
Roadways and Trails

Overview and Table of Contents

This section provides information about surface modes of transportation that use roadways and trails, including sidewalks.

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Bicycles

BACKGROUND

- Along with walking, the most fuel efficient form of transportation over relatively short distances.
- There is the potential for more bicycling, especially in Washington's cities. Currently, more than half of all trips are less than three miles in length, and 80% of these trips are made by car.
- National interest in bicycles as an alternative form of transportation gained in popularity during the energy crises of the early 1970s; state and federal governments made money available for planning, mapping, and constructing facilities.
- In 1982, interstate highway shoulders in Washington opened to bicyclists.
- For bicyclists, the majority (65%) of fatal collisions occurred while following the rules of the road - crossing the roadway or riding with traffic (e.g., driver following too closely or exceeding safe speeds, bicyclist being hit by an opening car door while riding next to parked cars). [FARS, 1999-2006]

GOVERNANCE

- In 1984, WSDOT created the Statewide Bicycle and Pedestrian Advisory Committee to advise the department on bike and pedestrian issues. This committee was reformed in 2007 as a subcommittee of WSDOT's Highway Safety Improvement Group.
- In 1991, Congress passed landmark transportation legislation that set a new direction for transportation policy. The Intermodal Surface Transportation Efficiency Act (ISTEA), and each subsequent Transportation Efficiency Act, recognized the importance of bicycling and walking in creating a balanced transportation system. Key provisions for bicycling and walking included:
 - A 10% set aside of Surface Transportation Program funding for transportation enhancements, including facilities for bicycling and walking;
 - The requirement that all States and Metropolitan Planning Organizations (MPO's) prepare long range transportation plans that include bicycling and walking; and
 - The requirement that each state appoint a Bicycle and Pedestrian Coordinator.
- In 1994 the U.S. Department of Transportation published the National Bicycling and Walking Study, which established two specific goals: to double the percentage of trips made by foot and bicycle while simultaneously reducing the number of crashes involving bicyclists and pedestrians by 10 percent.
- On June 9, 1998, the Transportation Equity Act for the 21st Century (TEA-21) carried forward the same programs for bicycling and walking established in ISTEA, and also included several new and stronger directives. Important policies and statements included in TEA-21:
 - State and MPO long range plans are to "provide consideration of strategies that will increase the safety and security of the transportation system for motorized and non-motorized users."
 - Bicyclists and pedestrians shall be given "due consideration" in State and MPO plans.
 - Bicycle and pedestrian facilities are to "be considered, where appropriate, with all new construction and reconstruction of transportation facilities."
 - TEA-21 also requires that the Secretary of Transportation to assure that bicycle and pedestrian linkages are maintained and improved.
- On August 10, 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law. In this act the Safe Routes to Schools Program was

added, establishing a funding source for Safe Routes to Schools improvements and requiring each state to appoint a Safe Routes to Schools Coordinator.

- WSDOT Bicycle and Pedestrian Transportation Management Program - Encourages bicycling as an alternative mode to automobiles; coordinates safety and tourism programs in all state agencies; assists cities and counties and WSDOT with assigning priorities to programming and developing bicycle related projects (RCW 47.04.190)
- The 2008-2027 Bicycle Facilities and Pedestrian Walkways Plan (RCW 47.06.100) is consistent with federal guidance setting a 20-year goal to increase the amount of walking and bicycling for transportation purposes and to reduce bicycle and pedestrian collisions with motor vehicles. The plan also identifies 20-year requirements for pedestrian and bicycle facility improvements and programs.
- RCW 47.30 requires that facilities for pedestrians and bicyclists be accommodated into highway designs where these facilities are a part of local plans, and to provide for alternative paths and trails if highway construction severs an existing path or trail.
- RCW 47.80.026 requires that development patterns in local and regional comprehensive plans promote pedestrian and bicycle transportation.
- As of 2005 local comprehensive plans must “include a pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles” (RCW 36.70A.070). Simply stated, a bicycle and pedestrian component is now specifically required in a community’s comprehensive plan. In addition, Land Use Elements of local comprehensive plans for jurisdictions fully planning under the Growth Management Act (GMA) state that: “Wherever possible, the Land Use Element should consider utilizing urban planning approaches that promote physical activity” (RCW 36.70A.070)

