JOINT TRANSPORTATION COMMITTEE

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January 11, 2013

To Persons Interested in Transportation in Washington State:

We are pleased to present the fourteenth edition of the *Transportation Resource Manual*. We hope this manual will give persons interested in transportation policy the information they need to understand Washington's transportation system and make informed decisions.

Washington State's transportation system is an elaborate network of roads, railways, runways, paths and trails, governed and operated by public and private entities, and supported through a myriad of funding sources including federal, state and local taxes, and private capital.

The *Transportation Resource Manual* is a comprehensive primer of Washington's complex transportation system, its governance and its funding. Revenue estimates used throughout the manual are based on the November 2012 revenue forecast.

A searchable electronic version of the manual is available on the JTC website:
http://www.leg.wa.gov/JTC/trm/Pages/TransportationResourceManualFebruary2013Update.aspx

If you have any questions or comments about the *Manual*, please contact Beth Redfield, staff to the Joint Transportation Committee, at 360-786-7327.

We hope this manual will be a useful resource for you. Our gratitude is expressed to the agencies and organizations which have contributed to this effort.

Representative Judy Clibborn
Co-Chair

Senator Mary Margaret Haugen
Co-Chair

Representative Mike Armstrong

Senator Curtis King

Washington State

Transportation Resource Manual

(Updated January 2013)

Joint Transportation Committee

2013-2015
Transportation Resource Manual

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* 18th Amendment tax or fee
** Revenues deposited in General Fund
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Transportation Budget

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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 (46.5%), business and occupation tax (21.3%), and property taxes (12.4%).
- 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 2011-13 biennium, capital program appropriations represent $6.7 billion of the transportation budget, and operating programs total $3.1 billion.

Source:

- The primary sources of funding for the 2011-13 transportation budget are motor vehicle fuel taxes (32.5%); bonds (23.9%); federal funds (20.1%); license, permits and fees (12.9%); ferry fares (4.2%); 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. 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.

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 2011-13 transportation budget, including the changes made in the 2012 Supplemental, are $9.86 billion. Of that amount, 68% is for capital purposes and 32% is for operating purposes.

Information on the most recent legislatively enacted budget can be found at the LEAP Committee website: http://leap.leg.wa.gov/leap/default.asp

In the larger agencies, such as the Department of Transportation, 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.

Transportation Operating Budget

Of the total 2011-13 transportation operating budget the major expenditure categories are shown below. Over 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.

Transportation Operating Budget

Agency/Program, 2011-13	Dollars (1000s)	Share of budget
Bond Retirement and Interest	1,017,801	32.4%
WSDOT - WA State Ferries-Op	475,135	15.1%
WSDOT - Highway Maintenance	384,209	12.2%
Washington State Patrol	375,278	11.9%
Department of Licensing	245,061	7.8%
WSDOT - Public Transportation	113,102	3.6%
WSDOT - Charges from Other Agys	76,932	2.4%
WSDOT - Information Technology	70,681	2.2%
WSDOT - Toll Op & Maint-Op	56,096	1.8%
WSDOT - Traffic Operations	51,118	1.6%
WA Traffic Safety Commission	48,880	1.6%
WSDOT - Planning, Data & Resch	48,510	1.5%
WSDOT - Pgm Delivery Mgmt Suppt	46,546	1.5%
WSDOT - Rail	34,042	1.1%
WSDOT - Transportation Mgmt	28,392	0.9%
WSDOT - Hwy Mgmt & Facilities	25,466	0.8%
WSDOT - Local Programs	11,085	0.4%
WSDOT - Aviation	8,152	0.3%

Transportation Capital Budget

Of the total 2011-13 transportation capital budget the major expenditure categories in the next table. The “mobility” category accounts for well over 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. "Economic initiatives" are highway projects with a freight or economic development purpose. For instance, the Snoqualmie Pass project is included in this category.

Transportation Capital Budget

Agency/Program, 2011-13	Dollars (1000s)	Share of budget
WSDOT - Improvements - Mobility	4,405,962	65.5%
WSDOT - WA State Ferries	414,194	6.2%
WSDOT - Rail	303,085	4.5%
WSDOT - Preservation - Roadway	286,783	4.3%
WSDOT - Preservation - Structures	246,724	3.7%
Transportation Improvement Board	246,315	3.7%
WSDOT - Improvements - Safety	170,854	2.5%
WSDOT - - Economic Initiatives	170,709	2.5%
WSDOT - Local Programs	107,574	1.6%
County Road Administration Board	96,244	1.4%

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 $7.9 billion for the 2011-13 biennium.

2011-13 Transportation Revenue

Source of revenue	$ millions	Share of total revenue
23 cent gas tax	1,707	21.6%
5 cent gas tax	322	4.1%
2005 gas tax	547	6.9%
Licenses, permits and fees	1,023	12.9%
25 cent ferry capital surcharge	8	0.1%
Ferry fares	300	3.8%
Vehicle sales tax	68	0.9%
Rental car tax	51	0.6%
Toll revenue	264	3.3%
Miscellaneous, includes transfers	97	1.2%
Local Funds to WSDOT	39	0.5%
Federal Funds to WSDOT	1,590	20.1%
Bond Sales, including SR 520 Bridge Funds	1,885	23.9%
Balance from previous biennium	167	na
TOTAL	**7,901**	**100.0%**

Based on February 2012 Revenue Forecast and Supplement Budget

Gas Tax

Washington State currently has a 37.5 cent per gallon gas tax on gasoline and diesel fuels.

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 ($2.3 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.

Biennial Distribution of the 37.5 cent gas tax ($2.3 billion)

Account	Cents	$ millions	Share of total revenue
Motor Vehicle Account	10.21	639.2	27%
Special Category C Account	0.75	47	2%
Ferry Capital and Operating	1.08	67.7	3%
2003 Transportation "Nickel" Account	5	313.1	13%
Transportation Partnership Account	8.5	532.2	23%
Cities	2.96	185.3	8%
Transportation Improvement Board	3.04	190.6	8%
Counties	4.92	308.2	13%
Country Road Administration Board	1.03	64.7	3%
TOTAL	37.5	2,348	100%

Based on February 2012 Revenue Forecast and Supplemental Budget

- **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**
  - **Transportation Improvement Program**– 3.04 cents distributed by the Transportation Improvement Board as grants for congestion projects primarily in cities. However, historically approximately 0.72 cents of this amount has gone to county projects.
  - **Small City Pavement and Sidewalk Program** - 0.03 cents distributed to cities with populations of 5,000 or less.

- **County Road Administration Board**
  - **Rural Arterial Program** - 0.58 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** - 0.45 cents 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.

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

2011-13 Distribution of License Permit and Fee Revenue

Account receiving fee revenue	$ millions	Share of total revenue
Highway Safety Fund	165.7	15.0%
Freight Mobility Mulitmodal Account	6.0	0.5%
State Ferries Operating	14.9	1.3%
Transportation Partnership Account	40.3	3.6%
Transportation 2003 Nickel Account	32.9	3.0%
Multimodal Trasnportation Account	127.8	11.6%
Motor Vehicle Account	376.7	34.1%
WA State Patrol Copies of Driving Records	30.8	2.8%
WA State Patrol License Fees	294.3	26.6%
License Plate Technology Account	2.9	0.3%
DOL Services Account	5.9	0.5%
Ignition Interlock Device Revolving Account	2.4	0.2%
Motorcycle Safety Education Account	4.5	0.4%
TOTAL	1,104.9	100.0%

Based on February 2012 Revenue Forecast and Supplemental Budget

- **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 2011-13 biennium are estimated at $300 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 $0.93 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, and 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 vehicle purchases. These revenues, along with the rental car sales tax, generate most of the funds used for non-highway purposes.

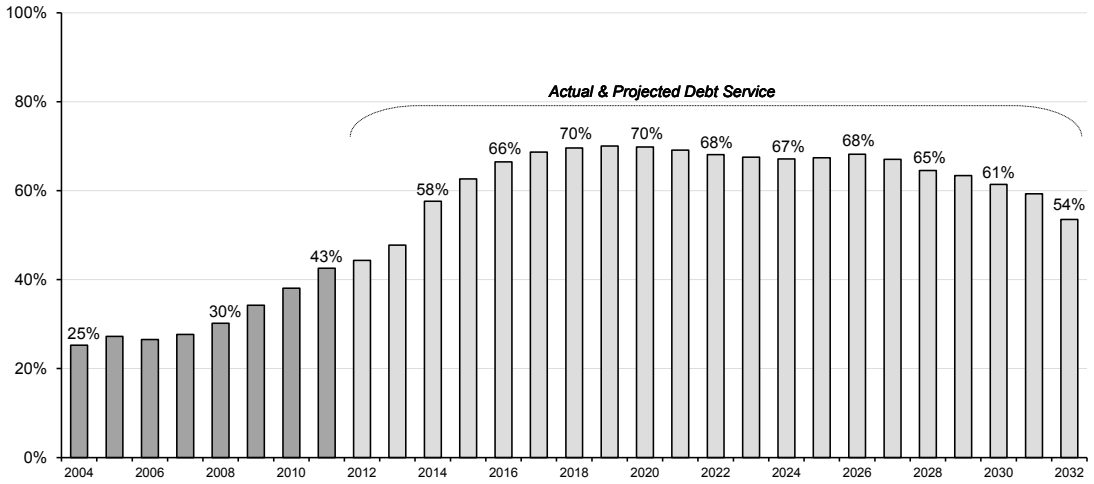
- **Rental Car Sales Tax**
  Washington State has a 5.9% sales tax on rental cars. In terms of flexible revenue sources, the rental car tax is the second largest contributor to the Multimodal Transportation Account.

- **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 1930s, however, public debt was incurred for highway construction projects.
- Debt financing has 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 projects backed by a five cent increase in the gas tax. Also in 2003, $349 million in bonds were authorized and backed by revenues from the Multimodal Transportation Account. These multimodal 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 by 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.
- In 2009, $1.95 billion of SR 520 bonds were authorized to pay for State Route 520 corridor projects, including the replacement of the floating bridge and east side connections. The SR 520 bonds are first payable by tolls and then backed by gas tax revenues and the full faith and credit of the state. This is in contrast to the Tacoma Narrows Bridge bonds which are first payable by gas tax revenues and reimbursed from toll revenue.
- The chart on the next page 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 2018-20.

Debt Service as a Percent of the State's Overall Share of the Fuel Tax
(State Share 12.04¢ + 5¢ + 8.5¢ = 25.5¢)



- 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, the 2003 Transportation Account, and the Transportation Partnership Account.
- Excludes debt service on R49 bonds used to finance the Tacoma Narrows Bridge.

Federal Funding

- The Moving Ahead for Progress in the 21st Century Act (MAP-21) was enacted by Congress in June of 2012, authorizing federal funding through Federal Fiscal Year (FFY) 2014 for highways, bridges, highway safety, mass transportation (including transit, rail, air, ferry systems), transportation alternatives (e.g., bicycle/pedestrian facilities, recreational trails), and air quality issues. Other features of MAP-21 included:
  - Continued funding at FFY12 levels plus inflation, depending on appropriations;
  - Extension of the federal gas tax through FFY16.
  - Consolidation and elimination of federal programs: elimination of most competitive discretionary programs; remaining programs are mostly formula-driven; earmarks eliminated.
  - Moves to a performance based system: the Act identifies national goal areas (safety, system reliability, infrastructure condition, congestion reduction) and gives USDOT 18 months to establish performance measures. States and MPOs will set the performance targets. Failure to make progress will result in penalties against federal funding.
- Previous federal transportation authorization legislation:
  - The Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) provided four years of funding (FFYs 2005 through 2009) with continuing resolutions through FFY 2011.
  - The Transportation Equity Act for the 21st Century (TEA-21) was enacted for a six year period (FFYs 1998-2003).
  - The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) expired in 1997.
- *See Federal Funding section on page 135 for additional details.*

Transportation Budget Process

- Each summer all state agencies, including those funded by the transportation budget, 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.
- Typically in December, 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 2013, the Senate will initiate the budget. It is also customary for the first legislative budget to be released shortly after the spring revenue forecast. In odd numbered years, the forecast is released in mid-March, in even numbered (supplemental budget) years, the forecast occurs in February.
- After the Governor's budget is introduced and referred to the House and Senate transportation committees, the following typically occurs:
  - The Governor's budget office presents the Governor's budget recommendations;
  - Agencies present their budget requests to the committees;
  - Public hearings 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;
  - The committee chair of the initiating chamber presents a budget proposal for the committee's consideration; and
  - An executive session is held to vote on the chair's proposed budget bill and consider possible committee 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 floor action on the budget bill (and all others) on the floor of the House or Senate.
- 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 budget is developed on a biennial basis starting July 1 of each odd-numbered year. State fiscal years run from July 1 to June 30. State agency appropriations are made either by fiscal year or for the biennium, depending on the account and fund source. 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 (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 and the modification relates to fiscal matters.
- Expenditure authority of agencies is limited by appropriation levels and proviso language included in budget legislation.
- Bills other than budget bills may also contain appropriations.
- The Governor is required to propose a biennial budget to the Legislature by December 20 preceding odd year legislative sessions. Supplemental budgets are to be submitted not fewer than 20 days prior to legislative session.
- The Governor may veto whole sections of the budget bill or individual provisions in their entirety.
- 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 regular 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, as outlined each year in the House and Senate session cutoff calendars.
- 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.
- Beginning with the 1990 transportation revenue increase, the Legislature has provided project-specific direction. In 1990, the Legislature established the Special Category C program which initially earmarked the additional portion of the gas tax to improvements on Seattle's First Avenue South Bridge (State Route 509), State Route 18, and the Spokane North-South 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 passed the 2003 transportation package, providing additional highway and multi-modal revenues for a list of projects referenced specifically by project, fund, and amount.
- In 2005, the Legislature enacted the Transportation Partnership Account. Similar to the 2003 transportation package, additional revenues were provided solely for a list of projects referenced specifically by project, fund, and amount. Expenditures from this account are limited to projects or improvements identified as 2005 transportation partnership projects or improvements, including any principal and interest on bonds authorized for the projects or improvements.

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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.
- I-601 requires a two-thirds vote of the Legislature for tax increases. The initiative has since been amended by Initiatives 960, 1053, and 1185. Transportation tax increases have not been interpreted to be subject to the 601 two-thirds vote requirement, but are subject to the two-thirds requirement under Initiatives 960, 1053, and 1185.

  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 Motor Vehicle Excise Tax (MVET). Two of the main effects of Referendum 49 were to: (1) reduce taxes by changing the depreciation schedule; and (2) redirect 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.

Main Provisions

The voters passed Initiative 695 (I-695) on November 2, 1999, repealing the MVET and nullifying many of the provisions of Referendum 49.

Subsequent Actions

The constitutionality of I-695 was challenged and brought before King County Superior Court. On March 14, 2000, the court ruled that the I-695, 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, it is estimated that I-695 reduced motor vehicle taxes and fees by as much as $1.1 billion in the 1999-01 Biennium and 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% would typically have gone 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), and certain other eligible transit districts, to levy a voter-approved, high capacity transportation MVET was repealed.
- 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's effective date, a legal action was filed against the state challenging the Initiative's constitutionality. This legal challenge, and other court decisions that came later, required the Department of Licensing to continue collecting the local option fees on behalf of the local jurisdictions that had imposed the fees. Douglas and Snohomish Counties chose not to join the law suit and stopped imposing 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 RTAs (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 until the bonds are paid off. The court finding was 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.

The Initiative defined the phrase "raises taxes" to mean any action or combination of actions by the Legislature that increases state tax revenue deposited in any fund, budget, or account, regardless of whether the revenues are deposited into the general fund (see RCW 43.135.034(1)(b)).

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.

Fee increases--The Initiative requires prior legislative approval of fees, both when imposing new fees or increasing 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.

Subsequent Changes

The tax increase provisions of Initiative 960 were temporarily suspended during the 2010 Legislative session.

For more background on Initiative 960 see: Senate Committee Services Initiative 960 Summary

Initiative 1053—Tax and Fee Increases Imposed by State Government

Background

Initiative 1053 was approved by the voters on November 2, 2010.

Major Provisions

Initiative 1053 reinstates the statutory requirement that any action or combination of actions by the legislature that raises state taxes must be approved by either a two-thirds vote in both houses of the legislature or approved in a referendum to the people.

The Initiative also restates that new or increased state fees must be approved by a majority vote in both houses of the Legislature.

Subsequent Changes

In May 2012 King County Superior Court ruled that the 2/3 tax vote requirement was invalid. The ruling has been appealed to the state Supreme Court.

For more background on Initiative 1053 see: House Office of Program Research Initiative Summary 1053

Initiative 1185—Tax and Fee Increases Imposed by State Government

Background

Initiative 1185 was approved by the voters on November 6, 2012.

Major Provisions

Initiative 1185 reinstates the statutory requirement that any action or combination of actions by the legislature that raises state taxes must be approved by either a two-thirds vote in both houses of the legislature or approved in a referendum to the people.

The Initiative also restates that new or increased state fees must be approved by a majority vote in both houses of the Legislature.

For more background on I-1185 see: House Office of Program Research Initiative 1185 Summary

18th Amendment to the Constitution

The 18th Amendment to the Washington State Constitution restricts the expenditure of gas tax and vehicle license fees deposited into the motor vehicle fund to "highway purposes."

The text of the amendment reads as follows:

"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."

Case Law:

The following issues have been specifically defined in the context of the 18th Amendment:

- Public Transportation – The expenditure of 18th amendment protected funds for the financing of a public transportation system violates the 18th amendment since it is not for a highway purpose contemplated by the 18th amendment (*State ex rel. O'Connell v. Slavin*, Washington Supreme Court - 1969).

- Park and Ride facilities – The expenditure of 18th amendment protected funds on the construction of park and ride facilities does not violate the 18th Amendment because such facilities are directly related to a more efficient and safer operation of the highway system (*Washington State Highway Commission v. O'Brien*, Washington Supreme Court - 1974).

- Relocation of Utilities – The expenditure of 18th amendment protected funds on the relocation of utilities violates the 18th amendment because the relocation of such facilities does not directly or indirectly benefit the highway system (*Washington State Highway Commission v. Pacific Northwest Bell Tel. Co.*, Washington Supreme Court – 1961).

- Debt Payment – The expenditure of 18th amendment protected funds for the repayment of bonds issued for the construction of a highway bridge does not violate the 18th amendment because the bonds were issued for a highway purpose (*State ex rel. Bugge v. Martin*, Washington Supreme Court – 1951).

- Tort Claims – The expenditure of 18th amendment protected funds for the payment of tort judgments violates the 18th amendment because such an expenditure does not relate to the highway purposes listed in the amendment (*Automobile Club of Wash. v. City of Seattle*, Washington Supreme Court – 1959). However, please note that the case was decided before the state waived its sovereign immunity.

- Motor Vehicle Excise Tax Revenue – Motor Vehicle Excise Tax revenue may be deposited into the Motor Vehicle Fund to be used for highway purposes, although the 18th Amendment does not require such deposits (*State ex rel. Heavey v. Murphy*, Washington Supreme Court - 1999).

- Valuation of Highway Property - Valuation performed in anticipation of the eventual transfer or lease of highway land indirectly benefits public highways and serves a valid highway purpose under the 18th Amendment (*Freeman v. Gregoire*, Washington Supreme Court – 2011).

- Other Taxes Imposed on Gas - Because the Hazardous Substance Tax was enacted for the purpose of cleaning up spills of hazardous substances, it falls under the 18th Amendment's proviso excluding the tax from the "highway purposes" restrictions (*Automotive United Trades Organization v. State*, Washington Supreme Court – 2012).

- Gas Tax Refunds – Refunds for gas taxes levied on nonhighway driving, to benefit recreational trails, comes within the Legislature's plenary powers of taxation, and nothing in the 18th Amendment prohibits it. Such refunds for gas taxes are considered a "highway purpose" under the 18th Amendment (*Motorcycle Ass'n v. Interagency Comm.*, Washington Court of Appeals - 2005). However, the refunds must benefit nonhighway users who paid the gas taxes (*Wash. Off-Highway Vehicle Alliance et al. v. State*, Washington Court of Appeals – 2011).

State Taxes and Fees
Overview and Table of Contents

This section summarizes most of the state's transportation taxes and fees, 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.

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* 18th Amendment tax or fee

** Revenues deposited in General Fund

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

Summary of Transportation Taxes and Fees, 2011-13

Revenue Source	Amount	2011–13 Forecast
Aircraft Dealers License Fee	$75 per calendar year $10 for additional certificates	Minimal
Aircraft Excise Tax	$20-$125 per year	$0.6 million
Aircraft Fuel Tax	11 cents per gallon	$5.8 million
Aircraft Registration Fee	$15 per year per aircraft	$0.24 million
Camper Registration Fee*	$4.90 Original; $3.50 Renewal	$0.18 million
Commercial Driver License	$85 every five years or $17 per year in addition to the fee for basic driver license $10 for instruction permit	$6.7 million
Commercial Vehicle Safety Inspection Fee	$16 per vehicle per year	$4.7 million
Copies of Driver's Record	$13 per copy $6.50 to Highway Safety Fund (HSF) $6.50 to State Patrol Highway Account (WSP)	$65.4 million $32.7 million to HSF $32.7 million to WSP
Driver Instruction Permits	$25 for photo or non-photo (good for one year)	$7.9 million
Driver License Examination Fee	$35 per exam	$19.1 million
Driver License Fee	$45 for five year license or $9 per year	$67.9 million
Driver License Reinstatement Fee	$75 (non-alcohol-related offense) $150 (alcohol-related offense)	$15.0 million
Duplicate Driver License Fee	$20 per license/ ID card/ permit	$9.1 million
Electric Vehicle License Fee	$100	$0.07 million
Enhanced Driver License/Identification Card Fee	$15 additional fee original or renewal with driver license or identification card	$2.9 million
Farm Exempt Decal Fee*	$5 one-time fee	Minimal
Farm Vehicle Reduced Gross Weight Fee*	License Fee by Weight (Annual) less $23, divided by 2, plus $23	$2.0 million
Farm Vehicle Trip Permit Fee	$6.25 for partial month, up to four permits authorized per year	Minimal
Ferry Fares	Set by Transportation Commission	$316.8 million
For-Hire and Limousine Business Permits and Vehicle Certificates	For-Hire: $20 per year permit fee $20 per year per vehicle for certificate Limousine: $350 per year permit fee $75 per year per vehicle for certificate	For-Hire $0.08 million Limousine $0.48 million

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
Ignition Interlock Device Fee	$20 per month per device	$2.6 million
International Fuel Tax Agreement Decals	$10 per set per year	$0.65 million
License Fee by Weight (formerly Combined License Fee)*	$40 to $3,402 per year	$340.1 million
License Plate Fee*	$10 per plate ; $4 Motorcycle plate, $1 per set of replacement license plate tabs $20 per vehicle for retaining current license plate number	Original: $8.7 million Plate replacement: $28.9 million Plate number retention: $1.28 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 Fee*	$2 plus $2 for each month vehicle used (paid in addition to prorated license fee by weight)	$1.1 million
Motor Home Weight Fee	$75 annual fee	$9.8 million
Motor Vehicle Fuel Tax & Special Fuel Tax*	37.5 cents per gallon	$2,325.3 million (net for distribution)
Motor Vehicle Weight Fee	Motor Vehicle Weight fee at $10, $20 and $30 for most vehicles	$108.8 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	$4.36 million
Natural Gas and Propane Fee*	$145.63 to $786.25 per year	Minimal
Occupational Driver's License Fee	$100 application fee	$2.1 million
Off-Road Vehicle Use Permits	$18 annual permit $7 for 60-day temporary permit $10 transfer fee	$3.1 million
Personalized Plates	$42 for original plates $32 for renewal In addition to regular vehicle registration fee	$6.0 million
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	$13.0 million
Proportional Registration Plates and Fees***	$10 Plates $2 Cab Card $2 Validation Tab $4.50 Vehicle Transaction Fee	$68.9 million
Reflectorized Plate Fee*	$2 per plate	$10.6 million
Rental Vehicle Sales Tax (in lieu of MVET)	5.9% of rental contract amount	$48.1 million

Retail Sales and Use Tax on Motor Vehicles	0.3% of selling price in addition to state and local sales taxes	$61.7 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)	$0.48 million
Special License Plates*	$0 - $45	Minimal
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) - $42/1000 lbs.	$14.8 million
Tolling SR 167 HOT Lanes	$0.50 to $9.00 dynamic toll	$2.2 million
Tolling – SR 520 Bridge	Varies depending on the day of the week, time of day and type of customer	$88.2 million
Tolling - Tacoma Narrows Bridge	$5.00 Cash Toll $4.00 Electronic Toll $5.50 Pay By Mail	$109.7 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 and Surcharge**	$20 for three days ($3 filing fee, $11 administration fee, $1 excise tax, $5 surcharge)	$6.8 million
Vanpool Registration Fee	$25 per year in addition to basic registration fee	Minimal
Vehicle Business License	*Original fee (Renewal fee)* Dealer, Principal location--$975 ($325) Dealer, Subagency--$100 ($25) Dealer, Temporary subagent--$125 ($25) Manufacturer--$750 ($250)	$3.38 million
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--$15	$11.6 million Inspection $35.8 million Certificate
Vehicle Registration Fee (License Fee)*	$30--Original & Renewal	$293.0 million
Vessel Pilot License Fee	$3,000 per year	$0.81 million
Vessel Registration Fee	$10.50 per year	$5.2 million
Vessel Visitor Permit	$30 at the time of issuance of identification document. Good for no more than six months in a continuous 12-month period	Minimal
Watercraft Excise Tax**	0.5% of fair market value ($5 minimum)	$24.2 million

18th Amendment tax or fee** * Revenues deposited in General Fund** ***** Portion of tax or fee restricted by 18th Amendment**

Washington State Vehicle Counts for Fiscal Year 2012

Passenger Cars	4,313,877
Trucks	1,218,476
Motorcycles	227,530
Commercial Vehicles	203,649
Commercial Trailers	63,144
Cabs	2,068
Farm	17,147
For Hire	2,507
Motor Homes	65,504
Travel Trailers	118,433
Campers	25,300
Other Trailers	504,178
Exempt, antique, fixed load and other	19,481
Total Washington State Vehicles	**6,781,294**

REVENUE SOURCE:	**Aircraft Dealers License Fee**
RCW:	RCW 14.20.050 RCW 14.20.060 (where deposited)
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
2011-13 ESTIMATE:	Minimal
2013-15 FORECAST:	Minimal
VALUE OF INCREASE:	Minimal

REVENUE SOURCE:	**Aircraft Excise Tax**
RCW:	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
2011–13 ESTIMATE:	$543,780 General Fund $60,420 Aeronautics Account
2013–15 FORECAST:	$549,360 General Fund $61,040 Aeronautics Account
VALUE OF INCREASE:	$54,378 per 10% increase per biennium for General Fund $6,042 per 10% increase per biennium for Aeronautics Account

REVENUE SOURCE:	**Aircraft Fuel Tax**
RCW:	RCW 82.42.020
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:	1967 2 cents/gallon on retail sales 1982 Agricultural spray planes exempted 3% x weighted average retail price in third month of fiscal 1/2 year. 1983 Minimum rate set at 5 cents 1989 5.5 cents 1991 January 6.5 cents 1991 July 6.0 cents 1997 June 6.0 cents 2000 July 6.5 cents 2001 January 7.5 cents 2002 July 7.0 cents 2003 July 10 cents 2005 July 11 cents
2011–13 ESTIMATE:	$5.8 million
2013–15 FORECAST:	$5.7 million
VALUE OF INCREASE:	$528,500 per one-cent increase per biennium

REVENUE SOURCE:	**Aircraft Registration Fee**
RCW:	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
2011–13 ESTIMATE:	$241,900
2013–15 FORECAST:	$244,300
VALUE OF INCREASE:	$16,127 per $1 fee increase per biennium

REVENUE SOURCE:	**Camper Registration Fee***
RCW:	RCW 46.17.350
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
2011–13 ESTIMATE:	$181,100
2013–15 FORECAST:	$183,300
VALUE OF INCREASE:	$49,200 per $1 fee increase per biennium

* 18th Amendment tax or fee

REVENUE SOURCE:	**Commercial Driver License**
RCW:	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:	$85 every five years in addition to $45 for basic driver license; $10 for instruction permit $17/year if extended for a period other than five years
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 increased from not to exceed $25 t a set fee of $30 2011 Original, renewal increased from $30 to $61 2012 (October) Original, renewal increased from $61 to $85
2011–13 ESTIMATE:	$6.7 million
2013–15 FORECAST:	$7.3 million
VALUE OF INCREASE:	$97,200 per $1 increase per biennium

REVENUE SOURCE:	**Commercial Vehicle Safety Inspection Fee**
RCW:	RCW 46.17.315
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
2011–13 ESTIMATE:	$4.7 million
2013–15 FORECAST:	$5.2 million
VALUE OF INCREASE:	$182,500 per $1 fee increase per biennium

REVENUE SOURCE:	**Copies of Driver's Records**
RCW:	RCW 46.52.130
WHO'S TAXED:	Drivers; insurance companies
TAX RATE:	$13 per copy of any Department of Licensing record (records for confidential use only are not available).
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	$6.50 to Highway Safety Fund $6.50 to State Patrol Highway Account
DISTRIBUTION & USE:	Appropriated to cover the cost of supplying records.
TAX EXEMPTIONS:	None
TAX HISTORY:	1961 $1.00 per abstract 1963 $1.50 1985 $3.50 1987 $4.50 2002 $5.00 2007 $10.00 2012 $13.00
2011–13 ESTIMATE:	$65.4 million
2013–15 FORECAST:	$75.0 million
VALUE OF INCREASE:	$5.6 million per $1 fee increase per biennium

REVENUE SOURCE:	**Driver Instruction Permit** *(See Motorcycle Endorsement Fee/Instruction Permit, page 76)*
RCW:	RCW 46.20.055
WHO'S TAXED:	Individuals learning to drive (must be fifteen and a half years of age or older).
TAX RATE:	$25 for photo or non-photo permit (good for one year).
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Highway Safety Fund
DISTRIBUTION & USE:	Appropriated for driver-related programs.
TAX EXEMPTIONS:	None
TAX HISTORY:	1965 $1.50 1979 $2.50 1985 $5.00 2002 $15.00 2006 $20.00 2012 $25.00
2011–13 ESTIMATE:	$7.9 million
2013–15 FORECAST:	$7.2 million
VALUE OF INCREASE:	$491,200 per $1 fee increase per biennium

REVENUE SOURCE:	**Driver License Examination Fee**
RCW:	RCW 46.20.120
WHO'S TAXED:	Any individual applying for a new driver license (including individuals who already have a license from another state and those whose previous Washington license has been expired for over five years).
TAX RATE:	$35 per examination
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Highway Safety Fund
DISTRIBUTION & USE:	Appropriated for driver-related programs.
TAX EXEMPTIONS:	None
TAX HISTORY:	1953 $2 exam fee 1975 $3 1985 $7 2002 $10 2005 $20 exam fee 2012 $35
2011–13 ESTIMATE:	$19.1 million
2013–15 FORECAST:	$28.3 million
VALUE OF INCREASE:	$491,190 per $1 fee increase per biennium

REVENUE SOURCE:	**Driver License Fee**
RCW:	RCW 46.20.161 (original) RCW 46.20.181 (renewal) RCW 46.68.041 (where deposited)
WHO'S TAXED:	Drivers
TAX RATE:	$45 for 5-year license until June 2013, $54 after June 30, 2013, for 6-year license (licenses with CDL Hazardous Materials endorsements will be issued at $9 per year for no more than a 5-year period) $9 per year if extended for period other than 6 years
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 2012 $45 until June 30, 2013; $54 after June 30, 2013
2011–13 ESTIMATE:	$67.9 million
2013–15 FORECAST:	$115.4 million
VALUE OF INCREASE:	$2.1 million per $1 fee increase per biennium

REVENUE SOURCE:	**Driver License Reinstatement Fee**
RCW:	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
2011–13 ESTIMATE:	$15.0 million
2013–15 FORECAST:	$10.4 million
VALUE OF INCREASE:	$211,400 per $1 fee increase per biennium

REVENUE SOURCE:	**Duplicate Driver License Fee**
RCW:	RCW 46.20.200
WHO'S TAXED:	Individuals who wish to replace lost or destroyed permits, identification cards, or driver licenses.
TAX RATE:	$20 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 2012 $20.00
2011–13 ESTIMATE:	$9.1 million
2013–15 FORECAST:	$10.3 million
VALUE OF INCREASE:	$543,600 per $1 fee increase per biennium

REVENUE SOURCE:	**Electric Vehicle License Fee**
RCW:	RCW 46.17.323
WHO'S TAXED:	Owners of electric vehicles which use propulsion units powered solely by electricity.
TAX RATE:	$100
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Motor vehicle fund created in RCW 46.68.070. If in any year the amount of proceeds from the fee collected exceeds one million dollars, it must be deposited as follows: · Seventy percent to the Motor Vehicle Fund; · Fifteen percent to the Transportation Improvement Account; · Fifteen percent to the Rural Arterial Trust account.
DISTRIBUTION & USE:	Provide funds to mitigate the impact of vehicles on state roads and highways and for the purpose of evaluating the feasibility of transitioning from a revenue collection system based on fuel taxes to a road user assessment system.
TAX EXEMPTIONS:	Those exempt from the electric vehicle fee include: electric vehicles that have the capability to drive at a speed of no more than 35 miles per hour; government owned vehicles; horseless carriages; collector vehicles; off road vehicles; snowmobiles; mopeds, restored vehicles, private school buses; vehicles registered to Disabled American Veterans, Former Prisoners of War, and Congressional Medal of Honor recipients.
TAX HISTORY:	2012 $100
2011–13 ESTIMATE:	$ 69,200
2013–15 FORECAST:	$ 278,000
VALUE OF INCREASE:	$ 2,780 per $1 fee increase per biennium

REVENUE SOURCE:	**Enhanced Driver License/Identification Card Fee**
RCW:	RCW 46.20.202 (fee set by WAC 308-105-100) RCW 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
2011–13 ESTIMATE:	$2.9 million
2013–15 FORECAST:	$3.6 million
VALUE OF INCREASE:	$196,300 per $1 fee increase per biennium

REVENUE SOURCE:	**Farm Exempt Decal Fee***
RCW:	RCW 46.17.325
WHO'S TAXED:	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.
TAX RATE:	$5, one-time charge; valid as long as vehicle is used as a farm vehicle.
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Motor Vehicle Account
DISTRIBUTION & USE:	As appropriated for highway-related purposes
TAX EXEMPTIONS:	None
TAX HISTORY:	1967 $5
2011–13 ESTIMATE:	Minimal
2013–15 FORECAST:	Minimal
VALUE OF INCREASE:	Minimal

* 18th Amendment tax or fee

REVENUE SOURCE:	**Farm Vehicle Reduced Gross Weight Fee***
RCW:	RCW 46.17.330
WHO'S TAXED:	Vehicle owners registering their farm vehicles with gross weight of 4,000 pounds or more. See RCW 46.16A.425.
TAX RATE:	In lieu of all other licensing fees, unless specifically exempt, annual fee (varies) based on weight.
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Motor Vehicle Account
DISTRIBUTION & USE:	As appropriated for highway-related purposes
TAX EXEMPTIONS:	None
TAX HISTORY	Previously, farm vehicle reduced gross weight fees were calculated using a formula based on the gross weight fees for trucks, buses, and for-hire vehicles. Chapter 161, Laws of 2010, section 423 deleted the formula in RCW 46.16.090 and recodified the section as RCW 46.16A.425. Section 527 of the same act provided a table of reduced gross weight fees, now codified as RCW 46.17.330. *See the tax history for the License Fees by Weight (formerly Combined License Fee), page 60.*
2011–13 ESTIMATE:	$2 million
2013–15 FORECAST:	$2 million
VALUE OF INCREASE:	Data is not available for estimating increases.

* 18th Amendment tax or fee

REVENUE SOURCE: **Farm Vehicle Trip Permit Fee**

RCW: RCW 46.17.400

WHO'S TAXED: Owners of farm vehicles licensed under RCW 46.16A.425 who purchase a monthly license under RCW 46.17.360 may, as an alternative to the first partial month of the license registration, operate the vehicle using a farm vehicle trip permit. The licensed gross weight may not exceed 80,000 pounds for a combination of vehicles or 40,000 pounds for a single-unit vehicle with three or more axles (RCW 46.16A.330).

TAX RATE: $6.25 for partial month, up to four permits authorized per year.

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	11.533%
TOTAL	100.000%

DISTRIBUTION & USE: As appropriated for highway-related purposes, State Patrol, and Washington State Ferries.

TAX EXEMPTIONS: None

TAX HISTORY: 2005 Farm trip permit created at $6.25

2011–13 ESTIMATE: $8,200

2013–15 FORECAST: $8,200

VALUE OF INCREASE: Minimal

REVENUE SOURCE: **Ferry Fares**

RCW: RCW 47.56.030

WHO'S CHARGED: Vehicles and passengers 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:

1951 State took over system.
1952 Reduction in cross-Sound fares to better match shorter routes on a cost-per-mile basis.
1955 Across-the-board increase of 5 cents for passenger and 10 cents for auto fares.
1957 Across-the-board increase of 10% for all fares; actual fare increases ranged from 0% to 15% due to rounding.
1959 Passenger fares increased 10 to 20 cents, and auto fares increased by 10 cents.
1964 Across-the-board fare increase of 5 cents for both passengers and autos, except for Bremerton, Clinton, and Sidney routes.
1968 Across the board increase of 5 cents for passengers and 10 cents for autos, except Anacortes/San Juans.
1969 Fare increases ranged from 5 to 15 cents for passengers, and 15 to 20 cents for autos.
1972 Raised Anacortes-Sidney fares only.
1975 Fare increases ranged from 0 to 20 cents for passengers, and 10 cents to $1.05 for autos in attempt to 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 u 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.
2011 $0.25 capital program surcharge on ferry fares implemented by Transportation Commission August 2011.
2011 General fare increase of 2.5% plus rounding up to the nearest $0.05 beginning October 1, 2011.
2012 General fare increase of 3.0% plus rounding up to the nearest $0.05 beginning May 1, 2012.

2011–13 ESTIMATE: $316.8 million (total ferry farebox revenue) Assuming no future farebox increases

2013–15 FORECAST: $329.4 million (total ferry farebox revenue without assuming future increases beyond January 1, 2011)

VALUE OF INCREASE: $3 million per 1% increase in all farebox revenue per biennium

REVENUE SOURCE: **For-Hire Business Permit and Vehicle Certificates**

RCW: RCW 46.72.030 (for-hire permit fee)
RCW 46.72.070 (for-hire certificate fee)
RCW 46.72A.050 (limousine carrier license and vehicle license fee)
RCW 46.72A.070 (duplicate limousine vehicle certificate fee)

WHO'S TAXED: Owners of for-hire (taxis) and limousine businesses and vehicles. Permit is required for place of business, certificate required in each vehicle. Owners must have liability insurance or post bond.

TAX RATE:

For-Hire (WAC 308-89-060)

$20 Original and renewals for hire business applications
$20 Original, changed and duplicate vehicle certificates

Limousines (WAC 308-83-020)

$350 Limousine carrier business license applications – new and renewals
$75 Vehicle certificate – new and renewals
$20 Changed and duplicate of vehicle certificates
$25 Training course applications

ADMINISTERED BY: Department of Licensing

WHERE DEPOSITED: Highway Safety Fund

DISTRIBUTION & USE: For support of driver-related programs

TAX EXEMPTIONS: None

TAX HISTORY:

For-Hire

1947 $5 one-time-only charge; $1 annual fee per vehicle for certificates.
1993 Annual fee increased to $20
2012 For-Hire (WAC 308-89-060)
$20 Original and renewals for hire business applications
$20 Original, changed and duplicate vehicle certificates

Limousines

1996 $40 Limousine carrier business license application
$40 Limousine carrier business license renewal
$25 Vehicle certificate
$25 Vehicle certificate renewal
$20 Change of vehicle certificate
$20 Duplicate vehicle certificate
$25 Training course application

2012 $350 Limousine carrier business license applications – original and renewals (WAC 308-83-020)
$75 Vehicle certificate – original and renewals
$20 Changed and duplicate of vehicle certificates
$25 Training course application

2011–13 ESTIMATE:	For-Hire $84,500 Limousine $483,400
2013–15 FORECAST:	For-Hire $102,500 Limousine $633,000
VALUE OF INCREASE:	For-Hire $4,230 per $1 fee increase per biennium Limousine $3,750 per $1 fee increase per biennium

REVENUE SOURCE:	**Hulk Haulers and Scrap Processors, Wreckers License Fees***
RCW:	RCW 46.79.040 (hulk hauler/scrap processor fee) RCW 46.79.050 (renewal) RCW 46.80.040 (wrecker fee) RCW 46.80.050 (renewal)
WHO'S TAXED:	Hulk haulers – businesses that transport destroyed vehicles or parts (Chapter 46.79 RCW) Scrap processors – businesses that recycle salvage vehicles through baling and shredding (Chapter 46.79 RCW) Wreckers – businesses that wreck vehicles for the purpose of selling second-hand parts (Chapter 46.80 RCW)
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 $5 original, $2 additional Hulk Haulers: 1971 $5 original, $2 additional Scrap Processors: 1971 $5 original, $2 additional
2011–13 ESTIMATE:	Included in *Vehicle Business Licenses (formerly Group IV), page 101*
2013–15 FORECAST:	Included in *Vehicle Business Licenses (formerly Group IV), page 101*
VALUE OF INCREASE:	Minimal

* 18th Amendment tax or fee

REVENUE SOURCE:	**Ignition Interlock Device Fee**
RCW:	RCW 46.20.385
WHO'S TAXED:	Any person licensed under RCW 46.20.385 who is convicted of a violation of RCW 46.61.502 or 46.61.504 or an equivalent local or out-of-state statute or ordinance, or a violation of RCW 46.61.520(1)(a) or 46.61.522 (1)(b), or who has had or will have his or her license suspended, revoked, or denied under RCW 46.20.3101, or who is otherwise permitted under RCW 46.20.385(8).
TAX RATE:	$20 per month per device
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Ignition Interlock Device Revolving Account
DISTRIBUTION & USE:	Proceeds are deposited into the ignition interlock device revolving account. Expenditures from the account may be used only to administer and operate the ignition interlock device revolving account program.
TAX EXEMPTIONS:	None
TAX HISTORY:	2008 $20
2011–13 ESTIMATE:	$2.6 million
2013–15 FORECAST:	$3.58 million
VALUE OF INCREASE:	$130,180 per $1 fee increase per biennium

REVENUE SOURCE:	**International Fuel Tax Agreement Decal**
RCW:	RCW 82.38.110 (12)
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:	18th Amendment funds to be used for highway purposes
TAX EXEMPTIONS:	None
TAX HISTORY:	2002 $10
2011–13 ESTIMATE:	$652,500
2013–15 FORECAST:	$656,900
VALUE OF INCREASE:	$65,250 per $1 fee increase per biennium

REVENUE SOURCE: **License Fee by Weight (formerly Combined Licensing Fee)***

RCW: RCW 46.17.355
RCW 46.68.035 (where deposited)

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 *Proportional Registration Plates and Fees, page 83*.

TAX RATE: In lieu of all other licensing fees, unless specifically exempt, annual fee (varies) based on weight; see RCW 46.17.355.

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	11.533%
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 46.16A.420)
Tow trucks pay fixed load motor vehicle registration fees (RCW 46.17.335)

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. 1957 Across-the-board increase of 10% for all fares; actual fare increases ranged from 0% to 15% due to rounding.
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.

* 18th Amendment tax or fee

2011–13 ESTIMATE:	$340.1 million (includes $9.1 million from trailers; $68.9 million from prorate vehicles).
2013–15 FORECAST:	$341.7 million (includes $7.4 million from trailers; $70.4 million from prorate vehicles).
VALUE OF INCREASE:	$3.4 million per 1% increase per biennium

REVENUE SOURCE:	**License Plate Fees***
RCW:	RCW 46.17.200 RCW 46.16A.200 (periodic replacement program and license plate number retention)
WHO'S TAXED:	Vehicle owners who purchase replacement plates and tabs.
TAX RATE:	$10 per plate $4 per plate for motorcycles $1 per set of replacement license plate tabs $20 per vehicle retaining current license plate number
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Motor Vehicle Account Multimodal fund (plate number retention fee)
DISTRIBUTION & USE:	Appropriated for highway-related purposes.
TAX EXEMPTIONS:	The following are exempt from the periodic plate replacement program: commercial vehicles over 26,000 pounds, state and local government vehicles, horseless carriages, medal of honor recipients, and trailers licensed in combination with a tractor and weighing over 40,000 pounds.
TAX HISTORY:	1915 50 cents per plate 1921 $2 for one or two plates 1929 $1 per plate 1947 Same as original fee for two plates; $1 for single plate. 1951 $2 per plate; $1 per motorcycle plate; $1 for tabs or windshield emblem if issued instead of plates. 1986 $3 per plate; $2 per motorcycle plate; $1 for tabs, etc. 1997 Established the mandatory periodic plate replacement program. 2004 $20 license plate number retention option under the mandatory periodic plate replacement program. 2005 $10 per plate; $2 per motorcycle plate. 2012 $10 per plate (original or replacement); $4 per motorcycle plate (original or replacement).
2011–13 ESTIMATE:	Original Plates: $8.7 million Plate Replacement: $28.9 million Plate Number Retention: $1.28 million
2013–15 FORECAST:	Original Plates: $25.4 million Plate Replacement: $27.3 million Plate Number Retention $1.2 million
VALUE OF INCREASE:	Original Plates: $1.3 million per $1 fee increase per biennium Plate Replacement: $1.6 million per $1 fee increase per biennium Plate Number Retention: $64,000 per $1 fee increase per biennium

* 18th Amendment tax or fee

REVENUE SOURCE:	**Log Truck Additional Weight Permit***
RCW:	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 $37.50 if issued after July1 $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

The revenue associated with additional tonnage, special permit fees, and log tolerance permits are included in *Special Permit Fee for Oversize/Overweight Movements, page 92*).

* 18th Amendment tax or fee

REVENUE SOURCE:	**Mobile Home Title Elimination Fee***
RCW:	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)
2011–13 ESTIMATE:	Minimal
2013–15 FORECAST:	Minimal
VALUE OF INCREASE:	Minimal

* 18th Amendment tax or fee

REVENUE SOURCE:	**Monthly Declared Gross Weight Fee (formerly Monthly Combined Licensing Fee)***
RCW:	RCW 46.17.360
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
2011–13 ESTIMATE:	$1.1 million
2013–15 FORECAST:	$1.1 million
VALUE OF INCREASE:	$540,000 per $1 fee increase per biennium

* 18th Amendment tax or fee

REVENUE SOURCE:	**Motor Home Weight Fee***
RCW:	RCW 46.17.365
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
2011–13 ESTIMATE:	$9.8 million
2013–15 FORECAST:	$9.7 million
VALUE OF INCREASE:	$129,200 per $1 fee increase per biennium

* 18th Amendment tax or fee

REVENUE SOURCE: **Motor Vehicle Fuel Tax and Special Fuel Tax (Motor Fuel Tax)**

RCW:
Chapter 82.36 RCW (motor vehicle fuel tax)
RCW 82.36.025 (motor vehicle fuel tax rate)
Chapter 82.38 RCW (special fuel tax)
RCW 46.68.090 (distribution of motor fuel tax revenue)
RCW 46.68.110 (distribution of amount allocated to cities and towns)
RCW 46.68.120 (distribution of amount allocated to counties)

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)
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.25.070, RCW 79A.25.200)
- ORV and Nonhighway Vehicle Account (RCW 46.09.520)
- Nonhighway and Off-Road Vehicle Activities Program Account (RCW 46.09.510, RCW 46.09.520)
- Snowmobile Account (RCW 46.68.350, RCW 46.10.510)
- 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)
- 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 (4))
- Power take-off equipment (RCW 82.36.280(2), 82.38.080(1)(d)).

(Note: No tax exemption is provided for off-road use of motor vehicle fuel 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)

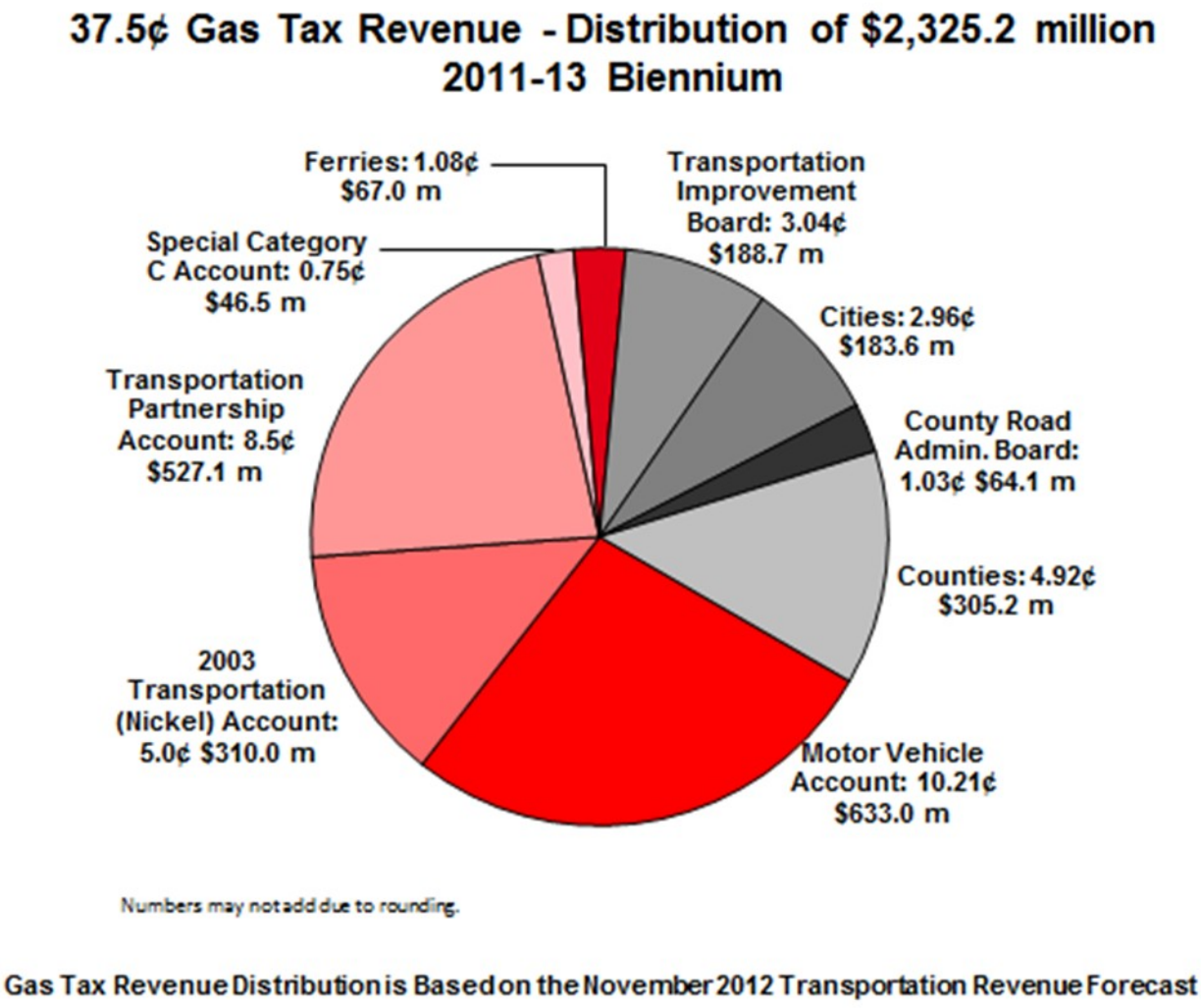
2011–13 ESTIMATE: $2,325.3 million (net for distribution*)

2013–15 FORECAST: $2,381.5 million (net for distribution*)

VALUE OF INCREASE: $62.0 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.

Distribution of 37.5-Cent Motor Vehicle Fuel Tax Graph



Motor Fuel Tax Distributions

2009-11 BIENNIUM THROUGH 2015–17 BIENNIUM [1]
(Dollars in Millions)

	09-11	11-13	13-15	15-17
Gross Gasoline Tax	**$2,011.7**	**$2,000.8**	**$2,020.4**	**$2,007.5**
Less: Non-Highway Refunds	7.4	11.5	10.1	10.0
Less: Tribal Reservation Refunds	40.9	53.3	60.3	63.7
Less: Aeronautics Transfer	0.6	0.6	0.6	0.6
Less: General Transfer	1.1	1.4	1.4	1.5
Less: Marine Transfer	11.7	12.0	12.5	12.4
Less: Outdoor RV Transfer	11.5	11.8	11.9	11.8
Less: Snowmobile Transfer	1.8	1.8	1.8	1.9
Gross Special Fuel Tax	**480.5**	**486.1**	**516.7**	**546.3**
Less: Refunds & Transfers	40.3	48.1	33.6	35.5
Less: Tribal Reservation Refunds	4.0	5.9	7.3	8.3
Less Administrative Expenses				
Department of Licensing	15.9	15.4	16.0	16.7
State Treasurer	0.0	0.0	0.0	0.0
Net Fuel Tax for Distribution [2]	**$2,357.2**	**$2,325.3**	**$2,381.5**	**$2,391.4**
State Highway Account	614.7	633.0	648.3	651.0
Transportation 2003 Account (Nickel)	314.3	310.0	317.5	318.9
Transportation Partnership Account (TPA)	534.3	527.1	539.8	542.1
State Highway Program – Special Category C	47.1	46.5	47.6	47.8
Ferry Capital Construction	34.1	33.8	34.7	34.8
Ferry Operations	43.6	43.1	44.2	44.5
Transportation Improvement Account	191.3	188.7	193.3	194.1
Cities, Regular and TPA Distribution [3] [4]	186.1	183.5	188.0	188.8
Counties, Regular and TPA Distribution [3] [5] [6]	309.4	305.2	312.6	313.9
County Arterial Preservation Program	28.3	27.9	28.6	28.7
Rural Arterial Program	36.7	36.2	37.0	37.2
Total	**$2,357.2**	**$2,325.3**	**$2,381.5**	**$2,391.4**

Notes: (Totals may differ due to rounding.)

(1) Based on Fuel Tax Revenue Forecast November 2012.

(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 Small City Pavement and Sidewalk Account for expenditure on the City Hardship Assistance Program.

(5) Less $2 million per year withholding for County Road Administration Board

(6) 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
Counties – Normal Distribution	19.2287%	4.42 cents
Cities – Normal Distribution	10.6961%	2.46 cents
Ferry Operations	2.3283%	0.54 cents
Ferry Capital Construction	2.3726%	0.55 cents
Rural Arterial Trust Program	2.5363%	0.58 cents
County Arterial Preservation Program	1.9565%	0.45 cents
Transportation Improvement Account	13.2336%	3.04 cents
TOTAL	100.00%	23.00 cents

Dedicated 5-Cent Distribution

RCW 46.68.090(3)

Transportation 2003 Account	100%	5.00 cents

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
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 was the fully implemented tax rate incorporated in the Transportation 2005 legislation. The full 37.5 cent rate was effective 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
- 2011-2013 estimate: $633.0 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.
- 2011-2013 estimate: $310.0 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.
- 2011-2013 estimate: $527.1 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.
- 2011-2013 estimate: $46.5 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.
- 2011-2013 estimate: $36.2 million

TRANSPORTATION IMPROVEMENT ACCOUNT (TIB FUNDED PROGRAMS)

- Distribution: 3.04 cents or 13.2336 percent of 23 cents deposited in the Transportation Improvement Account, summed from two separate distributions of 7.5597 percent and 5.6739 percent.
- Administered by the Transportation Improvement Board (TIB)
- 2011–2013 estimate: $188.7 million (excludes the $1.8 million transfer from the city distributions to the Transportation Improvement Account to fund the City Hardship Assistance Program).

Transportation Partnership Program, TIB

- 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.

Arterial Improvement Program,TIB

- 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, TIB

- 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, TIB

- 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, TIB

- 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.

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.
- 2011-2013 estimate: $27.9 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

- $2 million per year withholding for CRAB
- 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.
- Redistribution of $9.9 million to Ferry Operations (RCW 46.080.68(5))
- 2011-2013 estimate: $305.2 million ($287.8 million after deductions, withholding, and redistributions)..

CITIES – REGULAR AND TRANSPORTATION 2005 LEGISLATION DISTRIBUTION

- Distribution: 2.96 cents (2.88 cents after deductions for state supervision, studies, and Small City Pavement and Sidewalk Account).
- Up to 1.5% distributed to DOT for supervision of federal grants and roadwork.
- Up to 0.33% for studies
- 1% to Small City Pavement and Sidewalk Account to implement the 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.
- 2011-2013 estimate: $183.5 million ($178.4 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).
- 2011-2013 estimate: $33.2 million ($43.1 million after Capron redistributions from counties).

FERRY CAPITAL CONSTRUCTION

- Distribution: 0.55 cents
- Revenue deposited in Puget Sound Capital Construction Account
- 2011-2013 estimate: $33.8 million

REVENUE SOURCE:	**Motor Vehicle Weight Fee**
RCW:	RCW 46.17.365
WHO'S TAXED:	All motor vehicles licensed under RCW 46.17.350(1) (a), (d), (e), (h), (j), (n), and (o), except motor homes, which are subject to a *Motor Home Weight Fee, page 66*. Fee is based on vehicle scale weight.
TAX RATE:	The motor vehicle weight fee is based on the motor vehicle scale weight and is the difference determined by subtracting the vehicle license fee required in RCW 46.17.350 from the license fee in Schedule B of RCW 46.17.355, plus two dollars. Minimum fee is $10. For most passenger vehicles, weight fees are $10, $20, or $30
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Freight Mobility Multimodal Account: $6 million per biennium Multimodal Account: Remainder
DISTRIBUTION & USE:	The motor 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 tha reduce the number of vehicles or load weights on the state roads and highways.
TAX EXEMPTIONS:	None
TAX HISTORY:	2005 Vehicle weight fee established at $10, $20, and $30 for most vehicles.
2011–13 ESTIMATE:	$108.8 million
2013–15 FORECAST:	$112.6 million
VALUE OF INCREASE:	$9.2 million per $1 fee increase per biennium

REVENUE SOURCE:	**Motorcycle Endorsement Fee/Instruction Permit**
RCW:	RCW 46.20.505 (exam and endorsement fee) RCW 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:	$12 for initial endorsement, plus $5 examination fee $2 per year if issued for other than 5 years $30 renewal endorsement, payable every 5 years $5 per year if issued for other than 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 1993 $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 renewal endorsement 2012 $5 exam fee, $2 per year for initial or new category endorsement, $5 per year for renewal endorsement
2011–13 ESTIMATE:	$4.36 million
2013–15 FORECAST:	$5.35 million
VALUE OF INCREASE:	$262,100 per $1fee increase per biennium

REVENUE SOURCE: **Natural Gas and Propane Fee***

RCW: 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)

2011–13 ESTIMATE: Minimal

2013–15 FORECAST: Minimal

VALUE OF INCREASE: Minimal

* 18th Amendment tax or fee

REVENUE SOURCE:	**Occupational Driver License Fee**
RCW:	RCW 46.20.380
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
2011–13 ESTIMATE:	$2.1 million
2013–15 FORECAST:	$2.3 million
VALUE OF INCREASE:	$22,160 per $1 fee increase per biennium

REVENUE SOURCE:	**Off-Road Vehicle Use Permit**
RCW:	RCW 46.17.350 RCW 46.68.045 (where deposited)
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 receives a minimum of 82%; Motor Vehicle Account receives up to 18%.
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
2011–13 ESTIMATE:	$3.1 million
2013–15 FORECAST:	$3.3 million
VALUE OF INCREASE:	$174,350 per $1 fee increase per biennium

REVENUE SOURCE:	**Personalized Plates**
RCW:	RCW 46.17.210 RCW 46.17.200 (plate transfer fee) RCW 46.68.435 (where deposited)
WHO'S TAXED:	Vehicle owners
TAX RATE:	$42 set of new plates $32 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 Account (104) Wildlife Rehabilitation Account (14A) Motor Vehicle Fund (108) *Personalized Plate Transfer Fee Only
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 2007 $42 new, $32 renewal
2011–13 ESTIMATE:	$6.0 million
2013–15 FORECAST:	$6.1 million
VALUE OF INCREASE:	$180,060 per $1 fee increase per biennium

REVENUE SOURCE:	**Prisoner of War/Disabled Veteran Plate**
RCW:	RCW 46.18.235
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
2011–13 ESTIMATE:	Not applicable
2013–15 FORECAST:	Not applicable
VALUE OF INCREASE:	Not applicable

REVENUE SOURCE:	**Private Use Single-Axle Trailer Fee**
RCW:	RCW 46.17.350
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 11.533% 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
2011–13 ESTIMATE:	$13.0 million
2013–15 FORECAST:	$13.1 million
VALUE OF INCREASE:	$868,000 per $1 fee increase per biennium

REVENUE SOURCE:	**Proportional Registration Plates and Fees*** **
RCW:	Chapter 46.87 RCW RCW 46.87.090 (replacement plate fees) RCW 46.87.130 ($4.50 transaction fee) RCW 46.87.050 (where deposited) RCW 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:	• 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 *License Fee by Weight, page 60*). 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).
2011–13 ESTIMATE:	$68.9 million
2013–15 FORECAST:	$70.4 million
VALUE OF INCREASE:	$689,000 per 1% increase per biennium

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

REVENUE SOURCE:	**Reflectorized Plate Fee***
RCW:	RCW 46.17.200
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
2011–13 ESTIMATE:	$10.6 million
2013–15 FORECAST:	$10.9 million
VALUE OF INCREASE:	$2.9 million per $1 fee increase per biennium

*18th Amendment tax or fee

REVENUE SOURCE:	**Rental Vehicle Sales Tax (in lieu of MVET)**
RCW:	RCW 82.08.020
WHO'S TAXED:	Consumers who rent vehicles; tax is in lieu of motor vehicle excise tax on rental vehicles.
TAX RATE:	5.9% of rental contract amount; rate was set to generate same revenue as what the MVET on rental vehicles would have generated.
ADMINISTERED BY:	Department of Revenue
WHERE DEPOSITED:	Multimodal Transportation Account
DISTRIBUTION & USE:	General Transportation
TAX EXEMPTIONS:	Vehicles rented or loaned to customers by automotive repair businesses while the customers' vehicles are under repair (RCW 46.04.465). Vehicles licensed and operated as taxicabs (RCW 46.04.045).
TAX HISTORY:	1992 5.9% of rental contract amount 1998 Consolidated the distribution of in-lieu MVET consistent with the MVET; surtax distribution eliminated. 2000 After enactment of Chapter 1, 1st Special Session, Laws of 2000, distributed to Multimodal Transportation Account.
2011–13 ESTIMATE:	$48.1 million
2013–15 FORECAST:	$51.3 million
VALUE OF INCREASE:	$8.0 million for each 1% increase in tax rate per biennium

REVENUE SOURCE:	**Retail Sales and Use Tax on Motor Vehicles**
RCW:	RCW 82.08.020 (retail sales tax) RCW 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
2011–13 ESTIMATE:	$61.7 million
2013–15 FORECAST:	$68.3 million
VALUE OF INCREASE:	$0.6 million for each 0.1% increase in tax rate per biennium

REVENUE SOURCE:	**Rideshare Special License Plate Fee***
RCW:	RCW 46.17.220 RCW 46.74.010 (definitions) RCW 82.08.0287 (sales tax exemption) RCW 82.12.0282 (use tax exemption) RCW 82.44.015 (MVET exemption)
WHO'S TAXED:	A registered owner who uses a passenger motor vehicle for commuter ridesharing or for ridesharing for persons with special transportation needs must apply for special ride share license plates. The definitions of "ride sharing" include publicly-owned and privately-owned vehicles and vanpools.
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" or "VANPOOL."
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
2011–13 ESTIMATE:	Minimal
2013–15 FORECAST:	Minimal
VALUE OF INCREASE:	Minimal

*18th Amendment tax or fee

REVENUE SOURCE:	**Special Fuel Single Trip Permit***
RCW:	RCW 46.17.400 RCW 46.68.460 (Fee distribution)
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) $19 Motor Fuel Fund $ 5 State Patrol Highway Account for commercial vehicle inspections $ 5 Surcharge (weigh-in-motion program and congestion relief) $30 Total Per-Trip Permit
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. 2012 $30 Total Per-Trip Permit.
2011–13 ESTIMATE:	$480,000
2013–15 FORECAST:	$500,000
VALUE OF INCREASE:	$20,000 per $1 fee increase per biennium

*18th Amendment tax or fee

REVENUE SOURCE: **Special License Plates***

RCW: RCW 46.17.220
RCW 46.17.200 (reflectivity, replacement, retention, transfer fees)

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: Special license plates available to qualifying vehicle owners or qualifying vehicles include:

Amateur Radio (HAM). RCW 46.18.205. Applicants must have current FCC license. $5 initial license plate fee. Distribution: Motor vehicle fund (RCW 46.68.070).

