	11 cents per gallon	\$4.9 million
Aircraft Registration Fee	\$15 per year per aircraft	\$180,900
Baseball Stadium License Plate	\$40 per year for original plates \$30 fee upon renewal registrations Paid in addition to the regular registration fees	Minimal
Camper Registration Fee*	\$4.90 Original; \$3.50 Renewal	\$198,600
Collegiate License Plate	\$40 original \$30 renewal per year	Not Available
Commercial Driver License	\$30 every five years in addition to \$25 for basic driver license \$10 for instruction permit	\$2.2 million
Commercial Vehicle Safety Inspection Fee	\$16 per vehicle per year	\$4.7 million
Copies of Driver's Record	\$10 per copy \$5.00 to Highway Safety Fund (HSF) \$5.00 to State Patrol Highway Account (WSP)	\$60 million \$30 million to HSF \$30

Revenue Source	Amount	2009-2011 Forecast
		million to WSP
Dealer/Manufacturer Business License*	Original fee (Renewal fee) Dealer, Principal location--\$750 (\$250) Dealer, Subagency--\$100 (\$25) Dealer, Temporary subagent--\$125 (\$25) Manufacturer--\$750 (\$250)	\$2.8 million
Driver Instruction Permits	\$20 for photo or non-photo (good for one year)	\$7.9 million
Driver License Examination Fee	\$20 per exam	\$17.2 million
Driver License Fee	\$25 for five year license	\$56.9 million
Driver License Reinstatement Fee	\$75 (non-alcohol-related offense) \$150 (alcohol-related offense)	\$16.5 million
Duplicate Driver License Fee	\$15 per license/ ID card/ permit	\$7.1 million
Enhanced Driver License/Identification Card Fee	\$15 additional fee original or renewal with driver license or identification card	\$3.3 million
Farm Exempt Decal Fee*	\$5 one-time fee	Minimal
Farm Vehicle Reduced (on-road)-Gross Weight Fee*	License Fee by Weight (Annual) less \$23, divided by 2, plus \$23	\$2.3 million
Farm Vehicle Trip Permit Fee	\$6.25 for partial month, up to four permits authorized per year	Minimal
Ferry Fares	Set by Transportation	\$301.3

Revenue Source	Amount	2009-2011 Forecast
	Commission	million
For Hire (taxi) Business Permit and Vehicle Certificate	\$5 one-time permit fee \$20 per year per vehicle for certificate	Minimal
Hulk Haulers, Scrap Processors, Wreckers License Fees*	\$10 new, renewal--Hulk Haulers \$25 new, \$10 renewal--Scrap Processors \$25 new, \$10 renewal--Wreckers \$5 Original special license plates in addition to regular license plates \$2 Additional plates with same number	Included in Dealer Mfg/ Business License
International Fuel Tax Agreement Decals	\$10 per set per year	\$635,500
International/Nonresident Vessel Identification Document Fee	\$30 at the time of issuance of identification document. Good for no more than six months in a continuous 12-month period	Minimal
License Fee by Weight (formerly Combined Licensing Fee)*	\$40 to \$3,402 per year	\$333.3 million
Log Truck Additional Weight Permit*	\$50 per year, prorated for shorter time periods \$35.50 if issued after July 1 \$25 if issued after October 1 \$12.50 if issued after January 1	Included in Special Permit Fee for Oversize/ Overweight Movements
Mobile Home Title Elimination Fee*	\$25 per application (set by DOL Director)	Minimal
Monthly Declared Gross Weight	\$2 plus \$2 for each month	\$1.1

Revenue Source	Amount	2009-2011 Forecast
Fee*	vehicle used (paid in addition to prorated License Fee by Weight)	million
Motor Vehicle & Special Fuel Tax*	37.5 cents per gallon	\$2.350 billion (net for distribution)
Motor Vehicle Registration Fee (License Fee)*	\$30--Original & Renewal	\$282 million
Motorcycle Endorsement Fee/Instruction Permits	\$10 initial license, \$5 exam fee \$25 renewal endorsement, every five years \$15 instruction permit In addition to the basic drivers license	\$4.1 million
Motor Home Weight Fee	\$75 annual fee	\$10.4 million
Motor Vehicle Weight Fee	Motor Vehicle Weight fee at \$10, \$20, and \$30 for most vehicles	\$104.5 million
Natural Gas and Propane Fee*	\$145.63 to \$786.25 per year	Minimal
Occupational Driver's License Fee	\$100 application fee	\$2.0 million
Off-Road Vehicle Use Permits	\$18 annual permit \$7 for 60-day temporary permit \$10 transfer fee	\$3.5 million
Personalized Plates	\$40 for original plates \$30 for renewal In addition to regular vehicle registration fee	\$5.7 million

Revenue Source	Amount	2009-2011 Forecast
Prisoner of War/Disabled Veteran Plates	no fee	N/A
Private Use Single-Axle Trailer Fee	\$15 annual fee for trailers of 2,000 pound scale weight or less	\$12.7 million
Proportional Registration Plates and Fees***	\$10 Plates \$2 Cab Card \$2 Validation Tab \$4.50 Vehicle Transaction Fee	\$1.5 million
Reflectorized Plate Fee*	\$2 per plate	\$9.8 million
Rental Vehicle Sales Tax (in lieu of MVET)	5.9% of rental contract amount	\$43.7 million
Replacement Plate and Tab Fee*	\$10 per plate Replacement; \$2 Motorcycle plate Replacement, \$1per set of replacement license plate tabs \$20 per vehicle for retaining current license plate number	\$25.9 million
Retail Sales and Use Tax on Motor Vehicles	0.3% of selling price in addition to state and local sales taxes	\$54.0 million
Rideshare Special License Plate Fee*	\$25 one-time plate fee	Minimal
Special Fuel Single Trip Permits*	\$30 (\$1 filing fee, \$15 administrative fee, \$9 excise tax, \$5 surcharge)	\$500,000
Special License Plates*	\$0 - \$45	N/A
Special Parking Privileges for Persons with Disabilities*	Plates--\$10 replacement fee Placards--no fee	Minimal

Revenue Source	Amount	2009-2011 Forecast
Special Permit for Oversize/Overweight Movement*	Single Trip--\$10 30 day permit (Oversize)--\$10 to \$20 30 day permit (Overweight)--\$70 to \$90 1 year permit (Oversize)--\$100 to \$150 1 year permit (Overweight garbage trucks pay \$42/1000 lbs.	\$16.8 million
Tow Truck Capacity Fee*	\$25 per year in addition to the basic motor vehicle license fee, but in lieu of the combined licensing fee	Minimal
Tow Truck Operator Fee*	\$100 per year for business; \$50 per vehicle per year	Included in Dealer Mfg/ Business License
Transporter License Fee and Plates*	\$25 for new license \$15 for annual renewal \$2 per set of plates	Included in Dealer Mfg/ Business License
Trip Permit Fee**	\$20 for three days (\$3 filing fee, \$11 administration fee, \$1 excise tax, \$5 surcharge)	\$5.8 million
Vanpool Registration Fee	\$25 per year in addition to basic registration fee	Minimal
Vehicle Certificate of Title and Inspection Fee*	Inspection--\$15 if previously registered in another state or country; \$50 for all other inspections Certificate of Title--\$5	\$4.7 million Inspection \$19.8 million Certificate

Revenue Source	Amount	2009-2011 Forecast
Vessel Pilot License Fee	\$3,000 per year	\$340,000
Vessel Registration Fee	\$10.50 per year	\$5.7 million
Watercraft Excise Tax**	0.5% of fair market value (\$5 minimum)	\$25.6 million

* 18th Amendment tax or fee

** Revenues deposited in General Fund

*** Portion of tax or fee restricted by 18th Amendment

Washington State Vehicle Counts as of October 2010

Passenger Cars	4,133,445
Trucks	1,192,816
Motorcycles	216,628
Commercial Vehicles	207,310
Commercial Trailers	66,610
Cabs	1,973
Farm	16,955
For Hire	2,245
Motorhomes	67,146
Travel Trailers	113,617
Campers	26,396
Utility Trailers	518,461
Exempt, antique, fixed load and other	<u>2,422</u>
Total Washington State Vehicles	6,566,024

REVENUE SOURCE:	Aircraft Dealers License Fee
RCW:	14.20.050, 14.20.060
WHO'S TAXED:	Aircraft dealers
TAX RATE:	\$75 per calendar year. Additional certificates are \$10 each per calendar year.
ADMINISTERED BY:	Department of Transportation – Aviation Division.
WHERE DEPOSITED:	Aeronautics Account
DISTRIBUTION & USE:	100% to the Aeronautics Account, appropriated to cover the cost of administration of the DOT Aviation Division.
TAX EXEMPTIONS:	None
TAX HISTORY:	1955 \$25 per calendar year 1998 \$75 per calendar year
2009–11 ESTIMATE:	Minimal
2011–13 FORECAST:	Minimal
VALUE OF INCREASE:	Minimal

REVENUE SOURCE:	Aircraft Excise Tax
RCW:	82.48.030
WHO'S TAXED:	Aircraft owner
TAX RATE:	Single-engine fixed wing, \$50; small multiengine fixed wing, \$65; large multi-engine fixed wing, \$80; turboprop multiengine fixed wing, \$100; turbojet multiengine fixed wing, \$125; helicopter, \$75; sailplane, \$20; lighter than air, \$20; home built, \$20.
WHERE DEPOSITED:	General Fund 90%; Aeronautics Account 10%
DISTRIBUTION & USE:	90% to General Fund for purposes of general government as appropriated by the Legislature; 10% to Aeronautics Account appropriated to cover the cost of administration of the DOT Aviation Division.
TAX EXEMPTIONS:	Aircraft owned by U.S. government or political subdivision; aircraft registered by foreign country; aircraft registered in another state unless based in this state for 90 days or longer; aircraft engaged in interstate commerce; aircraft owned by manufacturer or dealer if part of stock in trade; aircraft owned by a nonprofit organization exempt from federal income tax under 26 U.S.C. Sec. 501(c)(3), and, be exclusively used to provide emergency medical transportation services (RCW 82.48.100).
TAX HISTORY:	1949 1% of fair market value of aircraft per year 1967 \$15 single-engine aircraft; \$25 multiengine 1983 See current tax rates above
2009–11 ESTIMATE:	\$527,300= \$527,300 General Fund \$52,700 Aeronautics Account
2011–13 FORECAST:	\$548,900= \$548,900 General Fund \$54,900 Aeronautics Account
VALUE OF INCREASE:	\$52,730 per 10% increase per biennium for General Fund \$5,300 per 10% increase per biennium for Aeronautics Account

REVENUE SOURCE:	Aircraft Fuel Tax
RCW:	82.42.025
WHO'S TAXED:	Aircraft fuel users
TAX RATE:	11 cents per gallon
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Aeronautics Account
DISTRIBUTION & USE:	Appropriated for administration of the DOT Aviation Division, airport construction and maintenance, and local airport aid.
TAX EXEMPTIONS:	Commercial use, farm use, research, testing, training, emergency medical air transport entities (RCW 84.42.030).
TAX HISTORY:	<p>1967 2 cents/gallon on retail sales</p> <p>1982 Agricultural spray planes exempted 3% x weighted average retail price in third month of fiscal 1/2 year.</p> <p>1983 Minimum rate set at 5 cents</p> <p>1989 5.5 cents</p> <p>1991 January 6.5 cents</p> <p>1991 July 6.0 cents</p> <p>June 6.0 cents</p> <p>2000 July 6.5 cents</p> <p>January 7.5 cents</p> <p>July 7.0 cents</p> <p>July 10 cents</p> <p>2005 July 11 cents</p>
2009–11 ESTIMATE:	\$4.9 million
2011–13 FORECAST:	\$5.2 million
VALUE OF INCREASE:	\$470,800 per one-cent fee increase per biennium

REVENUE SOURCE:	Aircraft Registration Fee
RCW:	47.68.250
WHO'S TAXED:	Aircraft owner
TAX RATE:	\$15 per annum per aircraft
ADMINISTERED BY:	Department of Transportation – Aviation Division
WHERE DEPOSITED:	Aeronautics Account
DISTRIBUTION & USE:	Appropriated for activities of the DOT Aviation Division.
TAX EXEMPTIONS:	Aircraft owned by U.S. government or any political subdivision; aircraft registered by foreign country; aircraft engaged in interstate commerce; aircraft owned by manufacturer or dealer if part of stock in trade; aircraft registered in another state unless aircraft based in this state for 90 days or longer (RCW 47.68.250).
TAX HISTORY:	1947 Up to \$10 1949 \$2 1967 \$4 1999 \$8 2003 \$15
2009–11 ESTIMATE:	\$180,900
2011–13 FORECAST:	\$183,500
VALUE OF INCREASE:	\$12,000 per \$1 fee increase per biennium

REVENUE SOURCE:	Baseball Stadium License Plates
RCW:	46.16.301 (authorization) Effective until July 1, 2011, 46.18.215 Effective July 1, 2011 46.16.313 (fee) Effective until July 1, 2011, 46.17.220 Effective July 1, 2011
WHO'S TAXED:	Purchasers of plates that commemorate the construction of a baseball stadium.
TAX RATE:	\$40 for original plates, \$30 fee upon renewal registration; paid in addition to the regular vehicle registration fee and any other required fees or taxes.
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	The Department of Licensing may deduct up to \$2 to cover administration expenses (\$12 for initial plates). Administrative costs to Motor Vehicle Account. Remainder to King County to pay the principal and interest on bonds issued to construct a baseball stadium. To be used along with the county special stadium sales and use tax (RCW 82.14.360).
DISTRIBUTION & USE:	Motor Vehicle Account appropriated for highway-related purposes. To repay bonds to construct a baseball stadium.
TAX EXEMPTIONS:	None
TAX HISTORY:	1996 \$40 per year 1997 \$30 per year 2005 \$40 initial fee, \$30 for renewal
2009–11 ESTIMATE:	Minimal
2011–13 FORECAST:	Minimal
VALUE OF INCREASE:	Minimal

REVENUE SOURCE:	Camper Registration Fee
RCW:	46.16.505 Effective until July 1, 2011, 46.17.350 Effective July 1, 2011
WHO'S TAXED:	Vehicle owner
TAX RATE:	Original \$4.90, renewal \$3.50; paid annually.
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Motor Vehicle Account
DISTRIBUTION & USE:	Appropriated for highway-related purposes.
TAX EXEMPTIONS:	None
TAX HISTORY:	1971 \$3.50 per year 1975 Original \$4.90; renewal \$3.50
2009–11 ESTIMATE:	\$198,600
2011–13 FORECAST:	\$210,600
VALUE OF INCREASE:	\$58,000 per \$1 fee increase per biennium

<u>REVENUE SOURCE:</u>	Collegiate License Plates
<u>RCW:</u>	46.16.313 Effective until July 1, 2011, 46.17.220 Effective July 1, 2011 46.16.324 Effective until July 1, 2011, 46.18.225 Effective July 1, 2011
<u>WHO'S TAXED:</u>	Purchasers of plates that depict the name and mascot or symbol of a state university, regional university, or state college.
<u>TAX RATE:</u>	\$40 fee for original plates, \$30 fee upon renewal registration; paid in addition to the regular vehicle registration fee and any other required fees or taxes.
<u>ADMINISTERED BY:</u>	Department of Licensing
<u>WHERE DEPOSITED:</u>	Motor Vehicle Account Collegiate license plate fund of college depicted on plate.
<u>DISTRIBUTION & USE:</u>	The Department of Licensing may deduct up to \$2 to cover administration expenses (\$12 for initial plates); remaining proceeds, less the cost of plate production, credited to the appropriate collegiate license plate fund.
<u>TAX EXEMPTIONS:</u>	None
<u>TAX HISTORY:</u>	1994 \$30 per year 1998 New plates \$40; renewal \$30 per year
<u>2007-09 ESTIMATE:</u>	\$1,186,600
<u>2009-11 FORECAST:</u>	\$1,123,900
<u>VALUE OF INCREASE:</u>	\$35,600 per \$1 fee increase per biennium

REVENUE SOURCE:	Commercial Driver License
RCW:	46.20.049
WHO'S TAXED:	Drivers endorsed to operate specialized vehicles (e.g., large trucks, buses); went into effect in 1989.
TAX RATE:	\$30 every five years in addition to \$25 for basic driver license; \$10 for instruction permit.
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Highway Safety Fund
DISTRIBUTION & USE:	Appropriated for administration of commercial driver license (CDL) program.
TAX EXEMPTIONS:	None
TAX HISTORY:	1967 Original endorsement not to exceed \$10; renewal not to exceed \$8 1969 Original not to exceed \$10; renewal fee eliminated 1985 Original not to exceed \$10; renewal not to exceed \$3 1989 Original, renewal not to exceed \$12; \$5 instruction permit 2000 Original, renewal not to exceed \$25 2002 Instruction permit increased from \$5 to \$10 2005 (July) Original, renewal not to exceed \$30
2009–11 ESTIMATE:	\$2.2 million
2011–13 FORECAST:	\$3.1 million
VALUE OF INCREASE:	\$114,200 per \$1 fee increase per biennium

REVENUE
SOURCE:

Commercial Vehicle Safety Inspection Fee

RCW:

46.32.090 Effective until July 1, 2011,
46.17.315 Effective July 1, 2011

WHO'S TAXED:

Commercial motor vehicle carriers that have terminals in this state.

TAX RATE:

\$16 per year per vehicle; fee is apportioned for interstate vehicles operating under the International Registration Plan.

ADMINISTERED
BY:

Department of Licensing

WHERE
DEPOSITED:

State Patrol Highway Account

DISTRIBUTION &
USE:

Appropriated for highway-related purposes

TAX
EXEMPTIONS:

Motor vehicles owned by farmers for their own products (RCW 46.32.080).

Regulated vehicles owned by passenger charter companies, auto transportation companies, solid waste collection companies, motor freight carriers under 81.80 RCW, and limousine charter companies.

TAX HISTORY:

1995 \$10
1996 Fee for IRP vehicles added
2007 Fee increased to \$16

2009-11
ESTIMATE:

\$4.7 million

2011-13
FORECAST:

\$5.5 million

VALUE OF
INCREASE:

\$187,800 per \$1 fee increase per biennium

<u>REVENUE SOURCE:</u>	Copies of Driver Records
<u>RCW:</u>	46.52.130
<u>WHO'S TAXED:</u>	Drivers; insurance companies
<u>TAX RATE:</u>	\$10.00 per copy of any Department of Licensing record (records for confidential use only are not available).
<u>ADMINISTERED BY:</u>	Department of Licensing
<u>WHERE DEPOSITED:</u>	\$5.00 to Highway Safety Fund \$5.00 to State Patrol Highway Account
<u>DISTRIBUTION & USE:</u>	Appropriated to cover the cost of supplying records.
<u>TAX EXEMPTIONS:</u>	None
<u>TAX HISTORY:</u>	1961 \$1 per abstract 1963 \$1.50 1985 \$3.50 1987 \$4.50 2002 \$5.00 2007 \$10.00
<u>2007-09 ESTIMATE:</u>	\$55,555,000
<u>2009-11 FORECAST:</u>	\$57,220,500
<u>VALUE OF INCREASE:</u>	\$5.7 million per \$1 fee increase per biennium

REVENUE SOURCE:	Driver License Fee
RCW:	46.20.161 (original) 46.20.181 (renewal) 46.68.041 (where deposited)
WHO'S TAXED:	Drivers
TAX RATE:	\$25 for 5-year license
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED	Highway Safety Fund
DISTRIBUTION & USE:	Appropriated for general government and driver-related purposes.
TAX EXEMPTIONS:	None
TAX HISTORY:	1971 \$1.90 temporarily dedicated to General Fund 1975 General Fund diversion made permanent; increased from \$5 to \$6 (two-year license) 1980 Increased from \$6 for two-year license to \$14 for four-year license 1995 Entire fee to Highway Safety Account (formerly, \$3.80 of fee went to General Fund) 2000 \$25 for five-year license; gradually implemented through 2005
2009–11 ESTIMATE:	\$56.9 million
2011–13 FORECAST:	\$58.2 million
VALUE OF INCREASE:	\$2.1 million per \$1 fee increase per biennium

REVENUE SOURCE:	Driver License Reinstatement Fee
RCW	46.20.311
WHO'S TAXED:	Drivers who have had their licenses suspended; drivers may not receive a new license following suspension or revocation until the reinstatement fee has been paid.
TAX RATE:	\$75 (nonalcohol-related offense) \$150 (alcohol-related offense), June 1998
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Highway Safety Fund Impaired Driver Safety Account
DISTRIBUTION & USE:	As appropriated for driver-related programs.
TAX EXEMPTIONS:	None
TAX HISTORY:	1965 \$4 (same as regular license fee) 1973 \$10 in addition to regular fee 1982 \$20 1983 \$20 (\$50 for alcohol or drug-related offense) 1998 \$150 for alcohol or drug-related offense 2005 \$75 for non-alcohol-related offense
2009–11 ESTIMATE:	\$16.5 million
2011–13 FORECAST:	\$18.6 million
VALUE OF INCREASE:	\$205,000 per \$1 fee increase per biennium

REVENUE SOURCE:	Duplicate Driver License Fee
RCW:	46.20.200
WHO'S TAXED:	Individuals who wish to replace lost or destroyed permits, identification cards, or driver licenses.
TAX RATE:	\$15 per license/identification card/permit
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Highway Safety Fund
DISTRIBUTION & USE:	Appropriated for driver-related programs
TAX EXEMPTIONS:	None
TAX HISTORY:	1921 50 cents 1975 \$2.50 1985 \$5.00 2002 \$15.00
2009–11 ESTIMATE:	\$7.1 million
2011–13 FORECAST:	\$7.1 million
VALUE OF INCREASE:	\$474,830 per \$1 fee increase per biennium

REVENUE SOURCE:	Enhanced Driver License/Identification Card Fee
RCW:	46.20.202 46.68.041 (where deposited)
WHO'S TAXED:	Drivers
TAX RATE:	\$15 original or renewal with driver license or identification card
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED	Highway Safety Fund
DISTRIBUTION & USE:	Appropriated for general government and driver-related purposes.
TAX EXEMPTIONS:	None
TAX HISTORY:	2007 \$15 additional fee original or renewal with driver license or identification card
2009–11 ESTIMATE:	\$3.3 million
2011–13 FORECAST:	\$2.9 million
VALUE OF INCREASE:	\$191,800 per \$1 fee increase per biennium

<u>REVENUE SOURCE:</u>	Farm Exempt Decal Fee
<u>RCW:</u>	46.04.181, 46.16.025 Effective until July 1, 2011, 46.17.325 Effective July 1, 2011
<u>WHO'S TAXED:</u>	Owners of farm vehicles as defined in RCW 46.04.081, which are only incidentally used on highways are exempt from normal licensing requirements; decal from Department of Licensing allows limited use on or along public highways.
<u>TAX RATE:</u>	\$5, one-time charge; valid as long as vehicle is used as a farm vehicle.
<u>ADMINISTERED BY:</u>	Department of Licensing
<u>WHERE DEPOSITED:</u>	Motor Vehicle Account
<u>DISTRIBUTION & USE:</u>	As appropriated for highway-related purposes.
<u>TAX EXEMPTIONS:</u>	None
<u>TAX HISTORY:</u>	1967 \$5
<u>2007-09 ESTIMATE:</u>	Minimal
<u>2009-11 FORECAST:</u>	Minimal
<u>VALUE OF INCREASE:</u>	Minimal

<u>REVENUE SOURCE:</u>	Farm Vehicle Reduced (On-Road) Gross Weight Fee
<u>RCW:</u>	46.16.090 Effective until July 1, 2011, 46.17.330 Effective July 1, 2011
<u>WHO'S TAXED:</u>	Farmers (for trucks and tractors moving farmer's own products to warehouse or market, or for moving a neighboring farmer's products on a seasonal basis).
<u>TAX RATE:</u>	License Fee by Weight (formerly Combined Licensing Fee) as defined in RCW 46.16.070 Effective until July 1, 2011 or 46.17.335 Effective July 1, 2011, less \$23, divided by two, plus \$23; paid annually.
<u>ADMINISTERED BY:</u>	Department of Licensing
<u>WHERE DEPOSITED:</u>	Motor Vehicle Account
<u>DISTRIBUTION & USE:</u>	As appropriated for highway-related purposes
<u>TAX EXEMPTIONS:</u>	None
<u>2007-09 ESTIMATE:</u>	\$2.3 million
<u>2009-11 FORECAST:</u>	\$2.3 million
<u>VALUE OF INCREASE:</u>	Minimal

REVENUE SOURCE:	Ferry Fares
RCW:	47.60.326
WHO'S CHARGED:	People using ferries
RATE:	Set by Transportation Commission; may be revised during the biennium if total revenue from fares and other revenue deposited in the Puget Sound Ferry Operations Account are less than projected total cost of maintenance and operations for the biennium.
ADMINISTERED BY:	Department of Transportation – Washington State Ferries
WHERE DEPOSITED:	Puget Sound Ferry Operations Account
DISTRIBUTION & USE:	Appropriated for ferry system operations.
TAX EXEMPTIONS:	Frequent users have the option of purchasing reduced fares; children under five years of age are free (determined by Transportation Commission).
TAX HISTORY:	<p>1951 State took over system.</p> <p>1952 Reduction in cross-Sound fares to better match shorter routes on a cost-per-mile basis.</p> <p>1955 Across-the-board increase of 5 cents for passenger and 10 cents for auto fares.</p> <p>1957 Across-the-board increase of 10% for all fares; actual fare increases ranged from 0% to 15% due to rounding.</p> <p>1959 Passenger fares increased 10 to 20 cents, and auto fares increased by 10 cents.</p> <p>1964 Across-the-board fare increase of 5 cents for both passengers and autos, except for Bremerton, Clinton, and Sidney routes.</p> <p>1968 Across the board increase of 5 cents for passengers and 10 cents for autos, except Anacortes/San Juans.</p> <p>1969 Fare increases ranged from 5 to 15 cents for passengers, and 15 to 20 cents for autos.</p> <p>1972 Raised Anacortes-Sidney fares only.</p> <p>1975 Fare increases ranged from 0 to 20 cents for passengers, and 10 cents to \$1.05 for autos in attempt to</p>

establish uniform multiple of 3.4 for auto fares vs. passenger fares.

1977 Raised Anacortes-Sidney fares only.

1979 Across-the-board fare increase of 13%; 20% summer surcharge instituted for autos; actual increase ranged from 0% to 15%.

1980 Across-the-board fare increase of 25%; actual increases ranged from 20% to 27%.

1981 Across-the-board fare increase of 13%; actual increases ranged from 11% to 14%.

1982 Across-the-board fare increase of 6.6%; actual increases ranged from 5.4% to 7.4%.

1984 Across-the-board fare increase of 4.7%; actual increases ranged from 9.5% to 20%.

1987 Across-the-board fare increase of 3.0%.

1992 Merger of commercial and recreational vehicles into a single oversized rate; first phase of oversized fare modifications.

1993 Phase II of oversized vehicle fare modifications.

1994 (May) Across-the-board nominal fare increase of 6.04%; Sidney fare raised 7.18%.

1994 (October) Phase III of oversized vehicle fare modifications; Sidney fare raised an additional 6.46%.

1996 Final phase of oversized vehicle fare modifications.

1998 General fare increase of 2.28% plus rounding up to the nearest \$0.10 for passengers and \$0.25 for vehicles, and adjustments to the passenger coupon discount.

1999 General inflationary fare increase of 2.2% plus rounding up to the nearest \$0.10 for passengers and \$0.25 for vehicles, and a reduction of the frequent-use passenger ticket book savings from 35% to 30%.

2001 General fare increase of 20% plus rounding up to the nearest \$0.10 for passengers and \$0.25 for vehicles.

2002 General fare increase of 12.5% plus rounding up to the nearest \$0.10 for passengers and \$0.25 for vehicles.

2003 General fare increase of 5% plus rounding up to the nearest \$0.10 for passengers and \$0.25 for vehicles.

2004 General fare increase of 5% plus rounding up to the nearest \$0.10 for passengers and \$0.25 for vehicles.

2005 General fare increase of 6% plus rounding up to the

nearest \$0.05.

2006 General fare increase of 6% plus rounding up to the nearest \$0.05.

2007 General fare increase of 2.5% plus rounding up to the nearest \$0.05 beginning May 1, 2007.

2009 General fare increase of 2.5% plus rounding up to the nearest \$0.05 beginning October 11, 2009.

2011 General fare increase of 2.5% plus rounding up to the nearest \$0.05 beginning January 1, 2011.

2009–11
ESTIMATE:

\$301.3 million (total ferry farebox revenue)

2011–13
FORECAST:

\$317.9 million (total ferry farebox revenue without assuming future increases beyond January 1, 2011)

VALUE OF
INCREASE:

\$3 million per 1% increase per biennium

REVENUE SOURCE:	For-Hire Business Permit and Vehicle Certificate
RCW:	46.72.030 (permit fee) 46.72.070 (certificate fee) 46.72.070 (new certificate fee)
WHO'S TAXED:	Owners of for-hire (taxi) businesses and vehicles. Permit is required for place of business, certificate required in each vehicle. Owners must have liability insurance or post bond. Changes in insurance require an application for a new certificate.
TAX RATE:	\$5 one-time-only charge for privilege of operating business; \$20 annual fee per vehicle for certificates.
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Highway Safety Fund
DISTRIBUTION & USE:	For support of driver-related programs.
TAX EXEMPTIONS:	None
TAX HISTORY:	1947 \$5 one-time-only charge; \$1 annual fee per vehicle for certificates. 1993 Annual fee increased to \$20
2009–11 ESTIMATE:	Minimal
2011–13 FORECAST:	Minimal
VALUE OF INCREASE:	Minimal

REVENUE SOURCE:	Hulk Haulers and Scrap Processors – Business and Vehicle Licenses
RCW:	46.79.040 (hulk hauler/scrap processor fee) 46.79.050 (renewal) 46.80.040 (wrecker fee) 46.80.050 (renewal)
WHO'S TAXED:	Hulk haulers – businesses that transport destroyed vehicles or parts (RCW 46.79). Scrap processors – businesses that recycle salvage vehicles through baling and shredding (RCW 46.79). Wreckers – businesses that wreck vehicles for the purpose of selling second-hand parts (RCW 46.80).
TAX RATE:	Annual fee Hulk haulers: \$10 new, \$10 renewal Scrap processors: \$25 new, \$10 renewal Wreckers: \$25 new, \$10 renewal
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Motor Vehicle Account
DISTRIBUTION & USE:	Appropriated for highway-related purposes.
TAX EXEMPTIONS:	None
TAX HISTORY:	Vehicle Wreckers: 1947 \$25 new, \$10 renewal Hulk Haulers: 1971 \$10 new, \$10 renewal Scrap Processors: 1971 \$25 new, \$10 renewal
2009–11 ESTIMATE:	Included in Vehicle Dealer (Group IV)
2011–13 FORECAST:	Included in Vehicle Dealer (Group IV)
VALUE OF INCREASE:	Minimal

REVENUE SOURCE:	International Fuel Tax Agreement Decal
RCW:	RCW 82.38.110
WHO'S TAXED:	Motor Carriers
TAX RATE:	\$10 per year per set of decals
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Motor Vehicle Account
DISTRIBUTION & USE:	18 th Amendment funds to be used for highway purposes
TAX EXEMPTIONS:	None
TAX HISTORY:	2002 \$10
2009–11 ESTIMATE:	\$635,500
2011–13 FORECAST:	\$653,300
VALUE OF INCREASE:	\$65,300 per \$1 fee increase per biennium

REVENUE SOURCE:	International/Nonresident Document Fee	Vessel	Identification
RCW:	88.02.025		
WHO'S TAXED:	Vessels owned by nonresidents brought into Washington temporarily, for no more than six months in a continuous 12-month period.		
TAX RATE:	\$30 at the time of issuance of identification document		
ADMINISTERED BY:	Department of Licensing		
WHERE DEPOSITED:	Treasurer's Office		
DISTRIBUTION & USE:	Allocated to counties for approved boating safety programs under RCW 88.02.045.		
TAX EXEMPTIONS:	None		
TAX HISTORY:	1998	\$25	
	2002	\$30	
2009-11 ESTIMATE:	Minimal		
2011-13 FORECAST:	Minimal		
VALUE OF INCREASE:	Minimal		

REVENUE SOURCE:	License Fee by Weight (formerly Combined Licensing Fee)
RCW:	46.16.070 and 46.16.085 (fee) Effective until July 1, 2011 46.17.335 Effective July 1, 2011
WHO'S TAXED:	Vehicle owners registering trucks with gross weight of 4,000 pounds or more; commercial trailers; and prorate vehicles (i.e., vehicles engaged in interstate commerce; see <i>Proportional Registration Plates and Fees</i>).
TAX RATE:	In lieu of all other licensing fees, unless specifically exempt, annual fee (varies) based on weight; see RCW 46.16.070 and 46.16.085.
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Multimodal Transportation Account/County (filing fee) \$2.00 <u>Remainder distributed as follows:</u> Motor Vehicle Account 59.495% State Patrol Highway Account 22.36% Puget Sound Ferry Operations Account 1.375% Transportation 2003 Account 5.237% Transportation Partnership Account <u>11.533%</u> TOTAL 100.000%
DISTRIBUTION & USE:	As appropriated for highway-related purposes, State Patrol, and State Ferries.
TAX EXEMPTIONS:	Certain on-road use of farm vehicles (RCW 46.16.025) Tow trucks pay motor vehicle registration fee (RCW 46.16.079)
TAX HISTORY:	1987 Effective January 1, 1987, with fees ranging from \$27.75 to \$1,085.95, depending on licensed gross weight of the vehicle. 1990 \$1 increase in filing fee, \$4.75 increase for State Patrol, and 40% increase in gross weight fee; combined fee ranges from \$37 to \$1,518. 1993 Fee schedule extended to include vehicles with gross weight of up to 105,500 pounds, and \$90 was added for vehicles weighing more than 40,000 pounds that are used to tow trailers; combined fee ranges from \$37 to \$2,973. 2002 Initiative 776 limited combined fee to \$30 for vehicles under 10,000 pounds licensed gross weight. 2003 15% increase in gross weight fee for vehicles over 10,000 pounds. New revenue to go into the Transportation 2003 (Nickel)

Account.

2005 Increased fee for vehicles under 10,000 pounds gross weight.

2006 Revised distribution percentages, adding a distribution to the Transportation Partnership Account.

2009–11
ESTIMATE:

\$333.3 million (includes \$4.3 million from trailers; \$67.9 million from prorate vehicles).

2011–13
FORECAST:

\$345.6 million (includes \$4.4 million from trailers; \$72.6 million from prorate vehicles).

VALUE OF
INCREASE:

\$3.3 million per 1% increase per biennium

REVENUE SOURCE:	Log Truck Additional Weight Permit
RCW:	46.44.047
WHO'S TAXED:	Vehicle owner who wishes to carry additional weight (up to 6,800 additional pounds) on vehicle licensed to maximum gross weight of 68,000 pounds.
TAX RATE:	\$50 per year, prorated for shorter time periods \$35.50 if issued after July 1 \$25.00 if issued after October 1 \$12.50 if issued after January 1
ADMINISTERED BY:	Department of Transportation
WHERE DEPOSITED:	Motor Vehicle Account
DISTRIBUTION & USE:	Appropriated for highway-related purposes
TAX EXEMPTIONS:	None
TAX HISTORY:	1953 \$50
2009–11 ESTIMATE:	Included in Special Permit Fee for Oversize/Overweight Movements
2011–13 FORECAST:	Included in Special Permit Fee for Oversize/Overweight Movements
VALUE OF INCREASE:	Minimal

Note: The revenue associated with additional tonnage, special permit fees, and log tolerance permits are included in *Special Permit Fee for Oversize/Overweight Movements*.

REVENUE SOURCE:	Mobile Home Title Elimination Fee
RCW:	65.20.090
WHO'S TAXED:	Applicant for elimination of vehicle title when the mobile (manufactured) home is affixed to land owned by the applicant.
TAX RATE:	\$25 each application (set by DOL director).
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Motor Vehicle Account
DISTRIBUTION & USE:	Appropriated for highway-related purposes
TAX EXEMPTIONS:	None
TAX HISTORY:	1989 \$25 (set by DOL director)
2009–11 ESTIMATE:	Minimal
2011–13 FORECAST:	Minimal
VALUE OF INCREASE:	Minimal

REVENUE SOURCE:	Monthly Declared Gross Weight Fee (formerly Monthly Combined Licensing Fee)
RCW:	46.16.135 Effective until July 1, 2011, 46.17.360 Effective July 1, 2011
WHO'S TAXED:	Vehicle owners purchasing licenses for periods of less than one year; for vehicles with a declared gross weight in excess of 12,000 pounds.
TAX RATE:	\$2 fee for each monthly period the vehicle will be used, paid in addition to the monthly portion of combined licensing fee; additional \$2 administration fee is also collected.
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Motor Vehicle Account
DISTRIBUTION & USE:	Appropriated for highway-related purposes
TAX EXEMPTIONS:	None
TAX HISTORY:	1951 \$1 1979 \$2 1985 \$2 plus \$2 for each month of license purchase
2009–11 ESTIMATE:	\$1.1 million
2011–13 FORECAST:	\$1.1 million
VALUE OF INCREASE:	\$540,000 per \$1 fee increase per biennium

REVENUE SOURCE:	Motor Home Weight Fee
RCW:	46.17.020 Effective until July 1, 2011, 46.17.365 Effective July 1, 2011
WHO'S TAXED:	All motor homes
TAX RATE:	\$75 annual fee
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Multimodal Account
DISTRIBUTION & USE:	The vehicle weight fee provides funds to mitigate the impact of vehicle loads on the state roads and highways and is separate and distinct from other vehicle license fees. Proceeds from the fee may be used for transportation purposes, or for facilities and activities that reduce the number of vehicles or load weights on the state roads and highways.
TAX EXEMPTIONS:	None
TAX HISTORY:	2005 Motor Home weight fee established at \$75
2009–11 ESTIMATE:	\$10.4 million
2011–13 FORECAST:	\$10.6 million
VALUE OF INCREASE:	\$139,000 per \$1 fee increase per biennium

REVENUE SOURCE:	Motor Vehicle Fuel Tax and Special Fuel Tax (Motor Fuel Tax)
RCW:	82.36 (motor vehicle fuel tax) 82.36.025 (motor vehicle fuel tax rate) 82.38 (special fuel tax) 46.68.090 (distribution of motor fuel tax revenue) 46.68.110 (distribution of amount allocated to cities and towns) 46.68.120 (distribution of amount allocated to counties-generally)
WHO'S TAXED:	Gasoline and diesel consumers pay same rate.
TAX RATE:	34 cents per gallon through June 30, 2007; 36 cents per gallon from July 1, 2007 through June 30, 2008; and 37.5 cents per gallon starting July 1, 2008.
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Motor Vehicle Account (RCW 46.68.070) Transportation 2003 (Nickel) Account (RCW 46.68.280) Transportation Partnership Account (RCW 46.68.290) Urban Arterial Trust Account (RCW 47.26.080) Rural Arterial Trust Account (RCW 36.79.020) Transportation Improvement Account (RCW 47.26.084) County Arterial Preservation Account (RCW 46.68.090 (2)(i)) Special Category C Account (RCW 46.68.090 (2)(b)) Puget Sound Ferry Operations Account (RCW 47.60.530) Puget Sound Capital Construction Account (RCW 47.60.505) A portion of fuel tax (representing unclaimed nonhighway use refunds) is transferred to the following accounts: Marine Fuel Tax Refund Account (RCW 79A.25.040) Recreation Resource Account (RCW 79A.25.060, 79A.25.070) ORV and Nonhighway Vehicle Account (RCW 46.09.170) Nonhighway and Off-Road Vehicle Activities Program Account (RCW 46.09.165, 46.09.170) Snowmobile Account (RCW 46.10.075, RCW 46.10.150) Aeronautics Account (RCW 82.42.090, 82.36.415)

DISTRIBUTION &
USE:

Cost of administration
Refunds & transfers
City streets
County roads
Transportation Improvement Account (Funded Program)
Urban Arterial Trust Account (Funded Programs)
Rural Arterial Program
County Arterial Preservation Program
Ferry operations
Ferry capital construction
State highways

TAX
EXEMPTIONS:

Motor vehicle fuel tax and special fuel tax
Nonhighway use of motor vehicle fuel (RCW 82.36.280),
except as noted below:
Transportation providers for elderly/handicapped (RCW
82.36.285, 82.38.080(1)(h))
Urban transportation systems (RCW 82.36.275,
82.38.080(3))
Employees/representatives of foreign governments
(gasoline only) (RCW 82.36.245)
Lost or destroyed fuel (RCW 82.36.370, 82.38.180)
Power take-off equipment (RCW 82.36.280(2),
82.38.080(1)(d)).
(Note: No exemption is provided for off-road use of motor
vehicle fuel tax in vehicles licensed for road use (RCW
82.36.280)).
Special fuel tax only
Dyed special fuel (RCW 82.38.020(23))
Government-owned vehicles used for road construction and
maintenance(RCW 82.38.080(1)(a))
Public owned fire fighting equipment (RCW
82.38.080(1)(b))
Mobile construction-type equipment (RCW
82.38.080(1)(c))

	U.S. government vehicles (RCW 82.38.080(1)(e))
	Heating fuel (RCW 82.38.080(1)(f))
	Incidental movement of off-road vehicles (RCW 82.38.080(1)(g))
	For logging operations on federal land (RCW 82.38.080(1)(j))
TAX HISTORY:	1921 1 cent/gallon
	1929 2 cents
	1931 4 cents
	1933 5 cents; off-highway refunds
	1935 Fuel oil at 1/4 cent/gallon
	1941 5 cents on use fuel (diesel)
	1944 18th Amendment to State Constitution
	1949 6.5 cents/repeal fuel oil tax of 1935
	1961 7.5 cents
	1967 9 cents
	1977 11 cents
	1979 12 cents
	1981 13.5 cents
	1982 12 cents (variable rate study decrease)
	1983 16 cents
	1984 18 cents
	1990 22 cents (effective April 1, 1990)
	1991 23 cents (effective April 1, 1991)
	1999 Raised the imposition of the motor fuel tax from the distributor/dealer to the supplier (terminal-rack)
	2003 28 cents (effective July 1, 2003)
	2005 31 cents (effective July 1, 2005)
	2006 34 cents (effective July 1, 2006)
	2007 36 cents (effective July 1, 2007)
	2008 37.5 cents (effective July 1, 2008)
2009–11 ESTIMATE:	\$2.350 billion (net for distribution*)
2011–13	\$2.405 billion (net for distribution*)

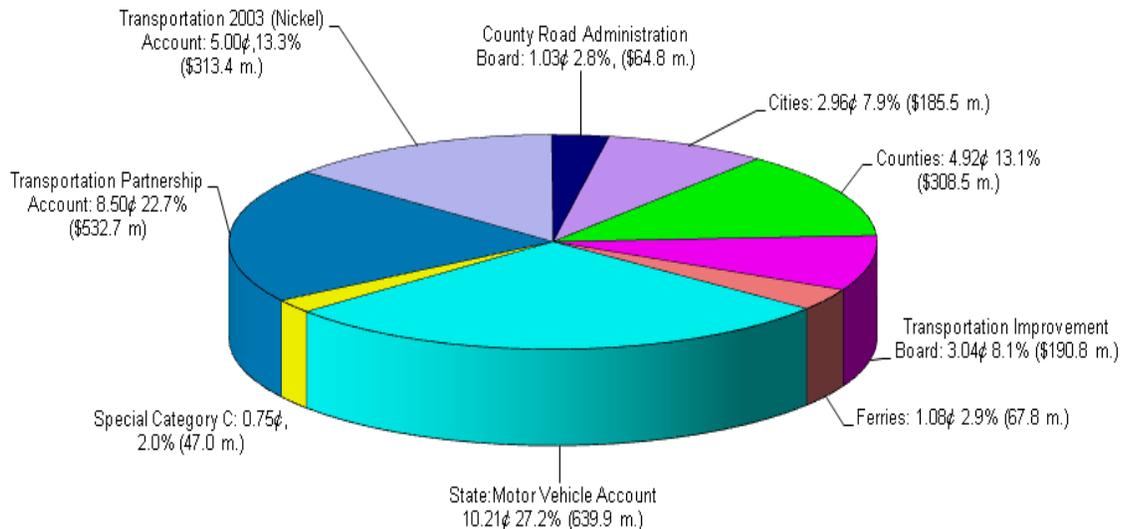
FORECAST:

VALUE OF INCREASE: \$62.7 million per 1 cent increase per biennium

* Net for Distribution – Gross gas tax collections less refunds for nonhighway use, transfers to nonhighway accounts in lieu of refunds, and administrative expenses of the Department of Licensing.

Motor Vehicle Fuel Tax Revenue Distribution

Gas Tax = 37.5¢ per gallon
2009-2011 Biennium
Total Revenue = \$2,350.31 m.



Motor Fuel Tax Distributions
2007–09 BIENNIUM THROUGH 2013–15 BIENNIUM ⁽¹⁾
(Dollars in Millions)

	<u>07</u> =	<u>09</u> =	<u>11</u> =	<u>13</u> =
	<u>09</u>	<u>11</u>	<u>13</u>	<u>15</u>
Gross Gasoline Tax	\$1,966	\$2,016	\$2,028	\$2,026
Gross Special Fuel Tax	519	469	518	564
Less: Refunds & Transfers	152	117	124	128
Less: Administrative Expenses	17	17	18	19
Net Fuel Tax for Distribution ⁽²⁾	2,316	2,350	2,405	2,444
State Highway Program	648	640	655	665
Transportation 2003 Account	317	313	321	326
Transportation Partnership Account	472	533	545	554
State Highway Program – Special Category C	48	47	48	49
Ferry Capital Construction	35	34	35	36
Ferry Operations	34	33	34	35
Transportation Improvement Account	85	82	83	85

Urban Arterial Trust Account Program	11 0	10 9	11 2	11 3
Cities – Regular and Transportation 2005 Legislation Distribution ^{(3) (4)}	18 8	18 6	19 0	19 3
Counties – Regular and Transportation 2005 Legislation Distribution ^{(3) (5)}	31 3	30 9	31 5	32 1
County Arterial Preservation Program	29	28	29	29
Rural Arterial Program	37	37	37	38
Total	2, 31 6	2, 35 0	2, 40 5	2, 44 4

Notes: (Totals may differ due to rounding).

(1) Based on Fuel Tax Revenue Forecast November 2010.

(2) Net fuel tax is net of transfers and refunds for fuel used for nonhighway purposes such as marine, snowmobile, and other nonhighway uses.

(3) 1.5% and 0.33% are transferred from the cities and the counties normal distribution to the state, for state supervision and studies, respectively.

(4) 1% of cities normal distribution is transferred to the Urban Arterial Trust Account for expenditure on the City Hardship Assistance Program.

(5) Less revenues transferred to Ferry Operations from Capron refunds to Island and San Juan counties.

Distribution of 37.5-Cent Gas Tax*

Dedicated 23-Cent Distribution

(RCW 46.68.090)(2)

State Highway Program	44.3870	10.21
	%	cents
State Highway Program (Special Category C)	3.2609%	0.75 cents
Urban Arterial Trust Account	7.5597%	1.74 cents
Counties – Normal Distribution	19.2287	4.42 cents
	%	cents
Cities – Normal Distribution	10.6961	0.54 cents
	%	cents
Ferry Operations	2.3283%	0.55 cents
Ferry Capital Construction	2.3726%	0.58 cents
Rural Arterial Trust Program	2.5363%	0.45 cents
County Arterial Preservation Program	1.9565%	1.30 cents
Transportation Improvement Account	5.6739%	23.00 cents
TOTAL	100.00%	

Dedicated 5-Cent Distribution

(RCW 46.68.090)(3)

Transportation 2003 Account	100%	5.00 cents
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Dedicated 9.5-Cent Distribution

(RCW 46.68.090)(4)(c)(5)(c)(6)

Transportation Partnership Account	83.3334	8.50 cents
	%	

(RCW 46.68.090)(4)(a)(5)(a)

City Distributions	8.3333%	0.50 cents
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(RCW 46.68.090)(4)(b)(5)(b)

County Distributions	8.3333%	0.50 cents
TOTAL	100.00%	9.50 cents

* DOL costs of collection, refunds, and transfers related to nonhighway use of motor fuel are deducted from gross collections before the above distributions are calculated. Tax rate of 37.5 cents is the fully implemented tax rate incorporated in the Transportation 2005 legislation. The full 37.5 cent rate has been effective since July 1, 2008.

37.5-Cent Motor Vehicle Fuel Tax – Distributions and Uses

- **STATE HIGHWAY PROGRAM**
Distribution: 10.21 cents
Revenue deposited in Motor Vehicle Account
Appropriated for Department of Transportation highway programs
2009-2011 estimate: \$640 million
- **Transportation 2003 Account (Nickel Account)**
Distribution: 5.00 cents
New account created in 2003 to be the repository of the 5-cent tax increase. Account used for cash funding for highway and ferry projects identified by the Legislature and for the payment of costs for bond sales to provide debt financing for highway projects.
2009-2011 estimate: \$313 million
- **Transportation Partnership Account**
Distribution: 8.50 cents
New account created in 2005 to be the repository of 8.5 cents of a 9.5-cent tax increase. Account used for cash funding for highway and ferry projects identified by the Legislature and for the payment of costs for bond sales to provide debt financing for highway projects. Remaining 1 cent distributed to cities and counties.
2009-2011 estimate: \$533 million
- **STATE HIGHWAY PROGRAM – SPECIAL CATEGORY C**
Distribution: 0.75 cents
Revenue deposited in Motor Vehicle Account
Provides bond financing for high-cost projects
Project list includes First Avenue South Bridge in Seattle, SR 18 from Auburn to North Bend, and the North-South Corridor in Spokane.
2009-2011 estimate: \$47 million
- **RURAL ARTERIAL PROGRAM**
Distribution: 0.58 cents
Revenue deposited in Rural Arterial Trust Account
Distributed by County Road Administration Board (CRAB) to counties on a regionally competitive basis for construction and reconstruction of rural arterials and collectors. Regional allocation is based on rural land area and eligible road mileage.
2009-2011 estimate: \$37 million
- **TRANSPORTATION IMPROVEMENT ACCOUNT (FUNDED PROGRAM)**
Distribution: 1.30 cents
Established in 1988 to improve the mobility of people and goods in Washington State by supporting economic development and environmentally responsive solutions to our statewide transportation system.
Distributed by Transportation Improvement Board on project basis
Transportation Partnership Program
The Transportation Partnership Program provides funding for cities with a population greater than 5,000, urban counties, and Transportation Benefit Districts (TBD).
Transportation Partnership Program projects address congestion caused by economic development or fast growth. They must be consistent with state, regional, and local transportation plans. Project must also be partially funded by local contributions.

2009-2011 estimate: \$82 million

- **URBAN ARTERIAL TRUST ACCOUNT (FUNDED PROGRAMS)**

Distribution: 1.74 cents

Established in 1967 to fund transportation projects for urban cities and urban counties.

Administered by the Transportation Improvement Board

Arterial Improvement Program

The intent of the Arterial Improvement Program is to improve mobility and safety while supporting an environment essential to the quality of life of the citizens of Washington State.

Eligible agencies are counties with urban areas, cities and towns within an urban area, and cities with a population of 5,000 or greater.

Small City Program

The intent of the Small City Program is to preserve and improve the roadway system in a manner that is consistent with local needs.

An eligible agency is a city or town that has a population less than 5,000.

Pedestrian Safety and Mobility Program

The Pedestrian Safety and Mobility Program provides funds to enhance and promote pedestrian mobility and safety as a viable transportation choice by improving safety, providing access, and addressing system continuity and connectivity.

City Hardship Assistance Program

The City Hardship Assistance Program provides funding to offset extraordinary costs associated with the transfer of state highways to cities with a population less than 20,000.

City Hardship Assistance Program projects are selected based on structural condition, accident experience, and relationship to other local agency projects.

2009-2011 estimate: \$109 million (excludes the \$2.1 million transfer from the city distributions to the UATA to fund the City Hardship Assistance Program).

- **COUNTY ARTERIAL PRESERVATION PROGRAM**

Distribution: 0.45 cent

Revenue deposited in County Arterial Preservation Account

To sustain structural, safety, and operational integrity of urban and rural county arterials

Distributions by County Road Administration Board (CRAB) based on paved arterial lane miles in unincorporated areas.

2009-2011 estimate: \$28 million.

- **COUNTIES – REGULAR AND TRANSPORTATION 2005 LEGISLATION DISTRIBUTION**

Distribution: 4.92 cents (4.83 cents after deductions for state supervision and studies).

Pierce, Skagit and Whatcom counties are first reimbursed for 50% of any deficit incurred during the previous fiscal year in operating their county-owned ferry systems (limited to \$1,000,000 per biennium).

1.5% provided to DOT and CRAB for statutory regulation, supervision of grants, and technical support to counties.

Up to 0.33% for studies

Sums required to be repaid to counties composed of islands are provided (San Juan and Island counties) (RCW 46.68.080/ "Capron Act").

Remainder distributed according to following formula: 10% evenly distributed, 30% by population, 30% based on annual road cost (maintenance costs plus 1/25 of replacement costs), 30% based on annual monetary needs; for construction and maintenance of county roads.

2009-2011 estimate: \$ 309 million (\$310 million after deductions). Redistribution of \$9.9 million to Ferry Operations (RCW 46.080.68(5)).

- **CITIES – REGULAR AND TRANSPORTATION 2005 LEGISLATION DISTRIBUTION**
Distribution: 2.96 cents (2.88 cents after deductions for state supervision, studies, and City Hardship Assistance Account).
Up to 1.5% distributed to DOT for supervision of federal grants and roadwork.
Up to 0.33% for studies
1% to City Hardship Assistance Program to help small cities that take over maintenance of state highways within their boundaries.
Remainder distributed by population for construction and maintenance of streets.
2009-2011 estimate: \$186 million after deductions
- **FERRY OPERATIONS**
Distribution: 0.54 cents
Revenue deposited in Puget Sound Ferry Operations Account
Redistribution of Capron revenues from San Juan and Island counties (RCW 46.080.68(5)).
2009-2011 estimate: \$34 million (\$43 million after Capron redistributions from counties).
- **FERRY CAPITAL CONSTRUCTION**
Distribution: 0.55 cents
Revenue deposited in Puget Sound Capital Construction Account
2009-2011 estimate: \$34 million

REVENUE
SOURCE:

Motor Vehicle Registration Fee

RCW:

46.16.0621 (fee) Effective until July 1, 2011,
46.17.350 Effective July 1, 2011
46.68.030 (distribution)

WHO'S TAXED:

Owners of passenger cars, motorcycles, motor homes, for-hire vehicles (6 or less passenger capacity), taxicabs, horseless carriages, restored vehicles, stage vehicles with 6 or less seats, travel trailers, other trailers not paying combined licensing fee, and tow trucks; other vehicles must pay the License fee by weight (see License Fee by Weight (formerly Combined Licensing Fee); personal trailers pay a separate fee (see Private Use *Single-Axle Trailer Fee*).

TAX RATE:

Original registration \$30; renewal registration \$30.
10-cent study fee and 50-cent field service fee formerly collected in conjunction with vehicle registration eliminated by Chapter 1, 1st Special Session, Laws of 2000.

ADMINISTERED
BY:

Department of Licensing

WHERE
DEPOSITED:

	Original	Renewal
State Patrol Highway Account	20.35	20.35
Ferry Operations Account	2.02	.93
Motor Vehicle Account <u>7.63</u>	<u>8.72</u>	
	TOTAL \$30	\$30

DISTRIBUTION &
USE:

Appropriated for State Patrol, ferry operations, and highway-related activities.

TAX
EXEMPTIONS:

Vehicles owned by government agencies (RCW 46.16.020)
Vehicles owned by Indian tribes (RCW 46.16.020, 46.16.022)
Vehicles owned by governments of foreign countries (RCW 46.16.020)
Buses owned by private schools (RCW 46.16.035)

TAX HISTORY:

Original & Renewal
1909 \$3.00
1917 \$5.00
1919 \$10.00

1932	\$3.00
1949	\$5.00
1949	\$6.50
1961	\$6.90

1965	\$8.00
1969	\$9.40

	Original	Renewal
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1977	\$13.40	\$ 9.40
1981	\$23.00	\$19.00
1987	\$27.75	\$23.75
2000	\$30.00	\$30.00

2002 Changed distribution of Original fee

2005 Private use single-axle trailers removed from basic fee

2009–11
ESTIMATE: \$282 million

2011–13
FORECAST: \$294 million

VALUE OF
INCREASE: \$9.4 million per \$1 fee increase per biennium

REVENUE SOURCE:	Motorcycle Endorsement Fee/Instruction Permit
RCW:	46.20.505 (exam and endorsement fee) 46.20.510 (instruction permit fee)
WHO'S TAXED:	Motorcycle drivers; applicant must be at least 16 years old and have a driver license.
TAX RATE:	\$10 for initial endorsement, plus \$5 examination fee \$25 renewal endorsement, payable every 5 years \$15 instruction permit Motorcycle drivers must have their driver license specially endorsed, which requires passage of the motorcycle exam. Instruction permits are good for 90 days and may be renewed for a second 90-day period.
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Motorcycle Safety Education Account
DISTRIBUTION & USE:	Appropriated for motorcycle safety education.
TAX EXEMPTIONS:	None
TAX HISTORY:	1967 \$4 initial exam, \$2 renewal exam 1987 \$6 initial exam, \$4 renewal exam 1988 \$7 initial or new category, \$5 renewal exam 1989 \$2 exam fee, \$6 initial or new category endorsement, \$7.50 renewal endorsement, \$2.50 instruction permit \$2 exam fee, \$6 initial or new category endorsement, \$14 renewal endorsement, \$2.50 instruction permit 1999 \$2 exam fee, \$10 initial or new category endorsement, \$25 renewal endorsement, \$2.50 instruction permit 2002 \$5 exam fee, \$15 permit
2009–11 ESTIMATE:	\$4.1 million

2011-13
FORECAST:

\$4.4 million

VALUE OF
INCREASE:

\$217,000 per \$1 fee increase per biennium

REVENUE SOURCE:	Motor Home Weight Fee
RCW:	46.17.020 Effective until July 1, 2011, 46.17.365 Effective July 1, 2011
WHO'S TAXED:	All motor homes
TAX RATE:	\$75 annual fee
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Multimodal Account
DISTRIBUTION & USE:	The vehicle weight fee provides funds to mitigate the impact of vehicle loads on the state roads and highways and is separate and distinct from other vehicle license fees. Proceeds from the fee may be used for transportation purposes, or for facilities and activities that reduce the number of vehicles or load weights on the state roads and highways.
TAX EXEMPTIONS:	None
TAX HISTORY:	2005 Motor Home weight fee established at \$75
2009–11 ESTIMATE:	\$10.4 million
2011–13 FORECAST:	\$10.6 million
VALUE OF INCREASE:	\$139,000 per \$1 fee increase per biennium

REVENUE
SOURCE:

Natural Gas and Propane Fee

RCW:

82.38.075

WHO'S TAXED:

Vehicles powered by natural gas or propane

TAX RATE:

In lieu of paying the special fuels tax (same as gas tax) on a per gallon basis, users of vehicles powered by natural gas or propane pay an annual fee based on the gross weight of the vehicle. The annual fee is indexed to increase with increases in the special fuels tax rate. The estimated rates after implementation of the 37.5-cent special fuel tax rate on July 1, 2008 are:

Gross Weight

0 – 10,000	\$145.63
10,001 – 18,000	\$255.00
18,001 – 28,000	\$348.75
28,001 – 36,000	\$473.75
36,001 and above	\$786.25

(A \$5 fee for cost of administration is included in above fees).

ADMINISTERED
BY:

Department of Licensing

WHERE
DEPOSITED:

Motor Vehicle Account

DISTRIBUTION &
USE:

Appropriated for highway-related purposes.

TAX
EXEMPTIONS:

None

TAX HISTORY:

Gross Weight

	1977	1979	2009
0 - 6,000	\$60	45	146
6,001 - 10,000	70	45	146
10,001 - 18,000	80	80	255

18,001 - 28,000	110	110	349
28,001 - 36,000	150	150	474
36,001 and above	250	250	786

**1983 Adds indexing (uses 1979 rates as base)

2009–11
ESTIMATE: Minimal

2011–13
FORECAST: Minimal

VALUE OF
INCREASE: Minimal

REVENUE SOURCE:	Occupational Driver License Fee
RCW:	46.20.380 (fee)
WHO'S TAXED:	Drivers who have had their driver license suspended or revoked; for work-related use only; license may not be issued in first 30 days following suspension or revocation; only one issuance.
TAX RATE:	\$100 nonrefundable application fee
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Highway Safety Fund
DISTRIBUTION & USE:	Appropriated for support of driver-related programs
TAX EXEMPTIONS:	None
TAX HISTORY:	1961 \$10 1985 \$25 2004 \$100
2009–11 ESTIMATE:	\$2.0 million
2011–13 FORECAST:	\$2.4 million
VALUE OF INCREASE:	\$23,900 per \$1 fee increase per biennium

REVENUE SOURCE:	Off-Road Vehicle Use Permit
RCW:	46.09.070 (fee) Effective until July 1, 2011, 46.17.350 Effective July 1, 2011 46.09.110 (where deposited) Effective until July 1, 2011, 46.68.045 Effective July 1, 2011
WHO'S TAXED:	Off-road vehicle owners
TAX RATE:	\$18 for annual permit \$7 for 60-day temporary permit \$10 transfer fee
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Nonhighway and Off-Road Vehicle Activities Program (NOVA) Account minimum of 82% Motor Vehicle Account <u>up to 18%</u> TOTAL 100%
DISTRIBUTION & USE:	Appropriated for outdoor recreation and highway-related purposes (Outdoor Recreation Account appropriations found in General Fund budget).
TAX EXEMPTIONS:	None
TAX HISTORY:	1971 \$5 new & renewal; \$1 transfer fee; \$2 nonresident permit 1986 \$5 new & renewal; \$1 transfer fee; \$2 temporary use permit 2002 \$5 new & renewal; \$5 transfer fee; \$2 temporary use permit 2004 \$18 new & renewal; \$10 transfer fee; \$7 temporary use permit
2009–11 ESTIMATE:	\$3.5 million
2011–13	\$3.7 million

FORECAST:

VALUE OF
INCREASE:

\$204,400 per \$1 fee increase per biennium

REVENUE
SOURCE:

Personalized Plates

RCW:

46.16.585 (initial and renewal fees) Effective until July 1, 2011,

46.17.210 Effective July 1, 2011

46.16.590 (transfer fee) Effective until July 1, 2011,

46.17.200 Effective July 1, 2011

46.16.605 (where deposited) Effective Until July 1, 2011,

46.68.435 Effective July 1, 2011

WHO'S TAXED:

Vehicle owners

TAX RATE:

\$40 set of new plates/\$30 for renewal of plates; paid in addition to the regular vehicle registration fee and any other required fees or taxes (RCW 46.16.585).