FUNDING

- As of 2005 and the passage of the Transportation Partnerships Funding Package (ESSB 6091), WSDOT administers the State Pedestrian and Bicycle Safety Grant Program, including Safe Routes to Schools, which provides \$74 million over 16 years for pedestrian and bicycle safety improvements.
- 0.3% of WSDOT’s total construction program and 0.5% of cities and counties 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 Interagency Committee for Outdoor Recreation - administers the Non-highway Road Grant Program, which receives approximately 0.1% of motor fuel tax revenue (primarily for off-road recreational bicycle trails; RCW 46.09.170)
- City and town - 75% of all money collected for bicycle licenses, fees, and penalties must be placed into the Bicycle Roads Fund (RCW 35.75.050)
- WSDOT, county, and city funds may be used for used for planning, designing, constructing, maintaining, and mapping of non-motorized facilities (RCW 47.30.030, 36.75.240)
- City and town funds may be used for building and maintaining bicycle paths and regulating and licensing bicyclists and their bicycles (RCW 35.75, 36.82.145, 36.75.240, 46.90)
- An important source of funding for bicycle transportation facilities has been the Transportation Enhancement Program set aside in Surface Transportation Program under the two most recent federal

surface transportation funding acts. The WSDOT and local agencies may use Enhancement funding to build non-motorized transportation facilities such as trails, roadway shoulders, and bike lanes. As of 2005 and the passage of SAFETEA-LU, WSDOT and local agencies have an additional funding program called Safe Routes to Schools.

OTHER RELEVANT STATUTES

- Lighting and reflectors (RCW 46.61.780)
- Parking (RCW 46.90.550)
- Rules of the road (RCW 46.61.750-.990)

STATE AGENCY WEBSITES

WSDOT – www.wsdot.wa.gov/bike

Buses

BACKGROUND

- Public transportation systems provide an array of services that include routed bus services, route deviated services (fixed routes with some custom services), light and commuter rail services, passenger-only ferry services, paratransit specialized services (often referred to as demand response), and vanpooling/carpooling coordination.
- In 2007 the public transportation systems in Washington provided 192.24 million passenger trips on the following modes:
 - 176.4 million fixed route
 - 1.34 million route deviated
 - 3.1 million light and commuter rail
 - 465,000 passenger only ferry
 - 4.75 million demand response
 - 6.2 million vanpooling services

GOVERNANCE

- Currently there are 28 operating public transportation agencies in Washington State.
- Public transportation is provided by metropolitan counties (e.g., METRO), public transportation benefit areas (PTBA), county transportation authorities (CTA), counties for unincorporated areas, regional transit authorities, or cities. State law identifies the funding and governance mechanism of public transportation organizational alternatives.

FUNDING

- Funded through local tax sources—primarily sales tax and fare box (RCW 35.95.040, and 82.14.045).
- Public transportation systems in Washington State are funded by voter-approved sales tax, fare box, motor vehicle excise tax for regional transit authorities, and federal/state operating and capital grants (RCW 35.95.040, 82.14.045, 81.104.160).
- In 2007, transit revenues included: \$1,091 million in local sales tax; \$72.3 million is motor vehicle excise tax (Sound Transit only); \$155 million in farebox and \$15.3 million in vanpool fees.

OTHER RELEVANT STATUTES

- Regional Transportation Authority (RCW 81.112)
- Maximum weight (RCW 46.44)
- Bus use of HOV lanes (RCW 46.61.165)
- Yield the right-of-way (RCW 46.61.220)

<p>Vans and Minivans Useful life: 4 years</p>	
<p>Minibuses with four wheels Useful life: 5 years</p>	
<p>Minibuses, cutaway with dual rear wheels Wheelbase length: up to 158" Useful life: 6 years</p>	
<p>Minibuses, cutaway with dual rear wheels Wheelbase length: 159" to 181" Useful life: 7 years</p>	
<p>Bus or trolley configuration, dual rear wheels Gross vehicle weight: up to 19,000 lbs Useful life: 8 years</p>	
<p>Bus or trolley configuration, dual rear wheels Gross vehicle weight: 19,000 to 24,000 lbs. Useful life: 9 years</p>	
<p>Bus or trolley configuration, dual rear wheels Gross vehicle weight: more than 24,000 lbs Useful life: 12 years</p>	