Armed Forces Collection. RCW 46.18.210. Applicants must be active duty, families of veterans and service members, members of the National Guard, Reservists or veterans. $40 initial special license plate fee, $30 renewal fee. Distribution: RCW 46.68.425.

Collector Vehicle. RCW 46.18.220. Motor vehicle must be at least 30 years old. $35 initial license plate fee for permanent registration. Distribution: RCW 46.68.030.

Congressional Medal of Honor. RCW 46.18.230. Applicant must have been awarded the Congressional Medal of Honor. No special license plate fee.

Disabled American Veteran/Former Prisoner of War. RCW 46.18.235. Applicant must meet qualifications under RCW 46.18.235. No special license plate fee.

Foreign Organization. RCW 46.18.240. Applicant must be an officer of the Taipei Economic and Cultural Office. No special license plate fee.

Gold Star. RCW 46.18.245. Applicant must be the father or mother of a member of the United States armed forces who died while in service to their country or as a result of their service. No special license plate fee.

Honorary Consul. RCW 46.18.250. Applicant must be a US citizen who is an honorary consul or official representative of any foreign government. No special license plate fee.

Horseless Carriage. RCW 46.18.255. Motor vehicle must be at least 40 years old. $35 initial license plate fee for permanent registration. Distribution: RCW 46.68.030.

*18th Amendment tax or fee

Military Affiliate Radio System. RCW 46.18.265. Applicant must have valid military affiliate radio system station license. $5 initial special license plate fee. Distribution: RCW 46.68.070.

Pearl Harbor Survivor. RCW 46.18.270. Applicant must meet the requirements provided in RCW 46.18.270. No special license plate fee.

Professional Firefighters and Paramedics. RCW 46.18.200. Applicant must be a professional firefighter or paramedic and be a member of the Washington state council of firefighters. $40 initial special license plate fee, $30 renewal fee. Distribution: RCW 46.68.420.

Purple Heart. RCW 46.18.280. Applicant must have been awarded a purple heart medal by any branch of the United States armed forces. No special license plate fee.

Ride Share. RCW 46.18.285. Vehicle must be used for commuter ride sharing. $25 initial license plate fee. Distribution: RCW 46.68.030.

Volunteer Firefighters. RCW 46.18.200. Applicants must meet the requirements of RCW 46.18.200(4). $40 initial special license plate fee, $30 renewal fee. Distribution: RCW 46.68.420.

Other special license plates:

4-H. RCW 46.17.220. $40 initial special license plate fee, $30 renewal fee. Distribution: RCW 46.68.420.

Baseball Stadium. RCW 46.17.220. $40 initial special license plate fee, $30 renewal fee. Distribution: State general fund.

Collegiate. RCW 46.17.220. $40 initial special license plate fee, $30 renewal fee. Distribution: RCW 46.68.430.

Endangered Wildlife. RCW 46.17.220. $40 initial special license plate fee, $30 renewal fee. Distribution: RCW 46.68.425.

Gonzaga University Alumni Association. RCW 46.17.220. $40 initial special license plate fee, $30 renewal fee. Distribution: RCW 46.68.420.

Helping Kids Speak. RCW 46.17.220. $40 initial special license plate fee, $30 renewal fee. Distribution: RCW 46.68.420.

Keep Kids Safe. RCW 46.17.220. $45 initial special license plate fee, $30 renewal fee. Distribution: RCW 46.68.425.

Law Enforcement Memorial. RCW 46.17.220. $40 initial special license plate fee, $30 renewal fee. Distribution: RCW 46.68.420.

Music Matters. RCW 46.17.220. $40 initial special license plate

fee, $30 renewal fee. Distribution: RCW 46.68.420.

Share the Road. RCW 46.17.220. $40 initial special license plate fee, $30 renewal fee. Distribution: RCW 46.68.420.

Ski & Ride Washington. RCW 46.17.220. $40 initial special license plate fee, $30 renewal fee. Distribution: RCW 46.68.420.

Square Dancer. RCW 46.17.220. $40 initial special license plate fee. Distribution: RCW 46.68.070.

State Flower. RCW 46.17.220. $40 initial special license plate fee, $30 renewal fee. Distribution: RCW 46.68.420.

Washington Lighthouses. RCW 46.17.220. $40 initial special license plate fee, $30 renewal fee. Distribution: RCW 46.68.420.

Washington State Parks. RCW 46.17.220. $40 initial special license plate fee, $30 renewal fee. Distribution: RCW 46.68.425.

Washington's National Parks. RCW 46.17.220. $40 initial special license plate fee, $30 renewal fee. Distribution: RCW 46.68.420.

Washington's Wildlife Collection. RCW 46.17.220. $40 initial special license plate fee, $30 renewal fee. Distribution: RCW 46.68.425.

We Love Our Pets. RCW 46.17.220. $40 initial special license plate fee, $30 renewal fee. Distribution: RCW 46.68.420.

Wild on Washington. RCW 46.17.220. $40 initial special license plate fee, $30 renewal fee. Distribution: RCW 46.68.425.

ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Motor Vehicle Fund (108) Special license plate fund depicted on plate
DISTRIBUTION & USE:	Motor Vehicle Account appropriated for highway-related purposes
TAX EXEMPTIONS:	None
2011–13 ESTIMATE:	Not available
2013–15 FORECAST:	Not available
VALUE OF INCREASE:	Not available

REVENUE SOURCE: **Special Permit Fee for Oversize/Overweight Movements***

RCW: RCW 46.44.0941 (including oversize farm implements)
RCW 46.44.095 (temporary additional tonnage)

WHO'S TAXED: Overheight, overlength, overwidth, and overweight vehicles using state highways; there is a separate rate schedule for oversize farm implements.

TAX RATE:

Single trip – Oversize	$10
30-day permits – Oversize	$10–$20
30-day permits – Overweight	$70–$90
1-year permits – Oversize	$100–$150
1-year permits – Overweight garbage trucks	$42 per 1000 lbs.

For other overweight permits, fees range from $.07 per mile for loads up to 10,000 pounds over licensed gross weight or legal capacity to $4.25 per mile for loads 100,000 pounds or more over licensed gross weight or legal capacity; an additional 50 cents per mile is charged for each 5,000 pound increment exceeding 100,000 pounds; the minimum fee for any overweight permit is $14; permits are for one-time movements.

Oversized farm implements (e.g., threshers)

Farmers	$10, 3 month; $ 25, 1 yr
Sales, repair firms	$25, 3 month; $100, 1 yr

ADMINISTERED BY: Department of Transportation

WHERE DEPOSITED: Motor Vehicle Account

DISTRIBUTION & USE: Appropriated for highway-related purposes

TAX EXEMPTIONS: Federal-, state-, county-, or city-owned vehicles (RCW 46.44.0941)

TAX HISTORY:

1995	Overweight permit fee schedule revised and expanded
2004	Allowed tow trucks to purchase a one-year permit to tow oversize/overweight vehicles. Formerly had to purchase a permit for each oversize/overweight tow.

2011–13 ESTIMATE: $14.8 million (includes revenue from additional weight permits)

2013–15 FORECAST: $13.8 million (includes revenue from additional weight permits)

VALUE OF INCREASE: $148,000 per 1% increase per biennium

Note: Revenues include collections from additional tonnage, special permit fees, and log tolerance permits.

*18th Amendment tax or fee

REVENUE SOURCE:	**Tolling – SR 167 High Occupancy Toll (HOT) Lanes**
RCW:	RCW 47.56.401 RCW 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. See WAC 468-270-100.
TAX HISTORY:	2008: minimum toll = .50 cents; maximum toll = $9.00
2011–13 ESTIMATE:	$2.2 million
2013–15 FORECAST:	SR167 HOT lanes tolling will sunset on June 30, 2013 and additional legislation is needed to extend this revenue source.
VALUE OF INCREASE:	$1.9 million per biennium if the pilot program was extended.

REVENUE SOURCE:	**Tolling – SR 520 Bridge**
RCW:	RCW 47.56.870
WHO'S TAXED:	Users of the SR 520 Bridge
TOLL RATE:	Tolling commenced on December 29, 2011; Toll rates vary according to time of usage, type of customer and type of vehicle. Trucks pay by axle. *Good to Go Pass* customers are those with an established account with WSDOT. *Good to Go Pass* customers in peak weekday period toll rates = $3.59 each way; Maximum peak weekend rates = $2.26 each way; Pay By Mail customers, those without a *Good To Go Pass* account, pay an additional $1.54 per transaction; Toll rates are adjusted for inflation by 2.5% increase each year through FY 2016; In FY 2017, toll rates will have a one-time increase of 15%. Trucks pay by axle. The actual amount of future toll rate increases for SR 520 may be more or less than this amount, depending on cost and revenue needs at the time the rates are reviewed. The Transportation Commission determines toll rate adjustments based on current revenues and estimates of future costs and revenues. Toll rates must be set to cover those costs identified in current law which include debt payments, maintenance, operations, and insurance.
ADMINISTERED BY:	Toll rates and policies set by the State Transportation Commission. Department of Transportation collects and administers
WHERE DEPOSITED:	Toll Revenue is deposited into SR 520 Bridge Account
DISTRIBUTION & USE:	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 47.56.875.
TOLL EXEMPTIONS:	WSP vehicles providing service to the SR 520 corridor; DOT maintenance, construction, and incident response vehicles assigned to the bridge; publicly owned or operated transit buses; privately owned passenger buses meeting certain criteria; motor vehicles used for ridesharing/vanpools; and others, see WAC 468-270-091 and 468-270-095.
TAX HISTORY:	*Good to Go Pass* customers in peak weekday period toll rates = $3.59 each way; Maximum peak weekend rates = $2.26 each way; Pay By Mail customers, those without a *Good To Go Pass* account, pay an additional $1.54 per transaction; Toll rates are adjusted for inflation by 2.5% increase each year through FY 2016; In FY 2017, toll rates will have a one-time increase of 15%. Trucks pay by axle.

2011–13 ESTIMATE:	$88.2 million for pledged SR 520 Bridge revenue
2013–15 FORECAST:	$137.3 million for pledged SR 520 Bridge revenue
VALUE OF INCREASE:	Cannot be determined due to the nature of dynamic tolling.

REVENUE SOURCE:	**Tolling – Tacoma Narrows Bridge**
RCW:	RCW 47.46.100 Chapter 47.56 RCW RCW 47.56.165 (where deposited)
WHO'S TAXED:	Users of the Tacoma Narrows Bridge
TOLL RATE:	Current base tolls since July 1, 2012 (for two axles or fewer): cash toll = $5.00; electronic toll = $4.00 for two-axle vehicles and Pay By Mail (PBM) = $5.50 for two-axle vehicles. Toll amounts increase for vehicles with more than four axles. The Transportation Commission determines toll rate adjustments based upon current revenues and estimates on future costs and revenues. Toll rates must be set to cover those costs identified in current law, including debt payments, maintenance, operations, and insurance.
ADMINISTERED BY:	Toll rates and policies set by the State Transportation Commission Department of Transportation collects and administers
WHERE DEPOSITED:	Tacoma Narrows Toll Bridge Account
DISTRIBUTION & USE:	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.
TOLL EXEMPTIONS:	Vehicles providing service directly to the bridge: WSP vehicles providing service to the SR 16 corridor; DOT maintenance vehicles assigned to the bridge; and authorized emergency vehicles. See WAC 468-270-090 and 468-270-095.
TAX HISTORY:	FY 2008: $3.00 = cash toll; $1.75 = electronic toll FY 2009: $4.00 = cash toll; $2.75 = electronic toll FY 22013: $5.00=cash toll; $4.00=electronic toll; PBM=$5.50 per two axles vehicle
2011–13 ESTIMATE:	$109.7 million for total Tacoma Narrows Bridge revenue
2013–15 FORECAST:	$128.5 million for total Tacoma Narrows Bridge revenue
VALUE OF INCREASE:	Cannot be determined due to the nature of dynamic tolling

REVENUE SOURCE:	**Tow Truck Capacity Fee***
RCW:	RCW 46.17.335
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
2011–13 ESTIMATE:	Minimal
2013–15 FORECAST:	Minimal
VALUE OF INCREASE:	Minimal

*18th Amendment tax or fee

REVENUE SOURCE:	**Tow Truck Operator Fee***
RCW:	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)
2011–13 ESTIMATE:	Included in *Vehicle Business License (formerly Group IV)*
2013–15 FORECAST:	Included in *Vehicle Business License (formerly Group IV)*
VALUE OF INCREASE:	Minimal

See Vehicle Business Licenses (formerly Group IV), page 101

*18th Amendment tax or fee

REVENUE SOURCE:	**Transporter License Fee and Plate Fees***
RCW:	RCW 46.76.040 (original) RCW 46.76.050 (renewal)
WHO'S TAXED:	Businesses that deal in transportation of vehicles owned by others (e.g., drive-away and tow-away 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
2011–13 ESTIMATE:	Included in *Vehicle Business License (formerly Group IV)*
2013–15 FORECAST:	Included in *Vehicle Business License (formerly Group IV)*
VALUE OF INCREASE:	Minimal

See Vehicle Business Licenses (formerly Group IV), page 101

*18th Amendment tax or fee

REVENUE SOURCE: **Trip Permit Fee and Surcharge****

RCW: RCW 46.16A.320
RCW 46.17.400

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, see page 52 (*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

2011–13 ESTIMATE: $6.8 million

2013–15 FORECAST: $6.8 million

VALUE OF INCREASE: $161,000 per $1 fee increase per biennium

** Revenues deposited in General Fund

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

RCW: RCW 46.70.061

WHO'S TAXED: Businesses that sell or manufacture vehicles.

See: 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	$975 (Effective 10/1/12)
Dealer – Subagency	$100
Dealer – Temporary subagent	$100
Manufacturer	$500

Annual Fee – Renewals

Dealer – Principal place of business	$975 (Effective 10/1/12)
Dealer – Subagency	$ 25
Manufacturer	$250

ADMINISTERED BY: Department of Licensing

WHERE DEPOSITED: Motor Vehicle Account

DISTRIBUTION & USE: Appropriated for highway-related purposes

TAX EXEMPTIONS: None

TAX HISTORY:

Dealers, Principal Place of Business:

1959 Original license $50; renewal $20 (RCW 46.70.060)
1973 Renewal $25
1979 Original license $60; renewal $50
1986 Original license $500; renewal $250
2002 Original license $750
2012 Original license $975; renewal $325

Dealers, Subagencies and Temporary Subagencies:

1959 Original license for miscellaneous dealers $25, renewals $10 (RCW 46.70.060)
1973 Original license and renewal for subagencies $10
1986 Original license for subagencies $50; for temporary subagencies $25; renewal $25
2002 Original license for subagencies and temporary subagencies $100

Manufacturers:

1973 Original license $50; renewal $25
1979 Original license $60; renewal $50
1986 Original license $500; renewal $250

2011–13 ESTIMATE: $3.38 million

2013–15 FORECAST: $3.48 million

VALUE OF INCREASE: Not available

Note: The revenue estimates shown on this page include revenue described on the following pages of this manual:

- *Tow Truck Operator Fee, page 98; and*
- *Transporter License Fee and Plate Fees, page 99.*

REVENUE SOURCE: **Vehicle Certificate of Title and Inspection Fee***

RCW: RCW 46.17.100 Application Fee
RCW 46.17.130 (VIN inspection fee)
RCW 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 application fee, $15.00

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

DISTRIBUTION & USE: Appropriated for oil spill response, school bus retrofit, and highway-related purposes.

TAX EXEMPTIONS: None

TAX HISTORY:

1937	50 cents
1951	$1
1974	$1 certificate of ownership; $10 inspection fee.
1989	$1 certificate of ownership; $15 inspection fee if previously registered elsewhere; $20 inspection fee if not.
1990	$1.25 certificate of ownership; $15 inspection fee if previously registered elsewhere; $20 inspection fee if not
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..
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.
2008	Effective July 2008, title fees formerly distributed to the Air Pollution Control and Vessel Response Accounts are distributed to the Transportation 2003 Account.
2012	Effective October 1, 2012, $15.00 certificate of ownership fee with distributions of $5 of the fee to Multimodal Account and Transportation 2003 Account, and $10 of the fee distributed to the Transportation 2003 Account; $15 inspection fee if previously registered elsewhere; $50 inspection fee if not.

*18th Amendment tax or fee

2011–13 ESTIMATE:	Certificates of Ownership: $35.8 million Inspections: $11.6 million
2013–15 FORECAST:	Certificates of Ownership: $65.9 million Inspections: $12.3 million
VALUE OF INCREASE:	Certificates of Ownership: $4.0 million per $1 fee increase per biennium Inspections: $0.8 million per $1 fee increase per biennium

REVENUE SOURCE: **Vessel Registration Fee (License Fee)***

RCW:

RCW 46.17.350
RCW 46.68.030 (disposition)
RCW 46.68.035 (disposition)
RCW 46.68.045 (disposition)
RCW 46.68.350 (disposition)

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 subject to the combined licensing fee, and tow trucks; other vehicles must pay the License fee by weight (see *License Fee by Weight, page 60)*; personal trailers are subject to a separate fee (see *Private Use Single-Axle Trailer Fee, page 82*).

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 (Initiative 695).

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	7.63	8.72
TOTAL	$30.00	$30.00

DISTRIBUTION & USE: Appropriated for State Patrol, ferry operations, and highway-related activities.

TAX EXEMPTIONS: Vehicles owned by public agencies, governments of foreign countries, school buses owned by private schools (RCW 46.16A.170)

Vehicles owned by Indian tribes (RCW 46.16A.175)

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

*18th Amendment tax or fee

	Original	Renewal
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	

2011–13 ESTIMATE: $293 million

2013–15 FORECAST: $302 million

VALUE OF INCREASE: $9.6 million per $1 fee increase per biennium

REVENUE SOURCE:	**Vessel Pilot License Fee**
RCW:	RCW 88.16.090
WHO'S TAXED:	Pilots licensed by the state to operate foreign flagged vessels 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:	$6,500 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 $250 979 Not to exceed $1000; set by Board of Pilotage Commissioners (BPC) 986 Not to exceed $1500; set by BPC 1995 $2500 2001 $3000 2007 $6000 2011 $6500
2011–13 ESTIMATE:	$810,000 per biennium
2013–15 FORECAST:	$715,000 per biennium
VALUE OF INCREASE:	1% increase in fee per biennium is minimal

REVENUE SOURCE:	**Vessel Registration Fee**
RCW:	RCW 88.02.640
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
2011–13 ESTIMATE:	$5.2 million
2013–15 FORECAST:	$5.1 million
VALUE OF INCREASE:	$476,600 per $1 fee increase per biennium

REVENUE SOURCE:	**Vessel Visitor Permit**
RCW:	RCW 88.02.610 RCW 88.02.640 (disposition)
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 as follows: (a) Five dollars must be deposited in the derelict vessel removal account created in RCW 79.100.100; (b) The department may keep an amount to cover costs for providing the vessel visitor permit; (c) Any moneys remaining must be allocated to counties by the state treasurer for approved boating safety programs under RCW 88.02.650
TAX EXEMPTIONS:	None
TAX HISTORY:	1998 $25 2002 $30
2011–13 ESTIMATE:	Minimal
2013–15 FORECAST:	Minimal
VALUE OF INCREASE:	Minimal

REVENUE SOURCE:	**Watercraft Excise Tax****
RCW:	RCW 82.49.010
WHO'S TAXED:	Owners of taxable vessels.
TAX RATE:	One half of 1% ($5.00 per $1,000 of taxable value per year) or $5.00, whichever is greater.
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	General Fund
DISTRIBUTION & USE:	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.
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, human-powered vessels, and commercial fishing vessels currently paying property tax (RCW 82.49.020, 88.02.030).
TAX HISTORY:	1984 One half of 1% ($5.00 per $1,000 of taxable value per year) or $5.00, whichever is greater.
2011–13 ESTIMATE:	$24.2 million
2013–15 FORECAST:	$22.9 million
VALUE OF INCREASE:	$4.8 million per biennium for each $1 per $1,000 of taxable value increase per year.

** Revenues deposited in General Fund

Local Taxes

Overview and Table of Contents

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.

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

RCW: 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 and Point Roberts Transportation Benefit Districts (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

In years 2004 through 2011, four cities reported border area fuel taxes to WSDOT in their annual financial reports of transportation revenues and expenditures. Total border area vehicle fuel taxes reported were $321,302 in calendar year 2011 and $218,183 in 2010.

Each of the four cities imposes a current rate of 1¢/gallon.

BORDER AREA MOTOR VEHICLE FUEL TAX				
	Blaine	**Nooksack**	**Pt. Roberts**	**Sumas**
2011	185,213	13,658	79,297	43,134
2010	122,446	14,157	54,938	26,642
2009	88,627	14,161	35,894	19,181
2008	102,514	13,879	51,245	20,598
2007	99,831	14,641	42,208	21,004
2006	101,408	14,499	41,668	20,075
2005	107,604	14,589	43,689	15,411
2004	99,191	14,951	35,278	14,049

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

RCW: 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 were authorized to 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. Street utility revenue could only be used for transportation purposes.

SELECTED PROVISIONS of 1990 ACT

- 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.

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: RCW 82.80.030 (Authorized in 1990)

WHO'S ELIGIBLE County (unincorporated area), city, RTID

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.
- Subject to exclusive referendum procedure. (See *Background Information, page 131*).

REVENUE

Jurisdictions that imposed the commercial parking tax during 2011 and reported to the Department of Transportation annual in their local government transportation financial statistics report.

Commercial Parking Tax Collections By City: Calendar Year 2011

Commercial Parking Tax Collections By City: Calendar Year 2011	
City	**Commercial Parking Tax ($)**
Bainbridge Island	$552,436
Bremerton	$319,380
Brewster	$7,424
Burien	$26,770
Dayton	$53,933
DesMoines	$18,895
Mukilteo	$10,548
Redmond	$3,989565
Sea Tac	$5,920,220
Seattle	$28,300,237
Tukwila	$143,949

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

RCW: RCW 81.104.140 through RCW 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; Regional Transportation Investment Districts (RTID); and high capacity transportation corridor areas (established pursuant to RCW 81.104.200).

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 (RCW 81.104.160)
  - **Authority repealed by Initiative 776.**
  - In *Pierce County v. State* 159 Wn2d 16 (2006) the Washington State Supreme Court held that Initiative 776 impermissibly impaired the contractual obligations between Sound Transit and its bondholders in violation of the state constitution's contract clause. As a result, Sound Transit was permitted to continue to levy the motor vehicle excise tax for so long as the bonds remain outstanding.
- Rental Car Tax (RCW 81.104.160)
  - For rental vehicles on which sales and use tax is collected in lieu of MVET, additional sales tax be collected up to a maximum rate of 2.172%
- Employer Tax (RCW 81.104.150)
  - Up to $2 per employee per month.
  - Not allowed if HOV employer tax in effect.
- Sales and Use Tax (RCW 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.
  - RTIDs, with the approval of the RTA within its boundaries, may impose HCT taxes only to the extent that the maximum amount of taxes have not yet been imposed.

REVENUE

Only Sound Transit imposes high capacity transportation taxes. Actual revenues collected by the Regional Transit Authority during 2009 through 2011 as reported by Sound Transit:

High Capacity Transportation Taxes, Regional Transit Authority/Sound Transit			
Calendar Year	MVET (0.3%)	Sales Tax (0.9%)	Rental Car Tax
2009	$64.5 M	$393.9 M	$2.78 M
2010	$66.5 M	$500.6 M	$2.47 M
2011	$65.4 M	$525.4 M	$2.49 M

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%.

Amounts which could be collected if HCT Taxes were imposed Revenue Estimates ($ millions), Calendar Year 2011			
Transit Agency	$2 per Employee per Month	0.9% Sales Tax	MVET
Sound Transit	$39.8 M*	See RTA (Sound Transit) actuals above	
King County	$27.5 M	Included in Sound Transit	Authority repealed by Initiative 776
Pierce County	$6.3 M	Included in Sound Transit	
Snohomish County	$6.0 M	Included in Sound Transit	
Spokane County	$4.9 M	$62.3 M	
Clark County	$3.0 M	$29.0 M	
Kitsap County	$2.0 M	$29.0 M	
Thurston County	$2.3 M	$30.0 M	
Yakima County	$1.8 M	$19.9 M	

Sales tax revenue estimates are based on the actual revenue base for 2011 for these transit districts.

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

*Amounts reflect the total of potential revenue from King, Pierce and Snohomish counties. Sound Transit may not impose the employee tax if any county within its boundaries is imposing the tax.

For other revenue assumptions, see *Background Information, page 131.*

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

RCW: RCW 81.100.030, RCW 81.100.060 (Authorized in 1990)

WHO'S ELIGIBLE

Regional Transportation Investment Districts (RTIDs) and King, Pierce, and Snohomish counties

WHERE ENACTED

No entity 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.
  - A local surcharge at a rate of up to 13.64% may be applied to sales and use tax on rental vehicles in lieu of the MVET.
  - Trucks over 6,000 pounds are exempt.
  - A county or an RTID may impose the MVET and the sales and use tax surcharge on rental vehicles only to the extent that it has not been imposed by an eligible county or an RTID.
  - If the employer tax for HOV systems is also imposed, the total tax from both sources may not exceed the maximum which could be collected from the MVET.
- 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.
  - If MVET surcharge is also imposed, the total tax from both sources may not exceed the maximum which could be collected from the MVET.
- General Provisions
  - 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.
  - Requires that counties imposing tax must adopt specific goals and policies related to congestion reduction, ride-sharing, planning, and cooperation with the state.

Amounts which could be collected if HOV Taxes were imposed Revenue Estimates ($ millions), Calendar Year 2011			
County	**0.3% MVET**	**$2 per Employee per month**	**Max. HOV Collections**
King	$0	$27.5 M	$27.5 M
Pierce	$0	$6.3 M	$6.3 M
Snohomish	$0	$6.0 M	$6.0 M

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

For other revenue assumptions, see *Background Information, page 131*.

REVENUE SOURCE: **Local Option Taxes for Ferry Services**

RCW: Chapter 36.54 and 36.57A RCW

WHO'S ELIGIBLE

County Ferry Districts can be established to provide passenger only ferry service in all or a portion of a county (RCW 36.54.110).

A Public Transportation Benefit Area (PTBA) having a boundary on the Puget Sound may provide passenger-only ferry (POF) service (RCW 36.57A.200).

Counties, under their general authority, may construct and operate ferries (RCW 36.54.010).

WHERE ESTABLISHED

King County established a ferry district on April 30, 2007. The King County Ferry District is an independent special purpose government overseen by King County Council members as the Ferry District Board of Supervisors which governs the district.

The Annual Summary of Public Transportation includes information on county ferry services.

PURPOSE

To expand transportation options for county residents by enabling operation of passenger-only ferry service to various parts of the county.

FINANCE PROVISIONS – COUNTY FERRY DISTRICTS

Ad valorem tax (36.54.130)
- Not to exceed seventy-five cents per $1,000 assessed value except in King County where the limit is seven and one-half 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, voter approved
- On vehicles licensed for 6000 pounds or less

Sales and Use Tax (82.14.440)
- Up to 0.4%, voter approved
- Cannot be imposed where a Regional Transit Authority has been established

Other Revenue Sources
- Ferry tolls for passengers and packages, and parking tolls where applicable
- Leasing and advertising fees

REVENUE

King County Ferry District has a variety of funding sources including ferry fares, advertising, property taxes, state forecast timber sales and state and federal grants. The 2010 revenue by source is based on King County Ferry District 2010 Annual Operating and Capital Budget.

King County Ferry District 2010 Revenue by Source ($ millions)	
Revenue	**Budget Amount**
Ferry Fares	$1.065 M
Advertising	$0.067 M
Property Tax	$1.183 M
State Forecast Timber Sales	$0.128 M
Interest Income	$0.210 M
State and Federal Grants	$4.700 M
TOTAL	$7.350 M

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

RCW: Chapter 36.120 RCW (Authorized in 2002)

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, page 416.

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.

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 RCW (Authorized in 1987)

WHO'S ELIGIBLE

Transportation Benefit Districts which can be established city-wide up to multi-county. Since December 1, 2007, TBDs may be established in all counties. *See Resource Manual Section: Agencies and Jurisdictions—Local/Regional* for TBD discussion, page 420.

WHERE ESTABLISHED

Twenty-four cities have established TBDs with local vehicle registration fees. Eight cities have established TBDs with sales tax rate authority. One city, Ridgefield, has repealed its TBD sales tax authority beginning October 1, 2012.

Transportation Benefit Districts	Effective	SalesTax/Fee Rate
TBD With Local Vehicle Registration Fees		
City of Edmonds	September 1, 2009	$20
City of Des Moines	September 1, 2009	$20
City of Lake Forest Park	September 1, 2009	$20
City of Olympia	October 1, 2009	$20
City of Edmonds	September 1, 2009	$20
City of Prosser	November 1, 2009	$20
City of Shoreline	February 1, 2010	$20
City of Burien No. 1	February 1, 2011	$10
City of Snoqualmie	March 1, 2011	$20
City of Seattle	May 1, 2011	$20
City of Lynnwood	July 1, 2011	$20
City of Spokane	September 1, 2011	$20
City of Mabton	December 1, 2011	$20
City of Grandview	February 1, 2012	$20
City of Bremerton	July 1, 2012	$20
City of Zillah	July 1, 2012	$20
City of Wenatchee	August 1, 2012	$20
City of Mountlake Terrace	August 1, 2012	$20
City of Royal City	November 1, 2012	$20
City of Toppenish	December 1, 2012	$20
City of Kittitas	December 1, 2012	$20
City of Eatonville	March 1, 2013	$20
City of Wapato	April 1, 2013	$20
City of Orting	2/1/2013 thru 1/31/2015	$20
TBD With Sales Tax Rates		
City of Ridgefield	April 1, 2009	0.2% (effective 4-1-2009 and repealed 10/1/2012)
City of Sequim	April 1, 2010	0.2%
City of Bellingham	April 1, 2011	0.2%
City of Leavenworth	April 1, 2011	0.2%
City of Snohomish	January 1, 2012	0.2%
City of North Bend	April 1, 2012	0.2%
City of Walla Walla	July 1, 2012	0.2%
City of Ferndale	July 1, 2012	0.2%
City of Waitsburg	October 1, 2012	0.1%

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 (RCW 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 (RCW 82.80.140)
- Up to $20 per vehicle fee without voter approval
- Up to $100 annual renewal fee, with voter approval
- Vehicles of 6000 pounds or less
- Certain vehicles are exempt: farm vehicles, campers, personal and commercial trailers, off-road vehicles, government and private school vehicles

Excess Property Tax Levies (RCW 36.73.060)
- One year, voter approved
- Multi-year for GO bonds

Tolls (RCW 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
- Border Area Motor Fuel and Special Fuel Tax (RCW RCW 82.47.020) *
- Late-comer fees (RCW 36.73.140)
- Development fees (RCW 36.73.040(2)(c) and RCW 36.73.120)
- LID formation (RCW 36.73.080)

* Restricted to TBDs with an international border crossing with its boundaries.

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

RCW: 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.

REVENUE ESTIMATE (For Fiscal Year 2012)

For revenue estimates by county, see *Local Option Fuel Tax, page 129*.

REVENUE SOURCE: **Property Tax Road Levy**

RCW: 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 2011 as reported by the County Road Administration Board:

- $454.1 million (prior to diversions)
- $403.1 million (net for roads after diversions)

REVENUE SOURCE: **Transit Taxes**

RCW: RCW 35.95.040, RCW 82.14.045

WHO'S ELIGIBLE

Transit districts.

WHERE ENACTED

28 transit districts have a sales tax or utility tax in place. This does not include Sound Transit which is shown under High Capacity Transit.

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) (Authorized in 1971)
  - 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
    ?
- Regular property tax (RCW 84.52.140)
  - King County may impose an up to seven and one-half cents per $1,000 of assessed valuation, with the first one cent to be used for transit service in the SR 520 corridor.
    ?
- Motor Vehicle Excise Tax—local portion (35.58.273) **(Repealed)**
  - 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).

REVENUE

For revenue estimates, see *Local Tax for Transit, page 130.*

Supporting Information

Local Option Fuel Tax

Revenue Estimate (For Fiscal Year 2012)
(Dollars in Thousands)

County	Local Option Fuel Tax* (3.75 cents/gallon)
Adams	351
Asotin	393
Benton	3,247
Chelan	1,333
Clallam	1,298
Clark	7,871
Columbia	74
Cowlitz	1,877
Douglas	713
Ferry	137
Franklin	1,487
Garfield	41
Grant	1,665
Grays Harbor	1,326
Island	1,437
Jefferson	546
King	35,609
Kitsap	4,633
Kittitas	754
Klickitat	370
Lewis	1,384
Lincoln	192
Mason	1,119
Okanogan	754
Pacific	379
Pend Oreille	238
Pierce	14,685
San Juan	287
Skagit	2,154
Skamania	202
Snohomish	13,203
Spokane	8,677
Stevens	795
Thurston	4,675
Wahkiakum	72
Walla Walla	1,075
Whatcom	3,712
Whitman	822
Yakima	4,505
Total	**124,088**

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 2012 motor vehicle revenue actuals for FY 2012. The county's share is based upon current population estimates provided by the Office of Financial Management. These estimates do not have non highway use or tribal fuel tax refunds and transfers, or administrative expenses subtracted out.

Local Tax for Transit

Revenue Estimates (For Calendar Year 2010 – 2012)

Transit District	Local Tax Type	Current Sales and Use Tax Rates	2010 Actual Local Tax Revenue	2011 Actual Local Tax Revenue	Estimated 2012 Local Tax Revenue
Asotin County Transit	Sales	0.2%	555,124	566,467	611,630
Ben Franklin Transit	Sales	0.6%	23,897,058	26,440,116	28,187,256
Link Transit	Sales	0.4%	7,317,606	7,487,655	7,578,596
Clallam Transit System	Sales	0.6%	5,835,791	5,915,786	6,193,916
C-TRAN	Sales	0.7%	21,862,484	22,574,256	23,345,293
Columbia County Public Transportation	Sales	0.4%	210,998	238,190	261,037
Community Urban Bus System	Sales	0.3%	2,832,264	2,839,374	2,548,718
Grant Transit Authority	Sales	0.2%	2,328,332	3,092,668	2,902,464
Grays Harbor Transportation Authority	Sales	0.6%	5,205,990	5,709,975	6,047,339
Island Transit	Sales	0.9%	6,384,626	6,698,183	7,115,643
Jefferson Transit Authority	Sales	0.9%	2,132,511	2,572,525	3,328,849
Metro Transit	Sales	0.9%	366,303,167	391,175,223	400,267,724
Kitsap Transit	Sales	0.8%	25,366,121	25,789,561	26,611,085
Twin Transit	Sales	0.2%	1,213,889	1,253,489	1,300,002
Mason Transportation Authority	Sales	0.6%	3,125,284	3,200,012	3,281,009
Pacific Transit System	Sales	0.3%	671,981	662,498	686,320
Pierce Transit	Sales	0.6%	64,070,591	63,758,339	67,590,042
Skagit Transit	Sales	0.4%	7,801,433	8,356,820	9,344,622
Everett Transit System	Sales	0.6%	15,181,487	15,424,318	15,959,599
Community Transit	Sales	0.9%	62,485,187	63,758,339	66,112,485
Spokane Transit Authority	Sales	0.6%	40,403,461	41,563,781	43,781,480
Intercity Transit	Sales	0.8%	21,009,695	26,589,302	30,645,043
Valley Transit	Sales	0.6%	2,469,828	3,834,440	4,272,706
Whatcom Transportation Authority	Sales	0.6%	17,851,916	18,615,185	19,703,488
Pullman Transit	Utility	0.3%	1,088,968	1,088,000	1,238,610
Selah	Sales	0.3%	281,495	303,881	304,104
Union Gap	Sales	0.2%	770,696	773,995	827,492
Yakima Transit	Sales	0.3%	4,484,562	4,443,641	4,844,727
Subtotal:			**713,142,543**	**754,726,019**	**784,891,281**
Sound Transit	Sales (portions of King, Pierce & Snohomish)	0.9%	500,618,580	528,799,436	539,744,489
	MVET	0.3%	64,300,000	67,100,000	67,049,652
TOTAL			**1,278,061,123**	**1,350,625,455**	**1,391,685,422**

These following transit districts had increases in their sales tax rates during this time period: Island Transit (0.6% to 0.9%, 1/1/2010); Valley Transit (0.3% to 0.6% 7/1/2010); Thurston County (0.6% to 0.8%, 1/1/2011); Jefferson County (0.6% to 0.9%, 7/1/2011) and Clark County (0.5% to 0.7%, 4/1/2012).

Background Information

1. Border Area Motor Vehicle Fuel Taxes and Commercial Parking Taxes are based on WSDOT's annual survey of local government's transportation revenues and expenditures.
2. 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.
3. Revenue Assumptions for HOV and HCT Taxes
   - MVET
     - Uses latest actuals from Sound Transit through 2011
   - EMPLOYER TAX
     - County employment estimates are based on Employment Security Department actual monthly average employees covered by the Washington Employment Security Act for calendar year 2011.
     - Revenue projections are for countywide tax.
   - SALES TAX
     - Revenue projected from 2011 actual, and assuming projected sales tax growth from the forecast by the Washington State Office of the Forecast Council and long-term growth rates from Global Insight October 2012 forecast.
     - The following transit districts had sales tax rate increases between 2010 and 2012.

➢ Island County	(increase 0.3%)	Effective 1/1/2010
➢ Valley Transit	(increase 0.3%)	Effective 7/1/2010
➢ Thurston County	(increase 0.2%)	Effective 1/1/2011
➢ Jefferson County	(increase 0.3%)	Effective 7/1/2011
➢ Clark County	(increase 0.2%)	Effective 4/1/2012

     - Estimates are for a calendar year time period.

Summary Chart of Local Option Taxes for Transportation

TAX	PURPOSE	RATE	JURISDICTION	EXEMPTIONS	OTHER PROVISIONS
Cities and / or Counties					
Fuel Tax	Highway Purposes (Per 18th Amendment)	10% of State Rate, public vote	County (Incorporated and Unincorporated)	Same as statewide fuel tax--applied to both motor and special fuel	Distributed to county and cities within the county on per capita basis: 1.5 for population in unincorporated area and 1.0 for city populations
Commercial Parking Tax	General Transportation	No fixed rate--Councilmanic/referendum process specified	City or County (Unincorporated)		May provide exemptions for tax-exempt carpools, vehicles with handicap decals, and government vehicles
Border Area Fuel Tax	Street construction & maintenance	Up to one cent per gallon, public vote	Cities or TBDs within 10 miles of international border crossing		For areas impacted by Canadian border crossings.
Property Tax Road Levy	County Road Purposes	Up to $2.25 / $1,000 assessed value	All counties		Levy can be diverted for other purposes, but doing so makes the county ineligible for CRAB road grants.
Employer Tax	High Occupancy Vehicle Lanes	Up to $2/employee/month, public vote	King, Pierce, Snohomish counties		Total of HOV taxes cannot exceed revenue from 15% MVET alone: preludes HCT employer tax
Motor Vehicle Excise Tax (MVET)	High Occupancy Vehicle Lanes	Up to 15% of MVET base rate (2.0%), public vote	King, Pierce, Snohomish counties	Trucks over 6,000 lbs. Unladen weight	Total of HOV taxes cannot exceed revenue from 15% MVET alone
Property Tax	County Ferry Districts	Ad valorem, up to seventy-five cents per $1,000, councilmanic; except in King County where the limit is 7.5 cents per $10,000 assessed value (RCW 36.54.130)			Excess property tax levy, public vote
Repealed/Discontinued City and County Taxes/Fees					
Street Utility Charge **Found unconstitutional by Washington State Supreme Court**	Street Maintenance and Operations	Up to $2/employee/month Up to $2/household/month Councilmanic	City	Entities exempt from property/leasehold tax	**Tax ruled unconstitutional.** Credit to businesses paying employer/commuter taxes for transportation: revenue limited to 50% of M&O budget
Vehicle License Fee** **Repealed by Initiative 776**	General Transportation	Up to $15 Councilmanic	County (Unincorporated & Incorporated)	County may exempt persons over 60 or with disabilities	**Repealed by I-776.** County must delay effective date at least 6 months from date of enactment for DOL implementation

TAX	PURPOSE	RATE	JURISDICTION	EXEMPTIONS	OTHER PROVISIONS
Transportation Benefit Districts (TBDs); size can range from portion of a city to multi-county					
Sales and Use Tax	Transportation activities Capital and operating.	Up to 0.2%, public vote	TBD	Same as state sales tax.	Not longer than 10 years unless reauthorized by vote, except if revenues are pledged for bonds
Motor Vehicle Fee Renewal	Transportation activities	Up to $100, public vote Up to $20, councilmanic, except for Passenger-only ferry improvements--public vote	TBD	Vehicles over 6,000 lbs are exempt	Combined fees in overlapping districts may not exceed the single statutorily authorized rate (aka "no stacking")
Excess Property Tax Levies	Transportation activities	No fixed rate, public vote (super-majority)	TBD		One year levy, and multi-year levy to support GO bonds
Tolls on state routes, city streets, county roads	Transportation activities	No stated rate			Tolls on state routes must be authorized by Legislature. Tolls on local roads must be approved by the Transportation Commission and administered by DOT
Border Area Fuel Tax	Highway purposes (18th amendment)	Increments of a tenth of a cent, may not exceed one cent per gallon, public vote			Only for TBD with international border crossing within its boundaries
Impact fees (commercial development only) and LID formation	Transportation activities	No prescribed rate. No public vote			Controlled by overarching requirements for each process.
Regional Transportation Investment Districts (RTID) (King, Pierce and Snohomish Counties only--Single or Multiple adjoining counties)					
Sales and Use Tax	Capital improvements to Highways of Statewide Significance & up to 10% of funds for other roads	Up to 0.1 %, public vote	RTID	Same as state sales tax	All RTID taxes sunset after projects completed & debt retired. Specific planning & fiscal requirements.
Vehicle Registration Fee	Same	Up to $100, public vote	RTID		
Motor Vehicle Excise Tax	Same	Up to 0.8%, public vote	RTID		
Local Option Fuel Tax	Same	10 % of state rate, public vote	RTID		Must be imposed county-wide
Parking tax	Same	Public vote	RTID		
Tolls	Same	Public vote	RTID		Tolls on improved facilities & must be approved by Trans. Commission
$2/ month employee tax	Same	Public vote	RTID		

TAX	PURPOSE	RATE	JURISDICTION	EXEMPTIONS	OTHER PROVISIONS
Public Transit Systems					
Sales and Use Tax	Public Transit	Up to 0.9%, public vote	Cities, Counties and Special Purpose Transit Districts		Cannot be imposed if jurisdiction is within another jurisdiction that is collecting tax.
B & O Tax &/or Household Tax	Public Transit	Set by transit district, public vote	City, Counties and Special Purpose Transit Districts		Neither may be used concurrently with sales tax
Property Tax	Public Transit	Up to 7.5 cents per $1,000, Councilmanic	County over 1.5 M persons		First one cent must be for bus capacity along SR 520 corridor.
Congestion Reduction Charge	Public Transit	Up to $20 per vehicle	County that has assumed the authority of a metropolitan municipal corporation	Vehicle renewals only	Expires June 30, 2014, if not imposed with voter approval. Otherwise expires December 31, 2014.
Passenger-Only Ferry Service Taxes MVET Sales tax	Passenger Only Ferry Services	--Up to 0.4% MVET, public vote --Up to 0.4% Sales tax, public vote	Public Transportation Benefit Areas abutting Puget Sound & not within RTA boundaries	MVET: Vehicle renewals only Vehicles over 6,000 lbs	
High Capacity Transportation					
Employer Tax	High Capacity Transportation Systems	Up to $2/employee/mo	**RTA (ST)**: Pierce, King, Snohomish **Transit agencies** in Clark, Spokane, Yakima, Kitsap, & Thurston **HCTCAs:** Transit agencies Spokane and Clark counties		Not allowed if HOV employer tax in effect
Motor Vehicle Excise Tax **Repealed by Initiative 776.** ST permitted to continue to impose to meet debt obligations, see *Pierce County v. State* 159 Wn2d 16 (2006)	High Capacity Transportation Systems	Up to 0.8% of vehicle value	Same as above	Vehicles over 6,000 lbs	
Rental car sales tax	High Capacity Transportation Systems	Up to 2.172%	Same as above		Originally, in lieu of MVET.
Sales & Use Tax	High Capacity Transportation Systems	Up to 1% of purchase price of taxable items	Same as above	Same as statewide sales tax	Tax limited to 0.9% if 0.1% local option sales tax for criminal justice is in effect

Federal Funding

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Federal Transportation Funds

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., for highways, transit, ferries, research, aviation) and establishes eligibility, criteria, budgets, and spending rules (what you can spend money 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, though Congress eliminated earmarks in 2011. WSDOT administers most federal highway transportation funds, subject to federal and state criteria, including 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, and directly receive the majority of federal transit funds. For federal aviation funding, WSDOT receives funding for projects at one eligible state-owned airport while the majority of aviation funds in Washington go directly to eligible locally-owned airports.

There are two primary legislative vehicles for federal transportation funding: authorization bills that authorize policy, programs and funding ceilings over multiple years, such as the Moving Ahead for Progress in the 21st Century Act (MAP-21), and annual appropriations bills that set annual spending levels for transportation programs.

The federal transportation financing cycle begins with Congressional authorization of a transportation act. Unlike many other federal programs, which require appropriations for states to begin spending funds, an authorization act for the federal-aid highway program permits states to commence programming funds beginning on the first day of the federal fiscal period. Called "contract authority," this feature of transportation funding recognizes the need for predictability by state transportation departments in order to plan and finance programs.

Once authorized, states receive a notice of their apportioned share of federal funds. The shares are established by programmatic statutory formulas, adjusted by penalties. States may then begin obligating funds to activities and projects in their approved transportation improvement plan. An "obligation" is a commitment by the federal government to pay for its share of an approved project's eligible costs. This commitment occurs when the project is approved and the project agreement is executed. Obligated funds are considered used even though no cash has been transferred.

Federal transportation programs work as a reimbursement program; cash is not distributed to the states. Rather, after states pay expenses, the federal government will reimburse them, typically for 80 percent of project costs, though the federal share varies between programs. The maximum federal share is specified in the federal legislation authorizing the program. Most projects have an 80 percent federal share, while Interstate rehabilitation and maintenance projects have typically been funded with a 90 percent federal share.

While states do not need to depend on appropriations to proceed with projects, Congress continues to be responsible for balancing transportation revenues and outlays and uses the annual appropriations process to achieve that balance. As such, states may not be permitted to use their full amount of apportionment. To control outlays, Congress sets obligation limitations on state apportionments. Each state receives a single, overall limitation that covers most programs, and they have flexibility in how to allocate the limitation among programs. At times Congress exerts further control over outlays by rescinding unused balances of previously authorized funds.

Not all programs are subject to apportionment. Distributions of funds when there are no formulas in law are called "allocated" or "discretionary" funds. Examples of past discretionary programs include the Ferry Boat Discretionary, the Interstate Maintenance Discretionary, and the National Scenic Byways programs. The TIGER grant program created by the American Recovery and Reinvestment Act of 2009 is also a discretionary program, created outside of the general transportation authorization legislation, and is funded by the General Fund rather than the Highway Trust Fund. Typically, states and localities must compete for discretionary funds, either through earmarks, before earmarks were banned by Congress, and more recently through competitive grants.

Annual appropriations bills are usually drafted in late spring, and debated during the summer and early fall. While the federal fiscal year runs from October 1st through September 30th, in recent years Congress has been unable to pass appropriations bills by the October 1st deadline and therefore bills are typically passed anywhere from several weeks to several months late.

The last multi-year surface transportation authorization bill, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), expired on September 30, 2009. After passing ten short-term extensions, Congress finally passed, and President Obama signed into law on July 6, 2012, a new authorization bill, MAP-21. Unlike previous authorization bills that lasted four to six years, MAP-21 is only a two-year bill.

MAP-21 continues roughly federal fiscal year 2012 funding levels by authorizing $105 billion for FFY2013 and FFY2014, extends the federal gas tax through FFY2016, ensures two years of solvency for the Highway Trust Fund, consolidates and eliminates programs, and eliminates most discretionary programs. Additionally, in a marked departure from SAFETEA-LU, which included over 6,000 earmarks, MAP-21 contains no earmarks. Congress banned earmarks in 2011 and in his 2011 State of the Union Address President Obama said he would not sign into law any legislation containing 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. Over the past 10 years, federal funds on average have made up 27% of Washington's highway budget. They provide about 31.6% of WSDOT's 2007-09 capital budget, 30.7% of the 2009-11 capital budget and a projected 38.9% of WSDOT's 2011-13 capital budget (excluding bond revenue).

SAFETEA-LU Historical Actuals: The table below shows the actual apportionments distributed to Washington by the FHWA for formula programs for federal fiscal years 2007 – 2012 under SAFETEA-LU. The actual apportionments include formula program distributions, non-formula (discretionary/allocated) distributions, rescissions to unobligated apportionment balances and penalties.

FHWA Formula Program Apportionments to Washington
(Millions of Dollars)

SAFETEA-LU Programs	Actual 2007	Actual 2008	Actual 2009	Actual 2010	Actual 2011	Actual 2012
Interstate Maintenance	**$ 53**	**$ 40**	**$ 50**	**$ 48**	**$ 76**	**$ 53**
National Highway System	**$ 111**	**$ 96**	**$ 75**	**$ 152**	**$ 129**	**$ 117**
Minimum Guarantee Flexible	**$ -**	**$ -**	**$ -**	**$ -**	**$ 0**	**$ -**
Equity Bonus Flexible	**$ 14**	**$ 13**	**$ 14**	**$ 14**	**$ 14**	**$ 14**
Surface Transportation Program	**$ 163**	**$ 159**	**$ 130**	**$ 204**	**$ 156**	**$ 192**
Safety Setaside				$ -	$ -	$ -
Enhancements Setaside	$ 9	$ 10	$ (6)	$ 12	$ 12	$ 12
Areas Over 200,000	$ 38	$ 32	$ 27	$ 56	$ 47	$ 45
Areas Under 200,000	$ 19	$ 19	$ 19	$ 24	$ 25	$ 21
Areas Under 5,000	$ 10	$ 11	$ 11	$ 12	$ 11	$ 10
STP Flexible	$ 86	$ 87	$ 80	$ 101	$ 61	$ 103
Highway Safety Improvement Program	**$ 16**	**$ 19**	**$ 1**	**$ 39**	**$ 11**	**$ 22**
Railway-Highway Crossings	**$ 4**	**$ 4**	**$ 2**	**$ 6**	**$ 5**	**$ 4**
Bridge	**$ 87**	**$ 134**	**$ 104**	**$ 205**	**$ 177**	**$ 170**
Border Infrastructure Program	**$ 10**	**$ 11**	**$ 11**	**$ 15**	**$ 15**	**$ 12**
CMAQ	**$ 12**	**$ 15**	**$ (17)**	**$ 20**	**$ 20**	**$ 30**
Safe Routes to Schools	**$ 2**	**$ 3**	**$ 3**	**$ 4**	**$ 4**	**$ 3**
MPO Planning	**$ 6**	**$ 6**	**$ 6**	**$ 6**	**$ 8**	**$ 10**
Recreational Trails	**$ 2**	**$ 2**	**$ 2**	**$ 2**	**$ 2**	**$ 2**
SPR from all Programs	**$ 11**	**$ 11**	**$ 11**	**$ 12**	**$ 13**	**$ 12**
Subtotal Apportionments	**$ 492**	**$ 513**	**$ 392**	**$ 729**	**$ 630**	**$ 640**
ARRA			**$ 491**	**$ 12**	**$ -**	**$ -**
Discretionary	**$ 6**	**$ 84**	**$ 32**	**$ 0**	**$ -**	**$ -**
Other Allocated Programs	**$ 4**	**$ 15**	**$ 10**	**$ 11**	**$ 15**	**$ 3**
Tiger Discretionary Grants				**$ 46**	**$ 8**	**$ 0**
Emergency Relief	**$ 31**	**$ 1**	**$ 94**	**$ 65**	**$ 45**	**$ -**
Demonstration Programs	**$ 49**	**$ 11**	**$ 11**	**$ 39**	**$ 25**	**$ 74**
PRNS		**$ 51**	**$ 41**	**$ 20**	**$ -**	**$ 0**
High Priority Projects	**$ 56**	**$ 55**	**$ 55**	**$ (0)**	**$ -**	**$ (1)**
	$ 639	**$ 729**	**$ 1,127**	**$ 922**	**$ 723**	**$ 715**

In addition to the FHWA formula and non-formula programs, the Federal Transit Administration also provides program allocations to Washington for a variety of transit projects. The following table provides those actual allocations from FTA to Washington state for FFY 2006-2011.

FTA Program Allocations to Washington (Dollars in Millions)						
Program	Actual 2006	Actual 2007	Actual 2008	Actual 2009	Actual 2010	Actual 2011
Fixed Guideway Modernization (5309)[1]	26	32	38	16	43	53
New Starts (5309)[2]	83	80	102	37	123	131
Bus & Bus Facilities (5309)[3]	18	46	8	22	15	49
Capital and Operating Grants (5307)[4]	129	102	112	119	121	163
Rural Assistance (5311)	8	8	0	0	0	-
Rural Transit Assistance Program (5311)	0	0	9	10	10	11
Elderly / Disabled Assistance Program (5310)	2	0	2	3	3	3
MPO Planning (5303)	2	0	2	2	2	2
State Planning (5304)	0	0	0	0	0	0
Alternative Analysis (5339)	0	1	0	0	4	1
Clean Fuels (5308)	0	0	0	0	0	3
Jos Access / Reverse Commute	3	3	3	3	3	4
New Freedom	2	2	2	2	2	2
TOTAL ALLCOATIONS	273	274	278	214	326	422

[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.

MAP-21 Forecast:

MAP-21 provides the majority of Federal-aid highway funds to the states through core programs. The MAP-21 core programs are the following: National Highway Performance Program, Surface Transportation Program, Congestion Mitigation & Air Quality Improvement Program, Highway Safety Improvement Program and Metropolitan Planning. MAP-21 has authorized another program, Transportation Alternatives, which is a set-aside program from each state's apportionment level.

The baseline November 2012 federal apportionment forecast for FFY 2013 and FFY2014 is based on MAP-21, (H.R. 4348. Notice 4510.759 dated October 1, 2012), which sets apportionment levels for FFY 2013 at $655 million dollars. The forecast for FFY 2014 is based on the Summary of Estimated FFY 2014 Apportionments under the Conference Report for MAP-21 found on the FHWA web site. This funding level may be slightly different than the actual federal notice for FFY 2014 once it is released.

The baseline November 2012 federal FHWA formula program apportionment forecast assumes that after MAP-21 expires on September 30, 2014, the amount available for distribution to the states would be limited to what is projected in the Highway Trust Fund (HTF). The current forecast from the Congressional Budget Office (CBO) estimates the HTF will become insolvent in FFY 2015. In order to keep the HTF from becoming insolvent, a reduction in federal expenditures and federal apportionment of 14% would be needed in FFY 2015 and another 8% reduction in the following year for a two-year reduction of 21% beginning in FFY 2016 and beyond. After FFY 2016, Washington's federal funding level will grow at the same rate as our state motor fuel consumption forecast.

FHWA Formula Program Apportionemnts and Obligation Authority to Washington

NOVEMBER 2012 Baseline Federal Forecast

MAP - 21 Programs	Forecast 2013	Forecast 2014	Forecast 2015	Forecast 2016	Forecast 2017	Forecast 2018
State Apportionment and Obligation Authority Forecast						
Federal Aid Highway Core Programs Apportionment						
National Highway Performance Program (NHPP)	$364,129,805	$366,129,494	$316,409,000	$290,685,000	$290,640,000	$291,137,000
Surface Transportation Program (STP)	167,488,278	168,408,072	145,538,000	133,706,000	133,684,000	133,913,000
Highway Safety Improvement Program (HSIP)	41,083,487	41,308,630	35,698,000	32,795,000	32,791,000	32,846,000
Congestion Mitigation and Air Quality Program (CMAQ)	35,502,948	34,940,986	30,195,000	27,740,000	27,737,000	27,784,000
Metropolitan Planning (MPO)	6,967,021	6,996,675	6,047,000	5,556,000	5,555,000	5,565,000
Subtotal Core Programs	**$615,171,539**	**$617,783,856**	**$533,887,000**	**$490,482,000**	**$490,407,000**	**$491,245,000**
State Planning and Research (SPR)	12,958,866	13,008,828	11,243,000	10,329,000	10,326,000	10,344,000
Transportation Alternatives	12,712,430	12,503,967	10,806,000	9,927,000	9,926,000	9,943,000
Redistribution of section 164 Penalty	14,205,376	14,277,068	12,338,000	11,335,000	11,334,000	11,353,000
Total Washington State MAP - 21 Apportionment	**$655,048,211**	**$657,573,720**	**$568,274,000**	**$522,073,000**	**$521,993,000**	**$522,885,000**
Total Washington State MAP - 21 Obligation Authority	$626,022,411	$644,422,246	$556,909,000	$511,632,000	$511,553,000	$512,427,000
Ferry Boats and Terminal Facilities #	15,000,000	15,000,000	-	-	-	-
Forecast Distributions ₵						
State Programs						
Federal Aid Highway Core Programs **						
National Highway Performance Program (94% of total NHPP)	$342,282,017	$344,161,725	$297,424,000	$273,244,000	$273,202,000	$273,669,000
Surface Transportation Program (27% of total STP)	44,727,283	45,083,568	36,433,000	31,958,000	31,950,000	32,036,000
Highway Safety Improvement Program (36% of total HSIP)	15,164,430	15,246,303	13,175,000	12,104,000	12,103,000	12,123,000
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	-	-	-	-	-	-
Subtotal Core Programs	**$402,173,731**	**$404,491,595**	**$347,032,000**	**$317,306,000**	**$317,255,000**	**$317,828,000**
State Planning and Research (100% state)	12,958,866	13,008,828	11,243,000	10,329,000	10,326,000	10,344,000
SHRP2	*518,355*	*520,353*	*449,720*	*413,160*	*413,040*	*413,760*
NCHRP	*712,738*	*715,486*	*618,365*	*568,095*	*567,930*	*568,920*
Research	*2,397,390*	*2,406,633*	*2,079,955*	*1,910,865*	*1,910,310*	*1,913,640*
Amount remaining for SPR	*9,330,384*	*9,366,356*	*8,094,960*	*7,436,880*	*7,434,720*	*7,447,680*
Transportation Alternatives						
Recreation Trails ^	*1,900,000*	1,900,000	1,900,000	1,900,000	1,900,000	1,900,000
Redistribution of section 164 Penalty	14,205,376	14,277,068	12,338,000	11,335,000	11,334,000	11,353,000
Total State MAP - 21 Apportionment	**$431,237,972**	**$433,677,492**	**$372,513,000**	**$340,870,000**	**$340,815,000**	**$341,425,000**
State Program Obligation Authority	$412,129,413	$425,003,942	$365,063,000	$334,053,000	$333,999,000	$334,596,000
Local Programs						
Federal Aid Highway Core Programs						
National Highway Performance Program (6% of total NHPP)	$21,847,788	$21,967,770	$18,985,000	$17,441,000	$17,438,000	$17,468,000
Surface Transportation Program (73% of total STP)	122,760,995	123,324,504	109,105,000	101,748,000	101,734,000	101,877,000
Bridge Program (Off the federal aid system)	*21,900,000*	*21,900,000*	*18,926,000*	*17,387,000*	*17,384,000*	*17,414,000*
50% Distribution Any of the state programs	*17,116,856*	*17,220,468*	*14,436,000*	*12,995,000*	*12,992,000*	*13,021,000*
50%Population Distribution						
Areas over 200,000	*52,513,421*	*52,801,808*	*45,631,000*	*41,921,000*	*41,915,000*	*41,986,000*
Areas over 5,000	*16,483,406*	*16,573,928*	*14,323,000*	*13,159,000*	*13,157,000*	*13,179,000*
Areas under 5,000	*14,747,312*	*14,828,299*	*12,815,000*	*11,773,000*	*11,771,000*	*11,791,000*
Highway Safety Improvement Program (64% of total HSIP)	25,919,056	26,062,327	22,523,000	20,691,000	20,689,000	20,723,000
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	35,502,948	34,940,986	30,195,000	27,740,000	27,737,000	27,784,000
Metropolitan Planning (100% of total MPO)	6,967,021	6,996,675	6,047,000	5,556,000	5,555,000	5,565,000
Subtotal Core Programs	**$212,997,809**	**$213,292,261**	**$186,855,000**	**$173,176,000**	**$173,153,000**	**$173,417,000**
Transportation Alternatives	10,812,430	10,603,967	8,906,000	8,027,000	8,026,000	8,043,000
50% Distribution Any of the state programs	*5,406,215*	*6,251,984*	*5,403,000*	*4,964,000*	*4,963,000*	*4,972,000*
50%Population Distribution						
Areas over 200,000	*3,390,074*	*3,324,714*	*2,792,000*	*2,517,000*	*2,516,000*	*2,522,000*
Areas over 5,000	*1,064,108*	*1,043,592*	*876,000*	*790,000*	*790,000*	*792,000*
Under 5,000	*952,032*	*933,677*	*784,000*	*707,000*	*707,000*	*708,000*
Total Local MAP - 21 Apportionment	**$223,810,239**	**$223,896,228**	**$195,761,000**	**$181,203,000**	**$181,179,000**	**$181,460,000**
Local Program Obligation Authority	$213,892,997	$219,418,303	$191,846,000	$177,579,000	$177,554,000	$177,831,000
Total Washington State MAP - 21 Apportionment	**$655,048,211**	**$657,573,720**	**$568,274,000**	**$522,073,000**	**$521,994,000**	**$522,885,000**
Total Washington State MAP - 21 Obligation Authority	$626,022,411	$644,422,246	$556,909,000	$511,632,000	$511,553,000	$512,427,000

 # Ferry Boat and Terminal distributions are still being calculated at the national level. This forecast assumes $15 million in 2013 and 2014.

₵ The split of Federal funds between the State and Local programs is based on historical SAFETEA-LU splits in the Sep-12 forecast. Beginning with the Nov-12 forecast the split of funds between State and Local programs is based on the recent Steering Committee split agreement.

**** The state share of each Core Program is reduced by the section 164 civil penalty of 2.5% and the SPR set aside of 2.0%.**

^ 1% of the Recreational Trails program is paid to FHWA for administration of the program

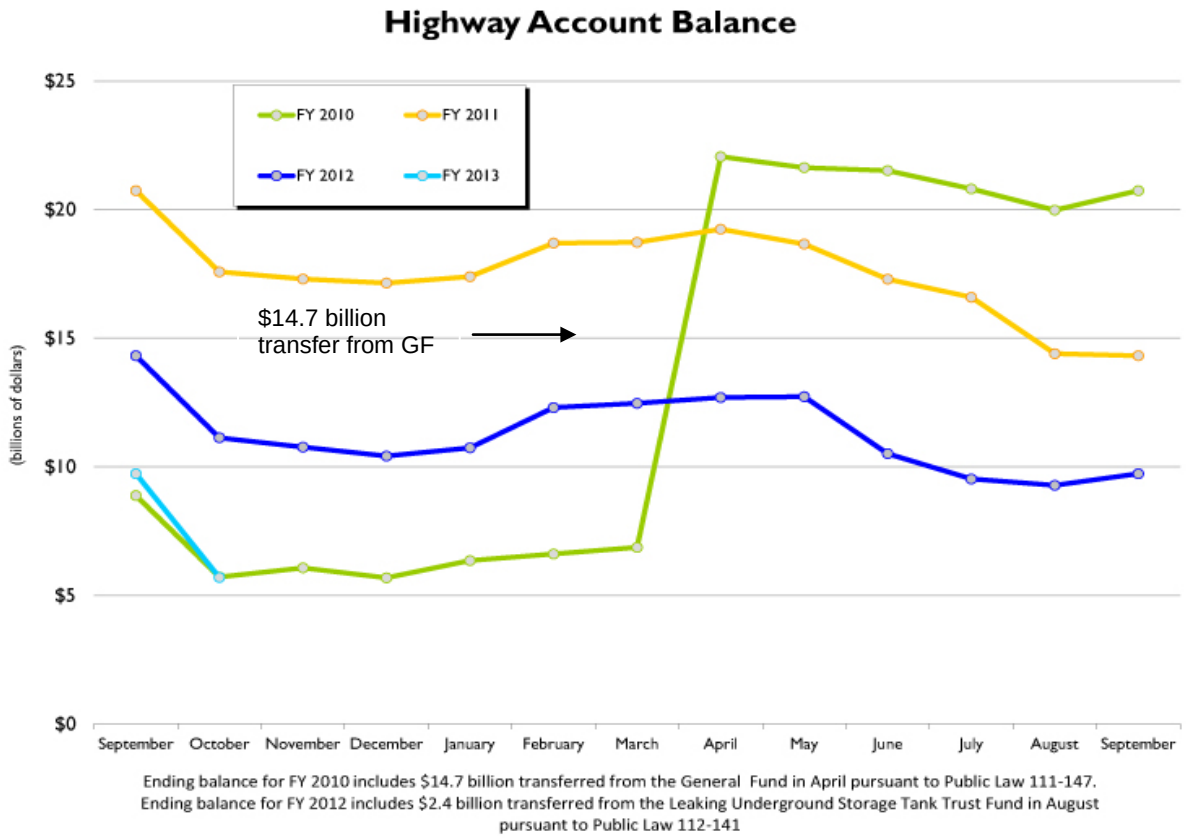
Federal Highway Trust Fund Revenue

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 MAP-21.