To transfer plates to another vehicle, a \$10 fee is charged in addition to all other fees.

ADMINISTERED
BY:

Department of Licensing

WHERE
DEPOSITED:

Wildlife Fund (transfer fee deposited in Motor Vehicle Account)

DISTRIBUTION &
USE:

Appropriated to Department of Licensing to cover administrative costs of program and to Department of Fish and Wildlife for wildlife protection and enhancement.

TAX
EXEMPTIONS:

None

TAX HISTORY:

1973 \$30 new, \$20 renewal

1991 \$40 new, \$30 renewal

2009–11
ESTIMATE:

\$5.7 million

2011–13
FORECAST:

\$5.8 million

VALUE OF
INCREASE:

\$185,900 per \$1 fee increase per biennium

REVENUE SOURCE:	Prisoner of War/Disabled Veteran Plate
RCW:	73.04.110
WHO'S TAXED:	Discharged American veterans who satisfy the U.S. Department of Veterans Affairs' 100% disability criteria; discharged American veterans who were captured and incarcerated for more than 29 days.
TAX RATE:	No fee; exempt from all licensing fees and excise tax for one vehicle.
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Not applicable
DISTRIBUTION & USE:	Not applicable
TAX EXEMPTIONS:	None
TAX HISTORY:	1949 Free plates authorized for disabled veterans 1980 \$5 transfer fee added 1982 Free plates authorized for prisoners of war
2009–11 ESTIMATE:	Not applicable
2011–13 FORECAST:	Not applicable
VALUE OF INCREASE:	Not applicable

REVENUE SOURCE:	Private Use Single-Axle Trailer Fee	
RCW:	46.16.086 Effective until July 1, 2011, 46.17.350 Effective July 1, 2011	
WHO'S TAXED:	Private-use single-axle trailers of 2,000 pounds scale weight or less if used on public highways.	
TAX RATE:	\$15 annual fee	
ADMINISTERED BY:	Department of Licensing	
WHERE DEPOSITED:	Motor Vehicle Account	59.495%
	State Patrol Highway Account	22.360%
	Puget Sound Ferry Operations Account	1.375%
	Transportation 2003 Account	5.237%
	Transportation Partnership Account	<u>11.533%</u>
	TOTAL	100.000%
DISTRIBUTION & USE:	As appropriated for highway-related purposes, State Patrol, and Washington State Ferries.	
TAX EXEMPTIONS:	Trailers not used on public highways. Rental trailers pay basic fee under 46.16.062.	
TAX HISTORY:	2005 Single-axel trailer fee created at \$15	
2009–11 ESTIMATE:	\$12.7 million	
2011–13 FORECAST:	\$13.2 million	
VALUE OF INCREASE:	\$846,000 per \$1 fee increase per biennium	

REVENUE SOURCE:	Proportional Registration Plates and Fees
RCW:	46.87 46.87.090 (replacement plate fees) 46.87.130 (\$4.50 transaction fee) 46.68.035 (registration revenue distribution)
WHO'S TAXED:	Businesses engaged in interstate commerce that operate in Washington and are registered as part of the International Registration Plan (IRP).
TAX RATE:	<ul style="list-style-type: none"> • Registration: Under IRP, the cost of registration is based on the percentage of total miles traveled in member states and provinces; the base state or province collects the entire fee and transmits appropriate amounts to other states; applies to the combined licensing fee. • Apportioned plates: \$10 for vehicles required to display two apportioned plates and \$5 for vehicles required to display one plate. • Cab card: \$2 • Validation tab: \$2 • Vehicle transaction fee: \$4.50 each time a vehicle is added to a Washington-based fleet and each time the proportional registration is renewed.
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Prorate combined licensing fee distributed per RCW 46.68.035 (see <i>License Fee by Weight</i>) Plate fees and transaction fees distributed to the Motor Vehicle Account.
DISTRIBUTION & USE:	Appropriated for highway-related purposes, to the State Patrol, and to Washington State Ferries.
TAX EXEMPTIONS:	None
TAX HISTORY:	1985 \$10, two apportioned plates; \$5, one apportioned plate 1987 Adds: Cab card, \$2; validation tab, \$2; backing plate, \$2; maximum transaction fee set at \$10 (DOL sets at \$4.50).

2009–11 ESTIMATE:	Plates and fees:	\$1.5 million
	Combined licensing fee:	\$67.9 million
	MVET:	\$0.0 million
2011–13 FORECAST:	Plates and fees:	\$1.5 million
	Combined licensing fee:	\$72.6 million
	MVET:	\$0.0 million
VALUE OF INCREASE:	Plates and fees:	\$60,000 per \$1 fee increase per biennium
	Combined licensing fee:	\$679,000 per 1% increase per biennium
	MVET:	\$0 per 1% increase per biennium

REVENUE SOURCE:	Reflectorized Plate Fee
RCW:	46.16.237 Effective until July 1, 2011, 46.17.200 Effective July 1, 2011
WHO'S TAXED:	Vehicle owners
TAX RATE:	\$2 per plate
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Motor Vehicle Account
DISTRIBUTION & USE:	Appropriated for highway-related purposes
TAX EXEMPTIONS:	None
TAX HISTORY:	1967 50 cents per plate 2005 \$2 per plate
2009–11 ESTIMATE:	\$9.8 million
2011–13 FORECAST:	\$11.2 million
VALUE OF INCREASE:	\$5.6 million per \$1 fee increase per biennium

REVENUE SOURCE:	Retail Sales and Use Tax on Motor Vehicles
RCW:	82.08.020 (retail sales tax) 82.12.020 (use tax)
WHO'S TAXED:	Consumers purchasing motor vehicles
TAX RATE:	0.3% of selling price
ADMINISTERED BY:	Department of Revenue
WHERE DEPOSITED:	Multimodal Transportation Account
DISTRIBUTION & USE:	General Transportation
TAX EXEMPTIONS:	Retail car rentals
TAX HISTORY:	2003 0.3% of selling price
2009–11 ESTIMATE:	\$54.0 million
2011–13 FORECAST:	\$60.6 million
VALUE OF INCREASE:	\$249 million for each 1% increase in tax rate per biennium

REVENUE SOURCE:	Rideshare Special License Plate Fee
RCW:	46.16.023 (fee) Effective until July 1, 2011, 46.17.220 Effective July 1, 2011 46.74.010 (definitions) 82.08.0287 (sales tax exemption) 82.12.0282 (use tax exemption) 82.44.015 (MVET exemption)
WHO'S TAXED:	A passenger motor vehicle used for commute ridesharing or for ridesharing for the elderly and the handicapped; includes publicly-owned and privately-owned vehicles.
TAX RATE:	\$25 one-time rideshare plate fee in addition to basic registration fee; makes vehicle exempt from motor vehicle excise tax and sales/use tax; vehicles issued special license plate denoting "RIDESHARE."
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Motor Vehicle Account
DISTRIBUTION & USE:	Appropriated for highway-related purposes
TAX EXEMPTIONS:	None
TAX HISTORY:	1980 Sales tax/use tax/MVET exemptions 1982 Handicapped/elderly revisions for vanpools 1987 \$25 one-time fee in addition to registration fee; \$5 transfer fee
2009–11 ESTIMATE:	Minimal
2011–13 FORECAST:	Minimal
VALUE OF INCREASE:	Minimal

REVENUE SOURCE:	Special Fuel Single Trip Permit
RCW:	82.38.100 Effective until July 1, 2011, 46.17.400 Effective July 1, 2011
WHO'S TAXED:	Special fuel users temporarily entering the state (maximum three days) for commercial purposes; collected in lieu of the special fuel tax otherwise assessable for importing and using special fuel on highways in the state.
TAX RATE:	\$ 1 Filing fee (kept by county auditors or licensing agents to defray administrative expenses) \$10 Administrative fee \$ 9 Excise tax <u>\$ 5</u> <u>Surcharge</u> (weigh-in-motion program and congestion relief) \$25 Total
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Motor Vehicle Account
DISTRIBUTION & USE:	Appropriated for highway-related purposes
TAX EXEMPTIONS:	None
TAX HISTORY:	1971 Up to 333 miles, \$5; 334 to 555, \$10; 556 to 777, \$15; 778 to 1000, \$20; more than 1000, \$25 (plus \$1 per permit, valid for 96 hours; in lieu of special fuel tax for importing; limit of six permits/year). 1973 \$10 + \$1/day (20 days maximum); six permits/year maximum). 1979 \$10 + \$3/day (20 days maximum); six permit limit deleted. 1983 \$1 filing fee; \$10 administration fee; \$9 excise tax; three-day permit; user fills in dates. 2000 \$1 filing fee; \$10 administration fee; \$9 excise tax; \$5 surcharge; three-day permit; user fills in dates.

2009–11 ESTIMATE:	\$500,000
2011–13 FORECAST:	\$500,000
VALUE OF INCREASE:	\$20,000 per \$1 fee increase per biennium

REVENUE SOURCE:

Special License Plates

RCW:

46.16.305 (authorization) See chapter 46.18 RCW
46.16.313 (basic fee) Effective until July 1, 2011,
46.17.220 Effective July 1, 2011
46.16.316 (transfer fee) Effective until July 1, 2011,
46.17.200 Effective July 1, 2011

WHO'S TAXED:

Persons who qualify for special license plates under the categories listed below; plate fees are paid one time and are in addition to normal registration fees, except as noted.

TAX RATE:

Purple Heart Medal – War veterans that have been awarded the Purple Heart medal (\$10.00 for original plate)

Military Affiliate Radio System (MARS) – Any person holding a valid MARS certificate (\$5 for original plate)

Horseless Carriage – Vehicles 40 years or older (\$35 for life of vehicle; registration fee only required in initial year)

Collector Vehicles – Vehicles 30 years of older (\$35 for life of vehicle; registration fee only required in initial year)

HAM – Any person holding a valid Amateur Radio Operator license issued by the FCC (\$5 for original plate)

Congressional Medal of Honor – Any person issued a Medal of Honor by the U.S. government (free original plate, free replacement plate)

Pearl Harbor Survivor – Any person on active duty at Pearl Harbor on December 7, 1941 or the surviving spouse of a deceased Pearl Harbor survivor (free original plate, free replacement plate)

Help Kids Speak – Any person (\$45 for original plate, \$30 for renewal)

Armed Forces (Air Force, Army, Coast Guard, Marine, National Guard, Navy) – Any person on active duty or retired (\$40 for original, \$30 for renewal)

Fire Fighters – Any professional fire fighters or paramedics who are members of the Washington State Council of Fire Fighters (\$40 for original plate, \$30 for renewal)

Other Specialty Plates (Keep Kids Safe, Law Enforcement Memorial, Share the Road, Ski and Ride Washington, Washington Lighthouse, Washington National Park, Washington State Parks and Recreation, Endangered Wildlife, Washington Wildlife, We Love

Our Pets, Wild On Washington – Any person (\$40 for original, \$30 for renewal)

ADMINISTERED BY: Department of Licensing

WHERE DEPOSITED: Motor Vehicle Account
Special license plate fund depicted on plate

DISTRIBUTION & USE: Appropriated for highway-related purposes

TAX EXEMPTIONS: None

2009–11 ESTIMATE: Not available

2011–13 FORECAST: Not available

VALUE OF INCREASE: Not available

REVENUE SOURCE:	Tolling – SR 167 High Occupancy Toll (HOT) Lanes
RCW:	47.56.401; 47.56.403
WHO'S TAXED:	Users of the SR 167 HOT Lanes
TOLL RATE:	Effective April 2008: minimum toll rate = .50 cents; maximum toll rate = \$9.00. Toll rates vary dynamically based upon time of day, traffic volumes, traffic demand, and overall corridor performance. Toll rates will vary to insure average HOT lane speeds of 45 mph at least 90% of the time during peak hours.
ADMINISTERED BY:	Toll rates and policies set by the State Transportation Commission Department of Transportation collects and administers
WHERE DEPOSITED:	High-Occupancy Toll Lanes Operations Account
DISTRIBUTION & USE:	Moneys in this account may be used for, but be not limited to, debt service, planning, administration, construction, maintenance, operation, repair, rebuilding, enforcement, and expansion of high occupancy toll lanes and to increase transit, vanpool and carpool, and trip reduction services in the corridor. A reasonable proportion of the moneys in this account must be dedicated to increase transit, vanpool, carpool, and trip reduction services in the corridor
TOLL EXEMPTIONS:	HOV vehicles, transit buses, and publicly owned and/or operated vanpool vehicles
TAX HISTORY:	2008: minimum toll = .50 cents; maximum toll = \$9.00
2007 –09 ESTIMATE:	\$427,700
2009–11 FORECAST:	\$2,109,000
VALUE OF INCREASE:	Cannot be determined due to the nature of dynamic tolling.

<u>REVENUE SOURCE:</u>	Tolling – Tacoma Narrows Bridge
<u>RCW:</u>	47.46.090-100; 47.56; 47.56.165
<u>WHO'S TAXED:</u>	Users of the Tacoma Narrows Bridge
<u>TOLL RATE:</u>	Base tolls since July 1, 2008 (for four axles or less): cash toll = \$4.00; electronic toll = \$2.75. Toll amounts increase for more than four axles
<u>ADMINISTERED BY:</u>	Toll rates and policies set by the State Transportation Commission Department of Transportation collects and administers
<u>WHERE DEPOSITED:</u>	Tacoma Narrows Toll Bridge Account
<u>DISTRIBUTION & USE:</u>	The Department of Transportation must pay costs related to financing, operations, maintenance, management, necessary repairs of the facility; and repay amounts to the motor vehicle fund, as required under RCW 47.46.140.
<u>TOLL EXEMPTIONS:</u>	Vehicles providing service directly to the bridge: WSP vehicles providing service to the SR 16 corridor; DOT maintenance vehicles assigned to the bridge; and bridge construction vehicles.
<u>TAX HISTORY:</u>	FY 2008: \$3.00 = cash toll; \$1.75 = electronic toll FY 2009 to current: \$4.00 = cash toll; \$2.75 = electronic toll
<u>FY 2008 Toll Collection:</u>	\$ 29,959,616
<u>FY 2009 – 11 Collection:</u>	\$89,676,251
<u>2011–13 FORECAST:</u>	\$100.1 million*

November 2010 Transportation Revenue Forecast

REVENUE SOURCE:	Tow Truck Capacity Fee
RCW:	46.16.079 Effective until July 1, 2011, 46.17.335 Effective July 1, 2011
WHO'S TAXED:	Any fixed-load motor vehicle equipped for lifting or towing any disabled, impounded, or abandoned vehicle.
TAX RATE:	\$25 per annum in addition to the basic motor vehicle registration fee, but in lieu of the combined licensing fee.
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Motor Vehicle Account
DISTRIBUTION & USE:	Appropriated for highway-related purposes
TAX EXEMPTIONS:	None
TAX HISTORY:	1963 \$25 per annum in lieu of combined licensing fee
2009–11 ESTIMATE:	Minimal
2011–13 FORECAST:	Minimal
VALUE OF INCREASE:	Minimal

REVENUE SOURCE:	Tow Truck Operator Fee
RCW:	46.55.030
WHO'S TAXED:	Operators of tow truck businesses (i.e., any person who engages in the impoundment, transporting, or storage of unauthorized vehicles, or the disposal of abandoned vehicles).
TAX RATE:	\$100 annual fee for business and \$50 per truck per year (plus normal registration fee) for permit. Special license plates not issued; each tow truck issued a permit indicating the class of the truck.
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Motor Vehicle Account
DISTRIBUTION & USE:	Appropriated for highway-related purposes
TAX EXEMPTIONS:	None
TAX HISTORY:	1985 \$100/company + \$50/truck annually (original & renewal)
2009–11 ESTIMATE:	Included in Vehicle Dealer (Group IV)
2011–13 FORECAST:	Included in Vehicle Dealer (Group IV)
VALUE OF INCREASE:	Minimal

See Vehicle Dealer (Group IV) page 103

REVENUE SOURCE:	Transporter License and Plate Fees
RCW:	46.76.040 (original) 46.76.050 (renewal)
WHO'S TAXED:	Businesses that deal in transportation of vehicles owned by others (e.g., driveaway and towaway services); does not apply to motor freight carriers licensed under RCW 81.80.
TAX RATE:	\$25 For original license \$15 For annual renewal license \$ 2 Per set of plates to be attached to vehicles being delivered
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Motor Vehicle Account
DISTRIBUTION & USE:	Appropriated for highway-related purposes
TAX EXEMPTIONS:	None
TAX HISTORY:	1947 \$25 original license; \$15 renewal; \$2 per set of plates (new plates required each year) 1990 Provision requiring new plate each year deleted
2009–11 ESTIMATE:	Included in Vehicle Dealer (Group IV)
2011–13 FORECAST:	Included in Vehicle Dealer (Group IV)
VALUE OF INCREASE:	Minimal

See Vehicle Dealer (Group IV)

REVENUE
SOURCE:

Trip Permit Fee and Surcharge

RCW:

46.16.160 Effective until July 1, 2011,
46.17.400 Effective July 1, 2011

WHO'S TAXED:

Vehicle owners temporarily moving an unlicensed vehicle; generally used by commercial drivers who do not enter Washington frequently enough to make prorated licensing cost effective; also used by vehicle owners in the state who want to move an unlicensed vehicle on the public roads.

Permit is good for three consecutive days; no more than three such permits may be used for a single vehicle during a 30-day period, except for recreational vehicles, which are limited to two permits in a one-year period.

TAX RATE:

Filing fee: \$ 3
Administration fee: \$11
Excise tax: \$ 1
Surcharge: \$ 5
TOTAL \$20

ADMINISTERED
BY:

Department of Licensing

WHERE
DEPOSITED:

Motor Vehicle Account: \$16
Highway Safety Account: \$ 3
General Fund: \$ 1

DISTRIBUTION &
USE:

Appropriated for highway-related purposes, drivers programs, and general government. Surcharge revenue assigned to Motor Vehicle Account (CVISN, weigh-in-motion programs) when collected from motor carriers. Surcharge revenue assigned to Motor Vehicle Account (for congestion relief) when collected from nonmotor carriers.

TAX
EXEMPTIONS:

Farm vehicles pay a *Farm Trip Permit*

TAX HISTORY:

1957 \$2.50 to \$7.50; 3 day maximum; \$2 admin fee
1961 \$.50 to \$2 per 24-hour period; 10 day maximum; \$2.50 admin fee
1969 \$2 to \$4 per 24-hour period; 10 day maximum; \$5 admin fee
1976 \$2 to \$8 per 24-hour period; 10 day maximum; \$5 admin

fee

1981 \$10 for 3-day permit; 3 permits per 30 days; includes \$8 admin fee, \$1 filing fee, and \$1 excise tax

1996 \$10 for 3-day permit; 3 permits per 30 days; includes \$6 admin fee, \$3 filing fee, and \$1 excise tax. Restricted recreational vehicles to two permits per year

1999 Added \$5 surcharge to fund weigh-in-motion programs and congestion relief

2002 Set fee at \$15, retained \$5.00 surcharge

2005 Established *farm vehicle trip permit fee* of \$6.50

2009–11
ESTIMATE:

\$5.8 million

2011–13
FORECAST:

\$5.9 million

VALUE OF
INCREASE:

\$138,000 per \$1 fee increase per biennium

REVENUE SOURCE:	Vanpool Registration Fee
RCW:	46.12.023 (fee) Effective until July 1, 2011, 46.17.220 Effective July 1, 2011 46.74.010 (definitions) 82.08.0287 (sales tax exemption) 82.12.0282 (use tax exemption) 82.44.015 (MVET exemption)
WHO'S TAXED:	A passenger motor vehicle being used for commute ridesharing or for ridesharing for the elderly and the handicapped; includes publicly-owned and privately-owned vehicles.
TAX RATE:	\$25 annual fee in addition to basic registration fee; makes vehicle exempt from motor vehicle excise tax and sales/use tax; vehicles issued special license plate denoting "VANPOOL."
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Motor Vehicle Account
DISTRIBUTION & USE:	Appropriated for highway-related purposes
TAX EXEMPTIONS:	None
2009-11 ESTIMATE:	Minimal
2011-13 FORECAST:	Minimal
VALUE OF INCREASE:	Minimal

REVENUE SOURCE: **Vehicle Business Licenses (formerly Group IV)**

RCW: 46.70.061

WHO'S TAXED: Businesses that sell or manufacture vehicles.
 See: Hulk Haulers and Scrap Processors Business and Vehicle Licenses; Hulk Haulers, Scrap Processors, and Wreckers License Plate Fees; Tow Truck Operator Fee; and Transporter License and Plate Fees.

TAX RATE: Annual Fee – Original License

Dealer – Principal place of business	\$750
Dealer – Subagency	\$100
Dealer – Temporary subagent	\$125
Manufacturer	\$750

Annual Fee – Renewals

Dealer – Principal place of business	\$250
Dealer – Subagency	\$ 25
Manufacturer	\$250

See: Hulk Haulers and Scrap Processors Business and Vehicle Licenses, Hulk Haulers, Scrap Processors, and Wreckers License Plate Fees, Tow Truck Operator Fee, and Transporter License and Plate Fees.

ADMINISTERED BY: Department of Licensing

WHERE DEPOSITED: Motor Vehicle Account

DISTRIBUTION & USE: Appropriated for highway-related purposes

TAX EXEMPTIONS: None

2009–11 ESTIMATE: \$2.8 million

2011–13 FORECAST: \$2.7 million

VALUE OF INCREASE: Not available

**REVENUE
SOURCE:**

Vehicle Certificate of Ownership (Title) and Inspection Fee

RCW:

46.12.040 (Certificate of title and motor vehicle inspection fee) Effective until July 1, 2011, 46.17.100 Application Fee effective July 1, 2011
46.12.060 (VIN altered or obliterated) Effective until July 1, 2011,
46.17.135 Effective July 1, 2011
46.12.080 (Motorcycle and motor changes to title) Effective until July 1, 2011, 46.12.590 Effective July 1, 2011
46.12.101 (Transfer of ownership) Effective until July 1, 2011,
46.17.100 Application Fee effective July 1, 2011
46.12.170 (Reissue of titles) Effective until July 1, 2011,
46.17.100 Application Fee effective July 1, 2011
46.12.181 (Lost or stolen titles) Effective until July 1, 2011,
46.17.100 Application Fee effective July 1, 2011
46.68.020 (Distribution)

WHO'S TAXED:

Applicants for vehicle certificate of ownership (includes motor and nonmotor vehicles except bicycles); inspections required for vehicles previously registered in another state or country, vehicles rebuilt after being declared a total loss, other vehicles as determined by the Department of Licensing; changes to or reissues of title.

TAX RATE:

Certificate of title, \$5.00
Vehicle inspection, \$15 if previously registered in another state or country; \$50 for all other inspections.

**ADMINISTERED
BY:**

Department of Licensing

**WHERE
DEPOSITED:**

Motor Vehicle Account
Multimodal Account
Transportation 2003 (Nickel) Account
Air Pollution Control Account
Vessel Response Account

**DISTRIBUTION &
USE:**

Appropriated for oil spill response, school bus retrofit, and highway-related purposes.

TAX EXEMPTIONS:	None
TAX HISTORY:	<p>1937 50 cents</p> <p>1951 \$1</p> <p>1974 \$1 certificate of ownership; \$10 inspection fee.</p> <p>1989 \$1 certificate of ownership; \$15 inspection fee if previously registered elsewhere; \$20 inspection fee if not.</p> <p>1990 \$1.25 certificate of ownership; \$15 inspection fee if previously registered elsewhere; \$20 inspection fee if not.</p> <p>2002 \$5.00 certificate of ownership; \$15 inspection fee if previously registered elsewhere; \$50 inspection fee if not; raised fee for changes to certificate to \$5.00.</p> <p>2003 Changed distributions of fees from Motor Vehicle Account to Multimodal Account, Transportation 2003 Account, Air Pollution Control Account, and Vessel Response Account. After 2008, fees going to Air Pollution Control and Vessel Response will go to Transportation 2003 Account.</p> <p>2008 Effective July 2008, title fees formerly distributed to the Air Pollution Control and Vessel Response Accounts are distributed to the Transportation 2003 Account.</p>
2009–11 ESTIMATE:	<p>Certificates: \$19.8 million</p> <p>Inspections: \$4.7 million</p>
2011–13 FORECAST:	<p>Certificates: \$22.6 million</p> <p>Inspections: \$5.5 million</p>
VALUE OF INCREASE:	<p>Certificates: \$4.5 million per \$1 fee increase per biennium</p> <p>Inspections: \$0.7 million per \$1 fee increase per biennium</p>

REVENUE SOURCE:	Vessel Pilot License Fee
RCW:	88.16.090
WHO'S TAXED:	Pilots licensed by the state to board out-of-state ships for the purpose of assisting navigation through Washington waters; the two pilotage districts in the state are the Puget Sound and Grays Harbor districts.
TAX RATE:	\$3,000 per year
ADMINISTERED BY:	Board of Pilotage Commissioners
WHERE DEPOSITED:	Pilotage Account
DISTRIBUTION & USE:	Appropriated for administration and operations of the Board of Pilotage Commissioners.
TAX EXEMPTIONS:	None
TAX HISTORY:	1935 \$100 1977 \$250 1979 Not to exceed \$1000; set by Board of Pilotage Commissioners (BPC) 1986 Not to exceed \$1500; set by BPC \$2500 1999 \$3000 beginning 7/1/99
2009–11 ESTIMATE:	\$318,000
2011–13 FORECAST:	\$318,000
VALUE OF INCREASE:	N/A

REVENUE SOURCE:	Vessel Registration Fee
RCW:	88.02.050 Effective until July 1, 2011 88.02.640 Effective July 1, 2011
WHO'S TAXED:	Owners of registered vessels
TAX RATE:	\$10.50 per year
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	General Fund
DISTRIBUTION & USE:	All revenue in excess of \$1.1 million per fiscal year is allocated by the State Treasurer to counties with approved boating safety, education, and law enforcement programs. Eligibility is contingent on approval by the State Parks and Recreation Commission.
TAX EXEMPTIONS:	Military and government vessels not for recreational use, foreign vessels, U.S. Customs cruising vessels, vessels registered and used in other states, vessels temporarily in Washington for repairs, vessels with less than 10 horsepower motors used as transportation from shore to a registered vessel, vessels under 16 feet with less than 10 horsepower motors used on nonfederally regulated waters, and commercial fishing vessels assessed by Department of Revenue (RCW 88.02.030).
TAX HISTORY:	1984 \$6.00 annual registration fee 1994 \$10.50 annual registration fee
2009–11 ESTIMATE:	\$5.7 million
2011–13 FORECAST:	\$6.3 million
VALUE OF INCREASE:	\$530,700 per \$1 fee increase per biennium

<u>REVENUE SOURCE:</u>	Watercraft Excise Tax
<u>RCW:</u>	82.49.010
<u>WHO'S TAXED:</u>	Owners of taxable vessels.
<u>TAX RATE:</u>	One half of 1% (\$5.00 per \$1,000 of taxable value per year) or \$5.00, whichever is greater.
<u>ADMINISTERED BY:</u>	Department of Licensing
<u>WHERE DEPOSITED:</u>	General Fund
<u>DISTRIBUTION & USE:</u>	The watercraft excise tax revenues in each fiscal year may, subject to appropriation by the Legislature, be used for site acquisition, sewage pump out or dump units, enforcing boating safety and registration laws, or for education, as specified in RCW 79A.60.590.
<u>TAX EXEMPTIONS:</u>	Military and government vessels not for recreational use, foreign vessels, U.S. Customs cruising vessels, vessels registered and used in other states, vessels temporarily in Washington for repairs, vessels with less than 10 horsepower motors used as transportation from shore to a registered vessel, vessels under 16 feet, human-powered vessels, and commercial fishing vessels currently paying property tax (RCW 82.49.020, 88.02.030).
<u>TAX HISTORY:</u>	1984 One half of 1% (\$5.00 per \$1,000 of taxable value per year) or \$5.00, whichever is greater.
<u>2009–11 ESTIMATE:</u>	\$25.6 million
<u>2011–13 FORECAST:</u>	\$27.9 million
<u>VALUE OF INCREASE:</u>	\$5.6 million per biennium for each \$1.00 per \$1,000 of taxable value increase per year

Local Taxes

Local Taxes - Overview

This section summarizes the transportation taxes that have been authorized by the Legislature for use by local governments. These taxes may be used for a broad range of transportation purposes, including road construction, mass transit, high capacity transportation, and high occupancy vehicle (HOV) systems. In addition to the local option taxes described in this section, local governments can use several other revenue sources to fund transportation, including distributions of the state motor fuel tax (gas tax), federal funds, bonds, state grants, and local general funds. Further information on revenue sources for local jurisdictions can be found in the Local Jurisdictions section of this manual. Several of the option taxes available to local governments for transportation were established as part of the 1990 transportation revenue package.

REVENUE SOURCE: **Border Area Motor Vehicle Fuel and Special Fuel Tax**

RCW: 82.47.020 (Authorized in 1991)

WHO'S ELIGIBLE

Cities and towns within 10 miles of an international border crossing or transportation benefit districts (TBDs) that contain an international border crossing.

WHERE ENACTED

Sumas, Blaine, Nooksack, Everson and Point Roberts TBDs have enacted this tax.

PURPOSE

For street maintenance and construction in areas along the Canadian border that are experiencing extraordinary traffic levels and impacts due to Canadian motorists.

PROVISIONS

- Jurisdictions are authorized to impose a tax of up to one cent. Voter approval is required. Revenue may be used only for street construction and maintenance. Tax applies to both motor vehicle fuel and special fuel.

REVENUE

Three cities imposed the border area motor vehicle fuel and special fuel tax during 2009 and reported the revenue on city street forms submitted to the Department of Transportation. Whatcom County reported for Point Roberts TBD.

	Current Rate	Revenue
Blaine	1¢/gallon	\$88,672
Nooksack	1¢/gallon	\$14,161
Point Roberts TBD	1¢/gallon	\$35,874
Sumas	1¢/gallon	\$19,181
Everson	1¢/gallon	\$31,175

REVENUE SOURCE: **City Street Utility Charge (Declared invalid November 1995)**

RCW: 82.80.050 (Authorized in 1990)

WHO'S ELIGIBLE

Cities

WHERE ENACTED

The city street utility charge was declared invalid by the Washington State Supreme Court in November 1995.

The Court found in Covell v. City of Seattle that the street utility tax was not a valid fee, but a tax on property that violated (1) the State Constitution's tax uniformity clause, which requires that the rate of tax be a uniform percentage of value for all real property, and (2) the one percent levy limitation, which requires voter approval for property taxes that exceed 1% of property value.

Prior to November 1995, the following cities had enacted this charge: Grandview, Kent, Mabton, Marcus, Medical Lake, Richland, Seattle, Snoqualmie, Soap Lake, Union Gap, Wenatchee, and Wilkeson.

PURPOSE

- Street utilities may be established to own, maintain, operate, and preserve any prescribed portion of the streets of a city or town. Street utilities may include street lighting, traffic control devices, sidewalks, curbs, gutters, parking facilities, and drainage facilities. Revenues collected by street utilities must be used only for transportation purposes.

PROVISIONS

- City levy only.
- Rate capped at equivalent of \$2 per employee per month for businesses and \$2 per housing unit per month as defined in RCW 35.95.040.
- Rates must be uniform within each class of service (business and residential) and both classes must be assessed the charge.
- Other features:
- Revenue limited to 50% of maintenance and operations budget
- Tax exempt entities do not pay
- Full credit given against street utility charge for any commuter or employer tax based on number of employees collected for transportation purposes.
- Not subject to a vote of the people or to exclusive referendum procedure; subject to local laws regarding referenda.
- Subject to planning provisions. (See *Planning Requirements for 1990 Local Option Taxes*)

REVENUE

Cities that imposed the city street utility charge during 1995 and reported the revenue on city street forms submitted to the Department of Transportation:

Grandview	\$75,096
Mabton	\$5,598
Marcus	\$1,419
Medical Lake	\$26,212
Richland	\$423,074
Seattle	\$10,273,672
Snoqualmie	\$24,416
Soap Lake	\$18,140
Union Gap	\$94,240

REVENUE SOURCE: **Commercial Parking Tax**

RCW: 82.80.030 (Authorized in 1990)

WHO'S ELIGIBLE

County (unincorporated area) or city

WHERE ENACTED

The cities of SeaTac, Bainbridge Island, Bremerton, Mukilteo, and Tukwila have implemented this tax.

PURPOSE

For general transportation purposes, including construction and operation of state highways, county roads, and city streets; public transportation; high capacity transportation; transportation planning and design; and other transportation-related activities.

PROVISIONS

- No rate set; rate setting parameters provided.
- Tax may either be on the commercial parking business, based on gross proceeds or number of stalls, or on the customer (similar to an admissions tax).
- Tax exempt carpools, vehicles with handicapped decals, and government vehicles are exempt from the tax.
- Subject to planning provisions. (See *Planning Requirements for 1990 Local Option Taxes*)
- Subject to exclusive referendum procedure. (See *Background Information*).

REVENUE

Jurisdictions that imposed the commercial parking tax during 2009 and reported the revenue on city street or county road forms submitted to the Department of Transportation or the Local Government Reporting System of the Office of the State Auditor:

SeaTac	\$5,425,042
Bainbridge Island	\$508,772
Bremerton	\$311,374
Mukilteo	\$66,264
Tukwila	\$155,585
Burien	\$17,398
Des Moines	\$19,657
Monroe	\$163,630
Seattle	\$18,660,166

REVENUE SOURCE: **Local Option Taxes for High Capacity Transportation (MVET, Employee, Sales Tax)**

RCW: 81.104.140 through 81.104.170 (Authorized in 1990)

WHO'S ELIGIBLE

Regional transit authorities (RTA) in King, Pierce, and Snohomish counties; transit agencies in Thurston, Clark, Kitsap, Spokane, and Yakima counties.

WHERE ENACTED

RTA in King, Pierce, and Snohomish counties enacted a high capacity transportation (HCT) tax in November 1996.

PURPOSE

For planning, constructing, and operating high capacity transportation (HCT), commuter rail, and feeder transportation systems. Voter approval required.

PROVISIONS

- Motor Vehicle Excise Tax (81.104.160)*
 - Up to 0.8% of vehicle value
 - Trucks over 6,000 pounds are exempt.
 - MVET revenue for high occupancy vehicle (HOV) programs and HCT cannot exceed amount generated by 0.8% MVET.
 - Can only be levied if all local agencies that are parties to an interlocal agreement are imposing the tax at the same rate.
 - For rental vehicles on which sales and use tax is collected in lieu of MVET, additional sales tax may be collected up to a maximum rate of 2.172%.
- Employer Tax (81.104.150)
 - Up to \$2 per employee per month.
 - Not allowed if HOV employer tax in effect.
- Sales and Use Tax (81.104.170)
 - Up to 1% of purchase price on taxable items.
 - Limited to 0.9% in counties that have imposed 0.1% sales tax for criminal justice and in regional transit authorities in which any member county has imposed the 0.1% criminal justice tax.
- General Provisions
 - Tax revenues may be pledged for bonds.
 - Local agencies may contract with Department of Revenue or other entities to collect taxes.
 - Commuter rail is an authorized use of both HOV and HCT funds:
 - Because commuter rail uses existing rail lines, it is included with HOV programs as a near-term capacity improvement
 - It could also be used to address long-term HCT system needs.
-

* Disposition of MVET collections pending court decision.

REVENUE

High capacity transportation taxes imposed by the Regional Transit Authority during 2009 and 2010 as reported by the Department of Revenue and Sound Transit:

Regional Transit Authority (Sound Transit)

Calendar Year	MVET	Sales Tax
2008	\$72.8M	\$273.3M
2009	\$64.5M	\$403.1M

The MVET tax rate is 0.3% and the sales tax rate was 0.4% through March 2009. Beginning April 2009, sales tax rate was increased to 0.9%.

REVENUE ESTIMATE (For Calendar Year 2010)

	0.3% MVET	\$2 per Employee per Month	0.9% <u>Sales Tax</u>
Sound Transit (RTA)	\$64.3M		\$531.5M
King		\$27.7M	Included in Sound Transit
Pierce		\$6.3M	Included in Sound Transit
Snohomish		\$5.8M	Included in Sound Transit
Spokane		\$4.9M	\$55.3M
Clark		\$3.1M	\$35.0M
Kitsap		\$2.0M	\$28.9M
Thurston		\$2.4M	\$21.8M
Yakima		\$1.8M	\$9.2M

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RTA revenue estimate reflects a 0.3% MVET and 0.9% sales tax.

Employer tax estimates do not include any deduction for credits to employers that have ride-sharing programs.

MVET and sales tax revenue estimates are for entire counties. Except for King County where the transit district is countywide, projections of HCT taxes should be reduced to reflect the taxing district (transit system) being less than countywide.

For other revenue assumptions, see *Background Information*.

REVENUE SOURCE: **Local Option Taxes for High Occupancy Vehicle (HOV) Systems (MVET, Employee)**

RCW: 81.100.030, 81.100.060 (Authorized in 1990)

WHO'S ELIGIBLE

King, Pierce, and Snohomish counties.

WHERE ENACTED

No county has enacted a high occupancy vehicle (HOV) tax.

PURPOSE

For high occupancy vehicle (HOV) lane development, mitigation of environmental impacts of HOV development, support of employer programs to reduce single-occupant commuting, and commuter rail programs. Authorized for King, Pierce, and Snohomish counties, with voter approval.

PROVISIONS

- Motor Vehicle Excise Tax (RCW 81.100.060)
 - Local MVET of up to 0.3% in the case of a county or 0.8% in the case of a regional transportation investment district.
 - Same additional local rate may be applied to sales and use tax on rental vehicles in lieu of MVET (see *State Taxes and Fees* for more information).
 - Trucks over 6,000 pounds are exempt.
 - Total of MVET revenue from HOV and High Capacity Transportation (HCT) local option taxes cannot exceed amount generated by 0.8% MVET (maximum local MVET for HCT).
- Employer Tax (RCW 81.100.030)
 - Up to \$2 per employee per month.
 - May include public and private employers, including state agencies.
 - Credits employers who are participating in ride-share programs.
- General Provisions
 - If both employer tax and local MVET are imposed, total cannot exceed amount that would be generated by 13.64% local MVET.
 - Permits HOV funds to be pledged for repayment of bonds until year 2000, and with voter approval, to be used for commuter rail.
 - Commuter rail is an authorized use of both HOV and HCT funds. Because commuter rail uses existing rail lines, it is included with HOV programs as a near-term capacity improvement. It also may be a component for addressing long-term HCT system needs.

- REVENUE ESTIMATE (For Calendar Year 2010)

	0.3% MVET <u>Surtax</u>	\$2 per Employee <u>per Month</u>	Maximum HOV <u>Collections</u>
King		\$27.7M	\$27.7M
Pierce		\$6.3M	\$6.3M
Snohomish		\$5.8M	\$5.8M

- Employer tax estimates do not include any deduction for credits to employers that have ride sharing programs.

For other revenue assumptions, see *Background Information*.

REVENUE SOURCE: **Local Option Taxes for Ferry Services—County Ferry Districts and PTBAs**

RCW: Chapter 36.54 and 36.57A

WHO'S ELIGIBLE

County Ferry Districts can be established in all or a portion of a county. See *Resource Manual Section: Agencies and Jurisdictions—Local/Regional* for County Ferry District and Transit Agencies.

WHERE ESTABLISHED

None at this time

PURPOSE

To finance acquisition of ferry facilities and provide for operation of ferries.

FINANCE PROVISIONS -- COUNTY FERRY DISTRICTS (Ch 36.54 RCW)

- Ad valorem tax (36.54.130)
 - Not to exceed seventy-five cents per \$1,000 assessed value
 - Can be imposed by county legislative authority
 - Annual imposition
- Excess Property Tax Levy (36.54.140)
 - Annual imposition
 - Voter approval required
 -
- **FINANCE PROVISIONS – PUBLIC TRANSPORTATION BENEFIT AREAS ON PUGET SOUND--PASSENGER-ONLY FERRY SERVICE (RCW 36.57A.210)**
- Motor Vehicle Excise Tax (82.80.130)
 - Up to 0.4% on renewals
 - On vehicles licensed for 6000 pounds or less
 - Voter approved
- Sales and Use Tax (82.14.440)
 - Up to 0.4%
 - Cannot be imposed where a Regional Transit Authority has been established
 - Voter approved
- Other Revenue Sources
 - Ferry tolls for passengers and packages, and parking tolls where applicable
 - Leasing and advertising fees

REVENUE SOURCE: **Local Option Taxes: Regional Transportation Investment Districts (RTIDs)**

RCW: Chapter 36.120

WHO'S ELIGIBLE

Regional Transportation Investment Districts can be established in King, Pierce and Snohomish counties. Prior to December 1, 2007, an RTID must include at least two adjacent counties. After December 1, 2007, an RTID can include one or two or more contiguous counties. *See Resource Manual Section: Agencies and Jurisdictions—Local/Regional* for RTID discussion

WHERE ESTABLISHED:

On November 6, 2007 the voters of Snohomish, King and Pierce Counties voted on Proposition 1, which included RTID Blueprint for Progress and Sound Transit Phase 2 plans. The measure was defeated.

PURPOSE

Principally to finance capital construction of highways of statewide significance in the district. (*See Resource Manual Section: Agencies and Jurisdictions—Local/Regional* for RTID discussion and project particulars).

FINANCE PROVISIONS (RCW 36.120.050) All voter approved:

- Sales and Use Tax (36.120.050(1)(a) and 82.14.430) - Up to 0.1%,
- Vehicle License Fee (36.120.050(1)(b) and 82.80.100) - Up to \$100 annual fee
- Motor Vehicle Excise Tax (36.120.050(1)(d) and 81.100.060)
 - Up to 0.8%,
 - Must use new state defined depreciation schedule (82.44.035)
- Parking Tax (36.120.050(1)(c) and 82.80.030) - On commercial businesses
- Tolls (36.120.050(1)(g))
 - Routes to be tolled must be identified in investment plan.
 - Tolls administered by WSDOT unless otherwise provided for in law.
 - Tolls must be approved by Transportation Commission and the Commission is the tolling authority.
- Local Option Fuel Tax (36.120.050(1)(e) and 82.80.120)
- Equal to 10% of statewide fuel tax (3.4 cents per gallons based on 34 cent statewide gas tax).
- County may levy tax used for district or a district may levy the tax.
- Districts can only levy tax if boundaries are coextensive with member county boundaries.
- Restricted to 18th amendment purposes.
- Tax may not be levied by both a county and an RTID.

REVENUE SOURCE: **Local Option Taxes: Transportation Benefit Districts**

RCW: Chapter 36.73

WHO'S ELIGIBLE

Transportation Benefit Districts which can be established city-wide up to multi-county. Presently, TBD's may be established in all counties except in King, Pierce and Snohomish Counties. After December 1, 2007, a TBD can also be established in those counties. *See Resource Manual Section: Agencies and Jurisdictions—Local/Regional* for TBD discussion.

WHERE ESTABLISHED

District	Fee	Effective Date
Burien No. 1	\$ 10	2/1/2011
Des Moines	\$ 20	9/1/2009
Edmonds	\$ 20	9/1/2009
Lake Forrest Park	\$ 20	9/1/2009
Olympia	\$ 20	10/1/2009
Prosser	\$ 20	11/1/2009
Seattle	\$ 20	5/1/2011
Shoreline	\$ 20	2/1/2010
Snoqualmie	\$ 20	3/1/2011

PURPOSE

To finance construction of, and operate, improvements to roadways, high capacity transportation systems, public transit systems, and other transportation management programs.

FINANCE PROVISIONS (Ch 36.73 RCW and RCW 36.73.040)

- Sales and Use Tax (82.14.0455)
 - Up to 0.2%, with voter approval
 - Tax may not be in effect longer than 10 years unless reauthorized by voters
- Motor Vehicle License Renewal Fee (82.80.140)
 - Up to \$100 annual fee, with voter approval
 - Vehicles of 6000 lbs or less
- Excess Property Tax Levies (36.73.060)
 - One year, voter approved
 - Multi-year for GO bonds
- Tolls (36.73.040(2)(d))
 - Tolls on facilities including state routes and local roads
 - Tolls on state routes must be administered by WSDOT
 - All tolls must be approved by Transportation Commission
- Other Revenue Sources
 - Late-comer fees (36.73.140)
 - Development fees (36.73.040(2)(c) and 36.73.120)
 - LID formation (36.73.080)

REVENUE SOURCE: **Local Option Motor Vehicle and Special Fuel Tax for Counties**

RCW: 82.80.010 (Authorized in 1990)

WHO'S ELIGIBLE

Countywide (including incorporated areas).

WHERE ENACTED

No county has enacted this tax.

PURPOSE

For "highway purposes" as defined by the 18th Amendment, including the construction, maintenance, and operation of city streets, county roads, and state highways; operation of ferries; and related activities.

PROVISIONS

- Equal to 10% of statewide motor vehicle fuel tax and special fuel tax (3.75 cents per gallon based on 37.5-cent statewide gas tax with the full implementation of a 9.5-cent tax rate increase included in 2005 Transportation legislation).
- Countywide imposition (no city levy).
- Revenues distributed back to county and cities contained within the county, levying the tax on a weighted per capita basis (1.5 for population in unincorporated areas; 1.0 for population in incorporated areas).
- Voter approval required.
- Subject to planning provisions. (See *Planning Requirements for 1990 Local Option Taxes.*)

REVENUE ESTIMATE (For Calendar Year 2009)

For revenue estimates by county, see *Local Option Fuel Tax*.

REVENUE SOURCE: **Motor Vehicle License Fee* (Repealed by Initiative 776)****

RCW: 82.80.020 (Authorized in 1990)

WHO'S ELIGIBLE

Countywide (including incorporated areas).

WHERE ENACTED

A \$15 fee had been authorized in Douglas, King, Pierce, and Snohomish counties.

PURPOSE

For general transportation purposes, including 18th Amendment "highway purposes"; public transportation; high capacity transportation; transportation planning and design; and other transportation-related activities.

PROVISIONS

- Imposed at county level, or for a qualifying city or town located in a county that has not imposed a \$15 fee.
- Applies to incorporated and unincorporated areas.
- City or town may impose the fee only if authorized by a majority of voters.
- Up to \$15 maximum per vehicle registered in county.
- The 1998 law extends applicability to trucks weighing 6,000 pounds or less (unladen).
- Exempts all trucks above 6,000 pounds (unladen), buses, for-hire vehicles, commercial trailers, and converter gears.
- Allows county to exempt senior citizens with incomes below level set by county and persons with physical disabilities.
- Revenues distributed to county and cities contained within the county levying the tax on a weighted per capita basis (1.5 for population in unincorporated areas; 1.0 for population in incorporated areas).
- Subject to planning provisions. (See *Planning Requirements for 1990 Local Option Taxes*).
- Subject to exclusive referendum procedure. (See *Background Information*).

REVENUE

Counties that imposed the motor vehicle license fee during 2002 as reported by the Department of Licensing:

Douglas County	\$352,888
King County	\$17,404,484
Pierce County	\$6,993,526
Snohomish County	\$6,453,459

* Language contained in Initiative 776, passed by the voters in November 2002, repealed the motor vehicle license fee. Money collected during 2003 was refunded in October 2004.

** For more information on Initiative 776, see the *Transportation Budget* section.

REVENUE SOURCE: **Property Tax Road Levy**

RCW: 36.82.040

WHO'S ELIGIBLE

Counties (unincorporated areas).

WHERE ENACTED

Every county in Washington collects a property tax road levy.

PURPOSE

For construction, preservation, and maintenance of county roads, bridges, and wharves necessary for providing vehicle ferry service, and for other proper county road purposes.

PROVISIONS

- May not exceed \$2.25 per thousand dollars of assessed valuation.
- Proceeds are deposited in county road fund.
- Any portion of the county property tax road levy may be diverted by the county legislative authority to any other county-provided service (RCW 36.33.220); however, such diversion may make the county ineligible for state road grants through the Rural Arterial Program of the County Road Administration Board (RCW 36.79.140).

REVENUE

Budgeted property tax road levy revenue for 2009 as reported by the County Road Administration Board:

\$427.5 million (prior to diversions)

\$386.4 million (net for roads after diversions)

REVENUE SOURCE: **Transit Taxes**

RCW: 35.95.040, 82.14.045

WHO'S ELIGIBLE

Transit districts.

WHERE ENACTED

28 transit districts have a sales tax or utility tax in place.

PURPOSE

For operation, maintenance, and capital needs of transit districts. Voter approval is required for the B&O, household/utility, and sales and use taxes described below.

PROVISIONS

- Business and Occupation Tax (RCW 35.95.040)
 - Rate to be determined by transit district
 - Rate may be applied against value of products, gross proceeds, or gross income of business
 - May be used concurrently with household/utility tax for transit
 - May not be used concurrently with sales and use tax for transit
 - Voter approval required
- Household/Utility Excise Tax (RCW 35.95.040)
 - Up to one dollar per month per housing unit
 - May be used concurrently with B&O tax for transit
 - May not be used concurrently with sales and use tax for transit
 - Voter approval required
- Sales and Use Tax (RCW 82.14.045)
 - Up to a maximum of 0.9%
 - Exemptions and provisions of statewide sales and use tax apply
 - May not be used concurrently with B&O tax for transit or household/utility tax for transit
 - Voter approval required
- Motor Vehicle Excise Tax—local portion (35.58.273)
 - Up to 0.725% of the value of vehicles in the transit district

Chapter 6, Regular Session, Laws of 2002 repealed the local motor vehicle excise tax, retroactively to January 1, 2000.

Public Transportation Benefit Areas (PTBA's) located in Puget Sound have additional tax authority to fund passenger-only ferry activities. (RCW 36.57A.210). *See Local Taxes - Local Option Taxes for Local Ferry Services* for details).

REVENUE

Transit tax revenue (excluding the Regional Transit Authority) during 2009 as reported by the Department of Revenue:

Local Collections: \$715.3 million

REVENUE ESTIMATE (For Calendar Year 2010)

For revenue estimates, see *Local Tax for Transit*.

Local Option Fuel Tax Table
 Revenue Estimate (For Fiscal Year 2011)
 (Dollars in Thousands)

County	Local Option Fuel Tax* (3.75 cents/gallon)
Adams	339
Asotin	402
Benton	3,206
Chelan	1,359
Clallam	1,300
Clark	8,076
Columbia	77
Cowlitz	1,854
Douglas	714
Ferry	146
Franklin	1,400
Garfield	43
Grant	1,626
Grays Harbor	1,327
Island	1,504
Jefferson	543
King	35,846
Kitsap	4,604
Kittitas	751
Klickitat	380
Lewis	1,402
Lincoln	195

Mason	1,059
Okanogan	758
Pacific	410
Pend Oreille	243
Pierce	15,103
San Juan	306
Skagit	2,212
Skamania	202
Snohomish	13,184
Spokane	8,720
Stevens	821
Thurston	4,680
Wahkiakum	77
Walla Walla	1,105
Whatcom	3,625
Whitman	808
Yakima	4,433
State Total	124,838

Note: Fuel tax collections at the county level are estimated from the county's share as a percentage of total state fuel gallons taxed at 3.75 cents per gallon. State total is based upon November 2010 motor vehicle revenue forecast. The county's share is based upon current population estimates and forecasts provided by the Office of Financial Management. These estimates do not have nonhighway use or tribal fuel tax refunds and transfers, or administrative expenses subtracted out.

Local Tax for Transit Table
Revenue Estimates (For Calendar Year 2009 and 2010)

Transit District	Local Transit Tax		2009 Actual Local Tax Revenue	Estimated 2010 Local Tax Revenue
	Type	Rate		
Asotin County Transit	Sales	0.20%	\$491,200	\$449,300
Ben Franklin Transit	Sales	0.60%	\$22,773,700	\$25,242,600
Link Transit (Chelan/Douglas)	Sales	0.40%	\$7,794,500	\$7,528,700
Clallam Transit System	Sales	0.60%	\$5,582,600	\$5,697,100
C-TRAN (Clark)	Sales	0.50%	\$21,113,200	\$23,089,500
Columbia County Public Transportation	Sales	0.40%	\$188,500	\$180,800
Community Urban Bus System (Cowlitz)	Sales	0.20%	\$1,962,600	\$3,414,800
Grant Transit Authority	Sales	0.20%	\$2,759,200	\$2,578,300
Grays Harbor Transportation Authority	Sales	0.60%	\$5,059,400	\$5,160,500
Island Transit	Sales	0.60%	\$4,753,800	\$7,060,500
Jefferson Transit Authority	Sales	0.60%	\$2,283,400	\$2,197,200
Metro Transit (King)	Sales	0.90%	\$374,707,800	\$375,668,400
Kitsap Transit	Sales	0.80%	\$25,749,000	\$25,649,500
Twin Transit (Lewis)	Sales	0.20%	\$1,336,200	\$1,234,100
Mason Transportation Authority	Sales	0.60%	\$3,174,600	\$3,142,200
Pacific Transit System	Sales	0.30%	\$688,900	\$689,800
Pierce Transit	Sales	0.60%	\$63,079,100	\$66,288,900
Skagit Transit	Sales	0.30%	\$6,480,500	\$6,261,700
Everett Transit System	Sales	0.60%	\$14,569,500	\$15,802,500
Community Transit (Snohomish)	Sales	0.90%	\$62,297,700	\$63,168,400
Spokane Transit Authority	Sales	0.60%	\$41,216,200	\$41,483,300
Intercity Transit (Thurston)	Sales	0.60%	\$20,630,600	\$21,570,400
Valley Transit (Walla Walla)	Sales	0.30%	\$2,001,100	\$4,004,300
Whatcom Transportation Authority	Sales	0.60%	\$17,889,700	\$18,334,300

Pullman Transit	Utility	0.30%	\$1,146,500	\$1,065,900
Selah (Yakima)	Sales	0.30%	\$277,300	\$273,700
Union Gap (Yakima)	Sales	0.20%	\$799,405	\$775,900
Yakima Transit	Sales	0.30%	\$4,484,300	\$4,644,400

Local Taxes & Fees - Background Information

1. Referendum Procedure for Motor Vehicle License Fee and Commercial Parking Tax (per RCW 82.80.090)
 - Petition to repeal vehicle license fee or commercial parking tax must be filed within seven days of passage or the ordinance imposing the tax.
 - Petitioner has 30 days after ballot title written to obtain signatures of not less than 15% of registered voters.

2. Revenue Assumptions for HOV and HCT Taxes
 - MVET
 - Assumes larger trucks represent 13% of vehicle valuations
 - Estimates are for fiscal year
 - EMPLOYER TAX
 - County employment estimates are based on Employment Security Department actual monthly average employees covered by the Washington Employment Security Act for the first 10 months of 2010.
 - Revenue projections are for countywide tax. Except for King County and Kitsap County, transit districts in other counties will yield less revenue than projected. The 2010 service areas of transit systems in Pierce, Snohomish, Spokane, Clark, Thurston, and Yakima Counties are listed below:

• Pierce Transit	• 93%
• Snohomish (Everett Transit & Community Transit)	• 87%
• Spokane Transit	• 85%
• Clark (C-TRAN)	• 84%
• Thurston (Intercity Transit)	• 62%
• Yakima Transit	• 35%
 - SALES TAX
 - Revenue projected from 2009 actual, and assuming projected sales tax growth from the forecast by the Washington State Office of the Forecast Council.
 - Estimates are for calendar year.

Federal Funding TOC

Federal Funding

General Information

Introduction

How does the federal government impact transportation in Washington State?

Federal transportation law:

- determines the rates of federal transportation taxes and fees (how much money)
- sets the distribution of federal funds among states and local agencies (who gets the money)
- creates programs (e.g., highways, transit, ferries, research) and establishes eligibility, criteria, budgets, and spending rules (what you can spend it on)
- details safety and environmental regulations that guide the design, construction and operation of transportation projects receiving federal funds (the rules for spending)

Federal transportation funds are distributed back to states through formula, earmarks, and grants. WSDOT administers most federal funds, subject to federal and state criteria, even funds that go to local agencies. WSDOT acts as a fiscal agent for the federal government, ensuring that local agencies comply with the multitude of federal transportation and environmental laws and regulations. MPOs/RTPOs and transit agencies make many local funding decisions.

There are two primary legislative vehicles for federal transportation funding: authorization bills covering multiple years such as SAFETEA-LU, and annual appropriations bills.

SAFETEA-LU expired on October 1 2009. Congress and the Administration have been unable to reach agreement on a new bill, and have extended the current several times, most recently through December 31, 2010. As of November 2010 we expect Congress to extend SAFETEA-LU into spring 2011. Congress may debate legislative proposals in 2011, but conventional wisdom is that a new authorization bill will not be passed until 2013, after the Presidential election.

Annual appropriations are usually drafted in late spring, and debated in the summer or early fall. The federal fiscal year runs from October through September, but Congress has been unable to pass appropriations bills on time and therefore bills are typically passed anywhere from weeks to months late.

Both authorization and appropriations bills have contained earmarks in the past. In November 2010 the House will work under a moratorium on earmarks for FY '12 and '13, and the Senate voted to continue earmarking. President Obama supports a moratorium on earmarks.

State Revenue from Federal Programs

The state receives federal apportionments and allocations from a variety of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) programs. Federal funding is an important supplement and complement to state transportation funding, providing about 29% of WSDOT's 2007-09 capital budget and a projected 24% of WSDOT's 2009-11 capital budget.

In the table below are the actual and forecasted apportionments and allocations to the state and local agencies from the statutory federal programs with forecasted values based on the November 2010 Transportation Revenue Forecast. In addition, the state was eligible for certain discretionary programs administered by the U.S. Department of Transportation. FFY 2010 includes the restoration of \$148 million of contract authority which was previously rescinded on September 30, 2009 per notice N4510.724. The 2010 rescission of \$38 million was taken from unobligated balances of highway contract authority as written in notice N4510-729. The reduction in the funding forecast for FFY 2012 is based on the projected shortfall in the Highway Trust Fund and its expected inability to sustain current funding levels into the future.

FHWA Formula Program Apportionments To Washington						
(Dollars in Millions)						
Program	Actual 2007	Actual 2008	Actual 2009*	Actual 2010 *	Forecast 2011 **	Forecast 2012
Interstate Maintenance	98	97	99	109	110	81
National Highway System	113	110	75	152	126	100
Minimum Guarantee Flexible	-	-	-	-	-	-
Equity Bonus Flexible	14	13	14	14	14	11
Surface Transportation Program ¹	126	123	81	153	141	104
Highway Safety Improvement Program ²	18	19	3	37	22	18
Railway-Highway Crossings ²	4	4	1	9	4	3
Bridge	153	153	104	205	170	149
Border Infrastructure Program	10	11	11	15	13	10
CMAQ	32	32	(12)	49	37	29
Safe Routes to Schools	2	3	3	4	4	3
MPO Planning	6	6	6	6	7	5
Recreational Trails	2	2	2	2	2	2
SPR from all Programs	11	11	11	12	13	10
Subtotal Apportionments	591	586	397	768	661	524
Civil Penalty - Section 164 ¹				(11)	(11)	(11)
Section 122 LHIP Funds				12	-	-
Redistributed Certain Programs N4510.725				5	-	-
Extension of Allocated Programs Notice N4510.726				38	-	-
High Priority Projects	55	55	55	-	20	20
TOTAL APPROPRIATIONS	647	641	453	812	670	533

*The forecast for FFY 2010 is based on continuing resolution Notice N4510.7123 dated April 20, 2010. This continuing resolution extends the surface transportation programs under the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) through December 31, 2010. This continuing resolution is based on pre rescission 2009 apportionment levels and has High Priority project apportionment distributed into the formula programs.

** The forecast for FFY 2011 is based on the President's 2011 budget proposal which is a 0.62% increase over 2010 pre rescission restoration levels

¹ Civil Penalty is represented below the line in the September 2010 forecast when the penalty was shown as a reduction to Interstate Maintenance in the June 2010 forecast. Civil penalties of \$11 million per year are being forecasted in FFY 2010 – FFY 2012 due to Washington State's current repeat DUI offender law not meeting federal standards

FTA Program Allocations To Washington					
(Dollars in Millions)					
Program	Actual 2006	Actual 2007	Actual 2008	Actual 2009	Actual 2010
Fixed Guideway Modernization (5309)¹	26	32	38	16	43
New Starts (5309)²	83	80	102	37	123
Bus & Bus Facilities (5309)³	18	46	8	22	15
Capital and Operating Grants (5307)⁴	129	102	112	119	121
Rural Assistance (5311)	8	8	0	0	0
Rural Transit Assistance Program (5311)	0	0	9	10	10
Elderly/Disabled Assistance Programs (5310)	2	-	2	3	3
MPO Planning (5303)	2	-	2	2	2
State Planning (5304)	-	-	0	0	0
Alternative Analysis (5339)	0	1	0	-	4
Job Access/Reverse Commute	3	3	3	3	3
New Freedom	2	2	2	2	2
TOTAL ALLOCATIONS	290	273	273	214	325

¹ Direct allocations to Puget Sound Regional Council for Seattle and Tacoma area projects benefiting fixed guideway systems.

² Allocated for Puget Sound Sounder Commuter Rail, Central Link Light Rail, University Link LRT, & Pacific Highway South BRT.

³ Allocated discretionary grants for transit purposes in Washington State.

⁴ Direct allocations to Transportation Management Areas (TMAs) for the Portland-Vancouver area, Seattle, Bremerton, Spokane, Marysville; allocation to the Washington State Department of Transportation for Bellingham, Longview, Olympia, Tri-Cities, Yakima, Wenatchee, Mount Vernon, Lewiston, ID-WA.

The Federal Funding Authorization

SAFETEA-LU & CONTINUING RESOLUTION N4510.723

The most recent federal service transportation authorization law was **Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU)** (Public Law 109-59), was signed into law on August 10, 2005 and expired on September 30, 2009. Federal highway funding is currently under an extension of SAFETEA-LU, Continuing Resolution N4510.723, which extends SAFETEA-LU through December 31, 2010.