Carpooling/Vanpooling

BACKGROUND

- Empty seats in personal vehicles, vanpools, and buses offer an important transportation asset for increasing the efficiency of the highway system.
- Public vanpool programs demonstrate how empty seats can be used to improve efficiency. In June 2008 the public transit agencies in Washington State had a vanpool fleet of 2,592. These vehicles made approximately 7.7 million passenger trips in calendar year 2007. Almost 22,000 commuters ride in a vanpool on an average workday in Washington.
- The number of vanpool vehicles on the road in Washington grew significantly during the 1990s. Vanpooling decreased slightly in 2000–2002, correlating with the economic downturn in the first years of this century. Vanpooling began to increase after 2002 and by mid-2005 had set new records for vehicles on the road (2,007). The expansion has continued and in June 2008, 2,592 vanpool vehicles were operating in the system. In addition to these publicly-owned vehicles, a number of private vanpools are in operation. The most recent comprehensive assessment of private vanpooling suggested that over 200 vehicles were operating in 1999.
- In 2003, the Washington State Department of Transportation (WSDOT) developed a plan, with vanpool operators, to dramatically increase vanpooling in Washington over ten years. The goal of the “Vanpool Investment Program” is to double the number of vans in operation over by 2013. As a result of this program, five new vanpool systems have begun operating vehicles.
- HOV lanes are designed to maximize the movement of people. HOV lanes move one-third of the people on rush hour freeways in only about 18% of the vehicles. The average HOV lane is carrying 1½ times as many people as the average “regular” lane, and is saving users up to 16 minutes per trip.
- The percentage of people who drove alone to work to Commute Trip Reduction (CTR) worksites declined from 70.9% in 1993 to 65.5% in 2007, a decrease of more than 7%. The effects of these individual choices encouraged by the CTR program show up in statewide figures as well. In Washington, during the decade from 1990 to 2000, the percentage of people who drove alone to work decreased slightly from 73.9% to 73.3%. Washington and Oregon were the only states where the percentage dropped. In all other states, the average rate for drive-alone commuting increased.

GOVERNANCE

- The direct formation and management of carpooling and vanpooling is conducted by numerous entities, including private individuals and businesses; public transit systems; and city and county governments.
- In Washington State, vanpool vehicles are most commonly available through public transit agencies. A few private employers continue to operate vanpools. In addition, private individuals and employers work to form vanpool groups.
- Public transit systems and independent carpooling interests sponsor ridematching efforts to encourage employees to carpool and vanpool. Recently, six transit systems and WSDOT cooperated to support Internet-based ridematching and worked together to develop and manage RideshareOnline.com. This tool expanded to statewide implementation in 2005. By January 2009, WSDOT will issue a Request for Proposal (RFP) to find a vendor to upgrade RideshareOnline.com with new technology and make it more effective and attractive.

FUNDING

- The 2007-2009 transportation budget allocated \$8.6 million for WSDOT to purchase vehicles to provide to transit agencies to expand vanpooling in the state. Since 2003, more than \$17 million has been invested to purchase 808 vans for 20 transit agencies. .
- Riders, and in some cases employers, fund carpools and vanpools.
- Fare policies vary by operator, as determined by the operator's board or county council. In some case, public vanpool costs are almost 100% recoverable from fares paid by riders or employers.
- Public and private vanpools are exempt from retail sales tax on purchase of the vehicle (RCW 82.08.0287, 82.12.0282, 82.44.015).

RELEVANT STATUTES

- Carpools and vanpools may use HOV lanes (RCW 46.61.165)
- The Commute Trip Reduction program (RCW 70.94.521-555)

High Occupancy Vehicle (HOV) Lanes and High Occupancy/Toll Lanes (HOT Lanes)

BACKGROUND

- The HOV system maximizes the people carrying capacity of the roadway network by giving priority to vehicles carrying more people. The HOV system provides increased speed and reliability for buses, vanpools, and carpools compared to the general purpose lanes.
- Elements of the HOV system includes HOV lanes on freeways, HOV priority treatments on local streets, limited access ramps, park-and-ride lots, enforcement facilities, HOV by-pass lanes at ramp meters, and the "Guaranteed Loading Program" on Washington State Ferries.
- The Transportation Commission has designated the Core Freeway HOV program (approximately 297 miles) as its highest priority for new construction. HOV lanes have been or will be constructed on portions of I-5, I-90, I-405, SR 16, SR 167, and SR 520.
- Approximately 230 lane-miles of HOV lanes are currently open on Puget Sound freeways. Design is underway on major parts of the remainder.
- Puget Sound freeway HOV lanes are currently open to buses, vehicles with two or more occupants, and motorcycles. An exception is on short westbound segment of SR 520 approaching the floating bridge. Safety and operational considerations necessitate a requirement for three or more occupants per vehicle on that HOV lane segment.
- The two person occupancy requirement applies 24 hours per day, seven days a week on most of the core freeway HOV system including the HOV lanes on I-5. Freeways east of Lake Washington are an exception to this policy. In the summer of 2003, a demonstration was begun that opened these HOV lanes to general purpose traffic from 7:00 pm to 5:00 am.
- In 1996 the Washington State Transportation Commission adopted a performance standard for HOV lanes. This standard says that vehicles should average 45 mph or greater at least 90% of the time they use the HOV lane during the peak hour. Recently, increasing HOV lane traffic volumes have caused many segments of the HOV system to fall below the peak hour performance standard. WSDOT is evaluating options for improving HOV lane speed and reliability.