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 Federal-Aid Highway Act of 1956 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 that the legislation created.

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 and diesel taxes are the primary source of revenue to the HTF accounts. The federal gasoline tax is 18.4¢ per gallon while the federal diesel tax is 24.4¢. Of each tax, 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 on the next page (see *Federal Surface Transportation User Fees* on page 144).

Each penny of federal motor fuel tax generates about $1.7 billion annually. Under current law, all but 0.1¢ of the federal gasoline and diesel tax revenues goes into the HTF and is directed to transportation (the remaining 0.1¢ per gallon of gasoline and 0.1¢ per gallon of diesel is deposited into the Leaking Underground Storage Tank Trust Fund). The federal gas tax was last raised in 1993 and is not indexed to inflation.



Federal Surface 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 Airport and Airway Trust Fund (AATF) Revenue

The Federal Aviation Administration (FAA) is funded primarily by the Airport and Airway Trust Fund (Trust Fund or AATF) , which receives revenues from a series of excise taxes paid by users of the national airspace system, and by the General Fund. The Airport and Airway Revenue Act of 1970 created the Trust Fund to provide a dedicated source of funding for the aviation system independent of the General Fund.

The Trust Fund's purpose was to establish sources of funding that would increase concurrently with the use of the system, and assure timely and long-term commitments to capacity increases. The Trust Fund was designed to finance investments in the airport and airway system and, to the extent funds were available, cover the operating costs of the airway system as well. Taxes and fees flowing into the Trust Fund are displayed on page 146.

FAA Funding Accounts

In recent years, FAA funding has totaled between $15 billion and $16 billion annually. FAA funding is divided among four main accounts. Operations and Maintenance (O&M) makes up the largest portion of the FAA budget, comprising slightly more than 60% of total FAA appropriations. It is the only FAA account that is funded, in part, by General Fund contributions. The O&M account principally funds air traffic operations and aviation safety programs. The Airport Improvement Program (AIP) provides federal grants-in-aid for projects such as new runways and taxiways; runway lengthening, rehabilitation, and repair; and noise mitigation near airports. The Facilities and Equipment (F&E) account provides funding for the acquisition and maintenance of air traffic facilities and equipment, and for engineering, development, testing, and evaluation of technologies related to the federal air traffic system. The Research, Engineering, and Development account finances research on improving aviation safety and operational efficiency and reducing environmental impacts of aviation operations.

FAA Modernization and Reform Act of 2012

For the first time since 2007, the FAA has the certainty of long-term authorization to operate the air traffic control system, build up airport infrastructure, and develop the air traffic control system of the future.

On February 14, 2012, President Barack Obama signed into law the FAA Modernization and Reform Act of 2012. The bill provides a four-year, $63.4-billion authorization package for the agency, which had limped along on 23 short-term extension bills for five years.

Congress must still approve annual appropriations to fund the FAA at the levels authorized in the bill signed by the President.

Federal Aviation User Taxes and Fees

Passenger Ticket Tax (on domestic ticket purchases and frequent flyer awards)	7.5%
Flight Segment Tax (domestic, indexed annually to Consumer Price Index)	$3.80
Cargo Waybill Tax	6.25%
Frequent Flyer Tax	7.5%
General Aviation Gasoline	19.3 cents/gallon
General Aviation Jet Fuel (Kerosene)	21.8 cents/gallon
Commercial Jet Fuel (Kerosene)	4.3 cents/gallon
International Departure/Arrivals Tax (indexed annually to Consumer Price Index) (prorated Alaska/Hawaii to/from mainland United States)	**$16.70** (Alaska/Hawaii=$8.40)
Fractional Ownership Surtax on general aviation jet fuel	14.1 cents/gallon

Federal Transportation Programs – Multimodal

FEDERAL PROGRAM: **TIGER Grant Program**

FEDERAL AGENCY: U.S. Department of Transportation

PROGRAM DESCRIPTION

Originally created by the American Recovery and Reinvestment Act of 2009 (ARRA), the Transportation Investment Generating Economic Recovery (TIGER) Grant Program is a competitive program for "projects that have a significant impact on the nation, a metro area, or a region." It is a multimodal, competitive program that invests in road, rail, transit and port projects that promise to achieve critical national objectives.

Subsequent TIGER Discretionary Grant opportunities are similar, but not identical to the appropriation for the "TIGER" program authorized and implemented pursuant to the American Recovery and Reinvestment Act (ARRA). Because of the similarity in program structure, USDOT has continued to refer to the program as ''TIGER Discretionary Grants.''

Eligible applicants are state, local, and tribal governments, including transit agencies, port authorities, metropolitan planning organizations (MPOs), other political subdivisions of State or local governments, and multi-State or multijurisdictional groups applying through a single lead applicant.

ARRA provided $1.5 billion nationwide for the TIGER grant program (TIGER I). Since ARRA, Congress has funded the TIGER program through the annual appropriations process: $600 million was provided in FFY2010 (TIGER II), $526.944 million was provided in FFY2011 (TIGER III), $500 million was provided in FFY2012 (TIGER IV), and $250 million was provided for the first six months of FFY2013 (TIGER V). The program is oversubscribed and very competitive. For instance, for the TIGER IV competition in 2012, USDOT received 703 applications worth $10.2 billion and was only able to award 47 grants worth nearly $500 million.

RECIPIENTS, Washington State

TIGER I: $35 million for the construction of additional lanes on the North Spokane Corridor Project (WSDOT); $30 million for the Mercer Corridor Project (City of Seattle)

TIGER II: $34 million for the South Park Bridge Replacement Project (City of Seattle); $10 million for the West Vancouver Freight Access Project (Port of Vancouver); $1.010 million for the East Foster Wells Road Extension Project (Franklin County)

TIGER III: $15 million for the I-5 Joint Base Lewis-McChord Area Congestion Management Project (WSDOT); $10 million for the South Link: Sea-Tac Airport to South 200th Street Project (Sound Transit)

TIGER IV: $10 million for the North Spokane Corridor North Spokane Corridor – BNSF Railroad Structures/Realignment Project (WSDOT); $14 million for the Mercer Corridor West Reconstruction Project (City of Seattle)

DISTRIBUTIONS

TIGER grants are competitively awarded by USDOT.

MATCHING REQUIREMENTS

ARRA-funded TIGER I grants did not have a matching requirement, though the presence of matching funds was a factor in USDOT selection of TIGER grant awards. For subsequent rounds of TIGER grants, projects in urban areas have been required to provide at least a 20 percent match from non-federal funds, while projects in rural areas may receive up to 100 percent federal funding. Projects can increase their competitiveness by demonstrating significant non-federal contributions.

FEDERAL PROGRAM: **TIFIA Loan Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The Transportation Infrastructure Finance and Innovation Act (TIFIA) Program was originally authorized through the Transportation Equity Act for the 21st Century (TEA-21) in 1998. It provides federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance eligible surface transportation projects of national and regional significance. Highway, transit, intercity passenger rail, some types of freight rail, intermodal freight, and port access projects are eligible for assistance. TIFIA can help advance qualified, large-scale projects that otherwise might be delayed or deferred because of size, complexity, or uncertainty over the timing of revenues. Each dollar of federal funds can provide up to $10 in TIFIA credit assistance and leverage $30 in transportation infrastructure investment. TIFIA assistance must be repaid through dedicated revenue sources that secure project obligations, such as tolls, other user fees, or payments received under a public-private partnership agreement. Repayment of a TIFIA loan must begin by five years after the substantial completion of the project, and the loan must be fully repaid within 35 years after the project's substantial completion or by the end of the useful life of the asset being financed, if that life is less than 35 years.

RECIPIENTS, Washington State

In October 2012, WSDOT received a $300 million TIFIA loan that will fund design and construction of a portion of the SR 520 project – a westbound bridge between the west-end landing of the new floating bridge and Montlake in Seattle. The loan will be repaid with toll revenues. It is the only TIFIA assistance that has been provided to a project in Washington.

DISTRIBUTIONS

TIFIA credit assistance is competitively awarded by FHWA.

MATCHING REQUIREMENTS

TIFIA credit assistance may cover the following portions of the total cost of a project:

- TIFIA line of credit: up to 33%
- TIFIA loan: up to 49%
- TIFIA loan and TIFIA line of credit, combined: up to 49%
- Total Federal assistance (grants and loans) to a project receiving a TIFIA loan: up to 80%

Federal Transportation Programs – Aviation

FEDERAL PROGRAM: **Airport Improvement Program**

FEDERAL AGENCY: Federal Aviation Administration

PROGRAM DESCRIPTION

The Airport Improvement Program (AIP) provides grants to public agencies — and, in some cases, to private owners and entities -- for the planning and development of public-use airports that are included in the National Plan of Integrated Airport Systems (NPIAS). Eligible projects include those improvements related to enhancing airport safety, capacity, security, and environmental concerns. In general, sponsors can use AIP funds on most airfield capital improvements or repairs and in some specific situations, for terminals, hangars, and non-aviation development. Projects related to airport operations and revenue-generating improvements are typically not eligible for funding. Operational costs, such as salaries, equipment, and supplies, are also not eligible for AIP grants.

RECIPIENTS

AIP grants for planning, development, or noise compatibility projects are at or associated with individual public-use airports (including heliports and seaplane bases). A public-use airport is an airport open to the public that also meets the following criteria:

- Publicly owned, or
- Privately owned but designated by FAA as a reliever, or
- Privately owned but having scheduled service and at least 2,500 annual enplanements.

Further, to be eligible for an AIP grant, an airport must be included in the NPIAS. The NPIAS, which is prepared and published every 2 years, identifies public-use airports that are important to public transportation and contribute to the needs of civil aviation, national defense, and the Postal service. Recipients of grants are referred to as "sponsors."

DISTRIBUTIONS

Because the demand for AIP funds exceeds the availability, FAA bases distribution of these funds on present national priorities and objectives. AIP funds are typically first apportioned into major entitlement categories such as primary, cargo, and general aviation. Remaining funds are distributed to a discretionary fund. Set-aside projects (airport noise and the Military Airport Program) receive first attention from this discretionary distribution. The remaining funds are true discretionary funds that are distributed according to a national prioritization formula.

The Methow Valley State Airport is the only state-owned airport that is eligible for AIP funding. The airport receives $150,000 annually in non-primary entitlement funding. Additionally, in Federal Fiscal Year (FFY) 2009 and FFY 2011 WSDOT received AIP grants totaling $924,112 for airport improvements such as runway lighting, lighted wind cone, rotating beacon, and fencing. The WSDOT Aviation Division also receives AIP funding for system planning studies such as the Economic Impact Study, Statewide Airport Pavement Management System Update, and the Washington Aviation System Plan. WSDOT Aviation's State Capital Improvement Program is funded through an AIP grant. Of the 64 Washington airports included in the FAA's NPIAS, 11 airports are classified as 'Primary' airports and receive an annual entitlement of $1 million. The remaining 53 airports, locally owned except for Methow Valley State Airport, are eligible for the annual non-primary entitlement funding of $150,000.

MATCHING REQUIREMENTS

For large and medium primary hub airports, the grant covers 75 percent of eligible costs (or 80 percent for noise program implementation). For small primary, reliever, and general aviation airports, the grant covers a range of 90-95 percent of eligible costs, based on statutory requirements.

ARRA Aviation Funding

On February 17, 2009, the President signed the American Recovery and Reinvestment Act of 2009 (ARRA) into law, designating $1.1 billion for Airport Improvement Program (AIP) projects. These funds were intended for transportation infrastructure projects that would provide long-term economic benefits, preserve and create jobs, and promote economic recovery. ARRA also established tight timeframes for distributing and expending funds and expressed preference for projects that could be completed in 2 years.

Washington airports received 11 ARRA AIP grants worth $43,479,332:

- Port of Benton $2,195,470
- Port of Moses Lake $1,178,144
- Pangborn Memorial Airport $1,317,000
- Port of Bellingham $1,500,026
- Port of Bellingham $780,746
- Snohomish County $11,002,765
- Spokane International Airport $6,265,931
- Spokane International Airport $7,078,364
- Tri Cities Airport $9,077,593
- Town of Wilbur $2,211,899
- Town of Wilburn $871,394

Federal Transportation Programs – Highways

MAP-21 Highway Programs

FEDERAL PROGRAM: **Congestion Mitigation and Air Quality Improvement Program (CMAQ), MAP-21**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) was established in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The CMAQ Program provides funds to states for transportation projects and programs that help meet the requirements of the Clean Air Act. Funding is available for areas that do not meet the National Ambient Air Quality Standards (non-attainment areas), as well as former non-attainment areas that are now in compliance (maintenance areas). Eligible activities include:

- Acquisition of diesel retrofits, including tailpipe emissions control devices, and the provision of diesel-related outreach activities;
- Intermodal equipment and facility projects that target diesel freight emissions through direct exhaust control from vehicles or indirect emissions reductions through improvements in freight network logistics;
- Alternative fuel projects including participation in vehicle acquisitions, engine conversions, and refueling facilities;
- Conversion of diesel engine ferries to liquefied natural gas (LNG) or diesel/LNG combined;
- Establishment or operation of a traffic monitoring, management, and control facility, including the installation of advanced truck stop electrification systems;
- Projects that improve traffic flow, including efforts to provide signal systemization, construct HOV lanes, streamline intersections, add turning lanes, improve transportation systems management and operations that mitigate congestion and improve air quality, and implement ITS and other CMAQ-eligible projects, including efforts to improve incident and emergency response or improve mobility, such as through real time traffic, transit and multimodal traveler information;
- Projects or programs that shift travel demand to nonpeak hours or other transportation modes, increase vehicle occupancy rates, or otherwise reduce demand through initiatives, such as teleworking, ridesharing, pricing, and others;
- Transit investments, including transit vehicle acquisitions and construction of new facilities or improvements to facilities that increase transit capacity, and operating assistance;
- Passenger rail operating costs for up to three years;
- Non-recreational bicycle transportation and pedestrian improvements that provide a reduction in single-occupant vehicle travel; and
- Vehicle inspection and maintenance programs.

No funds may be used to add capacity except for HOV facilities that are available to single-occupancy vehicles only at off-peak times.

The Federal Highway Administration (FHWA) has until April 1, 2014 to establish performance measures for states to assess traffic congestion and on-road mobile source emissions. States must then establish targets within one year of the final FHWA rule on national performance measures, and are then responsible for meeting the performance targets for each measure. Once the State has set its performance targets metropolitan planning organizations (MPOs) have 180 days to set their own targets. Each MPO serving a Transportation Management Area (TMA) with a population of more than one million and also

representing a non-attainment or maintenance area (e.g., PSRC) is required to develop a performance plan to achieve emission and congestion reduction targets. The MPO plans must be updated biennially and each update must include a retrospective assessment of the progress made toward the air quality and traffic congestion performance targets through the last program of projects.

RECIPIENTS

The State is the recipient of CMAQ funding; WSDOT Improvement Program (I1). (The State sub-allocates, or distributes, all of its CMAQ apportionment to the five qualifying MPOs.)

DISTRIBUTIONS

Instead of using a separate programmatic formula for distribution as under past law, MAP-21 provides a total apportionment for each state and then divides that state amount among individual apportioned programs. Washington is estimated to receive $35.5 million in CMAQ funding in federal fiscal year (FFY) 2013, which will all be sub-allocated to MPOs that qualify as maintenance or non-attainment areas.

The State sub-allocates all of its CMAQ apportionment to five MPOs that qualify as maintenance areas (the state has no non-attainment areas): Puget Sound Regional Council (PSRC), Spokane Regional Transportation Council (SRTC), Southwest Washington Regional Transportation Council (RTC), Yakima Valley Conference of Governments (YVCOG) and Thurston Regional Planning Council (TRPC). Each MPO issues a regional call for projects involving local agencies and WSDOT. Projects are prioritized based on criteria developed by each MPO that provides sustainable reductions in emissions. Project selections are made in consultation with the State. The Governor's MAP-21 Steering Committee agreed to continue to sub-allocate 100 percent of CMAQ funding to MPOs in maintenance areas.

MATCHING REQUIREMENTS

The federal share is generally 80 percent, with an increased share up to 95 percent for states with large amounts of federally-owned lands (i.e. the sliding scale adjustment). Washington's federal share with the sliding scale adjustment is 86.5%. Certain safety projects that include an air quality or congestion relief component (e.g. carpool/vanpool projects, as provided in 23 USC 120(c)) may have a federal share of 100 percent, with limits.

FEDERAL PROGRAM: **Emergency Relief Program, MAP-21**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The Emergency Relief Program authorizes the Federal Highway Administration (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 an external cause. 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.

The Emergency Relief Program is authorized at $100 million per year. Debris removal is eligible only if the event is not declared a major disaster by the President, or where the event is declared a major disaster by the President but the debris removal is not eligible for assistance under the Stafford Act. Emergency Relief funds may be used to repair or reconstruct a comparable facility, which is defined as "a facility that meets the current geometric and construction standards required for the types and volume of traffic that the facility will carry over its design life." No funds may be used for repair or reconstruction of a bridge if the construction phase of a replacement structure is included in a state's approved transportation improvement program at the time of the event. A state's application for Emergency Relief funds must include a comprehensive list of all eligible project sites and repair costs within two years after the event. Tribal transportation facilities, federal lands transportation facilities, and other federally-owned roads open to public travel are eligible for Emergency Relief funding.

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. For example, Washington State received $9.9M in 2011 and $64.6M in 2012 for previous emergency relief events.

RECIPIENTS
WSDOT Improvement, Preservation, Maintenance (I2, P1, P2, P3, M2).

DISTRIBUTIONS

Distribution of Emergency Relief funds to the states is 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

The federal share is 100 percent 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 federal-aid system (in Washington it is generally, 90.66 percent on the Interstate System and 86.5 percent on all other routes).

FEDERAL PROGRAM: **Federal Lands Access Program, MAP-21**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The Federal Lands Access Program (Access Program) provides funds for projects on Federal Lands transportation facilities that are located on or adjacent to, or that provide access to Federal lands.

Eligible activities include:

- Transportation planning, research, engineering, preventive maintenance, rehabilitation, restoration, construction, and reconstruction of Federal lands access transportation facilities located on or adjacent to, or that provide access to, Federal land, and—
    - adjacent vehicular parking areas;
    - acquisition of necessary scenic easements and scenic or historic sites;
    - provisions for pedestrians and bicycles;
    - environmental mitigation in or adjacent to Federal land to improve public safety and reduce vehicle-caused wildlife mortality while maintaining habitat connectivity;
    - construction and reconstruction of roadside rest areas, including sanitary and water facilities; and
    - other appropriate public road facilities, as determined by the Secretary.
- Operation and maintenance of transit facilities.
- Any transportation project eligible for assistance under title 23 of the United States Code that is within or adjacent to, or that provides access to, Federal land.

Projects are selected by a Programs Decision Committee that each State is required to create. The committee is composed of a representative of the FHWA, a representative of the State DOT, and a representative of the appropriate political subdivisions of the State. For the state of Washington a county representative fills the role of appropriate political subdivision. This committee will make programming decisions for Access Program funds.

- The committee is required to cooperate with applicable Federal agencies within the State prior to any joint discussion or final programming decision.
- The committee shall give preference to projects that provide access to, are adjacent to, or are located within high-use Federal recreation sites or Federal economic generators, as identified by the Federal Lands Management Agencies.

RECIPIENTS

WSDOT Improvement and Preservation Programs (I-1, I-2, P1, P2, P3) and Z for Local Agencies. Local agencies may receive funds directly from FHWA in this program.

DISTRIBUTIONS

Funds are distributed by formula among States that have Federal lands managed by the National Park Service, the U.S. Forest Service, the U.S. Fish and Wildlife Service, the Bureau of Land Management, and the U.S. Army Corps of Engineers.

80% of funds go to States that contain at least 1.5% of the national total of public lands, and the remaining 20% going to States with less than 1.5% of the national total.

Funds are distributed by formula based on the following factors:

- 30% based on the State's share of total recreational visitation in all States.
- 5% based on the State's share of total Federal land area in all States.
- 55% based on the State's share of total Federal public road miles in all States.
- 10% based on the State's share of total number of Federal public bridges in all States.

MATCHING REQUIREMENTS

The federal share is equal to the federal share payable on a project on the federal-aid system (in Washington it is generally 90.66 percent on the Interstate System and 86.5 percent on all other routes).

FEDERAL PROGRAM: **Ferry Boat Formula Program, MAP-21**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The Ferry Boat Formula Program provides $67 million a year nationwide for public ferry systems to construct ferry boat and ferry terminal facilities, including ferry maintenance facilities. The ferry boat or ferry terminal facility using federal funds must be publicly owned or operated, or be majority publicly owned and be found by the U.S. Department of Transportation Secretary to provide a substantial public benefit. The operation of the ferry shall be on a route classified as a public road within the state and it must not be designated as a route on the Interstate System. Ferry boats carrying cars and passengers and ferry boats carrying passengers only on a fixed route are eligible. Temporary ferry operations are not eligible for this program.

RECIPIENTS

The State is the recipient of Ferry Boat Formula funds; Program W for Washington State Ferries.

DISTRIBUTIONS

Funds are distributed to eligible public ferry systems based on the number of passengers carried (20 percent), vehicles carried (45 percent), and total route miles (35 percent). The formula is applied using the latest data collected in the National Census of Ferry Operators as implemented by the Bureau of Transportation Statistics at the U.S. Department of Transportation. The State is the recipient of Ferry Boat Formula funds and funds are sub-allocated to specified ferry systems and public entities responsible for developing ferries. As of November 21, 2012, the Federal Highway Administration had yet to notify states with eligible public ferry systems of how much Ferry Boat Formula Program apportionment they could expect for federal fiscal year (FFY) 2013 (FFY 2013 is the first year of the program).

MATCHING REQUIREMENTS

The federal share is limited to 80 percent.

FEDERAL PROGRAM: **Highway Safety Improvement Program, MAP-21**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The Highway Safety Improvement Program (HSIP) is designed to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The program provides the flexibility to allow states to target safety funds to their most critical safety needs. As part of this flexibility, each state is required to develop and implement a Strategic Highway Safety Plan that includes all public roads in the state. Target Zero is Washington State's Strategic Highway Safety Plan. States may use HSIP funds to carry out strategies, activities, and projects on a public road that are consistent with a state strategic highway safety plan and correct or improve a hazardous road location or feature, or address a highway safety problem. The program includes a set-aside for the Railway-Highway Crossing Program.

Performance Measures

The Federal Highway Administration (FHWA) has until April 1, 2014, to establish performance measures for states to use to assess serious injuries and fatalities per vehicle mile traveled and the number of serious injuries and fatalities. States must then establish targets within one year of the final FHWA rule on national performance measures, and are then responsible for meeting the performance targets for each measure. If a state does not meet or make significant progress toward meeting the targets within two years of their establishment, the state must use an amount of its formula obligation limitation equal to its prior year HSIP apportionment only for obligation of its HSIP funding and submit an annual plan on how it will make progress to meet the targets. Additionally, if traffic fatalities and serious injuries per capita for older drivers and pedestrians increases, a state must include in its next Strategic Highway Safety Plan strategies to address the increase. Finally, if the fatality rate on rural roads in a state increases over the most recent two-year period, the state must obligate in the next fiscal year an amount equal to 200 percent of the amount of funds the state received for high-risk rural roads in federal fiscal year (FFY) 2009 for projects on high-risk rural roads.

RECIPIENTS

WSDOT Improvement Program (I1).

DISTRIBUTIONS

Instead of using a separate programmatic formula for distribution as under past law, MAP-21 provides a total apportionment for each state and then divides that state amount among individual apportioned programs. Washington is estimated to receive $41 million in HSIP funding in federal fiscal year (FFY) 2013. Of that amount, locals are estimated to receive $25.9 million.

The Governor's MAP-21 Steering Committee[1] agreed that one-third of the FFY2009 level of federal funding for the Safe Routes to School Program should come from HSIP. The remainder of the HSIP funding should be a data-driven distribution between state programs and local responsibilities based on the top infrastructure priorities under Target Zero. The local responsibility includes city streets, county roads, tribal roadways and city streets designated as state highways in cities that exceed 25,000 population.

[1] The Governor's MAP-21 Steering Committee was convened in the fall of 2012 to review the existing distributions of federal highway formula funds between state and local governments. The Committee was composed of two state legislators, the Secretary of Transportation, and representatives of cities, counties, ports, tribes, MPOs/RTPOs, and transit agencies.

MATCHING REQUIREMENTS

The federal share is 90% 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: **Metropolitan Planning Program, MAP-21**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

MAP-21's approach to the distribution of formula funds is based on the amount of formula funds each State received in FFY 2012. Funding for metropolitan planning activities is calculated by multiplying the FFY 2012 apportionment by the FFY 2009 ratio of planning to total apportionment. Previously under SAFETEA-LU, Metropolitan Planning was funded by a 1 ¼ percent takedown from the amounts authorized for the core apportioned programs (except for the Highway Safety Improvement Program). The total amount of the takedown was apportioned to the States based on urbanized area population, and each State received no less than a minimum of ½ of 1 percent of the total apportionment.

Guidance on the new requirements from FTA and FHWA:

> *Section 5305(d) authorizes Federal funding to support a cooperative, continuous, and comprehensive planning program for transportation investment decision-making at the metropolitan area level. The specific requirements of metropolitan transportation planning are set forth in 49 U.S.C. 5303 and further explained in 23 CFR Part 450, as incorporated by reference in 49 CFR Part 613, Statewide Transportation Planning; Metropolitan Transportation Planning. State Departments of Transportation (DOTs) are direct recipients of funds allocated by FTA, which are then sub-allocated to Metropolitan Planning Organizations (MPOs), for planning activities that support the economic vitality of the metropolitan area.*
>
> *The metropolitan transportation planning process must establish a performance-based approach in which the MPO will develop specific performance targets that address transportation system performance measures (to be issued by U.S. DOT), where applicable, to use in tracking progress towards attaining critical outcomes. These performance targets will be established by MPO's in coordination with States and transit providers. MPOs will provide a system performance report that evaluates the progress of the MPO in meeting the performance targets in comparison with the system performance identified in prior reports.*
>
> *This funding must support work elements and activities resulting in balanced and comprehensive intermodal transportation planning for the movement of people and goods in the metropolitan area. Comprehensive transportation planning is not limited to transit planning or surface transportation planning, but also encompasses the relationships among land use and all transportation modes, without regard to the programmatic source of Federal assistance. Eligible work elements or activities include, but are not limited to studies relating to management, mobility management, planning, operations, capital requirements, and economic feasibility; evaluation of previously funded projects; peer reviews and exchanges of technical data, information, assistance, and related activities in support of planning and environmental analysis among MPOs and other transportation planners; work elements and related activities preliminary to and in preparation for constructing, acquiring, or improving the operation of facilities and equipment; development of coordinated public transit human services transportation plans. An exhaustive list of eligible work activities is provided in FTA Circular 8100.1C, Program Guidance for Metropolitan Planning and State Planning and Research Program Grants, dated September 1, 2008.*

RECIPIENTS

The following amounts are the total estimated apportionments for Washington State's Metropolitan Planning Program:

FY 2013	$ 9,222,147
FY 2014	$9,222,147 (*est.*)
TOTAL	$18,444, 294 (*est.*)

As shown in the table below, there are eleven MPOs in Washington (The Walla Walla Valley MPO is required to be designated by March 2013. It was created as a result of the 2010 Census).

Benton Franklin Council of Governments	Spokane Regional Transportation Council
Cowlitz-Wahkiakum Council of Governments	Thurston Regional Planning Council
Lewis Clark Valley MPO	Walla Walla Valley MPO
Puget Sound Regional Council	Wenatchee Valley Transportation Council
Skagit Metropolitan Planning Organization	Whatcom Council of Governments
Southwest Washington Regional Transportation Council	Yakima Valley Conference of Governments

DISTRIBUTIONS

MPO Planning funds are distributed by the Washington State Department of Transportation to each MPO listed above. The formula for allocating MPO funds in Washington is still being determined.

MATCHING REQUIREMENTS

For Washington, the federal share is 86.5% and the match is equal to 13.5%.

FEDERAL PROGRAM: **National Highway Performance Program, MAP-21**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The National Highway Performance Program (NHPP) has three purposes: 1) provide support for the condition and performance of the National Highway System (NHS); 2) provide support for the construction of new facilities on the NHS; and 3) ensure that investments of federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS.

NHPP funds may generally only be spent on facilities located on the NHS and must be for a project, or part of a program of projects, supporting progress towards the achievement of national performance goals for improving infrastructure condition, safety, mobility or freight movement on the NHS and are consistent with federal planning requirements. Eligible activities include, but are not limited to: construction, reconstruction, resurfacing, restoration, rehabilitation, preservation or operational improvement of segments of the NHS; construction, replacement, rehabilitation, preservation, and protection of bridges and tunnels on the NHS; inspection and evaluation of bridges and tunnels on the NHS; training of bridge and tunnel inspectors; construction, rehabilitation, or replacement of existing ferry boats and ferry boat facilities, including approaches that connect road segments of the NHS; bicycle transportation and pedestrian walkways that are associated with an NHS facility; highway safety improvements for segments of the NHS; development and implementation of a state asset management plan; and environmental restoration and pollution abatement projects associated with an NHS activity.

Performance Measures
The Federal Highway Administration (FHWA) has until April 1, 2014, to establish performance measures for the condition of pavement, bridges and the performance of the Interstate and NHS systems. States must then establish targets within one year of the final FHWA rule on national performance measures, and are then responsible for meeting the performance targets for each measure. Once the State has set its performance targets metropolitan planning organizations (MPOs) have 180 days to set their own targets. By October 1, 2016, the State must report to FHWA on its progress towards achieving the targets and then every two years thereafter. MPOs will report to FHWA on progress in their Metropolitan Transportation Plan on a four or five year frequency, depending on the size of the area. If the State does not meet or make significant progress toward the performance targets for two consecutive reporting periods, the State must document in its next report the actions it will take to achieve the targets.

State Asset Management Plans
Under the NHPP the State is required to develop a risk-based asset management plan that prioritizes urgent repairs to help improve the overall condition of the State's bridges and highway systems. By April 1, 2014, FHWA must publish a rulemaking establishing the process for states to use in developing a risk-based, performance-based asset management plan for preserving and improving the condition of the NHS. The State's process must be reviewed and recertified at least every four years. If certification is denied, the State has 90 days to cure deficiencies. If the State has not developed and implemented an asset management plan consistent with requirements by October 1, 2015, the federal share for NHPP projects in that fiscal year is reduced to 65%.

Minimum Interstate Pavement and NHS Bridge Conditions
FHWA is directed to establish a minimum level of condition for Interstate pavements. If during two consecutive reporting periods Interstate pavement conditions in the State fall below the minimum set by

USDOT, the State must, at a minimum, devote the following resources to improve Interstate pavement conditions during the following fiscal year (and each year thereafter if the condition remains below the minimum):

- NHPP funds in an amount equal to the state's FFY 2009 Interstate Maintenance (IM) apportionment ($94.6 million in Washington), to increase by 2% per year for each year after FFY 2013.
- Funds transferred from the Surface Transportation Program to the NHPP in an amount equal to 10% of the amount of the state's FFY 2009 IM apportionment ($9.46 million in Washington).

Federal law also establishes a minimum standard for NHS bridge conditions. If more than 10% of the total deck area of NHS bridges in the State is on structurally deficient bridges for three consecutive years, the State must devote NHPP funds in an amount equal to 50% of the State's FFY 2009 Highway Bridge Program apportionment to improve bridge conditions during the following fiscal year ($73 million in Washington), and each year thereafter if the condition remains below the minimum.

RECIPIENTS

The State is the recipient of NHPP funding, Improvement (I) and Preservation (P) programs.

DISTRIBUTIONS

Instead of using a separate programmatic formula for distribution as under past law, MAP-21 provides a total apportionment for each state and then divides that state amount among individual apportioned programs. Washington is estimated to receive $364 million in NHPP funding in FFY 2013. Of that amount, locals are estimated to receive $21.8 million.

The Governor's MAP-21 Steering Committee[2] agreed to maintain the historic split between the State and local governments. The Committee also agreed that the local share of the NHPP program is for locally-owned bridges.

MATCHING REQUIREMENTS

The federal share is generally 80 percent, with an increased share up to 95 percent for states with large amounts of federally-owned lands (i.e. the sliding scale adjustment). The federal share for projects on the Interstate system is 90 percent, also subject to the upward sliding scale adjustment, unless the project adds lanes that are not high-occupancy-vehicle (HOV) or auxiliary lanes. For projects that add single occupancy vehicle capacity on the Interstate, that portion of the project that increases single occupancy vehicle capacity will revert to the 80 percent federal share participation level. Washington's federal share is 86.5%. For NHPP projects on the Interstate System, Washington's 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.

Certain safety improvements may have a federal share of 100 percent (as listed in 23 U.S.C. 120(c) (1)), with limits. Projects that demonstrate an improvement to the efficient movement of freight and are identified in a state freight plan are eligible for an increased federal share of up to 95 percent for projects on the Interstate System and up to 90 percent for all other projects on the NHS. As noted above, for states that have not developed and implemented a state asset management plan by October 1, 2015, the federal share is limited to 65 percent.

[2]The Governor's MAP-21 Steering Committee was convened in the fall of 2012 to review the existing distributions of federal highway formula funds between state and local governments. The Committee was composed of two state legislators, the Secretary of Transportation, and representatives of cities, counties, ports, tribes, MPOs/RTPOs, and transit agencies.

FEDERAL PROGRAM: **State Planning and Research Program, MAP-21**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The State Planning and Research Program (SP&R) funds States' statewide planning and research activities. The funds are used to establish a cooperative, continuous, and comprehensive framework for making transportation investment decisions and to carryout transportation research activities throughout the State.

Funding is provided for SP&R by a 2% set-aside from each State's apportionments of four programs: the National Highway Performance Program (NHPP); the Surface Transportation Program (STP); the Highway Safety Improvement Program (HSIP); and the Congestion Mitigation Air Quality Improvement Program (CMAQ) Program.

Of the funds that are set aside, a minimum of 25% must be used for research purposes, unless the State certifies that more than 75% of the funds are needed for statewide and metropolitan planning and the Secretary accepts such certification.

Eligible Activities

- Engineering and economic surveys and investigations;
- Planning of future highway programs and local public transportation systems and planning of the financing of such programs and systems, including metropolitan and statewide planning;
- Development and implementation of management systems, plans and processes under the NHPP, HSIP, CMAQ, and the National Freight Policy;
- Studies of the economy, safety, and convenience of surface transportation systems and the desirable regulation and equitable taxation of such systems;
- Research, development, and technology transfer activities necessary in connection with the planning, design, construction, management, and maintenance of highway, public transportation, and intermodal transportation systems;
- Study, research, and training on the engineering standards and construction materials for transportation systems described in the previous bullet, including the evaluation and accreditation of inspection and testing and the regulation and taxation of their use;
- Conduct of activities relating to the planning of real-time monitoring elements; and
- Implementation by the Secretary of the findings and results of the Future Strategic Highway Research Program.

RECIPIENTS

WSDOT Planning and Research Division (Program T).

DISTRIBUTIONS

WSDOT's Freight Systems Division, Highway System Plan, and the Strategic Planning Division. No federal funds from this program go to other outside agencies.

MATCHING REQUIREMENTS

The Federal share of the cost of a project carried out with SP&R funds shall be 80% unless the Secretary determines that the interests of the Federal-aid highway program would be best served by decreasing or eliminating the non-Federal share.

FEDERAL PROGRAM: **Surface Transportation Program, MAP-21**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The Surface Transportation Program (STP) was originally established in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and is the most flexible of all the federal-aid programs, allowing for the widest array of transportation projects. Eligible projects include:

- Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways;
- Replacement (including replacement with fill material), rehabilitation, preservation, protection for bridges (and approaches to bridges and other elevated structures) and tunnels on public roads of all functional classifications, including any such construction or reconstruction necessary to accommodate other transportation modes;
- Construction of a new bridge or tunnel at a new location on a federal-aid highway;
- Inspection and evaluation of bridges and tunnels and training of bridge and tunnel inspectors;
- Capital costs for transit projects, which includes vehicles and facilities (publicly or privately owned) that are used to provide intercity passenger bus service;
- Carpool projects, fringe and corridor parking facilities and programs, including electric vehicle and natural gas vehicle infrastructure;
- Bicycle transportation and pedestrian walkways, and the modification of public sidewalks to comply with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.);
- Highway and transit safety infrastructure improvements and programs, installation of safety barriers and nets on bridges, hazard eliminations, projects to mitigate hazards caused by wildlife, and railway-highway grade crossings;
- Highway and transit research and development and technology transfer programs;
- Capital and operating costs for traffic monitoring, management, and control facilities and programs, including advanced truck stop electrification systems;
- Surface transportation planning programs;
- Transportation alternatives (*see Transportation Alternatives Program on page 174*);
- Transportation control measures listed in section 108 (f)(1)(A) (other than clause (xvi)) of the Clean Air Act;
- Development and establishment of management systems;
- Environmental mitigation efforts relating to federal-aid highway projects;
- Projects relating to intersections that have – disproportionately high accident rates; high levels of congestion, as evidenced by interrupted traffic flow at the intersection and a level of service rating of "F" during peak travel hours, calculated in accordance with the Highway Capacity Manual; and are located on a federal-aid highway;
- Infrastructure-based intelligent transportation systems capital improvements;
- Environmental restoration and pollution abatement;
- Control of noxious weeds and aquatic noxious weeds and establishment of native species;
- Projects and strategies designed to support congestion pricing, including electronic toll collection and travel demand management strategies and programs;
- Recreational trails projects;
- Construction of ferry boats and ferry terminal facilities;
- Border infrastructure projects;
- Truck parking facilities;

- Development and implementation of a state asset management plan for the National Highway System as required by the *National Highway Performance Program* (see page 167);
- A project that, if located within the boundaries of a port terminal, includes only such surface transportation infrastructure modifications as are necessary to facilitate direct intermodal interchange, transfer, and access into and out of the port;
- Construction and operational improvements for any minor collector if – the minor collector and the project to be carried out are in the same corridor and in proximity to a National Highway System route; the construction or improvements will enhance the level of service on the National Highway System route and improve regional traffic flow; and the construction or improvements are more cost-effective, as determined by a benefit-cost analysis, than an improvement to the National Highway System route; and
- Workforce development, training, and education activities.

From its STP apportionment, the State is required to spend the equivalent of not less than 15 percent of its FFY 2009 Highway Bridge Program apportionment ($21.9 million in Washington) on bridges off the federal-aid system (i.e. the off-system bridge set-aside).

RECIPIENTS

WSDOT Capital Improvement, Preservation, and Ferry Programs (I1, I2, I3, I4, P1, P3, W) and Planning.

DISTRIBUTIONS

Instead of using a separate programmatic formula for distribution as under past law, MAP-21 provides a total apportionment for each state and then divides that state amount among individual apportioned programs. Washington is estimated to receive $167.5 million in STP funding in FFY 2013. Of that amount, locals are estimated to receive $122.8 million.

Fifty percent of the State's STP apportionment must be sub-allocated to areas based on their relative share of the total State population, while the 50 percent may be spent in any area of the State. The funds distributed based on population are divided into three categories: 1) Urbanized areas with a population over 200,000; 2) Areas with a population of 5,000 or less; and 3) Urban areas with a population of 5,001 to 200,000. The funds for the off-system bridge set-aside may not be taken from the STP apportionment distributed based on population.

The Governor's MAP-21 Steering Committee[3] agreed to continue to sub-allocate the historic level of STP apportionment based on population and provide the off-system bridge set-aside for locally-owned bridges.

MATCHING REQUIREMENTS

The federal share is generally 80 percent, with an increased share up to 95 percent for states with large amounts of federally-owned lands (i.e. the sliding scale adjustment). The federal share for projects on the Interstate system is 90 percent, also subject to the upward sliding scale adjustment, unless the project adds lanes that are not high-occupancy-vehicle (HOV) or auxiliary lanes. For projects that add single occupancy vehicle capacity, that portion of the project that increases single occupancy vehicle capacity will revert to the 80 percent federal share. Washington's federal share is 86.5%. For STP projects on the Interstate System, Washington's 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.

[3] The Governor's MAP-21 Steering Committee was convened in the fall of 2012 to review the existing distributions of federal highway formula funds between state and local governments. The Committee was composed of two state legislators, the Secretary of Transportation, and representatives of cities, counties, ports, tribes, MPOs/RTPOs, and transit agencies.

Certain safety improvements (as listed in 23 U.S.C. 120(c) (1)) may have a federal share of 100 percent, with limits. The federal share for workforce development, training, and education activities carried out with STP funds is 100 percent. The federal share for projects located on toll roads is limited to 80 percent. Projects that demonstrate an improvement to the efficient movement of freight and are identified in a state freight plan are eligible for an increased federal share, at the discretion of the U.S. Secretary of Transportation: 95 percent for projects on the Interstate System and 90 percent for all other projects.

FEDERAL PROGRAM: **Transportation Alternatives Program, MAP-21**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The Transportation Alternatives Program is a set-aside of funds for programs and projects defined as "transportation alternatives," including, but not limited to:

- On- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation;
- Conversion of abandoned railroad corridors to trails;
- Historic preservation and rehabilitation of transportation facilities;
- Construction of turnouts, overlooks, and viewing areas;
- Recreational trail program projects;
- Safe routes to school projects; and
- Projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways (Washington has no such roads).

Funds are to be competitively awarded by a state agency and Metropolitan Planning Organizations (MPO).

RECIPIENTS

The State is the recipient of Transportation Alternatives funding.

Entities eligible to apply to a state agency or MPO for Transportation Alternatives funding are: local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts, tribal governments and any other local or regional governmental entity responsible for oversight of transportation or recreational trails (other than an MPOs or a state DOT) that a state determines to be eligible. Non-profits are not eligible as direct grant recipients of the funds, though non-profits are eligible to partner with any eligible entity on an eligible Transportation Alternatives project, if state or local requirements permit.

DISTRIBUTIONS

The Transportation Alternatives Program is funded by setting aside 2 percent of the amounts to be apportioned to a state for the following programs: National Highway Performance Program, Surface Transportation Program, Highway Safety Improvement Program, Congestion Mitigation and Air Quality Improvement Program, and Metropolitan Planning. Fifty-percent of the funds allocated to the state must be distributed to MPOs based on population and the other half may be obligated in any area of the state.

Each state must obligate the same amount of funding to the Recreational Trails Program that it received in 2009 (approximately $1.9 million in Washington) and return 1% of the funds (approximately $19,000 in Washington) to FHWA for administration of the program. The governor of a state may choose to opt out of the Recreational Trails set-aside not later than 30 days prior to apportionments being made for any fiscal year (no later than the September 1st prior to the fiscal year in which the state wishes to opt out). For FFY2013 Governor Gregoire chose to opt into the Recreational Trails component of the program – no action is necessary to opt in.

The Governor's MAP-21 Steering Committee[4] agreed that after funding the Recreational Trails set-aside of the Transportation Alternatives Program and sub-allocating the required 50 percent to MPO/RTPOs based on population, the remaining state's discretionary funding should be split between two-thirds of the FFY 2009 level of federal funding for Safe Routes to Schools and the remainder should be sub-allocated to MPO/RTPOs.

Washington is estimated to receive $12.3 million in FFY 2013 for this program. Of that amount, MPOs are estimated to receive $10.8 million.

MATCHING REQUIREMENTS

The federal share is generally 80 percent, with an increased share up to 95 percent for states with large amounts of federally-owned lands (i.e. the sliding scale adjustment). Washington's federal share is 86.5%.

[4] The Governor's MAP-21 Steering Committee was convened in the fall of 2012 to review the existing distributions of federal highway formula funds between state and local governments. The Committee was composed of two state legislators, the Secretary of Transportation, and representatives of cities, counties, ports, tribes, MPOs/RTPOs, and transit agencies.

SAFETEA-LU Highway Programs

FEDERAL PROGRAM: **Highway Bridge Program, SAFETEA-LU**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The Highway Bridge Program provided 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 bridges off the federal-aid system (i.e. "off-system bridges). The Highway Bridge Program was terminated by MAP-21. Beginning in FFY 2013, bridge projects became an eligible use of the National Highway Performance Program and Surface Transportation Program formula funds.

RECIPIENTS

The State was the recipient of Highway Bridge Program funds; WSDOT Structures Preservation Program (P2).

DISTRIBUTIONS

The distribution to states was 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 could receive more than 10% or less than 0.25% of the national amount available for apportionment. For federal fiscal year (FFY) 2012 Washington received $169.7 million in Highway Bridge Program apportionment, of which $40.6 million was distributed to locals. Since a 2007 legislative decision to allocate federal bridge funds to eligible mega-projects, Highway Bridge Program funds have been split 76 percent to the State and 24 percent to local agencies.

MATCHING REQUIREMENTS

The federal share is generally 80 percent, with an increased share up to 95 percent for states with large amounts of federally-owned lands (i.e. the sliding scale adjustment). Washington's federal share is 86.5% with the sliding scale adjustment.

FEDERAL PROGRAM: **Congestion Mitigation Air Quality Improvement Program, SAFETEA-LU**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) was established in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The CMAQ Program provides funds to states for transportation programs and projects that help meet the requirements of the Clean Air Act. Funding is available for areas that do not meet the National Ambient Air Quality Standards (non-attainment areas), as well as former non-attainment areas that are now in compliance (maintenance areas). Examples of such eligible 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 non-motorized transportation facilities.

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

STATE RECIPIENTS

The State is the recipient of CMAQ funding. The State sub-allocates, or distributes, all of its CMAQ apportionment to the five qualifying Metropolitan Planning Organizations (MPOs).

DISTRIBUTIONS

State apportionments are based on the state's population in ozone or carbon monoxide non-attainment 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. For Federal Fiscal Year (FFY) 2012, Washington received $29.5 million in CMAQ apportionment.

The State sub-allocates all of its CMAQ apportionment to five Metropolitan Planning Organizations (MPOs) that qualify as maintenance areas: Puget Sound Regional Council (PSRC), Spokane Regional Transportation Council (SRTC), Southwest Washington Regional Transportation Council (RTC), Yakima Valley Conference of Governments (YVCOG) and Thurston Regional Planning Council (TRPC). Each MPO issues a regional call for projects involving local agencies and WSDOT. Projects are prioritized based on criteria developed by each MPO that provides sustainable reductions in emissions. Project selections are made in consultation with the State.

MATCHING REQUIREMENTS

The federal share is generally 80 percent, with an increased share up to 95 percent for states with large amounts of federally-owned lands (i.e. the sliding scale adjustment). Washington's federal share with the sliding scale adjustment is 86.5%.

FEDERAL PROGRAM: **Coordinated Border Infrastructure Program, SAFETEA-LU**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The Coordinated Border Infrastructure (CBI) Program provided formula funding to states 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. States were required to 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 could use these funds on projects in Canada or Mexico under certain conditions. The CBI Program was terminated by MAP-21. Beginning in FFY 2013, border infrastructure projects became an eligible use of Surface Transportation Program formula funds.

RECIPIENTS

The State is the recipient of CBI funds.

DISTRIBUTIONS

Funds were 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. In FFY 2011, Washington State received $15.1 million in CBI funding, of which none went to local governments. In FFY 2012, Washington State received $12 million, of which none went to local governments.

MATCHING REQUIREMENTS

The federal share is generally 80% subject to the sliding scale adjustment. In Washington State the sliding scale is 90.66% on the Interstate and 86.5% on the NHS.

FEDERAL PROGRAM: **Emergency Relief Program, SAFETEA-LU**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The Emergency Relief Program authorizes the Federal Highway Administration (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 an external cause. 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. The Emergency Relief Program is authorized at $100 million per year.

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. For example, Washington State received $9.9M in 2011 and $64.6M in 2012 for previous emergency relief events.

RECIPIENTS

WSDOT Improvement, Preservation, Maintenance (I2, P1, P2, P3, M2).

DISTRIBUTIONS

Distribution of Emergency Relief funds to the states is 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

The federal share is 100 percent 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 federal-aid system (in Washington it is generally, 90.66% on the Interstate System and 86.5% on all other routes).

FEDERAL PROGRAM: **Equity Bonus Program, SAFETEA-LU**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

Five equity-based funding categories from the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)—Minimum Allocation, Donor State Bonus, Hold Harmless, 90% of Payments, and Interstate Reimbursement—were collapsed into one new category under the Transportation Equity Act for the 21sth Century (TEA-21) and carried forward into SAFETEA-LU. This program, Equity Bonus, achieved two goals: (1) it disbursed a large amount of money to the states, and (2) it ensured that each state would 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 was 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 was the source of 10% of all funds flowing into the Highway Account in a particular year, for the following year it was guaranteed 9.05% of the total amount given out. To achieve this goal, the amount of Equity Bonus funds given to each state was increased or decreased each year by USDOT. For some states, this category constituted a large portion of total federal funding. Some states may have received up to 40% of their funds through this program. Given this fact, Congress further directed that some of the Equity Bonus funds be funneled through the major formula programs: National Highway System, Interstate Maintenance, CMAQ, Bridge, and Surface Transportation Program (STP). The remaining Equity Bonus funds apportioned to a state could be used for any project for which STP funds may be used. The funds were very much like STP statewide flexible funds and were not subject to enhancement, safety, or population distribution requirements. The Equity Bonus Program was terminated by MAP-21.

RECIPIENTS

WSDOT Improvement, Preservation, Planning, and Ferries Programs (I1, I2, I3, I4, P1, P3, T, W) and Z for Local Agencies.

DISTRIBUTIONS

Equity Bonus funds consisted of two components: formula and flexible distributions. In FFY 2011, Washington State received $14.3 million, of which $5.7 million was distributed to local governments. In FFY 2012, Washington State received $13.5 million, of which $5.4 million was distributed to local governments. The distribution of Equity Bonus funds between State and Local jurisdictions reflects a decision by the Governor to keep 66% of federal funds at the state level and distribute 34% to local jurisdictions. After splitting out the other various federal funds, the Equity Bonus distribution was used to achieve this overall 66% /34% split.

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 was 86.5%. For projects on the Interstate System, Washington's federal share was 90.66%, except for projects to add Interstate capacity other than HOV or auxiliary lanes, which were funded at an 86.5% federal share.

FEDERAL PROGRAM: **Federal Lands Highways Program, SAFETEA-LU**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The Federal Lands Highways Program provided funding for improvements to and preservation of highways on federal lands. The program had four categories: Indian Reservation Roads; Parkways and Park Roads (administered by the Department of the Interior); Public Lands Highways (which included the previous Forest Highway category), and Refuge Roads. All categories of funds, except Refuge Roads, could be used for transit facilities. The Federal Lands Highways Program was terminated by MAP-21 and became the *Federal Lands Access Program* along with a slight expansion as described on page 160.

RECIPIENTS

WSDOT Preservation Program (P1, P2) or Z for Local Agencies.

DISTRIBUTIONS

Funds were 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 were allocated by administrative formula. Portions of the Federal Lands Highways program were at the discretion of the U.S. Secretary of Transportation, based on application of the states.

Projects for the Forest Highway Programs were jointly selected by FHWA, State, and the Forest Service. Projects had to be on designated Forest Highway routes and were proposed by the State and the Forest Service. County projects were proposed through the State. Project selections were based on the following criteria:

- The development, utilization, protection, and administration of the National Forest Service (NFS) and its renewable resources;
- The enhancement of economic development at the local, regional, and national level;
- The continuity of the transportation network serving the NFS and the communities that are economically dependent upon it;
- The mobility of the users of the transportation network and the goods and services provided;
- The improvement of the transportation network for economy of operation and maintenance and the safety of its users;
- The protection and enhancement of the rural environment associated with the NFS and its renewable resources; and
- The results from pavement, bridge, and safety management systems.

For FFY 2012 the Washington state allocation was $11 million with 100 percent of the funds being committed to local roadways.

MATCHING REQUIREMENTS

100% federal share.

FEDERAL PROGRAM: **Ferry Boat Discretionary Program, SAFETEA-LU**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The Ferry Boat Discretionary Program provided $67 million annually in competitive, discretionary funding for the construction of ferry boats and ferry terminal facilities, including ferry maintenance 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. The ferry boat or ferry terminal facility using federal funds must be publicly owned or operated, or be majority publicly owned and be found by the U.S. Department of Transportation Secretary to provide a substantial public benefit. The Ferry Boat Discretionary Program was terminated in federal fiscal year (FFY) 2013. Beginning in FFY 2013, there is a new Ferry Boat Formula Program (*see Ferry Boat Formula Program on page 162*) and ferry boat projects are also an eligible use of the National Highway Performance Program and Surface Transportation Program formula funds.

RECIPIENTS

State and local public ferry systems are recipients of Ferry Boat Discretionary funding; Program W for Washington State Ferries.

DISTRIBUTIONS

Distributions were at the discretion of Congress (earmarks) and/or the Federal Highway Administration (grants). For federal fiscal years (FFY) 2005-2010 Washington State Ferries received a $5 million set-aside through a congressional earmark. That set-aside was eliminated in FFY 2011. In FFY12, Washington State Ferries and local public ferry systems competed for and received six Ferry Boat Discretionary Program grants worth $5.8 million.

REQUIREMENTS

The federal share is limited to 80 percent.

FEDERAL PROGRAM: **High Priority Projects, SAFETEA-LU**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

Prior to federal fiscal year's (FFY) 2011 earmark ban, Congress often provided funds for named high priority projects in surface transportation authorization bills through the Highway Priority Projects Program. Earmarked funds were in addition to apportioned, or formula-based, distributions of federal-aid highway program funds, such as the Interstate Maintenance Program, the National Highway System Program, and the Surface Transportation Program,

High Priority Project funds may only be spent for the earmarked project identified in an authorization bill, such as SAFETEA-LU.

RECIPIENTS

WSDOT Improvement and Preservation Programs (I1, I2, I3, I4, P1, P2, P3) and Program Z for local agency projects.

DISTRIBUTIONS

High Priority Projects were discretionary earmarks provided by Congress. The SAFETEA-LU High Priority Projects Program allocated $276.7 million for state and local projects in Washington State over the length of the bill (FFY 2005-2009). Congress eliminated earmarks in FFY 2011, therefore the subsequent multi-year surface transportation authorization bill, MAP-21, did not include a High Priority Projects Program.

MATCHING REQUIREMENTS

The federal share was 80 percent.

FEDERAL PROGRAM: **Highway Safety Improvement Program, SAFETEA-LU**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

SAFETEA-LU established the Highway Safety Improvement Program (HSIP) as a new core federal-aid funding program designed to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The program provides the flexibility to allow states to target safety funds to their most critical safety needs. As part of this flexibility, each state is required to develop and implement a Strategic Highway Safety Plan that includes all public roads in the state. Target Zero is Washington State's Strategic Highway Safety Plan. States may use HSIP funds to carry out any highway safety improvement project on any public road or publicly-owned bicycle or pedestrian pathway or trail. The program includes set-asides for High-Risk Rural Roadways (HRRR) and the Railway-Highway Crossing Program.

RECIPIENTS

WSDOT Improvement Program (I2).

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 percent of total funds. For Federal Fiscal Year (FFY) 2012, the State received $25.5 million in HSIP funding, of which $15.2 million was distributed to local agencies.

In Washington, HSIP funds are split between state programs and local responsibilities based on the top two priority infrastructure areas within the Target Zero Strategic Highway Safety Plan (Target Zero). Those areas are Run Off the Road and Intersection Crashes. The numbers of serious and fatal crashes are used to develop a program split which equals 30 percent to state programs and 70 percent to local agencies, primarily cities and counties. The local responsibility includes city streets, county roads and city streets designated as state highways in cities that exceed 25,000 population.

MATCHING REQUIREMENTS

The federal share is 90% 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, SAFETEA-LU**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

SAFETEA-LU created this discretionary grant program to provide 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 was given to projects that were ready for construction within one year of approval of the project proposal. The amount allocated could be up to 20% but not more than $5 million of the total project cost, and could be used as the non-federal share of a project. The Highways for Life Pilot Program was terminated by MAP-21.

RECIPIENTS

States were eligible to apply for Highways for Life Pilot Program grants.

DISTRIBUTIONS

In Federal Fiscal Year (FFY) 2012, WSDOT received an $182,600 grant from the Highways for Life Pilot Program.

MATCHING REQUIREMENTS

Up to 100% federal share.

FEDERAL PROGRAM: **Interstate Maintenance Program, SAFETEA-LU**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The Interstate Maintenance Program provided formula funds to states to maintain the Interstate System, and includes resurfacing, restoration, rehabilitation, and reconstruction projects. Interstate Maintenance funds could not be used for the expansion of the capacity of any Interstate highway or bridge unless the capacity expansion consisted of one or more travel lanes that were High Occupancy Vehicle (HOV) or auxiliary lanes. The Interstate Maintenance Program was eliminated by MAP-21. Beginning in FFY 2013, projects on the Interstate became an eligible use of the National Highway Performance Program formula funds.

RECIPIENTS

WSDOT Improvement and Preservation Programs (I1, I2, I3, I4 P1, P2 and P3).

DISTRIBUTIONS

Funds were apportioned to states 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 received a minimum apportionment of at least 1/2 of 1 percent of the national total. For FFY 2012 Washington received $106.3 million in Interstate Maintenance Program apportionment. Since a 2006 legislative decision, 100 percent of Interstate Maintenance Program funds have gone to the State, due to the State's responsibility for the Interstate System.

MATCHING REQUIREMENTS

The federal share is generally 90 percent; with an increased share up to 95 percent for states with large amounts of federally-owned lands (i.e. the sliding scale adjustment). Washington's federal share is 90.66% with the sliding scale adjustment.

FEDERAL PROGRAM: **Interstate Maintenance Discretionary, SAFETEA-LU**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The Interstate Maintenance Discretionary Program provided 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 have obligated all of its apportioned Interstate Maintenance formula funds and must not have transferred any Interstate Maintenance formula funds to another program in the previous year. Interstate Maintenance Discretionary Program funds The Interstate Maintenance Discretionary Program was eliminated by MAP-21. Beginning in FFY 2013, projects on the Interstate became an eligible use of the National Highway Performance Program formula funds.

RECIPIENTS

WSDOT Improvement and Preservation Programs (I1, I2, I3, P1, P2 and P3).

DISTRIBUTIONS

Distributions were at the discretion of Congress (earmarks) and/or the Federal Highway Administration (grants). Only state departments of transportation were eligible to apply. Over the years, WSDOT has received over $44 million in Interstate Maintenance Discretionary grants. In FFY 2011, WSDOT received a $2 million Interstate Maintenance Discretionary grant for the Columbia River Crossing Project. WSDOT did not receive a grant in FFY 2012.

MATCHING REQUIREMENTS

The federal share is generally 90 percent, with an increased share up to 95 percent for states with large amounts of federally-owned lands (i.e. the sliding scale adjustment). Washington's federal share is 90.66% with the sliding scale adjustment.

FEDERAL PROGRAM: **Metropolitan Planning Program, SAFETEA-LU**

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.

RECIPIENTS

WSDOT's Planning and Research Division (Program T) for distribution to MPOs throughout the state.

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/

In Federal Fiscal Year (FFY) 2012, Washington State received a combined $8.1 million from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to MPOs to support their planning activities.

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, SAFETEA-LU**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

This program was included in SAFETEA-LU and provided funding for construction of highway projects in corridors of national significance to promote economic growth and international or interregional trade. The program was terminated by MAP-21.

DISTRIBUTIONS

All of these funds were earmarked for specific projects by Congress. No projects in Washington State received earmarks in this program.

MATCHING REQUIREMENTS

80% federal share.

FEDERAL PROGRAM: **National Highway System, SAFETEA-LU**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The National Highway System Program was a formula program established in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The National Highway System (NHS) was officially designated by Congress in 1996 by the National Highway System Designation Act of 1995. The NHS is a 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.

Federal funds provided for the NHS Program could 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.

The NHS Program was eliminated by MAP-21. Beginning in FFY 2013, projects on the NHS became an eligible use of the National Highway Performance Program formula funds (see description on page 167).

RECIPIENTS

WSDOT Improvement, Preservation and Planning Programs (I1, I2, I3, I4, P1, P2 P3, T) and local agency projects. Metropolitan Planning funds are separate from STP and are distributed through a formula established in cooperation with the Planning office and MPO.

DISTRIBUTIONS

Funds were apportioned to states 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 vehicle miles travelled (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 received a minimum of at least 1/2 of 1 percent of the combined NHS and Interstate Maintenance national apportionments. For FFY 2012 Washington received $121.6 million in NHS Program apportionment, of which $4.2 million was distributed to locals. NHS Program funds have been split 96.5 percent to the State and 3.5 percent to local agencies based on ownership of the NHS facilities.

MATCHING REQUIREMENTS

The federal share is generally 80 percent, with an increased share up to 95 percent for states with large amounts of federally-owned lands (i.e. the sliding scale adjustment). Washington's federal share is 86.5% with the sliding scale adjustment. For NHS projects on the Interstate System, Washington's federal share is 90.66% with the sliding scale adjustment, 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, SAFETEA-LU**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

This program provided funding for the rehabilitation, repair, or preservation of covered bridges that are listed or eligible for listing on the National Register of Historic Places. The program was terminated by MAP-21.

DISTRIBUTIONS

Distributions were made at the discretion of the U.S. Secretary of Transportation based on application of the states or at Congressional direction. Washington does not have any historic covered bridges and was therefore not eligible for these funds.

MATCHING REQUIREMENTS

80% federal share.

FEDERAL PROGRAM: **National Scenic Byways Program, SAFETEA-LU**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The National Scenic Byways Program provided 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 a state as scenic byways. These roads are designated for having outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities. Eligible projects included 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.

The National Scenic Byways Program was eliminated by MAP-21. Beginning in FFY 2013, similar types of projects became an eligible use of funding from the Transportation Alternatives Program; specifically construction of turnouts, overlooks, and viewing areas.

RECIPIENTS

WSDOT Improvements Program (I3) or Planning Program (T), cities, counties, tribal organizations and non-profits.

DISTRIBUTIONS

Grants to states were at the discretion of the U.S. Secretary of Transportation, based on application of the states, or at Congressional direction. For the FFY 2012 grant cycle, Washington State received $1,943,960 in funding for five projects, of which $1,583,410 went to local agencies and $360,550 went to tribal governments. The National Scenic Byways Program federal discretionary grants are administered by WSDOT's Highways and Local Programs Division. As funding became available, FHWA notified state DOTs and all interested agencies of the call for projects with specific criteria and timelines for submittal and review. The grant application process was competitive, with all eligible projects being submitted by the state DOT to the FHWA region office in priority order. Project ranking by the state DOTs was based on FHWA's guidance for the National Scenic Byways Program. Final project selection was at the discretion of FHWA. Tribes could apply directly to the FHWA regional office, which would rank those projects accordingly. Funding awards are administered through WSDOT's Highways and Local Programs Division.

MATCHING REQUIREMENTS

There is an 80 percent federal share. Federal land management agencies are allowed to provide the non-federal share for projects on federal or Indian lands.

FEDERAL PROGRAM: **Recreational Trails Program, SAFETEA-LU**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

This program provided 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. The Recreation Trails Program was terminated as a stand-alone program by MAP-21. In FFY 2013 recreational trails projects became an eligible use of Transportation Alternatives Program funding, *as described on page 174*.