Spending Levels on Surface Transportation

Continuing Resolution N4510.723 maintains funding levels for FFY2010 and 3 months of FFY2011 at pre-rescission FFY2009 levels. FFY 2011 federal funding forecast was based on the President's funding proposal dated February 3, 2010 because it was the most conservative of three transportation funding proposals being considered. The November forecast FFY 2011 is only .06% higher than FFY 2009 prerescission level. The apportionment forecast for FFY 2012 assumes a 20% reduction from FFY 2011 due to the uncertain nature of the funding in the Highway Trust Fund. It is unlikely that a new multi-year reauthorization bill will be signed into law in the near future. It is more likely that a new continuing resolution or series of continuing resolutions will be enacted to extend SAFETEA_LU until a new multi-year law can be signed into law. SAFETEA-LU provided a total of \$286.4 billion in guaranteed funding between FFY 2004 and 2009, a 42% increase over the guaranteed funding provided under TEA-21 (FFY 1998–2003). That funding level included \$227 billion in guaranteed funding for the federal highway program (a 40% increase over TEA-21) and \$53 billion in guaranteed funding for the federal transit program (a 46% increase).

Equity Bonus Program

SAFETEA-LU replaced the Minimum Guarantee Program with a new Equity Bonus Program in an effort to better ensure an equitable return on federal gas tax contributions for every state. The new program has three features. First, it ensures that each state's return on its share of contributions to the Highway Trust Fund would be at least 90.5% in 2005, building toward a minimum of 92% relative rate of return by 2008. In addition, every state is guaranteed a specified rate of growth over its average annual TEA-21 funding level, and selected states are guaranteed a share of apportionments and High Priority Projects not less than the state's average annual share under TEA-21.

Tolling Options

SAFETEA-LU provided states with increased flexibility to use tolling under two new programs—the Interstate System Construction Toll Pilot Program and the Express Lanes Demonstration Program—along with continued funding for the Interstate System Reconstruction and Rehabilitation Toll Pilot Program and the Value Pricing Pilot Program.

Enhanced Innovative Financing

SAFETEA-LU sought to make it easier and more attractive for the private sector to participate in highway infrastructure projects through increased eligibility for private activity bonds, broader TIFIA and State Infrastructure Bank loan policies, and the expanded tolling options just mentioned above.

Environmental Streamlining

SAFETEA-LU includes a new environmental review process for surface transportation projects, a statute of limitation for litigation, and delegation of some environmental authorities to states.

Freight Mobility

Although the final version of SAFETEA-LU dropped the separate freight programs in the House and Senate bills, it provided billions of dollars in funding for specific projects with major freight-related components. It also made programmatic changes designed to improve freight mobility and analyze freight impacts.

Federal Transportation User Fees

Motor Fuel

- Gasoline: 18.4¢ per gallon
 - 15.44¢ for Highway Account
 - 2.86¢ for Mass Transit Account
 - 0.1¢ for Leaking Underground Storage Tank Trust Fund
- Diesel Fuel: 24.4¢ per gallon
 - 21.44¢ for Highway Account
 - 2.86¢ for Mass Transit Account
 - 0.1¢ for Leaking Underground Storage Tank Trust Fund
- Special Fuels: 18.4¢ per gallon
 - 15.44¢ for Highway Account
 - 2.86¢ for Mass Transit Account
 - 0.1¢ for Leaking Underground Storage Tank Trust Fund
- Gasohol (10% Gasohol made with Ethanol): 18.44¢ per gallon
 - 15.44¢ for Highway Account
 - 2.86¢ for Mass Transit Account
 - 0.1¢ for Leaking Underground Storage Tank Trust Fund

Other Highway User Fees (Dedicated To Highway Account)

- Tires
 - 9.45¢ for each 10 lbs. of the maximum rated load capacity over 3,500 lbs.
- Truck and Trailer Sales
 - 12% of retailer's sales price for all tractors and trucks over 33,000 lbs. gross vehicle weight (GVW) and trailers over 26,000 lbs. GVW.
- Heavy Vehicle Use (Annual Tax)
 - Trucks 55,000–75,000 lbs. GVW, \$100 plus \$22 for each 1,000 lbs. over 55,000 lbs.
 - Trucks over 75,000 lbs. GVW, \$550.

Federal Highway Trust Fund Revenue

The Highway Trust Fund (HTF) was established by the Highway Revenue Act of 1956 as a mechanism to fund construction of the Interstate Highway System. Taxes dedicated to the HTF are extended periodically by Congress—most recently as part of SAFETEA-LU.

Like other federal trust funds, such as the Social Security Trust Fund, the HTF is a financing mechanism established by law to account for receipts that are collected by the federal government and designated for a specific purpose. The Highway Revenue Act provided that revenues from certain highway user taxes, primarily the federal gasoline tax and a variety of tire and truck sales taxes, would be credited to the HTF to finance the highway program enacted in the Federal-Aid Highway Act of 1956.

Originally, the HTF focused solely on highways. In the early 1980's, Congress decided that some revenues should be used to fund transit needs. As a result, two separate accounts were created within the HTF—one for highways and the other for mass transit. Today the federal gasoline tax is the primary source of revenue to the HTF accounts. The federal gasoline tax is 18.4¢ per gallon. Of this, 2.86¢ flows to the Mass Transit Account and 15.44¢ flows to the Highway Account. Other taxes and fees flowing into the HTF are displayed earlier in this document (see *Federal Transportation User Fees* on page 151).

Each penny of federal motor fuel tax results in about \$1.1 billion annually. With SAFETEA-LU, all federal gasoline tax revenue goes into the HTF and is directed to transportation.

Federal Fiscal Year 2009 (October 1, 2008 – September 30, 2009)

Highway Account Fund Revenue

Income:

Motor Fuel Taxes	\$30.126 billion
Other Taxes*	7.191 billion
Total Income	\$37.317 billion

*Includes taxes on tires, trucks and trailers, and heavy vehicle use.

Mass Transit Account Revenue

Income:

Motor Fuel Taxes	\$4.809 billion
Total Income	\$4.809 billion

Federal Transportation Programs – Aviation

FEDERAL PROGRAM: **Airport Planning Grants**

FEDERAL AGENCY: Federal Aviation Administration

PROGRAM DESCRIPTION

Program funds are distributed on a grant basis and are currently used to support the following Aviation Division effort:

Production and update of the Air Transportation System Plan for Washington State. Identifies the state's interest in air transportation and provides a statewide management strategy to effectively manage the system in the state. The system plan also identifies the type and attributes of all public use airport facilities , passenger enplanements, aircraft operation levels and based aircraft, as well as air cargo trends and forecasts by airport, region and statewide. Determines level of construction, maintenance, and improvement necessary throughout the system. Provides the information necessary for the FAA to develop the Washington State portion of the Federal National Plan of Integrated Airport Systems (NPIAS). Provides the information necessary for the aviation mode in the Washington State Transportation Plan.

STATE RECIPIENTS

WSDOT Program F (Aviation Division).

DISTRIBUTIONS

Funds have been distributed by grant based on regional needs. The Federal System Planning Program has been eliminated as a stand-alone program and has been combined into the Airport Improvement Program (AIP), which provides discretionary grants to states for airport improvements and planning.

Over the 5-year life of SAFETEA-LU, Washington received \$490 million for this program.

MATCHING REQUIREMENTS

95% federal share; 5% state share.

Federal Transportation Programs - Highways

FEDERAL PROGRAM: **Alternative Transportation in Parks and Public Lands**

FEDERAL AGENCY: Federal Transit Administration and the Department of the Interior

PROGRAM DESCRIPTION

This program seeks to support public transportation projects in parks and public lands by providing grants for planning or capital projects in or near federally-owned or -managed parks, refuges, or recreational areas that are open to the general public.

DISTRIBUTIONS

Grants may be made to federal land management agencies and to states, tribes, and local governments at the discretion of the Secretaries of Transportation and the Interior.

Over the 5-year life of SAFETEA-LU, Washington received \$1,897,176 million for this program.

MATCHING REQUIREMENTS

At the discretion of the Secretaries of Transportation and the Interior.

FEDERAL PROGRAM: **Bridge Replacement and Rehabilitation**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The Bridge Replacement and Rehabilitation Program provides funds to states for the replacement or rehabilitation of deficient bridges (bridges that are unsafe because of structural deficiencies, physical deterioration, or functional obsolescence) both on and off the federal-aid highway system. The state maintains an inventory of all bridges, classified according to serviceability, safety, and importance for public use. Based on that classification, each bridge is assigned a priority and cost to either replace or rehabilitate. The state, in cooperation with city and county agencies, selects bridges for replacement or rehabilitation, according to the funds available. Under federal law, apportioned funds must be split with not less than 15% and not more than 35% being expended on public off-system bridges.

Under ISTEA, bridge seismic retrofitting, bridge structure painting, and the application of calcium magnesium acetate became eligible uses of federal bridge funds. Through TEA-21, eligible uses expanded to include application of certain anti-icing and de-icing compositions and installation of scour countermeasures.

STATE RECIPIENTS

WSDOT Program P2 (Structures Preservation) and Program Z for local agency share.

DISTRIBUTIONS

Distributions are based on the state's share of the total cost to replace deficient bridges as a percentage of the national total of such cost. No state may receive more than 10% or less than 0.25% of the national amount available for apportionment.

MATCHING REQUIREMENTS

86.5% federal share; 13.5% state share. Bridge Program funds are not subject to adjustment for federal lands.

FEDERAL PROGRAM: **Congestion Mitigation Air Quality Improvement Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) was first established under ISTEA. The CMAQ Program provides funds to states for transportation programs and projects that are likely to contribute to the attainment and maintenance of national ozone, carbon monoxide, or particulate (PM-10) ambient air quality standards. Examples of such projects are programs for improved transit; construction of lanes for use by buses or HOVs; employer-based transportation management plans; trip reduction ordinances; traffic flow improvement programs; fringe and corridor parking facilities; carpool and vanpool programs; flexible work schedule programs; and nonmotorized transportation facilities. ISTEA originally established the CMAQ for ozone and carbon monoxide non-attainment areas. Under TEA-21, ozone and carbon monoxide maintenance areas as well as PM-10 nonattainment and maintenance areas became eligible to receive funds. Eligibility was also expanded to include extreme low temperature cold start programs and alternative fuels programs, including infrastructure development and vehicle purchase.

No CMAQ funds may be used for new single occupant vehicle lanes unless the lanes are used as HOV lanes during peak travel times.

In Washington, the Seattle-Tacoma-Everett, Spokane, Vancouver, and Yakima areas qualify as ozone, carbon monoxide, or PM-10 nonattainment or maintenance areas.

STATE RECIPIENTS

WSDOT Programs I1 and Z.

DISTRIBUTIONS

State apportionments are based on the state's population in ozone or carbon monoxide nonattainment or maintenance areas as a percentage of the national population in such areas. Population is weighted depending on the severity of the ozone or carbon monoxide non-attainment or maintenance area. Each state is guaranteed a minimum 1/2 of 1% share of the available national funds.

The WSDOT, the Metropolitan Planning Organizations in the three Transportation Management Areas (Seattle-Tacoma-Everett, Spokane, and Vancouver) covering the state's ozone and carbon monoxide nonattainment and maintenance areas, and Yakima, representing an unclassified carbon monoxide nonattainment area jointly developed a distribution formula for these funds.

Over the 6-year life of TEA-21, Washington received \$139.3 million for this program.

MATCHING REQUIREMENTS

80% federal share; 20% state share. The federal share is increased up to 95% for states with large areas of federally-owned lands.

FEDERAL PROGRAM: **Coordinated Border Infrastructure Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

This program provides funding to improve the safe movement of motor vehicles at or across the land border between the U.S. and Canada and the land border between the U.S. and Mexico. This program replaces the TEA-21 Coordinated Border Infrastructure discretionary program. States must use funds within 100 miles of the border to make improvements to existing transportation and supporting infrastructure; construct highway and safety and safety enforcement facilities related to international trade; make operational improvements; modify regulatory procedures; or improve coordination of transportation planning, programming, and border operations with Canada or Mexico. A border state may use these funds on projects in Canada or Mexico under certain conditions.

DISTRIBUTIONS

Funds are apportioned to border states as follows: 20% based on the number of incoming commercial trucks; 30% based on the number of incoming personal motor vehicles and buses; 25% based on the weight of incoming cargo by commercial trucks; and 25% based on the number of land border ports of entry.

MATCHING REQUIREMENTS

80% federal share.

FEDERAL PROGRAM: **Emergency Relief Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The Emergency Relief Program authorizes the FHWA to render assistance for repair and reconstruction of federal-aid highways that have been damaged due to a natural disaster such as flooding or as a result of catastrophic failures from any cause. The federal share payable due to any repair or reconstruction is 100% of the costs incurred to minimize damage, protect facilities, or restore essential traffic services during the first 180 days after the occurrence. Thereafter, the federal share is equal to the federal share payable on a project on the system (generally, 90.66% on the Interstate System and 86.5% on all other routes).

In order to receive Federal Emergency Relief funds, the Governor must declare an emergency; the U.S. Secretary of Transportation must concur; and the FHWA must receive an application from the Washington State Department of Transportation (WSDOT). If the President has declared the emergency to be a major disaster for purposes of federal law, no concurrence of the U.S. Department of Transportation is required.

SAFETEA-LU authorizes \$100 million per year for the Emergency Relief Program.

The state has received Emergency Relief funds for a number of natural calamities, including the Hood Canal Bridge failure in 1979, (SR 104), the Mt. St. Helens eruption in 1980 (SR 504), the sinking of the Lacey V. Murrow Bridge in 1990 (I-90) and the Nisqually Earthquake in 2001. More recently, Washington received substantial funding for flood-related damage occurring in 2006 through 2008.

STATE RECIPIENTS

WSDOT Programs I2, P1, P2, P3, M2, and Z for Local Agencies.

DISTRIBUTIONS

Distributions are at the discretion of the U.S. Secretary of Transportation based on a declaration of emergency by the Governor (with concurrence of the Secretary) and application of the state. In the event the President has declared the emergency to be a major disaster, concurrence of the U.S. Secretary is not required.

MATCHING REQUIREMENTS

Federal share is 100% during the first 180 days after the occurrence. Thereafter, the federal share is equal to the federal share payable on a project on the federal-aid system (generally, 90.66% on the Interstate System and 86.5% on all other routes).

FEDERAL PROGRAM: **Equity Bonus Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

ISTEA's five equity-based funding categories—Minimum Allocation, Donor State Bonus, Hold Harmless, 90% of Payments, and Interstate Reimbursement—were collapsed into one new category under TEA-21 and carried forward into SAFETEA-LU. This program, Equity Bonus, achieves two goals: (1) it disburses a large amount of money to the states, and (2) it ensures that each state will receive at least a minimum percentage of total funding each year regardless of the operation of other formulas.

The minimum percentage of funding guaranteed to each state is equal to 90.5% of the state's share of total contributions to the Highway Account of the Highway Trust Fund. For example, if a state is the source of 10% of all funds flowing into the Highway Account in a particular year, for the following year it is guaranteed 9.05% of the total amount given out. To achieve this goal, the amount of Equity Bonus funds given to each state will be increased or decreased each year by USDOT. For some states, this category will constitute a large portion of total federal funding. Some states may receive up to 40% of their funds through this program. Given this, Congress further directed that some of the Equity Bonus funds be funneled through the major policy categories: National Highway System, Interstate Maintenance, CMAQ, Bridge, and Surface Transportation Program (STP). The remaining Equity Bonus funds apportioned to a state may be used for any project for which STP funds may be used. The funds are very much like STP statewide flexible funds and are not subject to enhancement, safety, or population distribution requirements.

STATE RECIPIENTS

WSDOT Programs I1, I2, I3, I4, P1, P3, T, W and Z for Local Agencies.

DISTRIBUTIONS

Equity Bonus funds consist of two pieces: formula and flexible distributions. Over the 6-year life of TEA-21, Washington received \$54.4 million of formula funds and \$46.4 million in flexible distributions, for a total of \$100.8 million for this program.

MATCHING REQUIREMENTS

The same matching requirements that are applicable to the STP are applicable to Equity Bonus funds. The general rule is 80% federal share, 20% state share. The federal share is increased up to 95% for states with large areas of federally-owned lands. Washington's federal share for FFY 1999 was 86.5%. For projects on the Interstate System, the federal share is 90.66%, except for projects to add Interstate capacity other than HOV or auxiliary lanes, which are funded at an 86.5% federal share.

FEDERAL PROGRAM: **Federal Lands Highways Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The Federal Lands Highways Program provides funding for improvements to and preservation of highways on federal lands. The program has four categories: Indian Reservation Roads; Parkways and Park Roads (administered by the Department of the Interior); Public Lands Highways (which includes the previous Forest Highway category), and Refuge Roads. Under TEA-21, the Refuge Roads category was added to provide funds for access to or within national wildlife refuges. All categories of funds, except Refuge Roads, can be used for transit facilities.

STATE RECIPIENTS

WSDOT Program P1, P2, or Z for Local Agencies.

DISTRIBUTIONS

Funds are allocated to the states on the basis of relative need. The Forest Highway portion of the Public Lands Highways and the Indian Reservation Roads authorizations are allocated by administrative formula. Portions of the Federal Lands Highways program are at the discretion of the U.S. Secretary of Transportation, based on application of the states.

MATCHING REQUIREMENTS

100% federal share.

FEDERAL PROGRAM: **Ferry Boat and Terminal Facilities Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The Construction of Ferry Boats and Terminal Facilities Program provides discretionary funding of \$30 million in FFY 1998 and \$38 million per year in FFY 1999–2003 for the construction of ferry boats and ferry terminal facilities. Eligible ferries must operate on a route classified as a public road within the state, and that is not a part of the Interstate System. Projects may be eligible for both ferry boats carrying cars and passengers and ferry boats carrying passengers only. TEA-21 expanded the eligibility of the program beyond ferry boats and terminals that are publicly owned to also include those that are publicly operated or those that are majority publicly owned and provide a substantial public benefit. SAFETEA-LU expanded the eligibility of the program to include maintenance facilities.

STATE RECIPIENTS

Program W for Washington State Ferries and Program Z for local agency projects.

DISTRIBUTIONS

Distributions are at the discretion of Congress (earmarks) and/or the U.S. Secretary of Transportation (grants). Congress established a \$20 million per year set-a-side for 1999–2003 as follows: Washington – \$5 million; Alaska – \$10 million; and New Jersey – \$5 million.

REQUIREMENTS

80% federal share; 20% state share, without an adjustment for federal lands.

FEDERAL PROGRAM: **High Priority Projects**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

In addition to formula-based distributions of various federal-aid highway program funds, such as for Interstate Maintenance, National Highway System, and Surface Transportation Program, Congress often provides funds for named high priority projects (in the past these projects have been called demonstration projects) in either highway aid authorization bills, such as SAFETEA-LU, or in annual U.S. Department of Transportation appropriations bills.

High priority project funds may only be spent for the project identified in either SAFETEA-LU or the appropriations bill or the Conference Reports to the appropriations bill.

STATE RECIPIENTS

WSDOT Programs I1, I2, I3, I4, P1, P2, P3, and Z.

DISTRIBUTIONS

High Priority Projects are discretionary on the part of Congress. The SAFETEA-LU High Priority Projects Program allocated \$276.7 million for state and local projects in Washington State.

MATCHING REQUIREMENTS

80% federal share; 20% state share.

FEDERAL PROGRAM: **Highway Safety Improvement Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

This program authorizes a new consolidated core federal-aid funding program designed to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. States with Strategic Highway Safety Plans may use these funds to carry out any highway safety improvement project on any public road or publicly-owned bicycle or pedestrian pathway or trail. States without such plans may only use their apportionments for railway-highway crossings and hazard elimination.

DISTRIBUTIONS

Distributions are apportioned to states based on the following: 1/3 based on lane miles of federal-aid highways; 1/3 based on vehicle miles traveled on federal-aid highway lanes; and 1/3 based on the number of fatalities on the federal-aid system. Each state will receive at least ½ of 1% of total funds.

MATCHING REQUIREMENTS

90% federal share for most projects and 100% federal share for certain safety projects involving traffic control signalization, pavement marking, commuter carpooling and vanpooling, and certain safety improvements at signalized intersections.

FEDERAL PROGRAM: **Highways for Life Pilot Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

This new discretionary program provides funding to demonstrate and promote state-of-the-art technologies, elevated performance standards, and new business practices in the highway construction process that result in improved safety, faster construction, reduced congestion from construction, and improved quality and user satisfaction. Priority will be given to projects that are or will be ready for construction within one year of approval of the project proposal. The amount allocated may be up to 20% but not more than \$5 million of the total project cost, and may be used as nonfederal share of a project.

DISTRIBUTIONS

For the period 2005–2009, at least one project in each state shall be approved, if possible. No more than 15 projects may be approved in any one fiscal year. Over the 5-year life of SAFETEA-LU, WSDOT received \$375,000 through this program.

MATCHING REQUIREMENTS

Up to 100% federal share.

FEDERAL PROGRAM: Interstate Highway System – Interstate Maintenance Discretionary

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The Interstate Maintenance Discretionary Program provides funds at the discretion of the U.S. Secretary of Transportation to states for resurfacing, restoration, rehabilitation, and reconstruction projects on the Interstate System. To be eligible for these funds, a state must obligate all apportioned Interstate Maintenance (IM) funds and must not have transferred any IM funds to another program in the previous year. Congress authorized \$50 million for FFY 1998, and \$100 million per year for FFY 1999–2003.

STATE RECIPIENTS

WSDOT Programs I1, I2, I3, P1, and P3.

DISTRIBUTIONS

Distributions are made at the discretion of the U.S. Secretary of Transportation based on application of the states. WA State received funding in FY 2005, 2006, and 2008.

MATCHING REQUIREMENTS

The general rule is 90% federal share; 10% state share. The federal share may be increased up to 95% for states with large areas of federally-owned lands.

FEDERAL PROGRAM: Interstate Highway System – Interstate Maintenance

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The Interstate Maintenance Program provides funds to states to maintain the Interstate System, and includes resurfacing, restoration, rehabilitation, and reconstruction (ISTEA did not include reconstruction, but TEA-21 expanded the allowed uses). Interstate Maintenance funds may not be used for the expansion of the capacity of any Interstate highway or bridge unless the capacity expansion consists of one or more travel lanes that are High Occupancy Vehicle (HOV) or auxiliary lanes.

STATE RECIPIENTS

WSDOT Programs I1, I2, I3, P1, and P3.

DISTRIBUTIONS

State apportionments are based on a three-part formula:

- 33 1/3% based on the state's Interstate lane miles as a percent of total Interstate lane miles in all states.
- 33 1/3% based on the state's Interstate VMT as a percent of total Interstate VMT in all states.
- 33 1/3% based on the state's annual contributions to the Highway Account of the Highway Trust Fund attributable to commercial vehicles as a percent of the such contributions by all states.

Each state must receive a minimum apportionment of at least 1/2 of 1% of the national total.

Over the 5-year life of SAFETEA_LU, Washington received \$470.2 million for this program.

MATCHING REQUIREMENTS

The general rule is 90% federal share; 10% state share. The federal share may be increased up to 95% for states with large areas of federally-owned lands. Washington's federal share is 90.66%.

FEDERAL PROGRAM: **Metropolitan Planning Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

Each year prior to making distribution of certain formula program funds, 1.25% of the funds available for apportionment to the states is set aside for the Metropolitan Planning Program. This program provides funds to states for further allocation to Metropolitan Planning Organizations (MPOs) to assist them in carrying out their planning requirements under Title 23, U.S.C. The programs subject to the 1.25% set-aside are the National Highway System, Surface Transportation Program, CMAQ, Interstate Maintenance and Bridge.

Funds are apportioned to states in the ratio which the population in urbanized areas or parts thereof in the state bears to the total population in such areas in all the states. No state receives less than 1/2% of the amount apportioned.

STATE RECIPIENTS

WSDOT Program T.

DISTRIBUTIONS

Distribution of Metropolitan Planning Organization (MPO) funds within the state is in accordance with a formula developed by WSDOT in cooperation with the eleven MPOs in the state. The eleven MPOs include the Puget Sound Regional Council (PSRC) covering King, Pierce, Snohomish and Kitsap Counties; Spokane Regional Transportation Council (SRTC), Southwest Washington Regional Transportation Council (SWRTC); Skagit MPO (SMPO); Whatcom Council of Governments (WCOG); Yakima Valley Council of Governments (YVCOG); Cowlitz – Wahkiakum Council of Governments (CWCOG); Benton-Franklin Council of Governments (BFCG); Lewis-Clark Valley MPO (LCVMPO) (includes Asotin County, WA); Wenatchee Valley Transportation Council (WVTC); and Thurston Regional Planning Council (TRPC). The MPO boundaries are shown at this link: <http://www.wsdot.wa.gov/planning/Metro/>

Over the 5-year life of SAFETEA-LU, Washington received approximately \$31.6 million for this program.

MATCHING REQUIREMENTS

The general rule is 80% federal share; 20% local share. The federal share is increased up to 95% for states with large areas of federally-owned lands. For Washington, the federal share is 86.5%.

FEDERAL PROGRAM: **National Corridor Infrastructure Improvement Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

This program provides funding for construction of highway projects in corridors of national significance to promote economic growth and international or interregional trade. It replaces Section 1118 of TEA-21, the National Corridor Planning and Development program.

DISTRIBUTIONS

All of these funds were earmarked for specific projects by Congress. None of those projects were in Washington State.

MATCHING REQUIREMENTS

80% federal share.

FEDERAL PROGRAM: **National Highway System**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The National Highway System Program was established under ISTEA. The system was officially designated by Congress in 1996. The National Highway System (NHS) is a 163,000 mile network of interconnected principal arterial routes that serves major population centers, international border crossings, ports, airports, public transportation facilities, and other intermodal transportation facilities and major travel destinations. The NHS is intended to meet national defense requirements and serve both interstate and interregional travel.

The designated NHS includes all Interstate System segments; other urban and rural principal arterials meeting the goals of the NHS; and all strategic highways and strategic highway connectors. Congress designated the system through enacting the National Highway System Designation Act on November 18, 1996.

Federal funds provided for the NHS Program may be used for a wide variety of projects on the NHS, including: construction, reconstruction, resurfacing, restoration, and rehabilitation; operational improvements; construction of and operational improvements for a non-NHS highway; construction of a transit project eligible for assistance under the Federal Transit Act (if the project is in an NHS corridor and in proximity to a fully access controlled NHS highway, if the project improves the level of service on the access controlled highway, and the project is more cost-effective than improvements to the highway); highway safety improvements; transportation planning; highway research and planning; technology transfer activities; start-up costs for traffic management and control; fringe and corridor parking facilities; carpool and vanpool projects; bicycle and pedestrian facilities; development of certain required management systems; and a variety of wetland mitigation efforts.

TEA-21 expanded the eligible uses of NHS funds to include natural habitat mitigation, publicly-owned intracity and intercity bus terminals and intelligent transportation system (ITS) capital improvements.

STATE RECIPIENTS

WSDOT Programs I1, I2, I3, I4, P1, P3, T and Z.

DISTRIBUTIONS

State apportionments are based on a four-part formula:

- 25% based on the state's total lane miles of principal arterials (excluding the Interstate System) as a percent of total principal arterial lane miles in all states
- 35% based on the state's VMT on principal arterials (excluding the Interstate System) as a percent of total VMT on principal arterials in all states
- 30% based on the state's diesel fuel used on all highways as a percent of diesel fuel used on highways in all states
- 10% based on the state's total lane miles of principal arterials divided by the state's total population as a percent of such ratio for all states

Each state must receive a minimum of at least 1/2 of 1% of the combined NHS and IM national apportionments.

MATCHING REQUIREMENTS

The general rule is 80% federal share; 20% state share. The federal share may be increased up to 95% for states with large areas of federally-owned lands. Washington's federal share for FFY 1999 was 86.5%. For NHS projects on the Interstate System, the federal share is 90.66%, except for projects to add Interstate capacity other than HOV or auxiliary lanes, which are funded at an 86.5% federal share.

FEDERAL PROGRAM: **National Historic Covered Bridge Preservation Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

This program provides funding for the rehabilitation, repair, or preservation of covered bridges that are listed or eligible for listing on the National Register of Historic Places.

DISTRIBUTIONS

Distributions are made at the discretion of the U.S. Secretary of Transportation based on application of the states or at Congressional direction. Washington State received no funds under this program.

MATCHING REQUIREMENTS

80% federal share.

FEDERAL PROGRAM: **National Scenic Byways Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The National Scenic Byways Program provides grants to states with scenic highway programs for projects on highways that are designated by the U.S. Secretary of Transportation as All-American Roads or National Scenic Byways, or by the state as scenic byways. These roads are designated for having outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities. Eligible projects include planning, designing, and developing of scenic byways programs; safety improvements to scenic byways; pedestrian and bicyclist facilities; rest areas, turnouts, shoulder improvements, passing lanes, overlooks, and interpretive facilities; improvements that enhance the area for the purpose of recreation; protection of historical and cultural resources; and developing and providing tourist information. TEA-21 expanded the list of eligible activities to include the development and implementation of scenic byway marketing programs.

STATE RECIPIENTS

WSDOT Program I3 or T.

DISTRIBUTIONS

Grants to states are at the discretion of the U.S. Secretary of Transportation, based on application of the states, or at Congressional direction. Over the 5-year life of SAFETEA-LU, Washington received \$5.8 million apportionment through this program.

MATCHING REQUIREMENTS

80% federal share; 20% state share. Federal land management agencies are allowed to provide the nonfederal share for projects on federal or Indian lands.

FEDERAL PROGRAM: **New Freedom Program**

FEDERAL AGENCY: Federal Transit Administration

PROGRAM DESCRIPTION

This program is designed to encourage services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act.

DISTRIBUTIONS

Funds are allocated to states and certain other designated recipients through a formula based on the population of persons with disabilities. 60% of funds are provided to designated recipients in areas over 200,000; 20% to states for use in areas under 200,000; and 20% to states for use in non-urbanized areas. States and designated recipients must then select grantees competitively.

MATCHING REQUIREMENTS

Up to 80% federal share for capital projects and up to 50% federal share for operating assistance.

FEDERAL PROGRAM: **Recreational Trails Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

This program provides funds to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses, including hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles.

DISTRIBUTIONS

State apportionments are made by the following formula: 50% will be apportioned equally among eligible states and 50% will be apportioned among eligible states in proportion to the amount of non-highway recreational fuel used in each state during the preceding year.

MATCHING REQUIREMENTS

At least 80% federal share, except that the combination of USDOT and other federal agency funds may not exceed 95% of total project cost.

FEDERAL PROGRAM: **Safe Routes to Schools Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

This program provides funds to enable and encourage children to walk and bicycle to school; to make walking and bicycling to school more appealing; and to facilitate the planning, development and implementation of projects that will improve safety and reduce traffic, fuel consumption, and air pollution near schools. These include sidewalk improvements; traffic calming and speed reduction efforts; pedestrian and bicycle crossing improvements; bicycle facilities; and traffic diversion improvements in the vicinity of schools. Each state must set aside from its apportionment between 10 and 30% of its funds for non-infrastructure-related activities to encourage walking and bicycling to school.

DISTRIBUTIONS

Funds are apportioned to states based on their relative shares of total enrollment in primary and middle schools, but no state will receive less than \$1 million. Over the 5-year life of SAFETEA-LU, Washington received \$11 million through this program.

MATCHING REQUIREMENTS

100% federal share.

FEDERAL PROGRAM: **Small Starts Program**

FEDERAL AGENCY: Federal Transit Administration

PROGRAM DESCRIPTION

This program provides funds for new fixed guideway systems, extensions and bus corridor improvements where the total project cost is under \$250 million and the federal share is under \$75 million. Such projects will be subject to a simpler, more streamlined review and approval process than the one imposed on larger new start projects.

DISTRIBUTIONS

Distributions are made at the discretion of the U.S. Secretary of Transportation based on application of transit sponsors or at Congressional direction. WSDOT was designated for \$42 million for the CRC project in the FY 2011 appropriations bill which is pending as of December 5, 2010.

MATCHING REQUIREMENTS

Up to 80% federal share by statute, but no more than 60% federal share by policy.

FEDERAL PROGRAM: **Surface Transportation Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The Surface Transportation Program (STP) was originally established under ISTEA. The STP is the most flexible of all federal-aid programs, allowing for the widest array of transportation projects. Examples of such projects are construction, reconstruction, resurfacing, restoration, rehabilitation, and operational improvements for highways (including Interstate highways) and bridges (including Interstate bridges), including any project necessary to accommodate other transportation modes; mitigation of damage to wildlife, habitat, and ecosystems caused by any transportation project; capital cost of transit projects eligible for assistance under the Federal Transit Act; publicly-owned intracity and intercity bus terminals and facilities; highway and transit safety improvements and hazard elimination; surface transportation planning; highway and transit research and planning and technology transfer activities; capital and operating costs for traffic monitoring, management, and control; fringe and corridor parking facilities; carpool and vanpool projects; bicycle and pedestrian facilities; transportation control measures; transportation enhancement activities; development of certain required management systems; and a variety of wetland mitigation efforts.

STP funds are distributed as follows:

- 10% of available funds shall only be available for highway-railway crossing programs and hazard elimination programs.
- 10% of available funds shall only be available for transportation enhancement activities. The term "transportation enhancement activities" means the provision of facilities for pedestrians and bicycles; acquisition of scenic easements and scenic or historic sites; scenic or historic highway programs; landscaping and other scenic beautification; historic preservation, rehabilitation, and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals); preservation of abandoned railway corridors (including conversion and use for pedestrian or bicycle trails); control and removal of outdoor advertising; archaeological planning and research; and mitigation of water pollution due to highway runoff.
- 50% of available funds must be obligated in urbanized areas of the state with an urbanized area population of over 200,000, and other areas of the state in proportion to their relative share of the state's population. Of the amounts required to be obligated in areas under 200,000 population, the state must obligate in areas under 5,000 population not less than 110% of the amount of funds apportioned to the state for the federal-aid secondary system for fiscal year 1991 (TEA-21 permits up to 15% of amounts reserved for rural areas to be spent on rural minor collectors). In Washington, the Seattle-Everett, Tacoma, Spokane, and Vancouver areas qualify as areas over 200,000 population.
- 30% of the available funds may be obligated in any area of the state.

STATE RECIPIENTS

WSDOT Programs I1, I2, I3, I4, P1, P3, T, W and Z for Local Agencies.

DISTRIBUTIONS

State apportionments are based on a three-part formula:

- 25% based on the state's total lane miles of federal-aid highways (FAH) as a percent of total FAH lane miles in all states.
- 40% based on the state's VMT on FAH as a percent of total VMT on FAH in all states.
- 35% based on the state's estimated tax payments attributable to highway users in the state paid into the Highway Account of the Highway Trust Fund in the latest fiscal year for which data are available, as a percent of total such payments by all states.

Over the 5-year life of SAFETEA-LU, Washington received \$610.8 million for this program.

MATCHING REQUIREMENTS

The general rule is 80% federal share; 20% state share. The federal share is increased up to 95% for states with large areas of federally-owned lands. Washington's federal share for FFY 1999 was 86.5%. For STP projects on the Interstate System, the federal share is 90.66%, except for projects to add Interstate capacity other than HOV or auxiliary lanes, which are funded at an 86.5% federal share.

FEDERAL PROGRAM: **Transportation, Community, and System Preservation Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTIONS

This program is intended to address the relationship among transportation, community, and system preservation plans and practices and identify private-sector-based initiatives to improve those relationships. Eligible projects should improve the efficiency of the transportation system; reduce the impact of transportation on the environment; reduce the need for costly future investments in public infrastructure; provide efficient access to jobs, services, and centers of trade; and examine community development patterns and identify strategies to encourage private sector development.

DISTRIBUTIONS

Distributions are usually made at Congressional direction, but if funding is available, could be made to state, metropolitan planning organizations, and local and tribal governments at the discretion of the U.S. Secretary of Transportation, typically through a competitive grant process.

MATCHING REQUIREMENTS

80% federal share.

FEDERAL PROGRAM: **Transportation Improvements**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTIONS

This program provides funds for specified transportation projects, none of which is in Washington State.

DISTRIBUTIONS

To specified states.

MATCHING REQUIREMENTS

80% federal share.

FEDERAL PROGRAM: **Truck Parking Facilities Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTIONS

This program is a pilot program that provides funding to address the shortage of long-term parking for commercial vehicles on the National Highway System. Eligible uses include constructing safety rest areas that include commercial vehicle parking; constructing commercial vehicle parking facilities adjacent to commercial truck stops and travel plazas; opening existing facilities to commercial vehicles; promoting the use of truck parking facilities; constructing turnouts for commercial vehicles; making capital improvements to public commercial vehicle parking facilities to allow year-round use; and improving the geometric design of interchanges to improve access to parking facilities.

DISTRIBUTIONS

Distributions are made at the discretion of the U.S. Secretary of Transportation based on the applications of states, MPOs, and local governments. Over the 5-year life of SAFETEA-LU, Washington received no funding through this program.

MATCHING REQUIREMENTS

80% federal share.

FEDERAL PROGRAM: **Work Zone Safety Grants**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTIONS

This program provides grants for (1) construction worker training to prevent injuries and fatalities, (2) the development of guidelines to prevent work zone injuries and fatalities, and (3) training for state and local governments, transportation agencies, and other groups to implement those guidelines.

DISTRIBUTIONS

Distributions are made at the discretion of the U.S. Secretary of Transportation to nonprofit and not-for-profit organizations based on their applications.

MATCHING REQUIREMENTS

80% federal share.

Federal Transportation Programs – Traffic Safety

FEDERAL PROGRAM: **Motor Carrier Safety Assistance Program (MCSAP)**

FEDERAL AGENCY: Federal Motor Carrier Safety Administration

PROGRAM DESCRIPTION

The National Motor Carrier Safety Assistance Program (MCSAP) is a grant program that provides financial assistance to states to reduce the number and severity of crashes and hazardous materials incidents involving commercial motor vehicles (CMV) on Washington State roadways. MCSAP gives the state the ability to have structured focus on strategic safety investments, increased flexibility for grantees by eliminating earmarks, strengthened federal and state enforcement capabilities, and greater administrative flexibility to promote innovative approaches to improving motor carrier safety. The goal of the MCSAP program is to reduce CMV-involved crashes, fatalities, and injuries through consistent, uniform, and effective CMV safety programs. Additional emphasis is given to targeting unsafe carriers; improving information systems and analyses that underlie all national motor carrier safety activities.

State Grants

- Eligible activities include uniform roadside driver and vehicle safety inspections, traffic enforcement, compliance reviews, safety audits, Northern Border safety enforcement, and other complementary activities. All states were required to adopt and implement a performance-based program by the year 2000 (Washington already had a plan in place).
- Up to 5% of federal allocated MCSAP funds may be distributed for high-priority activities and projects at the discretion of the program Administrator.

Information Systems

Establishes a permanent funding source for information and analysis. Funds may be used for grants, cooperative agreements, or contracts. This program will fund:

- Improvements to electronic vehicle-based information systems containing carrier, vehicle, and driver safety records; and development of new databases.
- Expanded data analysis capacity and programs.
- Improvements to driver programs.

Partnering With Other State Agencies to Enhance MCSAP

- The State Patrol will be partnering with the Utilities and Transportation Commission on compliance reviews conducted for solid waste companies, household goods movers, and motor carriers of passengers. This will decrease the list of high-risk carriers and improve safety ratings.

RECIPIENTS - Washington State Patrol.

DISTRIBUTIONS

The federal funding is distributed to states based on a complicated formula that includes factors such as the number of commercial vehicles, miles driven, etc. These funds are appropriated from the State Patrol Highway Account.

MATCHING REQUIREMENTS

Up to 80% federal funding; 20% state match is required.

FEDERAL PROGRAM: **State and Community Highway Safety Grants (Section 402)**

FEDERAL AGENCY: National Highway Traffic Safety Administration

PROGRAM DESCRIPTION

The Washington Traffic Safety Commission (and similar agencies in other states) prepares an annual Highway Safety Plan (HSP) in which the state's traffic safety problems are identified and countermeasures and cost estimates are developed. The plan is jointly developed by the WTSC member agencies, their subcommittees, and staff. WTSC projects are developed that are consistent with priorities and proven strategies identified in the State Strategic Highway Safety Plan: Target Zero. High priorities include impaired driving, speeding, occupant protection, run off the road crashes, intersection crashes and traffic data system improvements.

Section 402 grants are provided to support state highway safety programs designed to reduce traffic crashes and resulting deaths, injuries, and property damage. The current federal transportation authorization, SAFETEA-LU, authorizes section 402 grant funds that the states are to use exclusively for behavioral traffic safety purposes. At least 40% of these funds are to be used to address local traffic safety problems.

STATE RECIPIENTS

- Traffic Safety Commission

State agencies, non-profit organizations and political subdivisions of the state are eligible to apply for a federal grant from the Washington Traffic Safety Commission to support projects to improve traffic safety

DISTRIBUTIONS

The Section 402 formula is:

- 75% based on the ratio of the state's population in the latest federal census to the total population in all states.
- 25% based on the ratio of the public road miles in the state to the total public road miles in all states.

Under this program WTSC receives approximately \$4.2 million (about 2% of the total 402 funds available nationally) in each federal fiscal year.

MATCHING REQUIREMENTS

WTSC planning and administration expenses (building overhead, accounting, etc.) require a 50% state cash match. The state's share is typically less than \$500K/biennium. No more than 10% of the federal funds can be used for planning and administration. Money for program operations is matched 75% federal and 25% state with a "soft" match at the state level (for Washington, WSP Field Force expenditures). Soft match can be an existing expenditure that fulfills the program requirement.

FEDERAL PROGRAM: **Alcohol-Impaired Driving Countermeasures Incentive Grants (Section 410)**

FEDERAL AGENCY: National Highway Traffic Safety Administration

PROGRAM DESCRIPTION

Section 410 grants are awarded as an incentive to improve the DUI countermeasures system. The state must qualify each year by meeting nationally established performance criteria and the monies are to be spent on DUI programs. Programs initiated with these funds range from statewide high-visibility enforcement projects such as “Drive Hammered, Get Nailed” and “X-52” to smaller locally implemented projects to reduce impaired driving. Reducing impaired driving crashes is one of two of the top priorities found in the state SHSP: Target Zero.

The Traffic Safety Commission prepares an annual Alcohol Traffic Safety Plan that identifies problems and deficiencies within the DUI arena. Countermeasures with cost estimates are developed. The plan is developed by WTSC staff members with assistance from our Impaired Driving Advisory Committee and the executive level Impaired Driving Advisory Council. The plan is aligned with the goals and proven strategies identified in Target Zero.

STATE RECIPIENTS

- Traffic Safety Commission

State agencies, non-profit organizations and political subdivisions of the state are eligible to apply for a federal grant from the Washington Traffic Safety Commission to support projects to improve traffic safety

DISTRIBUTIONS

States that qualify by meeting several DUI-related performance criteria receive an amount based on a percentage applied to their Section 402 apportionment. The WTSC receives approximately \$2.2 million in each federal fiscal year.

MATCHING REQUIREMENTS

50% federal share; 50% state or local soft match (no state funds required).

FEDERAL PROGRAM: **Occupant Protection Incentive Grants (Section 405)**

FEDERAL AGENCY: National Highway Traffic Safety Administration

PROGRAM DESCRIPTION

Section 405 grants are provided to encourage states to adopt and implement effective programs to reduce highway deaths and injuries resulting from individuals riding unrestrained or improperly restrained in motor vehicles. A state may use these grant funds only to implement and enforce occupant protection programs.

STATE RECIPIENTS

- Traffic Safety Commission

State agencies, non-profit organizations and political subdivisions of the state are eligible to apply for a federal grant from the Washington Traffic Safety Commission to support projects to improve traffic safety

DISTRIBUTIONS

A state is eligible for an incentive grant by demonstrating that it has implemented a number of criteria. US total is \$25M each year of the authorization, with Washington state receiving approximately 2%, or \$500,000 each year.

MATCHING REQUIREMENTS

50% federal share; 50% state or local soft match (no state funds required).

FEDERAL PROGRAM: **Safety Incentive Grants for Use of Seat Belts (Section 406)**

FEDERAL AGENCY: National Highway Traffic Safety Administration

PROGRAM DESCRIPTION

Section 406 grants are provided to encourage states to pass primary enforcement seat belt use laws. A state may use these grant funds for any project eligible for assistance under Title 23 of the US Code. The amount of funding each state is awarded will be based on the date a state enacted a primary enforcement seat belt law. The longer a state has had a primary law in effect, the less they receive in federal funding under this grant.

STATE RECIPIENTS

- Traffic Safety Commission

State agencies, non-profit organizations and political subdivisions of the state are eligible to apply for a federal grant from the Washington Traffic Safety Commission to support projects to improve traffic safety

DISTRIBUTIONS

Washington State expects to receive a total of \$6 million in section 406 funding over the entire SAFETEA-LU authorization that runs through FFY 2009.

MATCHING REQUIREMENTS

50% federal share; 50% state or local soft match (no state funds required).

FEDERAL PROGRAM: **State Highway Safety Data Improvements Incentive Grants (Section 408)**

FEDERAL AGENCY: National Highway Traffic Safety Administration

PROGRAM DESCRIPTION

Section 408 grants are provided to encourage states to adopt and implement effective programs to improve the timeliness, accuracy, completeness, uniformity, and accessibility of state data that is needed to identify priorities for national, state, and local highway and traffic safety programs; to evaluate the effectiveness of efforts to make such improvements; to link these state data systems, including traffic records, with other data systems within the state; and to improve the compatibility of the state data system with national data systems and data systems of other states to enhance the ability to observe and analyze national trends in crash occurrences, rates, outcomes, and circumstances. A state may use these grant funds only to implement such data improvement programs. Washington State uses these funds to fund priority projects from our state traffic records strategic plan, including eTRIP (electronic ticketing and crash reporting.)

STATE RECIPIENTS

- Traffic Safety Commission

State agencies, non-profit organizations and political subdivisions of the state are eligible to apply for a federal grant from the Washington Traffic Safety Commission to support projects to improve traffic safety

DISTRIBUTIONS

Washington State has qualified for approximately \$500K in 408 funding each year of SAFETEA-LU.

MATCHING REQUIREMENTS

50% federal share; 50% state or local soft match (no state funds required).

FEDERAL PROGRAM: **Alternatives Analysis Program**

FEDERAL AGENCY: Federal Transit Administration

PROGRAM DESCRIPTION

This program provides funds to states, authorities of the states, metropolitan planning organizations, and local governmental authorities to develop alternatives analyses for potential transit “new starts” projects.

DISTRIBUTIONS

Distributions are made at the discretion of the U.S. Secretary of Transportation based on application of transit sponsors or at Congressional direction. WSDOT received no funding through this program.

MATCHING REQUIREMENTS

Up to 80% federal share.

FEDERAL PROGRAM: **Capital Grants (Section 5309)**

FEDERAL AGENCY: Federal Transit Administration

PROGRAM DESCRIPTION

The FTA Section 5309 Capital Grants Program consists of three separate parts: formula apportionments for fixed guideway modernization; discretionary allocations for the construction of new fixed guideway systems and extensions to existing systems (new starts); and discretionary allocations for buses and bus facilities.

STATE RECIPIENTS

Fixed Guideway Modernization: Seattle

New Starts: Sound Transit

Buses and Bus Facilities: Varies from year to year

DISTRIBUTIONS

Distributions for fixed guideway modernization are pursuant to formula. Distributions for new starts and buses and bus facilities are at the discretion of Congress.

MATCHING REQUIREMENTS

The federal share of any project financed under Section 5309 is a maximum of 80% of the "net project cost." Net project cost is defined as the portion of the cost of a project that cannot reasonably be financed from revenues.

FEDERAL PROGRAM: **Formula Capital and Operating Grants (Section 5307)**

FEDERAL AGENCY: Federal Transit Administration

PROGRAM DESCRIPTION

This program provides grants that may be used to finance the planning, acquisition, construction, improvement, preventative maintenance, and operating costs (in Metropolitan areas under 200,000) of mass transportation services.

STATE RECIPIENTS

Recipients of Section 5307 funds in Vancouver, Seattle-Tacoma-Everett-Bremerton, and Spokane, are determined by the state's three Transportation Management Areas (TMAs). The Governor delegated authority to the Department of Transportation the apportioned amounts for distribution to the state's urbanized areas under 200,000 population: Bellingham, Longview, Marysville, Olympia, Richland-Kennewick-Pasco, Wenatchee, Mount Vernon, Yakima, and Lewiston, ID-WA. Washington State Ferries receives funding through Seattle-Everett and Tacoma TMA.

<u>DISTRIBUTIONS</u>	<u>FFY 2007</u>	<u>FFY 2006</u>
Portland-Vancouver	\$ 33,570,887	\$ 32,160,503
Seattle-Tacoma-Everett-Bremerton	83,578,906	77,887,348
Spokane	6,434,323	6,090,846
Smaller Areas*	12,009,496	12,956,985

*Includes apportionments for Bellingham, Longview, Olympia-Lacey, Richland-Kennewick-Pasco, Yakima, Marysville Wenatchee, Mount Vernon, and Lewiston, ID-WA.

MATCHING REQUIREMENTS

80% federal share for capital projects, including preventative maintenance. 50% federal share for operating expenses for projects in the six smaller areas only.

FEDERAL PROGRAM: **Grants for Transportation to Meet Special Needs of Elderly and Persons with Disabilities (Section 5310)**

FEDERAL AGENCY: Federal Transit Administration

PROGRAM DESCRIPTION

The U.S. Secretary of Transportation is authorized to make grants to states and public bodies for the purpose of assisting them in providing mass transportation services to meet the special needs of the elderly and persons with disabilities. The Secretary also authorizes states to make grants to private nonprofit corporations and associations for the purpose of assisting them in providing mass transportation services to meet the special needs of the elderly and persons with disabilities for whom services carried out by public entities are not available, not sufficient, or inappropriate. SAFETEA-LU allows funds to be used by public bodies to coordinate services or to provide services where no private or nonprofit corporation or association is readily available for such purposes.

All funds for this program are distributed by the WSDOT Public Transportation Division on a competitive grant application basis.

STATE RECIPIENTS

WSDOT provides grants to local providers.

DISTRIBUTIONS

Formula apportionments to states are prescribed in law. To be eligible for apportionments, states are required to submit an annual program of projects for elderly and disabled services that considers the number of such persons within the state.

MATCHING REQUIREMENTS

80% federal share; 20% state and local.

FEDERAL PROGRAM: **Metropolitan Planning Grants (Section 5303)**

FEDERAL AGENCY: Federal Transit Administration

PROGRAM DESCRIPTION

The U.S. Secretary of Transportation is authorized to make grants to states for Metropolitan Planning Organizations (MPOs). MPOs use these funds for planning, engineering, designing and evaluating public transportation projects and in performing other technical studies. Before receiving funds, MPOs are required to submit an annual Unified Planning Work Program (UPWP).

STATE RECIPIENTS

- WSDOT Program T.
- Metropolitan Planning Organizations.
- Transportation Management Areas.

DISTRIBUTIONS

80% of program revenue is distributed to the states based on urbanized area population. A supplemental allocation of the remaining 20% is provided based on an FTA administrative formula to address planning needs in the larger, more complex urbanized areas. Further, WSDOT has developed a formula to distribute funds to MPOs in Washington.

MATCHING REQUIREMENTS

80% federal share; 20% local.

FEDERAL PROGRAM: **State Planning Grants (Section 5304)**

FEDERAL AGENCY: Federal Transit Administration

PROGRAM DESCRIPTION

Section 5304 grants provide funding to states for state planning efforts.

STATE RECIPIENTS

WSDOT Program Y.

DISTRIBUTIONS

Amounts are apportioned to states on the basis of population in urbanized areas as shown in the most recent census, except no state shall receive less than 1/2% of the available funds.

MATCHING REQUIREMENTS

80% federal share; 20% state share.

FEDERAL PROGRAM: **High Speed Rail Grade Crossing Improvement Program**

FEDERAL AGENCY: Federal Highway Administration and Federal Railroad Administration

PROGRAM DESCRIPTION

This program was originally established in ISTEA for the installation or improvement of warning devices, improvements of track circuitry, and other crossing improvements, closure of crossings, grade separation construction or reconstruction and combined crossing warning systems with advanced train control. Congress had reauthorized this program in TEA-21 and then again in SAFETEA-LU. Current authorization is \$5 million annually nationwide.

STATE RECIPIENTS

WSDOT Program Y.

DISTRIBUTIONS

Grants to states are at the discretion of the U.S. Secretary of Transportation based on application.

MATCHING REQUIREMENTS

None. 100% federal funding.

FEDERAL PROGRAM: **Railroad Rehabilitation and Improvement Financing**

FEDERAL AGENCY: Federal Railroad Administration

PROGRAM DESCRIPTION

This program is intended to make funding available through loans and loan guarantees for railroad capital improvements. SAFTEA-LU provides up to \$35 Billion in direct loans and loan guarantees. Direct loans and loan guarantees can be made to state and local governments, government-sponsored authorities, corporations, railroads, and joint ventures that include at least one railroad, and limited option freight shippers who intend to construct a new rail connection. The funding can be used to: acquire, improve, or rehabilitate intermodal facilities, rail equipment or facilities, including track, components of track, bridges, yards, buildings, and shops; refinance outstanding debt incurred for the purposes listed above; and develop or establish new intermodal or railroad facilities. Direct loans can fund up to 100% of a railroad project with repayment periods of up to 25 years and interest rates equal to the cost of borrowing to the government.

Priority in selecting projects is to be given to those that enhance public safety and the environment; promote economic development; enable United States companies to be more competitive in international markets; are endorsed in state and local transportation plans; or preserve or enhance rail or intermodal service to small communities or rural areas.

All federal financial assistance programs must pay for the cost to the government of providing that financial assistance. In most cases this is done with appropriations from Congress. Since the RRIF Program does not currently have an appropriation, this cost must be borne by the applicant, or another entity on behalf of the applicant, through the payment of the Credit Risk Premium. The Administrator will calculate the amount of the Credit Risk Premium that must be paid for each loan before it can be disbursed.

In addition to the Credit Risk Premium, which is paid only if a loan is approved, each applicant must pay an Investigation Fee regardless of whether the loan is approved. The Investigation Fee defrays costs the FRA incurs in evaluating RRIF loan applications. The Investigation Fee may not exceed one half of one percent of the requested loan amount, but it is often substantially less.

STATE RECIPIENTS

WSDOT Program Y.

DISTRIBUTIONS

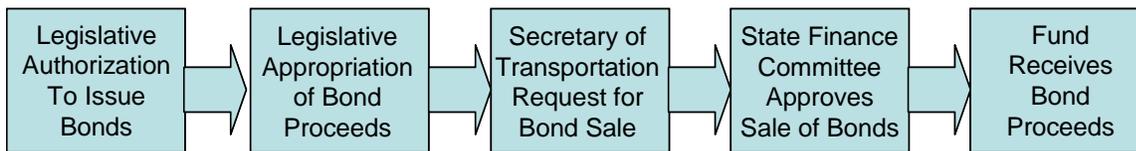
Loans and loan guarantees are at the discretion of the U.S. Secretary of Transportation based on application. Washington State did not apply for funding through this program during the five years of SAFETEA-LU.

Bonds

Overview

Bonding, not only in Washington but nationwide, has been an important source of funding for transportation capital projects. On the following pages are explanations of how state transportation bonds are authorized, sold, and repaid and a compilation of arguments for and against bond financing. Please note that local jurisdictions may also sell bonds for transportation purposes; however, local bonds are not discussed in this section.

The Bond Process



- The use of bond financing to support transportation capital projects follows a rigorous legal process. In order to sell bonds, the Legislature must enact a statute authorizing the sale of bonds for a specific purpose. This statute requires a 60% legislative majority vote or approval by the voters in a statewide referendum (e.g., Referendum 49). Before bond proceeds may be delivered, the Legislature must first appropriate expenditure authority and either the Secretary of Transportation or the Transportation Improvement Board (in the event of TIB bonds) must request the sale of bonds from the State Finance Committee.
 - Bond proceeds are only used for capital purposes.
- The Legislature must appropriate bond proceeds before they can be spent.
- Bonds are sold as requested by the Secretary of Transportation for Washington State Department of Transportation projects and the Transportation Improvement Board for Urban Arterial Trust Account and Transportation Improvement Account Program projects. Bonds are sold through the State Finance Committee, which is comprised of the State Treasurer, Governor, and Lieutenant Governor.
- State transportation bonds are referred to as "double-barrel" bonds. They are general obligation bonds, meaning they are secured by the full faith and credit of the state and are also secured by motor fuel taxes.
- Transportation bonds for the Tacoma Narrows Bridge are backed by tolls and are also backed by full faith and credit of the state as well as motor fuel taxes.
- Debt service on motor fuel tax general obligation bonds is paid from gas taxes (see page 210 for information on Debt Service on Motor Fuel Tax Bonds). Debt Service on toll backed bonds is first payable from tolls, then Motor Fuel taxes.
- Rating agencies look at the state's financial health when assigning credit ratings to the motor fuel tax bonds.

Article VIII, Section 1(g) of the State Constitution exempts motor vehicle fuel tax bonds and motor vehicle license fees from the state debt limit.

Bond Authorizations

The Legislature first provided authority in 1951 to make use of bond funding for transportation purposes (RCW 47.10). The table below summarizes transportation bond authorizations that have not been sold entirely or that have remaining debt service requirements.

AUTHORITY	PURPOSE	AUTHORIZED AMOUNT (\$Millions)	UNSOLD AS OF 6/30/2011 (Estimate) <u>(\$Millions)</u>
<u>Highways and Miscellaneous</u>			
Ch. 212 L. 79	1st ES North Richland Toll Bridge	80.00	80.00
Ch. 293 L. 90	NW Region Headquarters	15.00	1.60
Ch. 519 L. 07	Special Category C Highways	600.00	225.83
Ch. 432 L. 93	Advance Highway Construction	50.00	50.00
Ch. 432 L. 93	Federal Demonstration Highways	25.00	.20
Ch. 432 L. 93	Local Programs	25.00	25.00
Ch. 321 L. 98	State and Local Highways (Referendum 49)	1,900.00	162.14
Ch. 519 L. 07	2003 Transportation Projects	3,200.00	901.45
Ch. 147 L. 03	Multimodal Transportation Projects	349.50	120.95
Ch. 519 L. 07	2005 Transportation Partnership Projects	5,300.00	3,390.12
Ch. 472 L.09	State Route 520 Corridor Projects	1,950.00	1,718,00.00
	SUBTOTAL	13,494.5	6,675.29
<u>Transportation Improvement Board</u>			
Ch. 6 L. 002	2d ESTransportation Improvement Acct. Program	100.00	7.51
<u>Public-Private Partnership Program</u>			
Ch. 183 L. 94	Public Private Partnerships	25.63	6.21
GRAND TOTAL		\$13,620.13	\$6,689.01

Bond Authorization Purposes

Bond authorizations with unsold balances as of June 30, 2011, are described below:

State and Local Highways Bonds

(Ch. 321, Laws of 1998, RCW 47.10.843)

The proceeds from these bonds, approved by Washington State voters in November 1998 as part of Referendum 49, are for the location, design, right of way, and construction of state and local highway improvements.

North Richland Toll Bridge Construction Bonds

(Ch. 212, Laws of 1979, 1st Ex. Sess.; RCW 47.56.740-755 and RCW 47.56.220)

These bond proceeds may be used for surveys, design, and construction of a toll bridge across the Columbia River in the vicinity of North Richland. No bonds may be sold until the Transportation Commission determines that the project is economically feasible.

Advance Highway Construction Bonds

(Ch. 432, Laws of 1993; RCW 47.10.819(2))

These bond proceeds are used to temporarily pay the regular federal share of highway construction in advance of federal-aid apportionments.

Federal Demonstration Highways Bonds

(Ch. 432, Laws of 1993; RCW 47.10.819(1))

These bond proceeds are used to pay the state and local government's share of matching funds for demonstration projects identified in the Intermodal Surface Transportation Efficiency Act of 1991.

Local Programs Bonds

(Ch. 432, Laws of 1993; RCW 47.10.819(3))

These bond proceeds are used for loans to local governments to provide the required matching funds to take advantage of federal funds for street and road improvements.

Transportation Improvement Bonds

(Ch. 440, Laws of 1993; RCW 47.26.500)

These bond proceeds are used to provide funds for construction on state, county, and city transportation (highways) projects in urban areas.

Public-Private Partnership Transportation Bonds

(Ch. 183, Laws of 1994; RCW 47.10.834)

These bond proceeds are used to fund state financial participation in the public-private transportation initiatives program authorized in RCW 47.46. Participation may take the form of loans or cash contributions, improving the ability of private entities sponsoring the projects to obtain financing.

2003 Transportation Project Bonds

(Ch. 147, Laws of 2003; RCW 47.10.861)

These bond proceeds are used to fund the location, design, right of way, and construction of selected projects or improvements that are identified as 2003 transportation projects or improvements in the omnibus transportation budget.

Multimodal Project Bonds

(Ch. 147, Laws of 2003; RCW 47.10.867)

These bond proceeds are used to fund the planning, design, construction, reconstruction, and other necessary costs for transportation projects.

2005 Transportation Partnership Project Bonds

(Ch. 315, Laws of 2005; RCW 47.10.873)

These bond proceeds are used to fund the location, design, right of way, and construction of selected projects or improvements that are identified as 2005 transportation partnership projects or improvements in the omnibus transportation budget.

Special Category C Bonds

(Ch. 2, Laws of 1999; RCW 47.10.812)

These bonds are used to provide funds necessary for the location, design, right-of-way, and construction of state highway improvements that are identified as Special Category C improvements.

State Route 520 Corridor Bonds

(Ch. 472, Laws of 2009, RCW 47.10.879)

These bonds are used to fund projects associated with the State Route 520 corridor projects.

Projected Bond Sales

As of July 1, 2011, there are expected to be approximately \$6.9 billion of authorized transportation bonds that have not yet been issued.

A significant amount of this transportation bond authority that has not been issued is from the 2005 funding package and the SR 520 Corridor authorizations.

\$4.5 billion in transportation bonding authority remains from the 2005 funding package.

\$1.7 billion in transportation bonding authority for SR 520 Corridor Project. As of July 1, 2011 none of the bonds have been issued.

The plan below reflects the bond sale plan submitted with the Washington State Department of Transportation's 2011–13 biennial budget request and 16-year plan.