GOVERNANCE

- WSDOT has the sole responsibility for planning, constructing, and operating HOV and queue by-pass lanes on limited access facilities, but consults and coordinates with the regional metropolitan planning organization. In the Puget Sound region, WSDOT has also committed to consulting with Sound Transit regarding proposed changes to HOV operating policies.
- On state-owned arterials, WSDOT shares the planning, constructing, and operating responsibilities with local jurisdictions.
- WSDOT has shared responsibility for planning and developing HOV direct access ramps with Sound Transit.
- The Freeway Core HOV Lane program is included in and supported by the Puget Sound Regional Council's Metropolitan Transportation Plan and by Sound Transit's Master Plan.

FUNDING

- The Transportation Commission has created a funding category for the freeway core HOV system. The 2003 nickel package funds substantial portions of the core HOV system, including projects on SR 16 in Tacoma, on I-5 in Federal Way and Everett, on SR 167 in Auburn, and on SR 520 in Redmond. The total cost of core HOV system improvements funded through the nickel package is in excess of \$700 million.
- The 2005 transportation funding package (Transportation Partnership Act) also provided funding for core HOV improvements. Specifically, adding HOV lanes to I-5 in Pierce County between SR 16 and the Pierce/King County line, improving the I-5/SR 16 interchange including direct HOV to HOV connections, and extending the southbound HOV lane on SR 167 into Pierce County.
- A variety of sources may be used to pay for HOV projects, including most categories of federal TEA-21 funds, the Motor Vehicle Fund the Transportation Fund and certain local option taxes. Most of the HOV system completed prior to the late 1990's was funded by the Interstate Completion program, which has expired.
- The 1996 Sound Transit plan includes direct access ramps to allow buses to enter and exit HOV lanes without crossing general purpose traffic. These direct access facilities cost approximately \$500 million. The Sound Transit Phase II plan does not include funding for additional direct access ramps.
- King, Pierce and Snohomish counties are authorized to levy, with voter approval, local taxes to accelerate completion of HOV lanes and related facilities on state highways and local arterials and to fund other HOV programs (RCW 81.100.030, 81.100.060):
 - Employer tax of up to \$2/employee/month (allows credits for HOV/transit program)
 - Up to 0.3% Motor Vehicle Excise Tax (MVET) surcharge except on heavy trucks
- Revenue from the following local option taxes may be used for HOV lanes, facilities, and program (82.80.010, 82.80.020, 82.80.030):
 - Motor fuel tax (HOV lanes, facilities only)
 - License fee
 - Commercial parking tax

HIGH OCCUPANCY/TOLL LANES (HOT Lanes)

- In May of 2008 WSDOT converted the HOV lanes on SR 167 to High Occupancy/Toll lanes (HOT). The lanes are open to single occupancy vehicles which pay a toll. The toll varies depending on the level of traffic; as the volume of traffic increases so does the toll.
- Tolls are collected electronically by transponders mounted on vehicle windshields and users are billed automatically. SR 167 HOT lanes are interoperable with Tacoma Narrows Bridge by using the same *Good To Go!* technology and customer service center
- Maintaining reliable service to transit and HOV users is a key objective along with operating our system as efficiently as possible by using available capacity to move more people and vehicles. HOV and HOT lanes are expected to operate at 45 mph or better during the peak hour.
- WSDOT is studying the use of variable tolling on other highways in the Puget Sound region including I-405 (as provided for in legislation adopted in the 2003 and 2005 sessions). Roadway pricing is also being considered in the Puget Sound Regional Council plan update.