RECIPIENTS

The Washington State Recreation and Conservation Office was the recipient of Recreational Trails Program funds.

DISTRIBUTIONS

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

The Washington State Recreation and Conservation Office used the Recreation and Conservation Funding Board for project selection and oversight.

Washington received approximately $1.8 million in FFY 2012 for the Recreational Trails Program.

MATCHING REQUIREMENTS

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

FEDERAL PROGRAM: **Safe Routes to Schools Program, SAFETEA-LU**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

This program provided 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 included 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 was required to set aside from its apportionment between 10 and 30 percent of its funds for non-infrastructure-related activities to encourage walking and bicycling to school. The Safe Routes to School Program was terminated as a stand-alone federal program by MAP-21. In FFY 2013, Safe Routes to School projects became an eligible use of Transportation Alternatives Program funding, *as described on page 174*.

RECIPIENTS

WSDOT Planning and Local programs (T and Z) for Local Agencies.

DISTRIBUTIONS

Funds were apportioned to states based on their relative shares of total enrollment in primary and middle schools, but no state could receive less than $1 million. Washington State received $3.3 million in FFY 2012 for this program.

Funds within Washington State for the Safe Routes to School Program were distributed by grants, administered by WSDOT, and were chosen based on a competitive grant application process. There were set Safe Routes to School Review Criteria by which grant applications were judged.

MATCHING REQUIREMENTS

100% federal share.

FEDERAL PROGRAM: **State Planning and Research, SAFETEA-LU**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The State Planning and Research Program funds States' statewide planning and research activities. The statewide planning process establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions throughout the state and is administered jointly by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

The State Planning and Research program is funded by a 2 percent set aside from each State's apportionments for the Interstate Maintenance, National Highway System (NHS), Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement, and Bridge programs plus the new Highway Safety Improvement Program (HSIP) and a portion of funds so set aside may be used for planning activities.

Statewide planning is an eligible activity for additional funding under the STP and NHS programs.

Statewide Planning in General:

- Will be coordinated with metropolitan planning and with statewide trade and economic development planning activities and related multi-state planning efforts;
- Two or more States may enter into planning agreements or compacts and the right to alter, amend or repeal these compacts is reserved;
- Will consider and implement projects, strategies and services that support the economic vitality of non-metropolitan areas;
- Safety and security of the transportation system are separate planning factors that are to be considered during the statewide planning process;
- Will promote consistency between transportation improvements and State and local planned growth and economic development patterns; and
- Should consider coordination of planning activities between States.

Long Range Statewide Plan:

- Will be developed in consultation with State, tribal, and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation. Consultation will involve comparison of transportation plans to State and tribal conservation plans or maps, and to inventories of natural or historic resources (if available);
- Include a discussion of potential environmental mitigation activities along with potential sites to carry out the activities to be included. The discussion is to be developed in consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies;
- Should include capital, operations and management strategies, investments, procedures, and other measures to ensure the preservation and most efficient use of the existing transportation system;
- Representatives of users of pedestrian walkways, bicycle transportation facilities, the disabled are specifically added as parties to be provided with the opportunity to participate in the statewide planning process;
- To enhance the public participation process, the State should: conduct public meetings at convenient and accessible locations at convenient times; employ visualization techniques to

describe plans; and make public information available in an electronically accessible format, such as the Web; and
- Should be published or made available electronically, such as on the Web.

State Transportation Improvement Program (STIP):
- Shall cover a period of 4 years and be updated every 4 years (more frequently if the governor elects to do so);
- Representatives of users of pedestrian walkways, bicycle transportation facilities, the disabled are specifically added as parties to be provided with the opportunity to participate in the planning process;
- Shall include an annual list of project for which funds have been obligated in the preceding year, the list will be published or made available through the cooperative effort of the State, transit operators and MPO for public review, and the list is to be consistent with the funding categories identified in each MPO Transportation Improvement Plan; and
- Shall be reviewed and approved every 4 years if based on a current planning finding.

RECIPIENTS

WSDOT Planning and Research Division (Program T).

DISTRIBUTIONS

WSDOT's Freight Systems Division, Highway System Plan, and the Strategic Planning Division. No federal funds from this program go to other outside agencies.

MATCHING REQUIREMENTS

80% federal; 20% state.

ON THE WEB

http://www.fhwa.dot.gov/safetealu/factsheets/statewide.htm

FEDERAL PROGRAM: **Surface Transportation Program, SAFETEA-LU**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The Surface Transportation Program (STP) was originally established in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and is the most flexible of all the 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. MAP-21 made changes to STP for FFY 2013, including changes in project eligibility. *The new Surface Transportation Program is described on page 171.*

STP funds were required to be distributed as follows:

- Ten percent of available funds could only be available for transportation enhancement activities. The term "transportation enhancement activities" was defined as 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.
- 62.5 percent of the remaining 90 percent of available funds had to 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 had to 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. In Washington, the Seattle-Everett, Tacoma, Spokane, and Vancouver areas qualify as areas over 200,000 population.
- The remaining 37.5% of the available funds could be obligated in any area of the state.

RECIPIENTS

WSDOT Capital Improvement, Preservation, and Ferry Programs (I1, I2, I3, I4, P1, P3, W) and Local programs Z for Local Agencies.

DISTRIBUTIONS

State apportionments were based on a three-part formula:

- 25 percent based on the state's total lane miles of federal-aid highways (FAH) as a percent of total federal-aid highway lane miles in all states.
- 40 percent based on the state's vehicle miles traveled (VMT) on FAH as a percent of total VMT on FAH in all states.
- 35 percent 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.

In FFY 2012, Washington State received $136.3 million in STP apportionment, of which $110.4 million went to local governments. The overall distribution of STP funds in Washington State between the State and locals is the State 28% and locals 72%. Although federal law states selections can be made by the State for areas outside of Transportation Management Areas in cooperation with the MPO, WSDOT has a long standing practice, since ISTEA, for the selection and prioritization process to reside within the MPO/RTPO/County lead agencies.

MATCHING REQUIREMENTS

The federal share is generally 80 percent, with an increased share up to 95 percent for states with large amounts of federally-owned lands (i.e. the sliding scale adjustment). Washington's federal share with the sliding scale adjustment is 86.5 percent. For STP projects on the Interstate System, Washington's federal share is 90.66 percent, except for projects to add Interstate capacity other than HOV or auxiliary lanes, which are funded at an 86.5 percent federal share.

FEDERAL PROGRAM: **Transportation, Community, and System Preservation Program, SAFETEA-LU**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTIONS

The Transportation, Community, and System Preservation (TCSP) Program was a competitive grant program 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 were to 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. The TCSP Program was eliminated by MAP-21.

RECIPIENTS

States, metropolitan planning organizations, local governments, and tribal governments were eligible to apply for TCSP Program discretionary grants.

DISTRIBUTIONS

Distributions were at the discretion of Congress (earmarks) and/or the Federal Highway Administration (grants). In FFY 2012, the City of Vancouver received a $750,000 TCSP grant for a waterfront trail project and the City of Tacoma received a $1 million TCSP grant for an active transportation and safety project.

MATCHING REQUIREMENTS

The federal share is 80% federal share, with an increased share up to 95 percent for states with large amounts of federally-owned lands (i.e. the sliding scale adjustment). Washington's federal share was 86.5% with the sliding scale adjustment.

FEDERAL PROGRAM: **Truck Parking Facilities Program, SAFETEA-LU**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTIONS

This program was a pilot program that provided funding to address the shortage of long-term parking for commercial vehicles on the National Highway System. Eligible uses included 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. This program was terminated by MAP-21. Beginning in FFY 2013 truck parking projects became an eligible use of Surface Transportation Program formula funds, *as described on page 171*.

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, SAFETEA-LU**

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. Over the 5-year life of SAFETEA-LU, Washington received no funding through this program.

MATCHING REQUIREMENTS

80% federal share.

ARRA Highway Funding

FEDERAL PROGRAM: **American Recovery and Reinvestment Act (ARRA) Highway Funding**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

Signed by President Obama on February 17, 2009, the transportation portion of the American Recovery and Reinvestment Act (Recovery Act) was aimed at funding improvements to the nation's infrastructure and saving or creating tens of thousands of jobs. ARRA provided over $26 billion for highway and bridge projects, which the Federal Highway Administration (FHWA) committed to more than 12,000 projects across the country.

DISRIBUTION

Nationally, over $26 billion in highway formula funding was apportioned to states with the distribution formula based on a 50/50 combination of the formula under the Surface Transportation Program and the same ratio as the obligation limitation distribution for Federal Fiscal Year (FFY) 2008. Washington State received $491 million in ARRA highway stimulus funds for highway and road projects, of which $152 million was distributed to local governments.

For more information, see: http://www.wsdot.wa.gov/funding/stimulus

MATCHING REQUIREMENTS

There were no matching requirements for the ARRA program.

ARRA HIGHWAY PROJECTS BY TYPE

The ARRA highway investment funded many different types of highway construction projects.

In Washington, ARRA highway funds were used to fund 219 projects: 128 preservation projects, 40 bicycle and pedestrian projects, 20 mobility projects, 17 safety projects, 8 freight projects, and 6 economic development projects. ARRA-funds allocated to highway projects are scheduled to be expended by September 2013.

Federal Highway and Motor Carrier Safety Programs

MAP-21 Highway and Motor Carrier Safety Programs

FEDERAL PROGRAM: **Motor Carrier Safety Assistance Program (MCSAP), MAP-21**

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; and,
- 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 formula that includes factors such as the number of commercial vehicles, miles driven, etc. These funds are then appropriated from the State Patrol Highway Account.

For FFY 2013, the State is estimated to receive $3,432,725 in MCSAP funding, which will then be matched with $858,182 in State funds for a total of $4,290,907. The Washington Utilities and Transportation Commission is given $80,000 from the MCSAP grant for activities performed on UTC regulated carriers. A contract containing UTC's scope of work is signed by representatives of both agencies. The remaining funds are used by the WSP Commercial Vehicle Division.

MATCHING REQUIREMENTS

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

FEDERAL PROGRAM: **Border Enforcement Grant (BEG) Program, MAP-21**

FEDERAL AGENCY: Federal Motor Carrier Safety Administration

PROGRAM DESCRIPTION

Federal Motor Carrier Safety Administration (FMCSA) implemented the Border Enforcement Grant (BEG) program with the goal of reducing the number and severity of commercial motor vehicle CMV crashes in the United States.

The BEG program provides funding to assist the States and entities in carrying out their responsibilities of ensuring foreign and international motor carriers and drivers, who operate within their jurisdiction, are in compliance with all federal and state commercial motor vehicle requirements. The BEG program is intended to enhance the states existing MCSAP program.

Program Goals

- Increase the number of CMV safety inspections and commercial driver's license (CDL)/operating authority/financial responsibility checks focusing on the following types of international traffic:
  - Motor carriers of property, and
  - Motor carriers of Hazardous Materials.
- Increase the number of motor coach inspections.
- Target CMV inspections within corridors where there is a significant amount of international traffic based on State transportation statistics.
- Improve the capability to conduct CMV safety inspections at remote and other sites near the Canadian and Mexican borders.
- Provide other innovative initiatives designed to improve the compliance status of CMVs, drivers, and carriers entering the U.S. from Canada or Mexico.

RECIPIENTS

Washington State Patrol

DISTRIBUTIONS

For FFY 2012, the Washington State Patrol received $515,310 from the Border Enforcement Grant Program. The state of Washington and entities and local governments within the state are eligible to receive BEG funding. Local agencies applying for BEG funding are required by FMCSA to coordinate their application with the MCSAP lead agency, the WSP. After the MCSAP lead agency reviews the local agencies BEG application and determines the application conforms to the state of Washington Commercial Vehicle Safety Plan, the local agency submits their BEG application to FMCSA. WSP does not know of any local agency that received BEG funding.

MATCHING REQUIREMENTS

No match requirements

FEDERAL PROGRAM: **State and Community Highway Safety Grants (23 USC Sec 402), MAP-21**

FEDERAL AGENCY: National Highway Traffic Safety Administration (NHTSA)

PROGRAM DESCRIPTION

The Washington Traffic Safety Commission (WTSC) 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 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.

These funds are to be used exclusively for behavioral traffic safety purposes. Projects eligible for funds under this grant include those that:

- reduce deaths and injuries from speeding;
- encourage the use of occupant protection;
- reduce deaths from alcohol impairment;
- prevent motorcycle crashes;
- reduce injuries and deaths from school bus crashes;
- reduce crashes from unsafe driving behavior (including aggressive, fatigued and distracted driving);
- improve enforcement of traffic safety laws;
- improve driver performance (including driver education, testing and examinations and driver licensing);
- improve pedestrian performance and bicycle safety;
- improve traffic records (including crash investigations, vehicle registration, operation and inspection);
- emergency medical services, and;
- teen safety and prevention strategies.

RECIPIENTS

Funds provided to Washington State under this program are distributed to the Washington 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: **National Priority Safety Program (23 USC Sec 405), MAP-21**

FEDERAL AGENCY: National Highway Traffic Safety Administration (NHTSA)

PROGRAM DESCRIPTION

Created by MAP-21, the National Priority Safety Program consolidates four SAFETEA-LU programs:

- Alcohol-Impaired Countermeasures Incentive Grants;
- Occupant Protection Incentive Grants;
- Safety Incentive Grants for use of Seat Belts; and,
- State Highway Safety Data Improvements Incentive Grants.

The Section 405 program creates tiers by earmarking a portion of the funding for each identified high-priority traffic safety area. States receive funding for each tier by satisfying fairly rigorous eligibility criteria. For those tiers that require a maintenance of effort requirement, there is a one-year waiver provision if the Secretary of the U.S. DOT determines there are exceptional or uncontrollable circumstances. While NHTSA continues to develop specific rules governing the six priority areas, general guidelines for each area are as follows:

1. **Occupant Protection:** 16% of all Section 405 funds ($42.4 million available nationally in FY 2013) are earmarked for states that adopt and implement effective programs to reduce unrestrained or improperly restrained drivers and occupants. The federal share payable is 80%. States would have to satisfy a maintenance of effort requirement. There are two types of grants: high belt use and low belt use.

2. **Traffic Records:** 14.5% of all Section 405 funds ($38.4 million available nationally in FY 2013) are earmarked for traffic records incentive grants. The purpose of these grants is the same as under the current Section 408 program. The federal share payable is 80% and states would have to satisfy a maintenance of effort requirement. In order to be eligible for funding, Washington must satisfy the following criteria:
    a. Have a functioning Traffic Records Coordinating Committee (TRCC) that meets at least three times a year;
    b. Have a designated traffic records coordinator;
    c. Establish a traffic records strategic plan, approved by the TRCC, that describes specific, quantifiable improvements in the state's safety databases;
    d. Has demonstrated quantifiable progress in relation to accuracy, completeness, timeliness, uniformity, accessibility and integration; and
    e. Has certified that an assessment has been conducted during the preceding five years.

3. **Impaired Driving:** 52.5% of all Section 405 funds ($139 million available nationally FY 2013) are earmarked for grants to states for effective programs to reduce driving under the influence of alcohol, drugs, or the combination of alcohol and drugs or alcohol interlock programs. The federal share payable is 80% and states would have to satisfy a maintenance of effort requirement. States are divided into three categories: low-, medium- and high-range states and given more flexibility depending on the state's status. Washington qualifies as a mid-range state and depending on specific rules published by NHTSA may qualify as a low-range state.

    Medium- and low-range states can use these funds for:
    a. high visibility enforcement;
    b. hiring a full- or part-time impaired driving coordinator to address enforcement and adjudication of impaired driving laws;
    c. court support of high visibility enforcement efforts;

d. training and education of criminal justice professionals;
e. DUI courts;
f. alcohol interlock programs;
g. paid and earned media;
h. conducting Standard Field Sobriety Tests, Drug Recognition Expert and Advanced Roadside Impaired Driving Enforcement training;
i. equipment purchases used in connection with impaired driving enforcement;
j. training on Screening and Brief Intervention (SBI);
k. impaired driving information systems; and
l. costs associated with a 24-7 sobriety program.

4. **Motorcyclist Safety**: 1.5% of all Section 405 funds ($3.975 million available nationally in FY 2013) are earmarked for states that adopt and implement effective programs to reduce the number of motorcycle crashes. In order to be eligible for the funds, Washington must satisfy at least two of the following conditions:
   a. An effective motorcycle training course that is offered statewide, provides instruction in accident avoidance and other operational safety skills; and includes innovative training opportunities to meet "unique regional needs."
   b. A statewide motorcyclist awareness program to enhance motorist awareness of the presence of motorcycles on or near the roadway and provide safe driving practices around motorcycles.
   c. A reduction in motorcycle crash rates and numbers in the preceding calendar year.
   d. Implementation of a statewide impaired motorcyclist program.
   e. A reduction in the number and rate of impaired motorcycle fatalities for the preceding calendar year.
   f. The return of all state fees collected from motorcyclists for training purposes back into state motorcycle training and safety.

5. **Distracted Driving:** 8.5% of all Section 405 funds ($22.5 million available nationally in FY 2013) are earmarked for a new distracted driving program. In order to be eligible, a state must enact and enforce two types of laws:
   a. A prohibition on texting for all drivers that is primary with a minimum fine for the first offense and increased fines for subsequent offenses; and
   b. A prohibition on the use of any personal wireless communication device by drivers younger than 18 that is primary with a minimum fine for first offense, increased fines for subsequent offenses. The state must also require distracted driving issues to be tested as part of the driver's license exam.

   The state distracted driving statute may provide exceptions for drivers who use their electronic device for emergencies; emergency service personnel while operating an emergency vehicle or in performance of their duties; or a CMV or school bus driver who has used his/her personal communications device as permitted by FMCSA regulations.

   In the first fiscal year, the Secretary can make 25% ($5.625 million in FY 2013) available to states that have enacted distracted statutes before enactment of MAP-21 which prohibit texting, are primary laws and are otherwise ineligible for distracted driving funding.

   Eligible states can use up to 50% of their funding for any purpose under the Section 402 program. The remaining funds must be used to: educate the public about the dangers of texting and using a cell phone; for traffic signs that notify the public about the state's distracted driving law; for enforcement of the state's law.

6. **State Graduated Driver's License (GDL) Laws:** 5% of all Section 405 funds ($13.25 million available nationally in FY 2013) are earmarked for incentive grants to states that adopt and implement GDL laws that have a 2-stage licensing process and affect novice drivers younger than 21. Although the age of entrance into the GDL system isn't specified in the requirements, the age of departure from the system is 18. Eligible states must spend at least 25% of the GDL funds for:
    a. enforcing a two-stage licensing process;
    b. training law enforcement personnel;
    c. producing relevant educational materials; and
    d. carrying out other administrative responsibilities the Secretary deems appropriate for carrying out a teen safety program.

RECIPIENTS

Funds provided to Washington State under this program are distributed to the Washington 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

- Occupant Protection: Funds are allocated according to the FY 2009 402 formula.
- Traffic Records: Funds are allocated according to the 402 formula.
- Impaired Driving: Funds are allocated according to the 402 formula.
- Motorcyclist Safety: Funds for eligible states are allocated according to the 402 formula and may not exceed 25% of a state's FY 2003 402 apportionment.
- Distracted Driving: Funds are allocated according to the 402 formula.
- State GDL Laws: Funds are allocated according to the 402 formula.

MATCHING REQUIREMENTS

Matching requirements for this program are the same as those outlined under the Section 402 program.

SAFETEA-LU Highway and Motor Carrier Safety Programs

FEDERAL PROGRAM: **Motor Carrier Safety Assistance Program (MCSAP), SAFETEA-LU**

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 formula that includes factors such as the number of commercial vehicles, miles driven, etc. These funds are then appropriated from the State Patrol Highway Account.

For Federal Fiscal Year (FFY) 2012, the State received $3,434,031 in MCSAP funding, which was then matched with $858,508 in state funds. The total MCSAP grant amount was $4,292,539.

MATCHING REQUIREMENTS

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

FEDERAL PROGRAM: **Border Enforcement Grant (BEG) Program, SAFETEA-LU**

FEDERAL AGENCY: Federal Motor Carrier Safety Administration

PROGRAM DESCRIPTION

Federal Motor Carrier Safety Administration (FMCSA) implemented the Border Enforcement Grant (BEG) program with the goal of reducing the number and severity of commercial motor vehicle CMV crashes in the United States.

The BEG program provides funding to assist the States and entities in carrying out their responsibilities of ensuring foreign and international motor carriers and drivers, who operate within their jurisdiction, are in compliance with all federal and state commercial motor vehicle requirements. The BEG program is intended to enhance the states existing MCSAP program.

Program Goals

- Increase the number of CMV safety inspections and commercial driver's license (CDL)/operating authority/financial responsibility checks focusing on the following types of international traffic:
  - Motor carriers of property, and
  - Motor carriers of Hazardous Materials.
- Increase the number of motor coach inspections.
- Target CMV inspections within corridors where there is a significant amount of international traffic based on State transportation statistics.
- Improve the capability to conduct CMV safety inspections at remote and other sites near the Canadian and Mexican borders.
- Provide other innovative initiatives designed to improve the compliance status of CMVs, drivers, and carriers entering the U.S. from Canada or Mexico.

RECIPIENTS

Washington State Patrol

The state of Washington and entities and local governments within the state are eligible to receive BEG funding. Local agencies applying for BEG funding are required by FMCSA to coordinate their application with the MCSAP lead agency, the WSP. After the MCSAP lead agency reviews the local agencies BEG application and determines the application conforms to the state of Washington Commercial Vehicle Safety Plan, the local agency submits their BEG application to FMCSA. WSP does not know of any local agency that received BEG funding.

DISTRIBUTIONS

For FFY 2012, the Washington State Patrol received $515,310 from the Border Enforcement Grant Program.

MATCHING REQUIREMENTS

No match requirements

FEDERAL PROGRAM: **State and Community Highway Safety Grants (23 USC Sec 402), SAFETEA-LU**

FEDERAL AGENCY: National Highway Traffic Safety Administration

PROGRAM DESCRIPTION

The Washington Traffic Safety Commission (WTSC) (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. SAFETEA-LU authorized section 402 grant funds that the states would use exclusively for behavioral traffic safety purposes. At least 40% of these funds were to be used to address local traffic safety problems.

STATE RECIPIENTS

Washington 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.

In FFY 2012, Washington received $4.6 million in 402 funds (about 2% of the total 402 funds available nationally).

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 (23 USC Sec 410), SAFETEA-LU**

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.

Beginning in FFY 2013, the Section 410 program became an eligible use of the National Priority Safety Program *as described on page 213*.

STATE RECIPIENTS

Washington 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 (23 USC Sec 405), SAFETEA-LU**

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.

Beginning in federal fiscal year (FFY) 2013 the Section 405 program was expanded to incorporate some of the other programs and was renamed the National Priority Safety Program *as described on page 213*. Most of Section 405's SAFETEA-LU requirements became part of the Occupant Protection section of the new MAP-21 program.

STATE RECIPIENTS

Washington 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 (23 USC Sec 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.

The Safety Incentive Grants for Use of Seat Belts (Section 406) Program was mostly eliminated in federal fiscal year (FFY) 2013, although some aspects are eligible as part of the National Priority Safety Program *as described on page 213*.

STATE RECIPIENTS

Washington 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. Between the years 2006 and 2009, Washington State received approximately $7.2 million in 406 funding. This program expired at the close of 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 (23 USC Sec 408), SAFETEA-LU**

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).

Beginning in FFY 2013, the Section 408 program became an eligible use of the National Priority Safety Program *as described on page 213*.

STATE RECIPIENTS

Washington 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

Since 2006, Washington State has received $3.8 million in section 408 funding.

MATCHING REQUIREMENTS

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

Federal Transportation Programs – Transit

MAP-21 Transit Programs

FEDERAL PROGRAM: **Bus and Bus Facilities Program (49 USC Sec 5339), MAP-21**

FEDERAL AGENCY: Federal Transit Administration (FTA)

PROGRAM DESCRIPTION

A new formula grant program is established under 49 U.S.C. Section 5339 (Section 5339), replacing the previous Section 5309 discretionary Bus and Bus Facilities program. This capital formula program provides funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities.

RECIPIENTS

WSDOT Public Transportation Division (Program V) and Z for Local Agencies

DISTRIBUTIONS

Funding is distributed to designated recipients and states that operate or allocate funding to fixed-route bus operators. FTA-identified eligible subrecipients include public agencies or private nonprofit organizations engaged in public transportation, including those providing services open to a segment of the general public, as defined by age, disability, or low income.

Nationwide, $422 million in federal fiscal year (FFY) 2013 and $428 million in FFY 2014 is authorized. Each year, $65.5 million will be allocated with each State receiving $1.25 million and each territory (including DC and Puerto Rico) receiving $500,000. The remaining funding will be distributed by formula based on population, vehicle revenue miles and passenger miles. For FFY 2013, Washington is estimated to receive $12.37 million, of which $2.73 million will be received by WSDOT. As of December 2012, WSDOT is working on the best method to distribute the funding to rural and small urban areas.

MATCHING REQUIREMENTS

Federal share is 80% with a required 20% local match.

FEDERAL PROGRAM: **Capital Investment Grants (49 USC Sec 5309), MAP-21**

FEDERAL AGENCY: Federal Transit Administration (FTA)

PROGRAM DESCRIPTION

Provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors. This program defines a new category of eligible projects, known as core capacity projects, which expand capacity by at least 10% in existing fixed-guideway transit corridors that are already at or above capacity today, or are expected to be at or above capacity within five years. The program also includes provisions for streamlining aspects of the "New Starts" process to increase efficiency and reduce the time required to meet critical milestones. (*The "New Starts" program is described on page 230.*)

RECIPIENTS

State and local government agencies, including transit agencies.

DISTRIBUTIONS

No MAP-21 Distribution information as of December 2012.

MATCHING REQUIREMENTS

Maximum federal share is 80%.

FEDERAL PROGRAM: **Enhanced Mobility of Seniors and Individuals with Disabilities (49 USC Sec 5310), MAP-21**

FEDERAL AGENCY: Federal Transit Administration (FTA)

PROGRAM DESCRIPTION

The Enhanced Mobility of Seniors and Individuals with Disabilities Program (section 5310) is a formula program intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

Eligible activities include: capital projects that are public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable; public transportation projects that exceed the requirements of the ADA; public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit; alternatives to public transportation that assist seniors and individuals with disabilities; and operating assistance.

RECIPIENTS

WSDOT Public Transportation Division (Program V)

The State is the recipient of section 5310 funding for all areas under 200,000 in population. FTA designated recipients receive section 5310 funding for areas above 200,000 in population. Subrecipients are defined as states or local government authorities, private non-profit organizations, or operators of public transportation that receive a grant indirectly through a recipient.

DISTRIBUTIONS

Funds are apportioned based on each State's share of the targeted populations and are apportioned to both States (for all areas under 200,000 population) and large urbanized areas (over 200,000 population).

- At least 55% of program funds must be used on capital projects that are:
    - Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.
- The remaining 45% may be used for:
    - Public transportation projects that exceed the requirements of the ADA.
    - Public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit.
    - Alternatives to public transportation that assist seniors and individuals with disabilities.

For federal fiscal year (FFY) 2013 Washington is estimated to receive $5.2 million in section 5310 funding, of which $2.52 million will be received by the State. WSDOT's Public Transportation Division awards 5310 funds to subrecipients through the Statewide Consolidated Grant Program. Instructions and information regarding the Statewide Consolidated Grant Program can be found online at http://www.wsdot.wa.gov/Transit/Grants/Grant_Application.htm.

MATCHING REQUIREMENTS

The federal share for capital projects (including acquisition of public transportation services) is 80%. The federal share for operating assistance is 50%.

FEDERAL PROGRAM: **Fixed Guideway Capital Investment Grants (49 USC Sec 5309-New Starts/Small Starts), MAP-21**

FEDERAL AGENCY: Federal Transit Administration (FTA)

PROGRAM DESCRIPTION

Also known as "New Starts / Small Starts," the Fixed Guideway Capital Investment Grants Program provides multi-year competitive grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors. Small Starts projects must have a total net capital cost of less than $250 million and seek a federal share of less than $75 million, while a New Starts project seeks a federal share of greater than $75 million. Eligible projects include new fixed-guideways or extensions to fixed guideways (projects that operate on a separate right-of-way exclusively for public transportation, or that include a rail or a catenary system); bus rapid transit projects operating in mixed traffic that represent a substantial investment in the corridor; and projects that improve capacity on an existing fixed-guideway system. The program is authorized at $1.9 billion dollars annually for federal fiscal year (FFY) 2013 and FFY 2014 subject to appropriations by Congress from the General Fund.

RECIPIENTS

State and local government agencies may apply for grant funding, including transit agencies.

DISTRIBUTIONS

This highly competitive discretionary program requires project sponsors to undergo a multi-step, multi-year process with USDOT to be eligible for funding. Small Starts projects are funded through a single year grant or an expedited grant agreement. New Starts and core capacity projects are funded through a multi-year full funding grant agreement (FFGA).

MATCHING REQUIREMENTS

The maximum federal share is 80 percent, though in practice FTA generally only provides a maximum 60 percent federal share.

FEDERAL PROGRAM: **Public Transportation Emergency Relief Program (49 USC Sec 5324), MAP-21**

FEDERAL AGENCY: Federal Transit Administration (FTA)

PROGRAM DESCRIPTION

Modeled on the Federal Highway Administration's (FHWA) Emergency Relief Program, the Public Transportation Emergency Relief Program was created by MAP-21 to assist states and public transportation systems with emergency-related expenses. Emergencies are defined as natural disasters affecting a wide area or a catastrophic failure from an external cause for which the governor of a state has declared an emergency (and the Secretary of Transportation has concurred) or the President has declared a major disaster.

The program funds capital projects to protect, repair, reconstruct, or replace equipment and facilities. It also funds transit agency operating costs related to evacuation, rescue operations, temporary public transportation service, or changing public transportation route service before, during, or after an emergency in an area directly affected. The grants only cover expenses not reimbursed by the Federal Emergency Management Agency (FEMA).

RECIPIENTS

States and governmental authorities are eligible to receive Public Transportation Emergency Relief funds, including public transportation agencies.

DISTRIBUTIONS

The program will provide immediate funding, similar to the FHWA Emergency Relief Program, *as described on page 155*. Funding is appropriated by Congress as needed, based on a declaration of an emergency by the governor of a State (and the Secretary of Transportation has concurred) or the President of the United States and the following considerations:

- The grants are only for expenses that are not reimbursed by the Federal Emergency Management Agency (FEMA).
- Grants made under this program are subject to terms and conditions that the U.S. Secretary of Transportation determines are necessary.
- Operating costs are eligible for one year beginning on the date of declaration or for two years if the Secretary of Transportation determines there is a compelling need.

MATCHING REQUIREMENTS

The federal share for capital and operating costs is 80 percent, with a 20 percent non-federal share, although FTA may waive the local match.

FEDERAL PROGRAM: **Rural Area Formula Grants (49 USC Sec 5311), MAP-21**

FEDERAL AGENCY: Federal Transit Administration (FTA)

PROGRAM DESCRIPTION

Rural Area Formula Grants, also known as 5311 grants, provide formula funding for public transportation projects in rural areas under 50,000 in population. Eligible activities include planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services. The program must provide a fair and equitable distribution of funds within the state, including Indian reservations, and provides the maximum feasible coordination of public transportation services assisted by this program and other federal sources. Within the 5311 program there is a tribal program that provides $25 million in formula funds and $5 million for discretionary awards.

RECIPIENTS

WSDOT Public Transportation Division (V)

States and Indian tribes are eligible recipients of section 5311 funds, while eligible subrecipients include state or local government authorities, nonprofit organizations, operators of public transportation or intercity bus service that receive funds indirectly through a recipient. The State is the recipient of section 5311 funds in Washington.

DISTRIBUTIONS

Funds are apportioned to the Governor based on the population of rural areas. For the rural program formula, 83.15 percent of funds are apportioned based on land area and population in rural areas and 16.85 percent of funds are apportioned based on land area, revenue-vehicle miles, and low-income individuals in rural areas. For the tribal program the formula factors are vehicle revenue miles and number of low-income individuals residing on tribal lands. For federal fiscal year (FFY) 2013, Washington is estimated to receive $11.9 million.

WSDOT's Public Transportation Division awards all section 5311 funds to subrecipients through the Statewide Consolidated Grant Program. Instructions and information regarding the Statewide Consolidated Grant Program can be found online at: http://www.wsdot.wa.gov/Transit/Grants/Grant_Application.htm.

MATCHING REQUIREMENTS

The federal share is 80 percent for capital projects, 50 percent for operating assistance, and 80 percent for American with Disabilities Act (ADA) non-fixed-route paratransit service, using up to 10% of a recipient's apportionment. The cost of the unsubsidized portion of privately provided intercity bus service that connects feeder service is eligible as in-kind local match. Certain expenditures by vanpool operators may be used as local match.

FEDERAL PROGRAM: **State of Good Repair Grants (49 USC Sec 5337), MAP-21**

FEDERAL AGENCY: Federal Transit Administration (FTA)

PROGRAM DESCRIPTION

MAP-21 establishes this new formula-based grant program to maintain, repair and upgrade the nation's rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT).

Eligible projects include capital projects to maintain a system in a state of good repair, including projects to replace and rehabilitate: rolling stock; track; line equipment and structures; signals and communications; power equipment and substations; passenger stations and terminals; security equipment and systems; maintenance facilities and equipment; and operational support equipment, including computer hardware and software. Projects must be included in a transit asset management plan to receive funding.

RECIPIENTS

State and local government authorities in urbanized areas with fixed guideway public transportation facilities operating for at least seven years are eligible to receive State of Good Repair funds.

DISTRIBUTIONS

Eligible recipients include state and local government authorities in urbanized areas with fixed guideway public transportation facilities operating for at least 7 years. In Washington, Bremerton is estimated to receive $230 thousand in State of Good Repair funding in federal fiscal year (FFY) 2013 and Seattle is estimated to receive $47.1 million in State of Good Repair funding in federal fiscal year (FFY) 2013. Under SAFETEA-LU, funds were received by the Puget Sound Regional Council (PSRC), the Designated Recipient for the urbanized area. PSRC then distributed the funds. WSDOT anticipates this to be the same process under MAP-21.

The program comprises two separate formula programs:

High Intensity Fixed Guideway

- Comprises 97.15% of FFY 2013 and FFY 2014 apportionments.
- 50 percent based on SAFETEA-LU formula under the FFY2011 Fixed Guideway Rail Modernization Program, with a key modification: buses operating on lanes not for exclusive use of public transportation vehicles are excluded.
- 50 percent based on revenue vehicle miles and route miles (with same bus exclusion as above). Includes a hold-harmless provision preventing formula allocations from decreasing by more than 0.25 percent year-to-year.

High Intensity Motorbus

- Comprises 2.85 percent of FFY2013 and FFY2014 apportionments.
- 60 percent based on revenue vehicle miles.
- 40 percent based on route miles of buses operating on lanes not fully reserved only for public transportation vehicles.

MATCHING REQUIREMENTS

The federal share is 80 percent with a required 20 percent match.

FEDERAL PROGRAM: **Transit-Oriented Development Planning Pilot, MAP-21**

FEDERAL AGENCY: Federal Transit Administration (FTA)

PROGRAM DESCRIPTION

MAP-21 creates a new discretionary pilot program for transit-oriented development (TOD) planning grants. Eligible activities include comprehensive planning in corridors with new rail, bus rapid transit, or core capacity projects. This pilot program focuses growth around transit stations to promote ridership, affordable housing near transit, revitalized downtown centers and neighborhoods, and encourage local economic development. $10 million is authorized annually for federal fiscal year (FFY) 2013 and FFY 2014.

RECIPIENTS

State and local government agencies are eligible to apply to FTA for grants.

DISTRIBUTIONS

FTA will award competitive grants for comprehensive planning based on the following criteria:

- Enhancement of economic development, ridership, and other goals established during the project development and engineering processes;
- Facilitation of multimodal connectivity and accessibility;
- Increases access to transit hubs for pedestrian and bicycle traffic;
- Enables mixed-use development;
- Identifies infrastructure needs associated with the eligible project; and
- Includes private-sector participation.

MATCHING REQUIREMENTS

No matching funds are required for this competitive grant program.

FEDERAL PROGRAM: **Urbanized Area Formula Grants (49 USC Sec 5307), MAP-21**

FEDERAL AGENCY: Federal Transit Administration (FTA)

PROGRAM DESCRIPTION

This program provides formula grants to Urbanized Areas (UZA), which is defined as an area with a population of 50,000 or more, for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances.

Transit systems in urbanized areas over 200,000 can use their Section 5307 formula funding for operating expenses if they operate no more than 100 buses during peak hours. Systems operating between 76 and 100 buses in fixed route service during peak service hours may use up to 50 percent of their "attributable share" of funding for operating expenses. Systems operating 75 or fewer buses in fixed-route service during peak service hours may use up to 75 percent of their "attributable share" of funding for operating expenses. This expanded eligibility for operating assistance under the Urbanized formula program excludes rail systems.

The Section 5307 formula program includes a $30 million per year set-aside to support passenger ferries, to be awarded on a competitive selection basis. As of November 2012, FTA had yet to establish criteria for the competitive ferry grants.

RECIPIENTS

WSDOT Public Transportation Division (Program V) and Highways and Local Programs (Program Z) for Local Agencies

FTA apportions funds to designated recipients, which then suballocate funds to state and local governmental authorities, including public transportation providers. In Washington State, the large urban areas (over 200,000 population) recipients of Section 5307 funds in Vancouver, Seattle-Tacoma-Everett-Bremerton, Richland-Kennewick-Pasco, and Spokane, are determined by the state's four Transportation Management Areas (TMAs). The Governor has delegated authority to WSDOT for the apportioned amounts for distribution to the state's small urbanized areas under 200,000 population: Bellingham, Kelso-Longview, Marysville (participates with Puget Sound Regional Council), Olympia-Lacey-Tumwater, Wenatchee, Mount Vernon, Yakima, Lewiston, ID-WA, and Walla Walla, WA-Milton-Freewater, OR. Washington State Ferries receives funding through Seattle-Everett and Tacoma TMA.

DISTRIBUTIONS

In Washington State, transit agencies in large urban areas over 200,000 population identify projects for funding through their metropolitan planning organizations (MPO) such as the Puget Sound Regional Council and Spokane Regional Council. The apportionment of funding for the small urban areas under 200,000 population is granted to the Governor. The Governor has delegated the authority for federal transit funds to WSDOT. Over ten years ago, WSDOT made a policy decision to allow the small urban transit agencies to work with their MPOs to select projects for the Section 5307 funding that is reported in the Federal Register. In most cases, in the small urban areas there is only a single direct recipient. In federal fiscal year (FFY) 2013, Washington's large urbanized areas are estimated to receive $112.8 million and the State's small urbanized areas are estimated to receive $17.6 million in Section 5307 apportionment.

MATCHING REQUIREMENTS

The federal share is 80 percent for capital assistance, 50 percent for operating assistance, and 80 percent for Americans with Disabilities Act (ADA) non-fixed-route paratransit service, using up to 10 percent of a recipient's apportionment.

FEDERAL PROGRAM: **Metropolitan Planning Grants (49 USC Sec 5303), MAP-21**

FEDERAL AGENCY: Federal Transit Administration (FTA)

PROGRAM DESCRIPTION

Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states that is cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs of transportation investment priorities. The planning programs are jointly administered by FTA and the Federal Highway Administration (FHWA), which provides additional funding.

STATE RECIPIENTS

WSDOT Planning and Research Division (Program T); Metropolitan Planning Organizations; and Transportation Management Areas

DISTRIBUTIONS

Under a formula based distribution, FFY 2013 had $1.13M allocated.

MATCHING REQUIREMENTS

Federal share is 80% formula-based with a required 20% non-federal match.

FEDERAL PROGRAM: **State Planning Grants (49 USC Sec 5304), MAP-21**

FEDERAL AGENCY: Federal Transit Administration (FTA)

PROGRAM DESCRIPTION

Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states that is cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs of transportation investment priorities. The planning programs are jointly administered by FTA and the Federal Highway Administration (FHWA), which provides additional funding.

STATE RECIPIENTS

WSDOT Public Transportation (Program V), Planning Agencies, Transit Agencies, Non Profits

DISTRIBUTIONS

Under a formula based distribution, $227,000 is allocated for FFY 2013.

MATCHING REQUIREMENTS

Federal share is 80% formula-based with a required 20% non-federal match.

SAFETEA-LU Transit Programs

FEDERAL PROGRAM: **Alternative Transportation in Parks and Public Lands, SAFETEA-LU**

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.

RECIPIENTS

This is a grant based program, but eligible applicants are states, tribes and local governments.

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.

Washington State received $306,400 in FFYs 2011 and 2012.

MATCHING REQUIREMENTS

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

FEDERAL PROGRAM: **Alternatives Analysis Program, SAFETEA-LU**

FEDERAL AGENCY: Federal Transit Administration

PROGRAM DESCRIPTION

The Alternatives Analysis Program provided funds to states, authorities of the states, metropolitan planning organizations, and local governmental authorities to develop alternatives analyses for potential transit "New Starts" projects. The objective of the program was to assist in financing the evaluation of all reasonable modal and multimodal alternatives and general alignment options for identified transportation needs in a particular, broadly defined travel corridor. The Alternatives Analysis Program was terminated by MAP-21.

RECIPIENTS

Eligible applicants included public agencies, including states; municipalities and other subdivisions of states; public agencies and instrumentalities of one or more states; and public corporations, boards, and commissions established under state law. Applicants had to have legal, financial, and technical capacity to carry out the proposed project and maintain facilities and equipment purchased with federal assistance.

DISTRIBUTIONS

Distributions were 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 Investment Grants (49 USC Sec 5309), SAFETEA-LU**

FEDERAL AGENCY: Federal Transit Administration (FTA)

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, WSDOT
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 were at the discretion of Congress, and are now managed on a national competitive basis.

Allocations of Section 5309 funds for FFY 2011 and 2012 were as follows:

5309 Program	**2011**	**2012**	**Totals**
Bus and Bus Facilities	$47,389,719	$24,113,616	**$71,503,335**
Fixed Guideway	$52,692,843	$44,145,103	**$96,837,946**
Veterans & Community Living Initiative	$949,012	$300,088	**$1,249,100**
Ferry Boat Discretionary	$0	$0	**$0**
Totals	**$101,031,574**	**$68,558,807**	**$169,590,381**

Current New Start Projects*

Seattle	University Link LRT Extension	$813M
Vancouver	Columbia River Crossing Project	$850M

**This reflects only the New Start funding portion. Projects are also supported in part by Fixed Guideway funding*

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: **Urbanized Area Formula Grants (49 USC Sec 5307), SAFETEA-LU**

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.

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 the Seattle-Everett and Tacoma TMA. In federal fiscal year (FFY) 2012, Washington's large urbanized areas received $146.2 million and the State's small urbanized areas received $16.27 million in Section 5307 apportionment.

MATCHING REQUIREMENTS

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

FEDERAL PROGRAM: **Formula Grants for Transportation to Meet Special Needs of Elderly and Persons with Disabilities (49 USC Sec 5310), SAFETEA-LU**

FEDERAL AGENCY: Federal Transit Administration (FTA)

PROGRAM DESCRIPTION

The U.S. Secretary of Transportation was 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 authorized 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 allowed 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.

RECIPIENTS

FTA distributed Section 5310 apportionment to states and local governmental authorities. WSDOT Public Transportation Division (Program V) and Highways and Local Programs Division (Program Z) for Local Agencies.

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.

All funds for this program were distributed by the WSDOT Public Transportation Division on a competitive grant application basis through the Statewide Consolidated Grant Program. Instructions and information regarding the Statewide Consolidated Grant Program can be found online at http://www.wsdot.wa.gov/Transit/Grants/Grant_Application.htm. In federal fiscal year (FFY) 2012, Washington received $2.5 million in Section 5310 apportionment.

MATCHING REQUIREMENTS

There is an 80 percent federal share; 20 percent state and local share.

FEDERAL PROGRAM: **New Freedom Program, SAFETEA-LU**

FEDERAL AGENCY: Federal Transit Administration (FTA)

PROGRAM DESCRIPTION

This program was 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. MAP-21 consolidated the New Freedom Program into the Enhanced Mobility of Seniors and Individuals with Disabilities Program (*see page 228 for more information*).

RECIPIENTS

States and public bodies were eligible designated recipients. Eligible subrecipients were private non-profit organizations, State or local governments, and operators of public transportation services including private operators of public transportation services.

DISTRIBUTIONS

Funds were allocated to states and certain other designated recipients through a formula based on the population of persons with disabilities. 60% of funds were 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.

In Washington, the New Freedom funds for large urban areas were selected by metropolitan planning organizations (MPOs), while the New Freedom funds for the non-urban and small urban areas were distributed by WSDOT through the Statewide Consolidated Grant Program. This two-year competitive program solicits projects from public transit and nonprofit transportation organizations that have been included in a Regional Human Services Transportation Coordination plan. The projects are ranked by the Regional Transportation Planning Organization and then scored by an independent statewide committee. The WSDOT Public Transportation Division determined the source of funds that are assigned to the highest ranked projects. Funds for the large urban areas were awarded by Puget Sound Regional Council and Spokane Regional Council. WSDOT agreed to apply to FTA for the project funds awarded to nonprofit agencies in these large urban areas and to administer the projects similar to the statewide program.

In FFY 2012, Washington State received $2.0 million in New Freedom apportionment.

MATCHING REQUIREMENTS

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

FEDERAL PROGRAM: **Job Access Reverse Commute Program (49 USC Sec 5316), SAFETEA-LU**

FEDERAL AGENCY: Federal Transit Administration (FTA)

PROGRAM DESCRIPTION

The Job Access Reverse Commute (JARC) program was intended to improve access to transportation services to employment and employment related activities for welfare recipients and eligible low-income individuals and to transport residents of urbanized areas and nonurbanized areas to suburban employment opportunities. Toward this goal, the FTA provided financial assistance for transportation services planned, designed, and carried out to meet the transportation needs of eligible low-income individuals, and of reverse commuters regardless of income. The program required coordination of Federally-assisted programs and services in order to make the most efficient use of federal resources.

Under SAFETEA–LU, JARC funding was allocated by formula to states for areas with populations below 200,000 persons, and to designated recipients for areas with populations of 200,000 persons and above. The formula was based on the number of eligible low-income and welfare recipients in urbanized and rural areas. MAP-21 eliminated JARC as a stand-alone program. Beginning in FFY 2013, JARC projects became an eligible use of Sections 5307 and 5311 formula funds (*see page 235 and page 232 respectively for more information*).

RECIPIENTS

WSDOT Public Transportation Division (Program V) and Highways and Local Programs Division (Program Z) for Local Agencies.

States and public bodies were eligible designated recipients. Eligible subrecipients were private non-profit organizations, state or local governments, and operators of public transportation services including private operators of public transportation services. In Washington, WSDOT, as designated by the Governor, had the principal authority and responsibility for administering the JARC program.

DISTRIBUTIONS

Of the total JARC funds available, FTA apportioned 60 percent among designated recipients in large urbanized areas; 20 percent to the states for small urbanized areas; and 20 percent to the states for rural and small urban areas under 50,000 in population. JARC funds were apportioned among the recipients by a formula which is based on the ratio that the number of eligible low-income and welfare recipients in each such area bears to the number of eligible low-income and welfare recipients in all such areas.

In Washington, the JARC funds for large urban areas were selected by metropolitan planning organizations (MPOs), while the JARC funds for the non-urban and small urban areas were distributed by WSDOT through the Statewide Consolidated Grant Program. This 2-year competitive program solicits projects from public transit and nonprofit transportation organizations that have been included in a Regional Human Services Transportation Coordination plan. The projects are ranked by the Regional Transportation Planning Organization and then scored by an independent statewide committee. The WSDOT Public Transportation Division determined the source of funds that are assigned to the highest ranked projects. Funds for the large urban areas were awarded by Puget Sound Regional Council and Spokane Regional Council. WSDOT agreed to apply to FTA for the project funds awarded to nonprofit agencies in these large urban areas and to administer the projects similar to the statewide program.

In Federal Fiscal Year (FFY) 2012, Washington State Received $3.0 million in JARC apportionment.

MATCHING REQUIREMENTS

The Federal share of eligible capital and planning costs may not exceed 80 percent of the net cost of the activity. The Federal share of the eligible operating costs may not exceed 50 percent of the net operating costs of the activity.

FEDERAL PROGRAM: **Non-Urbanized Area Formula Assistance (49 USC Sec 5311) (Rural Assistance), SAFETEA-LU**

FEDERAL AGENCY: Federal Transit Administration

PROGRAM DESCRIPTION

The Section 5311 program provides funding for public transportation projects in rural areas, areas under 50,000 in population. Projects are to be in the annual program of projects for public transportation services in rural areas. The program must provide a fair and equitable distribution of funds within the state, including Indian reservations, and provides the maximum feasible coordination of public transportation services assisted by this program and other federal sources.

Up to 15% of the apportioned funds may be used for state administration of the program and for providing technical assistance to recipients.

A state must expend not less than 15% of amounts made available under Section 5311 for a program for the development and support of intercity bus transportation. Eligible activities include operating grants through purchase-of-service agreements and user-side subsidies.

In addition, Congress appropriates funds for the Rural Transit Assistance Program (RTAP) to assist states in providing training and technical assistance.

RECIPIENTS

WSDOT Public Transportation Division (Program V) and Highways and Local Programs Division (Program Z) for Local Agencies.

DISTRIBUTIONS

Funds are apportioned to the Governor based on populations in rural areas. The formula is updated using population estimates prepared following the fourth or eighth years after the publication of the Census. In Washington, all funds for this program are distributed by the WSDOT Public Transportation Division on a competitive grant application basis through the Statewide Consolidated Grant Program. Instructions and information regarding the Statewide Consolidated Grant Program can be found online at: http://www.wsdot.wa.gov/Transit/Grants/Grant_Application.htm.

In Federal Fiscal Year (FFY) 2012, Washington received $9.7 million in 5311 apportionment.

MATCHING REQUIREMENTS

The federal share for administration is 100 percent. The federal share of any capital project is 80 percent of the net project cost. The maximum federal share for any payment of subsidies of operating expenses is 50 percent.

FEDERAL PROGRAM: **Metropolitan Planning Grants (49 USC Sec 5303), SAFETEA-LU**

FEDERAL AGENCY: Federal Transit Administration (FTA)

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.

STATE RECIPIENTS

WSDOT Planning and Research Program (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, in cooperation with the state's MPOs, WSDOT has developed a formula to distribute funds to MPOs in Washington.

MATCHING REQUIREMENTS

80% federal share; 20% local.

FEDERAL PROGRAM: **State Planning Grants (49 USC Sec 5304), SAFETEA-LU**

FEDERAL AGENCY: Federal Transit Administration

PROGRAM DESCRIPTION

This programs provided funding to support cooperative, continuous, and comprehensive planning for making transportation investment decisions in metropolitan areas and statewide.

STATE RECIPIENTS

WSDOT Public Transportation Division (Program V).

DISTRIBUTIONS

State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs). Federal planning funds are first apportioned to State DOTs. State DOTs then allocate planning funding to MPOs.

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.

ARRA Transit Funding

FEDERAL PROGRAM: **American Recovery and Reinvestment Act (ARRA) Transit Funding**

FEDERAL AGENCY: Federal Transit Administration (FTA)

PROGRAM DESCRIPTION

Signed by President Obama on February 17, 2009, ARRA provided $8.4 billion for transit projects to the FTA. FTA funds from ARRA could be used for capital projects only. Those funds could be used for "...the acquisition, construction, improvement, maintenance of facilities, and equipment for use in transit."

DISRIBUTION

Nationally, $8.4 billion in transit formula funding was apportioned to states through existing formula programs. Washington State received $179 million in ARRA transit formula funds for investments in transit and other public transportation projects. Large Urban Areas received $142 million, Small Urban Areas received $12 million, and Rural Public Transportation received $12 million.

Projects in the urbanized areas were selected locally through the appropriate metropolitan planning organization (MPO), for instance the Puget Sound Regional Council. Projects for rural areas were selected by the state using a competitive process. In December 2008 and January 2009, WSDOT developed a capital project list in anticipation of the Recovery Act. This list consisted of a variety of project types including: purchasing replacement and expansion vehicles; purchasing new communication equipment; constructing facilities and transit centers; repairing buildings; and installing bus shelters. WSDOT identified more than $45 million in projects that met the definition of "ready to go" in rural areas. An independent Grants Review Team prioritized project types and selected projects for funding.

MATCHING REQUIREMENTS

There were no matching requirements for the ARRA program.

Federal Transportation Programs – Rail

FEDERAL PROGRAM: **Railway-Highway Crossing Hazard Elimination in High-Speed Rail Corridors Program**

FEDERAL AGENCY: Federal Highway Administration and Federal Railroad Administration

PROGRAM DESCRIPTION

This program was originally established in the Intermodal Surface Transportation Efficiency Act of 1991 (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. The purpose of the program was to provide competitive funding for safety improvements at both public and private highway-rail grade crossings along federally designated high-speed rail corridors. The Railway-Highway Crossing Hazard Elimination in High Speed Rail Corridors Program was terminated in federal fiscal year (FFY) 2013.

STATE RECIPIENTS

WSDOT Rail Program (Y).

DISTRIBUTIONS

Grants to states were at the discretion of the U.S. Secretary of Transportation based on application. States along the 11 federally designated high-speed rail corridors were eligible to apply for funding. In federal fiscal year (FFY) 2011 the State received a $3.5 million grant for the Pioneer Street Rail Overpass at the Port of Ridgefield. In FFY 2012 the State received $307,550 to upgrade signaling and install advanced preemption at a railway-highway crossing in Auburn.

MATCHING REQUIREMENTS

The federal share could not exceed 80 percent; however, certain projects were eligible for up to 100 percent federal funding.

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

FEDERAL AGENCY: Federal Railroad Administration (FRA)

PROGRAM DESCRIPTION

The Railroad Rehabilitation and Improvement Financing (RRIF) Program is intended to make funding available through loans and loan guarantees for railroad capital improvements. Under this program, the FRA is authorized to provide direct loans and loan guarantees up to $35.0 billion. Up to $7.0 billion is reserved for projects benefiting freight railroads other than Class I carriers. 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 Rail Program (Program Y).

DISTRIBUTIONS

Loans and loan guarantees are at the discretion of the U.S. Secretary of Transportation based on application. Washington State has not applied for a RRIF loan.

ARRA Rail Funding

FEDERAL PROGRAM: **American Recovery and Reinvestment Act (ARRA) High Speed Rail Grant Program**

FEDERAL AGENCY: Federal Railroad Administration

PROGRAM DESCRIPTION

The American Recovery and Reinvestment Act (ARRA) provided $8 billion for High-Speed Rail Program grants, which were ultimately awarded to projects spanning 31 states.

WSDOT received $766.6 million in federal high speed rail funding, part of the $8 billion made available through ARRA. An additional $31 million in non-ARRA funding was awarded to Washington in 2010 from two separate federal rail grant programs within the national High-Speed Rail Program. The funding will be invested in 20 capital projects along the 300-mile corridor on the Washington segment of the Pacific Northwest Rail Corridor, spanning between Eugene, Oregon and Vancouver, B.C.

The projects include additional rail-line capacity and upgrading tracks, utilities, signals, passenger stations and advanced warning systems. WSDOT will also purchase new equipment for the expansion of the service. These projects, all scheduled to be complete by 2017, will result in two additional round trips, improved on-time performance for business and leisure travelers, and reduced conflicts between passenger and freight trains.

Program Outcomes

- Two additional daily round trips between Seattle and Portland, for a total six, by 2017.
- On-time reliability will increase to 88 percent.
- Travel time reduction of 10 minutes between Seattle and Portland

These improvements will allow Amtrak Cascades to offer more frequent service by reducing passenger/freight congestion and making passenger travel times shorter with better on time performance.

DISTRIBUTIONS

- January 2010 – Washington awarded $590 million in High-Speed Rail Recovery Act funding for corridor improvements mostly between the Seattle to Portland segment.
- October 2010 – Washington awarded $31 million in federal fiscal year (FFY) 2009 and FFY 2010 high-speed rail funding appropriations (non-ARRA). This funding is being used to increase capacity through Mount Vernon, build station improvements in Tukwila and at King Street in Seattle, as well as create an integrated freight and passenger rail plan.
- December 2010 – Washington awarded an additional $161.5 million in ARRA funding redirected from Ohio and Wisconsin. The additional award of $161.5 million in redistributed ARRA funds requires the money be spent on projects that were part of the State's original ARRA application. In addition, a detailed analysis must be done to determine which projects should be funded based on the direct benefits to High-Speed Intercity Passenger Rail.
- May 2011 - Washington wins $15 million in ARRA funding rejected by Florida. With $18.3 million in matching funds from the Port of Vancouver, crews will build a separate track for freight rail cars carrying shipments in and out of the port, eliminating a congestion chokepoint causing delays to passenger and freight rail traffic.

HIGH SPEED RAIL PROJECTS DETAIL

Cascades High Speed Rail Program Capital Improvements

D to M Street Connection – Tacoma - Allows Amtrak Cascades and Sounder passenger rail service to bypass congested Point Defiance route and extends Sounder commuter rail service to stations in South Tacoma and Lakewood. $21.3 million

Point Defiance Bypass – Tacoma - Proposes to reroute passenger trains to an existing rail line along the west side of I-5 through south Tacoma, Lakewood, and DuPont and reconstructs five at-grade crossings to improve safety, and accommodate higher speeds and improves on time Seattle-Portland performance. $89.1 million

Yard Bypass Track – Vancouver - This project builds a 15,000 foot bypass track within the BNSF rail yard in Vancouver thereby increasing Amtrak Cascades service reliability by separating freight and passenger traffic. This is one phase of the larger Vancouver Rail Bypass and W 39th St. Bridge project. $28.5 million

Cascades Corridor Reliability Upgrades – South (Nisqually to Vancouver WA) - Improvements along the entire BNSF mainline corridor infrastructure between Nisqually and Vancouver, WA Improves Amtrak *Cascades* schedule reliability by improving track quality and reducing slow-orders. $92 million

Storage Track - Everett - Eliminates a major source of freight train interference by constructing two new departure/receiving tracks next to the existing Delta Yard tracks, reducing congestion, adding rail capacity and eliminating a substantial rail yard bottleneck. Helps achieve the second Amtrak *Cascades* round trip service to Vancouver, B.C. $3.5 million

Amtrak *Cascades* New Train Set – Corridor Wide- Expanding train service to five round trips may require purchasing new rolling stock. Equipment identical to and compatible with the existing Talgo equipment is no longer manufactured but new train sets will be capable of handling the specific geographic feature of the corridor and accommodate 250 passengers. $23.5 million

Kelso Martin's Bluff Multiple Improvements – Kelso and Longview - New dispatcher-controlled sidings to accommodate arrival and departure of unit freight trains clear of the existing two-track main line and builds third main track between Kelso Station and Longview Junction. $194.2 million

King Street Station Track Upgrades – Seattle - Improves schedule reliability for north and southbound trains arriving and departing King Street Station allowing Amtrak and Sound Transit passenger trains to simultaneously move in and out of the station. $50.4 million

Advanced Signal System – Corridor Wide - Installs an integrated command, control, communications, and information system for controlling train movements, reducing the probability of collisions between trains, roadway worker casualties and equipment damage. $60.1 million

Non-ARRA High Speed Rail projects (funded under the FFY09/FFY10 Appropriations Acts)

Tukwila Station - This project provides funding to Sound Transit to construct a new train station at Tukwila, Washington that will be used by Sounder commuter trains and Amtrak Cascades intercity trains. Improvements will include parking, station platforms and transit waiting areas, and the installation of a real-time passenger information system at nearby Sea-Tac International Airport. This transforms station from a temporary platform facility to a modern full-service station used by both commuter and intercity passenger rail and allows airline passengers to make informed travel decisions using the real time passenger information system displaying Amtrak Cascades arrival and departure information for Tukwila station. $7.9 million

King Street Station Renovation and Seismic Retrofit - Amtrak, WSDOT, SDOT, and Sound Transit are working in partnership with BNSF Railway to transform the busy and historic King Street Station and adjacent tracks and platforms to meet future needs of expanding intercity and commuter rail service. Improvements include seismically retrofitting the station and clock tower, as well as restoring the station's main hall and upgrading utility systems. $16.7 million

Mount Vernon Siding Extension - This extension of the Mount Vernon Siding track to accommodate freight trains, improves reliability and capacity of the railroad for passenger trains. $3.3 million

Integrated State Rail Plan - Washington State currently has separate freight rail and passenger rail plans and this proposed planning project integrates and updates these plans as one state rail plan. The project also updates the plan to address Federal Railroad Administration (FRA) needs and requirements as described in National Rail Plan documents to allow for better planning of the public and private rail investment. This integrated plan helps WSDOT comply with federal funding requirements and makes Washington more competitive for future rail funding. $400 thousand

Bonds

Overview and Table of Contents

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.

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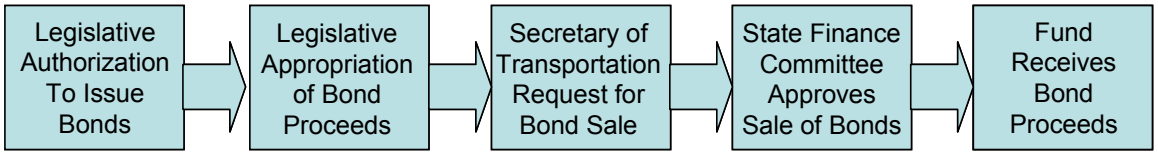
The Bond Process



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 issued or 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 Motor Vehicle Fuel Tax bonds are referred to as "double-barrel" bonds. They are general obligation bonds, meaning they are secured by motor fuel taxes as well as the full faith and credit of the state.

- Bonds issued for the Tacoma Narrows Bridge are conventional motor fuel tax bonds. Debt service payments for the Tacoma Narrows Bridge bonds are paid from fuel tax revenues from the Motor Vehicle account. The Tacoma Narrows Bridge account then reimburses the Motor Vehicle account with the equivalent amount of toll revenue.

- In 2009, the Legislature authorized $1.95 billion in bonds to support SR 520 Corridor projects. Several different debt instruments are being used to finance the SR 520 Corridor project. A combination of triple pledge bonds (backed by the fuel tax, toll revenue and the full faith and credit of the state), toll revenue bonds, Federal Highway Grant Anticipation Revenue (GARVEE) bonds and a loan from the Transportation Infrastructure Finance and Innovation Act (TIFIA) will be used to finance the projects.

- State bonds currently issued for the SR 520 Corridor Project are triple pledge bonds. These bonds are backed by tolls, fuel taxes, and the full faith and credit of the state. Toll revenue is expected to pay for the debt service on these bonds.

- Future bond sales for the SR 520 Corridor Project pledging state funds will be toll revenue bonds. These bonds are backed solely by toll revenue and debt service is paid from toll revenues.

- The State has entered into a loan agreement funded from the Transportation Infrastructure Finance and Innovation Act (TIFIA). The principal amount of the TIFIA Loan shall not exceed $300,000,000 (excluding any interest that is capitalized in accordance with the terms of the final agreement). It is anticipated that this will be a 35 year loan.

- Federal Highway Grant Anticipation Revenue (GARVEE) Bonds (SR 520 Corridor Program) finance a portion of the costs of constructing the SR 520 Floating Bridge and Eastside Project and to pay costs of issuing the bonds. They were issued as limited obligations of the state, payable from and secured solely by the Federal-Aid Highway funds received by the state.

- Debt service on motor fuel tax general obligation bonds is paid from gas taxes. Debt Service on toll backed bonds is first payable from tolls, then Motor Fuel taxes. Toll revenue bonds are payable solely from the revenues derived from the operation of the facility being constructed with the proceeds of the bonds.

- Rating agencies look at the state's financial health when assigning credit ratings to the motor fuel tax bonds. There is a direct relationship between the bond rating and the state's borrowing cost. The higher the bond rating the lower the borrowing cost.

- 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.