Projected Long-Term Bond Sales

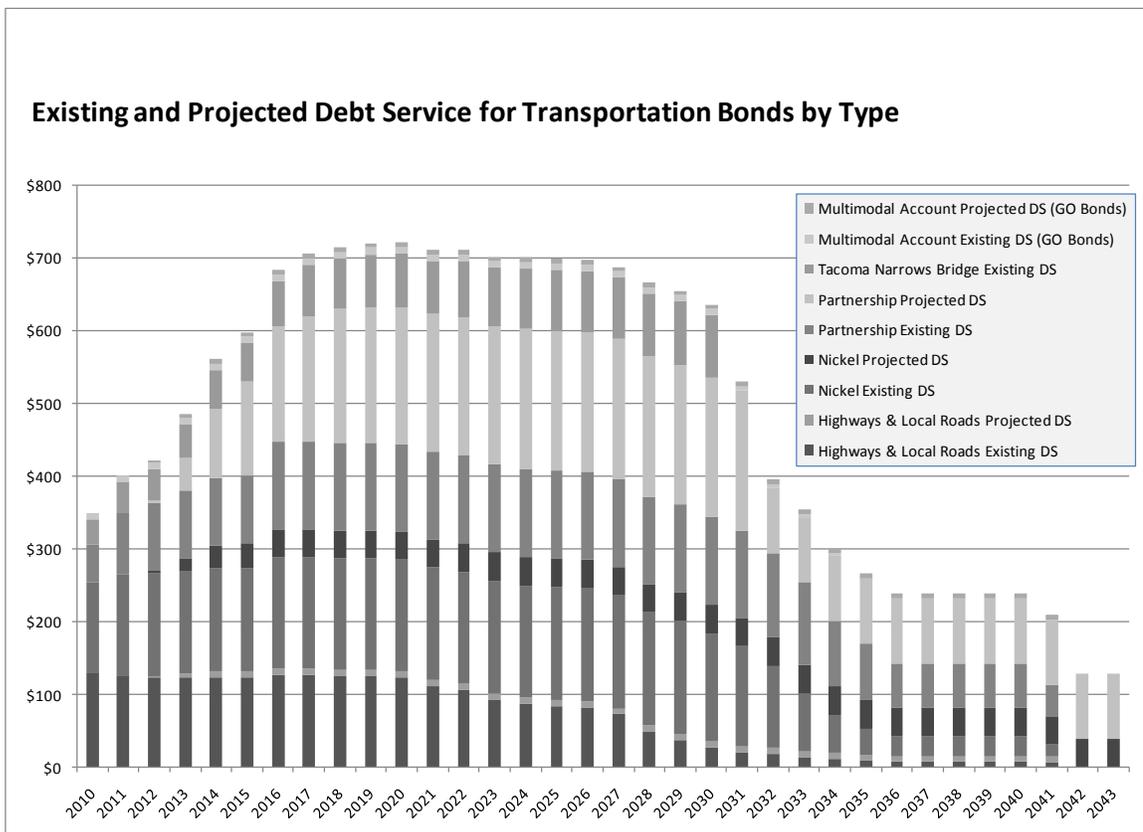
WSDOT 2011-13 Budget Submittal

dollars in millions

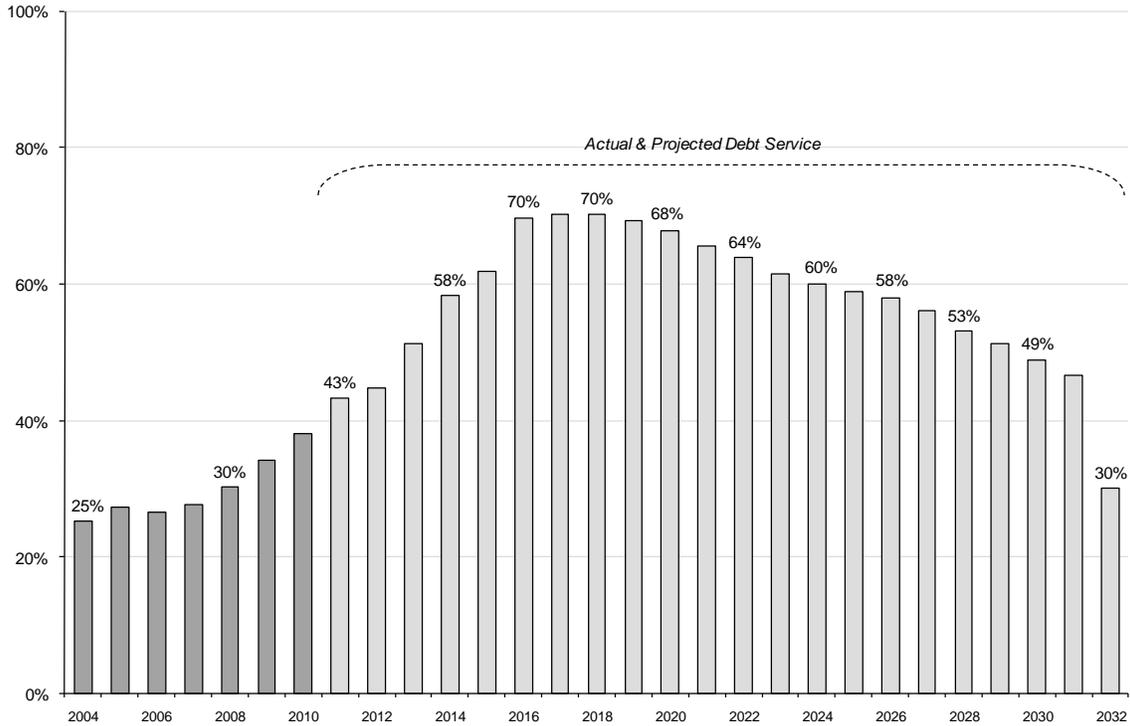
	2011-13	2013-15	2015-17	2017-19	2019-21	10-Year Total
State and Local Highways (R49)	124.2					124.2
2003 Transportation Projects	488.0	127.5	11.0	15.2		641.7
2005 Transportation Projects	1,611.0	975.0	356.0	63.5	26.0	3,031.5
Multimodal Transportation Projects	70.0	3.0				73.0
State Route 520 Corridor Projects	<i>Bond Sale Plan to be Determined</i>					
Total Projected Bond Sales	\$2,293.2	\$1,105.5	\$367.0	\$78.7	\$26.0	\$3,870.4

Debt Service on Motor Fuel Tax Bonds

- Debt service is the periodic payment of principal and interest on a bond.
- Debt service is the first obligation on gas tax collections.
- Transportation bonds are typically issued as 25 or 30-year debt.
- The State Treasurer is authorized to refinance original issues of bonds. Refunding prior bond issues reduces total debt service requirements and achieves budgetary savings over the remaining term of the bond.
- The following chart shows debt service requirements on existing and projected bond sales through 2030, based upon the bond sale plan submitted with the Washington State Department of Transportation’s 2011–13 biennial budget request. SR 520 Corridor debt service is excluded from this chart, as the bond sale plan is still under development.
-



Debt Service as a Percent of the State's Overall Share of the Gas Tax



State motor fuel taxes include distributions to the Motor Vehicle Account, Puget Sound Ferries Capital Construction Account, Puget Sound Ferry Operations Account, Special Category C Account, 2003 (Nickel) Account, and Transportation Partnership Account.

Assumes bond sale plan submitted with WSDOT's 2011-13 Biennial Budget Request.

Excludes debt service on bonds used to finance the Tacoma Narrows Bridge and the SR 520 Corridor Project.

Bonding – Pros and Cons

ADVANTAGES OF BONDING

- Spreading out payments allows a project to be paid for over a long period of time, avoiding large draws on current revenue.
- Spreads the costs of a project over its useful life, so the people who benefit from the capital improvement help to finance its construction.
- By building projects sooner, the inflationary impacts of the project costs can often be avoided.

DISADVANTAGES OF BONDING

- Bonding increases debt and obligates future revenue.
- Debt service not only includes paying on the principal amount, but also includes paying interest over the term of the bonds.

Public-Private Partnerships

Overview and Table of Contents

This section provides information about the state’s Public/Private Partnerships laws and programs, administered by the Department of Transportation and overseen by the Washington State Transportation Commission.

PUBLIC-PRIVATE INITIATIVES ACT.....	213
<i>Overview and Table of Contents</i>	213
<i>Chronology of PPI Program</i>	216

Background on Public Private Partnerships in Washington

In 1993, Washington State enacted HB 1006 (codified as RCW 47.46), the Public-Private Initiatives in Transportation Act (PPIT, or better known as PPI). Washington was among the first states in the nation to pass such a law, along with Virginia and California. A new office was created within WSDOT to implement the law, and the Washington Transportation Commission was directed to oversee and approve all project agreements developed under the PPI program.

Due to controversies about the projects, only one among the original six authorized projects was constructed under the PPI program: the Tacoma Narrows Bridge toll facility. By the time the Tacoma Narrows Bridge was opened to traffic, several changes to the original PPI contract, including the financing structure and project approval process were made. In the end, the TNB project was delivered and considered a success.

As part of the final legislative package approving the Tacoma Narrows Bridge project, the Legislature directed the Legislative Transportation Committee to conduct a study of barriers to public-private partnerships in Washington State. As a result of this study, the Transportation Innovative Partnerships Act of 2005 was enacted (codified as Chapter 47.29 RCW). This law phased out the prior PPI Act that had resulted in the delivery of the Tacoma Narrows Bridge. The new law allowed transportation-related projects and programs of all modes to be eligible for development as a public private partnership under a new Transportation Innovative Partnership program (TIP).

The TIP program is currently administered by WSDOT and falls programmatically under WSDOT's Transportation Partnerships Office, but certain aspects of the TIP program are overseen by the Washington State Transportation Commission. Much like the original PPI law, the Commission retained final approval authority for any TIP project agreements negotiated between WSDOT and a private partner. The Commission was directed to enact administrative rules to carry out the TIP program.

In 2006 the Washington Transportation Commission formally adopted administrative rules for the Transportation Innovative Partnership Program. The program rules can be found at WAC 468-600.

Key Differences between the 1993 Public Private Initiatives in Transportation Act (PPI) and the 2005 Transportation Innovative Partnerships Act (TIP)

The 2005 law (codified as Chapter 47.29 RCW) is different from the original 1993 PPI law in several respects. Some key differences:

The 2005 TIP law

- Allows transportation-related projects and programs of all modes to be eligible for development as a public private partnership under the Transportation Innovative Partnership (TIP) program;

- Requires WSDOT to assess potential projects and, for those that demonstrate basic feasibility, publish a registry of projects that the state intends to develop as public-private partnerships;
- For transportation projects funded with toll revenues, any bonded indebtedness must be state-issued debt;
- Citizen advisory committees must be convened for projects that cost in excess of \$300 million, and a statutorily-prescribed evaluation panel and an expert review panel must be convened for all projects.

Transportation Commission’s Role under RCW 47.29 (TIP Program)

As part of Washington State’s transportation governance reform, the Transportation Commission’s role in overseeing WSDOT has been reorganized. However, the Commission retained its authority to oversee certain aspects of project development under the TIP program. More specifically, the Commission is responsible for

- Creating the administrative rules for how the TIP program will be administered;
- Ensuring that the competitive process for receiving, scoring, and selecting proposals complies with all rules and regulations;
- Establishing expert review panels where warranted (such as high-cost projects);
- Reviewing the terms of any proposed contracts and partnership agreements to insure that the state’s interest has been protected; and ultimately
- Approving or rejecting negotiated agreements.

Public Private Partnerships at WSDOT

It is important to note that “partnerships” between WSDOT and the private sector are evident throughout the agency, and in high numbers, without an external process of review and approval. Construed broadly, the term “partnerships” includes the relationship the agency has with private firms that provide project management, engineering, design, consulting and many other functions. Recent estimates show that 74% of WSDOT’s highway construction work is contracted out to the private sector.

For the more narrow purposes of this report, “partnerships” are construed as non-toll road projects or services that WSDOT seeks to deliver in conjunction with the private sector and/or other agencies that are discretionary, but provide greater benefits to the public than if not undertaken at all. For example, a partnership to redevelop a ferry terminal with a private partner might be discretionary in that the basic rehabilitation needs could be met without private participation, but the benefits to the public that could be gained through a partnership (enhanced amenities, or financial contribution to the project) are greater than what WSDOT could achieve acting strictly on its own. This construct is useful to segregate the types of projects and activities that tend to fall under WSDOT’s Transportation Partnerships Office, from those projects and activities that occur on a regular basis that are part and parcel of WSDOT’s project and program.

WSDOT's Transportation Partnerships Office

WSDOT's Transportation Partnerships Office is the agency's focal point for engaging the private sector in unique public private partnerships that can help advance important transportation projects, programs, or policies. The Office seeks to combine or realign the traditional roles of business and government in ways that result in projects that exceed what the parties could achieve if acting strictly within their traditional roles.

Organizational Resources

The Transportation Partnerships Office is the smallest budgeted program (Program K) within WSDOT, with a two-year budget of approximately \$525,000 to fund professional staff and all program activities.

The Office carries out its activities under the Strategic Planning and Finance (SPF) Division of WSDOT. The SPF Division is overseen by the Chief Financial Officer for the agency, who in turn reports directly to the Secretary of Transportation.

Because of its very modest budget, the Transportation Partnerships Office relies on short-term, limited engagements with private consultants and contractors to conduct specialized research and due diligence on potential projects. Access to these specialists is limited to available funding earmarked for this purpose.

WSDOT Responsibilities for TIP Program

A key responsibility of the Transportation Partnerships Office is to carry out the administrative functions and responsibilities of the TIP program. These tasks are more fully described in the TIP administrative rules, but generally include:

- Preliminary research and development of potential public private partnership projects;
- Selection of projects that WSDOT believes are good candidates for development ("solicited" projects, to be published in the TIP Program project registry);
- Preparation of required legal notices and solicitation documents to be issued after review and approval by the Commission;
- Participation in reviewing proposals for feasibility; negotiating the terms of proposals and necessary agreements;
- Public involvement and community outreach; and
- Technical support during the Commission's review and deliberations.

Chronology of PPI Program

- 1993** HB 1006, Public-Private Initiatives in Transportation (PPI), is enacted into law (RCW 47.46). A program is created within WSDOT to implement the law.
- 1994** WSDOT issued a Request for Proposals (RFP) inviting private firms to submit proposed projects for consideration. Fourteen project proposals were received. Six projects were selected and approved by the Transportation Commission for further consideration:
1. SR 18 Corridor between I-5 and I-90

2. SR 520 including the Evergreen Point Bridge
3. Puget Sound Congestion Pricing project
4. SR 522 from Woodinville to Monroe
5. King County Park and Ride lot improvements
6. SR 16/Tacoma Narrows Bridge

The SR 18 Corridor project was dropped from consideration due to lack of public involvement and support.

- 1995** PPI law was amended to require WSDOT to conduct an advisory vote on projects that were challenged by petition of 5,000 signatures.
The Puget Sound Congestion Pricing project was dropped from consideration.
- 1996** PPI law amended to require legislative funding for environmental, engineering, and public involvement work before proposed projects could proceed. Only the Tacoma Narrows Bridge project received legislative appropriations. Therefore, SR 520 and SR 522 were dropped from further consideration.
- 1997** King County Park and Ride lot improvement proposal was dropped from consideration due to local funding concerns.
United Infrastructure of Washington (UIW), a joint venture of Bechtel Infrastructure and Kiewit Pacific, was selected as the project development and construction team for the SR 16 Tacoma Narrows Bridge (TNB) project. Included on the team, is the design-builder, Tacoma Narrows Constructors, also a joint-venture of Bechtel and Kiewit.
- 1998** The Legislature passed legislation to provide sales tax deferrals on construction of the TNB project; required the initial roundtrip toll to not exceed \$3; and to provide \$50 million state contribution to the project. The advisory vote was held, with 53 percent of the voters in the affected area favoring the project.
- 1999** The Legislature authorized the \$50 million state contribution. WSDOT entered into a contract with UIW to develop the project.
- 2000** The Governor approved \$800 million in privately-issued tax exempt financing for the TNB project. However, the State Supreme Court ruled that WSDOT lacked statutory authority to impose tolls to improve the existing Tacoma Narrows Bridge. In effect, this halted the project from advancing, as toll revenues collected from existing bridge users is required to fully finance construction of the new bridge.
- 2002** Legislation was enacted that allowed for the state to finance the Tacoma Narrows Bridge Project and improvements to the existing bridge using state-issued bonds and public financing. The Legislature appropriated \$849 million for the project, which included \$800 million to be obtained from the sale of the bonds, which will then be paid back through tolling. WSDOT took over management of the construction and operation of the project, reimbursing UIW for their development efforts to date. Also, the Legislature directed a study of barriers to public-private partnerships, and also established a legislative oversight committee to monitor the design-build contract.
- 2005** The Transportation Innovative Partnerships Act of 2005 was enacted (codified as Chapter 47.29 RCW). This law phases out the prior PPIT Act (RCW 47.46) and creates a new public-private partnership law in Washington. The new law allows transportation-related projects and programs of all modes to be eligible for development as a public-private partnership under the Transportation Innovative

Partnership Program (TIPP). The TIPP program is administered by WSDOT but overseen by the Washington State Transportation Commission. The Commission has final approval authority for any TIPP agreement negotiated between WSDOT and a private partner. The Commission was directed to enact administrative rules to carry out the TIPP program.

- 2006** The Washington Transportation Commission formally adopted administrative rules to implement the Transportation Innovative Partnership Program, which was created in RCW 47.29. The new program rules can be found at WAC 468-600.
- 2007** The Legislature provided funding for WSDOT's new Transportation Partnership program, and specifically funded analysis for two projects: (1) public/private partnership development opportunities at public ferry terminals; and (2) economic feasibility of using state-owned property to host alternative refueling/recharging stations along Interstate 5.
- 2008** The Transportation Partnerships Office completed analyses of potential public/private partnerships at public ferry terminals, and for alternative refueling/recharging stations along the I-5 corridor. Both projects demonstrate basic financial feasibility, and are proposed for development under the new PPP law, RCW 47.29.

Repealed Taxes and Fees - Overview

This section summarizes the state's transportation repealed taxes and fees. The taxes and fees in this section are arranged in alphabetical order. For the statewide motor vehicle excise tax, refer to the supplementary information following the general description of the tax.

REVENUE SOURCE: **Aircraft Pilot Registration Fee**
 Fee Repealed

RCW: 47.68.233

WHO'S TAXED: Pilots residing in Washington or who regularly operate any aircraft in the state; applies to each pilot who is a resident of this state and each nonresident pilot who regularly operates aircraft in this state.

TAX RATE: Prior to repeal the fee was \$15 per year.

ADMINISTERED BY: Department of Transportation – Aviation Division

WHERE DEPOSITED: Aircraft Search and Rescue Safety & Education Account and Aeronautics Account (only in 2003–2005 Biennium).

DISTRIBUTION & USE: Appropriated for aircraft search and rescue and for pilot safety and education activities.

TAX EXEMPTIONS: A pilot who operates an aircraft exclusively in the service of U.S. government or political subdivision; a pilot registered under the laws of a foreign country; a pilot engaged in commercial flying in interstate or foreign commerce; a person piloting a dual-controlled aircraft where a licensed instructor is in full charge of one set of controls and flight is solely for instruction or demonstration to prospective purchaser (RCW 47.68.233).

TAX HISTORY:

1967	Not to exceed \$5
1987	Not to exceed \$10
1996	\$8
2003	\$15 to Aircraft Search and Rescue Safety & Education Account except for \$7 of \$15 fee to Aeronautics Account in 2003–2005 Biennium.
2005	Effective July 1, 2005, the aircraft pilot registration fee was repealed by SSB 5414 (C 341, Laws of 2005).

2007–09 ESTIMATE: \$0

2009–11 FORECAST: \$0

VALUE OF INCREASE: \$0

REVENUE SOURCE: **Airman/Airwoman Registration Fee**
 Fee Repealed

RCW: 47.68.234

WHO'S TAXED: Any airman or airwoman not registered as a pilot who resides in Washington or regularly performs the duties of an airman or airwomen in the state.
 Airman/airwoman includes in-flight crew members; persons directly in charge of aircraft inspection, maintenance, or repair; and aircraft dispatchers and control tower operators.

TAX RATE: Prior to repeal the fee was \$15 per year

ADMINISTERED BY: Department of Transportation – Aviation Division

WHERE DEPOSITED: Aircraft Search and Rescue Safety & Education Account and Aeronautics Account (only in 2003–2005 Biennium).

DISTRIBUTION & USE: Appropriated for aircraft search and rescue and for pilot safety and education activities.

TAX EXEMPTIONS: Airman/airwoman employed outside the U.S., employed as an inspector or mechanic by a manufacturer of aircraft or aircraft components, or who performs inspection and mechanical duties only on his or her own aircraft (RCW 47.68.020(9)).

TAX HISTORY: 1993 Not to exceed \$10
 2003 \$15
 2005 Effective July 1, 2005, the airman/airwoman registration fee was repealed by SSB 5414 (C 341, Laws of 2005)

2007–09 ESTIMATE: \$0

2009–11 FORECAST: \$0

VALUE OF INCREASE: \$0

REVENUE SOURCE: **Centennial License Plates**

RCW: 46.16.650
Chapter 1, 1st Special Session, Laws of 2000 repealed the centennial license plates fee, effective January 1, 2000

WHO'S TAXED: Consumers who purchase new plates.

TAX RATE: \$1 per plate

ADMINISTERED BY: Department for Licensing

WHERE DEPOSITED: Motor Vehicle Account

DISTRIBUTION & USE: As appropriated for highway-related purposes

TAX EXEMPTIONS: State/local government vehicles (RCW 46.16.020)

TAX HISTORY: \$1 per plate (from 1-87 to 6-89, 1/2 to Centennial Account and 1/2 to Motor Vehicle Fund; after 6-89, all to Motor Vehicle Fund)
2000 Repealed by Chapter 1, 1st Special Session, Laws of 2000

2007–09 ESTIMATE: \$0

2009–11 FORECAST: \$0

VALUE OF INCREASE: \$0

REVENUE SOURCE: **Mobile Home/Travel Trailer Dealer Excise Tax**

RCW: 82.50

Chapter 1, 1st Special Session, Laws of 2000 repealed the mobile home/travel trailer dealer excise tax, effective January 1, 2000

WHO'S TAXED: Mobile home and travel trailer dealers.

TAX RATE: \$2 per dealer license plate or duplicate.

ADMINISTERED BY: Department of Licensing

WHERE DEPOSITED: General Fund

DISTRIBUTION & USE: Appropriated for general government.

TAX EXEMPTIONS: None

TAX HISTORY: 1979 \$2 per license plate or duplicate
2000 Eliminated by Chapter 1, 1st Special Session, Laws of 2000

2007-09 ESTIMATE: \$0

2009-11 FORECAST: \$0

VALUE OF INCREASE: \$0

REVENUE SOURCE: **Statewide Motor Vehicle Excise Tax (MVET)**

RCW: 82.44.020 (tax)
82.44.041 (valuation)
Chapter 1, 1st Special Session, Laws of 2000 repealed the state-wide motor vehicle excise tax, effective January 1, 2000.

WHO'S TAXED: Owners of motor vehicles, trailers, and semitrailers.

TAX RATE: Annual rate of 2.2% of vehicle value:
2.0% of value base
0.2% of value dedicated to state transportation
Vehicle value is determined according to two valuation schedules set in statute (see RCW 82.44.041): one for all commercial trucks and noncommercial trucks over 6,000 pounds, and one for all other vehicles. For heavy trucks, original value is determined by sales price; for other vehicles, the manufacturer's suggested retail price is used.
Trucks over 40,000 pounds G.V.W. used in combination with trailers pay rate of 2.78%; MVET eliminated for commercial trailers used in combination with trucks paying the 2.78% rate.
Log trucks pay 2.2% rate.
Simplifying amendments in Referendum 49 (EHB 2894) combined the tax rate to 2.2, changed depreciation curve for "all other vehicles," and adjusted the distribution formula (RCW 82.44.110) to maintain revenue neutrality.

ADMINISTERED BY: Department of Licensing

WHERE DEPOSITED: Motor Vehicle Account
Puget Sound Ferry Operations Account
Puget Sound Ferry Capital Construction Account
Transportation Fund (Former to Multimodal Transportation Account)
High Capacity Transportation Account
Central Puget Sound Public Transportation Account
Public Transportation Systems Account
Passenger Ferry Account
County Criminal Justice Assistance Accounts
Municipal Criminal Justice Assistance Accounts
County Public Health Account
County Sales and Use Tax Equalization Account

Municipal Sales and Use Tax Equalization Account
Violence Reduction and Drug Enforcement Account
Distressed County Assistance Account
City Police and Fire Protection Assistance Account
General Fund

DISTRIBUTION & USE: State and local transportation
City and county criminal justice
City public safety
County public health
Cities and counties for general use
Distressed counties
Mass transit
High capacity transportation development

TAX EXEMPTIONS: Vehicles owned by governments (including transit agencies) (RCW 82.44.010)
Vehicles used entirely on private property (RCW 82.44.010(2))
Vans used for ridesharing (RCW 82.44.015)
Mobile homes, travel trailers, and campers (RCW 82.44.010(2))
Vehicles owned by nonresident military personnel (RCW 82.44.010(2))
Private school buses (RCW 46.16.035, 82.44.010)
Vehicles registered by leasing corporations (i.e., rental cars) (RCW 82.44.023)

TAX HISTORY:

1937 1.5% of value
1943 House trailers included
1955 House trailers deleted
1959 2.0% of value
1965 House trailers added
1971 Mobile homes exempt
1977 2.2% (.2% to ferry construction)
1982 2.288% (4% surtax added)
1983 2.354% (increased surtax to 7%)
1987 2.454% (increased 0.1% dedicated to ferry operations and 1% transit match reduced in four counties to fund Rail)

Development Account).

- 1990 Changes vehicle valuation schedules and base rate; new 2.0% base rate revenue neutral with prior 2.454% rate (effective 9/1/90).
Adds 0.2% surtax to base rate; to be deposited in Transportation Fund (effective 9/1/90).
Makes permanent funding for ferry operations.
Deposits MVET available to, but not matched by, transit districts in Transportation Fund (effective 7/1/91).
Reduces maximum MVET available for transit match from 0.815% (under new law) to 0.725% (effective 1/1/93).
Directs revenue that would have been matched by transit under old rate to new accounts to fund transit-related projects (effective 1/1/93).
Transfers MVET equal to 0.1% vehicle value from General Fund to Transportation Fund (effective 7/1/93).
- 1992 Consumers required to pay 5.9% sales tax on vehicle rentals in lieu of dealer paying MVET (effective 1/1/93).
Transit residual goes to General Fund instead of Transportation Fund for 1993–95 Biennium.
0.1% transfer from General Fund to Transportation Fund deferred from 7/1/93 to 7/1/95.
Rate for trucks over 40,000 pounds GVW increased from 2.2% to 2.78%; MVET eliminated for trailers used in combination with such trucks.
- 1994 Transit systems receiving less than 80% of the per capita statewide average sales and use tax are eligible for transit sales and use tax equalization payments (effective 1/1/96).
- 1995 Modified distributions to High Capacity Transportation Account to fund newly-created Passenger Ferry Account.
- 1997 Establishes a permanent funding mechanism for the Violence Reduction and Drug Enforcement Account.
- 1998 Referendum 49 changes the MVET structure and distribution and provides a \$30 tax credit.
Surtax of 0.2% of vehicle value eliminated; MVET rate consolidated at 2.2%.
Depreciation schedule adjusted to reduce tax liability for vehicles 2–3 years old.
Distribution to motor vehicle fund increases to finance new highway construction projects.
General fund receives no MVET revenue; MVET distributions to transit systems and transportation-related accounts paid out of the transportation fund (transportation fund receives additional MVET revenue to make transit distributions).
Yakima Transit and Everett Transit eligible to receive MVET distributions

MVET distributions to county and municipal criminal justice accounts decreases; general fund revenues replace and supplant criminal justice distributions.
 Eliminates funding for violence reduction and drug enforcement account.
 Increases distributions for municipal sales and uses tax equalization.

2000 Repealed by Chapter 1, 1st Special Session, Laws of 2000.

2007–09 ESTIMATE: \$0

2009–11 FORECAST: \$0

VALUE OF INCREASE: \$0

Historical MVET Distributions

1995–1997 Biennium through 1997–1999 Biennium

(Dollars in Millions)

	95–97	97–99
Collections:		
Total Collections	\$1,374.9	\$1,617.7
Distributions:		
DOL	\$19.5	\$24.1
Ferry Capital	101.9	119.9
Ferry Operations	50.8	59.9
Counties	20.0	23.7
Cities	59.4	70.0
County Public Health	30.4	45.9
Criminal Justice	104.5	147.4
Transportation Fund	188.1	353.3
Motor Vehicle Fund	0.0	38.6
General Fund	800.3	734.9
TOTAL	\$1,374.9	\$1,617.7
Distributions from General Fund and Transportation Fund:*		
Transit Districts	345.6	401.3

Transit Equalization	2.3	5.2
CPSPTA & PTSA	18.1	19.8
Passenger Ferry	0.5	0.6
High Capacity Transp. Account	12.7	14.6

* Transit district and transit-related distributions were paid from the General Fund and the Transportation Fund (after Referendum 49) in the 97–99 Biennium. CPSPTA and PTSA stand for Central Puget Sound Public Transportation Account and Public Transportation Systems Account.

REVENUE SOURCE: **Travel Trailer and Camper Excise Tax**

RCW: 82.50.410 (tax)
82.50.425 (valuation)
Chapter 1, 1st Special Session, Laws of 2000 repealed the travel trailer and camper excise tax, effective January 1, 2000

WHO'S TAXED: Travel trailer and camper owners

TAX RATE: Annual rate of 1.1% of value of the travel trailer or camper; value is based on statutory schedule (RCW 82.50.425) applied to the manufacturer's suggested retail price.

ADMINISTERED BY: Department of Licensing

WHERE DEPOSITED: General Fund
Transportation Fund

DISTRIBUTION & USE: 1.1% of value:
13.64% to cities
13.64% to counties
63.64% to General Fund; appropriated for schools
9.08% to Transportation Fund; appropriated for general transportation purposes

TAX EXEMPTIONS: Dealer inventory held for sale (RCW 82.50.520(1))
Government agency (RCW 82.50.520(2))
Nonresidents (RCW 82.50.520(3))

TAX HISTORY: 1943 1.5% (travel trailer)
1955 1.0% (travel trailer)
1971 2.0% (camper)
1972 1.0% (camper)
1990 1.1% (changed vehicle valuation schedules; added 0.1% surtax to base rate to be deposited in Transportation Fund)
1.1% (eliminated 0.1% surtax and consolidated tax rate at 1.1%; distribution changed to maintain revenue neutrality)
2000 Repealed by Chapter 1, 1st Special Session, Laws of 2000

2007–09 ESTIMATE: \$0

2009–11 FORECAST: \$0

VALUE OF INCREASE: \$0

REVENUE SOURCE: **Vehicle Dealer Excise Tax**

RCW: 82.44.030
Chapter 1, 1st Special Session, Laws of 2000 repealed the vehicle dealer excise tax, effective January 1, 2000

WHO'S TAXED: Vehicle Dealers

TAX RATE: One-time fee of \$2 per set of vehicle dealer license plates; for privilege of demonstrating vehicles held for retail sale.

ADMINISTERED BY: Department of Licensing

WHERE DEPOSITED: The proceeds of this tax are deposited in the same accounts as the motor vehicle excise tax.

DISTRIBUTION & USE: Appropriated for general government purposes and highway-related purposes.

TAX EXEMPTIONS: None

TAX HISTORY: \$2 per set of plates
2000 Repealed by Chapter 1, 1st Special Session, Laws of 2000

2007–09 ESTIMATE: \$0

2009–11 FORECAST: \$0

VALUE OF INCREASE: \$0

Funds

Funds - Overview and Table of Contents

Revenue from state transportation taxes and fees, state bonds, and the state's share of federal funding is placed into state accounts from which appropriations are made for a broad range of transportation purposes. Even revenue that is distributed according to statutory formula and most local option revenues are placed in accounts for distribution by the State Treasurer. With the exception of a few nonappropriated accounts, revenue cannot be spent unless appropriated by the Legislature. Appropriations must specify the account from which revenue will be provided for a certain purpose. Law specifies the purposes for which revenue from a fund or account may be used. For example, the permissible uses of Motor Vehicle Fund (which includes several transportation accounts) revenue are specified in the 18th Amendment of the State Constitution and RCW 46.68.070.

Contained in this section is a discussion of the funds that contain transportation accounts from which revenue is appropriated. Specific accounts are described in the Accounts section that follows this section.

FUNDS.....	231
OVERVIEW AND TABLE OF CONTENTS.....	231
DESCRIPTION OF MAJOR TRANSPORTATION FUNDS	232
TRANSPORTATION ACCOUNTS BY FUND.....	234
18TH AMENDMENT OF THE STATE CONSTITUTION.....	236

Description of Major Transportation Funds

State transportation programs are funded mainly by appropriations from accounts within the Motor Vehicle Fund. Several other funds contain accounts that provide revenue for transportation purposes, including the Multimodal Transportation Fund, and the Transportation Bond Fund.

Funds are fiscal and accounting entities established within the state treasury for the purpose of accounting for revenue sources that are earmarked for certain programs and expenditures. Transportation funds, like all other state funds, are comprised of accounts that are used for similar purposes or have similar restrictions. The Accounts section of this manual describes the accounts that provide revenue to support transportation agencies, programs, or projects.

State, federal, and local revenues are recorded separately within each account. Appropriations found in budget bills usually will distinguish the source of revenue. For example, the Department of Transportation receives Motor Vehicle Fund-State, Motor Vehicle Fund-Federal, and Motor Vehicle Fund-Local dollars.

Note that in many cases when people refer to the Motor Vehicle Fund, they are referring to the basic account within that fund rather than all of its accounts. In statute, the term "fund" is often used to refer to a single account rather than a grouping of accounts. This manual uses the term "basic account" to signify those entities that in statute are called funds but act as accounts.

Following is a description of each of the major transportation funds:

MOTOR VEHICLE FUND

The Motor Vehicle Fund was established for the purpose of supporting highway and highway-related programs (RCW 46.68.070). Motor Vehicle Fund revenue comes mainly from federal grants, state motor fuel taxes, and vehicle registration fees.

Under the 18th Amendment of the State's Constitution, which was approved by voters in 1944, expenditures of revenues deposited in this fund are restricted to the support of state, city and county highway maintenance and construction, highway-related activities of the Washington State Patrol, Washington State Ferries, and other highway purposes (see *18th Amendment of the State Constitution* on page 236). Rail, bus, and air transportation may not be financed with Motor Vehicle Fund dollars. However, fund revenues may be used for facilities for pedestrians, equestrians, and bicyclists in the following cases: for existing trails on highway right-of-way, where an existing highway severs a trail, or where the use of a trail will materially increase motor vehicle safety.

When people speak of the Motor Vehicle Fund, they often are referring to the Motor Vehicle Account that is the repository for residual state revenue remaining after statutory distributions of gas tax and vehicle registration fees to cities, counties, and other accounts within the fund. The Motor Vehicle Account is the recipient of most federal highway dollars and is the largest transportation account in terms of revenue.

MULTIMODAL TRANSPORTATION FUND

Formally called the Transportation Fund, this fund was established during the 1990 legislative session to be used for general transportation purposes (RCW 82.44.180). Accounts in this fund are not subject to the 18th Amendment requirements specifying "highway purposes." As a result, money from this fund can be used for programs such as high capacity transit, aviation, passenger and freight rail, and new transportation technologies, as well as for highway purposes. The accounts that have historically comprised the Highway Safety Fund—the Highway Safety

Account and the Motorcycle Safety and Education Account—are now included in the Multimodal Transportation Fund.

GENERAL FUND

Some accounts devoted to transportation, such as the Pilotage Account, are included in the General Fund. The term General Fund is often used when referring to the basic account within the General Fund as well as the fund itself. The basic account may also be referred to as the General Fund-State. The General Fund is the account into which most non earmarked state tax revenue is deposited and which provides revenue for the operations of most nontransportation state agencies. There have been occasions when revenue from the General Fund has been appropriated for transportation purposes.

TRANSPORTATION BOND FUND

This fund contains accounts that serve as repositories for Motor Vehicle Fund revenues that are to be used to pay highway or ferry bond debt. Included in this fund are three accounts: the Highway Bond Retirement Account for debt service on Department of Transportation bonds, the Ferry Bond Retirement Account for debt service on marine bonds authorized in 1977 and 1992, and the Transportation Improvement Board Bond Retirement Account for debt service on Transportation Improvement Board (formally called the Urban Arterial Board) bonds.

Transportation Accounts by Fund

MOTOR VEHICLE FUND

Motor Vehicle Account (108)
County Arterial Preservation Account (186)
Department of Licensing Services Account (201)
Freight Mobility Investment Account (09E)
Highway Infrastructure Account (096)
Puget Sound Ferry Operations Account (109)
Puget Sound Capital Construction Account (099)
Puyallup Tribal Settlement Account (736)
Recreational Vehicle Account (097)
Rural Arterial Trust Account (102)
Small City Pavement and Sidewalk Account (08M)
Special Category C Account (215)
State Patrol Airplane Account (471)
State Patrol Highway Account (081)
Tacoma Narrows Toll Bridge Account (511)
Transportation 2003 Account (Nickel Account) (550)
Transportation Improvement Account (144)
Transportation Partnership Account (09H)
Urban Arterial Trust Account (112)

MULTIMODAL TRANSPORTATION FUND

Multimodal Transportation Account (218)
Advance Right-of-Way Revolving Account (880)
Aeronautics Account (039)
Bicycle and Pedestrian Safety Account (282)
Biometric Security Account (487)
Essential Rail Assistance Account (02M)
Federal Local Rail Assistance Account (688)
Freight Congestion Relief Account (14K)
Freight Mobility Multimodal Account (11E)
High-Occupancy Toll Lanes Operations Account (09F)
Highway Safety Account (106)
Ignition Interlock Device Revolving Account (14V)
Impaired Driving Safety Account (281)
King Street Railroad Station Facility Account (432)

Miscellaneous Transportation Programs Account (784)
Motorcycle Safety Education Account (082)
Produce Railcar Pool Account (07N)
Public Transportation Systems Account (232)
Regional Mobility Grant Program Account (11B)
SR 520 Civil Penalties Account (17P)
SR 520 Corridor Account (16J)
Transportation Infrastructure Account (094)
Washington Fruit Express Account (509) (*Inactive account*)

TRANSPORTATION BOND FUND

Ferry Bond Retirement Account (304)
Highway Bond Retirement Account (303)
Transportation Improvement Board Bond Retirement Account (305)

TRANSPORTATION ACCOUNTS IN MISCELLANEOUS FUNDS

Advanced Environmental Mitigation Revolving Account (789) (Miscellaneous Trust Fund)
Advance Right-of-Way Revolving Account (880) (Miscellaneous Trust Fund)
Air Pollution Control Account (216) (Natural Resources Fund)
Grade Crossing Protective Account (080) (Central Administrative and Regulatory Fund)
High Occupancy Vehicle Account (737) (Local Government Distributions Fund)
License Plate Technology Account (06T) (Central Administrative and Regulatory Fund)
Miscellaneous Program Account (“Grain Train”) (759) (Miscellaneous Trust Fund)
School Zone Safety Account (780) (Miscellaneous Trust Fund)
Transportation Equipment Account (410) (Equipment Revolving Fund)
Vehicle License Fraud Account (04V) (Central Administrative & Regulatory Fund)
Vessel Response Account (07C) (Wildlife and Natural Resources Fund)
Wildlife Account (104) (Wildlife Natural Resources Fund)

18th Amendment of the State Constitution

Art. 2 Sec 40 HIGHWAY FUNDS. All fees collected by the State of Washington as license fees for motor vehicles and all excise taxes collected by the State of Washington on the sale, distribution or use of motor vehicle fuel and all other state revenue intended to be used for highway purposes, shall be paid into the state treasury and placed in a special fund to be used exclusively for highway purposes. Such highway purposes shall be construed to include the following:

(a) The necessary operating, engineering and legal expenses connected with the administration of public highways, county roads and city streets;

(b) The construction, reconstruction, maintenance, repair, and betterment of public highways, county roads, bridges and city streets; including the cost and expense of (1) acquisition of rights-of-way, (2) installing, maintaining and operating traffic signs and signal lights, (3) policing by the state of public highways, (4) operation of movable span bridges, (5) operation of ferries which are a part of any public highway, county road, or city street;

(c) The payment or refunding of any obligation of the State of Washington, or any political subdivision thereof, for which any of the revenues described in section 1 may have been legally pledged prior to the effective date of this act;

(d) Refunds authorized by law for taxes paid on motor vehicle fuels;

(e) The cost of collection of any revenues described in this section:

Provided, That this section shall not be construed to include revenue from general or special taxes or excises not levied primarily for highway purposes, or apply to vehicle operator's license fees or any excise tax imposed on motor vehicles or the use thereof in lieu of a property tax thereon, or fees for certificates of ownership of motor vehicles. [1943 House Joint Resolution No. 4, p. 938. Approved November, 1944.]

Accounts –

Overview

Revenue for transportation purposes is contained in and appropriated from transportation accounts. Each account is set up for certain purposes and is the repository for revenue earmarked for those purposes. For example, the Puget Sound Ferry Operations Account (PSFOA) contains revenue that is statutorily set aside out of collections from the motor fuel tax, motor vehicle registration fee, and the combined licensing fee. By statute, this revenue can only be spent for ferry operations. The PSFOA, like all other accounts, is part of a roll-up fund. The PSFOA is one of the accounts within the Motor Vehicle Fund and is subject to the constitutional and statutory constraints applied to that fund.

Accounts in this section are arranged alphabetically. A list of accounts organized by fund can be found in the *Funds* section of this manual. Included within each account profile are revenue estimates, excluding administrative transfers between accounts, and bond proceeds and costs carried forward from prior periods for the 2009–11 and 2011–13 biennia.

ACCOUNT NAME: **Advanced Environmental Mitigation Revolving Account**

ACCOUNT NUMBER: 789

AUTHORIZING RCW: 47.12.340 (Created in 1997)

ROLL-UP FUND: Wildlife and Natural Resources Fund

BUDGET TYPE: Nonappropriated Account

DESCRIPTION

Provides funds used to acquire and/or develop environmental mitigation sites in advance of programmed highway construction projects. Advance environmental mitigation must be conducted in a manner that is consistent with the definition of mitigation found in the council of environmental quality regulations (40 C.F.R. Sec. 1508.20) and the Governor's Executive Order on wetlands (EO 90-04). This is a nonbudgeted and nonappropriated account.

SOURCES OF FUNDS

- 80% of treasury deposit earnings
- Sales tax on leaded racing fuel
- The sale of property or environmental mitigation rights (e.g., for highway construction purposes).

USES OF THE ACCOUNT

- Acquisition of property, water, or air rights for the purposes of advance environmental mitigation.
- Development of property for the purposes of improved environmental protection.
- Engineering costs necessary for such purchase and development.
- The use of advance environmental mitigation sites to fulfill project environmental permit requirements.

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

The Department of Transportation is authorized to use this account for projects that are included in the State Highway System Plan. Advance environmental mitigation may also be conducted in partnership with federal, state, or local government agencies, tribal governments, interest groups, or private parties.

ESTIMATED REVENUE (Includes sources of funds listed above based upon the Nov. 2010 Forecast. Does not include carryover from prior biennium.)

2009–11	\$1,110,000
2011–13	\$1,772,000

ACCOUNT NAME: **Advance Right-of-Way Revolving Account**

ACCOUNT NUMBER: 880

AUTHORIZING RCW: 47.12.244 (Created in 1969)

ROLL-UP FUND: Multimodal Transportation Fund

BUDGET TYPE: Nonappropriated Account

DESCRIPTION

Provides funds used to purchase property in advance of highway construction right of way requirements. This is a nonbudgeted and nonappropriated account.

SOURCES OF FUNDS

- 80% of treasury deposit earnings
- Property sales to highway projects
- Lease and rental income
- Miscellaneous revenue

USES OF THE ACCOUNT

- Advance highway construction right of way purchases

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Department of Transportation (Capital Programs)

ESTIMATED REVENUE (Includes sources of funds listed above based upon the Nov. 2010 Forecast. Does not include carryover from prior biennium.)

2009–11 \$13,573,000

2011–13 \$8,122,000

ACCOUNT NAME: **Advanced Environmental Mitigation Revolving Account**

ACCOUNT NUMBER: 789

AUTHORIZING RCW: 47.12.340 (Created in 1997)

ROLL-UP FUND: Wildlife and Natural Resources Fund

BUDGET TYPE: Nonappropriated Account

DESCRIPTION

Provides funds used to acquire and/or develop environmental mitigation sites in advance of programmed highway construction projects. Advance environmental mitigation must be conducted in a manner that is consistent with the definition of mitigation found in the council of environmental quality regulations (40 C.F.R. Sec. 1508.20) and the Governor's Executive Order on wetlands (EO 90-04). This is a nonbudgeted and nonappropriated account.

SOURCES OF FUNDS

- 80% of treasury deposit earnings
- Sales tax on leaded racing fuel
- The sale of property or environmental mitigation rights (e.g., for highway construction purposes).

USES OF THE ACCOUNT

- Acquisition of property, water, or air rights for the purposes of advance environmental mitigation.
- Development of property for the purposes of improved environmental protection.
- Engineering costs necessary for such purchase and development.
- The use of advance environmental mitigation sites to fulfill project environmental permit requirements.

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

The Department of Transportation is authorized to use this account for projects that are included in the State Highway System Plan. Advance environmental mitigation may also be conducted in partnership with federal, state, or local government agencies, tribal governments, interest groups, or private parties.

ESTIMATED REVENUE (Includes sources of funds listed above based upon the Nov. 2010 Forecast. Does not include carryover from prior biennium.)

2009–11	\$1,110,000
2011–13	\$1,772,000

ACCOUNT NAME: **Aeronautics Account**
 ACCOUNT NUMBER: 039
 AUTHORIZING RCW: 82.42.090 (Created in 1967)
 ROLL-UP FUND: Multimodal Transportation Fund
 BUDGET TYPE: Appropriated Account

DESCRIPTION

Provides funds for the administration of the Aviation Division of the Department of Transportation, support of state and local airports, and maintenance of state-owned airports.

SOURCES OF FUNDS

- Motor fuel tax transfer (0.028% of gross gasoline tax collections)
- Aircraft fuel tax (11.0 cents per gallon)
- Aircraft excise tax (10% of excise (use) tax collected)
- Aircraft registration fees (\$15 per year per aircraft)
- Federal airport development and planning grants (see *Federal Funding* section)
- Aircraft dealer license fees (\$75 per year per dealer)
- Miscellaneous revenues (e.g., Federal Aviation Administration inspections, hangar rental income, sale of timber and other property)
- Treasury deposit earnings

USES OF THE ACCOUNT

- To assist planning and technical assistance
- Grants to local airports
- Maintenance of state-owned airports

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

Department of Transportation (Aviation Division)

ESTIMATED REVENUE (Includes sources of funds listed above based upon the Nov. 2010 Forecast. Does not include carryover from prior biennium.)

2009–11	\$7,961,000
2011–13	\$8,306,000

ACCOUNT NAME: **Bicycle and Pedestrian Safety Account**

ACCOUNT NUMBER: 282

AUTHORIZING RCW: 43.59.150 (Created in 1998)

ROLL-UP FUND: Multimodal Transportation Fund

BUDGET TYPE: Nonappropriated Account

DESCRIPTION

To fund improvements in bicycle and pedestrian safety. This is a nonappropriated account.

SOURCES OF FUNDS

- One-time initial appropriation from the Highway Safety Account, to be repaid from private contributions.
- Private contributions

USES OF THE ACCOUNT

- Development of programs and creation of public private partnerships that promote bicycle and pedestrian safety.

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

Washington Traffic Safety Commission

ESTIMATED REVENUE (Includes sources of funds listed above based upon the Nov. 2010 Forecast. Does not include carryover from prior biennium.)

2009–11 \$0

2011–13 \$0

ACCOUNT NAME: **County Arterial Preservation Account**

ACCOUNT NUMBER: 186

AUTHORIZING RCW: 46.68.090 (Created in 1990)

ROLL-UP FUND: Motor Vehicle Fund

BUDGET TYPE: Appropriated Account

DESCRIPTION

Provides funds for preservation of arterials in unincorporated areas of each county; distribution based on paved arterial lane miles in unincorporated areas. Use of these funds are restricted by the *18th Amendment*. (See *Funds* section – for text).

SOURCES OF FUNDS

- Motor fuel tax (1.9565% of 23-cent gas tax collections)
- Treasury deposit earnings
- Statutory transfer from Transportation Partnership Account

USES OF THE ACCOUNT

For pavement resurfacing and rehabilitation of county paved arterials through the County Arterial Preservation Program.

AGENCIES/JURISDICTIONS OPERATING OUT OF THE ACCOUNT

Appropriated to the County Road Administration Board for distribution to counties

ESTIMATED REVENUE (Includes sources of funds listed above based upon the Nov. 2010 Forecast. Does not include carryover from prior biennium.)

2009–11 \$31,272,000

2011–13 \$31,981,000

ACCOUNT NAME: **Department of Licensing Services Account**
ACCOUNT NUMBER: 201
AUTHORIZING RCW: 46.68.220 (Created in 1992)
ROLL-UP FUND: Motor Vehicle Fund
BUDGET TYPE: Appropriated Account

DESCRIPTION

Created in 1992 (Chapter 216, Laws of 1992) to provide funding for information and service delivery systems of the Department of Licensing and for reimbursement of county licensing activities. Use of these funds are restricted by the *18th Amendment in Funds Section*.

SOURCES OF FUNDS

- DOL service fee (50 cents on each new and renewal vehicle registration)
- Treasury deposit earnings

USES OF THE ACCOUNT

- Support of DOL information and service delivery systems
- Assistance to counties that do not cover the cost of motor vehicle licensing activities through service fees.

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Department of Licensing
- Counties

ESTIMATED REVENUE (Includes sources of funds listed above based upon the Nov. 2010 Forecast. Does not include carryover from prior biennium.)

2009–11	\$5,744,000
2011–13	\$6,075,000

ACCOUNT NAME: **Essential Rail Assistance Account**
ACCOUNT NUMBER: 02M
AUTHORIZING RCW: 47.76.250 (Created in 1983)
ROLL-UP FUND: Multimodal Transportation Fund
BUDGET TYPE: Appropriated Account

DESCRIPTION

Provides low-interest loans to counties, port districts, first class cities, and small railroads for purchase of rail lines to preserve existing freight rail service. The Essential Rail Banking Account was merged into this account and abolished in 1995.

SOURCES OF FUNDS

- Repayment of loans by local jurisdictions (must be repaid within ten years)
- Treasury deposit earnings

USES OF THE ACCOUNT

- Acquisition, maintenance, or improvement of branch rail lines
- Purchase of railroad equipment necessary to maintain essential rail service
- Construction of trans-loading facilities to increase business on light density lines
- Mitigation of the impacts of abandonment
- Preservation of service along viable light density lines

AGENCIES/JURISDICTIONS OPERATING OUT OF THE ACCOUNT

Department of Transportation (Public Transportation and Rail Division)

ESTIMATED REVENUE (Includes sources of funds listed above based upon the Nov. 2010 Forecast. Does not include carryover from prior biennium.)

2009–11	\$245,000
2011–13	\$139,000

ACCOUNT NAME: **Federal Local Rail Service Assistance Account**
ACCOUNT NUMBER: 688
AUTHORIZING RCW: 43.88.195 (Created in 1969)
ROLL-UP FUND: Multimodal Transportation Fund
BUDGET TYPE: Nonappropriated Account

DESCRIPTION

Contains federal funds used to address impacts of rail line abandonments on light density lines. Provides funds on a 70% federal to 30% local basis. Distributed as short-term low-interest loans. New federal funding for this program is no longer available. However, the program continues, based on accumulated cash balances and loan repayments. This is a nonbudgeted and nonappropriated account.

SOURCES OF FUNDS

- Loan repayments
- Treasury deposit earnings

USES OF THE ACCOUNT

- Rehabilitation of lines that are considered for abandonment due to poor physical condition
- Construction of new rail facilities that enable service to be retained or enhanced
- Provision of substitute service such as highway improvements allowing alternative transportation to alleviate the adverse impacts of abandonment
- Purchase of a line for operation by another carrier or to preserve the right of way for
- future use

AGENCIES/JURISDICTIONS OPERATING OUT OF THE ACCOUNT

The Department of Transportation (Public Transportation and Rail Division) provides loans to public and private light density railroad operators.

ESTIMATED REVENUE (Includes sources of funds listed above based upon the Nov. 2010 Forecast. Does not include carryover from prior biennium.)

2009–11 N/A
2011–13 N/A

ACCOUNT NAME: **Ferry Bond Retirement Account**
ACCOUNT NUMBER: 304
AUTHORIZING RCW: 47.60.600 (Created in 1977)
ROLL-UP FUND: Transportation General Oblig. Bond Fund
BUDGET TYPE: Bond/Debt Service Withholding Account

DESCRIPTION

Repository for motor fuel tax revenues to be used by the State Treasurer for payment of principal and interest on ferry construction bonds authorized in 1977 and in 1992.

SOURCES OF FUNDS

- Transfers from Motor Vehicle Account (which may be reimbursed from the Puget Sound Capital Construction Account)
- Treasury deposit earnings

USES OF THE ACCOUNT

Payment of ferry construction bond principal and interest

AGENCIES/JURISDICTIONS OPERATING OUT OF THE ACCOUNT

State Treasurer

ESTIMATED REVENUE

N/A

ACCOUNT NAME: **Freight Congestion Relief Account**

ACCOUNT NUMBER: 14K

AUTHORIZING RCW: 46.68.330 (Created in 2007)

ROLL-UP FUND: Multimodal Transportation Fund

BUDGET TYPE: Appropriated Account

DESCRIPTION

Special revenue treasury account to provide congestion relief and mitigate the burden imposed on the state transportation system by the movement of cargo via Washington ports.

SOURCES OF FUNDS

- As of FY11, Legislature had not approved a dedicated funding source.
- Treasury deposit earnings

USES OF THE ACCOUNT

Expenditures from the account may only be used to provide congestion relief through the improvement of freight rail systems and state highways that function as freight corridors.

AGENCIES/JURISDICTIONS OPERATING OUT OF THE ACCOUNT

Department of Transportation

ESTIMATED REVENUE (Includes sources of funds listed above based upon the Nov. 2010 Forecast. Does not include carryover from prior biennium.)

2009–11 N/A

2011–13 N/A

ACCOUNT NAME: **Freight Mobility Investment Account**

ACCOUNT NUMBER: 09E

AUTHORIZING RCW: RCW 46.68.300 (Created in 2005)

ROLL-UP FUND: Motor Vehicle Fund

BUDGET TYPE: Appropriated Account

DESCRIPTION

For freight mobility projects identified in the omnibus transportation appropriations act, including any principal and interest on bonds authorized for the projects or improvements.

SOURCES OF FUNDS

- \$3,000,000 annual statutory transfer from the Transportation Partnership Account's licenses, permits and fees revenue
- Treasury deposit earnings

USES OF THE ACCOUNT

Expenditures from the account may be used only for freight mobility projects identified in the omnibus transportation appropriations act, including any principal and interest on bonds authorized for the projects or improvements.

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Freight Mobility Strategic Investment Board (4110)

ESTIMATED REVENUE (Includes sources of funds listed above based upon the Nov. 2010 Forecast. Does not include carryover from prior biennium.)

2009–11 \$6,364,000

2011–13 \$6,364,000

ACCOUNT NAME: **Freight Mobility Multimodal Account**
ACCOUNT NUMBER: 11E
AUTHORIZING RCW: RCW 46.68.310 (Created in 2006)
ROLL-UP FUND: Multimodal Transportation Fund (BB)
BUDGET TYPE: Appropriated Account

DESCRIPTION

For freight mobility projects identified in the omnibus transportation appropriations act, including any principal and interest on bonds authorized for the projects or improvements.

SOURCES OF FUNDS

- \$3,000,000 annual statutory distribution of licenses, permits and fees revenue
- \$3,755,000 one-time contribution from Union Pacific (deferred revenue)
- Treasury deposit earnings

USES OF THE ACCOUNT

Expenditures from the account may be used only for freight mobility projects identified in the omnibus transportation appropriations act, including any principal and interest on bonds authorized for the projects or improvements.

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

Freight Mobility Strategic Investment Board (4110)

ESTIMATED REVENUE (Includes sources of funds listed above based upon the Nov. 2010 Forecast. Does not include carryover from prior biennium.)

2009–11	\$7,800,000
2011–13	\$9,323,000

ACCOUNT NAME: **Grade Crossing Protective Account**
ACCOUNT NUMBER: 080
AUTHORIZING RCW: 81.53.281 (Created in 1969)
ROLL-UP FUND: Central Administration and Regulatory Fund
BUDGET TYPE: Appropriated Account

DESCRIPTION

Provides funds for the installation or upgrading of signals or other warning devices at railroad grade crossings. Up to 60% of the cost of these projects may qualify for reimbursement from this account. This fund is administered by the Utilities and Transportation Commission.

SOURCES OF FUNDS

- Statutory transfer from Public Service Revolving Fund's Miscellaneous Fees and Penalties accounts monies
- Federal funds
- Treasury deposit earnings

USES OF THE ACCOUNT

- Cover costs of installation and maintenance of railroad signals
- Cover administration costs of the Utilities and Transportation Commission

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

Utilities and Transportation Commission

ESTIMATED REVENUE (Includes sources of funds listed above based upon the Nov. 2010 Forecast. Does not include carryover from prior biennium.)

2009–11	\$522,000
2011–13	\$534,000

ACCOUNT NAME: **Miscellaneous Program Account ("Grain Train")**
ACCOUNT NUMBER: 759
AUTHORIZING RCW: 43.88.195
ROLL-UP FUND: Central Admin and Regulatory Fund
BUDGET TYPE: Nonappropriated Account

DESCRIPTION

Local account used by several agencies to administer their trustee activities.

SOURCES OF FUNDS

- Federal grants-in-aid
- Charges and miscellaneous revenue
- Interest Earnings

USES OF THE ACCOUNT

The Department of Transportation uses this account to track revenues received from Grain Train operations and for payment of expenditures for operation and maintenance, and rail car replacement.

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Department of Transportation

ESTIMATED REVENUE (Includes sources of funds listed above based upon the Nov. 2010 Forecast. Does not include carryover from prior biennium.)

2009–11	\$420,000
2011–13	\$505,000

ACCOUNT NAME: **High-Occupancy Toll Lanes Operations Account**

ACCOUNT NUMBER: 09F

AUTHORIZING RCW: 47.66.090

ROLL-UP FUND: Multimodal Transportation Fund

DESCRIPTION

A repository for tolls collected from high-occupancy toll lanes (HOT lanes). The HOT lanes are a pilot program and are due to expire in early May 2012.

SOURCES OF FUNDS

- Toll charges from high-occupancy toll lane users
- Treasury deposit earnings, including interest on unearned revenue held in account 495 for customer-prepaid HOT Lanes tolls.

USES OF THE ACCOUNT

HOT Lanes revenue is used for, but not limited to, debt service, planning, administration, construction, maintenance, operation, repair, rebuilding, enforcement, and expansion of high-occupancy toll lanes and to increase transit, vanpool and carpool, and trip reduction services in the corridor.

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

Department of Transportation

ESTIMATED REVENUE (Includes sources of funds listed above based upon the Nov. 2010 Forecast.)

2009–11	\$1,166,000
2011–13	\$ 562,000

ACCOUNT NAME: **Highway Bond Retirement Account**
ACCOUNT NUMBER: 303
AUTHORIZING RCW: 47.10.080 (Created in 1951)
ROLL-UP FUND: Transportation Bond Fund
BUDGET TYPE: Bond Retirement/Debt Service Withholding Account

DESCRIPTION

Payments of principal and interest on outstanding bonds issued for Department of Transportation highway construction projects. This account is administered by the State Treasurer.

SOURCES OF FUNDS

- Transfer in of motor fuel taxes (as required)
- Treasury deposit earnings

USES OF THE ACCOUNT

Debt service on bonds issued

AGENCIES/JURISDICTIONS OPERATING OUT OF THE ACCOUNT

State Treasurer

ESTIMATED REVENUE

N/A

ACCOUNT NAME: **Highway Infrastructure Account**

ACCOUNT NUMBER: 096

AUTHORIZING RCW: 46.68.240 (Created in 1996)

ROLL-UP FUND: Motor Vehicle Fund

BUDGET TYPE: Appropriated Account

DESCRIPTION

A repository for funds used as part of a "state infrastructure bank" to support innovative financing strategies that benefit the state's highway infrastructure. Use of these funds are restricted by the *18th Amendment*. (See *Funds Section* for text).

SOURCES OF FUNDS

- Federal funds
- Loan repayments
- Treasury deposit earnings

USES OF THE ACCOUNT

- Support the issuance of public or private debt
- Provide credit enhancements for such debt
- Provide direct loans to public or private entities
- Facilitate investment in highway facilities

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

Department of Transportation

ESTIMATED REVENUE (Includes sources of funds listed above based upon the Nov. 2010 Forecast. Does not include carryover from prior biennium.)

2009–11 \$ 88,000

2011–13 \$1,734,000

ACCOUNT NAME: **Highway Safety Account**
ACCOUNT NUMBER: 106
AUTHORIZING RCW: 46.68.060 (Created in 1961)
ROLL-UP FUND: Multimodal Transportation Fund
BUDGET TYPE: Appropriated Account

DESCRIPTION

To carry out laws relating to driver licensing; driver improvement; financial responsibility; and cost of furnishing abstracts of driving records and maintaining such case records.

SOURCES OF FUNDS

- Driver license fees
- Motor vehicle fees, fines and forfeitures
- Copies of records and driving record abstracts
- Treasury deposit earnings
- Federal traffic safety programs/driver schools (see *Federal Funding* section.)

USES OF THE FUND

Administrative costs of the Department of Licensing and to carry out the purposes of the Washington Traffic Safety Commission. During the 2007-2009 and 2009-2011 fiscal biennia, the legislature may transfer from the highway safety fund to the motor vehicle fund and the multimodal transportation account such amounts as reflect the excess fund balance of the highway safety fund.