Miscellaneous Modes

BACKGROUND

- Snowmobiles
 - Approximately 36,500 registered in the state
 - Over 2,000 miles of snowmobile trails (almost all managed by the federal government)
 - An operating license is not required. However, no one under the age of 12 may operate a snowmobile on or across a public roadway or highway. Persons between the ages of 12 and 16 must have first completed a snowmobile safety education course before doing so. (RCW 46.10.120)
 - Snowmobile fuel excise tax (RCW 46.10.170)
 - Snowmobile registration (RCW 46.10.040)
- Equestrian
 - Almost 7,000 miles of pack and saddle trails (majority of which are rally managed)
 - Trails program includes equestrian facilities
 - Six-year program for arterial construction, including equestrian paths (RCW 36.81.121)
- Recreational Boating
 - Motor fuel tax refund to Marine Fuel Tax Refund Account (RCW 79A.25.040)
 - Approximately 282,000 vessels licensed through the Department of Licensing
 - State Parks and Recreation Commission has rule-making authority (RCW 79A.60.595)
 - Registration fees and taxes (RCW 88.02 and RCW 82.49)
- Mopeds
 - Approximately 10,200 registered in the state
 - Definition of mopeds (RCW 46.04.304)
 - Any person holding a valid driver's license of any class may operate a moped without taking a special examination (RCW 46.20.500)
- Motorcycles
 - Approximately 223,300 registered in the state
 - Helmet, goggles, and face shield requirements (RCW 46.37.530 and RCW 46.37.535)
 - Special endorsement for driver's license (RCW 46.20.500 and RCW 46.20.515)
- Motor homes
 - Approximately 73,800 registered in the state
 - Registration and additional fees (RCW 46.16.0621, RCW 46.16.063, and RCW 46.17.020)
- Neighborhood Electric Vehicles
 - Operation authorized (RCW 46.61.725)
 - Electric powered vehicles with speed between 20-25 mph (RCW 46.04.357)
 - Medium speed electric vehicles licensed as motor vehicles, drivers license required, operate on roads with speed limit not greater than 35 mph (RCW 46.61.688)

Passenger Vehicles

BACKGROUND

- 4.9 million registered drivers of automobiles
- 4.3 million automobiles registered , pick-ups 1.5 million (this number also included in truck section)
- Motor vehicles are the single greatest contributor to air pollution in most urban areas of Washington

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 vehicles contribute to maintaining and monitoring state roads and highways through user fees
 - Motor fuel tax (RCW 82.36, 82.38)
 - Vehicle licensing and registration fees (RCW 46.16)

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)

Pedestrians

BACKGROUND

- Walking is the only transportation option available to many people, especially the young, elderly, transit riders, disabled, or car-less.
- Over 75 % of the people in Washington State's households walk or hike for recreation.
- There is the potential for more walking, especially in Washington's cities. Currently, more than half of all trips are less than three miles in length, and 80% of these trips are made by car.
- The majority of pedestrian involved crashes in Washington (51%; Source: *FARS* 1999-2006) occur at unmarked crossings. Only 10% of legal crossings are currently marked.

GOVERNANCE

- In 1984 WSDOT created the Statewide Bicycle and Pedestrian Advisory Committee to advise the department on bike and pedestrian issues. This committee is comprised of citizens, statewide advocacy organizations, cities, and counties.
- In 1991, Congress passed landmark transportation legislation that set a new direction for transportation policy. The Intermodal Surface Transportation Efficiency Act (ISTEA) and each subsequent Transportation Efficiency Act recognized the importance of bicycling and walking in creating a balanced transportation system. Key provisions for bicycling and walking included:
 - A 10% set aside of Surface Transportation Program funding for transportation enhancements, including facilities for bicycling and walking;
 - The requirement that all States and MPOs prepare long-range transportation plans that include bicycling and walking; and
 - The requirement that each state appoint a bicycle and pedestrian coordinator.
- In 1994, the U.S. Department of Transportation published the National Bicycling and Walking Study which established two specific goals: to double the percentage of trips made by foot and bicycle while simultaneously reducing the number of crashes involving bicyclists and pedestrians by 10 %.
- Signed into law June 9, 1998, the Transportation Equity Act for the 21st Century (TEA-21) carried forward the same programs for bicycling and walking established in ISTEA, and also included several new and stronger directives. Important policies and statements included in TEA-21:
 - State and MPO long-range plans are to "provide consideration of strategies that will increase the safety and security of the transportation system for motorized and non-motorized users."
 - Bicyclists and pedestrians shall be given "due consideration" in State and MPO plans.
 - Bicycle and pedestrian facilities are to "be considered, where appropriate, with all new construction and reconstruction of transportation facilities."
 - TEA-21 also requires that the Secretary of Transportation assures that bicycle and pedestrian linkages are maintained and improved.
- On August 10, 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law. In this act, the Safe Routes to Schools Program was added establishing a funding source for Safe Routes to Schools improvements and requiring each state to appoint a Safe Routes to Schools Coordinator.
- The 2008-2027 Bicycle Facilities and Pedestrian Walkways Plan (RCW 47.06.100) is consistent with federal guidance setting a 20-year goal to increase the amount of walking and bicycling for

transportation purposes and to reduce bicycle and pedestrian collisions with motor vehicles. The plan also identifies 20-year requirements for pedestrian and bicycle facility improvements and programs.