- WSDOT also has General Obligation (GO) bond authorization. The proceeds from the state GO bonds are used to fund rail, ferry capital, and local road projects. Debt service for GO bonds is paid from the Multimodal account and is backed by the full faith and credit of the state. These bonds are considered a portion of the state's overall 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 ($Millions)	UNSOLD AS OF 7/31/12 (Estimate) ($Millions)
HIGHWAYS AND MISCELLANEOUS				
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	136.27
Ch. 519	L. 07	2003 Transportation Projects	3,200.00	695.76
Ch. 147	L. 03	Multimodal Transportation Projects	349.50	64.76
Ch. 519	L. 07	2005 Transportation Partnership Projects	5,300.00	3,008.88
Ch.472	L. 09	State Route 520 Corridor Projects	1,950.00	930.83
		SUBTOTAL	13,494.50	5,219.13
TRANSPORTATION IMPROVEMENT BOARD				
Ch. 440	L. 93	Transportation Improvement Acct. Program	100.00	7.51
URBAN ARTERIAL				
Ch. 83	L. 67	County-City Urban Arterials	200.00	42.57
PUBLIC-PRIVATE PARTNERSHIP PROGRAM				
Ch. 183	L. 94	Public Private Partnerships	25.63	6.21
GRAND TOTAL			***$13,820.13***	***$5,275.42***

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 31, 2012, there are expected to be approximately $5.3 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 2003 and 2005 funding packages, which provided a total of $8.5 billion for specified projects. Also a significant portion of the remaining authority is from the State Route 520 Corridor.

- $696 million in transportation bonding authority remains from the 2003 funding package.
- $3,009million in transportation bonding authority remains from the 2005 funding package.
- $931 million in transportation bonding authority remains from the State Route 520 Corridor authorization.

The plan below reflects the bond sale plan submitted with the Washington State Department of Transportation's 2013-15 biennial budget request and 10-year plan.

Projected Long-Term Bond Sales

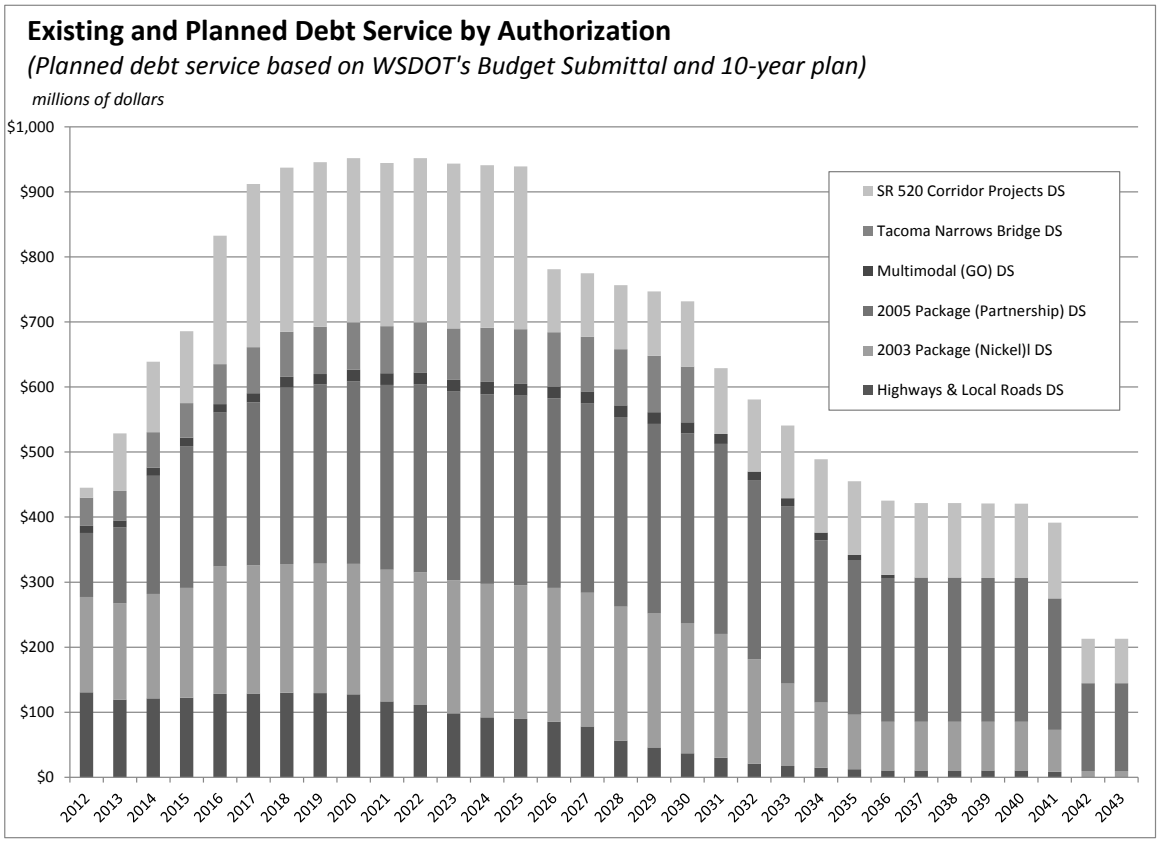
WSDOT 2013-15 Budget Submittal

dollars in millions	2013-15	2015-17	2017-19	2019-21	2021-23	10-Year Total
State and Local Highways (R-49)	50.0	44.6	10.0	0.0	0.0	104.6
2003(Nickel) Transportation Projects	412.6	47.0	35.0	17.5	0.0	512.1
2005 Transportation Projects	1,194.0	520.0	130.0	128.0	36.0	2,008.0
Multimodal Transportation Projects	0.0	34.0	0.0	0.0	0.0	34.0
State Route 520 Corridor Projects	505.1	0.0	0.0	0.0	0.0	505.1
Total Projected Bond Sale Plan	**2,161.7**	**645.6**	**175.0**	**145.5**	**36.0**	**3,163.8**

Debt Service on Motor Fuel Tax Bonds

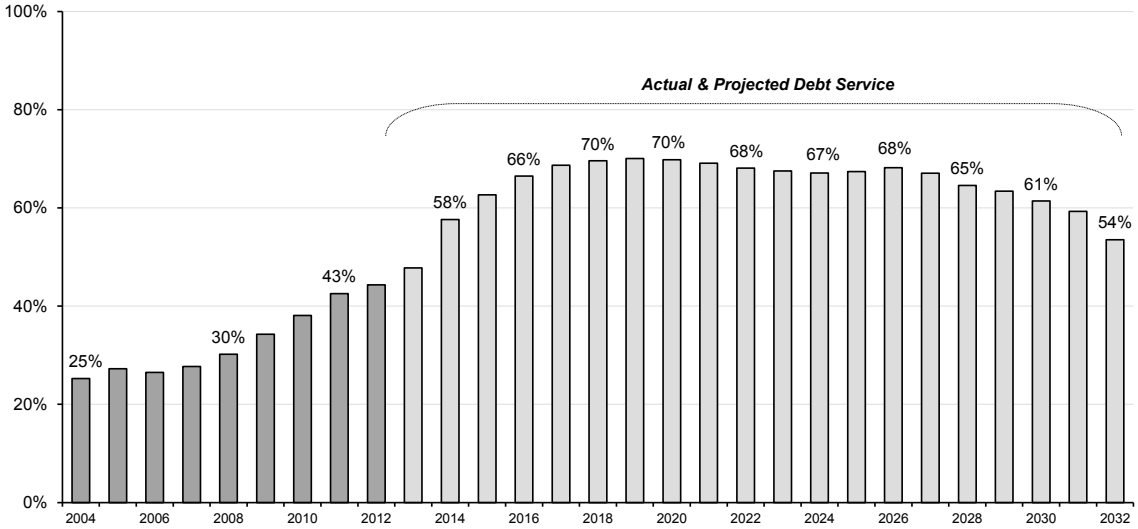
Debt service is the periodic payment of principal and interest on a bond.

- 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 2043, based upon the bond sale plan submitted with the Washington State Department of Transportation's 2013–15 biennial budget request.



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

Debt Service as a Percent of the State's Overall Share of the Fuel Tax
(State Share 12.04¢ + 5¢ + 8.5¢ = 25.5¢)



- 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, the 2003 Transportation Account, and the Transportation Partnership Account.
- Excludes debt service on R49 bonds used to finance the Tacoma Narrows Bridge.

- 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 2013-15 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 and taking advantage of favorable market conditions.
- 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.
- The use of revenue bonds (fuel tax or toll backed bonds) for transportation projects does not impact the debt limit of the state.

DISADVANTAGES OF BONDING

- Bonding increases debt and obligates future revenue. Once revenue is committed to debt service payment, it is not available to fund new projects on a pay-as-you-go basis.
- Debt service not only includes paying on the principal amount, but also includes paying interest over the term of the bonds, issuance costs, debt covenants, and burdening of future generations with debt.

Public-Private Partnerships

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Public Private Partnerships in Transportation

In modern US history, the "traditional" means of delivering infrastructure projects has been using a design-bid-build (DBB) model. Under this model, the public sector designs the project, defines contract obligations at an early stage, bids out each phase of the project, and uses public resources to make monthly payments to contractors as the contract is executed. Subsequent operations and maintenance costs are typically managed and funded by the public agency and may or may not be undertaken directly by agency staff. In this traditional delivery model, most project risks are borne by the public sector, including the need for up front capital to pay for the project, and budgeting for ongoing operations and maintenance.

An alternative to traditional delivery is a method known as public-private partnerships, or P3s. As defined by the Federal Highway Administration, "A public-private partnership (P3) is a contractual agreement formed between public and private sector partners, allowing more private sector participation than is traditional. The agreements usually involve a government agency contracting with a private company to design, renovate, construct, operate, maintain, and/or manage a facility or system". In P3s, the private sector performs functions normally undertaken by the government, but the public sector retains legal ownership of the facility..

In 2011, the Legislature directed the Joint Transportation Committee to undertake a study of P3s, to evaluate five projects using screening tools and a comparative finance model developed in the course of the study, and to develop a conceptual P3 implementation plan for the state of Washington. Much of the following description of P3s is drawn from that study, which can be found on-line at http://www.leg.wa.gov/JTC/Documents/Studies/P3/P3FinalReport_Jan2012Web.pdf. Additional materials for this chapter were drawn from *Public-Private Partnerships in Transportation: A Toolkit for Legislators* published in 2010 by the National Conference of State Legislatures. Included in the *Toolkit* is a list of nine principles to guide state legislators making policy decisions about P3s. http://www.ncsl.org/issues-research/transport/public-private-partnerships-for-transportation.aspx

P3s can offer additional options for states seeking innovative approaches and funding to repair transportation infrastructure and build new projects. However, they are only one piece of the funding puzzle. In fact, while P3s can offer alternative project delivery methods or financing mechanisms, in the long term they do not provide new money for infrastructure. Revenues to repay the private investment must come from the same sources of public funding – tolls, fees or taxes.

P3 delivery is not suitable for all infrastructure projects. Many believe that P3 should be considered for projects that meet some or all of the following criteria:

- major technically-complex projects that are part of a capital plan;
- that need to be delivered faster to realize economic development and/or quality of life benefits;
- that could realize an upfront cost savings through alternative delivery;
- that could show cost savings through operating and maintenance efficiencies; and/or that may lack financing.

The P3 delivery approach includes a range of potential partnership structures, which transfer risk to the private partner in increasingly greater degrees. As the private partner takes on greater risk, it also gains greater control of the project, including the opportunity for a return on its investment. The right structure for a particular project may depend on project complexity, public policy goals, private sector interest, and Value for Money (see definition below). An explanation of the various P3 structures can be found in the JTC's 2011 P3 study:
http://www.leg.wa.gov/JTC/Documents/Studies/P3/P3FinalReport_Jan2012Web.pdf.

Value for Money

In order to decide if a P3 structure could benefit the public partner, a Value for Money (VfM) analysis is conducted to compare the total estimated lifecycle costs of traditional public procurement to those of a hypothetical P3 procurement. If the estimated costs of the P3 procurement are less than those of the traditional public procurement, then there may be a positive Value for Money, and the potential P3 project may warrant further analysis. The VfM analysis is a way of ensuring that the public interest is consistently calculated and weighed in all decisions regarding project delivery.

How Might P3s Add Value? Isn't Tax-Exempt Financing Cheaper?

Yes, municipal tax exempt interest rates are generally lower than corporate taxable interest rates, but financing costs are not the only element to be considered in evaluating the Value for Money of a potential P3 procurement. Four main elements should be considered in evaluating the costs of P3 delivery as compared to traditional delivery:

- Financing costs
- Construction costs
- Operating and maintenance costs over the lifetime of the concession
- Cost of facility preservation over the lifetime of the concession.

Experience in other states and countries has shown that despite the higher financing costs of taxable financing, the benefits of transferring project delivery and long-term maintenance and preservation risks to the private sector can sometimes result in cost savings to the public. In traditional project delivery, most upfront and long-term project delivery risks remain with the public sector. However, in a P3 approach, many risks are transferred to the private sector such that the private party is incentivized to innovate and value engineer to drive down costs and mitigate risks.

Private finance can expand the pool of available capital and provide significantly higher levels of upfront investment. In certain instances, P3 projects have closed public sector funding gaps. In the case of the Texas SH 130 Highway P3, for example, private financing was able to close a $425 million funding gap which otherwise would have prevented the project from being built. While tax-exempt public debt can be advantageous because of its attractive borrowing rate, this relative advantage is lessened on a P3 project where a private investor has the ability to depreciate various capital costs over the long-term – a tax benefit available to private investors but not to public entities.
The following considerations are important concerning the use of private financing vs. traditional tax-exempt financing:

- Private capital can help fast track projects when public funding and/or financing is not available or insufficient;
- Through the use of private financing, a P3 may allow some projects to be delivered with no effect on the State's debt capacity;
- Although the cost of private capital (particularly private equity) is generally higher than traditional public debt, it is only one of the factors that define the Value for Money equation. A number of tools exist that can reduce the financing cost for private entities to levels that are more competitive with tax-exempt state and municipal financing rates. These tools include Federal TIFIA loans, private activity bonds, and state infrastructure banks which provide access to low-interest or tax-exempt debt to private sector entities for transportation projects. In addition, lifecycle cost savings generated through P3 structures can generate value to offset the capital cost differential; and

- Through a competitive procurement and risk sharing (particularly revenue risk) approach, the access to equity investment allows a P3 structure to potentially leverage a significantly greater amount of up front capital than a publicly-financed approach under equivalent or comparable projects scope and assumptions.

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Potential P3 Benefits

- *Private financing and project acceleration*
- *Monetization of existing assets*
- *Cost and time savings*
- *Lifecycle efficiencies*
- *Improved project quality*
- *Risk transfer*
- *Public control and accountability*

SOURCE: NCSL's P3 for Transportation Toolkit for Legislators

Potential P3 Concerns and Controversies

- *Loss of public control and flexibility*
- *Private profits at the public's expense*
- *Loss of future public revenues*
- *Risk of bankruptcy or default*
- *Accountability and transparency*
- *Environmental issues*
- *Labor concerns*
- *Foreign companies*
- *Toll road controversies*
- *Specific contract terms*

SOURCE: NCSL's P3 for Transportation Toolkit for Legislators

Historic and Current US P3 Transportation Projects

Source: Final Report, Evaluation of Public Private Partnerships, January, 2012; by AECOM Enterprises, Inc.

This table shows P3 projects in the United States. A majority involved the creation of new or expanded highway lanes or transit systems; a smaller number involved asset leases of existing roadways. The five projects below deemed to have failed all involve revenue risk where projections of the original investors failed to materialize. New owners operate these projects today. This demonstrates that revenue projects are very important to project feasibility, and that properly-constructed P3 agreements can insulate the public sector from liability.

Status	NTP	Project Name	Public Sponsor	Delivery Method	Revenue Source	Project Cost (M $US)	Developer ($ Capital / Design-Builder)	TIFIA	Failed*
In Operation	Jul 1993	91 Express Lanes, CA	Caltrans	35-year DBFOM	Tolls	$130	Level 3/Cofiroute/Granite (sold to gov't. 1/03)		Y
	Sep 1993	Dulles Greenway, VA	Virginia DOT	43-year DBFO	Tolls	$350	TRIP II ($150m/Brown & Root)		
	May 1999	Foley Beach Express, AL	City of Foley, AL	DBFO/BOO	Tolls	$44	Baldwin County Bridge Co.		
	Jun 1999	Camino Colombia Bypass, TX	Texas DOT	BOO	Tolls	$85	Landowners (Granite) (TXDOT purchased 1/04) Sold to TxDOT in 2004		Y
	Oct 2000	Las Vegas Monorail, NV	Clark County, NV	50-year DBOM	Farebox / Ads	$650	Las Vegas Hotels ($331 /Bombardier–Granite)		Y
	May 2003	SR 125 So. Bay Express, CA	Caltrans	35-year DBFOM	Tolls	$773	PB / Macquarie ($653m/Fluor_Washington)	Y	Y
	Jan 2005	Chicago Skyway, IL	City of Chicago	99-year lease	Tolls	$1,830	Cintra Concessions/Macquarie		
	Jun 2006	Indiana Toll Road, IN	Indiana Finance Authority	75-year lease	Tolls	$3,850	Cintra Concessions / Macquarie		
	Jun 2006	Pocahontas Parkway Lease, VA	Virginia DOT	99-year lease	Tolls	$611	Transurban ($45m / Fluor–Washington)	Y	Y
	May 2007	Northwest Parkway Lease, CO	Northwest Parkway Authority	99-year lease	Tolls	$603	BRISA		
In Construction	June 2008	I-495 HOT Lanes, V A	Virginia DOT	85-year DBFOM	Tolls	$1,998	Transurban / Fluor ($1.4bn/Fluor–Lane)	Y	
	Mar 2008	SH 130 segments 5-6, TX	Texas DOT	50-year DBFOM	Tolls	$1,358	Cintra/Zachry ($968m/Ferrovial–Zachry)	Y	
	Feb 2009	I-595 Managed Lanes, FL	Florida DOT	35-year DBFOM	Availability Payments	$1,814	ACS Infrast. ($1.2bn/Dragados–EarthTech)	Y	
	Oct 2009	Port of Miami Tunnel, FL	Florida DOT	35-year DBFOM	Availability Payments	$914	Meridiam ($607m/Bouygues–Jacobs)	Y	
	Dec 2009	North Tarrant Express, TX	Texas DOT	52-year DBFOM	Tolls	$2,047	Cintra/Meridiam ($1.46bn/Ferrovial)	Y	
	Jun 2010	I-635 LBJ Managed Lanes, TX	Texas DOT	52-year DBFOM	Tolls	$2,800	Cintra/Meridiam ($2.1bn/Ferrovial Agroman)	Y	
	Aug 2010	Denver Eagle P3 Rail, CO	Denver RTD	34-year DBFOM	Availability Payments	$2,100	Fluor/Laing/Uberior ($1.27bn/Fluor–BB)		
	Jan 2011	Jordan Bridge, VA	Chesapeake, VA	BOO, Owned in Perp.	Tolls	$100	Figg/Amer. Infra. MLP/Lane ($100m/Lane)		
	Sep 2011	PR-22/PR-5 Lease, Puerto Rico	Gov't Development Bank	40-year lease	Tolls	$1,436	Abertis/Goldman Sachs Infra Partners II		

NOTES: *Failed projects are those where the concession company has filed for bankruptcy; NTP + Notice to Proceed; BOO = Build Own Operate delivery; TIFIA column indicates projects where financing includes USDOT TIFIA loan; lease (brownfield) "project costs" refer to upfront payments received by the Public Sponsor in exchange for leasing rights of the asset.

P3s in Washington State

Since the early 1990s, Washington State has experimented with public-private partnerships. In 1993, the Legislature passed the Public-Private Initiatives in Transportation (PPI) Act (HB 1006, codified as RCW 47.46) to create a legal framework for transportation P3s. Fourteen project proposals were received from the private sector, and six were approved for further consideration. Over the next several years, five of these six projects were dropped from consideration due to funding concerns, legislative opposition, or lack of public support.

The last project was a new SR 16 Tacoma Narrows Bridge. In 1997, a private consortium led by Bechtel Infrastructure and Kiewit Pacific was selected to construct and operate the bridge as a P3. The project was unable to proceed as a P3, however, because the State Supreme Court ruled that WSDOT had no statutory authority to impose tolls on the existing bridge, which was critical to the project's finance plan.

In 2002, the P3 developer and the Legislature agreed to amend the law to allow tolling of the existing bridge, so long as state-issued bonds financed construction. The State also assumed operations and maintenance responsibilities from the private consortium.

The Legislature subsequently directed the Legislative Transportation Committee to study barriers to public-private partnerships in Washington State, resulting in the enactment of the 2005 Transportation Innovative Partnerships Act (Chapter 47.29 RCW). It maintained the requirement for state-issued debt for P3 projects. As a result, no P3 projects for toll facilities have been undertaken since the law's enactment. Only small, non-tolled projects have advanced under the current program.

A chronology of Washington's P3 programs follows at the end of this section.

No P3 projects for toll facilities have been undertaken since the enactment of the 2005 Transportation Innovative Partnerships Act.

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

The Transportation Innovative Partnership (TIP) program is administered by WSDOT's Transportation Partnerships Office, but certain aspects of the program are overseen by the Washington State Transportation Commission, including the following:

- 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
- Approving or rejecting negotiated agreements.

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.

WSDOT's Transportation Partnerships Office

WSDOT's Transportation Partnerships Office is responsible for engaging the private sector in public-private partnerships that can help advance transportation projects, programs, or policies.
The Office is funded at $711,000 in operating funds, with 2 FTEs, and 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.

The Transportation Partnerships Office relies on short-term contracts with consultants to conduct specialized research and due diligence of potential projects. Typically, funding is earmarked for this purpose, and is not part of the program's ongoing budget.

WSDOT Responsibilities for TIP Program

The Transportation Partnerships Office is responsible for conducting the administrative functions and responsibilities of the TIP program. These tasks generally include the following:

- **Consultation and advisory services**, providing information and advice to public officials on the use of P3s to develop projects.
- **Analysis and assessment**, carrying out economic feasibility studies and business assessments on basic project viability.
- **Project development** for those projects that demonstrate feasibility and where the state has resources to enter a partnership.
- **Liaison and representation**, serving as the conduit between the state, the private sector, and transportation stakeholders interested in P3 projects.

Since no tolled projects have advanced under the TIP program, the active projects have been limited to non-toll projects, which include the following:

- The **West Coast Green Highway,** a joint initiative by Washington, Oregon, California and British Columbia to promote the use of fuels with low- or no-carbon emissions.
- A **West Coast Electric Highway Project**, a partnership with the private sector to build a network of electric vehicle fast-charging stations along I-5, I-90 and US-2.
- Proposed **joint development at Washington State ferry terminals (Edmonds, Anacortes and Colman Dock)**.
- A pilot project to generate revenue from **digital advertising** on WSDOT websites.
- A pilot project to develop retail amenities at state-owned Park-and-Ride facilities.

As part of the JTC's 2011 P3 study, the consultant team recommended a number of statutory changes that would be needed if the state were to pursue development of a viable transportation P3 program. It would require complete rewrite of the P3 statute, to allow private financing of transportation projects, to improve public interest protections, and other revisions. Below are the recommended changes.

Recommended changes to Washington's P3 Statute,
Proposed in the JTC's study of Public-Private Partnerships (2011)

1. Repeal the current P3 law. Enact new P3 legislation to encompass public interest protections, ensuring that for every project advanced, key policy goals are upheld. Those key policy goals include:

    a. maintaining control and/or ownership of the asset;
    b. conducting a Value for Money assessment;
    c. requiring that funds and tolls generated by a P3 project be used for DOT's capital program, and not the state's general fund programs;
    d. ensuring that the P3 project agreement includes performance standards and requirements for quality control;
    e. providing more flexible toll setting authority;
    f. requiring a P3 project to meet relevant state laws such as prevailing wage, apprenticeship requirements, and others;
    g. preventing excessive returns;
    h. requiring financial guarantees of private partner solvency;
    i. addressing termination of the agreement; and
    j. addressing the issue of handback requirements in P3 agreements.

2. Authorize the creation of and fund a P3 oversight office within WSDOT, responsible for upholding public interest concerns and facilitating projects in the best interest of the public and private sectors.

3. Enact new P3 legislation to clearly authorize a full range of procurement structures and tolls.

4. Remove the post-procurement discretionary action by the Transportation Commission in current law, as well as other post-procurement, pre-execution processes.

5. Allow the use of privately arranged or issued debt financing in a P3 project, and allow private partners to realize a return on equity.

6. Repeal current provisions directing toll revenues into the Transportation Innovative Partnership Account, and requiring expenditures from toll revenue be made subject to appropriation.

7. Enable the use of continuing appropriations that would allow for availability payment contracts to be used in a P3.

8. Expand the scope of transportation projects eligible to be considered for P3.

9. Allow for the issuance of private activity bonds to finance P3 projects.

10. Institute a four-year moratorium on unsolicited proposals, and enact new legislation that improves control over unsolicited proposals after that time.

Chronology of Washington's Public-Private Partnerships Programs

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 a 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; require the initial roundtrip toll to not exceed $3; and 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 (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 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.

2009 The Legislature authorized the Transportation Partnerships Office to pursue a joint development project at the Edmonds Ferry Terminal. A Request for Proposals was issued, but no financially-qualified proposals were submitted for this project. The Legislature also provided $50,000 for business analysis on whether advertising on WSDOT's website could generate revenue for the state.

2010 Legislature provides $75,000 in seed funding for a pilot project to generate revenue from digital advertising on WSDOT's website. The Transportation Partnerships Office submits a business plan to the state Department of Commerce, and is awarded $1.6 million from U.S. Department of Energy ARRA funds, for a public/private partnership to develop a network of fast-charging stations for electric vehicles in Washington state. This funding is further leveraged through a partnership with AeroVironment, a private company that will provide the services.

2011 The Transportation Partnerships Office solicits conceptual proposals from the private sector for joint development at the Anacortes Ferry terminal. The conclusion of the development community is that a year-round business is not financially viable at the Anacortes terminal location. WSDOT drops the Anacortes terminal from further joint-development consideration.

The Legislature authorizes the Transportation Partnerships Office to issue a Request for Proposals for a pilot project that would allow development of retail amenities (such as coffee shops) at state-owned Park-and-Ride lots. The Transportation Partnerships Office, in collaboration with the Alaskan Way Viaduct Office and the City of Seattle, issues a Request for Information and conceptual proposals for a mixed –use development project in Seattle's central waterfront area that would provide short-term parking targeted for customers of waterfront businesses.

Tolling

BACKGROUND

The Legislature has authorized collection of tolls on the following facilities:

- Tacoma Narrows Bridge (RCW 47.46.100);
- SR 520 floating bridge (RCW 47.56.870);
- SR 167 high-occupancy toll ("HOT") lanes (RCW 47.56.403);
- Interstate 405 express toll lanes (RCW 47.56.880);
- SR 99 deep bore tunnel (RCW 47.56.862); and
- the bridge portion of the Columbia River Crossing (CRC) project. (RCW 47.56.890).[1]

Washington uses an electronic photo tolling system. (RCW 47.56.795 and 47.46.105) An electronic pass is mounted on the vehicle and read at highway speeds, and a camera takes a photograph of the vehicle's license plate. When driving on a tolled facility, tolls are deducted from a pre-paid toll account linked to the individual's electronic pass or license plate. (The Tacoma Narrows Bridge still has toll booths available for individuals who want to stop and pay the toll, but is the only tolled facility that still has this toll payment option.)
If a vehicle does not have a pre-paid account, the registered owner of the vehicle will receive a toll bill in the mail within 14 days. Those who do not pay within 15 days of receiving their bill will get a second bill with a $5 reprocessing fee. People with unpaid tolls after 80 days receive a notice of civil penalty from WSDOT and a $40 fine in addition to the late fee for each toll left unpaid. A hold on a person's annual vehicle registration may occur if the civil penalty is not paid.

For more information on the electronic tolling system, toll rates, toll bills and the administrative penalty process please see: http://www.wsdot.wa.gov/tolling/HowGoodtoGoWorks.htm.

High Occupancy Toll (HOT) lanes are a road pricing mechanism that gives motorists in single occupant vehicles access to High Occupancy Vehicle (HOV) lanes. As a congestion management tool, HOT lanes may optimize the balance between general purpose and HOV lanes. In Washington State, the SR 167 HOT lanes were authorized as a pilot project in 2005 which will expire on June 30, 2013. For more information, see the fourth annual performance summary of the pilot project.

Express toll lanes are HOV lanes in which tolls are charged to regulate the use of the lane to maintain travel speeds and reliability. The 2011 Legislature authorized express toll lanes on Interstate 405. The legislation (RCW 47.56.880) specifies that the operation of the express toll lanes may not commence until WSDOT completes certain capacity improvements in the corridor. After two years of operation, if the express toll lanes do not meet performance measures identified in the legislation, WSDOT must terminate the project. More information on the I-405 Express Toll lanes project can be found at: http://www.wsdot.wa.gov/tolling/eastsidecorridor.

[1] For the CRC, the authority to toll is conditioned on certain events as set out in ESSB 6445. Tolling may not begin until certain events have occurred.

GOVERNANCE

Current Tolling Authority

Under current law, the Legislature is the only entity with the authority to authorize tolls on an eligible toll facility. (RCW 47.56.820) An eligible toll facility is defined as "portions of the state highway system specifically identified by the legislature, including transportation corridors, bridges, crossings, interchanges, on-ramps, off-ramps, approaches, bistate facilities, and interconnections between highways." (RCW 47.53.810)

Certain local jurisdictions may impose tolls on city streets or county roads, including cities (RCW 35.74.050), Regional Transportation Investment Districts (RCWs 47.56.076 and 36.120.050), Transportation Benefit Districts (RCWs 47.56.078 and 36.73.040), and ports (RCW 53.34.010). Tolls set by these entities are subject to review and approval by the Transportation Commission. The Commission must consider the impact of tolls, or changes in toll rates, on the operation of any state facility.

The Legislature has designated the Transportation Commission as the state tolling authority with responsibility for setting toll rates, including variable pricing, and reviewing toll operations. (RCW 47.56.850 & 47.45.100) Prior to the convening of each regular session of the Legislature, the Commission must report to the transportation committees of the Legislature on any increase or decrease in toll rates approved by the Commission. Any proposal for the establishment of eligible toll facilities must consider specified policy guidelines which include: overall direction (purpose for toll); when to use tolling; use of toll revenue; setting toll rates; and duration of toll collection. (RCW 47.56.830)

In general, Federal law prohibits tolling on Federal-aid highways. If federal funds have been used or will be used on a highway, the public authority responsible for the facility must qualify for toll authority under one of four federal tolling programs. More information about federal tolling programs can be found on the FHWA website.

Limitations on Use of Toll Revenue

Generally, current law requires that all revenue from an eligible toll facility be used only to "construct, improve, preserve, maintain, manage, or operate the eligible toll facility on or in which the revenue is collected." (RCW 47.56.820 47.46.110) The current statutes further restrict the use of toll revenue only for the following: to cover operating costs, including maintenance, preservation, administration, and toll enforcement by public law enforcement; to meet obligations for the repayment of debt; to meet any other funding obligations for projects or operations on the eligible toll facility; to provide for the operation of conveyances of people or goods; and to fund improvements to the eligible toll facility.

In addition to the general statutes limiting the use of toll revenue, the Legislature has enacted specific restrictions on the use of toll revenue unique to each of the six currently authorized toll facilities.

Duration of Toll Collection

Current policy guidelines provide that any proposal for the establishment of an eligible toll facility must consider the duration of toll collection on the facility. (RCW 47.56.830 & 47.46.110) The policy guideline provides that because transportation infrastructure projects have costs and benefits that extend well beyond those paid for by initial construction funding, tolls may remain in place to fund additional capacity, capital rehabilitation, maintenance, management, and operations, and to optimize performance of the system. The duration of the tolls may be defined by the Legislature and may vary by toll facility.

18th Amendment to Washington State Constitution

In 1944 statewide voters approved the 18th Amendment to the Washington Constitution, which restricts certain transportation revenues exclusively for "highway purposes." *See a complete description of the 18th Amendment on page 25.*

Toll revenue is not explicitly mentioned in the 18th Amendment. However, the Legislature has in some instances deposited toll revenues into an account *within* the Motor Vehicle Fund, thus limiting the use of those toll revenues to "highway purposes." In other instances, the Legislature has deposited toll revenue in an account *outside* the Motor Vehicle Fund, which does not limit use of that revenue to "highway purposes." Account information regarding the six currently authorized toll facilities is as follows:

- Tolls from the Tacoma Narrows Bridge are deposited into a special account, the "Tacoma Narrows toll bridge account," *within* the Motor Vehicle Fund;
- Tolls from the SR 520 corridor will be deposited into a special account, the "state route number 520 corridor account," *outside* the Motor Vehicle Fund;
- Tolls from the SR 167 HOT lanes are deposited into the "high occupancy toll lanes operations account," *outside* the Motor Vehicle Fund;
- Tolls from the I-405 express toll lanes will be deposited into the "Interstate 405 express toll lanes operations account," *within* the Motor Vehicle Fund;
- Tolls from the portion of state route number 99 that is the deep bore tunnel under First Avenue from the vicinity of the sports stadiums in Seattle to Aurora Avenue north of the Battery Street tunnel and are deposited into the "Alaskan Way viaduct replacement project account" *outside* the Motor Vehicle Fund; and
- Tolls from the Columbia River Crossing project are deposited into the "Columbia River Crossing project account" *outside* the Motor Vehicle Fund.

Initiative 1053

The Initiative requires the Legislature to authorize fees. Tolls are considered fees and therefore the Legislature must authorize the tolling authority (Transportation Commission) to set the fee.

Repealed Taxes and Fees

Overview and Table of Contents

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.

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- Mobile Home/Travel Trailer Dealer Excise Tax 292
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- Travel Trailer and Camper Excise Tax 300
- Vehicle Dealer Excise Tax 301

REVENUE SOURCE:	**Aircraft Pilot Registration Fee**
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).

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

REVENUE SOURCE:	**Centennial License Plates**
RCW:	46.16.650
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:	1986 $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

REVENUE SOURCE:	**Clean Air Excise Tax**
RCW:	82.44.020 (basic tax)
WHO'S TAXED:	Owners of motor vehicles, campers, travel trailers, trailers, and semitrailers.
TAX RATE:	$2.00 per vehicle
ADMINISTERED BY:	Department of Licensing
WHERE DEPOSITED:	Air Pollution Control Account
DISTRIBUTION & USE:	To implement provisions of Clean Air Act (RCW 70.84)
TAX EXEMPTIONS:	Farm vehicles (RCW 82.44.020) Vehicles owned by government agencies (RCW 82.44.010) Vehicles owned by nonresident military personnel (RCW 82.44.010) Vehicles used entirely on private property (RCW 82.44.010) Mobile home, travel trailers, and campers (RCW 82.44.010) Private school buses (RCW 82.44.010)
TAX HISTORY:	1991 $2.25 1994 $2.00 2000 Repealed by Chapter 1, 1st Special Session, Laws of 2000.

REVENUE SOURCE:	**Mobile Home/Travel Trailer Dealer Excise Tax**
RCW:	82.50
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

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

RCW: 82.44.020 (tax)
82.44.041 (valuation)
In 2000, following the passage of Initiative 695 in 1999, the Legislature enacted Chapter 1, 1st Special Session, Laws of 2000, repealing the statewide motor vehicle excise tax, effective January 1, 2000.
In 2002, Initiative 776 was passed by voters, repealing the MVET for Regional Transit Authorities (Sound Transit) and for certain other transit agencies financing high capacity transportation systems (RCW 81.104.160).
In 2006, the Washington State Supreme Court upheld Sound Transit's authority to continue collecting the local MVET based on Sound Transit's contractual obligations to pay its bond debt; however, the MVET authority expires once the bond debt is completely paid off.

WHO'S TAXED: Owners of certain motor vehicles

TAX RATE: Statewide rate: Annual rate of 2.2% of vehicle value:

- 2.0% of value base
- 0.2% of value dedicated to state transportation

Vehicle value was determined according to valuation schedules repealed at the time the statewide MVET was repealed.

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.

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.

Local jurisdiction rates:

- For municipalities operating public transportation systems: not to exceed 0.725% of vehicle value
- For Regional Transit Authorities and other transit agencies financing high capacity transportation: not to exceed 0.8% of vehicle value

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).

1993 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.

1999 Initiative 695 repeals the statewide MVET.

2000 On March 14, 2000, the state Supreme Court rules that I-695 is unconstitutional in its entirety. On March 22, 2000, the Legislature enacts Chapter 1, 1st Special Session, Laws of 2000, repealing the statewide MVET.

2002 Initiative 776 repeals the authority of a Regional Transit Authority, and certain other transit agencies, to impose an MVET for high capacity transportation purposes.

2006 Washington State Supreme Court upholds Sound Transit's authority to continue to collect its 0.3% MVET until its bonds are paid off, based on Article I, section 23 of the Washington Constitution relating to impairment of contracts. Sound Transit issued bonds in 1999 pledging MVET revenue as security.

The Legislature enacts RCW 82.44.035, which creates a new vehicle depreciation schedule based on a JTC study of vehicle valuations. The new schedule applies prospectively to any new locally imposed motor vehicle excise taxes. No new MVET is imposed.

OTHER RESOURCES: Joint Transportation Committee, "Motor Vehicle Excise Tax Valuation Study," January 2006. JTC 2005/6 MVET Valuation Study

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: **Motor Vehicle License Fee**

RCW: 82.80.020 (Authorized in 1990)

WHO'S TAXED: Owners of motor vehicles

TAX RATE: Up to $15 maximum per vehicle registered in county.

TAX PROVISIONS:

- County legislative authority may impose the fee, without voter approval.
- Applies to incorporated and unincorporated areas.
- City or town may impose the fee only if authorized by a majority of voters and only if the county has not imposed the fee.
- The 1998 law extends applicability to trucks weighing 6,000 pounds or less (unladen).
- 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.
- Subject to exclusive referendum procedure. (See *Background Information, page 131*).

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EXEMPTIONS:

- 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.

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DISTRIBUTION AND USE: For general transportation purposes in counties and cities, including highways, public transportation, high capacity transportation, transportation planning and design, and other transportation-related activities.

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

TAX HISTORY:

1990: Counties eligible to impose vehicle fee not more than $15/vehicle

1991: Allowed a refund for vehicle owners over 61 years of age meeting an income test

1993: Refund changed to an exemption; exemption broadened to include persons with disabilities

1996: Exemption provided for certain "Foreign Organizations" eligible for special license plates

1998: Qualifying cities or towns in counties that had not yet imposed the fee given the authority to impose the vehicle license fee upon voter approval; provided an exemption for vehicles with an unladen weight of more than 6,000 pounds.

2002: Repealed by Initiative 776, November 5, 2002. (Chapter 1, Laws of 2003).

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) 1998 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

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:	1943 $2 per set of plates 2000 Repealed by Chapter 1, 1st Special Session, Laws of 2000

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. State 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.

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Description of Major Transportation Funds

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

Funds are fiscal entities for the purpose of reporting revenue sources that are earmarked for certain programs and expenditures. Transportation funds, like all other state roll-up 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 Account-State, Motor Vehicle Account-Federal, and Motor Vehicle Account-Local dollars, all of which are housed in the Motor Vehicle Fund.

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 sometimes 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 funds, 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 25*). Rail, bus, and air transportation may not be financed with Motor Vehicle Fund dollars. However, Motor Vehicle fund revenues may be used for non-highway purposes in certain circumstances, such as 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 transit, aviation, passenger and freight rail, new transportation technologies, as well as for highway purposes. A flexible fund source, multimodal funds have also been used for general fund purposes. Prior to 1990, two accounts that formally 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 state tax revenue that are not designated for a specific purpose are 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)

Capital Vessel Replacement Account (18J)
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) *(Inactive account)*
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) *(Inactive Account)* - Eliminated in 2011 (SB 5797) and revenues transferred to the Transportation Improvement Account (144)

MULTIMODAL TRANSPORTATION FUND

Multimodal Transportation Account (218)
Advance Right-of-Way Revolving Account (880)
Aeronautics Account (039)
Alaskan Way Viaduct Account (535)
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)
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Grade Crossing Protective Account (080) (Central Administrative and Regulatory Fund)
High Occupancy Vehicle Account (737) (Local Government Distributions Fund)
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Accounts

Overview and Table of Contents

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.

The Office of Financial Management maintains an on-line Fund Reference Manual with information about all authorized accounts for use by state agencies.

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

ACCOUNT NUMBER: 789

AUTHORIZING RCW: RCW 47.12.340 (Created in 1997)

ROLL-UP FUND: Miscellaneous Trust 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. Estimated revenue for this account is not part of the Transportation Revenue Forecast. Does not include carryover from prior biennium.)

2011–13 $1,743,000

2013–15 $356,000

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

ACCOUNT NUMBER: 880

AUTHORIZING RCW: 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. Estimated revenue for this account is not part of the Transportation Revenue Forecast. Does not include carryover from prior biennium.)

2011-13 $6,030,000

2013-15 $3,030,000

ACCOUNT NAME: **Aeronautics Account**

ACCOUNT NUMBER: 039

AUTHORIZING RCW: 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 aviation funding
- 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 November 2012 Forecast. Does not include carryover from prior biennium.)

2011-13 $8,920,000

2013-15 $8,804,000

ACCOUNT NAME: **Alaskan Way Viaduct Replacement Project Account**

ACCOUNT NUMBER: 535

AUTHORIZING RCW: RCW 47.56.864

ROLL-UP FUND: Motor Vehicle Fund

BUDGET TYPE: Appropriated

DESCRIPTION:

For the construction and operation of the Alaskan Way viaduct.

SOURCES OF FUNDS

- Bond proceeds
- Tolls and other revenues from the operation of the toll facility
- Interest earnings

USES OF THE ACCOUNT

- Provides funds for the Alaskan Way Viaduct Replacement project
- Debt service on bonds

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Washington Department of Transportation

ESTIMATED REVENUE

N/A

ACCOUNT NAME: **Columbia River Crossing Project Account**

ACCOUNT NUMBER: 563

AUTHORIZING RCW: RCW 47.56.894

ROLL-UP FUND: Multimodal Transportation Fund

BUDGET TYPE: Appropriated

DESCRIPTION

Provides funds for a bi-state, multimodal corridor improvement program between the state route number 500 interchange in Vancouver, Washington, and the Victory Boulevard interchange in Portland, Oregon. The project is designated an eligible toll facility.

SOURCES OF FUNDS

Bond & loan proceeds, federal funds, tolls, interest earnings, surplus real property sales, and any contract damages collected.

USES OF THE ACCOUNT

- Provides funds for the second Columbia River Crossing project
- Debt service on bonds

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Washington State Department of Transportation

ESTIMATED REVENUE

N/A

ACCOUNT NAME: **County Arterial Preservation Account**

ACCOUNT NUMBER: 186

AUTHORIZING RCW: RCW 46.68.090 (2)(i) (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 is restricted by the *18th Amendment*; see *page 25.*

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 November 2012 Forecast. Does not include carryover from prior biennium.)

2011-13 $30,921,000

2013-15 $31,596,000

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 is restricted by the *18th Amendment*; see *page 25.*

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 November 2012 Forecast. Does not include carryover from prior biennium.)

2011-13 $5,784,000

2013-15 $6,040,000

ACCOUNT NAME: **Essential Rail Assistance Account**

ACCOUNT NUMBER: 02M

AUTHORIZING RCW: RCW 47.76.250 (Created in 1996)

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 15 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 November 2012 Forecast. Does not include carryover from prior biennium.)

2011-13 $646,000

2013-15 $310,000

ACCOUNT NAME: **Federal Local Rail Service Assistance Account/Local Rail Federal Assistance**

ACCOUNT NUMBER: 688

AUTHORIZING RCW: 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 non-budgeted and non-appropriated account.

SOURCES OF FUNDS

- Loan repayments
- 80% of 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 November 2012 Forecast. Does not include carryover from prior biennium.)

2011-13 N/A

2013-15 N/A

ACCOUNT NAME: **Ferry Bond Retirement Account**

ACCOUNT NUMBER: 304

AUTHORIZING RCW: RCW 47.60.600 (Created in 1977)

ROLL-UP FUND: Transportation General Obligation 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: 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

No source of funds has been identified for this account.

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 November 2012 Forecast. Does not include carryover from prior biennium.)

2011-13 $6,112,000

2013-15 $6,112,000

ACCOUNT NAME: **Freight Mobility Multimodal Account**

ACCOUNT NUMBER: 11E

AUTHORIZING RCW: RCW 46.68.310 (Created in 2006)

ROLL-UP FUND: Multimodal Transportation Fund

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
- $3,700,000 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 November 2012 Forecast. Does not include carryover from prior biennium.)

2011-13 $7,147,000

2013-15 $7,507,000

ACCOUNT NAME: **Grade Crossing Protective Account**

ACCOUNT NUMBER: 080

AUTHORIZING RCW: 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 November 2012 Forecast. Does not include carryover from prior biennium.)

2011-13 $507,000

2013-15 $507,000

ACCOUNT NAME: **High-Occupancy Toll Lanes Operations Account**

ACCOUNT NUMBER: 09F

AUTHORIZING RCW: RCW 47.66.090 (Created in 2005)

ROLL-UP FUND: Multimodal Transportation Fund

BUDGET TYPE: Appropriated

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 June 2013.

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 November 2012 Forecast.)

2011-13 $2,233,000

2013-15 N/A

ACCOUNT NAME: **High Occupancy Vehicle Account**

ACCOUNT NUMBER: 737

AUTHORIZING RCW: RCW 81.100.070 (Created in 1990)

ROLL-UP FUND: Multimodal Transportation Fund

BUDGET TYPE: Non-appropriated 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. Estimated revenue for this account is not part of the Transportation Revenue Forecast. Does not include carryover from prior biennium.)

2011-13 $0

2013-15 $0

ACCOUNT NAME: **Highway Bond Retirement Account**

ACCOUNT NUMBER: 303

AUTHORIZING RCW: 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: 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 is restricted by the *18th Amendment*; see *page 25.*

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 November 2012 Forecast. Does not include carryover from prior biennium.)

2011-13 $1,634,000

2013-15 $1,634,000

ACCOUNT NAME: **Highway Safety Account**

ACCOUNT NUMBER: 106

AUTHORIZING RCW: 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

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 November 2012 Forecast. Does not include carryover from prior biennium.)

2011-131 $239,867,000

2013-15 $286,477,000

ACCOUNT NAME: **Ignition Interlock Device Revolving Account**

ACCOUNT NUMBER: 14V

AUTHORIZING RCW: 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 ACCOUNT

- 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 November 2012 Forecast. Does not include carryover from prior biennium.)

2011-13	$2,604,000
2013-15	$3,583,000

ACCOUNT NAME: **Impaired Driving Safety Account**

ACCOUNT NUMBER: 281

AUTHORIZING RCW: 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 November 2012 Forecast. Does not include carryover from prior biennium.)

2011-13 $4,089,000

2011–13 $3,400,000

ACCOUNT NAME: **King Street Railroad Station Facility Account**

ACCOUNT NUMBER: 432

AUTHORIZING RCW: RCW 47.79.150 (Created in 2001)

ROLL-UP FUND: Other Activities Fund

BUDGET TYPE: Non-appropriated 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. Estimated revenue for this account is not part of the Transportation Revenue Forecast. Does not include carryover from prior biennium.)

2011-13 $74,400

2013-15 $0

ACCOUNT NAME: **License Plate Technology Account**

ACCOUNT NUMBER: 06T

AUTHORIZING RCW: RCW 46.68.370 (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 November 2012 Forecast. Does not include carryover from prior biennium.)

2011-13 $2,888,000

2013-15 $3,013,000

ACCOUNT NAME: **Miscellaneous Transportation Programs Account**

ACCOUNT NUMBER: 784

AUTHORIZING RCW: RCW 47.04.220 (Created in 1997)

ROLL-UP FUND: Multimodal Transportation Fund

BUDGET TYPE: Non-appropriated 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

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Department of Transportation

ESTIMATED REVENUE

(Includes sources of funds listed above. Estimated revenue for this account is not part of the Transportation Revenue Forecast. Does not include carryover from prior biennium.)

2011-13 $527,671,000

2013-15 $490,270,000

ACCOUNT NAME: **Motor Vehicle Account**

ACCOUNT NUMBER: 108

AUTHORIZING RCW: 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 *page 25*.

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
- Local funds
- Bond proceeds
- Treasury deposit earnings

USES OF THE ACCOUNT

- Refunds for non-highway 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
- Joint Transportation Committee

Appropriated to Other State Agencies

- Department of Agriculture
- Office of the Governor; tort claim payments
- State Parks and Recreation Commission
- Legislative Evaluation and Accountability Program Committee
- Department of Enterprise Services
- Department of Archeology Historic Preservation

ESTIMATED REVENUE

(Includes sources of funds listed above after statutory fuel tax distributions based upon the November 2012 Forecast. Does not include bond proceeds or carryover from prior biennium.)

2011-13 $2,530,103,000

2013-15 $2,554,502,000

ACCOUNT NAME: **Motorcycle Safety Education Account**

ACCOUNT NUMBER: 082

AUTHORIZING RCW: 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 November 2012 Forecast. Does not include carryover from prior biennium.)

2011-13 $4,380,000

2013-15 $5,368,000

ACCOUNT NAME: **Multimodal Transportation Account**

ACCOUNT NUMBER: 218

AUTHORIZING RCW: 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 non-highway transportation expenditures. Funds placed into this account are not subject to the requirements of the *18th Amendment*; see *page 25*.

SOURCES OF FUNDS

- Licenses, permits, and fees
- Rental car tax
- Sales tax on new and used cars
- Mass transit distributions
- Bond proceeds
- Treasury deposit earnings
- Awards, miscellaneous revenue
- 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

(Includes sources of funds listed above based upon the November 2012 Forecast. Does not include bond proceeds or carryover from prior biennium.)

2011-13 $429,959,000

2013–15 $689,491,000

ACCOUNT NAME: **Passenger Ferry Account**

ACCOUNT NUMBER: 203

AUTHORIZING RCW: RCW 47.60.645 (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. Estimated revenue for this account is not forecasted by the Transportation Revenue Forecast Council. Does not include carryover from prior biennium.)

2011-13 $0

2013-15 $0

ACCOUNT NAME: **Pilotage Account**

ACCOUNT NUMBER: 025

AUTHORIZING RCW: RCW 88.16.061 (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 Commission 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. Estimated revenue for this account is not forecasted by the Transportation Revenue Forecast Council. Does not include carryover from prior biennium.)

2011-13 $1,081,000

2013-15 $1,090,000

ACCOUNT NAME: **Produce Railcar Pool Account**

ACCOUNT NUMBER: 07N

AUTHORIZING RCW: RCW 47.76.450 (created in 2003)

ROLL-UP FUND: Multimodal Transportation Fund

BUDGET TYPE: Non-appropriated 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

(Includes sources of funds listed above. Estimated revenue for this account is not forecasted by the Transportation Revenue Forecast Council. Does not include carryover from prior biennium.

2011-13 $0

2013-15 $0

ACCOUNT NAME: **Public Transportation Grant Program Account**

ACCOUNT NUMBER: 18W

AUTHORIZING RCW: RCW 46.68.390 (Created in 2012)

ROLL-UP FUND: Multimodal Transportation Fund

BUDGET TYPE: Appropriated Account

DESCRIPTION

This account is effective from October 1, 2012, until July 1, 2015, to provide grants to transit authorities.

SOURCES OF FUNDS

- Administrative transfers

USES OF THE ACCOUNT

- Grants to aid transit authorities with operations

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- Office of the State Treasurer

ESTIMATED REVENUE

(Includes sources of funds listed above based upon the November 2012 Forecast. Does not include carryover from prior biennium.)

2011-13 $9,000,000

2013-15 $28,000,000

ACCOUNT NAME: **Puget Sound Capital Construction Account**

ACCOUNT NUMBER: 099

AUTHORIZING RCW: 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 is restricted by the *18th Amendment*; see *page 25*.

SOURCES OF FUNDS

- Motor fuel tax (2.3726% of 23-cent gas tax collections)
- Federal grants
- Local funds
- Bond proceeds
- 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

(Includes sources of funds listed above based upon the November 2012 Forecast. Does not include bond proceeds or carryover from prior biennium.)

2011-13 $89,308,000

2013-15 $86,628,000

ACCOUNT NAME: **Puget Sound Ferry Operations Account**

ACCOUNT NUMBER: 109

AUTHORIZING RCW: 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 *page 25.*

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 November 2012 Forecast. Does not include carryover from prior biennium.)

2011–13 $375,645,000

2013–15 $389,484,000

ACCOUNT NAME: **Puyallup Tribal Settlement Account**

ACCOUNT NUMBER: 736

AUTHORIZING RCW: 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 is restricted by the *18th Amendment*; see *page 25*.

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

2011–13 N/A

20131–15 N/A

ACCOUNT NAME: **Recreational Vehicle Account**

ACCOUNT NUMBER: 097

AUTHORIZING RCW: RCW 46.68.170 (Created in 1980)

ROLL-UP FUND: Motor Vehicle Fund

BUDGET TYPE: Budgeted (Non-appropriated/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 is restricted by the *18th Amendment*; see *page 25*.

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 November 2012 Forecast. Does not include carryover from prior biennium.)

2011–13 $1,282,000

2013–15 $ 1,311,000

ACCOUNT NAME: **Regional Mobility Grant Program Account**

ACCOUNT NUMBER: 11B

AUTHORIZING RCW: 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 November 2012 Forecast. Does not include carryover from prior biennium.)

2011–13 $40,000,000

2013–15 $40,000,000

ACCOUNT NAME: **Rural Arterial Trust Account**

ACCOUNT NUMBER: 102

AUTHORIZING RCW: 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 is restricted by the *18th Amendment*; see *page 25*.

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. 2012 Forecast. Does not include carryover from prior biennium.)

2011–13 $36,504,000

2013–15 $37,379,000

ACCOUNT NAME: **School Zone Safety Account**

ACCOUNT NUMBER: 780

AUTHORIZING RCW: RCW 46.61.440 (5) (Created in 1996)

ROLL-UP FUND: Higher Education Fund

BUDGET TYPE: Budgeted (Non-appropriated/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 November 2012 Forecast. Does not include carryover from prior biennium.)

2011–13 $2,232,000

2013–15 $2,220,000

ACCOUNT NAME: **Small City Pavement and Sidewalk Account**

ACCOUNT NUMBER: 08M

AUTHORIZING RCW: 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

- $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 feasibilities studies.

AGENCIES/JURISDICTIONS OPERATING OUT OF THE ACCOUNT

- Transportation Improvement Board

ESTIMATED REVENUE

(Includes sources of funds listed above based upon the November 2012 Forecast. Does not include carryover from prior biennium.)

2011–13 $3,865,000

2013–15 $3,909,000

ACCOUNT NAME: **Special Category C Account**

ACCOUNT NUMBER: 215

AUTHORIZING RCW: RCW 46.68.090(2)(b) (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 is restricted by the *18th Amendment*; see *page 25*.

SOURCES OF FUNDS

- Motor fuel tax (3.2609% 23¢ gas tax collections)
- Bond proceeds
- 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

(Includes sources of funds listed above based upon the November 2012 Forecast. Does not include bond proceeds or carryover from prior biennium.)

2011–13 $46,529,000

2013–15 $47,655,000

ACCOUNT NAME: **State Patrol Highway Account**

ACCOUNT NUMBER: 081

AUTHORIZING RCW: RCW 46.68.030(2)(a) (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 is restricted by the *18th Amendment*; see *page 25*.

MAJOR SOURCES OF FUNDS

- Passenger vehicle registration fee ($20.35 per registration)
- License Fee by Weight (22.36% of each collection)
- Copy of records/driving abstract ($6.50 per each $13 fee)
- Other permit, review, access and penalty fees
- Terminal safety inspection fees from Utilities and Transportation Commission
- 100% of Treasury deposit earnings
- Federal Motor Carrier Safety grants
- 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 November 2012 Forecast. Does not include carryover from prior biennium.)

2011-13 $344,672,000

2013-15 $360,216,000

ACCOUNT NAME: **State Route Number 520 Civil Penalties Account**

ACCOUNT NUMBER: 17P

AUTHORIZING RCW: 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 November 2012 revenue forecast.)

2011–13 $5,953,000

2013–15 $7,372,000

ACCOUNT NAME: **State Route Number 520 Corridor Account**

ACCOUNT NUMBER: 16J

AUTHORIZING RCW: 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
- Toll 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 November 2012 Forecast. Does not include bond proceeds or carryover from prior biennium.)

2011–13 $90,891,675

2013–15 $139,337,000

ACCOUNT NAME: **Tacoma Narrows Toll Bridge Account**

ACCOUNT NUMBER: 511

AUTHORIZING RCW: 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. Use of these funds is restricted by the *18th Amendment*; see *page 25.*

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

(Includes sources of funds listed above based upon November 2012 Forecast; excludes bond proceeds and carryover.)

2012–13 $109,728,000

2013–15 $128,496,000

ACCOUNT NAME: **Toll Collection Account**

ACCOUNT NUMBER: 495

AUTHORIZING RCW: RCW 47.56.167 (Created in 2008)

ROLL-UP FUND: Motor Vehicle Fund

BUDGET TYPE: Non-appropriated 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

N/A

ACCOUNT NAME: **Toll Facility Bond Retirement Account**

ACCOUNT NUMBER: 389

AUTHORIZING RCW: RCW 47.10.882 (Created in 2009)

ROLL-UP FUND: Transportation Bond Fund

BUDGET TYPE: Bond Retirement/Debt Service Withholding Account

DESCRIPTION

To be used for the payment of principal and interest on toll facility bonds. This account is administered by the State Treasurer.

SOURCES OF FUNDS

- Toll revenue
- Transfer in of motor vehicle taxes (as required).
- Treasury deposit earnings

USES OF THE ACCOUNT

- Debt service of bonds issued

AGENCIES/GOVERNMENTS OPERATING OUT OF THE ACCOUNT

- State Treasurer

ESTIMATED REVENUE

N/A

ACCOUNT NAME: **Transportation 2003 Account (Nickel Account)**

ACCOUNT NUMBER: 550

AUTHORIZING RCW: 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 *page 25*.

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
- 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

(November 2012 Forecast; excludes bond proceeds and carryover.)

2011–13 $360,280,000

2013–15 $396,814,000

ACCOUNT NAME: **Transportation Equipment Account**

ACCOUNT NUMBER: 410

AUTHORIZING RCW: RCW 47.08.120 (Created in 1961)

ROLL-UP FUND: Equipment Revolving Fund

BUDGET TYPE: Non-appropriated 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. Does not include carryover from prior biennium.)

2011–13 $142,172,000

2013–15 $159,933,000

ACCOUNT NAME: **Transportation Improvement Account**

ACCOUNT NUMBER: 144

AUTHORIZING RCW: 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 is restricted by the *18th Amendment*; see *page 25*.

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

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

(November 2012 Forecast; excludes bond proceeds and carryover.)

2011–13 $220,960,000

2013–15 $198,885,000

ACCOUNT NAME: **Transportation Improvement Board Bond Retirement Account**

ACCOUNT NUMBER: 305

AUTHORIZING RCW: 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

N/A

ACCOUNT NAME: **Transportation Infrastructure Account**

ACCOUNT NUMBER: 094

AUTHORIZING RCW: RCW 82.44.190 (Created in 1996)

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 November 2012 Forecast. Does not include carryover from prior biennium.)

2011–13 $6,679,000

2013–15 $5,846,000

ACCOUNT NAME: **Transportation Innovative Partnership Account**

ACCOUNT NUMBER: 08T

AUTHORIZING RCW: RCW 47.29.230 (Created in 2005)

ROLL-UP FUND: Motor Vehicle Fund

BUDGET TYPE: Non-appropriated 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: 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. Use of these funds is restricted by the *18th Amendment*; see *page 25*.

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

(November 2012 Forecast; excludes bond proceeds and carryover)

2011–13 $575,356,000

2013–15 $588,289,000

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, the Public Employees Relations Commission, 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 2011-13 biennium, these agencies included: State Parks and Recreation, Archaeology and Historic Preservation, Office of Financial Management, the Department of Enterprise Services, the Legislative Evaluation and Accountability Program Committee, and the Department of Agriculture.

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AGENCY: **Board of Pilotage Commissioners**

AGENCY NUMBER: 205

RCW: 88.16 RCW

BACKGROUND

- Created by the 1935 Legislature to regulate state-licensed marine pilots
- This regulatory Board includes a representative of the Washington State Ferries (who serves as Chair), a representative from the Department of Ecology, and seven members who are appointed by the Governor and confirmed by the Senate, serving staggered four-year terms: Shipping industry (2), pilots (2), public (2), and environmental (1).
- 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.
- Website: www.pilotage.wa.gov

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 - 2011-13 BIENNIUM

- Beginning with the 2009-11 biennium, the Pilotage Account became a nonappropriated account.
- Total 2011-13 allotment: $1,185 million.

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 (see Title 136 WAC for more details). 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 (inventory of all county road systems) 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.

- Website: http://www.crab.wa.gov/

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 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 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 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.

County Ferry Capital Improvement Program (CFCIP):

- Funds can be appropriated to any of the four counties operating vehicle ferries (Whatcom, Skagit, Pierce and Wahkiakum counties) for vessel replacement or major upgrades to vessels or docks.

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 – 2011-13 BIENNIUM

- Total appropriation: Operating $4,431,000; Capital $96,244,000.
- Revenue appropriated from the following Motor Vehicle Fund accounts:
  - Motor Vehicle Account (State)
  - Rural Arterial Trust Account
  - County Arterial Preservation Account
  - Highway Safety Account

AGENCY: **Department of Licensing**

AGENCY NUMBER: 240

RCW: Title 46, 82, 18; RCW 43.24, 88.02

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
- More than 86% of the Department's functions are related to transportation and funded through the Transportation Budget. The remaining funding, for activities such as the licensing of businesses and professions, is appropriated by the Omnibus Operating Budget.
- Collects more than $3.6 billion in transportation and general fund revenue biennially
- Website: www.dol.wa.gov

PROGRAM

Customer Relations Division
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. Services include 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** - answers phone calls and email inquiries regarding driver, vehicle, and business licensing 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. Services include: retention and maintenance of vehicle and vessel records; training and technical assistance to county agents and their subagents to collect revenues and process applications for license and title of vehicles and vessels; and managing sub-agent office agreements.

Programs and Services Division
The Programs and Services Division consists of the following major program areas:

- **Contracts and Programs**
  - Motorcycle Safety Education and Motorcycle Awareness programs - media campaigns, compliance with approved motorcycle rider training curriculum, contracting third party services, certifying instructors, conducting administrative compliance audits, and quality assurance visits to contractors and their instructors;

- Commercial Driver License (CDL) program - 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 for DOL;
- Provision of data to law enforcement, the public health and safety community, and auto safety and insurance companies
- Project management in support of enhanced licensing, document authentication and imaging, inter-jurisdiction and inter-governmental agreements, and the monitoring and documentation of compliance with all applicable state and federal regulations.
- Indigent Drivers Program - fee waiver program for eligible indigent drivers involved in a DUI hearing or applying for an ignition interlock driver's license.

- **Administrative Hearings** - for driver license suspensions, revocations, or other restrictions.
- **Driver Records -** Administers state laws relating to DUI, implied consent, habitual traffic offenders, unpaid traffic violations, minor-in-possession, and financial responsibility.
  - Identifies potentially unsafe drivers by record screening and referral;
  - Supports law enforcement and the judicial system in the prosecution of criminal traffic cases.
  - Processes 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;
  - Oversees ignition interlock program and issuance of all temporary restricted licenses.
  - Manages record retention of all documents and electronic records for all licensed and non-licensed drivers and identification card holders.
- **License Integrity Unit** - Provides driver information for criminal investigations and ID theft cases, verifies documents, performs facial recognition analysis, acts as custodian of records for the courts, takes administrative action against fraudulent drivers, investigates EDL fraud allegations, and partners with local and federal law enforcement to prosecute those individuals.
- **Systems and Licensing Support** - Issues Certificates of Title for vehicles and vessels. Responsible for fee and tax collections and accountability including, for example, vessel excise taxes, Regional Transit Authority (RTA) taxes, Transportation Benefit District (TBD) local fees, special commemorative funds, and in cooperation with the Department of Revenue collects use tax on transfers of vehicle or vessel ownership. Responsible for maintenance of vehicle and vessel records, including information reported to DOL by insurance companies, tow truck companies, scrappers, wreckers, and vehicle sellers. Designs and issuance of license plates, placards, identification cards, and specialty license plates and veteran remembrance emblems. Performs stolen vehicles check of Vehicle Identification Numbers (VIN) on all out of state vehicles being titled in the state.