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Department of Licensing
- Traffic Safety Commission

ESTIMATED REVENUE (Includes sources of funds listed above based upon the Nov. 2010 Forecast. Does not include carryover from prior biennium.)

2009–11	\$197,315,000
2011–13	\$225,529,000

ACCOUNT NAME: **High Occupancy Vehicle Account**

ACCOUNT NUMBER: 737

AUTHORIZING RCW: 81.100.070 (Created in 1990)

ROLL-UP FUND: Local Government Distributions Fund

BUDGET TYPE: Nonappropriated Account

DESCRIPTION

For deposit and distribution of HOV local option tax revenue collected by the Department of Revenue or the Department of Licensing. Only King, Pierce, and Snohomish counties are eligible to levy these taxes, with voter approval; however, no jurisdiction has imposed the HOV local option tax to date.

SOURCES OF FUNDS

- Local option HOV motor vehicle excise tax
- Local option HOV employer tax
- Treasury deposit earnings

USES OF THE ACCOUNT

- Distribution to counties on whose behalf the revenue was collected
- To finance or accelerate construction of HOV lanes
- To support programs that encourage or monitor the use of HOV lanes

AGENCIES/JURISDICTIONS OPERATING OUT OF THE ACCOUNT

King, Pierce, and Snohomish counties

ESTIMATED REVENUE (Includes sources of funds listed above based upon the Nov. 2010 Forecast. Does not include carryover from prior biennium.)

2009–11 \$0

2011–13 \$0

ACCOUNT NAME: **Ignition Interlock Device Revolving Account**

ACCOUNT NUMBER: 14V

AUTHORIZING RCW: 46.68.340 (Created in 2008)

ROLL-UP FUND: Central Admin and Regulatory Fund

BUDGET TYPE: Appropriated Account

DESCRIPTION

For administering and operating the ignition interlock device revolving account program.

SOURCES OF FUNDS

Applicant fees.

USES OF THE FUND

For administering and operating the ignition interlock device revolving account program.

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Department of Licensing

ESTIMATED REVENUE (Includes sources of funds listed above based upon the Nov. 2010 Forecast. Does not include carryover from prior biennium.)

2009–11	\$2,283,000
2011–13	\$1,553,000

ACCOUNT NAME: **Impaired Driving Safety Account**

ACCOUNT NUMBER: 281

AUTHORIZING RCW: 46.68.260 (Created in 1998)

ROLL-UP FUND: Multimodal Transportation Fund

BUDGET TYPE: Appropriated Account

DESCRIPTION

To provide funding for projects designed to reduce impaired driving and to offset local governments' costs of enforcing laws related to impaired driving and boating.

SOURCES OF FUNDS

Driver license reinstatement fees for alcohol- and drug-related driving arrests (63% of \$150 reinstatement fee).

USES OF THE FUND

To fund projects to reduce impaired driving

To provide funding to local governments for costs associated with enforcing laws related to impaired driving and boating.

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Distributions to the County Criminal Justice Account, according to counties' population, crime rate, and per capita superior court cases (RCW 82.14.310)
- Distributions to the Municipal Criminal Justice Account, according to municipalities' population, crime rate, history of violent crime, and other factors such as implementation of crime prevention programs (RCW 82.14.320 and RCW 82.14.330)

ESTIMATED REVENUE (Includes sources of funds listed above based upon the Nov. 2010 Forecast. Does not include carryover from prior biennium.)

2009–11 \$2,712,000

2011–13 \$4,089,000

ACCOUNT NAME: **King Street Railroad Station Facility Account**

ACCOUNT NUMBER: 432

AUTHORIZING RCW: 47.79.150 (Created in 2001)

ROLL-UP FUND: Other Activities Fund

BUDGET TYPE: Nonappropriated Account

DESCRIPTION

To provide funding for operation and maintenance, as well as capital improvement projects for the King Street Railroad station.

SOURCES OF FUNDS

- Treasury deposit earnings
- Capital facility sales, leases, parking fees, etc. investment income, contributions, grants, donations, other miscellaneous revenue.

USES OF THE FUND

The legislation creating this account assumed the account's major purpose would be to provide funding for payment of debt service on bonds issued by a nonprofit organization to finance a rehabilitation of the King Street Station. Since the account was created, the rehabilitation and financing plan has been modified. The Department of Transportation now plans to use funds in the account together with federal funds and private/local funding sources to directly pay for capital improvements to the station.

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Department of Transportation

ESTIMATED REVENUE (Includes sources of funds listed above based upon the Nov. 2010 Forecast. Does not include carryover from prior biennium.)

2009–11 \$30,000

2011–13 \$ 8,000

ACCOUNT NAME: **License Plate Technology Account**
ACCOUNT NUMBER: 06T
AUTHORIZING RCW: 46.16.685 (Created in 2003)
ROLL-UP FUND: Central Administrative and Regulatory Fund
BUDGET TYPE: Appropriated Account

DESCRIPTION

To support current and future license plate technology and system integration upgrades.

SOURCES OF FUNDS

- License Plate Technology Fee

USES OF THE ACCOUNT

Used to support the Department of Licensing's current and future license plate technology and system integration upgrades.

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Department of Licensing

ESTIMATED REVENUE (Includes sources of funds listed above based upon the Nov. 2010 Forecast. Does not include carryover from prior biennium.)

2009–11 \$2,851,000

2011–13 \$3,000,000

ACCOUNT NAME: **Miscellaneous Transportation Programs Account**

ACCOUNT NUMBER: 784

AUTHORIZING RCW: 47.04.220 (Created in 1997)

ROLL-UP FUND: Multimodal Transportation Fund

BUDGET TYPE: Nonappropriated Account

DESCRIPTION

Created to account for federal funds that are administered by the Department of Transportation and are passed through to local governments; and for expenditures and reimbursements for services the department provides to other government agencies for which the department receives full reimbursement. Also known as the Fiduciary Fund.

SOURCES OF FUNDS

- Federal grants-in-aid
- Charges to local governments to cover indirect costs
- Other miscellaneous revenue

USES OF THE ACCOUNT

To administer pass-through federal funds to local governments

For public or private reimbursable transportation services

For other reimbursable activities as recommended by the Legislative Transportation Committee and approved by the Office of Financial Management

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Department of Transportation

ESTIMATED REVENUE (Includes sources of funds listed above based upon the Nov. 2010 Forecast. Does not include carryover from prior biennium.)

2009–11 \$545,456,000

2011–13 \$527,671,000

ACCOUNT NAME: **Motorcycle Safety Education Account**

ACCOUNT NUMBER: 082

AUTHORIZING RCW: 46.68.065 (Created in 1982)

ROLL-UP FUND: Multimodal Transportation Fund

BUDGET TYPE: Appropriated Account

DESCRIPTION

Provides funds for the administration of motorcycle driver licensing and safety education; subsidizes basic and advanced motorcycle training courses.

SOURCES OF FUNDS

- Motorcycle operator license fees (\$5 application fee; \$25 endorsement fee, \$15 instruction permit).
- Treasury deposit earnings

USES OF THE ACCOUNT

Support administrative costs of the Department of Licensing, Driver Services Division, required to carry out the motorcycle licensing and safety education program.

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

Department of Licensing

ESTIMATED REVENUE (Includes sources of funds listed above based upon the Nov. 2010 Forecast. Does not include carryover from prior biennium.)

2009–11 \$4,157,000

2011–13 \$4,603,000

ACCOUNT NAME: **Multimodal Transportation Account**
ACCOUNT NUMBER: 218
AUTHORIZING RCW: 47.66.070 (Created in 2000)
ROLL-UP FUND: Multimodal Transportation Fund
BUDGET TYPE: Appropriated Account

DESCRIPTION

This account provides funds for both highway and nonhighway transportation expenditures. Funds placed into this account are not subject to the requirements of the *18th Amendment*. (See *Funds Section* for text).

SOURCES OF FUNDS

- Licenses, permits, and fees
- Rental car tax
- Sales tax on new and used cars
- Mass transit distributions
- Bond proceeds (see *Projected Bond Sales* in *Bonds* section)
- Treasury deposit earnings
- Awards, miscellaneous revenue and administrative transfers
- Federal grant-in-aid

USES OF THE ACCOUNT

- Provides support for all types of transportation projects and programs including highway preservation and public transportation.
- Debt service on bonds

AGENCIES/JURISDICTIONS OPERATING OUT OF THE ACCOUNT

- Department of Transportation

ESTIMATED REVENUE (Nov. 2010 Forecast; excludes bond proceeds and carryover)

2009–11	\$298,622,000
2011–13	\$532,207,000

ACCOUNT NAME: **Motor Vehicle Account**
ACCOUNT NUMBER: 108
AUTHORIZING RCW: 46.68.070 (Created in 1961)
ROLL-UP FUND: Motor Vehicle Fund
BUDGET TYPE: Appropriated Account

DESCRIPTION

Support of highway programs, including construction and maintenance of state, city and county roads, and the vehicle services programs of the Department of Licensing. Funds placed into this account are subject to the *18th Amendment*. (See *Funds Section* for text).

MAJOR SOURCES OF FUNDS

- Motor vehicle fuel tax (44.387% of 23-cent gas tax collections)
- Motor vehicle licenses, permits, and fees
- Miscellaneous revenues
- Federal highway grants (see *Highway Programs* in *Federal Funding* section)
- Local funds
- Bond proceeds (see *Projected Bond Sales* in *Bonds* section)
- Treasury deposit earnings

USES OF THE ACCOUNT

- Refunds for nonhighway uses of motor fuel and tax-exempt highway uses
- Cost of fuel tax collection
- Debt service on bonds
- Statutory distribution of motor fuel tax revenues to other transportation accounts and cities and counties for road programs
- Support of Department of Transportation operating and capital highway programs (includes highway construction and maintenance, ferries, and support services)
- Appropriations to other state agencies engaged in highway-related activities

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

Statutory Distributions of Fuel Tax

- Cities
- Counties

Appropriated to State Transportation Agencies

- County Road Administration Board
- Department of Licensing
- Department of Transportation
- Washington State Patrol
- Freight Mobility Strategic Investment Board
- Legislative Transportation Committees
- Washington State Transportation Commission

Appropriated to Other State Agencies

- Department of Agriculture
- Office of the Governor; tort claim payments
- State Parks and Recreation Commission

ESTIMATED REVENUE (Nov. 2010 Forecast; excludes bond proceeds and carryover)

2009–11	\$2,328,136,000
2011–13	\$2,232,502,000

ACCOUNT NAME: **Passenger Ferry Account**

ACCOUNT NUMBER: 203

AUTHORIZING RCW: (Created in 1995)

ROLL-UP FUND: Multimodal Transportation Fund

BUDGET TYPE: Appropriated Account

DESCRIPTION

Provides funding for the passenger-only ferry capital construction program.

SOURCES OF FUNDS

- Revenues into this account were eliminated with the enactment of Chapter 1, 1st Sp.S., Laws of 2000.
- Sale of passenger-only ferries

USES OF THE ACCOUNT

Passenger-only ferry capital construction

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

Department of Transportation

ESTIMATED REVENUE (Includes sources of funds listed above based upon the Nov. 2010 Forecast. Does not include carryover from prior biennium.)

2009–11 \$0

2011–13 \$0

ACCOUNT NAME: **Pilotage Account**
ACCOUNT NUMBER: 025
AUTHORIZING RCW: 43.79.330(7) and 88.16.061 (Created in 1955 and renamed in 1967)
ROLL-UP FUND: Multimodal Transportation Fund
BUDGET TYPE: Non-appropriated Account (as of July 2009)

DESCRIPTION

Provides funds to ensure the maintenance of safe and efficient, compulsory marine pilot service in the Puget Sound and Grays Harbor Pilotage Districts, as well as other activities of the Board of Pilotage Commissioners.

SOURCES OF FUNDS

- Pilots license fees
- Pilotage Commision training program; performance/disciplinary fines
- Treasury deposit earnings

USES OF THE ACCOUNT

Provides funds to support the activities of the Board of Pilotage Commissioners

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

Board of Pilotage Commissioners

ESTIMATED REVENUE (Includes sources of funds listed above based upon the Nov. 2010 Forecast. Does not include carryover from prior biennium.)

2009–11	\$1,096,000
2011–13	\$1,081,000

ACCOUNT NAME: **Produce Railcar Pool Account**
ACCOUNT NUMBER: 07N
AUTHORIZING RCW: 47.76.450
ROLL-UP FUND: Multimodal Transportation Fund
BUDGET TYPE: Nonappropriated Account

DESCRIPTION

Used to account for the operation of produce railcar pool program.

SOURCES OF FUNDS

- Receipts from per diem charges, mileage charges, and freight billing charges paid by railroads and shippers that use the railcars in the Washington Produce Railcar Pool.

USES OF THE ACCOUNT

The Department of Transportation uses this account to track revenues received from produce railcar pool program operations and for payment of expenditures for operation and maintenance, and rail car replacement.

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Department of Transportation

ESTIMATED REVENUE

2009-11	\$89,000
2011-13	\$0

ACCOUNT NAME: **Puget Sound Capital Construction Account**

ACCOUNT NUMBER: 099

AUTHORIZING RCW: 47.60.505 (Created in 1970)

ROLL-UP FUND: Motor Vehicle Fund

BUDGET TYPE: Appropriated Account

DESCRIPTION

Provide funding for ferry vessel and terminal acquisition, construction, and improvements, and for repayment of bonds issued for these purposes. Use of these funds are restricted by the *18th Amendment*. (See *Funds Section* for text).

SOURCES OF FUNDS

- Motor fuel tax (2.3726% of 23-cent gas tax collections)
- Federal grants
- Local funds
- Bond proceeds (see *Projected Bond Sales* in *Bonds* section)
- Administrative transfers

USES OF THE ACCOUNT

- Debt service on 1992 bonds
- Debt service on 1977 bonds
- Vessel acquisition and construction and improvements
- Emergency repairs
- Repairs to maintain continuity of service
- Terminal construction and improvements
- Hood Canal Bridge

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Department of Transportation

ESTIMATED REVENUE (Nov. 2010 Forecast; excludes bond proceeds and carryover)

2009–11 \$89,308,000

2011–13 \$86,628,000

ACCOUNT NAME: **Puget Sound Ferry Operations Account**
ACCOUNT NUMBER: 109
AUTHORIZING RCW: 47.60.530 (Created in 1972)
ROLL-UP FUND: Motor Vehicle Fund
BUDGET TYPE: Appropriated Account

DESCRIPTION

Provide tax support for operations and maintenance of Washington State Ferries. Use of these funds is restricted by the *18th Amendment*. (See *Funds Section* for text).

SOURCES OF FUNDS

- Motor fuel tax (2.3283% of 23-cent gas tax collections)
- Motor vehicle registration fee (\$2.02 per new registration, \$0.93 per renewal)
- Combined licensing fees (1.375% of collections)
- Treasury deposit earnings
- Concessions and other miscellaneous revenue

USES OF THE ACCOUNT

- Department of Transportation ferry operation and maintenance
- Activities of the Marine Employees Commission

AGENCIES OPERATING OUT OF ACCOUNT

- Department of Transportation (Washington State Ferries)
- Marine Employees Commission

ESTIMATED REVENUE (Includes sources of funds listed above based upon the Nov. 2010 Forecast. Does not include carryover from prior biennium.)

2009–11	\$359,926,000
2011–13	\$386,428,000

ACCOUNT NAME: **Puyallup Tribal Settlement Account**

ACCOUNT NUMBER: 736

AUTHORIZING RCW: 46.68.210 (Created in 1990)

ROLL-UP FUND: Motor Vehicle Fund

BUDGET TYPE: Appropriated Account

DESCRIPTION

Provides funds for road improvements as part of the Puyallup Tribal Settlement of 1989. Use of these funds are restricted by the *18th Amendment*. (See *Funds Section* for text).

SOURCES OF FUNDS

- Treasury deposit earnings

USES OF THE ACCOUNT

To administer the funds from the Puyallup Tribal settlement agreement designated for the Blair navigation project. Use of these funds is limited to the accomplishment of the bridge removal and replacement or as a part of the bypass road project.

AGENCIES/JURISDICTIONS OPERATING OUT OF THE ACCOUNT

Department of Transportation

ESTIMATED REVENUE (Includes sources of funds listed above based upon the Nov. 2010 Forecast. Does not include carryover from prior biennium.)

2009–11 \$202,000

2011–13 \$0

ACCOUNT NAME: **Recreational Vehicle Account**
ACCOUNT NUMBER: 097
AUTHORIZING RCW: 46.68.170 and 46.16.063 (Created in 1980)
ROLL-UP FUND: Motor Vehicle Fund
BUDGET TYPE: Budgeted (Nonappropriated/Allotted)

DESCRIPTION

Provides funds to the Department of Transportation for the construction and maintenance of recreational vehicle sanitary disposal systems at rest areas on federal-aid highways. Revenue is transferred into the Motor Vehicle Account for these purposes. Use of these funds are restricted by the *18th Amendment*. (See *Funds Section* for text).

SOURCES OF FUNDS

- Three-dollar surcharge collected from recreational vehicle owners at the time their RV is registered each year.
- Treasury deposit earnings

USES OF THE ACCOUNT

For preliminary engineering and construction and maintenance of sanitary disposal systems at roadside rest areas.

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

Department of Transportation

ESTIMATED REVENUE (Includes sources of funds listed above based upon the Nov. 2010 Forecast. Does not include carryover from prior biennium.)

2009–11	1,332,000
2011–13	1,608,000

ACCOUNT NAME: **Regional Mobility Grant Program Account**

ACCOUNT NUMBER: 11B

AUTHORIZING RCW: 46.68.320 (Created in 2006)

ROLL-UP FUND: Multimodal Transportation Fund

BUDGET TYPE: Appropriated Account

DESCRIPTION

A grant program to aid local governments in funding projects such as intercounty connectivity service, park and ride lots, rush hour transit service, and capital projects that improve the connectivity and efficiency of our transportation system.

SOURCES OF FUNDS

A statutory transfer of \$40 million per biennium from the Multimodal Transportation Account

Treasury deposit earnings

USES OF THE ACCOUNT

Expenditures from the account may be used only for the grants provided under RCW 47.66.030

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

Department of Transportation

ESTIMATED REVENUE (Includes sources of funds listed above based upon the Nov. 2010 Forecast. Does not include carryover from prior biennium.)

2009–11 \$41,200,000

2011–13 \$41,000,000

ACCOUNT NAME: **Rural Arterial Trust Account**

ACCOUNT NUMBER: 102

AUTHORIZING RCW: 36.79.020 (Created in 1983)

ROLL-UP FUND: Motor Vehicle Fund

BUDGET TYPE: Appropriated Account

DESCRIPTION

Construction and improvement of county major and minor collectors in rural areas, for the construction of replacement bridges funded by the federal bridge replacement program on access roads in rural areas, and for administrative expenses of the County Road Administration Board. Use of these funds are restricted by the *18th Amendment*. (See *Funds Section* for text).

SOURCE OF FUNDS

- Motor fuel tax (2.5363% of 23-cent gas tax collections)
- Treasury deposit earnings

USES OF THE ACCOUNT

- For the construction and improvement of county rural arterials and collectors.
- For the construction of replacement bridges funded by the federal bridge replacement program on access roads in rural areas.
- For those expenses of the County Road Administration Board associated with the administration of the rural arterial program.

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

Appropriated to the County Road Administration Board for distribution to local agencies.

ESTIMATED REVENUE (Includes sources of funds listed above based upon the Nov. 2010 Forecast. Does not include carryover from prior biennium.)

2009–11 \$37,749,000

2011–13 \$38,410,000

ACCOUNT NAME: **School Zone Safety Account**
ACCOUNT NUMBER: 780
AUTHORIZING RCW: 46.61.440 (Created in 1996)
ROLL-UP FUND: Higher Education Fund
BUDGET TYPE: Budgeted (Nonappropriated/Allotted)

DESCRIPTION

Serves as repository for fines assessed against persons speeding in school/playground speed zones.

SOURCES OF FUNDS

- Fines for speeding violations in school zones

USES OF THE ACCOUNT

Funds are available for use by community organizations to improve safety near school zones.

AGENCIES/JURISDICTIONS OPERATING OUT OF THE ACCOUNT

- Washington Traffic Safety Commission
- Community organizations

ESTIMATED REVENUE (Includes sources of funds listed above based upon the Nov. 2010 Forecast. Does not include carryover from prior biennium.)

2009–11	\$2,232,000
2011–13	\$2,232,000

ACCOUNT NAME: **Small City Pavement and Sidewalk Account**

ACCOUNT NUMBER: 08M

AUTHORIZING RCW: 47.26.340 (Created 2005)

ROLL-UP FUND: Motor Vehicle Fund

BUDGET TYPE: Appropriated Account

DESCRIPTION

A grant program to aid small cities to fund pavement and sidewalk projects.

SOURCES OF FUNDS

- Motor vehicle fuel tax
- \$1,000,000 annual statutory transfer from the Transportation Partnership Account
- Treasury deposit earnings

USES OF THE ACCOUNT

Used for small city pavement and sidewalk projects of improvements selected by the Transportation Improvement Board, to pay principal and interest on bonds authorized for these projects of improvements, to make grants or loans, or to pay for engineering feasibility studies.

AGENCIES/JURISDICTIONS OPERATING OUT OF THE ACCOUNT

- Transportation Improvement Board

ESTIMATED REVENUE (Includes sources of funds listed above based upon the Nov. 2010 Forecast. Does not include carryover from prior biennium.)

2009–11 \$3,884,000

2011–13 \$4,014,000

ACCOUNT NAME: **Special Category C Account**
ACCOUNT NUMBER: 215
AUTHORIZING RCW: 46.68.090 (Created in 1990)
ROLL-UP FUND: Motor Vehicle Fund
BUDGET TYPE: Appropriated Account

DESCRIPTION

To serve as a repository for motor vehicle fuel tax and special fuel tax revenue to be distributed to the Department of Transportation for Special Category C projects, which require special financing measures due to their high cost. Use of these funds are restricted by the *18th Amendment*. (See *Funds Section* for text).

SOURCES OF FUNDS

- Motor fuel tax (3.2609% 23¢ gas tax collections)
- Bond proceeds (see *Projected Bond Sales* in *Bonds* section)
- Treasury deposit earnings

USES OF THE ACCOUNT

- To finance high-priority, high-cost Department of Transportation capacity improvement projects.
- Debt service on bonds

AGENCIES/JURISDICTIONS OPERATING OUT OF THE ACCOUNT

Department of Transportation

ESTIMATED REVENUE (Nov. 2010 Forecast; excludes bond proceeds and carryover).

2009–11	\$47,007,000
2011–13	\$48,098,000

ACCOUNT NAME: **Special License Plate Applicant Trust Account**

ACCOUNT NUMBER: 07K

AUTHORIZING RCW: 46.16.755 (Created in 2003)

ROLL-UP FUND: Central Administrative and Regulatory Fund

BUDGET TYPE: Nonappropriated Account

DESCRIPTION

Created in 2003 (Chapter 196, Laws of 2003) to account for start-up monies from special license plate applicants.

SOURCES OF FUNDS

- Prepayment of all start-up costs associated with the creation and implementation of the special license plate in an amount determined by the department.

USES OF THE ACCOUNT

- Start-up costs associated with the creation and implementation of the special license plate

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Department of Licensing

ESTIMATED REVENUE (Includes sources of funds listed above based upon the Nov. 2010 Forecast. Does not include carryover from prior biennium.)

No activity

ACCOUNT NAME: **State Route Number 520 Civil Penalties Account**

ACCOUNT NUMBER: 17P

AUTHORIZING RCW: 47.56.876 (Created in 2010)

ROLL-UP FUND: Motor Vehicle Fund

BUDGET TYPE: Appropriated Account

DESCRIPTION

To help fund any project within the state route number 520 bridge replacement and HOV program, including mitigation.

MAJOR SOURCES OF FUNDS

- Civil penalties (\$40 plus the photo tolls and associated fees) generated from the nonpayment of tolls on the state route number 520 corridor.

USES OF THE ACCOUNT

Provides funds for the 520 bridge replacement and HOV program, including mitigation.

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Department of Transportation

ESTIMATED REVENUE (Includes sources of funds listed above based upon the WSDOT June 2010 civil penalty revenue forecast.)

2009–11 \$140,000

2011–13 \$6,371,000

ACCOUNT NAME: **State Route Number 520 Corridor Account**
ACCOUNT NUMBER: 16J
AUTHORIZING RCW: 47.56.875 (Created in 2009)
ROLL-UP FUND: Motor Vehicle Fund
BUDGET TYPE: Appropriated Account

DESCRIPTION

To help finance the construction of the 520 bridge replacement and HOV program.

MAJOR SOURCES OF FUNDS

- Bond proceeds
- Tolls charges, transponder equipment, and other toll related revenue
- Treasury deposit earnings, including interest on unearned revenue held in account 495 for customer-prepaid 520 Corridor tolls.
- Other miscellaneous revenue

USES OF THE ACCOUNT

Provides funds for the 520 bridge replacement and HOV program

- Debt service on bonds

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Department of Transportation

ESTIMATED REVENUE (Includes sources of funds listed above based upon the Nov. 2010 financial plan, which assumes the Transportation Commission adopted toll rate scenario.)

2009–11 \$ 249,706,000

2011–13 \$1,119,674,000

ACCOUNT NAME: **State Patrol Highway Account**

ACCOUNT NUMBER: 081

AUTHORIZING RCW: 46.68.030 (Created in 1981)

ROLL-UP FUND: Motor Vehicle Fund

BUDGET TYPE: Appropriated Account

DESCRIPTION

Used solely to fund highway activities of the Washington State Patrol. Use of these funds are restricted by the *18th Amendment*. (See *Funds Section* for text).

MAJOR SOURCES OF FUNDS

- Motor vehicle registration fee (\$15 per registration of collections)
- Combined licensing fee (22.36% of net collections)
- Original or renewal of driver's license (\$20.35 of each fee)
- Copy of records/driving abstract (\$5 per each \$10 fee)
- Other permit, review, access and penalty fees
- Terminal safety inspection fees from Utilities and Transportation Commission
- 80% of Treasury deposit earnings
- Federal grants (see Motor Carrier Safety Assistance Program in Federal Funding section)
- Local funds

USES OF THE ACCOUNT

Used solely for highway activities of the Washington State Patrol.

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

Washington State Patrol

ESTIMATED REVENUE (Includes sources of funds listed above based upon the Nov. 2010 Forecast. Does not include carryover from prior biennium.)

2009–11	\$336,310,000
2011–13	\$351,460,000

ACCOUNT NAME: **Tacoma Narrows Toll Bridge Account**

ACCOUNT NUMBER: **511**

AUTHORIZING RCW: 47.56.165 (Created in 2002)

ROLL-UP FUND: Motor Vehicle Fund

BUDGET TYPE: Appropriated Account

DESCRIPTION

Funds the construction, toll operation, and debt service payments necessary to build the second Tacoma Narrows Bridge.

SOURCES OF FUNDS

- Bond proceeds
- Toll charges, transponder equipment, violations (only in 09-11 biennium), civil penalties
- Treasury deposit earnings, including interest on unearned revenue held in account 495 for customer-prepaid Tacoma Narrows Bridge tolls.
- Other miscellaneous revenue

USES OF THE ACCOUNT

Provides funds for the second Tacoma Narrows Toll Bridge project

- Debt service on bonds

AGENCIES/JURISDICTIONS THAT OPERATED OUT OF THE ACCOUNT

- Department of Transportation

ESTIMATED REVENUE (Nov. 2010 Forecast; excludes bond proceeds and carryover)

2009–11 \$ 95,404,000

2011–13 \$104,556,000

ACCOUNT NAME: **Toll Collection Account**
ACCOUNT NUMBER: 495
AUTHORIZING RCW: 47.56.167 (Created in 2008)
ROLL-UP FUND: Motor Vehicle Fund
BUDGET TYPE: Nonappropriated account

DESCRIPTION

Special revenue treasury trust to hold prepaid customer tolls

SOURCES OF FUNDS

- Transponder account deposits
- Treasury deposit earnings

USES OF THE ACCOUNT

To account for receipts from prepaid customer tolls. Distributions may be used only to refund customers' prepaid tolls or for distributions into the appropriate toll-facility account.

AGENCIES/JURISDICTIONS THAT OPERATED OUT OF THE ACCOUNT

- Department of Transportation

ESTIMATED REVENUE (Nov. 2010 Forecast; excludes bond proceeds and carryover)

N/A

ACCOUNT NAME: **Transportation 2003 Account (Nickel Account)**
ACCOUNT NUMBER: 550
AUTHORIZING RCW: 46.68.280 (Created in 2003)
ROLL-UP FUND: Motor Vehicle Fund
BUDGET TYPE: Appropriated Account

DESCRIPTION

Support of highway programs, including construction and maintenance of state, city, and county roads. Funds placed into this account are subject to the *18th Amendment*. (See *Funds Section* for text).

MAJOR SOURCES OF FUNDS

- Motor fuel tax (100% of net 5-cent gas tax collections)
- Motor vehicle licenses, permits, and fees
- Miscellaneous revenues
- Bond proceeds (see *Projected Bond Sales* in *Bonds* section)
- Treasury deposit earnings

USES OF THE ACCOUNT

- Debt service on bonds
- Support of Department of Transportation operating and capital highway programs (includes highway construction and maintenance, ferries, and support services)

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Department of Transportation

ESTIMATED REVENUE (Nov. 2010 Forecast; excludes bond proceeds and carryover)

2009–11	\$920,972,000
2011–13	\$767,142,000

ACCOUNT NAME: **Transportation Equipment Account**
ACCOUNT NUMBER: 410
AUTHORIZING RCW: 47.08.120 (Created in 1961)
ROLL-UP FUND: Equipment Revolving Fund
BUDGET TYPE: Nonappropriated Account

DESCRIPTION

Provides vehicles and equipment necessary to carry out the responsibilities of the Department of Transportation (DOT). Costs associated with purchase and provision of equipment are paid through rental rates charged to the DOT divisions using the equipment. Commonly called the Transportation Equipment Fund (TEF), it is a nonappropriated account.

SOURCES OF FUNDS

- Rental rates paid by department users
- Sales and vanpool revenue
- Treasury deposit earnings

USES OF THE ACCOUNT

- Salaries, wages, and operations required for the repair, replacement, purchase, and operation of equipment, and for the purchase of equipment, material, and supplies used as follows:
 - Administration and operation of the account
 - For the administration, maintenance, and construction of highway facilities
 - For the operation of an automobile pool of state-owned vehicles

AGENCIES/JURISDICTIONS OPERATING OUT OF THE ACCOUNT

Department of Transportation

ESTIMATED REVENUE (Includes sources of funds listed above based upon the Nov. 2010 Forecast. Does not include carryover from prior biennium.)

2009–11	\$118,647,000
2011–13	\$142,730,000

ACCOUNT NAME: **Transportation Improvement Account**

ACCOUNT NUMBER: 144

AUTHORIZING RCW: 47.26.084 (Created in 1988)

ROLL-UP FUND: Motor Vehicle Fund

BUDGET TYPE: Appropriated Account

DESCRIPTION

Funds support the Transportation Partnership Program. The Transportation Partnership Program provides grants for transportation projects needed to address congestion caused by economic development or rapid growth. Forty percent of the funds are distributed to the most significant transportation projects in the state. The remaining funds are distributed regionally. Minimum local match of 20 percent is required for the urban program. Use of these funds are restricted by the *18th Amendment*. (See *Funds Section* for text).

SOURCES OF FUNDS

- Motor fuel tax (5.6739% of 23-cent gas tax collections)
- Statutory transfer of \$2.5m per year from the Transportation Partnership Account
- Treasury deposit earnings
- Bond proceeds (see *Projected Bond Sales* in *Bonds* section)

USES OF THE ACCOUNT

Grants for multijurisdictional urban transportation projects that address congestion

- Administration of the Transportation Improvement Board
- Debt service on bonds

AGENCIES/JURISDICTIONS OPERATING OUT OF THE ACCOUNT

- Transportation Improvement Board
- State Treasurer

ESTIMATED REVENUE (Nov. 2010 Forecast; excludes bond proceeds and carryover)

2009–11	\$86,913,000
2011–13	\$96,374,000

ACCOUNT NAME: **Transportation Improvement Board Bond Retirement Account**

ACCOUNT NUMBER: 305

AUTHORIZING RCW: 43.99M.080 (Created in 1997)

ROLL-UP FUND: Transportation Bond Fund

BUDGET TYPE: Bond Retirement/Debt Service Withholding Account

DESCRIPTION

Payment of principal and interest on and retirement of bonds authorized by the Legislature.

SOURCES OF FUNDS

- Treasury deposit earnings
 - Transfers from the Urban Arterial Trust Account and the Transportation Improvement Account

USES OF THE ACCOUNT

- Debt service on bonds issued

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

Transportation Improvement Board

ESTIMATED REVENUE (Nov. 2010 Forecast)

N/A

ACCOUNT NAME: **Transportation Infrastructure Account**
ACCOUNT NUMBER: 094
AUTHORIZING RCW: 46.68.240 (Created in 1996; inactive in 2003)
ROLL-UP FUND: Multimodal Transportation Fund
BUDGET TYPE: Appropriated Account

DESCRIPTION

A repository for funds used as part of a "state infrastructure bank" to support innovative financing strategies that benefit the state's general transportation infrastructure.

SOURCES OF FUNDS

- Additional administrative transfer from Multimodal Account in 07-09
- Loan repayments from clients of the state infrastructure bank
- Treasury deposit earnings
- Federal expenditures

USES OF THE ACCOUNT

- Support the issuance of public or private debt
- Provide credit enhancements for such debt
- Provide direct loans to public or private entities
- Facilitate investment in general transportation facilities

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

Department of Transportation

ESTIMATED REVENUE (Includes sources of funds listed above based upon the Nov. 2010 Forecast. Does not include carryover from prior biennium.)

2009–11	\$7,226,000
2011–13	\$6,772,000

ACCOUNT NAME: **Transportation Innovative Partnership Account**

ACCOUNT NUMBER: 08T

AUTHORIZING RCW: 47.29.230 (Created in 2005)

ROLL-UP FUND: Motor Vehicle Fund

BUDGET TYPE: Nonappropriated Account

DESCRIPTION

Special revenue treasury trust to repay loan guarantees or extension of credit made to or on behalf of private entities engaged in the planning, acquisition, financing, development, design, construction, reconstruction, replacement, improvement, maintenance, preservation, management, repair, or operation of any eligible project.

SOURCES OF FUNDS

- Revenue received from any transportation project, donations, grants, contracts, etc.
- Bond proceeds

USES OF THE ACCOUNT

Used for the repayment of loan guarantees or extension of credit for private entities.

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

Department of Transportation

ESTIMATED REVENUE

No activity

ACCOUNT NAME: **Transportation Partnership Account**

ACCOUNT NUMBER: 09H

AUTHORIZING RCW: 46.68.290 (Created in 2005)

ROLL-UP FUND: Motor Vehicle Fund

BUDGET TYPE: Appropriated Account

DESCRIPTION

For projects or improvements in the omnibus transportation appropriations act, including any principal and interest on bonds authorized for the projects or improvements.

SOURCES OF FUNDS

- Motor Fuel Tax (88.33% of 6¢ in FY 2007, and 100% of 2¢ in FY 2008 and 1.5¢ in FY 2009)
- Licenses, permits and fees distribution
- Treasury deposit earnings
- Bond proceeds

USES OF THE ACCOUNT

- Expenditures from the account must be used only for projects or improvements identified as 2005 transportation partnership projects or improvements in the omnibus transportation appropriations act.
- Debt service on bonds

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

Department of Transportation

ESTIMATED REVENUE (Nov. 2010 Forecast; excludes bond proceeds and carryover)

2009–11 \$1,855,828,000

2011–13 \$2,232,671,000

ACCOUNT NAME: **Urban Arterial Trust Account**
ACCOUNT NUMBER: 112
AUTHORIZING RCW: 47.26.080 (Created in 1967)
ROLL-UP FUND: Motor Vehicle Fund
BUDGET TYPE: Appropriated Account

DESCRIPTION

Provides grants for the design and construction of city and county arterials that improve mobility and safety. Small cities receive grants to preserve and improve their roadway system in a manner consistent with local needs. Other programs promote and improve pedestrian safety and mobility, and offset costs associated with the transfer of state highways. Use of these funds are restricted by the *18th Amendment*. (See *Funds Section* for text).

SOURCES OF FUNDS

- Motor fuel tax (7.5597% of 23-cent gas tax collections)
- Treasury deposit earnings
- Bond proceeds (see *Projected Bond Sales* in *Bonds* section)

USES OF THE ACCOUNT

- Roadway improvements on urban arterials involving safety, congestion, geometric deficiencies, and structural concerns
- Small city projects that address the structural condition of the roadway, roadway geometric deficiencies, and safety issues
- Pedestrian safety and mobility projects, which improve safety, provide access, and address system continuity
- Offset costs associated with the transfer of state highways to cities under 20,000 population
- Debt service on bonds
- Administration of the Transportation Improvement Board

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Transportation Improvement Board
- State Treasurer

ESTIMATED REVENUE (Nov. 2010 Forecast; excludes bond proceeds and carryover)

2009–11	\$109,270,000
2011–13	\$127,246,000

State Agencies

Overview and Table of Contents

This section includes background, program, and funding information about state agencies whose missions relate to the oversight, maintenance, or improvement of the state's transportation system. The agencies described in this section receive appropriations from the transportation budget bill. The Department of Licensing, the State Patrol, and the Utilities and Transportation Commission receive funding from both the transportation budget bill for transportation-related programs and the omnibus budget bill for all other programs.

Some general government agencies, not described in this section, receive appropriations in the transportation budget to fund transportation-related activities. In the 2007-09 biennium, these agencies included the State Treasurer, State Parks and Recreation, Archaeology and Historic Preservation, Utilities and Transportation Commission, Office of Financial Management, Special Appropriations to the Governor, and the Legislative Evaluation and Accountability Program Committee, and the Department of Agriculture.

AGENCY: **Board of Pilotage Commissioners**

AGENCY NUMBER: 205

RCW: 88.16

BACKGROUND

- Created by the 1935 Legislature to regulate state-licensed marine pilots
- This regulatory Board includes nine members, seven of whom are appointed by the Governor and confirmed by the Senate and serve staggered four-year terms: Shipping industry (2), pilots (2), public (2), and environmental (1). The Board also includes the Director of the Department of Ecology or designee and the head of the Washington State Ferries or designee who serves as the Board's chair.
- The Board ensures against the loss of lives, loss of or damage to property and vessels, and protects the marine environment by maintaining efficient and competent pilotage service on our state's inland waters
- It is intended that the Board develop and encourage waterborne commerce from other ports and nations of the world and not jeopardize Washington's position as an able competitor for such commerce

PROGRAM

- Develops and proposes statutory language for legislative adoption to ensure safe compulsory pilotage
- Adopts rules to administer state pilotage laws
- Enforces pilot and public adherence to the Pilotage Act, which may include the discipline and/or prosecution of violators

Sets annual pilotage service rates for the Puget Sound and Grays Harbor Pilotage Districts

- Administers pilot qualification and performance standards, as well as training and educational requirements through the testing, training and licensing of marine pilots
- Establishes standards and procedures for reporting and investigating incidents involving state-piloted vessels

TRANSPORTATION FUNDING - 2009-11 BIENNIUM

- Beginning with the 2009-11 biennium, the Pilotage Account became a nonappropriated account.

AGENCY: **County Road Administration Board**

AGENCY NUMBER: 406

RCW: 36.78, 36.79, 46.68, 46.68.120-124, 47.56.725(4)

BACKGROUND

- The County Road Administration Board (CRAB) was created in 1965 to regulate the road departments in the 39 counties of Washington State by establishing and administering Standards of Good Practice. In 1983, the role of CRAB was expanded to include administration of the Rural Arterial Program. In 1985, CRAB became responsible for maintenance of the statewide county roadlog and allocation of the county motor vehicle fuel tax. In 1990, administration of the County Arterial Preservation Program was assigned to CRAB and, in 1991, CRAB was granted authority to assist ferry-operating counties with ferry capital improvements as approved by the Legislature.
- The agency is governed by a nine-member board which meets quarterly and is comprised of six county commissioners or council members and three county engineers. Board members are selected by the Washington State Association of Counties as follows: Three from counties with a population of 125,000 or more, four from counties with a population from 20,000 to 125,000, and two from counties with a population of less than 20,000. Not more than one member may be from any one county.
- The mission of the County Road Administration Board is to preserve and enhance the transportation infrastructure of Washington Counties by providing standards of good practice, fair administration of funding programs, visionary leadership, and integrated, progressive, and professional technical services.

PROGRAMS

Statutory Oversight:

- Establishes, by rule, standards of good practice and reporting mechanisms for the administration of county roads.
- Annually updates and certifies the statewide county roadlog (inventory of all county road systems) and biennially calculates county fuel tax allocation factors.
- Establishes and maintains a uniform system of bridge and roadway maintenance categories, reconstruction categories, and associated costs.
- Annually reviews each county's compliance with statutes and rules, and issues Certificates of Good Practice to those counties in substantial compliance. (Issuance of a Certificate of Good Practice is a prerequisite for a county to receive its share of the motor vehicle fuel tax.)

Grant Management:

Administers assigned state grant programs to assist counties in the improvement and preservation of their arterial road systems.

Rural Arterial Program (RAP):

- Adopts rules to administer the program. Available funds (approximately \$70 million per biennium) are apportioned by statutory formula to five regions; within each region, funds are distributed on a competitive basis based on priority.

- Program funds are used to construct and improve county arterials and collectors in rural areas, and to match federal bridge replacement funds on all rural county bridges.
- Program funds may be used for projects that are the direct result of natural or manmade disasters.

County Arterial Preservation Program (CAPP):

- Adopts rules to administer the program.
- Available funds (approximately \$30 million per biennium) are distributed to counties based on pro-rata shares of county paved arterial lane miles.
- Program funds are used for improvements to county paved arterials that will sustain structural, safety, and operational integrity and preserve the capital investment.
- Ensures that counties implement and use a Pavement Management System as a condition of receiving funds.

Ferry Capital Improvement Program:

- Funds can be appropriated to any of the four counties operating vehicle ferries (Whatcom, Skagit, Pierce and Wahkiakum counties).

Management and Professional Services:

- Provides assistance and support to the counties in the areas of professional engineering, program development, and road department management.
- Provides assistance and support to county road departments and their county legislative authorities on issues relating to county roads in order to enhance the safe and efficient movement of people and goods over those roads.
- Provides orientation and training to county engineers, public works directors, and other Public Works staff.
- Provides technical assistance to counties in transportation planning, traffic engineering, and priority programming.

Information Services:

- Develops and provides IT software and systems, training, support, and consulting services specific to the needs of Washington county road departments that enable informed decisions and effective management.
- Provides state-of-the-art engineering road design software, support, and training that enables counties to effectively collect, develop and manipulate the geometric data necessary for site design and construction planning which has contained costs and improved productivity.
- Develops, provides, and supports *Mobility*, a comprehensive road inventory and management software which enhances a county's ability to make quality decisions in management and operations, protect the public's investment in transportation infrastructure, comply with CRAB regulations, and be accountable to legislative authority.

TRANSPORTATION FUNDING – 2009-11 BIENNIUM

- Total appropriation: \$109.8 Million
- Revenue appropriated from the following Motor Vehicle Fund accounts:
 - Motor Vehicle Account (State)
 - Rural Arterial Trust Account
 - County Arterial Preservation Account

AGENCY: **Department of Licensing**

AGENCY NUMBER: 240

RCW: 46, 43.24, 88.02, 82, 18

BACKGROUND

- Created in 1921 as the Department of Licenses
- Changed to Department of Motor Vehicles in 1965 after it assumed vehicle licensing responsibilities from the State Patrol
- Name changed to Department of Licensing (DOL) in 1977 after it assumed business licensing responsibilities
- Administers laws relating to the licensing and regulation of fuel distributors, vehicles and vessels, vehicle operators, vehicle dealers and manufacturers, professions, businesses, and other activities
- Most of the department's functions are related to transportation
- Major Revenue Sources 2011-13
 - Fuel Taxes 2,430,985,200
 - Motor Vehicle Fees 938,819,100
 - Driver Licensing 201,669,300
 - Business and Professional Licensing 51,567,100
 - General Fund 35,756,900
 - Other Collections 397,600
 - Total Agency Collections 3,659,195,200
(excluding Use Tax & RTA)
- DOL administers: Vehicle and Driver statutes - RCW 46; watercraft excise tax - RCW 82.49; watercraft registration - RCW 82.02; relevant sections of use tax - RCW 82.12; motor vehicle fuel, aircraft fuel and special fuel tax collections - RCW 82; odometer tampering laws, mobile home regulations, permits and relocation fees, and unlicensed vehicle sales provisions; professional licensing – RCW 18; business licensing – RCW 9.41, 19, 62A, 81.72, and 81.72A.

AGENCY OVERVIEW/PROGRAMS

Customer Relations Division:

By statute, the Department of Licensing is charged with the duty to administer and recommend improvement of the laws relating to driver licensing, identification cards, and vehicle and vessel titling and registration. It is the responsibility of the Customer Relations Division to issue and renew driver licenses and identification cards, and to title and register vehicles and vessels. DOL's Customer Relations Division oversees the following program areas:

Driver Examining— Operates and maintains 56 Licensing Services Offices providing services throughout the state. These services include:

- Establishing and determining the identity and eligibility of all driver license and identification card applicants;
- Conducting written knowledge testing and practical drive tests;
- Issuing and renewing Washington State driver licenses and identification cards;
- Issuing and renewing federally recognized Enhanced Driver Licenses and Identification Cards for use in crossing the border by land or sea from the United States into Canada, Mexico, Bermuda and the Caribbean;
- Administering the Motor Voter and Organ Donor programs; and
- Conducting re-examinations and special skill driving tests.

Customer Service Center — the primary point of contact for Washington State customer service inquiries regarding driver, vehicle, and business licensing. The Customer Service Center answers phone calls and email inquiries from customers around the world.

Vehicle and Vessel Operations — Vehicle and vessel licensing services are provided at 39 county offices and more than 140 contracted sub-agent offices throughout Washington State. This program provides the following services:

- Retention and maintenance of vehicle and vessel records as well as support processes that occur outside the normal title and registration application process;
- Training and technical assistance to county agents and their subagents to collect revenues and process applications for license and title of vehicles and vessels;
- Managing the appointment of sub-agent offices and agreements with them to provide vehicle and vessel licensing services.

Programs and Services Division:

Programs and Services Division provides support services to the Customer Relations Division as well as County agents and subagents. The Programs and Services Division also provides direct services, information, and training, to Licensing Services Representatives, the courts, law enforcement agencies, local and federal governments, and private businesses. The Programs and Services Division consists of the following major program areas:

Policy and Planning

- Policy, procedures and operational training assistance to department staff, County agents and their subagents who collect revenues and process applications for driver, non-driver, vehicle and vessel licensing purposes;
- Administering developing and maintaining strategic business planning, establishing key performance indicators and workload measurements for relevant core business activities, setting performance and data standards for driver and vehicle services;
- Developing and maintaining Programs and Services' strategic plan, performance and other measures to ensure quality control, and identifying and facilitating necessary process improvements;

- Developing and maintaining policies, procedures, and staff training for licensing integrity and issuance programs;

Contracts and Programs

- Motorcycle Safety Education and Motorcycle Awareness programs — promoting public safety through media campaigns, ensuring compliance with approved motorcycle rider training curriculum, contracting third party services, and certifying instructors, conducting administrative compliance audits, and curriculum delivery quality assurance visits of contractors and their instructors;
- Commercial Driver License (CDL) program — ensuring state compliance with federal motor carrier regulations for the application, testing and licensing of CDL applicants, evaluating drivers for medical qualification waivers, skill testing new applicants using state staff and contractors, and setting minimum CDL training requirements;
- Contract, grant, legislative and rule management supporting the operating and administrative needs of agency programs and initiatives, and the data and information needs of other agencies, organizations, and business entities, including the law enforcement, public health and safety community, and private industry delivering auto safety and insurance services and products to consumers and employers.;
- State and federal program, grant, contract and project management in support of enhanced licensing, biometric identification, document authentication and imaging, inter-jurisdiction and inter-governmental agreements, and the monitoring and documentation of compliance with all applicable state and federal regulations.

Hearings — This program administers state laws that provide drivers with the right to due process whenever the Department proposes to administratively suspend, revoke or restrict driving privileges. Hearing Examiners are responsible for presiding over formal administrative hearings subject to Superior Court review when a driver contests a proposed driver license suspension.

Driver Records

- Administer state laws relating to DUI, implied consent, habitual traffic offenders, unpaid traffic violations, minor-in-possession, and financial responsibility. Identify potentially unsafe drivers by record screening and referral; Support law enforcement and the judicial system in the prosecution of criminal traffic cases.
- Process all suspension, revocation, cancellation and disqualification sanctions resulting from DUI arrests, convictions, , non-payment of traffic fines or child support, uninsured accidents, and habitual traffic offenders; Oversee ignition interlock program and issuance of all temporary restricted licenses.
- Manage record retention of all documents and electronic records for all licensed and non-licensed drivers and identification card holders.

Driver Special Investigations — Staff in this unit assist law enforcement by providing photos from the DOL data base in criminal investigations, assist ID theft victims, assist field offices in verifying questionable documents, act as custodian of records for the courts, take administrative action against fraudulent drivers, and investigate all EDL fraud allegations and partner with local and federal law enforcement to prosecute those individuals.

Systems and Licensing Support — Staff in this unit serve the public by issuing a negotiable, secure Certificate of Ownership (title) for each vehicle and vessel that is required to be titled. The Certificate of Ownership indicates legal ownership of the vehicle or vessel to prospective buyers and lending institutions. Systems and Licensing Support also administers the state vehicle and vessel laws relating to:

- Licenses and certificates of ownership.
- License fee collection and accountability.
- Vessel excise, local option use, and Regional Transportation Authority (RTA) tax collection and accountability.
- Transportation Benefit District (TBD) local fees.
- Collection and accountability for special commemorative funds.
- Retention and maintenance of vehicle and vessel records as well as support processes that occur outside the normal title and registration application process.
- Design and issuance of specialty license plates and veteran remembrance emblems.
- Design and issuance of license plates, placards, and identification cards for individuals with disabilities.
- In cooperation with the Department of Revenue, collection of use tax on the transfer of vehicle and vessel ownership.
- A stolen vehicle check of Vehicle Identification Numbers (VIN) on all out of state vehicles being titled in the state.
- Maintenance of vehicle records reported to DOL by insurance companies, tow truck companies, scrappers, wreckers, and vehicle sellers.
- Issues a negotiable, secure Certificate of Title for each vehicle and vessel that is required to be titled indicating legal ownership of the vehicle or vessel to prospective buyers and lending institutions.

Business and Professions Division:

The Business and Professions Division oversees individual professional and business licensing. Other programs managed by the division include oversight of Professional Athletics events, maintaining Uniform Commercial Code filings, administering the Prorate and Fuel Tax program, and maintaining the Firearms Database for law enforcement.

All but four BPD programs, Firearms (General Fund), Drivers Training Schools (Highway Safety), and Dealers and Manufacturer Services and Prorate and Fuel Tax (Motor Vehicle) are statutorily required to collect fees to cover operating costs. Nearly all of the fees are set in the Washington Administrative Code and are adopted using a public hearing process. These programs operate out of dedicated accounts that are set up with the sole purpose of accounting for the revenue and costs of operating these licensing programs.

The Business and Professions Division is comprised of four major program areas:

Master Licensing Service— This program provides one-stop licensing for multiple business licenses and registrations on behalf of state agencies and cities. As a service provider to 10 state agencies and 40 cities, MLS collects and distributes information and money to its partners. Well over 100 different licenses and registrations can be obtained by businesses through the Master License process. The number of businesses that submit or renew a Master Business Application is currently about 450,000 and growing.

Professional Licensing Services— The division regulates 32 professions. To help ensure qualified individuals are licensed, the division reviews and substantiates education and experience, administers examinations, conducts background checks, and ensures continuing education requirements are met. In some instances, the programs may issue licenses to the businesses involved in the profession such as to a Security Guard firm. Regulatory functions include conducting audits and inspections, and resolving complaints. The division may also investigate complaints. When warranted, the division also initiates appropriate administrative actions that include license denials, suspensions and revocations. The division also provides information and education, conducts outreach, and is working toward strengthening consumer protection to help make Washington a better and safer place to live, work and do business.

The division works with ten boards and commissions ranging from advisory to regulatory in nature. The ten boards and commissions are: Architect Board, Landscape Architect Board, Cosmetology Board, Funeral and Cemetery Board, Geologist Board, Engineers/Land Surveyors Board, Collection Agency Board, Real Estate Appraisers Commission, Home Inspector Board, and the Real Estate Commission.

Professions licensed and regulated by the division include: Appraisers, Architects, Auctioneers, Bail Bond Agents, Cosmetologists, Court Reporters, Driver Training School Instructors, Engineers, Funeral Directors, Geologists, Home Inspectors, Land Surveyors, Landscape Architects, Notaries, Private Investigators, Real Estate Agents and Brokers, and Security Guards.

Dealer and Manufacturer Services— This program administers and enforces laws related to the licensing and regulation of vehicle manufacturers, vehicle dealers, wreckers, tow truck operators, hulk haulers, scrap processors, motor vehicle transporters, snowmobile dealers, off-road vehicle dealers, mobile home dealers, travel trailer dealers, and vessel dealers, doing business in Washington State. The program also administers and enforces laws relating to odometer tampering, auto theft deterrents, manufactured/mobile housing regulations, unlicensed vehicle dealer activities, and motor vehicle dealer/manufacturer franchise dispute resolution. Program activities include conducting inspections, investigations, certifications, re-certifications, and technical assistance visits to ensure compliance; and responding to consumer complaints related to dealers and manufacturers doing business in Washington State.

Prorate and Fuel Tax Services— This program administers the state's Motor Vehicle Fuel, Special Fuel, and Aviation Fuel Tax Collection programs. Services include licensing of fuel distributors, processing fuel tax returns and associated payments, and taxpayer education, training and auditing. This program also administers the International Registration Plan and International Fuel Tax Agreement. These two agreements provide for one-stop vehicle licensing and fuel tax filing services for Washington based interstate motor carriers.

Other programs administered by the division include:

The Uniform Commercial Code program, which is the central repository of liens on personal property in Washington State. The program conducts certified searches of its records for the public. Documents recorded include financing statements, agricultural liens, notices of federal tax liens and criminal profiteering liens, and the office records changes to and expiration of these original filing.

Maintenance of the Firearms Database, which contains firearms records used by law enforcement. Records include concealed pistol licenses, pistol transfers, and firearm dealers license records.

Oversight of Professional Athletics events. Functions include approving matches, ensuring promoters have insurance, ensuring proper procedures and safety arrangements at events, and overseeing participant disbursements.

DOL Management/Supporting Divisions:

Director's Office— includes the Director and Deputy Director as well as Human Resources, Communications and Education, Office of System and Program Review providing independent and objective auditing, consulting, and process reengineering services to the Department; Office of Policy and Legislative Affairs ; and Tribal Liaison.

Finance and Administration Division— This division is headed by the Chief Financial Officer who oversees the Office of Budget and Economic Analysis, Accounting Services, Administrative Services, Facilities and Procurement, Contracts Office, Public Disclosure, Delinquent Parking Ticket program for local jurisdictions, various plate and emblem programs to generate revenue for state, local, and private programs, the Research and Planning Office, and Emergency Management and Safety.

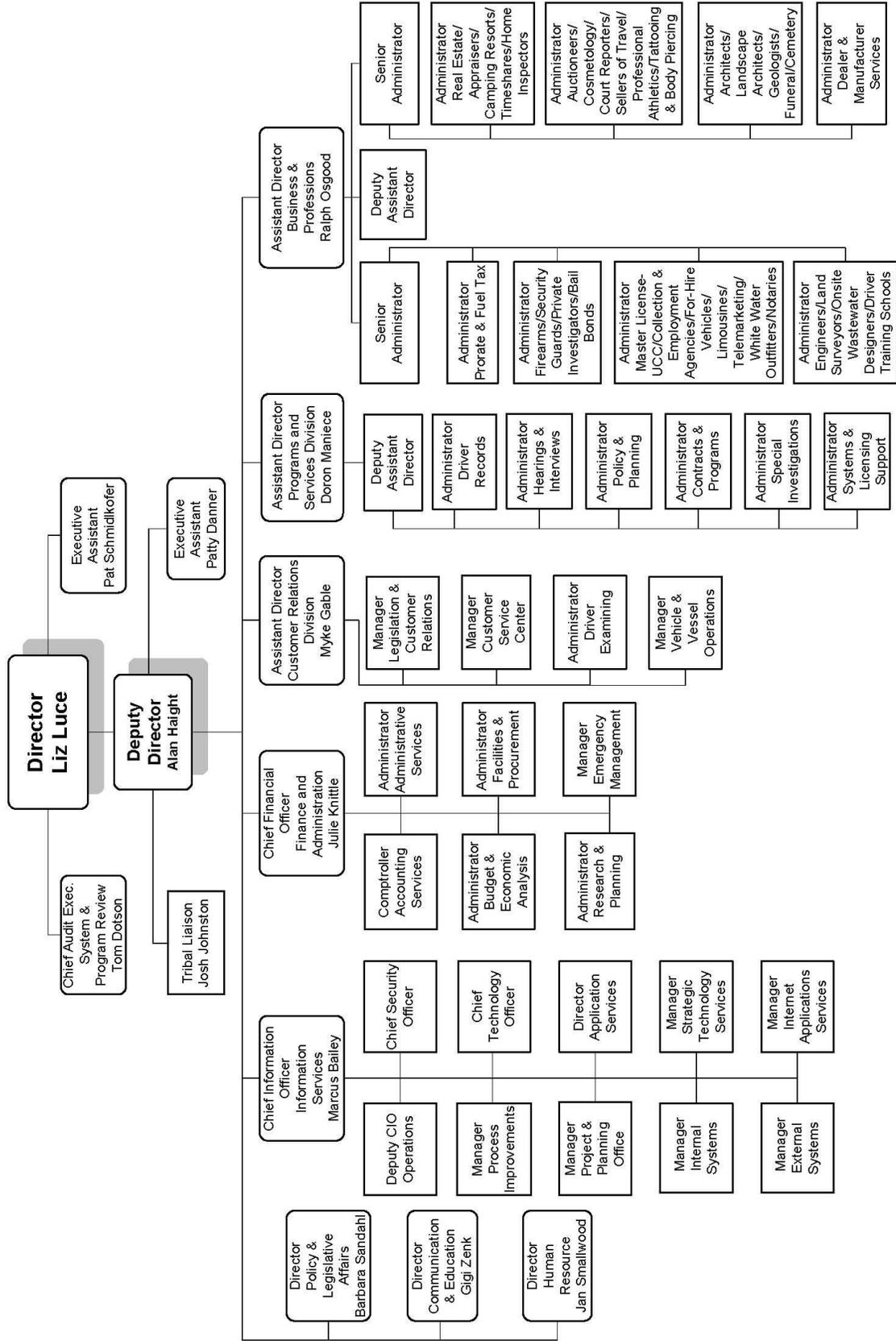
Information Services Division— The Information Services Division, headed by the Chief Information Officer (CIO), manages the computer hardware, software, network technology, and business application software that support the agency's business functions and statutory programs. Information Services develops and implements the agency's long-term vision and strategy for use of information technology to support employees, clients and statutory programs.