- RCW 47.30 requires that facilities for pedestrians and bicyclists be accommodated into highway designs where these facilities are a part of local plans, and also provides for alternative paths and trails if highway construction severs an existing path or trail.
- RCW 47.80.026 requires that development patterns in local and regional comprehensive plans promote pedestrian and bicycle transportation.
- As of 2005, local comprehensive plans must “include a pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles” (RCW 36.70A.070). Simply stated, a bicycle and pedestrian component is now specifically required in a community’s comprehensive plan. In addition, Land Use Elements of local comprehensive plans for jurisdictions fully planning under the GMA require that: “Wherever possible, the Land Use Element should consider utilizing urban planning approaches that promote physical activity” (RCW 36.70A.070)

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- As of 2005 and the passage of the Transportation Partnerships Funding Package (ESSB 6091), WSDOT administers the State Pedestrian and Bicycle Safety Grant Program, including Safe Routes to Schools, which provides \$74 million over 16 years for pedestrian and bicycle safety improvements.
- 0.3% of WSDOT’s total construction program and 0.5% of cities and counties 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)
- Traffic Safety Commission uses federal funding from National Transportation Safety Association and Federal Highway’s to provide grants to local communities (primarily for signage and lighting improvements in school zones; \$100,000 - \$200,000 annually).
- Transportation Improvement Board administers the Pedestrian Safety and Mobility Programs with an average of \$2 million dedicated annually.
- WSDOT, county, and city funds may be used for used for planning, designing, constructing, maintaining, and mapping of non-motorized facilities (RCW 47.30.030, 36.75.240)
- An important source of funding for bicycle transportation facilities has been the Transportation Enhancement Program set aside in Surface Transportation Program under the two most recent federal surface transportation funding acts. The WSDOT and local agencies may use Enhancement funding to build non-motorized transportation facilities such as trails, roadway shoulders, and bike lanes. As of 2005 and the passage of SAFETEA-LU, WSDOT and local agencies have an additional funding program called Safe Routes to Schools.

OTHER RELEVANT STATUTES

- Rules of the road (RCW 46.61)

STATE AGENCY WEBSITES

WSDOT – www.wsdot.wa.gov/walk

Roadways (State Highways, County Roads, City Streets)

BACKGROUND

- Washington State roadways consist of 83,432 centerline miles of highways, roads, and streets
 - 7,044 miles of state highways
 - 39,858 miles of county roads
 - 16,995 miles of city streets
 - 19,535 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 2007.
 - State highways carry 56% of VMT, while county roads carry 16%, city streets 27%, and other roadways 1%.
- Washington's 764 miles of Interstate highways account for only 1% of roadway miles, but carry 28% of annual VMT.
- The National Highway System (NHS) provides an interconnected system of principal arterials and other highways that serve major population centers, international border crossings, ports, airports, public and intermodal transportation facilities, and other major travel destinations; meet national defense needs; and serve interstate and interregional travel. The NHS in Washington consists of 3,411 miles of roadway that carry about 47% of the state's VMT.
- The Freight and Goods Transportation System of state highways and local roadways is classified according to the level of freight traffic using the route.
- The Scenic and Recreational Highway System comprises state highways that have exceptional scenic qualities and recreational opportunities along them; they are designated by the Secretary of Transportation and identified as State Scenic Byways.