Business and Professions Division

The Business and Professions Division is comprised of three major program areas:

- Professional Licensing Services regulates 34 professions to ensure qualified individuals are licensed in a variety of service specialties. Of the professions regulated, only the Driver Training School Instructors receives transportation funds.
- Dealer and Manufacturer Services administers and enforces laws related to the licensing and regulation of a variety of vehicle manufacturers, dealers, haulers and processors doing business in Washington State. Included enforcing laws relating to odometer tampering, auto theft deterrent, 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 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.
- Four BPD programs are statutorily required to collect fees to cover operating costs: Firearms (General Fund), Drivers Training Schools (Highway Safety), and Dealers and Manufacturer Services and Prorate and Fuel Tax (Motor Vehicle). The fees are set in the Washington Administrative Code and are adopted using a public hearing process.

Other non-transportation related programs administered by the division include: the Uniform Commercial Code program, which is the central repository of liens on personal property in Washington State; maintenance of the Firearms Database, which contains firearms records used by law enforcement; and oversight of professional athletic events, including boxing,mixed martial arts, and wrestling.

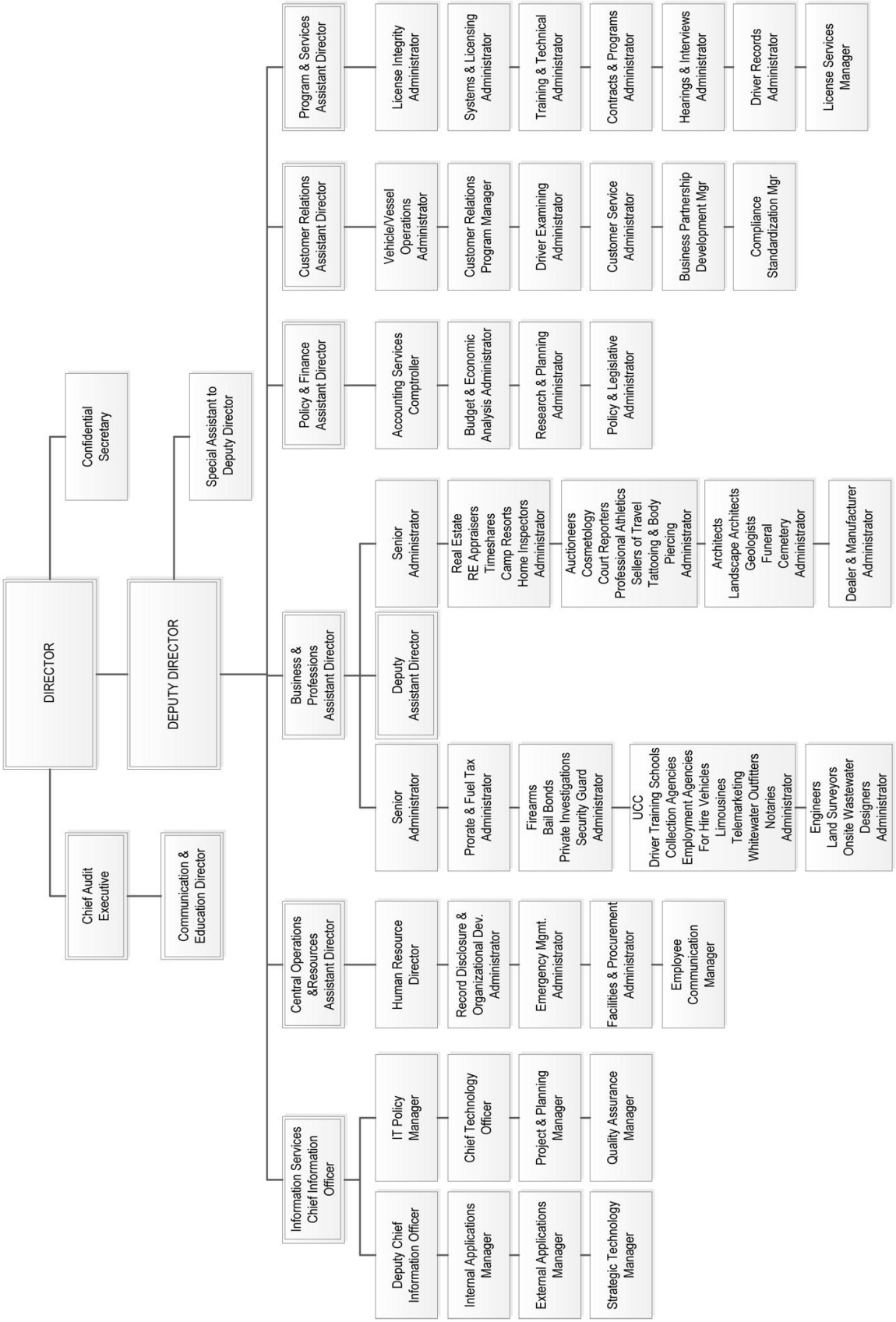
DOL Management/Supporting Divisions

- The Director's Office, containing the Communications and Education office and the Tribal Liaison;
- The Office of System and Program Review which conducts independent and objective auditing, consulting, and process reengineering services;
- Central Operations and Resources, comprising Human Resources, Facilities and Procurement, Contracts Office, Public Disclosure, Delinquent Parking Ticket program for local jurisdictions, Administrative Services, various plate and emblem programs to generate revenue for state, local, and private programs, and Emergency Management and Safety;
- Policy and Finance Division, comprising the Policy and Legislative Unit, the Office of Budget and Economic Analysis, Accounting Services, and the Research and Planning Office;
- Information Services Division, which manages the computer hardware, software, network technology, and business application software that support the agency's business functions and statutory programs.

TRANSPORTATION FUNDING - 2011-13 BIENNIUM

- Total appropriation for transportation programs: $244.4 million.
- Revenue to support the transportation programs of DOL was appropriated from the following accounts:
  - Highway Safety Fund (State, Federal and Local)
  - Motor Vehicle Fund (State, Federal and Local)
  - DOL Services Account (State)
  - Motorcycle Safety Education Account (State)
  - State Wildlife Fund (State)
  - Ignition Interlock Device Revolving Account (State)
  - Marine Fuel Tax Refund Account (State)
- Total appropriation for non-transportation programs (Omnibus Operating Budget): $38 million.

DEPARTMENT OF LICENSING



AGENCY: **Department of Transportation**

AGENCY NUMBER: 405

RCW: Title 47 RCW

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 by 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)
- The Secretary of Transportation is the Washington State Department of Transportation's executive head, appointed by the Governor and confirmed by the Senate.
- WSDOT is organized to deliver a comprehensive transportation program.
- Website: www.wsdot.wa.gov

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.
- Administration - Directs finance, revenue forecasting, administrative, human resources, department's information technology, and enterprise risk management functions.
- Rail and Marine
  - 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 - undertakes freight system planning and research.
- Aviation
  - Administers aircraft registration and fee collection for in-state non-commercial aircraft;
  - Management of 16 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.

- Public Transportation - supports a full spectrum of programs and projects that connect big and small communities and provide access to most people in the state.

- Highways and Local Programs
  - Serves as the steward in administering federal funds and provides oversight roles on behalf of both the state and FHWA for local agency projects;
  - Manages federal funds for the local bridge program and the Highway Safety Improvement Program;
  - Provides substantial technical assistance to local governments;
  - Administers state aid grants to local governments, such as the Safe Routes to Schools and the Bicycle/Pedestrian programs; and
  - Provides financial assistance to Wahkiakum County for a portion of the operating and maintenance costs of the Ferry Wahkiakum.
- 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.
- Engineering and Regional Operations
  - 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.
  - Performs comprehensive project management functions:
    - Pre-construction project support such as design policy and training; imagery and mapping services; administration of consultant contracts; and purchase and sale of real estate for construction projects;
    - Preparation of scope, schedule, and budget for projects within a six year timeframe;
    - Project design including surveying, right-of-way and access, soil and structural engineering components, and traffic safety concerns;
    - geotechnical engineering and materials testing;
    - environmental permitting and agency compliance with the Clean Water Act, Endangered Species Act, Clean Air Act, and other environmental regulations; and
    - oversight of construction and consultant contracts.
  - Other activities performed by Engineering and Regional Operations:
    - 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;
    - Conducts and disseminates transportation research;
    - Maintains, operates, and is responsible for improvement and preservation of 946 department-owned buildings and structures at 296 separate sites across the state;
    - Workforce training on safety and health practices and disaster response;
    - 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; and
    - Maintains and operates 946 department-owned buildings at 296 separate locations. Manages the department's vehicles and equipment.

- 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;
  - 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.

<u>TRANSPORTATION FUNDING – 2011-13 BIENNIUM</u>

- Total Appropriation: $7.8 billion.
- Funding for the various programs by major accounts are shown in the following table:

2011-13 Revised Transportation Budget (2012 Supplemental)

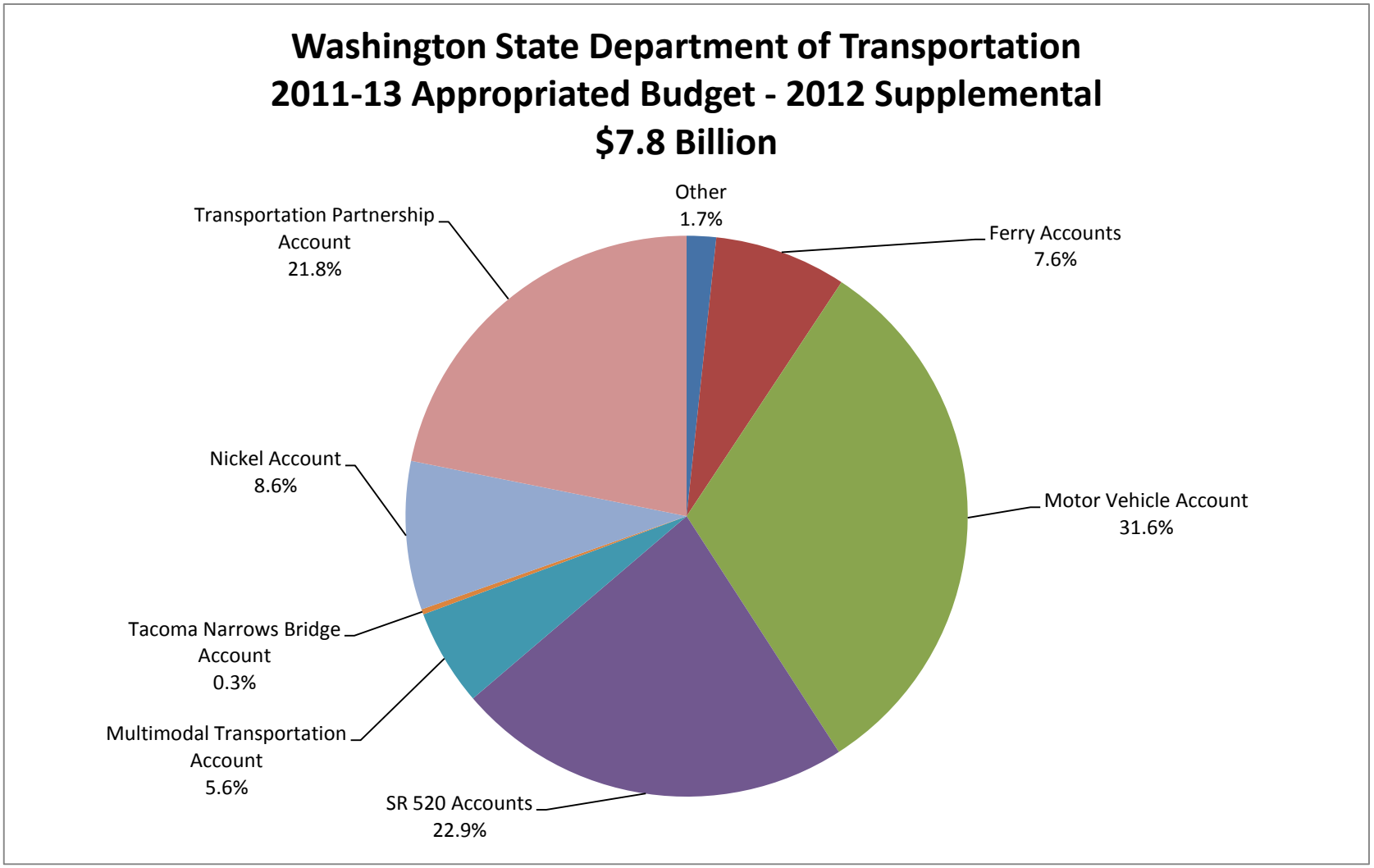
Enacted

TOTAL OPERATING AND CAPITAL BUDGET

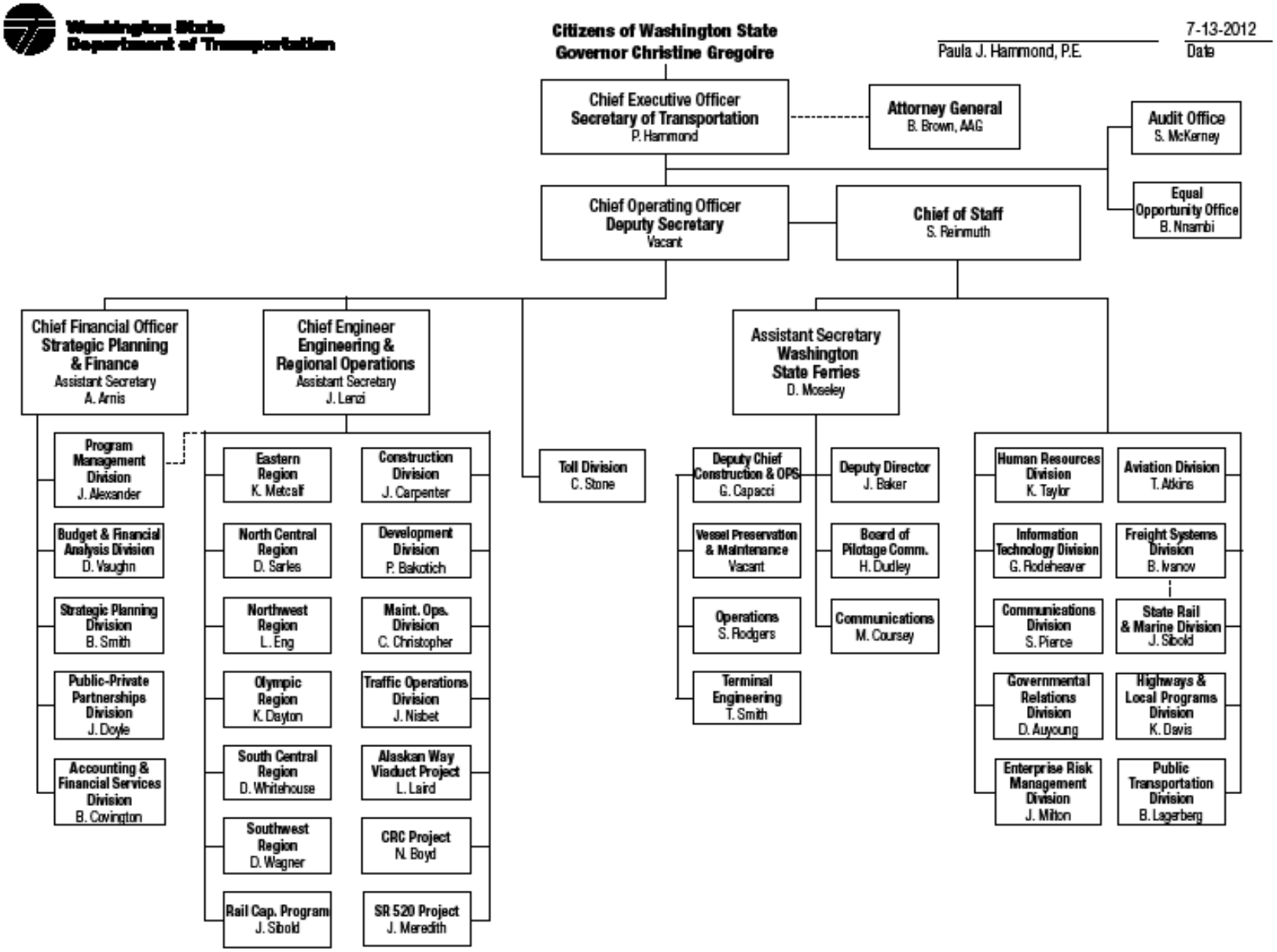
(Dollars in Thousands)

	Motor Vehicle Account -- State	Motor Vehicle Account -- Federal, Local	Puget Sound Ferry Operations -- State	Transportation 2003 (Nickel) -- State	Transportation Partnership Account (TPA) -- State	Multimodal Transportation Account -- State	Other Appropriations*	Total Appropriations
Department of Transportation								
Pgm B - Toll Op & Maint-Op	538	0	0	0	0	0	55,558	56,096
Pgm C - Information Technology	67,398	0	0	1,460	1,460	363	0	70,681
Pgm D - Facilities-Operating	25,466	0	0	0	0	0	0	25,466
Pgm D - Facilities-Capital	5,545	0	0	0	1,575	0	0	7,120
Pgm F - Aviation	0	0	0	0	0	0	8,152	8,152
Pgm H - Pgm Delivery Mgmt & Suppt	45,796	500	0	0	0	250	0	46,546
Pgm I - Improvements	112,192	915,620	0	416,125	1,636,316	0	1,752,262	4,832,515
Pgm K - Public/Private Part-Op	827	0	0	0	0	110	0	937
Pgm M - Highway Maintenance	373,709	7,000	0	0	0	0	3,500	384,209
Pgm P - Preservation	81,741	561,891	0	23	44,463	0	3,759	691,877
Pgm Q - Traffic Operations	48,818	2,300	0	0	0	0	0	51,118
Pgm Q - Traffic Operations - Cap	8,779	7,283	0	0	0	0	0	16,062
Pgm S - Transportation Management	27,389	30	0	0	0	973	0	28,392
Pgm T - Transpo Plan, Data & Resch	22,304	21,885	0	0	0	662	3,659	48,510
Pgm U - Charges from Other Agys	74,734	400	0	0	0	1,798	0	76,932
Pgm V - Public Transportation	0	160	0	0	0	42,939	70,003	113,102
Pgm W - WA State Ferries-Cap	0	0	0	249,928	12,838	27,527	123,901	414,194
Pgm X - WA State Ferries-Op	0	0	468,135	0	0	0	7,000	475,135
Pgm Y - Rail - Op	0	0	0	0	0	33,642	400	34,042
Pgm Y - Rail - Cap	0	0	0	0	0	58,220	244,865	303,085
Pgm Z - Local Programs-Operating	8,518	2,567	0	0	0	0	0	11,085
Pgm Z - Local Programs-Capital	4,179	37,935	0	0	7,181	22,575	35,704	107,574
TOTAL	**907,933**	**1,557,571**	**468,135**	**667,536**	**1,703,833**	**189,059**	**2,308,763**	**7,802,830**

* Other appropriations include $1.8 billion in appropriations from the State Route Number 520 Corridor Account (Programs B and I).


Washington State Department of Transportation
2011-13 Appropriated Budget - 2012 Supplemental
$7.8 Billion
Other
1.7%
Ferry Accounts
7.6%
Motor Vehicle Account
31.6%
SR 520 Accounts
22.9%
Multimodal Transportation Account
5.6%
Tacoma Narrows Bridge Account
0.3%
Nickel Account
8.6%
Transportation Partnership Account
21.8%

Washington State Department of Transportation - Regions


Washington State Department of Transportation
Citizens of Washington State
Governor Christine Gregoire
Paula J. Hammond, P.E.
7-13-2012
Date
Chief Executive Officer
Secretary of Transportation
P. Hammond
Attorney General
B. Brown, AAG
Audit Office
S. McKerney
Equal Opportunity Office
B. Nnambi
Chief Operating Officer
Deputy Secretary
Vacant
Chief of Staff
S. Reinmuth
Chief Financial Officer
Strategic Planning & Finance
Assistant Secretary
A. Arnis
Program Management Division
J. Alexander
Budget & Financial Analysis Division
D. Vaughn
Strategic Planning Division
B. Smith
Public-Private Partnerships Division
J. Doyle
Accounting & Financial Services Division
B. Covington
Chief Engineer
Engineering & Regional Operations
Assistant Secretary
J. Lenzi
Eastern Region
K. Metcalf
North Central Region
D. Sarles
Northwest Region
L. Eng
Olympic Region
K. Dayton
South Central Region
D. Whitehouse
Southwest Region
D. Wagner
Rail Cap. Program
J. Sibold
Construction Division
J. Carpenter
Development Division
P. Bakotich
Maint. Ops. Division
C. Christopher
Traffic Operations Division
J. Nisbet
Alaskan Way Viaduct Project
L. Laird
CRC Project
N. Boyd
SR 520 Project
J. Meredith
Toll Division
C. Stone
Assistant Secretary
Washington State Ferries
D. Moseley
Deputy Chief Construction & OPS
G. Capacci
Vessel Preservation & Maintenance
Vacant
Operations
S. Rodgers
Terminal Engineering
T. Smith
Deputy Director
J. Baker
Board of Pilotage Comm.
H. Dudley
Communications
M. Coursey
Human Resources Division
K. Taylor
Information Technology Division
G. Rodeheaver
Communications Division
S. Pierce
Governmental Relations Division
D. Auyoung
Enterprise Risk Management Division
J. Milton
Aviation Division
T. Atkins
Freight Systems Division
B. Ivanov
State Rail & Marine Division
J. Sibold
Highways & Local Programs Division
K. Davis
Public Transportation Division
B. Lagerberg

AGENCY: **Freight Mobility Strategic Investment Board**

AGENCY NUMBER: 411

RCW: Chapter 47.06A RCW

- Created in 1998 to advocate for freight mobility needs.
- 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. Membership includes two representatives each from the cities, counties, and port districts representing both Eastern and Western Washington and one member each representing rail carriers, the steamship industry, the trucking industry, the Governor's office, the Secretary of Transportation and the general public.
- Staff consists of an executive director hired by the board, a deputy director 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.
- Website: www.fmsib.wa.gov

PROGRAM

- Analyzes freight impacts and recommends freight mobility projects to the Legislature for funding.
- Tracks projects & reports progress through completion of the construction phase.
- Uses agency developed freight criteria for selecting and prioritizing projects.
- Works with the state & local communities to identify chokepoints and develop freight corridors.
- Assists in helping to identify & develop public and private sector partnerships.

TRANSPORTATION FUNDING - 2011-13 BIENNIUM

- Total transportation appropriation: Operating - $781,000; Capital $38,849,000
- Revenue is appropriated from the following accounts:
  - Motor Vehicle Account (state, federal, local);
  - Multimodal Transportation Account (state);
  - Freight Mobility Multimodal Account (state, local); and
  - Freight Mobility Investment Account (state).

AGENCY: **Joint Transportation Committee**

AGENCY NUMBER: 013

RCW: 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, JTC 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.
- Website: www.leg.wa.gov/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.
- Updates and publishes the Transportation Resource Manual on a biennial basis prior to the 105 day legislative session, and maintains periodic updates on-line.
- In the 2011-13 biennium, the JTC conducted the following studies and reviews
  - Public Transportation Fiscal Health (2012)
  - Joint Procurement of 144 Car Vessels with BC Ferries (2012)
  - Federal Funds Expenditure (2012)
  - Columbia River Crossing Oversight Subcommittee (2012)
  - Aviation Search and Rescue (2012)
  - Liquefied Natural Gas as Ferry Fuel (2011)
  - Public Private Partnerships in Transportation (2011)
  - Stormwater Management Costs and Efficiencies (2011)
  - Evaluate the Management Organization of Washington State Ferries (2011)
  - Washington State Ferries Fare-Media Study (2011)

TRANSPORTATION FUNDING - 2011-13 BIENNIUM

- Total Appropriation: $2.0 million
- Revenue appropriated from the Motor Vehicle Account (State)

AGENCY: **Public Employment Relations Commission, Marine Division**

AGENCY NUMBER: 408

RCW: 47.64 RCW

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 Marine Employees' Commission (MEC) was created in 1983, in response to a recommendation of the Blue Ribbon Panel.
- Prior to 2011, the three MEC members were appointed by the Governor: public (1), labor (1), industry (1), with the public member designated as the Chair of the Commission. The MEC was responsible for adjudicating complaints, grievances and disputes between labor and management arising out of the operation of the Washington State Ferries.
- In 2011, Second Engrossed Substitute Senate Bill 5742 merged the MEC into the Public Employment Relations Commission (PERC). During a transition period, the MEC will hear any appeals from PERC Examiner decisions, including complaints, grievances, and disputes between labor and management arising out of the operation of the ferry system. Effective July 1, 2013, the MEC will be disbanded and its functions transferred to PERC.
- Website: www.perc.wa.gov/marine/

PROGRAM

- Adjusts grievances and complaints
- Provides for clarification of bargaining units representing ferry employees
- Certifies fair representation organizations
- Provides impasse mediation

TRANSPORTATION FUNDING 2011-13 BIENNIUM

- Total appropriation: $75,000
- Revenue appropriated from Puget Sound Ferry Operations Account (PSFOA)

AGENCY: **Transportation Improvement Board**

AGENCY NUMBER: 407

RCW: Chapter 47.26 RCW

BACKGROUND

- The mission of the Transportation Improvement Board (TIB) 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).
- The TIB was restructured in 1988 and was previously known as the Urban Arterial Board.
- 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.
- Website: www.tib.wa.gov

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.
  - Funds are distributed across five regions based on population and arterial lane miles.
- 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.
  - Completes urban corridor projects that allow 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.
  - Funds are distributed across three regions based on population and arterial lane miles.
- 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.
  - Funds are distributed across five regions based on population and arterial lane miles.

- Arterial Preservation Program
  - Created in 2012 with additional funding provided to TIB from the Highway Safety Account to address the need to preserve the existing transportation system.
  - Provides funding to city streets on a non-competitive basis. To be eligible, cities must have less than $2 billion in total assessed property value.
  - Projects are chosen based on pavement ratings, economies of scale, and use.

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 must address 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 of less.
- Sidewalk Program (Small Cities)
  - Funds projects to maintain a connecting sidewalk system. Focuses on connecting pedestrian generators, providing a network of continuous sidewalks, maintaining sidewalk condition, and ADA accessibility.
  - 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.

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 - 2011-13 BIENNIUM

- Total appropriation: Operating - $3,625,000; Capital - $246,315,000
- Revenue appropriated from the following accounts:
  - Transportation Improvement Account (State)
  - Small City Pavement and Sidewalk Account (State)
  - Highway Safety 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
- Website: www.wtsc.wa.gov

PROGRAM

- Implement programs to reduce traffic crashes and the injuries and deaths resulting from traffic crashes
- Coordinate traffic safety programs at the state and local level
- Administer federal highway safety funds for Washington State
- Promote uniform enforcement of traffic safety laws
- Adopt the priorities, goals, and strategies identified in the Washington State Strategic Highway Safety Plan, known as Target Zero. For more information, see targetzero.com.
- 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 & pupil transportation safety

TRANSPORTATION FUNDING - 2011-13 BIENNIUM

- Total appropriation: $48,880,000
- $22 million of the total 2011-13 appropriation is federal funding that passes through the Traffic Safety Commission to the Washington State Department of Transportation for highway safety projects.
- Revenue appropriated from the following accounts:
  - Highway Safety Account (State, Federal, Private/Local)
  - School Zone Safety Account (State)

AGENCY: **Transportation Commission**

AGENCY NUMBER: 410

RCW: RCWs 47.01.051 - 075; 47.01.420 - 425; 47.46.100 - 110; 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. Prior to that time, the Commission was responsible for hiring the Secretary of Transportation, detailed administrative oversight of WSDOT and its program delivery, and 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 (or designee) and the Secretary of Transportation sit as nonvoting members.
- 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.
- Sets fares and tolls for ferries, bridges and highways.
- Oversees development of the Transportation Innovative Partnerships Program (sometimes referred to as the public-private partnership 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 - 2011-13 BIENNIUM

- Total appropriation: $3.1 million
- Revenue appropriated from the Motor Vehicle Account (State) and the Multimodal Transportation Account (State)

AGENCY: **Utilities and Transportation Commission**

AGENCY NUMBER: 215

RCW: Chapter 80.01 RCW; Various chapters in Title 81 specific to certain transportation service providers

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. The Governor designates one member as Chair of the Commission.
- Responsible for intrastate operations subject to state law.
- Website: www.wutc.wa.gov

PROGRAMS

- Economic Regulation (rates, terms and conditions for service)
- Public Safety: Pipeline, Railroad, and Motor Carrier
- 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 aeroporters, 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.

TRANSPORTATION FUNDING - 2011-13 BIENNIUM

- Total appropriation: $504,000
- Revenue appropriated from the Grade Crossing Protective Account

AGENCY: **Washington State Patrol**

AGENCY NUMBER: 225

RCW: 43.43, 43.63A, 9.94A RCW

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 for costs related to general law enforcement activities. For example, the Fire Protection Bureau is fully funded by the General Fund, while activities such as the Crime Laboratory, Criminal Investigations, Investigative Assistance and Executive Protection receive substantial funding from the General Fund.
- Website: www.wsp.wa.gov

PROGRAMS:

The Washington State Patrol (WSP) is responsible for traffic law enforcement, collision investigation, criminal interdiction, terrorism prevention and motorist assists on 17,524 miles of interstate and state highway systems. WSP troopers/officers use a data-driven approach to crime and traffic safety, spending a majority of their proactive patrol time looking for violations where data shows motorists are most likely to be killed or seriously injured.

WSP has aligned its efforts toward Washington State's Strategic Highway Safety Plan known as "Target Zero" which calls for reducing traffic deaths to zero by the year 2030. Three Target Zero Teams (TZT) comprised of 21 troopers have been deployed in King, Pierce, and Snohomish Counties to focus on *Speeding, Driving While Impaired, and Failure to Wear a Seat Belt,* violations which have been proven to cause fatal or serious injury collisions or have serious safety implications. For more on Target Zero see www.targetzero.com.

Office of the Chief:

The Office of the Chief oversees statewide operations of the agency. Direct reports include government and media relations, the labor and policy office, budget and fiscal services, psychological assistance to employees and their families, and the chaplaincy program.

Field Operations Bureau

- Field force troopers are responsible for traffic law enforcement, criminal interdiction/terrorism prevention, collision investigation, assistance to motorists, and statewide emergency response to civil disturbances and man-made natural disasters.

- The Commercial Vehicle Enforcement Division is responsible for promoting the safe travel of commercial vehicles on state highways through education and enforcement of both state and federal laws regulating commercial vehicles. The division also conducts school bus inspections.

Fire Protection Bureau:

The State Fire Marshal's Office provides services to fire agencies, government agencies, members of the media, and the public. Services include: construction plan review. fire and life safety inspections of licensed care facilities such as nursing homes and child care centers, licensing of the fireworks and sprinkler industry, fire service training, public education, coordination of fire service resources during disasters, and adopting and enforcing fire and life safety codes in all occupied buildings throughout the state. Through the Fire Training Academy, provides extensive fire training programs to local communities, state agencies, and industry.

Forensic Laboratory Services Bureau:

The bureau coordinates the efforts of:

- Crime Laboratories that provide quality forensic services and training across the state to over 300 law enforcement agencies within Washington State.

- The Implied Consent Section includes the State's Breath Alcohol Test Program that maintains all evidentiary breath-testing instruments in the state and provides all training and expert witness testimony in support of the program; Drug Evaluation and Classification Program (DEC) which trains officer to recognize the symptoms of intoxication for 7 different categories of drugs; and the Ignition Interlock Program which certifies ignition interlock manufacturers and monitors the ignition interlock installers throughout the state.

- The State Toxicology Laboratory performs drug and alcohol testing for coroners, medical examiners, law enforcement agencies, prosecuting attorneys, and the Liquor Control Board (LCB).

Investigative Services Bureau:

- The Criminal Investigation Division's main function is to provide follow-up investigative assistance on cases that go beyond the crime scene. The division consists of three major sections comprised of detectives assigned to Felony Collision, Auto Theft, and Special Investigations Section. The Vehicle Identification Number (VIN) inspection program is also a vital part of CID.

- The Investigative Assistance Division provides investigative services, technical support, and training to the Washington State Patrol, law enforcement agencies, other agencies, and community groups. The Division includes a Narcotics Section, Special Weapons and Tactics Team, and a special investigations unit.

- The Special Operations Division is comprised of the Executive Services Section and the Aviation Section. The ESS provides security and protection for the Governor, the Governor's family, the Lieutenant Governor and the Governor's Mansion. Aviation provides assisitance with daytime and nightime aerial traffic enforcement and traffic congestion management programs. The DUI Aerial Response Team (DART) program also serves to locate and coordinate responses to citizen DUI reports and blocking incidents that impact traffic congestion in the Puget Sound metropolitan area. Aviation also provides transportation services for the Governor and other state agency personnel as well as transportation of high risk fugitives, as necessary for the Department of Corrections.

- The Criminal History Record section is the central repository for criminal history information for the State of Washington. The data maintained includes fingerprint-based records and disposition information submitted by law enforcement agencies and courts throughout the state. In addition, more than 250 federal, state, and local jurisdictions submit collision information which is used to analyze crash factors and develop programs to enhance highway safety.

- The 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 and utilization of explosive K-9 units.

- The Office of Professional Standards (OPS) provides oversight responsibility for the agency's complaint and disciplinary procedures.

Technical Services Bureau:

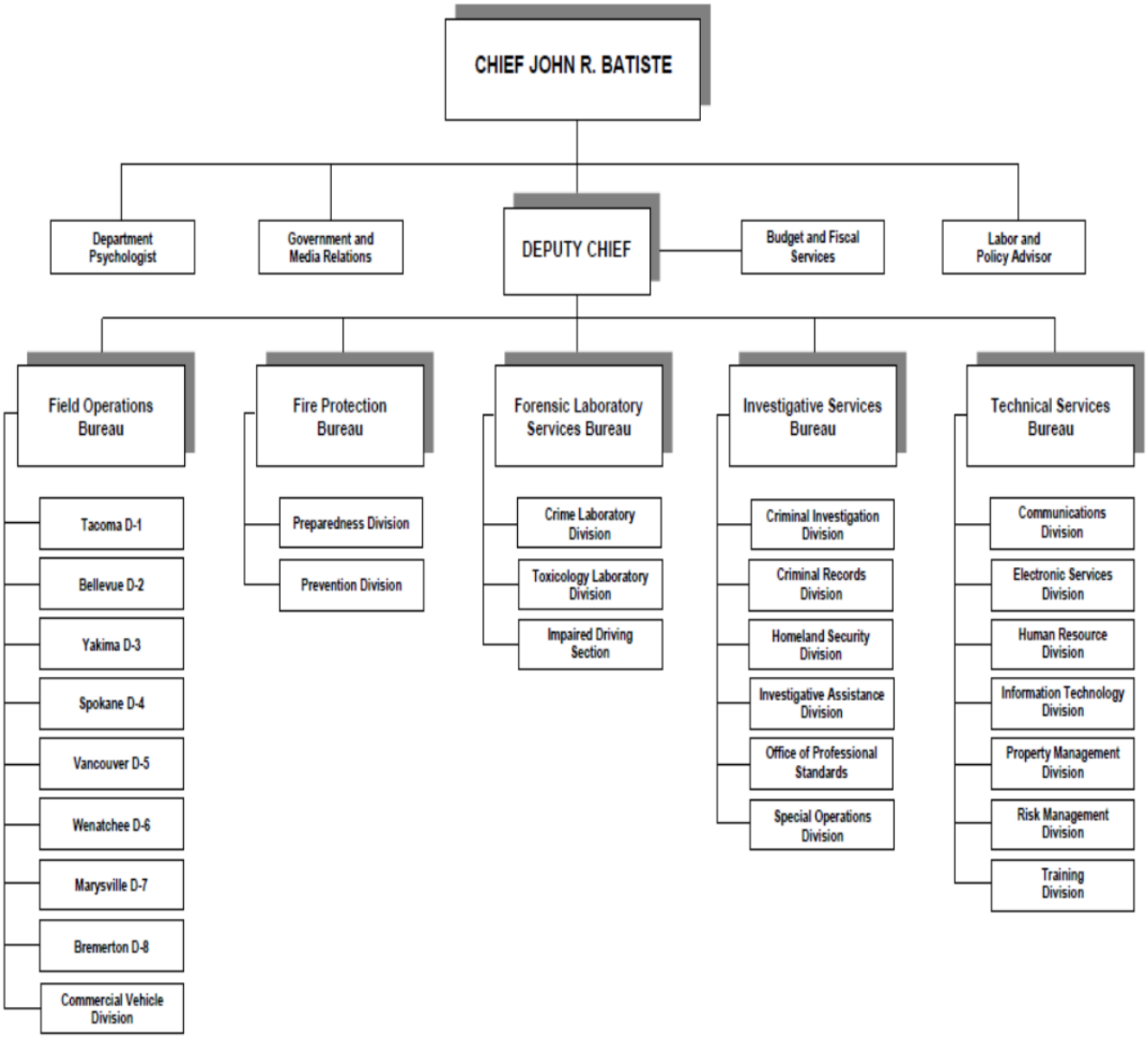
- The bureau provides support services for the WSP, including audit, public disclosure, strategic planning and performance, engineering, information technology, human resources, and property and fleet management.

- Other activities provided by the bureau include administration of policies regarding property and evidence handling, ensuring compliance to state mandates and CALEA standards; operation of a 24-hour-a-day, 365-day-a-year statewide emergency system from the eight WSP communications centers around the state; and staffing the State Interoperability Executive Committee (SIEC).

TRANSPORTATION FUNDING 2011-13 BIENNIUM:

- Total appropriation: Operating - $365,778,000; Capital - $6,681,000.
- Funding is appropriated in the Transportation Budget for the Washington State Patrol from the following accounts:
  - State Patrol Highway Account (State, Federal and Local)
  - Multimodal Transportation Account (State)
  - Ignition Interlock Device Revolving Account (State)
- Highway Safety Account (State)

WASHINGTON STATE PATROL
ORGANIZATIONAL CHART
AUGUST 2012



Tribes

JURISDICTION: **Tribes**

BACKGROUND

There are 29 federally recognized Tribes in Washington State. Tribes are not political subdivisions of the state. There are 5,645 miles of road within or providing access to Indian Reservations and communities. Of these, 31% are under jurisdiction of the Tribe or Bureau of Indian Affairs (BIA), 21% are state roads and 46% are county roads.

- Washington State currently has fuel tax agreements with 22 Tribes. The three types of agreements are:
  - 75 Percent Refund/25 Percent (75/25) State Tax Agreement
    - Fuel is delivered to the reservation with 100% of the tax. The tribe applies for a refund of 75%.
    - 16 Tribes have this type of agreement with the State
  - Per-Capita Agreement,
    - Fuel is delivered to the reservation with 100% of the tax. The tribe receives a refund based on a formula of tribal members and average fuel consumption rates.
    - 6 Tribes have this type of agreement with the State
  - Federally negotiated consent decree
    - A consent decree is a judicial decree issued by the court expressing voluntary agreement between parties to a dispute.
    - 1 Tribe has a federally negotiated consent decree
- RCW 82.36.450 and 82.38.310 give the Department of Licensing (by delegation from the Governor) the authority to enter into tribal fuel tax agreements with federally recognized tribes with a reservation located in Washington. The key provisions of the statutes are:
  - The tribe or the tribal retailer may acquire fuel only from persons or companies operating lawfully as a motor vehicle fuel distributor, supplier, importer or blender; or from a tribal distributor, supplier, importer, or blender.
  - Under the 75/25 agreements, tribes may only expend fuel tax proceeds on planning, construction and maintenance of roads, bridges and boat ramps; transit services and facilities; transportation planning; public safety; or other highway-related purposes.
  - The 75/25 agreements must include provisions for audits or other means of ensuring compliance. Compliance reports must be delivered to the director of the Department of Licensing (DOL).
  - Information from the tribe or tribal retailers received by the state or open to state review under the terms of an agreement are deemed to be personal information and exempt from public inspection and copying.
  - The DOL must prepare and submit an annual report to the Legislature on the status of existing agreements and any ongoing negotiations with tribes.

- The annual refund for the 22 tribal agreements for the most recent time period available was January 1, 2011 through December 31, 2011 and was a total of $29.9 million. The fuel tax revenue *retained* by Washington state for fuel purchased under the 22 per-capita and 75/25 agreements for the same time period of January 1, 2011 through December 31, 2011 totaled $8.8 million.

PROGRAM

- Tribes are responsible for the planning, construction, maintenance and management of transportation and transit facilities owned by the Tribe or BIA. Tribes also coordinate project development and construction in partnership with state and local jurisdictions for roads within or providing access to the Reservation or Tribal community.

FUNDING

- Not taking into account tribal general purpose funds or grant funds, approximately 36% of Tribes' transportation funding is generated from federal revenue sources and 64% from state fuel tax refunds.
- Federal Funding Programs
  - Tribal Transportation Program (BIA)
    - Distribution by formula
    - Set asides for Planning, Safety, Bridge, PM&O
  - Tribal High Priority Project Program (BIA)
    - General funds subject to annual appropriations
  - Tribal Transit Program (FTA)
    - Distribution by formula and competitive grants
  - Tribes are eligible sub recipients for variety of funding programs administered by the state, MPOs / RTPOs and local governments.
- General-purpose tribal revenue: funding derived from tribal general purpose funds vary by Tribe.

Local/Regional Jurisdictions

Overview and Table of Contents

This section summarizes the responsibilities of local jurisdictions and regional organizations in planning, constructing, operating, and managing transportation systems within the state.

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JURISDICTION: **Cities**

RCW: Various chapters within Title 35, including 35.72–35.7

BACKGROUND

- Cities and towns are responsible for 18,242 miles of streets and approximately 740 bridges in the 281 incorporated municipalities of the state.
- Currently about 79% of cities' transportation funding is generated from local revenue sources, 12% from state revenues, and 9% from federal sources.

PROGRAM

- Maintenance, construction, and management of city streets and bridges.
- Cities also have various responsibilities for city streets that are part of the state highway system (Chapter 47.24 RCW). For example, cities must (1) provide street illumination, except on limited access facilities, (2) clean the streets, including storm sewer inlets and catch basins, (3) regulate and enforce traffic and parking restrictions on the streets, and (4) install and maintain traffic control signals/devices on the streets, if in cities with a population greater than 25,000.
- Six-year comprehensive transportation 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 35.77.010). The purpose of the program is to assure that each city has an advanced plan looking to the future as a guide in carrying out a coordinated transportation program.

FUNDING

- 2.96 cents per gallon of the state motor vehicle fuel tax
  - Referred to as the statutory or normal distribution to cities
  - Distributed to cities on a per capita basis
- Grants from the Transportation Improvement Board and the Freight Mobility Strategic Investment Board (FMSIB).
- Federal-aid programs (MAP-21)
  - National Highway Performance Program
  - Surface Transportation Program
    - Distribution by Population
    - Bridge Program (off the federal aid system)
    - Statewide
  - Highway Safety Improvement Program
  - Congestion Mitigation and Air Quality
  - Transportation Alternatives
- 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 vehicle fuel tax (for cities along the Canadian border)
  - Portion of countywide local option motor vehicle fuel tax
  - Business & occupation tax, residential excise tax, and sales & use tax (limited to public transportation system purposes)

*(*See the *Local Taxes section, page 111* of this manual for information on *Local Option Taxes.)*

OTHER RESOURCES

For more information on local jurisdictions, see the Municipal Research and Services Center of Washington at www.mrsc.org.

JURISDICTION: **Counties**

RCW Various chapters within Title 36, including Chapters 36.75-36.87 RCW

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 39,869 centerline miles of roads and just over 3,300 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 12% from federal sources.

PROGRAM

- Maintenance, construction, management, and operation of county roads and bridges.
- Six-year comprehensive transportation programs, including plans for county road, trail, and ferry construction, 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. The purpose of the program is to assure that each city has an advanced plan looking to the future as a guide in carrying out a coordinated transportation program.

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 Transportation Improvement Board and the Freight Mobility Strategic Investment Board.
- Federal-aid programs (MAP-21)
  - National Highway Performance Program
  - Surface Transportation Program
    - Distribution by Population
    - Bridge Program (off the federal aid system)
    - Statewide
  - Highway Safety Improvement Program
  - Congestion Mitigation and Air Quality
  - Transportation Alternatives
- County road levy (property tax, 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 Taxes section, page 111* of this manual for information on *Local Option Taxes.)*

OTHER RESOURCES

For more information on local jurisdictions, see the Municipal Research and Services Center of Washington at www.mrsc.org.

JURISDICTION: **County Ferry District**

RCW: RCWs 36.54.110-36.54.190

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
- On April 30, 2007, the Metropolitan King County Council created the King County Ferry District to expand transportation options for county residents by enabling potential operation of passenger-only ferry service to various parts of the county. Currently, the District provides service between downtown Seattle and both Vashon Island and West Seattle.

FUNDING

- Annual ad valorem property tax levies of up to 75 cents per $1,000 of assessed valuation (councilmanic) (36.54.130). The levy limit in King County is up to 7.5 cents per $1,000 of assessed valuation.
- Voter-approved annual excess property tax levies (RCW 36.54.140)

OTHER RELEVANT STATUTES

Any county may operate ferries under the direction and control of the Board of County Commissioners (RCW 36.54.010). Such service may include auto-carrying capacity and may be funded from general county revenues. Currently Pierce, Skagit, Wahkiakum and Whatcom Counties operate ferries under this general authority.

A Public Transportation Benefit Area (PTBA) having a boundary on the Puget Sound may operate passenger-only ferries (RCW 36.57A.200). Currently, Kitsap Transit offers foot ferry service under this authority.

Port Districts may operate passenger vessels (RCW 53.08.295). The Port of Kingston ran SoundRunner service up until September 2012.

JURISDICTION: **Local Improvement Districts/Road Improvement Districts**

RCW: 36.94.220 - 36.94.300; Chapters 35.43 – 35.56 (LID), & 36.88 (RID)

BACKGROUND

LIDs:

- 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:

- A Road Improvement District (RID) is similar to a LID, except that it funds county road improvements in unincorporated areas.
- RIDs can be initiated by county resolution or by petition of affected property owners.

FUNDING

- Special assessments - property owners who benefit from improvements are assessed at proportionate levels to pay for the improvements.

*(*See the *Local Taxes section, page 111* of this manual for information on *Local Option Taxes.)*

JURISDICTION: **Metropolitan Planning Organizations**

REQUIRED BY: 23 USC Section 134 & 23 CFR parts 420 and 450

BACKGROUND

- Federal law requires Metropolitan Planning Organizations (MPOs) in urban areas of at least 50,000 people. MPOs must promote the safe and efficient management, operation, and development of surface transportation systems to serve mobility and freight needs and to foster economic growth and development, while minimizing fuel-consumption and air pollution.

- In areas with greater than 200,000 people, MPOs are designated Transportation Management Areas (TMAs), which have expanded responsibilities. The Federal Highways Administration (FHWA) and Federal Transit Authority (FTA) certify that TMAs follow federal planning requirements every four years.

- MPOs are designated by local governments and the governor to perform basic transportation planning functions. These functions include development of a long-range multimodal transportation plan, preparation of a transportation improvement program, and general coordination within the metropolitan area.

- In urbanized areas, the MPO is the same as the Regional Transportation Planning Organization (RTPO) created in state law (Chapter 47.80 RCW).

- Planning efforts are federally funded and follow federal planning requirements. WSDOT certifies that each MPO follows federal planning requirements, as required by federal law. Acceptance of these funds requires a local match. It also requires compliance with:
  - Title VI of the Civil Rights Act of 1964;
  - The Americans with Disabilities Act;
  - Presidential Executive Order on environmental justice;
  - Presidential Executive Order "Improving Access to Services for Persons with Limited English Proficiency;"
  - Federal Transit Administration circulars; and
  - Other federal laws, regulations, and guidance.

- There are eleven MPOs in Washington (The Walla Walla Valley MPO is required to be designated by March 2013. It was created as a result of the 2010 Census):
  - Benton-Franklin Council of Governments (BFCG) – TMA
  - Cowlitz-Wahkiakum Council of Governments (CWCOG)
  - Lewis-Clark Valley Metropolitan Planning Organization (LCVMPO)
  - Puget Sound Regional Council (PSRC) – TMA
  - Skagit Metropolitan Planning Organization (SMPO)
  - Southwest Washington Regional Transportation Council (RTC) – TMA
  - Spokane Regional Transportation Council (SRTC) – TMA
  - Thurston Regional Planning Council (TRPC)
  - Wenatchee Valley Transportation Council (WVTC)
  - Whatcom Council of Governments
  - Yakima Valley Conference of Governments (YVCOG)

- Under federal law the membership of an MPO is composed of local elected officials, officials of public agencies that administer major modes of transportation in the metropolitan area, and appropriate state officials (which may include state legislators). State law requires that the Puget Sound Regional Council include specific state and local entities as voting members on its executive board (RCW 47.80.060).

- As state RTPOS, each MPO must have a policy board which also allows participation by representatives of major employers, WSDOT, transit agencies, and port districts. Any state legislators whose districts are (wholly or partly) within the boundary of the MPO are considered *ex-officio*, non-voting policy board members (RCW 47.80.040).

PROGRAM

MPOs are required to:

- Carry out a continuing, coordinated, and comprehensive (3C) transportation planning process.
- Prepare a financially constrained 20-year metropolitan transportation plan to serve as the basis for the selection of projects in the Transportation Improvement Program (TIP).
- Develop a four-year TIP including a prioritized list of projects and a financial plan for the program. The TIP must be updated at least every four years.
- Work with regional clean air authorities to develop transportation control measures for the air quality State Implementation Plan (SIP) if national air quality standards have not been met in the MPO area.

MPOs designated as TMAs are additionally required to:

- Develop a system for monitoring and managing congestion in their metropolitan area.
- Select projects for federal Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ) program funding.

FUNDING

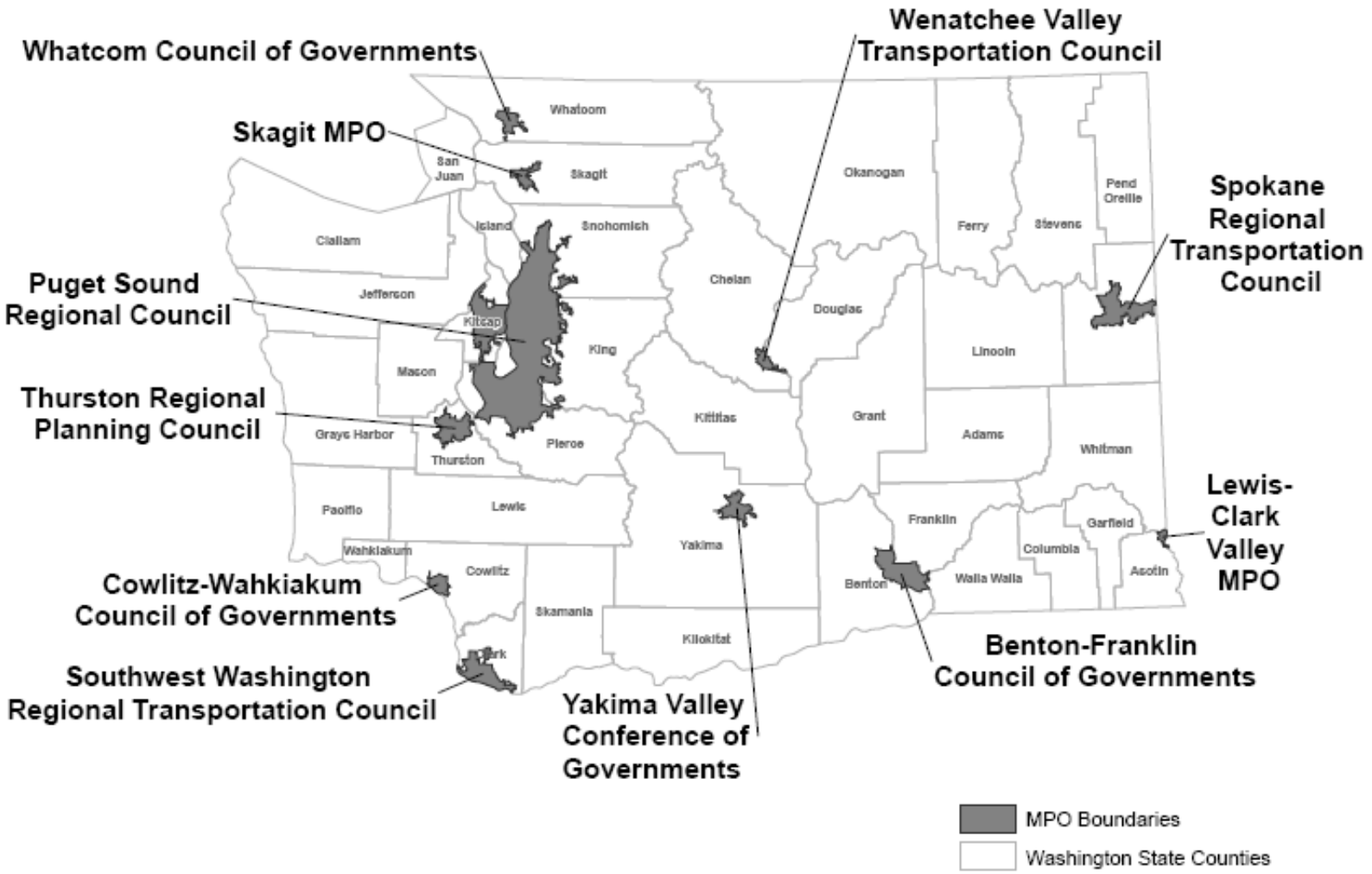
In Federal Fiscal Year (FFY) 2012, Washington State received a combined $8.1 million from the FHWA and the FTA to support MPO planning activities. In FFY 2013, Washington received a combined $9.2 million.

Certain federal funds are sub-allocated by WSDOT directly to MPOs and RTPOs for project selection at the local and regional level. The programs include Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ), and the Transportation Alternatives Program (TAP).

ON THE WEB

WSDOT webpage: What is an MPO?
MPO/RTPO Directory
Map of RTPOs and MPOs

Metropolitan Planning Organizations



Map

JURISDICTION: **Ports**

RCW: Title 53 RCW

BACKGROUND

- Port districts are one of the oldest types of special purpose districts in Washington State, originally authorized by legislation in 1911. A history of Washington State's ports can be found on the Washington Public Ports Association website.
- Until 1953, port districts could only be formed in maritime areas and programs focused on harbor improvements and associated rail and terminal facilities. Currently, port districts possess the broadest array of powers of any special purpose district.
- Ports are municipal corporations of the state and are classified as "special purpose districts" (organized to provide one or a small number of specific services)
- Can be smaller than a city or town, or as large as an entire county
- 75 public port districts in 33 of 39 counties
- 22 of the 75 districts located in two counties (12 - Kitsap County and 10 - Grant County)
- In 2011, $64.8 million in total commodity exports and $46.7 million in total commodity imports moved through Washington State ports. In 2011, 4.4 percent of total U.S. exports and 2.1 percent of total U.S. imports transited through Washington's gateways. For more information, see US Census Bureau, International Trade Data by State.

GOVERNANCE

- Port districts are governed by boards of elected commissioners. Generally three-member boards, district voters may approve a ballot proposition expanding membership to five commissioners.
- A port district may be formed with simple majority approval of voters residing within the proposed district's boundaries.
- A proposition to form a port district may be placed on the ballot by either the board of county commissioners or county voters' petition.

PROGRAM

- Transportation facilities and services: marine shipping, airports, rail facilities, ferries, marinas, fishing terminal development, roads, toll facilities
- Commercial facilities and services: general industrial, general commercial, economic development activities including tourism promotion, trade centers, and community renewal
- Utilities and other services: pollution control, sewer and water, heating systems, telecommunications, watershed management, salvage and disposal of abandoned vessels, parks and recreation facilities, pilotage, police and fire protection

FUNDING

- User fees, property lease and rental fees, property tax levies, interest income, federal grants and bond proceeds, bond proceeds (general obligation and revenue)
- Port districts have unique constitutional powers:
  - May expend public funds for industrial development or trade promotion that otherwise would violate prohibitions against lending of credit and gifting of public funds (Article VIII, section 7).
  - Port property tax levies are exempt from the one percent limitation (Article VII, section 2).

OTHER RESOURCES

Washington Public Ports Association: http://washingtonports.org/

Lundin, Steve. The Closest Governments to the People: A Complete Reference Guide to Local Governments in Washington State, Washington State University Press, 2007.

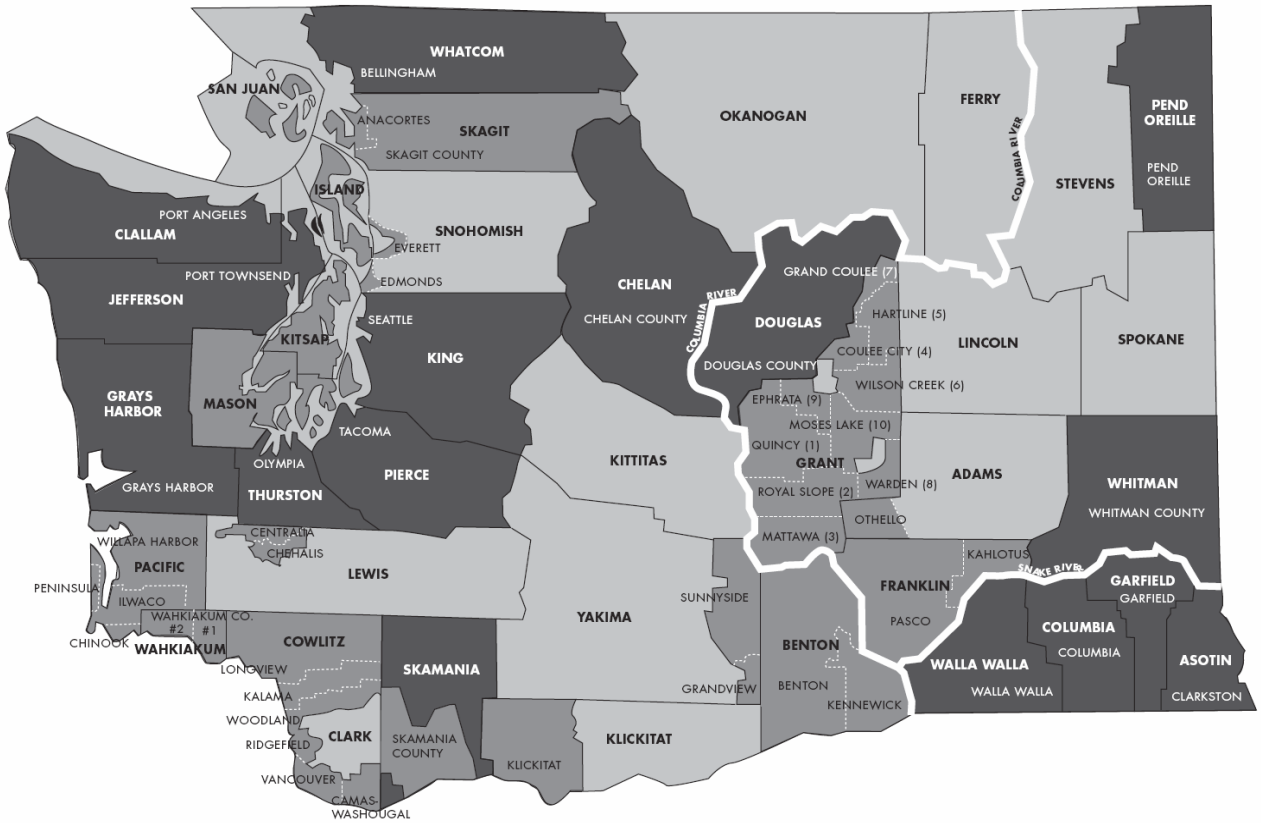
DETAIL OF SAN JUAN, ISLAND, KITSAP AND MASON COUNTIES

WASHINGTON PUBLIC PORT DISTRICTS

COUNTY-WIDE PORT DISTRICT

LESS THAN COUNTY-WIDE PORT DISTRICT

NO PORT DISTRICT AREA



JURISDICTION: **Public Transit Systems**

RCW: See below

BACKGROUND

- Organized as locally controlled, special-purpose municipal governments to provide public transportation services.
- 31 operating transit systems, each using one of six different governance structures.
- Public Transportation Benefit Areas (PTBA) (Chapter 36.57A RCW)
  - 20 systems
  - Established by public transportation improvement conference convened by the county legislative authority.
  - Governed by up to nine elected officials selected by the legislative bodies of the county and the component cities (multicounty, up to 15). Citizen members permitted in Thurston County. In Mason County, the elected officials include school board members, fire district members, and public hospital district members.
  - Additional authority for PTBA bordering Puget Sound to operate passenger-only ferry service, including additional tax sources. *(See Local Taxes section, page 111).*
- County-assumed Metropolitan Municipal Corporation (Chapter 36.56 RCW)
  - One system: King County Metro
  - Assumed the responsibilities of a metropolitan municipal corporation established per Chapter 35.58 RCW
  - County must have population of at least 210,000
- Cities (RCW 35.58.2721 and Chapter 35.95A RCW for city transportation authorities--monorail)
  - Five systems
  - Established by elected city officials
  - Cities: Yakima, Everett, Pullman, Selah and Union Gap
  - City Transportation Authority (monorail), cities with population over 300,000 *(see page 345).*
- County Transportation Authority (CTA) (Chapter 36.57 RCW)
  - Two systems: Grays Harbor and Columbia County
  - Separate legal entities
  - Established by resolution of the county legislative body
  - Governing body is statutorily comprised of three county legislative members, three mayors, and a labor representative.
  - A county transportation authority may be created to offer services limited to persons with special needs (RCW 36.57.130): none established
- Unincorporated Transportation Benefit Areas (UTBA) (RCW 36.57.100 and .110)
  - Garfield and Whitman counties
  - Formed by county commission
  - Unincorporated areas only
- Regional Transit Authority (Chapter 81.112 RCW)
  - One created in Central Puget Sound in 1992, Sound Transit
  - Board consists of 18 members: 17 members are local elected officials and the 18th member is the State Secretary of Transportation; local elected officials include mayors, city council members, and county executives and council members from within the Sound Transit District.
  - Develop and operate a high capacity transportation system, which may include commuter/express bus, commuter rail, and light rail.

- High Capacity Transportation Corridor Area (RCW 81.104.200 - 210)
  - Transit agency in a county with more than 400,000 people that adjoins a state boundary may establish one or more HCTCAs.
  - Governed by the establishing transit agency's governing body (ex officio and independently).
  - An HCTCA may establish finance and provide a high, capacity transportation system.

PROGRAM

- Primarily fixed route services in a specified geographic area (i.e., area of governance). In rural areas, transit agencies often provide deviated fixed route services to meet the needs of individuals unable to get to a routed service.
- The Americans with Disabilities Act (ADA) requires public transportation agencies to provide accessible demand response transportation services complementary to the fixed route service for persons with functional disabilities.
- Sometimes provide transportation services or funding for the following:
  - Transportation demand management strategies in urban areas
  - Job access transportation for persons with disabilities or low incomes
  - Commute Trip Reduction activities in urban areas
  - Vanpool/carpool coordination
  - Vehicles for commuter and community vanpools
  - Ambulance service (CTA only)

FUNDING

Public Transit Operating Revenue for 2010 ($ millions)

Sales Tax	**$1,228**
Farebox	$223
Fed Operating	$140
MVET	$66
Other	$48
Utility Tax	$23
Vanpool	$21
State Operating	$17
TOTAL	**$1,766**

- Fares accounted for the second largest source of transit agency revenue. In 2010, the average farebox recovery rate for transit agencies in the state was 12.6%.
- Other revenue sources include advertising revenues, contracts for service to colleges and universities, pass programs for schools, vehicle and building rental, and investment income.
- Under SAFETEA-LU, Federal Transit Administration operating grants have included, but are not limited to: Urbanized Formula Funds (Section 5307), Fixed Guideway and Bus (Section 5309); Special Transportation for the Elderly and Persons with Disabilities (section 5310); Non-urban Public Transportation Formula Funds (Section 5311); Job Access and Reverse Commute Competitive Grants (Section 5316); New Freedom for Accessible Transportation beyond ADA (Section 5317).
- State operating grants include: Regional Mobility Grants, Rural Mobility Grants, Paratransit/Special Needs grants; and Vanpool grants.

- Transit system capital funding for 2010 was $245 million, of which Federal Transit Administration programs provided $225 million and the state transportation budget provided $20 million.