TRANSPORTATION FUNDING - 2009-11 BIENNIUM

- Total appropriation for transportation programs: \$233,343,000
- Revenue to support transportation programs of DOL was appropriated from the following accounts:
 - Highway Safety Fund \$144,446,000
 - Motor Vehicle Fund \$78,226,000
 - DOL Services Account \$4,715,000
 - Motorcycle Safety Education Account \$4,361,000
 - State Wildlife Fund \$826,000
 - State Patrol Highway Account \$737,000

– Marine Fuel Tax Refund Account \$32,000

DEPARTMENT OF LICENSING



AGENCY: **Department of Transportation**

AGENCY NUMBER: 405

RCW: 47

BACKGROUND

- WSDOT is responsible for administering the statewide transportation system and ensuring that people and goods move safely and efficiently across the state.
- The agency was created in the 1977 Legislature to consolidate the functions of the following agencies:
 - State Highway Commission
 - Department of Highways
 - Washington Toll Bridge Authority
 - Aeronautics Commission
 - Canal Commission
 - Planning and Community Affairs Agency (transportation functions)
- Secretary of Transportation is the Washington State Department of Transportation's executive head. Appointed and guided by the Governor.
- WSDOT is organized to deliver a comprehensive transportation program. Reporting to the Secretary are the Chief of Staff, Director of the Toll Division, and Assistant Secretaries for Engineering and Regional Operations, Washington State Ferries, Strategic Planning and Finance, and Administration.
- AGENCY OVERVIEW
 - Office of the Secretary
 - Directs WSDOT
 - Chief of Staff - Directs the offices of:
 - Communications, which strives to provide relevant, accurate, clear and consistent information that conveys WSDOT's key messages and that serves the public need for knowledge and insight into WSDOT activities;
 - Governmental Relations, which manages federal, state, and tribal relationships in the legislative and intergovernmental arenas on behalf of the WSDOT;
 - State Rail and Marine Division, which:
 - Administers the delivery of high speed passenger rail construction projects, freight rail construction projects, and rail-highway safety projects;
 - Coordinates state participation in the operations of Amtrak Cascades intercity passenger rail services;
 - Operates, maintains, and preserves state owned railroads;
 - Operates the Washington State Grain Train program and Produce Rail Car program; and
 - Conducts planning and studies on rail and marine issues, investment projects, and services;
 - Freight Systems, which undertakes freight system planning and research;
 - Aviation, which administers:
 - Aircraft registration and fee collection for in-state non-commercial aircraft;
 - Management of 17 state operated airports;
 - Planning of the state's airport system;

- Distribution of airport aid/grants to local jurisdictions;
 - Technical assistance to local jurisdictions on airport land use planning;
 - Management of the state's Air Search and Rescue; and
 - Acceptance of FAA grants for airport improvements.
- Public Transportation, which supports a full spectrum of programs and projects that connect big and small communities and provide access to most people in the state; and
- Highways and Local Programs, which:
 - Serves several regulatory and oversight roles on behalf of both the state and local governments;
 - Manages federal funds for the local bridge program and the Highway Safety Improvement Program;
 - Provides substantial technical assistance to local governments; and
 - Administers federal and state aid grants to local governments in the state, such as the Safe Routes to Schools and the Bicycle/Pedestrian programs.
- Audit Office
 - Conducts internal audits;
 - Audits agreements with external providers such as consultants, railroads and utilities;
 - Investigates potential fraud, abuse, and government waste; and
 - Investigates potential ethics violations.
- Equal Opportunity Office
 - Manages and monitors the Equal Opportunity, Affirmative Action, Contract Compliance, and Non-Discrimination programs.
- Strategic Planning and Finance
 - Provides budget development, advocacy, allotment, monitoring, economic data, and financial analysis services for WSDOT and its partners;
 - Prioritizes and programs highway construction projects;
 - Develops and implements the agency's biennial and multi-year capital improvement and preservation program (CIPP);
 - Tracks, measures, monitors, and reports on capital program and project delivery;
 - Manages the agency federal aid highway programs and oversees federal funding for local planning organizations;
 - Develops the statewide multimodal transportation and highway plans;
 - Gathers and analyzes transportation related data;
 - Reports performance through the Gray Notebook;
 - Supports state efforts to address growth management, climate change, and other issues that affect transportation; and
 - Engages the private sector in unique public/private partnerships that can help advance important transportation projects, programs, or policies.
- Administration
 - Directs accounting, administrative, human resources, information technology, and enterprise risk management functions.
- Engineering and Regional Operations
 - Provides policy guidance, budget support, and technical expertise in the areas of design engineering, highway construction, maintenance, traffic operations, facilities, equipment, and employee health and safety;

- Prepares a scope, schedule, projected performance outcome, and budget for each project expected to be designed or in construction within six years;
- Designs projects that are budgeted or programmed for funding, work that includes obtaining public involvement; preparing environmental impact statements and conducting environmental studies; surveying the improvement site; accounting for right-of-way and access considerations; incorporating soil and structural engineering components, and addressing roadside development and traffic safety concerns;
- Performs geotechnical engineering, materials testing, and other technical services through the state materials laboratory in support of the design, construction, and preservation/maintenance of the state transportation system;
- Obtains environmental permits and approvals, and incorporates permit conditions and other environmental commitments into WSDOT projects and programs;
- Oversees and manages construction contracts;
- Establishes training and information programs to meet the safety and health needs of the workforce;
- Implements environmental programs to ensure agency compliance with the Clean Water Act, Endangered Species Act, Clean Air Act, and other regulations;
- Provides comprehensive service programs focused on pre-construction project support and development, including: the administration of design policy and training; provision of specialized imagery and mapping services; administration of consultant contracts; and management of the purchase and sale of real estate and related issues for construction projects;
- Organizes, manages, and disseminates the results of research conducted within the Department;
- Conducts maintenance activities such as snow and ice removal, sign and guardrail maintenance, ditch and culvert upkeep, pavement patching, vegetation control and litter pickup, as well as managing a fleet of roadway maintenance vehicles and support equipment;
- Maintains, operates, and is responsible for improvement and preservation of 946 department-owned buildings and structures at 296 separate sites across the state;
- Ensures the department is trained and prepared to respond to disasters that affect the transportation system;
- Facilitates the movement of traffic and goods by utilizing various traffic technologies, such as active traffic management systems; electronic tolling; traffic cameras, variable message signs, and ramp meters;
- Oversees the delivery of rail capital improvements;
- Directly coordinates improvements in the SR 520 corridor, the Alaskan Way Viaduct replacement, and the Columbia River Crossing on I-5; and
- Provides direction and support to regional offices that implement projects and programs within the following specified areas of the state:
 - North Central Region - Serves all of Chelan, Douglas, Grant, and Okanogan counties, and portions of Adams, Skagit, Kittitas, and King counties;

- Northwest Region - Serves King, Snohomish, Skagit, Whatcom, Island, and San Juan counties;
 - Southwest Region - Serves Clark, Cowlitz, Klickitat, Lewis, Pacific, Skamania, and Wahkiakum counties;
 - South Central Region - Serves Kittitas, Yakima, Benton, Franklin, Walla Walla, Columbia, Garfield, and Asotin counties;
 - Eastern Region - Serves Adams, Ferry, Lincoln, Pend Oreille, Spokane, Stevens, and Whitman counties; and
 - Olympic Region - Serves Pierce, Kitsap, Thurston, Mason, Grays Harbor, Jefferson, and Clallam counties.
 - Toll Division - Coordinates the development of tolling policy proposals and operates several toll roadways and bridges.
- Washington State Ferries
 - Provides ferry transportation service on Puget Sound (largest ferry system in the United States);
 - Develops and recommends policy and direction on state ferry issues to departmental leadership;
 - Provides budgetary and other administrative support;
 - Oversees vessel construction;
 - Performs vessel, ferry terminal, and facility maintenance and preservation; and
 - Works with the United States Coast Guard to ensure that maintenance and crewing requirements for existing fleet vessels are met.

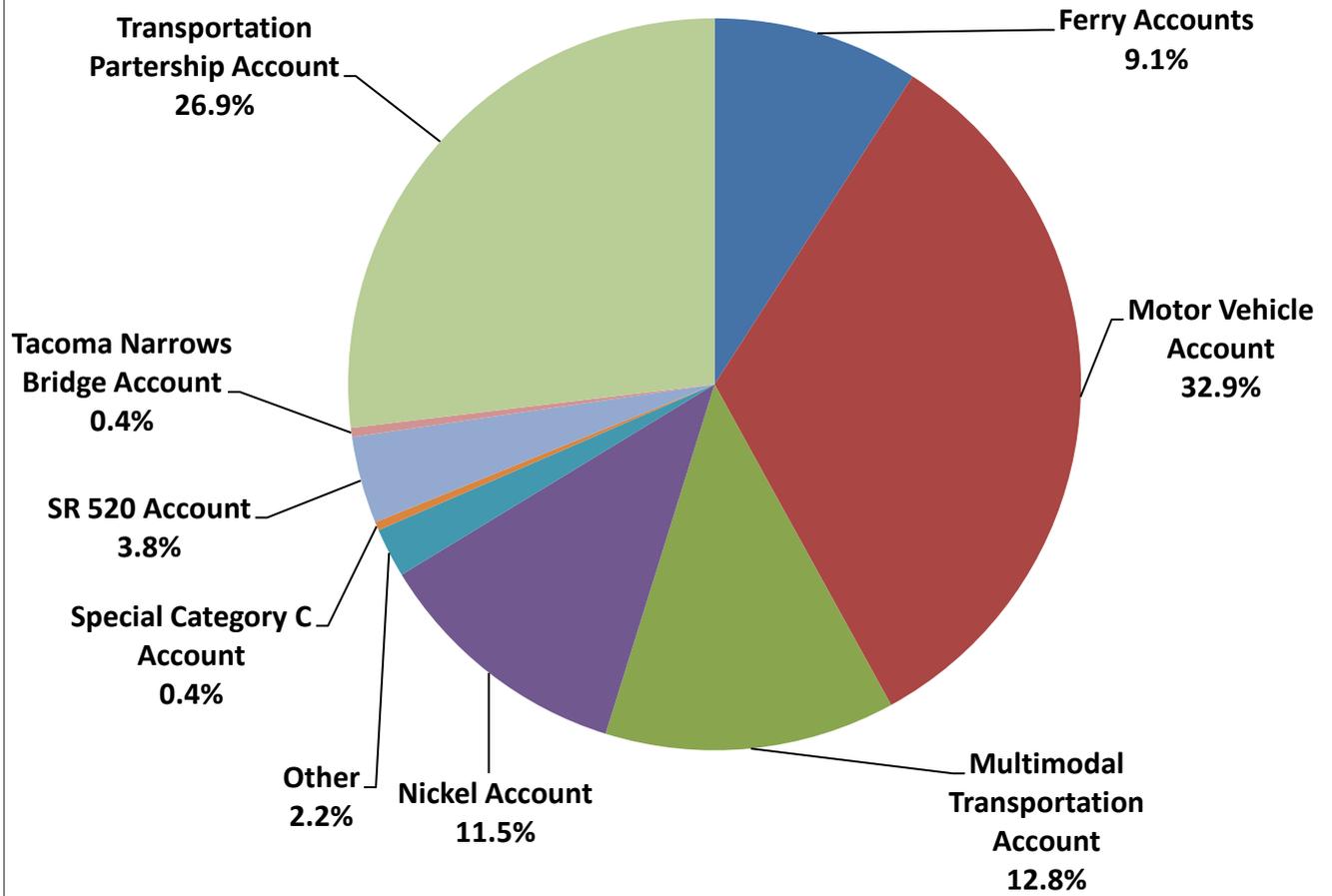
TRANSPORTATION FUNDING – 2009-2011 BIENNIUM

- Supplemental Session Appropriation: \$6.8 billion, including debt service.
- Funding for the various programs by major accounts are shown in the following table:
-

2009-11 Revised Department of Transportation Budget (2010 Supplemental)
Enacted
TOTAL OPERATING AND CAPITAL BUDGET
(Dollars in Thousands)

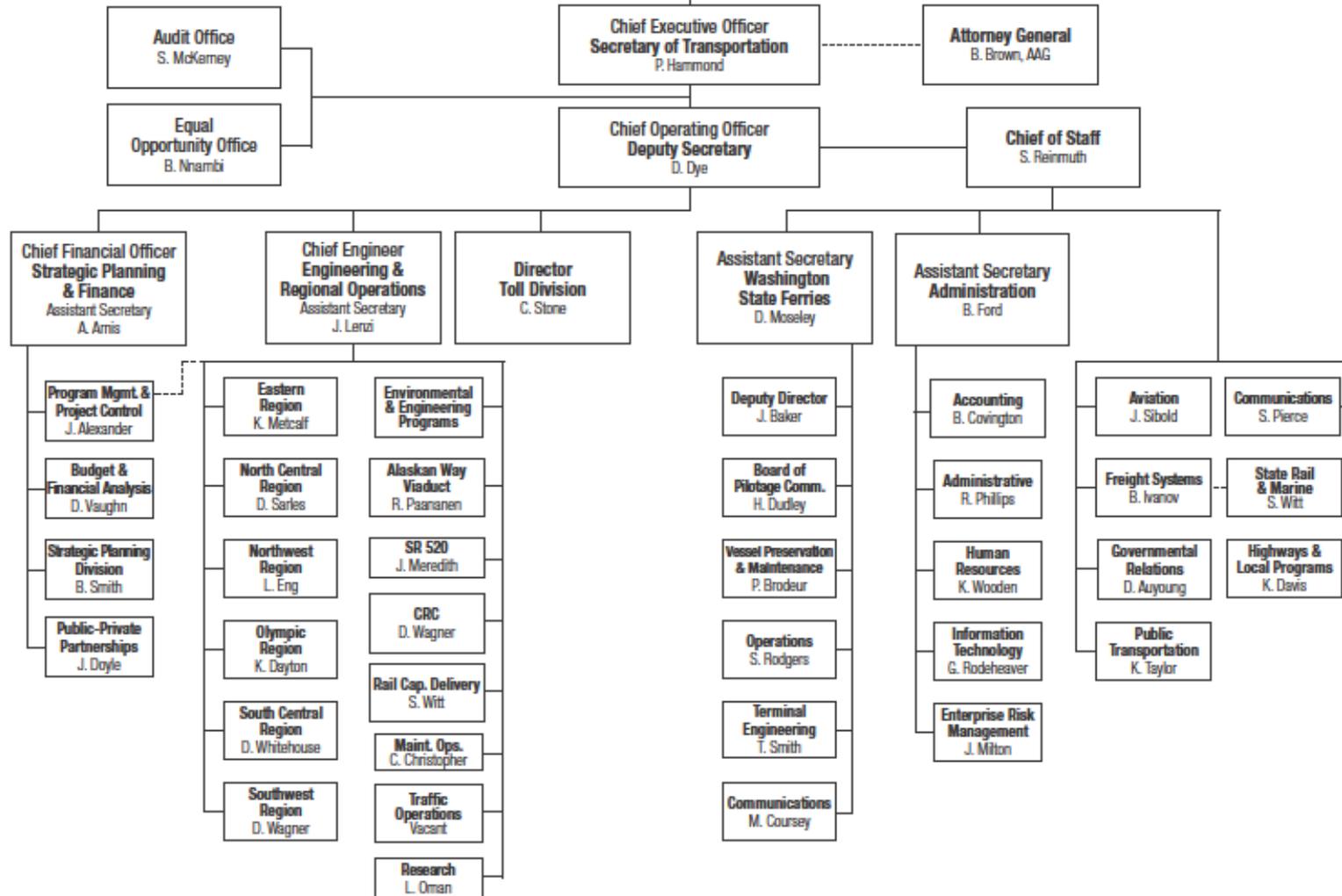
	Puget Sound			Transportation		Multimodal Transportation Account – State	Other Appropriations	Total Appropriations
	Motor Vehicle Fund – State	Motor Vehicle Fund – Federal, Local	Ferry Operations Account – State	Transportation 2003 (Nickel) – State	Partnership Account (TPA) – State			
Department of Transportation								
Pgm B - Toll Op & Maint-Op	577	0	0	0	0	0	59,540	60,117
Pgm C - Information Technology	68,882	240	0	2,676	2,675	363	0	74,836
Pgm D - Facilities-Operating	25,376	0	0	0	0	0	0	25,376
Pgm D - Facilities-Capital	4,810	0	0	0	0	0	0	4,810
Pgm F - Aviation	0	0	0	0	0	0	8,120	8,120
Pgm H - Pgm Delivery Mgmt & Suppt	49,568	500	0	0	0	250	0	50,318
Pgm I1 - Improvements - Mobility	17,391	335,954	0	653,590	1,426,995	98	422,985	2,857,013
Pgm I2 - Improvements - Safety	39,576	80,464	0	22,678	122,520	0	16,265	281,503
Pgm I3 - Improvements - Econ Init	2,533	12,920	0	36,496	84,421	0	23,025	159,395
Pgm I4 - Improvements - Env Retro	11,850	6,866	0	441	31,708	0	0	50,865
Pgm I5 - Improvements - Pgm Support	14,184	5,090	0	0	0	0	0	19,274
Pgm I7 - Tacoma Narrows Br	0	0	0	0	0	0	789	789
Pgm K - Public/Private Part-Op	675	0	0	0	0	200	0	875
Pgm M - Highway Maintenance	349,291	12,797	0	0	0	0	0	362,088
Pgm P1 - Preservation - Roadway	28,000	176,481	0	6,328	0	0	135,187	345,996
Pgm P2 - Preservation - Structures	8,003	133,395	0	0	75,121	0	10,391	226,910
Pgm P3 - Preservation - Other Facit	30,988	104,306	0	0	184	0	0	135,478
Pgm P4 - Preservation - Pgm Support	29,893	22,349	0	0	0	0	0	52,242
Pgm Q - Traffic Operations	51,386	2,177	0	0	0	0	0	53,563
Pgm Q - Traffic Operations - Cap	8,158	17,910	0	0	0	0	300	26,368
Pgm S - Transportation Management	28,666	30	0	0	0	971	264	29,931
Pgm T - Transpo Plan, Data & Resch	26,152	22,002	0	0	0	1,090	3,386	52,630
Pgm U - Charges from Other Agys	87,331	400	0	0	0	561	0	88,292
Pgm V - Public Transportation	0	0	0	0	0	65,696	68,872	134,568
Pgm W - WA State Ferries-Cap	0	0	0	51,734	66,879	149	187,388	306,150
Pgm X - WA State Ferries-Op	0	0	427,523	0	0	0	0	427,523
Pgm Y - Rail - Op	0	0	0	0	0	37,381	0	37,381
Pgm Y - Rail - Cap	0	0	0	0	0	102,202	633,125	735,327
Pgm Z - Local Programs-Operating	8,664	2,545	0	0	0	0	0	11,209
Pgm Z - Local Programs-Capital	14,068	43,835	0	2,709	8,863	28,855	45,427	143,757
Total	906,022	980,261	427,523	776,652	1,819,366	237,816	1,615,064	6,762,704

**Washington State Department of Transportation
2009-11 Appropriated Budget - 2010 Supplemental
\$6.8 Billion**



Washington State Department of Transportation Regions





AGENCY:

Freight Mobility Strategic Investment Board

AGENCY NUMBER:

411

RCW:

47.06A

- Created in 1998 to advocate for freight mobility needs.
- Agency Mission: The Washington Freight Mobility Strategic Investment Board was created by the Legislature to identify and recommend investments that improve and mitigate freight movement on strategic state corridors, grow jobs and the economy, and bolster Washington as a leader in international trade. The board of public- and private-sector members:
- Advocates for strategic freight transportation projects that bring economic development and a return to the state;
- Focuses on timely construction and operation of projects that support jobs;
- Leverages funding from public and private stakeholders;
- Crosses modal and jurisdictional lines to create funding partnerships; and
- Serves as the de facto freight project screening agency for state and federal policy makers.
- Responsible for selecting, prioritizing and creating funding partnerships for freight transportation projects, and minimizing the impact of freight movement on local communities.
- The Board is comprised of 12 members representing the private and public sectors. Two representatives from the cities, counties, and port districts representing both Eastern and Western Washington and one member representing rail carriers, the steamship industry, the trucking industry, the Governor's office, the Secretary of Transportation and a general public member.
- Staff consists of an executive director hired by the board and an executive secretary. All other technical support is contracted from the public and private sector.
- FMSIB administrative costs are paid for from the Motor Vehicle Account. Funding for the FMSIB share of recommended projects are included in the Highways & Local Programs section of the WSDOT budget.

PROGRAM

- Recommends freight mobility projects to the Legislature for funding.
- Tracks projects & reports progress through completion of the construction phase.
- Utilizes agency developed freight criteria for selecting and prioritizing projects.
- Works with the state & local communities to identify and develop freight corridors.
- Assists in helping to identify & develop public and private sector partnerships.

TRANSPORTATION FUNDING - 2009-11BIENNIUM

- Total transportation appropriation: Operating - \$688,000; Capital \$59.8.
- Revenue appropriated from the Motor Vehicle Account, Multimodal Transportation Account, and the Freight Mobility Investment Account.

AGENCY: **Joint Transportation Committee**

AGENCY NUMBER: 013

RCW: 44.04.300

BACKGROUND

- In the 2005 session, the Legislature created the Joint Transportation Committee (JTC) in ESB 5513, Ch. 319, Laws of 2005.
- The JTC operates as a bipartisan, bicameral legislative agency. Through review and research of transportation issues and programs, promotes the dissemination of transportation research to state and local government policymakers, including legislators and associated staff.
- JTC is one of five permanent joint committees defined by statute.
- Statutory membership: The chairs and ranking members of the House and Senate Transportation Committees comprise the JTC Executive Committee. The chairs of the House and Senate Transportation Committees serve as co-chairs of the JTC.
- PROGRAM
- Administers technical transportation reviews and studies.
- Performs interim reviews and studies as directed.
- Manages contracts for which the Joint Transportation Committee is responsible.
- In the 2009-2011 biennium, the JTC conducted the following studies and reviews:
 - - Ferries Finance Study
 - Financial Study Phase 1-2
 - Tolling Cost Study
 - Reversible Lane Analysis
 - Storm Water Administration
 - Statewide Planning Study
 - Public Transit Study/Advisory Panel
- Updates and publishes the Transportation Resource Manual on a biennial basis prior to the 105 day Legislative Session and maintains periodic updates online.

TRANSPORTATION FUNDING - 2009-11 BIENNIUM

- Total Appropriation: \$2.5 million

Revenue appropriated from the Motor Vehicle Account (State) and Multimodal Account (State)

AGENCY: **Marine Employees Commission**

AGENCY NUMBER: 408

RCW: 47.64

BACKGROUND

- In 1981, following a ferry employee strike, the Governor created a Blue Ribbon Panel which proposed a collective bargaining process to resolve labor disputes between ferry system management and employee organizations. The Commission was created in its present form in 1983, in response to a recommendation of the Blue Ribbon Panel.
- Responsible for adjudicating complaints, grievances and disputes between labor and management arising out of the operation of the Washington State Ferries.
- Includes three members appointed by the Governor: public (1), labor (1), industry (1), with the public member designated as the Chair of the Commission.

PROGRAM

- Adjusts grievances and complaints
- Provides for clarification of bargaining units representing ferry employees
- Certifies fair representation organizations
- Provides impasse mediation

TRANSPORTATION FUNDING 2009-11 BIENNIUM

- Total appropriation: \$440,000
- Revenue appropriated from Puget Sound Ferry Operations Account (PSFOA)

AGENCY: **Transportation Improvement Board**

AGENCY NUMBER: 407

RCW: 47.26

BACKGROUND

- The mission of the Transportation Improvement Board is to fund high priority transportation projects in communities throughout the state to enhance the movement of people, goods, and services.
- Invests state gas tax funds through six programs. Administers the Urban Arterial Program, Urban Corridor Program, Small City Arterial Program, Sidewalk Program (urban and small city), Small City Preservation Program, and the Road Transfer Program (City Hardship Assistance Program).
- Originally formed as the Urban Arterial Board in 1967, the Transportation Improvement Board (TIB) replaced it in 1988.
- The Board is comprised of 21 members, six city members, six county members, two WSDOT officials, two transit representatives, a private sector representative, one ports representative, a Governor appointee, a member representing non-motorized transportation, and one member representing special needs transportation.
- TIB identifies and funds the highest-ranking transportation projects based on criteria established by the Board, consistent with the legislative intent for each program.

URBAN AREA PROGRAMS

- Urban Arterial Program
 - Provides grant funds for city and urban county road projects that improve mobility and improve safety.
 - Eligible agencies are counties with urban areas, cities and towns within an urban area, and cities with a population of 5,000 or greater.
 - Grants provide up to 90% of project costs.
- Urban Corridor Program
 - Addresses congestion caused by economic development or rapid growth and requires multi-agency planning and coordination as well as partnerships with the business community.
 - Completion of urban corridors that allows motorists to receive the full benefit of prior investments.
 - Funding is available for cities with a population greater than 5,000, urban areas of counties, and Transportation Benefit Districts.
 - Grants provide up to 90% of project costs.
- Sidewalk Program (Urban Cities)
 - Funds projects to maintain a connecting sidewalk system, eliminating fragments and providing continuity, and ADA accessibility.
 - Funding available for cities with a population greater than 5,000.
 - Grants provide up to 80% of project costs.

SMALL CITIES PROGRAMS

- Small City Arterial Program
 - Funds projects that preserve and improve the arterial roadway system in cities with population less than 5,000.
 - Projects chosen that addresses structural condition of the roadway, geometric deficiencies, and safety.

- Grants provide up to 95% of costs for cities with population between 500 and 5,000, and up to 100% for cities with population of 500 or less.
- Sidewalk Program (Small Cities)
 - Funds projects to maintain a connecting sidewalk system thereby eliminating fragments and providing continuity.
 - Funding available for cities with a population less than 5,000.
 - The amount of required match is 5% except, no match is required for cities with a population under 500.
 - Focus on completing the sidewalk system that connects pedestrian generators, providing a network of continuous sidewalks throughout the city/town, maintaining sidewalk condition, and ADA accessibility.

ROAD MAINTENANCE PROGRAMS

- Small City Preservation Program
 - Created by the 2005 Legislature to recognize the difficulty small cities and towns face maintaining and preserving the street and sidewalk system.
 - Provides overlay and chip seal to city streets on a non-competitive basis (fix the worst first).
 - Projects chosen based on pavement ratings, sidewalk condition, and proximity to other roadway projects. TIB works with WSDOT and County Road Departments through master agreements to maximize economies of scale.
 - Eligible agencies are incorporated cities and towns with a population less than 5,000.
 - Grants range from 90% to 100% of project costs, depending on the city's assessed property valuation.
- City Hardship Assistance Program (CHAP)
 - Provides funding to offset extraordinary costs associated with the transfer of state highways to cities with a population fewer than 20,000.
 - The list of eligible routes is in WAC 479-10-220.
 - CHAP will fund 100% of the rehabilitation costs for the eligible section or route.

OTHER ACTIVITIES

- Administrative Services
 - Provide support to the Board.
 - Provide Engineering services and consultation to local agencies.
 - Performance Management is institutionalized in the agency through the TIB GMAP Dashboard.
- Technical Assistance
 - TIB funding workshops
 - TIB academy training
 - Small city street inventory
 - Value engineering study participation

TRANSPORTATION FUNDING - 2009-11 BIENNIUM

- Total appropriation: \$213 million
- Revenue appropriated from the following accounts:
 - Urban Arterial Trust Account (State)
 - Transportation Improvement Account (State)
 - Small City Pavement Preservation and Sidewalk Account (State)

AGENCY: **Traffic Safety Commission**

AGENCY NUMBER: 228

RCW: 43.59

BACKGROUND

- Established in 1967 as mandated by the Federal Highway Safety Act of 1966
- Ten members: the Governor (chair), the Superintendent of Public Instruction, the Chief of the State Patrol, the Secretary of Transportation, the Director of the Department of Licensing, the Secretary of the Department of Social and Health Services, the Secretary of the Department of Health, and one each (appointed by Governor) from judiciary, counties, and cities

PROGRAM

- Implement programs to reduce traffic crashes and the injuries and deaths resulting from traffic crashes
- Coordinates traffic safety programs at the state and local level
- Administers federal highway safety funds for Washington State
- Promotes uniform enforcement of traffic safety laws
- Establishes standards for investigating and reporting traffic accidents
- Top priorities are to reduce injuries and deaths that result from speed and/or impaired driving related crashes. A secondary priority is to reduce crash related deaths and injuries by increasing the use of seat belts and child restraint systems.
- Other program areas include:
 - Traffic records
 - Motorcycle safety
 - Emergency medical services
 - Pedestrian safety
 - Bicycle safety
 - Community Traffic Safety Task Forces and Corridor Traffic Safety programs
 - Traffic engineering
 - School zone safety

TRANSPORTATION FUNDING - 2009-11 BIENNIUM

- Total appropriation: \$40.6 million
- Revenue appropriated from the following accounts:
 - Highway Safety Account (State, Federal, Local)
 - School Zone Safety Account (State)

AGENCY: **Transportation Commission**

AGENCY NUMBER: 410

RCW: 47.01.051, 47.01.061, 47.01.071, 47.01.075, 47.01.370, 47.01.420, 47.01.425, 47.05.030, 47.46.100, 47.56.030, 47.56.805 et seq., 47.60.286, 47.60.315, 47.60.327

BACKGROUND

- Created in 1977 by merging the Toll Bridge Authority (1937) and the Highway Commission (1951), along with the new Department of Transportation.
- Restructured in 2005 and 2006 as an independent, Governor-appointed public forum to research and develop transportation policy statewide. No longer responsible for hiring the Secretary of Transportation, detailed administrative oversight of WSDOT and its program delivery, or approval of the WSDOT biennial budget and legislative policy packages.
- Seven members appointed to six-year terms by the Governor and confirmed by the Senate. The Governor and the Secretary of Transportation sit *ex-officio*.
- Includes four members from Western Washington and three members from Eastern Washington. No more than two members may be from any one county. Members serve part-time.

PROGRAM

- The Commission provides a public forum for transportation policy development and functions. It reviews and evaluates how the entire transportation system works across the state.
- Adopts a comprehensive and balanced 20-year statewide transportation plan that reflects the priorities of government and addresses local, regional and statewide needs.
- Recommends policy changes and areas for improvement in its policy studies and in its Annual Report.
- Policy studies include a Long-term Ferry Revenue Study, Ferry Rider Surveys, Rail Capacity and System Needs Study, and two Tolling Studies.
- Sets fares and tolls for ferries, bridges and highways.
- Oversees development of the Transportation Innovative Partnerships Program.
- Other ongoing policy tasks include:
 - Review possible additions, deletions or changes to the state highway system and forward findings and recommendations to the Legislature.
 - Review ferry operational strategies to ensure full utilization of existing assets and, jointly with the department, recommend improvements to the legislature
 - Naming state transportation facilities.

TRANSPORTATION FUNDING - 2009-11 BIENNIUM

- Total appropriation: \$2.3million
- Revenue appropriated from the Motor Vehicle Account (State) and the Multimodal Transportation Account (State)

AGENCY: **Utilities and Transportation Commission**

AGENCY NUMBER: 215

RCW: 80.01

BACKGROUND

- Created in 1905, the UTC protects consumers by ensuring that essential utility and transportation services are broadly available, safe, reliable and fairly priced.
- Regulate entry and rates of privately-owned utility and transportation companies.
- Enforce public safety standards and resolve consumer complaints.
- Three full-time members appointed by the Governor with the consent of the Senate, for staggered six-year terms. No more than two commissioners can be from the same party.
- Responsible for intrastate operations subject to state law.

PROGRAMS

- Economic Regulation (rates, terms and conditions for service)
- Public Safety
- Pipeline Safety
- Railroad Safety
- Motor Carrier Safety
- Consumer Protection
- Administration
- TRANSPORTATION ACTIVITIES
- Rail Safety Grants - Work with local governments, the Department of Transportation, school districts, and community organizations to improve rail safety by granting funds for grade crossing improvements from the Grade Crossing Protective Fund.
- Railroad Crossing Safety - Inspect railroad crossings for safety. UTC approves opening and closing of crossings and changes to configuration of crossings.
- Economic and Safety Regulation - Regulate entry, rates, safety and business practices. Regulated companies include: solid waste, household goods movers, buses and air porters, non-profit buses, private ferries, and low level waste disposal sites. Responsible for vehicle driver and operational safety practices of private intrastate transportation companies regulated by the UTC.
- Licensing - Register to operate interstate and intrastate trucking companies. Monitor insurance for intrastate motor carriers including suspending and canceling operating authority if insurance lapses.
- Federal Railroad Inspections - Certified by the Federal Railroad Administration to inspect railroad tracks, signals, hazardous material and railroad operating practices, enforcing state and federal rules. Investigate rail incidents and promote public education about rail safety.

- Cooperation - Work closely with state, local, tribal and federal government agencies and local communities and businesses to coordinate and improve safety regulation of all transportation, rail and pipeline activities the UTC regulates.

TRANSPORTATION FUNDING - 2007-09 BIENNIUM

- Total appropriation: \$505,000
- Revenue appropriated from the Grade Crossing Protective Fund

AGENCY: **Washington State Patrol**

AGENCY NUMBER: 225

RCW: 43.43, 43.63A, 9.94A

BACKGROUND:

- In 1921, the Legislature authorized the creation of Highway Police composed of 6 motorcycle patrolmen.
- In 1933, the Legislature acknowledged the need for a mobile police organization throughout the state for public safety, and the Highway Patrol Division became the Washington State Patrol (WSP) with full police power.
- The State Fire Marshal became a member of the agency when the Legislature transferred Fire Protection Services to the WSP in 1995.
- The Forensic Laboratory Service Bureau was created when the Legislature transferred the Washington State Toxicologist to the WSP in 1999.
- The Chief of the State Patrol is appointed by the Governor and confirmed by the Senate.
- This agency is multi-funded. It receives 75% of its budget from the Transportation Budget and 25% from the Omnibus Operating Budget.

ACTIVITIES:

- Provides traffic law enforcement services, which include motor vehicle equipment standards, commercial vehicle enforcement, vehicle identification, traffic investigations, roadside assistance, and ferry security.
- Administers a Drug Assistance Unit, an Organized Crime Intelligence Unit, the state crime laboratories, the toxicology program, a missing children clearinghouse, criminal investigations, and a special weapons and tactics team.

- Includes the Office of the State Fire Marshall providing statewide fire protection services.
- Provides criminal history record information.
- Coordinates the flow of criminal intelligence among criminal justice agencies.
- Provides security services to the Governor and the Legislature.

PROGRAMS:

Field Operations (010): The Field Operations program funds trooper field operations activities and supports fire protection activities.

Field Operations Group

- Field force is responsible for traffic law enforcement and assistance to motorists and maintains a statewide emergency response capability to protect the general public.
- Aviation Division supports traffic law enforcement efforts and provides air transportation services to the Governor, the Legislature, and state agencies.
- Breath Test Section supports the State Toxicologist in all activities relating to the breath alcohol test.
- Homeland Security Division is responsible for law enforcement and security within the state ferry system including the ferry terminals and vessels as well as bomb squad response state-wide.
- Commercial Vehicle Enforcement responsible for enforcing both state and federal laws regulating commercial vehicles.

Fire Protection

- Responsible for adopting and enforcing fire and life safety codes in all occupied buildings throughout the state. Provides regional operations to support and strengthen local capacity for controlling risk to life, property, and community vitality.

- Through the Fire Training Academy, provides extensive fire training programs to local communities, state agencies, and industry.

Investigative Services Bureau (020):

- Administers the Crime Laboratory, Toxicology Laboratory, and the Impaired Driving Program providing services to federal, state and local agencies.
- Provides criminal investigations, homeland security, investigative assistance, along with the Special Operations Division.

Technical Services (030):

- Provides administrative support, budget and fiscal services, property management, risk management, communications, electronic services, information technology, training, human resources, fleet management and maintenance Office of Professional Standards, Information Technology, Purchasing, and Facilities for the WSP and the criminal justice community.
- Office of the Chief which includes Government and Media Relations, Labor and Policy Advisor, and the WSP Psychologist.
- Manages the State's emergency wireless communication system that used by several different agencies including Department of Transportation.
- Manages the Washington State Patrol's Training Academy that is used by both local and state law enforcement agencies.

Capital Projects (090):

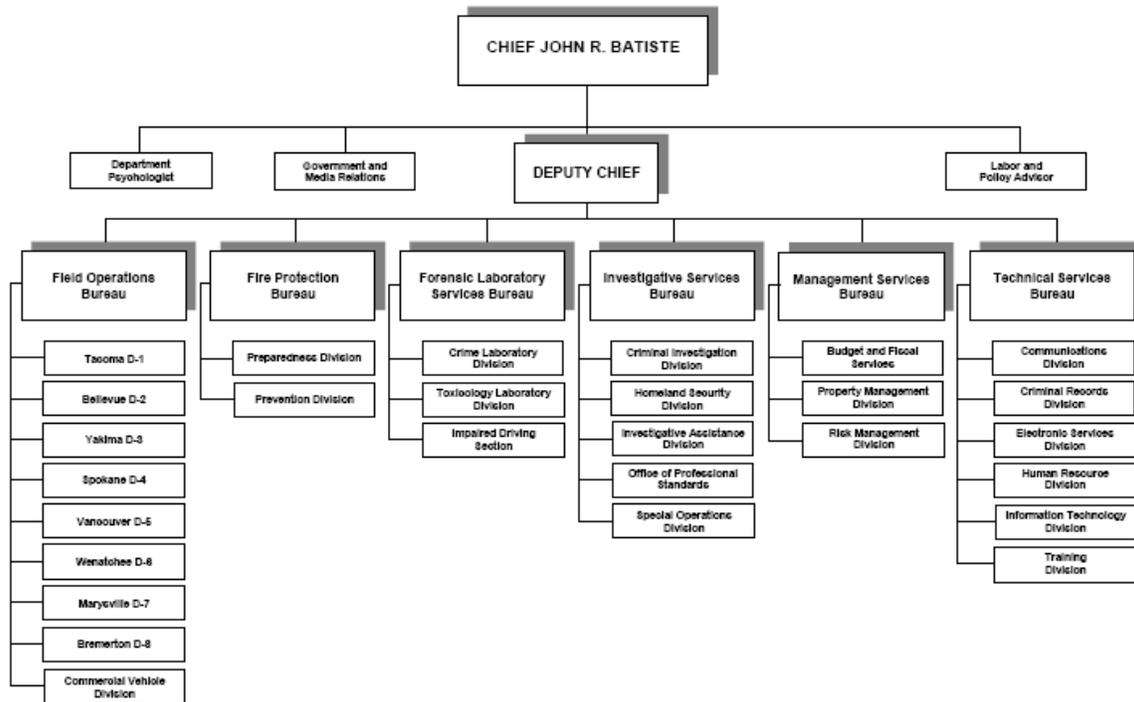
- Provides maintenance and repairs on WSP facilities.
- Provides coordination and management for leasing or building WSP facilities.

TRANSPORTATION FUNDING 2009-11 BIENNIUM:

- Total appropriation: \$352.4 million.

- Funding appropriated from the Transportation Budget through the State Patrol Highway Account.
(State, Federal and Local)

**WASHINGTON STATE PATROL
ORGANIZATIONAL CHART
APRIL 2007**



An internationally accredited agency providing professional law enforcement services

Local/Regional Jurisdictions

Overview

This section summarizes the responsibilities of local jurisdictions and regional organizations in planning, constructing, operating, and managing transportation systems within the state.

JURISDICTION: **Cities**

RCW: 35.72–35.79

BACKGROUND

- Cities and towns are responsible for 16,421 miles of streets and approximately 676 bridges in the 281 incorporated municipalities of the state.
- Currently about 70% of cities' transportation funding is generated from local revenue sources, 19% from state revenues, and 11% from federal sources.

PROGRAM

- Maintenance, construction, and management of city streets and bridges.
- Cities also have maintenance, construction, and management responsibility for City Streets as Part of State Highways (RCW 47.24). Cities under 25,000 in population have street illumination, street cleaning, catch basins, storm water facilities, and traffic and parking enforcement responsibilities on Limited Access state highways. Cities over 25,000 have the additional responsibilities of slope stability and traffic control signals on Limited Access state highways.
- Six-year plans for city street construction programs must be adopted before July 1 of each year and submitted to the Washington State Department of Transportation within 30 days of adoption (per RCW 36.81.121).

FUNDING

- 2.96 cents per gallon of the state motor fuel tax
 - Referred to as the statutory or normal distribution to cities
 - Distributed to cities on a per capita basis
- Grants from the Urban Arterial Trust Account, the Transportation Improvement Account, the Small Cities Account programs of the Transportation Improvement Board, and the Freight Mobility Strategic Investment Program of the Freight Mobility Strategic Investment Board (FMSIB).
- Federal-aid programs
 - National Highway System
 - Bridge Rehabilitation and Replacement
 - Congestion Mitigation and Air Quality
 - Surface Transportation Program
 - Distribution by Population
 - Transportation Enhancements
 - Highway Safety Improvement Program
 - High Risk Rural Roads
 - Safe Routes to Schools
 - Surface Transportation Program–Flexible
 - Distribution by Population
 - Freight Projects
 - Legislative Projects
- General-purpose local revenue sources, including local retail sales and use taxes, real and personal property taxes, local real estate excise taxes, other licenses, impact fees, and other fees and taxes.

- Transportation local option taxes
 - Commercial parking tax
 - Border area motor fuel tax (for cities along the Canadian border)
 - Portion of countywide local option motor fuel tax

(See the *Local Tax* section of this manual for information on *Local Option Taxes*.)

JURISDICTION: Counties

RCW 36.73, 36.79, 46.68.090, 84.52.043

BACKGROUND

- County Road Administration Board (CRAB) sets administrative standards and provides oversight for the county road departments of each of the 39 counties.
- Counties are responsible for managing 39,828 miles of roads and approximately 3,264 bridges in the unincorporated areas across the state.
- Currently, about 62% of counties' transportation funding is generated from local revenue sources, 27% from state revenues, and 11% from federal sources.

PROGRAM

- Maintenance, construction, management, and operation of county roads and bridges.
- Six-Year plans for county road, trail, and ferry construction programs must be adopted by each county prior to adoption of its annual budget and be submitted to the Washington State Department of Transportation and CRAB within 30 days of adoption (per RCW 36.81.121). Annual programs must be adopted prior to adoption of annual road budget.
- Projects submitted as a part of County Roads Administration Board, Transportation Improvement Board, or federal grant applications must be included in the Six-Year plans.

FUNDING

- 4.92 cents per gallon of state motor fuel tax
 - Referred to as statutory or normal county distribution
 - Distributed to counties using formula based upon mileage, needs, resources, and population
- Grants and distributions from County Road Administration Board (CRAB)
 - County Arterial Preservation Program
 - 0.45 cents per gallon of state motor vehicle fuel tax
 - Distributed to counties according to percentage of arterial lane miles
 - Rural Arterial Program
 - 0.58 cents per gallon of state motor vehicle fuel tax
 - Regional distribution based on rural land area and mileage of paved county rural arterials and collectors. Within each region, distribution is competitive based on statutory criteria.
- Grants from the Urban Arterial Trust Account, and the Freight Mobility Strategic Investment Program of the Freight Mobility Strategic Investment Board.
- Federal-aid programs
 - National Highway System
 - Bridge Rehabilitation and Replacement
 - Congestion Mitigation and Air Quality
 - Surface Transportation Program
 - Distribution by Population
 - Transportation Enhancements
 - Highway Safety Improvement Program
 - High Risk Rural Roads
 - Safe Routes to Schools
 - Surface Transportation Program – Flexible

- Distribution by Population
 - Freight Projects
 - Legislative Projects
- County road levy (property tax) in the unincorporated areas of a county (maximum \$2.25/\$1,000).
- Transportation local option taxes
 - Countywide motor vehicle fuel tax (10% of state fuel tax)
 - Commercial parking tax
 - Local option taxes for high occupancy vehicle (HOV) lanes
 - MVET or employer tax
 - Eligible counties are King, Pierce, and Snohomish

(See the *Local Tax* section of this manual for information on *Local Option Taxes*.)

JURISDICTION: County Ferry District

RCW: 36.54.110

BACKGROUND

- Established by county legislative authority
- County legislative authority, acting independently, is ex-officio governing body
- District can be county-wide or a portion of a county
- Authority to operate passenger-only ferry service

FUNDING

- Annual ad valorem property tax levies of up to 75 cents per \$1,000 of assessed valuation (councilmatic) (36.54.130)
- Voter approved annual excess property tax levies (36.54.140)

Using the authority outlined here, in May of 2008, King County established a County Ferry District for controlling and operating the Southworth to Vashon passenger-only ferry run. They assumed authority for this run as of July 1, 2008

JURISDICTION:

Local Improvement Districts/Road Improvement Districts

RCW:

36.94.220 - 36.94.300; 35.43 – 35.56 (LID), 36.88 (RID)

BACKGROUND

LIDs:

- LID - a special purpose financing mechanism that may be created by local governments to fund improvements in specific areas which are smaller than the unit of government.
- Local improvements must directly benefit nearby property owners (e.g., water main, sewers, or streets).
- Local governments that can create LIDs include cities, counties, port districts, water districts, transportation benefit district, and others.
- LIDs can be initiated by petition of property owners in an area or by resolution of local governments.
- Voter approval is not required for LID formation, but may be challenged by property owners.

RIDs:

- Road Improvement District (RID) similar to LID, except that it funds road improvements in unincorporated areas.
- RIDs can be initiated by county resolution or by petition of affected property owners.

FUNDING

- Property owners who benefit from improvements are assessed at proportionate levels to pay for the improvements.

(See the *Local Tax* section of this manual for information on *Local Option Taxes*.)

JURISDICTION: **Regional Transportation Investment District (RTID)**

RCW: Chapter 36.120

BACKGROUND

- Objective is to permit the King, Pierce and Snohomish county area-to form a special district to plan and finance certain highway improvements.
- The RTID would be a separate legal entity.
- The district is formed by vote of county councils of multiple contiguous counties, or by a single county, which then must be approved by voters living within the affected area.
- Authorized in King, Pierce, and Snohomish counties only, and may include multiple contiguous counties, or a single county. The district is encouraged to include at least the portion of each member county located within a regional transit authority serving that county.

•

FORMATION

- Planning Committee formation required by the county councils proposing a RTID. The committee membership is comprised of county council members of each county proposing a RTID. Decisions are made by 60% majority vote based on proportional representation. Secretary of Transportation serves as non-voting member. Seven-member executive board. Planning committee may dissolve with two-thirds weighted vote.
- Planning Committee develops plan for improvements and submits plan to county councils. If a county opts not to participate in the district, but two contiguous counties do proceed, plan is redefined and submitted back to participating counties. If counties adopt plan, plan is submitted to voters.
- If RTID approved by voters, the governing board is comprised of county council members of member counties.
- In 2007, the plan developed by the then-existing Planning Committee was required to go on the November 2007 General Election ballot, along with a Sound Transit Phase II proposal. Both plans were required to be approved by the voters for either to be validated. The voters rejected this joint proposal, therefore the proposed RTID was not formed.

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ELIGIBLE PROJECTS

- Capital improvements to highway of statewide significance (HSS) that adds a lane or new lanes, repairs or replaces a lane or lanes damaged by the 2001 earthquake;
- Capital improvements to all or portions of a HSS including an extension, and may include certain multi-modal capital improvements including approaches, HOV lanes, flyover ramps, park and ride lots, bus pullouts, vanpool vans and transportation system management improvements;
- Up to 10% of funds may be for capital improvements to all or portions of a city street, county road or existing highway or new highway that intersects with an HSS if: the project is included in a plan that adds capacity to a HSS; the DOT Secretary finds that the project would better relieve congestion than the same expenditure on the HSS; 15 percent of the cost is paid by the local jurisdiction; and the RTID contribution may not exceed \$1 Billion.

- No funds may be used for operation, preservation or maintenance of the facility except for toll facilities where tolls have been pledged to finance facilities and for traffic mitigation for projects in the investment plan.
- FUNDING
- RTID tax options: (must be voter approved)
 - Sales and use tax - up to 0.1%
 - Vehicle license fee - up to \$100/year
 - Local option fuel tax at 10% of the state fuel tax rate
 - Parking tax
 - Tolls on facilities identified in the Improvement Plan, and as approved by the State. Transportation Commission
 - \$2/month/employee tax
 - 0.8% Motor Vehicle Excise Tax

(See the *Local Tax* section of this manual for information on *Local Option Taxes*.)

ACCOUNTABILITY & OTHER FEATURES

- Accountability including: public vote on projects and taxes; process to address project cost escalation; district does not own projects; and limits the percentage of design/construction costs that may go to administration.
- Agency and taxes imposed sunset after projects are constructed and debt is retired. Limited RTID staff, DOT provides staff support.

JURISDICTION: **Regional Transportation Planning Organizations**

RCW: 47.80

BACKGROUND

- In order to ensure local and regional land use and transportation coordination, cities and counties are authorized to create Regional Transportation Planning Organizations (RTPOs).
- RTPOs are formed through the voluntary association of local governments within a county or within geographically contiguous counties. Each organization must meet the following criteria:
 - Encompass at least one complete county.
 - Have a population of at least 100,000 or contain a minimum of three counties.
 - Have as members all counties within the region, and at least 60% of the cities and towns within the region, representing a minimum of 75% of the cities' and towns' populations.
- Once formed, a lead planning agency must be designated to coordinate preparation of the Regional Transportation Plan and carry out the other responsibilities of the RTPO. (One RTPO, QuadCo, rotates this responsibility among the four member counties.)
- RTPOs must have a policy board with representatives from major employers, the Washington State Department of Transportation (WSDOT), transit districts, ports, and member counties and cities. Under RCW 47.80.040, any members of the House of Representatives or the state Senate that have at least some of the RTPO area as part of their legislative district are *ex officio*, nonvoting policy board members.
- RTPOs invite tribal nations to participate in their transportation planning process.
- Fourteen RTPOs have been formed, including 38 of 39 counties (San Juan County has not yet chosen to become part of an RTPO).
- In urbanized areas, the lead planning agency for the RTPO is the same as for the Metropolitan Planning Organization (MPO) designated for federal transportation planning purposes (RCW 47.80.020).

PROGRAM

- Establish guidelines and principles pursuant RCW 47.80.026 that provide specific direction for the development and evaluation of the transportation elements of local comprehensive plans.
- Prepare and periodically update a transportation strategy for the region.
- Prepare a Regional Transportation Plan as set forth in RCW 47.80.030 that is consistent with applicable countywide planning policies for those counties fully planning under the Growth Management Act (GMA) (RCW 36.70A).
- Certify that the transportation elements of comprehensive plans adopted by counties, cities, and towns within the region reflect the guidelines and principles developed by the RTPO and are consistent with the Regional Transportation Plan.
- Where appropriate, certify that countywide planning policies are consistent with the Regional Transportation Plan.
- Develop a six-year regional transportation improvement program in cooperation with WSDOT, operators of public transportation services, and local governments in the region.
- Certify that the six-year capital facility plans (RCW 36.70A.070) developed by cities and counties for street and road improvements and six-year capital and service improvement plans developed by transit agencies are consistent with the regional transportation plan.

- Review level of service methodologies used by cities and counties planning under the GMA to promote a consistent regional evaluation of transportation facilities and corridors. Work with cities, counties, transit agencies, WSDOT, and others to develop level of service standards or alternative measures (RCW 47.80.023).
- Review the regional transportation plan biennially for currency and send documentation of the review to WSDOT.
- WSDOT has the following responsibilities:
 Establish minimum standards for regional transportation plans. (These standards are provided by WAC 468-86; further requirements of regional transportation plans are defined by the GMA, RCW 36.70A.)
 Facilitate coordination among RTPOs.
 Provide general administrative oversight.
 Identify and jointly plan improvements and strategies within corridors providing regional or statewide movement of people and goods, through the regional planning process and state planning efforts (per RCW 47.01.071).

FUNDING

- The Legislature appropriated \$4.4 million to WSDOT from the Motor Vehicle Account (State) in the 2009–11 Biennium for the RTPO program. This appropriation was distributed, as agreed to among the WSDOT and RTPOs, in two parts:
 - \$2.4 million was distributed among the RTPOs for regional transportation planning. Each RTPO received \$15,000 for each county within the RTPO; the remainder was distributed based on a population formula (one half on a per capita basis of total population and one half on a per capita basis of the rural population in each RTPO).
 - \$2 million was distributed among the RTPOs for participation in statewide long-range transportation planning. Each RTPO received an annual allotment portion dependent upon its federally classified type: Transportation Management Areas (TMAs, that is, MPOs under federal law with over 200,000 population) – \$50,000; MPOs between 50,000 population and 199,999 population– \$30,000; and non-metropolitan RTPOs – \$10,000; with the remainder of the \$1 million annual allotment distributed on a per capita basis.

ADMINISTRATION

- Grants and compliance for RTPOs in Washington State are managed by WSDOT’s Transportation Planning Office within the Strategic Planning Division.

- About 24 miles of new light rail from Seattle to SeaTac. An initial 14 mile segment between downtown Seattle and South 154th Street began construction in 2003. The line, now 15.6 miles, extends to Sea-Tac airport and opened in July, 2009.
- A 3.1 mile University extension, from downtown via Capital Hill to the University of Washington at Montlake, is under construction. Sound Transit received a \$813 million Federal Transit Administration grant to match local funds. Passenger service would begin on this segment in 2016.
- Nineteen new Regional Express bus routes serving King, Pierce and Snohomish counties. All the routes are in service as of October 2002.
- More than 82 miles of commuter rail from Lakewood and Tacoma to Seattle and from Everett to Tacoma. Service between Tacoma and Seattle began in the fall of 2000. Service between Seattle and Everett began December 2003.
- Numerous HOV lane direct access ramps have been completed; several transit centers, including Bellevue and Federal Way are complete and numerous park-and-ride lots have been developed.
- Funding plan approved by voters
 - 0.4% sales and use tax
 - 0.3% motor vehicle excise tax (revoked with the passage of I-776, but still being collected due to the pledge of tax revenues for bonds)
 - Both taxes took effect April 1, 1997

APPROVAL OF SOUND TRANSIT 2

- Vote in November 2008 approved plan and authorized funding within the urban areas of King, Pierce, and Snohomish counties. The vote passed by 57%.
- The Sound Transit 2 plan includes the following:
 - A 36-mile extension of light rail north, east and south of Seattle.
 - Four new Sounder round trips between Tacoma and Seattle.
 - 100,000 more hours of ST Express bus service.
- Funding plan approved by voters
 - 0.5% sales and use tax
 - Taxes took effect April 1, 2009

JURISDICTION: **Transportation Benefit Districts (TBD)**

RCW: 36.73

BACKGROUND

- Cities and counties may establish TBDs to fund capital improvements and operation of city streets, county roads and state highways, high capacity transportation systems, public transportation, and other transportation programs of regional or statewide significance including transportation demand management.
- Counties or cities may create a TBD through interlocal agreement. The areas may include multiple jurisdictions, including all or portions of transit district or port districts, with the approval of those agencies.
- A city TBD may include areas of another city or unincorporated area with approval of the governing jurisdiction.
- Creation of the district requires a public hearing and a finding of public interest for formation.
- The Governing body is the legislative authority of the city or county creating the district, acting in an ex-officio capacity. A multi-jurisdiction district must have at least a five member governing body, with at least one member from each participating jurisdiction. Alternatively, under certain circumstances, a multi-jurisdiction district may be governed by the metropolitan planning organization serving the district.
- Interlocal agreement is provided for multi-jurisdiction districts and the electors are all residents within the district.
- Ownership of the facilities revert to appropriate jurisdictions after improvements are made.

FUNDING

- Single-year, voter-approved excess property tax levies
- Multi-year, voter-approved excess property tax levies for bond redemption
- General obligation bonds and revenue bonds
- A voter approved sales tax of up to 0.2%, which may not exceed a ten-year period without voter reauthorization (unless the revenues are dedicated to the repayment of debt, such as general obligation bonds, in which case the sales tax may exceed a ten-year period)
- A *voter approved motor vehicle license renewal fee of up to \$100 (*except for passenger only ferry transportation improvements, up to \$20 may be imposed without voter approval if imposed in a jurisdiction-wide TBD)
- With voter approval, vehicle tolling; however, tolls on state routes must be administered by WSDOT. All tolls potentially impacting state facilities must be approved by the state Transportation Commission.
- LID formation
- Border area motor fuel/special fuel excise tax (only for a district that has an international border crossing within its boundaries)
- Commercial and industrial development fees related to transportation projects
- Acceptance of gifts, grants, and donations

(See the *Local Tax* section of this manual for information on *Local Option Taxes*.)

Roadways and Trails

Overview and Table of Contents

This section provides information about surface modes of transportation that use roadways and trails, including sidewalks.

Bicycles

BACKGROUND

- Along with walking, bicycling is the most fuel-efficient form of transportation over relatively short distances.
- Bicycle commuting in Washington has increased over 75% in the last ten years.
- National interest in bicycles as an alternative form of transportation occurred during the energy crises of the early 1970s; state and federal governments made money available for planning, mapping, and constructing facilities.
- In 1982 Interstate highway shoulders in Washington opened to bicyclists.
- For cyclists, over half (57%) of fatal collisions occurred while riding with traffic (e.g., driver following too closely or exceeding safe speeds, bicyclist being hit by an opening car door while riding next to parked cars). [FARS, 1999-2004]

GOVERNANCE

- In 1984 the Washington State Department of Transportation (WSDOT) created the Statewide Bicycle and Pedestrian Advisory Committee to advise the department on bike and pedestrian issues. This committee is comprised of citizens, statewide advocacy organizations, cities, and counties.
- In 1991 Congress passed landmark transportation legislation that set a new direction for transportation policy. The Intermodal Surface Transportation Efficiency Act (ISTEA) and each subsequent Transportation Efficiency Act recognized the importance of bicycling and walking in creating a balanced transportation system. Key provisions for bicycling and walking included:
 - A 10% set aside of Surface Transportation Program funding for transportation enhancements, including facilities for bicycling and walking.
 - The requirement that all states and Metropolitan Planning Organizations (MPOs) prepare long-range transportation plans that include bicycling and walking.
 - The requirement that each state appoint a bicycle and pedestrian coordinator.
- In 1994 the U.S. Department of Transportation published the National Bicycling and Walking Study which established two specific goals: to *double* the percentage of trips made by foot and bicycle, while simultaneously *reducing* the number of crashes involving bicyclists and pedestrians by 10%.
- On June 9, 1998, the Transportation Equity Act for the 21st Century (TEA-21) carried forward the same programs for bicycling and walking established in ISTEA, and also included several new and stronger directives. Important policies and statements included in TEA-21:
 - State and MPO long-range plans are to "provide consideration of strategies that will increase the safety and security of the transportation system for motorized and non-motorized users."
 - Bicyclists and pedestrians shall be given "due consideration" in state and MPO plans.
 - Bicycle and pedestrian facilities are to "be considered, where appropriate, with all new construction and reconstruction of transportation facilities."
 - TEA-21 also requires the Secretary of Transportation to assure that bicycle and pedestrian linkages are maintained and improved.

- On August 10, 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law. In this act, the Safe Routes to Schools Program was added, establishing a funding source for program improvements and requiring each state to appoint a Safe Routes to Schools Coordinator. This funding has been extended through 2010.
- WSDOT Bicycle Transportation Management Program – Encourages bicycling as an alternative mode to automobiles; coordinates safety and tourism programs in all state agencies; and assists cities and counties and WSDOT with assigning priorities to programming and developing bicycle-related projects (RCW 47.04.190).
- The Bicycle Facilities and Pedestrian Walkways Plan (RCW 47.06.100) is consistent with federal guidance setting a 20-year goal to increase the amount of walking and bicycling for transportation purposes and reduce bicycle and pedestrian collisions with motor vehicles. The plan also identifies 20-year requirements for pedestrian and bicycle facility improvements and programs.
- RCW 47.30 requires highway designs to accommodate facilities for pedestrians and bicyclists where these facilities are a part of local plans, and to provide for alternative paths and trails if highway construction severs an existing path or trail.
- RCW 47.80.026 requires that development patterns in local and regional comprehensive plans promote pedestrian and bicycle transportation.
- As of 2005 local comprehensive plans must “include a pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles” (RCW 36.70A.070). Simply stated, a bicycle and pedestrian component is now specifically required in a community’s comprehensive plan. In addition, Land Use Elements of local comprehensive plans for jurisdictions fully planning under the Growth Management Act (GMA): “Wherever possible, the Land Use Element should consider utilizing urban planning approaches that promote physical activity” (RCW 36.70A.070).

FUNDING

- As of 2005 and the passage of the Transportation Partnerships Funding Package (ESSB 6091), WSDOT administers the State Pedestrian and Bicycle Safety Grant Program, including Safe Routes to Schools, which provides \$74 million over 16 years for pedestrian and bicycle safety improvements.
- 0.3% of WSDOT’s total construction program and 0.5% of city and county gas tax revenue is to be used for nonmotorized transportation, particularly where highway and roadway projects sever existing paths (for WSDOT, this is approximately \$2 million/year; RCW 47.30.050, Paths and Trails Law).
- The Interagency Committee for Outdoor Recreation administers the Non-Highway Road Grant Program, which receives approximately 0.1% of motor fuel tax revenue (primarily for off-road recreational bicycle trails; RCW 46.09.170).
- 75% of all money collected by cities and towns for bicycle licenses, fees, and penalties must be placed into the Bicycle Roads Fund (RCW 35.75.050).
- WSDOT, county, and city funds may be used for the planning, designing, constructing, maintaining, and mapping of nonmotorized facilities (RCW 47.30.030, 36.75.240).
- City and town funds may be used for building and maintaining bicycle paths and regulating and licensing bicyclists and their bicycles (RCW 35.75, 36.82.145, 36.75.240, 46.90).
- An important source of funding for bicycle transportation facilities has been the Transportation Enhancement Program within the Surface Transportation Program under the two most recent federal

surface transportation funding acts. WSDOT and local agencies may use Enhancement funding to build nonmotorized transportation facilities such as trails, roadway shoulders, and bike lanes. As of 2005 and the passage of SAFETEA-LU, WSDOT and local agencies have an additional funding program called Safe Routes to Schools.

OTHER RELEVANT STATUTES

- Lighting and reflectors (RCW 46.61.780)
- Parking (RCW 46.90.550)
- Rules of the road (RCW 46.61.750-.990)

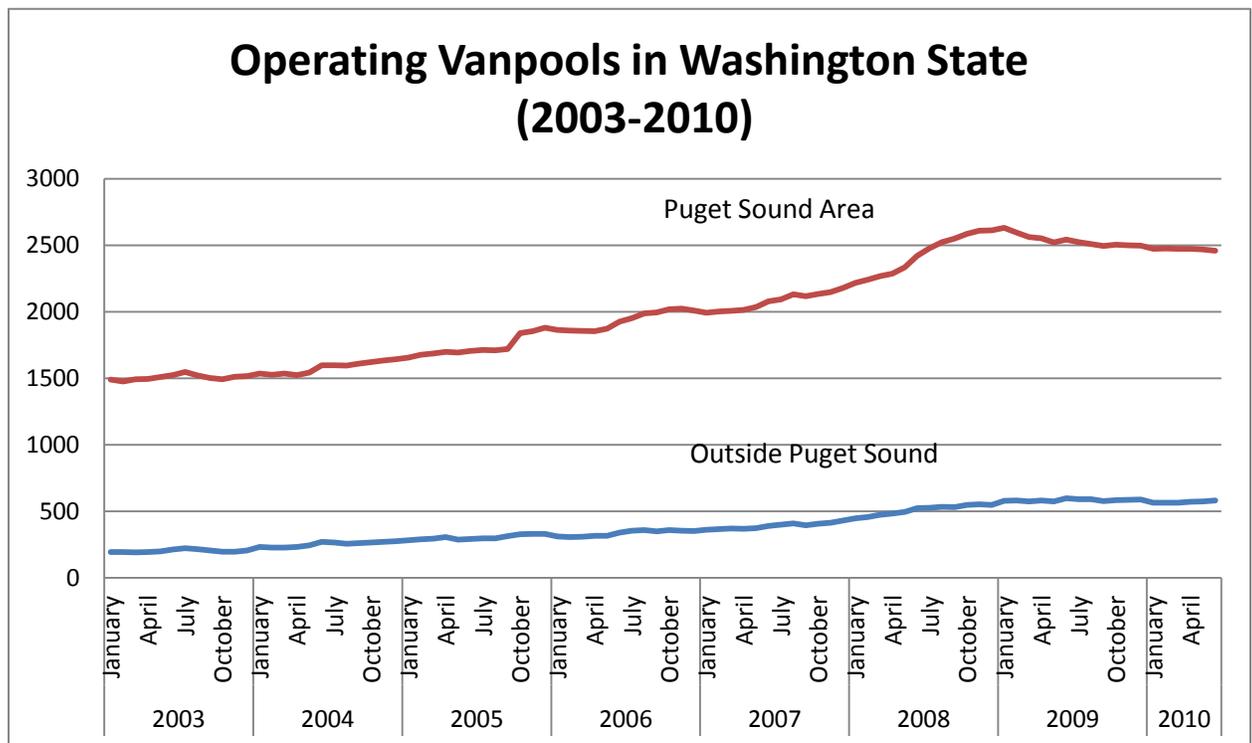
STATE AGENCY WEBSITES

WSDOT – www.wsdot.wa.gov/bike

Buses and Vanpools

BACKGROUND

- Public transportation systems provide an array of services that include routed bus services, route deviated services (fixed routes with some custom services), light and commuter rail services, passenger-only ferry services, demand response specialized services, and vanpooling/carpooling coordination.
- Passenger transportation services are provided by an array of organizations including public transportation systems, private nonprofit transportation agencies, and private for profit transportation companies.
- Washington State has the largest publicly-supported vanpool program in the United States. In 2008, public transportation agencies operated 2,195 vanpools that were driven over 30 million miles and provided 6.2 million annual trips.