GOVERNANCE

- State Highways
 - Owned and operated by the Washington State Department of Transportation (WSDOT).
- 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
 - 22.96 cents per gallon Motor Fuel Tax (plus Ferries receives 1.08 cents), increasing to 24.46 cents as of July, 2008
 - Motor vehicle licenses, permits, and fees
 - Federal highway grants
 - Bond issue proceeds
- County Roads
 - 4.93 cents per gallon Motor Fuel Tax
 - State grants from CRAB, TIB, and FMSIB
 - Dedicated county road property tax levy
 - Local funds appropriated for use on county roads
 - Bond issues for county road purposes
 - Transportation local option taxes (see *Local Taxes*)
 - Federal aid grants
- City Streets
 - 2.96 cents per gallon Motor Fuel Tax
 - State grants from TIB and FMSIB
 - Local funds appropriated for use on city streets
 - Bond issues for city street purposes
 - Transportation local option taxes (see *Local Taxes*)
 - Federal-aid grants

OTHER RELEVANT STATUTES

- RCW Title 47 encompasses the majority of laws pertaining to public highways and transportation.
- Gasoline Tax Funds (RCW 46.68.080–110, 82.36.025)
- Local Option Transportation Taxes (RCW 81.100.030, 81.104.160, 82.47.020, 82.80.010–050)
- Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) provides authorizations for federal-aid to highway programs for Federal Fiscal Year 2004 through September 30, 2009.

Transportation Demand Management

BACKGROUND

- Traffic congestion and air pollution are serious problems affecting urban areas in the state. Climate change is a statewide issue. Additional highway capacity is expensive and difficult to provide, especially in metropolitan areas. As state and regional populations continue to grow, reducing the demand for the roadway and increasing vehicle occupancy will be essential to increasing system efficiency and maintaining mobility.
- Transportation Demand Management (TDM) strategies improve the efficiency of the highway system and reduce greenhouse gas emissions by influencing travel behavior through measures that move more people in fewer vehicles, shift the location or time of day at which vehicle trips are made, or reduce the need for vehicle travel.
- WSDOT implements its TDM programs in partnership with transit systems, local governments, regional transportation planning organizations (RTPOs), non-profit organizations, and employers.
- A wide variety of TDM strategies can influence travel patterns. Some measures may be applied to address short-term travel constraints, such as congestion during construction, while others may be used as part of a long-term congestion-relief strategy.
- Examples of TDM strategies include the following:
 - Carpool/Vanpool Ridematching Services
 - Alternative Work Hours
 - Priority Carpool/Vanpool Parking
 - Telecommuting
 - Financial Incentives for HOV Commuters
 - Congestion Pricing
 - Priority Loading for HOVs on Ferries
 - Vanpool Programs
 - Customized Bus Services and Bus Passes
 - Park-and-Ride Lots
 - Parking Management
 - Marketing Non-Drive-Alone Modes
 - Land Use Planning
- In 1991 the Washington State Legislature passed the Commute Trip Reduction (CTR) Law (RCW 70.94.521–555). The goal of the law is to reduce air pollution, traffic congestion, and energy consumption through employer-based programs that decrease the number of commute trips made by driving alone. The law created goals for reducing drive-alone commute trips and vehicle miles traveled (VMT) for each participating employer and directed them to work in partnership with local governments and transit agencies to offer commute options programs to their employees. The law created the CTR Task Force, with representatives from employers, transit agencies, local government, citizens, and state agencies, to provide policy oversight for the program.
- In 2006 the Legislature unanimously adopted changes to the CTR law to make the program more effective, efficient, and targeted. The 2006 changes focused CTR as a solution to highway delay and integrated it into local and regional economic development and transportation plans. The new law directed affected local governments and regional transportation planning organizations (RTPOs) to set new jurisdiction-wide goals for reducing drive-alone trips and vehicle miles traveled (VMT) per employee at CTR worksites by 2011. The new law also created the Growth and Transportation

Efficiency Center (GTEC) program, which provides a framework for local governments to establish new demand management programs for smaller employers and residents of dense urban centers. T

- The modified CTR began in 2008 with the approval of the new draft local and regional CTR plans by the CTR Board. The plans are based on the rules and guidance provided by WSDOT and the CTR Board and will need to be updated in 2012 to set new goals. Local governments are adopting their plans and updating their ordinances to reflect the program changes. WSDOT will continue to work with cities, counties, planning organizations, and transit systems to refine the rules and guidance as the program continues beyond 2012.
- The drive-alone rate at worksites participating in CTR decreased from 70.9% in 1993 to 65.5% in 2007. Statewide, employees commuting to CTR worksites made over 26,000 fewer vehicle trips each weekday morning in 2007 than they did when they entered the program.
- In the central Puget Sound region, the CTR program plays an especially important role. Employees commuting to worksites participating in the CTR program in the region made more than 19,200 fewer vehicle trips each weekday morning in 2007 than when they entered the program. Many of these reduced trips would otherwise have passed through the region's major traffic chokepoints during peak periods. Their absence has a significant impact on congestion, reducing peak period delay by an estimated 18% on an average morning.
- The Commute Trip Reduction Program of 2006 now focuses on the following:
 - Urban growth areas surrounding congested highway corridors
 - Local, regional, and state CTR planning and goal-setting that is integrated with transportation and land use planning under the Growth Management Act
 - Providing flexibility to local jurisdictions to develop customized trip reduction programs in key employment and residential centers (the new Growth and Transportation Efficiency Center (GTEC) program)
- WSDOT's TDM roles include the following:
 - Incorporating TDM investments into highway projects
 - Mitigating highway system delay caused by construction on the highway system
 - Monitoring the effectiveness of TDM investments
 - Funding, developing, and operating other TDM efforts such as park-and-ride lots, public education, and vanpool vehicle rental and lease programs
 - Supporting local and regional agency planning and investments in TDM activities
 - Administering the CTR program and providing staff support to the CTR Board
 - Managing the vanpool grant program and the trip reduction performance grant program (RCW 70.94.996)