- Local tax options (require voters' approval) *(See Local Taxes section, page 111)*
  - Sales and use tax – can levy up to 0.9%
  - Household – cannot exceed $1 per month for each housing unit; no transit agency is currently using this tax option.
  - Business and Occupation (B&O) – no limit on the amount of tax; only the City of Pullman has levied a utility tax (equivalent to .314% sales tax).
  - Additional tax authority for PTBAs for passenger-only ferry service.
  - *Additional regular property tax authority for King County Metro. Does not require voter approval.*

- High capacity transportation taxes (require voters' approval) *(See Local Taxes section, page 111)*
  - Sales and use tax – up to 0.9%
  - Motor vehicle excise tax – up to 0.8% (Repealed by I-776, except Sound Transit which collects 0.3% MVET since tax revenues are pledged against bonds).
  - Sales tax upon retail car rentals - up to 2.172%
  - Employer tax – up to $2/month/employee

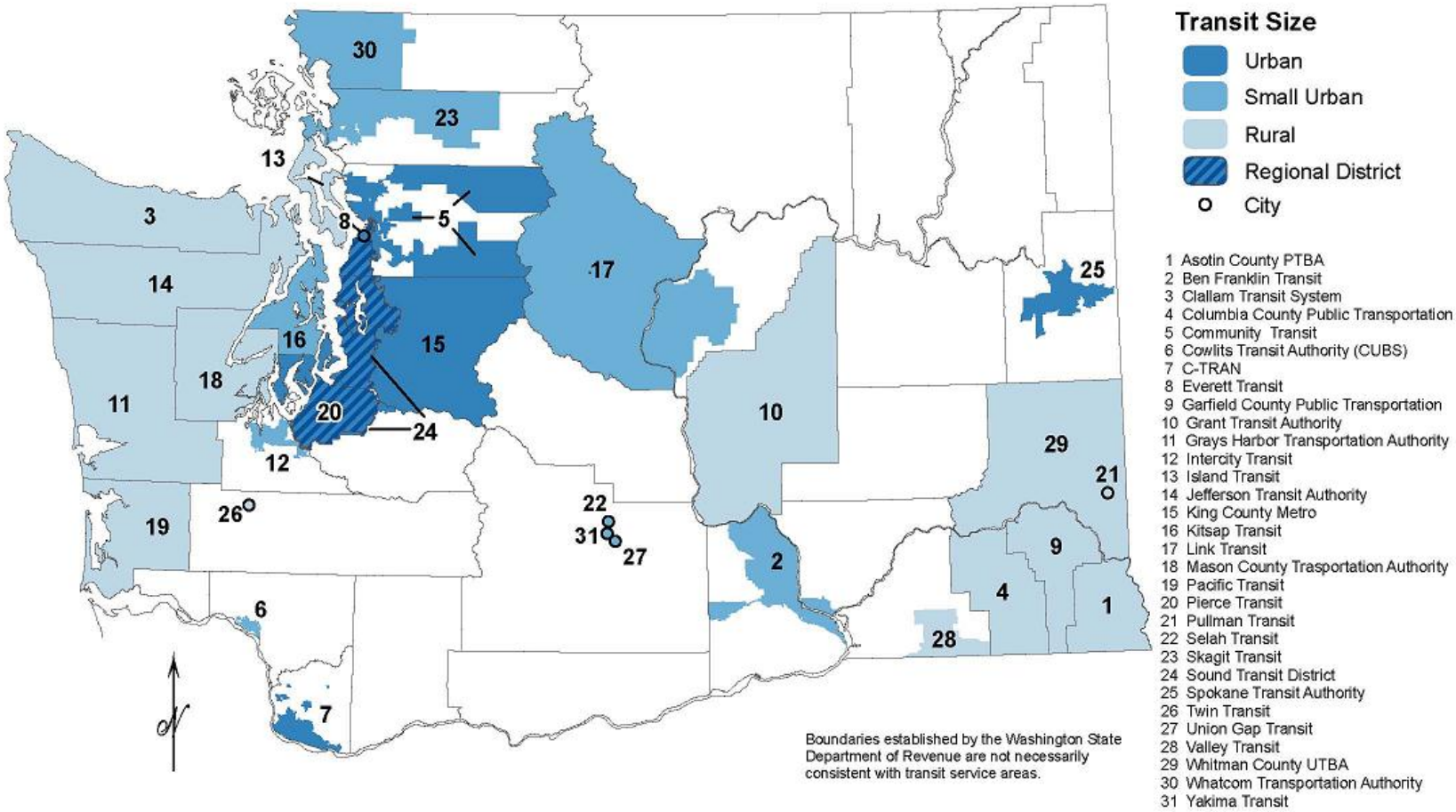
- City Transportation Authority (monorail) (Chapter 35.95A RCW)
  - Taxes (require voters' approval)
    - Sales and use tax on car rentals – Up to 1.944%
    - Motor vehicle excise tax – Up to 2.5% (includes authority for rental car tax)
    - Car tabs – Up to $100
  - Other revenue
    - Revenues earned by activities not associated with public transportation services such as sales of maintenance services, rental of vehicles and buildings, non-transit parking lots, and investments.
    - Revenue bonds

- "Urban passenger transportation systems" are eligible for a motor vehicle fuel tax refund under RCW 82.36.275 and a special (diesel) fuel tax exemption under RCW 82.38.080.

(See the *Local Taxes* section, page 111 of this manual for information on *Local Option Taxes.*

Transit Agencies

1) Asotin County Transit – Public transportation benefit area (PTBA) serving Asotin County
2) Ben Franklin Transit – PTBA serving Benton and Franklin Counties
3) Clallam Transit System – Countywide PTBA serving Clallam County
4) Columbia County Public Transportation – County Transportation Authority (CTA) serving Columbia County
5) Community Transit – PTBA serving urban and rural areas of Snohomish County
6) Cowlitz Transit Authority (CUBS) – PTBA serving Kelso and Longview
7) C-TRAN – PTBA serving urban communities and small cities of Clark County
8) Everett Transit System – City operation
9) Garfield County – Unincorporated county benefit area serving Garfield County
10) Grant Transit Authority – Countywide PTBA serving Grant County
11) Grays Harbor Transportation Authority – CTA serving entire county
12) Intercity Transit – PTBA serving urban portions of Thurston County
13) Island Transit – Countywide PTBA serving Island County
14) Jefferson Transit Authority – Countywide PTBA serving Jefferson County
15) King County Metro Transit – County transportation system serving King County
16) Kitsap Transit – Countywide PTBA serving Kitsap County
17) Link Transit – PTBA serving Chelan County and a portion of Douglas County
18) Mason County Transportation Authority – Countywide PTBA serving Mason County
19) Pacific Transit System – Countywide PTBA serving Pacific County
20) Pierce Transit – PTBA serving Pierce County
21) Pullman Transit – City operation
22) Selah Transit – City operation
23) Skagit Transit – PTBA serving Skagit County
24) Sound Transit – Regional Transit Authority serving urban areas of King, Pierce, and Snohomish counties
25) Spokane Transit Authority – PTBA serving Spokane County
26) Twin Transit – PTBA serving Centralia and Chehalis
27) Union Gap Transit – City operation
28) Valley Transit – PTBA serving Walla Walla County
29) Whatcom Transportation Authority – PTBA serving Whatcom County
30) Whitman County Unincorporated Transportation Benefit Authority – serving unincorporated areas of Whitman County
31) Yakima Transit – City operation


Transit Size
Urban
Small Urban
Rural
Regional District
City
1 Asotin County PTBA
2 Ben Franklin Transit
3 Clallam Transit System
4 Columbia County Public Transportation
5 Community Transit
6 Cowlits Transit Authority (CUBS)
7 C-TRAN
8 Everett Transit
9 Garfield County Public Transportation
10 Grant Transit Authority
11 Grays Harbor Transportation Authority
12 Intercity Transit
13 Island Transit
14 Jefferson Transit Authority
15 King County Metro
16 Kitsap Transit
17 Link Transit
18 Mason County Trasportation Authority
19 Pacific Transit
20 Pierce Transit
21 Pullman Transit
22 Selah Transit
23 Skagit Transit
24 Sound Transit District
25 Spokane Transit Authority
26 Twin Transit
27 Union Gap Transit
28 Valley Transit
29 Whitman County UTBA
30 Whatcom Transportation Authority
31 Yakima Transit
Boundaries established by the Washington State Department of Revenue are not necessarily consistent with transit service areas.

JURISDICTION: **Regional Transit Authority ("Sound Transit")**

RCW: Chapter 81.112 RCW

BACKGROUND

- Separate legal entity.
- Formed by vote of county councils of two or more contiguous counties each having a population of 400,000 or more
  - Approved by King, Pierce, and Snohomish counties in 1993
- Currently authorized in King, Pierce, and Snohomish counties only and may include all or portions of counties
- Eighteen-member governing board composed of city and county elected officials appointed by county executives and confirmed by the county legislative authorities, with at least half serving on transit boards in member counties, and the Secretary of the Washington State Department of Transportation,

PROGRAM

- To develop and operate a high capacity transportation system.
  - Intercity bus operations and facilities (Regional Express) contracted through Community Transit, King County Metro Transit, and Pierce Transit.
  - Light rail operations (Link Light Rail) in Tacoma and Seattle – SeaTac
  - Commuter rail operations (Sounder) between Seattle and Tacoma and Everett contracted through BNSF, maintenance through Amtrak.

FUNDING

- High capacity transit tax options (must be voter approved)
  - Sales and use tax - up to 0.9%
  - Sales and use tax on retail car rentals - up to 2.172%
  - Motor vehicle excise tax - up to 0.8%
    Revoked with the passage of I-776; however, the Washington Supreme Court ruled that the tax may continue to be imposed by Sound Transit at the rate of 0.3% to meet contractual obligations for bond indebtedness. The tax may no longer be imposed after debt service payments are completed.
  - Employer tax - up to $2/month/employee
  - Other revenue:
    - Farebox
    - General obligation bonds
    - Revenue bonds
    - Federal grants
    - Special assessments on property (Local Improvement District)

(See the *Local Taxes* section, page 111 of this manual for information on *Local Option Taxes.*)

APPROVAL OF SOUND TRANSIT

- In November 1996, voters approved "Sound Move" including financing to construct and operate a regional transit system within the urban areas of King, Pierce, and Snohomish counties. The vote passed by 56.5%.
- Sound Move originally included 25 miles of light rail stretching from Northgate to SeaTac, 26 light rail stations, 81 miles of commuter rail, 14 commuter rail stations, and high-occupancy-vehicle improvements for use by regional express buses. For more information, see Sound Transit's Planning History.
- 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
  - An additional 0.5% sales and use tax (0.9% total)
  - Taxes took effect April 1, 2009

SOUND TRANSIT'S CURRENT ACTIVITIES

Link light rail

- Sound Transit currently operates a 15.6-mile line from downtown Seattle to Seattle-Tacoma International Airport. The initial section opened in July 2009 and terminated at South 154th Street in Tukwila. In December 2009 the line was completed to Sea-Tac.
- In 2003 Sound Transit launched the 1.6-mile Tacoma Link light rail line connecting the Tacoma Dome district and its regional transit hub with downtown Tacoma. Options are currently being reviewed for expanding Tacoma Link under a partnership partially funded by the Sound Transit 2 ballot measure.
- Sound Transit is currently building a 3.1-mile underground extension of the Central Link system to Seattle's Capitol Hill and University of Washington areas. The project is on schedule to open in 2016.
- The 2008 Sound Transit 2 ballot measure approved 36 miles of additional light rail extensions. Sound Transit is currently working to extend service northward to Northgate, Shoreline, Mountlake Terrace and Lynnwood; eastward to Mercer Island, Bellevue and Redmond's Overlake area; and southward to South 200th Street and Kent/Des Moines. Major design work is moving forward in all three corridors toward completing projects by 2023. Sound Transit broke ground on the Northgate extension in 2012 and in 2013 will break ground on extending service to South 200th Street.

Sounder commuter rail

- Sounder commuter trains operate on more than 82 miles of primarily BNSF-owned track between Lakewood and Everett.
- Sounder South service between Tacoma and Seattle began in the fall of 2000, serving intermediate stations at Puyallup, Sumner, Auburn, Kent and Tukwila. In October 2012 service expanded to South Tacoma and Lakewood. In the coming years, service will expand from 18 to 26 daily trips under funding approved by voters in 2008.
- Sounder North service began in 2003 between Everett, Edmonds and Seattle and expanded to Mukilteo in 2008.

ST Express regional buses

- Sound Transit offers 25 ST Express regional bus routes serving King, Pierce and Snohomish counties.
- Sound Transit has completed numerous transit center and park-and-ride facilities around the region and worked with WSDOT to complete HOV lane direct access ramps that facilitate transit service.

JURISDICTION: **Regional Transportation Investment District (RTID)**

RCW: Chapter 36.120 RCW

BACKGROUND

- The King, Pierce and Snohomish county area, or each county individually, may 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 of the total Planning Committee membership.
- 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, as a single ballot question. The voters rejected this joint proposal, therefore the proposed RTID was not formed.

ELIGIBLE PROJECTS

- Capital improvements to highway of statewide significance (HSS) that adds a lane or new lanes, or 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, buses, 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: (1) the project is included in a plan that adds capacity to a HSS; (2) the DOT Secretary finds that the project would better relieve congestion than the same expenditure on the HSS; (3) 15% of the cost is paid by the local jurisdiction; (4) the RTID contribution does not exceed $1 Billion; and (5) the improvements are included in the plan submitted to voters.
- 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 during construction for projects in the investment plan.

JURISDICTION: **Regional Transportation Planning Organizations**

REQUIRED BY: Chapter 47.80 RCW and chapter 468-86 WAC

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).
- The RTPO transportation planning mechanism is available to all counties and cities statewide. In contrast, Metropolitan Planning Organizations are only formed in urbanized areas. In urbanized areas, RTPOs and MPOs are integrated in the same organization.
- 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.
- RTPOs invite tribal nations to participate in their transportation planning process.
- 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.)
- 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). The exception is Lewis-Calrk Valley MPO because it is a bi-state organization.
- 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.
- Fourteen RTPOs have been formed, including 38 of 39 counties (San Juan County has not yet chosen to become part of an RTPO).

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's Transportation Planning Office 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).
- WSDOT's Highways and Local Programs Office administers project funds and ensures expenditures meet applicable requirements.

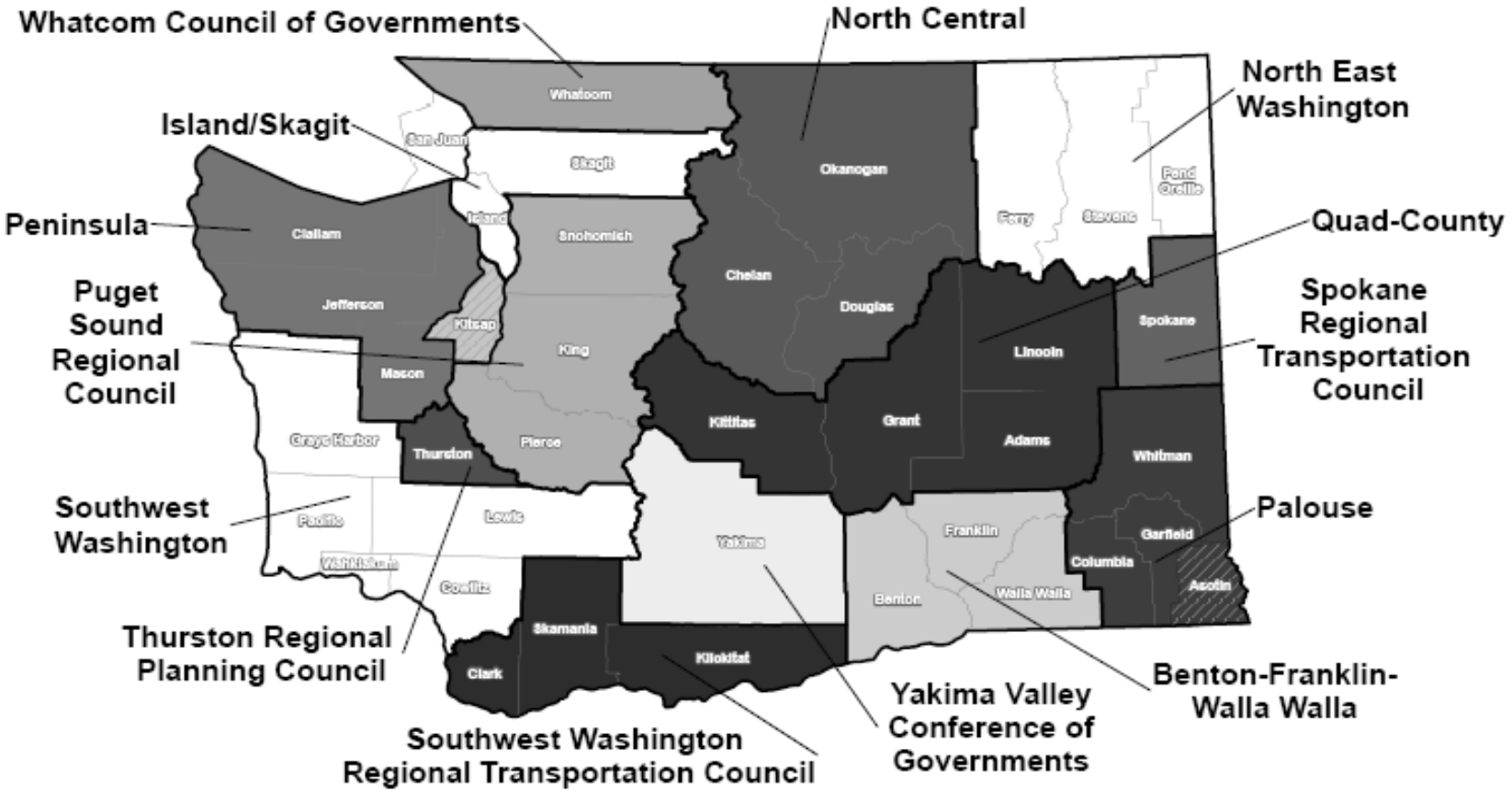
FUNDING

RTPO funding for planning activities is allocated by WSDOT according to RCW 47.80.050. RTPOs do not receive federal money. The 2011-13 biennial transportation budget appropriated $4.4 million 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 remaining funds were distributed based on population.
- $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 (200,000 population) received $50,000,
  - MPOs between 50,000 and 199,999 population received $30,000, and
  - Non-metropolitan RTPOs received $10,000
  - The remainder was distributed on a per-capita basis

ON THE WEB
WSDOT webpage: What is an RTPO?
MPO/RTPO Directory
Map of RTPOs and MPOs

Regional Transportation Planning Organizations



Asotin County is an adjunct member of the Palouse RTPO
Kitsap County is in both Peninsula and Puget Sound Regional Council
San Juan County is not a member of any RTPO

Washington State Counties
RTPO Boundaries

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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.
- In addition to individual city/county TBDs, counties or cities may create a multi-jurisdiction TBD through interlocal agreement. The areas may include multiple jurisdictions, including all or portions of cities, counties, transit districts, or port districts, with the approval of those agencies.
- Creation of the district requires a public hearing and a finding of public interest for formation.
- The governing body of a TBD is the legislative authority of the city or county creating the district, acting in an ex-officio and independent 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.
- 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 annual motor vehicle 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.
- Local Improvement District 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 Taxes* section, page 111 of this manual for information on *Local Option Taxes.*)

JURISDICTION: **City Transportation Authority (Monorail Transportation)**

RCW: Chapter 35.95A RCW

BACKGROUND

- Separate municipal corporation created to provide a public monorail function
- Formed in a city with a population greater than 300,000 in one of two ways:
  - By an ordinance proposed by the city council, which is then approved by a majority vote of city voters; or
  - By a petition submitted by 1% of the qualified city voters of the city , which is then approved by a majority vote of city voters
- Boundaries are designated by the ordinance creating the authority and do not have to be citywide

FUNDING

- Taxes (must be voter-approved)
  - Motor vehicle excise tax - up to 2.5% (excludes new vehicles)
  - Sales and use tax on retail car rentals – up to 1.944%
  - Vehicle fee upon vehicle re-licensing – up to $100
- Other revenue sources: fares, excess levies on property, general obligation bonds, revenue bonds, regular property taxes (up to $1.50 per $1,000 of assessed property value)

APPROVAL OF SEATTLE POPULAR MONORAIL AUTHORITY (formally City Transportation Authority - CTA)

- Vote in November 2002 within the City of Seattle approved the creation of the CTA, the plan to build the green line, and funding. The vote passed by 50.23%.
- The Seattle Popular Monorail Authority plan approved by voters included the following:
  - An initial 14-mile monorail line from Ballard and West Seattle to downtown Seattle. Service was expected to begin in December 2007
  - Four additional lines were planned to be proposed totaling 44 miles
  - Initiative 83, the monorail recall, was defeated by voters in November 2004
- Funding plan approved by Seattle voters
  - 1.4% motor vehicle excise tax on vehicle re-licensing
  - Collection of the motor vehicle excise tax began in June 2003 and was set at 0.85% for the initial planning year. The full 1.4% began being assessed on vehicles with renewal dates of June 1, 2004, and later (now repealed).

TERMINATION OF SEATTLE POPULAR MONORAIL AUTHORITY (formally City Transportation Authority - CTA)

- Vote in November 2005 within the City of Seattle rejected a shortened monorail project and funding for it. The vote passed by more than 60.0%.
- Provisions of the ballot measure required termination of the Seattle Popular Monorail project and dissolution of the Authority after payment of outstanding debt.
- Collection of the motor vehicle excise tax was terminated as of August 1, 2006.

Passenger Modes

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Passenger Vehicles

BACKGROUND

- In FY 2012, there were approximately 5.2 million licensed drivers in Washington state.
- In FY 2012, there were approximately 4.4 million passenger vehicles registered.
- For FY 2012, gasoline consumption was 2,663 million gallons, a decline of 0.9% from FY 2011. Gasoline consumption rates are forecasted to continue a slightly downward trend reflecting the increasing fuel efficiency of vehicles.
- For FY 2012, diesel consumption was 647 million gallons, a 2.5% decline from FY 2011. Recent declines in diesel consumption reflect general business conditions.

GOVERNANCE

- The Department of Licensing administers laws related to the licensing and regulating of vehicles (Title 46 RCW)
- The Washington State Patrol provides traffic law enforcement; investigates auto theft, license fraud, and traffic collisions (RCW 43.43)
- The Traffic Safety Commission coordinates and promotes traffic safety and education programs at the state and local level (RCW 43.59)

FUNDING

- Passenger vehicle owners contribute to maintaining state roads and highways through user fees.
  - Motor vehicle fuel tax (RCW 82.36)
  - Special fuel tax (RCW 82.38)
  - Vehicle licensing/registration fees (RCW 46.17.350)
  - Vehicle weight fees (RCW 46.17.355 and 46.17.365)

OTHER RELEVANT STATUTES

- Transportation demand management (RCW 70.94.521 - 70.94.551)
- HOV lanes (RCW 46.61.165)
- Rules of the road (RCW 46.61)

Roadways (State Highways, County Roads, City Streets)

BACKGROUND

- Washington State roadways consist of 83,380 centerline miles of highways, roads, and streets
  - 7,056 miles of state highways
  - 39,544 miles of county roads
  - 18,243 miles of city streets
  - 18,900 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 57 billion miles during 2011. Since 2000, the annual VMT averages have been essentially flat with only small increases or decreases of < 1% annually.
- State highways carry 55% of VMT, while county roads carry 16%, city streets 27%, and other roadways 2%.
- 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) , designated by federal law, 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. Under MAP-21, the NHS was expanded to include more local roadways. In Washington consists of 4,576 miles of roadway, of which 78% is state and 22% local roadway.
- 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.
- Chapter 46.61 RCW governs the Rules of the Road.
- 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, and Transportation Equity Act: A Legacy for Users (SAFETEA-LU) provided authorizations for federal-aid to highway programs for Federal Fiscal Year 2004 through September 30, 2009. There were several continuing resolutions to continue SAFETEA-LU funding at various levels through September 30, 2012.
- Moving Ahead for Progress in the 21st Century (MAP-21) is the current transportation and highways funding authorization program that took effect on October 1, 2012 and is effective until September 30, 2014.

Ferries

BACKGROUND

- The Department of Transportation, Washington State Ferries (WSF) is the nation's largest ferry system.
  - Washington State's largest tourist attraction
  - Links urban areas on the east side of Puget Sound and communities on the Kitsap and Olympic Peninsulas
  - Links San Juan Islands and Vashon Island with mainland
  - Links Washington State with Canada through Sidney route
- Ferries are also operated by private businesses and counties.

GOVERNANCE

State Ferries

- Operated by the WSDOT – Washington State Ferries.
- System includes 23 vessels providing service on 9 routes to 20 terminals; in 2011 ferries carried 22.2 million riders and 9.9 million vehicles.
- Current WSF vessel fleet consists of 9 vessel types: Jumbo Mark II Class (3), Jumbo Class (2), Super Class (4), Issaquah Class (1), Issaquah 130 Class (5), Evergreen State Class (3), Kwa-di-Tabil (3), Rhododendron and Hiyu (1 each). A new class, the Olympic class, is under construction and two vessels will be delivered by 2014.
- WSF currently serves 20 terminals in 8 counties and British Columbia. WSF owns 14 of the terminals and 6 others are leased.
- Chapter 47.60 RCW provides general ferry operating authority
- Some powers and duties of WSDOT relative to the ferry system may also be found in Chapter 47.56 RCW (Toll bridges, Tunnels and Ferries)
- Chapter 47.64 RCW governs marine labor relations

County Ferries

- Five counties currently operate public ferries:
  - Pierce, Whatcom, Skagit, King, and Wahkiakum counties
  - Largely funded with county road funds (property taxes).
  - Wahkiakum receives state support (RCW 47.56.720)

Private Ferry Operations

- There are 8 private ferry operations regulated by the Washington Utilities and Transportation Commission (Chapter 81.84 RCW)

Other Ferry Operations

- The Colville Indian Tribe provides a toll-free crossing of Lake Roosevelt (Columbia River)
- The Alaska Marine Highway (between Bellingham, Washington and Skagway, Alaska)
- WSDOT Eastern Region maintains and operates the Keller Ferry on SR 21 in Eastern Washington.

FUNDING

- State Ferries
  - Dedicated Motor fuel tax distribution for ferry operations (0.54 cents of 23-cent dedicated gas tax) (RCW 46.68.090 (c))
  - Dedicated Motor fuel tax distribution for ferry capital construction (0.55 cents of 23-cent dedicated gas tax) (RCW 46.68.090 (d))
  - Motor fuel tax transfers from the Motor Vehicle Account
  - Combined licensing fee (1.661% of collections)
  - Ferry fares, concessions, and rent
  - Federal Ferry Boat and Terminals Construction Program
  - Federal Transit Administration (FTA) grant programs—Section 5309 and Section 5307
  - Federal Surface Transportation Program
  - Federal Homeland Security grant funds from the Office of Domestic Preparedness (ODP) and the Transit Security Administration (TSA)
  - Bond proceeds

- County Ferry Districts and PTBA Ferry Operations *(See Local Taxes, page 111)*

OTHER RESOURCES

WSF website: http://www.wsdot.wa.gov/ferries/

History of WSF: HIstorylink article for the Seattle Times, June 1, 2001.

Ferry Route Map

Transportation Demand Management (TDM)

BACKGROUND

Transportation demand management (TDM) strategies are ways of addressing transportation system congestion and efficiency problems from the demand side. Demand-side strategies for travel focus on the movement of people and goods and contrast with supply-side strategies, which focus on the provision of additional infrastructure, such as additional lane miles. Demand-side strategies are ones that utilize an array of modal options, such as carpooling, bicycling, transit and others, in addition to single occupant vehicle use. In addition, strategies offer options for changing the time of travel departure and routes to be taken and for providing additional information (real-time, in many cases) about traveling options. It should be noted that both supply-side and demand-side strategies are useful and necessary to optimize travel for people and businesses.

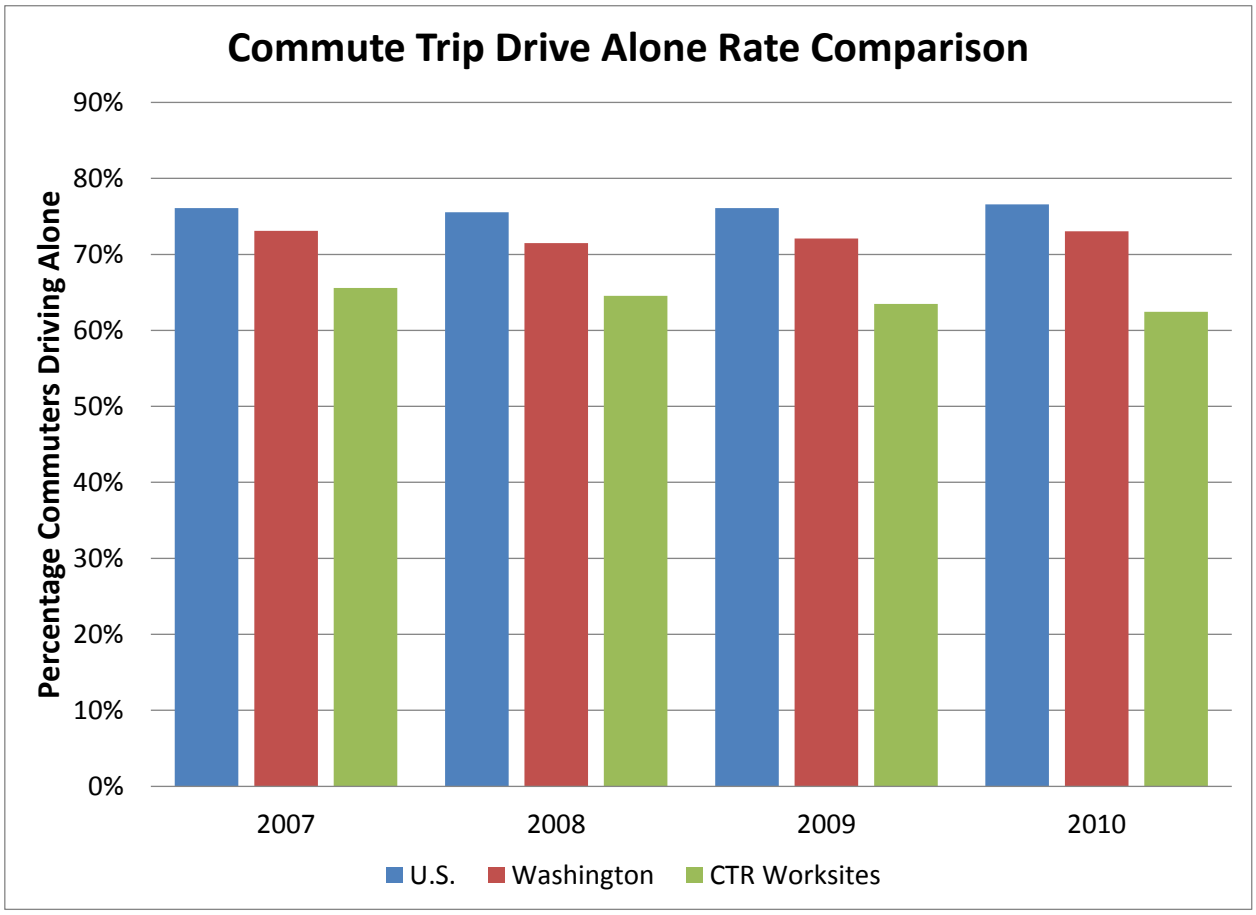
In its "Moving Washington" initiative, WSDOT has adopted an approach to addressing congesting which incorporates the principles of TDM. Under this initiative, transportation solutions result from an evaluation of the most cost-beneficial approach: adding capacity, managing demand, or enhancing operational efficiency.

The use of TDM by governments, businesses, and individuals became more prolific and mainstream beginning in the 1970s and has continued to gain acceptance as an effective congestion reduction strategy. In the latter part of the twentieth century, much of the focus was on programs to induce behavior that would increase the number of persons riding in vehicles during rush hour, thus reducing the number of single-occupant commuters. Examples of such a program are the state's commute trip reduction (CTR) program and the provision of high-occupancy vehicle (HOV) facilities. More recently, however, the use of TDM strategies has broadened to include ways to more efficiently use the transportation system in general, such as through the provision of round-the-clock information about alternate routes of travel and the encouragement of use of the system outside peak periods.

The following describes several TDM programs and strategies used in Washington.

- *Commute Trip Reduction.* In 1991 the Washington State Legislature passed the Commute Trip Reduction (CTR) Law for the purpose of reducing air pollution, traffic congestion, and energy consumption through employer-based programs that decrease the number of commute trips made in single occupant vehicles (SOVs). The state policy targets large agencies and businesses (with at least 100 employees) and each participating employer is required to establish a program for reducing SOV trips as well as the vehicle miles of travel, generally, during peak commuting periods. For more information on the Commute Trip Reduction program, see the 2011 CTR Board Report .
- The hallmarks of many CTR programs include carpools and vanpools, in addition to transit, to help reduce SOV trips. In addition, the state provided private employers and some public utilities a tax credit for certain amounts provided to employees for the purposes of carpooling, vanpooling, or transit. And while not a direct aspect of the responses to the CTR law, state and local governments have added various facilities over the years, such as park and ride lots, bicycle and pedestrian facilities, and enhanced transit centers in order to facilitate commuters and others pursuing alternate modes of travel.

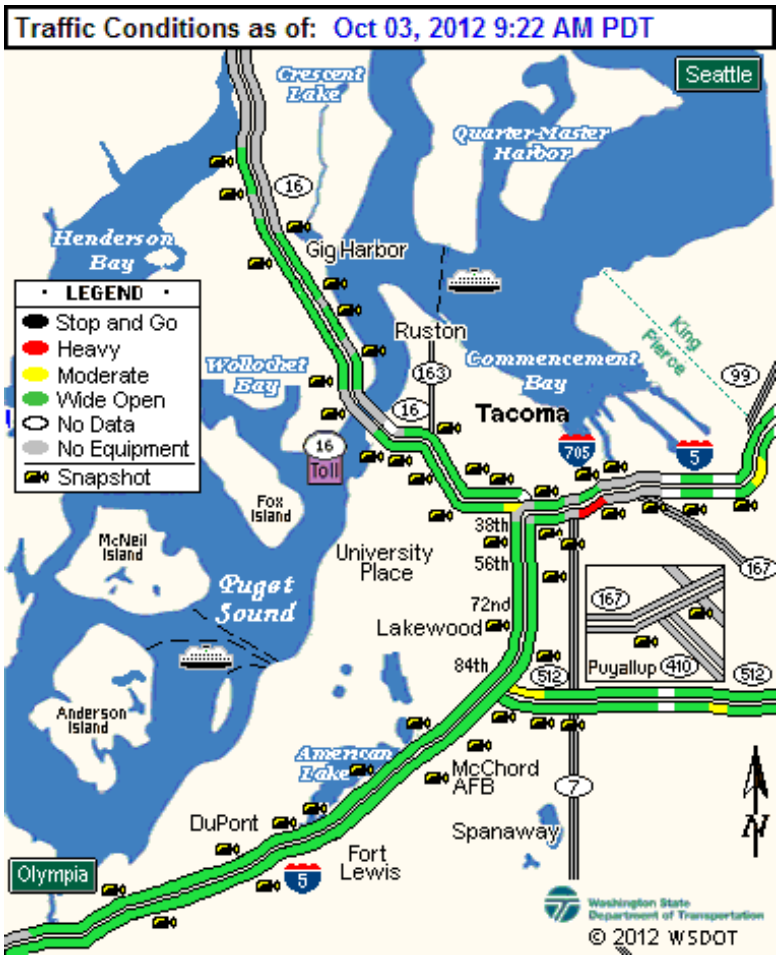
- The CTR program was modified by the Legislature in 2006 to focus the reduction of commute trips as one solution to highway congestion mitigation and integrate CTR as a strategy in local and regional economic development and transportation plans. One of the goals established in the 2006 legislative changes is to reduce the drive-alone rate by 10 percent and vehicle miles of travel (VMT) per employee by 13 percent between 2007 and 2012. An interim survey shows two years after the baseline survey in 2007-08, CTR worksites achieved reductions of about 4.8 percent in the drive-alone rate and of about 5.6 percent in VMT per employee. Also created in the 2006 CTR legislation was a program to focus on TDM strategies for smaller employers and individual citizens, known as the Growth and Transportation Efficiency Center (GTEC) program. The GTEC program is currently unfunded.



Source: WSDOT, data compiled for the 2011 CTR Board report.

- *Transit Pass Programs.* These programs offer discounted transit fares to certain users for certain time periods. In particular, some transit agencies have teamed with universities and large employers to provide transit passes. One example is Spokane Transit Authority's Employer-Sponsored Bus Pass Program. In this program, the Transit Authority will sell monthly passes to the company or organization at a discount of $3.00 per pass provided that the company or organization agrees to pass that savings on to the employees and offer an additional discount of not less than $3.00 per pass. Another example is the U-PASS program through the University of Washington, available to students, faculty and staff. The U-PASS program provides unlimited rides on King County Metro, Community Transit, Sound Transit, Pierce Transit, Kitsap Transit or Everett Transit bus services, Sound Transit's Link light rail and Sounder commuter trains and paratransit bus services; vanpool subsidies; and discounted annual fees for Zipcar, a shared vehicle service.
- *Shared vehicle services.* Shared vehicle services provide a flexible option to travelers who rely primarily on non-motorized and public transit travel, yet at times require a vehicle for special trips, such as grocery shopping or trips to rural areas. An example of such a service is Zipcar, which offers a network of vehicles to users who pay a membership fee and an hourly or daily rate, depending on the user's plan preference. Such services, while similar to car rental services, are marketed to be more accessible both in proximity and around the clock and flexible.
- *Guaranteed Ride Home.* Guaranteed ride home programs provide rides home for participants who, for unplanned reasons, are unable to make connections to normal transit services after leaving work. C-TRAN in Clark County participates in a program called "Emergency Ride Home," in which participants in vanpools are eligible for a free taxi ride home if an emergency occurs while at work, with the cost covered by the employer or C-TRAN.
- *Worksite Flextime and Telecommuting*. Many employers, public and private, offer flexible schedules to accommodate employees' personal preferences for managing their commuting needs. In some cases, the employer may allow different starting and ending times for the work days. Some employers allow employees to work from home for part of the work week. In part, these accommodations allow commuting flexibility to get around peak time congestion. It also allows employees to make fewer trips each week to work, if compressed schedules or telecommuting is offered.
- *Congestion/Variable Pricing.* For tolled facilities, this strategy involves variable charges based on levels of congestion and/or time of day and can be charged over a wide area or a single corridor. In addition, technology has automated the collection of such charges, eliminating delays related to queuing up at a toll booth. In Washington, such a system has been deployed on State Route 520 on the Evergreen Point Floating bridge. At peak times, motorists pay as much as $3.59 to cross the bridge, while between 11pm and 5am there is no charge. Payment is conducted electronically using transponders or by license plate recognition and prepaid accounts or pay-by-mail.

- *Real-time Traffic Information.* WSDOT, the City of Seattle, and various third-party providers offer tools that allow the traveler real-time access to traffic information. Traffic information includes travel times, maps that show relative congestion levels along major routes, and camera still-shots and video of actual road conditions. The City of Seattle traffic information also includes information about major events, such as football, baseball, and soccer games, that may create traffic issues. More complete information is available via the web, television news and smart phone applications, while more limited information is available via call (511 system) and highway signage.



- *Transit-Oriented Development.* King County has maintained a transit-oriented development (TOD) program since 1998. According to the program's web site, "A TOD is a private or public/private real estate development project that creates, expands, maintains or preserves a mixed-use community or neighborhood within walking distance of a transit center." Transit-oriented development policies are largely a function of local comprehensive planning policies and rules.

GOVERNANCE

The state policies governing transportation demand management in the state and local government and private sector, and specifically commute trip reduction, are found in RCW 70.94.521 through 70.94.555. For more information, see the Tolling section on page 283 of this manual.

State. The state, through the Commute Trip Reduction Board appointed by the Governor and staffed by WSDOT, is responsible for developing the guidelines to implement the CTR law, under RCW 70.94.551. The Board also reviews and approves local and regional CTR programs and is also responsible for the development of a Joint comprehensive commute trip reduction plan for all state agencies. The state, through Legislative budgeting priorities and the WSDOT public transportation division, has established vanpool and regional mobility grant programs to support TDM options. In addition, the WSDOT Traffic Operations program provides support for several TDM approaches, including active traffic management and the provision of real-time traffic data. The WSDOT tolling division is implementing variable pricing on the SR 520 corridor in support of the financing for the replacement of the floating bridge.

Local Governments. Transit agencies have led the development and implementation of a number of TDM strategies, including pass programs, guaranteed ride home programs, web-based route planning, and TOD. Regional transportation planning organizations (RTPOs), and the cities and counties that they represent, have been required under federal transportation authorization bills to develop short-term and long-range transportation plans that, in part, rely on various TDM strategies to help address urban congestion issues.

FUNDING

For the CTR program, $6.3 million in funding was provided through the WSDOT/Public Transportation program budget in 2011-13. Of this amount, $3.9 million was allotted for grants to local governments for technical assistance to employers. The remaining $1.8 million was allotted for overall program technical assistance, measurement, and evaluation by WSDOT.

In addition, $452,000 from the State Parking Account was provided for limited technical assistance and services to state agencies. Such services include the State Agency Rider (STAR) transit pass and the Emergency Ride Home program. Other state agency CTR efforts are funded directly by those agencies.

For private employers and for utilities, $5.5 million in tax credits were authorized for payments made by employers to employees for the purposes of reducing SOV trips. On the private sector side, it is estimated that for their part employers invested $45 million directly in CTR programs in 2006.

For the support of vanpools, $7 million was authorized to purchase additional vans to support local programs.

Buses

BACKGROUND

- Bus service is the principle public transportation service provided by most transit systems in the state. Transit systems may provide an array of services that include routed bus services, route deviated services (fixed routes with some custom services), light and commuter rail services, ferry services, paratransit specialized services (often referred to as demand response or "Dial-a-Ride"), and vanpooling/ carpooling coordination. The figures presented below address only the bus service provided by those systems.

- In 2010 the public transit systems in Washington provided the following services:

(in millions)

Service Type	Revenue Vehicle Hours	Revenue Vehicle Miles	Passenger Trips
Fixed Route	6.5	90.1	187.9
Route Deviated	0.15	3.1	1.3
Demand Response	1.9	28.8	4.7
Vanpool	0.9	35.5	7.8

- The majority of the public transit buses that are operated in Washington state use diesel fuel. In 2010, public transit agencies used 24.5 million gallons of diesel, 4.0 million gallons of gasoline, 3.2million therms of compressed natural gas, and consumed 18.3 million kilo watt hours of electricity to operate the fixed route, route deviated, and demand response services, and vanpools.
- Bus-rapid transit (BRT) is a type of high-capacity bus service, which adopts many features of rail rapid transit, seeking to achieve faster, more frequent service than traditional bus service. BRT may operate in its own right-of-way, have shorter headways, and longer stop spacing than traditional bus service. In practice, BRT systems around the world may adopt all or only some of these features.
- In the Central Puget Sound region, Community Transit operates the Swift service, on a 16.7 mile line on SR 99 connecting the Aurora Village Transit Center and downtown Everett. King County Metro operates the Rapid Ride express bus network, which adopts some BRT features. Four lines are currently in operation. The Rapid Ride service includes BRT features such as frequent headways during peak commuting hours, low-floor articulated buses, real-time bus arrival information signs, and longer stop spacing.

GOVERNANCE

- Currently there are 31 operating public transit agencies in Washington State that provide bus service.
- Public transit is provided by counties, public transportation benefit authorities (PTBA), county transportation authorities (CTA), unincorporated public transportation benefit authorities, regional transit authorities, or cities. For a complete description of the governance models authorized for transit agencies, *see the Local/Regional Jurisdictions chapter, page 395.*
- Intercity public transportation is also provided by private operators. Washington State sponsors intercity bus services in areas where there has been a deficiency identified. The Federal Transit Administration (FTA) provides 50 percent of the funds for the program. Greyhound Bus Lines provides local matching funds that pay the other 50 percent.

- For more information regarding WSDOT's Intercity Bus program check the web site at: http://www.wsdot.wa.gov/transit/intercity
- Four new lines of intercity bus services currently operate within Washington State.
  - Travel Washington: Grape Line between Walla Walla and Pasco
  - Travel Washington: Apple Line between Omak and Wenatchee and Ellensburg
  - Travel Washington: Dungeness Line between Port Angeles and Seattle and SeaTac
  - Travel Washington: Gold Line between Kettle Falls and Spokane

FUNDING

- Public transit agencies are primarily funded through voter-approved local sales tax (RCW 35.95.040, and 82.14.045). Due to the economic recession, public transit agencies began to see a slowdown in the sales tax collection in 2008. In 2009 and 2010, six transit agencies were able to get voter approval to raise their local sales tax rate. Sales tax contributed $1,288 million to public transit representing 70% of their operating revenue.
- In 2010 public transit agencies collected $244.3 million in fare revenues. The majority of this revenue, $202 million, was collected from users of fixed-route bus service.
- The 2010 average farebox recovery rate (the percent of annual operating costs recovered by passenger fares) for fixed-route service offered by public transit agencies was 22.8%.
- In 2010 Washington public transit agencies received $139.7 million in federal operating and preventative maintenance grants and $225.2 million in federal capital grants.
- As described above, the Travel Washington Intercity Bus program is funded in part by the FTA. The FTA 5311 Non-Urban Program requires states to set-aside 15% of their federal transit apportionment to support intercity bus service. The federal grant funds require a 50% local match for operating assistance. WSDOT has been granted FTA authority to use the private investment in the intercity system (primarily from Greyhound) as the required match, and therefore is supporting the four Travel Washington routes with only federal funds. The private contractors are allowed to keep fares and fees.

ASSET MANAGEMENT

- As a condition of receiving state funding, public transit 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)

Minimum Service-Life Categories for Buses and Vans					
	Typical Characteristics		Minimum Life Whichever Comes First		
Category	Length	Approx. GVW	Years	Miles	Example
Heavy-Duty Large Bus	35 to 48 ft and 60 ft articulated	33,000 to 40,000	12	500,000	
Heavy-Duty Small Bus	28 to 35 ft	26,000 to 33,000	10	350,000	
Medium-Duty Bus and Truck Chassis-Built Cutaway	< 35 ft	16,000 to 26,000	7	200,000	
Light-Duty Mid-Sized Bus or Van Chassis-Built Cutaway	20 to 35 ft	10,000 to 16,000	5	150,000	
Light-Duty Small Van Chassis-Built Cutaways, and Van**	< 20 ft	6,000 to 14,000	4	100,000	
Specialty Vehicle not fitting in the above categories	Variable	Variable	Negotiable	Negotiable	

****Vans purchased through the Vanpool Investment Program – Useful life for those vehicles is determined to be four years provided that the required match has been satisfied during that period. However, WSDOT may retain legal ownership for up to five years or until the match is met (whichever is longer).**

Special Needs Transportation

BACKGROUND

- RCW 81.66.010 defines persons with special transportation needs as "people, including their attendants, who are unable, because of a physical or mental disability, income status, or age, to transport themselves or purchase appropriate transportation."
- "Demand-Response" service is a type of transit service where individual passengers can request transportation from a specific location to another specific location at a certain time. Service is not on a fixed route and usually requires advance reservations.
- "Deviated Fixed Route" service is a hybrid of fixed-route and demand-response transit services. A service vehicle will travel along a fixed route, with fixed stops, on a fixed schedule, but may deviate from its course for a pre-scheduled request.
- The Americans with Disabilities Act of 1990 requires transit agencies to provide paratransit services (demand response) to individuals that cannot take the fixed-route bus because of a functional disability. The FTA requirements include "complementary" paratransit service to destinations with 3/4 mile of all fixed routes. This requirement for duplicative service is not required when the transit system provides route-deviated services.
- In 2011, public transit agencies provided $165.5 million in operating costs for demand-response service or just less than 14% of total operating costs. Route-deviated service cost public transportation agencies about $16.3 million dollars or 1.4% of total operating costs.
- In 2011, demand-response service provided by public transit agencies accounted for about 5.1 million passenger trips, or about 2. 3% of all passenger trips. Passenger trips on route-deviated service accounted for about 1.75 million trips, or about 0. 8% of all passenger trips.
- In 2011, about 13.6% of the state's population resided outside of the service boundaries of a transit system. For these mostly-rural residents and other populations unable to use transit systems because of age or abilities, Community and Brokered Transportation providers help fill these transportation service gaps.
- Since 1989, Washington State has used a competitively selected brokerage system to provide non-emergency medical transportation (NEMT) for eligible Medicaid clients. Transportation brokers link riders to least-cost, most-appropriate transportation providers. Brokers are primarily non-profit organizations that are governed by a Board of Directors. The state is divided into 13 service regions and currently contracts with eight brokers. In 2011, the brokers coordinated nearly 3.0 million trips for Medicaid clients. This was a decrease of almost 12.5 percent from 2010.
- Community Transportation Providers are private, non-profit, or governmental agencies that provide core transportation services for individuals with special needs and the general public in rural and urban areas. With a focus on the transportation needs of low-income, elderly, youth, veterans and their families and people with disabilities, Community Transportation Providers coordinate transportation services for access to health care, nutrition, employment, training, education, social services, and other vital community resources. Community Transportation Providers partner with a network of transportation service providers, employers, and human service agencies that may include health care providers, senior services, veteran services, community colleges, workforce partners, services for people with disabilities, and other social service agencies.

- The Agency Council on Coordinated Transportation (ACCT) is a council of state agencies, transportation providers, consumer advocates and legislators. The Council's mission is to increase the efficiency of special needs transportation services by promoting the coordination of services offered by a myriad of state, local, and private entities. ACCT's enabling legislation expired in 2012, but the federal requirements for coordination of special needs transportation remain. The Council continues to meet.

GOVERNANCE

- According to the 2008 JTC Study of Special Needs Transportation, as many as 623 organizations and agencies provide some level of special needs transportation in Washington State. There is no typical provider or service offering, but private, non-profits represent slightly more than one half of the identified providers, and vast majority of services are door-to-door demand-response services.

- Transit agency authorizing statutes are described in the Local/Regional Jurisdictions chapter of this manual, which can be found on page 395.

FUNDING

- In 2011, the farebox recovery (the percent of annual operating costs recovered by passenger fares) rate for route-deviated service was 3.2%. For demand-response service, the farebox recovery rate was 2. 7%. The lower farebox recovery rates associated with these services are due to reduced fares or fare-free policies for the elderly or persons with disabilities.

- For the 2011-13 biennium, the state transportation budget appropriated $25 million in multimodal funds for special needs transportation services offered by nonprofit providers and public transportation agencies.

- Transit agency operating expenses for route-deviated and demand-response service amounted to just under $182 million for Calendar Year 2011.

OTHER RESOURCES

WSDOT Public Transportation Division program information: WSDOT Accessibility and Special Needs

For a more in-depth descriptions of Community Transportation Providers and Medicaid Transportation Brokers, see WSDOT's "2010 Summary of Public Transportation" and "2011 Summary of Public Transportation."

For a list of public and private agencies providing any kind of public transportation service, see the Washington State Public Transportation Directory, 2012

Joint Transportation Committee, "Special Needs Transportation Study," Final Report, January 2009.

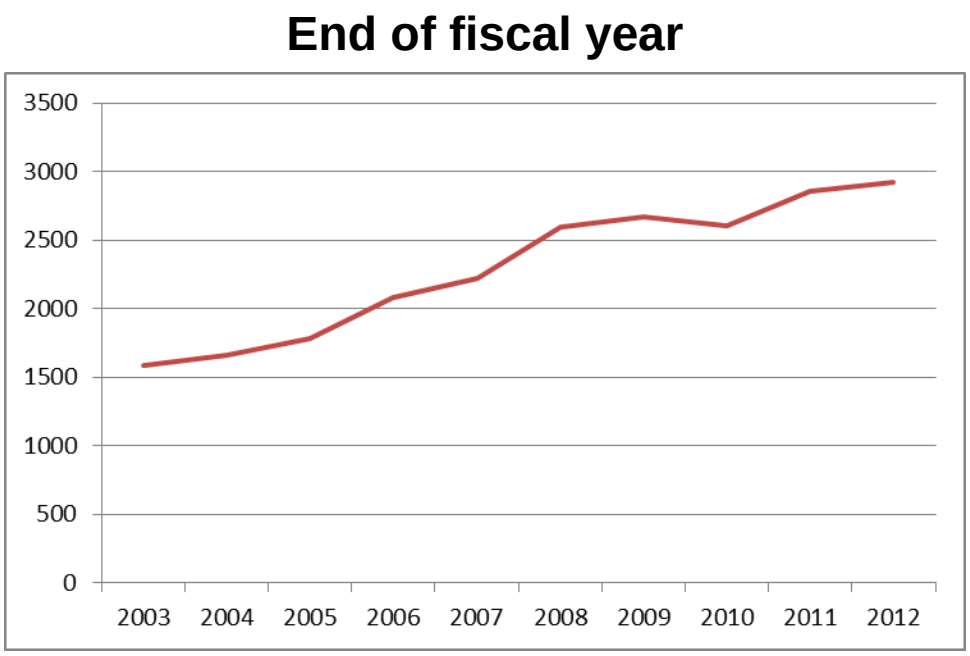
Agency Council on Coordinated Transportation website: http://www.wsdot.wa.gov/acct/default.htm

Carpooling/Vanpooling

BACKGROUND

- Empty seats on buses, vanpools and personal vehicles are in many cases the most cost effective transportation asset available for creating a comprehensive transportation system.
- Investments in vanpool vehicles, ridematching technology, marketing and traveler information, park and ride lots, and incentives are tools to capitalize on this asset.
- The state Legislature decided in 2003 to stimulate growth in the state's vanpool market by investing state funds to purchase of vehicles for vanpool program expansion. Not only are vanpools cost effective, with most of the costs are paid by the riders, they are a nimble transportation service that can be implemented with precision to address specific deficiencies in the transportation system. The legislature's decision to provide funding for vanpool vehicle purchases capitalized on the state's existing partnerships with the public vanpool operators and the state's employers.
- In July 2003, 1,508 vanpool groups were operating in Washington State. By June 2012, this number had nearly doubled to 2,916 vehicles. These vehicles carry nearly 24,000 employees to work every day.
- Vanpool use is closely tied to economic activity. As the following graph demonstrates, the number of operating vanpool groups began to decrease slightly in 2008 and remained flat until rebounding in mid-2011.

Number of Vanpools Operating in Washington State, 2003-2012



- Carpooling in personal vehicles and vanpooling are both supported by investments in RideshareOnline.com. Washington supports RideshareOnline.com as part of a tri-state technology partnership with Oregon and Idaho. This system allows commuters to seek carpool/vanpool partners through its ridematching capabilities. In addition, numerous employers, local governments and other organizations use RideshareOnline.com as a tool to track employee commuting and to provide incentives for employees who make more efficient transportation choices.

- Recently, the Legislature funded a real-time ridematching pilot project on SR 520. This pilot sought to develop a system to enable vanpool and carpool groups to seek additional riders without pre-arrangement prior to departing or even during the trip.
- High-Occupancy Vehicle (HOV) lanes move about 35% of all the people on area highways 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 70.9% in 1993 to 62.3% in 2011. In contrast, there has been an uptick in the national and state drive-alone rates over the last few years.
- Park and ride lots provide a safe, convenient transfer area for transit, carpool and vanpool passengers, cyclists and pedestrians. There are more than 340 park and ride lots around the state. In most cases, park and ride lots are operated and maintained by local transit agencies. Through the state's regional mobility grant program and other funding sources, WSDOT, transit agencies and local governments have developed partnerships to construct new park and rides and increase capacity at existing lots. WSDOT and its partners have also developed agreements with property owners, such as churches and community centers, for "park and pool" lots for flexible carpools and vanpools to free up space for transit riders at high demand park and ride lots. Some areas are combining park and ride functions with new residential and commercial development.

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.

FUNDING

- The 2011-2013 transportation budget allocated $7 million to purchase vehicles to expand vanpooling in the state. The Legislature earmarked some of this amount to meet the transportation system needs in the Joint Base Lewis-McCord (JBLM) corridor. As of August 2012, 13 new vanpool groups were in operation carrying an average of 85 passengers a day. The Legislature also directed WSDOT to implement a vanpool pilot project to provide field and non-field agricultural workers with enhanced transit opportunities. The primary goal of the program is to provide safe, reliable and affordable transportation to agricultural workers with unique commute patterns.
- A substantial majority of public vanpool program costs are recovered directly 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

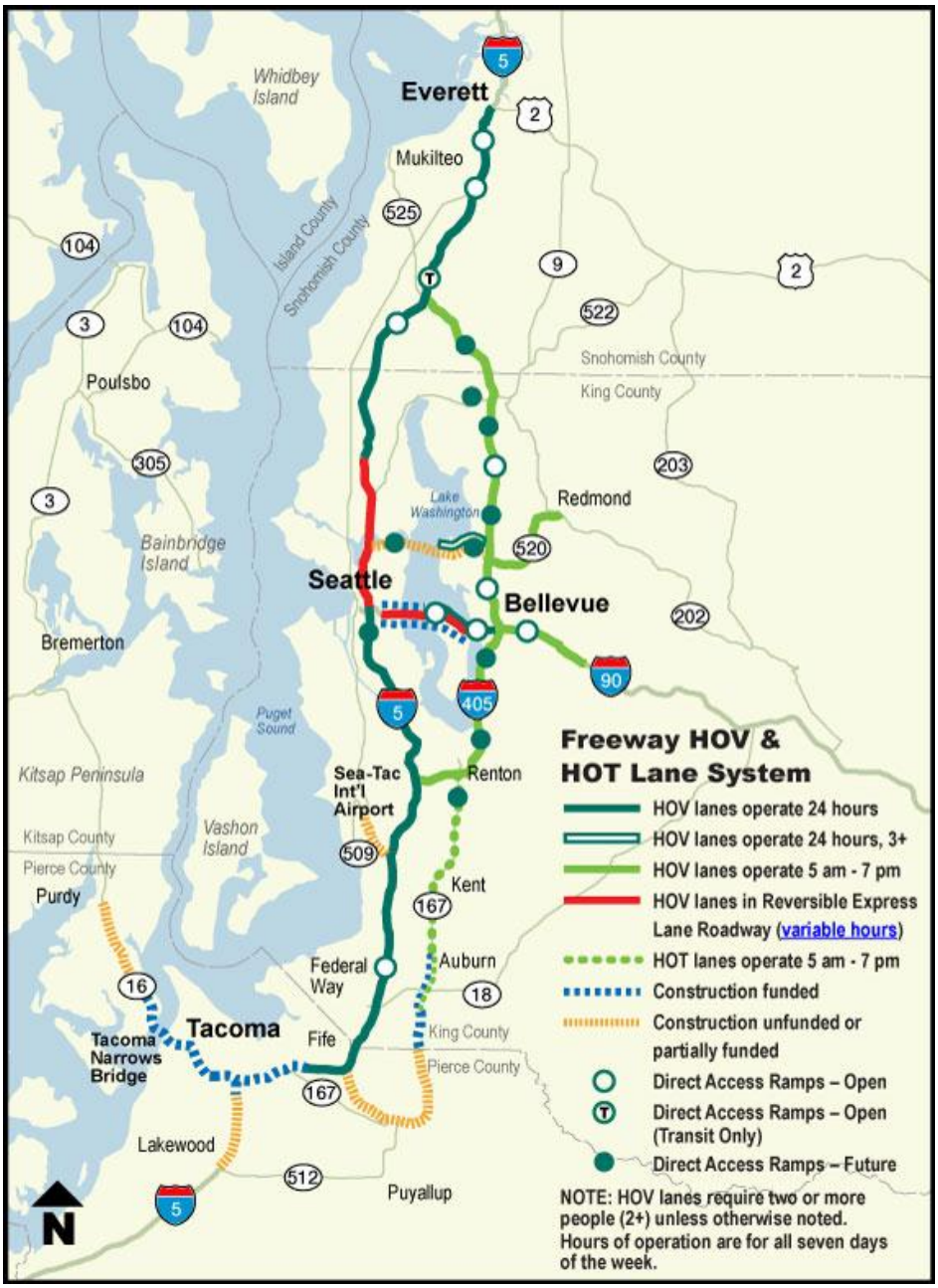
BACKGROUND

- The HOV system is intended to increase highway efficiency 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 highways, HOV priority treatments on local streets, park-and-ride lots, enforcement facilities, HOV by-pass lanes at ramp meters, HOV direct access ramps, and the "Guaranteed Loading Program" on Washington State Ferries.
- HOV lanes move about 35% of all the people on area highways 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. Transit routes using the HOV lanes carry over 100,000 transit riders per weekday. Approximately 250 lane-miles of HOV lanes are currently open on Puget Sound highways. Construction is underway on HOV lanes on I-5 and SR 16 in Pierce County. Design is underway on parts of the remainder, but funding for completion of the system has not been secured. (see HOV system map on the following page.)
- Puget Sound highway 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, which has a requirement of three or more occupants per vehicle for safety and operational reasons.
- The two person occupancy requirement applies 24 hours per day, seven days a week on most of the core highway HOV system including the HOV lanes on I-5. Highways 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 at night between 7:00 pm and 5:00 am.
- Policy changes to increase HOV lane performance may involve increasing occupancy requirements to 3 or more or implementing managed lane pricing via conversion to HOT lanes. (For more on HOT lanes see the Tolling section on page 283.)

GOVERNANCE

- Federal law currently requires HOV operators to consider policy changes if average speeds in the HOV lanes drop below 45 mph for 90 percent of the time over a consecutive 180-day period during the weekday peak periods (23 USC 166 (d)(2)(B)).
- State law (RCW 47.52.025) allows WSDOT, cities and counties to limit access to certain highway facilities, including designating lanes or ramps for preferential use by transit agencies and private transportation companies which operate vehicles with a carrying capacity of eight or more passengers.
- 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.
- Chapter 81.100 RCW provides local taxing authority to counties and regional transportation investment districts (RTIDs) to accelerate development of the high occupancy vehicle lane system.
- 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 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.



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FUNDING

- The 2003 nickel package funded 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. These projects are finished or currently underway.
- 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). No county has authorized these tax options. For more information on local option HOV taxes, see *Local Taxes section on page 111*.

Intercity Passenger Rail (Amtrak Cascades)

BACKGROUND

- The Washington State Department of Transportation (WSDOT) along with the Oregon Department of Transportation (ODOT) and Amtrak, a national railroad operator, sponsor intercity passenger rail called Amtrak Cascades. The Amtrak Cascades service operates on a 467-mile rail corridor connecting 18 cities spanning from Eugene, OR through Portland and Seattle to Vancouver, B.C. The tracks are owned by the Union Pacific Railroad (Oregon) and the BNSF Railway (Washington and British Columbia).
- The major rail network, on which Amtrak operates, is privately owned by the BNSF railroad company. Several systems operate on these lines, including freight, national and regional passenger rail, and local commuter rail services.
- 300 miles of the corridor are in Washington, 134 miles in Oregon and 33 miles in British Columbia. Each day 11 trains are in service: 3 between Seattle, WA and Eugene, OR; 3 between Seattle, WA and Portland, OR; 2 between Seattle, WA, and Vancouver, B.C.; 2 between Portland, OR and Vancouver, B.C.; and 1 between Portland, OR and Eugene, OR.
- Ridership on WSDOT/ODOT/Amtrak sponsored service in the Pacific Northwest Rail Corridor (Amtrak Cascades) has risen from 94,000 in 1994 to over 847,700 in 2011.
- In October 2013, Section 209 of the Federal Railroad Administration's Passenger Rail Investment and Improvement Act of 2008 (PRIIA) will be implemented which eliminates federal operating funding for state-supported trains, requiring states to absorb more costs.
- Two additional Amtrak long-distance lines have operations in Washington: the Empire Builder, which travels from the Pacific Northwest to Chicago, IL with service from Seattle/Portland to Spokane, WA; the Coast Starlight which travels between Seattle, WA, and Los Angeles, CA, with a total of six station stops in Washington State.

GOVERNANCE

- WSDOT is responsible for developing and implementing Washington State's passenger rail program as specified in RCW 47.79 and 47.82. http://wsdot.wa.gov/rail
- In 2012, WSDOT began work on a new state rail plan which will incorporate both passenger and freight rail into one strategic plan. http://www.wsdot.wa.gov/Rail/staterailplan.htm
- The 18th amendment to the Washington State constitution prohibits the expenditure of state or federal gas tax dollars on rail construction projects or operations. *For a more in-depth description of the 18th Amendment, go to page 25.*
- The Washington State constitution generally prohibits the gifting of public funds and the lending of state credit (Article 8, section 5 and 7). Public investments in rail infrastructure are improvements to the private rail network. The constitutional test is multi-pronged and may be met if the public expenditure serves a fundamental purpose of government or if the public entity received adequate consideration (value) for its investment. In the case of investments in BNSF's rail network, the test may be met because the expenditure serves the fundamental governmental purpose of providing transportation infrastructure, for the movement of people and goods.