• Puget Sound Area Includes: King, Pierce, Snohomish, Kitsap, Thurston and Island counties

- From 2003 to 2008, vanpool van and ridership growth increased dramatically to its highest levels. Gas prices in 2008 were at an all time high which attributed to a huge demand for vanpooling. Many transit agencies throughout the state at that time had to generate waiting lists for vans. Unfortunately immediately following this robust period, the country and state experienced an economic downturn which negatively impacted the job market and vanpooling - since there is a direct correlation between the two. In 2009, unemployment across the state rose to 8% from 4% the previous year. Fewer jobs and lay-offs mean fewer commuters. If too many riders within a vanpool lose or change jobs it can cause a vanpool to end simply because there aren't enough riders to continue operating. Additionally, some employers have reduced employee transportation related benefits including vanpool fare subsidies. The graph above shows annual vanpool ridership change from 2006 – 2009. Between 2008 and 2009 annual vanpool ridership decreased 9% from 23,000 to 21,000. Consequently,

transit agencies have been forced to shift their focus from growing vanpools to trying to maintain and keep existing vanpool groups on the road.

- In 2008, the public transportation agencies in Washington provided:

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<ul style="list-style-type: none"> • Revenue Service Hours 	<ul style="list-style-type: none"> • Fixed Route 	<ul style="list-style-type: none"> • 6.5 million
	<ul style="list-style-type: none"> • Route Deviated 	<ul style="list-style-type: none"> • .2 m
	<ul style="list-style-type: none"> • Demand Response 	<ul style="list-style-type: none"> • 2.4 m
<ul style="list-style-type: none"> • Revenue Service Miles 	<ul style="list-style-type: none"> • Fixed Route 	<ul style="list-style-type: none"> • 90.4 million
	<ul style="list-style-type: none"> • Route Deviated 	<ul style="list-style-type: none"> • 3.4 m
	<ul style="list-style-type: none"> • Demand Response 	<ul style="list-style-type: none"> • 24.3 m
<ul style="list-style-type: none"> • Passenger Trips 	<ul style="list-style-type: none"> • Fixed Route 	<ul style="list-style-type: none"> • 203.2 million
	<ul style="list-style-type: none"> • Route Deviated 	<ul style="list-style-type: none"> • 1.4 m
	<ul style="list-style-type: none"> • Demand Response 	<ul style="list-style-type: none"> • 4.1 m

- The majority of the public transportation buses that are operated in Washington state use diesel fuel. In 2008, public transportation agencies used 22.8 million gallons of diesel, 1.0 million gallon of gasoline, 3.7 million therms of compressed natural gas, and consumed 16.3m kilo watt hours of electricity to operate the fixed route, route deviated and demand response services.

- GOVERNANCE

- Currently there are 31 operating public transportation agencies in Washington State.
- Public transportation is provided by counties, public transportation benefit authorities (PTBA), county transportation authorities (CTA), unincorporated public transportation benefit authorities, regional transportation authorities, or cities.
- Some rural communities receive public transportation services from nonprofit organizations. These organizations are often also providing specialized transportation to persons with disabilities, elderly persons or other specific identified client-groups within their communities.
- Intercity public transportation is also provided by private operators. Washington State sponsors intercity bus services in areas where there has been a deficiency identified. Currently the *Travel Washington* Intercity Bus Program includes: Grape Line (Pasco to Walla Walla), Apple Line (Omak to Ellensburg), Dungeness Line (Port Angeles to Seattle/SeaTac) and Gold Line (Kettle Falls to Spokane).

FUNDING

- Public transportation agencies are primarily funded through voter-approved local sales tax (RCW 35.95.040, and 82.14.045). Due to the economic recession, public transportation agencies began to see a

slowdown in the sales tax collection in 2008, receiving \$9 million less which was approximately a 1% reduction from their sales tax collection in 2007.

- In 2008 public transportation agencies received \$82.7m in fare revenues and \$10.3m from vanpool fees.
- Public transportation agencies are eligible to receive federal grants. In 2008, urban public transportation agencies received \$78.7m in federal operating assistance and \$75.9m in federal preventative maintenance assistance, and \$193.0 m in capital grants. In 2008, rural public transportation agencies received \$5.3m in federal operating assistance and \$1.0m in federal capital grants.
- The Americans Recovery and Reinvestment Act of 2009 provided \$179 million in capital funding to public transportation agencies from the Federal Transit Administration.

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- ASSET MANAGEMENT

- As a condition of receiving state funding, public transportation agencies are required to submit an asset management plan to the Washington State Department of Transportation. The plan must include an inventory of all transportation system assets, and a preservation plan based on lowest life cycle cost methodologies. This requirement applies to Washington State transit systems established under the following sections of the Revised Code of Washington (RCW):
 - RCW 35.84.060 – City Transit Systems (defined in RCW 47.04.082)
 - RCW 36.56 – County that has assumed the functions of a metropolitan transportation system (King County)
 - RCW 36.57A – Public Transportation Benefit Areas (PTBAs)
 - RCW 81.112 – Regional Transportation Authorities

OTHER RELEVANT STATUTES

- Maximum weight (RCW 46.44)
- Bus use of HOV lanes (RCW 46.61.165)
- Yield the right-of-way (RCW 46.61.220)
-

<p>Vans and Minivans Useful life: 4 years</p>	
<p>Minibuses with four wheels Useful life: 5 years</p>	
<p>Minibuses, cutaway with dual rear wheels Wheelbase length: up to 158" Useful life: 6 years</p>	
<p>Minibuses, cutaway with dual rear wheels Wheelbase length: 159" to 181" Useful life: 7 years</p>	
<p>Bus or trolley configuration, dual rear wheels Gross vehicle weight: up to 19,000 lbs Useful life: 8 years</p>	
<p>Bus or trolley configuration, dual rear wheels Gross vehicle weight: 19,000 to 24,000 lbs. Useful life: 9 years</p>	
<p>Bus or trolley configuration, dual rear wheels Gross vehicle weight: more than 24,000 lbs Useful life: 12 years</p>	

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Carpooling/Vanpooling

BACKGROUND

- Empty seats in personal vehicles, vanpools, and buses offer an important transportation asset for increasing the efficiency of the highway system.

Public vanpool programs demonstrate how empty seats can be used to improve efficiency. At the end of 2009 the public transit agencies in Washington State had 2,498 operating vanpools. Over 20,000 commuters ride in a vanpool on an average workday in Washington.

- The number of vanpool vehicles on the road in Washington grew significantly during the 1990s. Vanpooling decreased slightly in 2000–2002, correlating with the economic downturn in the first years of this century. Vanpooling began to increase after 2002 and by mid-2005 had set new records for vehicles on the road (2,007). The expansion continued through 2008. Corresponding to the recent increase in unemployment, vanpooling ridership decreased in 2009 with operating vanpools decreasing over nine percent.
- HOV lanes move about 35% of all the people on area freeways in only 19% of the vehicles in the peak commuting periods and directions. The average HOV lane carries 1½ times as many people as the average adjacent lane in the peak commute.
- The percentage of people who drove alone to work to Commute Trip Reduction (CTR) worksites declined from 70.8% in 1993 to 65.5% in 2009. The effects of these individual choices encouraged by the CTR program show up in statewide figures as well. In Washington, during the decade from 1990 to 2000, the percentage of people who drove alone to work decreased slightly from 73.8% to 73.3%. Washington and Oregon were the only states where the percentage dropped. In all other states, the average rate for drive-alone commuting increased.

GOVERNANCE

- The direct formation and management of carpooling and vanpooling is conducted by numerous entities, including private individuals and businesses; public transit systems; and city and county governments.
- In Washington State, vanpool vehicles are most commonly available through public transit agencies. A few private employers continue to operate vanpools. In addition, private individuals and employers work to form vanpool groups.
- Public transit systems and independent carpooling interests sponsor ridematching efforts to encourage employees to carpool and vanpool. Recently WSDOT has cooperated with the state's transit systems, a number of cities, and major employers to rebuild RideshareOnline.com to expand its capacity and create commute management system.

FUNDING

- The 2009 transportation budget allocated \$7 million to purchase vehicles to expand vanpooling in the state.
- Riders, and in some cases employers, fund carpools and vanpools.
- Nearly all of the public vanpool costs are recovered from fares paid by riders. Many employers partially or fully subsidize the cost of vanpools for their employees. Fare policies vary by operator, as determined by the operator's board or county council.
- Public and private vanpools are exempt from retail sales tax on purchase of the vehicle (RCW 82.08.0287, 82.12.0282, 82.44.015).

RELEVANT STATUTES

- Carpools and vanpools may use HOV lanes (RCW 46.61.165)
- The Commute Trip Reduction program (RCW 70.94.521-555)

High Occupancy Vehicle (HOV) Lanes and High Occupancy/Toll Lanes (HOT Lanes)

BACKGROUND

- The HOV system maximizes the people carrying capacity of the roadway network by giving priority to vehicles carrying more people. The HOV system provides increased speed and reliability for buses, vanpools, and carpools compared to the general purpose lanes.
- Elements of the HOV system includes HOV lanes on freeways, HOV priority treatments on local streets, park-and-ride lots, enforcement facilities, HOV by-pass lanes at ramp meters, and the "Guaranteed Loading Program" on Washington State Ferries.
- The Transportation Commission has designated the Core Freeway HOV program (approximately 297 miles) as its highest priority for new construction. HOV lanes have been constructed on portions of I-5, I-90, I-405, SR 16, SR 167, and SR 520.
- Approximately 250 lane-miles of HOV lanes are currently open on Puget Sound freeways. Design is underway on major parts of the remainder.
- Puget Sound freeway HOV lanes are currently open to buses, vehicles with two or more occupants, and motorcycles. An exception is on the short westbound segment of SR 520 approaching the floating bridge. Safety and operational considerations necessitate a requirement for three or more occupants per vehicle on that HOV lane segment.
- The two person occupancy requirement applies 24 hours per day, seven days a week on most of the core freeway HOV system including the HOV lanes on I-5. Freeways east of Lake Washington are an exception to this policy. In the summer of 2003, a demonstration was begun that opened these HOV lanes to general purpose traffic from 7:00 pm to 5:00 am.
- In 1996 the Washington State Transportation Commission adopted a performance standard for HOV lanes. This standard calls for an average HOV lane speed of 45 mph or greater during 90% or more of the peak hour. Increasing HOV lane traffic volumes have caused segments of the HOV system to fall below the peak hour performance standard. WSDOT is evaluating options for improving HOV lane speed and reliability.

GOVERNANCE

- WSDOT has the sole responsibility for planning, constructing, and operating HOV and queue by-pass lanes on limited access facilities, but consults and coordinates with the regional metropolitan planning organization. In the Puget Sound region, WSDOT has also committed to consulting with Sound Transit regarding proposed changes to HOV operating policies.
- On state-owned arterials, WSDOT shares the planning, constructing, and operating responsibilities with local jurisdictions.
- WSDOT has shared responsibility for planning and developing HOV direct access ramps with Sound Transit.
- The Freeway Core HOV Lane program is included in and supported by the Puget Sound Regional Council's Metropolitan Transportation Plan and by Sound Transit's Master Plan.

FUNDING

- The Transportation Commission has created a funding category for the freeway core HOV system. The 2003 nickel package funds substantial portions of the core HOV system, including projects on SR 16 in Tacoma, on I-5 in Federal Way and Everett, on SR 167 in Auburn, and on SR 520 in Redmond. The total cost of core HOV system improvements funded through the nickel package is in excess of \$700 million.
- The 2005 transportation funding package (Transportation Partnership Act) also provided funding for core HOV improvements. Specifically, adding HOV lanes to I-5 in Pierce County between SR 16 and the Pierce/King County line, improving the I-5/SR 16 interchange including direct HOV to HOV connections, and extending the southbound HOV lane on SR 167 into Pierce County.
- A variety of sources may be used to pay for HOV projects, including most categories of federal TEA-21 funds, the Motor Vehicle Fund the Transportation Fund and certain local option taxes. Most of the HOV system completed prior to the late 1990's was funded by the Interstate Completion program, which has expired.
- The 1996 Sound Transit plan includes direct access ramps to allow buses to enter and exit HOV lanes without crossing general purpose traffic. These direct access facilities cost approximately \$500 million. The Sound Transit Phase II plan does not include funding for additional direct access ramps.
- King, Pierce and Snohomish counties are authorized to levy, with voter approval, local taxes to accelerate completion of HOV lanes and related facilities on state highways and local arterials and to fund other HOV programs (RCW 81.100.030, 81.100.060):
 - Employer tax of up to \$2/employee/month (allows credits for HOV/transit program)
 - Up to 0.3% Motor Vehicle Excise Tax (MVET) surcharge except on heavy trucks
- Revenue from the following local option taxes may be used for HOV lanes, facilities, and program (82.80.010, 82.80.020, 82.80.030):
 - Motor fuel tax (HOV lanes, facilities only)
 - License fee
 - Commercial parking tax

HIGH OCCUPANCY/TOLL LANES (HOT Lanes)

Background

- The 2005 Legislature authorized WSDOT to convert the HOV lanes on SR 167 to High Occupancy/Toll lanes (HOT). In May 2008, WSDOT opened the lanes to single occupancy vehicles that pay a toll. The toll varies depending on the level of traffic; as the volume of traffic increases so does the toll. Carpools and transit still have priority to use the lanes at no cost. If the HOT lanes become congested, they are only open to carpools and transit.
- Tolls are collected electronically by transponders mounted on vehicle windshields and users are billed automatically. The transponders are interoperable with Tacoma Narrows Bridge by using the same *Good To Go!* technology and customer service center. The SR 167 HOT lanes are part of WSDOT's Moving Washington strategy that calls for a balanced approach to invest in strategic capacity, to operate the transportation system efficiently, and to manage demand by providing choices. WSDOT started the SR 167 pilot project to find out if HOT lanes would benefit drivers in the toll lane as well as in the general purpose lanes. The toll revenue from this corridor is an added benefit; generating revenue is not the primary purpose of SR 167 HOT lanes.

Performance

More than 60,000 Good To Go! customers have paid to use the SR 167 HOT lanes since they opened, double the number from the first year.

The average number of weekday tolled trips increased 150 percent in the morning northbound commute and doubled during the afternoon commute.

- Travel times in the general purpose lanes are more reliable
- On average, while volumes have increased two to three percent, general purpose lane speeds have increased 11 percent
- On average, HOT lane speeds have remained at or slightly above the posted speed limit
- The northbound HOT lane provided weekday drivers with an average time savings of eight minutes in the peak hour for an average toll of \$1.25
- The southbound HOT lane provided drivers with an average savings of three minutes during the peak hour for an average toll of \$1.25

Revenue

- Monthly revenue in May 2008 (opening month) was \$21,000
- Monthly revenue in July 2010 was \$49,000
- Operating costs are \$100,000 per month. This includes expenses for enforcement, customer service center, maintenance support, emergency response, traffic management center operations and revenue forecasting. WSDOT is working to reduce these costs.

Safety

- Preliminary evidence indicates a 17 percent decrease in total corridor collisions.

Other areas

- WSDOT is studying the use of variable tolling on other highways in the Puget Sound region including I-405 (as provided for in legislation adopted in the 2003 and 2005 sessions). Roadway pricing is also being considered in the Puget Sound Regional Council plan update.

Miscellaneous Modes

BACKGROUND

- Snowmobiles
 - Approximately 30,000 registered in the state
 - Over 2,000 miles of snowmobile trails (almost all managed by the federal government)
 - An operating license is not required. However, no one under the age of 12 may operate a snowmobile on or across a public roadway or highway. Persons between the ages of 12 and 16 must have first completed a snowmobile safety education course before doing so. (RCW 46.10.120)
 - Snowmobile fuel excise tax (RCW 46.10.170)
 - Snowmobile registration (RCW 46.10.040)
- Equestrian
 - Almost 7,000 miles of pack and saddle trails (majority of which are rally managed)
 - Trails program includes equestrian facilities
 - Six-year program for arterial construction, including equestrian paths (RCW 36.81.121)
- Recreational Boating
 - Motor fuel tax refund to Marine Fuel Tax Refund Account (RCW 79A.25.040)
 - Approximately 287,000 vessels licensed through the Department of Licensing
 - State Parks and Recreation Commission has rule-making authority (RCW 79A.60.595)
 - Registration fees and taxes (RCW 88.02 and RCW 82.49)
- Mopeds
 - Approximately 9,100 registered in the state
 - Definition of mopeds (RCW 46.04.304)
 - Any person holding a valid driver's license of any class may operate a moped without taking a special examination (RCW 46.20.500)
- Motorcycles
 - Approximately 217,000 registered in the state
 - Helmet, goggles, and face shield requirements (RCW 46.37.530 and RCW 46.37.535)
 - Special endorsement for driver's license (RCW 46.20.500 and RCW 46.20.515)
- Motor homes
 - Approximately 69,000 registered in the state
 - Registration and additional fees (RCW 46.16.0621, RCW 46.16.063, and RCW 46.17.020)
- Neighborhood Electric Vehicles
 - Approximately 40 registered in the state
 - Operation authorized (RCW 46.61.725)
 - Electric powered vehicles with speed between 20-25 mph (RCW 46.04.357)
 - Medium speed electric vehicles licensed as motor vehicles, drivers license required, operate on roads with speed limit not greater than 35 mph (RCW 46.61.688)

Pedestrians

BACKGROUND

- Walking is the primary transportation option available to an increasing portion of Washington's population who lack cars, especially the young, elderly, rural or suburban transit riders, or the disabled.
- Over 75% of the people in Washington's households walk or hike for recreation, and over 5% walk to work in urban areas.
- The majority of pedestrian-involved crashes in Washington occur at unmarked crossings. Only 10% of legal crossings are currently marked.

GOVERNANCE

- In 1984 the Washington State Department of Transportation (WSDOT) created the Statewide Bicycle and Pedestrian Advisory Committee to advise the department on bike and pedestrian issues. This committee is comprised of citizens, statewide advocacy organizations, cities, and counties.
- In 1991 Congress passed landmark transportation legislation that set a new direction for transportation policy. The Intermodal Surface Transportation Efficiency Act (ISTEA) and each subsequent Transportation Efficiency Act recognized the importance of bicycling and walking in creating a balanced transportation system. Key provisions for bicycling and walking included:
 - A 10% set aside of Surface Transportation Program funding for transportation enhancements, including facilities for bicycling and walking.
 - The requirement that all states and Metropolitan Planning Organizations (MPOs) prepare long-range transportation plans that include bicycling and walking.
 - The requirement that each state appoint a bicycle and pedestrian coordinator.
- In 1994 the U.S. Department of Transportation published the National Bicycling and Walking Study, which established two specific goals: to *double* the percentage of trips made by foot and bicycle, while simultaneously *reducing* the number of crashes involving bicyclists and pedestrians by 10%.
- On June 9, 1998, the Transportation Equity Act for the 21st Century (TEA-21) carried forward the same programs for bicycling and walking established in ISTEA, and also included several new and stronger directives. Important policies and statements included in TEA-21:
 - State and MPO long-range plans are to "provide consideration of strategies that will increase the safety and security of the transportation system for motorized and non-motorized users."
 - Bicyclists and pedestrians shall be given "due consideration" in state and MPO plans.
 - Bicycle and pedestrian facilities are to "be considered, where appropriate, with all new construction and reconstruction of transportation facilities."
 - TEA-21 also requires that the Secretary of Transportation to assure that bicycle and pedestrian linkages are maintained and improved.
- On August 10, 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law. In this act, the Safe Routes to Schools Program was added establishing a funding source for Safe Routes to Schools improvements and requiring each state to appoint a Safe Routes to Schools Coordinator. This funding has been extended through 2010.
- The Bicycle Facilities and Pedestrian Walkways Plan (RCW 47.06.100) is consistent with federal guidance setting a 20-year goal to increase the amount of walking and bicycling for transportation

purposes and reduce bicycle and pedestrian collisions with motor vehicles. The plan also identifies 20-year requirements for pedestrian and bicycle facility improvements and programs.

- RCW 47.30 requires highway designs to accommodate facilities for pedestrians and bicyclists where these facilities are a part of local plans, and to provide for alternative paths and trails if highway construction severs an existing path or trail.
- RCW 47.80.026 requires that development patterns in local and regional comprehensive plans promote pedestrian and nonmotorized transportation.
- As of 2005 local comprehensive plans must “include a pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles” (RCW 36.70A.070). Simply stated, a bicycle and pedestrian component is now specifically required in a community’s comprehensive plan. In addition, Land Use Elements of local comprehensive plans for jurisdictions fully planning under the Growth Management Act (GMA) should include approaches promoting physical activity: “Wherever possible, the Land Use Element should consider utilizing urban planning approaches that promote physical activity” (RCW 36.70A.070).

FUNDING

- As of 2005 and the passage of the Transportation Partnerships Funding Package (ESSB 6091), WSDOT administers the State Pedestrian and Bicycle Safety Grant Program, including Safe Routes to Schools, which provides \$74 million over 16 years for pedestrian and bicycle safety improvements.
- At least 0.3% of WSDOT’s annual total construction program and at least 0.42% of city and county gas tax revenue is to be used for non-motorized transportation, particularly where highway and roadway projects sever existing paths (for WSDOT, this is approximately \$2 million/year; RCW 47.30.050, Paths and Trails Law).
- The Traffic Safety Commission uses federal funding from the National Transportation Safety Association and FHWA to provide grants to local communities primarily for signage and lighting improvements in school zones (\$500,000 annually).
- The Transportation Improvement Board administers the Pedestrian Safety and Mobility Programs with an average of \$2 million dedicated annually.
- WSDOT, county, and city funds may be used for the planning, designing, constructing, maintaining, and mapping of nonmotorized facilities (RCW 47.30.030, 36.75.240).
- An important source of funding for bicycle transportation facilities has been the Transportation Enhancement Program set aside in the Surface Transportation Program under the two most recent federal surface transportation funding acts. WSDOT and local agencies may use Enhancement funding to build nonmotorized transportation facilities such as trails, roadway shoulders, and bike lanes. As of 2005 and the passage of SAFETEA-LU, WSDOT and local agencies have an additional funding program called Safe Routes to Schools.

OTHER RELEVANT STATUTES

Rules of the road (RCW 46.61)

STATE AGENCY WEBSITES

WSDOT – www.wsdot.wa.gov/walk

Roadways (State Highways, County Roads, City Streets)

BACKGROUND

- Washington State roadways consist of 83,505 centerline miles of highways, roads, and streets
 - 7,062 miles of state highways
 - 39,869 miles of county roads
 - 17,697 miles of city streets
 - 18,878 miles of other roadways, including State Park, National Park, Indian Reservation, and U.S. Forest
- Annual vehicle miles traveled (VMT) on the state's system of roadways totaled approximately 56.5 billion miles during 2009.
- State highways carry 56% of VMT, while county roads carry 16%, city streets 27%, and other roadways 1%.
- Washington's 764 miles of Interstate highways account for only 1% of roadway miles, but carry 27% of annual VMT.
- The National Highway System (NHS) provides an interconnected system of principal arterials and other highways that serve major population centers, international border crossings, ports, airports, public and intermodal transportation facilities, and other major travel destinations; meet national defense needs; and serve interstate and interregional travel. The NHS in Washington consists of 3,414 miles of roadway that carry about 46% of the state's VMT.
- The Freight and Goods Transportation System of state highways and local roadways is classified according to the level of freight traffic using the route.
- The Scenic and Recreational Highway System comprises state highways that have exceptional scenic qualities and recreational opportunities along them; they are designated by the Washington State Transportation Commission and identified as State Scenic Byways.

GOVERNANCE

- State Highways
 - Owned and operated by the Washington State Department of Transportation (WSDOT).
 - WSDOT is a cabinet agency and is managed directly by the Secretary of Transportation, subject to the oversight of the Governor.
- County Roads
 - Each of the 39 counties is responsible for construction, maintenance, and management of the roads and bridges under its jurisdiction.
 - Six-year construction plans must be adopted before January 1 of each year and submitted to WSDOT and the County Road Administration Board (CRAB).
 - Six-year plans pertaining to arterial road construction in urban areas of the county must be submitted to the Transportation Improvement Board (TIB) every two years.
 - CRAB sets engineering standards and provides oversight for the county road departments in each county.

- City Streets
 - Each of the 281 incorporated cities is responsible for construction, maintenance, and management of the streets and bridges under its jurisdiction.
 - Six-year construction plans must be adopted before July 1 of each year and submitted to WSDOT.
 - Six-year plans pertaining to arterial street construction in urban areas of the city must be submitted to the Transportation Improvement Board (TIB) every two years.

FUNDING

- State Highways
 - 24.46 cents per gallon Motor Fuel Tax (plus Ferries receives 1.08 cents)
 - Motor vehicle licenses, permits, and fees
 - Federal highway grants
 - Bond issue proceeds
- County Roads
 - 4.92 cents per gallon Motor Fuel Tax
 - State grants from CRAB, TIB, and FMSIB
 - Dedicated county road property tax levy
 - Local funds appropriated for use on county roads
 - Bond issues for county road purposes
 - Transportation local option taxes (see *Local Taxes*)
 - Federal aid grants
- City Streets
 - 2.96 cents per gallon Motor Fuel Tax
 - State grants from TIB and FMSIB
 - Local funds appropriated for use on city streets
 - Bond issues for city street purposes
 - Transportation local option taxes (see *Local Taxes*)
 - Federal-aid grants

OTHER RELEVANT STATUTES

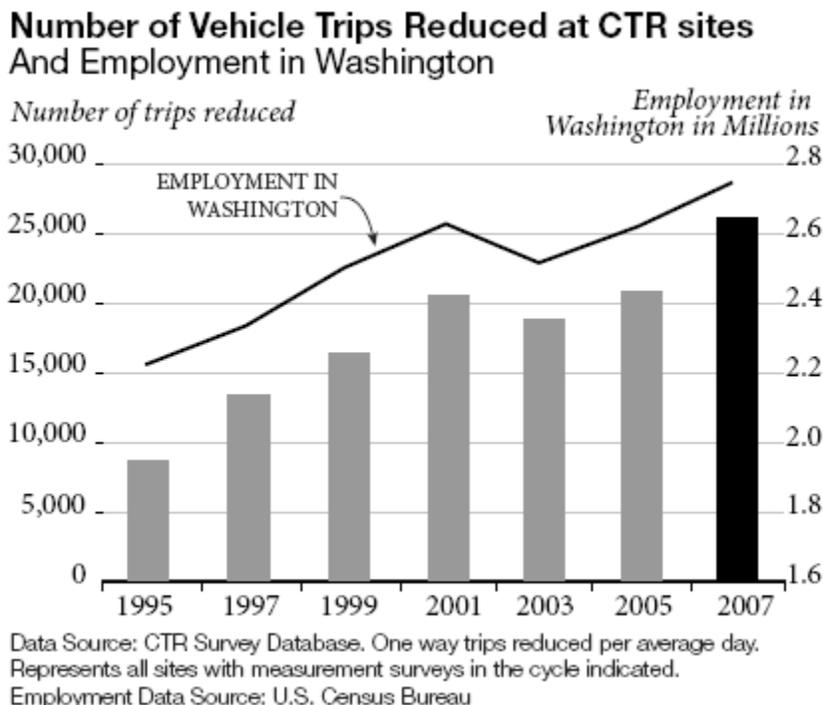
- RCW Title 47 encompasses the majority of laws pertaining to public highways and transportation.
- Gasoline Tax Funds (RCW 46.68.080–110, 82.36.025)
- Local Option Transportation Taxes (RCW 81.100.030, 81.104.160, 82.47.020, 82.80.010–050)
- Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) provides authorizations for federal-aid to highway programs for Federal Fiscal Year 2004 through September 30, 2009.

Transportation Demand Management

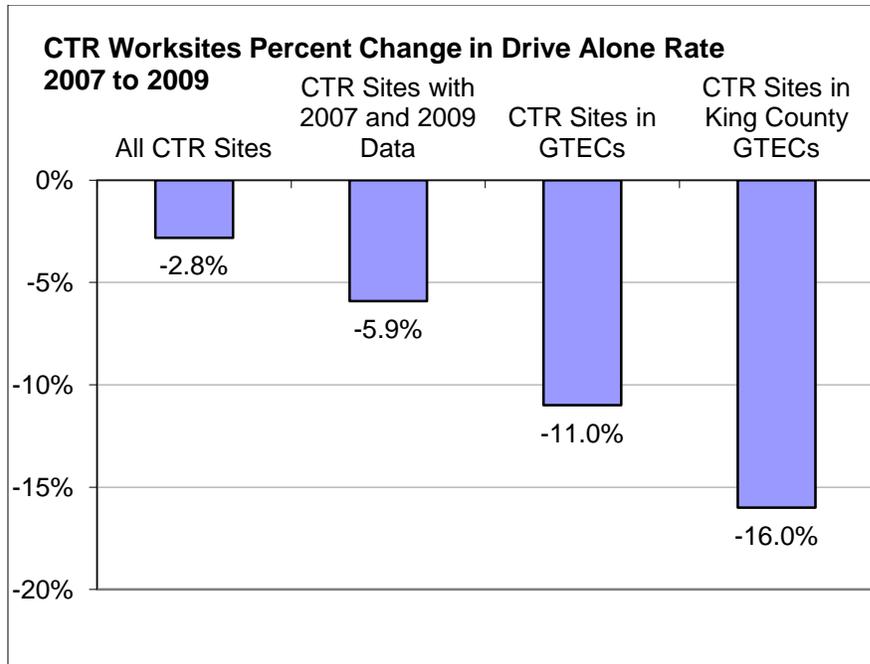
BACKGROUND

- Traffic congestion and air pollution are serious problems affecting urban areas in the state. Additional highway capacity is difficult to provide, especially in metropolitan areas. As state and regional populations continue to grow, reducing the demand for the roadway and increasing vehicle occupancy will be essential to increasing system efficiency and maintaining mobility.
- Moving Washington, the state's transportation strategy, incorporates managing vehicle travel.
- WSDOT implements its TDM projects in partnership with transit systems, local governments, demand by striving to make transit, carpools, vanpools, teleworking, walking or bicycling convenient and accessible for all, regardless of income, age or ability. Managing demand improves the efficiency of the highway system by making the system more effective. This approach moves more people and goods with the same roadway capacity by supporting choices that move more people in fewer vehicles, shift the location or time of day at which vehicle trips are made, or reduce the need for
- non-profit organizations, employers and entrepreneurs.
- WSDOT's demand management projects influence travel patterns in a variety of ways. Some measures may be applied to address short-term travel constraints, such as congestion during construction, while others may be used as part of a long-term corridor congestion-relief strategy or lead to land use changes.
- Examples of TDM strategies include the following:
 - Carpool/Vanpool Ridematching Services (such as those provided with RideshareOnline.com)
 - Flexible work strategies, such as compressed work weeks
 - Priority Carpool/Vanpool Parking
 - Teleworking
 - Financial Incentives
 - Congestion Pricing
 - Priority Loading for HOVs on Ferries
 - Vanpool Programs
 - Customized Bus Services for specific markets
 - Discounted transit fares and electronic fare media
 - Park-and-Ride Lots
 - Bicycle and pedestrian facilities
 - Parking Management
 - Education and outreach to travelers
 - Land Use Planning
- In 1991 the Washington State Legislature passed the Commute Trip Reduction (CTR) Law (RCW 70.94.521–555). The goals of the law are to reduce air pollution, traffic congestion, and energy consumption through employer-based programs that decrease the number of commute trips made by commuters driving alone.
- In 2006 the Legislature unanimously adopted changes to the CTR law to make the program more effective, efficient, and targeted. The 2006 changes reinforced CTR as a solution to highway delay and integrated it more closely with local and regional economic development and transportation plans. This approach has been complemented by WSDOT's integration of demand management into Moving Washington

- Implementation of the modified CTR program began in early 2008. WSDOT supported the efficiency act by working with cities, counties, planning organizations, and transit systems to develop the rules and create new plans. The law changes the CTR Task Force into the CTR Board, with a focus on policy development.



- The drive-alone rate at worksites participating in CTR decreased from 70.8% in 1993 to 65.5% in 2009. Statewide, employees commuting to CTR worksites made over 28,000 fewer vehicle trips each weekday morning in 2009 than they did when they entered the program.
- In the central Puget Sound region, the CTR program plays an especially important role. Employees commuting to worksites participating in the CTR program in the region made more than 22,500 fewer vehicle trips each weekday morning in 2009 than when they entered the program. Many of these reduced trips would otherwise have passed through the region's major traffic chokepoints during peak periods. Their absence has a significant impact on congestion, reducing peak period highway delay by nearly 10% and arterial delay by almost 6 percent on an average morning.
- The CTR Efficiency Act of 2006 focuses the program more effectively on:
 - Congested highway corridors
 - Increasing planning coordination among local, regional, and state governments
 - Expanded and coordinated local, regional, and state investments that supplement employer support for CTR
 - Providing flexibility to local jurisdictions to develop customized trip reduction programs in key employment and residential centers



- Changes to the CTR program, particularly creating the new Growth and Transportation Efficiency Centers program (GTEC), appears to have had significant impacts. The changes in drive alone rates for CTR sites in the GTECs is particularly impressive when you consider that these same sites had reduced their drive alone rates by 7% between the time they entered the program (1992 for many) and 2007.
- King county also tells an important story. The 3 GTECs in the county, Seattle, Redmond and Bellevue, made remarkable changes in drive-alone rates at “mature” sites with already extensive support.
- WSDOT’s TDM roles include the following:
 - Creating and supporting local partnerships focused on reducing vehicle trips and VMT in urban centers
 - Funding local governments to provide technical support and services to participating employers
 - Incorporating TDM investments into highway projects
 - Providing tools, models and coordination for measurement of demand management projects and programs
 - Developing and implementing strategies to mitigate highway system delay caused by construction on the highway system
 - Monitoring the effectiveness of TDM investments
 - Funding, developing, and operating other TDM efforts such as park-and-ride lots, public education, and vanpool vehicle rental and lease programs
 - Supporting local and regional agency planning and investments in TDM activities
 - Administering the CTR program and providing staff support to the CTR Board
 - Managing the vanpool grant program and the trip reduction performance grant program (RCW 70.94.996)

GOVERNANCE

- Guidelines for implementation of the Commute Trip Reduction Law were developed and are monitored by the Commute Trip Reduction Board appointed by the Governor and chaired by WSDOT. The CTR Efficiency Act established a permanent board to review and approve local and regional CTR plans, develop the program funding allocations and the state Commute Trip Reduction plan, and provide general policy guidance for the program.
- WSDOT is responsible for developing solutions for transportation deficiencies on state-owned facilities and for regulating and funding other transportation programs in which the state has an interest. The State Transportation Policy provides policy guidance.
- Other state programs support the success of the CTR Program, including (a) Trip Reduction Performance Program, (b) Rideshare Tax Credits, (c) Vanpool Grant Program, (d) Regional Mobility Grant Program, and (e) financial and policy support for park-and-ride lots.
- The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), regulates transportation planning processes. SAFETEA-LU requires that state departments of transportation consult and coordinate their actions with regional metropolitan transportation planning organizations.
- Many TDM programs are operated by local agencies and by larger public and private employers.

FUNDING

- Implementation of the Commute Trip Reduction Law is funded through the Multimodal Account at the state level. Local governments and transit systems invest local funds in the program, and in 2005 employers invested over \$49 million in support of the program.
- Funding for other TDM programs comes from a variety of federal, state, and local public sources and from private employers.

Trucks

BACKGROUND

- In Washington State, about 58% of freight tonnage is moved by truck.
- About 250,641 of the 1,481,101 trucks registered with the Washington State Department of Licensing in FY 2007 carry freight.

GOVERNANCE

- The Washington State Patrol enforces overweight limits and safety requirements on trucks (RCW 43.43).
- The Department of Licensing provides prorate (proportionate share of taxes and fees due in Washington and other jurisdictions from interstate carriers) and fuel tax services (RCW 46).

FUNDING

- Several user fees are imposed for highway construction, maintenance, and safety:
 - Additional tonnage permits (RCW 46.44.095)
 - Combined licensing fees (RCW 46.16.070, 46.68.035)
 - Trailer fees (RCW 46.16.085)
 - Monthly tonnage permits (RCW 46.16.135)
 - Safety Inspection Fee (RCW 46.32.090)

OTHER RELEVANT STATUTES

- International Registration Plan (IRP) (RCW 46.85, 46.87)
- International Fuel Tax Agreement (IFTA) (RCW 82.36, 82.38, 82.42)
- Special Fuel Tax Act (RCW 82.38)

Aviation and Marine –

Overview

This section provides information about air and water modes of transportation used in the state.

Air Transportation

BACKGROUND

- Aviation facilities in the Washington State System Plan include a total of 139 public-use airports serving over 25,000 pilots across the state.
- 14 Commercial/Primary Service Airports: Seattle-Tacoma International, Spokane International, Tri-Cities, Bellingham International, Yakima Air Terminal, Pangborn Memorial, Walla Walla Regional, Pullman/Moscow Regional, Port Angeles International, Friday Harbor, Boeing Field International, Grant County International, Orcas Island, and Anacortes.
- 5 Reliever Airports:
 - Puget Sound: Auburn Municipal, Snohomish County, Renton Municipal, and Harvey Field
 - Spokane: Felts Field
- Airport ownership varies across the state:
 - 44 are city owned
 - 10 are county owned
 - 33 are owned by ports
 - 5 are jointly owned by city-county or city-city
 - 31 are privately owned
- There are 17 state-operated or state-owned airports that are strategically located to provide aircraft emergency access and fire suppression bases in remote areas of the state. These airports also serve remote communities and are used for recreation.
- Each year over 750 lifesaving ambulance missions and over 460 search and rescue missions are flown from public-use airports.
- About 47% or 65 public-use airports in the state are also within the National Plan of Integrated Airports System (NPAIS) plan. These airports support the Federal Aviation Administration's strategic goals.
- In 2008 Seattle-Tacoma International ranked 17th in the nation for total number of passenger boardings. Spokane International followed (among Washington State airports) at 71st in the nation.¹ Air Freight². Three airports that provide freight service qualify for federal funds through the FAA. FAA defines airports eligible for air cargo entitlements as "must exceed 1 million pounds of landing weight." The three qualifying major air cargo centers in Washington are:
 - Seattle-Tacoma International (18th nationally in 2008 for total landed weight)
 - Boeing Field International (32rd)
 - Spokane International (46th)

•
In addition, 12 other state airports provide air freight services.

¹ FAA CY 2008 Passenger Boarding and All-Cargo Data. Final CY 2009 data is available October 2010.
http://www.faa.gov/airports/planning_capacity/passenger_allcargo_stats/

² FAA CY 2008 Passenger Boarding and All-Cargo Data

GOVERNANCE

- Public-use airports are operated by port districts, cities, counties, and private interests. Public-owned facilities use several different funding mechanisms, including user fees (such as landing fees and passenger facility charges), voter-approved property tax levies, interest income, federal and state grants, and bond proceeds.
- WSDOT Aviation programs include the airport grant aid program, aviation system and land use planning, search and rescue, aircraft registration, and state managed airport administration.
- Programs operated by WSDOT-Aviation Division:
 - Construction and maintenance of facilities for 17 state-operated airports
 - Technical assistance to airports, cities, and counties
 - Search and rescue operations
 - Development of Washington Aviation System Plan
 - Height Hazard Obstruction technical assistance
 - Special studies, including:
 - Pavement Conditions Assessment 2005 (5-year cycle)
 - Economic Benefits Analysis of Airports in Washington State 2001
 - Rural Airport Study 2002
 - Airport Conditions Assessment, 2006, Phase I LATS
 - Grant Assistance Program
 - Airport Land Use Compatibility Program and Technical Assistance in accordance with RCW 36.70.547 and 36.70A.510

FUNDING

Funding for WSDOT-Aviation Division:

- State aviation fuel tax (RCW 82.42)
 - 11 cents per gallon fuel tax, which applies to general aviation aircraft, with exceptions as provided by law (aircraft exemptions include aircraft for government, military, commercial manufacturing, air carriers, testing, and agriculture)
 - Expected revenue for 2009–11 Biennium: \$6 million
- Motor fuel tax transfer (RCW 82.36.415)
 - 0.028% of the gross motor fuel tax (less sales tax) (estimate \$500,000)
 - Compensation for unclaimed motor vehicle fuel used in aircraft
- Aircraft registration fee (RCW 47.68.250)
 - \$15 paid annually by owners of aircraft operating in Washington State
- Aircraft excise tax (RCW 82.48.)
 - Annual rate levied on a sliding scale of \$35–\$140 per aircraft depending on the type and size of the aircraft
 - 10% of funds go to the Aviation Division to defray costs of registration and collection
 - 90% of the funds are deposited in the General Fund
- Grants
- Federal Aviation Administration (FAA) - All grants require matching: 95% federal – 5% state/local. FAA grants fund the following:

- State Aviation System Plan projects
- State's Pavement Management Program
- Airport Master Planning
- Airport Improvement Projects
- State funds are used for the following purposes:
 - Provide matching grants to municipalities for constructing projects to improve airport infrastructure
 - Provide funding to many airports that do not qualify for federal funds
 - Technical Assistance
 - Airport master planning
 - Emergency Response Aviation Facilities
- Funding sources for local airport funding:
 - Dedicated aviation funds: from proceeds of leases, hangar rentals, commercial leases, concessions, etc.
 - Major airports (e.g., Seattle-Tacoma and Spokane International) impose landing fees on airlines to cover operations and finance capital improvements made with revenue bonds. In addition, passenger facility charges are assessed at commercial service airports for improvement projects.
 - Some ports, counties, and cities appropriate general tax revenues to support their facilities.

Commercial Shipping (Waterborne)

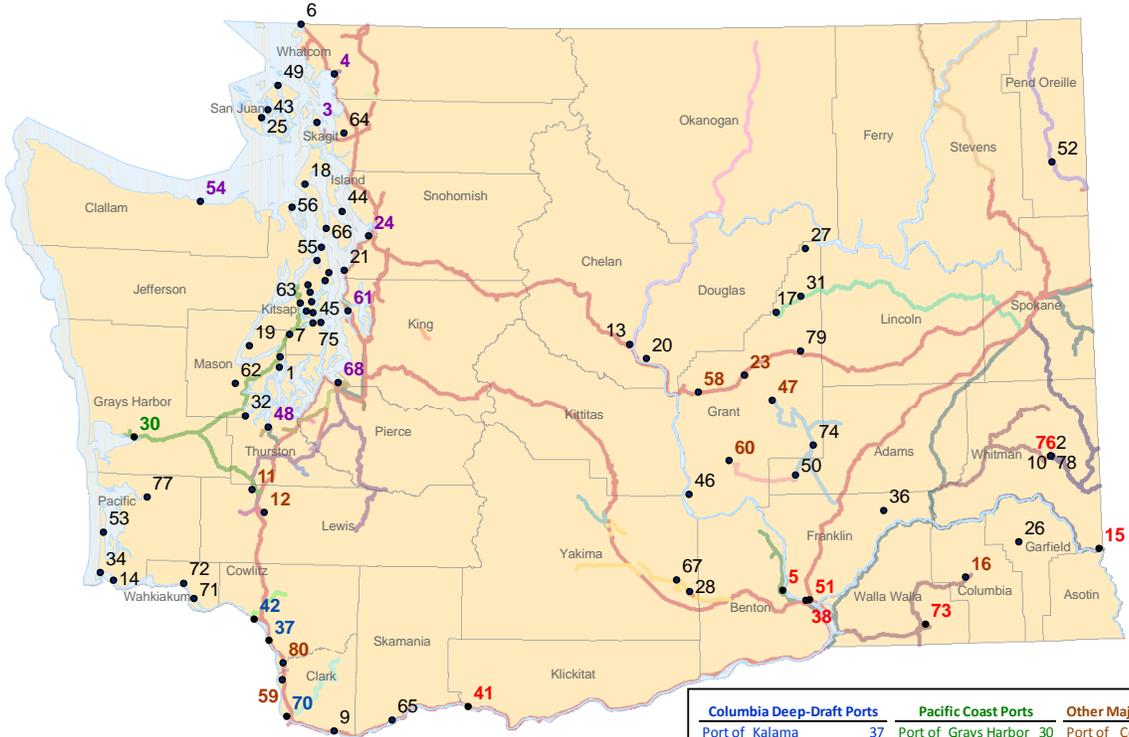
BACKGROUND

- In 2008, over 122.1 million tons of freight entered or left Washington State through Washington’s seaports, according to the U.S. Army Corps of Engineers, and 11.5 million tons moved within the state.
- Crude petroleum, sand and gravel, and manufactured goods were the top three inbound commodities, by tonnage, in 2008. Food and food products, petroleum products, and lumber or wood were the top three outbound commodities, by tonnage, in 2008.
- In 2008, Washington State’s seaports handled almost \$92.5 billion in international trade.
- Puget Sound seaports move large volumes of containerized imports from Asia, and the Columbia River seaports move large volumes of U.S. agricultural exports.
- Seventy percent of total inbound international container traffic is pass-through cargo destined for the Midwest or Eastern United States.
- In 2009, the Port of Seattle and the Port of Tacoma together handled more than 3.1 million TEUs (20-foot equivalent units), remaining the second largest container port complex on the West Coast.
- There are 11 deep-draft public ports in Washington with commercial marine terminals, and six shallow-draft public marine terminals. There are shallow-draft ports frequently used for fish landings at the Ports of Willapa Harbor, Peninsula, Ilwaco, and Chinook. In addition, there are many privately-owned marine terminal facilities throughout the state.
- Washington has seven deep-draft ports in Puget Sound, one on the Pacific Coast and three deep-draft ports on the Columbia River. In addition, there are seven inland ports on the Columbia-Snake Rivers that are served by barge.
- The ports are listed on the map on the next page. The numbers are used to locate them on the map.

Major Ports

<u>Columbia Deep-Draft Ports</u>	<u>Pacific Coast Ports</u>	<u>Other Major Inland Ports</u>
Port of Kalama 37	Port of Grays Harbor 30	Port of Centralia 11
Port of Longview 42		Port of Chehalis 12
Port of Vancouver 70	<u>Puget Sound Ports</u>	Port of Columbia 16
	Port of Anacortes 3	Port of Ephrata 23
<u>Columbia/Snake River Ports</u>	Port of Bellingham 4	Port of Moses Lake 47
Port of Benton 5	Port of Everett 24	Port of Quincy 58
Port of Clarkston 15	Port of Olympia 48	Port of Ridgefield 59
Port of Kennewick 38	Port of Port Angeles 54	Port of Royal Slope 60
Port of Klickitat 41	Port of Seattle 61	Port of Woodland 80
Port of Pasco 51	Port of Tacoma 68	
Port of Walla Walla 73		
Port of Whitman County 76		

2009 Washington Ports



<u>Columbia Deep-Draft Ports</u>	<u>Pacific Coast Ports</u>	<u>Other Major Inland Ports</u>
Port of Kalama 37	Port of Grays Harbor 30	Port of Centralia 11
Port of Longview 42		Port of Chehalis 12
Port of Vancouver 70		Port of Columbia 16
	<u>Puget Sound Ports</u>	Port of Ephrata 23
	Port of Anacortes 3	Port of Moses Lake 47
	Port of Bellingham 4	Port of Quincy 58
	Port of Everett 24	Port of Ridgefield 59
	Port of Olympia 48	Port of Royal Slope 60
	Port of Port Angeles 54	Port of Woodland 80
	Port of Seattle 61	
	Port of Tacoma 68	
<u>Columbia/Snake River Ports</u>		
Port of Benton 5		
Port of Clarkston 15		
Port of Kennewick 38		
Port of Klickitat 41		
Port of Pasco 51		
Port of Walla Walla 73		
Port of Whitman County 76		



Source: WSDOT State Rail and Marine Office
 rail@wsdot.wa.gov / 360-705-7900

Z:\GIS\

August 2010

Smaller Ports

Port of Allyn	1	Port of Grandview	28	Port of Peninsula	53
Port of Almota	2	Port of Grapeview	29	Port of Port Gamble	55
Port of Blaine	6	Port of Hartline	31	Port of Port Townsend	56
Port of Bremerton	7	Port of Hoodsport	32	Port of Poulsbo	57
Port of Brownsville	8	Port of Illahee	33	Port of Shelton	62
Port of Camas-Washougal	9	Port of Ilwaco	34	Port of Silverdale	63
Port of Central Ferry	10	Port of Indianola	35	Port of Skagit County	64
Port of Chelan County	13	Port of Kahlotus	36	Port of Skamania County	65
Port of Chinook	14	Port of Keyport	39	Port of South Whidbey Island	66
Port of Coulee City	17	Port of Kingston	40	Port of Sunnyside	67
Port of Coupeville	18	Port of Lopez	43	Port of Tracyton	69
Port of Dewatto	19	Port of Mabana	44	Port of Wahkiakum Co. No. 1	71
Port of Douglas County	20	Port of Manchester	45	Port of Wahkiakum Co. No. 2	72
Port of Edmonds	21	Port of Mattawa	46	Port of Warden	74
Port of Eglon	22	Port of Orcas	49	Port of Waterman	75
Port of Friday Harbor	25	Port of Othello	50	Port of Willapa Harbor	77
Port of Garfield	26	Port of Pend Oreille	52	Port of Wilma	78
Port of Grand Coulee	27			Port of Wilson Creek	79

GOVERNANCE AND FUNDING

- Washington’s ports are public agencies authorized in state statute.
- Port districts are special-purpose districts dedicated to building and operating facilities to foster trade and economic development.
- Ports are funded by user fees, property lease and rental fees, property tax levies, interest income, grants, operations revenues, and bond proceeds (RCW 53.36).
- The United States Coast Guard regulates navigation and surface water transportation.
- The Washington Board of Pilotage Commissioners is responsible for maintaining pilotage services on the Puget Sound and the coastal estuaries.

The Oregon Board of Pilotage governs pilotage services on the Columbia River.

RAIL

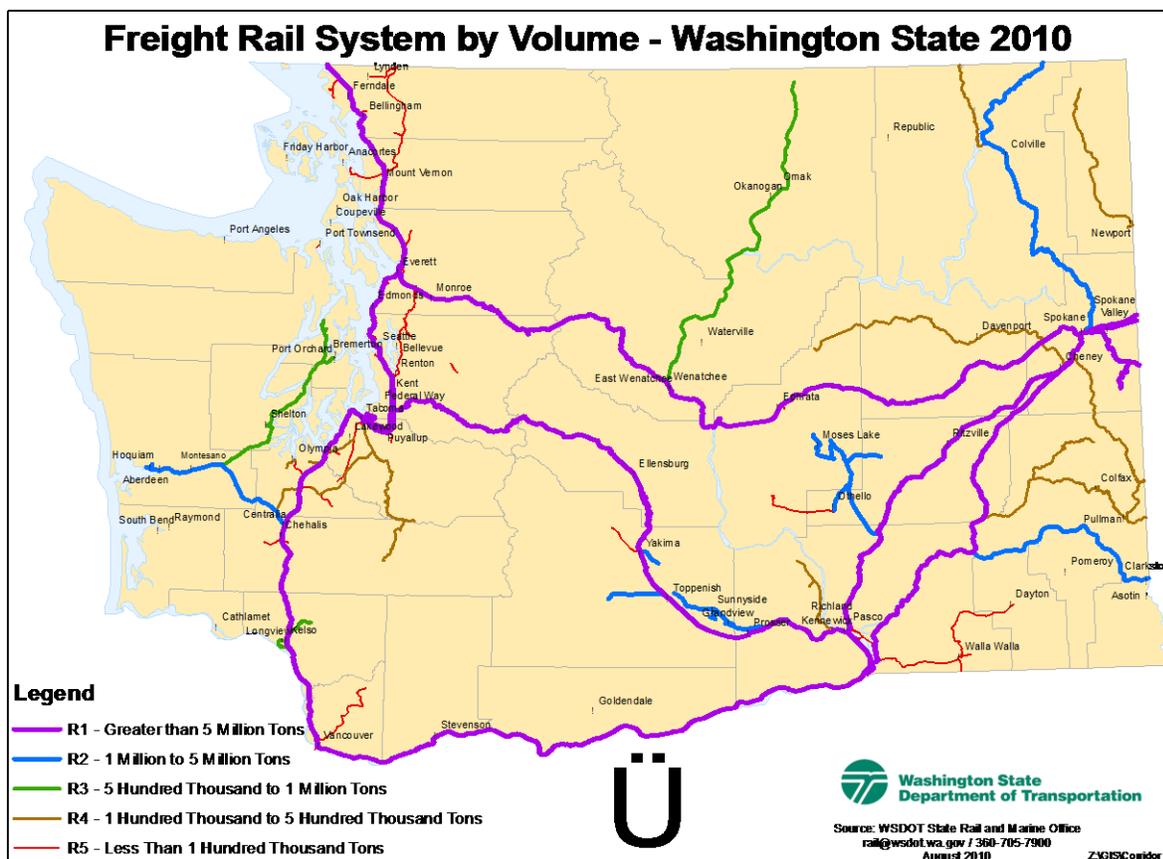
Freight Rail

BACKGROUND

- As of 2009 there are two Class I railroads operating in Washington State: the BNSF Railway Company and the Union Pacific (UP) Railroad.
 -
- There is one Class II railroad (Montana Rail Link) that operates in Washington State, but does not own any railroad tracks in this state.

- There are 20 short-line railroads and switching railroads (Class III) operating within the state. These railroads serve local shippers and communities with links to the large Class I railroads. The following rail companies operate short-line railroads in Washington: *Eastern Washington* – Great Northwest, Palouse River and Coulee City, Kettle Falls International, Pend Oreille Valley, Eastern Washington Gateway, and Washington & Idaho; *Central Washington* – Tri-City and Olympia, Columbia River and Cascade, Columbia Basin, and Central Washington; *Western Washington* – Columbia and Cowlitz, Tacoma Rail, Puget Sound and Pacific, Portland Vancouver Junction, Meeker Southern, Ballard Terminal, and several switching railroads.
 -
- Public ownership of short-line infrastructure has grown over the last several decades. The Palouse River and Coulee City, Eastern Washington Gateway, Washington & Idaho, Tri-City and Olympia, Central Washington, Pend Oreille Valley, and Tacoma Rail operate on rail infrastructure owned by the state, a county, or a Port Authority.
 -
- Potential significance of freight rail to Washington State’s economy:
 - Increases seaport capacity by providing a means to quickly and efficiently move inbound containers from port areas to distant inland destinations.
 - Provides an effective and economical means to move agricultural and industrial goods produced in Washington to distant market destinations.
 - Encourages competition among modes in certain circumstances to keep freight rates reasonable.
 - Reduces long-haul truck traffic on state's highways, reducing highway preservation costs and congestion in some circumstances.
 - Supports Washington businesses and economic development.
 - Provides an energy-efficient transportation mode with a smaller environmental impact.

Below is a map of the Washington State freight rail system by volume in 2010.



GOVERNANCE

- WSDOT is responsible for developing and implementing Washington’s State Rail Plan and programs.

FUNDING

Funding for the Freight Rail Capital Program

- Funding for the Freight Rail Capital Program comes from the Multimodal Transportation Account (State and Federal), Essential Rail Assistance Account (State), and Transportation Infrastructure Account (State). The Multimodal Transportation Account (State) revenue source comes from the Motor Vehicle Excise Tax, Retail Sales Taxes, and Motor Vehicle Licenses and the Federal comes from Federal earmarks for specific freight rail projects through Federal Rail Administration. The Essential Rail Assistance Account is funded by repaid loans from past freight rail projects. The Transportation Infrastructure Account comes from transfer of funds from the Multimodal Transportation Account (State). Four programs are funded:
 - Individual Capital Projects
 - Freight Rail Assistance Program

- Freight Rail Investment Bank Program
- Palouse River and Coulee City Railroad (PCC

- Grain Train Revolving Fund - This revolving fund is a financially self-sustaining transportation program that supports Washington's farmers, short-line railroads, and rural economic development. The Washington State Grain Train Program operates without taxpayer subsidy. Operations of the Grain Train began in 1994 and the program has grown to a fleet of 100 grain cars.

- Produce Rail Car Program - This program, modeled on the successful Washington Grain Train program, provides refrigerated rail cars to help address the critical shortage of railcars for Washington farmers and agricultural shippers. Washington legislators passed a produce rail car law in 2003. Senator Murray secured \$2 million in federal funding from the 2004 and 2005 omnibus appropriation bills to make this project fully operational.

Intercity Passenger Rail (AMTRAK)

BACKGROUND

- The Washington State Department of Transportation (WSDOT) is developing a high-speed rail passenger program in the state to accommodate increasing intercity travel demands. The Pacific Northwest Rail Corridor from Vancouver, B.C. to Eugene, OR was originally designated under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 as one of five nationally designated corridors to be developed for high-speed rail passenger service.
- Ridership on WSDOT/Oregon DOT/Amtrak-sponsored service in the Pacific Northwest Rail Corridor (Amtrak *Cascades*) has risen from 94,000 in 1994 to over 762,000 in 2009.
- National Railroad Passenger Corporation (also known as Amtrak) was formed by Congress in 1970 to operate rail passenger service.
- Amtrak provides intercity passenger service in Western Washington with connections to Central Washington, Eastern Washington, the Midwest, and California destinations, with total passenger volumes at Washington Amtrak stations exceeding 1,270,000 in 2009.
- Operates on over 900 miles of BNSF Railway track in the state and provides service to 18 cities. Three statewide corridors provide service between Vancouver, B.C. and Portland, OR; Seattle and Spokane; and Portland, OR and Spokane.

GOVERNANCE

- WSDOT is responsible for developing and implementing Washington State's passenger rail program as specified in RCW 47.79 and 47.82.

FUNDING

Funding for intercity rail passenger rail activities is provided by the following sources:

Multimodal Account – State

- The 2009-2011 transportation budget as supplemented in the 2010 Legislative session included an appropriation of \$257.53 million from the Multimodal Transportation Account – State, to carry out the following activities:
 - Operate two daily round trips between Seattle and Portland; one daily round trip between Seattle and Vancouver, B.C.; and one daily roundtrip between Portland and Vancouver B.C. (A third daily trip between Portland and Seattle is funded by Amtrak.)
 - Extend the rail siding at Mount Vernon; realign curves and provide yard tracks in Everett; make track, signal, and bridge improvements in Vancouver; construct the first phase of improvements on bypass of Point Defiance in conjunction with Sound Transit; rescope phases of the Kelso-Martin Bluff project, extend the siding passing facilities at Stanwood, . These projects will create faster and higher-capacity infrastructure to further the corridor passenger program.
 - Complete a crossover project at Tenino to enhance service reliability of existing and future service.
- Complete a new station at Stanwood
 - Improve track and signal system in conjunction with Sound Transit to improve access to King Street Station.

- Overhaul Amtrak Cascades trainsets

Multimodal Account – Federal and Local

- \$640 million in federal funds from the Multimodal Account in 2009-2011 were appropriated for:
 - Construction of track improvements near Blaine to facilitate train movements around the Customs inspection facility.
 - Design and construction of a roadway bridge in Vancouver, WA as part of the Vancouver Rail Project.
 - Construction of first phase of improvements on bypass of Point Defiance in conjunction with Sound Transit.
 - Improve safety at grade crossings under Section 1103(f) corridor hazard elimination program.
- WSDOT receives no federal funds for support of rail passenger operations.
- WSDOT applied for up to \$6 million grant from the FRA \$30 million available nationwide in 2008. This application was approved and is included in the figures above.
- WSDOT receives federal funds from the Federal Highways Administration for grade crossing improvements and from the Federal Transit Administration for station improvements.
- WSDOT applied for \$1.3 billion in federal funds from the \$8 billion ARRA High Speed Rail program. In January 2010 an award of \$590 million was to WSDOT and this will be used to continue to develop projects on the corridor. These funds are included in the figures quoted above.

State Plans - Overview

State, local, and regional plans provide a framework for developing Washington's transportation system. Included in this section are descriptions of plans developed by the state.

TITLE: **Bicycle Transportation and Pedestrian Walkways Plan**

REQUIRED BY: RCW 47.06.040 and RCW 47.06.100

PREPARED BY: Washington State Department of Transportation (WSDOT)

APPROVED BY: Secretary of Transportation

NEXT UPDATE: Tentatively scheduled for 2012. There is no required update schedule.

DESCRIPTION

The current version is the Washington State Bicycle and Pedestrian Walkways Plan for the years 2008-2027. This is a state-interest modal plan for bicycle and pedestrian walkways. The plan assesses bicycle and pedestrian transportation needs and establishes statewide goals and implementation strategies.

PURPOSE

RCW 47.06.100 requires this plan to include strategies for:

- Improving connections.
- Increasing coordination.
- Reducing traffic congestion.

It also calls for an assessment of statewide bicycle and pedestrian transportation needs. This Plan satisfies the federal requirement for a long-range bicycle transportation and pedestrian walkways plan.

Data from this plan is necessary to complete the Long-range Statewide Transportation Plan (aka the Statewide Multimodal Transportation Plan) and the Highway System Plan.

TITLE: Washington State Ferries Long-Range Strategic Plan

REQUIRED BY: RCW 47.06.040,47.06.050(2), and 47.60.375

PREPARED BY: Washington State Ferries

APPROVED BY: Secretary of Transportation

NEXT UPDATE: There are no immediate plans for the next update. There is no required update schedule.

DESCRIPTION

- A state-owned modal plan for the time period 2009-2030 that
- Establishes service objectives for ferry routes.
- Develops strategies.
- Forecasts travel demands.
- Details maintenance.

PURPOSE

- Outlines the service changes, vessel purchases, and terminal improvements to meet the demand for ferry travel.
- The WSF, in conjunction with the Washington State Patrol and the United States Coast Guard, is currently implementing a ferry security plan required by the federal government pursuant to the "Maritime Transportation Security Act of 2002" (46 U.S.C. § 70101).