GOVERNANCE

- Rules and guidelines for implementation of the CTR law were developed and are monitored by the CTR Board appointed by the Governor and chaired by WSDOT. The CTR Efficiency Act reduced the size of the Task Force to 16 members, added representation from regional transportation planning organizations (RTPOs), and established it as a permanent board to review and approve local and regional CTR plans, develop the program funding allocations and the state Commute Trip Reduction plan, and provide general policy guidance for the program.
- WSDOT is responsible for developing solutions for transportation deficiencies on state-owned facilities and for regulating and funding other transportation programs in which the state has an interest. The State Transportation Policy provides policy guidance. WSDOT administers the CTR program, the Trip Reduction Performance Program, the Vanpool Grant Program, the Regional Mobility Grant Program, and

the Growth and Transportation Efficiency Program. Each of these programs support the success of the CTR Program. WSDOT also provides financial and policy support for park-and-ride lots.

- Many TDM programs are operated by local agencies and by larger public and private employers. Partnerships among businesses and business associations with local governments and transit agencies are a primary factor in the success of TDM programs.

FUNDING

- Implementation of the Commute Trip Reduction Law is funded through the Multimodal Account at the state level. Local governments and transit systems invest local funds in the program, and in 2005 employers invested over \$49 million in support of the program. Funding for the new GTEC program was provided on a one-time basis in the 2007-2009 transportation budget. This funding is supporting the launch of seven new programs in downtown Spokane, downtown Vancouver, downtown Olympia/Capitol Campus, downtown Tacoma, downtown Bellevue, Redmond/Overlake, and downtown Seattle. The legislature directed WSDOT to provide a report on the program and recommend future funding levels by January 2009.
- Funding for other TDM programs comes from a variety of federal, state, and local public sources and from private employers.

Trucks

BACKGROUND

- In Washington State, about 70% of freight tonnage is moved by truck.
- About 360,000 of the 1,440,000 trucks registered with the Washington State Department of Licensing in FY 2004 carry freight.

Percent of Total Trucks Carrying Selected Commodities (Four Leading Commodities Transported) on Major Washington Freight Corridors in 2002:

Commodity	Statewide	I-5	I-90	I-82	SR 97	SR 395 North of Spokane
<i>Food Products</i>	7.10	6.45	9.33	9.18	4.88	3.57
<i>Forest Products</i>	11.14	11.47	8.06	6.43	10.35	56.52
<i>Crops</i>	5.86	4.07	7.95	12.34	18.79	0.99
<i>Mixed Freight</i>	8.23	8.30	9.76	10.77	4.64	6.27

GOVERNANCE

- The Washington State Patrol enforces overweight limits and safety requirements on trucks (RCW 43.43).
- The Department of Licensing provides prorate (proportionate share of taxes and fees due in Washington and other jurisdictions from interstate carriers) and fuel tax services (RCW 46).

FUNDING

- Several user fees are imposed for highway construction, maintenance, and safety:
 - Additional tonnage permits (RCW 46.44.095)
 - Combined licensing fees (RCW 46.16.070, 46.68.035)
 - Trailer fees (RCW 46.16.085)
 - Monthly tonnage permits (RCW 46.16.135)
 - Safety Inspection Fee (RCW 46.32.090)

OTHER RELEVANT STATUTES

- International Registration Plan (IRP) (RCW 46.85, 46.87)
- International Fuel Tax Agreement (IFTA) (RCW 82.36, 82.38, 82.42)
- Special Fuel Tax Act (RCW 82.38)