FUNDING

High-Speed Rail Funding -- Multimodal Account Federal

Washington has been awarded a total of $781.5 million in federal funding to increase the frequency and reliability of the Amtrak Cascades service.

- In January 2010, Washington was awarded $590 million in federal ARRA grants for High-Speed Rail improvements in the Pacific Northwest Rail Corridor.
- October 2010 - an additional $30.5 million in federal appropriations
- December 2010 - the state was awarded $161.5 million in redistributed ARRA funds which were redirected from Ohio and Wisconsin

As a result of this funding, by the end of the ARRA program in 2017 Amtrak Cascades passengers will see:

- two additional daily round trips between Seattle and Portland, for a total of six round trips,
- a reduction in travel times, and
- improved on-time performance.

From these amounts, $222.9 million in federal and local funds from the Multimodal Account in 2011-13 was appropriated for:

- Creation of an Integrated State Rail Plan which combines and updates Washington's separate freight rail and passenger rail plans as one plan.
- Construction of track improvements near Blaine to facilitate train movements around the Customs inspection facility.
- Purchase and install new tracks, concrete ties and ballast rock in Vancouver, WA.
- Improve safety at grade crossings under the Federal Highway Administration's Surface Transportation Program Sections 1103(f) and 130(f) corridor hazard elimination program.

A complete list of the High-Speed Rail projects that will be funded through the federal grants appears on pages 258 and 259. Projects are also available on the WSDOT High-Speed Rail Projects webpage: http://www.wsdot.wa.gov/rail/projects.htm

Multimodal Account – State

The 2011-13 transportation budget as supplemented in the 2012 legislative session included an appropriation of $86.7 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 and construct bypass tracks to allow passenger trains to go around freight congestion in Vancouver.
- Improve track and signal system in conjunction with Sound Transit to improve access to King Street Station.
- Overhaul Amtrak Cascades trainsets.

Regional Rail Commuter Service

BACKGROUND

- "Commuter rail" is a typically a passenger rail service connecting city centers with their suburbs. Stations tend to be further apart than for light rail. In Washington State, Sound Transit's "**Sounder**" service runs primarily on the same mainline as the Amtrak Cascades service. A small portion of the Sounder line in south Puget Sound runs on line owned solely by Sound Transit. Currently, Sounder service is available roundtrip between Everett and Seattle (12 trains per day) and Seattle and Lakewood, via Tacoma (18 trains per day). Service to Lakewood began October 2012, prior to that service terminated in Tacoma.
- "**Light rail**" or "light rail transit" (LRT) is a form of high-capacity rail public transportation that may have a lower capacity and lower speed than heavy rail or subway systems, but higher capacity and higher speed than streetcar systems. Light rail operates primarily in separate rights-of-way.
- In Washington State, LRT is operated by Sound Transit in the Puget Sound region. "Central Link" service runs between SeaTac airport and Westlake in Seattle approximately every ten minutes between 5AM and midnight. A separate light rail line operates within Tacoma between the Tacoma Dome and the Theater district.
- In November 2008, the voters of the Central Puget Sound approved Sound Transit 2. Sound Transit estimates that they will be running light rail to the University District in Seattle by 2016, north to Northgate by 2021, further north to Lynnwood by 2023 and across Lake Washington to Bellevue and Redmond by 2023. An extension south from SeaTac to Federal Way is expected to be operating by 2016.
- LRT is also planned for the Vancouver area extending light rail from Portland, Oregon as part of a multi-modal proposal for replacing the Interstate 5 bridge over the Columbia River. C-TRAN, the Clark County transit agency, will operate the light rail service in and around Vancouver, Washington, terminating at Clark College.

GOVERNANCE

Sound Transit operates as a Regional Transit Authority under RCW 81.112. *For more information refer to the Sound Transit section on page 413.*

Under the RTA statutes, light rail may be expanded upon approval from Puget Sound voters for the system additions and new taxing authority.

C-TRAN will operate light rail under its authority as a Public Transportation Benefit Area (RCW 36.57A) and is seeking funding as a High Capacity Transportation Corridor area (RCW 81.104).

FUNDING

Sound Transit's capital program and services are not funded by the state transportation budget. *For more information about ST's tax sources refer to the Local Option Taxes for High Capacity Transportation section on page 115.*

In 2010, farebox revenue paid for 23% of light rail operating expenses (2010 Summary of Public Transportation, WSDOT.)

Current CRC project finance plans assume that funding for the capital portion of the Vancouver light rail project will be paid for solely from Federal Transit Administration grant funds. C-TRAN is seeking approval from its voters for a sales tax increase to fund the operations of the light rail service in Vancouver.

Bicycles and Pedestrians

BACKGROUND

- Washington State's current Bicycle Facilities and Pedestrian Walkways Plan (2008-2027) sets a 20-year goal of doubling the percentage of trips made primarily by biking and walking in Washington while simultaneously reducing bicycle and pedestrian collisions with motor vehicles. This plan fulfills the requirement that the state's Multimodal Transportation Plan include a bicycle transportation and pedestrian walkways plan (RCW 47.06.100). 2008 Bicycle Facilities and Walkways Plan
- According to the December 2011 issue of WSDOT's "Gray Notebook," if the annual amount of walking and bicycling continues to increase at the rate tracked by WSDOT, Washington will exceed the state goal specified in the Bicycle Facilities and Pedestrian Walkways Plan before the 20-year target in 2027. WSDOT Gray Notebook, December 2011
- Washington State has the 15th highest rate of bicycle and pedestrian commuting in the nation.
- Thirteen percent of all trips are made by pedestrians and bicyclists.
- In 2012, there were 468 fatal and serious-injury collisions involving bicyclists or pedestrians, accounting for 16% of fatal and serious injury traffic collisions.
- Washington State has the 9th lowest bicycle fatality rate.
- According to "Bicycling and Walking in the United States: 2012 Benchmarking Report," in the last ten years in Washington State, walking to work has increased by 16% and bicycling to work has increased by 75%. Alliance for Biking and Walking 2012 Report

GOVERNANCE

- WSDOT's Bicycle Transportation Management Program was created in 1991. The program serves as a clearinghouse for bicycle program information and resources, coordinates bicycle safety and bicycle tourism programs in all state agencies, and assists cities and counties and WSDOT with developing bicycle-related projects (RCW 47.04.190). www.wsdot.wa.gov/bike & www.wsdot.wa.gov/walk
- 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. Currently, the committee functions as a task force for WSDOT's Highway Safety Issues Group, consulting on issues relating to multi-user roadway design, uniform traffic control devices, and interstate access for bicycles.
- Federal transportation funding reauthorization acts have provided significant policy direction and dedicated funding for bicycle and pedestrian projects. As of July 2012, a new federal transportation reauthorization act is in effect, known as Moving Ahead for Progress in the 21st Century, or MAP-21.
- For bicycle and pedestrian programs, MAP-21 creates a new program known as Transportation Alternatives, consolidating the following former programs into a single program for non-motorized transportation projects: Transportation Enhancements, Recreational Trails, and Safe Routes to Schools. For the Transportation Alternatives program, Washington State is expected to receive $12.3 million for Federal Fiscal Year 2013 for a wide variety of eligible activities, including bike and pedestrian projects. In comparison, the three consolidated programs had been expected to bring $18.7 million to Washington State during Federal Fiscal Year 2012.

FUNDING

- The 2011-13 biennial transportation budget includes $33.8 million in state and federal funds for the Pedestrian and Bicycle Safety and Safe Routes to Schools grant programs, which fund pedestrian and bicycle safety improvements. Of this amount, $20 million is for projects newly identified for the 2011-13 biennium. www.wsdot.wa.gov/LocalPrograms/SafeRoutes/
- The 2012 Supplemental Transportation Budget included $2.25 million in additive state funding for Safe Routes to Schools projects, funded by increases in state drivers and vehicle fees enacted by ESHB 2660.
- ESHB 1071 (C 257 L 11) created the Complete Streets Grant Program in WSDOT's Highways and Local Programs Division. No funding was provided for the grant program in the 2011-13 biennial budget. The grant program's purpose is to encourage local governments to adopt urban arterial retrofit street ordinances to provide safe access to all road users, including pedestrians, bicyclists, motorists, and public transportation users.
- 0.3% of WSDOT's total construction program and 0.5% 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 Washingotn State Recreation and Conservation Office 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). Currently, no cities collect bicycle license fees.
- WSDOT, county, and city funds may be used for the planning, constructing, and maintaining non-motorized facilities (RCW 47.30.030, 36.75.240, 35.75.060, 36.82.145, 36.75.240).
- The Traffic Safety Commission provides grants to local communities primarily for signage and lighting improvements in school zones ($500,000 annually). A portion of state fines on speeders in school zones is used for this purpose.
- The Transportation Improvement Board administers the Urban and Small City Sidewalk Programs with an average of $2 million dedicated annually.

OTHER RELEVANT STATUTES

- Lighting and reflectors (RCW 46.61.780)
- Parking (RCW 46.90.550)
- Rules of the road (RCW 46.61.750-.990)
- Highway designs to accommodate paths and trails (RCW 47.30.020)
- Local and regional comprehensive plans must include a pedestrian and bicycle component, with guidance from regional transportation planning organizations (RCW 36.70A.070 and 47.80.026)

Air Transportation

BACKGROUND

"General Aviation" refers to civil aviation operations other than scheduled air services and non-scheduled air transport operation for hire. General aviation includes a wide range of activities, such as flight training, air ambulance, police aviation, aerial firefighting, gliding, and skydiving. The majority of the world's air traffic falls into the category of general aviation.

Aviation facilities in the Washington State System Plan include a total of 135 public-use airports serving over 19,000 pilots across the state.

Each public-use airport in Washington has a specific classification:

- 16 Commercial
- 19 Regional
- 22 Community Service
- 33 Local Service
- 37 Rural Essential
- 8 Seaplane

Airport ownership varies across the state:

- 40 City/town
- 33 Port District
- 29 Private
- 16 state-managed
- 10 County
- 5 Joint
- 2 Airport Authority

About 64 public-use airports in the state are considered significant to national air transportation and are included in the Federal Aviation Administration's National Plan of Integrated Airports System (NPAIS) plan making them eligible for FAA improvement grants.

The 16 state-managed airports 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. WSDOT-Managed Airports

Over 17 million scheduled passengers land at Washington airports every year.

According to the FAA's data for 2011, Seattle-Tacoma International Airport had almost 16 million passenger boardings, ranking15th in the nation. Spokane International Airport ranked 71st.

At Washington’s public use airports, 3.7 million aircraft landings and takeoffs occur every year.

More than 600,000 tons of air cargo flow through the state’s airports annually.

Twelve airports in Washington State provide air freight service. Of these, three airports qualify for federal funds through the FAA because their cargo volumes exceed 1 million pounds of landed weight. The three qualifying major air cargo centers are Seattle-Tacoma International (18th nationally in 2011 for total landed weight), Boeing Field International (24th), and Spokane International (47th).

Each year over 750 lifesaving ambulance missions and over 460 search and rescue missions are flown from public-use airports.

Approximately 12,000 aircraft are registered in the State of Washington.

Over 8,000 general aviation aircraft, including piston-powered airplanes, multi-engine turboprops, business jets, helicopters, and experimental and light sport aircraft, are based at public use airports across the state.

Washington's active non-pilot certificates (ground instruction, mechanic, repair, parachute rigger, flight attendant) exceed 18,000.

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
  - Airport Land Use Compatibility Program and Technical Assistance in accordance with RCW 36.70.547 and 36.70A.510
  - Height Hazard Obstruction technical assistance
  - Special studies, including:
    - Pavement Conditions Assessment (Due 2013, 5-year cycle)
    - Economic Benefits Analysis of Airports in Washington State 2012
    - Rural Airport Study 2002
    - Airport Conditions Assessment, 2006, Phase I LATS
    - Grant Assistance Program

FUNDING

Funding for WSDOT-Aviation Division:

- State aviation fuel tax (Chapter 82.42 RCW)
  - 11 cents per gallon fuel tax, which applies primarily to general aviation aircraft
  - 95% of all aircraft fuel sold is exempt. Exceptions are contained in RCWs 82.42.030 82.42.070 and include aircraft fuel sold for export, purchased by the U.S. government or its agencies, used by commercial air carriers, used for aircraft testing activities, training of crews by certified air carriers, and local commuter air service providers. Agriculture receives a separate exemption under RCW 82.08.865.
  - Expected revenue for 2011-13 Biennium: $6 million

- Motor fuel tax transfer (RCW 82.36.415)
  - 0.028% of the gross motor fuel tax (less sales tax) (estimated at approximately $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 (estimated at approximately $220,000 in 2011-13)
- 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 (estimated at approximately $60,000 for 2011-13)
  - 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: 90% federal – 10% 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.

OTHER RESOURCES

- WSDOT Aviation can be found at http://www.wsdot.wa.gov/aviation/
- Washington's 20 Year Aviation System Plan
- For more airport data, see FAA's Airport Program Statistics.
- For more information on the Aviation Fuel Tax, see JLARC's 2011 Tax Preference Performance Reviews, beginning on page 23.

Miscellaneous Modes

BACKGROUND

- Snowmobiles
  - Approximately 29,000 registered in the state
  - Over 3,500 miles of snowmobile trails, mostly on public lands. (Source: http://www.wssa.us)
  - 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 46.10.480)
  - Motor fuel tax refund to the Snowmobile Account in the General Fund (RCW 46.10.510)
  - Snowmobile registration (RCW 46.10.400)
- Recreational Boating
  - Motor fuel tax refund to Marine Fuel Tax Refund Account (RCW 79A.25.040)
  - Approximately 240,000 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 88.02.640 and 82.49.030) are deposited into the General Fund.
- Mopeds
  - Approximately 9,600 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)
  - Mopeds must be registered, may not operate on nonmotorized trails or fully controlled limited access highways, and must comply with applicable federal motor safety regulations (RCW 46.61.710 and 46.61.720)
- Motorcycles
  - Approximately 228,000 registered in the state
  - Helmet, goggles, and face shield requirements (RCW 46.37.530 and 46.37.535)
  - Special endorsement for driver's license (RCW 46.20.500)
- Motorhomes
  - Approximately 65,500 registered in the state
  - Registration and weight and sanitary disposal fees (RCW 46.17.350, 46.17.365, and 46.17.375)
- Electric Vehicles
  - Approximately 1,900 electric powered vehicles are registered in the state
    Of these electric powered vehicles, about 550 are either Neighborhood (low speed) Electric Vehicles (NEV) or Medium Speed Electric Vehicles (MEV) as defined under RCW 46.04.295 and 46.04.357.
    - Neighborhood or low speed electric powered vehicles licensed as motor vehicles are designated as those with a maximum speed between 20-25 mph, drivers license required, operate on roads with speed limit of 25 mph or less (RCW46.61.725)
    - Medium speed electric powered vehicles are licensed as motor vehicles, drivers license required, operate on roads with speed limit not greater than 35 mph (RCW 46.61.723)
  - As of October 1, 2012, owners of electric vehicles must pay a registration renewal fee of $100 on vehicles using propulsion units powered solely by electricity. The new fee applies only to vehicles designed to drive at a speed of more than 35 miles per hour. (RCW 46.17.323)

Freight Modes

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Trucks

BACKGROUND

- In Washington State, about 67% of freight tonnage is moved by truck (FHWA, Freight Analysis Framework, 2010).
- About 203,699 of the 1,442,462 trucks registered with the Washington State Department of Licensing in FY 2012 carry freight.

GOVERNANCE

- In 2011, there were an estimated 3,577 trucking firms in Washington State.
- 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 46.87).

FUNDING

- Several user fees are imposed for highway construction, maintenance, and safety:
  - Additional tonnage permits (RCW 46.44.095)
  - Combined licensing fees (RCW 46.16A, 46.68.035)
  - Trailer fees (RCW 46.16A)
  - Monthly tonnage permits (RCW 46.16A)
  - Safety Inspection Fee (RCW 46.32.080)

OTHER RELEVANT STATUTES

- International Registration Plan (IRP) (RCW 46.85, 46.87)

Freight Rail

BACKGROUND

In Washington State, about 9% of freight tonnage is moved by rail (FHWA, Freight Analysis Framework, 2010).

- The major rail network is privately owned. Several systems operate on these lines, including freight, national and regional passenger rail, and local commuter rail services.
- The Surface Transportation Board classifies railroad carriers based on operating revenue and function. Each class of railroad is subject to a different degree of federal safety and labor regulation.
  - **Class I Railroads.** Class 1 railroads are the largest rail carriers. There are two Class I railroads operating in Washington State: the BNSF Railway Company and the Union Pacific (UP) Railroad.
  - **Class II Railroads**. There is one Class II railroad (Montana Rail Link) that operates in Washington State, but it does not own any railroad track in this state.
  - **Class III Railroads (Short-lines)**. There are 20 short-line railroads and switching railroads 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.

GOVERNANCE

- Railroads have traditionally been privately owned. 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.
- The USDOT Surface Transportation Board, the successor agency to the Interstate Commerce Commission, has broad economic regulatory oversight over railroads, including rates, service, the construction, acquisition and abandonment of rail lines, carrier mergers and interchange of traffic among carriers.
- A limited amount of rail safety regulation is delegated to the Washington Utilities and Transportation Commission.
- The Washington State constitution generally prohibits the gifting of public funds and the lending of state credit (Article 8, section 5 and 7). Public investments in rail infrastructure are improvements to the private rail network. The constitutional test is multi-pronged and may be met if the public expenditure serves a fundamental purpose of government or if the public entity received adequate consideration (value) for its investment. In the case of investments in BNSF's rail network, the test may be met because the expenditure serves the fundamental governmental purpose of providing transportation infrastructure, for the movement of people and goods.

- WSDOT is responsible for developing and implementing Washington's State Rail Plan and programs. http://www.wsdot.wa.gov/Freight/Rail/

- The 2010-2030 Freight Rail Plan can be found here. In 2012, WSDOT began work on a new state rail plan which will incorporate both passenger and freight rail into one strategic plan. http://www.wsdot.wa.gov/Rail/staterailplan.htm

FUNDING

Funding was appropriated for the Freight Rail Capital Program in the 2012 Supplemental Budget at the following levels:

- $5.2 million Multimodal Transportation Account —State; $15.1 million Multimodal Transportation Account – Federal and Local; $1.6 million Essential Rail Assistance Account--State; and $5.6 million 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.

- Federal funding comes from 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 and is the account into which any 'excess' funds from the grain train are deposited to fund the PCC line.

- The Transportation Infrastructure Account comes from transfer of funds from the Multimodal Transportation Account (State). Four programs are funded:

  – Individual Capital Projects. Projects are added to the transportation budget as funds allow and are listed in the project list that accompanies the adopted transportation budget.

  – Freight Rail Assistance Program. This is a grant program available to both public and private sector rail applicants. Projects must pass certain evaluation criteria and be shown to maintain or improve the freight rail system in the state and benefit the state's interests.

  – Freight Rail Investment Bank Program. This is a loan program available to the public sector only (the state may not lend to the private sector). This program is intended for small projects (no more than $250,000) or as a small part of a larger project, where state funds would enable the project to be completed. A 20 percent local match is required and the project must pass a cost/benefit analysis.

  – Palouse River and Coulee City Railroad (PCC). In the past, some direct appropriations have been made from this account to finance improvements to the PCC line. Legislation passed in 2011 allows funds collected from leases or sales of property on the PCC line to be reinvested in the PCC line. In addition, the 2012 budget allows any funds collected through the grain train program, but deemed in excess of the needs of the grain train, to be invested in the PCC line.

OTHER FREIGHT RAIL PROGRAMS

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. The state owns these grain trains and charges a fee for use which allows for management, operation and sustaining of the program, including periodic replacement of the fleet.

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.

2011 Washington State Rail System

Freight Rail System by Volume - Washington State 2010
Ferndale
Bellingham
Friday Harbor
Anacortes
Mount Vernon
Oak Harbor
Coupeville
Port Angeles
Port Townsend
Everett
Monroe
Edmonds
Seattle
Bremerton
Port Orchard
Bellevue
Renton
Kent
Federal Way
Tacoma
Puyallup
Shelton
Olympia
Hoquiam
Montesano
Aberdeen
South Bend
Raymond
Centralia
Chehalis
Cathlamet
Longview
Kelso
Vancouver
Stevenson
Goldendale
Ellensburg
Yakima
Toppenish
Sunnyside
Grandview
Prosser
Richland
Kennewick
Pasco
Moses Lake
Ephrata
East Wenatchee
Wenatchee
Waterville
Okanogan
Omak
Republic
Colville
Newport
Spokane
Spokane Valley
Davenport
Ritzville
Colfax
Pullman
Pomeroy
Clarkston
Asotin
Dayton
Walla Walla
Legend
R1 - Greater than 5 Million Tons
R2 - 1 Million to 5 Million Tons
R3 - 5 Hundred Thousand to 1 Million Tons
R4 - 1 Hundred Thousand to 5 Hundred Thousand Tons
R5 - Less Than 1 Hundred Thousand Tons
Washington State Department of Transportation
Source: WSDOT State Rail and Marine Office
rail@wsdot.wa.gov / 360-705-7900
August 2010
Z:\GIS\Corridor

Commercial Shipping (Waterborne)

BACKGROUND

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.

Crude petroleum was the largest volume waterborne commodity imported into Washington in 2010, and the majority originated from Alaska. Manufactured goods were the second largest commodities entering Washington State by water, most arriving in containers that originated from the Pacific Rim. For more information, see the Washington State Freight Mobility Plan, Interim Data Report, June 2012.

International trade moving through the ports of Seattle and Tacoma totaled about $78 billion in 2011. These two ports accounted for over 89 percent of the value of international imports entering through Washington, and almost 63 percent of waterborne international exports. For more information, see the Port of Seattle's 2011 Foreign Waterborne Trade Report.

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 2010 Washington's two largest seaports, the Port of Seattle and the Port of Tacoma, ranked as the third largest container port complex behind Los Angeles/Long Beach and New York/New Jersey. The two ports combined handled more than 2.2 million twenty-foot equivalent units (TEUs), which is equal to 7.7 percent of all U.S. containerized exports and 8.3 percent of U.S. containerized imports. For more information, see the US Army Corps of Engineers, Navigation Data Center.

Columbia River seaports, especially the Ports of Vancouver, Kalama, and Longview, play major roles in the movement of exported agricultural products. In 2011, these three ports had 861 vessel calls and shipped 20.2 million metric tons of commodities between them.

Major Ports Serving Waterborne Trade

Columbia Deep-Draft Ports	**Pacific Coast Ports**
Port of Kalama	Port of Grays Harbor
Port of Longview	
Port of Vancouver	**Puget Sound Ports**
	Port of Anacortes
Columbia/Snake River Ports	Port of Bellingham
Port of Benton	Port of Everett
Port of Clarkston	Port of Olympia
Port of Kennewick	Port of Port Angeles
Port of Klickitat	Port of Seattle
Port of Pasco	Port of Tacoma
Port of Walla Walla	
Port of Whitman County	

GOVERNANCE AND FUNDING

- Commercial shipping is primarily conducted by private interests.
- Washington State authorizes public ports dedicated to building and operating facilities to foster trade and economic development, including marine shipping. (See the *Local/Regional Jurisdictions section* on page 405 for more information on ports.)
- Ports are funded by user fees, property lease and rental fees, property tax levies, grants, and bond proceeds (Chapter 53.36 RCW).
- 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.

OTHER RESOURCES:

WSDOT Freight Division Marine information page

Washington State Freight Mobility Plan, Interim Data Report, June 2012

State Plans and Reports

Overview and Table of Contents

Transportation plans are required by local ordinances, state laws, and federal regulations and are developed by federal, state, local, and tribal governments. This chapter includes the transportation plans and legislatively-required reports that are developed by the following state agencies: Washington State Department of Transportation, Washington State Patrol, Washington State Transportation Commission, and the Washington Traffic Safety Commission.

State planning requirements are more extensive than federal planning requirements. A subset of the transportation plans prepared at the state level (State Long-Range Transportation Plan, Strategic Highway Safety Plan, and the State Rail Plan) are a prerequisite to receiving federal funds from the U.S. Department of Transportation. In addition, metropolitan transportation plans are federally-required, *see page 493 of the Local/Regional Plans section*.

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TITLE: **Washington Transportation Plan 2007-2026**
Federally-certified Long-Range Statewide Transportation Plan, Statewide Transportation Policy Plan, and Statewide Multimodal Transportation Plan

REQUIRED BY: RCW 47.06.040; RCW 47.01.071(4) ; 23 USC Sec 135; 23 CFR Parts 450 and 500; and 49 CFR Part 613

PREPARED BY: Washington State Department of Transportation (WSDOT) and the Washington Transportation Commission

APPROVED BY: Secretary of Transportation and certified by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA)

NEXT UPDATE: Periodic. WSDOT has a stewardship agreement with FHWA and FTA to update this plan.

DESCRIPTION

- There are two current statewide plans containing the name Washington Transportation Plan (WTP).
  - The "WTP 2007-2026" described in this section is the federally-certified long-range statewide transportation plan required for the state to receive federal surface transportation funds. This plan was completed in November 2006 as a joint effort of WSDOT and the Transportation Commission.
  - The "WTP 2030," described in the next section, is the statewide policy plan completed by the Transportation Commission in December 2010. This latter plan updates the Transportation Policy Plan components of WTP 2007-2026, but was not certified to meet federal requirements.
  - For the next update in 2014, WSDOT and the Transportation Commission will produce a single WTP to meet both federal and state requirements.
- WTP 2007-2026 was designed to meet three requirements:
  - Federal requirements for a long-range statewide transportation plan:
    - Analysis of current condition and 20-year forecast of future needs of highways and transit through consultation, coordination, and involvement with Metropolitan Planning Organizations, non-metropolitan transportation officials, tribal governments, and the public.
    - Consideration of seven broad policy areas -- economic vitality, safety and security, accessibility and mobility, protection of the environment, intermodal connectivity, efficient system management, and system preservation.
    - Including compliance with such federal laws as the Americans with Disabilities Act, Title VI of the Civil Rights Act of 1964, and the Presidential Executive Order regarding Environmental Justice.

- State requirements for a transportation policy plan. Updated over the course of two years as a collaborative effort between the Transportation Commission and WSDOT, the plan established a vision and goals for the statewide system consistent with the state's growth management goals.
- Statewide multimodal transportation plan as required by RCW 47.06.040. The Multimodal Transportation Plan must include a state-owned facilities component and a state-interest component.
  - The analysis of state-owned facilities guides investments for highways, including bicycle and pedestrian facilities and state ferries.
  - The analysis of state-interest components defines the state's interest in aviation, marine ports and navigation, freight rail, intercity passenger rail, bicycle and pedestrian walkways, and public transportation and recommends actions to ensure the state's interests in these components are met.

- WSDOT receives federal funds from FHWA and FTA to develop and update this plan.
- MAP-21 changed federal requirements for future updates; implementation rules have not yet been promulgated.

PURPOSE

- Produce a 20-year transportation vision to guide policy and investment decision and to maintain eligibility to receive federal surface transportation funds for state and local projects.
  - Every state must have a FHWA- and FTA-approved Statewide Transportation Improvement Program (STIP) in order to receive federal surface transportation funds for projects. The STIP cannot be approved unless the state has a federally-compliant long-range statewide transportation plan. STIPs have been approved based on the fact that the 2007-2026 WTP is a federally-compliant long-range statewide transportation plan.

- Strengthen relationships and coordination among transportation providers and agencies by requiring a planning process that must:
  - Be consistent with the Strategic Highway Safety Plan (Target Zero) and the Coordinated Public Transit Human Services Plan;
  - Consider the concerns and needs of non-metropolitan local officials; federal land management agencies; and Indian tribal governments. This consideration is accomplished during a documented consultation process;
  - Be coordinated with metropolitan planning activities; statewide trade and economic development planning; and the state's air quality agency (Ecology);
  - Address the federal planning factors and the state policy goals in RCW 47.04.280. The federal factors include security, quality of life, integration and connectivity of the transportation system, and consistency with growth and economic development patterns;
  - Be a product of a documented public involvement process that includes all the requirements in CFR 450.210; and
  - Provide a data-driven guide to transportation priorities, reflecting input from entities, organizations, and citizens across the state.

ON THE WEB

WSDOT's Statewide Transportation Planning Page

"Evaluation of State-Level Transportation Plans, Final Report," Joint Transportation Committee, January 2011.

TITLE: **Washington Transportation Plan 2030 (WTP 2030)**
Statewide Multimodal Transportation Policy Plan

REQUIRED BY: RCW 47.01.071(4)

PREPARED BY: Washington State Transportation Commission, assisted by the Washington State Department of Transportation (as per RCW 47.06.020)

APPROVED BY: Submitted to the Governor and the House of Representatives and Senate standing committees on transportation

NEXT UPDATE: 2014 and every four years thereafter

DESCRIPTION

- There are two current plans with the name Washington Transportation Plan (WTP) with different purposes and scopes. The WTP 2030 is the statewide transportation policy plan that recommends policies to the governor and legislature. The 2007-2026 WTP is the federally-certified long-range statewide multimodal transportation plan that is required to receive federal transportation funds. See the previous section for a fuller description.
- WTP 2030 establishes these three foundational themes and recommended strategies and actions based on these themes:
  - Washington Faces a Structural Transportation Funding Problem and Additional Revenue is Essential
  - The State's Transportation System Needs to Work as an Integrated Network, Effectively Connecting across Modes and Jurisdictions
  - Preservation and Maintenance of the Existing Transportation System is the Most Critical Need
- Endorses JTC's funding recommendations in *Implementing Alternative Transportation Funding Methods*

PURPOSE

- Recommends statewide transportation policies and a vision for the statewide transportation system to the governor and the legislature. These recommendations must be consistent with the growth management goals and the priorities of government, based on the transportation policy goals in RCW 47.04.280, involve the public, and consistent with applicable laws.

ON THE WEB

Washington Transportation Plan 2030, Washing State Transportation Commission, December 2010.

TITLE: **Strategic Highway Safety Plan: 2010 Target Zero**

REQUIRED BY: 23 USC 148 (Federal Highway Safety Improvement Program)

PREPARED BY: Washington State Department of Transportation (WSDOT), Washington Traffic Safety Commission, and Washington State Patrol

APPROVED BY: Governor or responsible state agency approves the plan. US Secretary of Transportation approves the planning process (*NEW with MAP-21*)

NEXT UPDATE: US DOT must establish the update period no later than July 5, 2013 *(NEW with MAP-21)*

DESCRIPTION

- Strategic Highway Safety Plan that federal law requires each state department of transportation to develop in order to carry out a highway safety improvement program.
- Washington State's plan is known as Target Zero.
- Identifies Washington's traffic safety needs and guides investment decisions in order to achieve significant reductions in traffic fatalities and serious injuries.
- Must be based on traffic safety data, road safety audits, locations of fatalities and serious injuries, rural roads, motor vehicle crashes that include fatalities or serious injuries to pedestrians or bicyclists, cost-effectiveness of improvements, improvements to rail-highway grade crossings, and safety on all public roads.
- Must be consistent with the long-range statewide transportation plan.
- MAP-21 changed federal requirements for future updates; implementation rules have not yet been promulgated.

PURPOSE

- Maintains eligibility for highway safety improvement funds.
- Proposes strategies for how Washington's highway safety improvement program can achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned public roads and roads on tribal land. Washington State's target is zero traffic fatalities and serious injuries by the year 2030. Target Zero identifies four levels of priorities based on the percentage of traffic fatalities associated with each factor (note that many fatalities involve more than one causal factor):
  - Priority One includes three causal factors - impairment, run-off-the-road collisions, and speeding - associated with the largest number of fatalities in the state. Each of these areas was a factor in 40% or more of the traffic fatalities between 2006 and 2008.
  - Priority Two causal factors include young drivers, distracted drivers, unrestrained vehicle occupants, and intersection-related crashes. These areas each contributed to somewhere between 21% and 38% of traffic fatalities. Traffic Data Systems, while not a cause of fatalities, is considered a Level Two priority because of the potential for better data to improve our analysis of traffic fatalities and serious injuries.

- Priority Three causal factors each contributed somewhere between 12% and 20% of fatalities between 2006 and 2008. They include unlicensed drivers, opposite direction multivehicle collisions, motorcyclists, pedestrians, and heavy trucks. Emergency Medical Services is also a Level Three priority area.
- Priority Four includes causal factors that each contributed to less than 10% of all fatalities during this time, including older drivers, drowsy drivers, bicyclists, work zones, vehicle-train collisions, and school-bus-related collisions. While these areas do not have dedicated chapters in *Target Zero,* there is a brief discussion of current efforts included on pages 77-78. Generally, Target Zero's approach to making roads safer for all users is to address the more common factors such as impairment, speeding, and run-off-the-road collisions.

ON THE WEB

WSDOT's Strategic Highway Safety Plan page

Target Zero Home: www.targetzero.com

FHWA Highway Safety Improvement Plan Information

TITLE: **Highway System Plan (2007-2026)**
Multimodal Plan: State-Owned Facility Component

REQUIRED BY: RCW 47.06.050

PREPARED BY: Washington State Department of Transportation (WSDOT)

APPROVED BY: Secretary of Transportation

NEXT UPDATE: There is no required schedule. As a state-owned plan element of the Multimodal Transportation Plan, updates are scheduled as needed to meet the requirements of the Washington Transportation Plan.

DESCRIPTION

- The current Highway System Plan covers 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.
- Must be consistent with the state transportation policy plan (WTP) and with the other state-owned facility and state-interest component plans.
- 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.

ON THE WEB

http://www.wsdot.wa.gov/planning/HSP

TITLE: **WSDOT Ferries Division Final Long-Range Plan**
Multimodal Plan: State-Owned Facility Component

REQUIRED BY: RCW 47.06.050(2) & RCW 47.60.375

PREPARED BY: Washington State Department of Transportation (WSDOT)

APPROVED BY: Secretary of Transportation

NEXT UPDATE: There is no required update schedule. As a state-owned plan element of the Multimodal Transportation Plan, updates are scheduled as needed to meet the requirements of the Washington Transportation Plan.

The technical underpinnings (updated origin/destination survey and ridership forecasts) for an updated plan will be completed in the 13-15 biennium. This will give WSDOT the flexibility of updating the plan if required.

DESCRIPTION

- The WSDOT Ferries Division Final Long-Range Plan, dated June 30, 2009, covers the years 2009-2030. This plan fulfills the requirements for a Ferry System Plan in RCW 47.06.050 and a Capital Plan in RCW 47.60.375.
- Must be consistent with the state transportation policy plan (WTP) and with the other state-owned facility and state-interest component plans.

PURPOSE

- Guides capital and operating investments in the state ferry system for vessels, terminals, service
- Establishes service objectives for ferry routes
- Develops strategies
- Forecasts travel demands
- Details maintenance
- Outlines the service changes, vessel purchases, and terminal improvements to meet the demand for ferry travel.

RELATED ACTIVITIES

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).

ON THE WEB

WSDOT Ferries Division Final Long-Range Plan

TITLE: **Washington Aviation System Plan (2009)**
Multimodal Plan: State-Interest Component

REQUIRED BY: RCW 47.06.060 and RCW 47.68.390

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: Not scheduled. There is no required update schedule. As a state-interest plan element of the Multimodal Transportation Plan, updates are scheduled as needed to meet the requirements of the Washington Transportation Plan.

DESCRIPTION

The most recent Aviation System Plan was completed in 2009 and fulfilled the requirements for a state-interest component of the Statewide Multimodal Transportation Plan and an Airport Capacity and Facilities Assessment. The latter requirement is also known as the Long-Term Air Transportation Study (LATS) which was governed by the Aviation Planning Council as directed by Chapter 316, Laws of 2005.

The plan:

- Identifies the type, location, cost, and timing of airport development needs statewide to establish a balanced and integrated system of airports serving Washington residents.
- Helps state and federal governments to carry out their legislative authority under RCW 47.68 to promote aviation and aviation safety and assist in developing the statewide aviation system.
- Must be consistent with the state transportation policy plan (WTP) and with the other state-owned facility and state-interest component plans.

PURPOSE

- Information from this plan is necessary for updating the long-range statewide transportation plan, the statewide multimodal transportation plan, the highway system plan, the ferry system plan, the freight mobility plan, the intercity passenger rail plan, and the public transportation plan.
- Assess the existing system's capacity and facilities. Forecast demand/market analysis. Provides 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.

RELATED REPORTS

The Washington State Airports and Compatible Land Use Guidebook focuses on protecting public-use general aviation airports from incompatible adjacent land uses. It includes an overview, step-by-step guidance, an implementation toolkit, and references. The guidebook fulfills the requirement of RCW 36.70.547 that WSDOT provide technical assistance to counties, cities, and towns in developing plans and regulations that will discourage the siting of incompatible uses adjacent to general aviation airports.

ON THE WEB

WSDOT's Aviation System Plan

WSDOT Aviation Division 's Planning Page

TITLE: **Public Transportation System Plan**
Multimodal Plan: State-Interest Component

REQUIRED BY: RCW 47.06.110

PREPARED BY: Washington State Department of Transportation (WSDOT)

APPROVED BY: Secretary of Transportation

NEXT UPDATE: There is no required update schedule. As a state-interest plan element of the Multimodal Transportation Plan, updates are scheduled as needed to meet the requirements of the Washington Transportation Plan.

DESCRIPTION

- A state-interest component of the statewide multimodal transportation 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.
- In developing the system plan update WSDOT involves local, state, and federal agencies; public and private providers of transportation services; and non-motorized interests.
- The statutory requirements for this plan are fulfilled by the 2007-2026 Washington Transportation Plan and the Public Transportation Annual Summary Report required by RCW 35.58.2796.
- Must be consistent with the state transportation policy plan (WTP) and with the other state-owned facility and state-interest component plans.

PURPOSE

- Improves transit services through coordination and defined objectives.
- Defines the state's interest and the state's responsibility regarding public transportation.
- Provides goals, objectives, and strategies to target the allocation of state resources for public transportation.

RELATED REPORTS

The Public Transportation Annual Summary Report provides annual comprehensive information on public transit systems in Washington State. The report contains information about directly operated and contracted transit and dial-a-ride; vanpool services; light rail; passenger only ferry; commuter rail; and a statewide summary of public transportation issues and data.

The Annual Summary Report inventory includes data on:

- Services for transit, community transportation providers, Medicaid brokers, intercity bus, ferry systems, Seattle monorail and a summary of statewide statistics.
- Revenue, expenses, and ending balances, by fund source.
- Two years of historical information and current year.
- Individual system data, statewide data; trend analysis.

The Annual Summary Report includes the following performance measures for transit systems: Farebox recovery, Operating Cost/Passenger Trip, Operating Cost/Revenue Vehicle Mile, Operating Cost/Revenue Vehicle Hour, Passenger Trips/Revenue Vehicle Hour, and Passenger Trips/Revenue Vehicle Mile.

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.

WSDOT's Public Transportation Library contains numerous other reports and information.

TITLE: **Washington State Long-Range Plan for Amtrak Cascades**
Multimodal Plan: State-Interest Component

REQUIRED BY: RCW 47.06.090, RCW 47.79.040 and ESHB 1094 (2007), Sec. 226(1)

PREPARED BY: Washington State Department of Transportation (WSDOT)

APPROVED BY: Secretary of Transportation

NEXT UPDATE: Will be superseded by the State Rail Plan (integrating passenger and freight rail systems); completion scheduled 2013.

DESCRIPTION

- This plan serves as the intercity passenger rail plan component of the Multimodal Transportation Plan required by RCW 47.06.090, the Amtrak Cascades long-range plan required by the 2006 transportation budget (SSB 6241), and the Rail Passenger Plan required by RCW 47.79.040.
- The Long-Range Plan for Amtrak Cascades:
  - Plans for statewide passenger rail service for the time period 2003-2023;
  - Analyzes service on the existing Amtrak Cascades route that runs between Portland, Oregon and Vancouver, B.C. with connections in 11 cities in Washington;
  - Recommends improvements, identifies assets, provides a preservation plan; and
  - Must be consistent with the state transportation policy plan (WTP) and with the other state-owned facility and state-interest component plans.

PURPOSE

- Ensures that the state 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.

ON THE WEB

WSDOT's Passenger Rail Reports and Studies

TITLE: **Amtrak Cascades Mid-Range Plan (2008)**

REQUIRED BY: 2007-09 Biennial Transportation Budget, ESHB 1094 (2007), sec. 226 (1)

PREPARED BY: Washington State Department of Transportation (WSDOT)

APPROVED BY: Secretary of Transportation

NEXT UPDATE: Will be superseded by the State Rail Plan (integrating passenger and freight rail systems); completion scheduled 2013.

DESCRIPTION

Required as a one-time report by the 2007-09 biennial transportation budget bill. Submitted December 31, 2008, to the Office of Financial Management and the transportation committees of the Legislature. The Mid-Range Plan identified specific steps WSDOT proposed to achieve additional service beyond current levels for Amtrak Cascades.

PURPOSE

The Amtrak Cascades Mid-Range Plan recommends four strategic options for infrastructure development. These options incrementally enhance service capacity, improve on-time performance, and increase ridership on the segment between Seattle and Portland between FY2010 - FY2017.

ON THE WEB

WSDOT's Passenger Rail Reports and Studies

TITLE: **Washington State 2010-2030 Freight Rail Plan**
Multimodal Plan: State-Interest Component

REQUIRED BY: RCW 47.06.080 and RCW 47.76.220

PREPARED BY: Washington State Department of Transportation (WSDOT)

APPROVED BY: Secretary of Transportation

NEXT UPDATE: Will be superseded by the State Rail Plan (integrating passenger and freight rail systems); completion scheduled 2013.

DESCRIPTION:

- Fulfills the requirements for a state-interest component of the statewide multimodal transportation plan that:
  - Identifies freight rail mainline issues
  - Identifies light-density freight rail lines threatened with abandonment
  - Establishes criteria for determining line or service preservation
  - Recommends priorities for using state rail assistance, state rail banking program, and other funds
  - Identifies existing intercity rail rights-of-way that should be preserved for future transportation use
- Must be consistent with the state transportation policy plan (WTP) and with the other state-owned facility and state-interest component plans.

PURPOSE

- Evaluate and encourage essential freight rail services and corridors.
- Allow public review and input to the rail abandonment and preservation process.
- Provide information for other transportation providers and planners in order to coordinate intermodal connectivity at freight hubs (such as seaports, river ports, airports, inland ports).

ON THE WEB

Washington State 2010-2030 Freight Rail Plan

TITLE: **State Rail Plan**
Multimodal Plan: State-Interest Component

REQUIRED BY: RCW 47.76.220, 47.06.080, 47.06.090, 47.79.040, and 49 CFR 266.15

PREPARED BY: Washington State Department of Transportation (WSDOT)

APPROVED BY: Secretary of Transportation, Governor and submitted to Federal Rail Administration

NEXT UPDATE: Currently underway, completion scheduled 2013. Will supersede existing separate plans for passenger and freight rail.

DESCRIPTION

- The Washington State Rail Plan will serve as a strategic blueprint for future public investment in the state's rail transportation system. It will provide an integrated plan for freight and passenger rail, including 5- and 20-year funding strategies, that meets federal and state requirements. The final plan will be released in the fall of 2013.
- This plan will replace the following plans:
  - Washington State 2010-2030 Freight Rail Plan
  - Amtrak Cascades Mid-Range Plan (2008)
  - Washington State Long-Range Plan for Amtrak Cascades (2006)
- The plan must be consistent with the state transportation policy plan (WTP) and with the other state-owned facility and state-interest component plans.

PURPOSE

- New urgency for developing funding strategies: in October 2013, states with intercity passenger rail service will be required to fund the operations and maintenance of their entire service, instead of partially relying on federal dollars through Amtrak.
- To refresh forecasts and to update data to comply with federal and state statutes, regulations and planning guidance.
- Existing plans separate freight and passenger rail planning. This update is needed to provide a single comprehensive policy-level planning document that integrates intercity passenger rail, freight rail and commuter rail.
- Washington and Oregon have recently agreed to manage the Pacific Northwest Rail Corridor as one continuous corridor. The new plan will help guide implementation of that change.
- Serve as a reference for other states and contribute to the National Rail Plan.

ON THE WEB

WSDOT's State Rail Plan page

TITLE: **Bicycle Transportation and Pedestrian Walkways Plan**
Multimodal Plan: State-Interest Component

REQUIRED BY: RCW 47.06.100

PREPARED BY: Washington State Department of Transportation (WSDOT)

APPROVED BY: Secretary of Transportation

NEXT UPDATE: There is no required update schedule. As a state-interest plan element of the Multimodal Transportation Plan, updates are scheduled as needed to meet the requirements of the Washington Transportation Plan.

DESCRIPTION

- The current version, the Washington State Bicycle Facilities and Pedestrian Walkways Plan, covers 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.
- Must be consistent with the state transportation policy plan (WTP) and with the other state-owned facility and state-interest component plans.

PURPOSE

- This plan includes strategies for: improving connections, increasing coordination, reducing traffic congestion, and assessing statewide bicycle and pedestrian transportation needs.
- Data from this plan is necessary to complete the next update of Washington Transportation Plan, the Highway System Plan, metropolitan transportation plans, and regional transportation plans.
- The State and Metropolitan Planning Organization (MPO) planning regulations describe how walking and bicycling are to be accommodated throughout the planning process (e.g., see 23 CFR 450.200, 23 CFR 450.300, 23 U.S.C. 134(h), and 135(d)). Nonmotorists must be allowed to participate in the planning process and transportation agencies are required to integrate walking and bicycling facilities and programs in their transportation plans to ensure the operability of an intermodal transportation system.

ON THE WEB

State Bicycle Facilities and Pedestrian Walkways Plan

TITLE: **Marine Ports and Navigation Plan: Pacific Northwest Marine Cargo Forecast**

Update and Rail Capacity Assessment (2011-2030)
Multimodal Plan: State-Interest Component

REQUIRED BY: RCW 47.06.070 requires a marine ports and navigation plan as part of the Multimodal Transportation Plan state-interest components.

PREPARED BY: Washington Public Ports Association and Washington State Department of Transportation (WSDOT)

APPROVED BY: N/A

NEXT UPDATE: Scheduled for 2013, the most recent update was conducted in 2011 to assess the effects of the economic recession.

DESCRIPTION

- Since 1985, the Washington Public Ports Association and WSDOT have jointly conducted periodic cargo forecasts and performance assessments of the state's marine port transportation system which includes waterways (Pacific Ocean, Puget Sound, Columbia/Snake River system), rail lines, roads, and pipelines.
- The 2011 update found that rail traffic has rebounded to pre-recession levels, and many of the ports in the region are anticipating major increases in cargo, especially exports of dry bulk such as grain, minerals, ores, and other bulk commodities. The anticipated volumes of these new cargos could significantly impact the mainline rail system in the northwest, impacting the marine cargos as well as passenger traffic and domestic cargo.
- RCW 47.06.070 requires an assessment of "the transportation needs of Washington's marine ports, including navigation, and [identification of] transportation system improvements needed to support the international trade and economic development role of Washington's marine ports."

PURPOSE

- Forecasts marine cargo (by commodity and cargo type) to guide future development of Washington's marine ports.
- Compares the projected level of rail traffic with the capacity of the various mainline segments in the region.
- Produces a prioritized list of projects (rail mainline and port access improvements) to alleviate anticipated capacity constraints.
- The 2011 analysis includes the mainline rail system in Oregon.
- Highlights role of marine ports in development of Washington's economy.
- Information from this report is used for statewide transportation plans, regional transportation plans, metropolitan transportation plans, and harbor plans.

ON THE WEB

WSDOT's Marine Freight Page

2011 Marine Cargo Forecast Update and Rail Capacity Assessment

TITLE: **Freight Mobility Plan**
Multimodal Plan: State-Interest Component

REQUIRED BY: RCW 47.06.045

PREPARED BY: Washington State Department of Transportation (WSDOT)

APPROVED BY: Secretary of Transportation

NEXT UPDATE: Scheduled to be complete July 2013. There is no required update schedule. As a state-interest plan element of the Multimodal Transportation Plan, updates are scheduled as needed to meet the requirements of the Washington Transportation Plan.

DESCRIPTION

- A state-interest component of the statewide multimodal transportation plan that:
  - Assesses the transportation needs to ensure the safe, reliable, and efficient movement of goods within and through the state
  - Ensures the state's economic vitality.
- Must be consistent with the state transportation policy plan (WTP) and with the other state-owned facility and state-interest component plans.

PURPOSE

- Analyze existing and future freight needs to improve the performance of the state's freight systems.
- Develop state freight strategies to support:
  - Livable urban communities - economic vitality and a healthy environment,
  - Rural economic growth,
  - Regional, state and national economies, and
  - The U.S. military supply chain.
- Guide capital and operating investments in the state's freight systems.
- Information from this plan is needed to update the long-range statewide transportation plan, the statewide multimodal transportation plan, the highway system plan, the ferry system plan, the aviation system plan, the bicycle and pedestrian walkways plan, the marine ports and navigation plan, and the freight rail plan.

ON THE WEB

Washington State Freight Mobility Plan

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.

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- Airport Master Plans / Layout Plans 488
- Comprehensive Scheme of Harbor Improvements and Industrial Developments 489
- Local Comprehensive Plans 490
- Regional Transportation Plans 492
- Metropolitan Transportation Plans 493
- Six-Year Transit Development Plan 495

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.
- Identifies local, state and federal funding needs to support airport capital projects and facility needs.
- Identifies 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

- Guides 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

PREPARED BY: Port Districts

APPROVED BY: Port District Commission

NEXT UPDATE: No statutory requirement; updates are conducted by individual port districts as needed

DESCRIPTION

- Required before improvements are made because every improvement must be "substantially in accordance" with the plan
- 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.
- Requires a public hearing prior to adoption.

PURPOSE

- Communicates and documents the basis of the port district expenditures.
- In some cases, meets planning criteria required for obtaining state or federal matching funds.

TITLE: **Local Comprehensive Plans**

REQUIRED BY: Chapter 36.70A RCW

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 update schedule on following 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 must be consistent with the future land use map, including the jurisdiction's financial plans and the plans of adjacent jurisdictions.
- Each comprehensive plan must include the following (see RCW 36.70A.070):
  - 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.
  - A rural element which includes lands that are not designated for urban growth, agriculture, forest, or mineral resources; the rural element must 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 must 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 must 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 June 30, 2015, and every eight years thereafter, for King, Pierce, and Snohomish counties and the cities within those counties;

- On or before June 30, 2016, and every eight years thereafter, for Clallam, Clark, Island, Jefferson, Kitsap, Mason, San Juan, Skagit, Thurston and Whatcom counties and the cities within those counties;

- On or before June 30, 2017, and every eight years thereafter, for Benton, Chelan, Cowlitz, Douglas, Kittitas, Lewis, Skamania, Spokane, and Yakima counties and the cities within those counties; and

- On or before June 30, 2018, and every eight years thereafter, for Adams, Asotin, Columbia, Ferry, Franklin, Garfield, Grant, 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 and planned transportation facilities, services, and programs.
- Establishes level of service standards for the regional system including state highways and ferry routes and recommends strategies for achieving those levels 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 chapter 36.70A RCW and 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 ensure an efficient, effective transportation system that ensures 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: **Metropolitan Transportation Plans**

REQUIRED BY: 23 USC Section 134 & 23 CFR §450.322

PREPARED BY: Metropolitan Planning Organizations (MPOs)

ADOPTED BY: MPO Policy Board

NEXT UPDATE: Ongoing in all 11 MPOs

DESCRIPTION

- Federal law requires Metropolitan Planning Organizations designated in areas with urban populations of 50,000 or greater to develop long-range (minimum 20-years) transportation plans, known as Metropolitan Transportation Plans or MTPs.
- Must be updated at least every four years in air-quality nonattainment and maintenance areas and at least every five years in attainment areas.
- Defines a metropolitan transportation system within each of the MPO's boundaries.
- Identifies existing or planned transportation facilities, services, and programs.
- The MTP must include both long and short-range strategies/actions that lead to the development of an integrated multimodal transportation system.
- Includes projected transportation demand for people and goods; operational and management strategies; and an assessment of capital investments for preservation in the metropolitan planning area.
- Identifies the types of potential environmental mitigation activities and potential areas for consideration.
- Describes the design concept and scope for all existing and proposed transportation facilities in sufficient detail to develop cost estimates.
- Includes a financial plan that is fiscally constrained and is based on "year of expenditure" estimated project costs.
- MAP-21 changed federal requirements for future updates; implementation rules have not yet been promulgated.

PURPOSE

- Encourage and promote safe and efficient management, operation, and development of surface transportation systems [23 USC Section 134 (a)].

- Provide for consideration of projects and strategies that will:
  - support economic vitality of the metropolitan area, especially by enabling global competiveness, productivity, and efficiency;
  - increase the safety of the transportation system for motorized and non-motorized users;
  - increase the security of the transportation system;
  - increase accessibility and mobility of people and freight;

- protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- enhance the integration and connectivity of the transportation system, across modes, for people and freight;
- promote efficient system management and operation; and
- emphasize the preservation of the existing transportation system.

TITLE: **Six-Year Transit Development Plan**

REQUIRED BY: RCW 35.58.2795 and RCW 36.57A.070

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 by September 1st

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 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.

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.

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.

AD VALOREM TAX
A tax based on the value of real or personal property versus a tax based on a specific quantity of an item.

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.

AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009 (ARRA)
The American Recovery and Reinvestment Act of 2009 (ARRA) is a $787 billion economic stimulus package signed into law by President Barack Obama on Feb. 17, 2009. A percentage of the package provides funding (contracts, grants, and loans) and the rest includes tax cuts and entitlements such as Medicaid and Social Security Administration payments. Washington state received $492 million in ARRA funds for state and local highway projects, $179 million for transit capital investments, and a total of $781.5 million for the Pacific Northwest Rail Corridor.

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 federal funds among the states as prescribed by a statutory formula. Each Federal Fiscal Year, FHWA is responsible for apportioning authorized funding for the various highway programs 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 a 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 Moving Ahead for Progress in the 21st Century Act (MAP-21).

BELATED 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."

BUS RAPID TRANSIT
A type of high-capacity bus service which adopts many features of rail rapid transit, seeking to achieve faster, more frequent service than traditional bus service. BRT may operate in its own right-of-way, have shorter headways, and longer stop spacing than traditional bus service. In practice, BRT systems around the world may adopt all or only some of these features.

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
In incremental budgeting, the carry-forward level is the first step in building an ensuing biennial budget. It is a calculation of the biennialized cost of activities that were funded for a partial biennium and the deletion of one-time 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 TRANPSPORTATION AUTHORITY
A municipal corporation authorized by the state legislature to perform a public monorail function. The City of Seattle monorail was approved by voters of Seattle in November 2002 and dissolved by voters of Seattle in 2005.

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

COMMUNITY TRANSPORTATION PROVIDER
Community Transportation Providers are private, non-profit, or governmental agencies that provide core transportation services for individuals with special needs and the general public in rural and urban areas.

COMMUTE TRIP REDUCTION LAW (CTR)
The CTR 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. 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).

CONGESTION PRICING
For tolled facilities, this strategy involves variable charges based on levels of congestion and/or time of day and can be charged over a wide area or a single corridor. Also known as value pricing.

CONTRACT AUTHORITY
A form of federal budget authority that permits obligations to be made in advance of appropriations.

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.

DEMAND-RESPONSE
"Demand-Response" service is a type of transit service where individual passengers can request transportation from a specific location to another specific location at a certain time. Service is not on a fixed route and usually requires advance reservations. Also called "Dial-a-Ride."

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.

DEVIATED FIXED ROUTE
"Deviated Fixed Route" service is a hybrid of fixed-route and demand-response transit services. A service vehicle will travel along a fixed route, with fixed stops, on a fixed schedule, but may deviate from its course for a pre-scheduled request.

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).

FAREBOX RECOVERY RATE
The percent of annual operating costs recovered by passenger fares.

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. A feature of TEA-21, the firewall protected highway, highway safety, and transit revenue from being diverted to the general fund for federal fiscal years 1999-2003.

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) 2013 extends from October 1, 2012, to September 30, 2013.

FISCAL YEAR (State)
A 12-month period extending from July 1 in one calendar to June 30 of the next calendar year.

FIXED ROUTE SERVICE
Public transportation on a fixed schedule along a specific route with specific stops for passenger access.

FULL FAITH AND CREDIT
The pledge of the full taxing and borrowing powers of a government to pay its debt obligations.

FUND
Funds are fiscal entities for the purpose of reporting revenue sources that are earmarked for certain programs and expenditures. Transportation funds, like all other state roll-up funds, are comprised of accounts that are used for similar purposes or have similar restrictions.

GAS TAX
Also known as the motor fuel tax. Includes taxes on motor vehicle fuel and special fuel (principally diesel). This tax is levied against each gallon of motor fuel. RCW 82.36

GENERAL AVIATION
Civil aviation operations other than scheduled air services and non-scheduled air transport operation for hire. General aviation includes a wide range of activities, such as flight training, air ambulance, police aviation, aerial firefighting, gliding, and skydiving.

GENERAL FUND
The main source of funds for general state government. RCW 43.79

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.

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)
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

GROWTH AND TRANSPORTATION EFFICIENCY CENTERS
GTECs provide commute options programs to smaller employers, residents and students. This is in contrast to the general CTR program which focuses on commute options for major employers.

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 majority of high-speed rail systems achieve speeds of 185 mph. Typically these systems are characterized by continuously-welded rail, no at-grade crossings, and minimized curvature of the right-of-way. Examples include the Japanese Shinkansen ("bullet train") and the French TGV.

HIGHER SPEED RAIL
Passenger rail service with speeds less than 150 mph is referred to as "higher speed rail" or "high performance rail." In the United States, most trains are limited to top speeds of 79 mph, unless equipped with automatic safety systems approved by the Federal Rail Administration. For speeds of 110 mph to 125 mph, grade crossings must be equipped with an impenetrable barrier which blocks traffic, and for speeds over 125 mph, no grade crossings are permitted. In the United States, the Acela Express, serving the Northeast Corridor, achieves speeds of 150 mph, though the average speed is less than half of the maximum.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)
Refers to the application of technology to solving traffic congestion. ITS systems are multimodal and examples include traffic signal control systems, variable message signs, parking guidance and information systems, and bridge deicing systems. Intelligent Vehicle Highway Systems (IVHS) automate highway and vehicle systems to enable more efficient and safer use of existing highways.

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 in 2005. 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.

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.

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.

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

In incremental budgeting, the maintenance level is the second step in building an ensuing biennial budget. It incorporates new costs associated with mandatory caseload, enrollment, inflation, and other legally unavoidable costs.

MEDIUM SPEED ELECTRIC VEHICLES

Medium speed electric vehicles can only attain maximum speeds between 25-35 mph. Operation only allowed on roads with a speed limit not greater than 35 mph and requires a driver license.

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.

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, and dissolved by voters of Seattle in 2005.

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 was 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.

MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY (MAP-21)
The current federal surface transportation authorization act, MAP-21 provides over $105 billion for FFYs 2013 and 2014.

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 ENVIRONMENTAL POLICY ACT (NEPA)
A federal law designed to ensure that environmental factors are weighted equally when compared to other factors in a decision making process undertaken by federal agencies. Highway projects funded all or in part by federal funds are subject to the Act. The state corollary is the State Environmental Policy Act (SEPA). The NEPA process may involve the preparation of an Environmental Assessment (EA) or an Environmental Impact Statement (EIS). The governing federal agency prepares a Record of Decision (ROD) at the conclusion of the process describing the alternatives evaluated, identifying the preferred alternative, and describing efforts to avoid or minimize environmental impacts.

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. MAP-21 expands the NHS to include an additional 60,000 miles of principle arterials.

NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES)
The Clean Water Act requires point source dischargers of pollutants to obtain a permit, known as a NPDES or "stormwater" permit. The Department of Transportation is affected by this requirement because of highway runoff. The Department of Ecology administers the permitting process.

NEIGHBORHOOD ELECTRIC VEHICLES
NEVs can achieve a maximum speed between 20-25 mph. Operation is only allowed on roads with speed limit of 25 mph or less and requires a driver license.

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.

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. Often referred to as "Special Needs Transportation."

PROVISO
A clause in a legislative bill that sets out specific conditions or exceptions to the general law.

PUBLIC-PRIVATE PARTNERSHIPS (PPP/PPI/P3)
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.

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)
An agency authorized by the state legislature to provide high capacity transportation. An RTA may be formed by a vote of county councils of two or more contiguous counties each having a population of 400,000 or more. King, Pierce and Snohomish counties approved the formation of an RTA in 1993. 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.

RESCISSION
Legislation enacted by Congress that cancels the availability of budget authority previously enacted before the authority would otherwise expire.

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.

REVENUE VEHICLE HOUR
The measurement in hours that a public transportation system operates each vehicle in fixed route services (not including time to or from the assigned route), or makes demand response service available for public use.

REVENUE VEHICLE MILE
The measurement in miles that a public transportation system operates each vehicle (not including the distance to or from the assigned route).

REVOLVING FUND
A fund which has a source of repayment. The amounts expended from the fund are restored with earnings from operations, transfers from other funds, or repayments of loans. Expenditures from revolving funds may or may not require appropriation authority. Internal Service Funds are revolving funds used by state agencies to account for activities that provide goods and services to other state departments on a cost-reimbursement basis. Loan funds, such as the Public Works Assistance Account, are also revolving funds which are replenished as loan recipients pay off obligations.

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.

SPECIAL NEEDS TRANSIT
See Paratransit.

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 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.

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).

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.

TRANSIT ORIENTED DEVELOPMENT
A private or public/private real estate development project that creates, expands, maintains or preserves a mixed-use community or neighborhood within walking distance of a transit center." Transit-oriented development policies are largely a function of local comprehensive planning policies and rules.

TRANSPORTATION BUDGET
One of three state budget bills. Contains appropriations used to support state transportation operating and capital 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 catalogued 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)
The Transportation Partnership Act of 2005 increased fuel taxes by 9.5 cents and imposed vehicle weight fees on cars, light trucks and SUVs. Revenues are deposited to the TPA Account; expenditures from this account may only be used for projects or improvements identified as 2005 transportation partnership projects, including any principal and interest on bonds authorized for the projects or improvements.

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. Formerly codified in 47.06C RCW, the law expired on March 31, 2006. Similar efforts to facilitate timely permitting are continued by the Multi-Agency Permitting (MAP) Team.

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 under the Growth Management Act. 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
ARRA	American Recovery and Reinvestment Act
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
CDL	Commercial Driver License
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)
CRC	Columbia River Crossing
CSG	Council of State Governments (also Western Conference CSG--13 western states)
CTA	County Transportation Authority
CTR	Commute Trip Reduction
CVEO	Commercial Vehicle Enforcement Officer (WSP)
CVISN	Commercial Vehicle Information Systems Network
DART	Dial-A-Ride Transit
DB	Design Build
DBB	Design-Bid-Build
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
EDL	Enhanced Driver License
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)
GO	General Obligation
GTEC	Growth and Transportation Efficiency Center (CTR)
HCT	High Capacity Transit
HCTA	High Capacity Transportation Account
HCTCA	High Capacity Transportation Corridor Area
HOV	High Occupancy Vehicle
HOT	High Occupancy/Toll
HSF	Highway Safety Fund (State)
HSGT	High Speed Ground Transportation
HSIP	Highway Safety Improvement Program
HSP	Highway System Plan
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)
JBLM	Joint Base Lewis-McChord
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
MAP-21	Moving Ahead for Progress in the 21st Century
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
ODOT	Oregon Department of Transportation
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
PCC	Palouse River and Coulee City Railroad
PE	Preliminary Engineering
PERC	Public Employees Relations Commission
PFA	Passenger Ferry Account
PICS	Patrol Information Collection System (Washington State)
POF	Passenger Only Ferry
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
RTID	Regional Transportation Investment District
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
ST	Sound Transit
STC	Senate Transportation Committee
STIP	Statewide Transportation Improvement Plan
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 21st Century
TEIS	Transportation Executive Information System
TEU	Twenty-foot Equivalent Units (containerized shipping units)
TF	Transportation Fund
TIA	Transportation Improvement Account
TIB	Transportation Improvement Board (State)
TIFIA	Transportation Infrastructure Finance Innovation Act
TIGER Grants	Transportation Investments Generating Economic Recovery grants (federal)
TIP	Transportation Improvement Program
TMA	Transportation Management Area

TNB	Tacoma Narrows Bridge
TOD	Transit Oriented Development
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
UATA	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)
VIN	Vehicle Identification Number
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)