TITLE: **Freight Rail Plan**

REQUIRED BY: RCW 47.06.080, 47.76.220, and 49 CFR 226.15

PREPARED BY: Washington State Department of Transportation (WSDOT)

APPROVED BY: Secretary of Transportation

NEXT UPDATE: An update is not scheduled.

DESCRIPTION

- A state-interest modal plan that documents essential rail services and corridors. Current version is the Washington State 2010-2030 Freight Rail Plan.
- Describes the state rail system, including active, inactive, and preserved corridors:
- Identifies rail traffic densities and commodity flows.
- Evaluates main line capacity issues.
- Evaluates port-to-rail access and congestion issues.
- Describes current issues.
- Lists project funding eligibility criteria.
- Evaluates rail lines for funding priorities.

PURPOSE

- Required by the Federal Railroad Administration by 49 U.S.C. 221 to make Washington eligible for federal Local Rail Freight Assistance (LRFA) funding.
- Evaluates and encourage essential freight rail services.
- Allows public review and input to the rail abandonment and preservation process.

TITLE: Highway System Plan

REQUIRED BY: RCW 47.06.040 and RCW 47.06.050

PREPARED BY: Washington State Department of Transportation (WSDOT)

APPROVED BY: Secretary of Transportation

NEXT UPDATE: Update completed in 2010

DESCRIPTION

- Current version is for the time period 2007-2023. This is a state-owned modal plan that addresses current and forecasted state highway needs based on the investment options identified in the Washington Transportation Plan (WTP).
- Includes a comprehensive assessment of existing and projected 20-year deficiencies on our state's highway system. It also lists potential solutions addressing the deficiencies. The Highway System Plan (HSP).
- Forecasts future transportation needs based on WSDOT's maintenance, operation, preservation, mobility, safety, economic, and environmental programs.
- Specifies objectives and the supporting action strategies and assessments of need for each program.
- Serves as the basis for the capital investment goals and strategies, and the assessments of need for each program.
- Serves as the basis for operational investments for the highway system.
- The HSP encompasses the following elements:
 - Maintenance, operation, and preservation of over 7,000 centerline miles of state and interstate highway system. These state and interstate highways form the backbone of Washington's surface transportation system by networking with more than 81,000 centerline miles of city, county, state, and federal roads. In addition, this network includes 10 year-round mountain passes, 43 safety rest areas, approximately 75,000 storm water catch basins and culverts, over 3,000 bridges, 34 tunnels, traveler information systems, and many other highway elements.
 - Improvement of the state highway system's capital and operational infrastructure to increase efficiency, address the capacity/demand imbalance, enhance safety, promote economic initiatives, and protect the environment.
 - A scenic and recreational highways element, to provide increased access to scenic, recreational, and cultural resources.
 - A paths and trails element, which identifies the needs of non-motorized transportation modes on the state transportation systems, and provides the basis for the investment of state transportation funds in paths and trails.

PURPOSE

- Guides WSDOT in prioritizing and budgeting highway projects and operational focus.
- Updated periodically, to provide projects for the 10-year Capital Improvement and Preservation Program (CIPP) and the 2-year biennial budget request to the Governor, the Office of Financial Management, and the Legislature.

TITLE: Intercity Network Plan

RECOMMENDED BY: Recommended by the Federal Transit Administration

PREPARED BY: Washington State Department of Transportation (WSDOT)

DESCRIPTION

- Identifies the intercity bus services that link communities throughout the state of Washington.
- Proposes policies and programs that support a network of intercity bus services.

MAJOR FINDINGS

Major findings of the 2007 Intercity Network Plan are:

- Many rural communities lack intercity bus service since Greyhound abandoned service in 2005.
- Intercity bus services can help connect isolated rural areas of Washington to urban centers.
- New intercity bus services can coordinate with other transportation providers at destinations for scheduled transfers.
- Using Request for Proposals (RFP) will ensure the best intercity provider for a route.
- A federally-endorsed pilot program produces positive public-private collaboration. WSDOT was one of the first entities in the nation to establish an intercity pilot program using private contributions to the intercity bus network as a method for matching federal funds.
- Long-term funding is possible if the public-private collaborative funding structure is made permanent.
- “Travel Washington” branding will continue to identify intercity services sponsored by WSDOT.
- Three new lines of intercity bus services have been established in Washington State in the past year: Travel Washington – Grape Line between Walla Walla and Pasco; Travel Washington – Apple Line between Omak and Wenatchee; and Travel Washington – Dungeness Line between Port Angeles and Seattle.

TITLE: Washington State Long-Term Air Transportation Study (LATS)

REQUIRED BY: RCW 47.06.040, RCW 47.06.060, Chapter 47.68 RCW, 23 USC 135, and 49 USC 47

PREPARED BY: Washington State Department of Transportation Aviation Division

APPROVED BY: Recommendations are sent to the Governor, Legislature, Transportation Commission and Regional Transportation Planning Organizations

NEXT UPDATE: Completed in 2009 with no plans to update and no required update schedule.

DESCRIPTION

- The requirements for LATS and for the Aviation Plan were combined in the 2009 Washington Aviation System Plan for the years 2005-2030. This is a legislatively required study and a state-interest modal plan that fulfills state planning requirements by:
- Identifying the type, location, cost, and timing of airport development needs statewide to establish a balanced and integrated system of airports serving Washington residents.
- Assisting the state and the federal government in carrying out their legislative authority and responsibilities under RCW 47.68 to promote aviation and aviation safety and to assist in the development of the statewide aviation system.

PURPOSE

- This is an update to the Washington Aviation System Plan. The legislation required the study to be conducted in three parts which included:
- Capacity/facility assessment of the existing system.
- Forecast demand/market analysis.
- Appointing an aviation planning council to provide recommendations regarding how best to:
 - Meet the statewide commercial and general aviation capacity needs of the state.
 - Determine which regions of the state are in need of improvement regarding the matching of existing, or projected, airport facilities, and the long-range capacity needs at airports within the region expected to reach capacity before the year 2030.
 - Determine the placement of future commercial and GA airport facilities designed to meet the need for improved aviation planning in the region.
 - Include public input in making final recommendations.

TITLE: **Long-Range Plan for Amtrak Cascades**

REQUIRED BY: RCW 47.06.040, RCW 47.06.090, and RCW 47.79.040

PREPARED BY: Washington State Department of Transportation (WSDOT)

APPROVED BY: Secretary of Transportation

NEXT UPDATE: No updates to the Long-Range Plan are planned or funded at this time.

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DESCRIPTION

- A state-interest modal plan for statewide passenger rail service for the time period 2003-2023 that:
- Analyzes service.
- Recommends improvements.
- Identifies assets.
- Provides a preservation plan.

PURPOSE

- Meets passenger rail demand without impacting freight service negatively (since both services use the same rail lines).
- Complies with passenger rail planning guidelines created by USDOT for states seeking potential federal funds for high-speed rail development.

TITLE: Marine Ports and Navigation Plan

REQUIRED BY: RCW 47.06.070

PREPARED BY: Washington State Department of Transportation (WSDOT)

APPROVED BY: Secretary of Transportation

LAST UPDATE: 2009 Marine Cargo Forecast

DESCRIPTION

- A state-interest modal plan that assesses the transportation needs of Washington's marine ports and navigable waterways.
- Identifies improvements needed to support international trade and economic development.
- The 2009 update of the Marine Cargo Forecast is a significant source of information of the Washington Transportation Plan. This update identified the following:
- Containers are still the fastest growing cargo type. Puget Sound containerized trade is projected to grow by an average of 4.1 percent per year through 2030. .
- Fully assembled autos will exhibit rapid growth. Auto imports are expected to grow from 690,000 units in 2007 to approximately 1.5 million units in 2030. Log exports will level off and remain flat through 2030.
- Breakbulk cargo volumes will grow slowly. Metal, forest products, and other breakbulk cargo will grow slowly due to containerization and structural changes in the industries that produce these cargoes. Breakbulk traffic is projected to grow from 2.3 million metric tons in 2007 to approximately 3.0 million metric tons in 2030.
- Columbia-Snake River ports face a continuing challenge to maintain barge transportation while protecting fish population and a channel depth of 14 feet.
- This forecast has estimates of cargo for containers, dry bulk, break bulk, and liquid bulk commodities.
- The data developed for the forecast will be used to:
- Update the Washington Transportation Plan.
- Rail Freight and Passenger Plan.
- Ports.
- Industries.
- Other public and private entities.

PURPOSE

- Guides future development of Washington's marine ports.
- Highlights role of marine ports in development of Washington's economy.

TITLE: **Multi-Modal Plan**
REQUIRED BY: RCW 47.06.040
PREPARED BY: Washington State Department of Transportation (WSDOT)
APPROVED BY: Secretary of Transportation
NEXT UPDATE: Not scheduled, there is no required update schedule

DESCRIPTION

This plan will include an analysis of facilities the state owns and those in which the state has an interest.

- In developing the plan, WSDOT will consult with:
 - Metropolitan and regional planning organizations.
 - Federal, state, tribal, and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation. The plan will document this discussion as well as potential environmental mitigation activities.
- The plan will be coordinated with:

Metropolitan planning.

Statewide trade and economic development planning.

Neighboring state's planning.

Representatives of the users of pedestrian walkways, bicycle transportation facilities, and the disabled.

WSDOT will:

Conduct public meetings at convenient times and accessible locations.

Use visualization techniques to describe plans.

Make public information available in electronic format.

PURPOSE

Remain eligible for federal funding. State, local, and federal transportation projects are not eligible for federal funding unless Washington has a compliant long-range statewide transportation plan. The next update will inform the next long-range statewide transportation plan.

Ensure continued mobility of people and goods (within regions and across the state) in a safe and cost-effective manner while remaining consistent with the transportation system policy goals in RCW 47.04.280.

Consider and implement projects, strategies, and services that support the economic vitality of non-metropolitan areas.

Promote consistency between transportation improvements and state and local planned growth.

TITLE: **Public Transportation Annual Summary Report**

REQUIRED BY: RCW 35.58.2796

PREPARED BY: Washington State Department of Transportation (WSDOT)

SUBMITTED TO: House of Representatives and Senate standing committees on transportation and to certain municipalities

RELEASED: 2007 Public Transportation Annual Summary Report completed October 2008

DESCRIPTION

Annual Summary Report to the Legislative Transportation Committee describes individual public transportation systems in urban, small urban and rural areas. Includes directly operated and contracted transit and dial-a-ride; vanpool services; light rail; passenger only ferry; commuter rail. Includes a statewide summary of public transportation issues and data.

- The Annual Summary Report inventory includes data on:
 - Equipment and facilities, including vehicle replacement standards.
 - Services and service standards.
 - Revenue, expenses, and ending balances, by fund source.
 - Policy issues and service improvement objectives, including community participation in development of objectives, and how objectives address statewide transportation priorities.
 - Two years of historical information, current year, and six years of projections.
 - Individual system data, statewide data; trend analysis.
- The Annual Summary Report includes the following performance measures for each transit system:
 - Fares/Operating Cost.
 - Operating Cost/Passenger Trip.
 - Operating Cost/Revenue Vehicle Mile.
 - Operating Cost/Revenue Vehicle Hour.
 - Revenue Vehicle Hours/Total Vehicle Hour.
 - Revenue Vehicle Hours/FTE.
 - Revenue Vehicle Miles/Revenue Vehicle Hour.
 - Passenger Trips/Revenue Vehicle Hour.
 - Passenger Trips/Revenue Vehicle Mile.
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PURPOSE

- Provides annual comprehensive information on public transit systems in Washington State.
- Route deviated and demand response services expenditures in this report are used to calculate the formula funding of transit from the Paratransit/Special Needs Grants Program.

TITLE: **Public Transportation System Plan**

REQUIRED BY: RCW 47.06.040 and RCW 47.06.110

PREPARED BY: Washington State Department of Transportation (WSDOT)

APPROVED BY: Secretary of Transportation

RELEASED: Last modal system plan update, December 1996. Public transportation elements included in Washington Transportation Plan. There is no required update schedule.

DESCRIPTION

- A state-interest modal plan that defines the state's and other entities' roles in public transportation. It also provides direction to achieve program goals by:
- Recommending mechanisms for coordinating public transportation with other transportation services and modes.
- Recommending a statewide public transportation facilities and equipment management system, as required by federal law.
- Recommending criteria consistent with the goals above and with RCW 82.44.180 (2) for existing federal authorizations administered by the department to transit agencies.
- In developing the system plan update WSDOT involves local, state, and federal agencies; public and private providers of transportation services; and non-motorized interests.

PURPOSE

- Improves transit services through coordination and defined objectives.
- Defines the state's interest and the state's responsibility regarding public transportation and intercity passenger rail.
- Provides goals, objectives, and strategies to target the allocation of state resources for public transportation and intercity passenger rail.

Enables effective coordination to develop an integrated transportation plan.

TITLE: Strategic Highway Safety Plan (SHSP)

REQUIRED BY: 23 USC 148

PREPARED BY: Washington State Department of Transportation (WSDOT), Washington Traffic Safety Commission, and Washington State Patrol

APPROVED BY: Governor

NEXT UPDATE: Tentatively scheduled for 2013-2014. There is no required update schedule

DESCRIPTION

- This is a statewide plan updated in 2010 that is required by 23 USC 148 (SAFETEA-LU). This document meets those federal requirements for Washington State.
- At the core of Washington State’s SHSP are traffic safety emphasis areas and proven strategies and countermeasures that target problems unique to Washington roadways. These emphasis areas and proven strategies are organized under the following five basic categories: Driver and Occupant Behaviors; Other Special Users; Roadways; Emergency Medical Services; and Traffic Information Systems. The SHSP provides a comprehensive framework of specific goals, objectives, and strategies for reducing traffic fatalities and serious injuries.

PURPOSE

- The SHSP has been developed to identify Washington State’s traffic safety needs and to guide investment decisions to achieve significant reductions in traffic fatalities and serious injuries.
- In developing this plan, Washington State seeks to build traffic safety partnerships throughout the state in order to align and leverage our resources to address Washington’s traffic safety challenges.

TITLE: Washington Transportation Plan

REQUIRED BY: RCW 47.01.071(4), RCW 47.06.040, and 23 CFR 135; 23 USC 135; 23 CFR Parts 450 and 500, 49 CFR Part 613

PREPARED BY: Transportation Commission and Washington State Department of Transportation (WSDOT)

APPROVED BY: Transportation Commission and submitted to the Legislature

NEXT UPDATE: The Commission is adopting WTP 2030 as a statewide transportation policy and strategic plan. It updates, but does not replace the long-range statewide transportation plan adopted in 2006. The next long-range statewide transportation plan is currently scheduled for updating in 2014.

DESCRIPTION

- The Washington Transportation Plan (WTP) presents a 20-year vision for all modes of transportation statewide. The Washington Transportation Plan 2007–2026 was adopted November 14, 2006.
- WTP addresses state-owned and operated systems including state highways, the Washington State Ferries, state-owned airports and most of the trains operated as Amtrak’s Cascades passenger rail system. It also addresses county roads and city streets, public transportation, freight, and other Amtrak long-distance trains; marine ports and navigation; bicycle and pedestrian transportation; and aviation.
- WTP 2030 updates of the statewide transportation plan (Washington Transportation Plan) includes recommended strategies to address six policy areas:
- **Preservation** – To preserve and extend the life and utility of prior investments in existing transportation systems and services .
- **Safety** –To provide for and improve the safety and security of transportation customers and the transportation system.
- **Economic Vitality** –To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.
- **Mobility** – To improve the predictable movement of people and goods throughout Washington.
- **Environment**– - To enhance the quality of life in Washington through transportation investments that promote energy conservation, enhance health communities, and protect the environment.
- **Stewardship** – To continuously improve the quality effectiveness, nd efficiency of the transportation system.

PURPOSE

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

The current WTP contains the following:

1. A statewide vision for transportation.

- An overview of the current conditions and challenges facing the statewide transportation system.
- Highlights of accomplishments since adoption of the 2007-2026 WTP.
- Recommended transportation investments and revenue needs for the next 20 years.
- Policy recommendations.
- An extended discussion of related transportation issues, including funding and financing, policy studies and plans, governance and partnerships, and transportation and land use.

Local/Regional Plans

Overview and Table of Contents

State, local, and regional plans provide a framework for the development of Washington's transportation system. Included in this section are descriptions of plans developed by the cities, counties, regional transportation planning organizations, ports, and transit agencies.

TITLE: **Airport Master Plans / Layout Plans**

REQUIRED BY: Washington State Department of Transportation (WSDOT) Aviation Division and the Federal Aviation Administration, to address long-term airport facility needs and justify development of capital improvement project funding requests.

PREPARED BY: Airport owners

APPROVED BY: Airport owners; Federal Aviation Administration, and WSDOT

NEXT UPDATE: Master plans are usually updated every five years; however, this is not a fixed period and can be lengthened or shortened depending on the extent of change occurring. Interim update work is often published in the form of an Airport Layout Plan.

DESCRIPTION

- Prepared by individual airports as needed to address safety, and aviation capacity and demand.
- Identify local, state and federal funding needs to support airport capital projects and facility needs.
- Identify current and future airport activity and capital needs and show the ultimate development of the airport.
- Provides a development plan for meeting short-range and long-term needs.
- A plan usually consists of the following components:
 - Inventory to identify existing conditions;
 - Aviation demand forecast to identify future growth;
 - Demand-capacity analysis to assess improvement needs;
 - Land use plan to evaluate on-airport and off-airport issues;
 - Utility and facility plans to accommodate anticipated growth; and
 - Capital improvement plan that identifies needed projects and how they will be funded over a five, ten, to twenty-year period.

PURPOSE

- Guide future airport development that will meet safety needs and satisfy aviation demand and capacity needs in a financially feasible manner.

TITLE: **Comprehensive Scheme of Harbor Improvements and Industrial Developments**

REQUIRED BY: RCW 53.20.010, 53.20,020, and 53.25.090

PREPARED BY: Port Districts

APPROVED BY: Port District Commission

NEXT UPDATE: No statutory requirement; updates are conducted by individual port districts as needed

DESCRIPTION

- Conducted by individual port districts.
- Identifies current and future capital needs.
- Includes a plan or description of how the port intends to implement and finance improvements.
- Port districts that have an airport must be consistent with Federal Aviation Administration guidelines and design standards in their comprehensive planning process.
- Port districts must comply with the Shoreline Management Act (Chapter 90.58 RCW).
- Requires one or more public hearings prior to adoption.

PURPOSE

- Communicate and document the basis of the port district expenditures.
- In some cases, meet planning criteria required for obtaining state or federal matching funds.

TITLE: **High Capacity Transportation Plans**

REQUIRED BY: RCW 47.06.120 and RCW 81.104.060

PREPARED BY: Regional Transit Authority (RTA) and Joint Regional Policy Committees

APPROVED BY: RTAs and County Commissioners

NEXT UPDATE: None; inactive as of 2003

DESCRIPTION

- Prior to 2000, the High Capacity Transportation Account was funded by a portion of the motor vehicle excise tax available for public transportation. Currently the Account is unfunded. Any further efforts under these statutes will require funding to be identified by future legislatures.
- Urban transit agencies in coordination with the Metropolitan Planning Organizations continue to develop high capacity transportation plans. Currently these plans are funded with non-state dollars and are not submitted to the state for review and approval.

TITLE: **Local Comprehensive Plans**

REQUIRED BY: RCW 36.70A

PREPARED BY: Applicable counties and cities

APPROVED BY: County and city legislative authorities and submitted to the Washington State Department of Commerce

NEXT UPDATE: See next page

DESCRIPTION

- Developed by counties or cities that are required or choose to plan under RCW 36.70A.040.
- Consists of a map or maps and descriptive text covering objectives, principles, and standards used to develop the plan.
- Must be an internally consistent document and all elements shall be consistent with the future land use map, including the jurisdiction's financial plans and the plans of adjacent jurisdictions.
- Each comprehensive plan shall include the following:
 - A **land use element** designating the proposed general distribution and general location and extent of uses of land, including population densities, building intensities, and estimates of future population growth.
 - A **housing element** that includes an inventory and analysis of housing needs; policies for the preservation, improvement, and development of housing; an inventory of land available for housing; and provisions for the needs of all economic segments of the community.
 - A **capital facilities plan element** consisting of an inventory of existing capital facilities owned by public entities; a forecast of future needs; proposed locations and capacities of expanded or new capital facilities; a six-year financing plan; and a requirement to reassess the land use element if probable funding falls short.
 - A **utilities element** consisting of the general and proposed location and capacity of all existing and proposed utilities, including electrical, telecommunications, and natural gas.
 - Counties shall include a **rural element**, including lands that are not designated for urban growth, agriculture, forest, or mineral resources; the rural element shall permit land uses that are compatible with the rural character of such lands and provide for a variety of rural densities.
 - A **transportation element** that implements and is consistent with the land use element. The transportation element shall include (a) land use assumptions used in estimating travel, (b) estimated traffic impacts to state-owned transportation facilities, (c) facilities and service needs, including level of service standards for local, regional, and state transportation facilities and a ten-year traffic forecast, (d) a multiyear financial plan that is coordinated with the Washington State Department of Transportation's 10-year Improvement and Preservation Program, (e) intergovernmental coordination efforts, (f) demand management strategies, and (g) a pedestrian and bicycle component to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles.

- The Economic Development and Parks and Recreation Elements are optional, as the state has not provided funding to assist in developing these elements. However, each is addressed in the Growth Management Act goals. If included in the comprehensive plans, these elements should include:
 - An **economic development element** establishing local goals, policies, objectives, and provisions for economic growth and vitality and a high quality of life, including a summary of the local economy and its strengths and weaknesses and policies, programs, and projects to foster economic growth and development and address future needs.
 - A **parks and recreation element** that implements, and is consistent with, the capital facilities plan element. The element shall include estimates of parks and recreation demand for a 10-year period; an evaluation of facilities and service needs; and an evaluation of intergovernmental coordination opportunities to provide regional approaches for meeting demand.

PURPOSE

Fulfill the requirements of state law for coordinated and planned growth.

UPDATE SCHEDULE

The update schedule for counties and cities to take action to review and, if needed, revise their comprehensive plans and development regulations to ensure the plan and regulations comply with the requirements of GMA.

- On or before December 1, 2014, and every seven years thereafter, for Clallam, Clark, Jefferson, King, Kitsap, Pierce, Snohomish, Thurston, and Whatcom counties and the cities within those counties;
- On or before December 1, 2015, and every seven years thereafter, for Cowlitz, Island, Lewis, Mason, San Juan, Skagit, and Skamania counties and the cities within those counties;
- On or before December 1, 2016, and every seven years thereafter, for Benton, Chelan, Douglas, Grant, Kittitas, Spokane, and Yakima counties and the cities within those counties; and
- On or before December 1, 2017, and every seven years thereafter, for Adams, Asotin, Columbia, Ferry, Franklin, Garfield, Grays Harbor, Klickitat, Lincoln, Okanogan, Pacific, Pend Oreille, Stevens, Wahkiakum, Walla Walla, and Whitman counties and the cities within those counties.

TITLE: **Regional Transportation Plans**

REQUIRED BY: RCW 47.80.030

PREPARED BY: Regional Transportation Planning Organizations (RTPOs)

ADOPTED BY: RTPO Policy Board and submitted biennially to the Washington State Department of Transportation.

NEXT UPDATE: Ongoing in all 14 RTPOs.

DESCRIPTION

- Defines a regional transportation system within each of the RTPO's boundaries.
- Identifies existing or planned transportation facilities, services, and programs.
- Establishes level of service standards for the regional system including state highways and ferry routes. Recommends strategies for achieving established level of service standards.
- Includes a financial plan that is fiscally constrained and is based on regionally appropriate methodologies, and identifies the most cost-effective facilities, services, and programs.
- Assesses regional development patterns, capital investments, and other measures and trends.
- Sets forth a proposed regional transportation approach, including capital investments, service improvements, programs, and transportation demand management measures.
- Where appropriate, sets forth the relationship of high capacity transportation providers and other public transit providers and establishes responsibility for coordination of services and facilities.

PURPOSE

- To improve integration between transportation and comprehensive planning under RCW 36.70A RCW 47.80.011.
- To acquire the benefits of integration of local comprehensive plans and regional goals with state and local transportation programs.
- Increased coordination to insure and efficient, effective transportation system that insures mobility and accessibility, and addresses community needs.

Note: Ten of the 14 RTPOs also encompass at their urban cores federally mandated Metropolitan Planning Organizations which must also prepare metropolitan transportation plans under 23 CFR §450.322. (In addition, an eleventh RTPO, the Palouse RTPO plans in coordination with the Lewis-Clark Valley MPO (LCVMPO). LCVMPO is a bi-state MPO that does not act as the lead entity of the Palouse RTPO.)

TITLE: **Transit Development Plans**

REQUIRED BY: RCW 35.58.2795 and RCW 36.57A.070 (requires a comprehensive plan for each new Public Transportation Benefit Area)

PREPARED BY: Local transit authorities and regional transit authorities

APPROVED BY: Local transit boards and submitted to the Washington State Department of Transportation (WSDOT)

NEXT UPDATE: Due annually each April

DESCRIPTION

- Must be consistent with local, regional, and state plans.
- Addresses how the local public transportation system will meet state and local planning priorities for public transportation.
- Includes proposed capital improvements.
- Addresses significant operating changes.
- Identifies certified Growth and Transportation Efficiency Centers (GTECs) as priority areas for new service and facility investments.
- Includes a six-year financial plan.
- Requires one or more public hearings prior to the annual submittal of the transit development plans to WSDOT.
- Requires review by the WSDOT to determine:
 - The completeness of service to be offered and the economic viability of the transit development plan;
 - Whether the plan integrates the proposed transportation system with existing transportation modes and systems that serve the benefit area;
 - Whether the plan coordinates that area's system and service with nearby public transportation systems;
 - Whether the plan is eligible for matching state or federal funds.

PURPOSE

- Ensure consistency of public transportation services with local, regional, and state plans.
- Target resources to meet prioritized needs.

Glossaries

Glossary of Terms

18TH AMENDMENT

Amendment to the State Constitution passed in 1944, stating that motor vehicle license fees, gas tax, and other state revenue intended for highway purposes may only be used for highway purposes. (See *Funds* section for full text of the *18th Amendment*.)

63-20 CORPORATIONS

Corporations established under IRS Revenue Ruling 63-20 that permits nonprofit corporations to issue tax exempt debt. This type of incorporation is sometimes used in public-private partnerships to allow private financing at interest rates that approach governmental bond rates.

AD DATE / PROJECT TO AD

Advertisement date for bids on contracts for transportation projects.

ADVANCE CONSTRUCTION (AC)

Allows states to spend their own funds on a federally approved project and preserve eligibility for future federal-aid reimbursement for that project. At a later date, the state can obligate federal-aid highway funds for reimbursement of the federal share. This tool allows states to take advantage of access to a variety of capital sources, including its own funds, local funds, anticipation notes, revenue bonds, bank loans, etc., to speed project completion.

AMERICANS WITH DISABILITIES ACT (ADA) OF 1990

Federal law that mandates accommodations in building codes, transportation, and hiring practices to prevent discrimination against persons with disabilities, not only in federally funded projects, but also in connection with all new public places, conveyances, and employers. The significance of the ADA in transportation is mainly felt in terms of transit operations, capital improvements, and hiring.

APPORTIONMENT

The distribution of funds as prescribed by a statutory formula. Federal apportionment of highway funds is based on prescribed formulas in the law and consists of dividing authorized obligation authority for a specific program among the states.

APPROPRIATION

A legislative authorization to make expenditures and incur obligations for specific purposes from designated resources available or estimated to be available during a specified time period.

AUTHORIZATION ACT

Federal surface transportation legislation which is essentially a plan for funding and administering transportation programs; it creates, eliminates or modifies transportation programs (including highway, transit, ferry, safety, and research programs), authorizes the maximum amount to be spent through the programs, establishes and funds special requests such as studies and high priority projects, and provides direction to Congress and USDOT for the allocation of discretionary funds. The funds for this legislation come from federal taxes on fuel, tires, truck and trailer sales, and truck weight. The current authorization act is the Transportation Equity Act

for the 21st Century (TEA-21). It expired in September 2003 and has been extended several times since for short periods of time.

BELETED CLAIMS

A legal claim (a billing) for services provided to the state made after the legal authority to pay for those services has lapsed.

BIENNIUM (State)

A 24-month fiscal period extending from July 1 of odd-numbered years to June 30 of the next odd-numbered year.

BITUMINOUS SURFACE TREATMENT (BST)

One or more applications of sprayed-on liquid asphalt followed by a layer of suitable aggregate to protect and preserve the surface, maintain the structural integrity or restore the surface texture and skid resistance of the roadway. Generally, BSTs are performed on low volume roadways. (See Chip Seal)

BOND

A written promise to pay a specified sum of money, called the face value or principal amount, at a specified date or dates in the future, called the maturity date(s), together with periodic interest at a specified rate.

BUDGET

A plan of financial operations embodying an estimate of proposed expenditures for a given period and the proposed means of financing them.

BUDGET AUTHORITY

In federal funding, empowerment by Congress that allows federal agencies to incur obligations to spend or lend money. This empowerment is generally in the form of appropriations; however, for the major highway program categories, it is in the form of "contract authority."

CAPITAL BUDGET

The portions of a budget, or a separate budget, devoted to proposed improvements or additions to capital assets and a means of financing those additions. In Washington State, the budgeting of capital projects financed from general fund bonds is often referred to as the Capital Budget, while transportation capital projects are included within the Transportation Budget which includes both operating and capital appropriations for transportation agencies.

CARRY FORWARD

Identifies the base level of expenditures necessary to carry legislative authorizations in the ensuing biennium. The base includes carry forward of salary and comparable worth increases, legislatively mandated workload, or service changes and eliminations of nonrecurring costs.

CHIP SEAL

A single application of Bituminous Surface Treatment (BST) applied to existing pavement surfaces to correct surface raveling and oxidation of old pavements. Chip seal also provides a waterproof cover for an existing pavement structure.

CITY TRANSPORTATION AUTHORITY

A municipal corporation authorized by the state legislature to perform a public monorail function. The CTA has that authority for the city of Seattle. The term "Seattle Popular Monorail Authority" is the popular name for the CTA.

CLEAN AIR ACT AMENDMENTS OF 1990

Federal law that identifies "mobile sources" (vehicles) as primary sources of pollution and calls for stringent new requirements in metropolitan areas and states where attainment of National Ambient Air Quality Standards (NAAQS) is or could be a problem.

COMBINED LICENSING FEE

A fee which includes the base vehicle registration fee and a tax based on gross weight. The fee is levied on truck registrations within the state. RCW 46.16.070 and 46.16.085

COMMUTE TRIP REDUCTION LAW (CTR)

This state law requires major employers in the nine most populous counties of the state to reduce the number of single-occupant vehicle (SOV) trips and the number of vehicle miles traveled (VMT) by their employees. Other employers in those counties can also volunteer to participate in the program. The SOV trips and VMT must be reduced from a baseline year within homogeneous trip-reduction zones. The reductions are 15 percent after 2 years, 20 percent after 4 years, 25 percent after 6 years, and 35 percent after 12 years. RCW 70.94.524 - 70.94.600.

COMMUTER RAIL

A passenger railroad service using tracks that are part of the general commercial railroad system. The service is mainly for commuters and operates principally during commute rush hours. Typically this type of service uses rail cars whose seating capacity is greater than intercity rail cars that are designed for longer distances.

COMPREHENSIVE PLAN

A city's or county's plan for long-term development. Also a legal document required by the state's Growth Management Act. The detailed requirements for the plan are outlined in RCW 36.70A.

CONCURRENCY

The Growth Management Act requirement that adequate public services and facilities such as water, sewer, storm drainage, and transportation infrastructure must be available or planned and funded concurrent with occupancy of new development. Also, the level of service for that infrastructure must meet standards set by the city or county.

CONFORMITY

A federal and state requirement that transportation plans, programs, and projects should improve, not worsen air quality. Conformity applies in those counties in which there is a nonattainment area for carbon monoxide, particulate matter, or ozone.

CONGESTION MANAGEMENT SYSTEMS (CMS)

Federal law requires large metropolitan areas (200,000 population or more) and states to develop management plans that make new and existing transportation.

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)

A categorical funding program in the federal surface transportation law that establishes criteria and funding for projects and activities to reduce congestion and improve ambient air quality. To be eligible for CMAQ, projects and activities must contribute to achieving National Ambient Air Quality Standards and must be included in a Transportation Improvement Program (TIP).

COUNTY ROAD ADMINISTRATIVE BOARD (CRAB)

CRAB is an oversight agency for county road organizations. As part of that function, it administers the Rural Arterial and the County Arterial preservation programs for the state.

COUNTY TRANSPORTATION AUTHORITY

A governing authority for local public transportation service. Three County Commissioners and three city elected officials are the governing board. Gray's Harbor Transit is the only such agency to date.

DESIGN-BID-BUILD

The "standard" contracting and project procurement procedure. The design of the project is performed prior to the advertisement of the project for bid. The project is awarded to the lowest responsive bidder. The construction of the project is performed by the successful low-bid contractor.

DESIGN-BUILD

A contracting and project procurement procedure. The design/build concept allows the contractor flexibility in the selection of design, materials, and construction methods. Under the design/build concept, the contracting agency identifies the parameters for the desired end result and establishes the minimum design criteria. The prospective bidders then develop design proposals. The submitted proposals are rated by the contracting agency on the basis of design quality, timeliness, management capability, and cost.

DISTRIBUTION FORMULA

Refers to the statutorily defined formula for allocating state motor fuel tax revenues to specific programs and entities.

EIGHTEENTH AMENDMENT

Amendment to the State Constitution passed in 1944, stating that motor vehicle license fees, gas tax, and other state revenue intended for highway purposes may only be used for highway purposes.

EXCISE TAX

A tax imposed on the performance of an act, the engaging in an occupation, or the enjoyment of a privilege. May be applied to transactions based upon the value of the goods sold (e.g., sales tax or liquor tax) or on the units sold (gas tax or cigarette tax).

FIREWALL

A budgetary device separating certain federal spending within the discretionary spending category from other spending in the discretionary category. Spending for programs with firewalls may not be reduced in order to increase spending for other discretionary programs. The TEA-21 establishes, for fiscal years 1999-2003, a firewall to protect highway, highway safety, and transit revenue from being diverted to the general fund or not being spent.

FISCAL YEAR (Federal)

A 12-month period extending from October 1 in one calendar year to September 30 of the next calendar year. Federal Fiscal Year (FFY) 2003 will extend from October 1, 2002, to September 30, 2003.

FISCAL YEAR (State)

A 12-month period extending from July 1 in one calendar to June 30 of the next calendar year.

FUND

A fiscal and accounting entity with a self-balancing set of accounts recording case and other financial resources, together with all related liabilities and residual equities or balances, and changes, which are segregated for the purpose of carrying on specific activities or attaining certain objectives in accordance with special regulations, restrictions, or limitations.

FULL FAITH AND CREDIT

The pledge of the full taxing and borrowing powers of a government to pay its debt obligations.

GENERAL OBLIGATION (G.O.) BOND

A security backed by the full faith and credit of a state, locality, or other governmental authority. In the event of a default, holders of general obligation bonds have the right to compel a tax levy, other borrowing, or legislative appropriation in order to satisfy the debt obligation.

GRANT ANTICIPATION NOTES (GAN)

Short-term debt that is secured by grant money expected to be received after debt is issued. A GARVEE is a special type of GAN that is repaid with federal highway funds (see Grant Anticipation Revenue Vehicle).

GRANT ANTICIPATION REVENUE VEHICLE (GARVEE)

A GARVEE is any bond or other form of debt repayable, either exclusively or primarily, with future federal-aid highway funds under Section 122 of Title 23 of the United States Code. Although the source of payment is federal-aid funds, GARVEE's cannot be backed by a federal guarantee, but are issued at the sole discretion of, and on the security of, the state issuing entity.

GAS TAX

Also known as the motor fuel tax. Includes taxes on motor vehicle fuel and special fuel. This tax is levied against each gallon of motor fuel. RCW 82.36

GENERAL FUND

The main source of funds for general state government. RCW 43.79

GROSS WEIGHT FEE

Part of the combined licensing fee that is paid by trucks, buses, and for-hire vehicles, and is based upon the combined weight of vehicles and cargo.

GROWTH MANAGEMENT ACT (GMA)

A state law passed by the Legislature in 1990 and amended in 1991 which addresses the negative consequences of unprecedented population growth and suburban sprawl in Washington State. The GMA requires all cities and counties in the state to do some planning and has more extensive requirements for the largest and fastest-growing counties and cities in the state. Its requirements include guaranteeing the consistency of transportation and capital facilities plans with land use plans. RCW 36.70

HIGH CAPACITY TRANSPORTATION

Express or commuter service that operates on exclusive right-of-way, such as rail, bus ways, and HOV lanes.

HIGH OCCUPANCY VEHICLE (HOV)

An automobile, van, pick-up truck, or bus that carries enough people to travel in the HOV or Diamond Lane. In Washington State, most HOV lanes require that two or more persons travel together, although in some places three people are required.

HIGH-SPEED RAIL

A passenger railroad service offering high-speed service connecting cities or regions. Most high-speed rail systems operate in exclusive rights-of-way all or most of the time, but may share tracks with conventional railroad services in certain areas. The Japanese Shinkansen and French TGV are examples of the highest speed systems, and the Swedish X-2000 and Amtrak's Northeast Metroliner service are examples of slower high-speed systems.

INTELLIGENT VEHICLE HIGHWAY SYSTEMS (IVHS)

Refers to the advanced technology applications that automate highway and vehicle systems to enable more efficient and safer use of existing highways. Also known as Intelligent Transportation System (ITS).

INTERCITY PASSENGER RAIL

A passenger railroad service using either exclusive railroad tracks or tracks that are part of the general railroad system. Such service connects cities or regions, often crossing state boundaries. By federal law, Amtrak has exclusive rights to provide intercity service.

INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1991 (ISTEA)

The 1991 – 1998 federal surface transportation act which preceded TEA-21. (See "Authorization Act" for description of legislation.)

INTERNATIONAL FUEL TAX AGREEMENT (IFTA)

An agreement whereby states and provinces collect special fuel taxes from interstate truckers based in that state or province and distribute the taxes due to other jurisdictions. Each trucking company on a quarterly basis determines fuel taxes owed to each jurisdiction based on miles traveled and the tax rate in each jurisdiction.

INTERNATIONAL REGISTRATION PLAN (IRP)

An agreement whereby states and provinces collect motor vehicle registration fees from interstate truckers based in that state or province and distribute the taxes due to other jurisdictions. Each trucking company determines registration fees owed to each jurisdiction based on miles traveled and the tax rate in each jurisdiction.

JOINT TRANSPORTATION COMMITTEE (JTC)

The Joint Transportation Committee (JTC) was created during the 2005 Legislative Session. The purpose of the committee is to review and research transportation programs and issues to better inform state and local government policymakers, including legislators. The JTC's executive committee consists of the chairs and ranking members of the House Transportation Committee and the Senate Transportation Committee. The chairs of the House and Senate Transportation Committees serve as co-chairs of the JTC. Other legislators who are not JTC members may serve on JTC working groups depending on the subject matter of the committee's oversight and research projects.

LEVEL-OF-SERVICE (LOS)

A qualitative measure describing operational conditions within a traffic stream. This term refers to a standard measurement which reflects the relative ease of traffic flow on a scale of A to F, with free-flow being rated LOS-A and congested conditions rated as LOS-F. The counties or cities must cooperatively develop level-of-service standards for public services and infrastructure as a part of the policies governing growth management.

LIMITATION ON OBLIGATIONS

A limit on the amount of federal assistance that may be obligated during a specified time period. A limitation on obligations does not affect the scheduled apportionment or allocation of funds; it just controls the rate at which these funds may be used.

LIGHT RAIL

A range of electric-powered rail systems, from street cars operated as single units on streets with mixed traffic to trains of vehicles operating in exclusive, grade separated rights-of-way. The distinction between light rail transit and heavy rail is primarily based on carrying capacity; the latter carries more passengers. Another difference is that light rail transit draws its power from overhead catenaries, while heavy rail's power comes from an electric power source along the track. Portland's MAX system operates both in mixed traffic and on exclusive rights-of-way.

LONG-RANGE PLAN

A 20-year forecast plan now required at both the metropolitan and state levels, that must consider a wide range of social, environmental, energy, and economic factors in determining overall regional goals and how transportation can best meet these goals.

MAINTENANCE LEVEL

Identifies the additional cost of mandatory service and activities.

METROPOLITAN PLANNING ORGANIZATION

The agency designated by the Governor (or Governors in a multi-state area) to administer the federally required transportation planning process in a metropolitan area. An MPO must be in place in every urbanized area with a population over 50,000. The MPO is responsible for the 20-year long-range plan and the Transportation Improvement Program. The official name for an MPO may also be Council of Governments, Planning Association, Planning Authority, Regional or Area Planning Council, or Regional or Area Planning Commission. The ISTEA provides procedures under which local governments and Governor(s) may designate or redesignate an MPO.

MONORAIL

A single track, elevated public transportation system. The term also refers to the municipal corporation defined in RCW 36.94.010 and approved by voters of Seattle in November 2002.

MOTOR VEHICLE ACCOUNT

An accounting entity used to track Motor Vehicle Fund revenues not deposited into other special purpose accounts in the Motor Vehicle Fund. RCW 46.68.707

MOTOR VEHICLE EXCISE TAX (MVET)

Tax imposed on vehicle owners for the privilege of owning and operating motor vehicles in Washington. Prior to repeal in 2000, the rate on most vehicles was 2.2 percent of vehicle value. Vehicle value is determined by statutory valuation schedules and the original manufacturer's suggested retail price (MSRP) for vehicle. The excise tax was also an option for local high capacity transit and HOV lane development in King, Pierce, and Snohomish counties. In 2002, Initiative 776 set the gross weight fee for small trucks at \$30 per year, repealed the authorization for MVET for high capacity transit, and repealed the \$15 local option vehicle fee.

MOTOR VEHICLE FUND

A fund containing receipts from motor fuel taxes; motor vehicle registration licenses, permits, and fees; and other transportation user fees. May only be used for highway purposes as provided in the 18th Amendment of the State Constitution. Contains several special purpose accounts, including the Motor Vehicle Fund-Basic Account, which is often referred to interchangeably as the Motor Vehicle Account or Motor Vehicle Fund. The State Patrol Highway Account is also part of the larger, roll-up Motor Vehicle Fund.

MULTIMODAL TRANSPORTATION ACCOUNT

Account where certain transportation monies which are not constitutionally restricted to highways are deposited.

NATIONAL AMBIENT AIR QUALITY STANDARDS (NAAQS)

Standards created by the Environmental Protection Agency (EPA) to help mitigate the health impacts of air pollution. The EPA established NAAQS measures for six pollutants: carbon monoxide, ozone, particulate matter, lead, sulfur dioxide, and nitrous oxide.

NATIONAL HIGHWAY SYSTEM (NHS)

Designated by Congress in 1995. The NHS contains all Interstate routes, a large percentage of urban and rural principal arterials, and strategic highways and connectors. The ISTEA funding was available for the NHS.

NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES)

A part of the Clean Water Act that requires point source dischargers of pollutants to obtain a permit. The Department of Transportation is affected by this requirement because of highway runoff. The Department of Ecology administers the permitting process.

NET FOR DISTRIBUTION

As applied to the gas tax: gross collections less refunds for nonhighway use, transfers to nonhighway accounts in lieu of refunds, administrative expenses of the Department of Licensing.

NICKEL ACCOUNT

Account enacted to finance a list of highway improvements identified in the 2003 transportation budget and revenue package. Primarily funded by a 5 cent tax increase and a 15 percent increase in truck weight fees. Funds placed into this account are subject to the 18th Amendment of the Washington State Constitution and may only be used for highway purposes. (See *Funds* section for full text of the *18th Amendment*.)

NONATTAINMENT AREA

A nonattainment area does not meet the National Ambient Air Quality Standards. In Washington, Seattle/Tacoma, Spokane, and Vancouver are nonattainment areas for ozone and/or carbon monoxide. There are other nonattainment areas for particulate matter.

OBLIGATION

Commitment made by federal agencies to pay out money as distinct from the actual payments, which are "outlays." Generally, obligations are incurred after the enactments of budget authority.

OBLIGATION AUTHORITY

An annual determined limitation on the obligation of funds distributed through the federal budget. It controls the rate at which these funds may be used.

OFFICE OF FINANCIAL MANAGEMENT (OFM)

The agency that, on behalf of the Governor, develops budget proposals, manages agency budgets, develops state policy, generates official state demographic statistics, oversees accounting for state government, and performs other related functions.

OPERATING BUDGET

Plans of current expenditures and the proposed means of financing them. The operating budget is the primary means to ensuring that the financing, acquisition, spending, and service delivery activities of the state are controlled. The operating budgets for transportation agencies are contained within the omnibus Transportation Budget. The term "Operating Budget" or "General Fund Budget" is sometimes used as a general term for Omnibus Appropriations Act that provides the operating budgets for state agencies other than the transportation agencies.

PARATRANSIT

A variety of smaller, often flexibly scheduled-and-routed transportation services using low-capacity vehicles, such as vans. These services usually serve the needs of persons that standard mass-transit services would serve with difficulty, or not at all. Often, the patrons include the elderly and persons with disabilities.

PROVISO

A clause in a legislative bill that sets out specific conditions or exceptions to the general law.

PUBLIC-PRIVATE PARTNERSHIPS (PPP/PPI)

The Public Private Initiatives Act (PPI) enacted in 1993 and the Transportation Innovative Partnerships act of 2005 (Public Private Partnerships (PPP)) were enacted to provide flexibility for transportation projects to be financed using both public and private funds. This program is administered by the Department of Transportation. (*See Public Private Partnerships for chronology and program details*).

PUBLIC TRANSPORTATION BENEFIT AREA (PTBA)

Jurisdiction established to provide transit services and is the predominant governing authority for local transit agencies. PTBAs are controlled by a board of elected officials from jurisdictions within the PTBA. Also known as transit districts and are distinguished from city or county transit departments by being separate governmental entities. RCW 36.57A

REGIONAL TRANSIT AUTHORITY (RTA)

One of the agencies authorized by the state legislature to provide high capacity transportation. The RTA has that authority for King, Pierce and Snohomish counties. In 1997 the RTA board adopted the term "Sound Transit" as the popular name for the RTA.

REGIONAL TRANSPORTATION INVESTMENT DISTRICT (RTID)

A regional transportation government that may be formed in the region comprised of King, Pierce and Snohomish Counties. A regional plan including project lists and financing mechanism must be approved by voters of the region. The RTID legislation was passed in the 2002 Legislative Session.

REGIONAL TRANSPORTATION PLAN

A plan required of all Regional Transportation Planning Organizations (RTPOs) receiving funding for regional planning under the Regional Transportation Plan Program of the Growth Management Act.

REGIONAL TRANSPORTATION PLANNING ORGANIZATIONS

Authorized by the Legislature in 1990 as part of the Growth Management Act. RTPOs are created by local governments to coordinate transportation planning among jurisdictions and to develop a regional transportation plan. Washington State provides funding and a formal mechanism that is available to all local governments (and not only those required to plan under GMA) and the state to coordinate transportation planning for regional transportation facilities. Currently, RTPOs are formed through voluntary associations of local governments within regions defined as at least one county with at least 100,000 population or at least three counties if the combined population is less than 100,000.

REVENUE ALIGNED BUDGET AUTHORITY (RABA)

Authorized under TEA-21, RABA is the adjustment in federal funding made annually to the highway program, from FFY 2000 through FFY 2003 as a result of the adjustment in the firewall level for highways. The firewall level is adjusted to reflect revised receipt estimates (anticipated to be increases) for the Highway Account of the Highway Trust Fund. Then, adjustments equal to the firewall adjustment are made to federal-aid highway authorizations and obligation limitation for the fiscal year. Due to declining receipts the formula would have required adjusting federal transportation funding downward in 2002 and 2003; however, Congress authorized additional funding to make up the difference. The provision was not reauthorized when TEA-21 was temporarily extended.

REVOLVING FUND

A fund provided to carry out a cycle of operations. The amounts expended from the fund are restored with earnings from operations or by transfers from other funds, so that it is always intact, in the form of cash, receivables, inventory, or other assets. Expenditures from revolving funds do not require direct appropriation authority; however, all revenue in the fund comes from accounts for which appropriation authority has been provided.

SAFETEA-LU

Federal surface transportation legislation that succeeded TEA-21. Congress passed this legislation in 2005. It has an increased focus on safety and freight mobility. (*See Funding section for more details*).

STATE ENVIRONMENTAL POLICY ACT (SEPA)

Requires the evaluation of environmental impacts associated with a project or agency action prior to approval. Its purposes are to make decision-makers aware of the environmental consequences of their actions and to involve the public and other interested parties in the analysis.

STATE INFRASTRUCTURE BANK

A state or multi-state revolving fund that provides loans, credit enhancement, and other forms of financial assistance to surface transportation projects.

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

A short-term transportation planning document covering at least a three-year period and updated at least every two years. The STIP includes a priority list of projects to be carried out in each of the three years. Projects included in the STIP must be consistent with the long-term transportation plan, must conform to regional air quality implementation plans, and must be financially constrained (achievable within existing or reasonably anticipated funding sources).

STATE IMPLEMENTATION PLAN (SIP)

A three-year investment strategy required at the state level that addresses the goals of the state long-range plan and lists priority projects and activities throughout the state.

SURFACE TRANSPORTATION PROGRAM (STP)

One of the primary capital programs in federal surface transportation law. It provided flexibility in expenditure of "road" funds for nonmotorized and transit modes and for a category of activities known as transportation enhancements. It also broadened the definition of eligible transportation activities to include pedestrian and bicycle facilities and enhancement of community and environmental quality with 10 categories of activities.

TORT CLAIMS

Regarding amounts provided in the budget, tort claims are payments for claims based on a grievance for which the state has been found to be legally responsible. A tort is a wrongful act other than a breach of contract for which a civil action for damages can be brought.

TRANSPORTATION BUDGET

One of three state budget bills. Contains appropriations used to support state transportation programs. Most appropriated revenue is from transportation user fees.

TRANSPORTATION CONTROL MEASURES

Implemented to enable nonattainment areas to meet their emissions goals. They can include TDM measures, parking policies and pricing, or other system improvements that reduce congestion.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

An effort to reduce the number of people traveling by single-occupant vehicles (SOV) by promoting non-SOV modes of transportation (e.g., carpools, vanpools, transit). TDM efforts may also discourage the use of SOVs by imposing tolls or taxes.

TRANSPORTATION EQUITY ACT FOR THE 21ST CENTURY (TEA-21)

The federal surface transportation highway funding authorization act for federal fiscal years 1998-2003 (October 1, 1997 - September 30, 2003). Retained and built on most programs established under the previous legislation (see Intermodal Surface Transportation Efficiency Act

of 1991 - ISTEA). New elements included guaranteed and protected spending levels (see Firewall and Revenue Aligned Budget Authority), increased spending, and a new way of addressing funding equity between states.

TRANSPORTATION FUND

Fund that includes transportation accounts not restricted by the 18th Amendment of the State Constitution. The Multi-modal Account is part of the Transportation Fund.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

A three-year transportation investment strategy required under federal law. It is similar to the six-year program required by state law, which addresses the goals of the long-range plans and lists priority projects and activities for the region. [At the state level, the TIP is also known as a state transportation improvement plan (STIP), not to be confused with a SIP. TIPs from all regions are incorporated in the STIP.]

TRANSPORTATION INFRASTRUCTURE FINANCE INNOVATION ACT (TIFIA)

A federal credit program for projects of national significance that includes secured loans, loan guarantees, and lines of credit.

TRANSPORTATION MANAGEMENT AREA (TMA)

Transportation Management Areas (TMAs) are large MPOs. Urbanized areas over 200,000 in population are automatically designated as TMAs and are subject to special planning requirements under federal surface transportation laws (e.g., ISTEA, TEA-21). Additional areas may be designated TMAs if the Governor and the MPO or affected local officials request designation. TMAs have greater project selection authority for transportation improvement projects using federal Surface Transportation Program funds, but must also develop Congestion Management Systems and are subject to triennial certification reviews by FHWA and FTA.

TRANSPORTATION PARTNERSHIP ACCOUNT (TPA)

Expenditures from this account must be used only for projects or improvements identified as 2005 transportation partnership projects or improvements in the omnibus transportation appropriations act, including any principal and interest on bonds authorized for the projects or improvements. Funded by 2005 fuel tax increase.

TRANSPORTATION PERMIT EFFICIENCY AND ACCOUNTABILITY COMMITTEE (TPEAC)

Formed in 2001 to examine opportunities to streamline environmental permitting of transportation projects including developing a pilot process for projects, a one-stop permit decision-making process for projects of statewide significance, and a programmatic permitting process. The committee is made up of representatives of cities, counties, the Departments of Transportation, Fish and Wildlife, and Ecology, and four legislators, as well as representatives from industry, environmental groups, and state and federal agencies.

TRANSPORTATION SYSTEM MANAGEMENT (TSM)

A variety of actions and activities designed to make the existing transportation system more efficient. For example, traffic light or signal synchronization.

UNINCORPORATED TRANSPORTATION BENEFIT AREA (UCTA)

A transit district whose area only includes unincorporated areas (areas not in city boundaries). The County Commission is the governing body. The only UCTA is in Garfield County.

URBAN GROWTH AREA

Areas where urban growth will be encouraged. Counties and cities must cooperatively establish the urban growth areas. Cities must be located inside urban growth area. Once established, cities cannot annex land outside the urban growth boundary. Growth outside of the urban growth boundary must be rural in character.

VALUE PRICING

Also known as Congestion Pricing. The use of charges for road usage to manage congestion; encouraging users to vary usage by increasing user costs during peak periods.

Glossary of Acronyms

4-R	A classification of highway construction (reconstruction, resurfacing, restoration, and rehabilitation), distinct from "new" construction
AA	Alternatives Analysis (a process for evaluating alternative methods to address transportation needs in a region)
AAA	American Automobile Association
AAMVA	American Association of Motor Vehicle Administrators
AASHTO	American Association of State Highway & Transportation Officials
ACCESS	A Central Computerized Enforcement System for WSP
ACCT	Agency Council on Coordinated Transportation
ADA	Americans with Disabilities Act (Federal)
AFIS	Automated Fingerprint Identification System
AFRS	Agency Financial Reporting System (Statewide financial monitoring system maintained by Office of Financial Management.)
AGC	Associated General Contractors
AL	Annual Leave
APTA	American Public Transit Association
ATV	All-Terrain Vehicle
AWC	Association of Washington Cities
BAC	Blood Alcohol Content
BPC	Board of Pilotage Commissioners (State)
BRCT	Blue Ribbon Commission on Transportation
CAAP	County Auditors' Automation Project
CAPP	County Arterial Preservation Program
CERB	Community Economic Revitalization Board (State)
CIPP	Capital Improvement and Preservation Program
CMAQ	Congestion Mitigation and Air Quality Program
CN	Construction

COPS	Community Oriented Policing Services (WSP program)
CPMS	Capital Program Management System
CPSPTA	Central Puget Sound Public Transportation Account
CRAB	County Road Administration Board (State)
CSG	Council of State Governments (also Western Conference CSG--13 western states)
CTA	County Transportation Authority
CTR	Commuter Trip Reduction
CVEO	Commercial Vehicle Enforcement Officer (WSP)
CVISN	Commercial Vehicle Information Systems Network
DART	Dial-A-Ride Transit
DCTED	Department of Community, Trade & Economic Development (State)
DIS	Department of Information Services (State)
DOE	Department of Ecology (State)
DOL	Department of Licensing (State)
DOP	Department of Personnel (State)
DOR	Department of Revenue (State)
DOT	Department of Transportation (State)
DUI	Driving Under the Influence
DWI	Driving While Intoxicated
EIS	Environmental Impact Statement
ERP	Expert Review Panel (State)
ESSTA	Evergreen State Specialized Transportation Association
FAA	Federal Aviation Administration (Division of U.S. DOT)
FCC	Federal Communications Commission
FEMA	Federal Emergency Management Act (federal law); Federal Emergency Management Administration (office which administers the Act)

FGTS	Freight and Goods Transportation System
FHWA	Federal Highway Administration (Division of U.S. DOT)
FMSIB	Freight Mobility Strategic Investment Board (State)
FRA	Federal Railroad Administration (Division of U.S. DOT)
FTA	Federal Transit Administration (Division of U.S. DOT--formerly UMTA)
FTE	Full-Time Equivalent Employee
GF	General Fund (State)
GIS	Geographic Information System
GMA	Growth Management Act (State)
HCT	High Capacity Transportation
HCTA	High Capacity Transportation Account
HOV	High Occupancy Vehicle
HOT	High Occupancy/Toll
HSF	Highway Safety Fund (State)
HSGT	High Speed Ground Transportation
HTC	House Transportation Committee
HTF	Highway Trust Fund (Federal)
HUF	Highway Users Federation
IFTA	International Fuel Tax Agreement (for interstate trucks)
IRP	International Registration Plan (for interstate trucks)
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991 (Federal)
JIS	Judicial Information System
JLARC	Joint Legislative Audit & Review Committee
JRPC	Joint Regional Planning Committee (duties transferred to RTA)
JTC	Joint Transportation Committee
LAMP	License Application Migration Project

LEAP	Legislative Evaluation & Accountability Program Committee
LETS	Law Enforcement Telecommunication System of WSP
LID	Local Improvement District
LOS	Level of Service (measure of traffic congestion)
LRFA	Local Rail Freight Assistance
LSC	Legislative Service Center
LSO	Licensing Services Office (DOL)
LTC	Legislative Transportation Committee
MEC	Marine Employees' Commission (State)
METRO	Municipality of Metropolitan Seattle
MIS	Major Investment Study
MHTA	Multistate Highway Transportation Agreement
MLS	Master License Service
MPO	Metropolitan Planning Organization (e.g., Puget Sound Regional Council)
MVET	Motor Vehicle Excise Tax
MVF	Motor Vehicle Fund (State)
NAAQS	National Ambient Air Quality Standards
NARUC	National Association of Regulatory Utility Commissioners
NCSL	National Conference of State Legislatures
NHS	National Highway System (designated under ISTEA)
NHTSA	National Highway Traffic Safety Administration (Division of U.S. DOT)
NOVA	Non-Highway and Off-Road Vehicle Activities Program Account
NPAIS	National Plan of Integrated Airports System
NTSB	National Transportation Safety Board
OA	Obligation Authority
OFM	Office of Financial Management (State) (Governor's budget office)

OMS	Office of Marine Safety
ORV	Off-Road Vehicle
OUM	Office of Urban Mobility (DOT)
PAM	Patrol Allocation Model
PE	Preliminary Engineering
PFA	Passenger Ferry Account
PICS	Patrol Information Collection System (Washington State)
POPS	Problem Oriented Public Safety (WSP program)
PPP/PPI	Public Private Partnerships/Public-Private Initiatives program
PSCCA	Puget Sound Capital Construction Account (an account within the state Motor Vehicle Fund earmarked for ferry construction)
PSEA	Public Safety & Education Account
PSFOA	Puget Sound Ferry Operations Account (an account within the state Motor Vehicle Fund earmarked for ferry operations subsidy)
PSRC	Puget Sound Regional Council
PTBA	Public Transportation Benefit Area (a public transportation system, either less or greater than a single county)
PTSA	Public Transportation Systems Account
RAP	Rural Arterial Program (State)
RATA	Rural Arterial Trust Account
RCW	Regional Councils of Washington
RCW	Revised Code of Washington (state law)
RFP	Request for Proposal
RID	Road Improvement District
RTA	Regional Transit Authority
RTP	Regional Transportation Plan
RTPO	Regional Transportation Planning Organization

SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users
SCCIT	Snohomish County Committee for Improved Transportation
SEPA	State Environmental Policy Act
SIP	State Implementation Plan
SL	Sick Leave
SOV	Single Occupancy Vehicle
SPHA	State Patrol Highway Account
SPMA	Seattle Popular Monorail Authority
STC	Senate Transportation Committee
STP	Surface Transportation Program (part of ISTEA)
TAG	Transportation Analysis Group (formerly the Road Jurisdiction Committee)
TBD	Transportation Benefit District
TDM	Transportation Demand Management
TEA-21	Transportation Equity Act for the 21 st Century
TEIS	Transportation Executive Information System
TF	Transportation Fund
TIA	Transportation Improvement Account
TIB	Transportation Improvement Board (State)
TIFIA	Transportation Infrastructure Finance Innovation Act
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TNB	Tacoma Narrows Bridge
TPA	Transportation Partnership Account
TPAB	Transportation Performance Audit Board
TPEAC	Transportation Permit Efficiency and Accountability Committee
TRAC	Title and Registration Advisory Committee

TRB	Transportation Research Board (Federal)
TRAINS	Transportation Reporting & Accounting Information System
TSA	Transit Security Administration
TSM	Transportation Systems Management
UTA	Urban Arterial Trust Account
UCC	Uniform Commercial Code
UIW	United Infrastructure Washington, Inc.
UMTA	Urban Mass Transportation Administration (Federal) (Division of U.S. DOT--now renamed Federal Transit Administration)
USCG	U.S. Coast Guard (Division of U.S. DOT) (Federal)
UTC	Utilities & Transportation Commission (State)
USDOT	United State Department of Transportation (Federal)
UTBA	Unincorporated Transportation Benefit Area
VATA	Valley Area Transportation Alliance (Kent)
VMT	Vehicle Miles Traveled
WAC	Washington Administrative Code
WACIC	Washington Crime Information Center
WACO	Washington Association of County Officials
WAPA	Washington Association of Prosecuting Attorneys
WASHTO	Western Association of State Highway & Transportation Officials (a division of AASHTO)
WASPC	Washington Association of Sheriffs and Police Chiefs
WAVS	Washington Association of Vehicle Subagents
WFE	Washington Fruit Express
WPPA	Washington Public Ports Association
WSAC	Washington State Association of Counties
WSDOT	Washington State Department of Transportation (see DOT)

WSF	Washington State Ferries
WSGRTA	Washington State Good Roads & Transportation Association
WSP	Washington State Patrol
WSTA	Washington State Transit Association
WSTC	Washington State Transportation Commission
WTA	Washington Trucking Association
WTA	Washington Transportation Alliance
WTP	Washington's Transportation Plan (20-year multimodal plan)
WTS	Women's Transportation Seminar
WTSC	Washington Traffic Safety Commission (State)
WUTC	Washington Utilities & Transportation Commission (see UTC)